VILLAGE OF DOWNERS GROVE
PLAN COMMISSION

VILLAGE HALL COMMITTEE ROOM
801 BURLINGTON AVENUE

January 8, 2018
7:00 p.m.

AGENDA

1. **Call to Order**

    a. **Pledge of Allegiance**

2. **Roll Call**

3. **Approval of Minutes** – December 4, 2017

4. **Public Hearings**

    a. **17-PLC-0036:** A petition seeking approval of a Zoning Map Amendment and a Special Use to allow a school addition. The property is currently zoned R-4, Residential Detached House 4, proposed to rezone to INP-2, Campus-Scale Institutional and Public. The property is located west of Cumnor Road, between Lincoln Avenue and Indianapolis Avenue, commonly known as 236 Indianapolis Avenue, Downers Grove, IL (PINs 09-04-303-011, 09-04-303-012, 09-04-308-001). Wight & Company, Petitioner; School District No. 58, Owner.

    b. **17-PLC-0039:** A petition seeking approval of a Special Use to construct an automobile dealership. The property is currently zoned B-3, General Services and Highway Business. The property is located on the north side of Ogden Avenue, approximately 385 feet east of Cross Street, commonly known as 2410 Ogden Avenue, Downers Grove, IL (PINs 08-01-303-014, -015, -016, -017). Anas Alkhatib agent of Agri-Pres, LLC, Petitioner; Agri-Pres, LLC, Owner.

5. **Adjournment**

<u>THIS TENTATIVE REGULAR AGENDA MAY BE SUBJECT TO CHANGE</u>

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING

MINUTES FOR DECEMBER 4, 2017

Chairman Rickard called the December 4, 2017 meeting of the Plan Commission to order at 7:00 p.m. and led in reciting the Pledge of Allegiance.

ROLL CALL:

PRESENT: Chairman Rickard, Ms. Gassen, Ms. Johnson, Mr. Kulovany, Mr. Quirk, Ms. Rollins

ABSENT: Mr. Boyle, Mr. Maurer, Ex. Officio members Miller, Livorsi & Menninga

STAFF: Village Sr. Planner Rebecca Leitschuh
Village Planner, Scott Williams

VISITORS: Bill Sturm, Serena Sturm Architects of Chicago, 930 W. Huron Street, Chicago; Beth Harbauer, St. Joseph Parish Business Manager, 4730 Highland Avenue

Ch. Rickard requested that all cell phones be silenced during the meeting, and informed the public that copies of the Agenda were available at either side of the Council Chambers.

APPROVAL OF MINUTES: November 6, 2017 meeting

Ms. Gassen moved, seconded by Mr. Kulovany to approve the minutes for the November 6, 2017 meeting.

Ch. Rickard noted a misspelling of his name on page 5 of the minutes.

The Motion to approve the minutes as corrected passed by voice vote with Ms. Johnson abstaining.

Chairman Rickard reviewed the procedures to be followed for the meeting, explaining that the Plan Commission is a recommending body for the petition on the Agenda. Once the Public Hearing portion of the meeting is closed, the Plan Commission members will deliberate to recommend approval, recommend approval with conditions, or recommend denial of the petition. That recommendation will be forwarded to the Village Council together with all supporting documentation on the petition. The Village Council will make final decisions at a future date. He reviewed the subject matter of the petition on the Agenda, and then asked all individuals intending to speak during the public hearing to rise and be sworn in.

17-PLC-0031: A petition seeking approval of a Special Use and setback Variation to allow a school addition. The property is zoned INP-1, Neighborhood-Scale Institutional and Public. The property is located at the northeast corner of Main Street and Franklin Avenue, commonly known as 4832 Highland Avenue, Downers Grove, IL (PIN 09-08-110-017). Diocese of Joliet, Petitioner; Roman Catholic Diocese of Joliet Trust, Owner.

Mr. Scott Williams, Planner for the Village of Downers Grove, stated that the subject property is located at Franklin Street and Main Street. The applicant appeared before the Plan Commission in May to expand an existing parking lot on the west side of Main Street, and to change their zoning to INP-1. The Village Council approved the request and the parking lot was completed by October of 2017. Mr. Williams pointed out where the proposed addition would be built, noting that there is no particular bulk requirement for that district as it adopts the adjacent most restrictive residential zoning, which is the R-4 zoning surrounding the subject site. He explained drawings depicting the proposed addition along Franklin Street. In terms of parking, he said this proposal would result in a loss of eight parking spaces, leaving a total of 132 spaces. There is still an increase of 18 parking spaces available compared to before the parking lot expansion, which is well above the required parking. He noted that the applicant also provided information regarding building coverage, which is at 33%.

Mr. Williams displayed the landscape plan featuring a retaining wall, gardens and parking lot landscaping. There will be a 477 square foot decrease in total impervious area. In addition, foundation landscaping is proposed and is not required. He displayed elevation drawings depicting the existing walls facing Franklin Street and Main Street. Building height maximum is 28.94 feet. The petitioner is proposing modernized classroom space with enhanced accessibility and additional administrative space. The addition will be fully sprinkled and there is no increase in enrollment motivating this request for additional square footage.

With regard to the Comprehensive Plan, Mr. Williams explained that the goal of the Village is to support the operation and improvement of both public and private schools while insuring no negative impact to residential neighborhoods. On site parking, landscaping and screening are beyond what is required by Code. Staff believes this meets the requirements of the Village's Comprehensive Plan.

Mr. Williams then addressed the Standards of Approval for the Special Use, stating the addition is modernized and Building Code compliant and will have no detrimental impact to adjacent properties.

Regarding Standards of Approval for the Variation request, the applicant is essentially proposing to extend the existing building setbacks to accommodate a unique mixture of uses including a school, church and administrative office uses. If the addition meet the Franklin Street setback and was placed further west towards Main Street, the impact would more dramatically impact the parking lot, site circulation and would further reduce parking spaces. Staff supports this request as it allows the applicant to more effectively use the site.

Mr. Williams stated that Staff recommends approval of the petition with the two conditions listed on page 6 of Staff's report dated December 4, 2017.

Mr. Quirk asked why a Special Use is being required, and Mr. Williams replied that it is required because they are increasing building coverage and reducing the number of parking spaces. That is a general requirement for Special Uses.

Ms. Leitschuh added that a school or church is a Special Use. By modifying the site configuration, they are required to come in for Special Use approval. They are expanding the Special Use of the facility.

Mr. Quirk referred to Item (1) on page 4 of Staff's report which states: "Under Section 5.010 of the Zoning Ordinance, the expansion of a private, religious school and reconfiguration of ancillary parking is listed as an allowable Special Use in the INP-1 zoning district." He said that all school districts have massive building plans and the Village has encouraged a transition to the institutional zoning. He asked if they have to come in for a Special Use every time they get a building permit. Both Mr. Williams and Ms. Leitschuh replied they would all have to come in for an addition. Ms. Leitschuh explained that the schools are within residential neighborhoods and in order to provide an additional level of review for the compatibility with the surrounding residential use, they would be required to come before the Plan Commission to protect the adjacent residential properties.

Ch. Rickard said that a Special Use is similar to a conditional use and when the conditions change, this is a means to allow the Village to have a closer view of what is being proposed.

Ms. Leitschuh said that the public schools are their own quasi-governmental institution and don't apply to the Village for building code review in general. It is only when they are physically changing or encroaching the campus area that the zoning has some additional regulations.

Mr. Quirk said he finds this highly restrictive and he thinks this could have been addressed back in May as a variation to a setback. This plan has been known a long time in the community, and he thinks it's interesting to see how and why they are here again.

Ch. Rickard called upon the Petitioner to make their presentation.

Bill Sturm of Serena Sturm Architects said he represents St. Joseph Church for this project. The project knits together two existing buildings, the elementary school on Franklin Avenue with the Junior High school on Franklin and Main. He provided an overall view of the campus depicting the current schools and offices. This stage links about six different levels of the schools that currently are not accessible including an elevator, ramps, handicapped accessible restrooms, etc. The parking lot has never had a ramp connected to the building. That ramp and outdoor classroom are an added benefit to the campus. In addition, the outdoor classroom can accommodate receiving and pickup under a covered entry, as well as teaching outdoors in good weather. They

also removed a section of the parking lot walkway to set up a student garden for both academic and aesthetic purposes. The aesthetic of the building includes some demanding issues such as the age of the building. The proposal sets up an energy efficient building. They have applied for grants for that purpose. He explained that the western side of the building is the worst side for glass due to extreme heat. The building has therefore been set up for cross-ventilation to avoid overheating the space. Most schools do not have the budget to build lobby spaces often seen in public institutions; however, they are attempting to create a type of seating area for the students. The campus is somewhat void of green space and they plan to introduce that as you enter the building with a green wall, amphitheater area, etc. Mr. Sturm said by providing a ramp into the gymnasium, this might also serve as a parish entry rather than just for the school. He noted that the materials used for the proposed building are masonry to match the existing dark masonry of the existing building. There is a lower level basement for storage and mechanicals with an elevator. There will be isolated entry onto the main level via a reception area. He also noted the roofs that would include skylights as well as roof mechanicals that will be shielded. The goal is to begin construction this summer with completion by August of 2019.

Ms. Gassen asked about the new building lining up with the existing building and she asked about the dimensions of the shading devices. Mr. Sturm said it is set at 2.5 feet, which is within the Code, but they are not sure whether it might go a bit further than that. Mr. Sturm said that you want buildings to look beautiful; however, there should be reasons that they are doing specific things. They are bringing the base of the existing building to tie the new buildings together. There are reasons that they have put windows at the stairwells to bring light into the structure.

There being no further questions from the Commissioners, Ch. Rickard called upon the public for questions or comments. There were none.

Ms. Johnson asked about the existing retaining walls located near the southeast corner of the campus, the condition of which was previously brought up during the hearing for the parking lot expansion. Chairman Rickard called upon Beth Harbauer, St. Joseph Parish, who presented the church's plans that addresses property maintenance items separate from the construction of the addition.

There being no further questions or comments, Ch. Rickard called for a motion.

Ms. Gassen moved with regard to File 17-PLC-0031 that the Plan Commission forward a positive recommendation to the Village Council to approve this request for a Special Use and Setback Variation, subject to the two conditions listed on page 6 of Staff's report dated December 4, 2017. Mr. Quirk seconded the Motion.
AYES: Ms. Gassen, Mr. Quirk, Ms. Johnson, Mr. Kulovany, Ms. Rollins, Ch. Rickard
NAYS: None
The Motion passed unanimously.

In response to Ch. Rickard, Ms. Leitschuh said this would be forwarded to the Village Council for their review in January.

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Ms. Leitschuh stated that the next Plan Commission meeting will be held on January 8, 2018 in the Committee Room. She said there is one definite item, with the possibility of a second item.

Ms. Leitschuh then congratulated Scott Williams for passing the AICP exam for Certified Planners. She said it is a challenging exam, and he did an excellent job. The Commissioners all extended their congratulations to Mr. Williams on his achievement.

Mr. Kulovany moved to adjourn the meeting, seconded by Mr. Quirk.
The Motion carried unanimously by voice vote.

Chairman Rickard adjourned the meeting at 7:40 PM.

Respectfully submitted,

Tonie Harrington,
Recording Secretary
(transcribed from mp3 recording)

DRAFT

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
JANUARY 8, 2018 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
17-PLC-0036 236 Indianapolis Avenue	Zoning Map Amendment and Special Use	Scott Williams, AICP Planner

REQUEST
The petitioner is requesting approval for a Zoning Ordinance Map Amendment to rezone the properties from R-4, Residential Detached House 4 to INP-2, Campus-Scale Institutional and Public District. The petitioner is also requesting approval for a Special Use to construct a school addition.

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

GENERAL INFORMATION

OWNER: Downers Grove Grade School District 58
1860 63rd Street
Downers Grove, IL 60516

APPLICANT: Amy Fuller
Wight & Company
2500 N. Frontage Road
Darien, IL 60561

PROPERTY INFORMATION

EXISTING ZONING: R-4, Residential Detached House 4
EXISTING LAND USE: Institutional
PROPERTY SIZE: 294,912 (6.77 acres)
PINS: 09-04-303-011, 09-04-303-012 & 09-04-308-001

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	R-4, Residential Detached House 4	Single Family Residential
SOUTH:	R-4, Residential Detached House 4	Single Family Residential
EAST:	R-4, Residential Detached House 4	Single Family Residential
WEST:	R-4, Residential Detached House 4	Single Family Residential

ANALYSIS

SUBMITTALS

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

1. Application/Petition for Public Hearing
2. Plat of Survey
3. Site Plan
4. Project Summary
5. Engineering Plans
6. Landscaping Plan
7. Neighborhood Meeting Summary

PROJECT DESCRIPTION

The subject property, 236 Indianapolis Avenue, is located west of Cumnor Road between Lincoln Avenue and Indianapolis Avenue. The petitioner is requesting to rezone from R-4, Residential Detached House 4 to INP-2, Campus-scale Institutional and Public District, and a Special Use for a school addition. The INP-2 designation is intended to accommodate expansion of institutional uses while protecting surrounding areas; in this case enabling a necessary elementary school expansion in a single family residential neighborhood.

Under the INP-2 zoning regulations in Section 4.020.C.2, the petitioner has two options to receive approval for the school addition:

1. Secure Special Use approval on a project by project basis
2. Submit an overall master plan in accordance with Section 4.020.4

The applicant applied through the Special Use process and is not seeking approval of a larger campus master plan.

The property currently contains Lester Elementary School. The petitioner is proposing to add an approximately 3,400 square-foot addition to the east side of the building and project further into the drop-off and playground area. This is to accommodate the integration of a full-day kindergarten program. The addition will include three classrooms and storage space.

The addition's design will match the existing façade of the school. The elevation will include brick veneer, brick banding, storefront windows, and a canopy over the proposed entrance. The new rooftop mechanical unit will have an attached screen wall. Landscaping is shown around the addition.

Other site modifications include a new ADA ramp, set of stairs at the north entrance, and foundation landscape plantings. The western Lincoln Avenue curb-cut will no longer be used with the asphalt driveway converted to a landscaped area and walkway. The eastern curb-cut will continue to function as the car drop-off/pick-up access point.

COMPLIANCE WITH COMPREHENSIVE PLAN

The Comprehensive Plans' Future Land Use Map designates this property as Institutional/Public. The existing elementary school is an institutional use. A goal of the Comprehensive Plan is for the Village to support the continued operation and improvement of schools while mitigating negative impacts, including traffic, on the adjacent residential areas. There is sufficient parking, and the onsite drop-off and unloading operations will remain the same. The applicant is also reducing the number of points of conflict between

pedestrians and passenger vehicles by removing one of the driveways. Staff finds that continued use of this property as school use and the addition is consistent with the Comprehensive Plan.

COMPLIANCE WITH ZONING ORDINANCE

The petitioner is proposing to rezone the properties to INP-2 in order to apply for a Special Use to build the school addition and bring the existing school use into an appropriate zoning classification. Per Section 4.020.C.3 of the Zoning Ordinance, all future buildings and structures in an INP-2 district shall follow the setbacks of the residential zoning district located within 150 feet of its boundary. The R-4, Residential Detached House 4 bulk standards are applicable.

236 Indianapolis Addition	Required	Proposed
North Setback (Street Yard)	25 ft.	46 ft.
East Setback (Street Yard)	25 ft.	347 ft.
Height (maximum from established grade to roof)	35 ft.	18.4 ft.
Parking	51	56
Building Coverage	32%	15%

The addition will meet all bulk requirements including building coverage. Foundation landscaping and entryway planters are proposed and are not required in the Zoning Ordinance. Based on the current conditions and the submitted plans, the applicant's proposal is consistent with the Village's Zoning Ordinance.

ENGINEERING/PUBLIC IMPROVEMENTS

Post Construction Best Management Practices are not required because the total impervious area will be reduced by 1,071 square feet. Existing storm sewers and the drainage area to the east will continue to be utilized. Portions of the sidewalk will be restored or replaced. All improvements will comply with applicable Village codes and ordinances.

PUBLIC SAFETY REQUIREMENTS

The plans will be reviewed by the Office of the State Fire Marshal and the Regional Office of Education.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the property lines in addition to posting the public hearing notice signs and publishing the legal notice in the Downers Grove Suburban Life. Staff has not received any written neighborhood comment regarding the proposal at this time. The applicant hosted a neighborhood meeting on December 13th in accordance with Section 12.010.F.3 of the Zoning Ordinance. A summary of the meeting is attached.

FINDINGS OF FACT

The applicant is requesting approval of a Zoning Map Amendment and Special Use for a school addition. The proposed use meets the standards as outlined below:

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 uses and zoning of nearby property.

The INP-2 zoning designation is intended to accommodate development and expansion of large public, civic and institutional uses while minimizing the potential for adverse impacts on surrounding areas. While the school represents only one institutional use in one building, the total elementary school property is a larger campus, around 6.7 acres in size. The subject property is bordered by single family residences on all sides. The proposed rezoning still requires any future project to comply with the adjacent, most restrictive, R-4 zoning bulk standards. Should a future interior site expansion be sought, the applicant would be required to return to Plan Commission for a separate Special Use approval. This standard is met.

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

The proposed rezoning will not negatively affect property values. By rezoning, the petitioner will be able to continue using the property as a school use. This standard has been met.

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

The proposed rezoning will not impact property values or the public health, safety and welfare of the community. The existing use is a school use and will continue as a school use. Public welfare may be increased as the addition will be able to accommodate additional student populations. This standard has been met.

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

The subject property is currently zoned single family residential; the property owner is proposing to rezone the property to INP-2, Campus-Scale Institutional and Public District. A school is considered an institutional use and thus rezoning to INP-2 is appropriate. The expansion of a school is a Special Use in this zoning district. This standard has been met.

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

The property is not currently vacant, but the rezoning considers the context of the neighborhood. The existing R-4, Residential Detached House 4 permits single family residential on a property that is an institutional use. This standard has been met.

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

The Comprehensive Plan identifies these specific parcels as an institutional use. The petitioner is proposing to maintain the school use while broadening educational services for the immediate surrounding neighborhood to meet community expectations in the entire district by providing full-day kindergarten. This standard has been met.

(7) The Comprehensive Plan.

The subject property is designated for an institutional use in the Comprehensive Plan. This standard has been met.

Section 28.12.050.H Approval Criteria

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

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

The petitioner is proposing to rezone the subject property to INP-2, Campus-Scale Institutional and Public District. Under Section 5.010 of the Zoning Ordinance, a school is listed as an allowable Special Use in the INP-2 zoning district. This standard has been met.

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

The petitioner is proposing modernized and code compliant school facilities that will provide enriched educational services to the community. The proposed classroom addition will increase the general welfare of the community. Furthermore, the petitioner's proposed use will meet various Comprehensive Plan goals. This standard has been met.

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

The proposed use will not be detrimental to the health, safety or general welfare of persons residing in or working in the vicinity and will not be injurious to property values or improvements in the vicinity. The petitioner will be maintaining the same use and traffic pattern, but with a reduction in the number of curb-cuts. Significant landscaping and rooftop mechanical screening is proposed. This standard has been met.

RECOMMENDATIONS

The proposal is consistent and compatible with the Comprehensive Plan and surrounding zoning and land use classifications. Based on the findings listed above, staff recommends the Plan Commission make a positive recommendation to the Village Council regarding 17-PLC-0036 subject to the following conditions:

1. The Special Use shall substantially conform to the staff report dated January 8, 2018, the drawings prepared by Wight & Company dated November 14, 2017, revised December 18, 2017, except as such plans may be modified to conform to Village Codes and Ordinances.
2. There are multiple lots of record on the subject property; a lot consolidation is required before permit issuance.

Staff Report Approved By:

Stanley J. Popovich, AICP
Director of Community Development

SP:sw
-att

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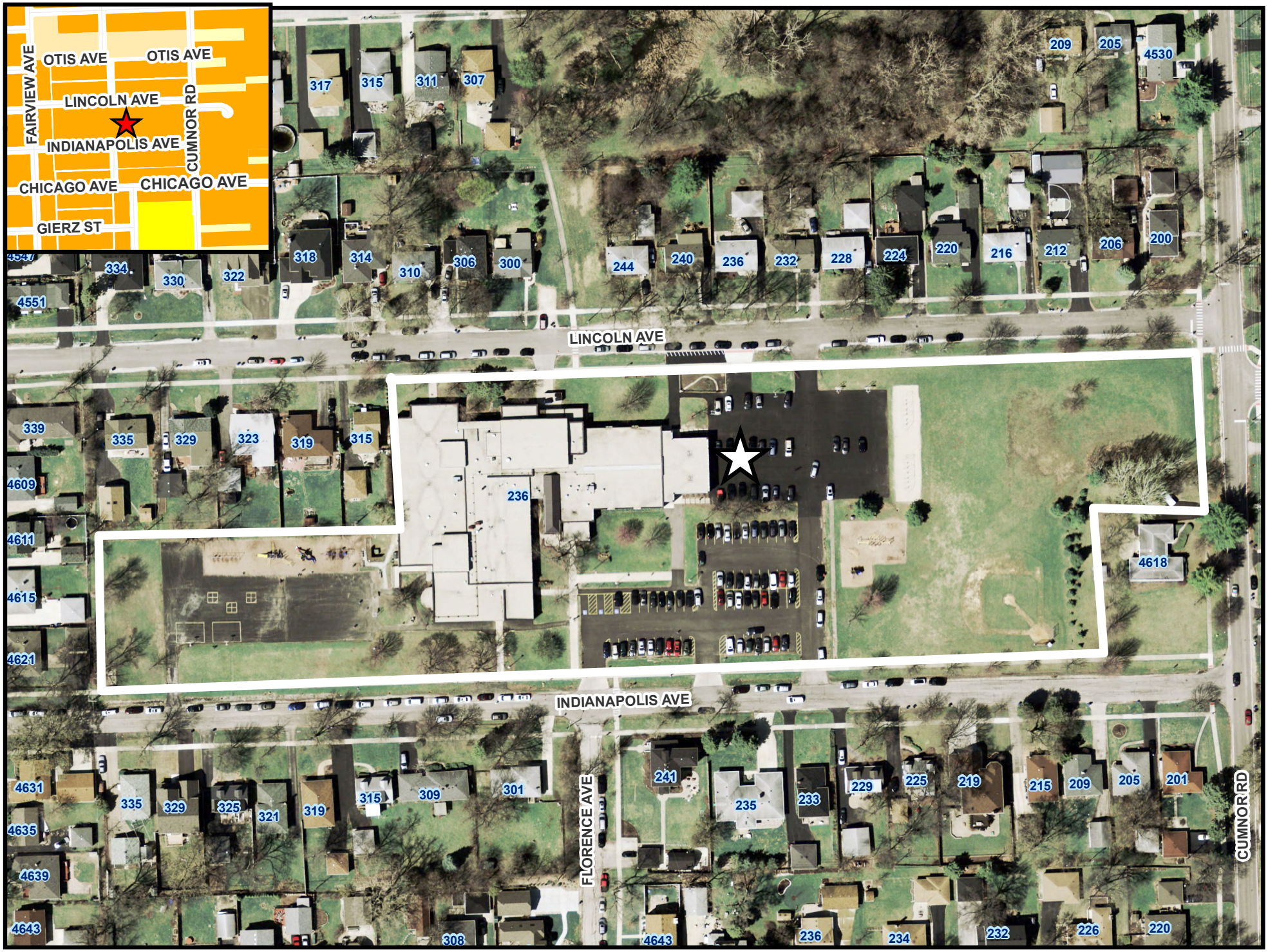

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236 Indianapolis Avenue - Location Map

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Downers Grove Grade School District 58
Lester Elementary School

Permit Submittal Narrative
January 2nd, 2018

At the Village of Downers Grove's request District 58 is requesting the change in zoning of Lester 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 district proposes to add a 3,480 +/- SF classroom addition to the existing Lester Elementary School located at 236 Indianapolis Avenue. The new addition will be located off of the East side of the existing building. The addition will include three classrooms and storage space. The school district plans to bring back the full-day kindergarten program at Lester Elementary and is in need of classrooms for the additional student population.

The new building addition will require modifications to the site including a new ADA ramp, a new set of stairs at the north entrance, and hardscape reconfiguration. The west curb cut along Lincoln Avenue will no longer be utilized, but the asphalt and curb cut will continue to be used as a drop off / pick-up location with the operation remaining the same.

The proposed site improvements will not require storm water detention on-site as the net new impervious area will be a net reduction for the site due to the new building addition being placed over mostly impervious asphalt areas. The project will also not trigger any required water quality/volume control measures (BMPs) at this time due to the net new impervious area reduction. The site will meet all best management practices for Erosion & Sediment Control Plans.

Utility infrastructure improvements at the site will include a new 6-inch sanitary sewer service for the addition to connect to the existing sanitary main within Lincoln Avenue. The connection will be coordinated with the Downers Grove Sanitary district. Roof drainage will be routed to the existing storm sewer system on-site to the existing detention basin located at the northeast area of the site to avoid dangerous icing conditions within the hardscape play area.

Foundation landscape plantings will be incorporated into the design of the new addition, consisting of low maintenance native plants. These will consist of evergreen and deciduous shrubs, and ornamental grasses. As a standard of practice, the use of native, drought tolerant, and adapted plant species will be implemented to help alleviate the use of potable water for irrigation needs.

1. The proposed use is expressly authorized as a special use in the district in which it is to be located;
   At the Village of Downers Grove's request District 58 is requesting the change in zoning of Lester School to Institutional/Public Land Use, INP-2, in order to bring the site into conformance and the overall intent of the Village's comprehensive plan. The use of the site will not be changing as the current use is Education / School use.

2. The proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community;
   The proposed addition to Lester Elementary School will benefit the entire community by allowing the return of the school's full-day kindergarten program.

3. The proposed use will not, in the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity;
   The proposed addition will not cause negative impacts to the health, safety, or general welfare of any person residing or working in the vicinity.

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

Administrative Service Center

December 4, 2017

Dear Friend of District 58:

Downers Grove Grade School District 58 has submitted a Special Use Application to the Village of Downers Grove requesting to build an addition at Lester Elementary School, 236 Indianapolis Avenue, Downers Grove, IL, which is adjoining or near your property. The School District is proposing a new addition to the existing elementary school to provide classroom space for students and to facilitate delivery of kindergarten programs. The new addition will be located off of the East side of the existing building and will include three classrooms and storage space. A site plan is attached for your reference.

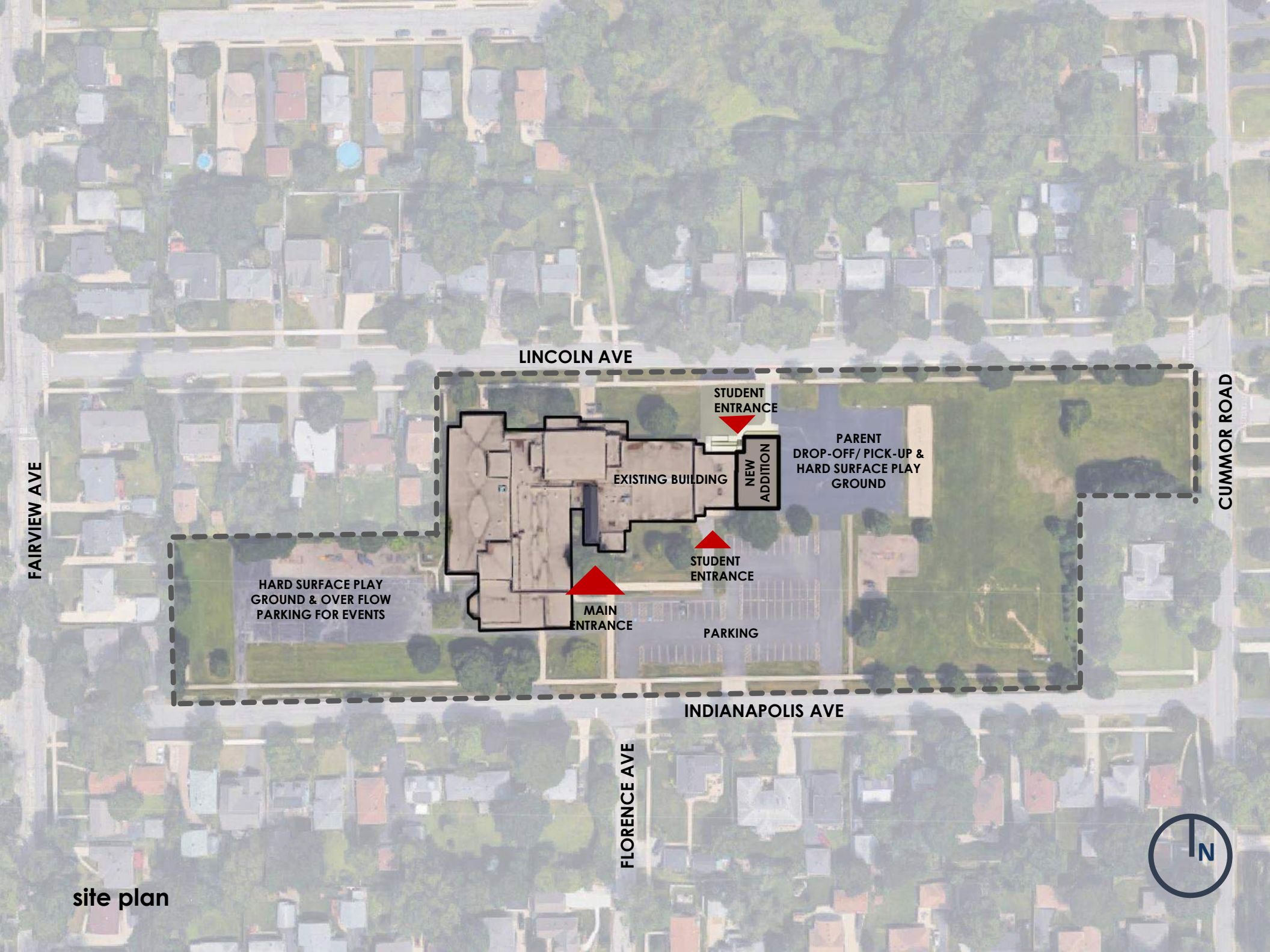
You are invited to attend a neighborhood meeting on December 13th, 2017 at 6:00p.m. in the LRC of Lester School, 236 Indianapolis Avenue, Downers Grove, Illinois, 60515, for an overview of the proposed addition project and an opportunity to ask questions.

Should you have any questions about the meeting, please feel free to contact Carin Novak at (630) 719-5855 or David Bein at (630) 719-5829.

Very truly yours,

Carin Novak
Principal, Lester School

David Bein, SFO
Assistant Superintendent for Business/CSBO


LINCOLN AVE
STUDENT ENTRANCE
PARENT DROP-OFF/ PICK-UP & HARD SURFACE PLAY GROUND
NEW ADDITION
EXISTING BUILDING
CUMMOR ROAD
FAIRVIEW AVE
STUDENT ENTRANCE
HARD SURFACE PLAY GROUND & OVER FLOW PARKING FOR EVENTS
MAIN ENTRANCE
PARKING
INDIANAPOLIS AVE
FLORENCE AVE
N

site plan

MEETING MINUTES

Date Issued: 12/18/2017
Client: Downers Grove Grade School District 58
Project: Lester Elementary School – Addition & Renovations
Project No.: 5399-13

Meeting Date: 12/13/2017 6:00PM

Meeting Attendees: David Bein – DG 58, Carin Novak – DG 58, Amy Fuller – Wight, Steve Moore – Wight, Meggan Stanton – Wight, and the following community members: Nicole Tolson, Laura Hughes, Stephanie Brockway, Mark Harris, Irene Nelson, Karen Schmidt, and Jo Pott

Purpose: Neighborhood meeting to explain the project and answer any community questions about the design and construction process associated with the addition.

Notes

No.	Item	Notes
1	Introduction of Key Players	
2	History Leading to the Project [Carin Novak: Principal – DG 58]	• Need for space at Lester School - provide equity among all grade schools in D58 to implement full day kindergarten • The Board of Education (BOE) granted the school permission to move forward with the project in August 2017
3	Introduction to the Project [Amy Fuller: Architect – Wight]	• Tonight's meeting is to inform the community about the project scope and what project entails. • Goal - bring back the full day kindergarten program to Lester School • Adding 3 classroom addition onto the East side of the building • Will effect existing hard surface play; however, there will still be plenty of hard surface play area available for student use
4	Existing Conditions / Proposed New Addition location [Amy Fuller: Architect – Wight]	• Spoke about current site and where proposed new addition will be located

5	Construction Logistics [Amy Fuller: Architect – Wight]	• Parent pick up at North operation slightly modified during construction but no additional load off-site other than normal current operation • South parking lot and daycare bus drop-off will not be affected • Location of construction fencing and staging area will not block sidewalk to the North of the building or access drive to the East of the addition • All construction staging and deliveries will be maintained within the boundaries of the construction fence • Truck deliveries will not occur during arrival and dismissal times • Construction hours will follow the Village Ordinance of 7am-7pm Monday-Saturday • Noise associated with construction will be similar to the current noise levels produced by surrounding residential construction that is happening in the area • Scheduling will accommodate student testing periods to ensure that construction noise is not a distraction
6	Project Schedule Overview [David Bein: Assistant Superintendent for Business – DG 58 & Amy Fuller: Architect – Wight]	• In November, the Board approved us to move forward for bidding • Village Planning and Zoning (P&Z) tentatively scheduled at January meeting ○ Rezoning to Institutional/Public Land Use in lieu of current R4 District – to comply with Village Comprehensive Plan • Drawings out to bid early January • Recommendation to the BOE in February • If BOE accepts the recommendations, groundbreaking end of February/early March • Substantial completion is mid-August • Addition will be open for 2018-2019 school year

7	Project Scope [Amy Fuller: Architect – Wight]	• 3 classrooms to be added to the East side of the school along with additional general storage space • Currently, there are 2 classrooms at East end of the school. The South classroom will remain, and the North classroom will be converted to a corridor that extends to the new classrooms along with a new resource room and two single-user toilet rooms that are ADA compliant • New student entrance on the North with an ADA accessible ramp • Maintaining some hard surface play area for recess
8	Project Exterior [Amy Fuller: Architect – Wight]	• Brick to match existing building • Canopy over student entry • Operable windows in classroom spaces • Maintaining solid wall on East for students to utilize at recess, but including windows high to bring daylight into center classroom space

9	Questions from Community Members	• *Q: Will full day kindergarten get to eat lunch in the gym now with the addition?*
		  ○ **A: They will probably still eat in the classroom due to current capacity of the small gym and inability to add another lunch period without interfering with other classes**
		• *Q: Is there a plan in place if the construction is delayed since we will have already committed to full-day kindergarten at the point?*
		  ○ ***A:* There is open space in the LRC and the Art & Music room, so in a worst-case scenario, things may have to be shuffled around temporarily, but Wight does everything in our power to ensure that a project is delivered on schedule**
		• *Q: If all goes well, does that mean that everyone will have full-day kindergarten?*

		○ **A: Lester is currently the last school to not have the program, so we will be able to offer an equitable program to other schools** • *Q: Will half-day kindergarten still be an option?* ○ ***A:* Yes, it is required by law that Lester offers half-day kindergarten** • *Q: Are the 6th grade classrooms still going to be double classrooms? Is that by choice?* ○ **A: Lester currently has a lot of classrooms separated by folding partitions. The addition also has two classrooms that are not separated by a wall due to the way that 6th grade co-teaches. However, the addition is designed to accommodate a new wall if the needs of the school change in the future.** • *Q: How much square footage is coming off of the current playground area?* ○ **A: Approximately 3,500 SF** • *Q: Are we adding more hard surface to the back? What about the days when the kids have to stay off the grass areas?* ○ **A: No, the swings are currently located at the East end. There are currently no plans to extend the hard surface. Lester will evaluate the situation when construction is finished, but is keeping an open mind about some adjustments that might have to be made.** • *Q: Is there any built-in technology in the new classrooms that is not present in the current classrooms?* ○ ***A:* No, the technology in the new classrooms will be similar to what the rest of the building has. There won't be a significantly different classroom**

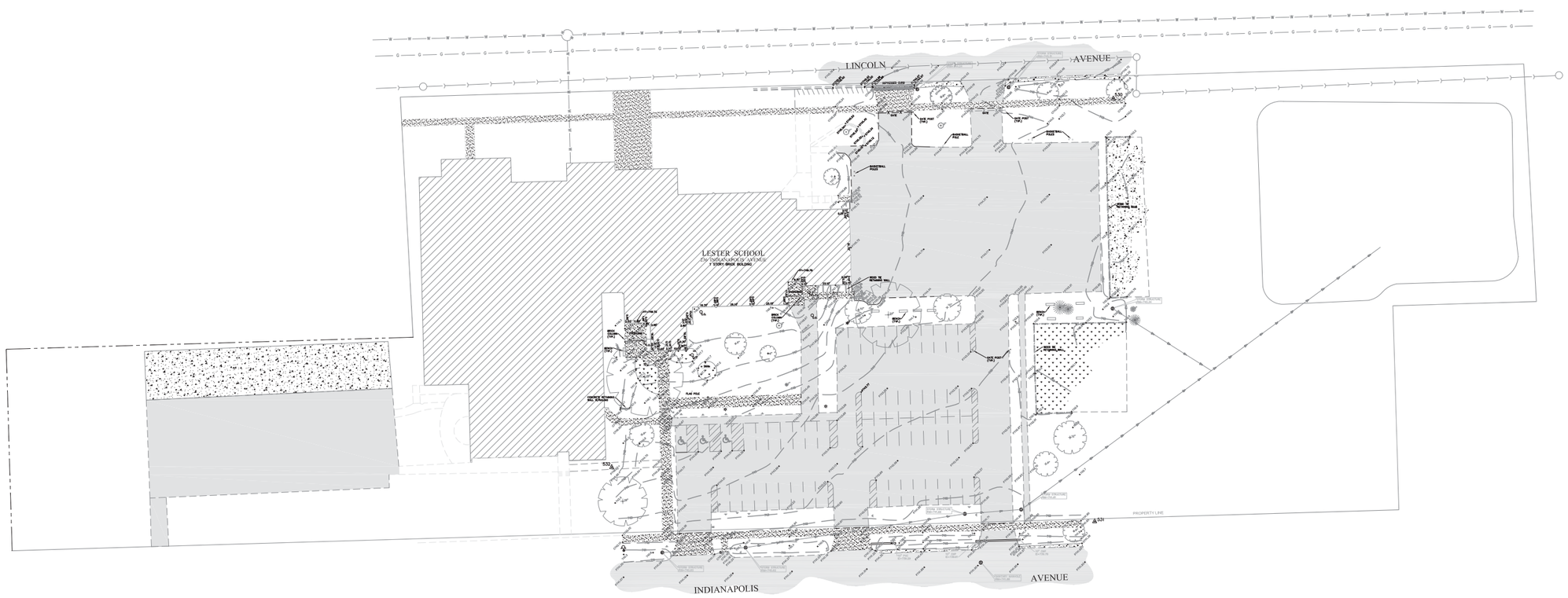
		experience as far as technology goes between the addition and the existing.
		• *Q: Will the building be air-conditioned?*
		  ○ **A: The unit associated with the addition has the capability to produce A/C, but since the rest of the building does not currently have A/C, it will not be running. If the building is upgraded in the future, it can be turned on easily.**
		• *Q: Are there windows to ventilate the classrooms?*
		  ○ **A: Yes, each classroom has operable windows up high and down low.**
		• *Q: What kind of glass will be on the exterior if the kids are throwing balls at the East wall?*
		  ○ **A: The glass is laminated and is up high enough that it should not be a problem.**
		• *Q: Are there images available to the public?*
		  ○ **A: Yes, the images have been made public by the school**

10	Summary	• **At this time, no changes to the plans are required based on community feedback**

The foregoing constitutes our understanding of the matters discussed and conclusions reached at this meeting. The participants are requested to advise the undersigned of any corrections or additions within 10 business days from the date of issuance.

Respectfully submitted,
Wight & Company

CC: File B5.0
Village of Downers Grove



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GRAPHIC SCALE

40 0 20 40 80

1 INCH = 40 FEET

DOWNERS GROVE GRADE SCHOOL DISTRICT 58

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REV	DESCRIPTION	DATE
	PERMIT REVIEW COMMENTS	12-18-2017
	ISSUED FOR BID	11-30-2017
	75% CONSTRUCTION DOCS	11-01-2017
	ISSUED FOR GMAX PRICING	10-12-2017

DOWNERS GROVE SCHOOL DISTRICT 58 LESTER ELEMENTARY SCHOOL-ADDITION & RENOVATIONS

OVERALL EXISTING CONDITIONS

Project Number:
01-5399-13
Drawn By:

Sheet:
C1.00

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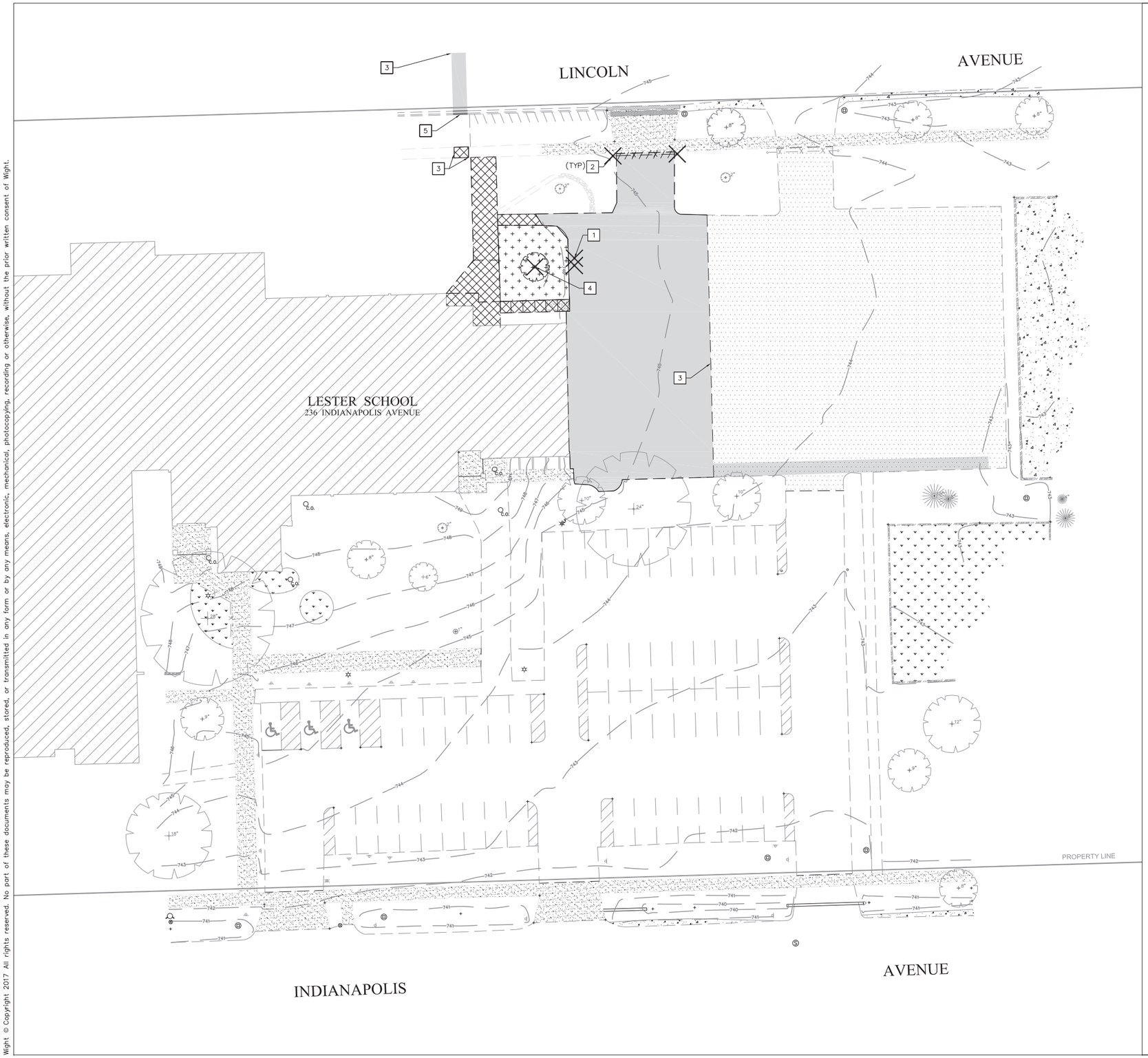

LEGEND

- HMA FULL DEPTH PAVEMENT & STONE BASE REMOVAL
- CONCRETE/SIDEWALK & STONE BASE REMOVAL
- MULCH REMOVAL
- 2" GRIND & OVERLAY
- ITEM REMOVAL
- REMOVAL LINEAR ITEMS

KEY NOTES

1. REMOVE BASKETBALL HOOP
2. REMOVE POSTS AND GATE
3. SAWCUT PAVEMENT/SIDEWALK
4. REMOVE TREE
5. CURB AND GUTTER REMOVAL AND RESTORATION

NOTES:

1. ALL DIMENSIONS ARE TO THE BACK OF CURB/EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN.
2. ALL EXISTING CURB TO REMAIN UNLESS OTHERWISE SPECIFIED. ANY CURB DAMAGED DURING DEMOLITION SHALL BE REPLACED IN KIND.
3. CONTRACTOR TO PROTECT ALL EXISTING UTILITIES DURING DEMOLITION AND CONSTRUCTION ACTIVITIES. CONTRACTOR TO LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION.
4. CONTRACTOR TO FOLLOW ALL VILLAGE OF DOWNERS GROVE & DOWNERS GROVE SANITARY DISTRICT REQUIREMENTS FOR R.O.W. RESTORATION AND UTILITY CONNECTION REQUIREMENTS.
5. 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.
6. THE ROADWAY MUST BE KEPT CLEAN OF DEBRIS. REFER TO THE VILLAGE OF DOWNERS GROVE ORDINANCE 19.14 AND 19.22
7. ANY UTILITY ADJUSTMENTS, CONFLICTS, RELOCATIONS, ETC. REQUIRED SHALL BE COORDINATED WITH THE ENGINEER AND UTILITY OWNER/PROVIDER.

N

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GRAPHIC SCALE

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1 INCH = 20 FEET

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DOWNERS GROVE SCHOOL DISTRICT 58 LESTER ELEMENTARY SCHOOL-ADDITION & RENOVATIONS

DEMOLITION PLAN

Project Number:
01-5399-13

Drawn By:
MP

Sheet:
C1.02

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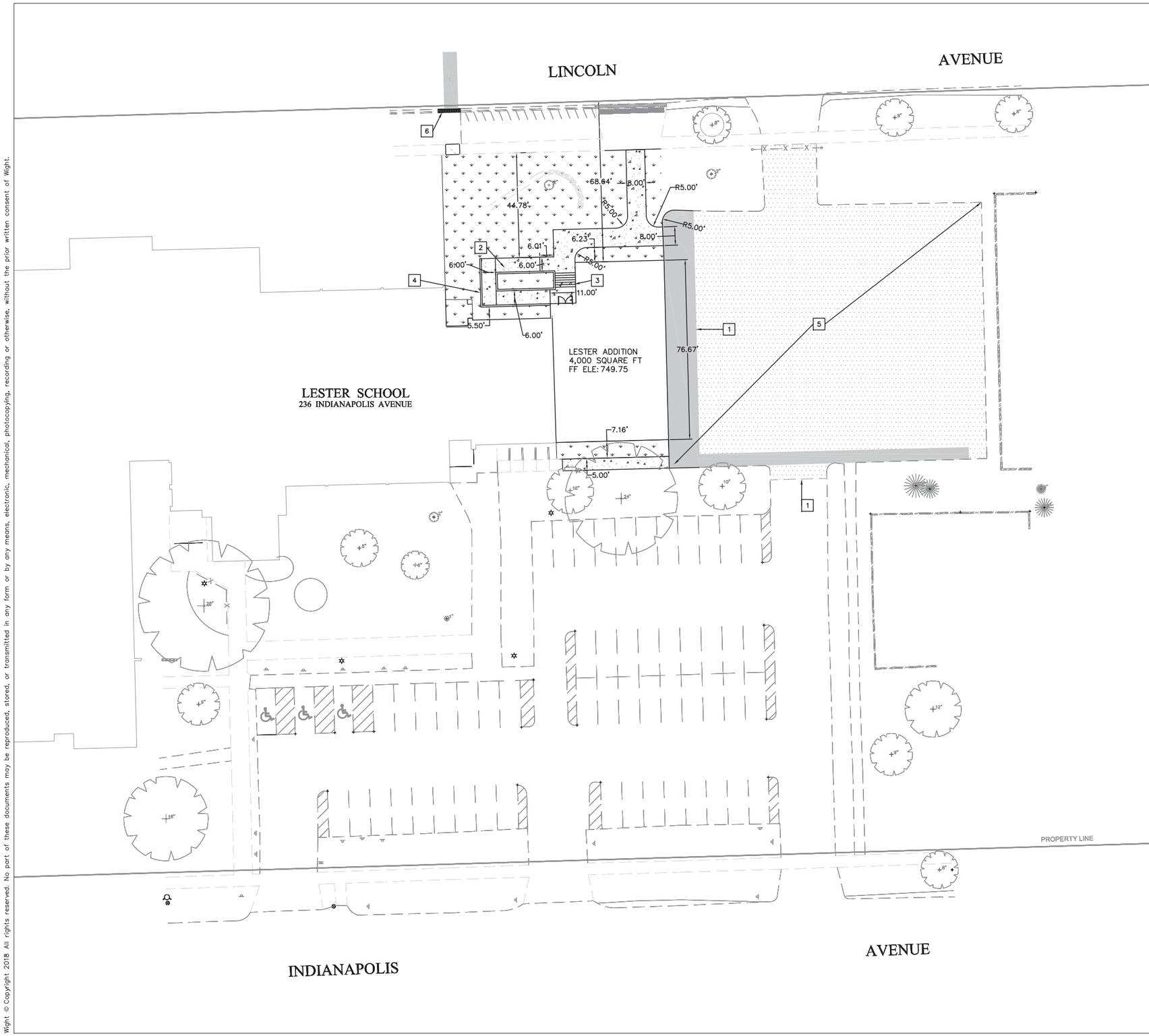

LEGEND

- CONCRETE
- FULL DEPTH HMA PAVEMENT
- LANDSCAPE AREA
- 2" MILL OVERLAY

KEY NOTES

1. SAWCUT PAVEMENT
2. NEW STRUCTURAL CONCRETE RAMP WITH HANDRAILS (SEE ARCH PLANS FOR DETAILS)
3. NEW STRUCTURAL CONCRETE STAIRS WITH HANDRAILS (SEE ARCH PLANS FOR DETAILS)
4. RETAINING WALL (SEE ARCH PLANS FOR DETAILS)
5. MATCH EX. STRIPING, COLOR, DIMENSIONS. CONTRACTOR TO FIELD VERIFY PRIOR TO CONSTRUCTION
6. REPLACE 2' STONE SHOULDER

NOTES:

1. ALL DIMENSIONS ARE TO THE BACK OF CURB/EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN.
2. 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.
3. CONTRACTOR TO PROTECT ALL EXISTING UTILITIES NOT SCHEDULED FOR REMOVAL. CONTRACTOR TO LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION.
4. CONTRACTOR TO FOLLOW ALL VILLAGE OF DOWNERS GROVE REQUIREMENTS FOR R.O.W. RESTORATION.
5. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED WITH TOPSOIL (6" DEPTH), PERMANENT GRASS SEEDING (IDOT CLASS 1A) W/NORTH AMERICAN GREEN SC 150 BLANKET. CONTRACTOR SHALL PROTECT ANY AND ALL TREES EITHER SHOWN OR NOT SHOWN ON THE PLANS UNLESS OTHERWISE SPECIFIED. MINIMUM PROTECTION FOR TREES ON PRIVATE PROPERTY SHALL BE 4' SNOW FENCE INSTALLED ALONG THE DRIP LINE OF TREES.
6. ANY DISTURBANCE TO THE VILLAGE RIGHT-OF-WAY MUST BE RESTORED WITH SOD.
7. CONTRACTOR TO REGRADE ANY EXISTING GRAVEL, LANDSCAPING, ETC. ADJACENT TO IMPROVEMENT AREAS AS NECESSARY.
8. THE ROADWAY MUST BE KEPT CLEAN OF DEBRIS. REFER TO THE VILLAGE OF DOWNERS GROVE ORDINANCE 19.14 AND 19.22

PROJECT DATA

ZONING:	INP2, NEIGHBORHOOD INSTITUTION/PUBLIC
SITE AREA:	276,517 SF
AREA OF DISTURBANCE:	10474 SF
BUILDING ADDITION AREA:	4,000 SF
EXISTING IMPERVIOUS AREA:	8235 SF
NEW IMPERVIOUS AREA:	7164 SF
NET NEW IMPERVIOUS AREA:	-1,071 SF
EXISTING PARKING:	56 SPACES
PARKING REQUIRED	50 SPACES
ADA PARKING REQUIRED:	3 SPACE
ADA PARKING PROVIDED:	3 SPACE
FAR	0.17
BUILDING HEIGHT	18.4 FT

N

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DOWNERS GROVE SCHOOL DISTRICT 58 LESTER ELEMENTARY SCHOOL-ADDITION & RENOVATIONS

236 Indianapolis Ave
Downers Grove, IL 60516

CIVIL SITE PLAN

Project Number:
01-5399-13
Drawn By:

Sheet:

C2.00

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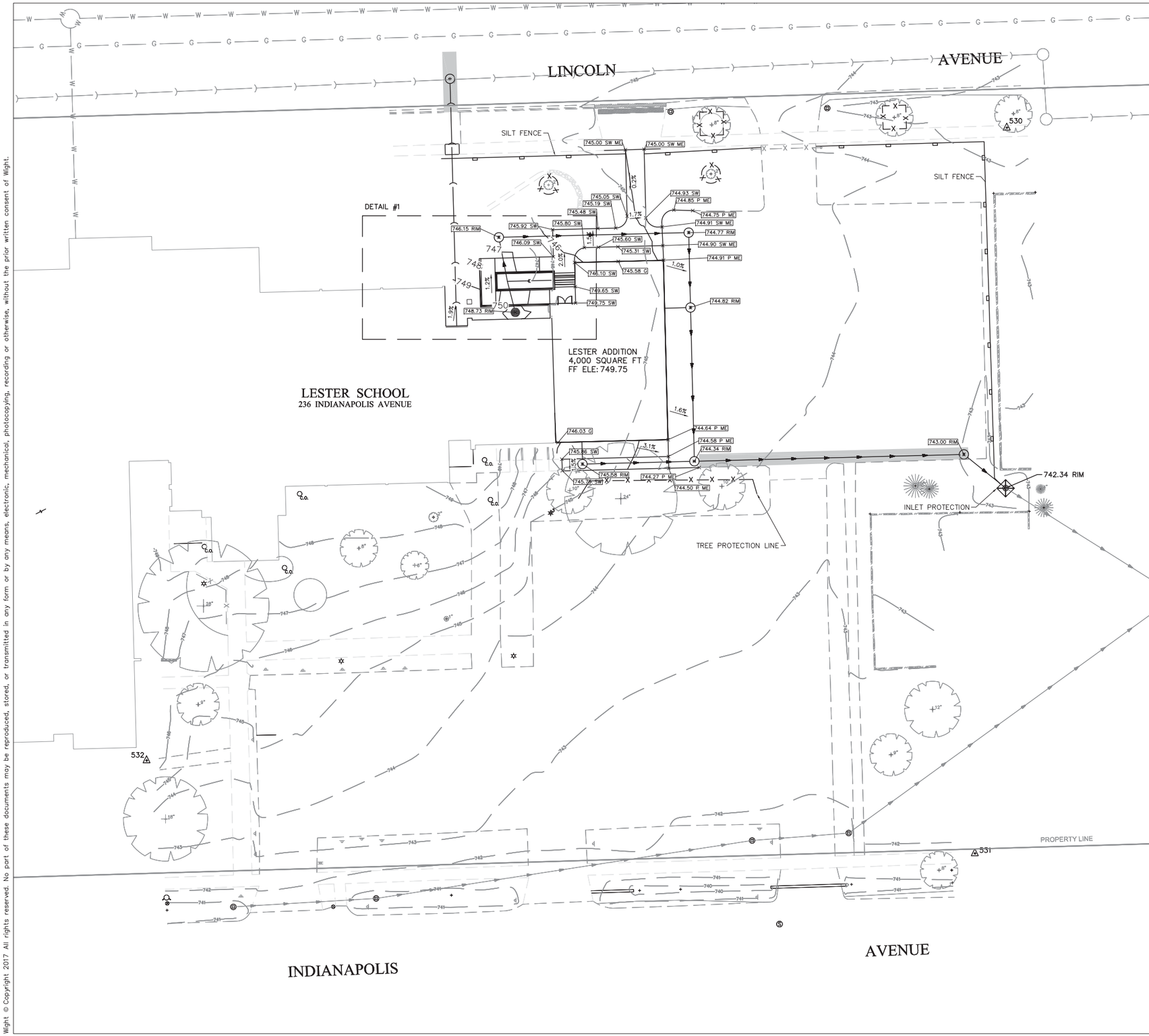

LEGEND

	INLET PROTECTION
—X—X—	TREE PROTECTION
11.79 P	TOP OF PAVEMENT ELEVATION
11.79 RIM	RIM ELEVATION
11.79 TW	TOP OF WALL ELEVATION
11.79 G	GROUND ELEVATION
11.79 SW	SIDEWALK ELEVATION
M.E.	MATCH EXISTING ELEVATION
2.0%	SLOPE/DIRECTION OF FLOW
	SILT FENCE
745	EXISTING CONTOUR LINE
745	PROPOSED CONTOUR LINE

NOTES:

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DOWNERS GROVE SCHOOL DISTRICT 58 LESTER ELEMENTARY SCHOOL-ADDITION & RENOVATIONS

GRADING AND EROSION CONTROL PLAN

Project Number:
01-5399-13

Drawn By:
MP

Sheet:
C3.00

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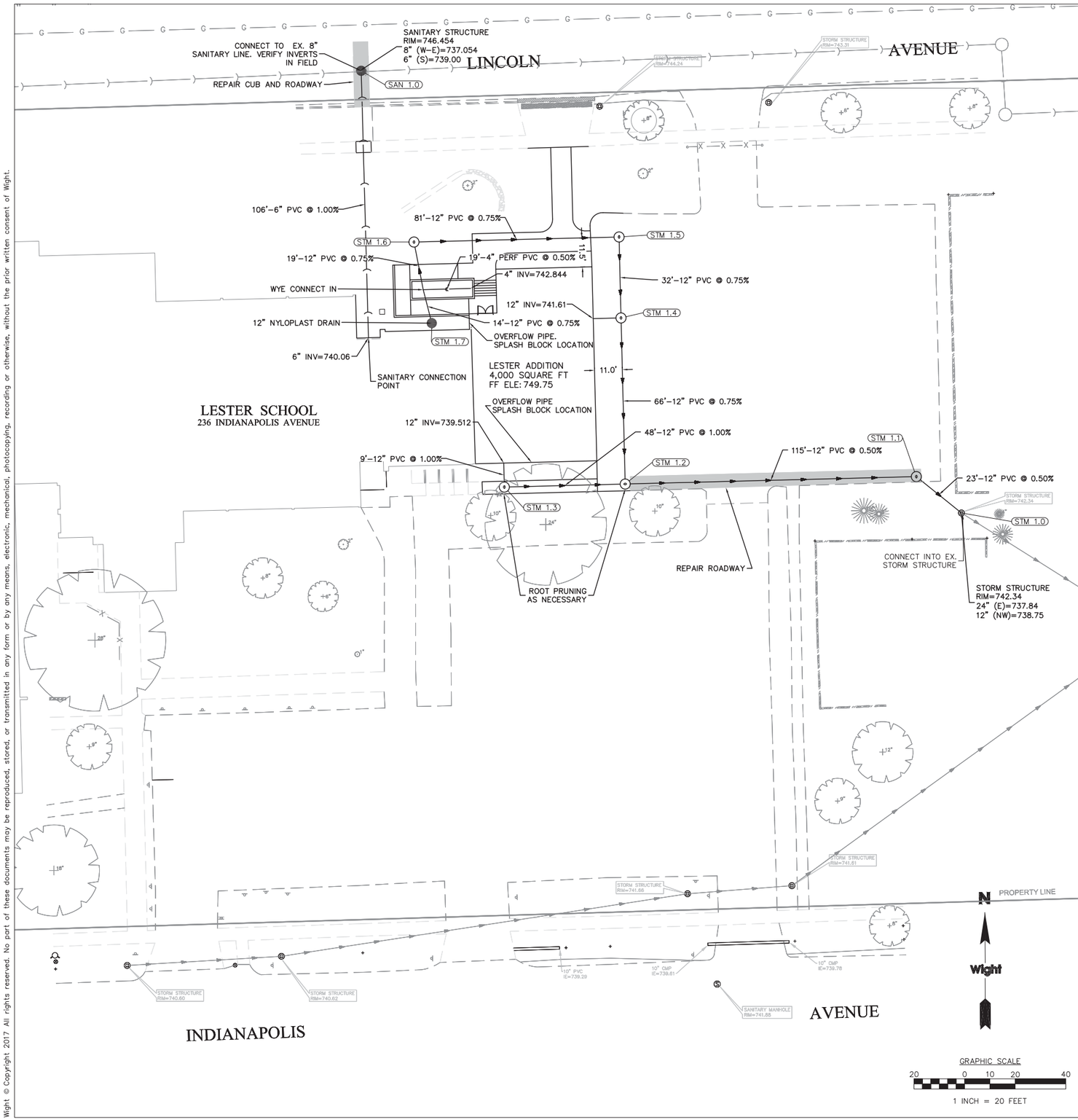

LEGEND

- WATER MAIN (SUSPECTED LOCATION)
- STORM SEWER
- UNDERDRAIN
- SANITARY
- CATCH BASIN/INLET
- MANHOLE

Structure Table		
Structure	Structure Descriptions	Structure Details
SAN 1.0	CONNECT INTO EXISTING SANITARY LINE	RIM = 746.45 6" S = 739.00
STM 1.0	CONNECT INTO EXISTING STM SYSTEM	RIM = 742.34 12" NW = 738.25
STM 1.1	4' DIA TYPE A MH TYPE 1 F&G, CL	RIM = 743.00 12" W = 738.36 12" SE = 738.36
STM 1.2	4' DIA TYPE A MH TYPE 1 F&G, CL	RIM = 744.34 12" N = 740.00 12" W = 738.94 12" E = 738.94
STM 1.3	4' DIA TYPE A MH TYPE 1 F&G, CL	RIM = 745.58 12" N = 739.42 12" E = 739.42

Structure Table		
STM 1.4	4' DIA TYPE A MH TYPE 1 F&G, CL	RIM = 744.82 12" N = 740.49 12" W = 741.50 12" S = 740.49
STM 1.5	3' DIA TYPE B INLET TYPE 1 F&G, CL	RIM = 744.77 12" W = 740.73 12" S = 740.73
STM 1.6	2' DIA TYPE A INL TYPE 1 F&G, OL	RIM = 746.15 12" S = 741.34 12" E = 741.34
STM 1.7	12" INLINE DRAIN NYLOPLAST	RIM = 748.73 12" N = 741.59

NOTES:

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9. ALL SITE WORK SHALL BE IN CONFORMANCE WITH THE ILLINOIS ACCESSIBILITY CODE AND WITH THE AMERICANS WITH DISABILITIES ACT.

SANITARY SEWER

1.
2. DOWNERS GROVE SANITARY DISTRICT STANDARDS AND ORDINANCES SHALL GOVERN ALL SANITARY SEWER CONSTRUCTION.
3. THE SEWER CONTRACTOR SHALL SCHEDULE WITH SANITARY DISTRICT INSPECTIONS OF THE SANITARY SEWER CONSTRUCTION 48 HOURS IN ADVANCE OF THE START OF THE CONSTRUCTION (630-969-0664).
4. SANITARY SEWERS SHALL BE CONSTRUCTED OF PVC (SDR 26) PIPE CONFORMING TO ASTM D-2241, PUSH-ON BELL AND SPIGOT TYPE WITH RUBBER RING SEAL GASKETED JOINTS CONFORMING TO ASTM D-3139; OR D.I. PIPE CONFORMING TO AWWA C151, JOINTS AWWA C111.
5. BEDDING AND INITIAL BACKFILL SHALL CONFORM TO THE CONSTRUCTION DETAILS.
6. SANITARY MANHOLES SHALL CONFORM TO THE CONSTRUCTION DETAILS.
7. BAND SEAL OR MISSION COUPLINGS WITH STAINLESS STEEL STRAPS SHALL BE USED AT ALL POINTS OF CHANGE IN SEWER PIPE MATERIAL.
8. CONNECTIONS TO EXISTING MANHOLES SHALL BE BY MEANS OF CORE DRILLING AND INSTALLATION OF A RUBBER BOOT.
9. ALL SANITARY SEWERS SHALL BE AIR TESTED AND MANDREL/DEFLECTION TESTED ACCORDING TO THE REQUIREMENTS OF THE ISPE STANDARDS AND THE VILLAGE OF DOWNERS GROVE ORDINANCE. THE VILLAGE OF DOWNERS GROVE SHALL BE CONSULTED FOR ADDITIONAL TESTING REQUIREMENTS.
10. WATER MAIN QUALITY PVC SEWER PIPE SHALL CONFORM TO PRESSURE RATING IN ACCORDANCE WITH ASTM D2241, SDR 26. JOINTS SHALL COMPLY WITH ASTM F477 WITH A PRESSURE RATING IN ACCORDANCE WITH ASTM D3139.
11. UPON COMPLETION OF SEWER CONSTRUCTION THE CONTRACTOR SHALL TELEVISE ALL NEWLY CONSTRUCTED SEWERS AND PROVIDE A WRITTEN REPORT AND ONE COLOR VIDEO TAPE OF THE INSPECTION TO THE MUNICIPAL ENGINEER PRIOR TO MUNICIPAL ACCEPTANCE.
12. BEFORE FINAL ACCEPTANCE, THE SANITARY SEWERS SHALL BE TESTED IN ACCORDANCE WITH SECTION 31-1.12 & 31-1.13 OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS". SPECIFICALLY, ALL PIPELINES CONSTRUCTED OF FLEXIBLE MATERIALS SHALL BE SUBJECT TO AIR EXFILTRATION TESTS, TELEVISING TEST, AND DEFLECTION TEST. THE DEFLECTION TEST SHALL BE PERFORMED NO SOONER THAN THIRTY (30) DAYS OF THE BACK FILLING OPERATION AND SHALL CONSIST OF MEASURING THE PIPE FOR VERTICAL RING DEFLECTION. MAXIMUM RING DEFLECTION OF THE PIPELINE UNDER LOAD SHALL BE LIMITED TO FIVE (5) PERCENT OF THE INTERNAL PIPE DIAMETER. ALL PIPE EXCEEDING THIS DEFLECTION SHALL BE CONSIDERED TO HAVE REACHED THE LIMIT OF ITS SERVICEABILITY AND SHALL BE RE-LAID OR REPLACED BY THE SUB-CONTRACTOR. DEFLECTION TESTING SHALL BE ACCOMPLISHED BY PULLING A MANDREL, SPHERE, OR PIN-TYPE "GO / NO-GO" DEVICE, WITH A DIAMETER EQUAL TO NINETY-FIVE (95) PERCENT OF THE UNDEFLECTED INSIDE DIAMETER OF THE FLEXIBLE PIPE, THROUGH THE PIPELINE. IN ADDITION, ALL SANITARY SEWER HAVING A DIAMETER OF EIGHT (8) INCHES OR GREATER SHALL BE TELEVISED. COPIES OF ALL VIDEO TAPES MUST BE SUBMITTED TO THE VILLAGE OF DOWNERS GROVE.

BUILDING SANITARY SERVICE TELEVISING NOTES

1. THE ENTIRE BUILDING SANITARY SERVICE SHALL BE TELEVISED FROM THE PUBLIC SEWER TO THE BUILDING, INCLUDING THE MACHINE TAP, WYE OR TEE, THE OUTSIDE CLEANOUT(S) AND ALL SERVICE PIPING.
2. PRIOR TO TELEVISING, FLUSH AND CLEAN THE SEWERS BY A METHOD ACCEPTABLE TO THE DISTRICT. PROVIDE PREPARATORY CLEANING OF THE SEWER TO PERMIT UNOBSTRUCTED PASSAGE OF THE TELEVISION CAMERA AND CLEAN ENOUGH FOR THE CAMERA TO DISCERN STRUCTURAL DEFECTS, MISALIGNMENT, AND POINTS OF INFILTRATION TO THE SATISFACTION OF THE DISTRICT.
3. PROVIDE THE DISTRICT A VHS VIDEO RECORDING OF THE TELEVISING. SET VIDEO RECORDER TO STANDARD PLAY (SP) MODE.
4. BEGIN EACH TAPE WITH THE CURRENT DATE AND THE BEGINNING FOOTAGE COUNT SUPERIMPOSED ON THE VIDEO SIGNAL. PROVIDE CONTINUOUS FOOTAGE COUNTER ON ALL VIDEO RECORDINGS.
5. PROFESSIONALLY LABEL ALL VIDEO TAPES SHOWING THE BUILDING ADDRESS, THE DATE, AND CONTRACTOR'S NAME.
6. MOVE THE CAMERA, AT A SPEED NO GREATER THAN 30 FEET PER MINUTE AND STOPPING AT ALL DEFECTS AND POINTS OF INFILTRATION TO PERMIT PROPER DOCUMENTATION OF THE SEWER CONDITION.
7. ALL TELEVISING FOR ACCEPTANCE SHALL BE DONE UNDER THE DIRECT SUPERVISION OF THE DISTRICT. THE CONTRACTOR SHALL NOTIFY THE DISTRICT 48 HOURS PRIOR TO TELEVISING. VIDEO TAPES SHALL BE TURNED IN IMMEDIATELY TO THE DISTRICT INSPECTOR UPON COMPLETION OF TELEVISING.
8. TELEVISING MAY BE PERFORMED AFTER THE SANITARY SERVICE HAS BEEN SUCCESSFULLY AIR TESTED AND ALL OUTSIDE CLEANOUTS HAVE BEEN ADJUSTED TO FINAL GRADE.

DOWNERS GROVE GRADE SCHOOL DISTRICT 58

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DOWNERS GROVE SCHOOL DISTRICT 58 LESTER ELEMENTARY SCHOOL-ADDITION & RENOVATIONS

UTILITY PLAN

Project Number:
01-5399-13
Drawn By:
MP
Sheet:
C4.00

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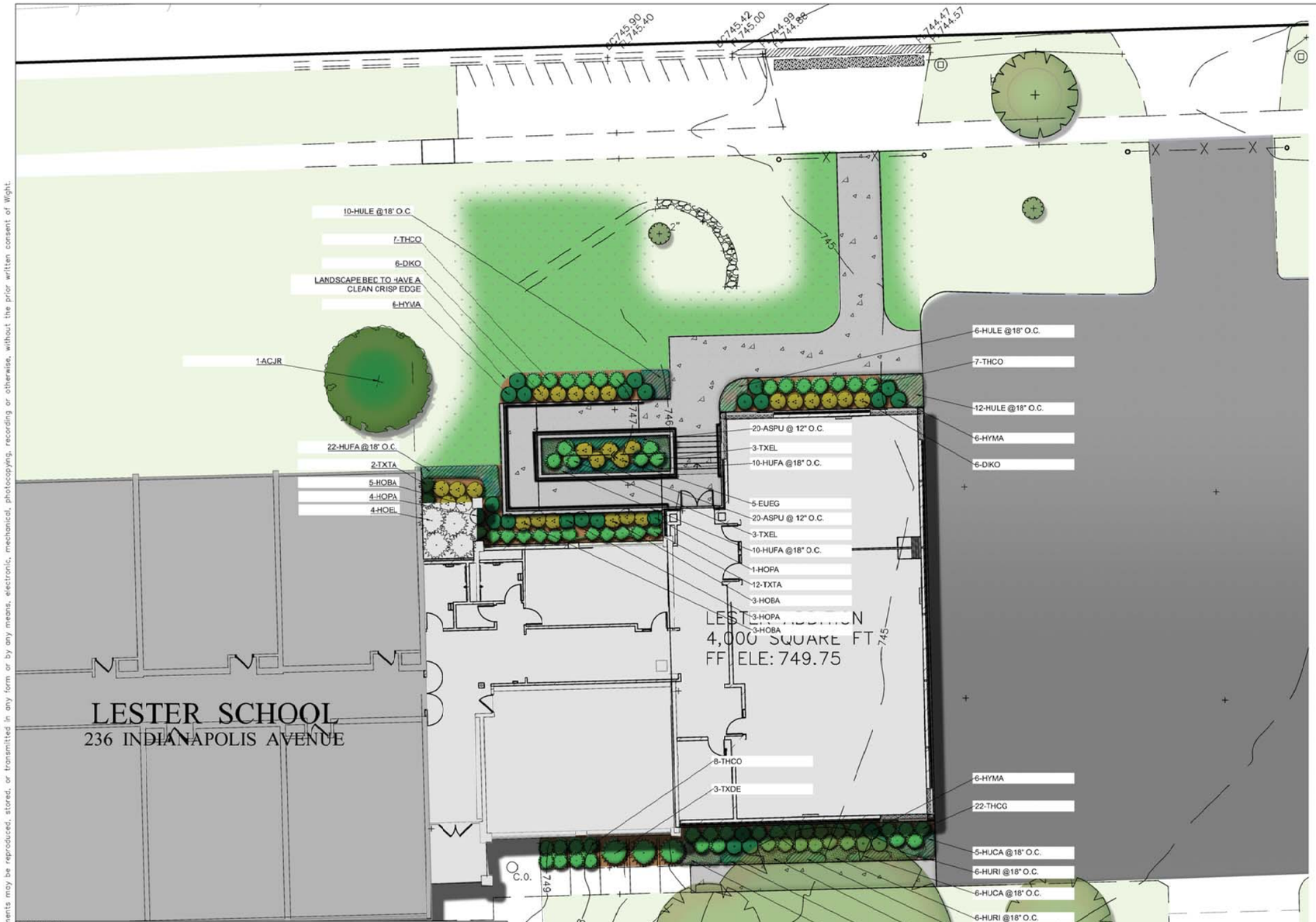

PLANT LIST					
CODE	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	QUANTITY
SHADE TREES					
ACJR	*Acer x freemanii* 'Jeffers Red'	Autumn Blaze Freeman Maple	3" CALIPER	AS SHOWN	1
SHADE TREE TOTALS					1
SHRUBS					
DIKO	*Diervilla* 'G2X885411'	Kodiak Red Bush Honeysuckle	3 GALLON	AS SHOWN	12
EUEG	*Euonymous fortunei* 'Emerald 'n' Gold'	Emerald 'n' Gold Euonymous	5 GALLON	AS SHOWN	5
HYMA	*Hydrangea macrophylla* 'Blushing Bride'	Endless Summer Blushing Bride Hydrangea	5 GALLON	AS SHOWN	18
TXDE	*Taxus x media* 'Densiformis'	Densiformis Yew	5 GALLON	AS SHOWN	3
TXEL	*Taxus x media* 'Everlow'	Everlow Yew	5 GALLON	AS SHOWN	6
TXTA	*Taxus x media* 'Tauntonii'	Taunton Yew	5 GALLON	AS SHOWN	14
THCG	*Thuja occidentalis* 'Congabe'	Fire Chief Arborvitae	5 GALLON	AS SHOWN	22
THCO	*Thuja occidentalis* 'Concessarin'	Pancake Arborvitae	3 GALLON	AS SHOWN	22
SHRUB TOTALS					102
PERENNIALS					
ASPU	*Astilbe chinensis* 'Pumila'	Pumila Astilbe	1 GALLON	12" O.C.	40
HUCA	*Heuchera* 'Caramel'	Caramel Alumroot	1 GALLON	18" O.C.	23
HUFA	*Heuchera* 'Fire Alarm'	Fire Alarm Alumroot	1 GALLON	18" O.C.	42
HURI	*Heuchera richardsonii*	Prairie Alumroot	1 GALLON	18" O.C.	28
HULE	*Heucherella* 'Leapfrog'	Fun and Games Leapfrog Foamy Bells	1 GALLON	18" O.C.	28
HOBA	*Hosta* 'Blue Angel'	Hosta	1 GALLON	AS SHOWN	11
HOEL	*Hosta* 'Elegans'	Hosta	3 GALLON	AS SHOWN	8
HOPA	*Hosta* 'Paradigm'	Hosta	1 GALLON	AS SHOWN	4
PERENNIAL TOTALS					184

LEGEND

KENTUCKY BLUEGRASS SOD

PROPOSED SHADE TREE

PROPOSED SHRUBS, GRASSES AND PERENNIALS

LANDSCAPE NOTES:

1. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED WITH TOPSOIL (MIN. 6" DEPTH), BLACK BEAUTY GRASS SEED MIX, AND EROSION CONTROL BLANKET.
2. THE CONTRACTOR SHALL PROTECT ANY AND ALL TREES NOT SHOWN ON THE PLANS TO BE SAVED FROM DAMAGE DUE TO HIS OPERATIONS. MINIMUM PROTECTION FOR TREES SHALL BE 4' SNOW FENCE. INSTALL ALONG THE DRIP LINE OF TREES AS SHOWN ON THE PLANS.
3. 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.
4. 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.
5. PERMANENT GRASS SEEDING SHALL BE PROPERLY COVERED IMMEDIATELY AFTER SEEDING WITH NORTH AMERICAN GREEN S150BN EROSION CONTROL BLANKET TO MANUFACTURER'S SPECIFICATIONS.
6. TREES SHALL BE INSTALLED A MINIMUM OF 5' HORIZONTALLY FROM UNDERGROUND ELECTRICAL FEEDERS, SANITARY SEWERS, SANITARY SERVICES, WATER MAINS, AND WATER SERVICES.
7. 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.
8. ANY AREA COMPACTED BY CONSTRUCTION TRAFFIC SHALL BE TILLED OR RESTORED TO ALLOW FOR SUITABLE PLANTING CONDITIONS.
9. QUANTITIES ARE FOR REFERENCE ONLY. CONTRACTOR TO VERIFY TOTAL QUANTITIES FROM PLAN.

N

Wight

GRAPHIC SCALE

10 0 5 10 20

1 INCH = 10 FEET

DOWNERS GROVE GRADE SCHOOL DISTRICT 58

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REV	DESCRIPTION	DATE
	PERMIT REVIEW COMMENTS	12-18-2017
	ISSUED FOR BID	11-30-2017
	75% CONSTRUCTION DOCS	11-01-2017
	ISSUED FOR GMAX PRICING	10-12-2017

DOWNERS GROVE SCHOOL DISTRICT 58 LESTER ELEMENTARY SCHOOL-ADDITION & RENOVATIONS

236 Indianapolis Ave
Downers Grove, IL 60516

LANDSCAPE PLAN

Project Number: 01-5399-13
Drawn By: LR
Sheet:

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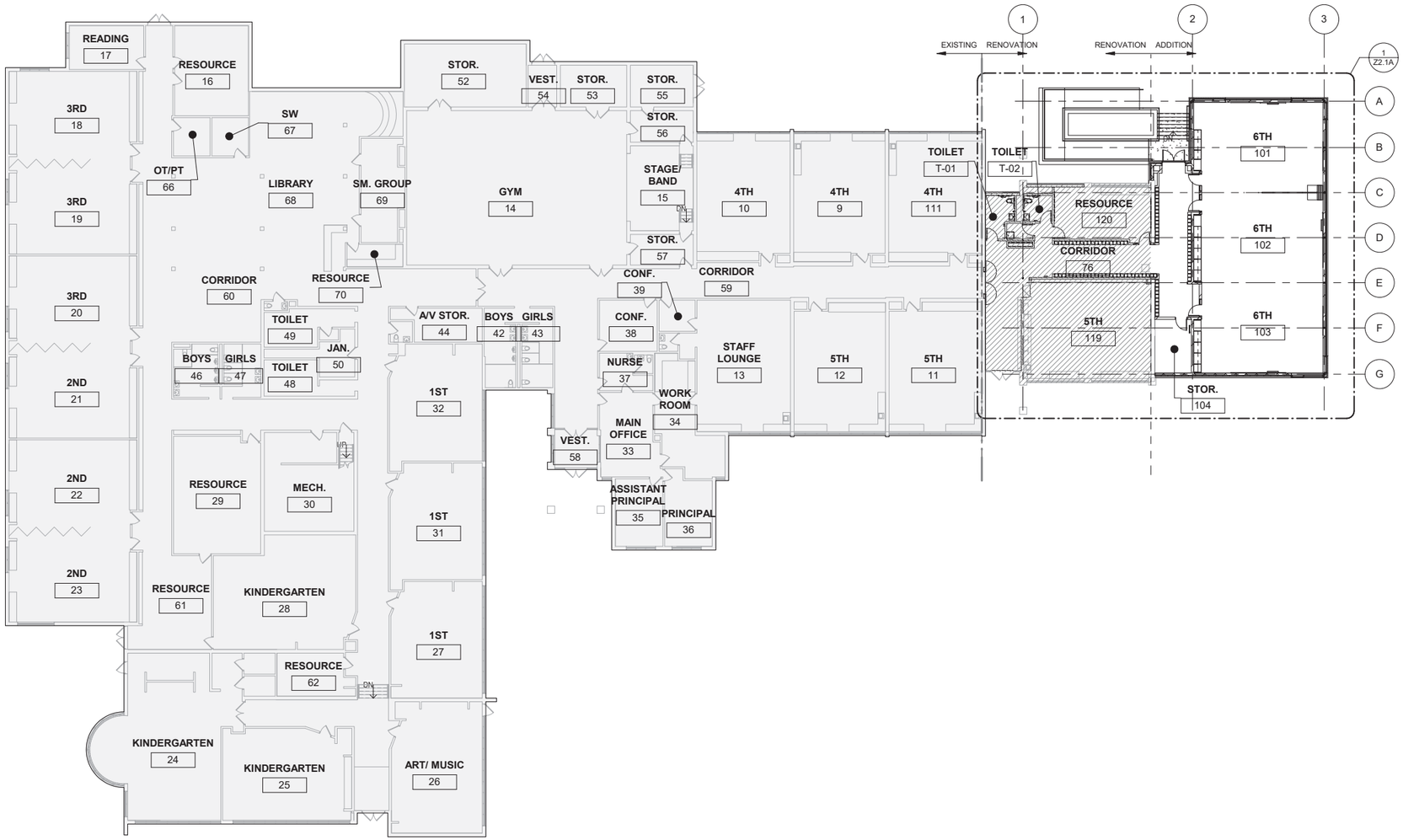

1 Z2.1 FIRST FLOOR PLAN - OVERALL
SCALE: 1/16" = 1'-0"

SCALE: 1/16" = 1' - 0" 0' 8' - 0" 16' - 0" 32' - 0"
SCALE: 1/8" = 1' - 0" 0' 4' - 0" 8' - 0" 16' - 0"
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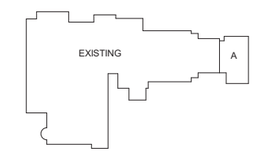


NORTH

NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE
	PERMIT REVIEW COMMENTS	12/18/17
	ISSUED FOR ZONING SUBMITTAL	11/14/17

LESTER ELEMENTARY SCHOOL - ADDITION & RENOVATIONS

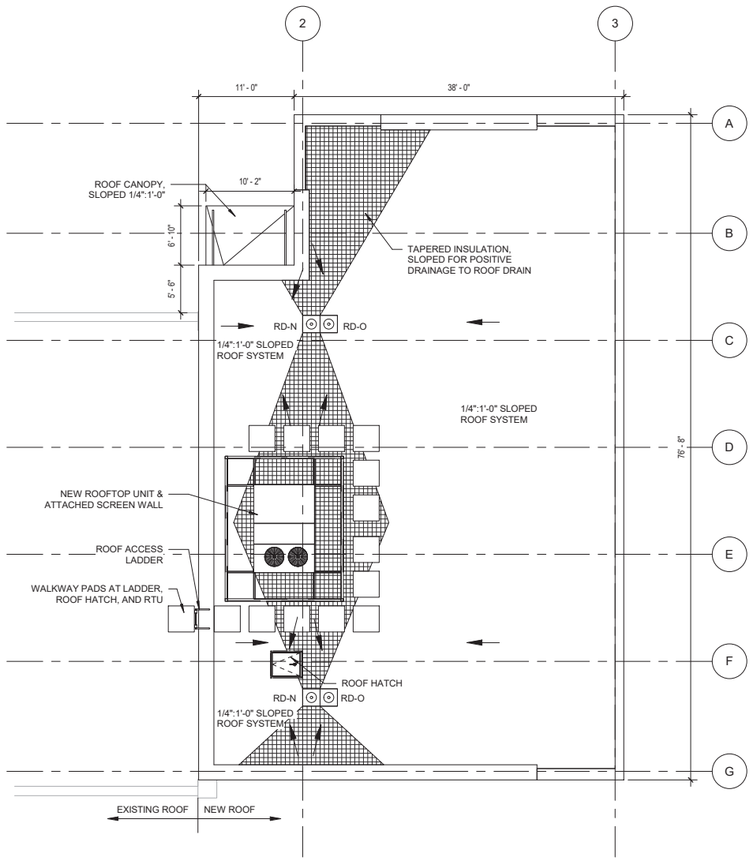
236 Indianapolis Ave, Downers Grove

FIRST FLOOR PLAN - OVERALL

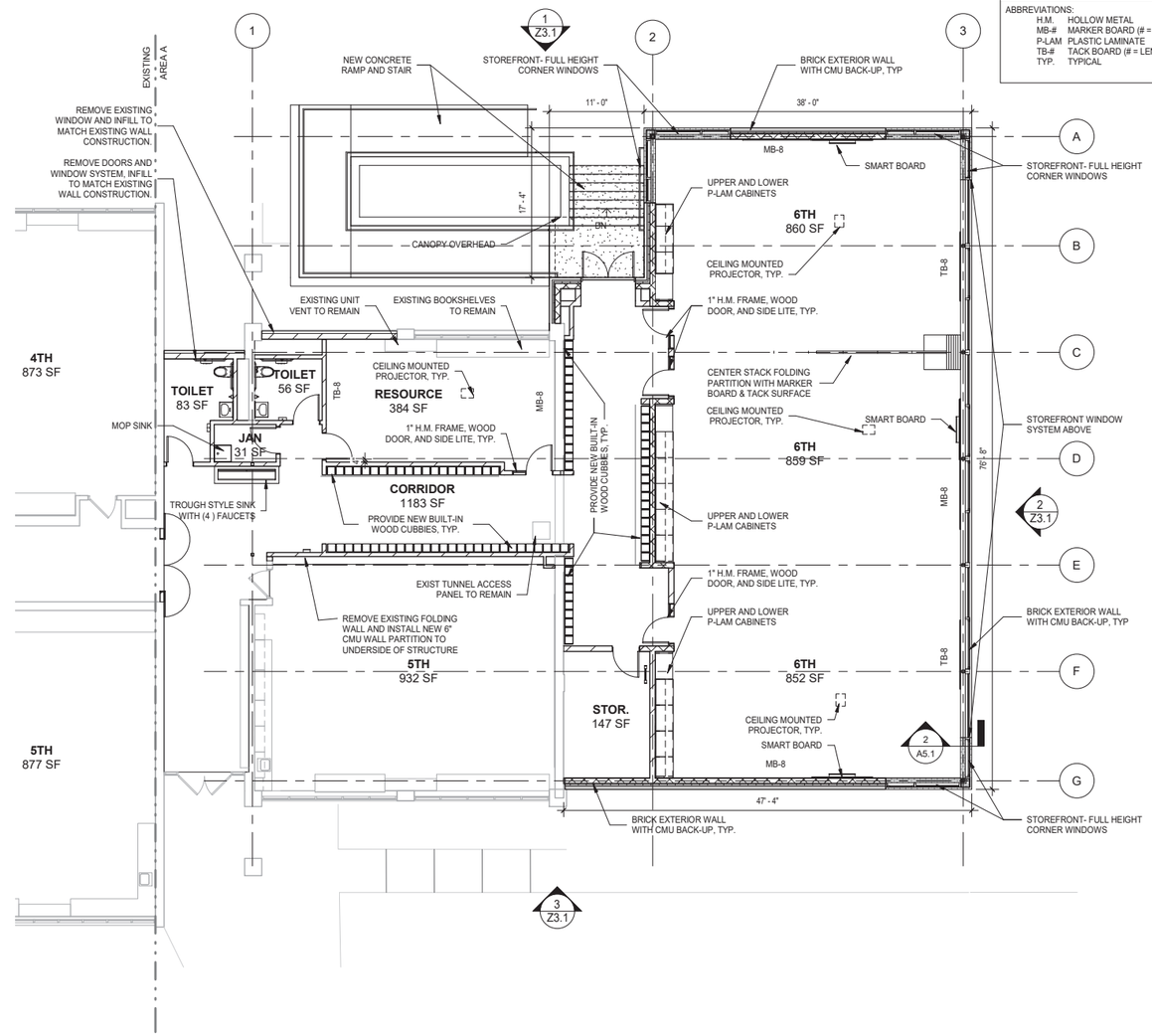
Project Number: 5399-13
Drawn By: Author
Sheet: Z2.1

TYPICAL FINISHES:
CLASSROOMS:
FLOORING - VCT
BASE - RUBBER
WALLS - PAINTED CMU
CEILING - 2X2 ACT AND GYP SOFFITS
LIGHTING - 2X4 RECESSED LIGHTING
CORRIDORS
FLOORING - VCT
BASE - RUBBER
WALLS - PAINTED CMU
CEILING - 2X2 ACT
LIGHTING - 2X4 RECESSED LIGHTING
TOILET ROOM
FLOORING - VCT
BASE - VCT
WALLS - PAINTED CMU
CEILING - GYPSUM BOARD
LIGHTING - RECESSED LIGHTING
JAN./ STORAGE ROOMS
FLOORING - EXPOSED CONCRETE
BASE - NONE
WALLS - PAINTED CMU
CEILING - NONE
LIGHTING - UTILITY LIGHTING

ABBREVIATIONS:
H.M. HOLLOW METAL
MB-# MARKER BOARD (# = LENGTH IN FEET)
P-LAM PLASTIC LAMINATE
TB-# TACK BOARD (# = LENGTH IN FEET)
TYP. TYPICAL



2 Z2.1A ROOF PLAN - AREA A
SCALE: 1/8" = 1'-0"



1 Z2.1A FIRST FLOOR PLAN - AREA A
SCALE: 1/8" = 1'-0"

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SCALE: 3" = 1' - 0" 0' 3" 6" 1' - 0"

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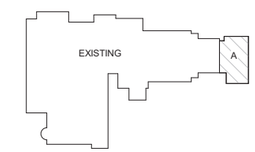

NORTH

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	PERMIT REVIEW COMMENTS	12/18/17
	ISSUED FOR ZONING SUBMITTAL	11/14/17

LESTER ELEMENTARY SCHOOL - ADDITION & RENOVATIONS

236 Indianapolis Ave, Downers Grove

FIRST FLOOR PLAN & ROOF PLAN - AREA A

Project Number:
5399-13
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Sheet:
Z2.1A

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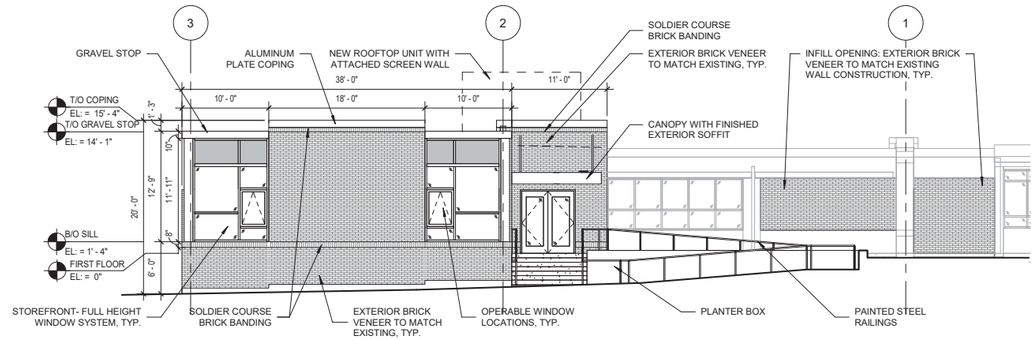
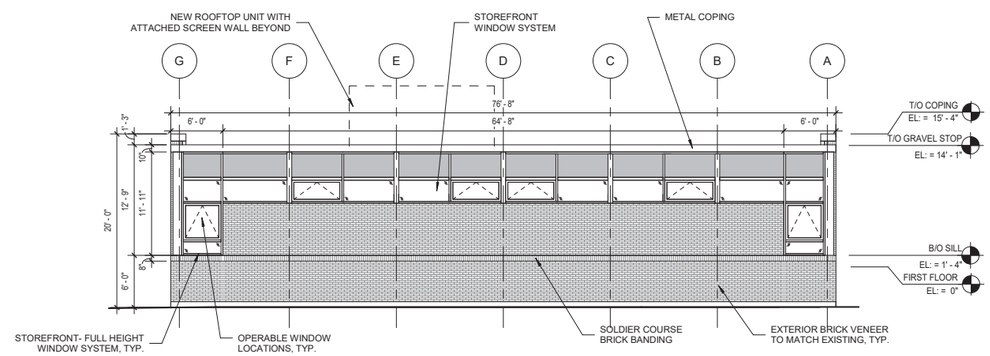


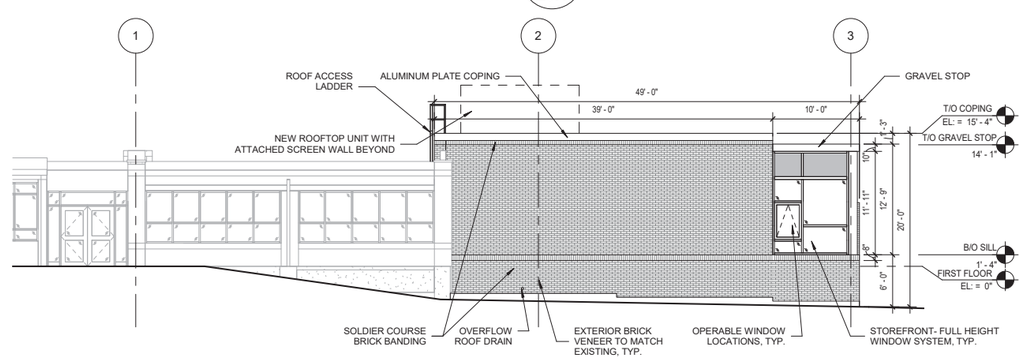
1 / Z3.1 NORTH ELEVATION

SCALE: 1/8" = 1'-0"



2 / Z3.1 EAST ELEVATION

SCALE: 1/8" = 1'-0"



3 / Z3.1 SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

SCALE: 1/16" = 1' - 0"	SCALE: 1/8" = 1' - 0"	SCALE: 1/4" = 1' - 0"	SCALE: 3/8" = 1' - 0"	SCALE: 1/2" = 1' - 0"	SCALE: 3/4" = 1' - 0"	SCALE: 1" = 1' - 0"	SCALE: 1 1/2" = 1' - 0"	SCALE: 3" = 1' - 0"
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LESTER ELEMENTARY SCHOOL - ADDITION & RENOVATIONS

236 Indianapolis Ave, Downers Grove

ELEVATIONS

Project Number:
5399-13
Drawn By:
Author
Sheet:

Z3.1

1 Z4.1 VIEW OF NORTH ENTRY

SCALE: 12" = 1'-0"

2 Z4.1 VIEW FROM NORTHEAST CORNER

SCALE: 12" = 1'-0"

SCALE: 1/16" = 1' - 0" 0' 8' - 0" 16' - 0" 32' - 0"

SCALE: 1/8" = 1' - 0" 0' 4' - 0" 8' - 0" 16' - 0"

SCALE: 1/4" = 1' - 0" 0' 2' - 0" 4' - 0" 8' - 0"

SCALE: 3/8" = 1' - 0" 0' 2' - 0" 4' - 0" 8' - 0"

SCALE: 1/2" = 1' - 0" 0' 1' - 0" 2' - 0" 4' - 0"

SCALE: 3/4" = 1' - 0" 0' 1' - 0" 2' - 0" 4' - 0"

SCALE: 1" = 1' - 0" 0' 6" 1' - 0" 2' - 0"

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	ISSUED FOR ZONING SUBMITTAL	11/14/17

LESTER ELEMENTARY SCHOOL - ADDITION & RENOVATIONS

236 Indianapolis Ave, Downers Grove

RENDERINGS

Project Number:
5399-13
Drawn By:
Author
Sheet:

Z4.1

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
JANUARY 8, 2018 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
17-PLC-0039 2410 Ogden Avenue	Special Use	Scott Williams, AICP Planner

REQUEST
The petitioner is requesting approval of a Special Use to construct a personal vehicle sales business at 2410 Ogden Avenue.

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

GENERAL INFORMATION

OWNER: Agri-Pes, LLC
857 Willow Lane
Willowbrook, IL 60527

APPLICANT: Agent: Anas Alkhatib
Agri-Pes, LLC
857 Willow Lane
Willowbrook, IL 60527

PROPERTY INFORMATION

EXISTING ZONING: B-3, General Services and Highway Business
EXISTING LAND USE: Vacant Restaurant
PROPERTY SIZE: 65,030 sq. ft. (1.5 acres)
PINS: 08-01-303-014, -015, -016, -017

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	B-3, General Services and Highway Business	Corridor Commercial
	M-1, Light Manufacturing	Corridor Commercial
SOUTH:	B-3, General Services and Highway Business	Corridor Commercial
WEST:	B-3, General Services and Highway Business	Corridor Commercial
EAST:	B-3, General Services and Highway Business	Corridor Commercial

ANALYSIS

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

1. Project Narrative
2. Plat of Survey
3. Plat of Consolidation
4. Engineering Plans
5. Architectural Plans
6. Landscape Plan
7. Photometric Plan
8. Traffic Study

PROJECT DESCRIPTION

The owner of the property is proposing to construct a personal vehicle sales business at the property located on the north side of Ogden Avenue, approximately 385 feet east of Cross Street, commonly known as 2410 Ogden Avenue. The property is zoned B-3, General Services and Highway Business. Personal vehicle sales business is an allowable Special Use in the B-3 zoning district.

Currently, the subject property is improved with a one-story vacant building (formerly a restaurant) and a surface parking lot. The property consists of five lots of record. The site is accessed currently by two existing Ogden Avenue curb-cuts.

Proposed Development

Site Design: The petitioner is proposing to construct a two-story, 8,500 square foot building. The proposed building will be sited in the center of the lot, and the parking will wrap around the building on all sides. Multiple rows of parking are shown in the rear yard. A trash enclosure is located to the side of the primary structure at the northeast corner.

The existing eastern Ogden Avenue curb-cut has been eliminated. Turning exhibits demonstrate that the curb-cut and drive aisle widths are sufficient for onsite vehicle unloading/loading. An internal pedestrian connection leads from the main entrance to the proposed public sidewalk.

Parking: The parking area will consist of 92 parking spaces including display vehicles, employee parking, service parking and customer parking. The outdoor automobile display and service parking is shown in the rear and western side yards. Employee parking is concentrated in the eastern side yard. Guest or customer parking is located in the street yard.

Elevations: The new building's modern design will consist primarily of steel, masonry and concrete. The south elevation includes tinted window panes, framing, metal clad panels and upwards slanted eaves. The southern half of the side elevations maintain the window panes, and the north half incorporates two different variations of metal clad panels. The rear elevation is mostly a brown colored metal clad paneling with vertical lines and glazed overhead doors leading to the service area. Parapet walls fully screen the rooftop mechanical units.

Floor Plans: The interior will consist of a front sales area, interior vehicle display, service bays, customer waiting area, and reception. The smaller second floor will also have offices and a common area. The rear service area has five vehicle bays for maintenance, washing/detailing, and a photographic marketing area.

Landscaping/Screening: The petitioner is proposing landscaping around the perimeter of the property and interior islands, in conformance with the Village requirements. The new trash area will be screened with a metal clad panel gate and walls over concrete masonry unit (CMU) block walls. Additional landscaping will be planted between the enclosure and Ogden Avenue. The submitted photometric plan indicates that the new light fixtures will not adversely spill over on the adjacent properties.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan's Future Land Use Map designates this property as Corridor Commercial. The plan calls for the concentration of auto dealerships within this western section of the corridor and to promote uses that have a regional draw. The petitioner's redesigned site plan reduces the number of curb cuts, includes a dumpster enclosure, new parking lot landscape islands and the beautification of Ogden Avenue with dense landscaping, all of which are Comprehensive Plan goals.

The proposed personal vehicle sales business at this property is consistent with the Comprehensive Plan.

COMPLIANCE WITH ZONING ORDINANCE

The property is zoned B-3, General Services and Highway Business. The proposed personal vehicle sales business is an allowable Special Use in the B-3 District per Section 5.010 of the Zoning Ordinance. The new building and redeveloped site will be compliant with the required B-3 bulk standards. The table below identifies the required regulations and what is proposed:

2410 Ogden Avenue	Required	Proposed
South Setback (Street Yard – Ogden Avenue) - Building	75 ft.	99 ft.
East Setback (Side Yard) - Building	0 ft.	75 ft.
West Setback (Side Yard) - Building	0 ft.	63 ft.
North Setback (Rear Yard) - Building	0 ft.	92 ft.
South Setback (Street Yard Ogden Avenue) - Parking	50 ft.	50.5 ft.
Landscaped Open Space	6,503 sf. (10%)	12,648 sf. (20%)
Street yard landscaped open space	3,251 sf	6,261 sf
Floor Area Ratio	0.75 (max)	0.13
Building Height	60 ft. (max)	27.75 ft.
Parking Spaces	21	92

The proposed use and site is consistent with the Zoning Ordinance.

ENGINEERING/PUBLIC IMPROVEMENTS

Post Construction Best Management Practices (PCBMPs) are not required since the proposal results in a decrease in impervious area. There is no existing floodplain or wetlands on the property. The existing detention in the southwest corner of the site is to be maintained. Storm sewers will connect to the existing detention area and outlet to an existing storm sewer along Ogden Avenue.

The existing water service and sanitary services will be replaced. The Sanitary District provided conceptual approval for the proposed redevelopment.

Vehicle deliveries will be made on site by vehicle carriers. No vehicle deliveries or other business activities will be permitted to take place on Ogden Avenue. The traffic study concluded that the single full movement access drive will be adequate in accommodating the traffic projected to be generated by the proposed development. The study also stated there will be a low volume of traffic generated during

peak travel hours, and the impact on adjacent levels of service will be minimal. Staff concurs with the findings of the traffic study. The proposed personal vehicle sales business and site plan has received conceptual approval from IDOT.

The petitioner is proposing a sidewalk along Ogden Avenue. Because it would be constructed on private property, enacting a sidewalk easement is a condition of approval. This easement will be conveyed through the required plat of consolidation.

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division has reviewed the proposed plans and will require the building include a fire alarm and sprinkler system that meet the Village's code requirements. The proper fire department connection and hydrant are shown on the plans.

The proposed development provides sufficient access for emergency vehicles. The site layout permits Fire Department apparatus the opportunity to enter and exit the site from the Ogden Avenue curb cut. The loop around the building provides good access around the building and property as needed.

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 *Downers Grove Suburban Life*. Staff has received one informational inquiry.

FINDINGS OF FACT

The petitioner is requesting a Special Use to construct a personal vehicle sales business at 2410 Ogden Avenue. Staff finds that the proposal meets the standards for granting a Special Use as outlined below:

Section 28.12.050.H Approval Criteria

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

1. ***That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;***
   The property is located in the B-3, General Service and Highway Business zoning district. Under Section 5.010 of the Zoning Ordinance, personal vehicle sales business is listed as an allowable Special Use in the B-3 zoning district. This standard has been met.

2. ***That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.***
   The proposed plan will allow the petitioner to redevelop a vacant site which in turn will enhance the Ogden Avenue corridor and provide vehicle sales and services to the local residents, businesses and the larger region. The proposed use is in the interest of the public convenience and will contribute to the general welfare of the area by providing growth and employment opportunities. The petitioner's proposed use will meet various Comprehensive Plan goals. This standard has been met.

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

The proposed use will not be detrimental to the health, safety or general welfare of persons residing in or working in the vicinity and will not be injurious to property values or improvements in the vicinity. The petitioner will be redeveloping a vacant property. The proposed development will meet all applicable Village regulations including the Stormwater Ordinance. Additionally, specific conditions will be placed on the subject property to ensure that there will be no or minimal secondary impacts to the surrounding properties, including loading/unloading and test driving restrictions. This standard has been met.

RECOMMENDATIONS

The proposed Special Use for personal vehicle sales business at 2410 Ogden Avenue is consistent with the Comprehensive Plan, the Zoning Ordinance and surrounding zoning and land use classifications. Based on the findings listed above, staff recommends the Plan Commission recommend the Village Council **approve** the Special Use as requested in case 17-PLC-0039 subject to the following conditions:

1. The Special Use shall substantially conform to the staff report; engineering drawings prepared by Damas Consulting Group dated December 1, 2017 and last revised on December 20, 2017 and architectural drawings prepared by Phorma Designs, Inc. dated December 1, 2017 and last revised December 14, 2017, except as such plans may be modified to conform to the Village codes and ordinances.
2. All test drives are limited to arterial streets as defined in the Comprehensive Plan.
3. All vehicle deliveries must be completed on private property. Vehicles may not be dropped off or picked up in Ogden Avenue.
4. A pedestrian connection must be provided from the public right-of-way to the main building entrance in conformance with the Zoning Ordinance.
5. The building shall be equipped with an automatic suppression system and an automatic and manual fire alarm system.
6. An administrative lot consolidation shall be completed prior to the issuance of a building permit.
7. A sidewalk easement shall be granted to the Village.

Staff Report Approved By:

_____
Stanley J. Popovich, AICP
Director of Community Development

SP; sw
-att

0 30 60 Feet

2410 Ogden Avenue-Location Map

N

Phorma Designs, Inc. **Architectural & Planning**
2092 Gardner Circle E. Suite 1 Tel: (630)229-6498
Aurora, IL. 60503 Fax: (630)982-3795

BRIEF PROJECT DESCRIPTION

The proposed building project located at 2410 Ogden Ave. in Downers Grove, IL property is designated to be a new Auto Dealership in the business of selling and buying vehicles along with minor maintenance towards vehicles. The said property is currently zoned as a B3 business district with the applicant applying for special use of the property. The site of approximately 46,000 square feet shall be remodeled with new curb and parking pavement appeal with additional required new landscaping and parking lot lighting.
The proposed Auto Dealership gross building of approximately 8,500 square feet shall be constructed of but not limited to concrete, masonry, steel, metal clad panels and drywall materials. All finishes shall consist of commercial grade designation. The structure shall be of steel, concrete and masonry construction along with new mechanical HVAC systems of RTU's placed on roof and interior space heaters hung from roof joists in auto bay area. New plumbing domestic water and separate fire suppression water lines shall be put in place for the new building along with new electrical panels and transformer feed if required.
The proposed Auto Dealership shall consist of a sales area, interior vehicle display, customer waiting area, reception and conference/office areas along with employee break room space. The other portion of the proposed building shall consist of a 5 vehicle bays for maintenance, washing/detailing and photo marketing area.

The dealership will operate from 10 AM to 8 AM (Monday through Friday) and 11 AM to 6 PM (Saturday and Sunday).
The building will include 5 employees in sales and management and 2 in the service area. The delivery of vehicles will be scheduled on a weekly bases and all loading and unloading of the inventory shall take place within the dealership lot.

All employees are to park east of the building only. And the day to day operations shall include an Auto retail (selling and buying) and some minor service to the dealership own inventory (no Auto service will be open for the public). Detailing of cars and photographing of new Auto to be conducted on the site.

Listed below is additional site and building information as follows –

Project Description

This project consists of 1.50-acres. This site is located in Dupage County North Along Ogden Ave . The address of the property is 2400 Ogden Ave Downers Grove, IL. The proposed development will be a new Auto Dealership with parking lot.

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Aurora, IL. 60503 Fax: (630)982-3795

Existing Conditions
The subject property existing lot is used for the exiting restaurant building and parking lot, The existing building and parking lot to be removed There is mo existing flood plain or wetland on the lot.

Proposed Development
The proposed development is to include new building with foot print of 7000 SF and proposed parking lot with total of 101 parking spaces. The development is not going to have any negative impact to the existing storm water runoff.

Floodplains and Wetlands
There is no jurisdictional wetland or floodplain on the lot. There is not LPDA on the site.

Storm Water Management
SITE AREA = 1.50 ACRE
The Existing Site Condition Impervious area= 54,628 SF
Building=3737 SF
Concrete Sidewalk/Concrete patio=1583 SF
Asphalt Parking lot=49,308 SF
Green area=10,760 SF

-Proposed site condition decreases impervious area from the existing condition, PCBMP is not required for this site

Proposed Site condition:

Total Site Area = 1,5 ACRE

Area breakdown :

Building = 7000 SF
Concrete Sidewalk/Concrete pad = 870 SF
Asphalt Parking lot = 42,710 SF
Green area = 14,808 SF

Total Impervious area = 50,580 SF

The site out flow to the culvert located at the southeast corner of the lot. The existing detention area southwest of the site to be maintained (no change) the site out flow will be connected to the existing storm manhole.

Narrative

Storm Management Submittal

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KABAL SURVEYING COMPANY

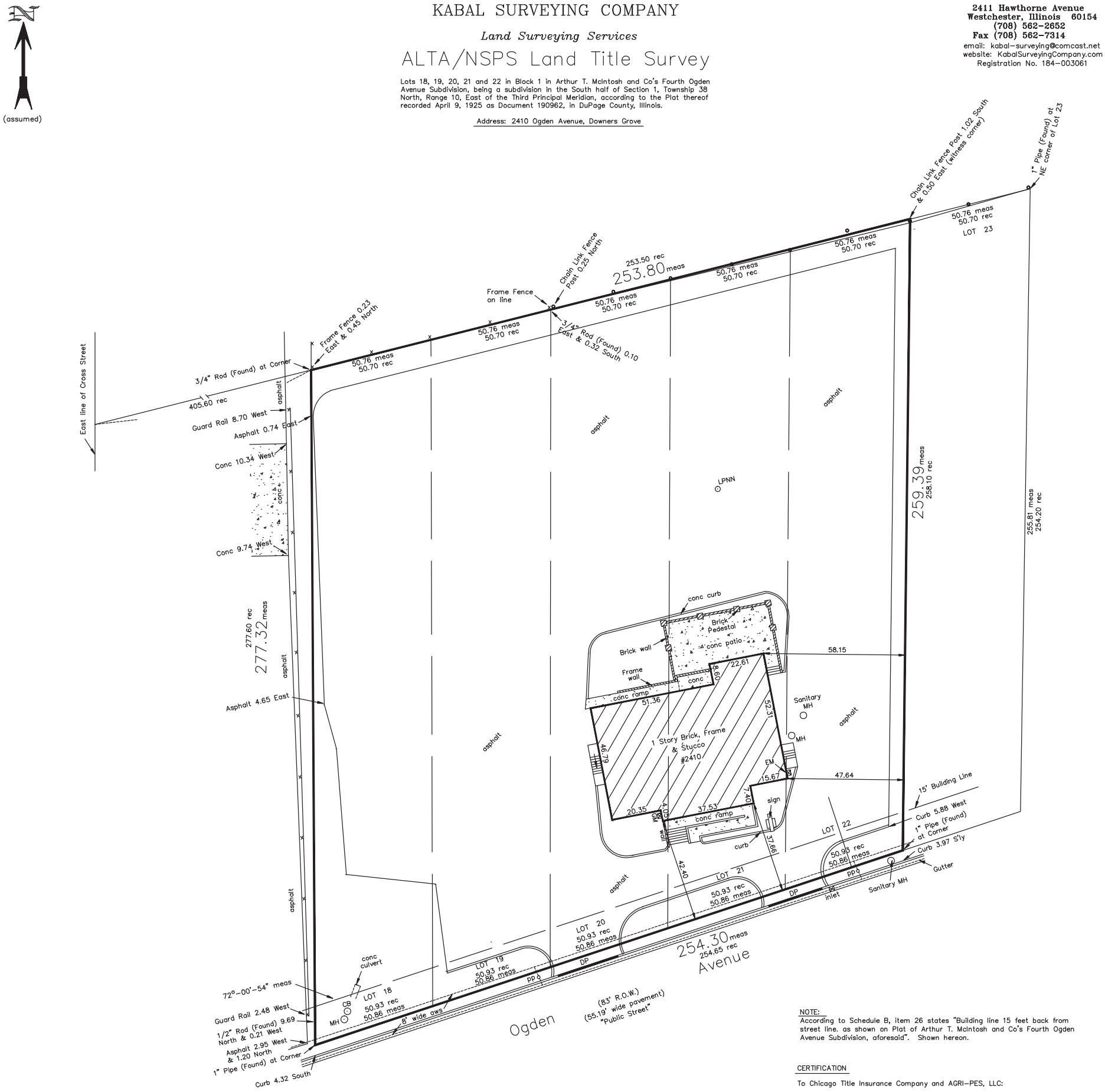
Land Surveying Services

ALTA/NSPS Land Title Survey

2411 Hawthorne Avenue
Westchester, Illinois 60154
(708) 562-2652
Fax (708) 562-7314
email: kabal-surveying@comcast.net
website: KabalSurveyingCompany.com
Registration No. 184-003061

Lots 18, 19, 20, 21 and 22 in Block 1 in Arthur T. McIntosh and Co's Fourth Ogden Avenue Subdivision, being a subdivision in the South half of Section 1, Township 38 North, Range 10, East of the Third Principal Meridian, according to the Plat thereof recorded April 9, 1925 as Document 190962, in DuPage County, Illinois.

Address: 2410 Ogden Avenue, Downers Grove



NOTE:
According to Schedule B, item 26 states "Building line 15 feet back from street line. as shown on Plat of Arthur T. McIntosh and Co's Fourth Ogden Avenue Subdivision, aforesaid". Shown hereon.

CERTIFICATION

To Chicago Title Insurance Company and AGRI-PES, LLC:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS and does not include Table A. The fieldwork was completed on April 24, 2017

Date of Plat or Map: April 24, 2017

Stephen J. Balek Registration Number 035-001712

LEGEND
meas = measured, S = South, pp = power pole
rec = record, E = East, W = West, LP = light pole
R.O.W. = right-of-way, BS = bumper stop
conc = concrete, wv = water valve, MH = manhole
pch = porch, N = North, EM = electric meter
DP = depressed curb, GM = gas meter
aw = aerial wire, CB = catch basin

Area of property is approximately 65,360 square feet

☒ "X" in box indicates that hereon drawn plat was ordered as a non-monumented survey

Please check Legal Description with Deed and report any discrepancy immediately.

Surveyed April 24, 20 17

Building Located April 24, 20 17

Scale: 1 inch = 30 ft.

Order No. 170405

Ordered By: Wade Joyner, Attorney at Law

Vicinity Map
(not to scale)

Chicago Title Insurance Company
Order No. 17SA3716035AU
Effective Date: February 16, 2017
Proposed Insured: AGRI-PES, LLC

ORIGINAL SEAL IN RED

Graphic Scale (feet)
0 20 40 60 80 100

This professional service conforms to the current Illinois minimum standards for an ALTA/NSPS survey

STATE OF ILLINOIS
COUNTY OF COOK } s.s.

I, STEPHEN J. BALEK, an Illinois Professional Land Surveyor, hereby certify that I have surveyed the property described above and the plat hereon drawn is a correct representation of said survey.

Dimensions are in feet and decimal parts thereof and are corrected to a temperature of 62 degrees Fahrenheit.

Illinois Professional Land Surveyor No. 035-001712
My license expires on November 30, 2018

SEND TAX BILL TO:

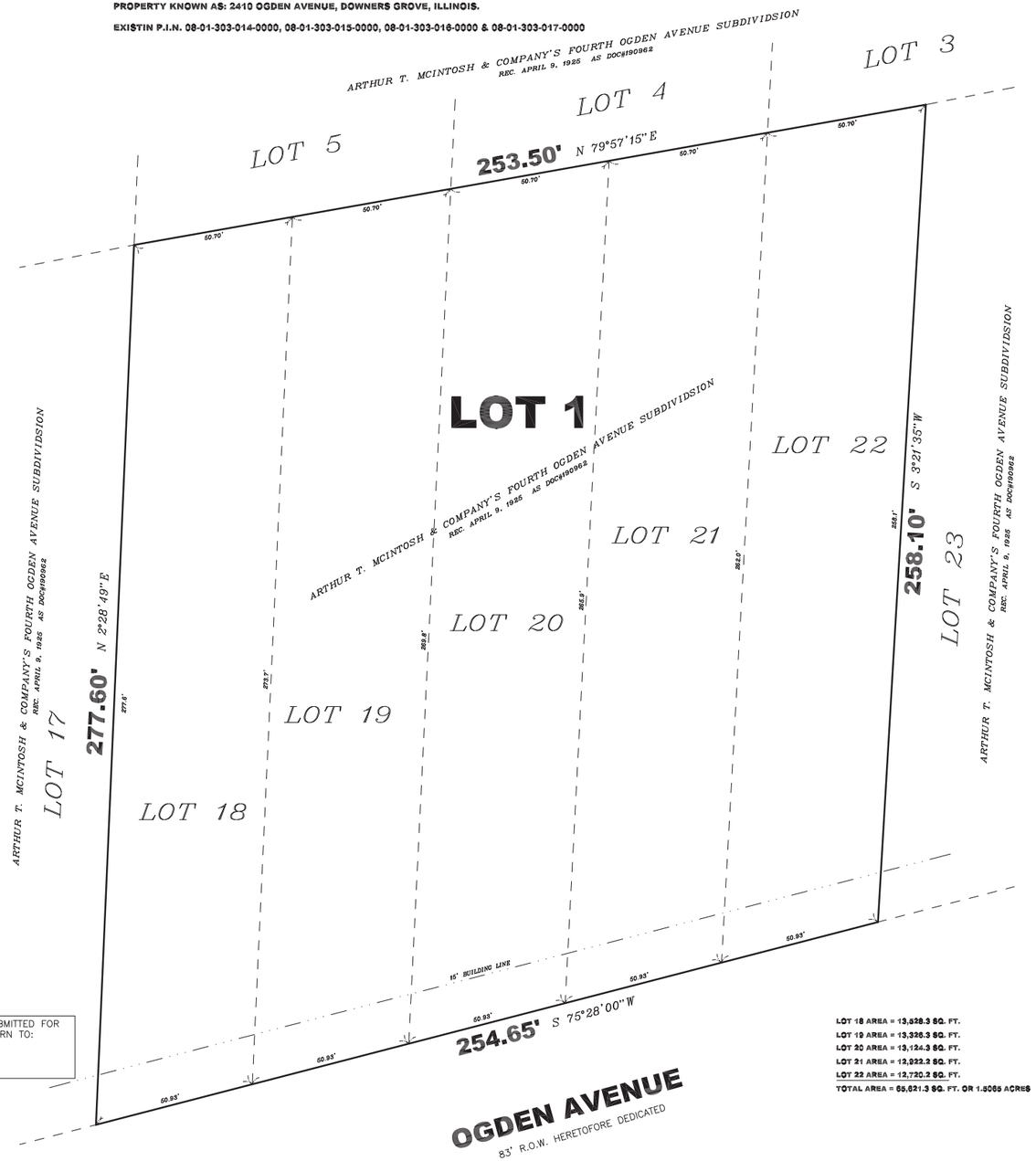
ANAS ALKHATIB PLAT OF CONSOLIDATION

OF

LOTS 18, 19, 20, 21 AND 22 IN BLOCK 1 IN ARTHUR T. MCINTOSH AND COMPANY'S FOURTH OGDEN AVENUE SUBDIVISION, BEING A SUBDIVISION IN THE SOUTH 1/2 OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 9, 1925 AS DOCUMENT 190962, IN DUPAGE COUNTY, ILLINOIS.

PROPERTY KNOWN AS: 2410 OGDEN AVENUE, DOWNERS GROVE, ILLINOIS.

EXISTIN P.I.N. 08-01-303-014-0000, 08-01-303-015-0000, 08-01-303-016-0000 & 08-01-303-017-0000



LOT 18 AREA = 13,328.3 SQ. FT.
LOT 19 AREA = 13,326.3 SQ. FT.
LOT 20 AREA = 13,124.3 SQ. FT.
LOT 21 AREA = 12,922.2 SQ. FT.
LOT 22 AREA = 12,720.2 SQ. FT.
TOTAL AREA = 65,621.3 SQ. FT. OR 1.5065 ACRES

THIS PLAT HAS BEEN SUBMITTED FOR RECORDING BY AND RETURN TO:

OWNER AND TAX BILL ADDRESS:

20 0 20
SCALE: 1" = 20'

ORDERED BY: ANA$ ALKHATIB
FILE NO.: 132-43

PREPARED BY:

CHICAGOLAND SURVEY COMPANY INC.

PROFESSIONAL DESIGN FIRM LICENSE NO: 184-005262 EXPIRES 04/30/2019

6501 W. 65TH STREET CHICAGO, ILLINOIS 60638 (773) 271-9447
CHICAGOLANDSURVEY@SBCGLOBAL.NET

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT _____, IS THE OWNER OF THE LAND DESCRIBED AND SHOWN ON THIS CONSOLIDATION PLAT, AND THAT AS SUCH OWNER HAS CAUSED THE SAME TO BE SURVEYED AND CONSOLIDATED FOR THE USES AND PURPOSES THEREIN SET FORTH AS ALLOWED AND PROVIDED BY STATUTES AND THAT SAID OWNER HEREBY ACKNOWLEDGES AND ADOPTS THE SAME UNDER THE STYLE THEREON INDICATED.

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

_____
OWNER

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

_____

PERSONALLY KNOW TO ME TO BE THE SOME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AS THE OWNER APPEARED BEFOR ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE CONSOLIDATED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND OFFICIAL SEAL

THIS_____DAY OF _____, A.D., 20___.

_____
NOTARY SIGNATURE

CITY CLERK CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, CITY CLERK OF THE CITY OF DOWNERS GROVE, ILLINOIS HEREBY CERTIFY THAT THE PLAT WAS PRESENTED TO AND BY RESOLUTION DULY APPROVED BY THE CITY COUNCIL OF SAID CITY AT ITS MEETING HELD ON _____, 20____.

AND THAT THE REQUIRED BOND OR OTHER GUARANTEE HAS BEEN POSTED FOR THE COMPLETION OF THE IMPROVEMENTS REQUIRED BY THE REGULATION OF SAID CITY. IN WITNESS WHEREOF, I HAVE HERETO SET MY HAND AND SEAL OF THE CITY OF DOWNERS GROVE, ILLINOIS

DATED THIS_____DAY OF _____, A.D., 20___.

_____
CITY CLERK

CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT THE CITY COUNCIL OF THE CITY OF DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS, HAS REVIEWED AND APPROVED THIS PLAT

DATED AT DOWNERS GROVE , DUPAGE COUNTY, ILLINOIS.

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

_____
MAYOR

ATTEST:

_____
CITY CLERK

CITY COLLECTOR CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, COLLECTOR FOR THE CITY OF DOWNERS GROVE, ILLINOIS, 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, INCLUDED IN THE PLAT.

DATED AT DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS.

THIS_____DAY OF _____, A.D., 20___.

_____
CITY COLLECTOR

CITY ENGINEER'S CERTIFICATE

MAIL TO:

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, CITY ENGINEER FOR THE CITY OF DOWNERS GROVE, ILLINOIS, HEREBY CERTIFY THAT THE LAND IMPROVEMENTS DESCRIBED IN THE PLAT, AND THE PLANS AND SPECIFICATION THEREFORE, MEET THE MINIMUM REQUIREMENTS OF SAID CITY AND HAVE BEEN APPROVED BY ALL PUBLIC AUTHORITIES HAVING JURISDICTION THEREOF.

DATED AT DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS.

THIS_____DAY OF _____, A.D., 20___.

_____
CITY ENGINEER

DUPAGE COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS INSTRUMENT _____, WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DU PAGE COUNTY, ILLINOIS.

ON THE _____ DAY OF _____, A.D., 20___.

AT _____ O'CLOCK _____ M. AND WAS RECORDED IN

BOOK _____ OF PLATS ON PAGE _____

_____
RECORDER OF DEEDS

COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS. DO HEREBY, THAT I FIND NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT GENERAL TAXES, NO UNPAID FORFEITED TAXES, NO DELINQUENT OR UNPAID SPECIAL ASSESSMENTS, NO REDEEMABLE TAX SALES AGAINST ANY OF LAND SHOWN ON THIS PLAT.

GIVEN UNDER MY HAND AND SEAL AT DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS.

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

_____
COUNTY CLERK, DUPAGE COUNTY, ILLINOIS.

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, ROGER P. JACOB, ILLINOIS PROFESSIONAL LAND SURVEYOR, NO. 3384, DO HEREBY CERTIFY THAT AT THE REQUEST OF THE OWER, THEREOF, I HAVE SURVEYED AND CONSOLIDATED THE FOLLOWING DESCRIBED PROPERTY:

LOTS 18,19,20,21 AND 22 IN BLOCK 1 IN ARTHUR T. MCINTOSH AND COMPANY'S FOURTH OGDEN AVENUE SUBDIVISION, BEING A SUBDIVISION IN THE SOUTH 1/2 OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 9, 1925 AS DOCUMENT NUMBER 190962, IN DUPAGE COUNTY, ILLINOIS.

CONTAINING 65,621.3 SQUARE FEET OR 1.5065 ACRES MORE OR LESS.

I FURTHER CERTIFY THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION WHICH WAS PREPARED IN COMPLIANCE WHIT THE LAWS OF THE STATE OF ILLINOIS.

I FURTHER CERTIFY THAT THE PROPERTY DESCRIBED AND SHOWN ON THE PLAT HEREON DRAWN IS WITHIN ON CORPORATE LIMITS OF THE CITY OF DOWNERS GROVE, ILLINOIS WHICH HAS ADOPTEDAN OFFICIAL COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY THE STATE OF ILLINOIS ACCORDING TO 65 ILCS 5/11-12-6 AS HERETOFORE AND HEREAFTER AMENDED

I FURTHER CERTIFY THAT ACCORDING TO THE FLOOD INSURANCE RATE MAPS, COMMUNITY PANEL NUMBER 17043 C 0803 H, WHIT AN EFFECTIVE DATE OF DECEMBER 16, 2004, THIS SITE APPEARS TO BE LOCATED IN ZONE "X" (AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) TO THE BEST OF MY KNOWLEDGE AND BELIEF.

GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF_____, IN THE YEAR 20___.

_____
ROGER P. JACOB
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3384

ROGER P. JACOB
3384
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
FRANKFORT, IL

LICENSE EXPIRES
11/30/2018

STATE OF ILLINOIS }
COUNTY OF COOK } S.S.

THIS IS TO CERTIFY THAT THIS PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE BY ME, OR BY PERSONS UNDER MY DIRECT SUPERVISION AND CONTROL. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED THIS 27 TH. DAY OF NOVEMBER 2017.

BY: _____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3384

SITE STORM WATER Calculations :

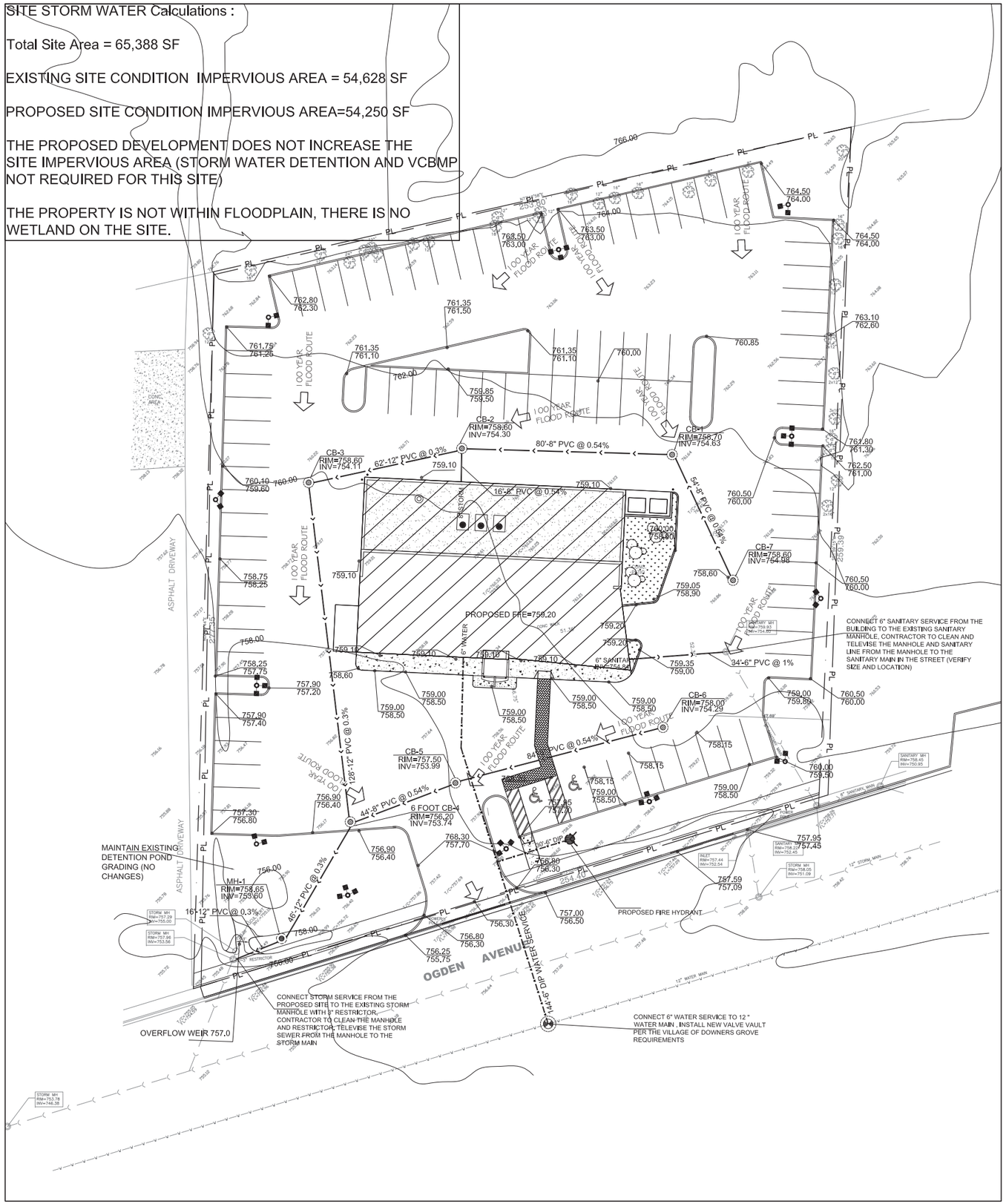
Total Site Area = 65,388 SF

EXISTING SITE CONDITION IMPERVIOUS AREA = 54,628 SF

PROPOSED SITE CONDITION IMPERVIOUS AREA=54,250 SF

THE PROPOSED DEVELOPMENT DOES NOT INCREASE THE SITE IMPERVIOUS AREA (STORM WATER DETENTION AND VCBMP NOT REQUIRED FOR THIS SITE)

THE PROPERTY IS NOT WITHIN FLOODPLAIN, THERE IS NO WETLAND ON THE SITE.



GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

Damas Consulting Group
5625 MIDDAUGH AVE
Downers Grove, IL. 60516
Ph 630-991-3299 FAX 630-541-2382

LEGEND AND ABBREVIATIONS:

PL	PROPERTY LINE
	LIMITS OF FENCE LINE
	STORM LINE
	SANITARY LINE
	WATER LINE
FFE	FINISHED FLOOR ELEVATION
	CATCH BASIN (CB)
MH-X RIM 733.00 INV 730.00	FLARED END SECTION (FE)
	MANHOLE (MH)
	VALVE VAULT
	FIRE HYDRANT
733.50 / 733.00	TOP OF CURB / BOTTOM OF CURB
732.00	SPOT ELEVATION
733.50 TC / 733.00 PG / 731.50 BW	TOP OF CURB / PARKING GRADE / BOTTOM OF WALL

UTILITY NOTES:

1. THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITIES SHALL BE OBTAINED FROM ALL UTILITY COMPANIES, INVESTIGATED AND VERIFIED IN THE FIELD BY THE CONTRACTOR BEFORE STARTING WORK IN THE CONSTRUCTION AREA. EXCAVATION IN THE VICINITY OF EXISTING STRUCTURES SHALL BE PERFORMED BY HAND. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY AND ALL DAMAGES TO EXISTING FACILITIES, MAINTENANCE AND PROTECTION OF EXISTING UTILITIES AND STRUCTURES.
2. THE CONTRACTOR IS TO UNCOVER ALL LINES BEING TIED INTO AND VERIFY GRADES BEFORE ANY CONSTRUCTION.
3. CALL JULIE (800)892-0123 PRIOR TO DIGGING FOR ANY UTILITY CONSTRUCTION.
4. ALL DISTURBED AREAS SHALL BE RESTORED BY THE CONTRACTOR TO THE ORIGINAL CONDITION.
5. THE CONTRACTOR MUST COMPLY WITH ALL FEDERAL, STATE AND LOCAL CODES.
6. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND PAY THE REQUISITE FEES TO THE CITY OF LOMBARD PRIOR TO COMMENCING WORK.
7. ALL WORK AND MATERIALS WHICH DO NOT CONFORM TO THE SPECIFICATIONS ARE SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.
8. WATERMAIN SHALL BE DUCTILE IRON PIPE, CLASS 52, CEMENT LINED.
9. SEWER SHALL CONFORM TO ASTM SPECIFICATIONS FOR MATERIALS AND JOINTS. PVC USED TO BE SDR 26 CONFORMING TO ASTM-3034, JOINT TO CONFIRM TO ANSI A21.11
10. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
11. A WATER MAIN SHALL BE SEPARATED FROM A SEWER SO THAT ITS INVERT IS A MINIMUM OF 18 INCHES ABOVE THE CROWN OF THE SEWER WHENEVER WATER MAINS CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATER MAIN LOCATED WITHIN TEN FEET HORIZONTALLY OF ANY SEWER OR DRAIN CROSSED. A LENGTH OF WATER MAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN.
12. BOTH THE WATER MAIN AND SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE EQUIVALENT TO WATER MAIN STANDARDS OR CONSTRUCTION WHEN IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED ABOVE, OR THE WATER MAIN PASSES UNDER A SEWER OR DRAIN.
13. A VERTICAL SEPARATION OF 18 INCHES BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATER MAIN SHALL BE MAINTAINED WHERE A WATER MAIN CROSSES UNDER A SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATER MAIN.
14. CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE PERPENDICULAR DISTANCE FROM THE WATER MAIN TO THE SEWER OR DRAIN OR SEWER SERVICE CONNECTION SHALL BE THE SAME AS WATER MAIN SEPARATION DESCRIBED ABOVE.
15. CONTRACTOR IS TO RESTORE ALL STREET PAVEMENT PER VILLAGE OF DOWNERS GROVE REQUIREMENTS.

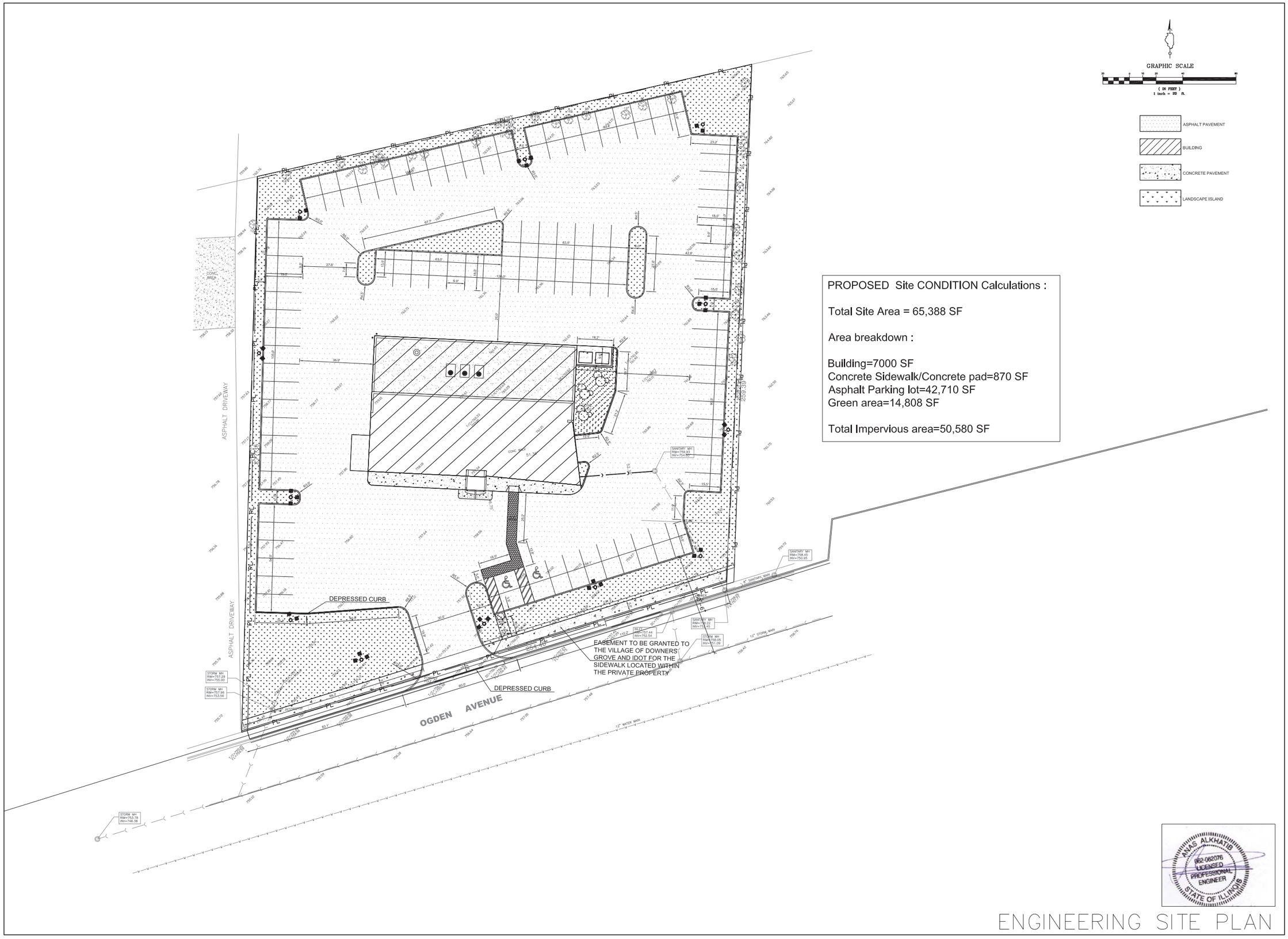
△	DATE	DRAWING ISSUE
	12-1-17	ISSUED FOR ZONING
	12-20-17	ISSUED FOR ZONING

PROPOSED CAR DEALERSHIP
2410 W. OGDEN AVE.
DOWNERS GROVE, IL 60515

DATE STARTED:	DRAWN BY:
07-15-2017	AA
JOB NO:	FILE NO:

SHEET NO:
C-2

GRADING AND UTILITIES PLAN



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ANAS ALKHATIB
062-062076
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

ENGINEERING SITE PLAN

Damas Consulting Group
5625 MIDDAUGH AVE
Downers Grove, IL. 60516
Ph 630-991-3299 FAX 630-541-2382

△	DATE	DRAWING ISSUE
	12-1-17	ISSUED FOR ZONING
	12-20-17	ISSUED FOR ZONING

PROPOSED CAR DEALERSHIP
2410 W. OGDEN AVE.
DOWNERS GROVE, IL 60515

DATE STARTED:	DRAWN BY:
07-15-2017	AA
JOB NO:	FILE NO:

SHEET NO.
C-7

2410 W. OGDEN AVE, DOWNERS GROVE

PROPOSED SCOPE: DEMOLISH EXISTING BUILDING. DESIGN AND BUILD NEW CAR DEALERSHIP
PER APPLICABLE CODES ADOPTED BY THE CITY OF DOWNERS GROVE

DRAWINGS INDEX

A1 PROPOSED SITE PLAN, APPLICABLE CODES, DRAWINGS INDEX
F1 PROPOSED VEHICLE TURNING EXHIBIT
L1 PROPOSED LANDSCAPE PLAN
A2 PROPOSED FLOOR PLANS
A3 PROPOSED EXTERIOR ELEVATIONS
A4 PROPOSED BUILDING SECTIONS
A5 PROPOSED LIGHTING PHOTOMETRICS
A6 PROPOSED BUILDING PERSPECTIVES

CODES ADOPTED BY THE CITY OF DOWNERS GROVE

1. CURRENT DOWNERS GROVE ZONING ORDINANCE
2. CURRENT DOWNERS GROVE STORMWATER AND FLOOD PLAIN ORDINANCE
3. 2015 INTERNATIONAL BUILDING CODE WITH D.G. AMENDMENTS
4. 2014 NATIONAL ELECTRICAL CODE WITH D.G. AMENDMENTS
5. CURRENT STATE OF ILLINOINS PLUMBING CODE WITH D.G. AMENDMENTS (INCLUDING WATERSENSE LABELED FIXTURE REQUIREMENTS)
6. 2015 INTERNATIONAL MECHANICAL CODE WITH D.G. AMENDMENTS
7. 2015 INTERNATIONAL FUEL GAS CODE WITH D.G. AMENDMENTS
8. 2015 INTERNATIONAL ENERGY CONSERVATION CODE WITH D.G. AMENDMENTS AND STATE OF ILLINOIS AMENDMENTS
9. 2015 INTERNATIONAL PROPERTY MAINTENANCE CODE WITH D.G. AMENDMENTS
10. 2015 INTERNATIONAL FIRE CODE WITH D.G. AMENDMENTS
11. 2015 INTERNATIONAL SWIMMING POOL AND SPA CODE WITH D.G. AMENDMENTS
12. 2003 LIFE SAFETY CODE (NFPA 101)
13. CURRENT STATE OF ILLINOIS ACCESSIBILITY CODE

SITE AND BUILDING DATA

OCCUPANCY USE	(B) BUSINESS	CONSTRUCTION TYPE	TYPE 2B
LAND USE, ZONING	COMMERCIAL, B3		
LOT SIZE	65,030 SF	1.49 ACRES	
PROPOSED BUILDING GROSS AREA	7,000 SF		
TOTAL PROPOSED FIRST FLOOR AREA	6,376 SF		
PROPOSED SHOWROOM AREA	3,523 SF	2 SPACES PER 1,000 SQ. FT.	7 SPACES
PROPOSED SECOND FLOOR	1,300 SF		
LOT COVERAGE	11%		
LANDSCAPE AREA & PERCENTAGE	12,648 SF (20%)		
STREET YARD OPEN SPACE	6,261 SF (9.6%)		

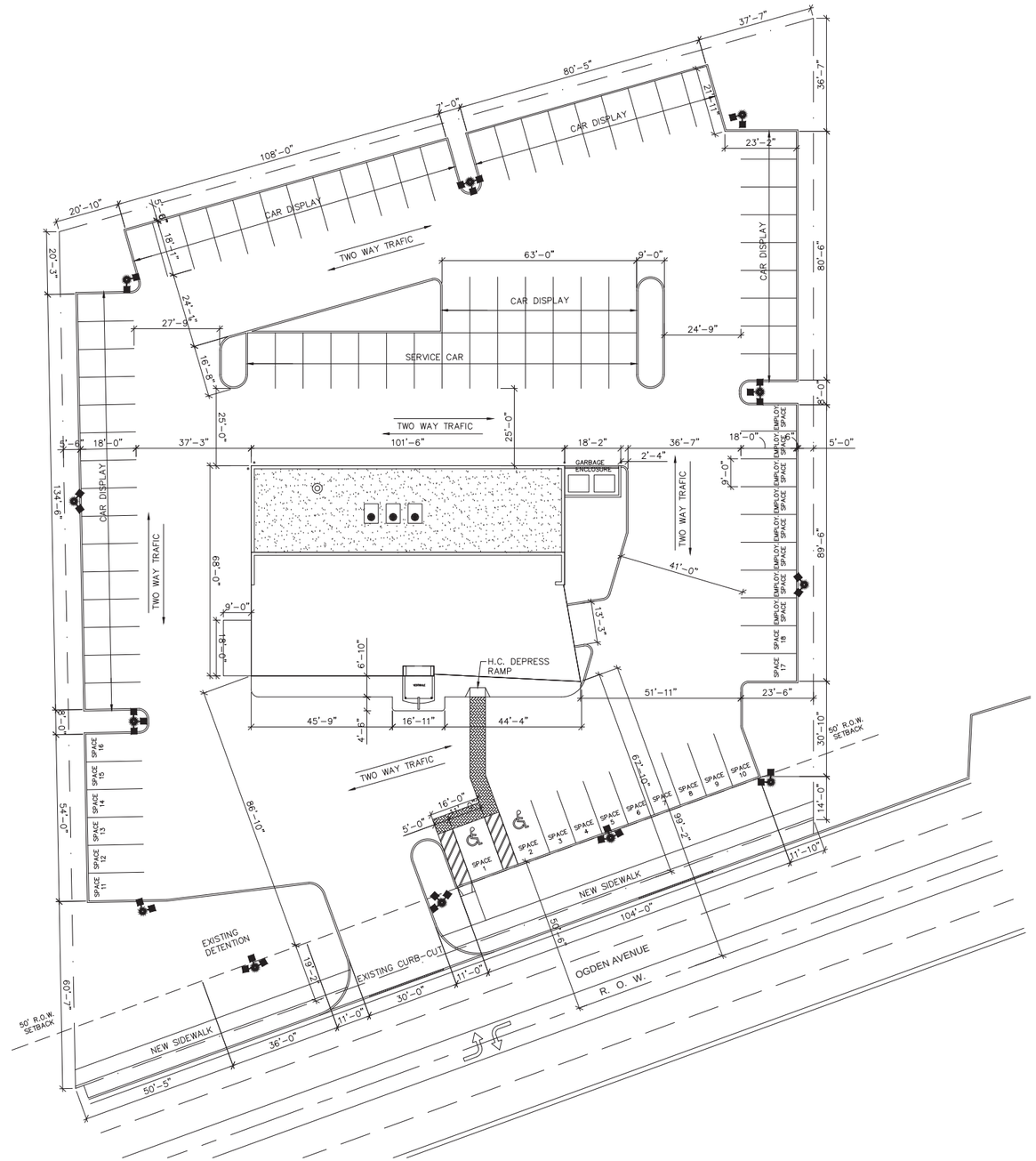
COMMERCIAL VEHICLE SALES PARKING REQUIREMENTS

DESCRIPTION	AREA SF	CODE	REQUIRED	PROVIDED
SHOWROOM AREA	3,523	2 SPACES PER 1,000 SF OF SHOWROOM AREA	7	5
OUTDOOR DISPLAY AREA	8,424	0.4 SPACES PER 1,000 SF OF OUTDOOR AREA	4	52
SERVICE AREA	5 BAYS	2 SPACES PER SERVICE BAY.	10	14
GUEST PARKING		NOT INCLUDED IN OVERALL SUBTOTAL	–	26
EMPLOYEE PARKING		NOT INCLUDED IN OVERALL SUBTOTAL	–	8
		TOTAL	21	71

* MINIMUM MOTOR VEHICLE PARKING REQUIREMENT AS FOLLOWS;
– 2 SPACES PER 1,000 SQ. FT. OF SHOWROOM AREA, PLUS 0.4 SPACES 1,000 SQ.FT. OF OUTDOOR DISPLAY SPACE, PLUS 2 CARS PER SERVICE BAY

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE APPLICABLE CODES AND ORDINANCES OF THE VILLAGE OF DOWNERS GROVE & THE STATE OF ILLINOIS ACCESSIBILITY CODE
2. ALL WORK SHALL CONFORM TO THE SPECIFICATIONS AND QUALITY STANDARDS AS EXPRESSED IN THE DRAWINGS WHICH FORM A PART OF THE CONTRACT DOCUMENTS
3. START OF THE WORK BY THE CONTRACTORS SHALL SIGNIFY THE ACCEPTANCE OF THE EXISTING SITE CONDITIONS
4. ALL DEBRIS AND WASTE MATERIALS AND EQUIPMENT SHALL BE TRANSPORTED OFF OF THE PREMISES AND LEGALLY DISPOSED OF. ALL ITEMS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND DISPOSAL OF SUCH ITEMS SHALL BECOME THEIR RESPONSIBILITY EXCEPT FOR EXISTING MATERIALS PROPOSED FOR RE–USE
5. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, PROCEDURES OR FOR ANY SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THIS PROJECT
6. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR ANY ADDITIONAL EXPENDITURES THAT MIGHT BE NECESSARY AFTER CONSTRUCTION BEGINS



PROPOSED SITE PLAN

SCALE 1"=20'–0"

ARCHITECTURE AND PLANNING
PHORMA DESIGNS, INC.
PH: 630.236.6458
FAX: 630.236.6459
2092 GARDNER CIR. E. STE.1
AURORA, IL. 60503

CONSULTANT:

CLIENT:

ARCHITECT LIC.:

"I hereby certify these drawings have been prepared under my direct supervision and to the best of my knowledge comply with all appicable codes of local and State of Illinois"
"I hereby certify I have examined to be prepared under my direct supervision, the attached plans and specifications and state that, to the best of my knowledge and belief and to the extent of my contractural obligation, they are in conformance with the Environmental Barriers Act (410 ILCS 25) and the Illinois Accessibility Code (71 Ill. Adm. Code 400).

LICENSE EXPIRES:

NEW AUTO DEALERSHIP AT
2410 OGDEN AVE.
DOWNERS GROVE, IL.

PROPOSED SITE PLAN

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	12–14–17	ZONING REVIEW	PC
2			
3			
4			
5			

PROJECT NO.: 17108
DATE: 12.01.17
ISSUED: DD
DRAWN BY: PCJ
CHECKED BY: PCJ
FILENAME: RAD–SITEPLAN.DWG
SHEET NO.:

A1

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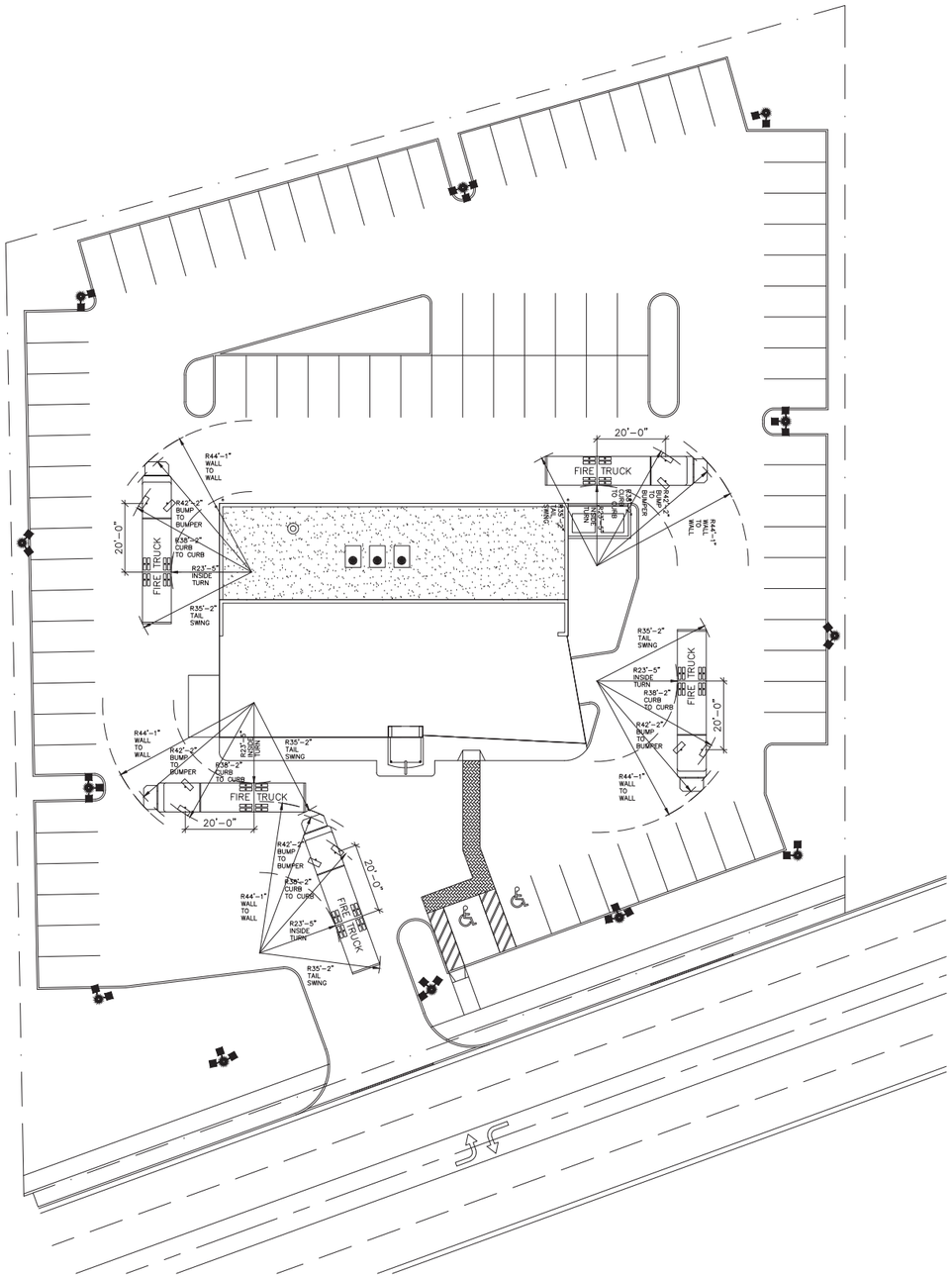
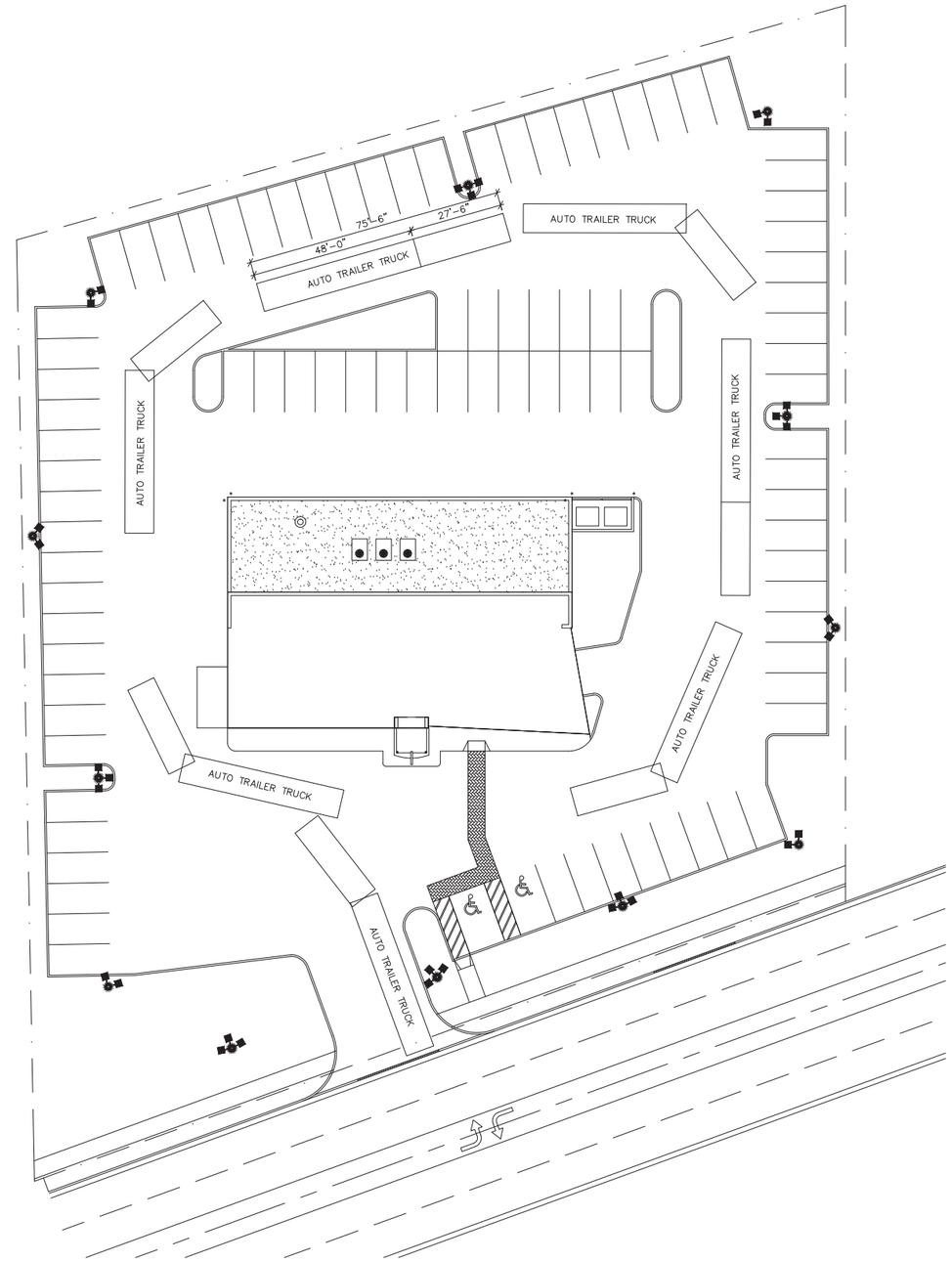


PROPOSED FIRE TRUCK TURNING EXHIBIT

SCALE 1"=20'-0"



PROPOSED AUTO CARRIER TURNING EXHIBIT

SCALE 1"=20'-0"

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FAX: 630.236.6500
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PROP. VEHICLE TURNING EXHIBIT

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	12-14-17	ZONING REVIEW	PC
2			
3			
4			
5			

PROJECT NO.: 17108
DATE: 12.01.17
ISSUED: DD
DRAWN BY: PCJ
CHECKED BY: PCJ
FILENAME: RAD-SITEPLAN.DWG
SHEET NO.:

F1

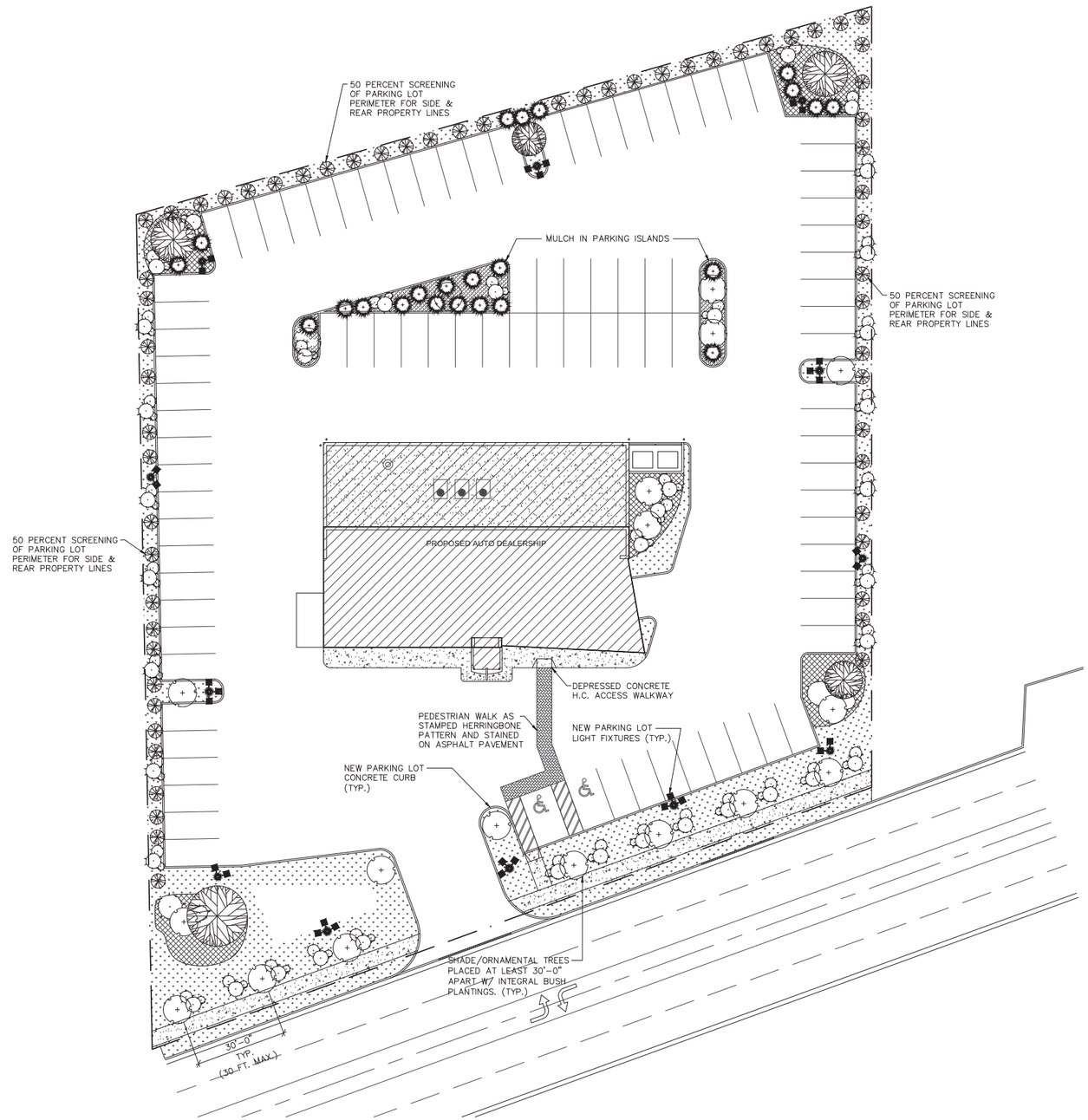
LEGEND OF SYMBOLS

SYMBOL	NAME	ACTUAL NAME	MATURE HEIGHT
	CANOPY TREE	AUTUMN BLAZE RED MAPLE	30–40 FT.
	EVERGREEN TREE	EMERALD GREEN ARBOVITAE	12–14 FT.
	UNDERSTORY TREE	BLOODGOOD JAPANESE MAPLE	10–15 FT.
	EVERGREEN SHRUB	GREEN VELVET BOXWOOD	4–6 FT.
	DECIDUOUS SHRUB	DIABLO NINE BARK	6–8 FT.
	MULCH	HARDWOOD MULCH CHIPS 2 TO 3 INCHES DEEP WITHIN SOIL PLANTING BEDS.	
	PERENNIALS	CREEPING THYME	3 INCHES
	GRASS	CLASS 1 LAWN MIXTURE PER IDOT SPECIFICATION FOR SEED W/ STRAW OR SOD PLANTING.	
	PROPERTY LINE		
	SETBACK LINE		
	CENTER RIGHT OF WAY		
	BUILDINGS		
	CONCRETE SIDEWALK		

NOTE:
THE ABOVE LANDSCAPE BLOCKS DEPICT THE WIDTH OF THE CANOPY AT MATURITY. LANDSCAPE PLANS SUBMITTED TO THE CITY OF AURORA FOR APPROVAL MUST BE SCALED TO DEPICT THE WIDTH OF CANOPY AT THE TIME OF INSTALLATION.

LANDSCAPE NOTES:

1) ALL ORNAMENTAL TREES SHALL BE AT LEAST 4 FEET IN HEIGHT AT THE TIME OF INSTALL.
2) ALL SHADED TREES SHALL BE AT LEAST 2.5 INCH CALIPER AT THE TIME OF INSTALL.
3) ALL PLANTING SCHRUBS SHALL BE AT LEAST 8 INCHES IN HEIGHT AT THE TIME OF INSTALL.
4) ALL ORNAMENTAL PLANTINGS (GRASSES AND PERENNIALS SHALL BE AT LEAST 12 INCHES IN HEIGHT AT THE TIME OF INSTALL.



PROPOSED LANDSCAPE PLAN

SCALE 1"=20'-0"

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PHORMA DESIGNS, INC.
2092 GARDNER CIR. E. STE 1
AURORA, IL 60503
PHONE: 630.820.0275
FAX: 630.820.0298

CONSULTANT:

CLIENT:

ARCHITECT LIC.:

"I hereby certify these drawings have been prepared under my direct supervision and to the best of my knowledge comply with all applicable codes of local and State of Illinois.
Where applicable, we consul to be prepared under my direct supervision, the attached plans and specifications and state that, to the best of my knowledge and belief and to the extent of my contractural obligation, they are in conformance with the Environmental Barriers Act (410 ILCS 25) and the Illinois Accessibility Code (71 Ill. Adm. Code 400)."

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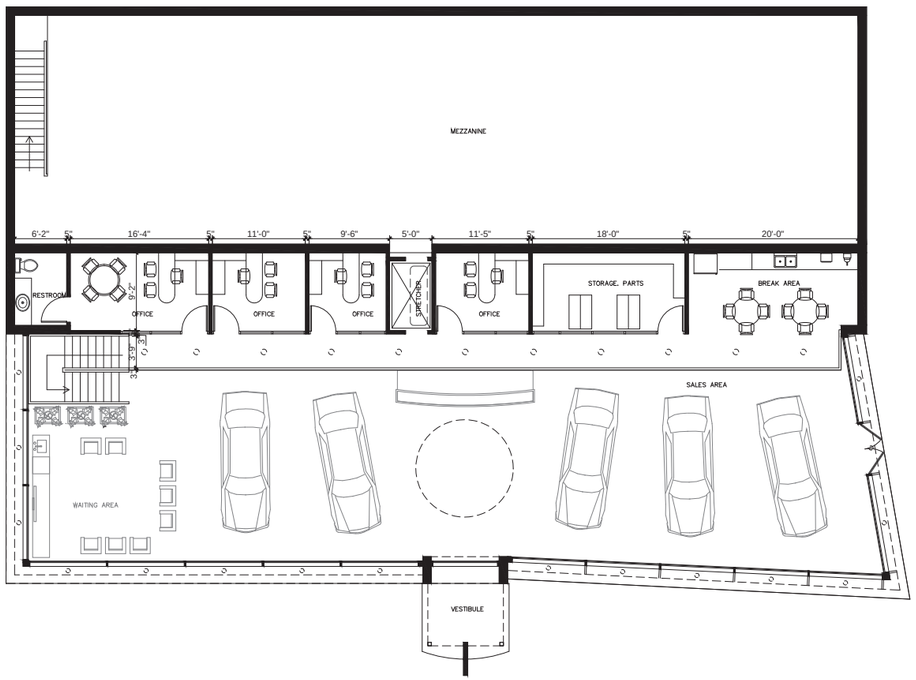
PROPOSED LANDSCAPE PLAN

REVISIONS

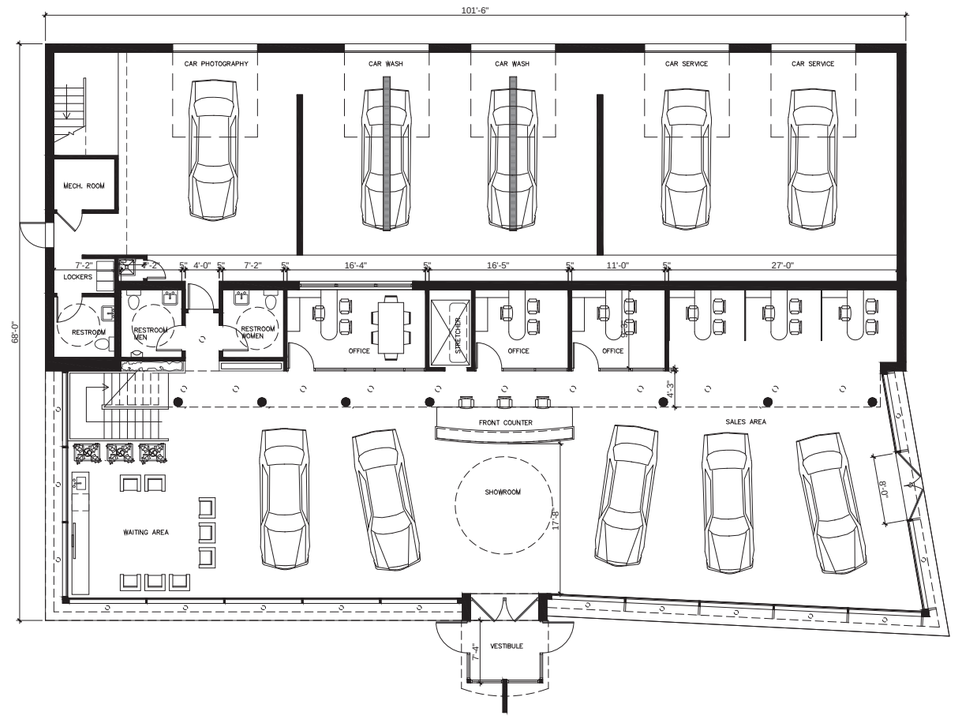
NO.	DATE	DESCRIPTION	BY
1	12-14-17	ZONING REVIEW	PC
2			
3			
4			
5			

PROJECT NO.: 17108
DATE: 10.08.17
ISSUED: DD
DRAWN BY: PCJ
CHECKED BY: PCJ
FILENAME: RAD-SITEPLAN.DWG
SHEET NO.:

L1



SECOND FLOOR PLAN



FIRST FLOOR PLAN

PROPOSED FLOOR PLANS

SCALE 1/8"=1'-0"

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PHORMA DESIGNS, INC.
2970 OGDEN CIR. & STE. 1
AURORA, IL 60503
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FAX. 630.892.2795

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CLIENT:

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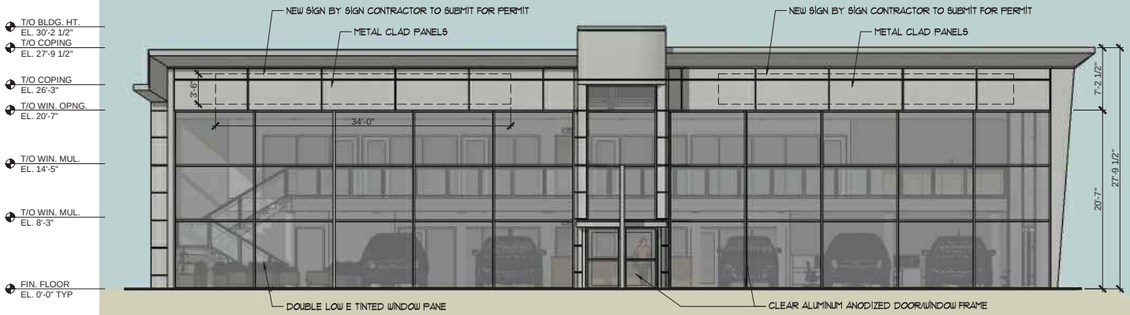
PROPOSED FLOOR PLANS

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	12-14-17	ZONING REVIEW	PC
2			
3			
4			
5			

PROJECT NO.:17108
DATE: 12.01.17
ISSUED: DD
DRAWN BY: PCJ
CHECKED BY: PCJ
FILENAME: RAD-XBASEPLANS.DW
SHEET NO.:

A2

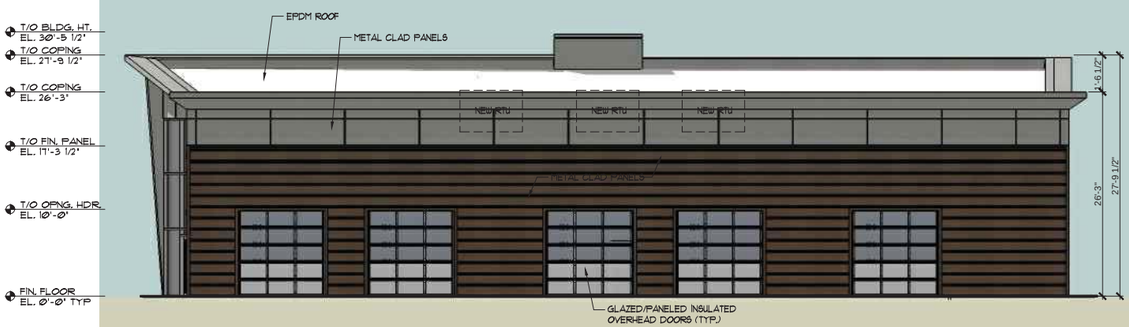


SOUTH ELEVATION

SCALE 1/8"=1'-0"

EAST ELEVATION

SCALE 1/8"=1'-0"



NORTH ELEVATION

SCALE 1/8"=1'-0"

WEST ELEVATION

SCALE 1/8"=1'-0"

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AURORA, IL 60503
PH: 630.820.0276
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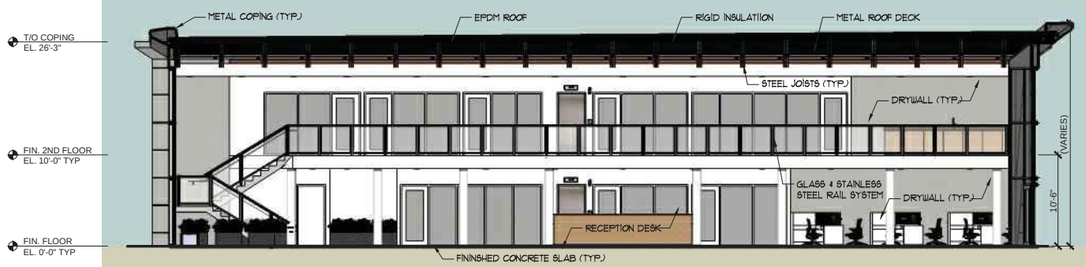
PROPOSED EXTERIOR ELEVATIONS

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	12-14-17	ZONING REVIEW	PC
2			
3			
4			
5			

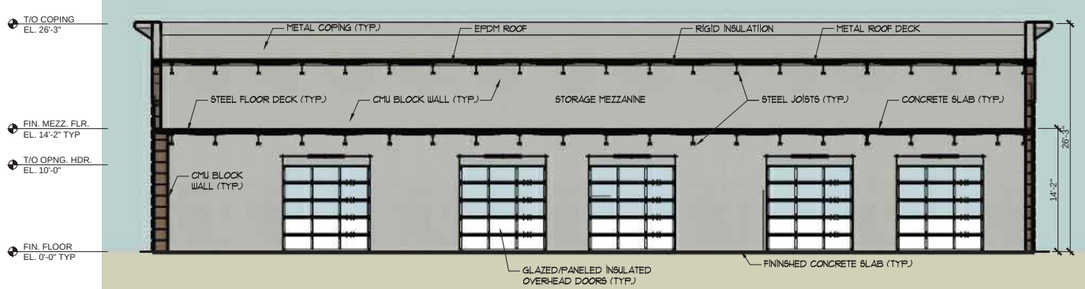
PROJECT NO.:17108
DATE: 12.01.17
ISSUED:DD
DRAWN BY: PCJ
CHECKED BY: PCJ
FILENAME:2410-10ASE ELEV.DWG
SHEET NO.:

A3



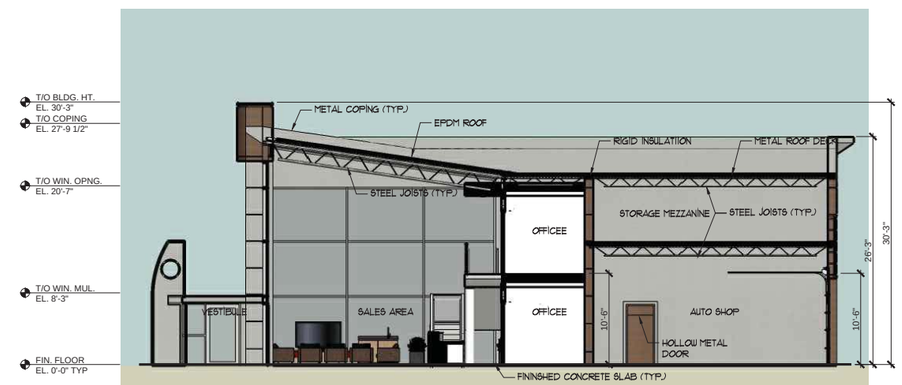
BUILDING SECTION

SCALE 1/8"=1'-0"



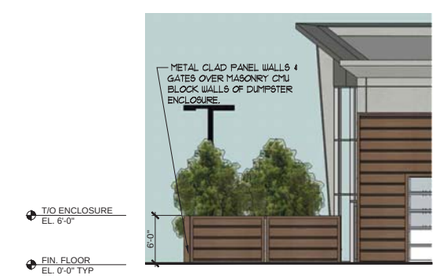
BUILDING SECTION

SCALE 1/8"=1'-0"



BUILDING SECTION

SCALE 1/8"=1'-0"



DUMPSTER ENCLOSURE ELEVATION

SCALE 1/8"=1'-0"

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AURORA, IL 60503
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FAX: 630.236.7295

CONSULTANT:

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"I hereby certify these drawings have been prepared under my direct supervision and to the best of my knowledge comply with all applicable codes of local and State of Illinois.
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PROPOSED BUILDING SECTIONS

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	12-14-17	ZONING REVIEW	PC
2			
3			
4			
5			

PROJECT NO.:17108
DATE: 12.01.17
ISSUED:DD
DRAWN BY: PCJ
CHECKED BY: PCJ
FILENAME:2410-2DBASE ELEV1.DWG
SHEET NO.:

A4

HIGHLINE S2

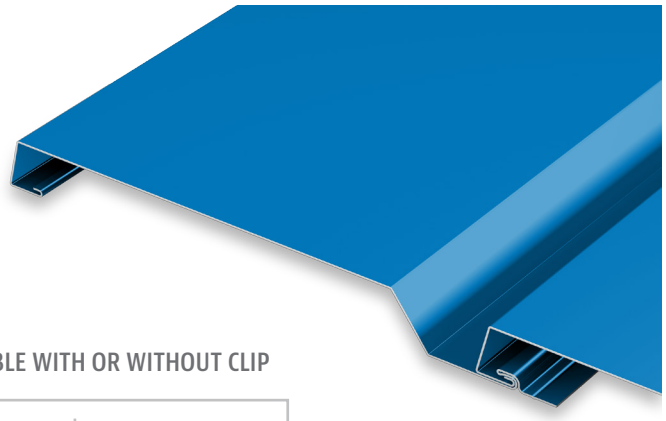
PRECISION SERIES WALL PANELS

MATERIALS

.050 aluminum 22 gauge steel

SPECS

15.356″ Wide 1-3/8″ High



AVAILABLE WITH OR WITHOUT CLIP

PRODUCT FEATURES

- No-clip panel or clip installation for expansion/contraction
- Multiple rib patterns provide a variety of looks and design options
- Panel depth of 1-3/8"
- Cost-effective installation
- Horizontal or vertical installation
- Panel lengths: 30' maximum for steel; 22' maximum for aluminum; longer lengths available on clip panels; 4' min. steel and aluminum

MATERIAL

- 15 stocked colors (22 gauge steel)
- 29 stocked colors (.050 aluminum)
- Galvalume Plus available

TESTS

- ASTM E283
- ASTM E331

FLORIDA BUILDING PRODUCT APPROVALS

Please refer to pac-clad.com or your local factory for specific product approval numbers for Precision Series panels.

Note: Line drawings may not be to scale.

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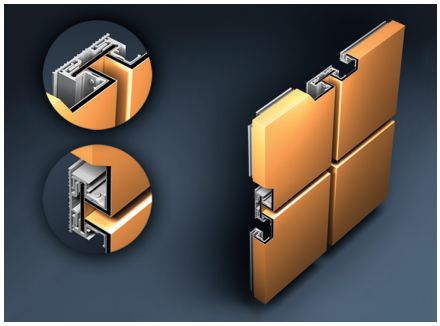
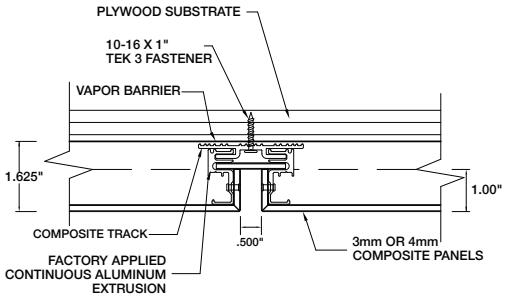
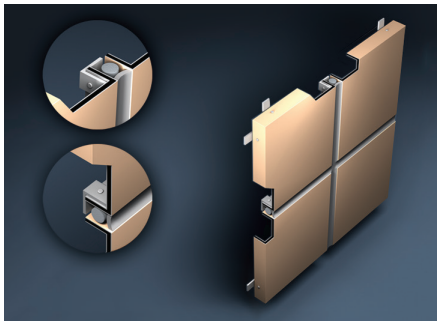
COMPOSITE WALL PANELS

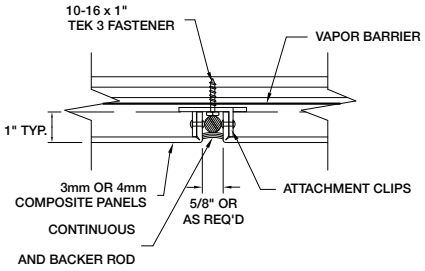
PAC-3000 RS





PAC-3000 CS





PRODUCT FEATURES

- Available in a wide variety of non-PAC-CLAD colors and finishes
- Consult Petersen rep for color options (extra fee applies for PAC-CLAD colors)
- Precise fabrication to meet exacting tolerances
- Rout-and-return fabrication
- Welded corners available

MATERIALS

- 3mm, 4mm, 6mm – Composite
- .063 - .125 Mill Finish Aluminum
- Zinc
- Stainless steel
- Anodized aluminum

TESTS

- ASTM E283*
- ASTM E330*
- ASTM E331*

* Composite material only

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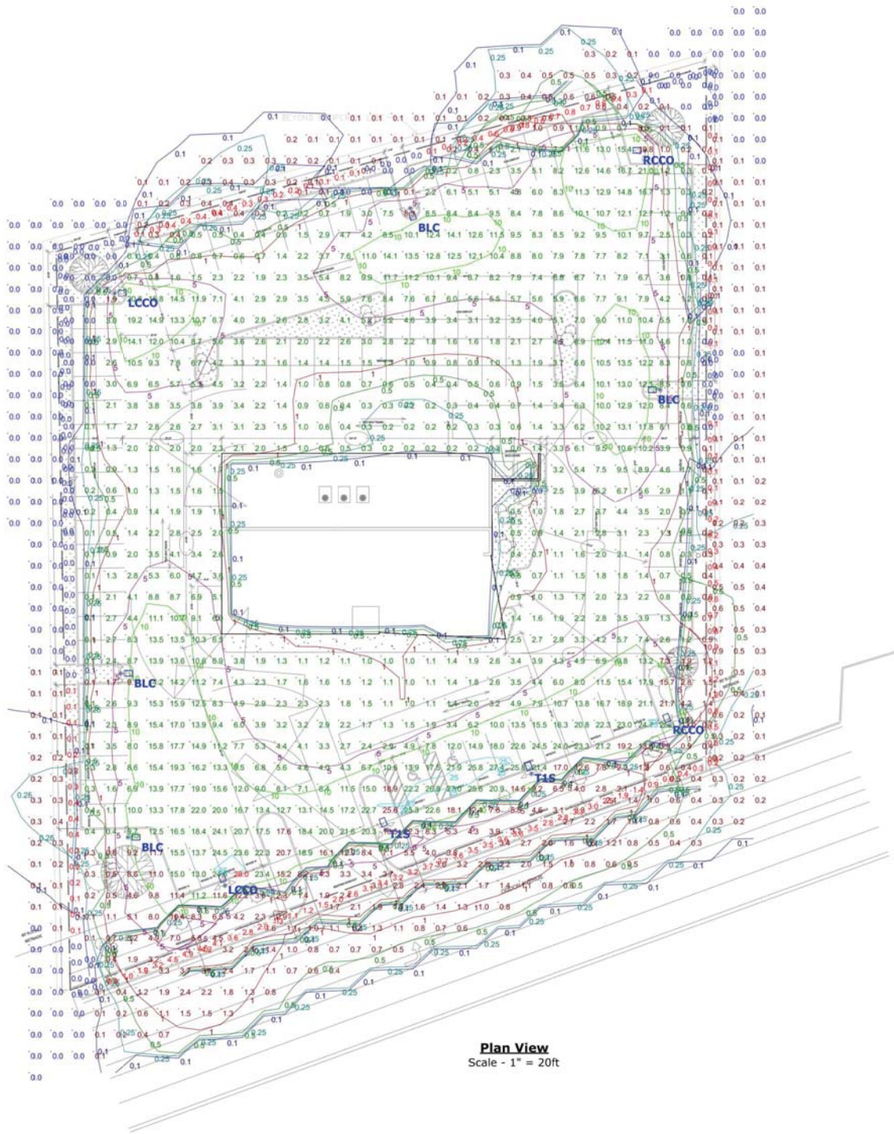
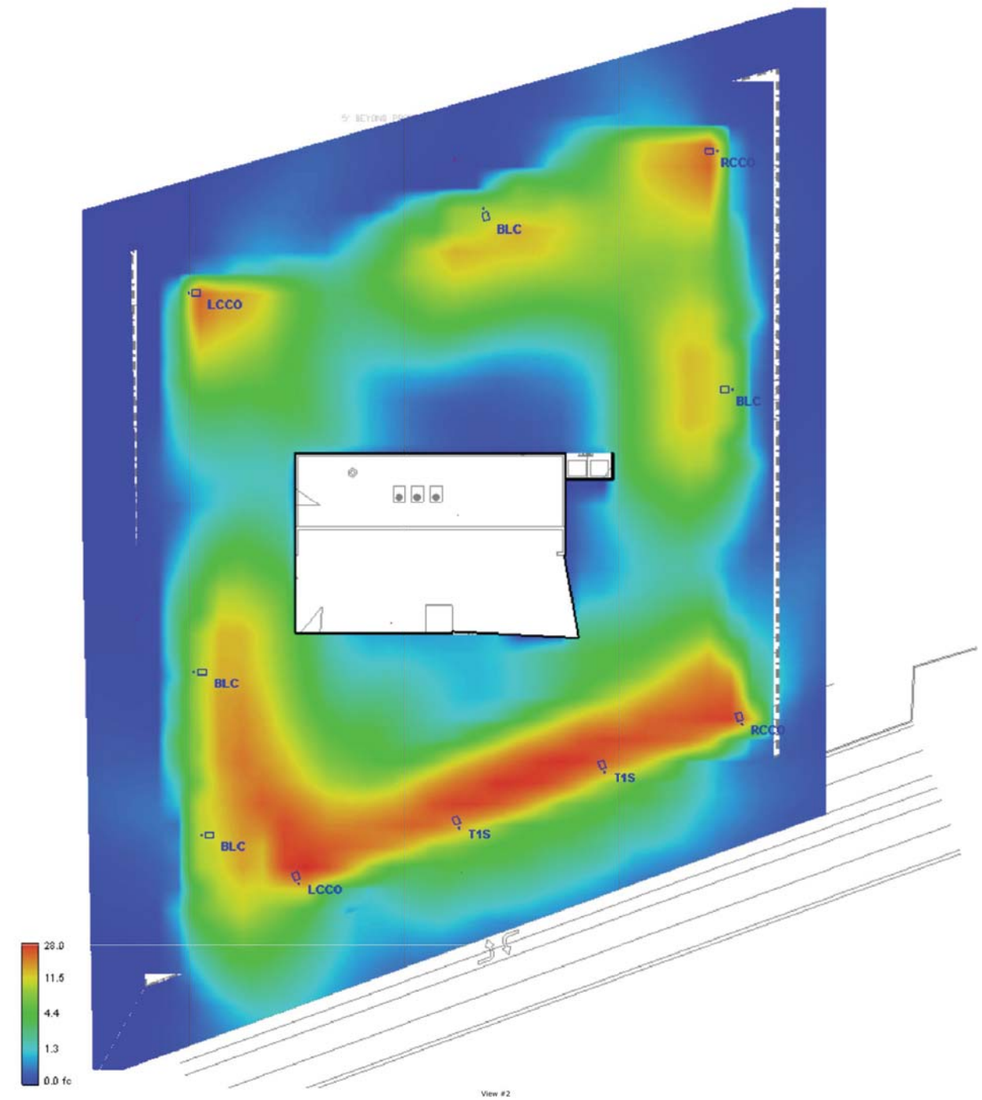


Plan View
Scale - 1" = 20ft



Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	T1S	2	Lithonia Lighting	DSX2 LED P8 40K T1S MVOLT	DSX2 LED P8 40K T1S MVOLT	LED	1	DSX2_LED_P8_40K_T1S_MVOLT.ies	49133	0.95	431
	BLC	4	Lithonia Lighting	DSX2 LED P8 40K BLC MVOLT	DSX2 LED P8 40K BLC MVOLT	LED	1	DSX2_LED_P8_40K_BLC_MVOLT.ies	40324	0.95	431
	RCCO	2	Lithonia Lighting	DSX2 LED P8 40K RCCO MVOLT	DSX2 LED P8 40K RCCO MVOLT	LED	1	DSX2_LED_P8_40K_RCCO_MVOLT.ies	30005	0.95	431
	LCCO	2	Lithonia Lighting	DSX2 LED P8 40K LCCO MVOLT	DSX2 LED P8 40K LCCO MVOLT	LED	1	DSX2_LED_P8_40K_LCCO_MVOLT.ies	30005	0.95	431

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
1. PAVED AREAS ONLY - GRADE LEVEL		6.1 fc	28.0 fc	0.0 fc	N/A	N/A
2. WHOLE PARCEL TO PROPERTY LINES - GRADE LEVEL		5.7 fc	28.0 fc	0.0 fc	N/A	N/A
3. BEYOND PROPERTY LINE - 15' ZONE		0.5 fc	4.2 fc	0.0 fc	N/A	N/A
4. WEST PROPERTY LINE		0.1 fc	0.4 fc	0.0 fc	N/A	N/A
5. NORTH PROPERTY LINE		0.3 fc	0.8 fc	0.0 fc	N/A	N/A
6. EAST PROPERTY LINE		0.3 fc	1.2 fc	0.0 fc	N/A	N/A
7. SOUTH PROPERTY LINE (OGDEN AVE.)		2.4 fc	4.9 fc	0.0 fc	N/A	N/A

NOTES:
1. CALCULATION POINTS ARE AT GRADE LEVEL.
2. FIXTURES ARE MOUNTED AT 23'-0" ABOVE GRADE (20' POLES ON 3' CONCRETE BASES).
3. CACULATIONS PROVIDED ARE NOT A GUARANTEE OF PERFORMANCE. ACTUAL LIGHT LEVELS MAY VARY.**

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PHORMA DESIGNS, INC.
2092 OGDEN DR. & STE.1
AURORA, IL 60503
PH: 630.892.2000
FAX: 630.892.2795

CONSULTANT:

KSA LIGHTING & CONTROLS

CLIENT:

ARCHITECT LIC.:

"I hereby certify these drawings have been prepared under my direct supervision and to the best of my knowledge comply with all applicable codes of local and State of Illinois"
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PROP. LIGHTING PHOTOMETRICS

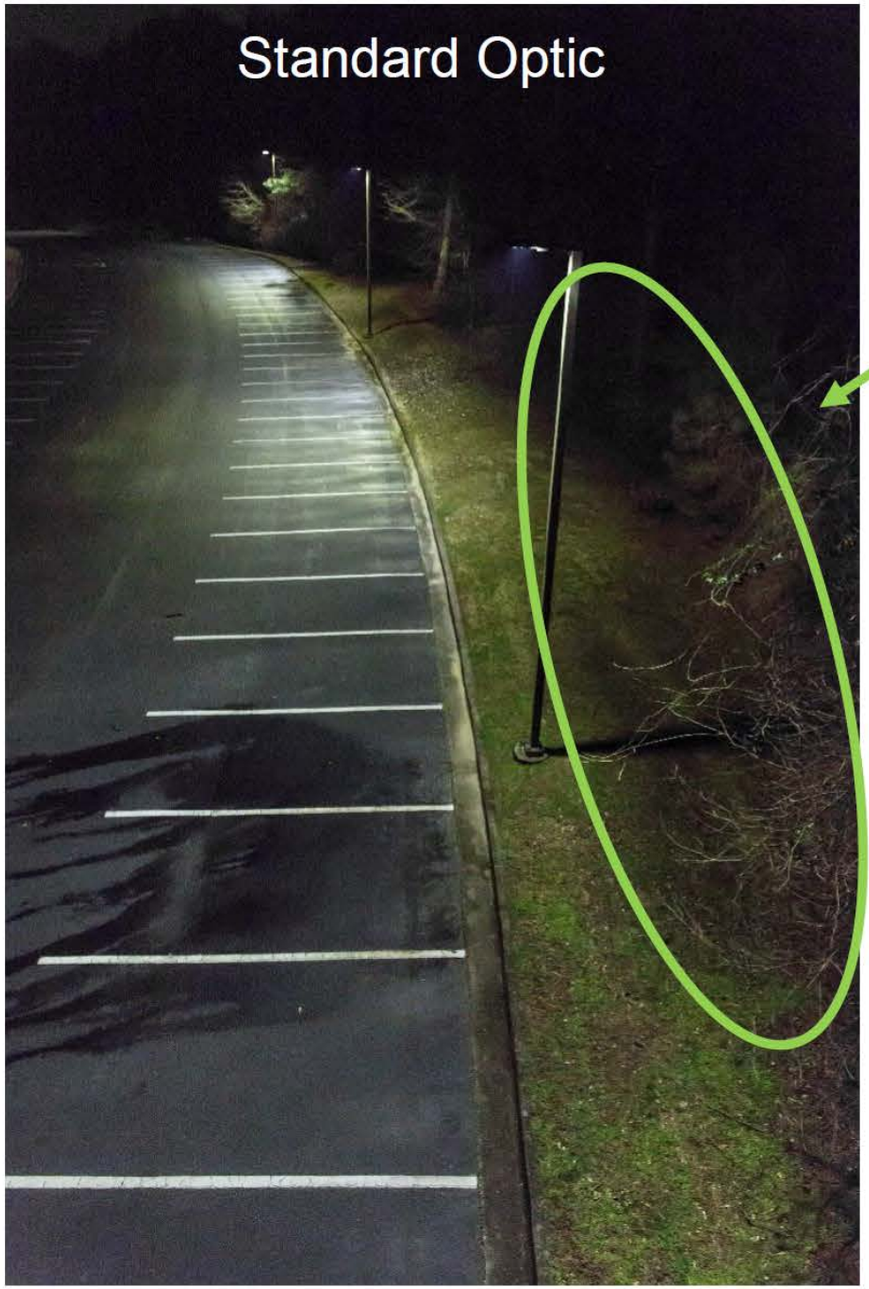
REVISIONS

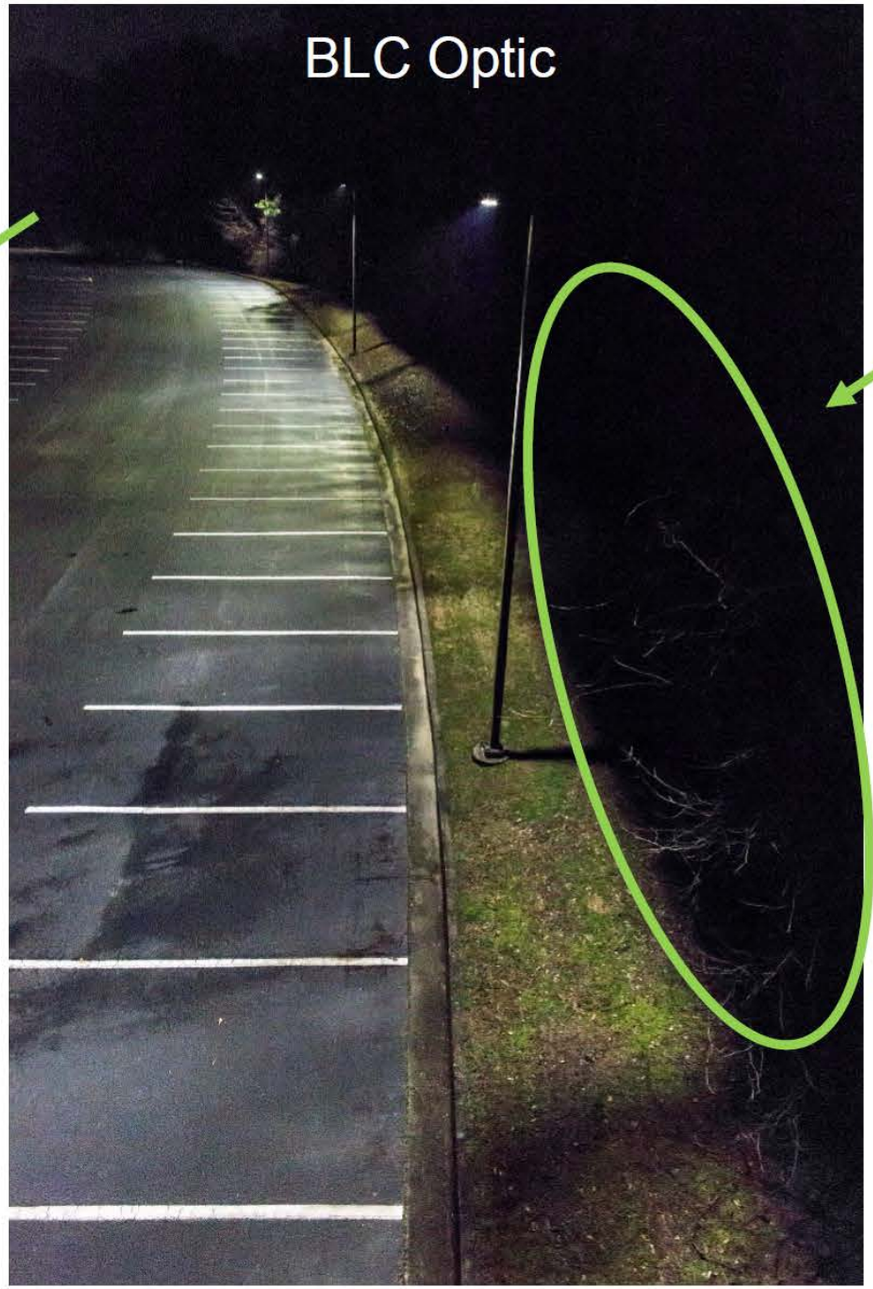
NO.	DATE	DESCRIPTION	BY
1	12-14-17	ZONING REVIEW	PC
2			
3			
4			
5			

PROJECT NO.:17108
DATE: 12.01.17
ISSUED: DD
DRAWN BY: PCJ
CHECKED BY: PCJ
FILENAME: 17108-XBASE PHOTOLIGHTING
SHEET NO.:

A5

BLC Optics – (From Above)





PERSPECTIVE RENDERINGS

SCALE: NTS

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CONSULTANT:

CLIENT:

ARCHITECT LIC.:

"I hereby certify these drawings have been prepared under my direct supervision and to the best of my knowledge comply with all applicable codes of local and State of Illinois"
"I have prepared, or caused to be prepared under my direct supervision, the attached plans and specifications and state that, to the best of my knowledge and belief and to the extent of my contractural obligation, they are in conformance with the Environmental Barriers Act (410 ILCS 25) and the Illinois Accessibility Code (71 Ill. Adm. Code 400)."

LICENSE EXPIRES:

NEW AUTO DEALERSHIP AT
2410 OGDEN AVE.
DOWNERS GROVE, IL.

PROPOSED BUILDING PERSPECTIVES

REVISIONS

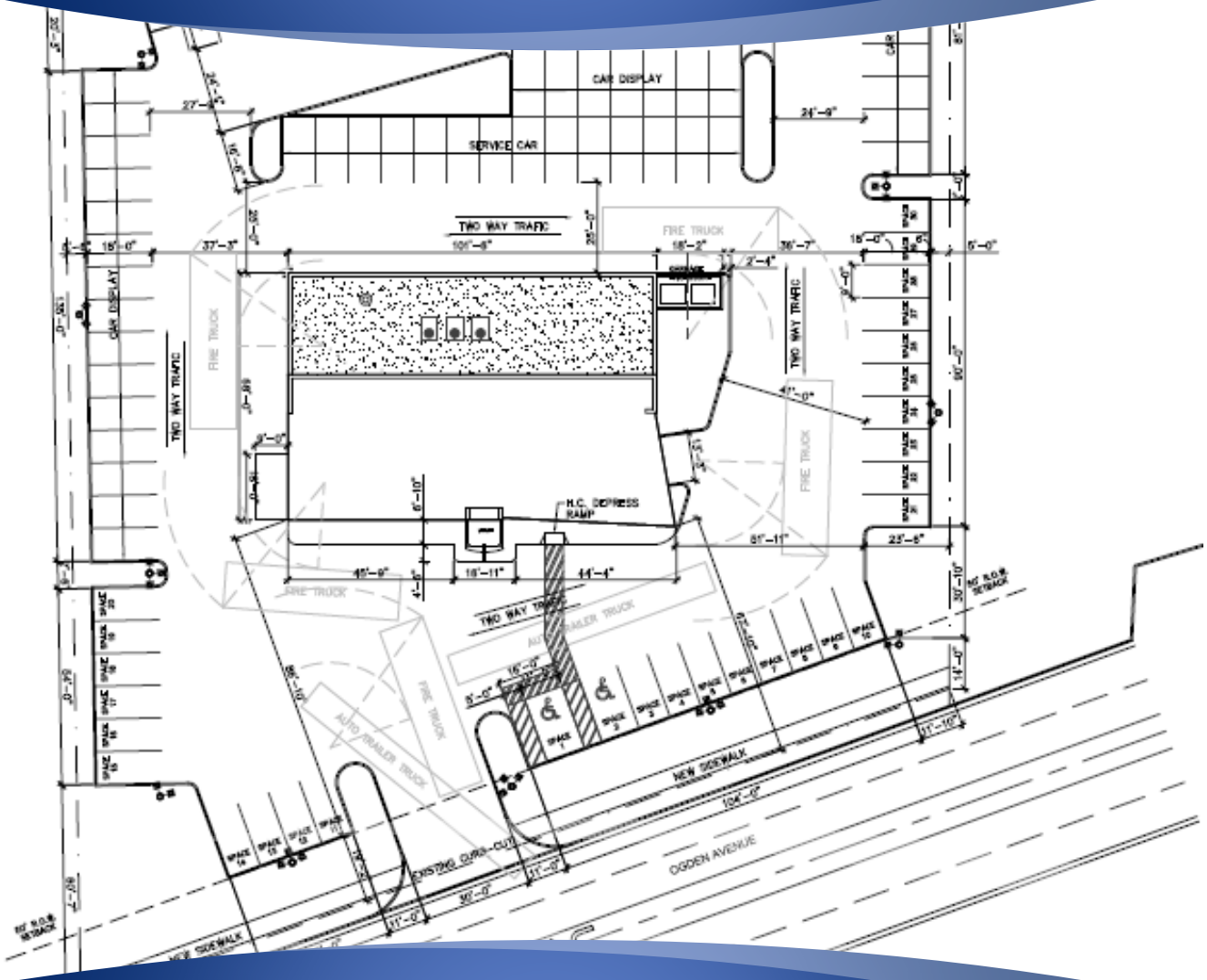
NO.	DATE	DESCRIPTION	BY
1	12-14-17	ZONING REVIEW	PC
2			
3			
4			
5			

PROJECT NO.:17108
DATE: 12.01.17
ISSUED:DD
DRAWN BY: PCJ
CHECKED BY: PCJ
FILENAME:PAD-VBASE RENDER.DWG
SHEET NO.:

A6

Traffic Impact Study
Proposed Used Car Dealership

Downers Grove, Illinois



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

December 12, 2017

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed used car dealership to be located on the north side of Ogden Avenue approximately 600 feet east of Cross Street in Downers Grove, Illinois. As proposed, the site will be developed with an approximately 7,000 square-foot building with an approximately 3,500 square-foot showroom and a five-bay service center. Access to the development will be provided via the existing westerly full movement curb cut serving the site. A total of 101 parking spaces will be provided with 30 spaces reserved for guest parking.

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

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

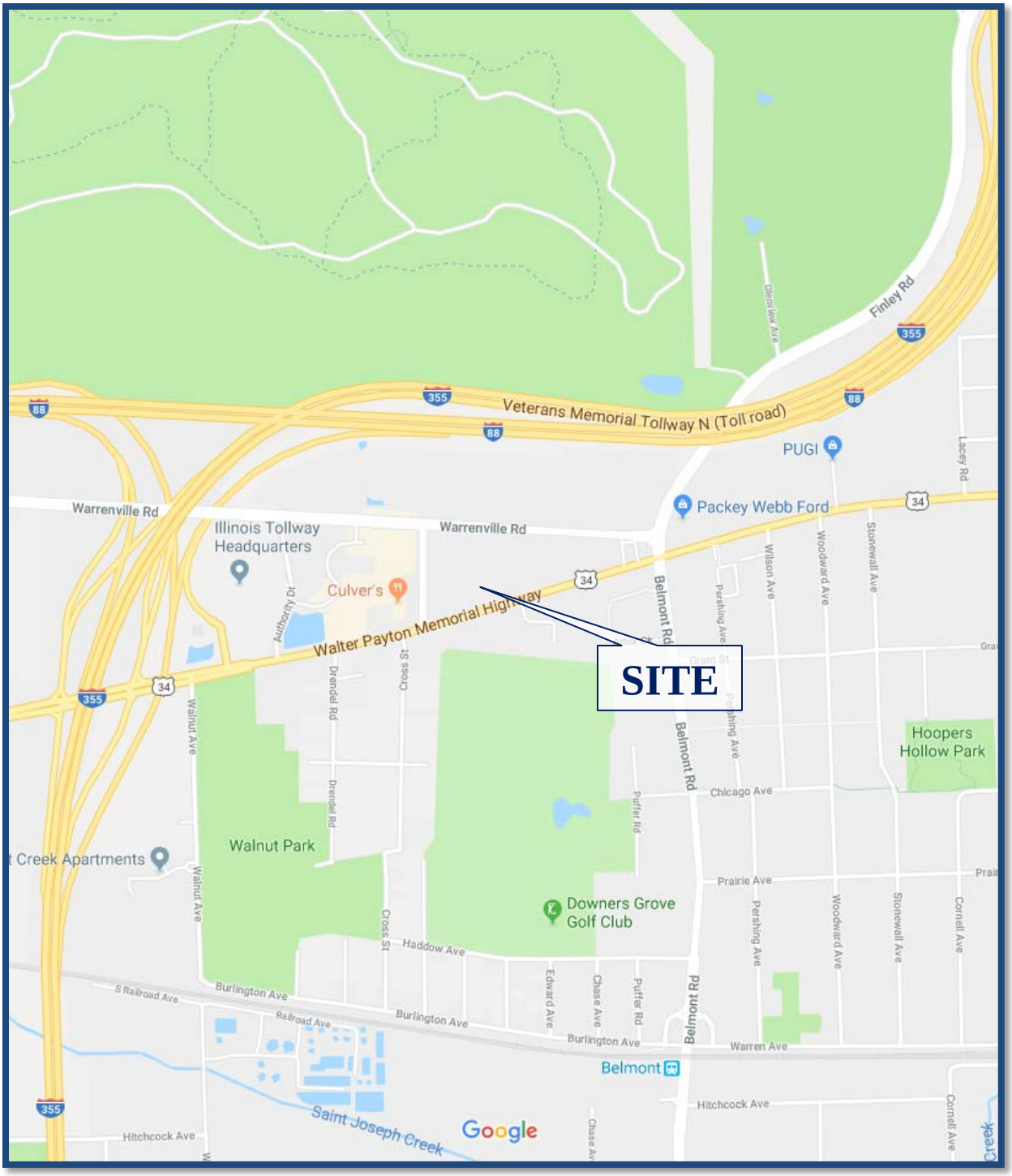
The sections of this report present the following:

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

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

1. Existing Condition - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Future Condition - The future projected traffic volumes include the existing traffic volumes increased by an ambient area growth factor (growth not attributable to any particular development) and the traffic estimated to be generated by the proposed subject development.



Site Location **Figure 1**

Aerial View of Site Location **Figure 2**

2. Existing Conditions

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

Site Location

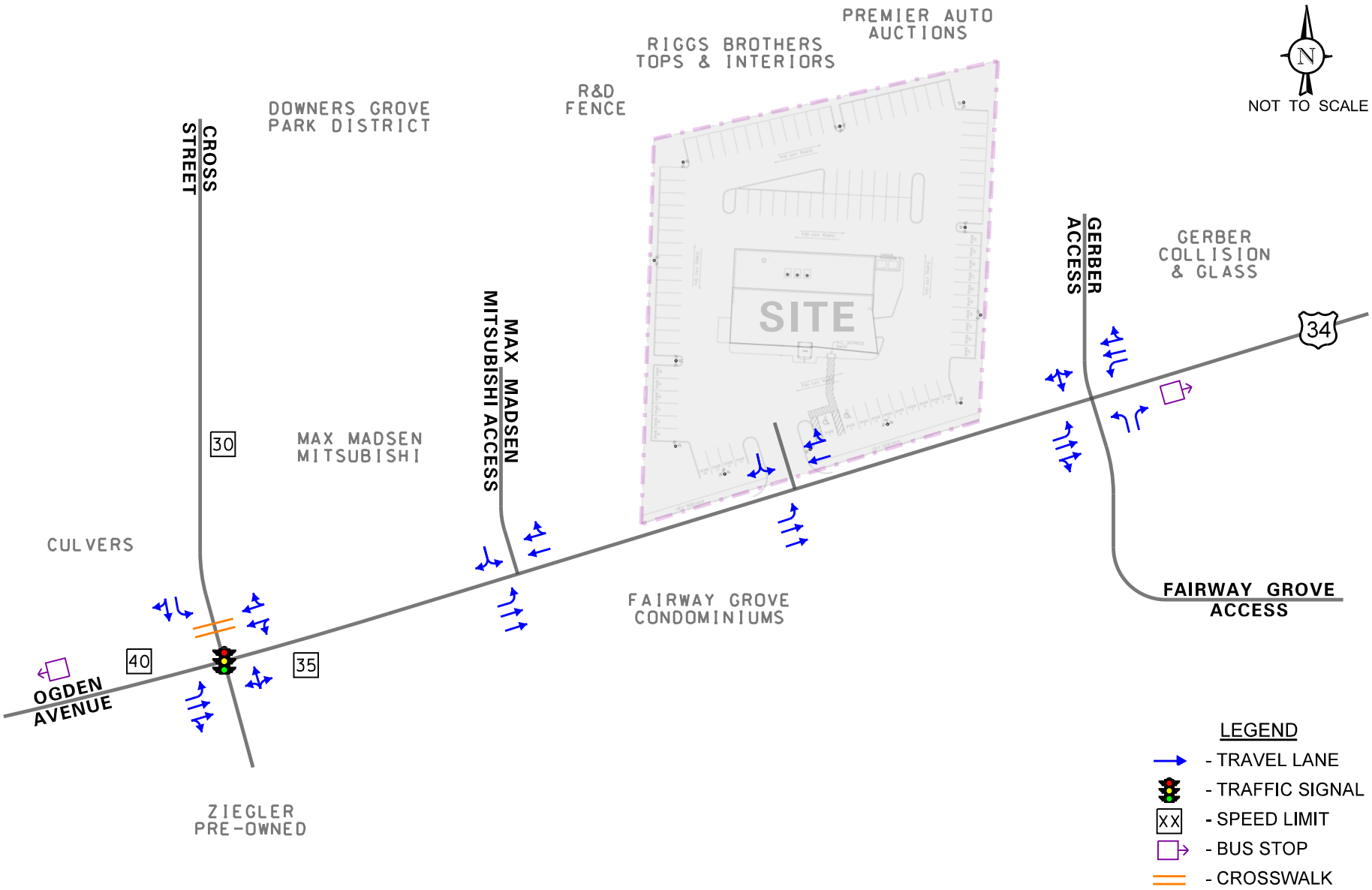
The site, which is currently occupied by a vacant building, is located on the north side of Ogden Avenue approximately 600 feet east of Cross Street. Land uses in the vicinity of the site are primarily commercial to the west, north, and east and residential to the south and include Gerber Collision and Glass to the east, Premier Auto Auctions, Riggs Brothers Tops and Interiors, R & D Fence, and the Downers Grove Park District to the north, Max Madsen Mitsubishi and Culvers to the west, and Auto Extreme, Inc. and Fairway Grove Condominiums to the south.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics.

Ogden Avenue is generally an east-west arterial roadway that in the vicinity of the site provides two through lanes in each direction separated by a center, two-way left-turn lane. At its signalized intersection with Cross Street, Ogden Avenue provides an exclusive left-turn lane and two exclusive through lanes on the eastbound approach and an exclusive through lane and a shared through/right-turn lane on the westbound approach. At its unsignalized intersection with the Max Madsen Mitsubishi access drive, Ogden Avenue provides two exclusive through lanes on the eastbound approach and an exclusive through lane and a shared through/right-turn lane on the westbound approach with eastbound left-turn movements accommodated via the center, two-way left-turn lane. At its unsignalized intersection with the Gerber Collision & Glass and Fairway Grove access drives, Ogden Avenue provides an exclusive through lane and a shared through/ right-turn lane on both approaches with left turns onto the access drives accommodated via the existing center, two-way left-turn lane. Ogden Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an annual average daily traffic volume (AADT) volume of 30,600 vehicles (IDOT AADT 2016), and has a posted speed limit of 35 miles per hour east of Cross Street and a posted speed limit of 40 miles per hour west of Cross Street.

Cross Street is a north-south local roadway that has an offset intersection with Ogden Avenue. The north leg of the intersection extends from Ogden Avenue to Warrenville Road, provides access to the commercial developments along Cross Street, and has signalized intersections with both roadways. At its signalized intersection with Ogden Avenue, the north leg of Cross Street provides an exclusive left-turn lane, an exclusive right-turn lane, and a standard style crosswalk. The south leg of this intersection is the full movement access drive serving Auto Extreme, Inc. This access drive provides one inbound lane and one outbound lane. Cross Street is under the jurisdiction of the DuPage County Division of Transportation, carries an AADT volume of 7,442 vehicles (DuDOT AADT 2010), and has a posted speed limit of 30 miles per hour.



Used Car Dealership
Downers Grove, Illinois

Existing Roadway Characteristics

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

Job No: 17-273

Figure: 3

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Video Collection Units on Wednesday, November 15, 2017 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Ogden Avenue with Cross Street/Auto Extreme, Inc. Access Drive
- Ogden Avenue with the Max Madsen Mitsubishi Access Drive
- Ogden Avenue with Fairway Grove/Gerber Collision and Glass Access Drives

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

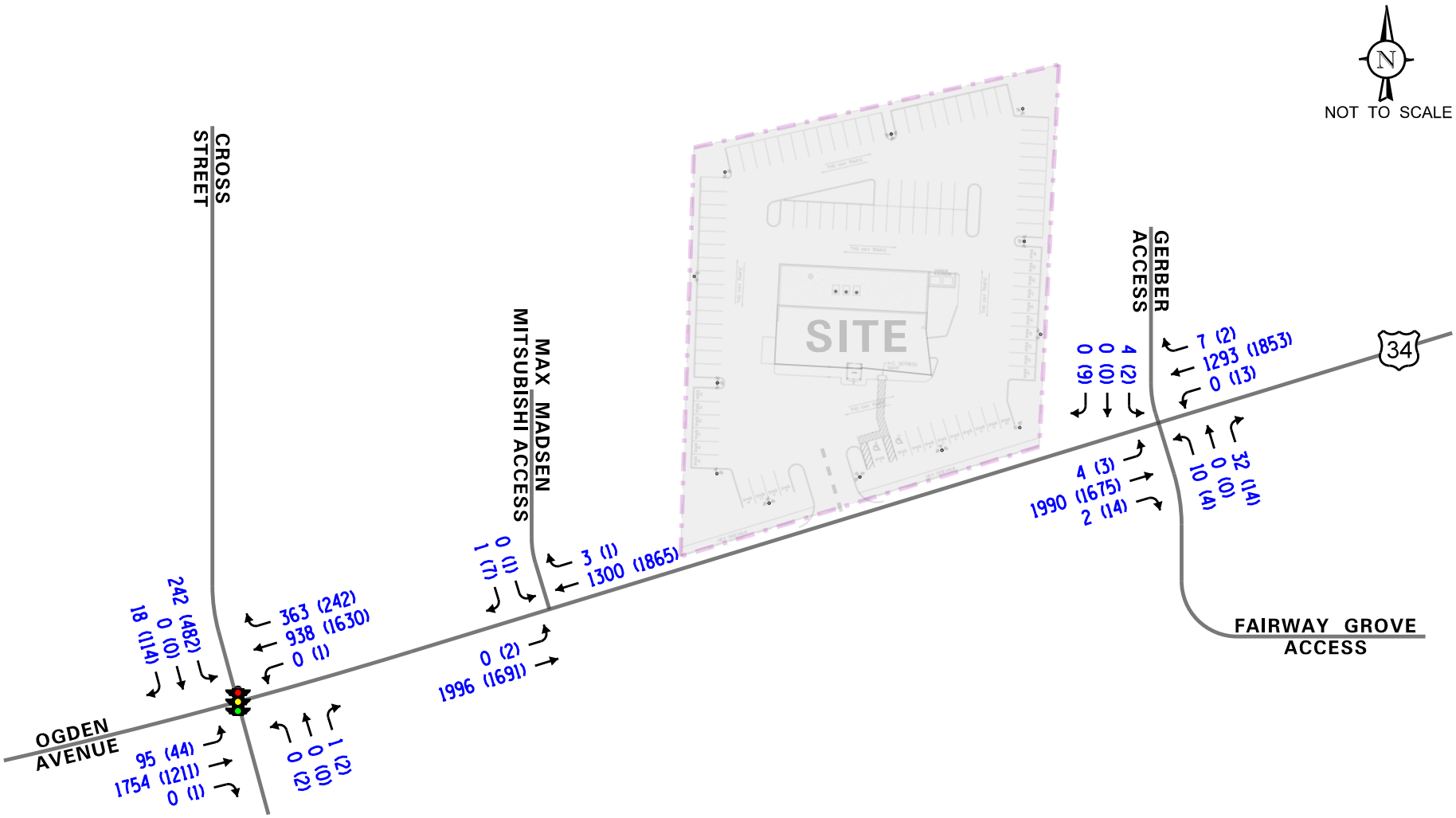
Crash Analysis

KLOA, Inc. obtained crash data for the past five years (2010 to 2014) for the intersections of Ogden Avenue with Cross Street, Ogden Avenue with the Max Madsen Mitsubishi access drive, and Ogden Avenue with the Gerber/Fairway Grove access drives. The crash data for the intersection of Ogden Avenue with Cross Street is summarized in **Table 1**. A review of the crash data indicated that the intersection of Ogden Avenue with the Max Madsen Mitsubishi access drive experienced only one crash in 2011, 2012, and 2015 and zero crashes in 2013 and 2014. Only one crash involved a turning vehicle at this intersection. Furthermore, the intersection of Ogden Avenue with the Gerber/Fairway Grove access drives experienced zero crashes in 2011 and 2015, one crash in 2012 and 2014, and two crashes in 2013. None of the crashes at this intersection involved a turning vehicle. Additionally, the crash data indicated there were no fatalities reported at any of the intersections.

Table 1
OGDEN AVENUE WITH CROSS STREET – CRASH SUMMARY

	Type of Crash Frequency						
Year	**Angle**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2011	0	0	2	0	2	0	4
2012	0	0	1	0	0	0	1
2013	0	0	1	0	3	0	4
2014	0	0	3	0	2	0	5
2015	0	0	0	0	4	0	4
Total	**0**	**0**	**7**	**0**	**11**	**0**	**18**
Average	**0**	**0**	**1.4**	**0**	**2.2**	**0**	**3.6**

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.



LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)

(00) - PM PEAK HOUR (4:30-5:30 PM)

Used Car Dealership Downers Grove, Illinois	Existing Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 17-273 Figure: 4

3. Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

As proposed, the plans call for developing the site with an approximately 7,000 square-foot used car dealership that will provide an approximately 3,500 square-foot showroom. Additionally, a five-bay service center will be provided. Access to the used car dealership will be provided via the existing full movement curb cut that is located approximately 250 feet east of the Max Madsen Mitsubishi full movement access drive. This access drive provides one inbound lane and one outbound lane and outbound movements should be under stop sign control. Left turns onto the access drive will be accommodated via the existing center, two-way left-turn lane on Ogden Avenue. It should be noted that the proposed access system will result in the elimination of the existing easterly full movement curb cut on Ogden Avenue along the site frontage. A total of 101 parking spaces will be provided with 30 spaces reserved for guest parking. A copy of the preliminary site plan depicting the proposed development and access is included in the Appendix.

Directional Distribution

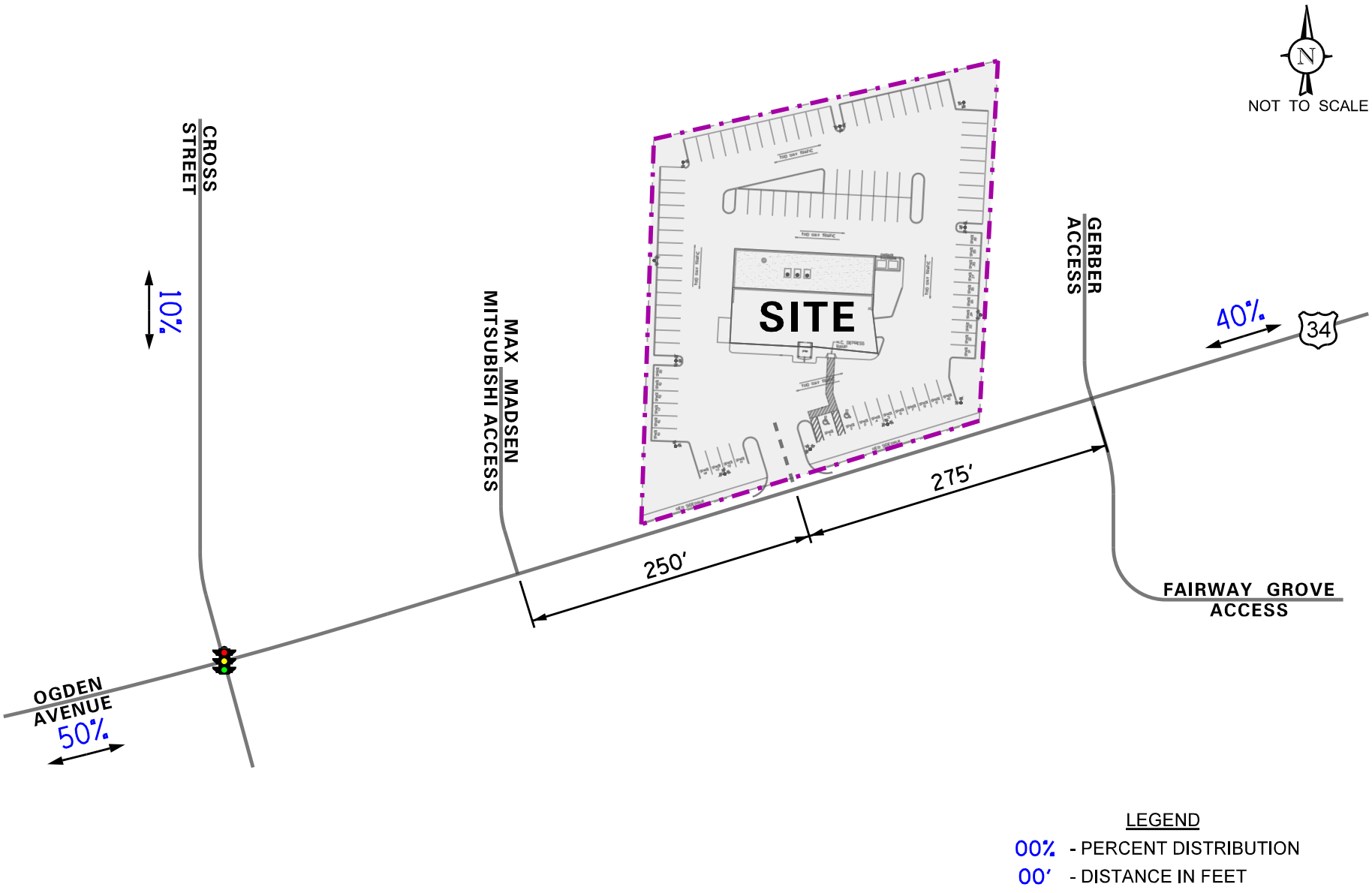
The directions from which employees and patrons of the used car dealership will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic.

Estimated Site Traffic Generation

The estimates of traffic to be generated by the development are based upon the proposed land use type and size. The volume of traffic generated for the auto dealership was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. The ITE rates and equations used are included in the Appendix. **Table 2** tabulates the vehicle trips anticipated for this development for the weekday morning and weekday evening peak hours.

Table 2
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	
841	Auto Dealership (7,000 s.f.)	10	3	13	7	11	18	226



Used Car Dealership
Downers Grove, Illinois

Estimated Directional Distribution

KLOA
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Job No: 17-273

Figure: 5

4. Projected Traffic Conditions

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

Development Traffic Assignment

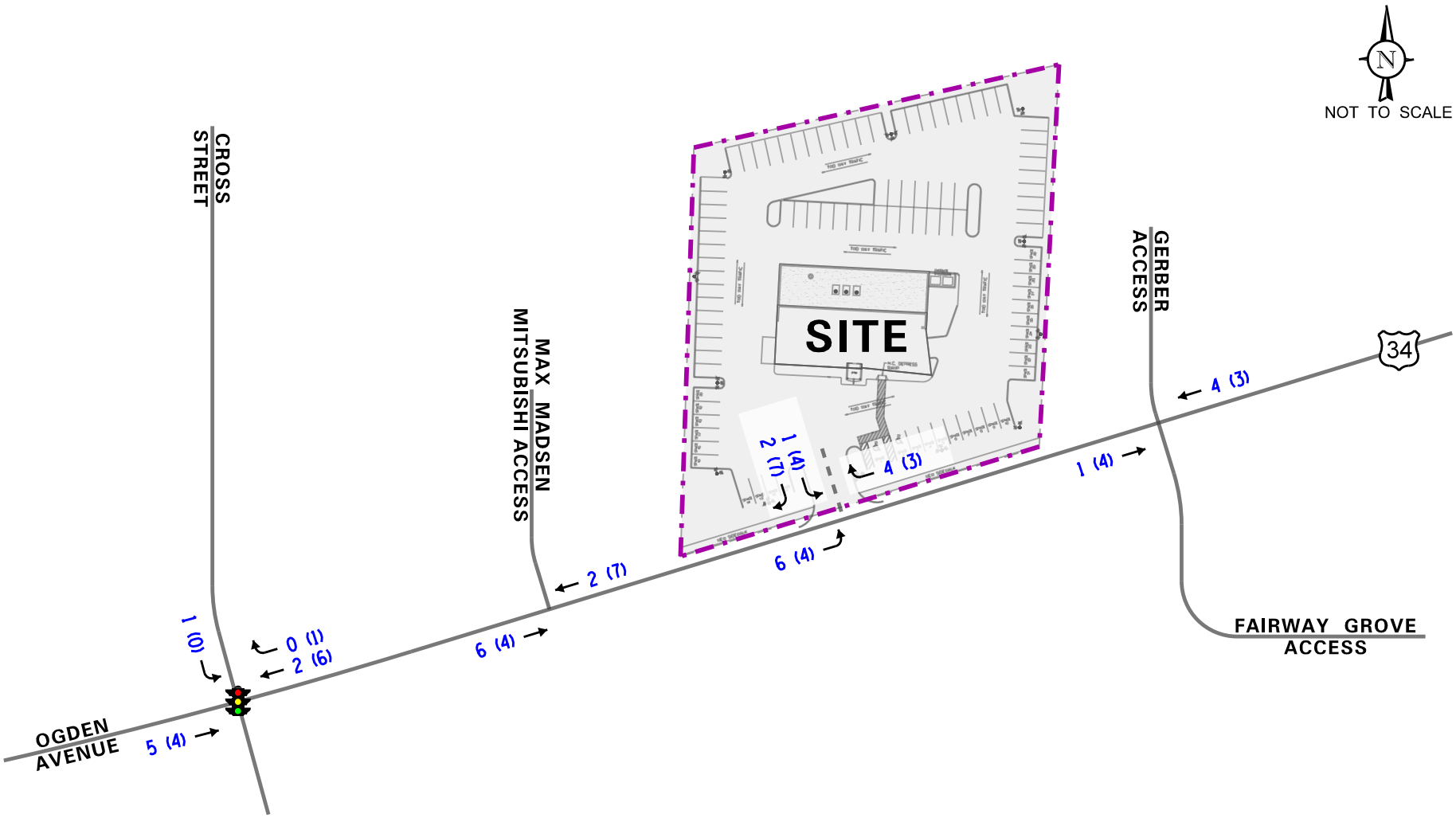
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The total new traffic assignment for the commercial development is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

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated December 11, 2017, an increase of approximately four-tenths of a percent per year for six years (buildout year plus five years) was applied to project Year 2023 conditions. A copy of the CMAP 2040 projections letter is included in the Appendix.

Total Projected Traffic Volumes

The development-generated traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2023 total projected traffic volumes, shown in **Figure 7**.



LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)

(00) - PM PEAK HOUR (4:30-5:30 PM)

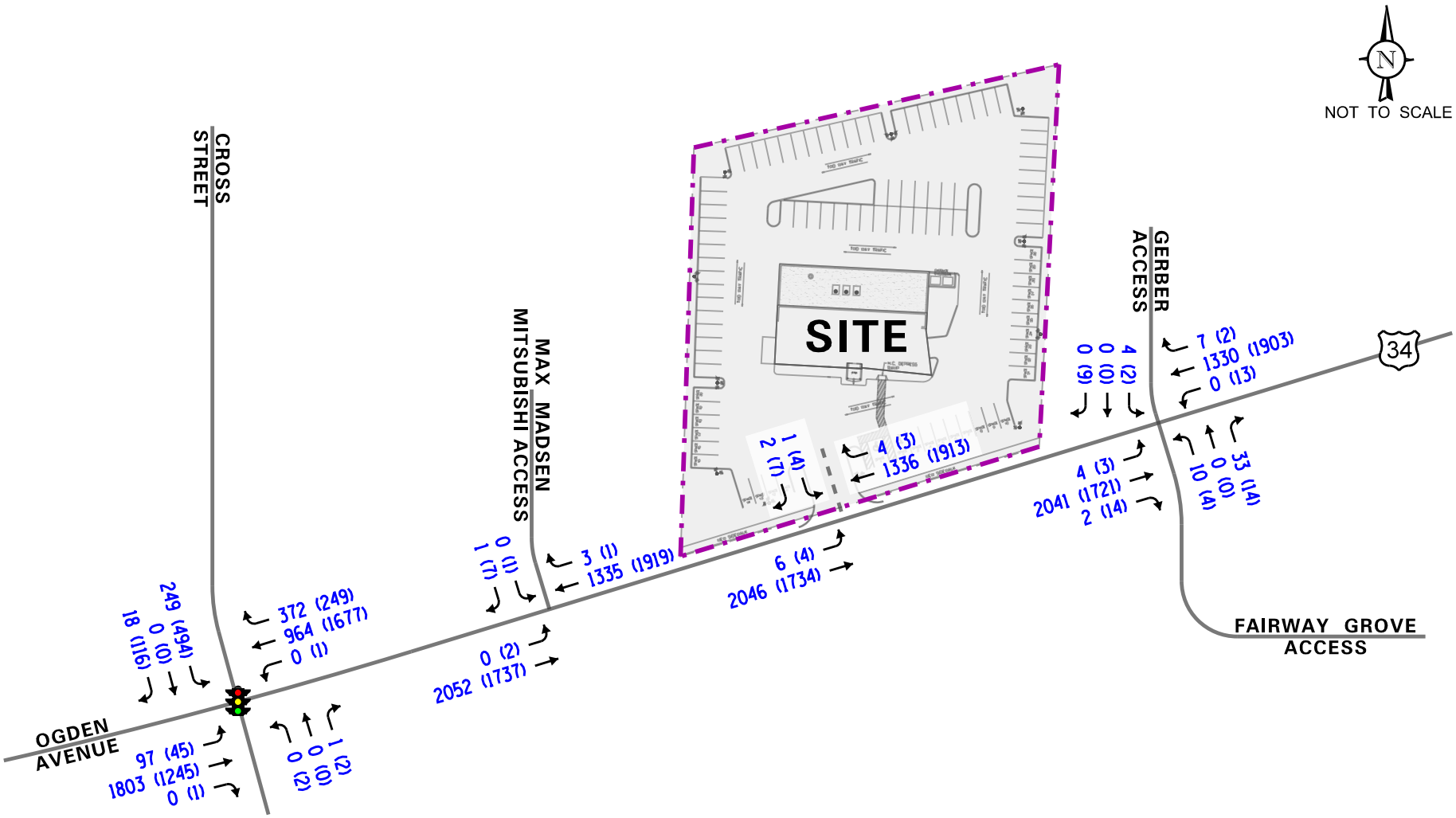
Used Car Dealership
Downers Grove, Illinois

Estimated Site-Generated Traffic Volumes

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

Job No: 17-273

Figure: 6



LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)

(00) - PM PEAK HOUR (4:30-5:30 PM)

Used Car Dealership
Downers Grove, Illinois

Year 2023 Total Projected Traffic Volumes

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

Job No: 17-273

Figure: 7

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing (Year 2017) and future projected (Year 2023) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010* and analyzed using the HCS 7 computer software. The analyses for the intersection of Ogden Avenue with Cross Street were completed utilizing actual cycle lengths and phasings.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2023 total projected conditions are presented in **Tables 3** and **4,** respectively. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3
CAPACITY ANALYSIS RESULTS – EXISTING TRAFFIC CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Ogden Avenue with Cross Street/Auto Extreme, Inc. Access Drive[1]				
• Overall	A	9.5	E	64.4
• Eastbound Approach	A	1.5	A	4.2
• Westbound Approach	A	5.9	B	16.0
• Northbound Approach	D	48.9	D	41.9
• Southbound Approach	F	84.7	F	99+
Ogden Avenue with Max Madsen Mitsubishi Access Drive[2]				
• Southbound Approach	B	14.2	C	24.7
• Westbound Left Turns	B	12.2	C	17.3
Ogden Avenue with Gerber/Fairway Grove Access Drives[2]				
• Northbound Approach	F	55.7	D	30.7
• Southbound Approach	E	47.7	D	32.0
• Eastbound Left Turns	B	12.1	C	17.2
• Westbound Left Turns	C	18.5	C	15.8

LOS = Level of Service
Delay is measured in seconds.
1 – Signalized Access Drive
2 – Unsignalized Access Drive

Table 4
CAPACITY ANALYSIS RESULTS - YEAR 2023 PROJECTED TRAFFIC CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Ogden Avenue with Cross Street/Auto Extreme, Inc. Access Drive[1]				
• Overall	B	10.0	E	68.3
• Eastbound Approach	A	1.6	A	4.3
• Westbound Approach	A	6.1	B	17.4
• Northbound Approach	D	48.9	D	42.0
• Southbound Approach	F	89.5	F	99+
Ogden Avenue with Max Madsen Mitsubishi Access Drive[2]				
• Southbound Approach	B	14.5	C	25.9
• Westbound Left Turns	B	12.4	C	17.9
Ogden Avenue with Gerber/Fairway Grove Access Drives[2]				
• Northbound Approach	F	60.7	D	32.4
• Southbound Approach	E	50.4	D	33.8
• Eastbound Left Turns	B	12.4	C	17.8
• Westbound Left Turns	C	19.2	C	16.3
Ogden Avenue with Proposed Full Movement Access Drive[2]				
• Southbound Approach	C	21.8	E	36.0
• Westbound Left-Turns	B	12.4	C	17.8

LOS = Level of Service
Delay is measured in seconds.
1 – Signalized Access Drive
2 – Unsignalized Access Drive

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identify any roadway and traffic control improvements to accommodate the development traffic.

Ogden Avenue with Cross Street

The results of the capacity analysis indicate that overall this intersection currently operates at level of service (LOS) A during the weekday morning peak hour and at LOS E during the weekday evening peak hour. It should be noted that the delays experienced during the weekday evening peak hour are a result of the southbound approach which operates at LOS F during the weekday evening peak hour due to the limited amount of greentime allocated to this approach. Under Year 2023 projected conditions, this intersection overall is projected to operate at LOS B during the weekday morning peak hour with increases in delay of less than one second and is projected to continue operating at LOS E during the weekday evening peak hours with increases in delay of approximately four seconds. It should be noted that the increases in delay at this intersection are primarily due to the increase in background growth as the proposed development is projected to increase the volume of traffic traversing this intersection by less than one-half percent. As such, the proposed development traffic will have a limited impact on the operations of this intersection.

Ogden Avenue with Max Madsen Mitsubishi Access Drive

The results of the capacity analysis indicate that the southbound approach currently operates at LOS B during the weekday morning peak hour and at LOS C during the weekday evening peak hour. Under Year 2023 conditions, the southbound approach will continue to operate at existing levels of service during the peak hours with increases in delay of approximately one second or less. Additionally, eastbound left-turns onto the access drive are projected to continue operating at LOS B during the weekday morning peak hour and at LOS C during the weekday evening peak hour with increases in delay of less than one second and 95th percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Ogden Avenue with Gerber/Fairway Grove Access Drives

The results of the capacity analysis indicate that the northbound approach currently operates at LOS F during the weekday morning peak hour and at LOS D during the weekday evening peak hour. Additionally, the southbound approach currently operates at LOS E during the weekday morning peak hour and at LOS D during the weekday evening peak hour. However, this level of service is expected for access driveways that have unsignalized intersections with major roadways such as Ogden Avenue. Under Year 2023 projected conditions, the northbound and southbound approaches are projected to continue operating at existing levels of service during the peak hours with increase in delay of approximately five seconds or less. Additionally, eastbound and westbound left-turns onto the access drives are projected to continue operating at LOS C or better during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Ogden Avenue with Proposed Full Movement Access Drive

The results of the capacity analysis indicate that outbound movements from the proposed access drive are projected to operate at LOS C during the weekday morning peak hour and at LOS E during the weekday evening peak hour with 95th percentile queues of one to two vehicles. As previously indicated, this LOS is expected for access driveways that have an unsignalized intersection with a major roadway such as Ogden Avenue. Additionally, eastbound left-turns onto the access drive are projected to operate at LOS B during the weekday morning peak hour and at LOS C during the weekday evening peak hour with 95th percentile queues of one to two vehicles which can be accommodated within the existing center, two-way left-turn lane. As such, the proposed access driveway will be adequate in accommodating the traffic projected to be generated by the proposed development

6. Conclusion

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

- The proposed development will generate a low volume of traffic, approximately 13 trips during the weekday morning peak hour and 18 trips during the weekday evening peak hour.
- The development-generated traffic will not have a significant impact on area roadways.
- Providing a single full movement access drive off Ogden Avenue will be adequate in accommodating the traffic projected to be generated by the proposed development and will eliminate an existing curb cut on Ogden Avenue along the site frontage.

Appendix

Traffic Count Summary Sheets
ITE Rates and Equations
Site Plan
CMAP 2040 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: Ogden Avenue with Cross Street
Site Code:
Start Date: 11/15/2017

Turning Movement Data

Start Time	Cross Street Eastbound						Ogden Avenue Westbound						Access Drive Northbound						Cross Street 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	14	391	0	0	405	0	0	239	61	0	300	0	0	0	0	0	0	0	46	0	8	0	54	759
7:15 AM	0	15	486	0	0	501	0	0	240	68	0	308	0	0	0	0	0	0	0	55	0	5	0	60	869
7:30 AM	1	23	464	0	1	488	0	0	215	90	0	305	0	0	0	0	0	0	0	59	0	3	0	62	855
7:45 AM	0	26	403	0	0	429	0	0	241	107	0	348	1	0	0	1	0	2	0	86	0	5	0	91	870
Hourly Total	1	78	1744	0	1	1823	0	0	935	326	0	1261	1	0	0	1	0	2	0	246	0	21	0	267	3353
8:00 AM	0	31	359	0	0	390	0	0	225	98	0	323	0	0	0	0	0	0	0	42	0	5	0	47	760
8:15 AM	0	29	344	0	0	373	0	0	230	98	0	328	0	0	0	0	0	0	0	53	0	8	0	61	762
8:30 AM	0	37	344	1	0	382	0	0	255	104	0	359	0	0	0	0	0	0	0	47	0	11	0	58	799
8:45 AM	0	28	337	1	0	366	0	1	269	89	0	359	0	0	0	1	0	1	0	40	0	8	0	48	774
Hourly Total	0	125	1384	2	0	1511	0	1	979	389	0	1369	0	0	0	1	0	1	0	182	0	32	0	214	3095
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	6	269	2	0	277	0	2	406	53	0	461	0	1	0	2	0	3	0	119	0	47	0	166	907
4:15 PM	0	9	264	0	0	273	0	1	389	71	0	461	0	0	0	0	0	0	0	104	0	24	0	128	862
4:30 PM	0	9	295	0	1	304	0	0	365	62	0	427	0	1	0	0	0	1	0	126	0	44	1	170	902
4:45 PM	0	13	281	0	0	294	0	0	438	61	0	499	0	0	0	1	0	1	0	109	0	24	0	133	927
Hourly Total	0	37	1109	2	1	1148	0	3	1598	247	0	1848	0	2	0	3	0	5	0	458	0	139	1	597	3598
5:00 PM	0	12	279	0	0	291	0	1	403	56	0	460	0	0	0	0	1	0	0	126	0	23	0	149	900
5:15 PM	0	10	345	1	0	356	0	0	411	63	0	474	0	1	0	1	1	2	0	121	0	23	0	144	976
5:30 PM	0	12	261	0	0	273	0	0	418	71	0	489	0	0	0	1	0	1	0	108	0	17	0	125	888
5:45 PM	0	17	258	0	0	275	0	0	379	44	0	423	0	0	0	1	1	1	0	105	0	21	0	126	825
Hourly Total	0	51	1143	1	0	1195	0	1	1611	234	0	1846	0	1	0	3	3	4	0	460	0	84	0	544	3589
Grand Total	1	291	5380	5	2	5677	0	5	5123	1196	0	6324	1	3	0	8	3	12	0	1346	0	276	1	1622	13635
Approach %	0.0	5.1	94.8	0.1	-	-	0.0	0.1	81.0	18.9	-	-	8.3	25.0	0.0	66.7	-	-	0.0	83.0	0.0	17.0	-	-	-
Total %	0.0	2.1	39.5	0.0	-	41.6	0.0	0.0	37.6	8.8	-	46.4	0.0	0.0	0.0	0.1	-	0.1	0.0	9.9	0.0	2.0	-	11.9	-
Lights	1	289	5290	5	-	5585	0	5	5029	1188	-	6222	1	3	0	8	-	12	0	1329	0	271	-	1600	13419
% Lights	100.0	99.3	98.3	100.0	-	98.4	-	100.0	98.2	99.3	-	98.4	100.0	100.0	-	100.0	-	100.0	-	98.7	-	98.2	-	98.6	98.4
Buses	0	0	29	0	-	29	0	0	31	4	-	35	0	0	0	0	-	0	0	6	0	0	-	6	70
% Buses	0.0	0.0	0.5	0.0	-	0.5	-	0.0	0.6	0.3	-	0.6	0.0	0.0	-	0.0	-	0.0	-	0.4	-	0.0	-	0.4	0.5
Single-Unit Trucks	0	1	45	0	-	46	0	0	37	4	-	41	0	0	0	0	-	0	0	8	0	5	-	13	100
% Single-Unit Trucks	0.0	0.3	0.8	0.0	-	0.8	-	0.0	0.7	0.3	-	0.6	0.0	0.0	-	0.0	-	0.0	-	0.6	-	1.8	-	0.8	0.7
Articulated Trucks	0	1	16	0	-	17	0	0	26	0	-	26	0	0	0	0	-	0	0	3	0	0	-	3	46
% Articulated Trucks	0.0	0.3	0.3	0.0	-	0.3	-	0.0	0.5	0.0	-	0.4	0.0	0.0	-	0.0	-	0.0	-	0.2	-	0.0	-	0.2	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-

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

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

Count Name: Ogden Avenue with Cross Street
Site Code:
Start Date: 11/15/2017

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Cross Street Eastbound						Ogden Avenue Westbound						Access Drive Northbound						Cross Street 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
7:15 AM	0	15	486	0	0	501	0	0	240	68	0	308	0	0	0	0	0	0	0	55	0	5	0	60	869
7:30 AM	1	23	464	0	1	488	0	0	215	90	0	305	0	0	0	0	0	0	0	59	0	3	0	62	855
7:45 AM	0	26	403	0	0	429	0	0	241	107	0	348	1	0	0	1	0	2	0	86	0	5	0	91	870
8:00 AM	0	31	359	0	0	390	0	0	225	98	0	323	0	0	0	0	0	0	0	42	0	5	0	47	760
Total	1	95	1712	0	1	1808	0	0	921	363	0	1284	1	0	0	1	0	2	0	242	0	18	0	260	3354
Approach %	0.1	5.3	94.7	0.0	-	-	0.0	0.0	71.7	28.3	-	-	50.0	0.0	0.0	50.0	-	-	0.0	93.1	0.0	6.9	-	-	-
Total %	0.0	2.8	51.0	0.0	-	53.9	0.0	0.0	27.5	10.8	-	38.3	0.0	0.0	0.0	0.0	-	0.1	0.0	7.2	0.0	0.5	-	7.8	-
PHF	0.250	0.766	0.881	0.000	-	0.902	0.000	0.000	0.955	0.848	-	0.922	0.250	0.000	0.000	0.250	-	0.250	0.000	0.703	0.000	0.900	-	0.714	0.964
Lights	1	95	1679	0	-	1775	0	0	889	361	-	1250	1	0	0	1	-	2	0	237	0	16	-	253	3280
% Lights	100.0	100.0	98.1	-	-	98.2	-	-	96.5	99.4	-	97.4	100.0	-	-	100.0	-	100.0	-	97.9	-	88.9	-	97.3	97.8
Buses	0	0	16	0	-	16	0	0	12	0	-	12	0	0	0	0	-	0	0	2	0	0	-	2	30
% Buses	0.0	0.0	0.9	-	-	0.9	-	-	1.3	0.0	-	0.9	0.0	-	-	0.0	-	0.0	-	0.8	-	0.0	-	0.8	0.9
Single-Unit Trucks	0	0	13	0	-	13	0	0	13	2	-	15	0	0	0	0	-	0	0	1	0	2	-	3	31
% Single-Unit Trucks	0.0	0.0	0.8	-	-	0.7	-	-	1.4	0.6	-	1.2	0.0	-	-	0.0	-	0.0	-	0.4	-	11.1	-	1.2	0.9
Articulated Trucks	0	0	4	0	-	4	0	0	7	0	-	7	0	0	0	0	-	0	0	2	0	0	-	2	13
% Articulated Trucks	0.0	0.0	0.2	-	-	0.2	-	-	0.8	0.0	-	0.5	0.0	-	-	0.0	-	0.0	-	0.8	-	0.0	-	0.8	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Ogden Avenue with Cross Street
Site Code:
Start Date: 11/15/2017

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Cross Street Eastbound						Ogden Avenue Westbound						Access Drive Northbound						Cross Street 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
4:30 PM	0	9	295	0	1	304	0	0	365	62	0	427	0	1	0	0	0	1	0	126	0	44	1	170	902
4:45 PM	0	13	281	0	0	294	0	0	438	61	0	499	0	0	0	1	0	1	0	109	0	24	0	133	927
5:00 PM	0	12	279	0	0	291	0	1	403	56	0	460	0	0	0	0	1	0	0	126	0	23	0	149	900
5:15 PM	0	10	345	1	0	356	0	0	411	63	0	474	0	1	0	1	1	2	0	121	0	23	0	144	976
Total	0	44	1200	1	1	1245	0	1	1617	242	0	1860	0	2	0	2	2	4	0	482	0	114	1	596	3705
Approach %	0.0	3.5	96.4	0.1	-	-	0.0	0.1	86.9	13.0	-	-	0.0	50.0	0.0	50.0	-	-	0.0	80.9	0.0	19.1	-	-	-
Total %	0.0	1.2	32.4	0.0	-	33.6	0.0	0.0	43.6	6.5	-	50.2	0.0	0.1	0.0	0.1	-	0.1	0.0	13.0	0.0	3.1	-	16.1	-
PHF	0.000	0.846	0.870	0.250	-	0.874	0.000	0.250	0.923	0.960	-	0.932	0.000	0.500	0.000	0.500	-	0.500	0.000	0.956	0.000	0.648	-	0.876	0.949
Lights	0	43	1183	1	-	1227	0	1	1606	242	-	1849	0	2	0	2	-	4	0	478	0	114	-	592	3672
% Lights	-	97.7	98.6	100.0	-	98.6	-	100.0	99.3	100.0	-	99.4	-	100.0	-	100.0	-	100.0	-	99.2	-	100.0	-	99.3	99.1
Buses	0	0	2	0	-	2	0	0	3	0	-	3	0	0	0	0	-	0	0	1	0	0	-	1	6
% Buses	-	0.0	0.2	0.0	-	0.2	-	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.2	-	0.0	-	0.2	0.2
Single-Unit Trucks	0	0	12	0	-	12	0	0	4	0	-	4	0	0	0	0	-	0	0	3	0	0	-	3	19
% Single-Unit Trucks	-	0.0	1.0	0.0	-	1.0	-	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.6	-	0.0	-	0.5	0.5
Articulated Trucks	0	1	3	0	-	4	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	8
% Articulated Trucks	-	2.3	0.3	0.0	-	0.3	-	0.0	0.2	0.0	-	0.2	-	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
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	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

Count Name: Ogden Avenue with Max Madsen Access
Site Code:
Start Date: 11/15/2017
Page No: 1

Turning Movement Data

Start Time	Ogden Avenue Eastbound					Ogden Avenue Westbound					Max Madsen Access Drive 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	0	441	0	441	0	302	0	0	302	0	0	0	0	0	743
7:15 AM	0	0	530	0	530	0	312	1	0	313	0	0	0	0	0	843
7:30 AM	0	0	532	0	532	0	305	0	0	305	0	0	1	0	1	838
7:45 AM	0	0	515	0	515	0	358	2	0	360	0	0	0	0	0	875
Hourly Total	0	0	2018	0	2018	0	1277	3	0	1280	0	0	1	0	1	3299
8:00 AM	0	0	419	0	419	0	311	0	0	311	0	0	0	0	0	730
8:15 AM	1	1	417	0	419	0	340	3	0	343	0	0	0	0	0	762
8:30 AM	0	0	417	0	417	0	350	0	0	350	0	2	0	0	2	769
8:45 AM	0	2	400	0	402	0	362	1	0	363	0	1	0	0	1	766
Hourly Total	1	3	1653	0	1657	0	1363	4	0	1367	0	3	0	0	3	3027
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	396	0	396	0	461	0	0	461	0	1	0	0	1	858
4:15 PM	0	0	378	0	378	0	469	0	0	469	0	0	0	0	0	847
4:30 PM	0	1	411	0	412	0	430	1	0	431	0	1	2	1	3	846
4:45 PM	0	0	401	0	401	0	488	0	0	488	0	0	2	0	2	891
Hourly Total	0	1	1586	0	1587	0	1848	1	0	1849	0	2	4	1	6	3442
5:00 PM	0	0	401	0	401	0	476	0	0	476	0	0	2	0	2	879
5:15 PM	0	1	478	0	479	0	471	0	0	471	0	0	1	1	1	951
5:30 PM	0	1	368	0	369	0	511	1	0	512	0	0	0	0	0	881
5:45 PM	0	0	375	0	375	0	414	0	0	414	0	0	0	0	0	789
Hourly Total	0	2	1622	0	1624	0	1872	1	0	1873	0	0	3	1	3	3500
Grand Total	1	6	6879	0	6886	0	6360	9	0	6369	0	5	8	2	13	13268
Approach %	0.0	0.1	99.9	-	-	0.0	99.9	0.1	-	-	0.0	38.5	61.5	-	-	-
Total %	0.0	0.0	51.8	-	51.9	0.0	47.9	0.1	-	48.0	0.0	0.0	0.1	-	0.1	-
Lights	1	6	6767	-	6774	0	6256	9	-	6265	0	5	8	-	13	13052
% Lights	100.0	100.0	98.4	-	98.4	-	98.4	100.0	-	98.4	-	100.0	100.0	-	100.0	98.4
Buses	0	0	38	-	38	0	35	0	-	35	0	0	0	-	0	73
% Buses	0.0	0.0	0.6	-	0.6	-	0.6	0.0	-	0.5	-	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	49	-	49	0	42	0	-	42	0	0	0	-	0	91
% Single-Unit Trucks	0.0	0.0	0.7	-	0.7	-	0.7	0.0	-	0.7	-	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	25	-	25	0	27	0	-	27	0	0	0	-	0	52
% Articulated Trucks	0.0	0.0	0.4	-	0.4	-	0.4	0.0	-	0.4	-	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Ogden Avenue with Max Madsen Access
Site Code:
Start Date: 11/15/2017

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Ogden Avenue Eastbound					Ogden Avenue Westbound					Max Madsen Access Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	0	530	0	530	0	312	1	0	313	0	0	0	0	0	843
7:30 AM	0	0	532	0	532	0	305	0	0	305	0	0	1	0	1	838
7:45 AM	0	0	515	0	515	0	358	2	0	360	0	0	0	0	0	875
8:00 AM	0	0	419	0	419	0	311	0	0	311	0	0	0	0	0	730
Total	0	0	1996	0	1996	0	1286	3	0	1289	0	0	1	0	1	3286
Approach %	0.0	0.0	100.0	-	-	0.0	99.8	0.2	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	60.7	-	60.7	0.0	39.1	0.1	-	39.2	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.000	0.938	-	0.938	0.000	0.898	0.375	-	0.895	0.000	0.000	0.250	-	0.250	0.939
Lights	0	0	1955	-	1955	0	1251	3	-	1254	0	0	1	-	1	3210
% Lights	-	-	97.9	-	97.9	-	97.3	100.0	-	97.3	-	-	100.0	-	100.0	97.7
Buses	0	0	18	-	18	0	12	0	-	12	0	0	0	-	0	30
% Buses	-	-	0.9	-	0.9	-	0.9	0.0	-	0.9	-	-	0.0	-	0.0	0.9
Single-Unit Trucks	0	0	14	-	14	0	14	0	-	14	0	0	0	-	0	28
% Single-Unit Trucks	-	-	0.7	-	0.7	-	1.1	0.0	-	1.1	-	-	0.0	-	0.0	0.9
Articulated Trucks	0	0	9	-	9	0	9	0	-	9	0	0	0	-	0	18
% Articulated Trucks	-	-	0.5	-	0.5	-	0.7	0.0	-	0.7	-	-	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Count Name: Ogden Avenue with Max Madsen Access
Site Code:
Start Date: 11/15/2017

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Ogden Avenue Eastbound					Ogden Avenue Westbound					Max Madsen Access Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	1	411	0	412	0	430	1	0	431	0	1	2	1	3	846
4:45 PM	0	0	401	0	401	0	488	0	0	488	0	0	2	0	2	891
5:00 PM	0	0	401	0	401	0	476	0	0	476	0	0	2	0	2	879
5:15 PM	0	1	478	0	479	0	471	0	0	471	0	0	1	1	1	951
Total	0	2	1691	0	1693	0	1865	1	0	1866	0	1	7	2	8	3567
Approach %	0.0	0.1	99.9	-	-	0.0	99.9	0.1	-	-	0.0	12.5	87.5	-	-	-
Total %	0.0	0.1	47.4	-	47.5	0.0	52.3	0.0	-	52.3	0.0	0.0	0.2	-	0.2	-
PHF	0.000	0.500	0.884	-	0.884	0.000	0.955	0.250	-	0.956	0.000	0.250	0.875	-	0.667	0.938
Lights	0	2	1669	-	1671	0	1853	1	-	1854	0	1	7	-	8	3533
% Lights	-	100.0	98.7	-	98.7	-	99.4	100.0	-	99.4	-	100.0	100.0	-	100.0	99.0
Buses	0	0	5	-	5	0	3	0	-	3	0	0	0	-	0	8
% Buses	-	0.0	0.3	-	0.3	-	0.2	0.0	-	0.2	-	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	12	-	12	0	5	0	-	5	0	0	0	-	0	17
% Single-Unit Trucks	-	0.0	0.7	-	0.7	-	0.3	0.0	-	0.3	-	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	0	5	-	5	0	4	0	-	4	0	0	0	-	0	9
% Articulated Trucks	-	0.0	0.3	-	0.3	-	0.2	0.0	-	0.2	-	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	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Ogden Avenue with Access Drives
Site Code:
Start Date: 11/15/2017

Turning Movement Data

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Fairway Grove Access Northbound						Gerber Access 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	439	0	0	439	0	0	301	2	0	303	0	0	0	6	0	6	0	0	0	0	0	0	748
7:15 AM	0	1	521	0	0	522	0	0	310	0	0	310	0	3	0	7	0	10	0	1	0	0	0	1	843
7:30 AM	0	0	533	1	0	534	0	0	315	3	0	318	0	0	0	8	0	8	0	0	0	0	0	0	860
7:45 AM	0	1	507	0	0	508	0	0	358	3	0	361	0	4	0	8	0	12	0	0	0	0	0	0	881
Hourly Total	0	2	2000	1	0	2003	0	0	1284	8	0	1292	0	7	0	29	0	36	0	1	0	0	0	1	3332
8:00 AM	0	2	420	1	0	423	0	0	310	1	0	311	0	3	0	9	0	12	0	3	0	0	0	3	749
8:15 AM	0	2	408	4	0	414	0	5	337	1	0	343	0	1	0	5	0	6	0	1	0	1	0	2	765
8:30 AM	0	2	412	0	0	414	0	1	335	3	0	339	0	2	0	5	0	7	0	1	0	3	0	4	764
8:45 AM	0	3	401	1	0	405	0	0	367	0	0	367	0	2	0	5	0	7	0	0	0	2	0	2	781
Hourly Total	0	9	1641	6	0	1656	0	6	1349	5	0	1360	0	8	0	24	0	32	0	5	0	6	0	11	3059
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	395	2	0	398	1	2	453	2	0	458	0	0	0	2	0	2	0	1	0	1	0	2	860
4:15 PM	0	1	374	2	0	377	0	2	454	2	0	458	0	1	0	8	0	9	0	1	0	2	0	3	847
4:30 PM	0	1	406	2	0	409	0	4	438	2	0	444	0	0	0	3	0	3	0	0	0	1	0	1	857
4:45 PM	0	2	396	4	0	402	0	4	488	0	0	492	0	2	0	6	0	8	0	1	0	4	0	5	907
Hourly Total	0	5	1571	10	0	1586	1	12	1833	6	0	1852	0	3	0	19	0	22	0	3	0	8	0	11	3471
5:00 PM	0	0	395	2	0	397	0	3	458	0	0	461	0	1	0	2	0	3	0	0	0	4	0	4	865
5:15 PM	0	0	468	6	0	474	0	2	469	0	0	471	0	1	0	3	0	4	0	1	0	0	0	1	950
5:30 PM	0	0	370	2	0	372	0	5	496	0	0	501	0	0	0	1	0	1	0	1	0	0	0	1	875
5:45 PM	0	1	372	4	0	377	0	4	420	1	0	425	0	0	0	3	0	3	0	1	0	1	0	2	807
Hourly Total	0	1	1605	14	0	1620	0	14	1843	1	0	1858	0	2	0	9	0	11	0	3	0	5	0	8	3497
Grand Total	0	17	6817	31	0	6865	1	32	6309	20	0	6362	0	20	0	81	0	101	0	12	0	19	0	31	13359
Approach %	0.0	0.2	99.3	0.5	-	-	0.0	0.5	99.2	0.3	-	-	0.0	19.8	0.0	80.2	-	-	0.0	38.7	0.0	61.3	-	-	-
Total %	0.0	0.1	51.0	0.2	-	51.4	0.0	0.2	47.2	0.1	-	47.6	0.0	0.1	0.0	0.6	-	0.8	0.0	0.1	0.0	0.1	-	0.2	-
Lights	0	16	6703	31	-	6750	1	32	6205	20	-	6258	0	20	0	81	-	101	0	10	0	19	-	29	13138
% Lights	-	94.1	98.3	100.0	-	98.3	100.0	100.0	98.4	100.0	-	98.4	-	100.0	-	100.0	-	100.0	-	83.3	-	100.0	-	93.5	98.3
Buses	0	0	38	0	-	38	0	0	36	0	-	36	0	0	0	0	-	0	0	0	0	0	-	0	74
% Buses	-	0.0	0.6	0.0	-	0.6	0.0	0.0	0.6	0.0	-	0.6	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.6
Single-Unit Trucks	0	1	51	0	-	52	0	0	44	0	-	44	0	0	0	0	-	0	0	2	0	0	-	2	98
% Single-Unit Trucks	-	5.9	0.7	0.0	-	0.8	0.0	0.0	0.7	0.0	-	0.7	-	0.0	-	0.0	-	0.0	-	16.7	-	0.0	-	6.5	0.7
Articulated Trucks	0	0	25	0	-	25	0	0	24	0	-	24	0	0	0	0	-	0	0	0	0	0	-	0	49
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	0.0	0.0	0.4	0.0	-	0.4	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-

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

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

Count Name: Ogden Avenue with Access Drives
Site Code:
Start Date: 11/15/2017

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Fairway Grove Access Northbound						Gerber Access 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
7:15 AM	0	1	521	0	0	522	0	0	310	0	0	310	0	3	0	7	0	10	0	1	0	0	0	1	843
7:30 AM	0	0	533	1	0	534	0	0	315	3	0	318	0	0	0	8	0	8	0	0	0	0	0	0	860
7:45 AM	0	1	507	0	0	508	0	0	358	3	0	361	0	4	0	8	0	12	0	0	0	0	0	0	881
8:00 AM	0	2	420	1	0	423	0	0	310	1	0	311	0	3	0	9	0	12	0	3	0	0	0	3	749
Total	0	4	1981	2	0	1987	0	0	1293	7	0	1300	0	10	0	32	0	42	0	4	0	0	0	4	3333
Approach %	0.0	0.2	99.7	0.1	-	-	0.0	0.0	99.5	0.5	-	-	0.0	23.8	0.0	76.2	-	-	0.0	100.0	0.0	0.0	-	-	-
Total %	0.0	0.1	59.4	0.1	-	59.6	0.0	0.0	38.8	0.2	-	39.0	0.0	0.3	0.0	1.0	-	1.3	0.0	0.1	0.0	0.0	-	0.1	-
PHF	0.000	0.500	0.929	0.500	-	0.930	0.000	0.000	0.903	0.583	-	0.900	0.000	0.625	0.000	0.889	-	0.875	0.000	0.333	0.000	0.000	-	0.333	0.946
Lights	0	4	1936	2	-	1942	0	0	1258	7	-	1265	0	10	0	32	-	42	0	3	0	0	-	3	3252
% Lights	-	100.0	97.7	100.0	-	97.7	-	-	97.3	100.0	-	97.3	-	100.0	-	100.0	-	100.0	-	75.0	-	-	-	75.0	97.6
Buses	0	0	20	0	-	20	0	0	13	0	-	13	0	0	0	0	-	0	0	0	0	0	-	0	33
% Buses	-	0.0	1.0	0.0	-	1.0	-	-	1.0	0.0	-	1.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	0.0	1.0
Single-Unit Trucks	0	0	17	0	-	17	0	0	15	0	-	15	0	0	0	0	-	0	0	1	0	0	-	1	33
% Single-Unit Trucks	-	0.0	0.9	0.0	-	0.9	-	-	1.2	0.0	-	1.2	-	0.0	-	0.0	-	0.0	-	25.0	-	-	-	25.0	1.0
Articulated Trucks	0	0	8	0	-	8	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	15
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	-	-	0.5	0.0	-	0.5	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	0.0	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Ogden Avenue with Access Drives
Site Code:
Start Date: 11/15/2017

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Fairway Grove Access Northbound						Gerber Access 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
4:30 PM	0	1	406	2	0	409	0	4	438	2	0	444	0	0	0	3	0	3	0	0	0	1	0	1	857
4:45 PM	0	2	396	4	0	402	0	4	488	0	0	492	0	2	0	6	0	8	0	1	0	4	0	5	907
5:00 PM	0	0	395	2	0	397	0	3	458	0	0	461	0	1	0	2	0	3	0	0	0	4	0	4	865
5:15 PM	0	0	468	6	0	474	0	2	469	0	0	471	0	1	0	3	0	4	0	1	0	0	0	1	950
Total	0	3	1665	14	0	1682	0	13	1853	2	0	1868	0	4	0	14	0	18	0	2	0	9	0	11	3579
Approach %	0.0	0.2	99.0	0.8	-	-	0.0	0.7	99.2	0.1	-	-	0.0	22.2	0.0	77.8	-	-	0.0	18.2	0.0	81.8	-	-	-
Total %	0.0	0.1	46.5	0.4	-	47.0	0.0	0.4	51.8	0.1	-	52.2	0.0	0.1	0.0	0.4	-	0.5	0.0	0.1	0.0	0.3	-	0.3	-
PHF	0.000	0.375	0.889	0.583	-	0.887	0.000	0.813	0.949	0.250	-	0.949	0.000	0.500	0.000	0.583	-	0.563	0.000	0.500	0.000	0.563	-	0.550	0.942
Lights	0	3	1644	14	-	1661	0	13	1841	2	-	1856	0	4	0	14	-	18	0	2	0	9	-	11	3546
% Lights	-	100.0	98.7	100.0	-	98.8	-	100.0	99.4	100.0	-	99.4	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	99.1
Buses	0	0	4	0	-	4	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	7
% Buses	-	0.0	0.2	0.0	-	0.2	-	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	13	0	-	13	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	17
% Single-Unit Trucks	-	0.0	0.8	0.0	-	0.8	-	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.5
Articulated Trucks	0	0	4	0	-	4	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	9
% Articulated Trucks	-	0.0	0.2	0.0	-	0.2	-	0.0	0.3	0.0	-	0.3	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ITE Rates and Equations

Automobile Sales
(841)

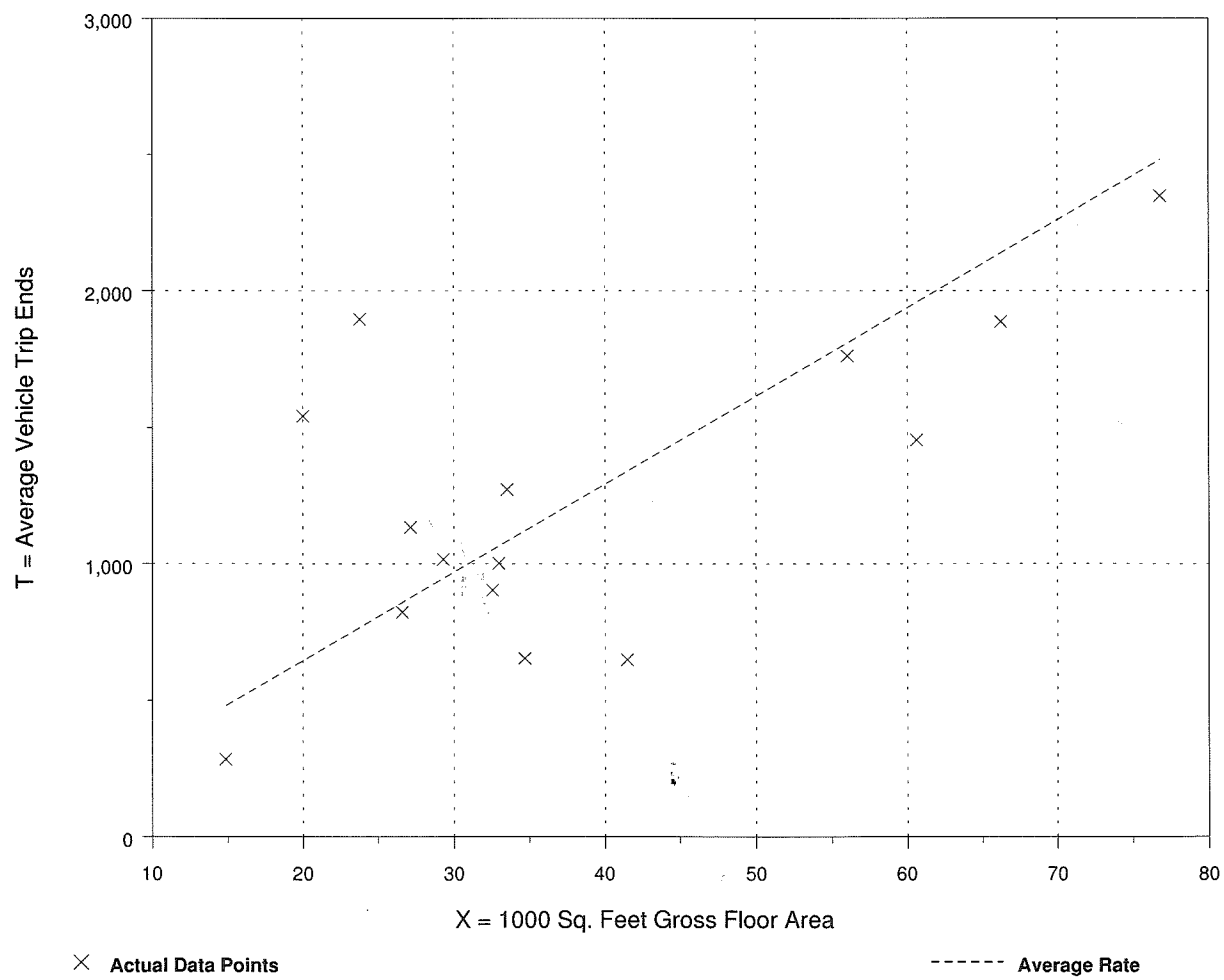
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 15
Average 1000 Sq. Feet GFA: 38
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
32.30	15.64 - 79.66	15.70

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Automobile Sales
(841)

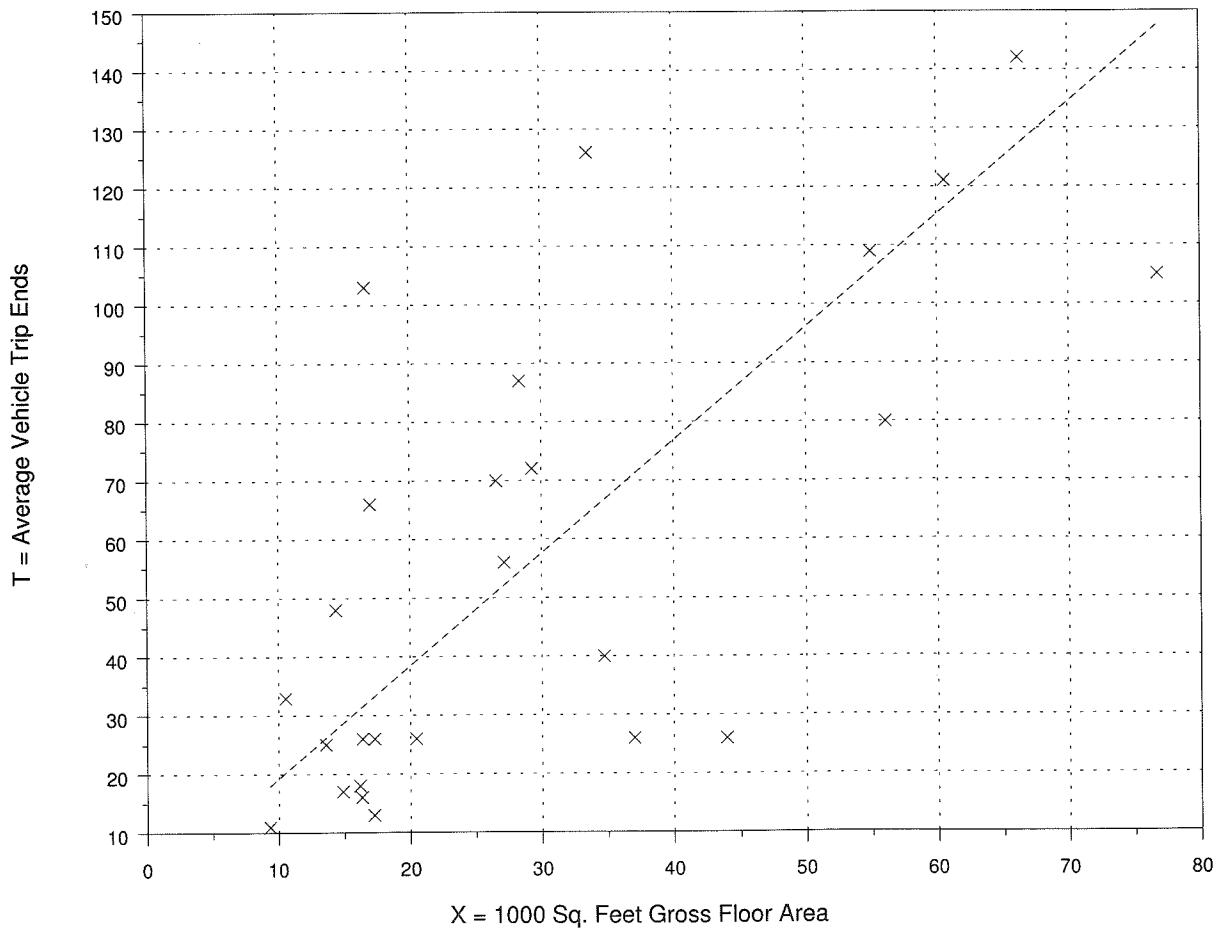
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 26
Average 1000 Sq. Feet GFA: 30
Directional Distribution: 75% entering, 25% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.92	0.59 - 6.17	1.72

Data Plot and Equation



× Actual Data Points

------ Average Rate

Fitted Curve Equation: Not given

R^2 = ****

Automobile Sales
(841)

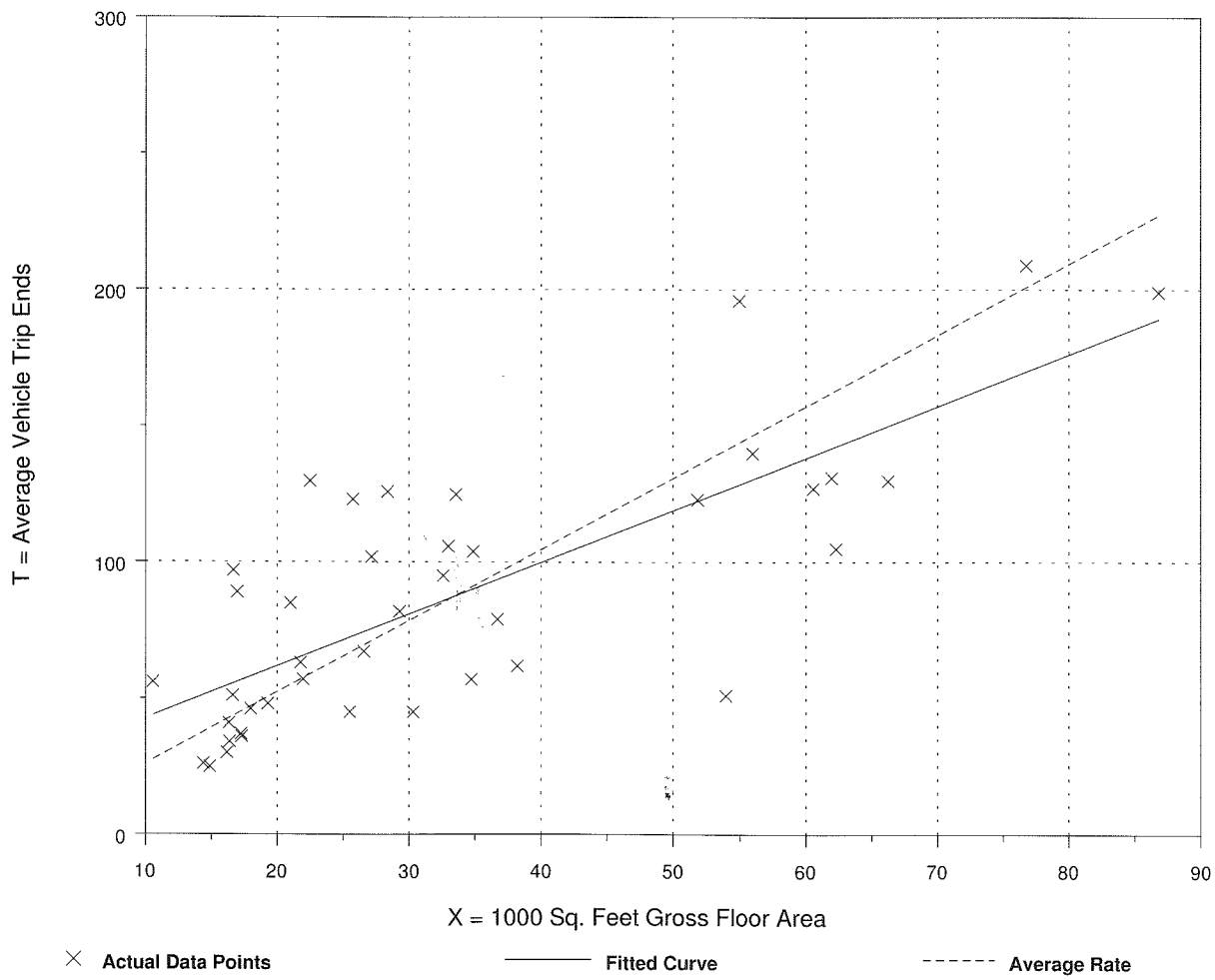
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 41
Average 1000 Sq. Feet GFA: 33
Directional Distribution: 40% entering, 60% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.62	0.94 - 5.81	1.90

Data Plot and Equation



Fitted Curve Equation: T = 1.91(X) + 23.74 $R^2 = 0.59$

Site Plan

2410 W. OGDEN AVE, DOWNERS GROVE

PROPOSED SCOPE: DEMOLISH EXISTING BUILDING. DESIGN AND BUILD NEW CAR DEALERSHIP PER APPLICABLE CODES ADOPTED BY THE CITY OF DOWNERS GROVE

DRAWINGS INDEX

A1 SITE PLAN, APPLICABLE CODES, DRAWINGS INDEX
A2 EXISTING MAP

CODES ADOPTED BY THE CITY OF DOWNERS GROVE

1. CURRENT DOWNERS GROVE ZONING ORDINANCE
2. 2006 INTERNATIONAL BUILDING CODE WITH D.G. AMENDMENTS
3. 2014 NATIONAL ELECTRICAL CODE WITH D.G. AMENDMENTS
4. CURRENT STATE OF ILLINOINS PLUMBING CODE WITH D.G. AMENDMENTS (INCLUDING WATERSENSE LABELED FIXTURE REQUIREMENTS)
5. 2006 INTERNATIONAL MECHANICAL CODE WITH D.G. AMENDMENTS
6. 2006 INTERNATIONAL FUEL GAS CODE WITH D.G. AMENDMENTS
7. 2015 INTERNATIONAL ENERGY CONSERVATION CODE WITH D.G. AMENDMENTS AND STATE OF ILLINOIS AMENDMENTS
8. 2006 INTERNATIONAL PROPERTY MAINTENANCE CODE AND D.G. AMENDMENTS
9. 2006 INTERNATIONAL FIRE CODE WITH D.G. AMENDMENTS
10. 2003 LIFE SAFETY CODE (NFPA 101)
11. CURRENT STATE OF ILLINOIS ACCESSIBILITY CODE

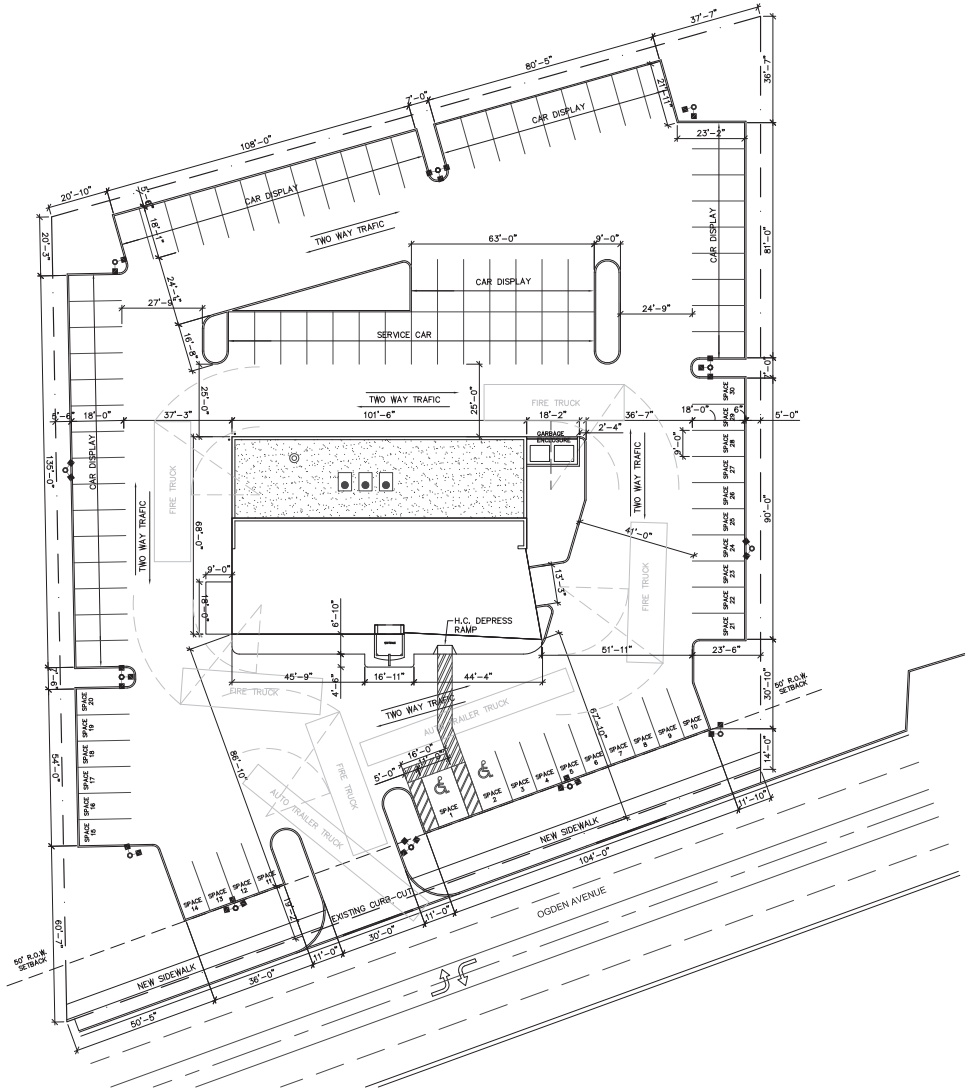
SITE AND BUILDING DATA			
LAND USE, ZONING	COMMERCIAL, B3		
LOT SIZE	65,030 SF	1.49 ACRES	
PROPOSED BUILDING GROSS AREA	7,000 SF		
TOTAL PROPOSED FIRST FLOOR AREA	6,376 SF		
PROPOSED SHOWROOM AREA	3,523 SF	2 SPACES PER 1,000 SQ. FT.	8 SPACES
PROPOSED SECOND FLOOR	1,300 SF		
LOT COVERAGE	11%		
LANDSCAPE AREA & PERCENTAGE	12,648 SF (20%)		

COMMERCIAL VEHICLE SALES PARKING REQUIREMENTS				
DESCRIPTION	AREA SF	CODE	REQUIRED	PROVIDED
SHOWROOM AREA	3,623	2 SPACES PER 1,000 SF OF SHOWROOM AREA	8	5
OUTDOOR DISPLAY AREA	20,596	0.4 SPACES PER 1,000 SF OF OUTDOOR AREA	9	52
SERVICE AREA	5 BAYS	2 SPACES PER SERVICE BAY.	10	14
GUEST PARKING			29	30
		TOTAL	56	101

* MINIMUM MOTOR VEHICLE PARKING REQUIREMENT AS FOLLOWS;
– 2 SPACES PER 1,000 SQ. FT. OF SHOWROOM AREA, PLUS 0.4 SPACES 1,000 SQ.FT. OF OUTDOOR DISPLAY SPACE, PLUS 2 CARS PER SERVICE BAY

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE APPLICABLE CODES AND ORDINANCES OF THE VILLAGE OF DOWNERS GROVE & THE STATE OF ILLINOIS ACCESSIBILITY CODE
2. ALL WORK SHALL CONFORM TO THE SPECIFICATIONS AND QUALITY STANDARDS AS EXPRESSED IN THE DRAWINGS WHICH FORM A PART OF THE CONTRACT DOCUMENTS
3. START OF THE WORK BY THE CONTRACTORS SHALL SIGNIFY THE ACCEPTANCE OF THE EXISTING SITE CONDITIONS
4. ALL DEBRIS AND WASTE MATERIALS AND EQUIPMENT SHALL BE TRANSPORTED OFF OF THE PREMISES AND LEGALLY DISPOSED OF. ALL ITEMS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND DISPOSAL OF SUCH ITEMS SHALL BECOME THEIR RESPONSIBILITY EXCEPT FOR EXISTING MATERIALS PROPOSED FOR RE–USE
5. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, PROCEDURES OR FOR ANY SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THIS PROJECT
6. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR ANY ADDITIONAL EXPENDITURES THAT MIGHT BE NECESSARY AFTER CONSTRUCTION BEGINS



PROPOSED SITE PLAN

SCALE 1"=20'–0"

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ARCHITECTURE AND PLANNING
PHORMA DESIGNS, INC.
PH: 630.729.4600
FAX: 630.729.4605
2905 GARDNER DR. E. STE.1
LISLE, IL 60532

CONSULTANT:

CLIENT:

ARCHITECT LIC.:

"I hereby certify these drawings have been prepared in compliance with the Environmental Barriers Act and to the best of my knowledge, and in compliance with all applicable codes of local and State of Illinois"
"If these drawings are found to be prepared under my direct supervision, the attached plans and specifications and state that, to the best of my knowledge and belief, and to the extent of my contractual obligation, they are in conformance with the Environmental Barriers Act (410 ILCS 25/) and the Illinois Accessibility Code (71 Ill. Adm. Code 400)."

LICENSE EXPIRES:

NEW AUTO DEALERSHIP AT
2410 OGDEN AVE.
DOWNERS GROVE, IL.

PROPOSED SITE PLAN

REVISIONS

NO.	DATE	DESCRIPTION	BY
△			
△			
△			
△			
△			
△			

PROJECT NO.: 17108
DATE: 12.01.17
ISSUED: DD
DRAWN BY: PCJ
CHECKED BY: PCJ
FILENAME: 2410-SITEPLAN.DWG
SHEET NO.:

A1

CMAP 2040 Projections Letter

Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

December 11, 2017

Brendan S. May
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Ogden Avenue (US 34) @ Cross Street
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated December 11, 2017, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
Ogden Ave, @ Cross St	30,600	34,100
Ogden Ave east of Cross St	36,609	40,700
Ogden Ave west of Cross St	34,195	38,100
Cross St north of Ogden Ave	7,442	8,300

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2017 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

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

Sincerely,

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

cc: Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\TrafficForecasts_CY2017\DownersGrove\du-69-17\du-69-17.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.	>80.0

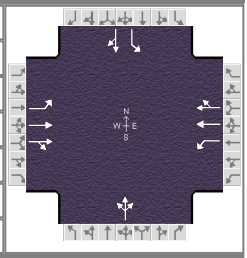
Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

HCS7 Signalized Intersection Input Data

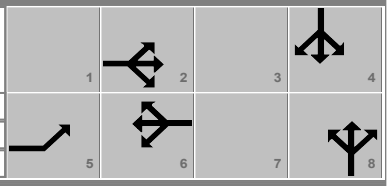
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Dec 12, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Hour	PHF	0.96
Urban Street	Ogden Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Cro…	File Name	Ogden Avenue with Cross Street - AMEX.xus		
Project Description	AM Existing Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	95	1754	0	0	938	363	0	0	1	242	0	18

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.2	97.3	23.0	0.0	0.0	0.0
Yellow	3.5	4.5	4.5	0.0	0.0	0.0
Red	0.0	1.5	1.5	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	95	1754	0	0	938	363	0	0	1	242	0	18
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	2		0	3			0		2	0	
Ped / Bike / RTOR, /h	0	0		0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Turn Bay Length, ft	100	0		50	0			0		300	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	40	40	40	35	35	35	15	15	15	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	14.0	111.0		97.0		29.0		29.0
Yellow Change Interval (*Y*), s	3.5	4.5		4.5		4.5		4.5
Red Clearance Interval (R_c), s	0.0	1.5		1.5		1.5		1.5
Minimum Green (G_{min}), s	3	15	6	15	6	8	3	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	7.0	2.0	7.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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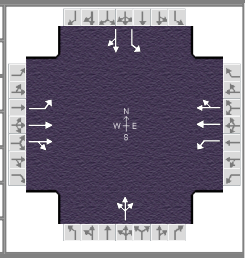
HCS7 Signalized Intersection Results Summary

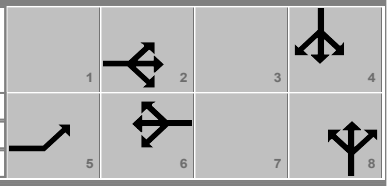
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Dec 12, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Hour	PHF	0.96
Urban Street	Ogden Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Cro…	File Name	Ogden Avenue with Cross Street - AMEX.xus		
Project Description	AM Existing Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	95	1754	0	0	938	363	0	0	1	242	0	18

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.2	97.3	23.0	0.0	0.0	0.0
Yellow	3.5	4.5	4.5	0.0	0.0	0.0
Red	0.0	1.5	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		6.3		8.0		6.0
Phase Duration, s	7.7	111.0		103.3		29.0		29.0
Change Period, ($Y+R_c$), s	3.5	6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s	4.0	0.0		0.0		5.1		5.1
Queue Clearance Time (g_s), s	4.1					2.1		25.0
Green Extension Time (g_e), s	0.1	0.0		0.0		1.4		0.0
Phase Call Probability	1.00					1.00		1.00
Max Out Probability	0.09					0.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	99	1827	0	0	706	649		0		252	19	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870	0	259	1856	1679		0		1416	1610	
Queue Service Time (g_s), s	2.1	0.0	0.0	0.0	8.0	20.1		0.0		22.9	1.4	
Cycle Queue Clearance Time (g_c), s	2.1	0.0	0.0	0.0	8.0	20.1		0.0		23.0	1.4	
Green Ratio (*g/C*)	0.74	0.75		0.69	0.69	0.69				0.16	0.16	
Capacity (*c*), veh/h	331	2806		51	1289	1167				283	265	
Volume-to-Capacity Ratio (*X*)	0.299	0.651	0.000	0.000	0.548	0.556		0.000		0.890	0.071	
Back of Queue (*Q*), ft/ln (95 th percentile)	34	21.2	0	0	103.3	247.5		0		426	25.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.4	0.8	0.0	0.0	4.0	9.9		0.0		16.8	1.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.00	0.00	0.00	0.00	0.00		0.00		1.42	0.00	
Uniform Delay (d_1), s/veh	7.3	0.0		0.0	1.9	6.6				59.5	49.5	
Incremental Delay (d_2), s/veh	0.5	1.2	0.0	0.0	1.7	1.9		0.0		27.8	0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Control Delay (*d*), s/veh	7.8	1.2		0.0	3.5	8.5				87.3	49.6	
Level of Service (LOS)	A	A			A	A				F	D	
Approach Delay, s/veh / LOS	1.5	A		5.9	A		48.9	D		84.7	F	
Intersection Delay, s/veh / LOS	9.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	B	2.2	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	2.1	B	1.6	B	0.5	A	0.9	A

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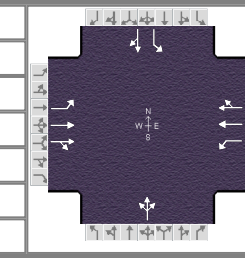
HCS7 Signalized Intersection Intermediate Values

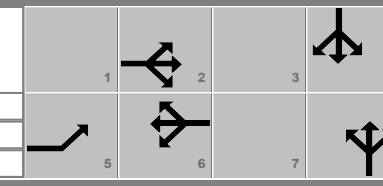
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Dec 12, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Hour	PHF	0.96
Urban Street	Ogden Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Cro…	File Name	Ogden Avenue with Cross Street - AMEX.xus		
Project Description	AM Existing Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	95	1754	0	0	938	363	0	0	1	242	0	18

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.2	97.3	23.0	0.0	0.0	0.0
Yellow	3.5	4.5	4.5	0.0	0.0	0.0
Red	0.0	1.5	1.5	0.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.984	1.000	1.000	0.977	1.000	1.000	1.000	1.000	0.984	1.000	0.914
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.136	0.000		1.000	0.847		0.745	0.000	
Right-Turn Adjustment Factor (f_{RT})		1.000	1.000		0.905	0.905		0.000	0.847		0.847	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1810	3741	0	259	2556	979	0	0	1610	1416	0	1610
Proportion of Vehicles Arriving on Green (P)	0.03	1.00	0.00	0.00	0.93	0.69	0.00	0.00	0.16	0.16	0.00	0.16
Incremental Delay Factor (k)	0.11	0.50			0.50	0.50				0.42	0.15	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0		6.0		6.0		6.0
Green Ratio (g/C)	0.74	0.75		0.69		0.16		0.16
Permitted Saturation Flow Rate (s_p), veh/h/ln	408	0		259		1416		1416
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s	99.3	0.0		0.0		0.0		23.0
Permitted Service Time (g_u), s	77.1	0.0		0.0		0.0		22.9
Permitted Queue Service Time (g_{ps}), s	7.1			0.0				22.9
Time to First Blockage (g_f), s	0.0	0.0		0.0		23.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.00	1.557	0.00	2.107	0.00	2.107	0.00
Pedestrian F_s / F_{delay}	0.000	0.059	0.000	0.075	0.000	0.156	0.000	0.156
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1500.00	4.38	1389.66	6.52	328.57	48.89	328.57	48.89
Bicycle F_w / F_v	-3.64	1.59	-3.64	1.12	-3.64	0.00	-3.64	0.45

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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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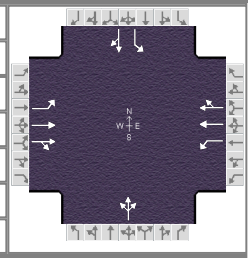
HCS7 Signalized Intersection Input Data

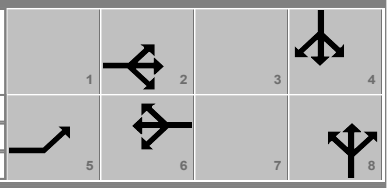
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Dec 12, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak Hour	PHF	0.95
Urban Street	Ogden Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Cro…	File Name	Ogden Avenue with Cross Street - PMEX.xus		
Project Description	PM Existing Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	44	1211	1	1	1630	249	2	0	2	482	0	114

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.2	89.3	32.0	0.0	0.0	0.0
Yellow	3.5	4.5	4.5	0.0	0.0	0.0
Red	0.0	1.5	1.5	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	44	1211	1	1	1630	249	2	0	2	482	0	114
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	1		0	1			0		1	0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Turn Bay Length, ft	100	0		0	0			0		300	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	40	40	40	35	35	35	15	15	15	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	11.0	102.0		91.0		38.0		38.0
Yellow Change Interval (*Y*), s	3.5	4.5		4.5		4.5		4.5
Red Clearance Interval (R_c), s	0.0	1.5		1.5		1.5		1.5
Minimum Green (G_{min}), s	3	15	6	15	6	8	3	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	7.0	2.0	7.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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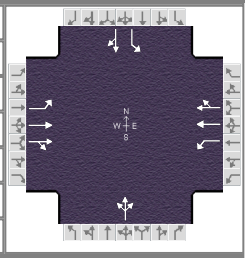
HCS7 Signalized Intersection Results Summary

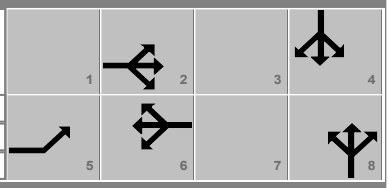
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Dec 12, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak Hour	PHF	0.95
Urban Street	Ogden Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Cro…	File Name	Ogden Avenue with Cross Street - PMEX.xus		
Project Description	PM Existing Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	44	1211	1	1	1630	249	2	0	2	482	0	114

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.2	89.3	32.0	0.0	0.0	0.0
Yellow	3.5	4.5	4.5	0.0	0.0	0.0
Red	0.0	1.5	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		6.3		8.0		6.0
Phase Duration, s	6.7	102.0		95.3		38.0		38.0
Change Period, ($Y+R_c$), s	3.5	6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s	4.0	0.0		0.0		5.1		5.1
Queue Clearance Time (g_s), s	3.2					10.7		34.0
Green Extension Time (g_e), s	0.0	0.0		0.0		3.8		0.0
Phase Call Probability	1.00					1.00		1.00
Max Out Probability	0.69					0.03		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	46	638	638	1	989	989		4		507	120	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1885	1885	441	1885	1799		1153		1426	1610	
Queue Service Time (g_s), s	1.2	7.4	7.4	0.1	36.6	50.3		0.0		23.3	8.7	
Cycle Queue Clearance Time (g_c), s	1.2	7.4	7.4	0.8	36.6	50.3		8.7		32.0	8.7	
Green Ratio (*g/C*)	0.67	0.69	0.69	0.64	0.64	0.64		0.23		0.23	0.23	
Capacity (*c*), veh/h	154	1293	1292	330	1202	1147		302		289	368	
Volume-to-Capacity Ratio (*X*)	0.301	0.494	0.494	0.003	0.823	0.862		0.014		1.757	0.326	
Back of Queue (*Q*), ft/ln (95 th percentile)	32.1	99.1	98.7	0.6	314.8	556.3		5.4		1553.1	161.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.3	3.9	3.9	0.0	12.5	22.3		0.2		61.6	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.32	0.00	0.00	0.00	0.00	0.00		0.00		5.18	0.00	
Uniform Delay (d_1), s/veh	20.0	2.2	2.2	9.5	6.5	10.4		41.9		60.4	45.0	
Incremental Delay (d_2), s/veh	1.1	1.3	1.3	0.0	6.4	8.6		0.0		354.5	0.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Control Delay (*d*), s/veh	21.0	3.6	3.6	9.5	13.0	19.0		41.9		415.0	45.7	
Level of Service (LOS)	C	A	A	A	B	B		D		F	D	
Approach Delay, s/veh / LOS	4.2	A		16.0	B		41.9	D		344.3	F	
Intersection Delay, s/veh / LOS	64.4						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.1	B	2.2	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.6	B	2.1	B	0.5	A	1.5	B

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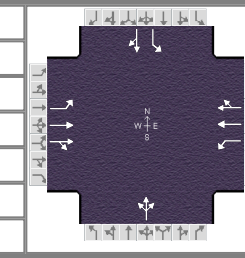
HCS7 Signalized Intersection Intermediate Values

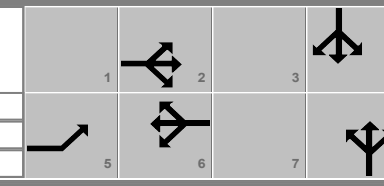
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Dec 12, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak Hour	PHF	0.95
Urban Street	Ogden Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Cro…	File Name	Ogden Avenue with Cross Street - PMEX.xus		
Project Description	PM Existing Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	44	1211	1	1	1630	249	2	0	2	482	0	114

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.2	89.3	32.0	0.0	0.0	0.0
Yellow	3.5	4.5	4.5	0.0	0.0	0.0
Red	0.0	1.5	1.5	0.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.992	1.000	1.000	0.992	1.000	1.000	1.000	1.000	0.992	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.232	0.000		0.652	0.607		0.751	0.897	
Right-Turn Adjustment Factor (f_{RT})		1.000	1.000		0.954	0.954		0.000	0.607		0.847	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1781	3767	3	441	3208	477	576	0	576	1426	0	1610
Proportion of Vehicles Arriving on Green (P)	0.02	0.91	0.69	0.64	0.85	0.64	0.23	0.00	0.23	0.23	0.00	0.23
Incremental Delay Factor (k)	0.11	0.50	0.50	0.50	0.50	0.50		0.15		0.50	0.15	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0		6.0		6.0		6.0
Green Ratio (g/C)	0.67	0.69		0.64		0.23		0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln	220	0		441		1292		1426
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s	91.3	0.0		89.3		32.0		32.0
Permitted Service Time (g_u), s	39.0	0.0		88.6		23.3		23.3
Permitted Queue Service Time (g_{ps}), s	13.9			0.1		0.0		23.3
Time to First Blockage (g_f), s	0.0	0.0		0.0		2.0		0.0
Queue Service Time Before Blockage (g_{fs}), s						0.1		
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.00	1.557	0.00	2.107	0.00	2.107	0.00
Pedestrian F_s / F_{delay}	0.000	0.078	0.000	0.089	0.000	0.150	0.000	0.150
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1371.43	6.91	1275.16	9.19	457.15	41.66	457.15	41.66
Bicycle F_w / F_v	-3.64	1.09	-3.64	1.63	-3.64	0.01	-3.64	1.04

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--- Messages ---

WARNING: If demand exceeds capacity, a multiple-period analysis should be conducted.

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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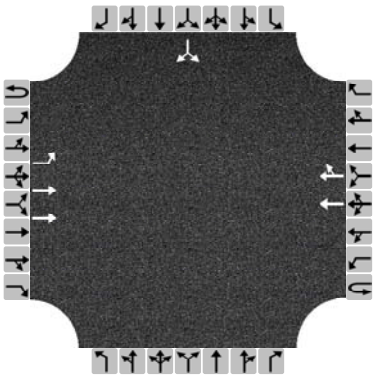
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	BSM	Intersection	Ogden with Max Madsen
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	12/12/2017	East/West Street	Ogden Avenue
Analysis Year	2017	North/South Street	Max Madsen Access
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-273 - Downers Grove		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	0	0
Configuration		L	T				T	TR							LR	
Volume, V (veh/h)		0	1996				1300	3						0		1
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.10												6.80		6.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0													1	
Capacity, c (veh/h)		501													391	
v/c Ratio		0.00													0.00	
95% Queue Length, Q_{95} (veh)		0.0													0.0	
Control Delay (s/veh)		12.2													14.2	
Level of Service, LOS		B													B	
Approach Delay (s/veh)	0.0												14.2			
Approach LOS													B			

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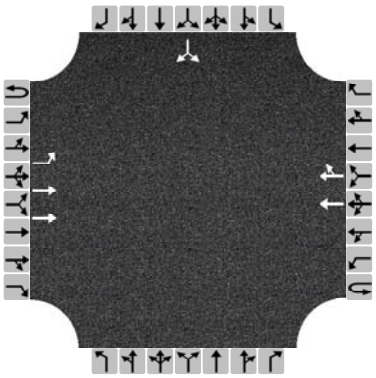
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	BSM	Intersection	Ogden with Max Madsen
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	12/12/2017	East/West Street	Ogden Avenue
Analysis Year	2017	North/South Street	Max Madsen Access
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-273 - Downers Grove		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	0	0
Configuration		L	T				T	TR							LR	
Volume, V (veh/h)		2	1691				1865	1						1		7
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.10												6.80		6.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2													8	
Capacity, c (veh/h)		295													190	
v/c Ratio		0.01													0.04	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
Control Delay (s/veh)		17.3													24.7	
Level of Service, LOS		C													C	
Approach Delay (s/veh)	0.0												24.7			
Approach LOS													C			

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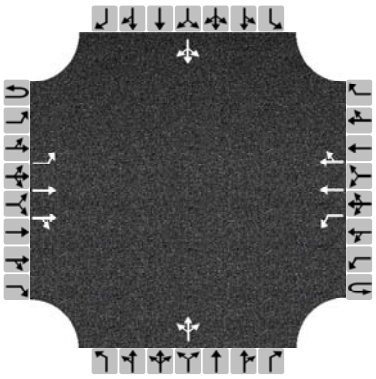
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	BSM	Intersection	Ogden with Gerber/Fairway
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	12/12/2017	East/West Street	Ogden Avenue
Analysis Year	2017	North/South Street	Gerber/Fairway Access
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-273 - Downers Grove		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume, V (veh/h)		4	1990	2		0	1293	7		10	0	32		4	0	0
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				0					45				4	
Capacity, c (veh/h)		509				267					114				88	
v/c Ratio		0.01				0.00					0.39				0.05	
95% Queue Length, Q_{95} (veh)		0.0				0.0					1.6				0.1	
Control Delay (s/veh)		12.1				18.5					55.7				47.7	
Level of Service, LOS		B				C					F				E	
Approach Delay (s/veh)	0.0				0.0				55.7				47.7			
Approach LOS									F				E			

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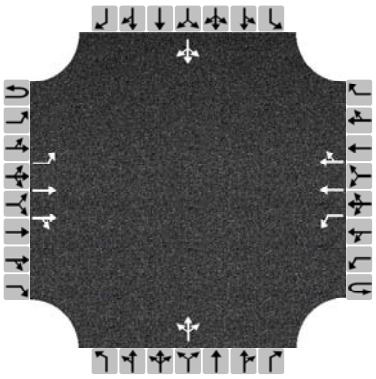
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	BSM	Intersection	Ogden with Gerber/Fairway
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	12/12/2017	East/West Street	Ogden Avenue
Analysis Year	2017	North/South Street	Gerber/Fairway Access
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-273 - Downers Grove		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume, V (veh/h)		3	1675	14		13	1853	2		4	0	14		2	0	9
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				14					19				12	
Capacity, c (veh/h)		298				348					159				145	
v/c Ratio		0.01				0.04					0.12				0.08	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.4				0.3	
Control Delay (s/veh)		17.2				15.8					30.7				32.0	
Level of Service, LOS		C				C					D				D	
Approach Delay (s/veh)	0.0				0.1				30.7				32.0			
Approach LOS									D				D			

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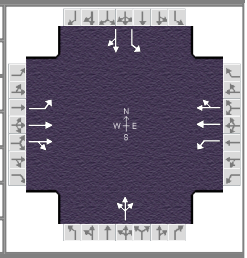
HCS7 Signalized Intersection Input Data

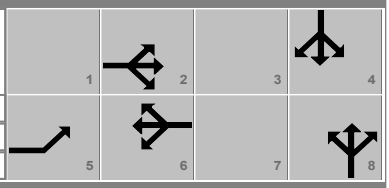
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Dec 12, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Hour	PHF	0.96
Urban Street	Ogden Avenue	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Cro…	File Name	Ogden Avenue with Cross Street - AMPR.xus		
Project Description	AM Projected Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	97	1803	0	0	964	372	0	0	1	249	0	18

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	97.2	23.0	0.0	0.0	0.0
Yellow	3.5	4.5	4.5	0.0	0.0	0.0
Red	0.0	1.5	1.5	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	97	1803	0	0	964	372	0	0	1	249	0	18
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	2		0	3			0		2	0	
Ped / Bike / RTOR, /h	0	0		0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Turn Bay Length, ft	100	0		0	0			0		300	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	40	40	40	35	35	35	15	15	15	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	14.0	111.0		97.0		29.0		29.0
Yellow Change Interval (*Y*), s	3.5	4.5		4.5		4.5		4.5
Red Clearance Interval (R_c), s	0.0	1.5		1.5		1.5		1.5
Minimum Green (G_{min}), s	3	15	6	15	6	8	3	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	7.0	2.0	7.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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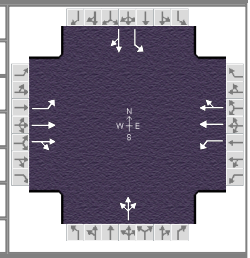
HCS7 Signalized Intersection Results Summary

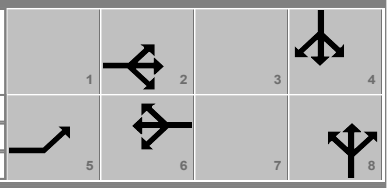
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Dec 12, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Hour	PHF	0.96
Urban Street	Ogden Avenue	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Cro…	File Name	Ogden Avenue with Cross Street - AMPR.xus		
Project Description	AM Projected Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	97	1803	0	0	964	372	0	0	1	249	0	18

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	97.2	23.0	0.0	0.0	0.0
Yellow	3.5	4.5	4.5	0.0	0.0	0.0
Red	0.0	1.5	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		6.3		8.0		6.0
Phase Duration, s	7.8	111.0		103.2		29.0		29.0
Change Period, ($Y+R_c$), s	3.5	6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s	4.0	0.0		0.0		5.1		5.1
Queue Clearance Time (g_s), s	4.2					2.1		25.0
Green Extension Time (g_e), s	0.1	0.0		0.0		1.4		0.0
Phase Call Probability	1.00					1.00		1.00
Max Out Probability	0.10					0.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	101	1878	0	0	724	667		0		259	19	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870	0	246	1856	1680		0		1416	1610	
Queue Service Time (g_s), s	2.2	0.0	0.0	0.0	8.4	21.2		0.0		22.9	1.4	
Cycle Queue Clearance Time (g_c), s	2.2	0.0	0.0	0.0	8.4	21.2		0.0		23.0	1.4	
Green Ratio (*g/C*)	0.74	0.75		0.69	0.69	0.69				0.16	0.16	
Capacity (*c*), veh/h	321	2806		51	1289	1167				283	265	
Volume-to-Capacity Ratio (*X*)	0.315	0.669	0.000	0.000	0.562	0.572		0.000		0.915	0.071	
Back of Queue (*Q*), ft/ln (95 th percentile)	34.8	22.9	0	0	107.7	257.8		0		446.3	25.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.4	0.9	0.0	0.0	4.2	10.3		0.0		17.6	1.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.00	0.00	0.00	0.00		0.00		1.49	0.00	
Uniform Delay (d_1), s/veh	7.6	0.0		0.0	1.9	6.7				59.8	49.5	
Incremental Delay (d_2), s/veh	0.6	1.3	0.0	0.0	1.8	2.0		0.0		32.7	0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Control Delay (*d*), s/veh	8.2	1.3		0.0	3.7	8.7				92.4	49.6	
Level of Service (LOS)	A	A			A	A				F	D	
Approach Delay, s/veh / LOS	1.6	A		6.1	A		48.9	D		89.5	F	
Intersection Delay, s/veh / LOS	10.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	B	2.2	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	2.1	B	1.6	B	0.5	A	0.9	A

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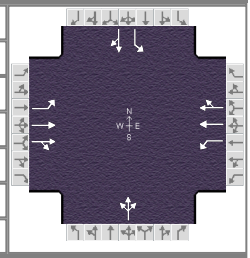
HCS7 Signalized Intersection Intermediate Values

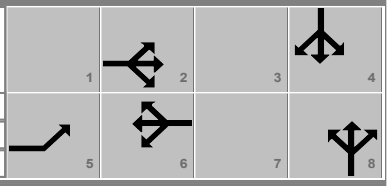
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Dec 12, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Hour	PHF	0.96
Urban Street	Ogden Avenue	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Cro…	File Name	Ogden Avenue with Cross Street - AMPR.xus		
Project Description	AM Projected Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	97	1803	0	0	964	372	0	0	1	249	0	18

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	97.2	23.0	0.0	0.0	0.0
Yellow	3.5	4.5	4.5	0.0	0.0	0.0
Red	0.0	1.5	1.5	0.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.984	1.000	1.000	0.977	1.000	1.000	1.000	1.000	0.984	1.000	0.914
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.130	0.000		1.000	0.847		0.745	0.000	
Right-Turn Adjustment Factor (f_{RT})		1.000	1.000		0.905	0.905		0.000	0.847		0.847	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1810	3741	0	246	2560	975	0	0	1610	1416	0	1610
Proportion of Vehicles Arriving on Green (P)	0.03	1.00	0.00	0.00	0.93	0.69	0.00	0.00	0.16	0.16	0.00	0.16
Incremental Delay Factor (k)	0.11	0.50			0.50	0.50				0.44	0.15	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0		6.0		6.0		6.0
Green Ratio (g/C)	0.74	0.75		0.69		0.16		0.16
Permitted Saturation Flow Rate (s_p), veh/h/ln	394	0		246		1416		1416
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s	99.2	0.0		0.0		0.0		23.0
Permitted Service Time (g_u), s	76.0	0.0		0.0		0.0		22.9
Permitted Queue Service Time (g_{ps}), s	8.0			0.0				22.9
Time to First Blockage (g_f), s	0.0	0.0		0.0		23.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.00	1.557	0.00	2.107	0.00	2.107	0.00
Pedestrian F_s / F_{delay}	0.000	0.059	0.000	0.075	0.000	0.156	0.000	0.156
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1500.00	4.38	1388.94	6.53	328.57	48.89	328.57	48.89
Bicycle F_w / F_v	-3.64	1.63	-3.64	1.15	-3.64	0.00	-3.64	0.46

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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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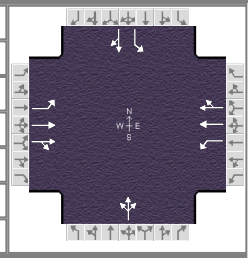
HCS7 Signalized Intersection Input Data

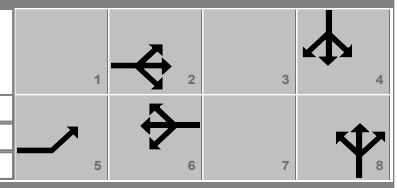
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Dec 12, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak Hour	PHF	0.95
Urban Street	Ogden Avenue	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Cro…	File Name	Ogden Avenue with Cross Street - PMPR.xus		
Project Description	PM Projected Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	45	1245	1	1	1677	249	2	0	2	494	0	116

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.3	89.2	32.0	0.0	0.0	0.0
Yellow	3.5	4.5	4.5	0.0	0.0	0.0
Red	0.0	1.5	1.5	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	45	1245	1	1	1677	249	2	0	2	494	0	116
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	1		0	1			0		1	0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Turn Bay Length, ft	100	0		0	0			0		300	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	40	40	40	35	35	35	15	15	15	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	11.0	102.0		91.0		38.0		38.0
Yellow Change Interval (*Y*), s	3.5	4.5		4.5		4.5		4.5
Red Clearance Interval (R_c), s	0.0	1.5		1.5		1.5		1.5
Minimum Green (G_{min}), s	3	15	6	15	6	8	3	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	7.0	2.0	7.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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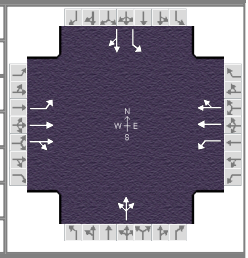
HCS7 Signalized Intersection Results Summary

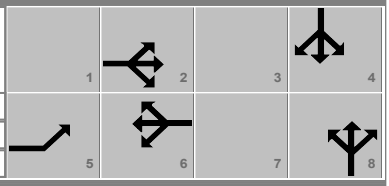
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Dec 12, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak Hour	PHF	0.95
Urban Street	Ogden Avenue	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Cro…	File Name	Ogden Avenue with Cross Street - PMPR.xus		
Project Description	PM Projected Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	45	1245	1	1	1677	249	2	0	2	494	0	116

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.3	89.2	32.0	0.0	0.0	0.0
Yellow	3.5	4.5	4.5	0.0	0.0	0.0
Red	0.0	1.5	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		6.3		8.0		6.0
Phase Duration, s	6.8	102.0		95.2		38.0		38.0
Change Period, ($Y+R_c$), s	3.5	6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s	4.0	0.0		0.0		5.1		5.1
Queue Clearance Time (g_s), s	3.2					10.9		34.0
Green Extension Time (g_e), s	0.0	0.0		0.0		3.9		0.0
Phase Call Probability	1.00					1.00		1.00
Max Out Probability	0.72					0.04		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	47	656	656	1	1014	1014		4		520	122	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1885	1885	426	1885	1801		1144		1426	1610	
Queue Service Time (g_s), s	1.2	7.8	7.8	0.1	39.9	54.2		0.0		23.1	8.9	
Cycle Queue Clearance Time (g_c), s	1.2	7.8	7.8	1.2	39.9	54.2		8.9		32.0	8.9	
Green Ratio (*g/C*)	0.67	0.69	0.69	0.64	0.64	0.64		0.23		0.23	0.23	
Capacity (*c*), veh/h	145	1293	1292	320	1202	1148		300		287	368	
Volume-to-Capacity Ratio (*X*)	0.326	0.507	0.507	0.003	0.844	0.883		0.014		1.811	0.332	
Back of Queue (*Q*), ft/ln (95 th percentile)	36.7	102.8	102.3	0.6	334	596.8		5.4		1624.6	164.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.4	4.1	4.1	0.0	13.3	23.9		0.2		64.5	6.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.37	0.00	0.00	0.00	0.00	0.00		0.00		5.42	0.00	
Uniform Delay (d_1), s/veh	22.2	2.2	2.2	9.6	6.8	10.8		41.9		60.5	45.1	
Incremental Delay (d_2), s/veh	1.3	1.4	1.4	0.0	7.3	9.9		0.0		378.6	0.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Control Delay (*d*), s/veh	23.5	3.6	3.7	9.6	14.1	20.7		42.0		439.1	45.8	
Level of Service (LOS)	C	A	A	A	B	C		D		F	D	
Approach Delay, s/veh / LOS	4.3	A		17.4	B		42.0	D		364.3	F	
Intersection Delay, s/veh / LOS	68.3						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.1	B	2.2	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.6	B	2.2	B	0.5	A	1.5	B

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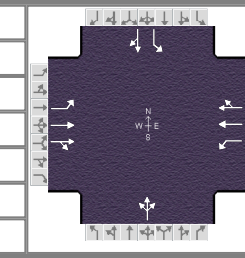
HCS7 Signalized Intersection Intermediate Values

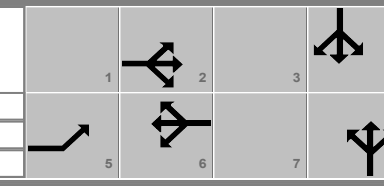
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Dec 12, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak Hour	PHF	0.95
Urban Street	Ogden Avenue	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Cro…	File Name	Ogden Avenue with Cross Street - PMPR.xus		
Project Description	PM Projected Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	45	1245	1	1	1677	249	2	0	2	494	0	116

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.3	89.2	32.0	0.0	0.0	0.0
Yellow	3.5	4.5	4.5	0.0	0.0	0.0
Red	0.0	1.5	1.5	0.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.992	1.000	1.000	0.992	1.000	1.000	1.000	1.000	0.992	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.224	0.000		0.647	0.602		0.751	0.000	
Right-Turn Adjustment Factor (f_{RT})		1.000	1.000		0.956	0.956		0.000	0.602		0.847	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1781	3767	3	426	3221	466	572	0	572	1426	0	1610
Proportion of Vehicles Arriving on Green (P)	0.02	0.91	0.69	0.64	0.85	0.64	0.23	0.00	0.23	0.23	0.00	0.23
Incremental Delay Factor (k)	0.11	0.50	0.50	0.50	0.50	0.50		0.15		0.50	0.15	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0		6.0		6.0		6.0
Green Ratio (g/C)	0.67	0.69		0.64		0.23		0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln	210	0		426		1289		1426
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s	91.2	0.0		89.2		32.0		32.0
Permitted Service Time (g_u), s	35.0	0.0		88.2		23.1		23.1
Permitted Queue Service Time (g_{ps}), s	16.4			0.1		0.0		23.1
Time to First Blockage (g_f), s	0.0	0.0		0.0		2.0		0.0
Queue Service Time Before Blockage (g_{fs}), s						0.1		
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.00	1.557	0.00	2.107	0.00	2.107	0.00
Pedestrian F_s / F_{delay}	0.000	0.078	0.000	0.089	0.000	0.150	0.000	0.150
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1371.43	6.91	1274.74	9.20	457.15	41.66	457.15	41.66
Bicycle F_w / F_v	-3.64	1.12	-3.64	1.67	-3.64	0.01	-3.64	1.06

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--- Messages ---

WARNING: If demand exceeds capacity, a multiple-period analysis should be conducted.

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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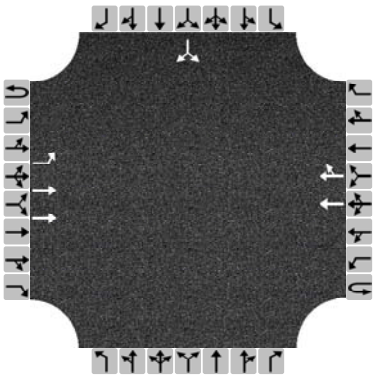
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	BSM	Intersection	Ogden with Max Madsen
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	12/12/2017	East/West Street	Ogden Avenue
Analysis Year	2023	North/South Street	Max Madsen Access
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-273 - Downers Grove		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	0	0
Configuration		L	T				T	TR							LR	
Volume, V (veh/h)		0	2052				1335	3						0		1
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.10												6.80		6.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0													1	
Capacity, c (veh/h)		485													380	
v/c Ratio		0.00													0.00	
95% Queue Length, Q_{95} (veh)		0.0													0.0	
Control Delay (s/veh)		12.4													14.5	
Level of Service, LOS		B													B	
Approach Delay (s/veh)	0.0												14.5			
Approach LOS													B			

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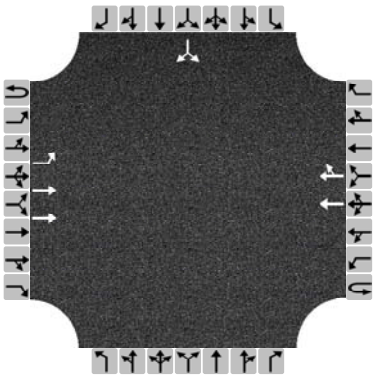
HCS7 Two-Way Stop-Control Report

General Information

Analyst	BSM	Intersection	Ogden with Max Madsen
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	12/12/2017	East/West Street	Ogden Avenue
Analysis Year	2023	North/South Street	Max Madsen Access
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-273 - Downers Grove		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	0	0
Configuration		L	T				T	TR							LR	
Volume, V (veh/h)		2	1737				1919	1						1		7
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.10												6.80		6.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2													8	
Capacity, c (veh/h)		280													181	
v/c Ratio		0.01													0.04	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
Control Delay (s/veh)		17.9													25.9	
Level of Service, LOS		C													D	
Approach Delay (s/veh)	0.0												25.9			
Approach LOS													D			

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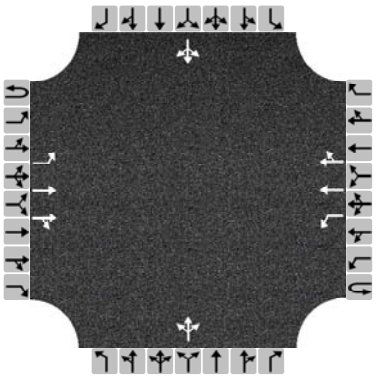
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	BSM	Intersection	Ogden with Gerber/Fairway
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	12/12/2017	East/West Street	Ogden Avenue
Analysis Year	2023	North/South Street	Gerber/Fairway Access
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-273 - Downers Grove		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume, V (veh/h)		4	2041	2		0	1330	7		10	0	33		4	0	0
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				0					46				4	
Capacity, c (veh/h)		491				254					108				83	
v/c Ratio		0.01				0.00					0.42				0.05	
95% Queue Length, Q_{95} (veh)		0.0				0.0					1.8				0.1	
Control Delay (s/veh)		12.4				19.2					60.7				50.4	
Level of Service, LOS		B				C					F				F	
Approach Delay (s/veh)	0.0				0.0				60.7				50.4			
Approach LOS									F				F			

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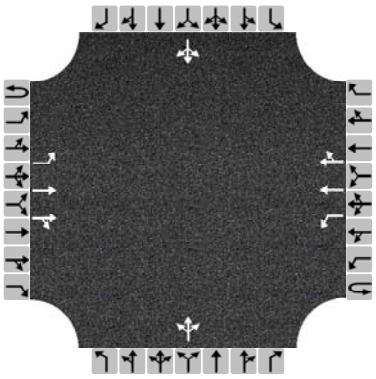
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	BSM	Intersection	Ogden with Gerber/Fairway
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	12/12/2017	East/West Street	Ogden Avenue
Analysis Year	2023	North/South Street	Gerber/Fairway Access
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-273 - Downers Grove		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume, V (veh/h)		3	1721	14		13	1903	2		4	0	14		2	0	9
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				14					19				12	
Capacity, c (veh/h)		284				334					150				137	
v/c Ratio		0.01				0.04					0.13				0.09	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.4				0.3	
Control Delay (s/veh)		17.8				16.3					32.4				33.8	
Level of Service, LOS		C				C					D				D	
Approach Delay (s/veh)	0.0				0.1				32.4				33.8			
Approach LOS									D				D			

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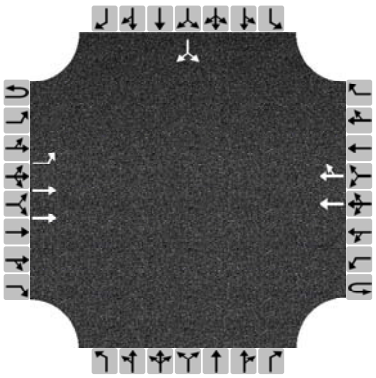
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	BSM	Intersection	Ogden with Proposed Acces
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	12/12/2017	East/West Street	Ogden Avenue
Analysis Year	2023	North/South Street	Proposed Access Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-273 - Downers Grove		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	0	0
Configuration		L	T				T	TR							LR	
Volume, V (veh/h)		6	2046				1336	4						1		2
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		6													3	
Capacity, c (veh/h)		490													217	
v/c Ratio		0.01													0.01	
95% Queue Length, Q_{95} (veh)		0.0													0.0	
Control Delay (s/veh)		12.4													21.8	
Level of Service, LOS		B													C	
Approach Delay (s/veh)	0.0												21.8			
Approach LOS													C			

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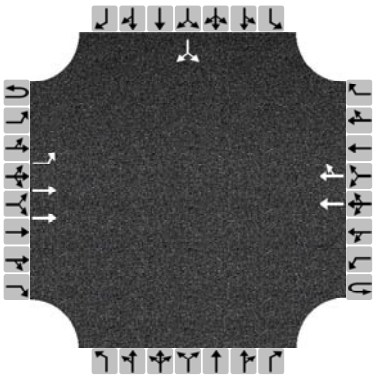
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	BSM	Intersection	Ogden with Proposed Acces
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	12/12/2017	East/West Street	Ogden Avenue
Analysis Year	2023	North/South Street	Proposed Access Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-273 - Downers Grove		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	0	0
Configuration		L	T				T	TR							LR	
Volume, V (veh/h)		4	1734				1913	3						4		7
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4													11	
Capacity, c (veh/h)		286													127	
v/c Ratio		0.01													0.09	
95% Queue Length, Q_{95} (veh)		0.0													0.3	
Control Delay (s/veh)		17.8													36.0	
Level of Service, LOS		C													E	
Approach Delay (s/veh)	0.0												36.0			
Approach LOS													E			

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