Community & Economic Development
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Planning and Zoning Board Agenda
November 12, 2024
Room 102 – 7:00 P.M.

Call to Order and Roll Call

Approval of Minutes: October 22, 2024 Planning and Zoning Board Meeting

Public Comment: For matters not on the agenda

General Communications:

Approval of 2025 PZB Meeting Dates

- For PZB consideration:
    - Tuesday, September 23, 2025 falls during Rosh Hashanah. Alternative date can be Tuesday, September 30, 2025.
    - Tuesday, November 11, 2025 is Veterans Day. Alternative dates can be Tuesday, November 4, 2025 or Tuesday, November 18, 2025.

Administrative Decisions – Administrative determinations by staff were made for the following properties:

- Case #24-064-LA: 560 W. Kathleen Drive – License Agreement for Brick Paver Driveway Apron in the Public Right-of-Way. Approved 11/8/2024.

Pending Applications:

1. **Address:** 728, 734, 750, 760 Lee Street, 1371, 1373, 1381, 1383, 1395, 1397, 1403, 1405 Prairie Ave, and 731, 735, 737 Graceland **Case Number:** 24-047-PUD-TPLAT-VAC

   The petitioner is requesting the following items: (i) Preliminary Planned Unit Development for seven story, mixed use building with exceptions; (ii) Tentative Plat of Subdivision to consolidate into one lot of record; (iii) any other variations, waivers or zoning relief as may be necessary.

   PINs: 09-17-425-001-0000, 09-17-425-002-0000, 09-17-425-020-0000, 09-17-425-039-0000, 09-17-425-040-0000, 09-17-425-050-0000, 09-17-425-051-0000, 09-17-425-023-0000, 09-17-425-024-0000, 09-17-425-007-0000, 09-17-425-006-0000, 09-17-425-038-0000, 09-17-425-003-0000

   Petitioner: Advent Properties, LLC, 4042 North Pulaski Rd., Chicago, IL

   Owner: 750 Lee LLC & Prairie Graceland LLC, 401 Huehl Rd., Ste 1A, Northbrook, IL 60062

2. **Address:** 1655 & 1695 S. Des Plaines River Road **Case Number:** 24-054-TSUB

The applicant requests a Tentative Plat of Subdivision to consolidate the existing two lots into one lot of record, and any other variations, waivers, and zoning relief as may be necessary.

PINs: 09-28-107-008-0000; 09-28-107-009-0000

Applicant: Brickton Montessori (Representative: Erica Lane, 8622 W. Catalpa Ave, Chicago, IL 60656)

Owner: Brickton Montessori (Representative: Erica Lane, 8622 W. Catalpa Ave, Chicago, IL 60656)

Adjournment

Next Agenda: Next meeting is on Tuesday, November 26, 2024.

City of Des Plaines, in compliance with the Americans With Disabilities Act, requests that persons with disabilities, who require certain accommodations to allow them to observe and/or participate in the meeting(s) or have questions about the accessibility of the meeting(s) or facilities, contact the ADA Coordinator at 847-391-5486 to allow the City to make reasonable accommodations for these persons. The public hearing may be continued to a further date, time and place without publication of a further published notice such as this notice.

DES PLAINES PLANNING AND ZONING BOARD MEETING
October 22, 2024
MINUTES

The Des Plaines Planning and Zoning Board held its regularly scheduled meeting on Tuesday, October 22, 2024, at 7:00 p.m. in Room 102 of the Des Plaines Civic Center.

Chairman Szabo called the meeting to order at 7:00 p.m. and roll call was established.

PRESENT: Bronakowski, Catalano, Fowler, Saletnik, Szabo, Veremis, Weaver
ABSENT: None
ALSO PRESENT: Samantha Redman, Senior Planner
Jonathan Mendel, Assistant Director of CED

A quorum was present.

APPROVAL OF MINUTES

A motion was made by Board Member Fowler, seconded by Board Member Saletnik to approve the meeting minutes of October 8, 2024.

AYES: Bronakowski, Catalano, Fowler, Saletnik, Szabo, Veremis, Weaver
NAYS: None
ABSTAIN: None

MOTION CARRIED

PUBLIC COMMENT ON NON-AGENDA ITEM

There was no public comment.

General Communications – Administrative Decisions:
Chairman Szabo stated the list of administrative decisions is now located on the agenda for each meeting for approvals or denials of minor variations.

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Pending Applications:

1. **Address:** 1387 Prospect Avenue **Case Number:** 24-052-CU-V

   The petitioner is requesting the following: (i) conditional use for a trade contractor use; (ii) standard variation to reduce the required front yard; (iii) a major variation to vary from loading space requirements; and (iv) any other variations, waivers, and zoning relief as may be necessary.

   PIN: 09-29-228-034-0000
   Petitioner: Vasile Haures, 1980 Pine Street, Des Plaines, IL 60018
   Owner: 1387 Prospect Ave LLC, 1980 Pine Street, Des Plaines, IL 60018

Chairman Szabo introduced the case on the agenda and swore in petitioner Vasile Haures and petitioner's architect Rob Utyro.

Mr. Haures presents their proposal and its difference from the prior approval earlier in 2024. The change was due to financing challenges resulting in amendments to the approved plan. During the last PZB meeting at which the petitioner appeared, the petitioner was approved for a bigger building on the lot, and due to finances, petitioner requests downsizing the building. With this downsize, the petitioner is able to add five additional parking stalls behind the building. Petitioner was originally approved for a two-unit building, and now would like to downsize to a one-unit.

Member Bronakowski asked how much larger the first building was compared to this one.

Mr. Haures explained the first one was double in size. Rob added that original plan took up most of the lot with two accessible spots in the back with no off-street parking. There will no longer be parking spots inside the building since there will be an additional five parking spots added with the building being smaller.

Member Saletnik asked for a clarification that the bulk of materials for the jobs are delivered to the jobsites and that the only activity at this location will be loading and unloading tools.

Mr. Haures confirms that is correct.

Chairman Szabo inquired about the look of the building.

Mr. Utyro clarified the look/shape is the same along with the windows and fenestration. However, some masonry has been taken off due to costs.

Chairman Szabo expressed concerns about the exterior façade materials' aesthetics and compliance with the building design guidelines.

Member Weaver inquired about the color of building. Mr. Utyro answered that color has not been decided yet.

Member Weaver also asked what color the petitioner considered as compatible color with the neighborhood. Mr. Utyro responded with an earthtone color.

Member Saletnik asked staff if the architectural review requirements apply to this case since this is C-3.

Senior Planner Redman confirmed this would be subject to our building design standards and is included in the report. In order to construct the building as original proposal with aluminum siding, the petitioner would need to apply for a minor variation which would be an administrative decision.

Member Saletnik reiterated the already expressed concerns regarding building design compliance and neighborhood consistency.

Member Fowler asked whether the material compliance be a condition of approval.

Senior Planner Redman stated it can be if the PZB wished.

Member Fowler asked if any fencing will be put up.

Mr. Haures answered that there will be an eight-foot-tall fence on the neighbor's side and Mr. Utyro added the back of the property will also be enclosed.

Member Weaver inquired about some work that needs to be done in the alley way.

Senior Planner Redman clarified that this was a suggested condition of approval that came from our engineering department. There are improvements that need to be made to the alley and would be required to make those improvements as a part of their improvements to this property.

Member Catalano asked why the City would require the petitioner to repair the alleyway.

Senior Planner Redman clarified that this condition can be modified by the PZB members. Staff suggested this condition because the petitioner will have access from the alley to their building. The City does have the ability to require someone to make these types of improvements.

Member Weaver and Member Catalano want to make it easy for the petitioner to minimize costs for the alley construction work.

Member Weaver also asked if anyone else's vehicle will be going over the space that the petitioner is asked to fix.

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Senior Planner Redman stated this would be continued to be used as an alleyway for access for the other residents. The petitioner would be responsible for improvement for the area that fronts their property.

Member Weaver inquiries if that means that anything to the West would be required to be repaired with this condition.

Senior Planner Redman confirms the condition is written so the petitioner is only responsible for this portion.

Member Fowler asks why the City doesn't just repair the whole alley at this point. It will not look good if only a portion is repaired.

Senior Planner Redman responded that there is always potential to coordinate with the engineering department for any future improvements. This condition came from our Public Works and Engineering department.

Member Bronakowski inquired once this condition is approved and area is repaved, if it is the city's responsibility.

Senior Planner Redman confirmed that this is correct, it remains the City's property. The way the condition is written, it does state it would need to be full reconstruction of that alley.

Member Saletnik mentions that the City does have a Concrete/Alley Program where his alley was repaired about 5 years ago and all the water issues have went away.

Member Fowler would hate to see the petitioner put all this money in to repairing a portion of this alley when eventually this alley would be repaired by the City. She feels that the petitioner should put the money into the building/masonry and make the building look better than take their money and fix the alley. Water issues in the alley need to be fixed one way or another.

Member Bronakowski agrees with Member Fowler. He does not believe that the petitioner should be responsible for fixing the alley.

Member Weaver asked if engineering department's recommendation enforces or suggests a policy that is uniform across all properties across the City, if what they are proposing here is exactly what they would do everywhere else to make sure that no one is treated differently. Are they being consistent with other petitioners who are in similar situations?

Senior Planner Redman agrees and is unable to answer that question comprehensively, but we can always modify this condition of approval and state an alternative plan to mitigate drainage issues can be approved by the Director of Public Works.

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Member Veremis added that the wording should be changed on condition 1 as to what engineering wants to do.

Senior Planner Redman reads her staff report.

Issue: The petitioner requests the following: (i) conditional use for a trade contractor use; (ii) standard variation to reduce the required front yard; and (iii) a major variation to allow the loading space to face a public way (alley).

PIN: 09-29-228-034-0000

Petitioner/Owner: Vasile Haures (1387 Prospect Ave. LLC), 1980 Pine Street, Des Plaines, IL 60018

Case Number: #24-014-CU-V

Ward Number: #5, Alderman Carla Brookman
Existing Zoning: C-3, General Commercial
Surrounding Zoning: North: R-3, Townhouse Residential District
South: R-3, Townhouse Residential District
East: C-3, General Commercial District
West: R-1, Single Family Residential District

Surrounding Land Uses: North: Townhouses
South: Townhouses
East: Vacant
West: Single Family Residence

Street Classification: Prospect Avenue and Chestnut Street are classified as local roads.

Comprehensive Plan: The Comprehensive Plan illustrates this site as commercial.

Property/Zoning History: The property is currently undeveloped and located at the southwest corner of the Prospect Avenue and Chestnut Street intersection. In 2022, a zoning map amendment was approved to change the zoning of this property from C-1, Neighborhood Shopping to C-3, General Commercial. A multitenant office building was contemplated when the property was re-zoned. Since 2022, this property was sold to the petitioner. Historic aerials and city records do not indicate any structure has existed on this property in known history.

The area surrounding the property is generally commercial properties and townhouses. However, the property immediately adjacent to the subject project, 1383 Prospect Avenue, is a single-family house re-zoned from C-1, Neighborhood Commercial to R-1, Single Family Residential in 2016. The presence of an adjacent

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single family residential property creates additional requirements in terms of the required front yard and requires a landscape and fence buffer between the properties.

Project Description:

In May 2024, an identical request with a different building and site plan was recommended by PZB and approved by City Council. The petitioner, Vasile Haures, proposes a one-story commercial building for a trade contractor use. The new plan is one tenant space, including a showroom, office, and fabrication/storage for a hardwood flooring business.

Trade Contractor Use

A business classified as a "trade contractor" is defined in the zoning ordinance as,

> "A building or portion thereof where building and construction trade services are provided to the public. "Trade contractor" shall include, but will not be limited to, contractor offices, including landscaper's showrooms, construction supplies and storage including plumbing, heating, air conditioning, and building equipment, materials, sales, and other uses similar in nature and impact." (Section 12-13-3).

Refer to the Petitioner's Letter of Intent for business operation information. The petitioner describes their business as a hardwood flooring company. Customers will be able to access the showroom by appointment only. Other services performed onsite will be deliveries and pickups of materials and limited fabrication work (e.g. custom cutting of hardwood planks). Activities would primarily include performing installation and finishing pre-made materials offsite at customer locations. The business currently includes two employees and four subcontractors.

Storage of materials must occur indoors, except as permitted by Section 12-7-F.5.d. Trade contractor businesses in the C-3 district can display materials outside of the building, although they cannot be displayed within any required yards. With the current site plan, there are few locations on the property where outdoor display would be possible. The petitioner has not indicated any intent to display materials outdoors; if this changes, all requirements of Section 12-7-3.F.5.d must be followed, limiting the location, height, and types of material displayed.

Proposed Building and Front Yard Variation

The proposed building on the site will be 4,512 square feet in size and one story, 17 feet 9 inches in height. One overhead door and loading zone is located adjacent to the alley. Landscaping and

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fencing are noted on the site plan to meet landscape buffer requirements pursuant to Section 12-10-9.

In the C-3 zoning district, the required front yard must equal the required setback of any adjacent residential district, or 5 feet if it is not adjacent to residential. This property is adjacent to an R-1 zoned property on the west side, thus requiring a 25-foot front yard setback. A standard variation to reduce the required front yard is requested to allow the building to be setback 5 feet instead of 25 feet from the property line. The proposed setback of the building from the property line is consistent with the other commercial properties on this block.

The current building design does not meet Section 12-3-11 – Building Design Standards. The proposed materials meet requirements, with brick and metal proposed on the façade. However, for street-facing elevations (north and east facades) a minimum of 50% transparency from 2 feet to 9 feet above the sidewalk is required for this type of use. The petitioner may request a minor variation, reviewed administratively by zoning staff, to vary from this requirement.

Off-Street Parking
One accessible parking space and six standard parking spaces are provided on the site plan. The trade contractor use does not require a specific amount of off-street parking per Section 12-9-7. Because trade contractor is a conditional use within the C-3 Zoning District, a specific amount or location of off-street parking can be a condition of approval. On-street parking is available on Prospect Avenue and on the west side of Chestnut Street.

If the PZB requires modifications to the parking plan or if it is determined that parking agreements should be sought to relieve parking concerns associated with this use, a condition of approval can be suggested with the recommendation to City Council.

Traffic and Loading
Access to the property will be provided by the existing 16-foot-wide alley accessed from Chestnut Street. Traffic generated by this use would include vehicle trips associated with employees, customers, and deliveries and loading of materials. A major variation is requested to permit the loading zones to open onto the alley. Due to the location and size of the property, the loading zone area opening into the alley provides access without requiring an additional curb cut along Chestnut Street or Prospect Avenue.

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The Letter of Intent provided by the petitioner (refer to attachments) states deliveries will occur between 8 A.M. and 5 P.M. on weekdays, and larger deliveries would be scheduled outside of peak traffic hours. Loading and unloading will occur within the designated loading zones. A suggested condition of approval states that any loading and unloading outside of the building may not occur between the hours of 10:00 P.M. and 7:00 A.M.

The petitioner proposes an eight-foot-tall fence around the rear of the building, enclosing the parking lot and loading space. A gate is proposed at the entrance from the public alley. To prevent any issues with visibility for motorists or pedestrians navigating within and around the property, a proposed condition of approval is that the fencing within the ten-foot sight triangle must be partially transparent, and landscaping must be maintained to a height of no taller than three feet. Chain link, wrought iron, or another type of partially open fencing option must be located in this area. Note Section 12-8-2 of the Zoning Ordinance allows nonresidential properties to have fences up to eight feet tall, without specific requirements for the sight triangle. The suggested condition of approval provides greater certainty that adequate visibility will be present with the development of this property.

Due to the proposed use of the alley for entrance and exit for all loading, deliveries and parking, and the poor condition of the existing pavement, a suggested condition of approval is to complete alley improvements. The petitioner acknowledges this condition in the Letter of Intent and states plans for the improvements will be provided at time of building permit.

Standards for Conditional Use

The following is a discussion of standards for conditional uses from Section 12-3-4(E) of the Zoning Ordinance. Rationale for how the proposed use would satisfy the standards is provided below and in the petitioner's response to standards. The PZB may use this rationale toward its recommendation, or the Board may make up its own.

1. **The proposed Conditional Use is in fact a Conditional Use established within the specific Zoning district involved:**

   Comment: Trade contractor is a conditional use within the C-3, General Commercial District.

2. **The proposed Conditional Use is in accordance with the objectives of the City's Comprehensive Plan:**

   Comment: The 2019 Comprehensive Plan designates the subject site as Commercial. This business would create a commercial use for this vacant, commercially zoned property. A zoning map amendment was approved in 2022 to

re-zone this property from C-1 to C-3 to expand the permitted uses for this parcel. Per historic aerials and City records, the property has been undeveloped for known history. The zoning was changed from residential to commercial for this block of Prospect Avenue in 1989; despite the commercial zoning, no commercial building has been constructed on this site. The conditional use would provide a commercial use for this property for the first time in known history.

3. **The proposed Conditional Use is designed, constructed, operated, and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity:**

Comment: Many suggested conditions of approval are included with this case to provide assurances about the use being compliant with applicable zoning requirements and minimize impact in terms of noise. Suggested conditions include limitations on the timeframe for loading and unloading at the exterior of the building, improvements to the alley, and providing information at time of building permit to ensure the turning radius of trucks will be adequate in the loading zones.

4. **The proposed Conditional Use is not hazardous or disturbing to existing neighboring uses:**

Comment: As discussed in the Petitioner's Letter of Intent, the business will operate Monday through Saturday 8:00 A.M. to 5:00 P.M. and closed on Sunday. See the Petitioner's Letter of Intent and Response to Standards for additional information about business operations. The suggested conditions of approval are meant to provide assurances that limit any disturbance or nuisance to the neighborhood.

5. **The proposed Conditional Use is to be served adequately by essential public facilities and services, such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools; or, agencies responsible for establishing the Conditional Use shall provide adequately any such services:**

Comment: The subject site is adequately served by essential public facilities and services. During the permitting and construction phase and business registration approval, the petitioner must undergo an inspection of the building by the fire, building, and zoning divisions to determine compliance with this conditional use and all applicable local, state, and federal regulations.

6. **The proposed Conditional Use does not create excessive additional requirements at public expense for public facilities and services and will not be detrimental to the economic well-being of the entire community:**

Comment: The proposed use would not create a burden on public facilities or services. This business would be located within a new building, and it is not anticipated that this use would generate additional need for public facilities or services compared to any other building constructed in this area.

7. **The proposed Conditional Use does not involve uses, activities, processes, materials,**

equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke fumes, glare or odors:

Comment: Traffic generated by this use will include trips generated for employees, deliveries, and customers (by appointment). The Letter of Intent by the petitioner states deliveries would occur between 8 A.M. and 5 P.M. A suggested condition of approval states that any loading and unloading outside of the building may not occur between the hours of 10:00 P.M. and 7:00 A.M., intended to limit the amount of noise associated with the business impacting neighboring properties. No extraordinary glare, smoke fumes, or odors are anticipated to occur with the operation of this business; however, any business within Des Plaines must meet Chapter 12 – Environmental Performance Standards of the Zoning Ordinance regulating noise, odor, glare, and any other specified nuisances, otherwise enforcement action can be taken.

8. **The proposed Conditional Use provides vehicular access to the property designed so that it does not create an interference with traffic on surrounding public thoroughfares:**

Comment: Access to the building will be provided through the existing alley accessed from Chestnut Street. No additional curb cuts are proposed for this property. A suggested condition of approval will require a turning radii analysis submitted to City staff prior to building permit issuance to ensure adequate space is available for trucks entering/exiting the loading zone and any vehicles entering or exiting through the overhead doors.

9. **The proposed Conditional Use does not result in the destruction, loss, or damage of natural, scenic, or historic features of major importance:**

Comment: The proposed project would not result in the damage of natural, scenic, or historic features. A large parkway tree is present in the public right of way in front of the property, which is within public property and required to be preserved regardless of this development unless otherwise authorized by the City. Section 8-4-4 of the Public Ways and Property title of the municipal code prevents any injury or movement of this tree without authorization by the city.

10. **The proposed Conditional Use complies with all additional regulations in the Zoning Ordinance specific to the Conditional Use requested:**

Comment: The proposed use complies with all applicable requirements as stated in the Zoning Ordinance. Two variations are proposed with this application associated with the required front yard and the loading zone and one minor variation may be requested upon approval of this conditional use to vary from building design standards in Section 12-3-11.

Standards for Variation:

Variation requests are subject to the standards set forth in Section 12-3-6(H) of the Zoning Ordinance. Rationale for how the proposed requests would or would not satisfy the standards is

provided below and in the attached petitioner responses to standards. The Board may use the provided staff comments as its rationale, modify, or adopt its own.

1. **Hardship: No variation shall be granted pursuant to this subsection H unless the petitioner shall establish that carrying out the strict letter of the provisions of this title would create a particular hardship or a practical difficulty.**

Comment: Without the variation to reduce the required front yard, the buildable area of this relatively small C-3 zoned property would be further reduced. Hardships were imposed on this property in 2016 when the adjacent property, 1383 Prospect Avenue, petitioned for a zoning map amendment from C-1, Neighborhood Commercial to R-1, Single-Family Residential. Commercially zoned properties adjacent to residentially zoned properties are required to meet certain setback and screening/landscaping requirements. Prior to 2016, the front yard would have been required to be 5 feet for this property.

The major variation for the loading zone is necessary due to the size of the property. This property is relatively small for a C-3 zoned property and this specific use requires more dedicated areas for loading/unloading than other businesses. There is insufficient space for this loading space with the proposed size of the building, unless the petitioner chose to have loading space within the building. However, loading within the building would be challenging due to the size of the property.

2. **Unique Physical Condition: The subject lot is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure, or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject lot that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.**

Comment: This commercial property is unique in this neighborhood due to its location adjacent to an R-1 zoned property. Refer to the Zoning Map attachment. Other parcels in this area are zoned commercial or townhouse residential. The other commercial properties have smaller front yard setbacks along Prospect Avenue, like what is requested by this petitioner.

The location of the loading zone facing the alley is primarily due to size limitations of the property. Unless the petitioner chose to have loading inside the building, there are few design alternatives to add the necessary loading areas for the business without requiring the driveway to face a public way. This orientation of the loading zone presents a less significant impact compared to a loading zone along the public streets.

3. **Not Self-Created: The aforesaid unique physical condition is not the result of any action or inaction of the owner or its predecessors in title and existed at the time of the enactment of the provisions from which a variance is sought or was**

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created by natural forces or was the result of governmental action, other than the adoption of this title.

Comment: With the re-zoning of the adjacent property (1383 Prospect Avenue) to residential, a hardship was imposed on this property requiring a larger front yard setback for a new building than other commercial properties along this block.

The property owner was aware of the size limitations when purchasing this property and because this is a new building, the hardship related to the loading zone is related to their chosen site design, rather than a hardship imposed by the physical property. However, any commercial property on this site would require a loading space, pursuant to Section 12-9-9, and may face similar challenges with its orientation on the small property away from a public way.

4. **Denied Substantial Rights: The carrying out of the strict letter of the provision from which a variance is sought would deprive the owner of the subject lot of substantial rights commonly enjoyed by owners of other lots subject to the same provision.**

Comment: The rights denied to the property owner could be the ability to develop this building as proposed. However, it is conceivable that additional options exist to redesign the property to be compliant with all zoning ordinance standards. The PZB may ask the petitioner if this property is suitable for this type of use and clarify why specific decisions were chosen regarding the building design.

5. **Not Merely Special Privilege: The alleged hardship or difficulty is neither merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely the inability of the owner to make more money from the use of the subject lot.**

Comment: Variation decisions are made on a case-by-case, project-by-project basis upon applying the variation standards. In those evaluations, the determining body (e.g., PZB and/or City Council) usually determines the petitioner has exhausted design options that do not require a variation. The PZB may ask the petitioner to explain whether they have exhausted other alternatives.

6. **Title And Plan Purposes: The variation would not result in a use or development of the subject lot that would be not in harmony with the general and specific purposes for which this title and the provision from which a variation is sought were enacted or the general purpose and intent of the comprehensive plan.**

Comment: If the variations and conditional use were approved, it would meet all applicable requirements except for a minor variation required for the proposed building design.

7. **No Other Remedy: There is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the subject lot.**

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Comment: A remedy to relieve necessary relief for the required front yard would be to locate the building further from the property line along Prospect Avenue. However, the property is small, and this would further reduce the buildable area of the parcel.

Unless the petitioner chose to have loading inside the building, there are few design alternatives to adding the necessary loading areas for the property without requiring the driveway to face a public way. This orientation of the loading zone presents a smaller impact compared to a loading zone along the public streets.

8. **Minimum Required: The requested variation is the minimum measure of relief necessary to alleviate the alleged hardship or difficulty presented by the strict application of this title.**

Comment: With the variations sought, it would meet all applicable requirements with the exception of a minor variation required for the proposed building design.

PZB Procedure and Recommended Conditions: Under Section 12-3-7.D (Procedure for Review and Decision for Amendments) and Section 12-3-6.F (Major Variations) of the Zoning Ordinance, the PZB has the authority to *recommend* approval, approval subject to conditions, or denial of the request to City Council. City Council has final authority on these requests.

Under Section 12-3-6.F.2.b (Standard Variations) of the Zoning Ordinance, the PZB has the authority to approve, approve subject to conditions, or deny the standard variation request. However, under Section 12-2-2 (Legislative and Administrative Authority), when other relief requiring city council approval is sought, such as conditional uses or major variations, the PZB serves as the *recommending* body for all requests.

The PZB has the final authority to *recommend* approval, approval subject to conditions, or denial of all requests to City Council. All requests can be reviewed and recommended in separate motions or combined into one motion. Staff recommends the following conditions:

Conditions of Approval:

1. Full reconstruction of the portion of alley along the rear frontage is required, with a catch basin connected to the storm sewer in Chestnut Street. The improvements must be demonstrated on plans prior to issuance of a building permit.

2. Prior to issuance of a building permit, replacement of existing public sidewalks deemed unsatisfactory must be demonstrated on plans, as determined by the Director of Public Works and Engineering or their designee.

3. A turning radii exhibit is required to be submitted prior to issuance of building permit demonstrating acceptable turning radiuses for loading/unloading, to the satisfaction of the Director of Public Works and Engineering or their designee.

4. Loading and unloading of materials outside of the building is prohibited between the hours of 10:00 P.M. and 7:00 A.M. No loading and unloading can occur within any public ways.

5. Fencing within the ten-foot sight triangle at the intersection of the driveway, Chestnut Street, and the alley must be chain link, wrought iron, or another type of fencing that provides sufficient transparency for motorist and pedestrian visibility. Any landscaping within this sight triangle must be three feet in height or shorter.

Member Weaver expressed concerns about the funding arrangement. He asked if it is possible for petitioner to pay for the drainage and that the repaving may be a minor part of the cost, but it would be a good idea to have the whole alley uniform and all done at the same time.

Member Weaver is also not convinced that the petitioner should be paying for one piece of repaving in the alley.

Member Saletnik discussed the impact on the entire alley in relation to the required improvement adjacent to only the subject property.

Chairman Szabo swore in Maria Lomblad of 1382 Prospect Ave, Des Plaines, IL

Ms. Lomblad asked if the alley will be extended since the day care is located there and wanted confirmation if that belonged to the City. Staff confirmed "yes" this is City property.

Ms. Lomblad also asked about parking the cars. Will there be enough parking spaces for employees? She is concerned about the congestion and traffic.

Mr. Haures clarified that there will be five parking spots on the property and they only have three cars. No street parking is expected to be used.

Ms. Lomblad also inquired asked about hours of operation and when the construction is expected to finish.

Mr. Haures stated 7 a.m.-5 p.m. Construction expected to be completed by end of 2025.

Member Veremis inquired about weekend hours and Mr Haures confirmed no operations on Saturdays or Sundays.

Member Veremis suggested weekend hours be explicitly limited as part of the approval.

Chairman Szabo closed the public hearing and entertained a motion regarding the case.

Member Saletnik asked if there is any suggestion to change the verbiage on condition 1.

Member Veremis suggested an agreement with public works on drainage requirements.

Senior Planner Redman provided the following text encapsulating Member Weaver's intended alternative conditions:

1. Improvements of the portion of the alley and drainage along the rear frontage are required for approval of the Director of Public Works and Engineering.
2. Prior to issuance of a building permit, replacement of existing public sidewalks adjacent to this property deemed unsatisfactory must be demonstrated on plans, as determined by the Director of Public Works and Engineering or their designee.

A motion was made by Member Weaver and seconded by Member Saletnik to recommend approval of the conditional use to the City Council with the staff recommended conditions Nos.3-5 as written and amended conditions Nos. 1 and 2.

AYES: Bronakowski, Catalano, Fowler, Saletnik, Veremis, Weaver
NAYES: Szabo
ABSTAIN: None

MOTION CARRIED

ADJOURNMENT
Chairman Szabo adjourned the meeting by affirmative voice vote at 7:51 p.m.

Sincerely,
Jonathan Mendel, Recording Secretary
cc: City Officials, Aldermen, Planning & Zoning Board, Petitioners

DRAFT

DES PLAINES
ILLINOIS

Community & Economic Development
1420 Miner Street, Des Plaines, IL 60016
P: 847.391.5380 | W: desplainesil.gov

Proposed
PLANNING AND ZONING BOARD
HEARING DATES & 2025 APPLICATION DEADLINES

Regularly scheduled meetings of the Planning and Zoning Board are held on the second and fourth Tuesday of each month, except for December, at 7:00 pm in Room 102 of City Hall (1420 Miner St, Des Plaines).

Applications must contain all of the required information and be submitted to the Planning and Zoning Division of the Department of Community and Economic Development (Room 301) by 4:00 pm on the application deadline.

PLANNING & ZONING BOARD 2025 DATES		
HEARING DATE	**APPLICATION DEADLINE**	**LEGAL NOTICE/SIGN POSTING**
TUESDAY, JANUARY 14	MONDAY, DECEMBER 9, 2024	MONDAY, DECEMBER 23, 2024
TUESDAY, JANUARY 28	MONDAY, DECEMBER 23, 2024	MONDAY, JANUARY 6, 2025
TUESDAY, FEBRUARY 11	MONDAY JANUARY 6	MONDAY, JANUARY 20
TUESDAY, FEBRUARY 25	MONDAY, JANUARY 20	MONDAY, FEBRUARY 3
TUESDAY, MARCH 11	MONDAY, FEBRUARY 3	**FRIDAY, FEBRUARY 14**
TUESDAY, MARCH 25	**FRIDAY, FEBRUARY 14**	MONDAY, MARCH 3
TUESDAY, APRIL 8	MONDAY, MARCH 3	MONDAY, MARCH 17
TUESDAY, APRIL 22	MONDAY, MARCH 17	MONDAY, MARCH 31
TUESDAY, MAY 13	MONDAY, APRIL 7	MONDAY, APRIL 21
TUESDAY, MAY 27	MONDAY, APRIL 21	MONDAY, MAY 5
TUESDAY, JUNE 10	MONDAY, MAY 5	MONDAY, MAY 19
TUESDAY, JUNE 24	MONDAY, MAY 19	MONDAY, JUNE 2
TUESDAY, JULY 8	MONDAY, JUNE 2	MONDAY, JUNE 16
TUESDAY, JULY 22	MONDAY, JUNE 16	MONDAY JUNE 30
TUESDAY, AUGUST 12	MONDAY JULY 7	MONDAY, JULY 21
TUESDAY, AUGUST 26	MONDAY, JULY 21	MONDAY, AUGUST 4
TUESDAY, SEPTEMBER 9	MONDAY, AUGUST 4	MONDAY, AUGUST 18
TUESDAY, SEPTEMBER 23	MONDAY, AUGUST 18	**FRIDAY, AUGUST 29**
TUESDAY, OCTOBER 14	MONDAY, SEPTEMBER 8	MONDAY, SEPTEMBER 22
TUESDAY, OCTOBER 28	MONDAY, SEPTEMBER 22	MONDAY, OCTOBER 6
TUESDAY, NOVEMBER 11	MONDAY, OCTOBER 6	MONDAY, OCTOBER 20
TUESDAY, NOVEMBER 25	MONDAY, OCTOBER 20	MONDAY, NOVEMBER 3
TUESDAY, DECEMBER 9	MONDAY, NOVEMBER 3	MONDAY, NOVEMBER 17

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
1420 Miner Street
Des Plaines, IL 60016
P: 847.391.5380
desplaines.org

MEMORANDUM

Date: November 7, 2024

To: Planning and Zoning Board (PZB)

From: Jonathan Stytz, AICP, Senior Planner JS

Cc: Jeff Rogers, AICP, Director of Community & Economic Development JR

Subject: Consideration of a Tentative Plat of Subdivision at 1655 and 1695 S. Des Plaines River Road, Case #24-054-TSUB

Issue: The applicant requests a Tentative Plat of Subdivision to consolidate the existing two lots into one lot of record.

Applicant: Brickton Montessori (Representative: Erica Lane, 8622 W. Catalpa Ave, Chicago, IL 60656)

Owner: Brickton Montessori (Representative: Erica Lane, 8622 W. Catalpa Ave, Chicago, IL 60656)

Case Number: 24-054-TSUB

PINs: 09-28-107-008-0000; -009

Ward: #2, Alderman Colt Moylan

Existing Zoning: I-1, Institutional District (*both properties*)

Existing Land Use: Vacant property (*1655 S. Des Plaines River Road*); office building and parking lot (*1695 S. Des Plaines River Road*)

Surrounding Zoning:
North: C-3 General Commercial District
South: Single Family Residential District (R4) (Unincorporated Cook County)
East: Single Family Residential District (R4) (Unincorporated Cook County)
West: C-3 General Commercial District

Surrounding Land Use:
North: Multi-tenant Office Building (Commercial)
South: Cook County Forest Preserve (Recreation)
East: Des Plaines River; then Cook County Forest Preserve (Recreation)
West: Retail and Service Establishments (Commercial)

Street Classification: Des Plaines River Road is a minor arterial road under City of Des Plaines jurisdiction.

Comprehensive Plan: The subject property is illustrated as Open Space on the Future Land Use map in the 2019 Comprehensive Plan.

Zoning/Property History: *Overview*

The subject properties described below are both located along Des Plaines River Road in the City of Des Plaines but are bounded by the Des Plaines River and the Cook County Forest Preserve in unincorporated Cook County.

Address	PIN	Current Zoning District	Lot Size
1655 S. Des Plaines River Rd	09-28-107-008-0000	I-1, Institutional district	30,592.48 SF (0.70 acres)
1695 S. Des Plaines River Rd	09-28-107-009-0000	I-1, Institutional district	58,478.31 SF (1.34 acres)

The property at 1655 S. Des Plaines River Road is currently unimproved. However, the property at 1695 S. Des Plaines River Road is improved with a two-story, 19,000-square-foot commercial building with a surface parking area as shown on the attached ALTA/NSPS Land Title Survey.

Development Proposal and Previous Approvals

The applicant is interested in locating a private school and childcare center within the existing building on the subject properties. On June 3, 2024, City Council approved a text amendment to allow a childcare center in the I-1 district via Ordinance Z-8-24 and the following items via Ordinance Z-9-24: (i) map amendments to rezone both properties to I-1; (ii) a conditional use to allow a childcare center on the subject property; and (iii) five separate major variations related to parking lot location, setback, and landscaping.

Current Entitlement Request

The applicant requests the consolidation plat, which is the last required entitlement for this development. Section 13-1-2 of the Subdivision Regulations requires a subdivision or consolidation of a zoning lot or lots in a nonresidential zoned area and that are not a lot of record. for the applicant requests the tentative plat of consolidation, which is part one of the two-part process identified in Section 13-2-2 of the Subdivision Regulations.

Both properties abut the Des Plaines River on their eastern boundaries and, based on the current Federal Emergency Management Agency (FEMA) flood hazard maps, are located entirely within a flood hazard zone and a portion of the regulatory floodway. As such, any proposal is required to conform with all FEMA and City of Des Plaines Flood Control regulations prior to the construction of any improvements on either property. The applicant has been working with staff to address the various flood hazard zone concerns and will be required to obtain approval from the Public Works and Engineering (PWE) department prior to processing the final plat of consolidation.

TENTATIVE PLAT OF SUBDIVISION

Request Description:

Overview

The proposal includes the consolidation of the two existing lots into one 3.14-acre lot. The attached Tentative Plat of Brickton Montessori Subdivision shows the location, boundary, and size of the proposed consolidated lot. The plat also notes the previously vacated Springer Street right-of-way located at the southern portion of the subdivision that abuts the Cook County Forest Preserve District property.

Building Lines and Easements

The subdivision plat shows the following easements and building lines: (i) a new 50-foot front building setback line along Des Plaines River Road where the proposed subdivision abuts the street; (ii) new 25-foot side building setback lines along the north and south side property lines of the proposed subdivision; (iii) existing 12-foot and 15-foot by 15-foot public utility easements at the northwest corner of the subdivision; (iv) a permanent subterranean easement for the Metropolitan Water Reclamation District (MWRD) along the west side of the subdivision; (v) an 84-inch MWRD Storm Line along the south portion of the subdivision; and (vi) a notation related to a portion of the subdivision on the northwest corner that was taken by the Illinois Department of Transportation (IDOT) for roadway purposes.

The plat notes that the rear property line of the subdivision is located at the center thread of the Des Plaines River. As such, the rear 50-foot rear building setback line along the east boundary of the proposed subdivision is not shown. However, the existing office building is setback substantially further than 50 feet from the rear property line.

Utility Poles, Cables, and Structures; Utility Easements

The plat indicates the location of all public utilities and the size of the public storm sewer and water mains. In addition, the private utilities such as electric, gas, water, and storm sewer are also shown in compliance with Section 13-2-2.G of the Subdivision Regulations.

Section 13-2-2.E requires that the tentative approval of utility easements by all privately owned utility companies shall be indicated via written correspondence either via "will-serve" letters or lettered directly on the plat. The attached Private Utility Company Will Serve Letters for AT&T and Nicor are provided in conformance with this regulation. However, despite attempts from the petitioner, a "will-serve" letter from ComEd cannot be obtained at this time requiring the petitioner to seek a waiver from this requirement to the PZB. The PZB may approve of this waiver as noted or require the requirement to be met prior to the approval of the Tentative plat.

Subdivision Process, Required Public Improvements

Although the applicant's request is for a Tentative Plat only at this time, the Board and public may benefit from understanding the requirements of a Final Plat, which is the second step in the subdivision approval process. The steps for Final Plat are articulated in Sections 13-2-4 through 13-2-8 of the Subdivision Regulations and requires engineering plans that must be approved by PWE.

Ultimately a MWRD permit will be required for construction. Tentative Plat approval does not require submittal of engineering plans. However, the applicant has provided the attached Preliminary Engineering Plans. The Engineering review is more detailed for plans at the Final Plat stage, as those are accompanied by civil drawings, which are not required at the Tentative Plat stage. Regardless, the PWE Department has provided brief comments in the attached PWE Department Memo based on the submittal.

PZB Procedure and Recommended Conditions: Under Section 13-2-3 (Planning and Zoning Board's Procedure) of the Subdivision Regulations, the PZB has the final authority to approve, approve with conditions, or deny the Tentative Plat of Consolidation request at 1655 and 1695 S. Des Plaines River Road. Since a final plat will be required to consolidate these lots, there are no staff recommended conditions related to the Tentative plat request.

The petitioner has requested a waiver from Section 13-2-2.E of the Subdivision Regulations related to the securing of tentative approval of utility easements by all privately owned utility companies. Under Section 13-2-2 (Tentative Plat) of the Subdivision Regulations, the PZB has the final authority to waive the following requirements at the Tentative plat stage conditioned upon the applicant obtaining approval through the Final plat process. As such, the PZB should provide its determination of the waiver request as part of its decision on the Tentative Plat

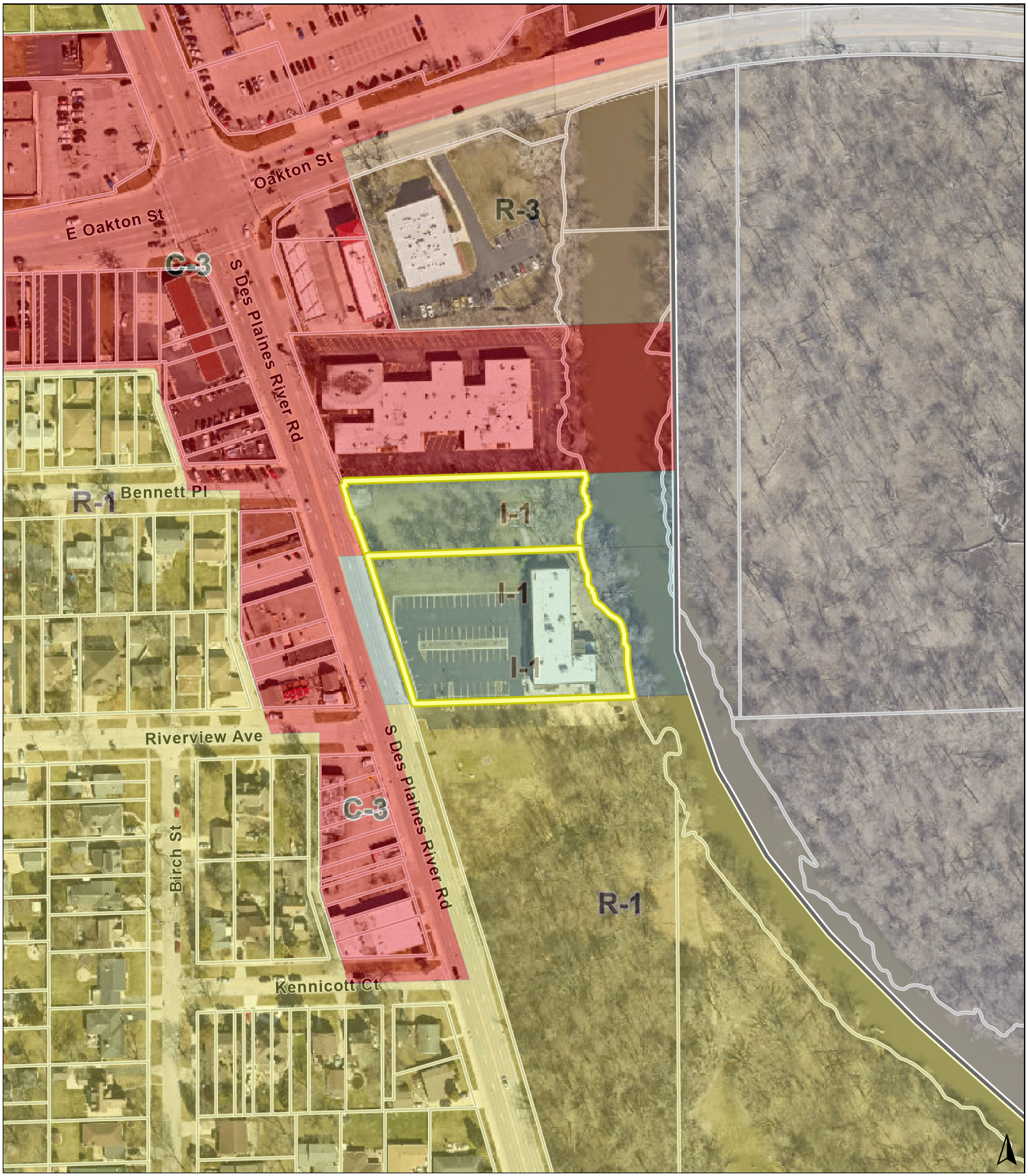
Attachments:

Attachment 1: Location Map
Attachment 2: Site and Context Photos
Attachment 3: ALTA/NSPS Land Title Survey
Attachment 4: Project Narrative
Attachment 5: Private Utility Company Will Serve Letters for AT&T and Nicor
Attachment 6: Select Preliminary Engineering Plans[1]
Attachment 7: Public Works and Engineering (PWE) Department Memo
Attachment 8: Tentative Plat of Subdivision

[1] Full copies available upon request to the Community and Economic Development department.

GISConsortium

1655 and 1695 S. Des Plaines River Road



0 250 500 ft

Print Date: 11/6/2024

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

1695 S. Des Plaines River Rd – Public Notice Sign

1695 S. Des Plaines River Rd – West Parking Area

1695 S. Des Plaines River Rd – Front of Building

1695 S. Des Plaines River Rd – South Side of Building

1655 S. Des Plaines River Rd– Front of Vacant Lot

1655 S. Des Plaines River Rd– Rear of Vacant Lot

1655 S. Des Plaines River Rd – Facing SE from Vacant Lot

1655 S. Des Plaines River Rd – Current Lot Line Between Properties

PROFESSIONALS ASSOCIATED
PHONE (847)475-1000
FAX (847)475-2167
E-MAIL: pa@professionalsassociated.com
www.professionalsassociated.com

PROFESSIONALS ASSOCIATED - MM SURVEY CO.
BOUNDARY * ALTA * TOPOGRAPHIC * CONDOMINIUM SURVEYS
7100 NORTH TRIPP AVENUE, LINCOLNWOOD, ILLINOIS
PROFESSIONAL DESIGN FIRM NO. 184-005303

ALTA/NSPS LAND TITLE SURVEY
OF

MMSURVEY
PHONE: (773) 283-5900
FAX: (773) 283-9424
E-MAIL: info@MMSurveyingChicago.com
www.mmsurveyingchicago.com

PARCEL 1:
A TRACT OF LAND IN RIVERS PARK SUBDIVISION OF SECTIONS 31 AND 36, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTH WEST CORNER OF BLOCK 10 IN SAID RIVERS PARK SUBDIVISION; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, ALONG THE WEST LINE OF SAID BLOCK 10, A DISTANCE OF 344.60 FEET TO THE SOUTH LINE OF SPRINGER STREET AND THE SOUTH LINE OF BLOCK 10 AFORESAID; THENCE WEST ON THE NORTH LINE OF SPRINGER STREET AND THE SOUTH LINE OF BLOCK 10 AFORESAID, 33.40 FEET TO THE POINT OF BEGINNING IN COOK COUNTY, ILLINOIS.

PARCEL 2:
THAT PART OF SPRINGER STREET LYING EAST OF THE EAST POINT OF WAY OF THE DES PLAINES RIVER ROAD AND WEST OF THE CENTER THREAD OF THE DES PLAINES RIVER AND SOUTH OF THE SOUTH LINE OF BLOCK 10 AND THE SOUTH LINE OF BLOCK 10 EXTENDED EAST IN RIVERS PARK SUBDIVISION OF SECTIONS 31 AND 36, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3:
THE SOUTH 100 FEET OF THE NORTH 437 FEET OF THAT PART LYING BETWEEN DES PLAINES RIVER ROAD AND CENTER OF DES PLAINES RIVER OF THE NORTHWEST 1/4 OF SECTION 36, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.
EXCEPT THE FOLLOWING DAVEN IN CONDEMNATION CASE NO. 50L70445: COMMENCING AT THE NORTHWEST CORNER OF THE ABOVE DESCRIBED TRACT; SAID POINT BEING ON THE EXISTING EASTERLY RIGHT OF WAY LINE OF DES PLAINES RIVER ROAD; THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 33.63 FEET TO THE POINT OF BEGINNING; HENCE CONTINUING ALONG SAID EXISTING RIGHT OF WAY LINE, THE SAME BEARING OF SOUTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, 49.00 FEET; THENCE NORTH 74 DEGREES 31 MINUTES 34 SECONDS EAST, 52.00 FEET; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, 49.00 FEET; THENCE SOUTH 74 DEGREES 31 MINUTES 34 SECONDS WEST 52.00 FEET TO THE POINT OF BEGINNING IN COOK COUNTY, ILLINOIS.

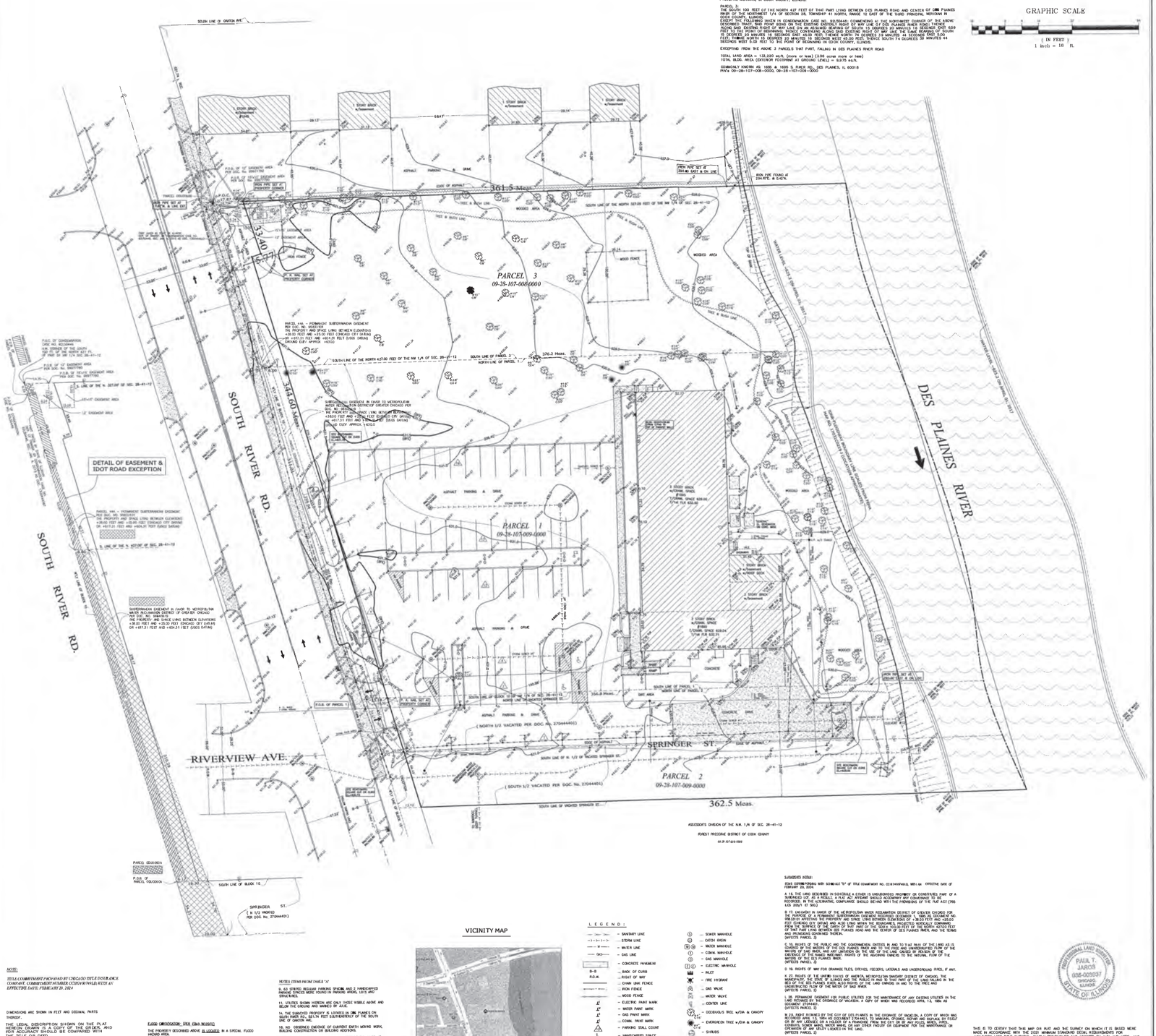
EXCEPTING FROM THE ABOVE 3 PARCELS THAT PART, FALLING IN DES PLAINES RIVER ROAD

TOTAL LAND AREA = 133,220 sq.ft. (more or less) CLOSE (some more or less)
100% BLDG. AREA (EXTERIOR FOOTPRINT AT GROUND LEVEL) = 8,976 sq.ft.

COMMONLY KNOWN AS: 1655 & 1695 S. RIVER RD., DES PLAINES, IL 60018
PIN'S 09-28-107-008-0000, 09-28-107-009-0000

NORTH

GRAPHIC SCALE
(IN FEET)
1 inch = 16 ft.



VICINITY MAP

L E G E N D :

- SEWER LINE
- STORM LINE
- WATER LINE
- GAS LINE
- CONCRETE PAVEMENT
- BACK OF CURB
- RIGHT OF WAY
- CHAIN LINK FENCE
- IRON FENCE
- WOOD FENCE
- ELECTRIC PAINT MARK
- WATER PAINT MARK
- GAS PAINT MARK
- COMM. PAINT MARK
- PARKING STALL COUNT
- HANDICAPPED SPACE
- TOP OF FOUNDATION ELEV.
- TOP OF 1st FLOOR ELEV.
- TOP OF BASEMENT FLOOR ELEV.
- TOP OF CRAWL SPACE FLOOR ELEV.
- METAL GUARD
- DEPRESSED CURB
- UTILITY POLE
- SEWER MANHOLE
- CATCH BASIN
- WATER MANHOLE
- COMM. MANHOLE
- GAS MANHOLE
- ELECTRIC MANHOLE
- INLET
- FIRE HYDRANT
- GAS VALVE
- WATER VALVE
- CENTER LINE
- DECIDUOUS TREE w/DIA. & CANOPY
- EVERGREEN TREE w/DIA. & CANOPY
- SHRUBS
- STREET SIGN
- POWER POLE W/WIRES
- LIGHT POST/WALL LIGHT
- STREET LIGHT
- COMMUNICATION (TEL., INTERNET, ETC.)

NOTE:
TITLE COMMITMENT FURNISHED BY CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NUMBER CCSH-5019614-IL1 WITH AN EFFECTIVE DATE: FEBRUARY 20, 2024

DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

THE LEGAL DESCRIPTION SHOWN ON THE PLAT HEREON DRAWN IS A COPY OF THE DEED, AND FOR ACCURACY SHOULD BE COMPARED WITH THE TITLE OR DEED.

DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING.

ORDER NO.: 108316

SCALE 1 INCH = 20 FEET.

DATE OF FIELD WORK: MARCH 04, 2024

ORDERED BY: SGV, INC.

REFER TO #88308

FLOOD DATA

FLOOD CERTIFICATION: (FEMA MAP)

THE PROPERTY DESCRIBED ABOVE IS LOCATED IN A SPECIAL FLOOD HAZARD AREA.
FLOODWAY MAPPED YES
100 YEAR FLOOD PLAIN YES
MAP USED FOR: NFIP
COMMUNITY NAME: DES PLAINES, CITY OF
COMMUNITY NUMBER: 170363
PANEL NUMBER: 0017H
MAP NUMBER: 17031C0017J
MAP REVISED DATE: AUGUST 19, 2019
FLOOD ZONE: AE
BASE FLOOD ELEVATION FROM FIS PROFILE (DFE = 629.0)
REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM (NAVD 1988).

NOTES (ITEMS FROM TABLE "A"

6. AS STATED, REGULAR PARKING SPACES AND 2 HANDICAPPED PARKING SPACES WERE FOUND IN PARKING AREAS, LOTS AND DRIVEWAYS.

11. UTILITIES SHOWN HEREON ARE ONLY THOSE VISIBLE ABOVE AND OBSERVED AT THE TIME OF SURVEY, MARCH 04, 2024.

16. NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.

17. NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES, IF ANY, WERE REPORTED TO THE SURVEYOR BY THE RESPONSIBLE AGENCIES. NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.

18. THERE ARE NO PLOTTABLE OFFSITE EASEMENTS DISCLOSED IN DOCUMENTS PROVIDED TO OR OBTAINED BY SURVEYOR.

19. PROFESSIONAL LIABILITY INSURANCE POLICY OBTAINED BY THE SURVEYOR IN THE MINIMUM AMOUNT OF $1,000,000.00 TO BE IN EFFECT THROUGHOUT THE CONTRACT WORK HEREUNDER OF INSURANCE TO BE FURNISHED UPON REQUEST.

LENDER'S NOTES:

ITEMS CORRESPONDING WITH SCHEDULE "B" OF TITLE COMMITMENT NO. CCSH-5019614-IL1, WITH AN EFFECTIVE DATE OF FEBRUARY 20, 2024.

9, 14. THE LAND DESCRIBED IN SCHEDULE A CITIES ITS UNDIVIDED PROPERTY OR CONCERNED, PART OF A STREET OR ALLEY VACATED BY DOCUMENT NO. 27044493, AFFECTS PARCEL 2 AS SHOWN HEREON. AS TO THE ALTA/NSPS, COMPLIANCE SHOULD BE MET WITH THE PROVISIONS OF THE TIRE ACT (TIN, I.D. 20U/T 10 SEC)

9, 17. EASEMENT IN FAVOR OF THE THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO FOR THE PURPOSE OF A PERMANENT SUBTERRANEAN EASEMENT RECORDED DECEMBER 19, 1989 AS DOCUMENT NO. 89-598,000 AND RE-RECORDED AS DOCUMENT NO. 89-598,000 ON JANUARY 31, 1990 AS DOCUMENT NO. 90-046,000 AFFECTS PARCEL 3 AS SHOWN HEREON AND ALSO LYING WITHIN THE BOUNDARIES PROJECTED VERTICALLY DOWNWARD FROM THE SURFACE OF THE LANDS OF THAT PART OF THE NORTH 437.00 FEET OF THE SOUTH 437.00 FEET OF THE NW 1/4 OF SEC. 28-41-12 LYING EAST OF DES PLAINES RIVER ROAD AND WEST OF THE CENTER THREAD OF THE DES PLAINES RIVER AND THE SURFACE OF DES PLAINES RIVER, AND THE FILLING AND PROVIDING OVERHEAD WORK.

9, 15. RIGHTS OF THE PUBLIC AND THE GOVERNMENTAL ENTITIES IN AND TO THAT PART OF THE LAND AS LIE DOWNING BY THE WATERS OF THE DES PLAINES RIVER AND TO THE RIGHT AND EASEMENT FOR NAVIGATION AND FLOW OF THE WATERS OF THE DES PLAINES RIVER AND TO THE EXISTENCE OF THE RIPARIAN RIGHTS OF THE ADJOINING OWNERS TO THE NATURAL FLOW OF THE WATERS OF THE DES PLAINES RIVER. AFFECTS PARCEL 3

9, 16. RIGHTS OF WAY FOR DRAINAGE TILES, DITCHES, FEEDERS, LATERALS AND UNDERGROUND PIPES, IF ANY.

9, 17. RIGHTS OF THE UNITED STATES OF AMERICA, METROPOLITAN SANITARY DISTRICT OF CHICAGO, THE MUNICIPALITY OF DES PLAINES AND THE PUBLIC IN AND TO THE NAVIGABLE WATERS LOCATED IN THE BED OF THE DES PLAINES RIVER, AND RIGHTS OF THE LAND OWNERS IN AND TO THE FREE AND UNINTERRUPTED USE OF THE RIVER OF SAID WATERS. AFFECTS PARCEL 3

9, 18. PERMANENT EASEMENT FOR PUBLIC UTILITIES FOR THE MAINTENANCE OF ANY EXISTING UTILITIES IN THE LAND RECORDED BY THE CHICAGO OF VACATION, A COPY OF WHICH WAS RECORDED APRIL 13, 1994 AS DOCUMENT 27044493. AFFECTS PARCEL 2

9, 23. RIGHT RESERVED BY THE CITY OF DES PLAINES IN THE ORDINANCE OF VACATION, A COPY OF WHICH WAS RECORDED APRIL 13, 1994 AS DOCUMENT 27044493, FOR THE MAINTENANCE OF EXISTING UTILITIES AND TILES OR BY ANY LICENSEE OR A HOLDER OF A FRANCHISE FROM THE CITY OR BY ANY PUBLIC WIRES, WIRES, CONDUITS, SEWER MAINS, WATER MAINS, OR ANY OTHER FACILITY OR EQUIPMENT FOR SUCH MAINTENANCE OR OPERATION OF THE BUILDING LOCATED IN THE LAND. AFFECTS PARCEL 2

9, 25. RIGHTS OF THE PUBLIC OR QUASI PUBLIC UTILITIES, IF ANY, FOR MAINTENANCE THEREIN OF POLES, CONDUITS, SEWERS, ETC. IN STREETS AND ALLEYS.

9, 31. RIGHTS OF THE PUBLIC, THE STATE OF ILLINOIS AND THE MUNICIPALITY IN AND TO THAT PART OF THE LAND, IF ANY, TAKEN OR USED FOR ROAD PURPOSES.

9, 33. OUR LEGAL DESCRIPTION IS FOR COMPARISONS ONLY SUBJECT TO OUR RESULTS AND REVIEW OF THE MATTERS RECITED IN A SURVEY AND TITLE COMMITMENT IS SUBJECT TO SUCH FURTHER EXCEPTIONS AS MAY BE DISCLOSED THEREIN. AFFECTS PARCEL 2

9, 35. EASEMENT AGREEMENT, MADE BY AND BETWEEN CHICAGO TITLE LAND TRUST COMPANY, AS TRUSTEE UNDER TRUST

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7(a), 7(b)(1), 7(c), 8, 9, 10(a), 14, 16, 17, 18, 19 AND 20 OF TABLE A THEREOF.
THE FIELD WORK WAS COMPLETED ON MARCH 04, 2024

DATE OF PLAT: MARCH 25, 2024

E. PROF. LAND SURVEYOR NUMBER: 035-3537
MY LICENCE EXPIRES NOVEMBER 30, 2024

DRAWN BY: A.D.

Brickton
MONTESSORI SCHOOL

Illinois State Recognized
Accredited by the Independent Schools
Association of the Central States and the
American Montessori Society

8622 W. Catalpa Ave. Chicago, IL 60656 ph (773) 714-0646 fx (773) 714-9361 www.brickton.org

Jonathan Stytz, AICP, Senior Planner (Project Lead)
Community and Economic Development Department
1420 Miner Street
Des Plaines, IL 60016

Re: Project Narrative for Tentative Plat of Consolidation
1655 & 1695 S. River Road, Des Plaines, IL – Brickton Montessori School

Dear Mr. Stytz,

Brickton Montessori School has completed the purchase of the subject property located at 1655 S. River Road and 1695 S. River Road in Des Plaines. Brickton Montessori has requested a series of zoning changes to convert an existing building into a school and day care facility. These zoning changes included map amendments and rezoning the subject property to allow a childcare center on the subject property.

Pursuant to Technical Review Board Comments dated March 12, 2024, and Des Plaines Subdivision Regulations (Title 13) of the City Code require PIN consolidation of the two subject properties. Pursuant to 13-2-2 regarding tentative plat submittals, please find attached, the "Tentative Plat of Brickton Subdivision," showing the legal joining of the subject property lots.

The Owner shall be:
Brickton Montessori School
8622 W. Catalpa Ave
Chicago, IL 60656

Please do not hesitate to reach out with any questions or if you would like to further discuss this application. We look forward to speaking with you.

With warm regards,

Erica Lane
Head of School
Brickton Montessori School
(773) 714-0646
www.brickton.org

Attachments:

- Development Application
- Property Deeds
- List of Professional Consultants
- Plat of Survey
- Tentative Plat of Subdivision (Consolidation)
- Preliminary Engineering

October 23rd, 2024

Matthew J Gardner
Attorney
Robbins Schwartz

PROPERTIES CONSOLIDATION APPROVAL LETTER

Dear Mr. Gardner,
This letter is in response to the request for approval of the consolidation of properties 1655 & 1695 S. River rd, Des Plaines, IL for Brickton Montessori School development.

This letter acknowledges that AT&T does not object to the above stated property consolidation.
Please be advised that this letter is not a commitment to vacate the AT&T utility easement on the North-West side of property 1655 S. River rd. Des Plaines.

Please contact me at the phone number included in this letter if you have any questions.

Thank you for contacting AT&T.

Sincerely

Kolade Fajimi (Engineer)
Mgr Osp Plng & Eng Design
ATO, Construction & Engineering-MW

AT&T
1000 Commerce Dr,
Oak Brook, IL 60523
M 847-226-7885 | kf129f@att.com

Nicor Gas

November 6, 2024

Erica Lane, Head of school
Brickton Montessori School
1695 S.River Road
Des Plaines, IL 60018

This letter shall serve as Nicor Gas' intention and availability to serve the consolidation of two parcels and project located in 1695 S River Rd, Des Plaines, IL 60018. Nicor Gas can only provide an underground service line per parcel unless specified by the Field Operations and Engineering team. Nicor Gas will provide 200' of gas **main** per new customer/meter and 60' of **service** line per new customer/meter at no cost. If your project exceeds these footages, we will determine the cost to you based on an economic evaluation of the project, as well as any unusual condition which may apply, i.e. directional boring charges, etc.

Nicor requires that you complete specified improvements and obtain private property rights before providing service. Curbing established, required sleeves installed at paved intersections and under all pavements for new commercial services.

Private property rights must be obtained, and any easements, rights-of-way and underground utility lines must be staked and clearly marked. All necessary permits need approved prior to all service & gas main installations.

If you have any questions, please feel free to contact me at 779-227-4011.

Best regards,

Jocelyn Hernandez
New Business Construction Consultant

PROJECT

BRICKTON MONTESSORI SCHOOL

P.I.N.

09-28-107-009-0000

PROJECT ADDRESS

1695 SOUTH RIVER RD.
DES PLAINES, IL 60018

BENCHMARKS

SQUARE CUT ON CURB

Elevation: 631.78

SQUARE CUT ON CURB

Elevation: 630.73

SQUARE CUT ON CURB

Elevation: 628.66

DRAWING INDEX

CIVIL DRAWINGS

C001	GENERAL NOTES
C002	MWRD GENERAL NOTES
C003	SITE EXISTING CONDITIONS
C100	SITE DEMOLITION PLAN
C200	SITE DIMENSION PLAN
C210	SITE TURNING MOVEMENT PLAN
C300	SITE GRADING PLAN
C310	SITE EROSION CONTROL PLAN
C400	SITE UTILITY PLAN
C500	CITY OF DES PLAINES DETAILS
C501	CITY OF DES PLAINES DETAILS
C502	MWRD DETAILS
C503	SITE DETAILS
C504	SITE DETAILS
C600	OPERATION AND MAINTENANCE PLAN
C700	STORMWATER MANAGEMENT PLAN

SITE MAP

LEGEND

MWRD INTERCEPTOR

PROJECT TEAM

OWNER:

Brickton MONTESSORI SCHOOL

1695 SOUTH RIVER RD
DES PLAINES, IL 60018
(T) 773-714-0646

ARCHITECT:

wkarch

343 S. DEARBORN ST.
SUITE 200
CHICAGO, IL 60604
(T) 312.939.7787

CIVIL ENGINEER AND LANDSCAPE ARCHITECT:

TERRA ENGINEERING LTD.

225 W Ohio Street, Suite 400
Chicago, IL 60654
(T) 312-467-0123 | (F) 312-467-0220

PRIOR TO STARTING UNDERGROUND CONSTRUCTION
THE CONTRACTOR SHALL CALL J.U.L.I.E. AT
1-800-892-0123 FOR UNDERGROUND UTILITIES LOCATION.

THIS CERTIFIES THAT THESE DRAWINGS HAVE BEEN REVIEWED TO THE BEST OF MY KNOWLEDGE AND THAT I BELIEVE THEY ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA), AND ALL CODES AND BUILDING ORDINANCES OF THE CITY OF CHICAGO, STATE OF ILLINOIS.

LICENSED ENGINEER OF RECORD

DRAINAGE STATEMENT

TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE PROPOSED DEVELOPMENT. IF ANY DRAINAGE PATTERNS WILL BE CHANGED, REASONABLE PROVISIONS HAVE BEEN MADE FOR THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO THE PUBLIC AREA, OR DRAINS APPROVED FOR THE USE BY THE MUNICIPAL ENGINEER, AND THAT SUCH SURFACE WATERS ARE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGES TO ADJOINING PROPERTIES.

DUTY TO INDEMNIFY

THE CONTRACTOR SHALL DEFEND, INDEMNIFY, KEEP SAFE HARMLESS THE MUNICIPALITY, OWNER AND ENGINEER, AND THEIR RESPECTIVE BOARD MEMBERS, REPRESENTATIVES, AGENTS AND EMPLOYEES, IN BOTH INDIVIDUAL AND OFFICIAL CAPACITIES, AGAINST ALL SUITS, CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING ATTORNEY'S FEES, CAUSED BY, GROWING OUT OF, OR INCIDENTAL TO THE PERFORMANCE OF WORK UNDER THE CONTRACT BY THE CONTRACTOR OR ITS SUBCONTRACTORS TO THE FULL EXTENT AS ALLOWED BY THE LAWS OF THE STATE OF ILLINOIS AND NOT BEYOND ANY EXTENT WHICH WOULD RENDER THESE PROVISIONS VOID OR UNENFORCEABLE. THIS OBLIGATION INCLUDES BUT IS NOT LIMITED TO: THE ILLINOIS LAWS REGARDING STRUCTURAL WORK [IL REV. STAT. CH 48, PAR. 60 AT SEQ.] AND REGARDING THE PROTECTION OF ADJACENT LANDOWNERS [IL. REV. STAT. CH. 17-1/2 PAR. 51 ET. SEQ.]. IN THE EVENT OF ANY SUCH INJURY [INCLUDING DEATH] OR LOSS OR DAMAGE, OF CLAIMS THEREFORE, OR CLAIMS THEREFORE, THE CONTRACTOR SHALL GIVE PROMPT NOTICE TO THE OWNER.

Contact the Metropolitan Water Reclamation District of Greater Chicago 2 days before starting work.

P (708) 588-4055
E WMOJobStart@mwrd.org

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1	10/18/2024	ISSUE FOR PLAT OF CONSOLIDATION

LICENSED PROFESSIONAL ENGINEER
KEVIN HEJTMANEK
062-067844
OF ILLINOIS

Project

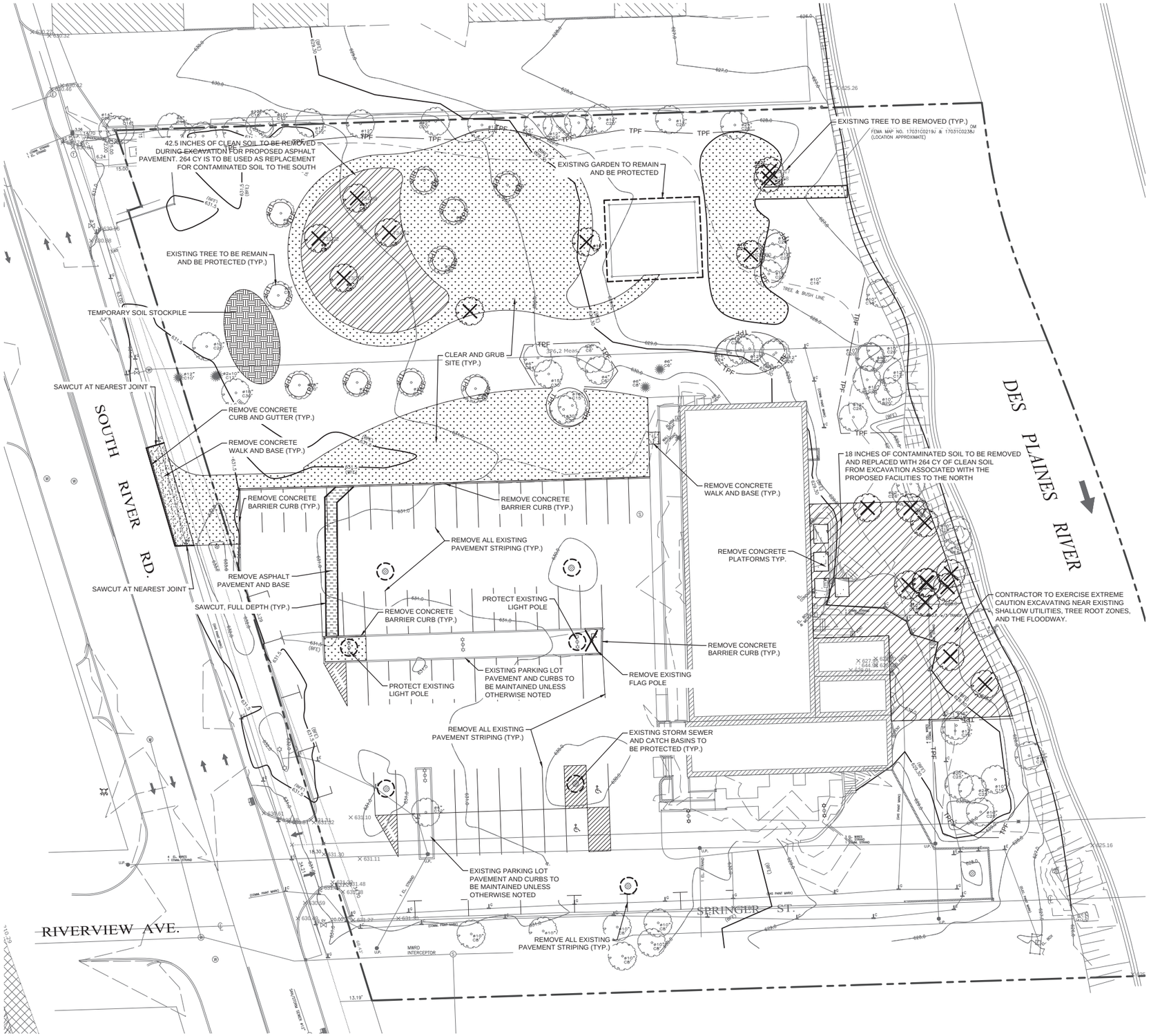
Brickton Montessori School
1695 South River Road
Des Plaines, IL 60018

COVER SHEET

Drawing No C000

Scale AS NOTED

Job No R3072



Scale: 1 inch = 20 feet

LEGEND:

- PROPERTY LINE
- LIMITS OF WORK
- EXISTING BUILDING
- REMOVE CONCRETE WALK AND BASE
- **REMOVE STREET PAVEMENT AND BASE**
- CLEAR AND GRUB SITE
- CLEAN SOIL EXCAVATION LIMITS
- CONTAMINATED SOIL EXCAVATION LIMITS
- TEMPORARY SOIL STOCKPILE
- REMOVE CONCRETE CURB AND GUTTER
- REMOVE CONCRETE BARRIER CURB
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- SAWCUT (FULL DEPTH)
- TPF — TREE PROTECTION FENCE
- ITEM TO REMAIN AND BE PROTECTED
- ITEM TO BE REMOVED

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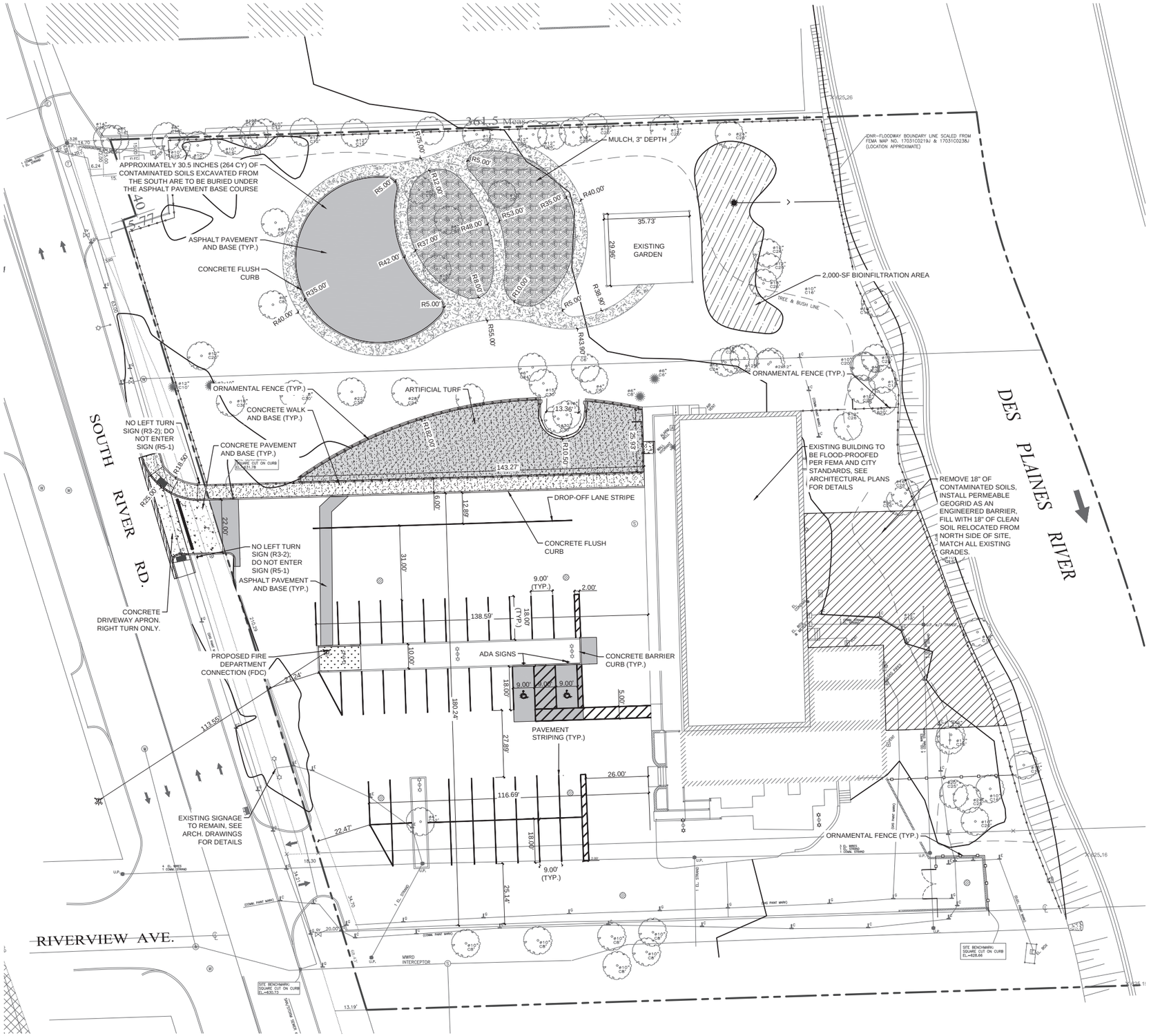
Brickton Montessori School
1695 South River Road
Des Plaines, IL 60018

SITE DEMOLITION PLAN

Drawing No
C100

Scale AS NOTED

Job No R3072



N

20' 0 10' 20' 40'

Scale: 1 inch = 20 feet

LEGEND:

- PROPERTY LINE
- EXISTING BUILDING
- CONCRETE PAVEMENT AND BASE
- CONCRETE WALK AND BASE
- ASPHALT PAVEMENT AND BASE
- ARTIFICIAL TURF
- **STORMWATER BMP**
- CONCRETE BARRIER CURB
- ORNAMENTAL FENCE
- MULCH, 3" DEPTH
- STABILIZED GRANITE PATH
- **CONTAMINATED SOIL EXCAVATION LIMITS**
- EXISTING TREE TO REMAIN
- ADA MARKING

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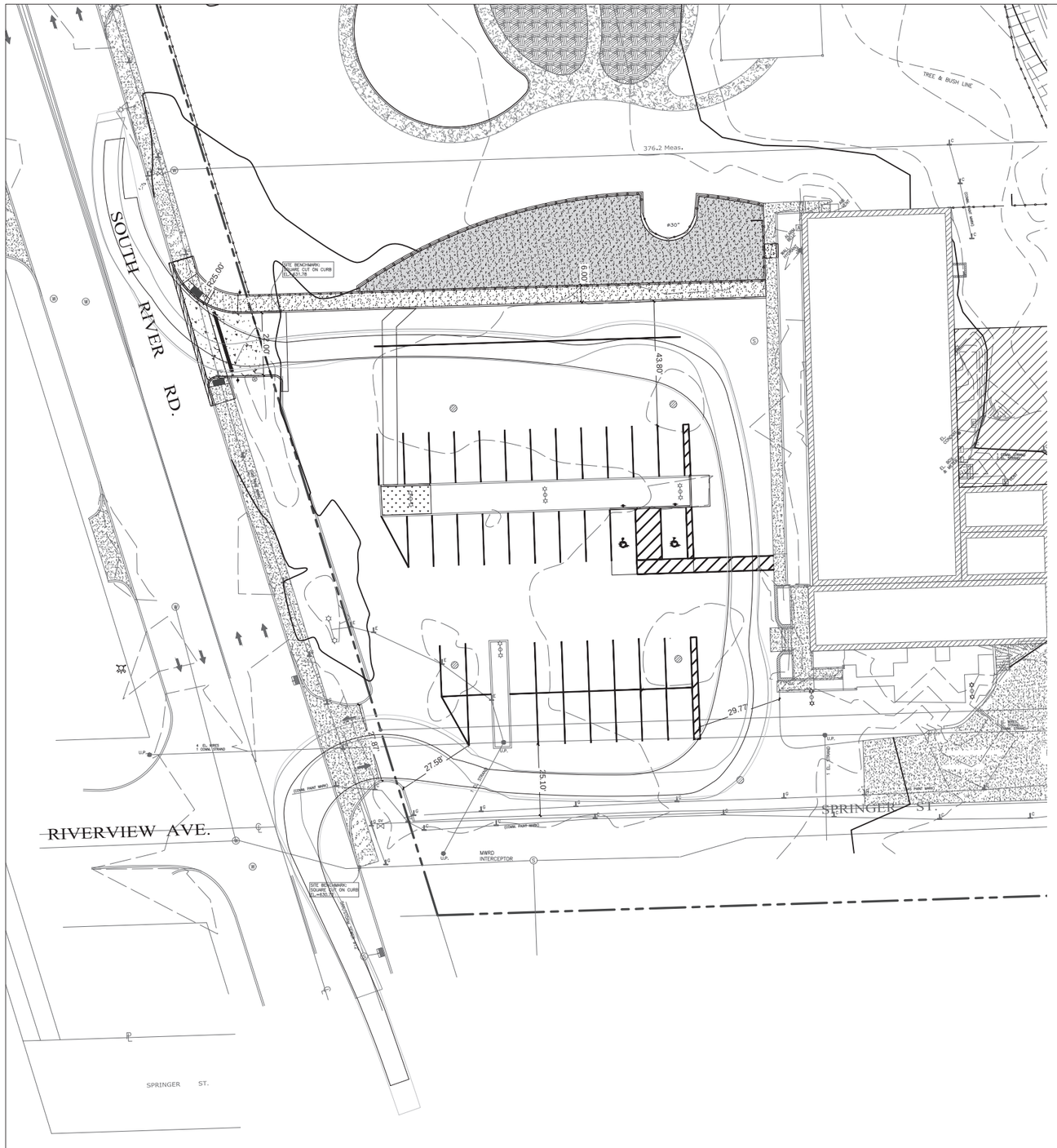
1695 South River Road
Des Plaines, IL 60018

SITE DIMENSION PLAN

Drawing No
C200

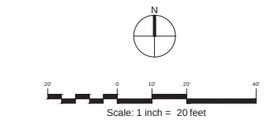
Scale AS NOTED

Job No R3072



1 PARKING LOT LOOP

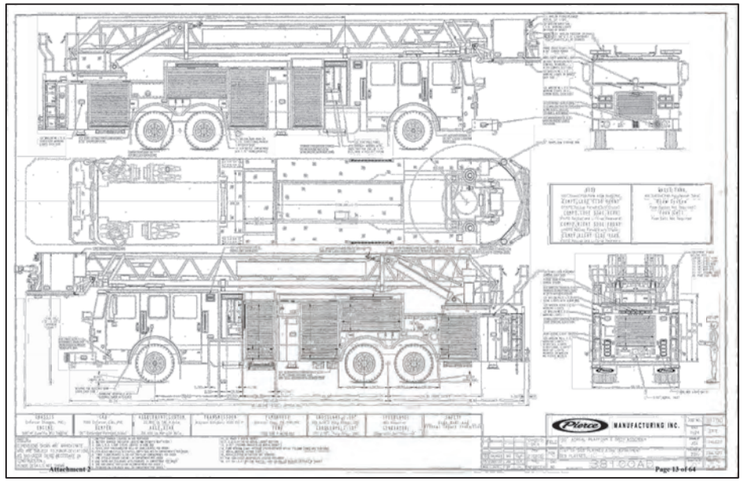
SCALE: 1" = 20'



Scale: 1 inch = 20 feet

LEGEND:

- TIRE PATH
- MIRROR PATH
- CHASSIS PATH



100-FT AERIAL PLATFORM TRUCK

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OF ILLINOIS

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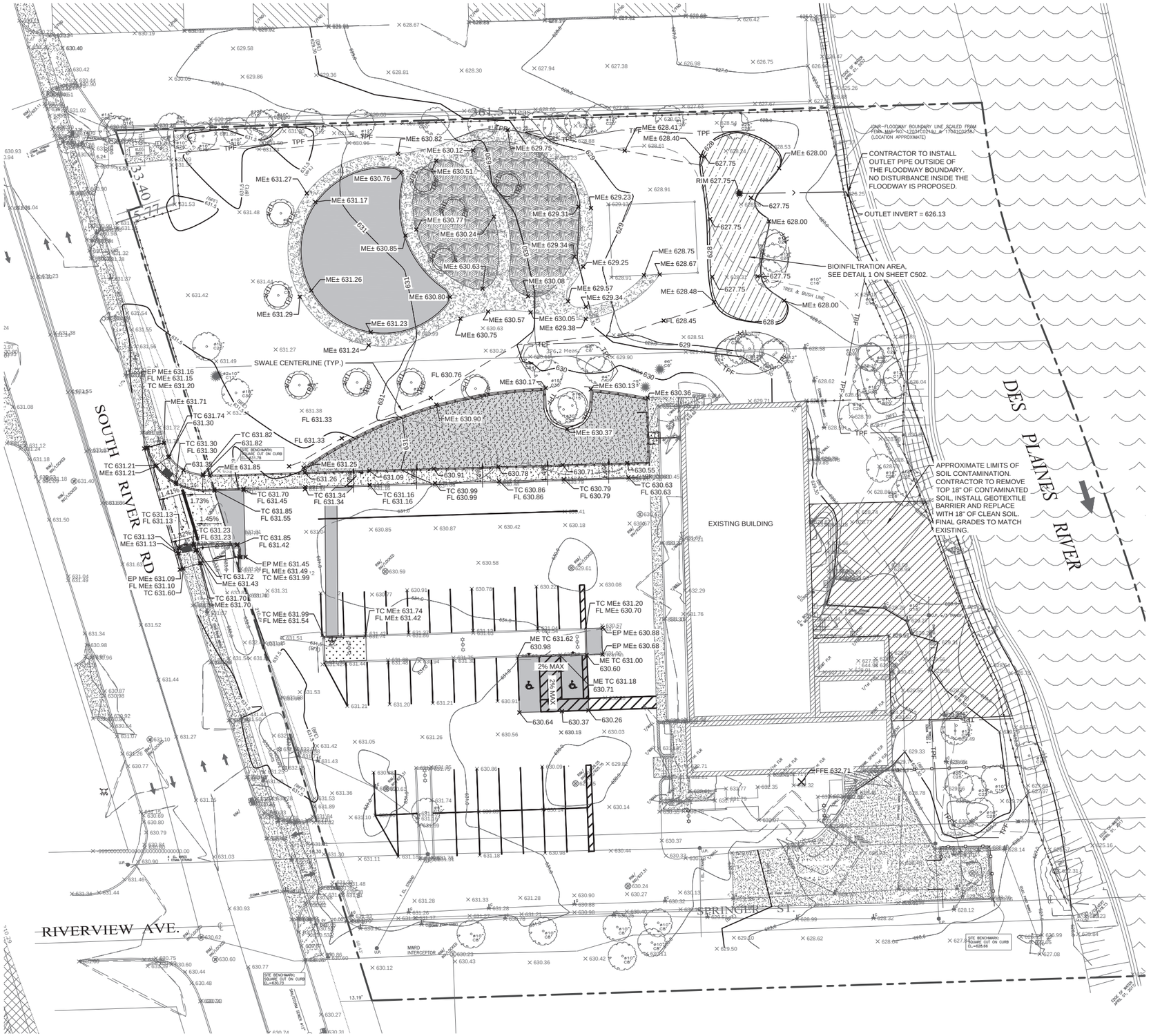
Brickton Montessori School
1695 South River Road
Des Plaines, IL 60018

TURNING MOVEMENT PLAN

Drawing No
C210

Scale AS NOTED

Job No R3072



Scale: 1 inch = 20 feet

LEGEND:

- PROPERTY LINE
- EXISTING BUILDING
- TC XX.XX / FL XX.XX — TOP OF CURB ELEVATION / FLOW LINE ELEVATION
- XX.XX — SPOT ELEVATION
- 1.0% — SLOPE ARROW
- ME± — MATCH EXISTING
- DC — DEPRESSED CURB
- 10 — MAJOR CONTOUR
- 9 — MINOR CONTOUR
- SWALE CENTERLINE
- CONTAMINATED SOIL EXCAVATION LIMITS

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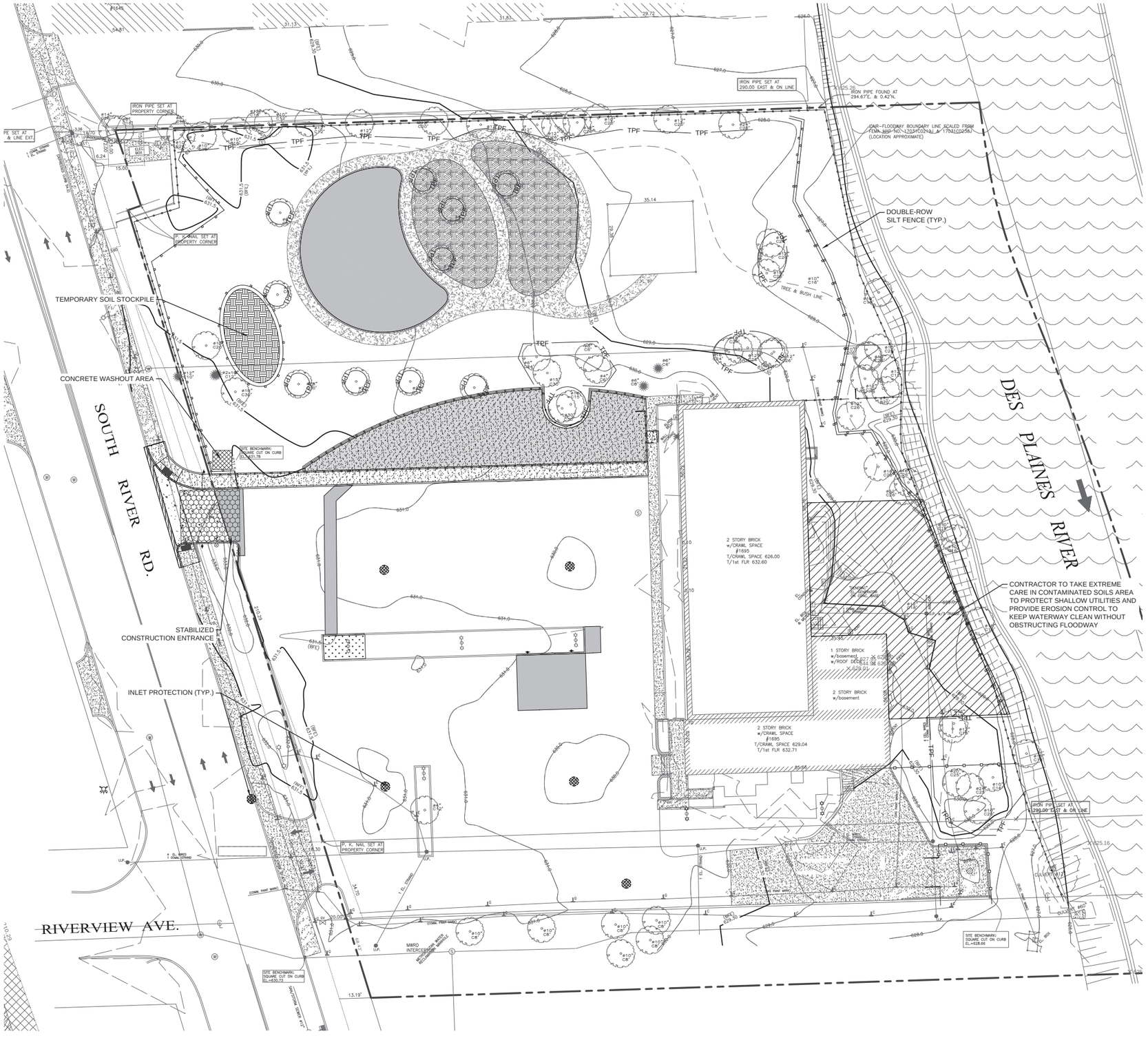
Brickton Montessori School
1695 South River Road
Des Plaines, IL 60018

SITE GRADING PLAN

Drawing No
C300

Scale AS NOTED

Job No R3072



Scale: 1 inch = 20 feet

LEGEND:

- PROPERTY LINE
- EXISTING BUILDING
- SILT FENCE
- FURNISH AND INSTALL INLET/CATCH BASIN FILTER
- STABILIZED CONSTRUCTION ENTRANCE
- CONCRETE WASHOUT AREA
- TEMPORARY SOIL STOCKPILE
- TPF — TREE PROTECTION FENCE

ESTIMATED SEQUENCE OF MAJOR CONSTRUCTION ACTIVITIES

1. STABILIZED CONSTRUCTION ENTRANCE INSTALLATION
2. SILT FENCE INSTALLATION
3. SITE CLEARING AND GRUBBING
4. TOPSOIL STRIPPING AND STOCKPILING
5. GRADING
6. CONSTRUCTION OF PROPOSED IMPROVEMENTS
7. CONSTRUCTION WASTE DISPOSAL
8. TEMPORARY AND PERMANENT STABILIZATION
9. REMOVAL OF TEMPORARY EROSION AND SEDIMENT CONTROL PRACTICES ONCE SITE IS STABILIZED

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062-067844
OF ILLINOIS

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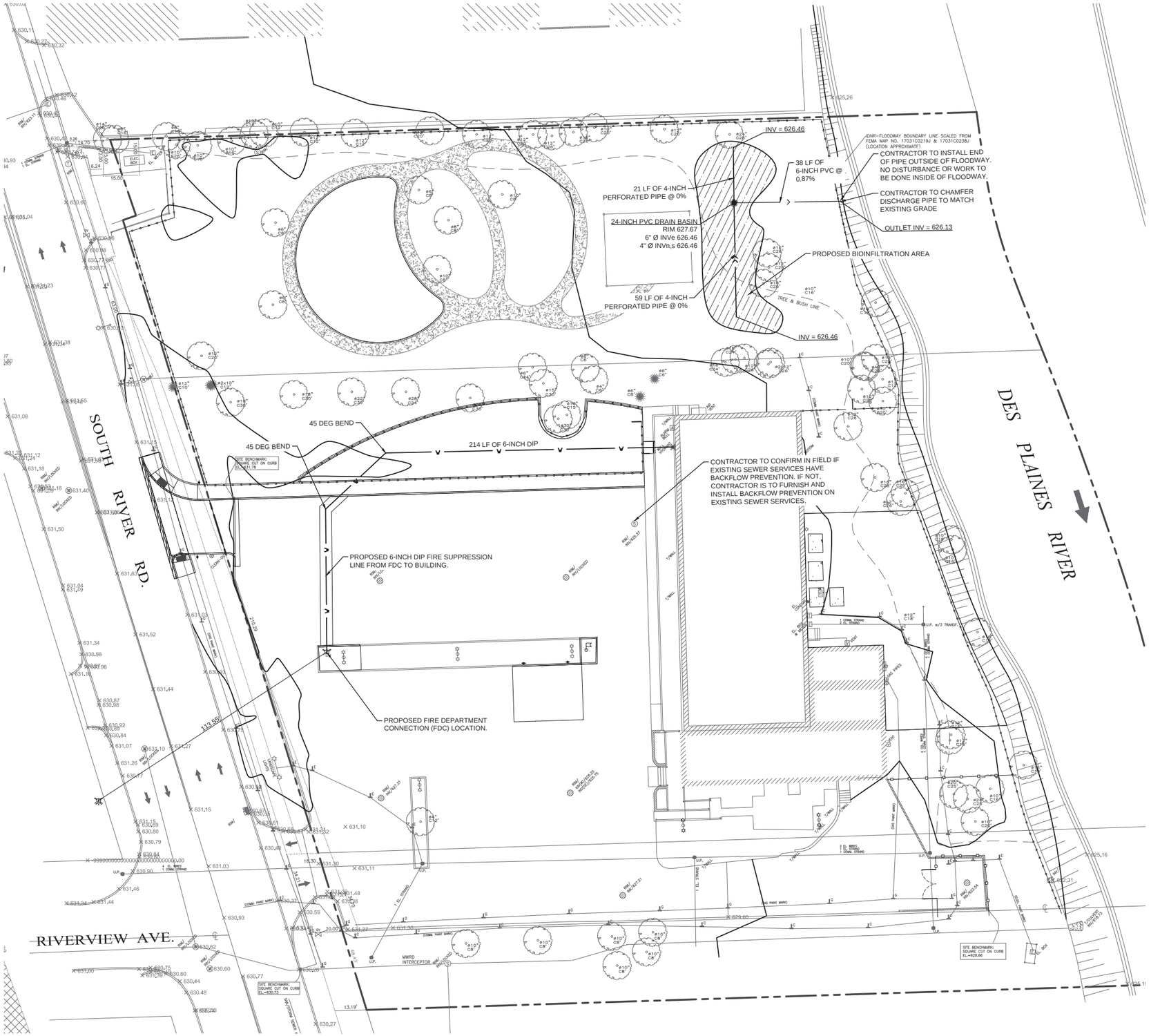
Brickton Montessori School
1695 South River Road
Des Plaines, IL 60018

SITE EROSION CONTROL PLAN

Drawing No
C310

Scale AS NOTED

Job No R3072



N

20' 0 10' 20' 40'

Scale: 1 inch = 20 feet

LEGEND:

- PROPERTY LINE
- EXISTING BUILDING
- STORMWATER BMP
- STORM SEWER
- PERFORATED PIPE
- WATER SERVICE
- FIRE DEPARTMENT CONNECTION (FDC)
- 3'Ø MANHOLE (MH)

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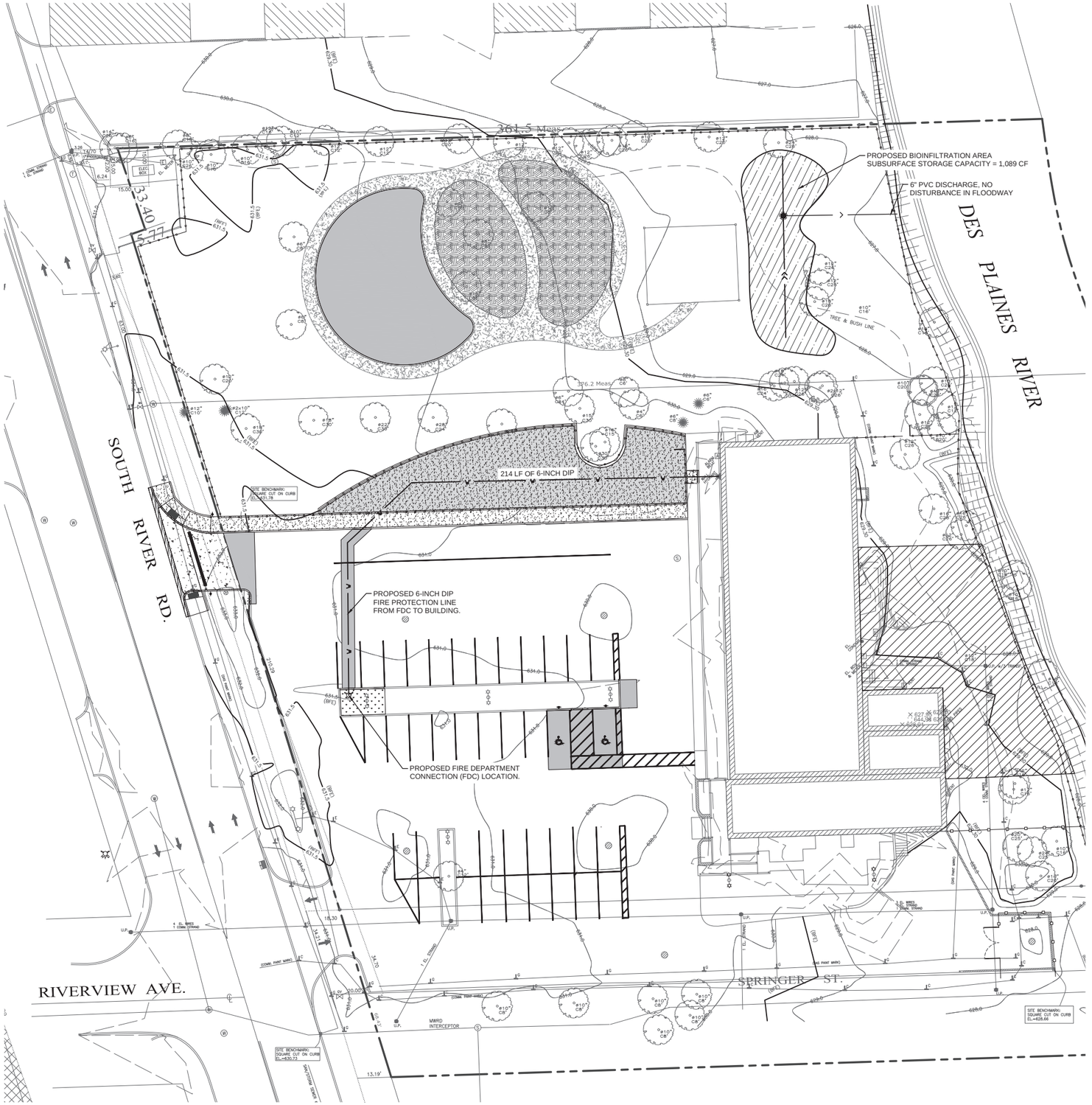
Brickton Montessori School
1695 South River Road
Des Plaines, IL 60018

SITE UTILITY PLAN

Drawing No
C400

Scale AS NOTED

Job No R3072



N

20' 0 10' 20' 40'

Scale: 1 inch = 20 feet

STORMWATER SUMMARY

DETENTION	
REQUIRED DETENTION (CF):	0
PROVIDED DETENTION (CF):	0

VOLUME CONTROL	
REQUIRED VOLUME CONTROL (CF):	1043
PROVIDED VOLUME CONTROL:	1,089

O&M PRACTICES AND IMPLEMENTATION SCHEDULE:

INFORMATION IN THIS SECTION OUTLINES THE SPECIFIC INSPECTION AND MAINTENANCE REGIMEN FOR EACH BMP (BEST MANAGEMENT PRACTICE) AND MUST COMPLY WITH THE FOLLOWING:

1. O&M PLAN PROCEDURES AND PRACTICES MUST BE REVIEWED AND ASSESSED ANNUALLY.
2. ACCESS ROUTES INCLUDING ROADWAYS AND SIDEWALKS MUST BE REVIEWED AND ASSESSED ANNUALLY.
3. DRAINAGE STRUCTURES AND FLOW RESTRICTORS MUST BE INSPECTED AND CLEANED SEMI-ANNUALLY.
4. VOLUME CONTROL BMPS SHALL BE INSPECTED SEMI-ANNUALLY AND AFTER SIGNIFICANT RAINFALL EVENTS EXCEEDING 1.5 INCHES.
5. VEGETATION SHALL BE MAINTAINED ON A REGULAR BASIS.
6. PEST CONTROL MEASURES SHALL BE IMPLEMENTED TO ADDRESS INSECTS AND RODENTS.
7. SIGNAGE AND FENCING SHALL BE INSTALLED AND MAINTAINED WHERE NECESSARY TO PROTECT PROPERTY AND THE PUBLIC
8. UNDERGROUND VAULTS MUST INCLUDE DESIGN MEASURES TO FACILITATE CLEANING AND MAINTENANCE. CONFINED SPACE SAFETY PROCEDURES MUST BE FOLLOWED.

NATURAL LANDSCAPING

1. AS NEEDED/ONGOING
   - 1.1. WATER PLANTS DURING FIRST GROWING SEASON
   - 1.2. WATER PLANTS DURING DRY PERIODS AFTER FIRST GROWING SEASON
   - 1.3. REMULCH VOID AREAS
   - 1.4. TREAT DISEASED TREES AND SHRUBS
   - 1.5. TREES COUNTED AS A STORMWATER MANAGEMENT BMP THAT DO NOT SURVIVE SHOULD BE REPLACED
   - 1.6. KEEP OVERFLOW FREE AND CLEAR OF LEAVES
2. MONTHLY
   - 2.1. INSPECT SOIL AND REPAIR ERODED AREAS
   - 2.2. REMOVE LITTER AND DEBRIS
   - 2.3. CLEAR LEAVES AND DEBRIS FROM OVERFLOW
3. TWICE PER YEAR
   - 3.1. INSPECT TREES AND SHRUBS TO EVALUATE HEALTH. ANY TREES COUNTED AS A STORMWATER MANAGEMENT BMP THAT DO NOT SURVIVE SHOULD BE REPLACED
4. ONCE PER YEAR
   - 4.1. ADD ADDITIONAL MULCH
   - 4.2. INSPECT FACILITY AND PRETREATMENT AREAS FOR SEDIMENT BUILDUP, EROSION, VEGETATIVE CONDITIONS, ETC.

BIOINFILTRATION SYSTEMS

1. AS NEEDED/ONGOING
   - 1.1. WATER PLANTS DURING FIRST GROWING SEASON
   - 1.2. WATER PLANTS DURING DRY PERIODS AFTER FIRST GROWING SEASON
   - 1.3. REMULCH VOID AREAS
   - 1.4. TREAT DISEASED TREES AND SHRUBS
   - 1.5. KEEP OVERFLOW FREE AND CLEAR OF LEAVES
2. MONTHLY
   - 2.1. INSPECT SOIL AND REPAIR ERODED AREAS
   - 2.2. REMOVE LITTER AND DEBRIS
   - 2.3. CLEAR LEAVES AND DEBRIS FROM OVERFLOW
3. TWICE PER YEAR
   - 3.1. INSPECT TREES AND SHRUBS TO EVALUATE HEALTH
4. ONCE PER YEAR
   - 4.1. ADD ADDITIONAL MULCH
   - 4.2. INSPECT FACILITY AND PRETREATMENT AREAS FOR SEDIMENT BUILDUP, EROSION, VEGETATIVE CONDITIONS, ETC.

UNDERGROUND DETENTION SYSTEMS

1. AS NEEDED/ONGOING
   - 1.1. REMOVAL OF SEDIMENT AND DEBRIS FROM SUBSURFACE VAULT SEDIMENTATION CHAMBER WHEN THE SEDIMENT ZONE IS FULL AS WELL AS FROM THE INLET AND OUTLET PIPES. SEDIMENTS SHOULD BE TESTED FOR TOXICANTS IN COMPLIANCE WITH APPLICABLE DISPOSAL REQUIREMENTS IF THE LAND USES IN THE CATCHMENT INCLUDE COMMERCIAL OR INDUSTRIAL ZONES, OR IF INDICATIONS OF POLLUTION ARE NOTICED
2. QUARTERLY
   - 2.1. FLOATING DEBRIS SHOULD BE REMOVED
3. ONCE PER YEAR
   - 3.1. INSPECTION OF SUBSURFACE VAULT AND CONTROL STRUCTURES

CONTROL STRUCTURE AND APPURTENANCES

1. AS NEEDED/ONGOING
   - 1.1. REMOVAL OF SEDIMENT AND DEBRIS FROM CONTROL STRUCTURE SUMP WHEN THE SEDIMENT ZONE IS FULL.
2. QUARTERLY
   - 2.1. FLOATING DEBRIS SHOULD BE REMOVED FROM CONTROL STRUCTURE
3. SEMI-ANNUALLY
   - 3.1. BACKFLOW PREVENTOR SHALL BE INSPECTED AND CLEARED OF ANY DEBRIS AND/OR BLOCKAGES.
   - 3.2. VORTEX RESTRICTOR SHALL BE INSPECTED, CLEARED OF ANY DEBRIS AND/OR BLOCKAGES, AND CLEANED AS NECESSARY.
4. ONCE PER YEAR
   - 4.1. INSPECTION OF CONTROL STRUCTURE

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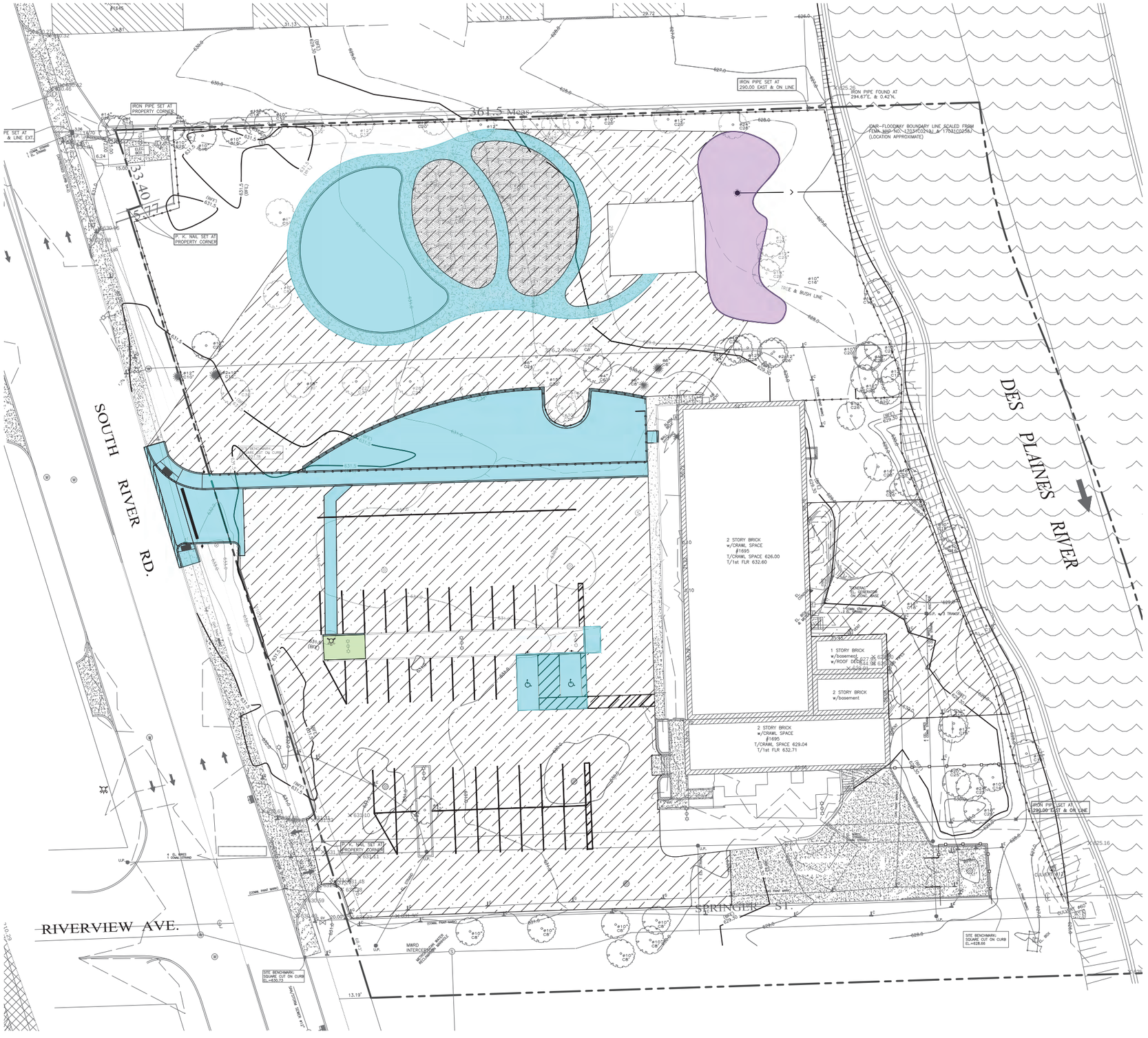
Brickton Montessori School
1695 South River Road
Des Plaines, IL 60018

OPERATION AND MAINTENANCE PLAN

Drawing No
C600

Scale AS NOTED

Job No R3072



Scale: 1 inch = 20 feet

LEGEND:

- PROPERTY LINE
- EXISTING BUILDING
- PERVIOUS AREA
- IMPERVIOUS AREA
- BIOINFILTRATION AREA
- MAINTENANCE AREA

DRAINAGE AREAS

TOTAL DISTURBED AREA	
PERVIOUS AREA (AC):	0.00
IMPERVIOUS AREA (AC):	0.29
GRAVEL AREA (AC):	0.00
BIOINFILTRATION AREA (AC):	0.05
TOTAL AREA (AC):	0.34
ADJUSTED CN:	78.85

STORMWATER SUMMARY

DETENTION	
REQUIRED DETENTION (CF):	0
PROVIDED DETENTION (CF):	0

VOLUME CONTROL	
REQUIRED VOLUME CONTROL (CF):	1043
PROVIDED VOLUME CONTROL:	1,089

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Project

Brickton Montessori School
1695 South River Road
Des Plaines, IL 60018

STORMWATER MANAGEMENT PLAN

Drawing No
C700

Scale AS NOTED

Job No R3072

PUBLIC WORKS AND ENGINEERING DEPARTMENT
1420 Miner Street
Des Plaines, IL 60016
P: 847.391.5390
desplainesil.gov

Date: November 6, 2024

To: Jonathan Stytz, Senior Planner

From: Timothy P. Oakley, P.E., CFM, Director of Public Works and Engineering

Cc: Becka Shipp, P.E., Assistant Director of Public Works and Engineering

Subject: 1695 River Rd. Proposed Brickton Montessori school

Public Works and Engineering has reviewed the preliminary architectural plans for the above. We are concerned about the developer's proposal to build a floodwall around the building to satisfy FEMA/NFIP requirements for a substantial improvement in the floodplain without changing the City's class 5 CRS rating (that gives our residents a 25% discount on their flood insurance premiums). The city will need final engineering plans stamped by a PE and SE ensuring the above. The city will also require the floodwall to be built first and an as-built plan of the floodwall submitted to FEMA/NFIP for their approval. Once this approval from NFIP/FEMA has been obtained the building can then be built. MWRD WMO and IDOT permits will be required in addition to the above.

JL/jl

FAX: (847) 675-2167

PROFESSIONALS ASSOCIATED
PHONE: (847) 675-3000

E-MAIL: pa@professionalsassociated.com
www.professionalsassociated.com

PROFESSIONALS ASSOCIATED - MM SURVEY CO.
BOUNDARY * ALTA * TOPOGRAPHIC * CONDOMINIUM SURVEYS
7100 NORTH TRIPP AVENUE, LINCOLNWOOD, ILLINOIS
PROFESSIONAL DESIGN FIRM NO. 184-003023

MM SURVEY
PHONE: (773) 282-5900
FAX: (773) 282-9424
E-MAIL: info@MMSurveyingChicago.com
www.mmsurveyingchicago.com

NORTH

"TENTATIVE PLAT OF BRICKTON MONTESSORI SUBDIVISION"

PLAT OF SUBDIVISION

OF

PARCEL 1:
A TRACT OF LAND IN REVERE PARK SUBDIVISION OF SECTIONS 21 AND 28, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTH WEST CORNER OF BLOCK 10 IN REVERE PARK AFORESAID; THENCE NORTHWESTERLY ON THE WEST LINE OF SAID BLOCK 10, 207.6 FEET; THENCE EAST PARALLEL WITH THE SOUTH LINE OF SAID BLOCK TO CENTER OF DES PLAINES RIVER; THENCE SOUTHEASTERLY ALONG THE THREAD OF SAID RIVER TO THE NORTH LINE OF SPRINGER STREET AND THE SOUTH LINE OF BLOCK 10 AFORESAID; THENCE WEST ON THE NORTH LINE OF SPRINGER STREET AND THE SOUTH LINE OF BLOCK 10 TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 2:
THAT PART OF SPRINGER STREET LYING EAST OF THE EAST RIGHT OF WAY OF THE DES PLAINES RIVER ROAD AND WEST OF THE CENTER THREAD OF THE DES PLAINES RIVER AND SOUTH OF THE SOUTH LINE OF BLOCK 10 AND THE SOUTH LINE OF BLOCK 10 EXTENDED EAST IN REVERE PARK SUBDIVISION OF SECTIONS 21 AND 28, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3:
THE SOUTH 100 FEET OF THE NORTH 427 FEET OF THAT PART LYING BETWEEN DES PLAINES ROAD AND CENTER OF DES PLAINES RIVER OF THE NORTHWEST 1/4 OF SECTION 28, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK COUNTY, ILLINOIS; EXCEPT THE FOLLOWING TAKEN IN CONDEMNATION CASE NO. 92L50446: COMMENCING AT THE NORTHWEST CORNER OF THE ABOVE DESCRIBED TRACT; SAID POINT BEING ON THE EXISTING EASTERLY RIGHT OF WAY LINE OF DES PLAINES RIVER ROAD; THENCE ALONG SAID EXISTING RIGHT OF WAY LINE ON AN ASSUMED BEARING OF SOUTH 15 DEGREES 20 MINUTES 16 SECONDS EAST 6.59 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID EXISTING RIGHT OF WAY LINE THE SAME BEARING OF SOUTH 15 DEGREES 20 MINUTES 16 SECONDS EAST 45.00 FEET; THENCE NORTH 74 DEGREES 39 MINUTES 44 SECONDS EAST 5.00 FEET; THENCE NORTH 15 DEGREES 20 MINUTES 16 SECONDS WEST 45.00 FEET; THENCE SOUTH 74 DEGREES 39 MINUTES 44 SECONDS WEST 5.00 FEET TO THE POINT OF BEGINNING IN COOK COUNTY, ILLINOIS.

EXCEPTING FROM THE ABOVE 3 PARCELS THAT PART, FALLING IN DES PLAINES RIVER ROAD

TOTAL LAND AREA = 136,692 sq.ft. (more or less) (3.14 acres more or less)
TOTAL BLDG. AREA (EXTERIOR FOOTPRINT AT GROUND LEVEL) = 9,975 sq.ft.

OWNER: BRICKTON MONTESSORI SCHOOL

COMMONLY KNOWN AS: 1695 S. RIVER RD., DES PLAINES, IL 60018
PIN's 09-28-107-008-0000, 09-28-107-009-0000

An easement for serving this subdivision and other property with electric, natural gas, and communication service is hereby reserved for and granted to:

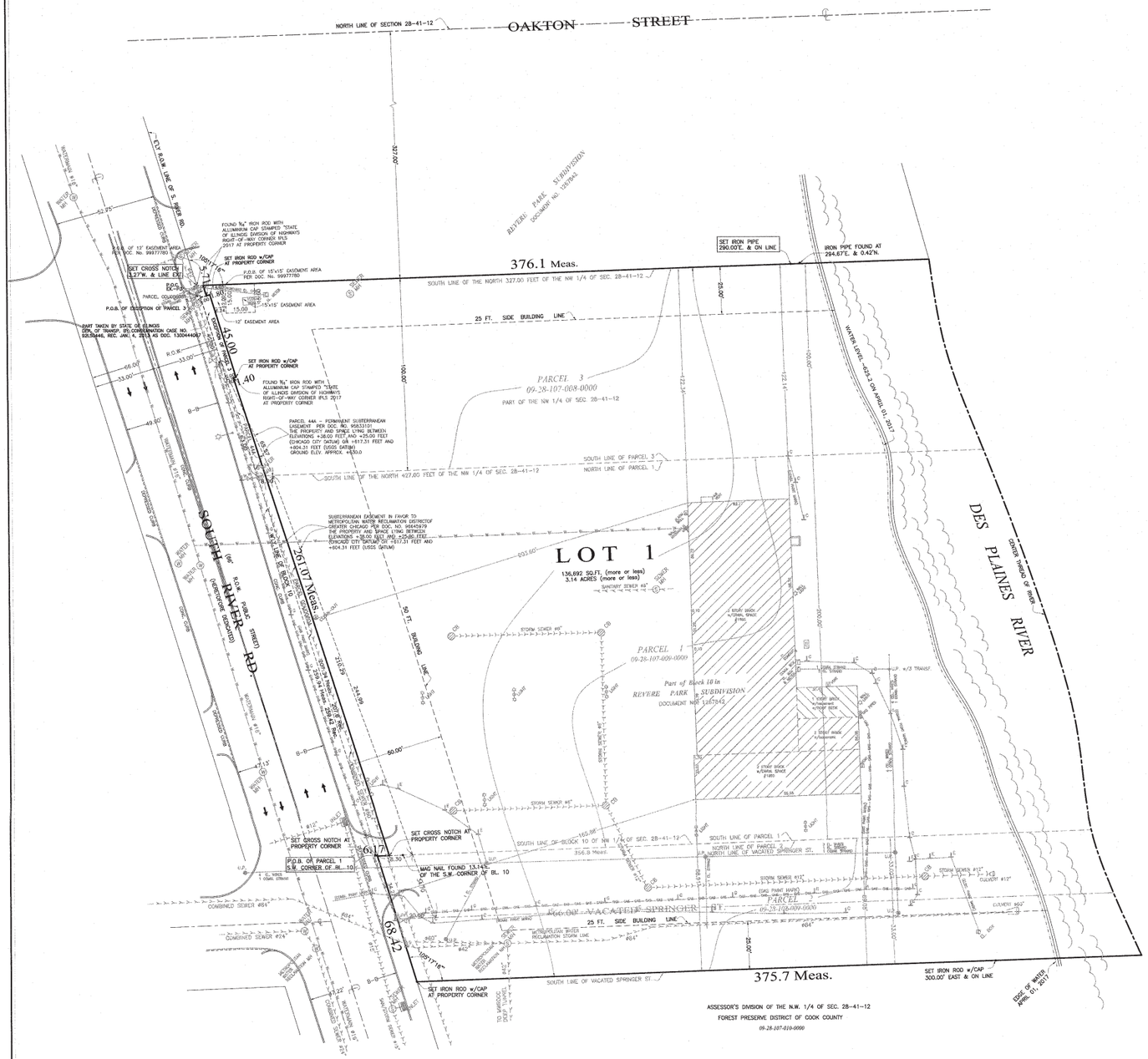
Commonwealth Edison Company
Approved by: _____ on this ____ day of _____, 20____.

AT&T, Illinois Bell Telephone Co (Ameritech)
Approved by: _____ on this ____ day of _____, 20____.

Northern Illinois Gas Company (NICOR)
Approved by: _____ on this ____ day of _____, 20____.

Comcast
Approved by: _____ on this ____ day of _____, 20____.

Astound
Approved by: _____ on this ____ day of _____, 20____.



DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

THE LEGAL DESCRIPTION SHOWN ON THE PLAT HEREON DRAWN IS A COPY OF THE ORDER, AND FOR ACCURACY SHOULD BE COMPARED WITH THE TITLE OR DEED.

DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING.

ORDER NO.: 108661
SCALE: 1 INCH = 30 FEET.
DATE OF FIELD WORK: MARCH 04, 2024
ORDERED BY: MATTHEW J. GARDNER, ATTORNEY AT LAW
REVISION DATE: NOVEMBER 05, 2024

REFER TO #88308 #108316

NOTE:

UNDERGROUND UTILITIES SHOWN HEREON AREA TAKEN FROM OBSERVABLE PHYSICAL EVIDENCE ON THE SURFACE AND FROM VARIOUS UTILITY COMPANY RECORDS. INFORMATION TAKEN FROM RECORDS IS DEEMED APPROXIMATE. FOR MORE ACCURATE LOCATIONS FIELD EXCAVATE OR CONTACT RESPECTIVE UTILITY COMPANY.

COMMUNITY AND ECONOMIC
DEVELOPMENT DEPARTMENT
1420 Miner Street
Des Plaines, IL 60016
P: 847.391.5306
desplainesil.gov

MEMORANDUM

Date: November 8, 2024

To: Planning and Zoning Board (PZB)

From: Samantha Redman, Senior Planner SCR

Cc: Jonathan Mendel, Assistant Director of Community and Economic Development JMR
Jeff Rogers, Director Community and Economic Development JR

Subject: Consideration of Preliminary Planned Unit Development (PUD), Tentative Plat of Subdivision of Properties Located at Prairie/Lee/Graceland (760 Lee), and Vacation of an Existing Public Right-of-Way Alley (under the sole purview of City Council)

Issue: The petitioner is requesting the following for the properties between the intersections of Prairie Avenue, Graceland Avenue, and Lee Street: (i) a Preliminary PUD, with an exception requesting a reduction in the required parking minimum to allow a seven story mixed use building with 278 multi-family residential units and 8,500 square feet of commercial space; and (ii) a Tentative Plat of Subdivision to consolidate thirteen lots into two lots and dedicate a new public right-of-way (ROW).

Petitioner: Advent Properties, LLC, 4042 North Pulaski Rd., Chicago, IL

Owner: 750 Lee LLC & Prairie Graceland LLC, 401 Huehl Rd., Ste 1A, Northbrook, IL 60062

Case Number: 24-047-PUD-TPLAT-VAC

PINs: 09-17-425-001-0000, 09-17-425-002-0000, 09-17-425-020-0000, 09-17-425-039-0000, 09-17-425-040-0000, 09-17-425-050-0000, 09-17-425-051-0000, 09-17-425-023-0000, 09-17-425-024-0000, 09-17-425-007-0000, 09-17-425-006-0000, 09-17-425-038-0000, & 09-17-425-003-0000

Ward: #2, Alderman Colt Moylan

Existing Zoning: C-5, Central Business District

Existing Land Use: Surface parking lot and undeveloped land

Surrounding Zoning: North: C-5, Central Business District

South: C-5, Central Business District
East: R-4, Central Core Residential
West: C-5, Central Business District

Surrounding Land Use:
North: Commercial buildings and Paroubek Park
South: Funeral home and commercial building
East: Commercial buildings
West: Multi-family residential buildings

Street Classification: Graceland Avenue and Lee Street are classified as major roads and under the jurisdiction of the Illinois Department of Transportation (IDOT); Prairie Avenue is classified as a local road and is under the jurisdiction of the City of Des Plaines.

Comprehensive Plan: "Higher Density Urban Mix with Residential" is the use illustrated in the Comprehensive Plan.

Property/Zoning History: Per the Cook County Tax map, the subject properties were originally subdivided in 1873 into the Parson & Lee's Addition. Per historic aerials, single family detached residences occupied this location from at least 1938 to the 1950s, when the property began to be developed with surface parking lots and commercial buildings. Since the 1950s, several commercial buildings have been constructed and demolished on the site. Most recently, the property featured a commercial shopping center on the northeast parcels, which was demolished in 2021. Since that time, the property has consisted of surface parking spaces and undeveloped land. The City previously leased portions of the subject properties from the property owner for use as public parking, but the lease was not renewed after it expired in 2020.

Project Overview: The petitioner is Advent Properties, LLC, the contract purchaser of the privately-owned subject properties. A mixed-use residential and commercial building is proposed on this site as well as a publicly accessible, private park. This proposal requires a re-orientation of the alley. Details on the project are included below and in relevant attachments. Refer to Public Works and Engineering (PWE), Building, and Fire Department Memo attachments for review comments from other city departments.

Site Development

The site encompasses approximately 124,000 square feet (2.84 acres), which includes 13 parcels and a public alley right-of-way that divides the properties. To optimize the area available for development, the petitioner proposes to vacate the existing alley connecting to Prairie Avenue (5600 square feet) and dedicate a new public alley right-of-way (7,598 square feet) oriented to open onto Lee Street and Graceland Avenue. A consolidation of the thirteen parcels into two lots is proposed with a Tentative Plat of Subdivision. The proposed building, approximately 92,000 square feet in size, would occupy roughly 75 percent of the site, leaving 25 percent designated for the proposed park space and new alley.

One lot would contain the proposed mixed-use building and one lot would contain a privately owned, publicly accessible park, separated by the proposed

public ROW alley. The Park Design attachment notes the amenities of this park, including a dog run, patio, benches and landscaping. A 5-foot-tall, metal fence is proposed surrounding the dog park area and along the south property line adjacent to the park.

Height, Setbacks, and Density

The table below illustrates staff's interpretation of the required yards (i.e., building setbacks) for this property and the proposed building setbacks as noted in Section 12-7-3 and defined in Section 12-13-3.

Bulk Controls	***Required***	***Proposed***
Maximum height	100 ft.	77' 6" ft.
Minimum front yards (Graceland Avenue and Lee Street)	5 ft.	Graceland Ave: 6 ft. Lee Street: 6 ft.
Minimum side yards (Prairie Avenue and Proposed Alley)	5 ft.	Prairie Avenue: 6 ft Alley: 41'6"

Off-Street Parking and Traffic

To support multi-family and commercial development within the C-5 Zoning District, amended parking requirements were adopted in 2020. In light of the proximity of the development to public transit, the parking requirements for multi-family dwellings in this zoning district have been reduced, and the first 2,500 square feet of certain uses are exempt from parking regulations. For this proposal, the following off-street parking is required:

	Requirement	***Total***
Commercial spaces	1 space per 300 square feet (first 2500 sq ft excluded)	Total space: 8500 sq. ft. Total with 2500 sq ft excluded: 5,900 sq. ft = 20 spaces
Residential spaces	Efficiency one-bedroom units = 1 space per dwelling	130 units = 130 spaces
	One-bedroom and two-bedroom units = 1.5 spaces per dwelling	138 units = 207 spaces
	Three + bedrooms = 2.25 spaces per dwelling	10 units = 23 spaces
Accessible Spaces	201 to 300 spaces provided = 7 accessible spaces	7 accessible spaces
	Total Required:	380 spaces
	Total Proposed:	**298 spaces, exception requested**

The 20 spaces for the commercial tenants would be spaces available for the customers and employees located in the southeast corner of the ground floor parking area. As proposed, one off-street parking stall is proposed per residential unit. Given the proposed unit mix of 130 one-bedroom units, 138 two-bedroom units, and 10 three-bedroom units, 0.63 off-street parking stalls are proposed for each bedroom, and the proposed garage would accommodate only one off-street parking stall for each of the proposed 2-bedroom and 3-bedroom units. In addition, 109 interior bicycle parking storage spaces are provided within the building for residents.

For comparison, recently approved mixed-use developments throughout downtown Des Plaines provided the following quantities of off-street parking stalls:

Development	Unit Mix	Stalls per Unit	Stalls per Bedroom
Ellison (2016)	20 Studio units 55 1-BR units 38 2-BR units 0 3-BR units	1.94 stalls/unit (220 stalls/ 113 units)	1.45 stalls/bedroom (220 stalls/ 151 bedrooms)
Welkin (2018)	28 Studio units 139 1-BR units 45 2-BR units 0 3-BR units	1.56 stalls/unit (330 stalls/ 212 units)	1.28 stalls/bedroom (330 stalls/ 257 bedrooms)
Mylo (2024)	75 Studio units 41 1-BR units 13 2-BR units 0 3-BR units	1.37 stalls/unit (178 stalls/ 129 units)	1.25 stalls/bedroom (178 stalls/ 142 bedrooms)
Advent (Proposed)	0 Studio units 130 1-BR units 138 2-BR units 10 3-BR units	1.00 stalls/unit (278 stalls/ 278 units)	0.63 stalls/bedroom (278 stalls/ 436 bedrooms)

As noted, an exception from the total quantity of required off-street parking stalls is requested with the Preliminary PUD. Per Section 12-3-5, an applicant can request a reduction of up to 25 percent of the required quantity of off-street parking stalls. In this case, the applicant could request consideration of a reduction in required parking to as few as 285 spaces. The petitioner is seeking an exception to allow a reduction of 82 parking stalls from 380 stalls to 298 parking stalls, reflecting a 22 percent reduction from the required minimum parking stall quantity.

As indicated by the petitioner in the Amenities and Services Map attachment and by the traffic engineer in the Traffic Study attachment, the close proximity to transit options and the amenities and services available within walking distance are expected to decrease the reliance on automobiles for the occupants of this building. The traffic study provided by the petitioner asserts that the proposed off-street parking and available on-street parking will be needed to serve the demands of the building. Modifications to existing parking on-street regulations may be necessary to support the requested exception since current regulations along Graceland Ave, Prairie Ave, and Lee Street near the subject

property variably forbid parking in certain locations, limit parking to 90 minutes at all times, or limit parking to 3 hours between 10 a.m. and 6 p.m.

Building

This project is proposed to include one building, constructed in two phases, with podium parking (i.e. parking on the interior of the building). The petitioner did not indicate any tentative agreements for leasing the commercial spaces within application materials. Below is a table with building details:

	Proposed
Height	71 ft. 7 in.
Residential Units	
One-bedroom (660 to 675 sq ft)	130 units
Two-bedroom (1045 to 1280 sq ft)	138 units
Three-bedroom (1425 sq ft)	10 units
Total	278 units
Commercial Spaces	
Tenant Space on Corner of Prairie and Lee	7,100 sq. ft.
Tenant Space on Lee St	1,400 sq. ft.

Access

Section 12-3-11 of the Zoning Ordinance specifies that the principal building entrance point for multi-family residential and commercial buildings must be located along the front, corner, or corner side of the building. The Site Plan indicates pedestrian access points to the building would be located along each of the street frontages of Graceland Avenue, Prairie Avenue, Lee Street, and along the alley. Vehicular access is provided along the proposed alley with entrances to the garage on the ground level.

Transparency

Section 12-3-11 also requires a certain amount of transparency (i.e., windows) and limits blank walls on a building. For this proposed building, windows along the commercial spaces must have a minimum of 75 percent transparency from 2'-9' above sidewalk for retail, restaurant, or service uses, and 50 percent for other commercial uses. Windows on the residential portion of the property must abide by the multi-family residential regulations for transparency, requiring a minimum of 20 percent of each story of street-facing facades to have windows.

Blank walls along street frontages are also limited by Section 12-3-11, prohibiting any street facing facades from having any windowless area greater than 30 percent of a story's façade or being windowless for a horizontal distance greater than 15 feet. While the building elevations seem to align with this requirement, this detail will be verified at the time of building permit issuance, with the proposed use taken into consideration.

Note the sizes and types of windows are not explicitly restricted by the zoning ordinance if the other requirements are met.

Materials
The proposed materials for the building will include brick and fiber cement panels (on upper story). Section 12-3-11 specifies the permitted materials for multi-family residential and commercial buildings. While the building elevations appear to be in compliance with these regulations, an additional review at time of building permit will confirm compliance.

	Permitted Ground Story Materials	Permitted Upper Story Materials
Multifamily residential	Natural stone, face brick, and anchored or adhered masonry veneer	Ground story materials plus: painted or stained wood, stucco, vinyl siding, and fiber cement board
Commercial	Face brick, stucco, metal, and concrete masonry units	Ground story materials plus: painted or stained wood, exterior insulation and finishing systems (EIFS)

Mechanical and Dumpster Screening
At time of building permit, plans must indicate compliance with Section 12-10-11, requiring screening of any rooftop mechanical units and any ground level generators or other similar mechanical equipment. The proposed plans do not indicate any mechanical equipment to be located within public view at this time.

Site Plan Review

The table below combines a zoning analysis of both the site plan and the buildings. A Site Plan Review is required for all development application requests to assess how the request meets the characteristics identified in Section 12-3-2, which are listed below along with staff's assessment of each in relation to the current Site Plan provided by the petitioner, located in the Site Plan attachment.

Site Plan Review	
Item	***Analysis (based on Proposal)***
The arrangement of structures on the site	• Places buildings along the street frontage, rather than garages or surface parking. Access to the parking garage is through the proposed public ROW alley, with entrances along Lee Street and Graceland Avenue. The proximity of the building to the street would improve surveillance within the neighborhood, with windows facing the neighborhood and providing additional "eyes on the street." • The building will be the primary focus along the street. Parking will be inside the building, within the podium. • A subdivision is requested as part of this request. Improvements deemed necessary in the area adjacent to a subdivision can be required pursuant to Section 13-3-2.L. The improvements required to serve this development are discussed in the Public Works and Engineering (PWE) Department Memo attachment. Improvements are

	required prior to completion of the development or within 2 years of the recorded subdivision.
The arrangement of open space and landscape improvements	• A park space is proposed, as noted on the plans and the Park Concept Plan attachment. This space will include a dog park and passive recreation space (i.e. tables and benches). Lighting will be examined with a photometric plan at time of Final PUD. • Green roofs are proposed on each tower. The roofs will also include a swimming pool and patio for residents. An additional swimming pool is also proposed inside the building. • Area to the south of the building, adjacent to the loading areas, will be grass, as noted on the site plan. • At time of building permit, a landscape plan must be submitted demonstrating a minimum of 35 percent of the foundation of the building, focused on street elevations, include landscaping, or a variation requested.
The adequacy of the proposed circulation system on the site	• Several driveways will be closed surrounding the property, with access points to be added for the public ROW alley along Graceland Avenue and Lee Street. Three separate vehicular entrances are provided along the proposed alley. Pedestrian circulation surrounding the property will be improved with this closure of driveways and restoration of parkways. • Connection between the building and the park appears to be provided by a door along the southwest corner, adjacent to the driveway to the parking garage. However, staff includes a condition of approval requiring final plans to require an accessible route from this door, including a striped crosswalk across the alley to the park area. • The proposed off-street parking stall quantity would require a PUD exception to reduce the required total by 22 percent (82 stalls) to allow 298 parking spaces for both residents and the commercial spaces. Although it is anticipated, as discussed in the petitioner's response to standards and the provided traffic study, that the proximity of the site to numerous transit options will reduce dependence on automobiles for this project, the proposed parking stall quantity provides less than half as many parking stalls per bedroom on average than recent mixed-use developments. The applicant should elaborate further upon the significant reduction in the parking stall quantity proposed versus other similar local mixed-use developments.

	• Refuse containers will be stored inside the building for residents and commercial tenants. The petitioner indicates in the narrative that waste management pickup will involve building maintenance staff pushing the dumpster into the loading zones in the alley for pickup.
The location, design, and screening of proposed off-street parking areas	• All parking will be located inside the building. The building elevations note that overhead garage doors will enclose the parking area. A suggested condition of approval states that, if a door is proposed for the garage portion connecting to the parking spaces for the commercial use, adequate signage must be included indicating the entrance procedure for vehicles entering/exiting the building.
The adequacy of the proposed landscaping design on the site	• At time of building permit, a landscape plan must be submitted demonstrating a minimum of 35 percent of the foundation of the building, focused on street elevations, include landscaping. In addition, a suggested condition of approval requires a detailed landscape plan to be submitted with the Final PUD application. • The park located on the southeast parcel will include a dog park and passive recreation space (i.e., tables and benches). The proposed green roof on the building will be accessible to residents.
The design, location, and installation of proposed site illumination	• At time of building permit, a photometric plan will be required for any proposed exterior lighting at this property that demonstrates conformance with Section 12-12-10, with no more than more than 0.2-foot candles spilling over the property line fronting Graceland Avenue and no more than 2.0-foot candles spilling over the other property lines.
The correlation of the proposed site plan with adopted land use policies, goals, and objectives of the comp. plan	• The proposed plan supports the following goals: o Goal 4.1. Ensure the City has several housing options to fit diverse needs. o Goal 4.3 Provide new housing at different price points • In addition to housing goals, the proposed development meets economic goals of the city by providing additional property tax revenue compared to the existing use of the site. • The creation of a separate parcel for a privately owned, publicly accessible park provides additional recreational opportunities, which is supported by the Comprehensive Plan.

Compatibility with Business District Design Guidelines (2005)	• The Business District Design Guidelines include this property within the boundary of the "Downtown Business District." The 2005 guidelines were generally incorporated into the update of Section 12-3-11 – Building Design Standards, and most suggested building design elements of this document are already met, including window transparency requirements and building materials (see "Project Overview" section of this report). • In terms of site planning, the 2005 guidelines state the following that may or may not be reflected in the design: - Zero-foot setbacks are encouraged for corner buildings. When buildings are set back 5 feet or more, a landscape buffer is encouraged in this area. A detailed landscape plan was not provided with this application, and therefore a suggested condition of approval requires a landscape plan with the application for the Final PUD. - Articulation and attention to appropriate massing is encouraged rather than flat building facades. - Parking curb cuts along Downtown streets should be minimized. As discussed, several curb cuts would be closed by this development, with two new curb cuts added for access to the new alley. - Although site signage was not submitted with this application, there are suggested guidelines for the Downtown Business District that can be used to encourage cohesive signage on the building with the surrounding area. A suggested condition of approval is the inclusion of a conceptual sign plan with the Final PUD application. - Streetscape requirements from the 2005 guidelines or as otherwise specified by Public Works and Engineering will be provided as part of required public improvements for this proposed development.

ENTITLEMENT REQUESTS AND ANALYSIS

Overview of Requests

The petitioner requests three items to achieve the contemplated development:

1. Vacation of existing 5,600-square-foot public ROW alley – This request will be considered by the City Council. Abrogation of easements will additionally be required after relocation of existing utilities and dedication

of new alley right-of-way and/or grant of utility easements for all relocated utility infrastructure. Section 8-1-9 of the Municipal Code specifies the procedure for vacation of public ROW alleys, which requires determination by the City Council of the nature and extent of the public interest served by the vacation of a public ROW alley and an appraisal to determine compensation. No Planning and Zoning Board action will be taken on this request. It is anticipated the Plat of Vacation will appear on a City Council agenda by the end of 2024.

2. Tentative Plat of Subdivision (Tentative Plat) to combine 13 lots into two lots. One lot would be 112,059 square feet, proposed to be developed with the building. A second lot comprised of 3,807 square feet is proposed to be a publicly accessible, private park space. A new 7,598 public alley ROW is proposed to be dedicated to the City with this subdivision.

3. Preliminary Planned Unit Development (PUD) with one exception: Reduction of the minimum quantity of required off-street parking stalls from 380 spaces to 298 spaces.

    a. Note: The original application requests included exceptions for lot area and reduction in required side yard. However, staff review determined the project is compliant with these requirements in the C-5 zoning district.

Preliminary PUD

A planned development, as defined below, was requested due to the residential and commercial uses in the building and the unique elements of the proposed site plan with the alley relocation and park:

> *A development occurring on a parcel under single ownership or unified control which is developed as a unit and includes two (2) or more principal buildings or uses and is processed under the planned development procedure of this title" (Section 12-13-3).*

The purpose of a PUD is to promote a unified development by providing flexibility in development standards to accommodate site conditions and encourage innovative use of land. Certain characteristics are required by Section 12-3-5.A of the Zoning Ordinance, which are listed below along with staff's assessment of each in relation to the attached Preliminary PUD Plat provided by the petitioner.

Preliminary PUD Plat Review	
Item	***Analysis (based on Proposal)***
A maximum choice in the types of environment available to the public by allowing a development that would not be possible under the strict application of the other sections of this title	Although this type of project would be permitted by right in this zoning district, this entitlement strategy was chosen to provide a streamlined process for requesting any exceptions, including the parking reduction and increase in density, and to provide the ability for the PZB and City Council to engage in meaningful dialogue during the review process regarding the proposed public alley ROW vacation, abrogation of easements, proposed park space, and

	proposed parking demands and associated on-street parking regulations.
Permanent preservation of common open space and recreation areas and facilities	Creates a publicly accessible, private park where none exists currently. A green roof and several swimming pools and other community spaces are included within the building for residents.
A pattern of development to preserve natural vegetation, topographic and geologic features	No significant natural vegetation, topographic or geologic features exist on site that would be beneficial to maintain.
A creative approach to the use of land and related physical facilities that results in better development and design and the construction of aesthetic amenities	The vacation of the public alley ROW and re-orientation to allow for the building to encompass a larger area than would be possible separately demonstrates a creative assemblage of properties to facilitate an ideally more cohesive development.
An efficient use of the land resulting in more economic networks of utilities, streets and other facilities	Reduces curb cuts onto both streets. Utilities will be placed underground. Public improvements would include replacement of water mains in this location and tying into existing water, sanitary sewer, and stormwater infrastructure. The traffic study provided by the petitioner (refer to attachments) did not indicate any disproportionate impact to traffic in the area.
A land use which promotes the public health, safety, and general welfare	Transforms a surface parking lot and vacant space into a more visual appealing development, with additional landscaping and recreational opportunities, and adds additional residential housing stock in a suitable area.

Prerequisites: Location, Ownership, and Size
PUDs are authorized in all zoning districts in the City subject to the regulations in Section 12-3-5 of the Zoning Ordinance and must be under single ownership and/or unified control. While the subject property is currently not owned by the petitioner, the petitioner does intend to take ownership of the property upon approval of the requests in this application.

PUD Bulk Exceptions
As identified in the Project Overview section, the proposal does not meet the minimum required parking, requiring PUD exceptions from Section 12-3-5.C. The exceptions allow for a development that uses the property in a way that would not be possible in accordance with the strict application of the code.

Plat of Subdivision

The proposal includes a consolidation of the property from thirteen lots to two lots. One lot would be 112,059 square feet, proposed to be developed with the building. A second lot comprised of 3,807 square feet is proposed to be a publicly accessible, private park space. A 20-foot-wide public alley ROW

connecting between Graceland Avenue and Lee Street would be dedicated to the City. The attached Tentative Plat of Subdivision shows the location and boundaries of each lot.

Alley and Park
A new 7,598 public alley ROW is proposed to be dedicated between Lot 1 and Lot 2 (please refer to the Tentative Subdivision Plat). The Plat of Vacation and abrogation of surviving utility easements for the existing public alley ROW must be approved by the City Council to facilitate the proposed subdivision. This request is tentatively scheduled to be presented to the Council in late 2024, during the same meeting at which the remainder of this request would be reviewed.

The proposed publicly accessible, private park will be required to be delineated as an easement on the Final Plat of Subdivision stating that ingress/egress for public access to this area is granted. Section 13-4-2 of the Subdivision Ordinance discusses dedication of park lands and/or fees in lieu for subdivisions. The publicly accessible, private park may count for a portion of the required park land dedication as will other recreational features within the building. Any remainder will require a fee in lieu, to be calculated at the time of final plat of subdivision, approved by the Park District, and included with the final approved City Council resolution to subdivide the property.

Waiver for Utility Easements
The petitioner has requested a waiver from the utility easements until time of Final Plat of Subdivision. The Planning and Zoning Board can grant this waiver, with the recommendation from the city engineer, if a condition of approval states the utility information as required by Section 13-2-2.E. The Department of Public Works and Engineering (PWE) provided a memo (refer to attachments) stating there are no concerns with supporting this waiver, if conditioned that this information is provided with the Final Plat of Subdivision.

Subdivision Improvements
PWE provided comments (attached) based on the submittal. PWE provided a suggested condition of approval requiring relocation of overhead utilities underground and construction of the new public alley ROW to be completed prior to abrogation of surviving easements and development of the remainder of the property.

In addition, the memo states required public improvements for this development will include replacement of water mains connecting to the project, where applicable, and installation of streetscape elements and decorative lighting, as applicable, in parkways adjacent to the property. In addition, Section 13-3-2 of the Subdivision Ordinance discusses required improvements for subdivided properties and timelines for the improvements. Improvements are approved by the City Council during the final plat of subdivision process and financial guarantees for improvements are included within the resolution at that stage in the process.

Note the petitioner's request at this time is for a Tentative Plat only. The steps for Final Plat are articulated in Sections 13-2-4 through 13-2-8. The Final Plat

of Subdivision would occur at a later date and would be a concurrent process with the Final PUD plat. All necessary dedications, fees, and necessary improvements would be outlined in the final subdivision resolution.

Proposed Schedule

Entitlement Schedule

The proposed requests for the Tentative Plat of Subdivision and Preliminary Planned Unit Development are the first of two phases for these entitlements. The Plat of Vacation is the only item with the potential to be finalized after this request is reviewed by City Council.

If the Tentative Plat of Subdivision is approved by the Planning and Zoning Board, the next step is a Final Plat of Subdivision. A Final Plat of Subdivision must be submitted within 12 months of the approval of the Tentative Plat.

If the Preliminary PUD is recommended by PZB and approved by the City Council, the next step is a Final PUD. The Final PUD must be submitted within 12 months of the preliminary plat approval by the City Council. Upon approval of the Final Plat of Subdivision and Final PUD, final recording procedures and collection of any financial securities will occur.

Construction Schedule

The current request is for a Tentative Plat of Subdivision. After this stage, a Final Plat of Subdivision would be reviewed by PZB and Council and the required public improvements determined prior to approval. With any subdivision, construction must commence on any required public improvements within one year. A financial security is collected by the City to guarantee improvements and released after inspection of completed improvements. An additional warranty security is collected by the City to ensure the public improvements will not require repair after installation, any funds from which that remain unused are returned after 18 months after completion of the project.

The Preliminary Construction Schedule attachment provides information about building construction. The petitioner states that, due to financing associated with this project, a two-phase development is proposed. The first phase proposes construction of the entire podium and the east tower. The second phase of construction would include construction of the west tower, and would occur within approximately six months of the completion of Phase 1. The proposed construction for each phase of the project would be 12-24 months.

PUBLIC INPUT AND COMMUNITY CONTEXT

Engagement Summary

On March 5, 2024, the Planning and Zoning Board hosted a public workshop for the developer, PZB, and the public. A City webpage shared details about the proposed project and included a public input form to continuously gather community comments. This case was noticed pursuant to the requirement in Section 12-3-1.C, including publication in a local newspaper, notice signs on the property, and a mailed notice to residents within 500 feet of the property.

Summary of Comments

Refer to Public Comment attachment for all public comments. Discussion

surrounding this property and the proposed development had several general themes. Below provides a summary of the themes and commentary on how the developer addressed or did not address these items.

Commercial Spaces
Several board members stated a disappointment in the lack of commercial space within the building, stating that the expectation with mixed use includes more substantial ground-floor commercial areas. The petitioner attempted to address this comment by adding an additional small commercial space along Lee Street. Refer to the Architectural Drawings attachment. In addition, a museum space was originally proposed during the March workshop, but the plans have since been amended to note this area as a general commercial space.

Traffic and Parking
The public workshop included a traffic engineer to discuss the proposed circulation and impact on the street network. Generally, concerns involved the increase in traffic resulting from this project.

The petitioner attempted to address traffic concerns with the Traffic Study attachment with their application, which states development traffic will not have a significant impact on the area roadways. The report states the total traffic generated will also be reduced by the proximity to the train station. The applicant's traffic engineer's report suggests parking would be adequate if coupled with available on-street parking, although existing regulations governing nearby on-street parking stalls would need to be amended to accommodate overnight parking by residents of the building. The Petitioner's Narrative attachment restates the Traffic Study's conclusion.

Park and Landscaping
Recreational opportunities were discussed by many public commentors. The petitioner attempted to address these comments by including a dog run within the proposed publicly accessible, private park as well as a patio and landscaping in this area.

PUD Findings of Fact:
The following is a discussion of standards for PUDs from Section 12-3-5 of the Zoning Ordinance. Rationale for how well the proposal addresses the standards is provided below and in the attached petitioner responses to standards. The Board may use the provided responses as written as its rationale, modify, or adopt its own.

1. **The extent to which the Proposed Plan is or is not consistent with the stated purpose of the PUD regulations in Section 12-3-5.A of this title:**

   The proposed mixed-use PUD generally aligns with the stated purposes of PUDs as analyzed in the Preliminary PUD Plat Review table above with a proposed mixed use development, designated open spaces, and landscaping. Although generally the closure of multiple driveways along the property would improve pedestrian circulation, one suggested condition of approval about the pedestrian connection between the building and the proposed park is included to ensure separate vehicular and pedestrian areas. Refer to Petitioner's Response to Standards for a full analysis of how the development meets each standard.

2. **The extent to which the proposed plan meets the prerequisites and standards of the planned unit development regulations:**

The proposal meets the ownership/unified control and size requirements in the Zoning Ordinance.

3. **The extent to which the proposed plan departs from the applicable zoning and subdivision regulations otherwise applicable to the subject property, including, but not limited to the density, dimension, area, bulk, and use and the reasons why such departures are or are not deemed to be in the public interest:**

   The proposal meets the majority of the bulk regulations in Section 12-7-2.J of the Zoning Ordinance (See Site Plan Review section above), but requires exceptions from the minimum quantity of required off-street parking stalls. The proposed density is consistent with the surrounding mixed-use developments in the area, providing additional housing stock in the City. As indicated by the Amenities and Services Map attachment provided by the petitioner, the proximity to the train station, bus lines, and walkable services and amenities within one-half mile of this property provide support for an argument to reduce the required amount of parking, however the proposed parking reduction would yield approximately half as many parking stalls per bedroom than recent mixed-use development throughout downtown Des Plaines.

4. **The extent to which the physical design of the proposed development does or does not make adequate provision for public services, provide adequate control of vehicular traffic, provide for, protect open space, and further the amenities of light and air, recreation and visual enjoyment:**

   The proposed design of the PUD reduces the number of curb cuts, concentrates vehicular traffic in the public alley ROW of the development, and provides for a new park amenity accessible for both occupants of the building and the public. Any impact to air or light quality from this development is not anticipated to be greater than any similar development of this nature or permitted in this zoning district and will be controlled by the environmental performance standards of Chapter 12 of the Zoning Ordinance.

   Refer to the Traffic Study for details on anticipated traffic impact. The report states the development will not generate a disproportionate impact to the street network and effects will be reduced by proximity to the Metra station. Refer to the Petitioner's Narrative and Response to Standards attachments for further discussion of traffic generated and parking demands of the proposed uses.

5. **The extent to which the relationship and compatibility of the proposed development is beneficial or adverse to adjacent properties and neighborhood:**

   The proposal creates a compatible mixed-use development similar to the surrounding multi-family developments in the area and provides additional housing stock in the City similar to other recent developments. The proposed development redevelops a surface parking lot and undeveloped land that is near the commercial, recreational, and institutional areas in downtown Des Plaines, with close proximity to transit options.

6. **The extent to which the proposed plan is not desirable to physical development, tax base, and economic well-being of the entire community:**

   The proposal would provide additional housing stock that helps to increase the tax base for the City and improve the economic well-being of Des Plaines. It would also provide extra economic benefit through utility and public service fees that are currently not eligible for the subject property at this time.

7. **The extent to which the proposed plan is in conformity with the recommendations of the 2019 Comprehensive Plan:**

The proposal increases housing stock and creates additional housing options for residents, which aligns with the housing goals and objectives of the Comprehensive Plan. It also redevelops unoccupied property in an area close to commercial and transit opportunities, which is promoted by the Comprehensive Plan.

PZB Procedure and Recommended Conditions:
Under Section 13-2-3 (Planning and Zoning Board's Procedure) of the Subdivision Regulations, the PZB has the final authority to approve, approve with conditions, or deny the Tentative Plat of Subdivision request.

Under Section 12-3-5.D.2.c (Procedure for Review and Decision for PUDs) of the Zoning Ordinance, the PZB has the authority to *recommend* that the City Council approve, approve with modifications, or deny the Preliminary Planned Unit Development (PUD). The City Council has final authority on these requests.

The PZB should take the following motions. The zoning motions can be combined or taken individually:

Subdivision Approval (Tentative Plat)

- A motion pursuant to Section 13-2-2 of the Subdivision Regulations to approve, approve with condition, or deny the waiver to allow consideration of utility easements and service details to be deferred to the Final Plat of Subdivision stage.

- A motion pursuant to Section 13-2-2 of the Subdivision Regulations to approve, approve with conditions, or deny the Tentative Plat of Subdivision.

If the PZB recommends approval, staff recommends the following conditions for the Tentative Plat of Subdivision.

Conditions of Approval:

1. At time of Final Plat of Subdivision, tentative approval of utility easements by all privately owned utility companies shall be indicated via written correspondence or lettered on the final document.

2. At time of Final Plat of Subdivision, an easement granting public access to the privately owned, publicly accessible park space must be lettered on the plat.

Zoning Recommendations to City Council

- A motion pursuant to Section 12-3-5.E of the Zoning Ordinance to *recommend* to City Council to approve, approve with modifications, or deny the request for a Conditional Use for a Preliminary PUD, with exception to reduce the minimum off-street parking stall quantity.

If the PZB recommends approval, staff recommends the following conditions for the Preliminary PUD.

Conditions of Approval:

1. During any construction that may result in a hazard or nuisance from debris falling onto the public sidewalk, the sidewalk must either be closed or a protective barrier provided. Any closure of sidewalk must follow proper city procedures for closure and detour. A sidewalk detour plan, as appropriate for each phase of construction activity, must be submitted with building permit and approved by the Community and Economic Development Director or their designee prior to issuance.

2. Overhead utility relocation and new east-west concrete public alley ROW construction (with storm sewer-inverted crown and street lighting) to occur before abrogation of surviving utility easements

and any other development takes place. A construction schedule demonstrating this condition is satisfied must be provided with approval of plans for Final Planned Unit Development.

3. At time of Final Planned Unit Development, appropriate access from the building to the proposed park must be demonstrated on plans, noting an accessible route through paving, depressed curbs, striping, or a combination thereof.

4. At time of Final Planned Unit Development, a conceptual sign plan must be submitted indicating the location and proposed size of signs for commercial tenants and building identification, as well as signs indicating appropriate entrance/exit from the parking garage in the alley through any overhead doors.

5. At time of Final Planned Unit Development, a landscape plan must be submitted demonstrating all appropriate landscape buffers and foundation landscaping are provided.

6. At time of Final Planned Unit Development, the approved construction schedule must indicate that all cladding, roof, walls, windows and doors will be complete before any drywall is installed.

Attachments:
Attachment 1: Location Map
Attachment 2: Site and Context Photos
Attachment 3: Petitioner's Amenities and Services Map and Site Photos
Attachment 4: Petitioner's Narrative
Attachment 5: Petitioner's Responses to Standards
Attachment 6: Proposed Construction Schedule
Attachment 7: Plat of Survey
Attachment 8: Tentative Plat of Subdivision
Attachment 9: Proposed Plat of Vacation
Attachment 10: Preliminary PUD Plat
Attachment 11: Architectural Plans (includes Site Plan)
Attachment 12: Park Concept Exhibit
Attachment 13: Preliminary Engineering Plans (includes turn radii exhibits)
Attachment 14: Public Works and Engineering (PWE) Department Memo
Attachment 15: Building Division Memo
Attachment 16: Fire Department Memo
Attachment 17: Traffic Impact Study
Attachment 18: Public Comment

GISConsortium | Zoning Map

Legend

Subject Site

Zoning

- C-3: General Commu
- C-5: Central Busines
- R-1: Single Family Residential
- R-4: Central Core Residential

0 200 400 ft

Print Date: 10/24/2024

Notes

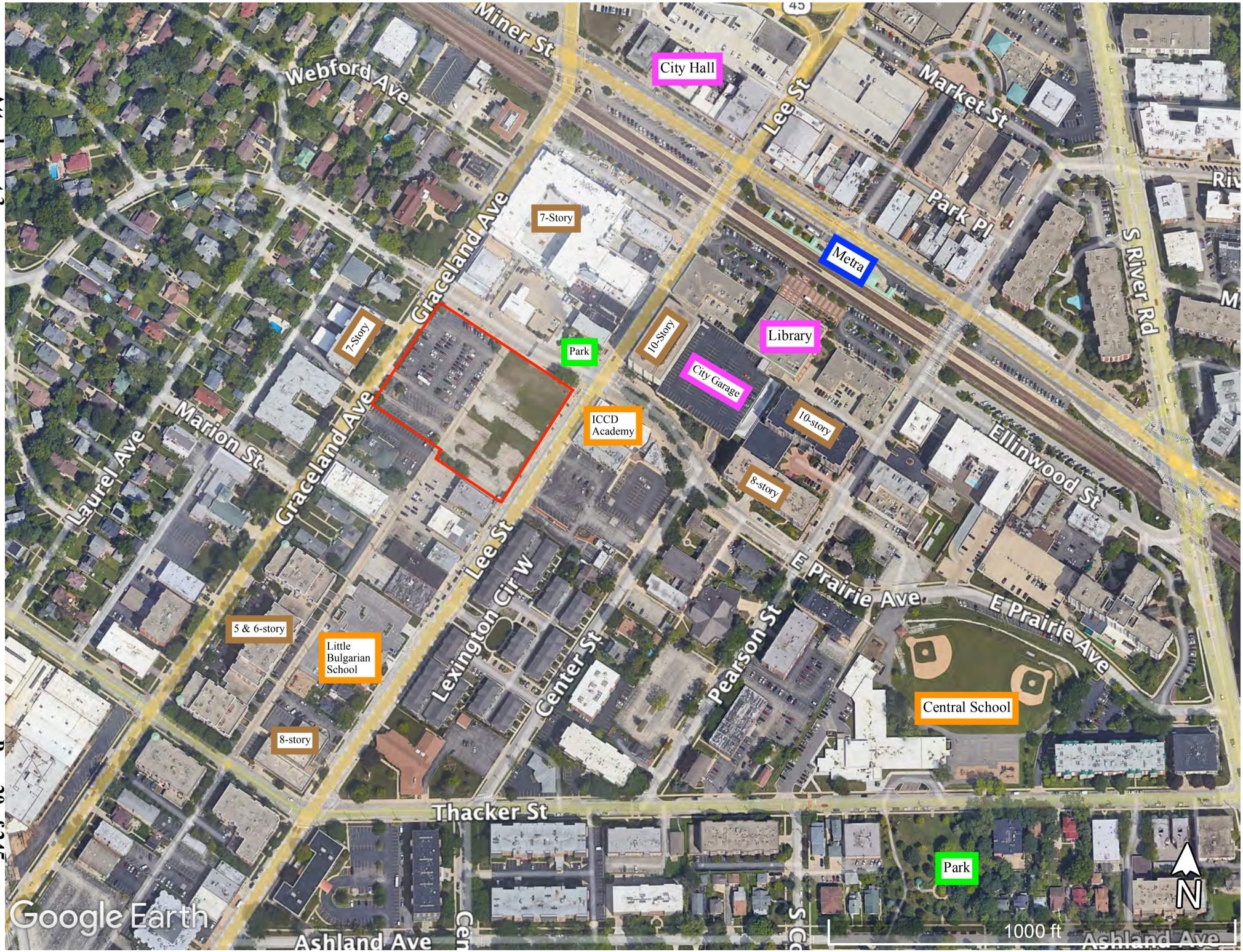
Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

Public Notice Sign facing Prairie Avenue (one of three posted on every street frontage)

View of property facing towards Prairie Avenue and Lee Street

View of proposed alley to be vacated

View of property facing south, towards area of proposed park


Miner St
Webford Ave
City Hall
Lee St
Market St
Park Pl
S River Rd
Metra
Graceland Ave
7-Story
7-Story
Park
10-Story
Library
City Garage
ICCD Academy
10-story
8-story
Ellinwood St
Marion St
Laurel Ave
Graceland Ave
Lee St
Lexington Cir W
Center St
E Prairie Ave
E Prairie Ave
Pearson St
5 & 6-story
Little Bulgarian School
8-story
Central School
Thacker St
Park
Ashland Ave
Ashland Ave
N
1000 ft
Google Earth

E Prairie Ave
Graceland Ave
400 ft.
300 ft.
190 ft.
20 ft.
320 ft.
190 ft.
2.7 Acres
N
200 ft
Google Earth

North from Site

Southwest from Site
CHRONES

Northeast from Site
ICCD

Southeast from Site

Southwest from Site

ACOSTA EZGUR, LLC
1030 West Chicago Avenue, Third Floor ■ Chicago, Illinois 60642 ■ 312-327-3350 o ■ 312-327-3315 f

Graceland/Prairie/Lee Development
750 Lee Street

NARRATIVE

The subject property is zoned C-5 and contains approximately 117,920 sq. ft. of land extending between Graceland Avenue and Lee Street south of Prairie Avenue. It is partially vacant and partially improved with a surface parking lot. The property is bisected by a north-south 20 ft. public alley that is proposed to be vacated and replaced with a new east-west 20 ft. public alley along the southern portion of site. South of the new east-west public alley, there is a 20 ft. wide area that would be used as open space. After the vacation of the existing north-south public alley and the dedication of the new east-west public alley, the remaining private property, including the 20 ft. wide parcel to be used as open space, will consist of approximately 115,914 sq. ft.

The Applicant seeks a PUD to allow development of the site with a new 7-story mixed-use building containing a total of 278 residential units, 8,500 sq. ft. of commercial space and 324 parking spaces. The development will be comprised of a based and second floor that will occupy virtually the entire site north of the new east-west public alley with setbacks from Prairie of generally 6.5 feet and from Graceland and Lee of approximately 10 feet to allow for a landscaped area that provides relief at the pedestrian level. The development's ground floor contains commercial space at the northeast corner and mid-block along Lee Street with the building's office located at the northwest corner. Lobbies for each building, ancillary spaces including bicycle storage, and parking occupy the balance of the ground floor. No commercial space is provided along Graceland Avenue as the uses along this frontage are primarily residential, in contrast to Lee Street where a series of commercial uses are present. The commercial space, the lobbies, and a bicycle storage room in the western portion of the development are double high spaces to provide a design feature as well as creating mezzanine commercial space for the main commercial area at the Prairie and Lee corner. The second floor is devoted primarily to parking. Above the second floor the building is divided into two towers 30 feet apart on a north-south axis and each containing 139 units. The third floor represents the first residential floor and also includes a community room for each portion of the development as well as an over half acre outdoor plaza with a swimming pool in the area between the two towers. The outdoor area containing the swimming pool will be furnished with tables and chairs for the residents to use. The parking for the proposed development is fully enclosed and accessed from the new east-west public alley to avoid curb-cuts along the Prairie Avenue frontage. The entrance to the parking area is centered on the new east -west alley and aligns with the remainder of the existing north-south alley located south of the site. Two non-required loading berths, one on the east side and one on the west side) are provide just north of the new east-west alley. Non-required bicycle parking for 109 bicycles is provided

with 23 spaces in the eastern portion of the development and 86 parking spaces in the western portion of the development. Trash contains are within the garage and will be pulled to the new alley by building personnel for pick-up. There are no exterior garbage containers.

The façade materials will be primarily brick, with aluminum panels separating the brick portions of the façade to break-up the mass and provide visual interest. Projecting balconies are included in the design, but the balconies do not extend beyond the private property line. The color of the materials is varied to again reduce the perceived mass of the building and provide visual interest.

STANDARDS FOR PLANNED UNIT DEVELOPMENTS

1. The extent to which the proposed plan is or is not consistent with the state purpose of the planned unit development regulation set forth in subsection A of this section;

    a. A maximum choice in the type of environment available to the public by allowing a development that would not be possible under the strict application of the other sections of this title;

    The proposed PUD allows for the construction of a mixed-use development that responds to each of its frontages. It has a more residential character along its Graceland frontage consistent with the predominant neighboring uses. Along its Lee Street frontage commercial uses are included, again responding to nearby use patterns. The unified two-story base allows for an efficient use of the site to maximize parking and also provides a podium for two inward facing courtyard style towers around an over half-acre common outdoor amenity area. The division of the development's mass into two separate towers above the base also provides some relief from the Prairie Avenue view. Setbacks are provided along the site's street frontage to allow areas for landscaping and provide separation at the pedestrian level. The PUD also allows for a reduction in parking consistent with this transit-served location in the City's Downtown Area. The relocation of the north-south alley relieves traffic from Prairie Avenue reducing vehicular activity at its intersection with Graceland Avenue and Lee Street and efficiently utilizes those one-way paired right-of-ways. The design also yields a new privately owned but publicly available outdoor open space south of the new east-west public alley.

    b. Permanent preservation of common open space and recreation areas and facilities;

    Private open space is provided in balconies for the residential units and a half-acre common plaza with a pool area located between two towers above the garage roof. In addition, a 1,220 sq. ft. community room adjacent to this roof-top open space is provided in each residential section. An approximately 3,800 sq. ft. privately owned but publicly accessible open space is provided south of the new east-west alley on the Lee Street side of the development. This open space will be preserved via the restrictions in the PUD. and also, through easements provided in connection with a companion subdivision.

c. A pattern of development to preserve natural vegetation, topographic and geologic features;

The property is partially improved with a surface parking lot and devoid of natural vegetation or topographic or geological feature.

d. A creative approach to the use of land and related physical facilities that results in a better development and design and the construction of aesthetic amenities;

The proposed plan provides an esthetically pleasing street frontage with the development divided into separate towers above the second floor breaking-up the building mass, which then is accentuated by differing materials (brick and metal panels) and of different colors. Double height spaces are provided for at-grade commercial spaces and building lobbies with perimeter setbacks combining to provide relief and visual interest at street level. Commercial space is focused on Lee Street consistent with other uses along that street, with the Graceland frontage focused on residential uses also consistent with the types of uses that frontage. Parking is concealed within the building and common open space is provided above the second-floor garage space between the two towers. In addition, the proposed plan, by being a unified whole as allowed only under the PUD provisions, eliminates curb cuts onto the public streets, placing the sole garage access from the new east-west alley south of the building.

e. An efficient use of the land resulting in more economic networks of utilities, streets and other facilities; and

By allowing for one cohesive development, the PUD as proposed limits the number of connection points to existing public water and sewer infrastructure and also limits the number of curb cuts onto the bordering public streets. This is more efficient than having to have separate connection points and separate curb cuts to serve multiple individual zoning lots. It also allows for the reduction of parking consistent with the transit-served nature of the location which is in close proximity to the METRA station within the City's Downtown Area.

f. A land use which promotes the public health, safety, and general welfare.

The proposed land use is consistent with neighboring developments, with exclusive residential uses along the more residential Graceland frontage and ground floor commercial with residential above along the Lee Street frontage. By allowing for a cohesive plan that limits pedestrian vehicular conflicts in the public realm, provides an attractive street frontage and residential buildings that

are separated to divide their massing and consolidating private and publicly accessible open space all in general conformance with the C-5 regulations.

2. The extent to which the proposed plan meets the requirements and standards of the planned unit development regulations;

   The property is under single ownership as it is owned by two related entities and is intended to remain in single ownership by the Applicant for the PUD. It does and will contain, after the proposed public right-of-way vacation and dedication, over 2.6 acres, exceeding the 1 acre minimum for PUDs in the C-5.

3. The extent to which the proposed plan departs from the zoning and subdivision regulations otherwise applicable to the subject property, including, but not limited to the density, dimension, area, bulk and use and the reasons why such departures are or are not deemed to be in the public interest;

   The proposed development will be in conformance with the subdivision regulations. A new subdivision is requested as a companion matter to the PUD. It will consolidate the existing lots into two lots, one for the proposed development and one for the privately owned but publicly accessible open space. The new subdivision will also dedicate a new east-west alley to replace the existing north-south alley that is being vacated. To the extent that the open space that is being provided is less than required, in lieu fees will be paid as provided for in the Subdivision regulations.

   The proposed development is in conformance with the site's zoning in terms of uses and building height, as it provides for a mix of uses including residential and retail/commercial uses all of which are permitted and the building's height is 77 feet, which is less than the 100 ft. maximum permitted height in the C-5 district. In terms of unit count, the proposed development requires an exception to the minimum floor area per dwelling unit standards to allow for it to contain larger 1-, 2- and 3-bedroom units. For the proposed 278 units (130 1-bedroom and 148 2-bedroom or larger units), the required MLA is 196,040 sq. ft. of land. The site post the proposed vacation and dedication will have 115,914 sq. ft., requiring a reduction of approximately 40.88%. The development is compliant with the Prairie Avenue, Lee Street, and rear setbacks. An exception of 5 ft is requested, reducing the required setback on Graceland Avenue from 11 ft. to 6 ft. This required reduction is required only for a small portion of the façade where it projects further west to provide an architectural feature. For the remainder of the frontage along Graceland Avenue, the setback is 10 ft., excluding projecting balconies. The 10 ft. setback is only 1 ft. less than is required. Lastly, a reduction in the required parking of 15% is needed, reducing

the required parking from 380 spaces (260 for the residential units and 20 for the commercial spaces) to 324 spaces. In a PUD, the Zoning Ordinance allows up to a 25% reduction. The increase in unit count is consistent with transit-oriented principles by providing greater density near transit and with allowing more density near the City's downtown where it helps support existing commercial uses. It also is provided at a site where there nearby public facilities, including the City's library, multiple schools and four parks all of which would support the increase residential population. In addition, the necessary utility infrastructure is available to support the requested density. The reduced setback along Graceland does not negatively impact any adjacent properties as the site is separated to the north from adjacent properties by Prairie Avenue and to the south by proposed new 20-foot public alley. The reduced parking requirement is envisioned by the Zoning Ordinance and is supported by the transit-served nature of the location. Given an overall design that is compatible with the other residential improvements in the area, the transit-served location in the City's Downtown and the availability of public and private facilities and utilities to support the development, it is in the public interest to allow the requested departures from the Zoning Ordinance standards.

4. The extent to which the physical design of the proposed plan does or does not make adequate provision for public services, provide adequate control over vehicular traffic, provide for and protect designated common open space, and further the amenities of light and air, recreation and visual enjoyment;

   The proposed physical design makes adequate provisions for public services including adequate space for the location of utilities and provides a configuration that allows for access by emergency vehicles. Vehicular traffic is controlled by providing only one access point via a new east-west alley that provides convenient north-south access using the Graceland Avenue/Lee Street paired one-way right-of-ways. Common open space is provided in a central plaza with a pool between the two towers that surmount a unified two-story base. A publicly accessible private open space at the southern edge of the Lee Street side of the property is protected by its location and preserved through the PUD and subdivision process. Light and air is protected by the setbacks of the development from adjacent properties as provided by public streets bordering three sides of the project and a new east-west 20 ft. public alley along the south. Visual interest is provided by the architectural features of the façade and its materials and colors which also reduces the perception of mass. The separation of the development from the public sidewalk, the planned foundation plantings, and double height spaces in the commercial, building office and lobbies provides additional visual interest and relief at the pedestrian level.

5. The extent to which the relationship and compatibility of the proposed plan is beneficial or adverse to adjacent properties and neighborhood;

   The site is bordered by public streets on three sides and will be bordered by an alley on the fourth (south) side. The development improves a site that is partially vacant and partially improved with an unattractive surface parking lot. It infills the property with a development that is consistent with its environs and provides a transition from the City's core commercial area to the north and, to some extent to the east, and the more residential areas to the south and west. The design of brick with aluminum panels is consistent with the architectural patterns on nearby properties. The project's design provides visual interest and enhances the appearance of the property, while accommodating the necessary amenities to serve its residents without burdening the City's facilities. The at-grade residential focus is provided along the frontage of the property where residential uses are more prevalent and commercial uses are provided where such uses are more common. The inclusion of 8,500 sq. ft. of commercial space enhances the available supply within the City without generating an oversupply of commercial space and detracting from the commercial core further north. The development provides additional residential development near downtown and transit, supporting area retail and commercial establishments while further diversifying the City's housing stock. As a result, it has a beneficial and compatible relationship with nearby properties and the neighborhood.

6. The extent to which the proposed plan is not desirable to the proposed plan to physical development, tax base and economic well being of the entire community; and

   The proposed plan reflects a cohesive and attractive development that is consistent with its environment and replaces an effectively vacant site. It relocates vehicular access points to an alley, reducing the number of curb cuts along primary streets. It provides both private and publicly accessible open space. It will increase the tax base generating more tax revenue that is currently attributed to the site. By resulting in a compatible mixed-use development that diversifies the City's housing stock and provides additional residents located on a parcel that is near downtown and transit, thereby supporting downtown commercial and retail uses without unduly increasing traffic. Accordingly, the proposed PUD furthers the well- being of the entire community.

7. The extent to which the proposed plan is not in conformity with the recommendations of the comprehensive plan.

The Comprehensive Plan identifies the subject site as one to be improved with high-density urban mixed-use with residential. The proposed development is consistent with this designation. Important goals of the Comprehensive Plan are to diversify the City's housing stock and allow residents to age-in-place and improve housing affordability compared to detached single-family homes. It also seeks to strengthen downtown and the commercial uses therein and provide greater density near transit and recreational amenities. The proposed development is consistent with these goals. It provides additional rental housing consisting primarily of one- and two-bedroom units, yielding an alternative to detached single-family homes and improves overall housing affordability by increasing the housing supply. The new residents in the development will provide additional customers to support downtown businesses and the development also will enliven what is now a large, essentially vacant tract of land. While the development is mixed-use and does provide commercial space, it provides space that does not generate an over-supply that will dilute the overall market for commercial space along the City's commercial core. The site is within walking distance to downtown and the METRA station. It is near four schools and four parks. It also is near the City library and City Hall. It is near the Thacker Street and Pearson Street bike lanes, and it is bordered by the proposed Graceland Avenue and Lee Street bike lanes. To promote bicycle usage, the proposed development includes 109 indoor bicycle parking spaces.

760 LEE STREET DEVELOPMENT
PRELIMINARY CONSTRUCTION SCHEDULE

PHASE I: Entire podium and east Tower.

Timing: Approximately 18 to 24 months from permit issuance.

PHASE II: West Tower.

Timing: Construction start approximately 6 months after completion of Phase I as financing sources require stabilization of east tower before construction starts. Construction timing would be 12 to 18 months from start.

LEGEND

- Storm MH
- Storm CB
- Storm Inlet
- Water MH
- Water Buffalo Box
- Water Fire Hydrant
- Water Meter
- Telephone MH
- Utility Pole
- Guy Anchor
- Electric MH
- Electric Vault
- Electric Light Pole
- Electric Traffic Signal
- Electric Light Pole with Traffic Signal
- Electric Traffic Control Box
- Electric Traffic Vault
- Gas Buffalo Box
- Sign Post
- Unclassified Manhole
- Bike Rack
- Mail Box
- Cut Cross

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Professional Land Surveyors

4505 North Elston Avenue, Chicago, IL 60630
Telephone: (312) 986-9445 Email: INFO@PLCS-Survey.com

ALTA / NSPS Land Title Survey

GRAPHIC SCALE

20 0 10 20
(IN FEET)
1" = 20'

PARCEL 1:
LOTS 22, 23 AND 24 IN BLOCK 4 OF PARSON AND LEES ADDITION TO DES PLAINES, A SUBDIVISION OF SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

PARCEL 2:
LOT 2 (EXCEPT THE NORTHEASTERLY 25 FEET THEREOF), ALL OF LOT 3 AND THE NORTH 20 FEET OF LOT 4 IN PARSON AND LEE'S ADDITION TO DES PLAINES, BEING A SUBDIVISION OF LOTS 72, 73, 74, 139 THROUGH 145 AND 174 THROUGH 177 IN THE TOWN OF DES PLAINES IN SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK COUNTY, ILLINOIS

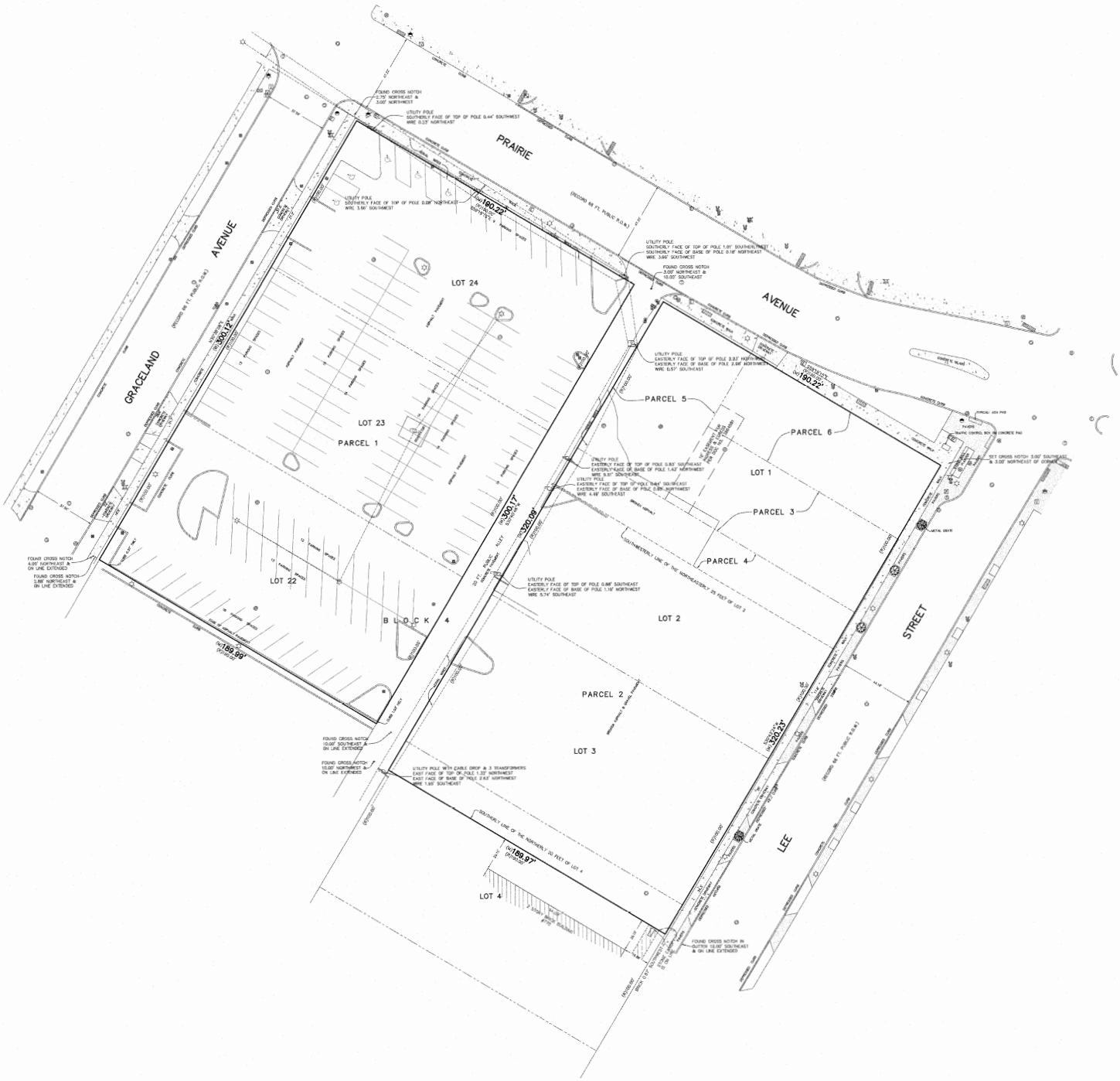
PARCEL 3:
LOT 1 (EXCEPT THE NORTHWESTERLY 60 FEET THEREOF AND EXCEPT THE NORTHEASTERLY 50 FEET) IN BLOCK 4 PARSON AND LEE'S ADDITION TO DES PLAINES IN THE SOUTH HALF OF SECTION 17, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

PARCEL 4:
THE NORTHEASTERLY 26 FEET OF LOT 2, BLOCK 4 IN PARSON AND LEE'S ADDITION TO TOWN OF DES PLAINES, BEING A SUBDIVISION OF LOTS 72, 73, 74, 139, 140, 141, 142, 143, 144, 145, 174, 175, 176 AND 177 IN TOWN OF DES PLAINES, IN SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 5:
THE NORTHWESTERLY 60 FEET OF LOT 1 IN BLOCK 4 IN PARSON AND LEE'S ADDITION TO DES PLAINES IN THE SOUTH 1/2 OF SECTION 17, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 6:
THE NORTHEASTERLY 50 FEET OF LOT 1 (EXCEPT THE NORTHWESTERLY 60 FEET) IN BLOCK 4 IN PARSON AND LEE'S ADDITION TO DES PLAINES IN THE SOUTH 1/2 OF SECTION 17, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

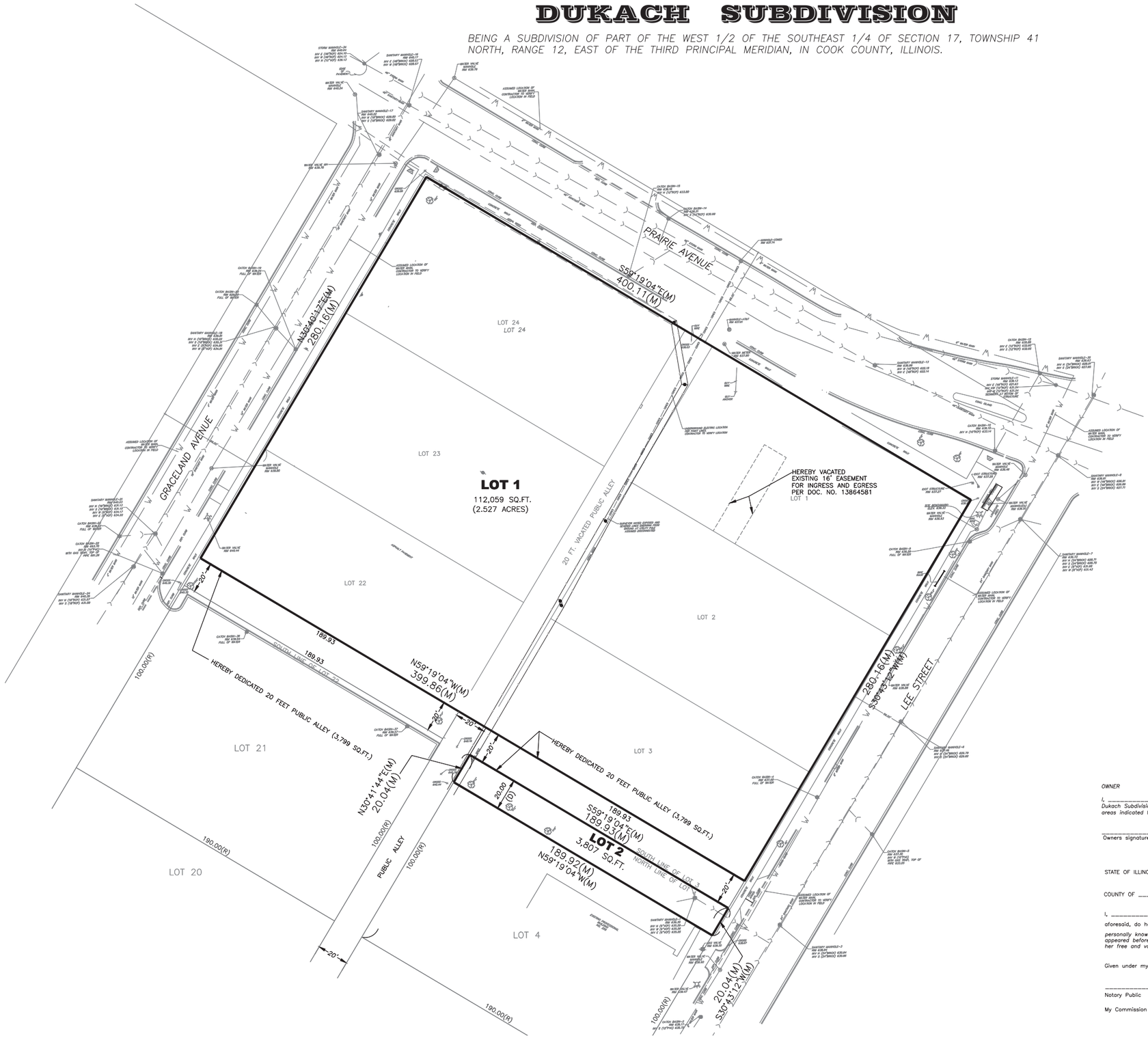
TOTAL AREA: 117,920 SQUARE FEET OR 2.707 ACRES MORE OR LESS


PRAIRIE AVENUE
GRACELAND AVENUE
LEE STREET
(RECORD 66 FT. PUBLIC R.O.W.)
LOT 24
LOT 23
PARCEL 1
LOT 22
B L O C K 4
LOT 1
PARCEL 5
PARCEL 6
PARCEL 3
PARCEL 4
LOT 2
PARCEL 2
LOT 3
LOT 4
M 180.22'
M 300.12'
M 300.17'
M 320.08'
M 188.99'
M 189.97'
FOUND CROSS NOTCH 2.75' NORTHEAST & 3.00' NORTHWEST
UTILITY POLE SOUTHERLY FACE OF TOP OF POLE 0.44' SOUTHWEST WIRE 0.23' NORTHEAST
UTILITY POLE SOUTHERLY FACE OF TOP OF POLE 0.08' NORTHEAST WIRE 3.56' SOUTHWEST
UTILITY POLE SOUTHERLY FACE OF TOP OF POLE 1.01' SOUTHWEST SOUTHERLY FACE OF BASE OF POLE 0.18' NORTHEAST WIRE 3.66' SOUTHWEST
FOUND CROSS NOTCH 3.00' NORTHEAST & 10.00' SOUTHEAST
UTILITY POLE EASTERLY FACE OF TOP OF POLE 2.33' NORTHWEST EASTERLY FACE OF BASE OF POLE 2.98' NORTHWEST WIRE 0.57' SOUTHEAST
TYPICAL ADA PAD
TRAFFIC CONTROL BOX ON CONCRETE PAD
SET CROSS NOTCH 3.00' SOUTHEAST & 3.00' NORTHEAST OF CORNER
UTILITY POLE EASTERLY FACE OF TOP OF POLE 0.93' SOUTHEAST EASTERLY FACE OF BASE OF POLE 1.43' NORTHWEST WIRE 5.91' SOUTHEAST
UTILITY POLE EASTERLY FACE OF TOP OF POLE 0.84' SOUTHEAST EASTERLY FACE OF BASE OF POLE 0.09' NORTHWEST WIRE 4.69' SOUTHEAST
METAL GRATE
SOUTHWESTERLY LINE OF THE NORTHEASTERLY 25 FEET OF LOT 2
UTILITY POLE EASTERLY FACE OF TOP OF POLE 0.98' SOUTHEAST EASTERLY FACE OF BASE OF POLE 1.18' NORTHWEST WIRE 5.74' SOUTHEAST
FOUND CROSS NOTCH 4.00' NORTHEAST & ON LINE EXTENDED
FOUND CROSS NOTCH 5.86' NORTHEAST & ON LINE EXTENDED
FOUND CROSS NOTCH 10.00' SOUTHEAST & ON LINE EXTENDED
FOUND CROSS NOTCH 10.00' NORTHWEST & ON LINE EXTENDED
UTILITY POLE WITH CABLE DROP & 3 TRANSFORMERS EAST FACE OF TOP OF POLE 1.33' NORTHWEST EAST FACE OF BASE OF POLE 2.63' NORTHWEST WIRE 1.95' SOUTHEAST
SOUTHERLY LINE OF THE NORTHERLY 20 FEET OF LOT 4
FOUND CROSS NOTCH IN BUTTON 12.00' SOUTHEAST & ON LINE EXTENDED
20 FT. PUBLIC ALLEY (RECORD)
BRICK GARAGE 0.4' NORTHWEST OF LINE
BRICK GARAGE 0.3' NORTHWEST OF LINE
BRICK GARAGE 0.2' NORTHWEST OF LINE
BRICK GARAGE 0.3' SOUTHEAST OF LINE
BRICK GARAGE 0.4' SOUTHEAST OF LINE
BRICK GARAGE 0.5' SOUTHEAST OF LINE
BRICK GARAGE 0.6' SOUTHEAST OF LINE
BRICK GARAGE 0.7' SOUTHEAST OF LINE
BRICK GARAGE 0.8' SOUTHEAST OF LINE
BRICK GARAGE

TENTATIVE PLAT

DUKACH SUBDIVISION

BEING A SUBDIVISION OF PART OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 17, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



OWNER

I, _____ owner of the property shown and described hereon, hereby adopts this plat of *Dukach Subdivision, establishes the minimum building restriction lines, dedicates the roads, streets, alleys, walks, and other areas indicated thereon to the public use; and establishes any other easements shown thereon.*

_____
Owners signature

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

I, _____, a Notary Public in and for said County, in the State aforesaid, do hereby certify that _____

personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that she signed and delivered said instrument as her free and voluntary act for the uses and purposes therein set forth.

Given under my hand and official seal this _____ day of _____, 20___.

_____
Notary Public

My Commission Expires: _____

PROJECT STAFF		ISSUE	REVISIONS	DATE
PROJECT MANAGER:	B. BONO P.E.	A	PRELIMINARY PLAN	09-26-2024
ENGINEER:	A. VEST P.E.	B	PRELIMINARY PLAN REVISED PER COMMENTS	10-09-2024
ENGINEER:				
TECHNICIAN:				

BCI
BONO CONSULTING
CIVIL ENGINEERS
A Sewer & Water Engineers company
1018 BUSSE HIGHWAY
PARK RIDGE, IL 60068
PH : (847) 823-3300
FAX: (847) 823-3303
bbono@bonoconsulting.com

BERNARD A. BONO
PE60910159
REGISTERED PROFESSIONAL ENGINEER OF INDIANA

10.23.24 EXP. 11/30/25

TENTATIVE PLAT

NEW MIXED - USE BUILDING
GRACELAND-PRAIRIE-LEE, DES PLAINES, IL

NOT FOR CONSTRUCTION

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PROJECT NUMBER: 231701

START DATE: DEC. 10, 2023

GRAPHIC SCALE
30 0 30

SCALE: 1"=30'-0

SHEET NUMBER
1 OF 1

PLAT OF VACATION

OF

ALL THAT PART OF 20 FEET PUBLIC ALLEY LYING NORTHWESTERLY OF LOTS 1, 2 AND 3 AND LYING SOUTHEASTERLY OF LOTS 22, 23 AND 24 AND LYING NORTHEASTERLY OF A LINE STARTING AT A POINT ON THE NORTHWESTERLY LINE OF LOT 3 WHICH POINT IS 20 NORTHEASTERLY FROM THE SOUTHWESTERLY CORNER OF LOT 3 TO A POINT ON THE SOUTHEASTERLY LINE OF LOT 22 WHICH POINT IS 20 FEET NORTHEASTERLY OF THE SOUTHEASTERLY CORNER OF LOT 22 ALL IN BLOCK 4 IN PARSONAND LEE'S ADDITION TO DES PLAINES, BEING A SUBDIVISION OF SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

NORTH

SCALE: 1 INCH = 50 FEET

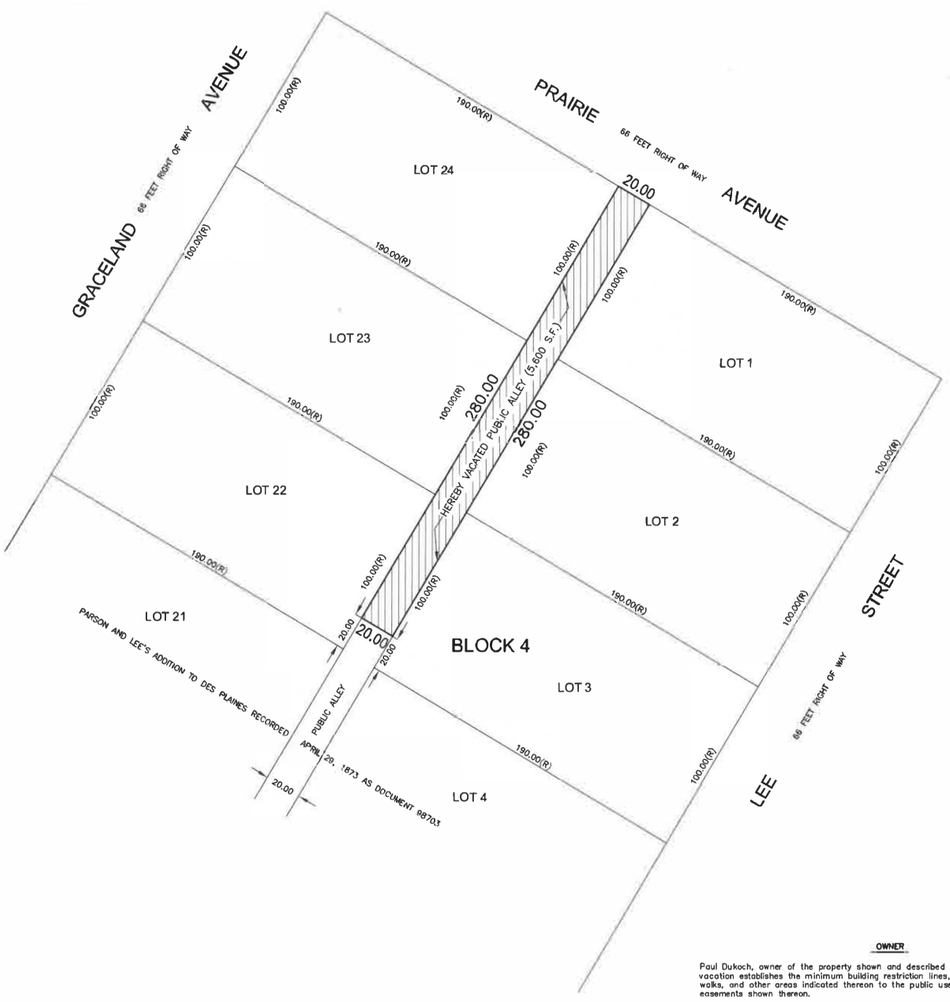
This plat submitted for recording by:

Name: VILLAGE OF DES PLAINES

Address: 1420 MINER STREET

City: DES PLAINES

State: ILLINOIS Zip 60016



OWNER

Paul Dukoch, owner of the property shown and described hereon, hereby adopts this plat of vacation establishes the minimum building restriction lines, dedicates the roads, streets, alleys, walks, and other areas indicated thereon to the public use; and establishes any other easements shown thereon.

_____
Owner

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

I _____, a Notary Public in and for said County, in the State aforesaid, do hereby certify that _____ personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that he signed and delivered said instrument as his free and voluntary act for the uses and purposes therein set forth.

Given under my hand and official seal this _____ day of _____, 20__.

_____
Notary Public

My Commission Expires: _____

MAYOR

Approved by the Mayor and the City Council of the City of Des Plaines Illinois on this _____ day of _____, 20__.

_____
Mayor

ATTEST:

_____
City Clerk

DIRECTOR OF PUBLIC WORKS & ENGINEERING

Approved by the Director of Public Works & Engineering of the City of Des Plaines, Illinois on this _____ day of _____, 20__.

_____
City Engineer

SURVEYOR

I, Thomas R. Krohn an Illinois licensed land surveyor do hereby certify that I have surveyed and subdivided the following described property:
The iron pipe will be placed in the ground as indicated hereon, in accordance with the Subdivision Regulations of the Des Plaines City Code; that the property is within the corporate limits of the City of Des Plaines, which has adopted an official comprehensive plan; that the property is not within a Special Flood Hazard Area, as identified by the Federal Emergency Management Agency on the most recent Flood Insurance Rate Map Panel 217 of 832, Community Panel No. 17031C0217J.

Dated this 9th day of October, 2024.

Professional Illinois Land Surveyor no. 3000

STATE OF ILLINOIS)
) SS
COUNTY OF LAKE)

I Jadranka Bakan, a Notary Public in and for said County, in the State aforesaid, do hereby certify that Thomas R. Krohn personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that he signed and delivered said instrument as his free and voluntary act for the uses and purposes therein set forth.

Given under my hand and official seal this _____ day of _____, 2024.

_____
Notary Public

My Commission Expires: 02/24/2025

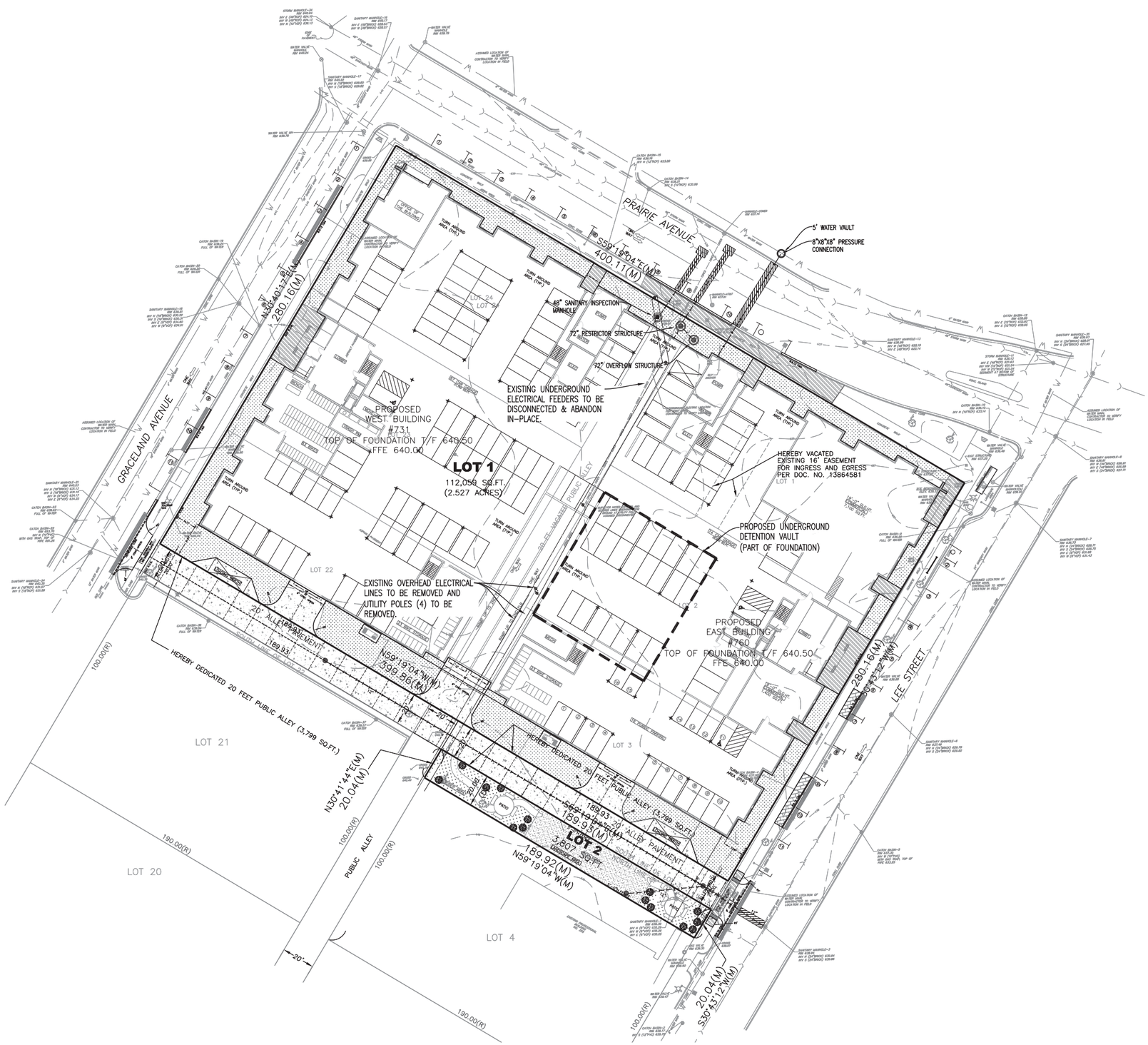
PROFESSIONAL LAND SURVEYOR
THOMAS R. KROHN
035-003000
GLENVIEW
ILLINOIS
STATE OF ILLINOIS

GEODETIC SURVEY, LTD.
PROFESSIONAL DESIGN FIRM NO. 184-003942
200 WAUKEGAN ROAD, GLENVIEW IL 60025
TEL. (847) 904-7690; INFO@GSURVEY.NET

REVISIONS	DATE
PER CITY COMMENTS	10/09/2024

FILE NO. 24-150

PRELIMINARY PLAN UNIT DEVELOPMENT PLAT



LEGAL DESCRIPTION

LOT 1 IN DUKACH SUBDIVISION, BEING A SUBDIVISION OF PART OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 17, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

LOT 2 IN DUKACH SUBDIVISION, BEING A SUBDIVISION OF PART OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 17, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

SITE DETAILS

TWO CONNECTED BUILDINGS – 7–STORY EACH WITH FIRST FLOOR AND SECOND FLOOR GARAGE PARKING AND 278 TOTAL UNITS. RETAIL ON PORTION OF FIRST FLOOR OF EAST BUILDING.

- TOTAL ASSIGNED RESIDENTIAL PARKING STALLS: 287
- TOTAL COMMERCIAL PARKING STALLS: 16

LOT AREA SUMMARY

TOTAL LOT AREA = 117,860 SQ. FT. (2.706 AC.)
[DOES NOT INCLUDE VACATED ALLEY]

VACATED ALLEY AREA = 5,603 SQ. FT. (0.129 AC.)

TOTAL LOT AREA = 123,463 SQ. FT. (2.834 AC.)
[INCLUDED VACATED ALLEY]

TOTAL LOT AREA = 115,866 SQ. FT. (2.660 AC.)
[AFTER ALLEY DEDICATION]

LOT 1 = 112,059 SQ. FT. (2.527 AC.)
LOT 2 = 3,807 SQ. FT. (0.087 AC.)
20' WIDE ALLEY = 7,600 SQ. FT. (0.175 AC.)

PROJECT STAFF		ISSUE	REVISIONS	DATE
PROJECT MANAGER:	B. BONO P.E.	A	PRELIMINARY PLAN	03/26/2024
ENGINEER:	A. VEGA P.E.	B	PRELIMINARY PLAN/ADDRESSED PER COMMENTS	10/09/2024
ENGINEER:				
TECHNICIAN:				

BCI
BONO CONSULTING
CIVIL ENGINEERS
A Sheets & Maher Engineers company
1018 BUSSE HIGHWAY
PARK RIDGE, IL 60068
PH : (847) 823-3300
FAX: (847) 823-3303
bbono@bonoconsulting.com

BERNARD A. BONO
PE60910159
REGISTERED PROFESSIONAL ENGINEER
OF
INDIANA

10.23.24 EXP. 11/30/25

PRELIMINARY PLAN UNIT DEVELOPMENT PLAT

NEW MIXED - USE BUILDING
GRACELAND-PRAIRIE-LEE, DES PLAINES, IL

NOT FOR CONSTRUCTION

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PROJECT NUMBER: 231701

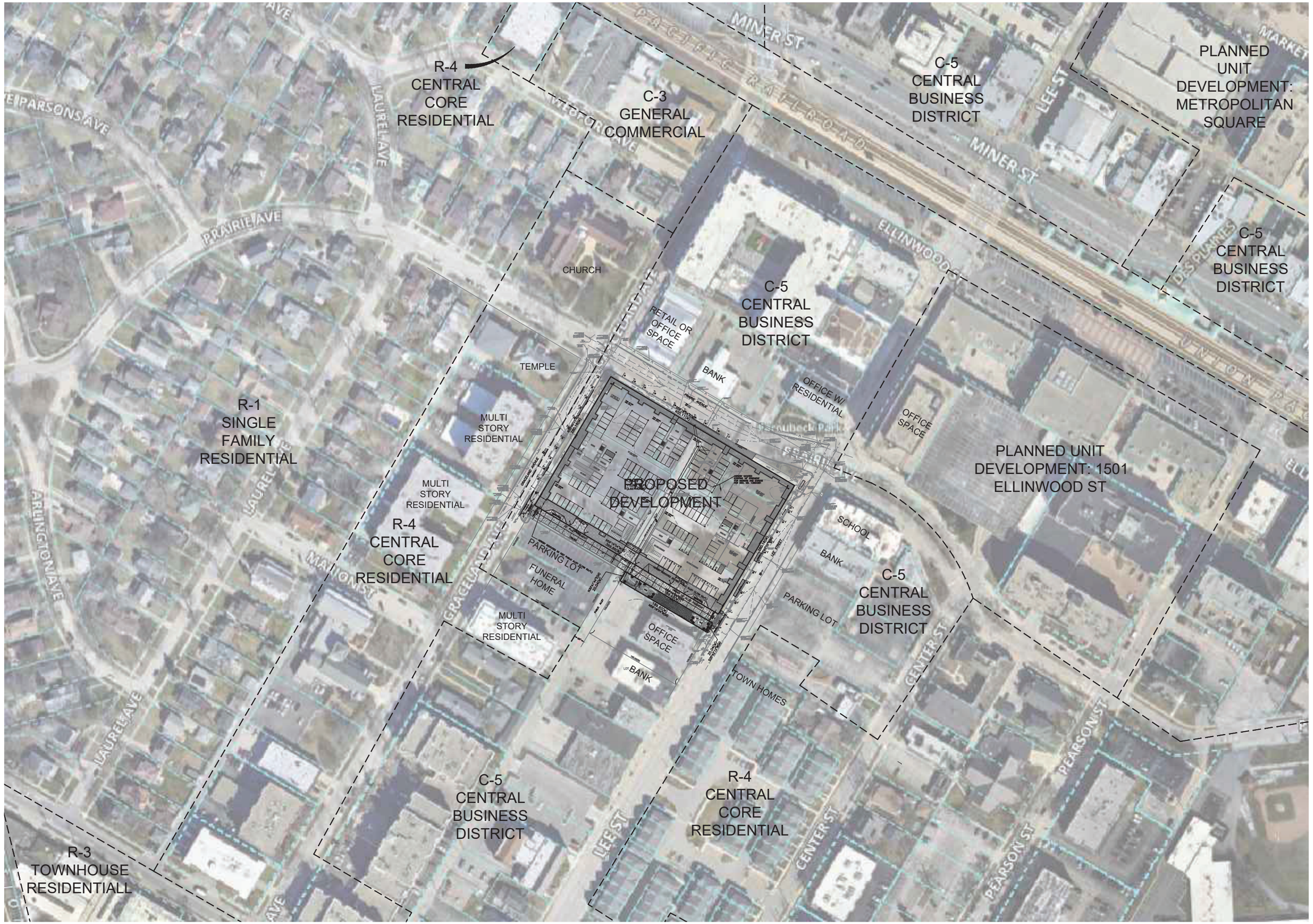
START DATE: DEC. 10, 2023

GRAPHIC SCALE
30 0 30

SCALE: 1"=30'-0

SHEET NUMBER
1 OF 2

PRELIMINARY PLAN UNIT DEVELOPMENT PLAT



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PROJECT STAFF		ISSUE	REVISIONS	DATE
PROJECT MANAGER:	B. BONO P.E.	A	PRELIMINARY PLAN	03-28-2024
ENGINEER:	A. VEST P.E.	B	PRELIMINARY PLAN REVISED PER COMMENTS	10-09-2024
ENGINEER:				
TECHNICIAN:				

BCI
BONO CONSULTING
CIVIL ENGINEERS
A Sieve & Planet Engineers company
1018 BUSSE HIGHWAY PH : (847) 823-3300
PARK RIDGE, IL 60068 FAX: (847) 823-3303
bbono@bonoconsulting.com

PRELIMINARY PLAN UNIT DEVELOPMENT PLAT

NEW MIXED - USE BUILDING
GRACELAND-PRAIRIE-LEE, DES PLAINES, IL

NOT FOR CONSTRUCTION

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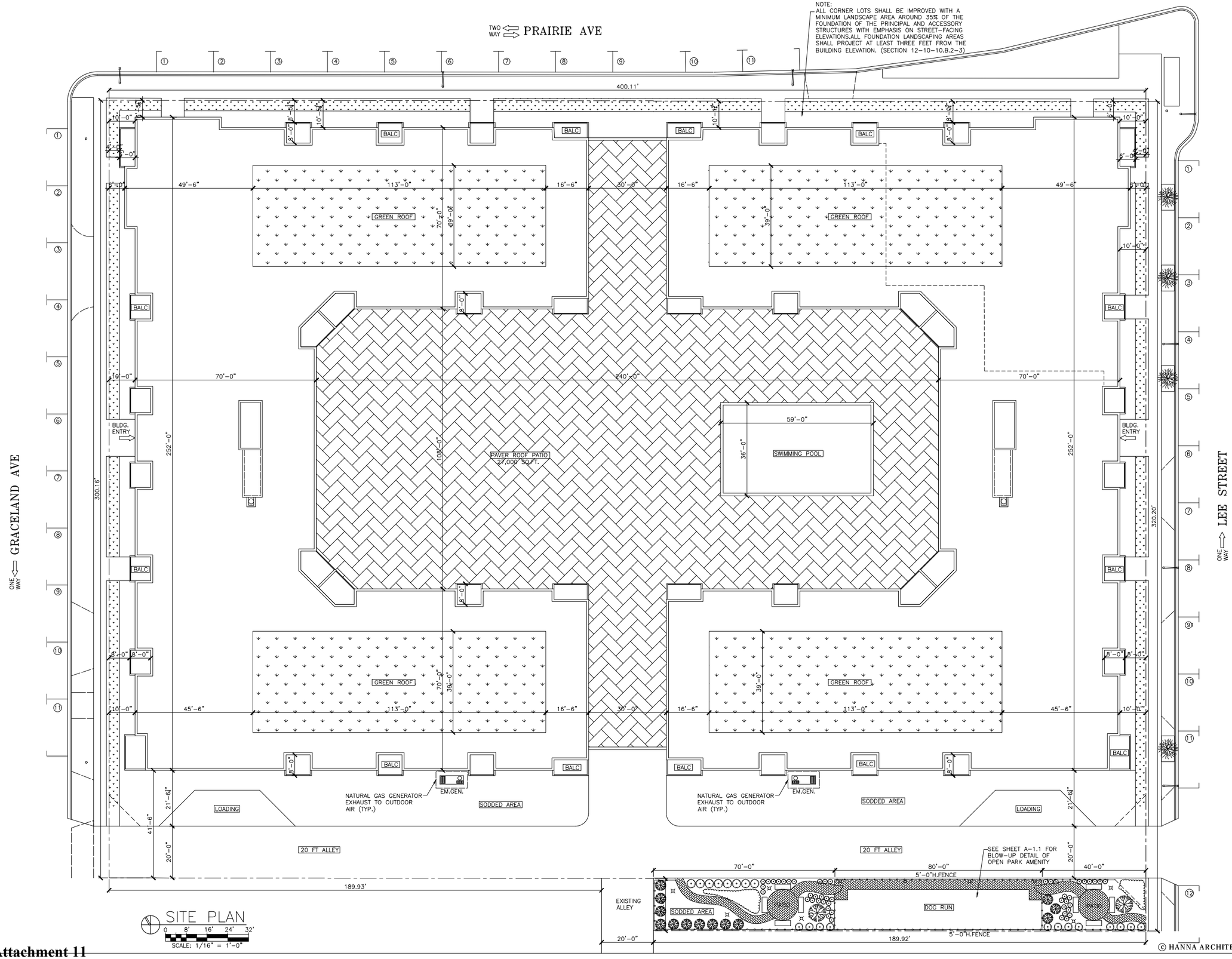
PROJECT NUMBER: 231701
START DATE: DEC. 10, 2023
GRAPHIC SCALE
80 0 80
SCALE: 1"=80'-0

SHEET NUMBER
2 OF 2



SITE PLAN

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

HANNA ARCHITECTS, INC.

(312) 750-1800

180 W. WASHINGTON
CHICAGO, ILLINOIS 60602
FAX (312) 750-1801

PROFESSIONAL DESIGN FIRM
ARCHITECT CORPORATION
LICENSE NUMBER 184 - 001485

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ISSUED - BID

STATE OF ILLINOIS
JOHN C. HANNA
001-010137
LICENSED ARCHITECT

"I CERTIFY THAT THESE DRAWINGS WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND CONTROL AND TO THE BEST OF MY KNOWLEDGE AND BELIEF COMPLY WITH THE REQUIREMENTS OF THE CHICAGO BUILDING CODE." LICENSE EXPIRES ON 11/30/24

PROJECT NAME & ADDRESS
760 LEE ST
731 GRACELAND

278 UNIT 7 STORY BUILDING W/GROUND FLOOR RETAIL

DES PLAINES, ILL

SHEET TITLE
SITE PLAN & NOTES

FILENAME

SHEET NUMBER
A-1

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PARKING CALULATION PER BUILDING:
27 UNIT PER FLOOR — PARKING RATIO
(5) 3 BED x 2 BLDGS = (10) 3 BED x 2.25 = 22.50 SPACES
(69) 2 BED x 2 BLDGS = (138) 2 BED x 1.50 = 207.0 SPACES
(65) 1 BED x 2 BLDGS = (130) 1 BED x 1.00 = 130.0 SPACES
TOTAL = 360 SPACES

COMMERCIAL PARKING:
(1 PER 300 SQ.FT. OVER 2,500 SQ.FT.) = 20 SPACES
TOTAL PARKING = 380 SPACES

PUD REDUCTION = x 0.75
380 x 0.75 = 285 SPACES

PARKING SPACES:
BLDG #1 — BLDG #2
1ST FLR – 83 — 1ST FLR – 61
2ND FLR – 92 — 2ND FLR – 62
TOTAL = 175 — TOTAL = 123
285 SPACES REQUIRED
298 SPACES PROVIDED

PER 2018 IAC 208: PARKING
208.2 MINIMUM NUMBER. PARKING SPACES COMPLYING WITH 502 SHALL BE PROVIDED IN ACCORDANCE WITH TABLE 208.2 THE NUMBER OF ACCESSIBLE SPACES PROVIDED ON THE SITE SHALL BE CALCULATED ACCORDING TO THE NUMBER OF SPACES REQUIRED FOR EACH PARKING FACILITY.
301 TO 400 PARKING SPACES REQUIRES MINIMUM 8 ACCESSIBLE PARKING SPACES.
8 ACCESSIBLE PARKING PROVIDED.

PRAIRIE AVE

400.11'

GRACELAND AVE
300.16'

LEE STREET
320.20'

OFFICE OF THE BUILDING
TURN AROUND AREA (TYP.)
PUMP
WATER
ELEC
LOBBY
MOVE-IN
BENCH
TRASH RM
63 BIKES
87 CAR GARAGE
31,750 SQ.FT.
74 CAR GARAGE
25,600 SQ.FT.
19'-0" GLG.HT.
COMMERCIAL
7,100 SQ.FT.
19'-0" GLG.HT.
COMMERCIAL
1,400 SQ.FT.
NOTE:
ALL PARKING SPACES TO BE EVSE READY PER EV ACT 765 ILCS 1085 (TYP.)
MECH
23 BIKE STORAGE
20 PUBLIC PARKING
RAMP DOWN FROM 2ND FLR
RAMP UP TO 2ND FLR
ONE WAY
NATURAL GAS GENERATOR EXHAUST TO OUTDOOR AIR (TYP.)
LOADING BERTH
20 FT ALLEY
EXISTING ALLEY
OPEN PARK AMENITY
SEE SHEET A-1.1

189.93'
20.00'
189.92'

FIRST FLOOR PLAN
0 8' 16' 24' 32'
SCALE: 1/16" = 1'-0"

HANNA ARCHITECTS, INC.
(312) 750-1800
180 W. WASHINGTON
CHICAGO, ILLINOIS 60602
FAX (312) 750-1801
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STATE OF ILLINOIS — JOHN R. HANNA — 001-010137 — REGISTERED ARCHITECT

"I CERTIFY THAT THESE DRAWINGS WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND CONTROL AND TO THE BEST OF MY KNOWLEDGE AND BELIEF COMPLY WITH THE REQUIREMENTS OF THE CHICAGO BUILDING CODE." LICENSE EXPIRES ON 11/30/24

PROJECT NAME & ADDRESS
760 LEE ST
731 GRACELAND
278 UNIT 7 STORY BUILDING W/GROUND FLOOR RETAIL
DES PLAINES, ILL

SHEET TITLE
FIRST FLOOR PLAN

FILENAME

SHEET NUMBER
A-2

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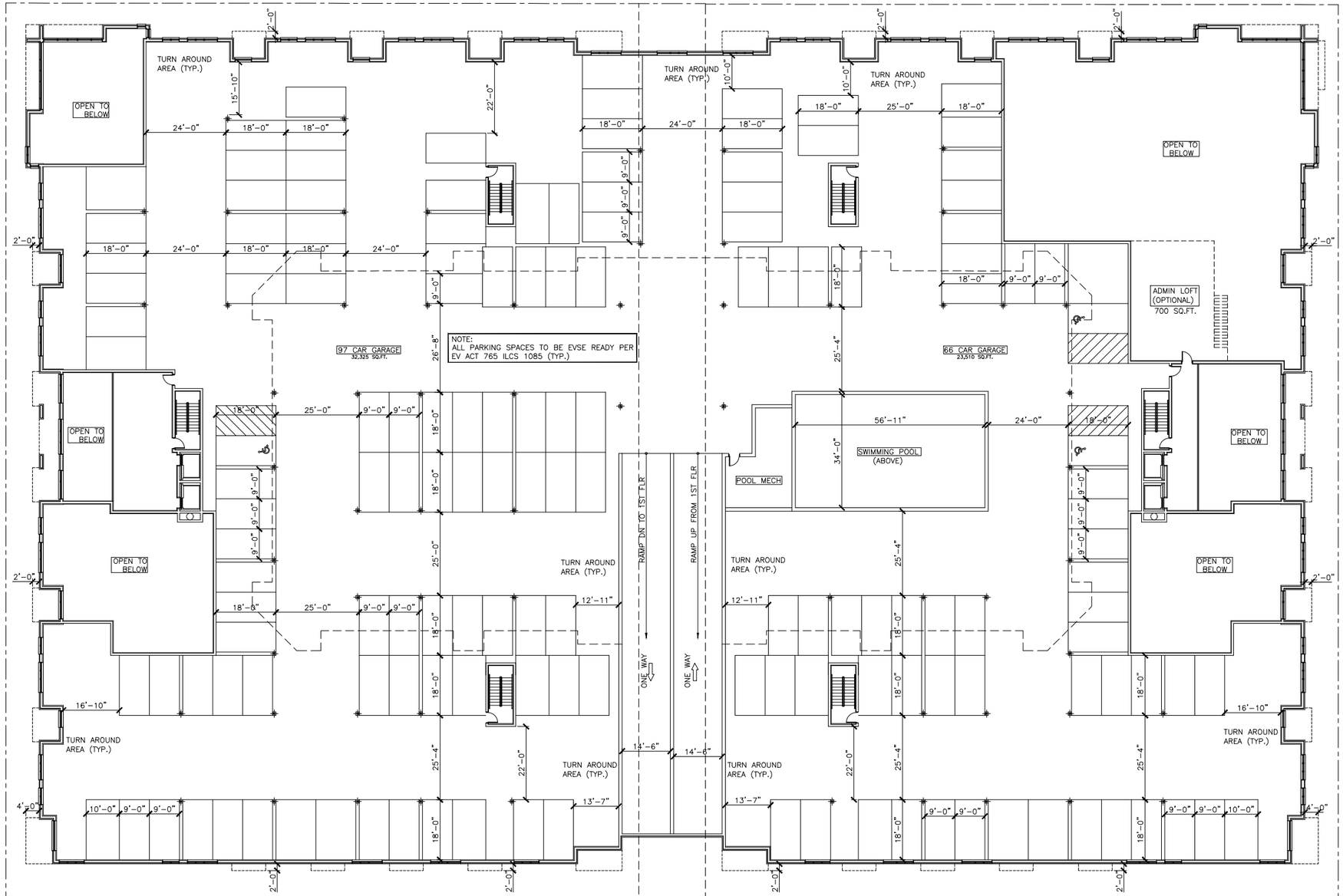
PRAIRIE AVE

GRACELAND AVE

LEE STREET



SECOND FLOOR PLAN

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

NOTES:
1. THE ILLINOIS ELECTRIC VEHICLE CHARGING ACT REQUIRES ALL SPACES TO BE EV CAPABLE. THE ELECTRICAL SERVICE WILL BE SIZED TO ACCOMMODATE THIS AND CONDUIT SHOULD BE PROVIDED TO EACH SPACE.
2. MAIN ENTY WITH SEPARATE ADDRESSES WILL HAVE SEPARATE FIRE ALARM PANELS UNLESS OTHERWISE APPROVED BY THE DES PLAINES FIRE DEPARTMENT.
3. NEW INSTALLATIONS OF FIRE DEPARTMENT CONNECTIONS SHALL CONSIST OF A 5-INCH STORZ FITTING WITH A FIFTEEN-DEGREE ELBOW, AND SHALL BE LOCATED APPROXIMATELY 36-INCHES ABOVE FINISHED GRADE. THE EXACT LOCATION SHALL BE APPROVED BY THE FIRE CODE OFFICIAL (MUST BE WITHIN 100 FEET OF A FIRE HYDRANT)
4. PROVIDE A KNOX BOX SHUNT TRIP THAT WILL SIMULTANEOUSLY DISCONNECT ALL ELECTRICAL SERVICES (EXCLUDING THE FIRE PUMP ELECTRICAL SERVICE.), PER THE DES PLAINES FIRE DEPARTMENT. THE KNOX BOX SHUNT TRIP SHALL BE LOCATED ADJACENT TO THE MAIN ENTRANCE TO THE BUILDING. EXACT LOCATION SHALL BE APPROVED BY THE DES PLAINES FIRE DEPARTMENT

HANNA ARCHITECTS, INC.

(312) 750-1800

180 W. WASHINGTON
CHICAGO, ILLINOIS 60602
FAX (312) 750-1801

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STATE OF ILLINOIS
JOHN P. HANNA
001-010137
REGISTERED ARCHITECT

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PROJECT NAME & ADDRESS

760 LEE ST
731 GRACELAND

278 UNIT 7 STORY BUILDING W/GROUND FLOOR RETAIL

DES PLAINES, ILL

SHEET TITLE

SECOND FLOOR PLAN

FILENAME

SHEET NUMBER

A-3

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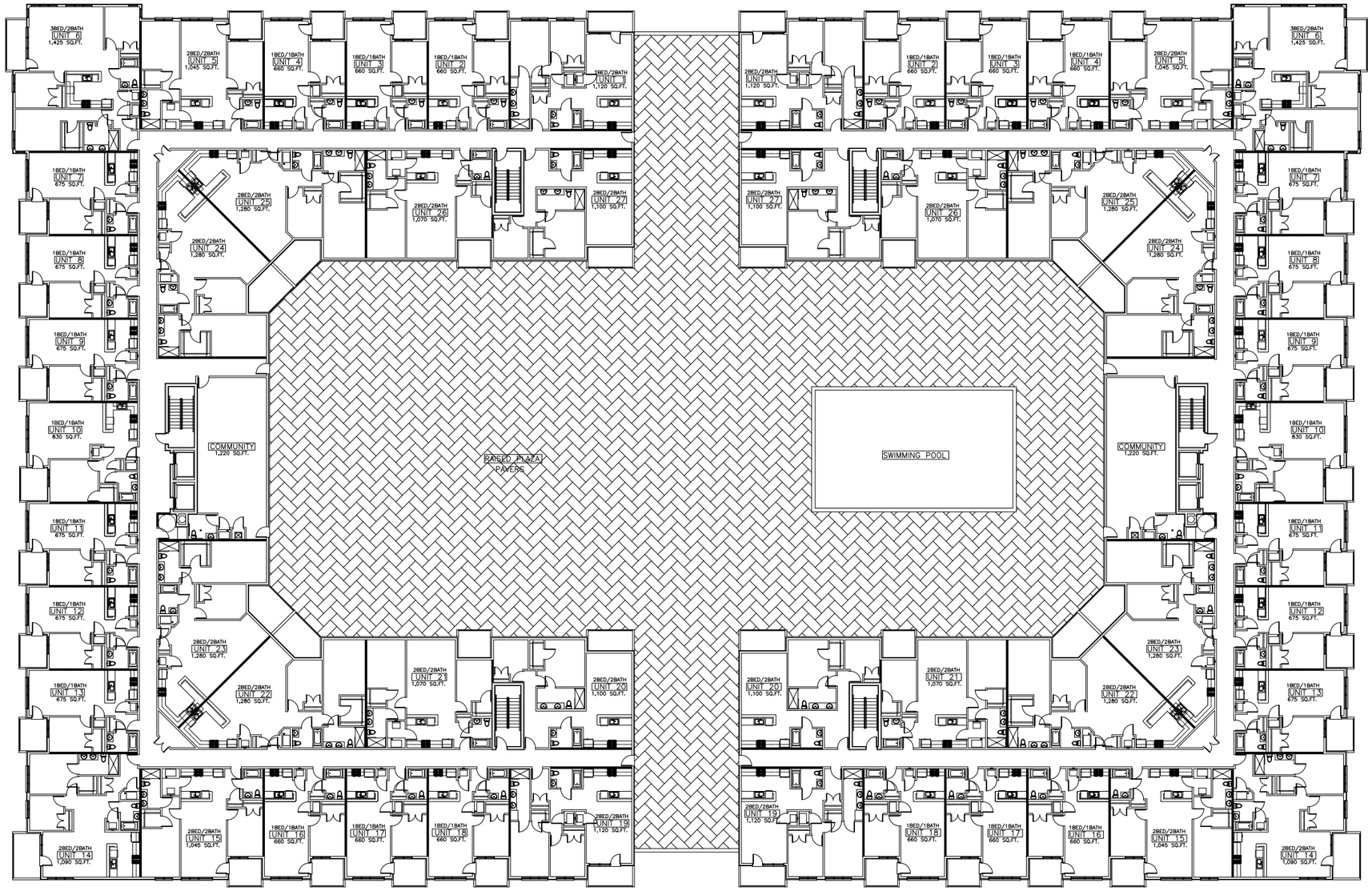

THIRD FLOOR PLAN

0 8' 16' 24' 32'

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

HANNA ARCHITECTS, INC.

(312) 750-1800

180 W. WASHINGTON
CHICAGO, ILLINOIS 60602
FAX (312) 750-1801

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JOHN A. HANNA
001-010137
LICENSED ARCHITECT

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LICENSE EXPIRES ON 11/30/24

PROJECT NAME & ADDRESS
760 LEE ST
731 GRACELAND

278 UNIT 7 STORY BUILDING W/GROUND FLOOR RETAIL

DES PLAINES, ILL

SHEET TITLE
THIRD FLOOR PLAN

FILENAME

SHEET NUMBER
A-4

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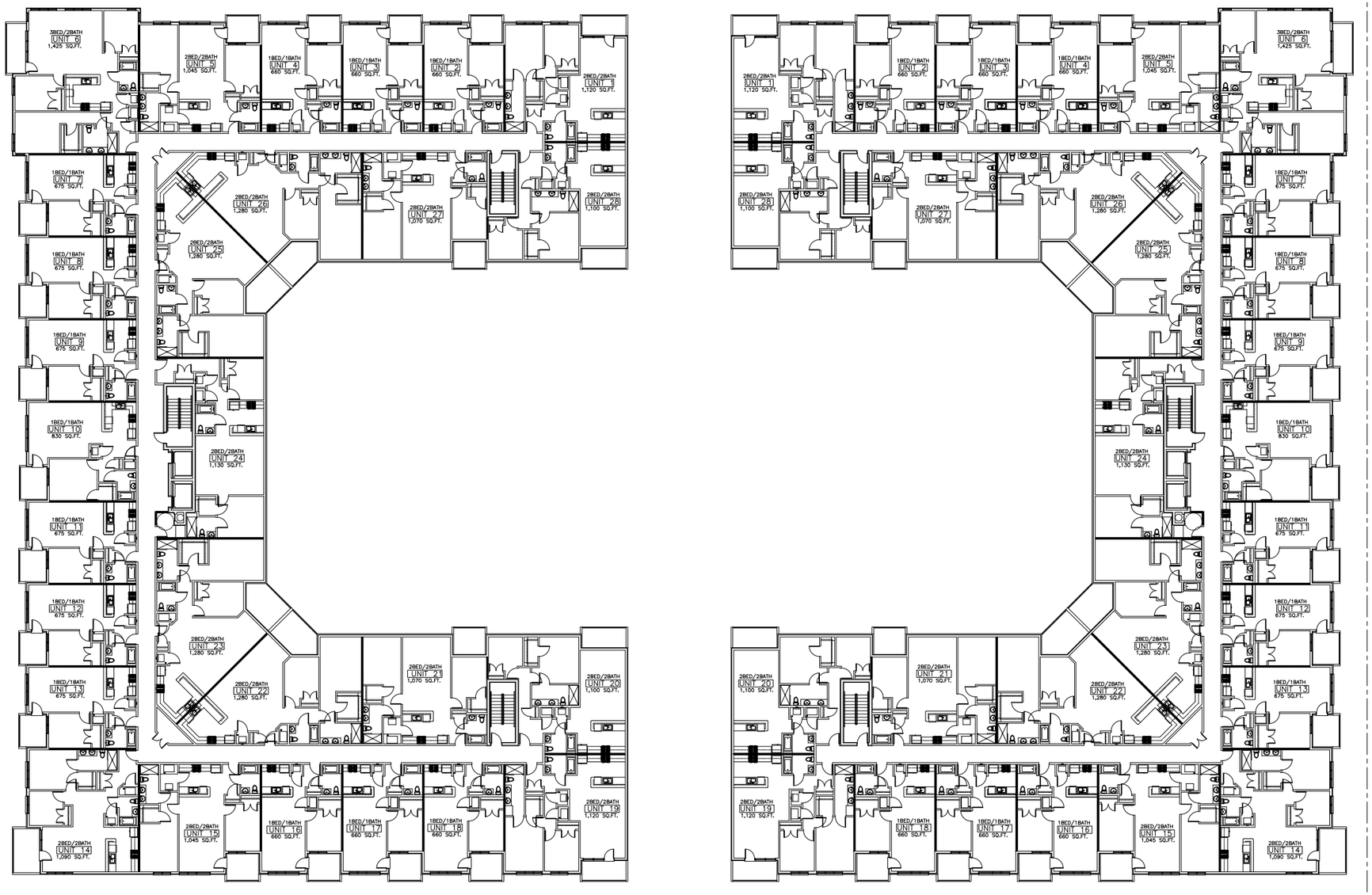

FOURTH THRU SEVENTH FLOOR PLAN

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

HANNA ARCHITECTS, INC.
(312) 750-1800
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CHICAGO, ILLINOIS 60602
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ISSUED - PERMIT OCT. 25, 2024
ISSUED - BID

STATE OF ILLINOIS JOHN J. HANNA 001-010137 LICENSED ARCHITECT

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PROJECT NAME & ADDRESS
760 LEE ST
731 GRACELAND

278 UNIT 7 STORY BUILDING W/GROUND FLOOR RETAIL

DES PLAINES, ILL

SHEET TITLE
FOURTH THRU SEVENTH FLOOR PLANS

FILENAME

SHEET NUMBER
A-5

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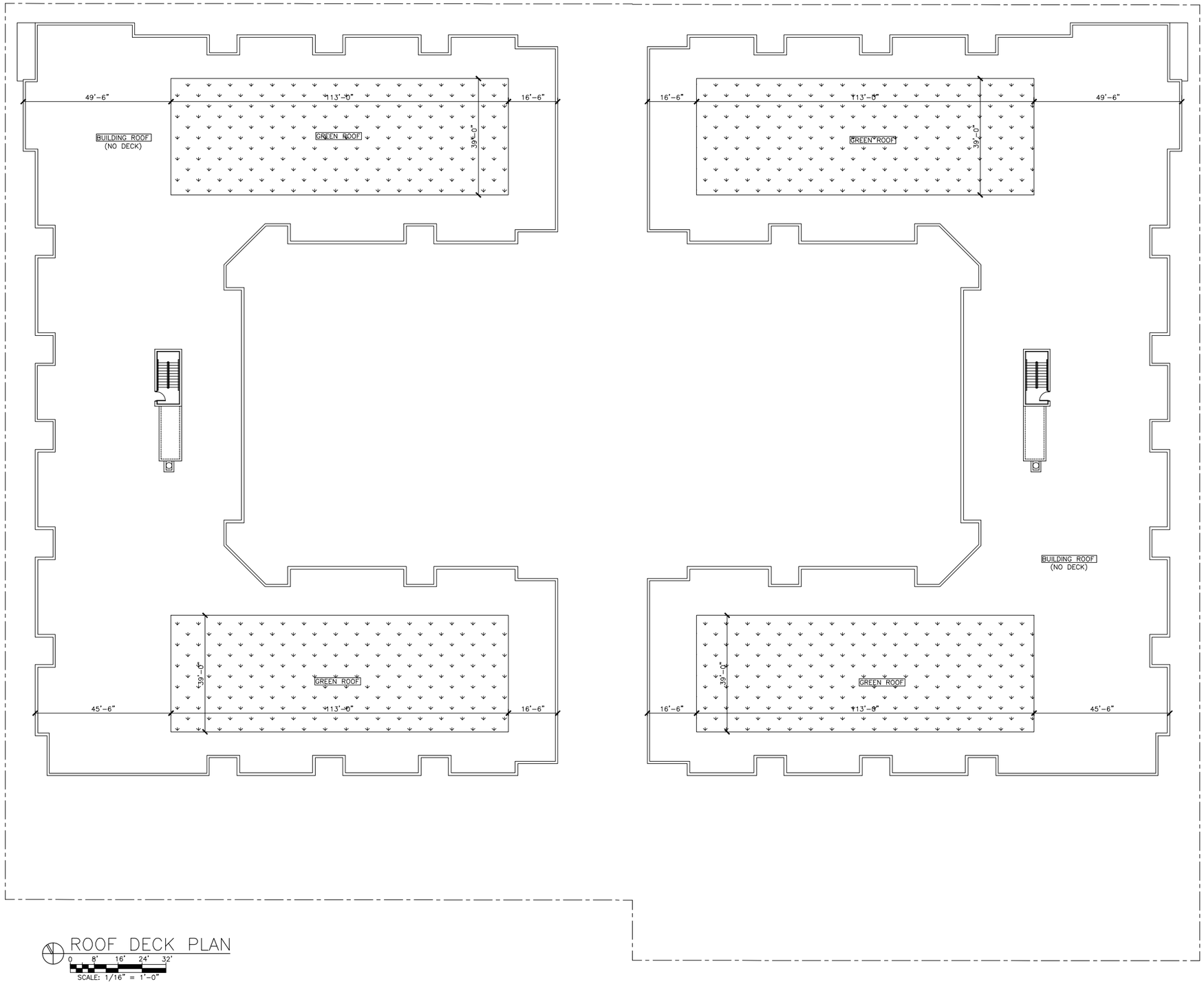

ROOF DECK PLAN

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

HANNA ARCHITECTS, INC.

(312) 750-1800

180 W. WASHINGTON
CHICAGO, ILLINOIS 60602
FAX (312) 750-1801

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LICENSE NUMBER 184 - 001485

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JOHN
HANNA
001-010137
REGISTERED ARCHITECT

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PROJECT NAME & ADDRESS
760 LEE ST
731 GRACELAND

278 UNIT 7 STORY BUILDING W/GROUND FLOOR RETAIL

DES PLAINES, ILL

SHEET TITLE
ROOF DECK PLAN

FILENAME

SHEET NUMBER
A-6

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760 LEE STREET
DES PLAINES, ILLINOIS
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EAST ELEVATION

0 4' 8' 12' 16' LEE STREET

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

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JOHN C. HANNA
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LICENSE EXPIRES ON 11/30/24

PROJECT NAME & ADDRESS

760 LEE ST
731 GRACELAND

278 UNIT 7 STORY BUILDING W/GROUND FLOOR RETAIL

DES PLAINES, ILL

SHEET TITLE

EAST BLDG. ELEVATION

FILENAME

SHEET NUMBER

A-7

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NORTH ELEVATION

0 4' 8' 12' 16' PRAIRIE AVE

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

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PROJECT NAME & ADDRESS

760 LEE ST
731 GRACELAND

278 UNIT 7 STORY BUILDING W/GROUND FLOOR RETAIL

DES PLAINES, ILL

SHEET TITLE

NORTH BLDG. ELEVATION

FILENAME

SHEET NUMBER

A-8

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WEST ELEVATION

0 4' 8' 12' 16' GRACELAND AVE

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

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LICENSE EXPIRES ON 11/30/24

PROJECT NAME & ADDRESS

760 LEE ST
731 GRACELAND

278 UNIT 7 STORY BUILDING W/GROUND FLOOR RETAIL

DES PLAINES, ILL

SHEET TITLE

WEST BLDG. ELEVATION

FILENAME

SHEET NUMBER

A-9

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SOUTH ELEVATION

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

SOUTH ELEVATION

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

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PROJECT NAME & ADDRESS
760 LEE ST
731 GRACELAND

278 UNIT 7 STORY BUILDING W/GROUND FLOOR RETAIL

DES PLAINES, ILL

SHEET TITLE
SOUTH BLDG. ELEVATION

FILENAME

SHEET NUMBER
A-10

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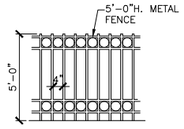
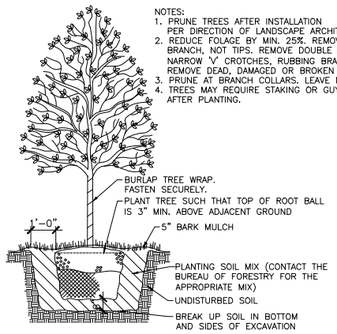


METAL FENCE DETAIL

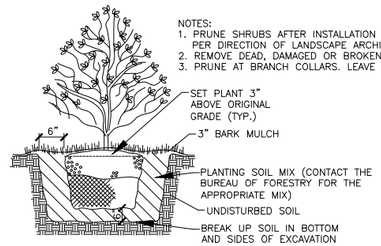
0 2' 4' 6' 8'

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



TREE PLANTING DETAIL

SCALE: N.T.S



SHRUB DETAIL

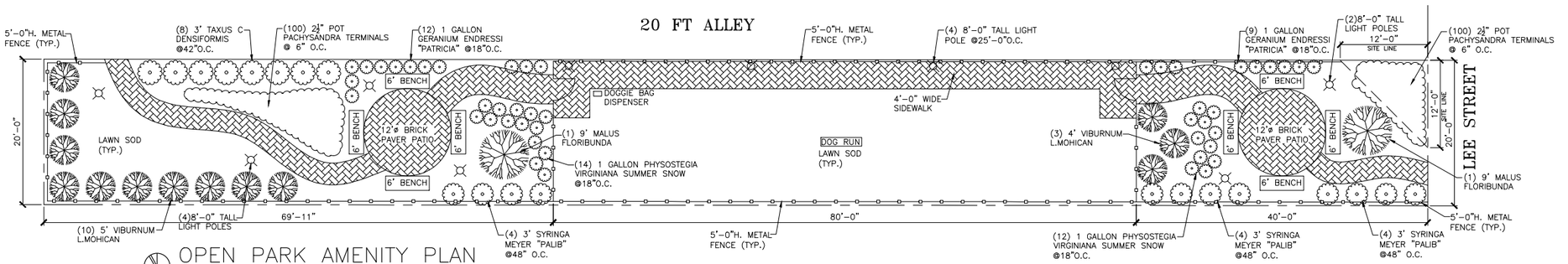
SCALE: N.T.S

PUBLIC BENCH DETAIL

SCALE: N.T.S

PRIVATE LIGHT POLE

SCALE: N.T.S 8'-0" TALL



OPEN PARK AMENITY PLAN

0 4' 8' 12' 16'

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

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PROJECT NAME & ADDRESS
760 LEE ST
731 GRACELAND

278 UNIT 7 STORY BUILDING W/GROUND FLOOR RETAIL

DES PLAINES, ILL

SHEET TITLE
OPEN PARK AMENITY PLAN AND DETAILS

FILENAME

SHEET NUMBER
A-1.1

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BENCHMARK INFO
SITE BENCHMARK SOUTHEAST TOP FLANGE BOLT ON FIRE HYDRANT AT SOUTH END OF LOT 3 AS SHOWN. ELEVATION = 651.67
TRANSFERRED FROM VILLAGE BENCHMARK # BM-15 LOCATED AT SE CORNER, SAN. SEWER LIFT STATION, DUNDEE RD. & MILWAUKEE AVE. WITH A 2.5" ALUMINUM DISK STAMPED VILLAGE OF WHEELING - SURVEY MARKER. ELEVATION 646.315 (NAVD 88)

MIXED - USE BUILDING
SITE DEVELOPMENT PLAN
GRACELAND-PRAIRIE-LEE, DES PLAINES, COOK COUNTY, IL
PRELIMINARY PLAN

SECTION: 17
TOWNSHIP: 41N
RANGE: 12E

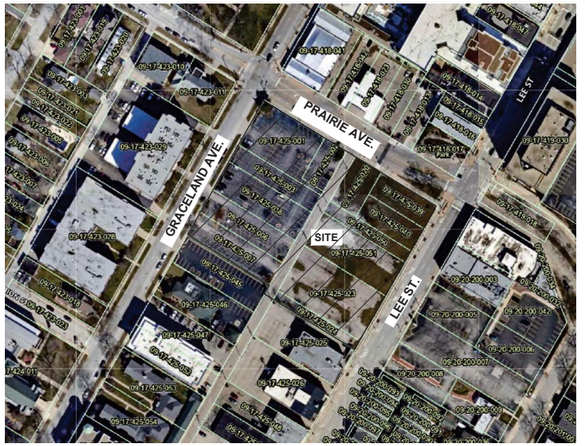
PIN: 09-17-425-001, 09-17-425-002, -003, -038, -006, -007, -020, -039, -040, -050, -051, -023, -024

SITE LOCATION MAP

DRAWING INDEX:

1. TITLE SHEET, LEGEND, SITE LOCATION, & AERIAL MAP
2. EXISTING TOPOGRAPHY
3. DEMOLITION PLAN
4. SOIL EROSION & SEDIMENTATION CONTROL PLAN - PHASE-I
5. SOIL EROSION & SEDIMENTATION CONTROL PLAN - PHASE-II
6. SWPPP [NOT INCLUDED]
7. PROPOSED GRADING & DRAINAGE PLAN - OVERALL SITE
8. PROPOSED GRADING & DRAINAGE PLAN - NORTH SECTION
9. PROPOSED GRADING & DRAINAGE PLAN - SOUTH SECTION
10. PROPOSED UTILITIES PLAN - OVERALL SITE
11. PROPOSED UTILITIES PLAN - NORTH SECTION
12. PROPOSED UTILITIES PLAN - SOUTH SECTION
13. SITE PLAN & GEOMETRIC PLAN - OVERALL SITE
14. SITE PLAN & GEOMETRIC PLAN - NORTH SECTION
15. SITE PLAN & GEOMETRIC PLAN - SOUTH SECTION
16. SECOND FLOOR PARKING & ROOF PLAN
17. CONSTRUCTION NOTES [NOT INCLUDED]
18. STANDARD DETAILS [NOT INCLUDED]
19. STANDARD DETAILS CONT...[NOT INCLUDED]
20. STANDARD DETAILS CONT...[NOT INCLUDED]
21. IDOT HIGHWAY STANDARDS [NOT INCLUDED]
22. IDOT HIGHWAY STANDARDS [NOT INCLUDED]
23. IDOT HIGHWAY STANDARDS [NOT INCLUDED]
24. DRAINAGE EXHIBIT [NOT INCLUDED]

AERIAL MAP



- NEED MWRD WMO AND IDOT PERMITS.
- OLD WATER SERVICES TO REMOVED AND REPLACED AT CITY MAIN AND CITY MAIN PIPES REPLACED.
- GRIND AND RESURFACE ALL INTERIOR STREET LANES ADJACENT TO THIS DEVELOPMENT.
- OVERHEAD UTILITY RELOCATION AND NEW EAST-WEST CONCRETE ALLEY CONSTRUCTION (WITH STORM SEWER-INVERTED CROWN AND STREET LIGHTING) TO OCCUR FIRST BEFORE ANY OTHER DEVELOPMEN TAKES PLACE.
- PUBLIC SIDEWALK TO BE REMOVED AND REPLACED PER CITY'S DISCRETION.
- VERIFY THAT ROOF VOLUME CONTROL WILL HAVE ENOUGH STORAGE SO AS TO NOT ACTIVATE THE EMERGENCY ROOF SCUPPERS DURING A LIGHT RAIN EVENT.
- CITY STANDARDS SUPERSEDE ALL OTHERS.
- $20,000 STREET OPENING BOND.
- NEED 48 HOUR NOTICE FOR INSPECTION.
- FLOWABLE FILL IN ALL ROW TRENCHES.
- DECORATIVE LIGHTING ALONG ALL FRONTAGE STREETS.
- CRANE LOCATION TO INVOLVE AS LITTLE OF TRAFFIC REROUTING AS POSSIBLE.
- PROTECTIVE SHIELD TO BE OVER PUBLIC SIDE WALK AT ALL TIMES.
- STREET SWEEPING TO BE DONE DAILY DURING CONSTRUCTION.
- ARROW BOARDS TO BE USED EVERY TIME THERE ARE ROAD BLOCKAGES.

PROJECT NARRATIVE

GENERAL: PROPOSED MIXED-USE BUILDING IS PROPOSED ON A 2.458 AC. PARCEL WITH PARKING LOT.

AREA SUMMARY:
TOTAL AREA OF SITE: 2.845 ACRES
TOTAL AREA OF SITE AFTER DEDICATION: 2.458 ACRES
DISTURBED AREA OF SITE: 2.458 ACRES

SPECIAL PROTECTION AREAS: NO FLOODPLAIN WITHIN 100' OF SITE. THERE ARE NO WETLANDS WITHIN 100' OF SITE.

UPSTREAM TRIBUTARY: THERE IS NO UPSTREAM TRIBUTARY AREA FOR THE SITE.

COMBINED/SEPARATE SEWER AREA INFO: PROPOSED PROJECT IS LOCATED IN A COMBINED SEWER AREA.

DETENTION/VOLUME CONTROL FACILITY: DETENTION (SITE AREA<3AC.) IS NOT REQUIREMENT PER MWRD. VOLUME CONTROL(SITE AREA>0.5AC.) IS REQUIRED PER MWRD REGULATIONS. LOT-LINE TO LOT-LINE BUILDING, GREENROOF HAS BEEN PROPOSED.

SANITARY SEWERS: NEW SANITARY SERVICE FROM THE BUILDING TO BE CONNECTED TO SANITARY SEWER MAIN LOCATED ON PRAIRIE AVE..

SOILS/INFILTRATION RATE: SILTY CLAYS

GROUNDWATER ELEVATION: SEASONAL HIGH GROUNDWATER TABLE IS AT ###

1. I HEREBY CERTIFY THAT THE PROPOSED IMPROVEMENTS WILL NOT ADVERSELY IMPACT THE SUBJECT PROPERTY, THE SURROUNDING PROPERTIES OR THE PUBLIC RIGHT-OF-WAY WITH RESPECT TO STORMWATER DRAINAGE, AND THAT A SAFE OVERFLOW ROUTE HAS BEEN ESTABLISHED.
2. I HEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE THAT THE PROPOSED IMPROVEMENT IS NOT LOCATED IN FLOOD PROTECTION AREAS BASED ON THE INFORMATION FROM THE FEMA MAPS.

ABHIJIT VEER
062-067076
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
EXP. 11-30-25

Abhi Veer
ENGINEER

10-23-2024
DATE

NOTE

The location of existing underground utilities, such as water mains, sewers, gas lines, etc., as shown on the plans, has been determined from the best available information and is given for the convenience of the Contractor. However, the Owner and the Engineer do not assume responsibility in the event that during construction, utilities other than those shown may be encountered, and that the actual location of those which are shown may be different from the location as shown on the plans.

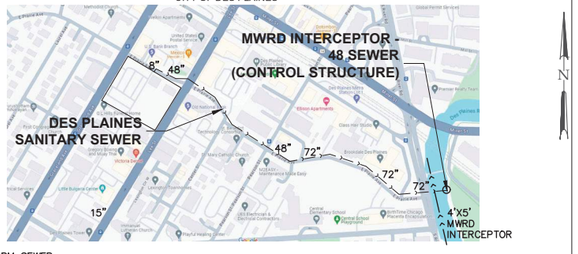
Bono Consulting, Inc. is not responsible for the safety of any party at or on the construction site. Safety is the sole responsibility of the contractor and any other person or entity performing work or services. Neither the owner nor engineer assumes any responsibility for the job site safety of persons engaged in the work or the means or methods of construction.

Current Standard Specifications of the Judicial Authority shall apply to the construction on this project.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call:
J.U.L.I.E. 1 (800) 892-0123

SANITARY SEWER ROUTE MAP

SEWERS BETWEEN SITE AND MWRD INTERCEPTOR ARE OWNED AND MAINTAINED BY CITY OF DES PLAINES



STORM SEWER
COMBINED/SANITARY SEWER
MWRD INTERCEPTOR

STORM SEWER ROUTE MAP

SEWERS BETWEEN SITE AND MWRD INTERCEPTOR OR WATERWAY ARE OWNED AND MAINTAINED BY CITY OF DES PLAINES

STORM SEWER
COMBINED/SANITARY SEWER
MWRD INTERCEPTOR

LEGEND:

	EXISTING	PROPOSED
PROPERTY LINE		
SANITARY SEWER LINE		
WATER LINE		
STORM SEWER LINE		
STORM MANHOLE		
SANITARY MANHOLE		
COMBINED SEWER		
COMBINED MANHOLE		
CATCH BASIN		
INLET		
WATER VALVE VAULT		
WATER VALVE		
GRADE		
DRAINAGE DIVIDE		
CURB & GUTTER		
CLEANOUT		
DOWNSPOUT (ROOF DRAINS)		
WATER B. BOX		
TREE PROTECTION FENCE		
CONSTRUCTION FENCE		
INLET FILTER BASKET		
TRAFFIC DIRECTION PAVEMENT MARKING		
FIRE HYDRANT		
RETAINING WALL W/RAILING		
TOP OF CURB BOTTOM OF CURB		T/C XXX.XX B/C XXX.XX
TOP OF CURB BOTTOM OF GUTTER		T/C XXX.XX B/G XXX.XX
WALK BOTTOM OF WALK		W XXX.XX B/W XXX.XX
DESPRESSED CURB BOTTOM OF GUTTER		D/C XXX.XX B/G XXX.XX
MOUNTABLE CURB		M/C XXX.XX B/C XXX.XX

DATE	REVISIONS	ISSUE
09-29-2024	PRELIMINARY PLAN	A
10-09-2024	PRELIMINARY PLAN REVISED PER COMMENTS	B
10-23-2024	PRELIMINARY PLAN REVISED PER COMMENTS	C

PROJECT STAFF
PROJECT MANAGER: B. BONO P.E.
ENGINEER: A. VEER P.E.
ENGINEER:
TECHNICIAN:

BCI
BONO CONSULTING
CIVIL ENGINEERS
A Sieves & Maher Engineers company
1018 BUSSE HIGHWAY
PARK RIDGE, IL 60068
PH : (847) 823-3300
FAX: (847) 823-3303
bbono@bonoconsulting.com

TITLE SHEET, LEGEND, SITE LOCATION MAP, & AERIAL MAP
NEW MIXED - USE BUILDING
GRACELAND-PRAIRIE-LEE, DES PLAINES, IL

NOT FOR CONSTRUCTION

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PROJECT NUMBER: 231701
START DATE: DEC. 10, 2023
GRAPHIC SCALE
0
SCALE: NTS
SHEET NUMBER
1 OF 23

LEGEND:

- 630 — EXISTING CONTOUR
- 630 — PROPOSED CONTOUR
- ×630.00 — EXISTING ELEVATION
- 630.65 — PROPOSED ELEVATION
- EXISTING SANITARY
- COMBINATION SEWER
- PROPOSED SANITARY SEWER
- PROPOSED COMBINATION SEWER
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- PROPOSED PERFORATED PIPE
- EXISTING WATERMAIN
- PROPOSED WATERMAIN
- EXISTING GAS LINE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING UNDERGROUND TELEPHONE
- EXISTING UNDERGROUND CABLE
- EXISTING TREE
- REMOVE TREE
- TEMPORARY TREE FENCE
- TEMPORARY SILT / CONSTRUCTION FENCE
- SUMP PUMP [PROPOSED/EXISTING]
- EJECTOR PUMP [PROPOSED/EXISTING]
- DS DS DOWNSPOUT (IN-GROUND) [PROPOSED]
- SWALE [PROPOSED]
- OUTLET / POP-UP EMITTER
- CATCH BASIN
- STORM MANHOLE
- SANITARY MANHOLE
- CLEANOUT
- B BOX
- WOOD UTILITY POLE
- LIGHT POLE
- FLARED END SECTION (F.E.S.)
- INLET / DRAIN
- WATER VALVE VAULT / WATER METER
- SIGN
- MANHOLE (UNCLASSIFIED)
- FIRE HYDRANT
- TREE TAG NO.
- STOP LIGHT
- GAS VALVE
- ROOT PRUNE
- AUGERING
- PATCHING
- T/S 000.00 — TOP OF GARAGE SLAB
- T/F 000.00 — TOP OF FOUNDATION
- F/F 000.00 — FINISH FLOOR
- T/W 000.00 — TOP OF WALL
- T/WW 000.00 — TOP OF WINDOW WELL
- C=000.00 G=000.00 — CURB AND GUTTER ELEVATIONS

SITE BENCHMARK IS CUT CROSS ON NORTHWEST BONNET BOLT OF FIRE HYDRANT AT SOUTHWEST CORNER OF PRAIRIE AND LEE/MANNHEIM ELEV. 639.131, TRANSFERRED FROM NGS BM 5134 ELEV. 651.04 NAVD 88.

NOTE :
EXISTING CONDITIONS ARE BASED UPON A TOPOGRAPHIC SURVEY; THIS IS NOT A BOUNDARY SURVEY. PROPERTY LINES SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY AND SHALL NOT BE USED AS A BASIS FOR CONSTRUCTION LAYOUT. PROPERTY LINE INFORMATION SHOWN IS BASED ON THE PLAT OF SURVEY RECEIVED FROM THE OWNER AND ANY IRON PIPES (AS INDICATED) FOUND BY BCI'S SURVEY CREW.

PROPERTY BOUNDARY INFORMATION SHOWN HEREON IS TAKEN FROM OFFICIAL PLATS AND RECORDS

LOCATION OF UNDERGROUND UTILITIES WHERE NOT SUBSTANTIATED BY PHYSICAL EVIDENCE ARE TAKEN FROM RECORDS NORMALLY CONSIDERED RELIABLE. NO RESPONSIBILITY FOR THEIR ACCURACY IS ASSUMED BY THE SURVEYOR.

FOR LOCATION OF BURIED CABLE CALL J.U.L.I.E. @ 1-800-892-0123 BEFORE DIGGING

LOCATIONS OF EXISTING UTILITY SERVICES ARE BASED ON VISUAL OBSERVATIONS. CONTRACTOR MUST CONFIRM LOCATION AND CONDITION OF ALL UTILITY SERVICES TO REMAIN.

LEGAL DESCRIPTION:
LOT

SECTION 20, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 00, 1900 AS DOCUMENT ### IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: NO. STREET, VILLAGE, ILLINOIS.

LEGAL DESCRIPTION:

LOT

SECTION 20, TOWNSHIP 43 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 1, 19 AS DOCUMENT NO. 00 IN BOOK 00 OF PLATS, PAGE 00, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: NO. STREET, VILLAGE, ILLINOIS.

LEGAL:
PARCEL 1:
LOTS 22, 23 AND 24 IN BLOCK 4 OF PARSON AND LEES ADDITION TO DES PLAINES, A SUBDIVISION OF SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL IN MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:
LOT 2 (EXCEPT THE NORTHEASTERLY 25 FEET THEREOF), ALL OF LOT 3 AND THE NORTH 20 FEET OF LOT 4 IN PARSON AND LEE'S ADDITION TO DES PLAINES, BEING A SUBDIVISION OF LOTS 72, 73, 74, 139 THROUGH 145 AND 174 THROUGH 177 IN THE TOWN OF DES PLAINES IN SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL IN MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3:
LOT 1 (EXCEPT THE NORTHWESTERLY 60 FEET THEREOF AND EXCEPT THE NORTHEASTERLY 50 FEET) IN BLOCK 4 PARSON AND LEE'S ADDITION TO DES PLAINES, IN THE SOUTH HALF OF SECTIONS 17, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL IN MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 4:
THE NORTHEASTERLY 25 FEET OF LOT 2, BLOCK 4 IN PARSON AND LEE'S ADDITION TO TOWN OF DES PLAINES, BEING A SUBDIVISION OF LOTS 72, 73, 74, 139, 140, 141, 142, 143, 144, 145, 174, 175, 176 AND 177 IN TOWN OF DES PLAINES, IN SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL IN MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 5:
THE NORTHWESTERLY 60 FEET OF LOT 1 IN BLOCK 4 IN PARSON AND LEE'S ADDITION TO TOWN OF DES PLAINES, IN THE SOUTH 1/2 OF SECTION 17, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL IN MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 6:
THE NORTHEASTERLY 50 FEET OF LOT 1 (EXCEPT THE NORTHWESTERLY 60 FEET) IN BLOCK 4 IN PARSON AND LEE'S ADDITION TO DES PLAINES, IN THE SOUTH 1/2 OF SECTION 17, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPA MERIDIAN, IN COOK COUNTY, ILLINOIS

PROJECT STAFF		ISSUE	REVISIONS	DATE
PROJECT MANAGER:	B. BONO P.E.	A	PRELIMINARY PLAN	09-26-2024
ENGINEER:		B	PRELIMINARY PLAN REVISED PER COMMENTS	10-09-2024
ENGINEER:	A. VEST P.E.	C	PRELIMINARY PLAN REVISED PER COMMENTS	10-29-2024
TECHNICIAN:				

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EXISTING TOPOGRAPHY PLAN

NEW MIXED - USE BUILDING
GRACELAND-PRAIRIE-LEE, DES PLAINES, IL

NOT FOR CONSTRUCTION

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PROJECT NUMBER: 231701
START DATE: DEC. 10, 2023
GRAPHIC SCALE
30 0 30
SCALE: 1"=30'-0

SHEET NUMBER
2 OF 23

ALL UTILITIES TO THE BUILDING TO BE DEMOLISHED MUST BE ABANDONED IN ACCORDANCE WITH VILLAGE REQUIREMENTS.

REMOVE STOP SIGN

REMOVE DEPRESSED C&G (55 LF)

REMOVE CONC. APRON (328 SF)

REMOVE DEPRESSED C&G (30 LF)

REMOVE CONC. APRON (226 SF)

REMOVE DEPRESSED C&G (30 LF)

REMOVE CONC. APRON (155 SF)

REMOVE DO NOT ENTER SIGN

REMOVE SIDEWALK (87 SF)

REMOVE DEPRESSED C&G (51 LF)

REMOVE CONC. APRON (248 SF)

REMOVE SIDEWALK (484 SF)

REMOVE DEPRESSED C&G (24 LF)

REMOVE CONC. APRON (202 SF)

REMOVE SIDEWALK (242 SF)

REMOVE B.BOX & WATER METER

ALL EXISTING LIGHT POLES TO BE REMOVED

REMOVE UTILITY POLES & GUY WIRE AND ANCHORS COORDINATE WITH COMED

REMOVE EXISTING PARKING LOT

LOT 1
112,059 SQ.FT.
(2.527 ACRES)

HEREBY VACATED EXISTING 16' EASEMENT FOR INGRESS AND EGRESS PER DOC. NO. 13864581

REMOVE UTILITY POLES COORDINATE WITH COMED

REMOVE TREES

ALLEY TO BE VACATED AND ALL EXISTING EASEMENT TO BE VACATED

REMOVE EXISTING CATCH BASINS

REMOVE DEPRESSED C&G (18 LF)

REMOVE CONC. APRON (81 SF)

REMOVE DEPRESSED C&G (35 LF)

REMOVE CONC. APRON (162 SF)

REMOVE DEPRESSED C&G (34 LF)

REMOVE CONC. APRON (144 SF)

EXISTING SERVICE LINE TO BE PLUGGED ON BOTH ENDS WITH 2' LONG CONCRETE GROUT

EXISTING SERVICE LINE TO FIELD VERIFY TO CHECK IF IT IS STILL ACTIVE

PROTECT EXISTING SANITARY MANHOLE DURING CONSTRUCTION. SERVICE TO REMAIN IF ACTIVE

LOT 2
3,807 SQ.FT.

HEREBY DEDICATED 20 FEET PUBLIC ALLEY (3,799 SQ.FT.)

PRAIRIE AVENUE

GRACELAND AVENUE

LEE STREET

20 FT. VACATED PUBLIC ALLEY

LOT 20

LOT 21

LOT 22

LOT 23

LOT 24

LOT 3

LOT 4

LOT 5

CITY NOTES

- ALL STREETSCAPE PAVERS AND OTHER PARAPHERNALIA MUST BE SAVED IF PUBLIC WORKS WILL RE-USE.
- CRANE SHOULD BE ON PRIVATE PROPERTY AT ALL TIMES. IF NEED TO BE IN THE ROW, FOLLOW ALL IDOT TRAFFIC CONTROL REQUIREMENTS ESPECIALLY ARROW BOARDS.

DEMOLITION NOTES

1. Install temporary tree protection fencing prior to any demolition work.
2. Install temporary 6' high chain link fence around the proposed work area as shown on the drawing.
3. Contractor to call julie at 1-800-892-0123. minimum of 48 hours prior to initiating any excavation or demolition.
4. Contractor shall verify the exact elevation and location of all existing utilities and appurtenances prior to construction, to avoid interferences.
5. Appropriate precautions shall be taken to avoid damage to and to protect existing utilities and appurtenances in the vicinity of work. Contractor shall be responsible for the protection of all underground or overhead utilities even though they may not be shown on the plans. any utility that is damaged during construction shall be repaired to the satisfaction of the Village and the owner, or replaced.
6. Any open excavations, or potentially dangerous areas shall be fenced or guarded in an acceptable manner at the end of each day for the protection of the contractor's employees and general public safety.
7. **Bono Consulting Inc is not liable for any construction site safety**. Contractor to take all OSHA regulated and applicable local safety precautions to safe guard all potentially hazard sites/work.
8. Contractor is responsible for keeping roads free of excessive debris at all times.
9. Any soil, mud or debris that is washed, tracked, or deposited onto the street shall be removed before the end of each day.
10. Topographic survey by Bono Consulting Inc.
11. All excavation shall be tapered, or, shored and maintained pumped dry.
12. Do not create dust or other nuisance to neighboring properties during construction
13. "No trespassing" signs shall be mounted on the fencing in conspicuous locations until construction is completed and approved
14. Any gate in the perimeter fence shall be adequately hinged to prevent entry, except to allow ingress and egress to and from site, such gate must be looked at all times, other than permitted hours of construction.

PROJECT STAFF		ISSUE	REVISIONS	DATE
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ENGINEER:	A. VEGA P.E.	C	PRELIMINARY PLAN REVISED PER COMMENTS	10-29-2024
ENGINEER:				
TECHNICIAN:				

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DEMOLITION PLAN

NEW MIXED - USE BUILDING
GRACELAND-PRAIRIE-LEE, DES PLAINES, IL

NOT FOR CONSTRUCTION

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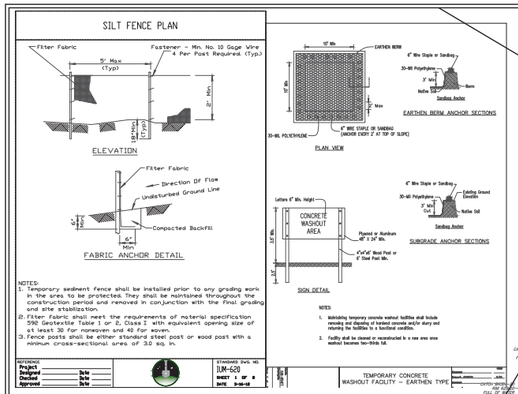
PROJECT NUMBER: 231701

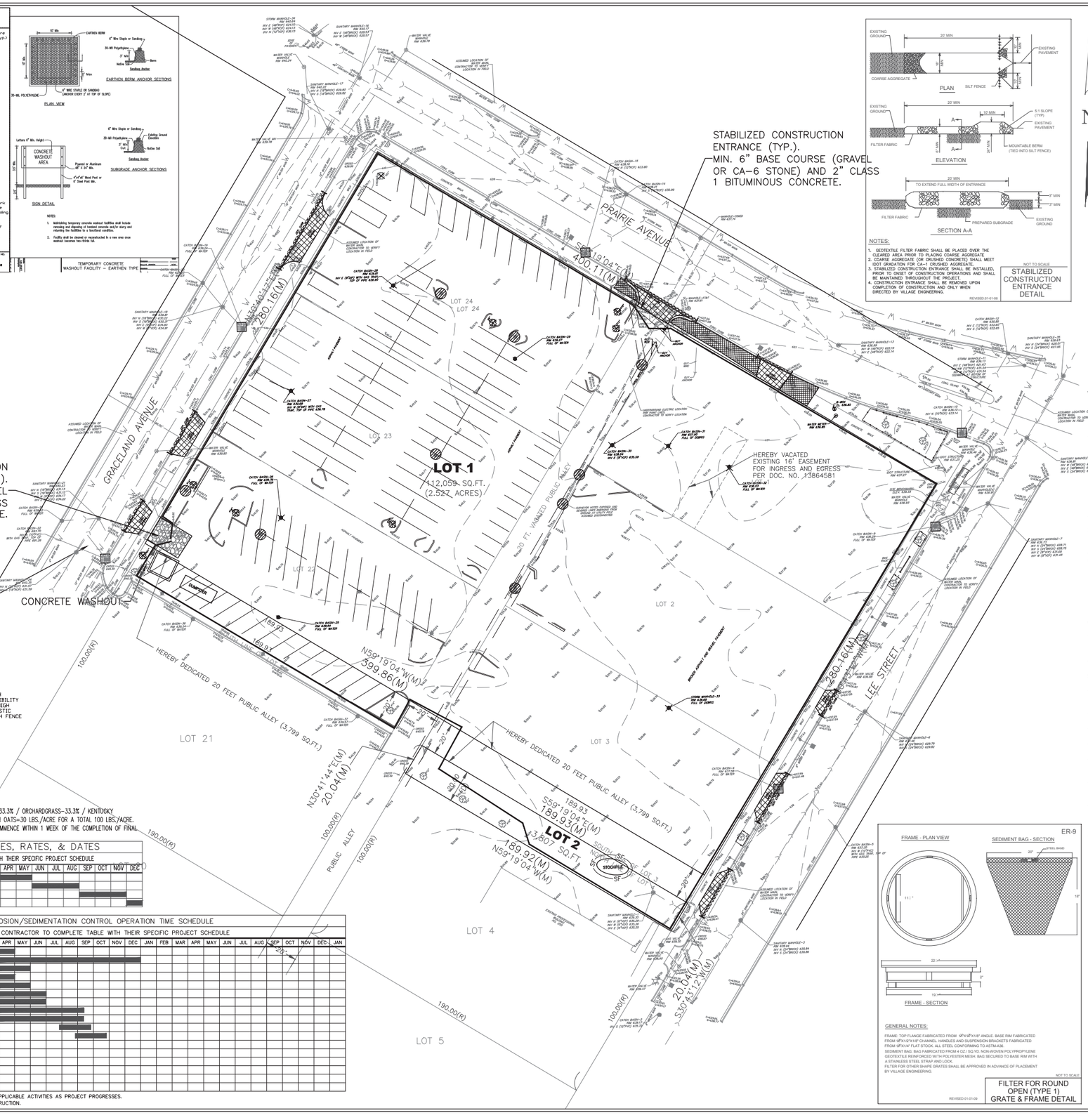
START DATE: DEC. 10, 2023

GRAPHIC SCALE
30 0 30

SCALE: 1"=30'-0

SHEET NUMBER
3 OF 23





BEST MANAGEMENT PRACTICES SEQUENCE

NOTE: UPON IMPLEMENTATION AND INSTALLATION OF THE FOLLOWING AREAS: TRAILER, PARKING, LAY DOWN, PORTA-POTTY, WHEEL WASH, CONCRETE WASHOUT, MASON'S AREA, FUEL AND MATERIAL STORAGE CONTAINERS, SOLID WASTE CONTAINERS, ETC., IMMEDIATELY DENOTE THEM ON THE SITE MAPS AND NOTE ANY CHANGES IN LOCATION AS THEY OCCUR THROUGHOUT THE CONSTRUCTION PROCESS. IN ADDITION, NOTE ANY OFF-SITE AREAS WHERE FILL IS IMPORTED FROM OR SOIL IS EXPORTED TO ON THE SITE MAPS.

PHASE – I

1. INSTALL TREE PROTECTION FENCING AND EROSION CONTROL SILT FENCE, INLET FILTER BASKETS, MAINTAIN THROUGH OUT PROJECT.
2. USE WILLIE ROAD FOR CONSTRUCTION ACCESS, USE DRIVEWAY FOR CONSTRUCTION. INSTALL STABILIZED CONSTRUCTION ENTRANCE. OBSERVE ALL APPROPRIATE MUTCD/IDOT TRAFFIC CONTROL MEASURES FOR CONSTRUCTION TRAFFIC ENTERING HIGHWAY. CONTRACTOR IS RESPONSIBLE FOR KEEPING ROADS FREE OF MUD AND DEBRIS.
3. PROTECT TREES THAT ARE SHOWN TO BE PROTECTED.
4. CLEAR AND REMOVE BRUSH AND TREES.
5. CONSTRUCT DETENTION FACILITY WITHIN 30 DAYS OF TREE REMOVAL/BRUSH CLEARING.
6. INSTALL UTILITIES AND PERFORM MASS GRADING.

HALT ALL ACTIVITIES AND CONTACT THE VILLAGE TO PERFORM INSPECTION AND CERTIFICATION OF BMPS. GENERAL CONTRACTOR SHALL SCHEDULE AND CONDUCT THE STORMWATER PRE-CONSTRUCTION MEETING WITH THE CONSTRUCTION MANAGER, AGENCY(ES) AND GROUND-DISTURBING CONTRACTORS BEFORE PROCEEDING WITH CONSTRUCTION.

ALL EXCEPTIONS NOTED ON THE BMP CERTIFICATION FORM MUST BE ADDED TO THE FIRST DAILY REPORT AS A DEFICIENCY OR DEFICIENCIES AND RESOLVED WITHIN 24--HOURS. BMPS CAN NOT BE CERTIFIED IF ANY EXCEPTION REQUIRES GREATER THAN 24--HOURS TO RESOLVE.

DAILY INSPECTIONS AND REPORTING USING THE SWPPP MANAGEMENT TOOL MUST START THE DAY OF OR IMMEDIATELY AFTER BMP CERTIFICATION.

7. ~~CONSTRUCT AND STABILIZE SEDIMENT BASIN(S) AND SEDIMENT TRAP(S) WITH APPROPRIATE OUTFALL STRUCTURES (CLEAR ONLY THOSE AREAS NECESSARY TO INSTALL BASINS AND TRAPS).~~
8. INSTALL AND STABILIZE HYDRAULIC CONTROL STRUCTURES (DIKES, SWALES, CHECK DAMS, ETC.).
9. BEGIN CLEARING AND GRUBBING THE SITE.
10. BEGIN GRADING THE SITE.

PHASE – II

1. TEMPORARILY SEED, THROUGHOUT CONSTRUCTION, DENUDED AREAS THAT WILL BE INACTIVE FOR 7 DAYS OR MORE. IF ACTIVITY WILL RESUME WITHIN 14 DAYS, TEMPORARY SEEDING IS NOT REQUIRED.
2. INSTALL UTILITIES, UNDERDRAINS, STORM SEWERS, CURBS AND GUTTERS.
3. ~~INSTALL RIP-RAP APRON AT OUTLET STRUCTURES AS EACH OUTLET STRUCTURE IS INSTALLED.~~
4. INSTALL INLET PROTECTION AT ALL STORM SEWER STRUCTURES AS EACH INLET STRUCTURE IS INSTALLED.
5. PERMANENTLY STABILIZE AREAS TO BE VEGETATED AS THEY ARE BROUGHT TO FINAL GRADE.
6. PREPARE SITE FOR PAVING.
7. PAVE SITE.
8. INSTALL APPROPRIATE INLET PROTECTION DEVICES FOR PAVED AREAS AS WORK PROGRESSES.
9. COMPLETE GRADING AND INSTALLATION OF PERMANENT STABILIZATION OVER ALL AREAS.
10. CONTINUE DAILY INSPECTION REPORTS UNTIL THE FINAL DAILY INSPECTION REPORT, MARKED 'READY TO TERMINATE PERMIT', IS SIGNED BY THE CONSTRUCTION MANAGER AND SUBMITTED VIA THE SWPPP MANAGEMENT TOOL.
11. STABILIZE SITE AND INSTALL ALL FENCES CONCURRENTLY.

NOTE: THE GENERAL CONTRACTOR MAY COMPLETE CONSTRUCTION--RELATED ACTIVITIES CONCURRENTLY ONLY IF ALL PRECEDING BMPS HAVE BEEN COMPLETELY INSTALLED.

EARTHWORK / EROSION & SEDIMENTATION CONTROL

1) All construction activities that involve earthwork shall meet the National Pollutant Discharge Elimination System Phase II requirements:
   a) ~~Submittal of a Notice of Intent (NOI) to IEPA.~~
   b) Possession of a completed and signed Stormwater Pollution Prevention Plan (SWPPP) and a graphic Erosion and Sediment Control (ESC) plan.
   c) Implementation of the SWPPP.
   d) Submittal of an Incidence of Noncompliance (ION) if an event occurs.
   e) Weekly reports after ½" rainfall or 5" snowfall.
   f) Documentation of changes to ESC plan.
   g) ~~Submittal of a Notice of Termination (NOT) when final stabilization is achieved.~~
2) Any wetland mitigation shall begin prior to any grading work and shall be in accordance with the approved mitigation permit plan and requirements.
3) In order to protect and ensure against flooding, all top of foundations shall be set a minimum of one (1') foot above the high water level of adjacent stormwater management facilities such as retention/detention ponds.
4) The contractor shall maintain existing positive drainage from off-site at all times during construction.
5) Within the limits of proposed grading the soil shall be compacted to not less than the following percentages of modified proctor dry density in accordance with ASTM D 1557-78:
   a) Under structures. Building slabs, steps and pavements, Compact six (6") inch maximum lifts of subgrade. Backfill or fill material at 95% modified proctor dry density.
   b) Under walkways. Compact six (6") inch maximum lifts of dry subgrade, backfill, or fill material at 95% modified proctor dry density.
   c) Under lawn or unpaved areas. Compact six (6") inch maximum lifts of subgrade, backfill, or fill material at 85% modified proctor dry density.
6) All erosion control work shall comply with "Illinois Procedures and Standards for Urban Soil Erosion and Sedimentation Control."
7) Stripping of vegetation, grading or other soil disturbance, especially in designated wetland areas, shall be done in a manner which will minimize soil erosion, and shall be in accordance with the approved drawings, mitigation and permit requirements.
8) The contractor shall take precautionary measures to minimize earthwork in areas where trees are to be saved as shown on the plans or determined in the field.
9) The extent of the area which is exposed and free of vegetation and the duration of its exposure shall be kept within practical limits as directed by the Village Engineer.
10) Sedimentation shall be retained on site. Sediment fence shall be installed along the perimeter of all regraded areas or as required to prevent sediment from entering and/or leaving the site.
11) Dust produced from the site shall be kept to a minimum during dry periods by spraying water as required to the Village Engineer's satisfaction and is to be considered incidental.
12) All mud shall be removed from all tires before leaving the site and the roads shall be kept clean and clear of mud and debris at all times.
13) Culverts and drainage ditches shall be kept clean and clear of obstructions during the construction period.
14) Silt fences shall be inspected frequently and maintained or replaced as required to maintain both their effectiveness and integrity. The underside of bales shall be kept in close contact with the earth below at all times to prevent water from washing beneath them.
15) Water courses and drainage swales adjacent to construction activities shall be monitored as necessary, for evidence of silt intrusion and other adverse environmental impacts. Any problems or deficiencies shall be corrected immediately upon their discovery.
16) Sod all unpaved areas of parkways, right-of-ways and front yards to rear wall of the building. Any and all **other** site seeding **may** be used, in some instance particularly for the back yard, only with prior approval by the Village Engineer.
17) The contractor shall install all erosion control items prior to commencement of any work.
18) The contractor shall install temporary orange fence around all trees to remain and wetland areas to be mitigated.

SEEDING INFORMATION
CONTRACTOR TO SEED ALL DISTURBED AREA.
TURF GRASS SEED MIX:
FURNISH AND APPLY SUNNY TURF GRASS SEED MIX (TIMOTHY--33.3% / ORCHARDGRASS--33.3% / KENTUCKY BLUEGRASS--33.3%, SEEDING RATE=70 LBS./ACRE AND COMMON OATS=30 LBS./ACRE FOR A TOTAL 100 LBS./ACRE. OVERSEED WITH 10 LBS./ACRE ANNUAL RYE. SEEDING MUST COMMENCE WITHIN 1 WEEK OF THE COMPLETION OF FINAL GRADING.

TEMPORARY SEEDING, SPECIES, RATES, & DATES

NOTE: GENERAL CONTRACTOR TO COMPLETE TABLE WITH THEIR SPECIFIC PROJECT SCHEDULE

SPECIES	LBS/ ACRE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
OATS	90												
CEREAL RYE	90												
WINTER WHEET	90												
WINTER MULCH	25												

SOIL EROSION/SEDIMENTATION CONTROL OPERATION TIME SCHEDULE

NOTE: GENERAL CONTRACTOR TO COMPLETE TABLE WITH THEIR SPECIFIC PROJECT SCHEDULE

CONSTRUCTION SEQUENCE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN
TEMPORARY CONSTRUCTION EXITS																									
TEMPORARY CONTROL MEASURES																									
SEDIMENT CONTROL BASINS																									
STRIP & STOCKPILE TOPSOIL																									
ROUGH GRADE																									
STORM FACILITIES																									
SITE CONSTRUCTION																									
PERMANENT CONTROL STRUCTURES																									
FOUNDATION / BUILDING CONSTRUCTION																									
FINISH GRADING																									
LANDSCAPING/SEED/FINAL STABILIZATION																									

1) CONTRACTOR SHALL UPDATE THE TABLE BY DATING THE APPLICABLE ACTIVITIES AS PROJECT PROGRESSES.
2) TIME SCHEDULE MUST COINCIDE WITH SEQUENCE OF CONSTRUCTION.

DATE	REVISIONS	ISSUE
03-29-2024	PRELIMINARY PLAN	A
10-09-2024	PRELIMINARY PLAN REVISED PER COMMENTS	B
10-25-2024	PRELIMINARY PLAN REVISED PER COMMENTS	C

PROJECT STAFF

PROJECT MANAGER:	B. BONO P.E.
ENGINEER:	A. VEESY P.E.
ENGINEER:	
TECHNICIAN:	

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EROSION AND SEDIMENTATION CONTROL PLAN - PHASE I

NEW MIXED - USE BUILDING
GRACELAND-PRAIRIE-LEE, DES PLAINES, IL

NOT FOR CONSTRUCTION

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PROJECT NUMBER: 231701
START DATE: DEC. 10, 2023
GRAPHIC SCALE 30 0 30
SCALE: 1"=30'-0"
SHEET NUMBER 4 OF 23

N

REVISIONS		DATE
A	PRELIMINARY PLAN	03-28-2024
B	PRELIMINARY PLAN REVISED PER COMMENTS	10-09-2024
C	PRELIMINARY PLAN REVISED PER COMMENTS	10-25-2024

PROJECT STAFF		ISSUE
PROJECT MANAGER:	B. BONO P.E.	
ENGINEER:	A. VEESY P.E.	
ENGINEER:		
TECHNICIAN:		

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PHASE II - SOIL EROSION & SEDIMENTATION CONTROL PLAN

NEW MIXED - USE BUILDING
GRACELAND-PRAIRIE-LEE, DES PLAINES, IL

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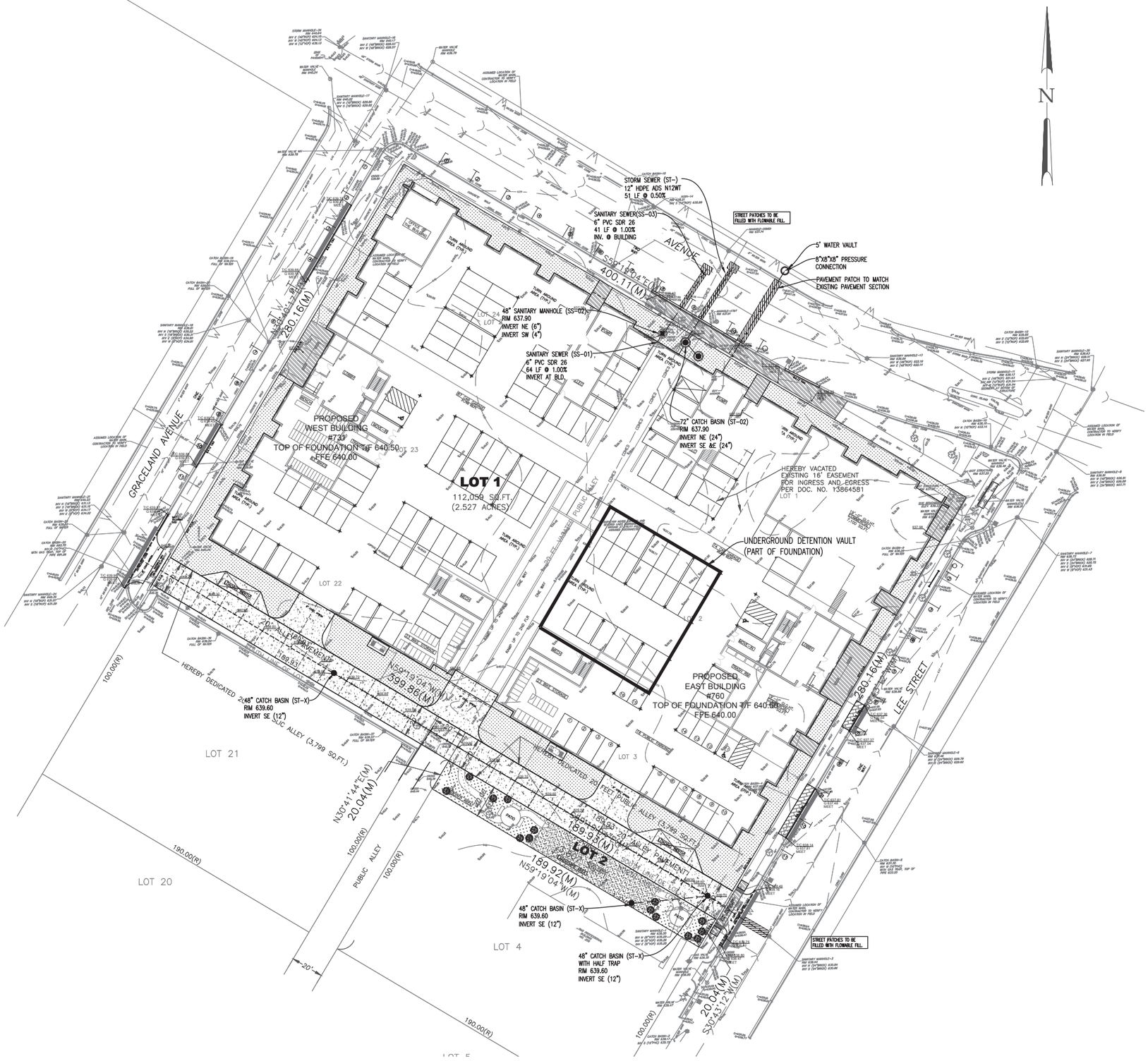
PROJECT NUMBER: 231701
START DATE: DEC. 10, 2023
GRAPHIC SCALE
40 0 40
SCALE: 1"=40'-0

SHEET NUMBER
5 OF 23



PROJECT STAFF		ISSUE	REVISIONS	DATE
PROJECT MANAGER:	B. BONO P.E.	A	PRELIMINARY PLAN	09-29-2024
ENGINEER:		B	PRELIMINARY PLAN REVISED PER COMMENTS	10-09-2024
ENGINEER:	A. VEST P.E.	C	PRELIMINARY PLAN REVISED PER COMMENTS	10-23-2024
TECHNICIAN:				

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PROPOSED GRADING & DRAINAGE PLAN
OVERALL SITE
NEW MIXED - USE BUILDING
GRACELAND-PRAIRIE-LEE, DES PLAINES, IL

NOT FOR CONSTRUCTION

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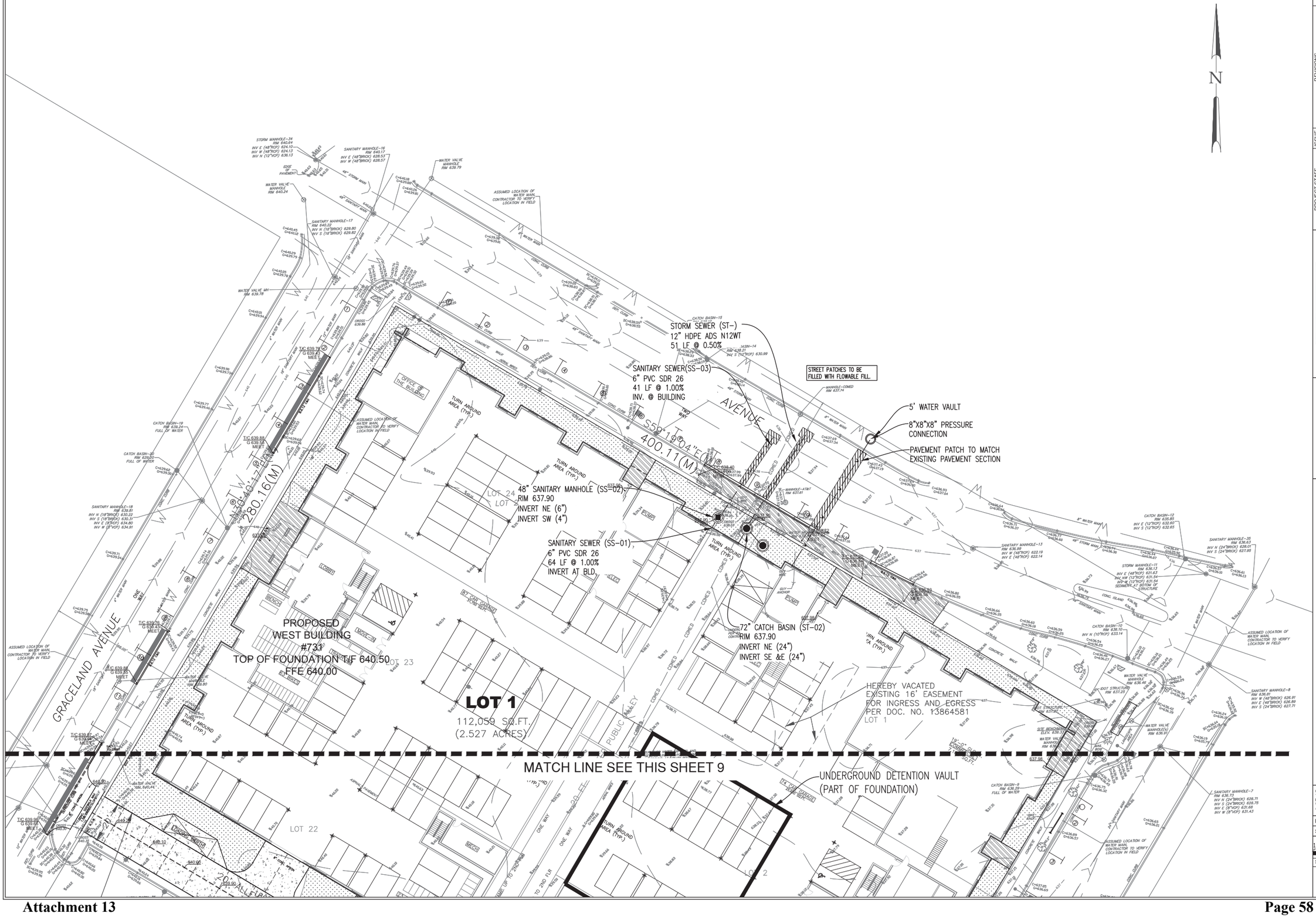
PROJECT NUMBER: 231701
START DATE: DEC. 10, 2023
GRAPHIC SCALE 10 0 10
SCALE: 1"=10'-0

SHEET NUMBER
7 OF 23



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PROJECT STAFF		ISSUE	REVISIONS	DATE
PROJECT MANAGER:	B. BONO P.E.	A	PRELIMINARY PLAN	09-29-2024
ENGINEER:	A. VEEP P.E.	B	PRELIMINARY PLAN REVISED PER COMMENTS	10-09-2024
ENGINEER:		C	PRELIMINARY PLAN REVISED PER COMMENTS	10-23-2024
TECHNICIAN:				

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PROPOSED GRADING & DRAINAGE PLAN
NORTH SECTION
NEW MIXED - USE BUILDING
GRACELAND-PRAIRIE-LEE, DES PLAINES, IL

NOT FOR CONSTRUCTION

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PROJECT NUMBER: 231701
START DATE: DEC. 10, 2023
GRAPHIC SCALE 10 0 10
SCALE: 1"=10'-0"
SHEET NUMBER 8 OF 23

PROPOSED WEST BUILDING #731 TOP OF FOUNDATION T/F 640.50 FFE 640.00

64 LF @ 1.00% INVERT AT BLD.

72" CATCH BASIN (ST-02) RIM 637.90 INVERT NE (24") INVERT SE &E (24")

HEREBY VACATED EXISTING 16' EASEMENT FOR INGRESS AND EGRESS PER DOC. NO. 13864581 LOT 1

LOT 1
112,059 SQ.FT.

MATCH LINE SEE THIS SHEET 8

UNDERGROUND DETENTION VAULT (PART OF FOUNDATION)

PROPOSED EAST BUILDING #760 TOP OF FOUNDATION T/F 640.50 FFE 640.00

GRACELAND AVENUE

LEE STREET

HEREBY DEDICATED 20 FEET PUBLIC ALLEY (3,799 SQ.FT.)

20' ALLEY PAVEMENT

189.93

N59°19'04"W(M) 599.86(M)

189.95(M)

S59°19'04"E(M)

189.92(M)

N59°19'04"W(M)

LOT 2
3,807 SQ.FT.

SOUTH LINE OF LOT 3

48" CATCH BASIN (ST-X) RIM 639.60 INVERT SE (12")

48" CATCH BASIN (ST-X) WITH HALF TRAP RIM 639.60 INVERT SE (12")

48" CATCH BASIN (ST-X) RIM 639.60 INVERT SE (12")

SLIC ALLEY (3,799 SQ.FT.)

N30°41'44"E(M) 20.04(M)

S30°43'12"W(M) 20.04(M)

PUBLIC ALLEY

100.00(R)

190.00(R)

20'

LOT 20

LOT 21

LOT 22

LOT 23

LOT 3

LOT 4

LOT 5

STREET PATCHES TO BE FILLED WITH FLOWABLE FILL.

DATE	REVISIONS	ISSUE
09-29-2024	PRELIMINARY PLAN	A
10-09-2024	PRELIMINARY PLAN REVISED PER COMMENTS	B
10-20-2024	PRELIMINARY PLAN REVISED PER COMMENTS	C

PROJECT STAFF

PROJECT MANAGER:	B. BONO P.E.
ENGINEER:	A. VEEP P.E.
ENGINEER:	
TECHNICIAN:	

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PROPOSED GRADING & DRAINAGE PLAN
SOUTH SECTION
NEW MIXED - USE BUILDING
GRACELAND-PRAIRIE-LEE, DES PLAINES, IL

NOT FOR CONSTRUCTION

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PROJECT NUMBER: 231701
START DATE: DEC. 10, 2023
GRAPHIC SCALE 10 0 10
SCALE: 1"=10'-0

SHEET NUMBER 9 OF 23

NEW MIXED -USE BUILDING, GRACELAND & PRAIRIE, DES PLAINES

Date: 10.9.24

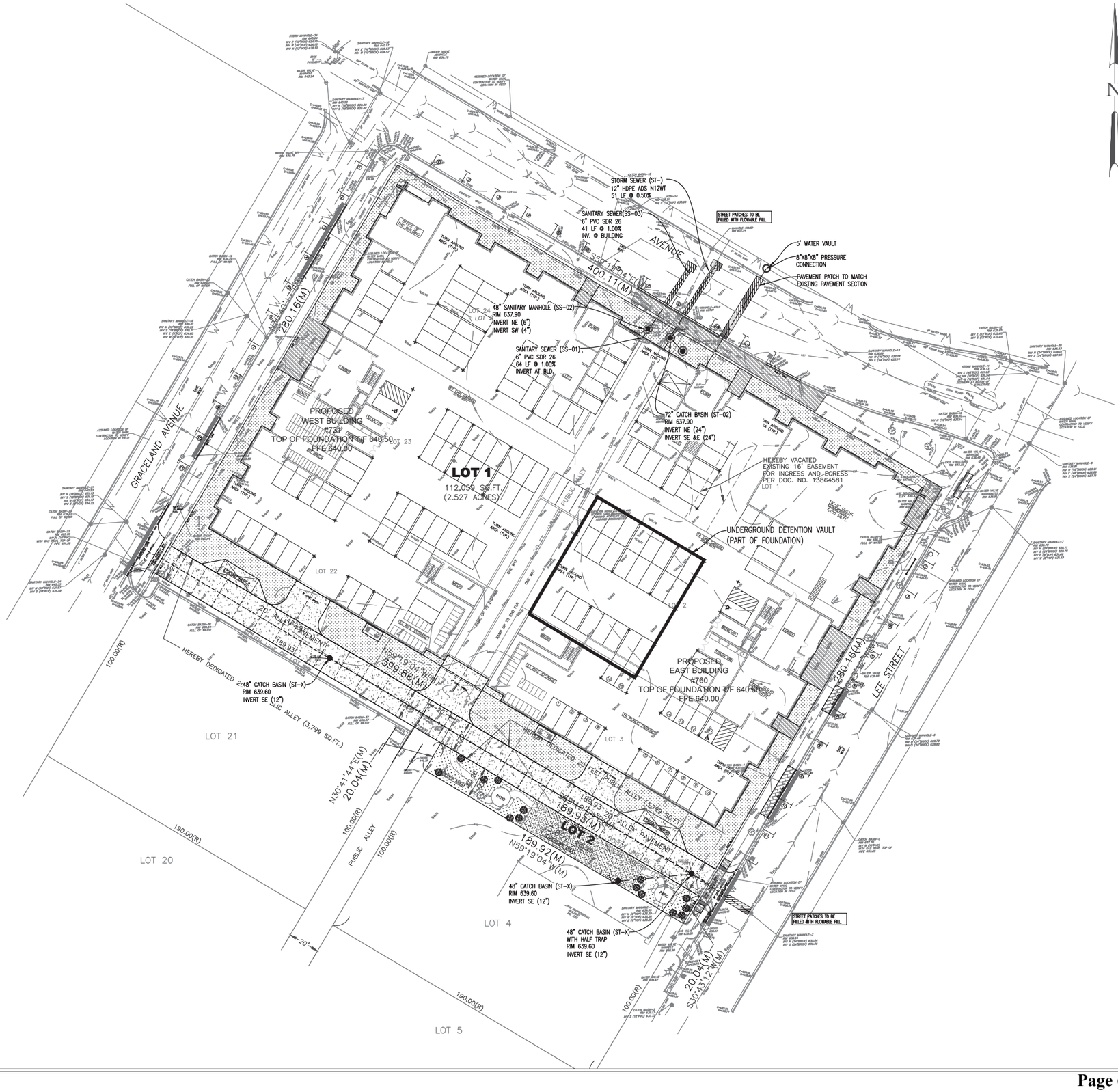
	Existing		Proposed	
	Sq. Ft.	Acres	Sq. Ft.	Acres
Project Area	117,860.00	2.706		
Proect Area after Dedication	115,866.00	2.660		
Disturbed Area of Site	115,866.00	2.660		
Building	0.00	0.000	91,445.15	2.099
Walks, Play Ground & Conc.	0.00	0.000	7,331.48	0.168
Access & Parking	115,866.00	2.660	3,045.22	0.070
Impervious Area	115,866.00	2.660	101,821.85	2.338
Pervious Area	0.00	0.000	14,044.15	0.322
Disturbed area of Site	2.660	**Ac.**		

BEST MANAGEMENT PRACTICES

Impervious Area (New)	101,822 s.f.

VOLUME CONTROL BEST MANAGEMENT PRACTICES

Volume Control Requirements	**1"**	Rainfall
Volume Control Storage Required	8,485	Cu. Ft.



N

PROJECT STAFF		ISSUE	REVISIONS	DATE
PROJECT MANAGER:	B. BONO P.E.	A	PRELIMINARY PLAN	09.26.2024
ENGINEER:		B	PRELIMINARY PLAN REVISED PER COMMENTS	10.09.2024
ENGINEER:	A. VEST P.E.	C	PRELIMINARY PLAN REVISED PER COMMENTS	10.23.2024
TECHNICIAN:				

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CIVIL ENGINEERS
A Sieves & Ashel Engineers company
1018 BUSSE HIGHWAY
PARK RIDGE, IL 60068
PH : (847) 823-3300
FAX: (847) 823-3303
bbono@bonoconsulting.com

PROPOSED UTILITIES PLAN
OVERALL SITE
NEW MIXED - USE BUILDING
GRACELAND-PRAIRIE-LEE, DES PLAINES, IL

NOT FOR CONSTRUCTION

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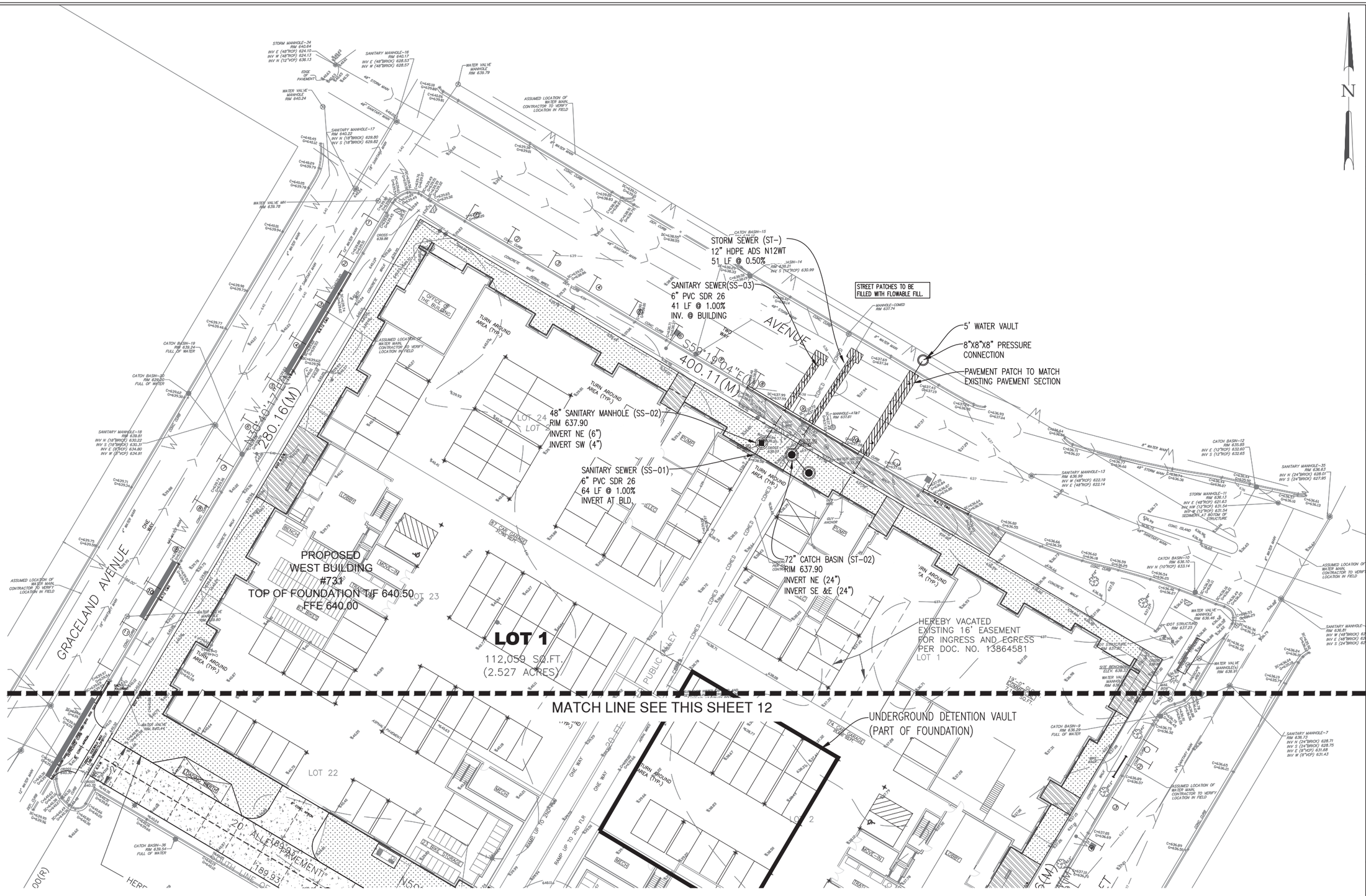
PROJECT NUMBER: 231701

START DATE: DEC. 10, 2023

GRAPHIC SCALE
30 0 30

SCALE: 1"=30'-0

SHEET NUMBER
10 OF 23



PROJECT STAFF		ISSUE	REVISIONS	DATE
PROJECT MANAGER:	B. BONO P.E.	A	PRELIMINARY PLAN	09-26-2024
ENGINEER:	A. VEST P.E.	B	PRELIMINARY PLAN REVISED PER COMMENTS	10-09-2024
ENGINEER:		C	PRELIMINARY PLAN REVISED PER COMMENTS	10-29-2024
TECHNICIAN:				

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PROPOSED UTILITIES PLAN
NORTH SECTION
NEW MIXED - USE BUILDING
GRACELAND-PRAIRIE-LEE, DES PLAINES, IL

NOT FOR CONSTRUCTION

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PROJECT NUMBER: 231701
START DATE: DEC. 10, 2023
GRAPHIC SCALE 20 0 20
SCALE: 1"=20'-0"
SHEET NUMBER 11 OF 23

PROPOSED
WEST BUILDING
#731
TOP OF FOUNDATION T/F 640.50
FFE 640.00

LOT 1
112,059 SQ.FT.
(2.527 ACRES)

MATCH LINE SEE THIS SHEET 11

6" PVC SDR 26
64 LF @ 1.00%
INVERT AT BLD.

72" CATCH BASIN (ST-02)
RIM 637.90
INVERT NE (24")
INVERT SE &E (24")

HEREBY VACATED
EXISTING 16' EASEMENT
FOR INGRESS AND EGRESS
PER DOC. NO. 13864581
LOT 1

UNDERGROUND DETENTION VAULT
(PART OF FOUNDATION)

PROPOSED
EAST BUILDING
#760
TOP OF FOUNDATION T/F 640.50
FFE 640.00

GRACELAND AVENUE

LOT 22

LOT 23

LOT 21

LOT 20

LOT 3

LOT 4

LOT 2

20' ALLEY PAVEMENT

HEREBY DEDICATED 20 FEET PUBLIC ALLEY (3,799 SQ.FT.)

PUBLIC ALLEY

LEE STREET

48" CATCH BASIN (ST-X)
RIM 639.60
INVERT SE (12")

48" CATCH BASIN (ST-X)
RIM 639.60
INVERT SE (12")

48" CATCH BASIN (ST-X)
WITH HALF TRAP
RIM 639.60
INVERT SE (12")

STREET PATCHES TO BE
FILLED WITH FLOWABLE FILL.

N59°19'04"W(M)
399.86(M)

N30°41'44"E(M)
20.04(M)

S59°19'04"E(M)
189.93(M)

N59°19'04"W(M)
189.92(M)

S30°43'12"W(M)
280.16(M)

N30°43'12"E(M)
280.16(M)

S30°43'12"W(M)
20.04(M)

100.00(R)

190.00(R)

20'

N

DATE	REVISIONS	ISSUE	PROJECT STAFF
03-28-2024	PRELIMINARY PLAN	A	PROJECT MANAGER: B. BONO P.E.
10-09-2024	PRELIMINARY PLAN REVISED PER COMMENTS	B	ENGINEER:
10-25-2024	PRELIMINARY PLAN REVISED PER COMMENTS	C	ENGINEER: A. VEESY P.E.
			ENGINEER:
			TECHNICIAN:

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PROPOSED UTILITIES PLAN
SOUTH SECTION
NEW MIXED - USE BUILDING
GRACELAND-PRAIRIE-LEE, DES PLAINES, IL

NOT FOR CONSTRUCTION

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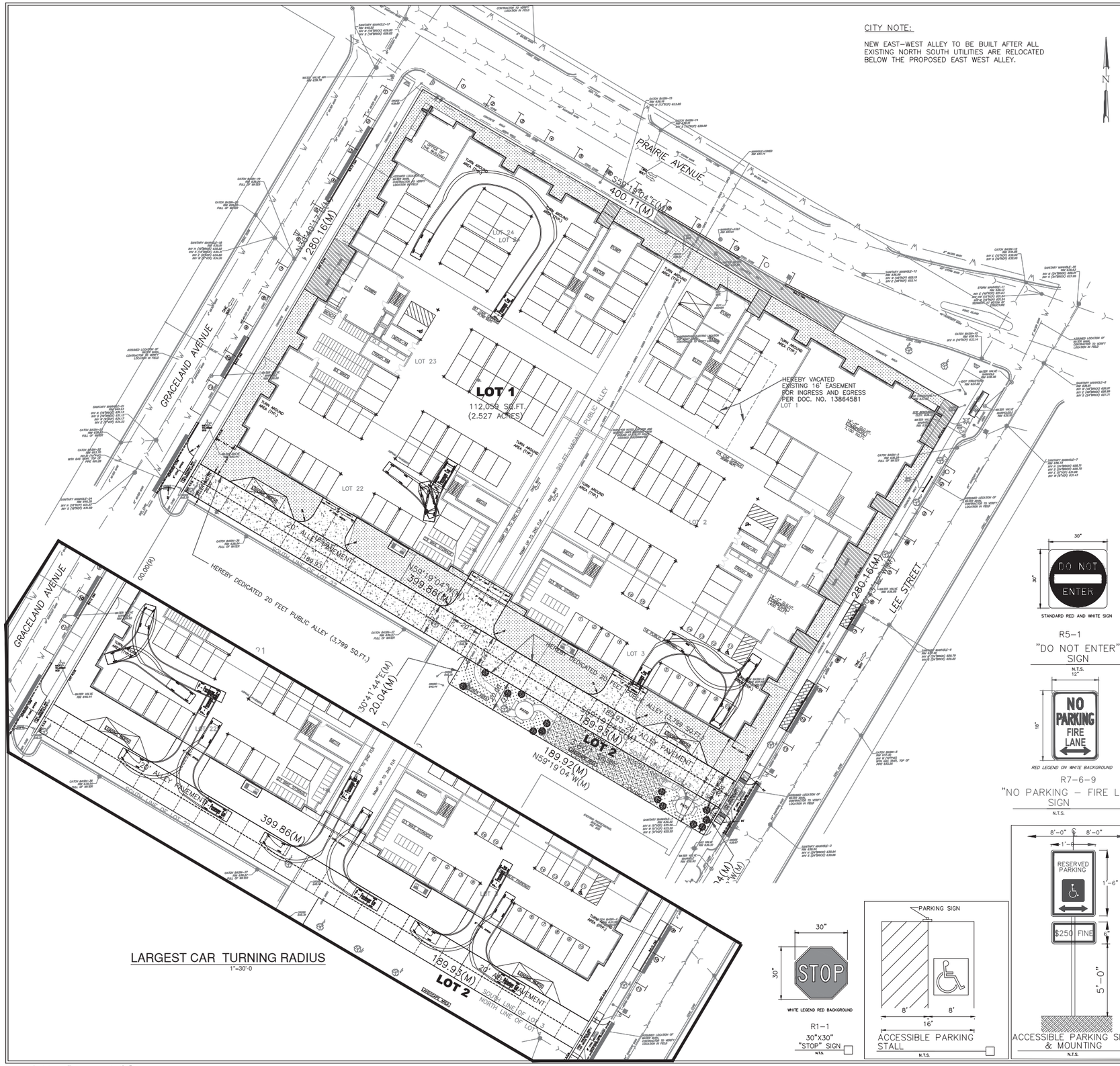
PROJECT NUMBER: 231701
START DATE: DEC. 10, 2023
GRAPHIC SCALE 20 0 20
SCALE: 1"=20'-0"
SHEET NUMBER 12 OF 23



CITY NOTE:

NEW EAST–WEST ALLEY TO BE BUILT AFTER ALL EXISTING NORTH SOUTH UTILITIES ARE RELOCATED BELOW THE PROPOSED EAST WEST ALLEY.

SITE PLAN NOTES:

A. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL LOCAL /COUNTY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
B. ALL DISTURBED AREAS ARE TO RECEIVE SIX INCHES OF TOPSOIL, SEED, MULCH AND WATER UNTIL HEALTHY STAND OF GRASS IS ESTABLISHED UNLESS OTHERWISE NOTED.
C. ALL CURBED RADII ARE TO BE 3' MEASURED TO FACE OF CURB UNLESS OTHERWISE NOTED. STRIPED RADII ARE TO BE 5' UNLESS OTHERWISE NOTED.
D. ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB AND RADII ARE BACK OF CURB OR BUILDING FOUNDATION UNLESS OTHERWISE NOTED.
E. BUILDING DIMENSIONS AND ADJACENT PARKING AND UTILITY LAYOUT HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE DATE OF THIS DRAWING. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST, THEREFORE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
F. ALL PROPOSED CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
G. EXISTING TOPOGRAPHY SHOWN REPRESENTS SITE CONDITION AS PREPARED BY BCI. CONTRACTOR SHALL FIELD CHECK EXISTING ELEVATIONS AND CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION.
H. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1–800–892–0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.
I. EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE REMOVED UNDER PROPOSED BUILDINGS AND ABANDONED ELSEWHERE AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID.
J. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE NOTED ON PLANS) INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS AND POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITEWORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
K. SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY OTHERS.
L. IMPROVEMENTS ADJACENT TO BUILDING IF SHOWN SUCH AS TRUCK DOCK, RETAINING WALLS, SIDEWALKS, CURBING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS AND TRANSFORMERS ETC. HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, EXIT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
M. THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO PROPOSED GRADES AS INDICATED ON PLANS.
N. CONTRACTOR TO VERIFY LOCATION, SIZES, AND ELEVATIONS OF ALL BUILDING SERVICE LOCATIONS WITH ARCHITECTURAL PLANS.
O. TOTAL LAND AREA IS 2.845+/– ACRES. total LAND AREA after dedication IS 2.458+/– ACRES. DISTURBED AREA OF SITE 2.458+/– ACRES.
P. NO WETLANDS WERE PRESENT ON THIS SITE.
Q. THE SITE WORK FOR THIS PROJECT SHALL MEET OR EXCEED THE "SITE SPECIFIC SPECIFICATIONS."
R. MONUMENT AND/OR PYLON SIGNS SHALL BE CONSTRUCTED BY OWNER ASSIGNED CONTRACTOR.
S. ALL ROADWAY AND PARKING LOT IMPROVEMENTS SHALL BE COMPLETED IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS, LATEST EDITION.
T. ROUTING OF GAS, ELECTRIC AND TELEPHONE SERVICES IF SHOWN ARE APPROXIMATE ONLY AND SUBJECT TO CHANGE BASED UPON FINAL REVIEW AND APPROVAL BY RESPECTIVE UTILITY COMPANIES AND OWNER. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS FOR ALL UTILITY SERVICES PRIOR TO START OF CONSTRUCTION.
U. CONTRACTOR SHALL ADJUST AND/OR CUT EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTINUOUS GRADE
V. ALL SIDEWALK CROSS–SLOPES SHALL BE 1% UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND

(A)	24" WHITE SOLID STOP BAR
(B)	4" YELLOW SOLID LINE
(C)	8" SOLID WHITE LINE
(D)	LETTERS & SYMBOLS PAVEMENT MARKINGS
(E)	TRAFFIC FLOW DIRECTIONAL ARROWS
(F)	ACCESSIBLE PARKING SPACE PAVEMENT MARKINGS–SEE DETAIL
(G)	4" YELLOW DIAGONAL AT 45° SPACED 3' O.C.
(H)	4" SOLID WHITE LINE

SIGNAGE LEGEND

(1)	STOP SIGN (R1–1)
(2)	ACCESSIBLE PARKING SIGN (R7–8)
(3)	NO PARKING SIGN FIRE LANE (R8–31)
(4)	DO NOT ENTER (R5–1)
(5)	PEDESTRIAN CROSSING SIGN
(6)	RIGHT TURN ONLY SIGN (R3–5R)
(7)	ONE WAY SIGN (R6–2L/R)
(8)	TWO WAY TRAFFIC SIGN (W6–3)
(9)	EMPLOYEE PARKING SIGN
(10)	NO LEFT TURN (R3–2)
(11)	NO RIGHT TURN (R3–1)
(12)	YIELD SIGN (X–R1–2)
(13)	ON COMING TRAFFIC DOES NOT STOP SIGN (X–W4–4BP)–INSTALL BELOW #12

PAVEMENT LEGEND

HEAVY DUTY PAVEMENT (NOT USED)
2" BITUMINOUS SURFACE COURSE, HOT–MIX ASPHALT, MIX D, N50
2–1/4" BITUMINOUS BINDER COURSE, HOT–MIX ASPHALT, IL–19, N50
5" BITUMINOUS BINDER COURSE, HOT–MIX ASPHALT, IL–19,
4" AGGREGATE BASE COURSE CA–6, TYPE B

STANDARD DUTY PAVEMENT(SN=2*0.40+2*0.33+10*.11=2.56)(NOT USED)
2" BITUMINOUS SURFACE COURSE, HOT–MIX ASPHALT, MIX D, N50
2" BITUMINOUS BINDER COURSE, HOT–MIX ASPHALT, IL–19, N50
10" AGGREGATE BASE COURSE CA–6, TYPE B

CONCRETE APRON/PAVEMENT
8" CONCRETE PAVEMENT (W/6X6 W/1.4 WWF)*
4" COMPACTED AGGREGATE BASE CA–6, TYPE B

CONCRETE PADS – TRASH CORRAL & UTILITY PADS
8" CONCRETE PAVEMENT W/6X6 W/1.4 WWF*
4" COMPACTED AGGREGATE BASE CA–6, TYPE B

SIDEWALKS
5" PORTLAND CEMENT CONCRETE– 8" PORTLAND CEMENT CONCRETE WITHIN DRIVEWAYS
4" COMPACTED AGGREGATE BASE COURSE, TYPE B

IDOT PAVEMENT RESURFACING (NOT USED)
1–1/2" SURFACE COURSE

DETECTABLE WARNING AND DEPRESSED CURB
REPLACEABLE RED POLYMER COMPOSITE PLATES

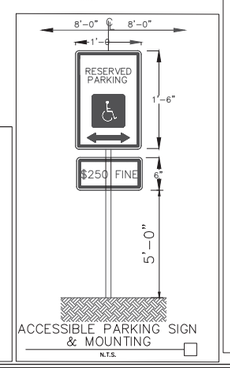
*REFER TO CONCRETE JOINT DETAILS (IF ANY).

STANDARD RED AND WHITE SIGN

R5–1
"DO NOT ENTER"
SIGN
N.T.S.

RED LEGEND ON WHITE BACKGROUND

R7–6–9
"NO PARKING – FIRE LANE"
SIGN
N.T.S.



ACCESSIBLE PARKING SIGN
& MOUNTING
N.T.S.

WHITE LEGEND RED BACKGROUND

R1–1
30"X30"
"STOP" SIGN
N.T.S.

ACCESSIBLE PARKING
STALL
N.T.S.

LARGEST CAR TURNING RADIUS
1"=30'-0

PROJECT STAFF		ISSUE	REVISIONS	DATE
PROJECT MANAGER:	B. BONO P.E.	A	PRELIMINARY PLAN	09-29-2024
ENGINEER:		B	PRELIMINARY PLAN REVISED PER COMMENTS	10-09-2024
ENGINEER:	A. VEESE P.E.	C	PRELIMINARY PLAN REVISED PER COMMENTS	10-23-2024
TECHNICIAN:				

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bono@bonoconsulting.com

SITE PLAN & GEOMETRIC PLAN
OVERALL SITE
NEW MIXED - USE BUILDING
GRACELAND-PRAIRIE-LEE, DES PLAINES, IL

NOT FOR CONSTRUCTION

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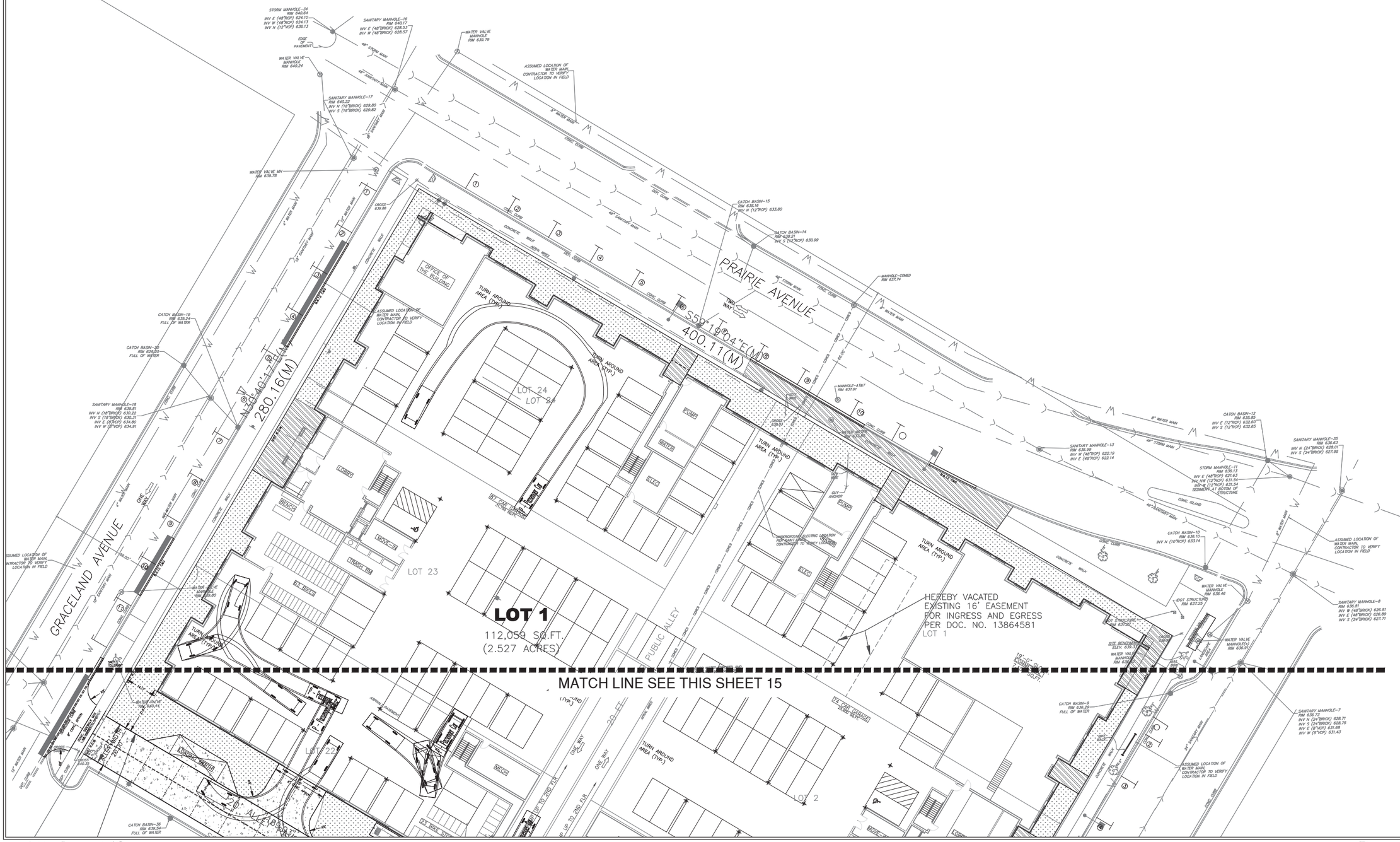
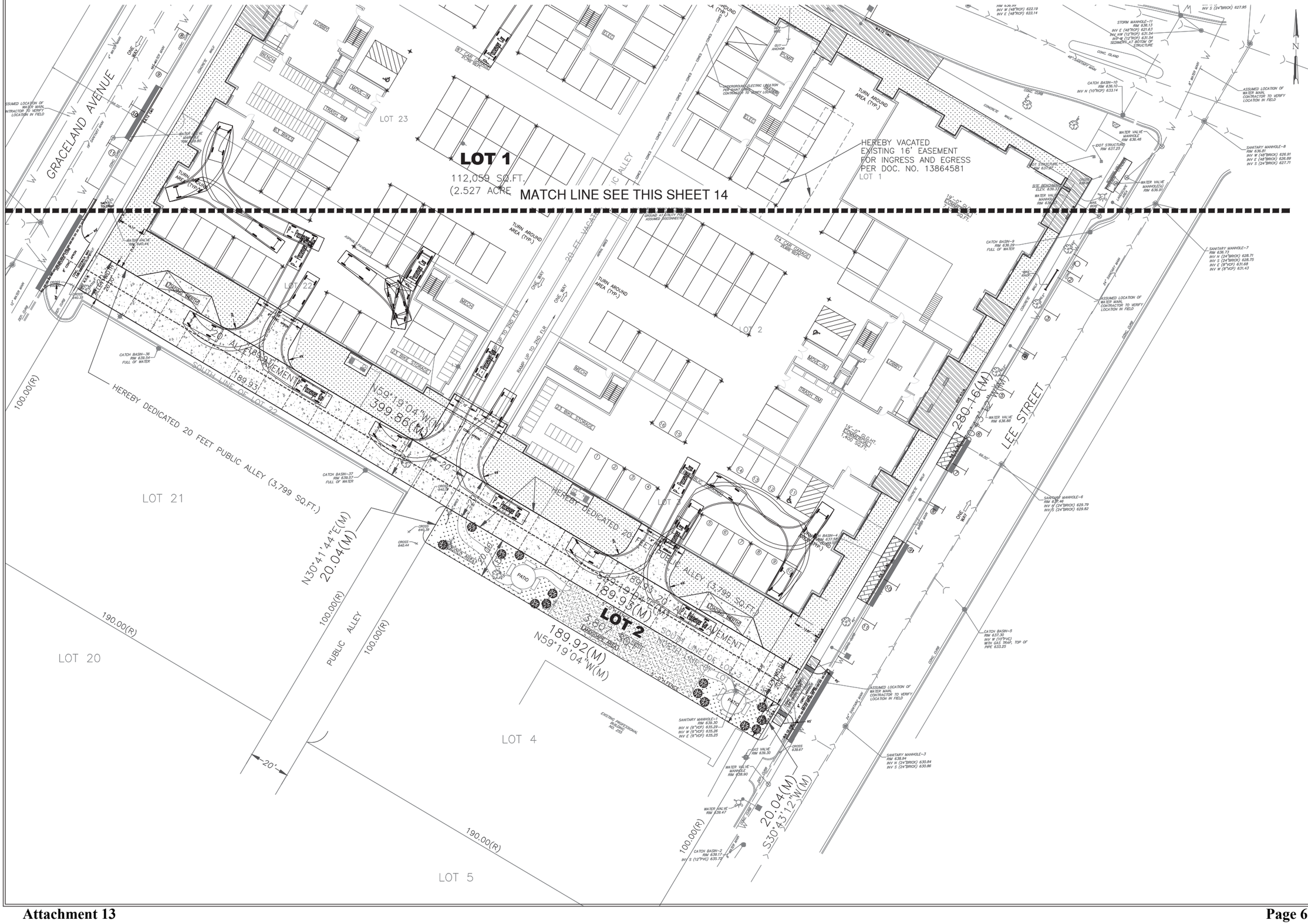
PROJECT NUMBER: 231701
START DATE: DEC. 10, 2023
30 GRAPHIC SCALE 0 30
SCALE: 1"=30'-0
SHEET NUMBER
13 OF 23


PRAIRIE AVENUE
GRACELAND AVENUE
LOT 1
112,059 SQ.FT.
(2.527 ACRES)
MATCH LINE SEE THIS SHEET 15
HEREBY VACATED
EXISTING 16' EASEMENT
FOR INGRESS AND EGRESS
PER DOC. NO. 13864581
LOT 1
OFFICE OF THE BUILDING
LOT 24
LOT 23
LOT 22
LOT 2
PUBLIC ALLEY
TURN AROUND AREA (TYP.)
ASSUMED LOCATION OF WATER MAIN, CONTRACTOR TO VERIFY LOCATION IN FIELD
STORM MANHOLE-34
RIM 640.64
INV E (48"RCP) 624.10
INV W (48"RCP) 624.13
INV N (12"VCP) 636.13
SANITARY MANHOLE-16
RIM 640.17
INV E (48"BRICK) 628.53
INV W (48"BRICK) 628.57
WATER VALVE MANHOLE
RIM 639.79
WATER VALVE MANHOLE
RIM 640.24
SANITARY MANHOLE-17
RIM 640.22
INV N (18"BRICK) 629.80
INV S (18"BRICK) 629.82
WATER VALVE MH
RIM 639.78
CATCH BASIN-15
RIM 638.16
INV N (12"RCP) 633.80
CATCH BASIN-14
RIM 638.21
INV S (12"RCP) 630.99
MANHOLE-COMED
RIM 637.74
MANHOLE-AT&T
RIM 637.61
CATCH BASIN-19
RIM 638.24
FULL OF WATER
CATCH BASIN-20
RIM 639.80
FULL OF WATER
SANITARY MANHOLE-18
RIM 638.81
INV N (18"BRICK) 630.22
INV S (18"BRICK) 630.31
INV E (8"VCP) 634.80
INV W (8"VCP) 634.91
CATCH BASIN-36
RIM 638.34
FULL OF WATER
N32°46'17"E(M)
280.16(M)
S59°19'04"E(M)
400.11(M)
CATCH BASIN-12
RIM 635.65
INV E (12"RCP) 632.60
INV S (12"RCP) 632.65
SANITARY MANHOLE-13
RIM 636.99
INV W (48"RCP) 622.19
INV E (48"RCP) 622.14
SANITARY MANHOLE-35
RIM 636.63
INV N (24"BRICK) 628.01
INV S (24"BRICK) 627.80
STORM MANHOLE-11
RIM 636.13
INV E (48"RCP) 631.63
INV NW (12"RCP) 631.54
INV W (12"RCP) 631.54
SEDIMENT AT BOTTOM OF STRUCTURE
CATCH BASIN-10
RIM 636.10
INV N (10"RCP) 633.14
IDOT STRUCTURE
RIM 637.25
SITE BENCHMARK
ELEV. 639.13
WATER VALVE MANHOLE(TYP.)
RIM 636.91
SANITARY MANHOLE-8
RIM 636.81
INV W (48"BRICK) 626.91
INV E (48"BRICK) 626.89
INV S (24"BRICK) 627.71
CATCH BASIN-9
RIM 636.29
FULL OF WATER
SANITARY MANHOLE-7
RIM 636.73
INV N (24"BRICK) 628.71
INV S (24"BRICK) 628.75
INV E (8"VCP) 631.68
INV W (8"VCP) 631.43
ASSUMED LOCATION OF WATER MAIN, CONTRACTOR TO VERIFY LOCATION IN FIELD
HYDRO-PNEUMATIC TANK
CATCH BASIN-36
INV 638.34
FULL OF WATER
ONE WAY
TWO WAY
CONC. WALK
CONC. CURB
8" WATER MAIN
42" STORM MAIN
42" SANITARY MAIN
24" SANITARY MAIN
4" WATER MAIN
12" WATER MAIN
6" WATER MAIN
GAS
ELEC
WATER
PUMP
BENCH
TRASH RM
MOVIE IN
BOX
BRICK
GUY ANCHOR
CROSS 639.86
CROSS 639.03
CROSS 638.97
CROSS 638.91
CROSS 638.85
CROSS 638.79
CROSS 638.73
CROSS 638.67
CROSS 638.61
CROSS 638.55
CROSS 638.49
CROSS 638.43
CROSS 638.37
CROSS 638.31
CROSS 638.25
CROSS 638.19
CROSS 638.13
CROSS 638.07
CROSS 638.01
CROSS 637.95
CROSS 637.89
CROSS



PROJECT STAFF		ISSUE	REVISIONS	DATE
PROJECT MANAGER:	B. BONO P.E.	A	PRELIMINARY PLAN	09-26-2024
ENGINEER:		B	PRELIMINARY PLAN REVISED PER COMMENTS	10-09-2024
ENGINEER:	A. VEED P.E.	C	PRELIMINARY PLAN REVISED PER COMMENTS	10-23-2024
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SITE PLAN & GEOMETRIC PLAN
SOUTH SECTION
NEW MIXED - USE BUILDING
GRACELAND-PRAIRIE-LEE, DES PLAINES, IL

NOT FOR CONSTRUCTION

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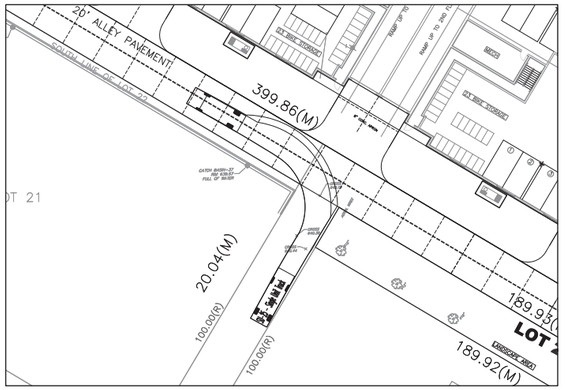
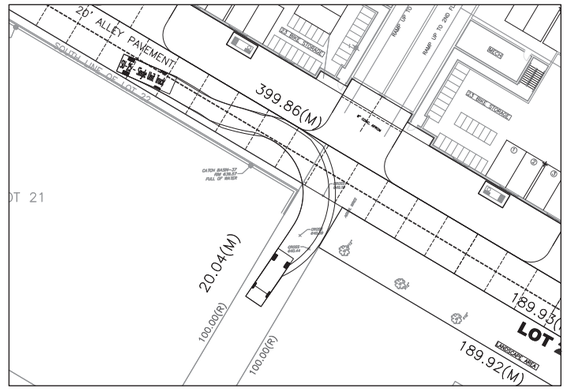
PROJECT NUMBER: 231701
START DATE: DEC. 10, 2023
GRAPHIC SCALE 20 0 20
SCALE: 1"=20'-0

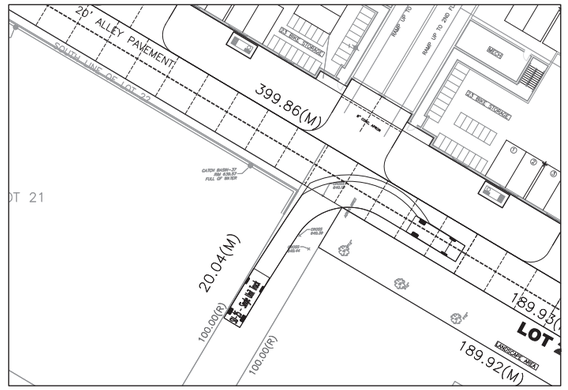
SHEET NUMBER
15 OF 23



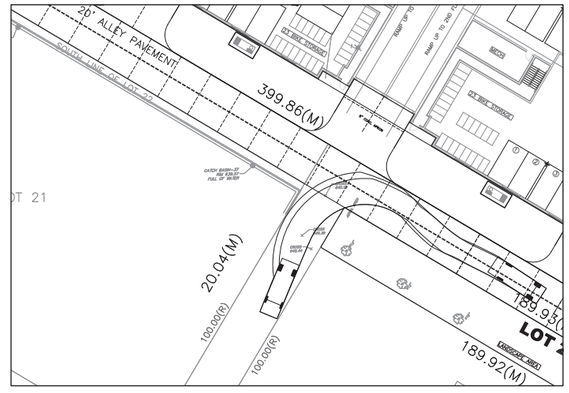
SU-25 TRUCK - TURNING RADIUS - NORTHWEST BOUND
1"=30'-0



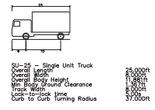
SU-25 TRUCK - TURNING RADIUS - SOUTHWEST BOUND
1"=30'-0



SU-25 TRUCK - TURNING RADIUS - SOUTHEAST BOUND
1"=30'-0



SU-25 TRUCK - TURNING RADIUS - SOUTHWEST BOUND
1"=30'-0



BCI
BONO CONSULTING CIVIL ENGINEERS
A Street & Parker Engineers company
1018 BUSSE HIGHWAY
PARK RIDGE, IL 60068
PH : (847) 823-3300
FAX: (847) 823-3303
bono@bonoconsulting.com

PROJECT STAFF		ISSUE	REVISIONS	DATE
PROJECT MANAGER:	B. BONO P.E.	A	PRELIMINARY PLAN	03-26-2024
ENGINEER:	A. VIDO P.E.	B	PRELIMINARY PLAN RESUBMITTED PER COMMENTS	10-09-2024
ENGINEER:		C	PRELIMINARY PLAN RESUBMITTED PER COMMENTS	10-24-2024
TECHNICIAN:				

AUTOTURN EXHIBIT

NEW MIXED - USE BUILDING
GRACELAND-PRAIRIE-LEE, DES PLAINES, IL

NOT FOR CONSTRUCTION

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PROJECT NUMBER: 231701
START DATE: DEC. 10, 2023
GRAPHIC SCALE
30 0 30
SCALE: 1"=30'-0

SHEET NUMBER
13.1 OF 23

TURN AROUND AREA (TYP.)
OPEN TO BELOW
EXISTING TOWER
RAMP DN TO 1ST FLR
POOL AREA
EXISTING POOL (ABOVE)
MECH. ROOM
ELEV. MACH. ROOM
ELEV. PIT
ELEV. PIT
ELEV. PIT
ELEV. PIT
MECH. ROOM
ELEV. PIT
ELEV. PIT
ELEV. PIT
ELEV. PIT

PUBLIC WORKS AND
ENGINEERING DEPARTMENT
1420 Miner Street
Des Plaines, IL 60016
P: 847.391.5390
desplainesil.gov

MEMORANDUM

Date: November 6, 2024

To: Samantha Redman, Senior Planner

From: Timothy P. Oakley, P.E., CFM, Director of Public Works and Engineering

Cc: Becka Shipp, P.E., Assistant Director Public Works and Engineering

Subject: 760 Lee Street Preliminary Planned Unit Development and Plat of Subdivision

---

Public Works and Engineering (PWE) has reviewed the engineering plans for the Tentative Plat of Subdivision and Preliminary Planned Unit Development request and is satisfied with them for zoning approval, subject to conditions and comments outlined below:

Waiver for Utility Easements
The applicant requests a waiver from Section 13-2-2 of the Subdivision Regulations, stating the following:

"E. Utility Easements: Tentative approval of utility easements by all privately owned utility companies shall be indicated via written correspondence. The Planning and Zoning Board may waive this requirement, conditioned upon the subdivider obtaining approval through the Final Plat process."

The applicant stated they are currently coordinating with utility companies, but do not have written correspondence at this time. However, they will be able to meet this requirement at time of Final Plat of Subdivision.

Required Public Improvements

Section 13-3-2.L of the Des Plaines Subdivision Ordinance describes ROW improvements adjacent to a property that the City is able to require with the subdivision process.

- All streetscape pavers and other paraphernalia must be saved if disturbed during construction, for re-use by PWE. Decorative lighting may be required along all frontage streets, with locations and specifications to be determined by PWE Director.

- All existing utilities, including water service mains and main pipes, must be removed up to city utility and city utility pipe replaced. Plans demonstrating this proposed work must be approved by PWE Director or designee at time of Final Plat of Subdivision.
- Overhead utility relocation and new east-west concrete alley construction (with storm sewer-inverted crown and street lighting) to occur before any other development takes place. The storm will connect

to the Prairie Av. storm sewer that drains to the Des Plaines river. A construction schedule demonstrating this condition must be provided with approval of plans for Final Planned Unit Development.

Permit and Construction Requirements

The following are general requirements for building permit and construction, as specified in applicable municipal, state, or local regulations. More specific requirements will be given when a formal submittal of the plans, permits, and drainage calculations are submitted.

- During any construction that may result in a hazard or nuisance from debris falling onto the public sidewalk, the sidewalk must either be closed or a protective barrier provided. Any closure of sidewalk must follow proper city procedures for closure and detour. A sidewalk detour plan, as appropriate for each phase of construction activity, must be submitted with building permit and approved by the Community and Economic Development Director or their designee prior to issuance

- Metropolitan Water Reclamation District (MWRD) and Illinois Department of Transportation (IDOT) permits are required prior to issuance of permits for construction.

- Public sidewalk adjacent to the site found to be in unsafe condition or damaged by construction shall be replaced. City of Des Plaines shall make final determination near the completion of construction activities (Section 8-1-2.A).
- Pursuant to Section 10-1-2, grading and drainage plans are required at time of building permit, meeting requirements outlined in Section 10-10-6.

- Roof volume control must have enough storage so as to not activate the emergency roof scuppers during a light rain event.

- In every building or structure being built in the C-5 Central Business District or is part of a planned unit development, all utility distribution lines for telephone, gas, electric and cable service to be installed shall be placed underground within easements or dedicated public ways. The installation of such facilities shall be made in compliance with the applicable orders, rules, regulations and laws of the State of Illinois and the agencies thereof (Section 8-1-10).

- Street opening bond (i.e. “restoration security fund”) required prior to issuance of permit, in an amount specified by the PWE Director or designee (Section 8-1-5.F.2). City street and alley standards and specifications must be utilized for any street or alley design including, but not limited to, filling any street patches with flowable fill and street sweeping must be completed daily during construction activities.

- Whoever shall dig or cause to be dug any excavation in or adjoining any public right of way shall erect a barricade and shall illuminate the excavation area in accordance with all applicable regulations, standards, and guidelines promulgated or published by the Illinois department of transportation (Section 8-1-5.G). Sidewalks are prohibited from being blocked without proper permission, as specified in Section 8-1-8.D. To meet this requirement, PWE will require:

    - A sidewalk detour plan is required to be submitted with building permit.
    - Crane operation may only occur on private property, unless otherwise permitted by PWE with compliance with all IDOT traffic control requirements.

COMMUNITY AND ECONOMIC
DEVELOPMENT DEPARTMENT
1420 Miner Street
Des Plaines, IL 60016
P: 847.391.5380
desplainesil.gov

MEMORANDUM

Date: 11/05/2024

To: Samantha Redman, Senior Planner

From: Allen Yanong, Chief Building Official

Subject: 760 Lee Street Building Division Memo

The Building Division has reviewed the architectural plans for the proposed project at 760 Lee Street. At this time, the Building Division does not have any specific concerns with the proposed plans, although a full review for compliance with applicable codes will occur at time of building permit with complete drawings.

However, the following condition of approval is suggested to the Planning and Zoning Board and City Council for the requested subdivision and entitlements.

- At time of Final Planned Unit Development, the approved construction schedule must indicate that all cladding, roof, walls, windows and doors will be complete before any drywall is installed.
- Developer to provide the following documentation for Building Division review prior to issuance of any building permits.
    - Construction Phase Site Logistic Plan
    - On-site and Off-site Parking Plan
    - Public Improvement Construction Plan
    - Traffic Management Plan

DES PLAINES
ILLINOIS

FIRE DEPARTMENT
405 S. River Rd
Des Plaines, IL 60016
P: 847.391.5333
desplaines.org

Date: 11/06/2024

To: Samantha Redman

From: Division Chief David Schuman

Subject: 760 Lee Street

The Fire Prevention Division has reviewed and does not have any specific concerns with the proposed plans, although a full review for compliance with applicable codes will occur at time of building permit with complete drawings. As discussed with the proposed developer, the following will be required at time of building permit:

510.1 Emergency responder radio coverage in new buildings.
All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

510.3 Permit required.
A construction permit for the **installation** of or modification to emergency responder radio coverage systems and related equipment is required as specified in Section 105.7.5.

The fire department connection for the sprinkler system must be within 100 feet of a fire hydrant.

Fire Department staff will continue to review any and all submissions regarding this project and make the appropriate recommendations to address any concerns that may be raised. Thank you.

Traffic Impact Study

Proposed Residential Development

Des Plaines, Illinois

Prepared For:

Advent Properties LLC

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

August 20, 2024

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed mixed-use development to be located at 750 Lee Street in Des Plaines, Illinois. The site, which is currently half vacant and half occupied by a surface parking lot, will be redeveloped with an apartment building providing 278 units, 1,400 square feet of retail/commercial space and a potential 7,100 square feet museum. Parking will be provided via a 324 space two story parking structure. The existing north-south alley through the site will be vacated and relocated to a new east-west alley that will extend between Graceland Avenue and Lee Street. Access to the parking garage will be provided off the new east-west alley.

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.

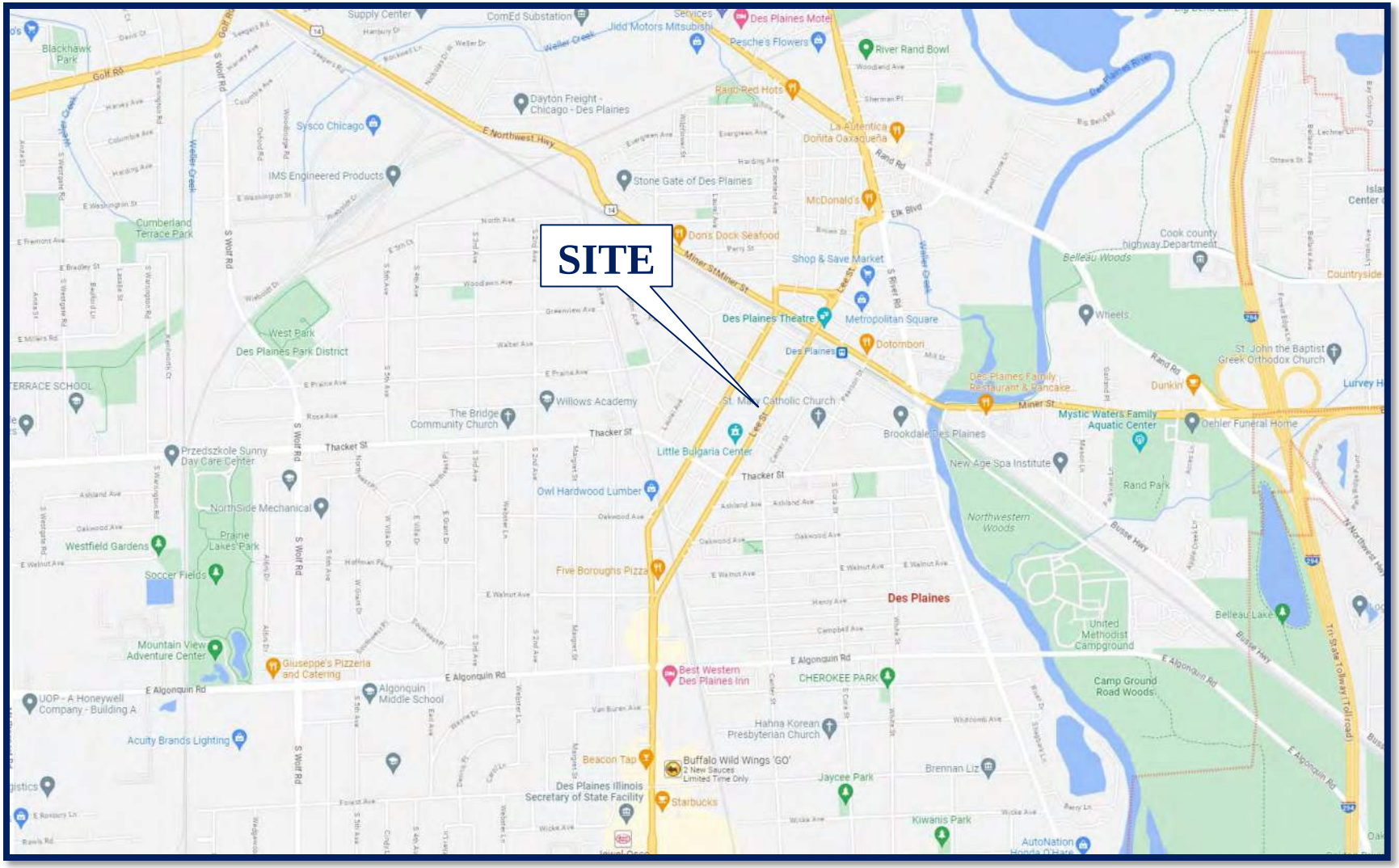
The sections of this report present the following:

- 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 evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the adequacy of the parking supply

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

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

2. Projected Conditions – Analyzes the capacity of the future roadway system using the traffic volumes that include the existing traffic volumes increased by an ambient growth factor and the traffic estimated to be generated by the proposed development.



Site Location **Figure 1**

Aerial View of Site **Figure 2**

2. Existing 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

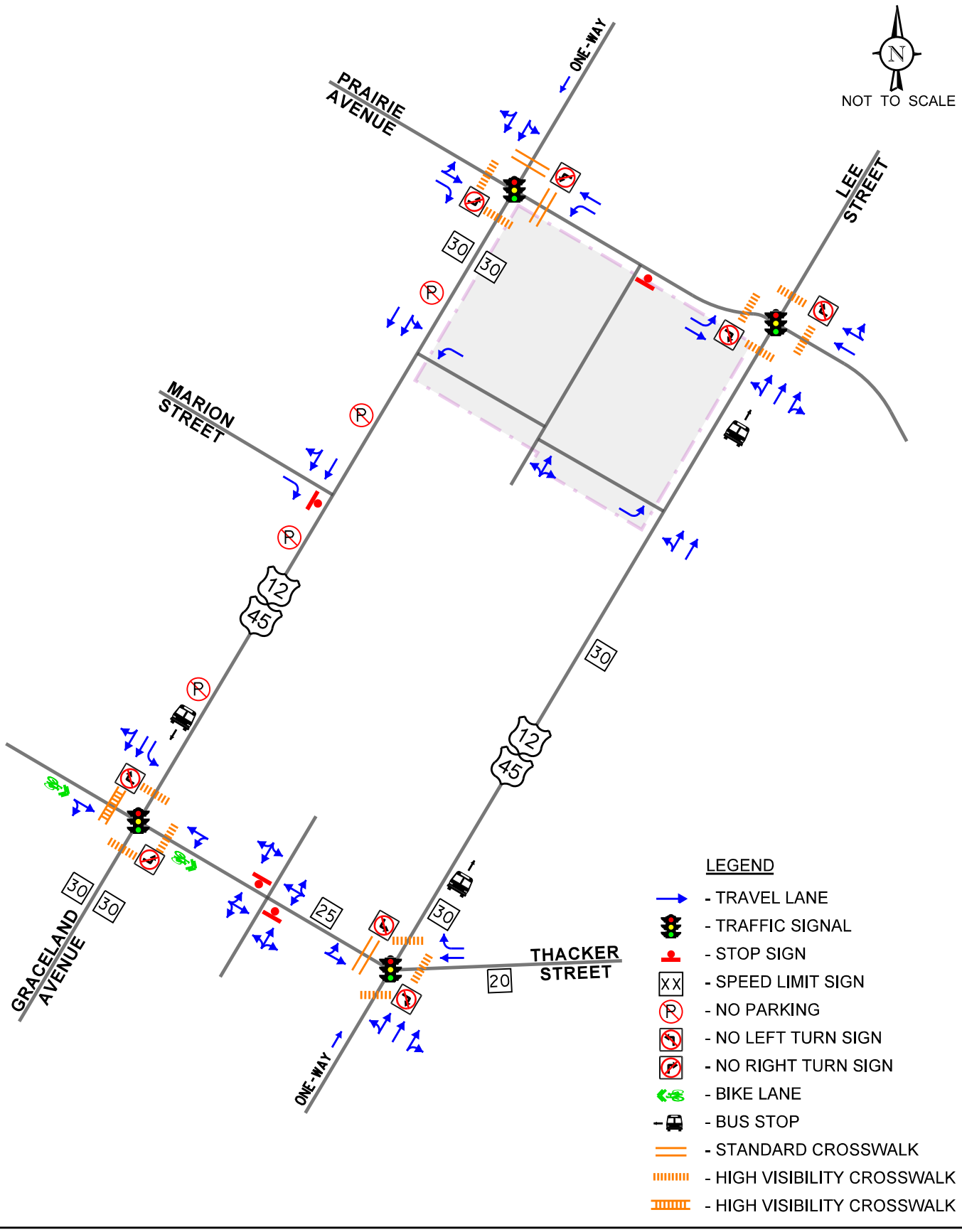
The site, which is partially vacant and partially occupied by a surface parking lot, is bounded by Prairie Avenue to the north, Lee Street to the east and Graceland Avenue to the west. Land uses in the vicinity of the site are primarily commercial/retail/office to the north, east and south with multi-family residential to the west along Graceland Avenue.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the proposed development are described below and illustrated in **Figure 3**.

Graceland Avenue (U.S. 12/45) is a northeast-southwest, other principal arterial roadway that is one way in the southbound direction in the vicinity of the site providing two travel lanes. At its signalized intersection with Prairie Avenue, Graceland Avenue provides a shared left/through lane and a shared through/right-turn lane on the southbound approach. At its unsignalized intersection with Marion Street, Graceland Avenue provides a through lane and a shared through/right-turn lane on the southbound approach. At its signalized intersection with Thacker Street, Graceland Avenue provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the southbound approach. Graceland Avenue provides three-hour parallel on-street parking on the east side. Graceland Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an AADT volume of approximately 11,200 vehicles (IDOT 2023), is not classified as a Strategic Regional Arterial (SRA), and has a posted speed limit of 30 miles per hour.

Lee Street is a northeast-southwest, other principal arterial roadway that is one way in the northbound direction in the vicinity of the site providing three travel lanes. At its signalized intersections with Prairie Avenue and Thacker Street, Lee Street provides a shared left-turn/through lane, a through lane, and a shared through/right-turn lane on the northbound approach. Lee Street is under the jurisdiction of IDOT, carries an AADT volume of 5,600 vehicles (IDOT 2023), is not classified as an SRA, and has a posted speed limit of 30 miles per hour.



750 Lee Apartments
Des Plaines, Illinois

Existing Roadway Characteristics

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

Job No: 24-057 Figure: 3

Prairie Avenue is an east-west local road that generally provides one lane in each direction. At its signalized intersection with Lee Street, Prairie Avenue provides an exclusive left-turn lane and a through lane on the eastbound approach. The westbound approach provides a through lane and a shared through/right-turn lane. High visibility crosswalks and pedestrian signals are provided on all approaches. At its signalized intersection with Graceland Avenue, the eastbound approach is wide enough to operate as a shared left/through lane and an exclusive right-turn lane. The westbound approach provides an exclusive left-turn lane and a through lane. High visibility crosswalks are provided on the west and south legs of this intersection and standard style crosswalks on the north and east legs. Pedestrian signals are provided on all four legs of this intersection. Prairie Avenue provides 90-minute parallel on-street parking on the south side. Prairie Avenue carries an Annual Average Daily Traffic (AADT) volume of approximately 2,200 vehicles (IDOT 2022), has a posted speed limit of 25 mph and is under the jurisdiction of the City of Des Plaines.

Thacker Street is generally an east-west major collector roadway that provides one travel lane in each direction in the vicinity of the site. At its signalized intersection with Lee Street, Thacker Street provides a shared left-turn/through lane on the eastbound approach and a through lane and an exclusive right-turn lane on the westbound approach. High visibility crosswalks are provided on the east, north, and south legs of this intersection and a standard style crosswalk is provided on the west leg. Pedestrian signals are provided on all four legs of this intersection. At its signalized intersection with Graceland Avenue, Thacker Road provides a shared through/right-turn lane on the eastbound approach and a shared left-turn/through lane on the westbound approach. High visibility crosswalks and pedestrian signals are provided on all four legs of this intersection. At its unsignalized intersection with the north-south alley, Thacker Street does not provide any exclusive turn lanes. Thacker Street is under the jurisdiction of the City of Des Plaines, carries an Annual Average Daily Traffic (AADT) volume of approximately 8,900 vehicles (IDOT 2022), and has a posted speed limit of 25 miles per hour.

Marion Street is an east-west, local roadway that extends from Graceland Avenue west to its terminus at Laurel Avenue providing one travel lane in each direction. At its unsignalized with Graceland Avenue, Marion Street provides a right-turn lane on the eastbound approach. A standard style crosswalk is provided on the west leg of this intersection. Marion Street is under the jurisdiction of the City of Des Plaines.

The north-south alley provides one lane in each direction. At its unsignalized intersection with Prairie Street, the alley provides a shared left/right-turn lane with outbound movements under stop sign control. At its unsignalized intersection with Thacker Street, the alley provides a shared left-turn/through/right-turn lane on both approaches with outbound movements under stop sign control.

Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA. Inc conducted traffic counts using Miovision Video Scout Collection Units on Thursday February 22, 2024 and Wednesday April 26, 2023 during the weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) peak periods at the following intersections:

- Graceland Avenue with Prairie Avenue
- Lee Street with Prairie Avenue
- Prairie Avenue with north-south alley
- Graceland Avenue with Marion Street
- Thacker Street with Lee Street (April 26, 2023)
- Thacker Street with Graceland Avenue (April 26, 2023)
- Thacker Street with the north-south alley (April 26, 2023)

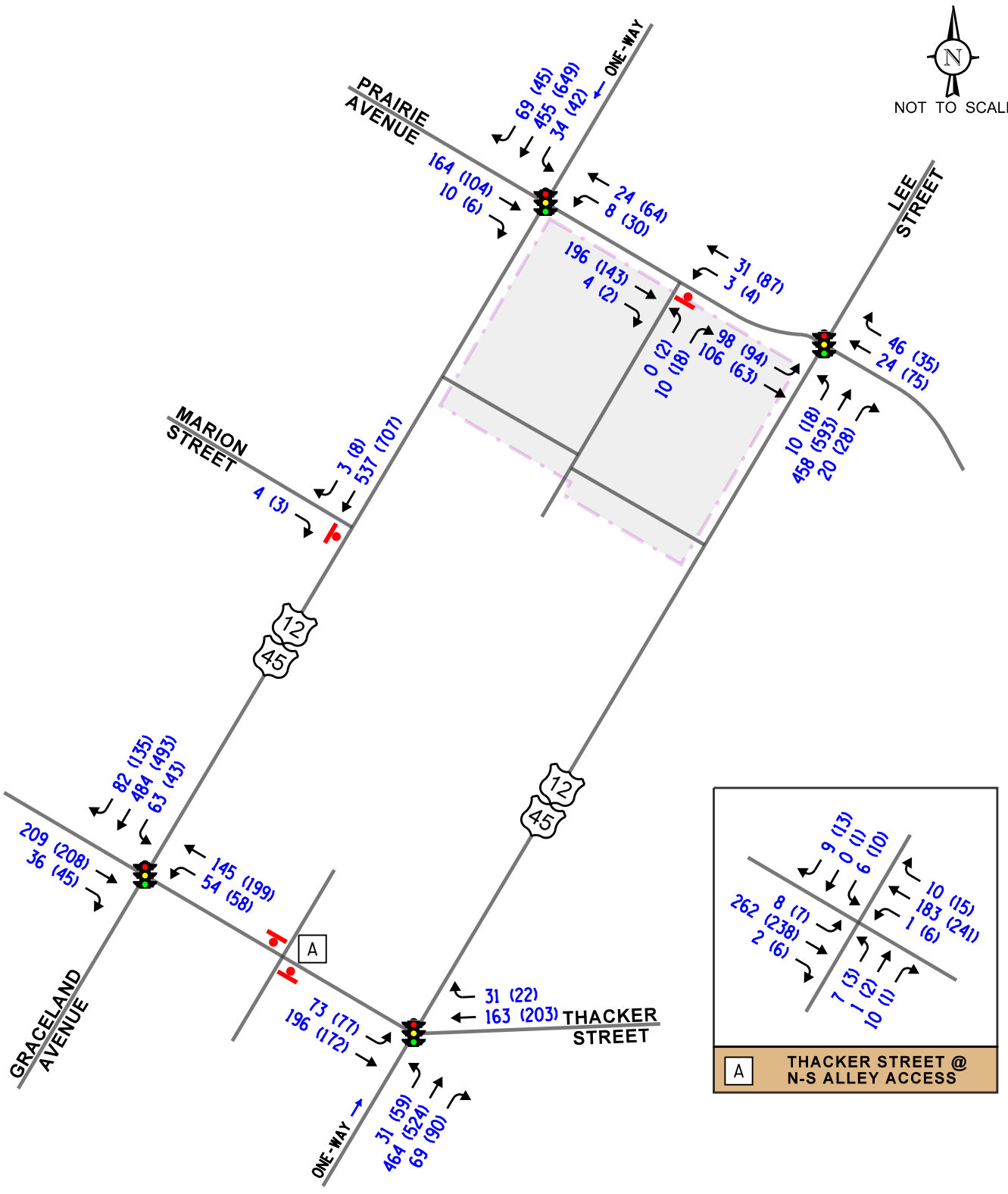
It is important to note that the traffic counts conducted on April 26, 2023 were adjusted based on growth factors provided by the Chicago Metropolitan Agency for Planning (CMAP) to reflect Year 2024 conditions. Based on the turning movement count data, it was determined that the weekday morning peak hour of traffic generally occurs between 8:00 A.M. and 9:00 A.M. and the weekday evening peak hour of traffic generally occurs between 4:45 P.M. and 5:45 P.M. The traffic count data is are included in the Appendix.

Figure 4 illustrates the Year 2024 existing traffic volumes.

Crash Data Summary

KLOA, Inc. obtained crash data[1] for the past five years (2018 to 2022) for the intersections of Graceland Avenue with Prairie Avenue, Lee Street with Prairie Avenue, Graceland Avenue with Marion Street, Thacker Street with Lee Street, and Thacker Street with Graceland Avenue. A review of the crash data indicated that no fatalities were reported at any studied intersection between 2018 and 2022. **Tables 1** through **5** summarize the crash data for these intersections.

[1] IDOT 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 (8:00-9:00 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)

750 Lee Apartments Des Plaines, Illinois	Existing Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 24-057 Figure: 4

Table 1
GRACELAND AVENUE WITH PRAIRIE AVENUE - CRASH SUMMARY

Year	Type of Crash Frequency						
	Angle	Object	Rear End	Sideswipe	Turning	Ped	Total
2018	2	0	0	0	1	0	3
2019	0	0	1	1	3	1	6
2020	0	0	0	0	2	0	2
2021	0	0	0	2	1	0	3
2022	0	0	0	1	5	0	6
Total	**2**	**0**	**1**	**4**	**12**	**1**	**20**
Average/Year	**<1.0**	**0.0**	**<1.0**	**<1.0**	**2.4**	**<1.0**	**4.0**

Table 2
LEE STREET WITH PRAIRIE AVENUE - CRASH SUMMARY

Year	Type of Crash Frequency						
	Angle	Object	Rear End	Sideswipe	Turning	Other	Total
2018	1	0	0	0	3	0	4
2019	2	0	1	1	2	0	6
2020	2	1	0	0	0	0	3
2021	1	0	0	0	1	0	2
2022	1	0	0	0	1	0	2
Total	**7**	**1**	**1**	**1**	**7**	**0**	**17**
Average/Year	**1.4**	**<1.0**	**<1.0**	**<1.0**	**<1.4**	**0.0**	**3.4**

Table 3
GRACELAND AVENUE WITH MARION STREET - CRASH SUMMARY

Year	Type of Crash Frequency						
	Angle	Object	Rear End	Sideswipe	Turning	Other	Total
2018	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Average/Year	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

Table 4
THACKER STREET WITH LEE STREET - CRASH SUMMARY

Year	Type of Crash Frequency						
	Angle	Object	Rear End	Sideswipe	Turning	Other	Total
2018	1	0	1	0	5	0	7
2019	1	0	1	0	5	0	7
2020	0	0	0	0	6	0	6
2021	0	0	0	0	2	0	2
2022	0	0	0	1	3	0	4
Total	**2**	**0**	**2**	**1**	**21**	**0**	**26**
Average/Year	**<1.0**	**--**	**<1.0**	**<1.0**	**4.2**	**--**	**5.2**

Table 5
THACKER STREET WITH GRACELAND AVENUE - CRASH SUMMARY

Year	Type of Crash Frequency						
	Angle	Object	Rear End	Sideswipe	Turning	Other	Total
2018	1	0	0	0	1	0	2
2019	3	0	1	1	1	0	6
2020	1	0	1	0	0	0	2
2021	0	0	0	0	0	0	0
2022	1	0	0	0	1	0	2
Total	**6**	**0**	**2**	**1**	**3**	**0**	**12**
Average/Year	**1.2**	**--**	**<1.0**	**<1.0**	**<1.0**	**--**	**2.4**

3. Traffic Characteristics of the Proposed Development

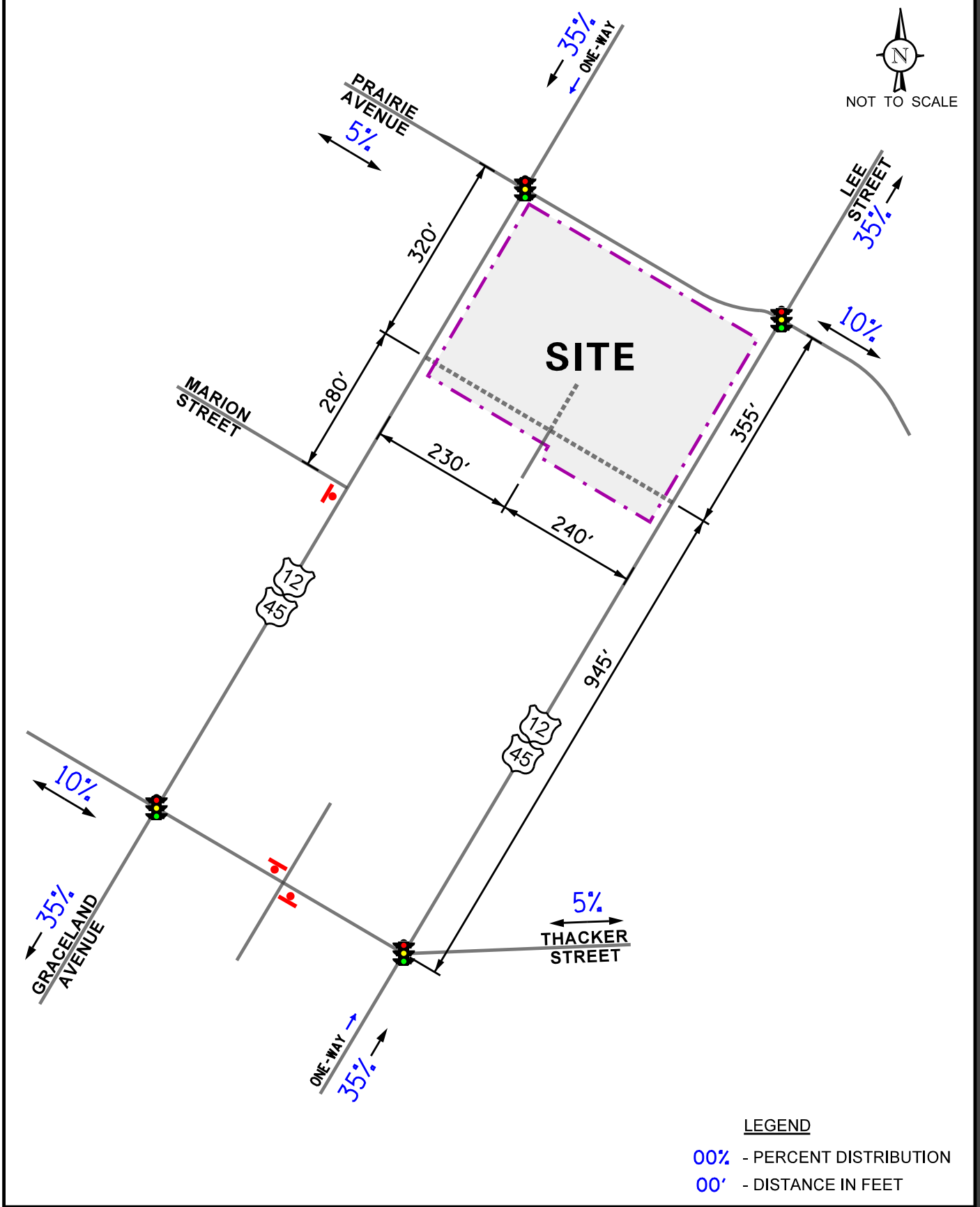
In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

The site, which is partially occupied by a surface parking lot, will be redeveloped with an apartment building providing 278 units, 1,400 square feet of retail/commercial space and a potential 7,100 square feet museum. Parking will be provided via a 324 space two story parking structure. The existing north-south alley through the site will be vacated and relocated to a new east-west alley that will extend between Graceland Avenue and Lee Street. Two loading areas will be provided off the new east-west alley. Access to the parking garage will be provided off the new east-west alley. A copy of the preliminary site plan depicting the proposed development is included in the Appendix.

Directional Distribution

The directions from which residents and visitors of the development 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 traffic to be generated by the proposed development.



750 Lee Apartments Des Plaines, Illinois	Directional Distribution	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 24-057 Figure: 5

Development Traffic Generation

The vehicle trip generation for the overall development was calculated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. The "Multifamily Housing – Mid Rise" (ITE Land-Use Code 221) rate was used for the proposed residential units. Although there is potential for a museum to occupy approximately 7,100 square feet of ground floor spaces, in order to provide for a conservative analysis, the 7,100 square feet space was assumed to be developed with a retail/commercial land use. As such, the "Strip Retail Plaza – less than 40,000 s.f." (ITE Land-Use Code 822) for both the 7,100 square-foot space and the 1,400 square-foot retail space.

It should be noted that due to the location of the site within close proximity of the Des Plaines Metra Station, census data for the area indicates that five percent of the estimated trips to be generated by the proposed development will be via the public transportation, two percent will walk, and one percent will bike. However, in order to provide a conservative analysis, no reductions were applied.

Table 6 shows the estimated vehicle trip generation for the weekday morning and weekday evening peak hours as well as daily traffic. Copies of the ITE trip generation worksheets are included in the Appendix.

Table 6
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips
		In	Out	Total	In	Out	Total	
221	Multifamily Housing Mid-Rise (278 Units)	25	86	111	66	43	109	1,280
822	Strip Retail (8,500 s.f.)	16	10	26	35	34	69	588
Total Development Trips		**41**	**96**	**137**	**101**	**77**	**178**	**1,868**

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 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 6** illustrates the assignment of the vehicle traffic volumes to be generated by the proposed development.

Background (No-Build) Traffic Conditions

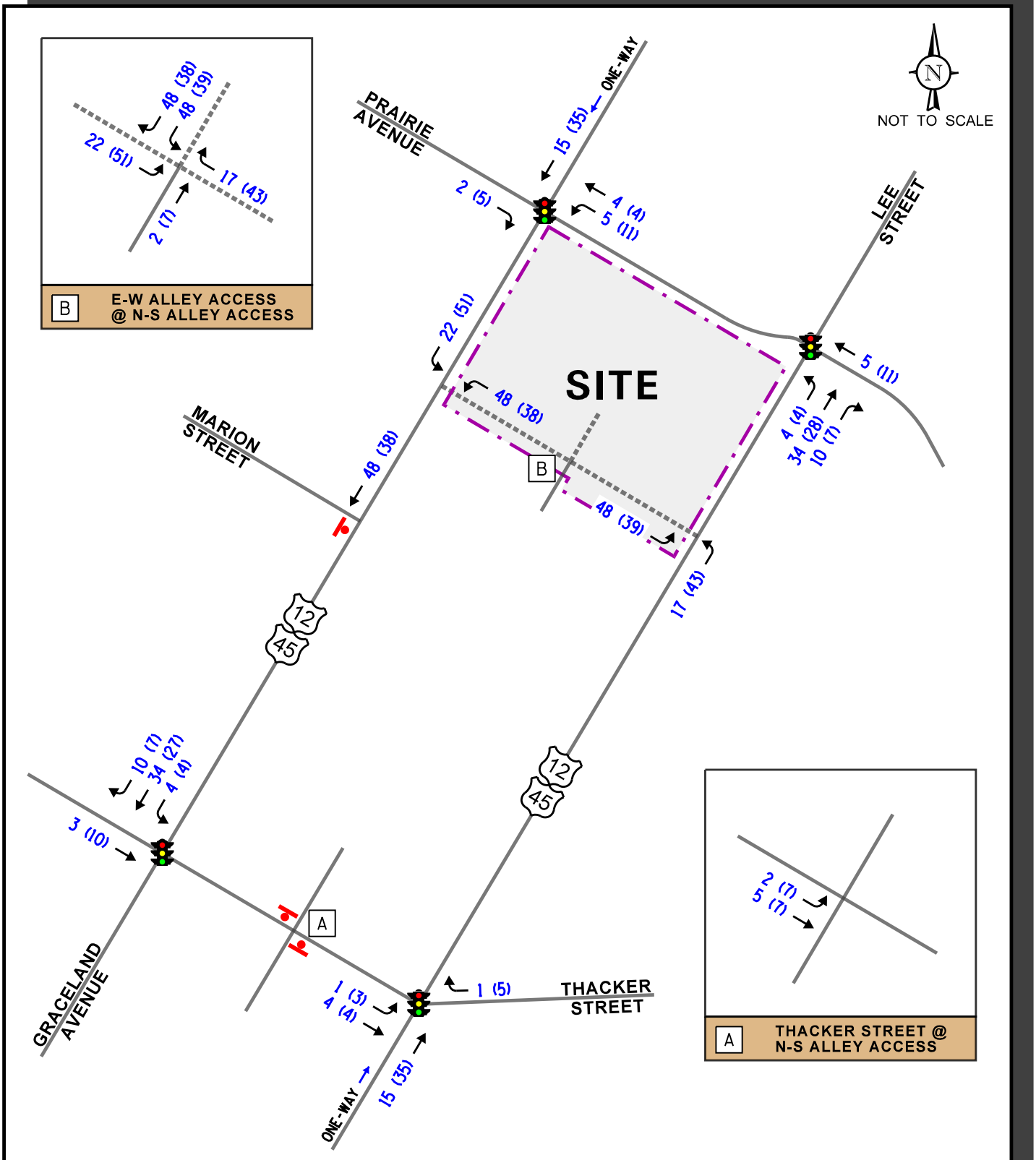
The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate for six years (one-year buildout plus five years) totaling three percent to represent Year 2030 no-build conditions. Additionally, the Year 2030 no-build traffic volumes include the traffic estimated to be generated by the following other area developments:

- The trips generated by the Little Bulgaria Center located at 832 Lee Street were estimated and assigned to the roadway system. It should be noted that the pick-up and drop-off activities will take place off the north-south alley.
- It is our understanding that approximately 96 units of the Welkin Apartments located at 1425 Ellinwood Street are unoccupied. The estimated trip to the vacant units were estimated and assigned to the roadway system.
- Trips estimated to be generated by a proposed 50 townhome development to be located at 900 Graceland Avenue and a proposed residential development with 56 apartment units to be located at the northeast corner of the intersection of Oakwood Avenue with Graceland Avenue.

Figure 7 illustrates the Year 2030 reassigned (taking into account the elimination of the north-south alley through the site) no-build traffic volumes.

Total Projected Traffic Volumes

The total projected traffic volumes include the Year 2030 reassigned no-build traffic volumes (Figure 7) and the traffic estimated to be generated by the proposed development (Figure 6). **Figure 8** shows the Year 2030 total projected traffic volumes.

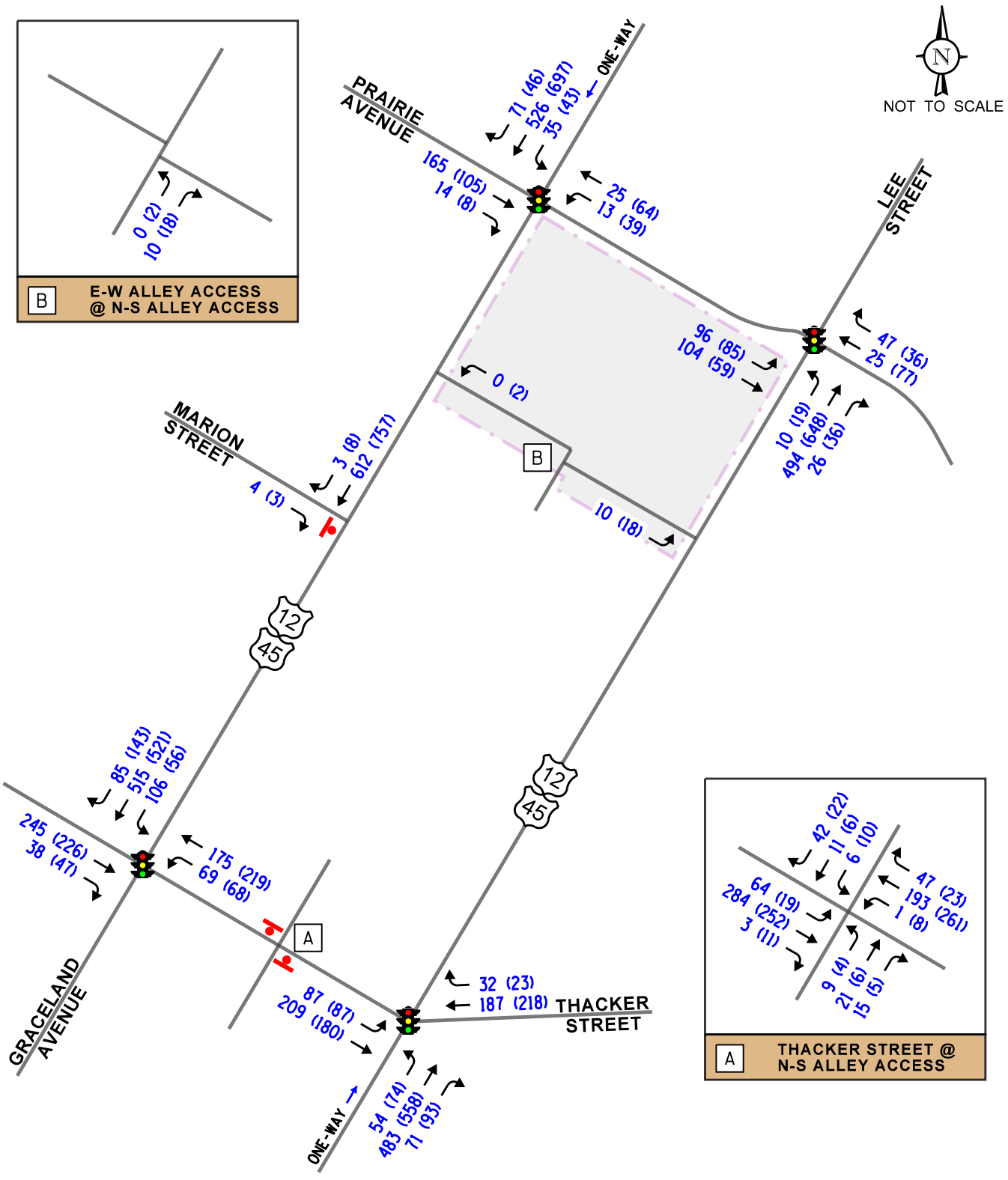


LEGEND

00 - AM PEAK HOUR (8:00-9:00 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)

750 Lee Apartments Des Plaines, Illinois	Site-Generated Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 24-057 Figure: 6

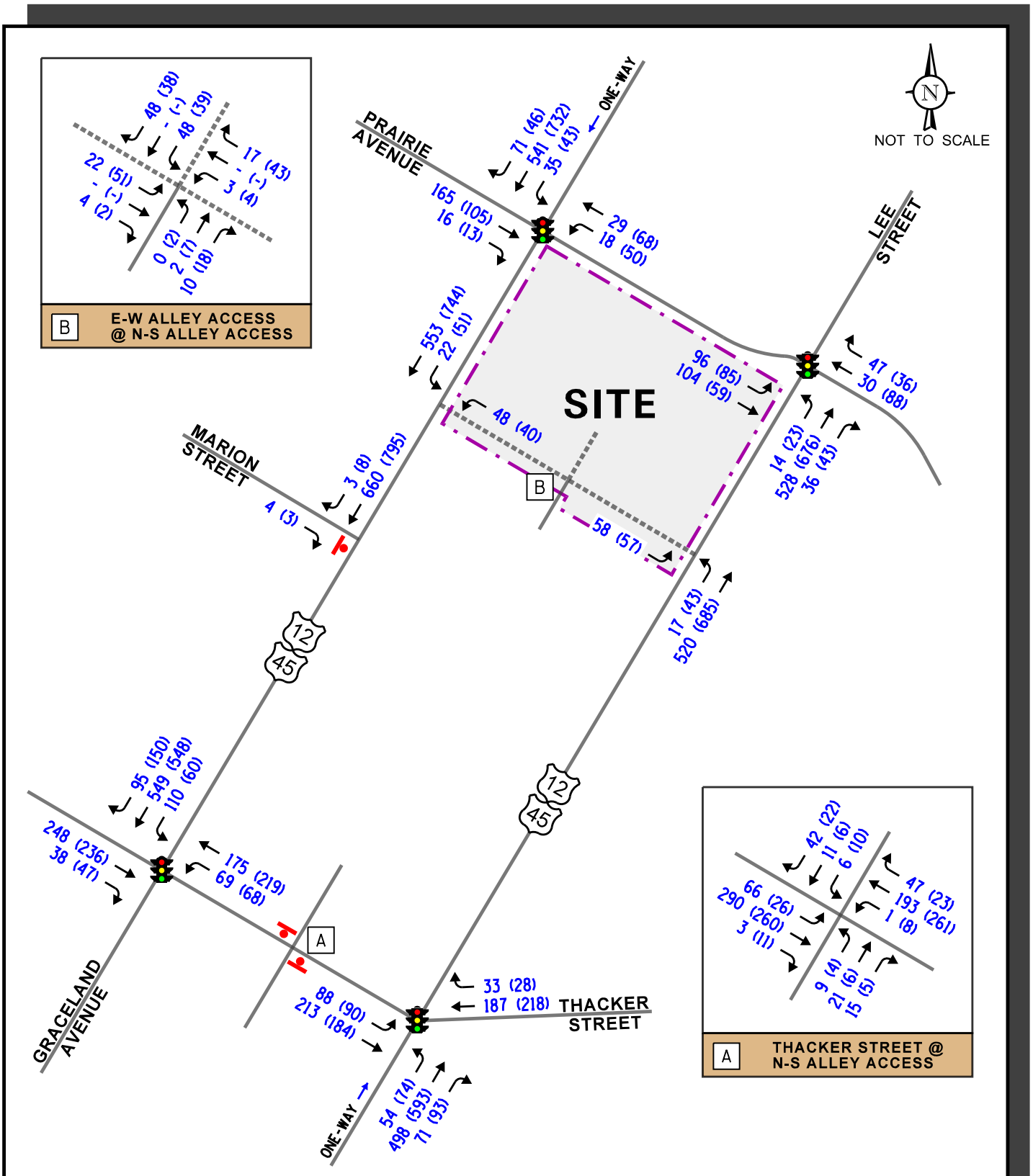


LEGEND

00 - AM PEAK HOUR (8:00-9:00 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)

750 Lee Apartments Des Plaines, Illinois	Year 2030 Reassigned No-Build Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 24-057 Figure: 7



750 Lee Apartments Des Plaines, Illinois	Year 2030 Total Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 24-057 Figure: 8

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing and future projected (Year 2030) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 7*th Edition and analyzed using Synchro/SimTraffic 12 software. The analysis for the traffic-signal controlled intersection was accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2030 total projected conditions are presented in **Tables 7** through **10**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 7
CAPACITY ANALYSIS RESULTS – PRAIRIE AVENUE WITH GRACELAND AVENUE – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Southbound	Overall
		T	R	L	T	L/T/R	
Existing Conditions	Weekday Morning	E 61.2	A 0.3	D 53.0	E 60.0	A 5.5	B 19.6
		E – 57.7		E – 58.2			
	Weekday Evening	E 61.4	A 0.3	D 47.3	E 64.1	A 6.5	B 17.8
		E – 57.9		E – 58.8			
Projected Conditions	Weekday Morning	E 61.7	A 0.4	D 51.7	E 57.8	A 6.9	B 19.7
		E – 56.4		E – 55.4			
	Weekday Evening	E 62.1	A 0.5	D 52.5	E 64.6	A 7.6	B 18.7
		E – 55.4		E – 59.5			

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

Table 8
CAPACITY ANALYSIS RESULTS – PRAIRIE STREET WITH LEE STREET – SIGNALIZED

	Peak Hour	Eastbound		Westbound	Northbound	Overall
		L	T	T/R	L/T/R	
Existing Conditions	Weekday Morning	C 33.8	C 33.9	C 27.4	A 3.1	B 13.6
		C – 33.9				
	Weekday Evening	E 69.1	E 66.3	D 41.2	A 4.6	C 20.0
		E – 68.0				
Projected Conditions	Weekday Morning	D 45.0	D 47.2	C 29.4	A 3.0	B 15.5
		D – 46.1				
	Weekday Evening	E 71.9	E 77.3	D 42.8	A 5.6	B 19.9
		E – 74.1				

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

Table 9
CAPACITY ANALYSIS RESULTS – THACKER STREET WITH GRACELAND AVENUE – SIGNALIZED

	Peak Hour	Eastbound	Westbound		Southbound		Overall
		T/R	L	T	L	T/R	
Existing Conditions	Weekday Morning	E 59.0	E 59.2	D 48.0	A 3.3	A 4.1	C 25.3
			D – 51.0		A – 4.0		
	Weekday Evening	E 59.0	E 66.3	D 51.8	A 6.4	A 6.4	C 28.3
			E – 55.1		A – 6.4		
Projected Conditions	Weekday Morning	E 58.2	E 71.6	D 44.7	A 4.8	A 5.8	C 26.2
			D – 52.4		A – 5.7		
	Weekday Evening	E 58.5	F 80.3	D 48.3	A 7.0	A 7.3	C 28.7
			E – 55.9		A – 7.3		

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

Table 10
CAPACITY ANALYSIS RESULTS – THACKER STREET WITH LEE STREET – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound	Overall
		L	T	T	R	L/T/R	
Existing Conditions	Weekday Morning	C 32.3	D 36.0	E 57.5	A 4.7	B 10.3	C 23.9
		C – 35.0		D – 49.1			
	Weekday Evening	D 35.4	D 37.0	E 56.1	A 0.6	B 10.1	C 23.9
		D – 36.5		D – 50.7			
Projected Conditions	Weekday Morning	C 29.6	C 33.9	E 56.6	A 4.7	B 12.4	C 24.7
		C – 32.6		D – 48.9			
	Weekday Evening	D 35.2	D 37.5	E 55.3	A 2.6	B 11.9	C 24.4
		D – 36.8		D – 49.4			

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

Table 11
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Prairie Street with North-South Alley				
• Northbound Approach	A	9.4	A	9.2
• Westbound Left	A	8.0	A	7.5
Thacker Street with North-South Alley				
• Northbound Approach	B	11.3	B	13.2
• Southbound Approach	B	10.9	B	11.9
• Eastbound Left	A	7.6	A	7.8
• Westbound Left	A	7.8	A	7.8
Graceland Avenue with Marion Street				
• Eastbound Right	B	10.2	B	10.9

LOS = Level of Service
Delay is measured in seconds.

Table 12
CAPACITY ANALYSIS RESULTS –PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Thacker Street with North-South Alley				
• Northbound Approach	C	15.4	B	14.0
• Southbound Approach	B	12.2	B	13.0
• Eastbound Left	A	7.9	A	8.0
• Westbound Left	A	7.9	A	7.9
Graceland Avenue with Marion Street				
• Eastbound Right	B	10.6	B	11.3
Graceland Avenue with East-West Alley				
• Westbound Left	B	11.3	B	13.0
Lee Street with East-West Alley				
• Eastbound Left	B	10.5	B	11.5
East-West Alley with North-South Alley/Garage Drive				
• Northbound Approach	A	8.6	A	9.0
• Southbound Approach	A	9.1	A	9.5
• Eastbound Left	A	7.3	A	7.4
• Westbound Left	A	7.2	A	7.2

LOS = Level of Service
Delay is measured in seconds.

Discussion and Recommendations

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

Prairie Avenue with Graceland Avenue

The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS) B during the weekday morning and weekday evening peak hours. The eastbound and westbound approaches currently operate at LOS E during both peak hours. Additionally, the southbound approach operates at LOS A during both peak hours.

Under Year 2030 total projected conditions, overall this intersection is projected to continue operating at LOS B during both peak hours with increases in delay of approximately one second or less. All the approaches are projected to continue operating at the same existing levels of service during the peak hours. The maximum 95th percentile queue for the eastbound through movement is projected to be approximately 200 and 140 feet during the weekday morning and evening peak hours, respectively. The maximum 95th percentile queue for the westbound left-turn movement is projected to be approximately 56 feet or less during both peak hours and will be accommodated within the existing left-turn storage length. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements and/or traffic control modifications are required.

Prairie Avenue with Lee Street

The results of the capacity analysis indicate that overall this intersection currently operates at LOS B and C during the weekday morning and weekday evening peak hours, respectively. The eastbound approach operates at LOS C during the weekday morning peak hour and at a LOS E during the weekday evening peak hour. The westbound approach operates at a LOS C and D during the weekday morning and evening peak hours, respectively. Additionally, the northbound approach operates at LOS A during both peak hours.

Under Year 2030 total projected conditions, overall this intersection is projected to continue operating at the same LOS as under existing conditions with increases in delay of approximately two seconds. The eastbound approach is projected to operate at a LOS D and E during the weekday morning and evening peak hours, respectively. The westbound approach is projected to operate at the same existing levels of service during both peak hours with increases in delay of less than two seconds. The northbound approach is projected to operate at LOS B during both peak hours with increases in delay of approximately two seconds or less. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements and/or traffic control modifications are required.

Thacker Street with Graceland Avenue

The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS) C during the weekday morning and weekday evening peak hours. The eastbound approach currently operates at LOS E during both peak hours and the westbound approach operates at LOS D during the weekday morning peak hour and LOS E during the weekday evening peak hour. Additionally, the southbound approach operates at LOS A during both peak hours.

Under Year 2030 total projected conditions, overall this intersection is projected to continue operating at LOS C during the weekday morning and weekday evening peak hours with increases in delay of approximately one second. All the approaches are projected to continue operating at the same existing levels of service during the peak hours with increases in delay of approximately four seconds or less. The maximum 95th percentile queue for the eastbound through movement is projected to be approximately 295 feet during the weekday evening peak hour and will extend to the west alley but based on the field observations and the traffic simulation, the queue will clear the intersection during each green phase. The maximum 95th percentile queue for the westbound through movement is projected to be approximately 280 feet during the weekday evening peak hour and will extend to the east alley but based on the field observations and the traffic simulation, the queue will clear the intersection during each green phase. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements and/or traffic control modifications are required.

Thacker Street with Lee Street

The results of the capacity analysis indicate that overall this intersection currently operates at LOS C during the weekday morning and weekday evening peak hours. The eastbound approach operates at LOS C during both peak hours and the westbound approach operates at LOS D during both peak hours. Additionally, the northbound approach operates at LOS A during both peak hours.

Under Year 2029 total projected conditions, overall this intersection is projected to continue operating at LOS C during the weekday morning and weekday evening peak hours with increases in delay of less than one second. The eastbound and westbound approaches are projected to operate at the same existing levels of service during both peak hours with increases in delay of less than two seconds. The northbound approach is projected to operate at LOS B during both peak hours with increases in delay of less than two seconds. The maximum 95th percentile queue for the eastbound through movement is projected to be approximately 245 feet during the weekday morning peak hour and will extend to the east alley but based on the field observations and the traffic simulation, the queue will clear the intersection during each green phase. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements and/or traffic control modifications are required.

Graceland Avenue with Marion Street

The results of the capacity analysis indicate that the eastbound approach currently operates at LOS B during the weekday morning and weekday evening peak hours.

Under Year 2030 total projected conditions, the westbound approach is projected to continue operating at LOS B during both peak hours with increases in delay of less than one second. As such, the traffic that will be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements and/or traffic control modifications are required.

Thacker Street with North-South Alley

The results of the capacity analysis indicate that the northbound and southbound approaches currently operate at LOS B during the weekday morning and weekday evening peak hours. The eastbound and westbound left-turn movements currently operates at LOS A during both peak hours.

Under Year 2030 total projected conditions, the northbound approach is projected to operate at LOS C during the weekday morning peak hour and LOS B during the weekday evening peak hour with increases in delay of less than four seconds. The southbound approach is projected to continue operating at LOS B during both peak hours with increases in delay of less than two seconds. The eastbound and westbound left-turn movements are projected to continue operating at LOS A during both peak hours with increases in delay of less than one second. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements and/or traffic control modifications are required.

Graceland Avenue with East-West Alley

The results of the capacity analysis indicate that the westbound approach will operate at a LOS B during the weekday morning and weekday evening peak hours. As such, the traffic that will be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements and/or traffic control modifications are required.

Lee Street with East-West Alley

The results of the capacity analysis indicate that the eastbound approach will operate at a LOS B during the weekday morning and weekday evening peak hours. As such, the traffic that will be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements and/or traffic control modifications are required.

East-West Alley with North-South Alley/Garage Access Drive

The exiting north-south alley is proposed to terminate at its intersection with the proposed new east-west alley and the north leg of this intersection will be the access drive to the parking garage. The proposed access drive will provide one inbound lane and one outbound lane. It is recommended that the northbound and southbound approaches be under stop sign control. Based on the results of the capacity analyses, all approaches will operate at a LOS A during the weekday morning and evening peak hours. As such, the traffic that will be generated by the proposed development will have a limited impact on the operation of this intersection and no additional roadway improvements and/or traffic control modifications are required.

Parking Evaluation

As previously indicated, the proposed development will have approximately 278 apartment units and approximately 8,500 square feet of retail space. The breakdown in the type of residential unit is as follow:

- 130 – 1 bedroom units
- 138 – 2 bedroom units
- 10 – 3 bedroom units

Parking will be provided via a 324 space two story parking structure. In order to determine the projected parking demand of the proposed development, the parking demand was estimated based on the City of Des Plaines Code of Ordinances and parking rates published in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*, 6th Edition. Based on the two methodologies, the projected parking demand for the proposed development is as follows:

Parking Requirements of Proposed Development per City Code

- Multifamily Housing
  - 1.0 parking spaces per one-bedroom unit
  - 1.5 parking spaces per two-bedroom unit
  - 2.25 parking spaces per three-bedroom unit
- Retail within the C-5 Central Business District
  - 1.0 parking spaces per 300 square feet above 2,500 square feet

Based on the above and the requirements of the City of Des Plaines, this translates into 360 parking spaces for the residential use and 20 spaces for the retail/commercial use for a total of 380 spaces. However, given it is a PUD, a 25 percent reduction is being sought which would bring the required parking to 285 spaces. Therefore the proposed development will be providing approximately 39 spaces above the required number of parking spaces under the PUD requested reduction.

- Residential Use (Multifamily Housing Mid-Rise Close to Rail Transit – Land Use Code 221)
    - 1.14 parking spaces per unit
    - 0.66 parking space per bedroom
- Commercial (Strip Retail Plaza (<40k) Dense Multi-Use Urban – Land Use Code 822)
    - 2.52 parking spaces per 1,000 square feet

Based on the above and the rates published in the ITE *Parking Generation Manual*, that translates into approximately 317 parking spaces for the residential units and 21 parking spaces for the retail/commercial use for a total of 338 parking spaces. Although it appears that there will be a deficit of 14 spaces based on the ITE estimates, it is important to note that there is ample on-street parking in the periphery of the site and there is a public parking garage within close proximity to the site. These parking areas can easily accommodate the potential 14 space deficit per ITE estimates. Therefore, ample parking is being provided within the development and the immediate adjacent area to accommodate the projected peak parking demand.

6. Conclusion

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

- The proposed development will eliminate the existing north-south alley through the site and will be relocated to a new east-west alley that will extend between Graceland Avenue and Lee Street.
- Access to the parking garage will be provided off the new east-west alley.
- The volume of traffic projected to be generated by the proposed development will be reduced due to the proximity of the development to the Des Plaines Metra train station.
- The results of the capacity analysis indicate that the proposed development traffic will not have a significant impact on the area roadways.
- The proposed access drive will be adequate in accommodating the traffic projected to be generated by the proposed development.
- The proposed parking supply of 324 spaces will meet the City of Des Plaines requirements and coupled with the available on-street parking and adjacent public parking garage will accommodate the ITE estimated peak parking demand.

Appendix

Traffic Counts
Site Plan
ITE Trip Generation Sheets
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Counts

Graceland Avenue and Prairie Avenue TMC - TMC

Thu Feb 22, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157920, Location: 42.040727, -87.890468

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

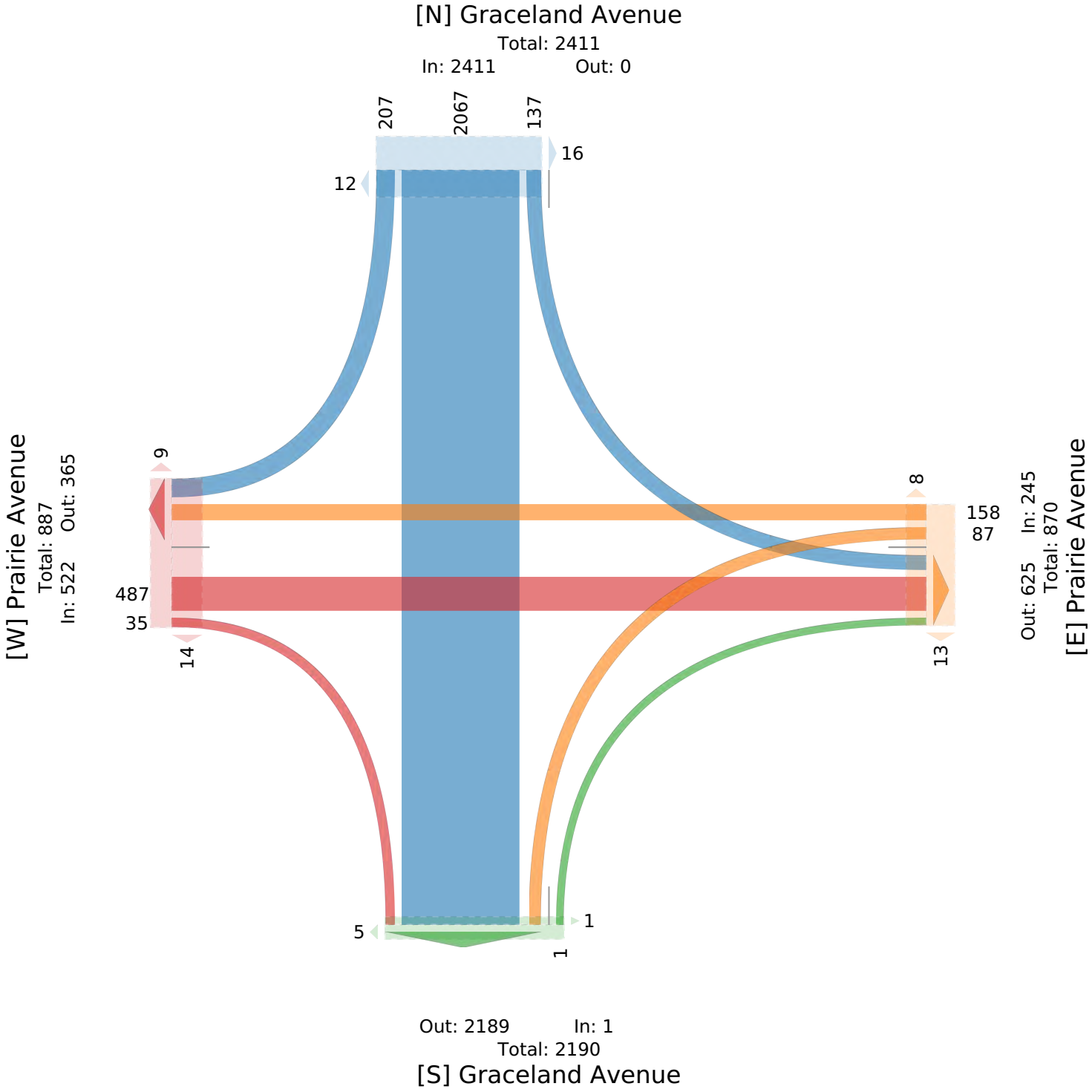
Leg	Graceland Avenue						Prairie Avenue						Graceland Avenue						Prairie Avenue						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-02-22 7:00AM	1	81	9	0	**91**	0	0	3	0	0	**3**	0	0	0	0	0	**0**	0	1	43	0	0	**44**	0	**138**
7:15AM	2	87	6	0	**95**	0	0	2	4	0	**6**	0	0	0	0	0	**0**	0	3	29	0	0	**32**	0	**133**
7:30AM	20	84	8	0	**112**	0	0	6	0	0	**6**	2	0	0	0	0	**0**	1	3	36	0	0	**39**	2	**157**
7:45AM	36	138	5	0	**179**	1	0	8	1	0	**9**	0	0	0	0	0	**0**	0	5	63	0	0	**68**	0	**256**
Hourly Total	59	390	28	0	**477**	1	0	19	5	0	**24**	2	0	0	0	0	**0**	1	12	171	0	0	**183**	2	**684**
8:00AM	6	114	8	0	**128**	0	0	8	2	0	**10**	1	1	0	0	0	**1**	0	1	42	0	0	**43**	1	**182**
8:15AM	7	119	13	0	**139**	2	0	2	5	0	**7**	0	0	0	0	0	**0**	0	1	23	0	0	**24**	0	**170**
8:30AM	13	102	10	0	**125**	0	0	8	0	0	**8**	1	0	0	0	0	**0**	0	0	21	0	0	**21**	1	**154**
8:45AM	10	105	8	0	**123**	1	0	4	5	0	**9**	1	0	0	0	0	**0**	0	2	35	0	0	**37**	2	**169**
Hourly Total	36	440	39	0	**515**	3	0	22	12	0	**34**	3	1	0	0	0	**1**	0	4	121	0	0	**125**	4	**675**
4:00PM	15	105	5	0	**125**	6	0	18	13	0	**31**	2	0	0	0	0	**0**	1	4	27	0	0	**31**	4	**187**
4:15PM	13	194	8	0	**215**	1	0	13	8	0	**21**	2	0	0	0	0	**0**	0	1	31	0	0	**32**	6	**268**
4:30PM	5	142	9	0	**156**	2	0	16	7	0	**23**	0	0	0	0	0	**0**	0	3	22	0	0	**25**	2	**204**
4:45PM	22	176	12	0	**210**	0	0	14	4	0	**18**	3	0	0	0	0	**0**	1	1	22	0	0	**23**	0	**251**
Hourly Total	55	617	34	0	**706**	9	0	61	32	0	**93**	7	0	0	0	0	**0**	2	9	102	0	0	**111**	12	**910**
5:00PM	5	137	13	0	**155**	2	0	10	11	0	**21**	1	0	0	0	0	**0**	1	1	29	0	0	**30**	2	**206**
5:15PM	18	182	6	0	**206**	3	0	16	10	0	**26**	6	0	0	0	0	**0**	2	3	22	0	0	**25**	0	**257**
5:30PM	23	133	9	0	**165**	0	0	14	7	0	**21**	1	0	0	0	0	**0**	0	1	25	0	0	**26**	0	**212**
5:45PM	11	168	8	0	**187**	10	0	16	10	0	**26**	1	0	0	0	0	**0**	0	5	17	0	0	**22**	3	**235**
Hourly Total	57	620	36	0	**713**	15	0	56	38	0	**94**	9	0	0	0	0	**0**	3	10	93	0	0	**103**	5	**910**
Total	207	2067	137	0	**2411**	28	0	158	87	0	**245**	21	1	0	0	0	**1**	6	35	487	0	0	**522**	23	**3179**
% Approach	8.6%	85.7%	5.7%	0%	**-**	-	0%	64.5%	35.5%	0%	**-**	-	100%	0%	0%	0%	**-**	-	6.7%	93.3%	0%	0%	**-**	-	**-**
% Total	6.5%	65.0%	4.3%	0%	**75.8%**	-	0%	5.0%	2.7%	0%	**7.7%**	-	0%	0%	0%	0%	**0%**	-	1.1%	15.3%	0%	0%	**16.4%**	-	**-**
Lights	201	2006	134	0	**2341**	-	0	155	85	0	**240**	-	0	0	0	0	**0**	-	34	483	0	0	**517**	-	3098
% Lights	97.1%	97.0%	97.8%	0%	**97.1%**	-	0%	98.1%	97.7%	0%	**98.0%**	-	0%	0%	0%	0%	**0%**	-	97.1%	99.2%	0%	0%	**99.0%**	-	97.5%
Single-Unit Trucks	1	16	3	0	**20**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	22
% Single-Unit Trucks	0.5%	0.8%	2.2%	0%	**0.8%**	-	0%	0.6%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.7%
Articulated Trucks	0	7	0	0	**7**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	7
% Articulated Trucks	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses	2	37	0	0	**39**	-	0	2	2	0	**4**	-	0	0	0	0	**0**	-	1	2	0	0	**3**	-	46
% Buses	1.0%	1.8%	0%	0%	**1.6%**	-	0%	1.3%	2.3%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	2.9%	0.4%	0%	0%	**0.6%**	-	1.4%
Bicycles on Road	3	1	0	0	**4**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	1	0	0	**1**	-	6
% Bicycles on Road	1.4%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	100%	0%	0%	0%	**100%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.2%
Pedestrians	-	-	-	-	-	28	-	-	-	-	-	21	-	-	-	-	-	6	-	-	-	-	-	23	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Graceland Avenue and Prairie Avenue TMC - TMC

Thu Feb 22, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157920, Location: 42.040727, -87.890468

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Graceland Avenue and Prairie Avenue TMC - TMC

Thu Feb 22, 2024
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157920, Location: 42.040727, -87.890468

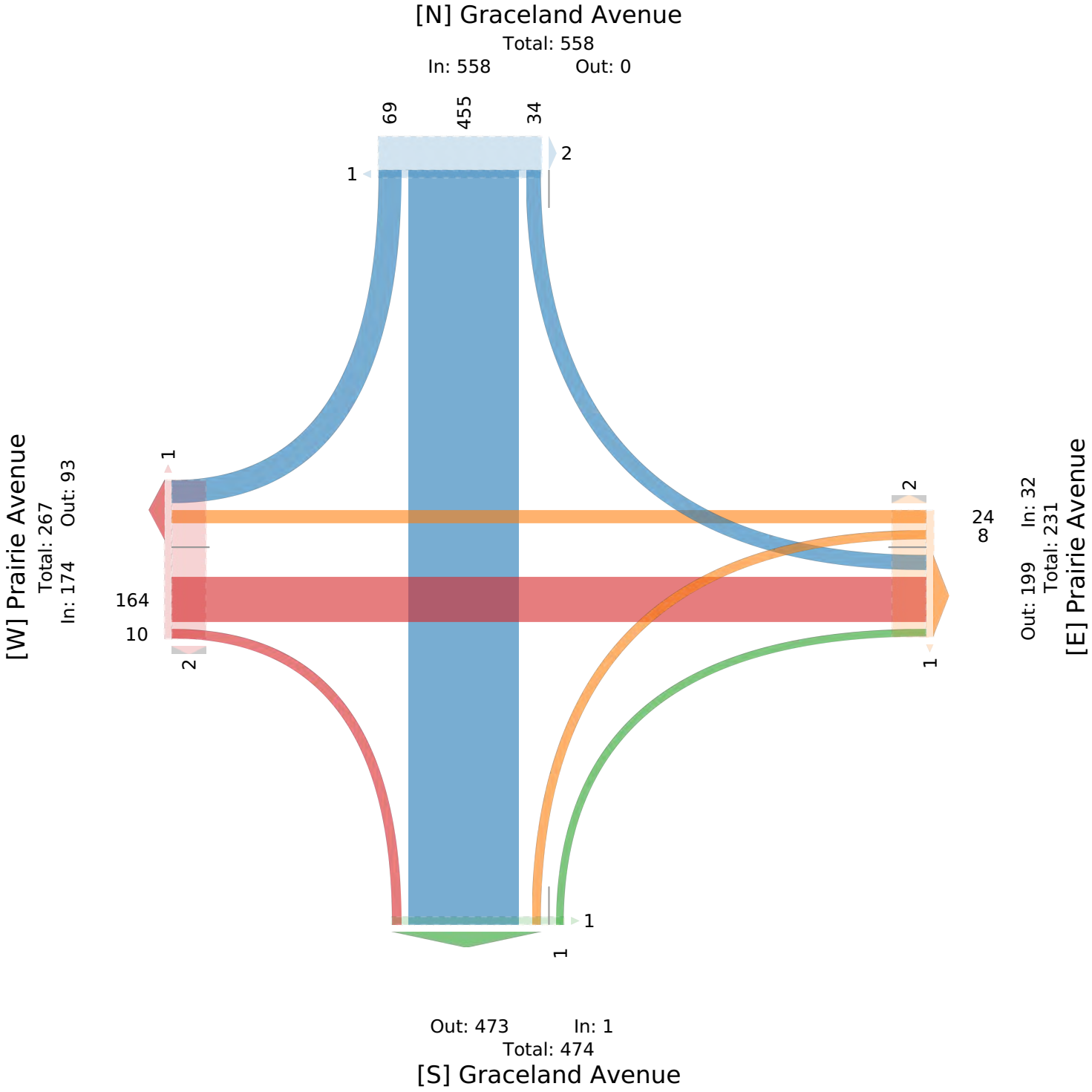
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Graceland Avenue						Prairie Avenue						Graceland Avenue						Prairie Avenue						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2024-02-22 7:30AM	20	84	8	0	**112**	0	0	6	0	0	**6**	2	0	0	0	0	**0**	1	3	36	0	0	**39**	2	**157**
7:45AM	36	138	5	0	**179**	1	0	8	1	0	**9**	0	0	0	0	0	**0**	0	5	63	0	0	**68**	0	**256**
8:00AM	6	114	8	0	**128**	0	0	8	2	0	**10**	1	1	0	0	0	**1**	0	1	42	0	0	**43**	1	**182**
8:15AM	7	119	13	0	**139**	2	0	2	5	0	**7**	0	0	0	0	0	**0**	0	1	23	0	0	**24**	0	**170**
Total	69	455	34	0	**558**	3	0	24	8	0	**32**	3	1	0	0	0	**1**	1	10	164	0	0	**174**	3	**765**
% Approach	12.4%	81.5%	6.1%	0%	**-**	-	0%	75.0%	25.0%	0%	**-**	-	100%	0%	0%	0%	**-**	-	5.7%	94.3%	0%	0%	**-**	-	-
% Total	9.0%	59.5%	4.4%	0%	**72.9%**	-	0%	3.1%	1.0%	0%	**4.2%**	-	0.1%	0%	0%	0%	**0.1%**	-	1.3%	21.4%	0%	0%	**22.7%**	-	-
PHF	0.479	0.822	0.654	-	**0.778**	-	-	0.750	0.400	-	**0.800**	-	-	-	-	-	**-**	-	0.500	0.651	-	-	**0.640**	-	0.745
Lights	68	438	34	0	**540**	-	0	23	8	0	**31**	-	0	0	0	0	**0**	-	10	162	0	0	**172**	-	743
% Lights	98.6%	96.3%	100%	0%	**96.8%**	-	0%	95.8%	100%	0%	**96.9%**	-	0%	0%	0%	0%	**0%**	-	100%	98.8%	0%	0%	**98.9%**	-	97.1%
Single-Unit Trucks	0	5	0	0	**5**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	6
% Single-Unit Trucks	0%	1.1%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.6%**	-	0.8%
Articulated Trucks	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Articulated Trucks	0%	0.7%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Buses	1	8	0	0	**9**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	11
% Buses	1.4%	1.8%	0%	0%	**1.6%**	-	0%	4.2%	0%	0%	**3.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.6%**	-	1.4%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	2
% Bicycles on Road	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	100%	0%	0%	0%	**100%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Graceland Avenue and Prairie Avenue TMC - TMC
Thu Feb 22, 2024
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157920, Location: 42.040727, -87.890468

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Graceland Avenue and Prairie Avenue TMC - TMC

Thu Feb 22, 2024
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157920, Location: 42.040727, -87.890468

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

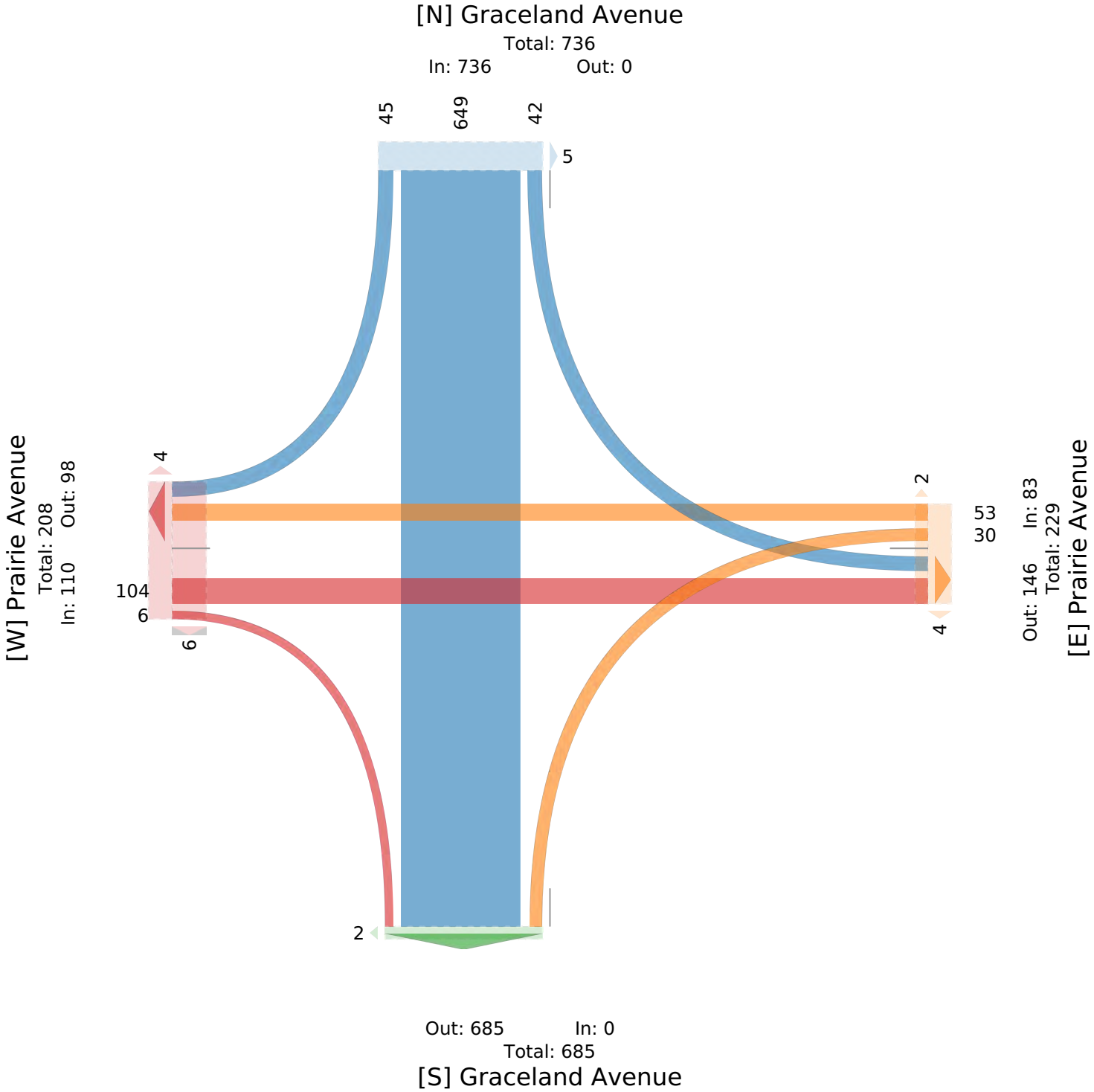
Leg / Direction	Graceland Avenue Southbound						Prairie Avenue Westbound						Graceland Avenue Northbound						Prairie Avenue Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2024-02-22 4:15PM	13	194	8	0	**215**	1	0	13	8	0	**21**	2	0	0	0	0	**0**	0	1	31	0	0	**32**	6	**268**
4:30PM	5	142	9	0	**156**	2	0	16	7	0	**23**	0	0	0	0	0	**0**	0	3	22	0	0	**25**	2	**204**
4:45PM	22	176	12	0	**210**	0	0	14	4	0	**18**	3	0	0	0	0	**0**	1	1	22	0	0	**23**	0	**251**
5:00PM	5	137	13	0	**155**	2	0	10	11	0	**21**	1	0	0	0	0	**0**	1	1	29	0	0	**30**	2	**206**
Total	45	649	42	0	**736**	5	0	53	30	0	**83**	6	0	0	0	0	**0**	2	6	104	0	0	**110**	10	**929**
% Approach	6.1%	88.2%	5.7%	0%	**-**	-	0%	63.9%	36.1%	0%	**-**	-	0%	0%	0%	0%	**-**	-	5.5%	94.5%	0%	0%	**-**	-	-
% Total	4.8%	69.9%	4.5%	0%	**79.2%**	-	0%	5.7%	3.2%	0%	**8.9%**	-	0%	0%	0%	0%	**0%**	-	0.6%	11.2%	0%	0%	**11.8%**	-	-
PHF	0.511	0.836	0.808	-	**0.856**	-	-	0.828	0.682	-	**0.902**	-	-	-	-	-	**-**	-	0.500	0.839	-	-	**0.859**	-	0.867
Lights	45	636	41	0	**722**	-	0	52	29	0	**81**	-	0	0	0	0	**0**	-	6	104	0	0	**110**	-	913
% Lights	100%	98.0%	97.6%	0%	**98.1%**	-	0%	98.1%	96.7%	0%	**97.6%**	-	0%	0%	0%	0%	**-**	-	100%	100%	0%	0%	**100%**	-	98.3%
Single-Unit Trucks	0	3	1	0	**4**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4
% Single-Unit Trucks	0%	0.5%	2.4%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0.4%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0.2%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses	0	9	0	0	**9**	-	0	1	1	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	11
% Buses	0%	1.4%	0%	0%	**1.2%**	-	0%	1.9%	3.3%	0%	**2.4%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	1.2%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**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	-	-	-	-	-	5	-	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	10	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Graceland Avenue and Prairie Avenue TMC - TMC

Thu Feb 22, 2024
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157920, Location: 42.040727, -87.890468

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Lee Street with Thacker Street TMC - TMC

Tue Apr 25, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1055423, Location: 42.03707, -87.891313

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Lee Street						Thacker Street						Lee Street						Thacker Street						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-04-25 7:00AM	0	0	0	0	**0**	1	3	21	0	0	**24**	0	9	65	5	0	**79**	0	0	21	12	0	**33**	1	**136**
7:15AM	0	0	0	0	**0**	0	3	22	0	0	**25**	1	11	79	3	0	**93**	1	0	34	9	0	**43**	0	**161**
7:30AM	0	0	0	0	**0**	0	6	36	0	0	**42**	2	11	77	8	0	**96**	0	0	39	15	0	**54**	0	**192**
7:45AM	0	0	0	0	**0**	4	4	51	0	0	**55**	0	10	60	5	0	**75**	0	1	39	14	0	**54**	1	**184**
Hourly Total	0	0	0	0	**0**	5	16	130	0	0	**146**	3	41	281	21	0	**343**	1	1	133	50	0	**184**	2	**673**
8:00AM	0	0	0	0	**0**	0	4	33	0	0	**37**	0	19	122	7	0	**148**	0	0	50	10	0	**60**	2	**245**
8:15AM	0	0	0	0	**0**	0	7	47	0	0	**54**	1	12	105	9	0	**126**	0	0	50	23	0	**73**	0	**253**
8:30AM	0	0	0	0	**0**	0	9	20	0	0	**29**	0	15	124	5	0	**144**	0	0	30	15	0	**45**	2	**218**
8:45AM	0	0	0	0	**0**	2	11	44	0	0	**55**	2	23	113	10	0	**146**	0	0	66	25	0	**91**	0	**292**
Hourly Total	0	0	0	0	**0**	2	31	144	0	0	**175**	3	69	464	31	0	**564**	0	0	196	73	0	**269**	4	**1008**
4:00PM	0	0	0	0	**0**	3	5	29	0	0	**34**	1	18	115	10	0	**143**	0	0	43	19	0	**62**	0	**239**
4:15PM	0	0	0	0	**0**	1	6	49	1	0	**56**	2	10	104	9	0	**123**	0	0	39	30	0	**69**	0	**248**
4:30PM	0	0	0	0	**0**	1	3	34	0	0	**37**	0	13	122	9	0	**144**	0	0	43	15	0	**58**	1	**239**
4:45PM	0	0	0	0	**0**	1	6	62	0	0	**68**	1	22	134	15	0	**171**	0	0	41	16	0	**57**	0	**296**
Hourly Total	0	0	0	0	**0**	6	20	174	1	0	**195**	4	63	475	43	0	**581**	0	0	166	80	0	**246**	1	**1022**
5:00PM	0	0	0	0	**0**	0	7	42	0	0	**49**	0	22	138	14	0	**174**	0	0	33	20	0	**53**	0	**276**
5:15PM	0	0	0	0	**0**	1	2	44	0	0	**46**	2	23	122	18	0	**163**	0	0	30	15	0	**45**	1	**254**
5:30PM	0	0	0	0	**0**	0	7	34	0	0	**41**	2	23	130	12	0	**165**	0	0	35	26	0	**61**	0	**267**
5:45PM	0	0	0	0	**0**	5	4	52	0	0	**56**	1	29	102	7	0	**138**	0	0	30	18	0	**48**	1	**242**
Hourly Total	0	0	0	0	**0**	6	20	172	0	0	**192**	5	97	492	51	0	**640**	0	0	128	79	0	**207**	2	**1039**
Total	0	0	0	0	**0**	19	87	620	1	0	**708**	15	270	1712	146	0	**2128**	1	1	623	282	0	**906**	9	**3742**
% Approach	0%	0%	0%	0%	**-**	-	12.3%	87.6%	0.1%	0%	**-**	-	12.7%	80.5%	6.9%	0%	**-**	-	0.1%	68.8%	31.1%	0%	**-**	-	**-**
% Total	0%	0%	0%	0%	**0%**	-	2.3%	16.6%	0%	0%	**18.9%**	-	7.2%	45.8%	3.9%	0%	**56.9%**	-	0%	16.6%	7.5%	0%	**24.2%**	-	**-**
Lights	0	0	0	0	**0**	-	81	607	1	0	**689**	-	262	1638	140	0	**2040**	-	1	609	270	0	**880**	-	3609
% Lights	0%	0%	0%	0%	**-**	-	93.1%	97.9%	100%	0%	**97.3%**	-	97.0%	95.7%	95.9%	0%	**95.9%**	-	100%	97.8%	95.7%	0%	**97.1%**	-	96.4%
Single-Unit Trucks	0	0	0	0	**0**	-	0	4	0	0	**4**	-	5	24	4	0	**33**	-	0	7	3	0	**10**	-	47
% Single-Unit Trucks	0%	0%	0%	0%	**-**	-	0%	0.6%	0%	0%	**0.6%**	-	1.9%	1.4%	2.7%	0%	**1.6%**	-	0%	1.1%	1.1%	0%	**1.1%**	-	1.3%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3	25	0	0	**28**	-	0	1	1	0	**2**	-	30
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	1.1%	1.5%	0%	0%	**1.3%**	-	0%	0.2%	0.4%	0%	**0.2%**	-	0.8%
Buses	0	0	0	0	**0**	-	6	8	0	0	**14**	-	0	25	2	0	**27**	-	0	6	8	0	**14**	-	55
% Buses	0%	0%	0%	0%	**-**	-	6.9%	1.3%	0%	0%	**2.0%**	-	0%	1.5%	1.4%	0%	**1.3%**	-	0%	1.0%	2.8%	0%	**1.5%**	-	1.5%
Bicycles on Road	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**-**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	19	-	-	-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lee Street with Thacker Street TMC - TMC
Tue Apr 25, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1055423, Location: 42.03707, -87.891313

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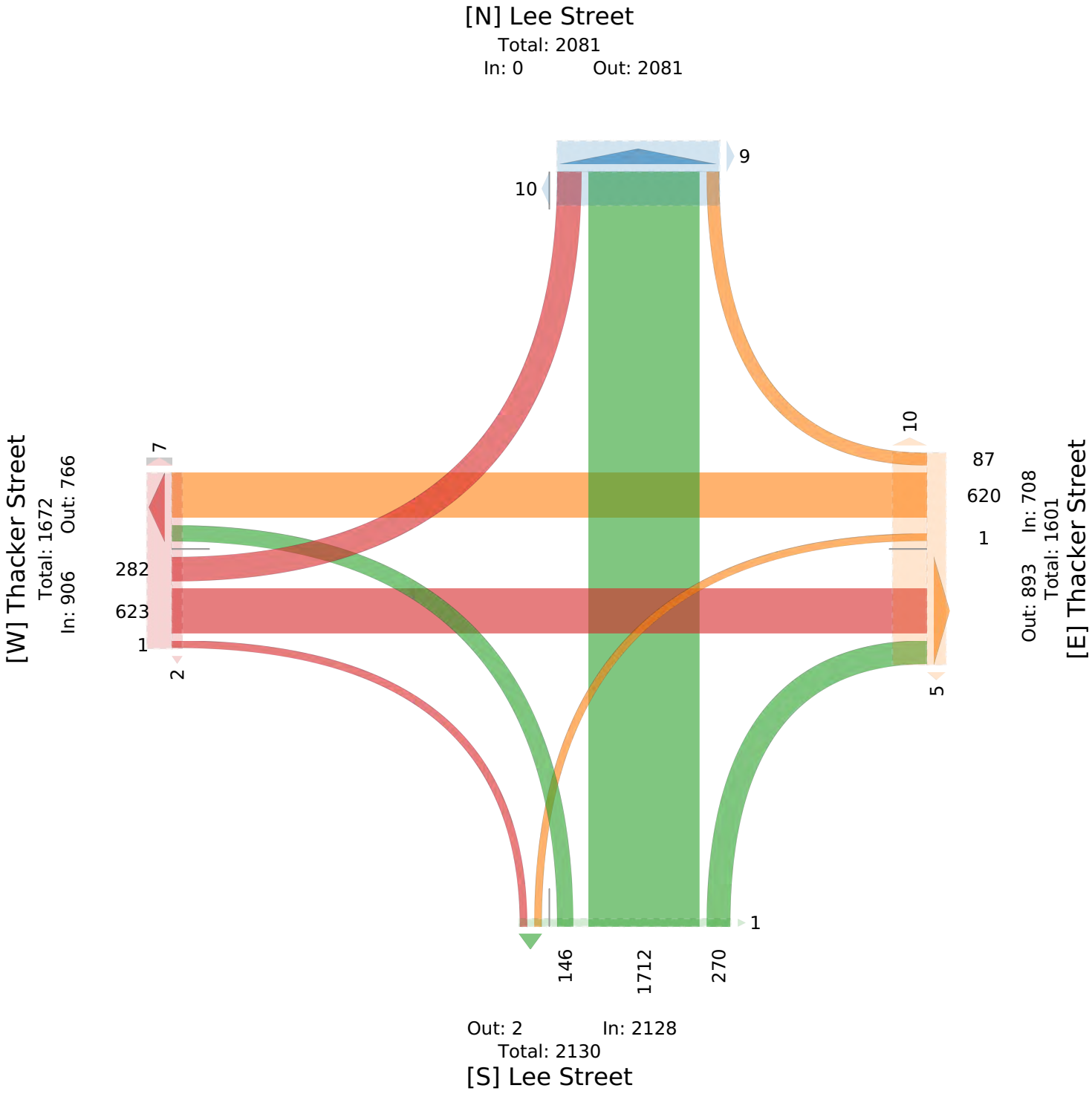


Lee Street with Thacker Street TMC - TMC

Tue Apr 25, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1055423, Location: 42.03707, -87.891313

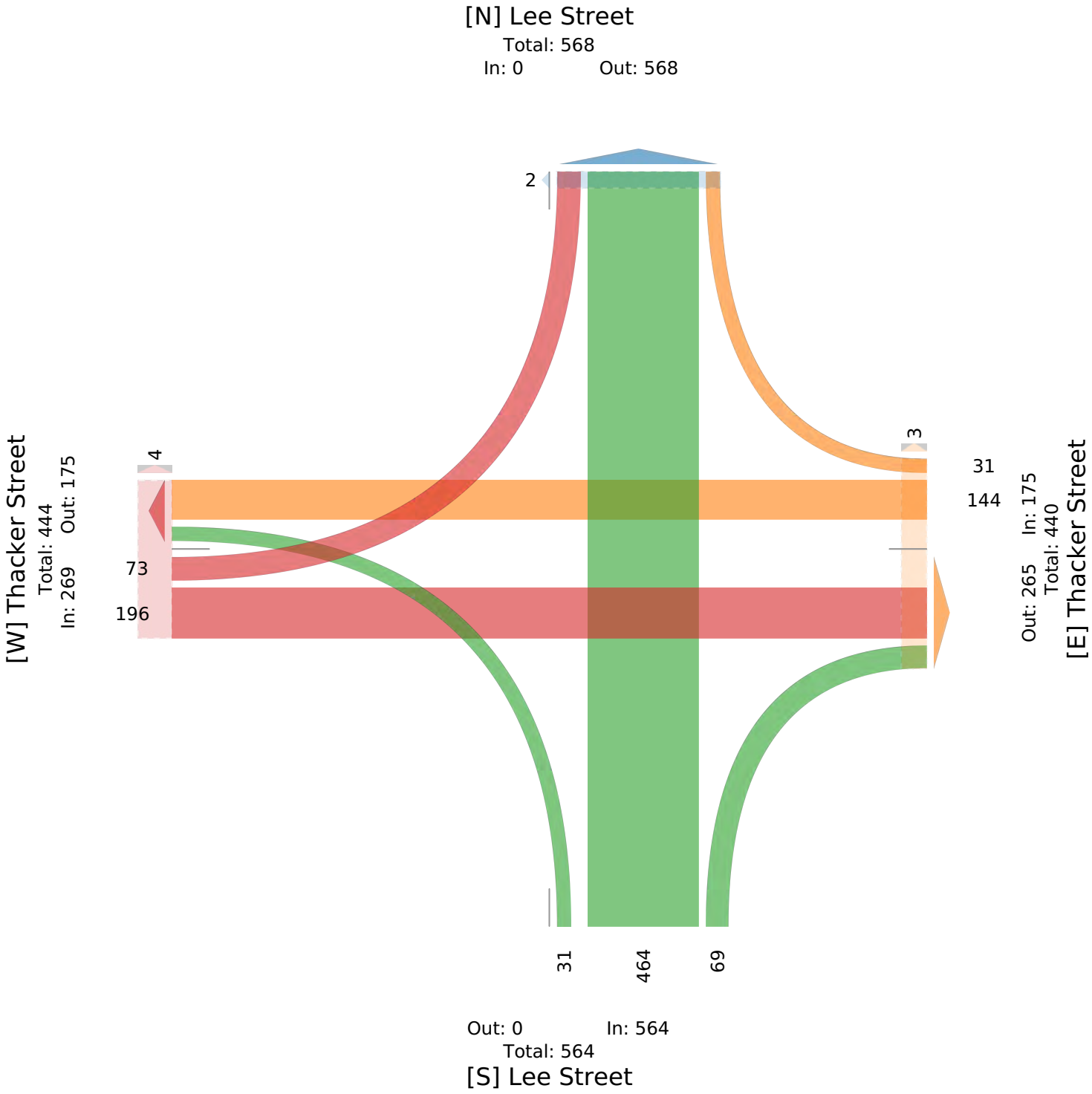
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Lee Street						Thacker Street						Lee Street						Thacker Street						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-04-25 8:00AM	0	0	0	0	**0**	0	4	33	0	0	**37**	0	19	122	7	0	**148**	0	0	50	10	0	**60**	2	**245**
8:15AM	0	0	0	0	**0**	0	7	47	0	0	**54**	1	12	105	9	0	**126**	0	0	50	23	0	**73**	0	**253**
8:30AM	0	0	0	0	**0**	0	9	20	0	0	**29**	0	15	124	5	0	**144**	0	0	30	15	0	**45**	2	**218**
8:45AM	0	0	0	0	**0**	2	11	44	0	0	**55**	2	23	113	10	0	**146**	0	0	66	25	0	**91**	0	**292**
Total	0	0	0	0	**0**	2	31	144	0	0	**175**	3	69	464	31	0	**564**	0	0	196	73	0	**269**	4	**1008**
% Approach	0%	0%	0%	0%	**-**	-	17.7%	82.3%	0%	0%	**-**	-	12.2%	82.3%	5.5%	0%	**-**	-	0%	72.9%	27.1%	0%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	3.1%	14.3%	0%	0%	**17.4%**	-	6.8%	46.0%	3.1%	0%	**56.0%**	-	0%	19.4%	7.2%	0%	**26.7%**	-	-
PHF	-	-	-	-	**-**	-	0.705	0.766	-	-	**0.795**	-	0.750	0.935	0.775	-	**0.953**	-	-	0.742	0.730	-	**0.739**	-	0.863
Lights	0	0	0	0	**0**	-	30	138	0	0	**168**	-	69	433	30	0	**532**	-	0	194	68	0	**262**	-	962
% Lights	0%	0%	0%	0%	**-**	-	96.8%	95.8%	0%	0%	**96.0%**	-	100%	93.3%	96.8%	0%	**94.3%**	-	0%	99.0%	93.2%	0%	**97.4%**	-	95.4%
Single-Unit Trucks	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	11	1	0	**12**	-	0	1	1	0	**2**	-	17
% Single-Unit Trucks	0%	0%	0%	0%	**-**	-	0%	2.1%	0%	0%	**1.7%**	-	0%	2.4%	3.2%	0%	**2.1%**	-	0%	0.5%	1.4%	0%	**0.7%**	-	1.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	12	0	0	**12**	-	0	0	1	0	**1**	-	13
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	2.6%	0%	0%	**2.1%**	-	0%	0%	1.4%	0%	**0.4%**	-	1.3%
Buses	0	0	0	0	**0**	-	1	3	0	0	**4**	-	0	8	0	0	**8**	-	0	1	3	0	**4**	-	16
% Buses	0%	0%	0%	0%	**-**	-	3.2%	2.1%	0%	0%	**2.3%**	-	0%	1.7%	0%	0%	**1.4%**	-	0%	0.5%	4.1%	0%	**1.5%**	-	1.6%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lee Street with Thacker Street TMC - TMC
Tue Apr 25, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1055423, Location: 42.03707, -87.891313

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Lee Street with Thacker Street TMC - TMC

Tue Apr 25, 2023
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1055423, Location: 42.03707, -87.891313

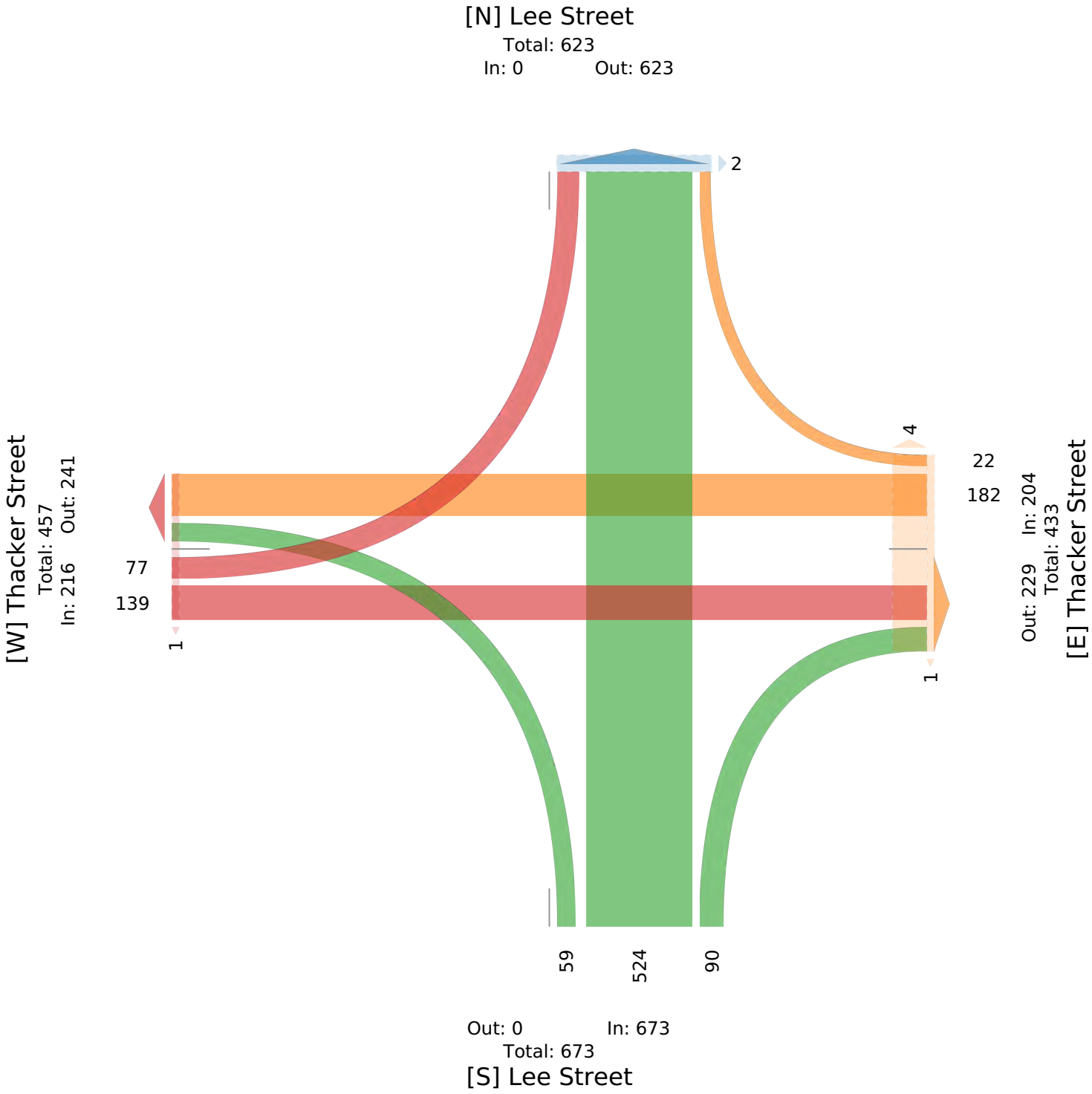
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg / Direction	Lee Street Southbound						Thacker Street Westbound						Lee Street Northbound						Thacker Street Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-04-25 4:45PM	0	0	0	0	**0**	1	6	62	0	0	**68**	1	22	134	15	0	**171**	0	0	41	16	0	**57**	0	**296**
5:00PM	0	0	0	0	**0**	0	7	42	0	0	**49**	0	22	138	14	0	**174**	0	0	33	20	0	**53**	0	**276**
5:15PM	0	0	0	0	**0**	1	2	44	0	0	**46**	2	23	122	18	0	**163**	0	0	30	15	0	**45**	1	**254**
5:30PM	0	0	0	0	**0**	0	7	34	0	0	**41**	2	23	130	12	0	**165**	0	0	35	26	0	**61**	0	**267**
Total	0	0	0	0	**0**	2	22	182	0	0	**204**	5	90	524	59	0	**673**	0	0	139	77	0	**216**	1	**1093**
% Approach	0%	0%	0%	0%	**-**	-	10.8%	89.2%	0%	0%	**-**	-	13.4%	77.9%	8.8%	0%	**-**	-	0%	64.4%	35.6%	0%	**-**	-	**-**
% Total	0%	0%	0%	0%	**0%**	-	2.0%	16.7%	0%	0%	**18.7%**	-	8.2%	47.9%	5.4%	0%	**61.6%**	-	0%	12.7%	7.0%	0%	**19.8%**	-	**-**
PHF	-	-	-	-	**-**	-	0.786	0.734	-	-	**0.750**	-	0.978	0.949	0.819	-	**0.967**	-	-	0.848	0.740	-	**0.885**	-	0.923
Lights	0	0	0	0	**0**	-	18	182	0	0	**200**	-	88	514	58	0	**660**	-	0	137	75	0	**212**	-	1072
% Lights	0%	0%	0%	0%	**-**	-	81.8%	100%	0%	0%	**98.0%**	-	97.8%	98.1%	98.3%	0%	**98.1%**	-	0%	98.6%	97.4%	0%	**98.1%**	-	98.1%
Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2	1	1	0	**4**	-	0	1	1	0	**2**	-	6
% Single-Unit Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	2.2%	0.2%	1.7%	0%	**0.6%**	-	0%	0.7%	1.3%	0%	**0.9%**	-	0.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	1	0	0	**1**	-	5
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0.8%	0%	0%	**0.6%**	-	0%	0.7%	0%	0%	**0.5%**	-	0.5%
Buses	0	0	0	0	**0**	-	4	0	0	0	**4**	-	0	5	0	0	**5**	-	0	0	1	0	**1**	-	10
% Buses	0%	0%	0%	0%	**-**	-	18.2%	0%	0%	0%	**2.0%**	-	0%	1.0%	0%	0%	**0.7%**	-	0%	0%	1.3%	0%	**0.5%**	-	0.9%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lee Street with Thacker Street TMC - TMC
Tue Apr 25, 2023
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1055423, Location: 42.03707, -87.891313

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Marion Street with Graceland Avenue TMC - TMC

Thu Feb 22, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157928, Location: 42.039263, -87.891563

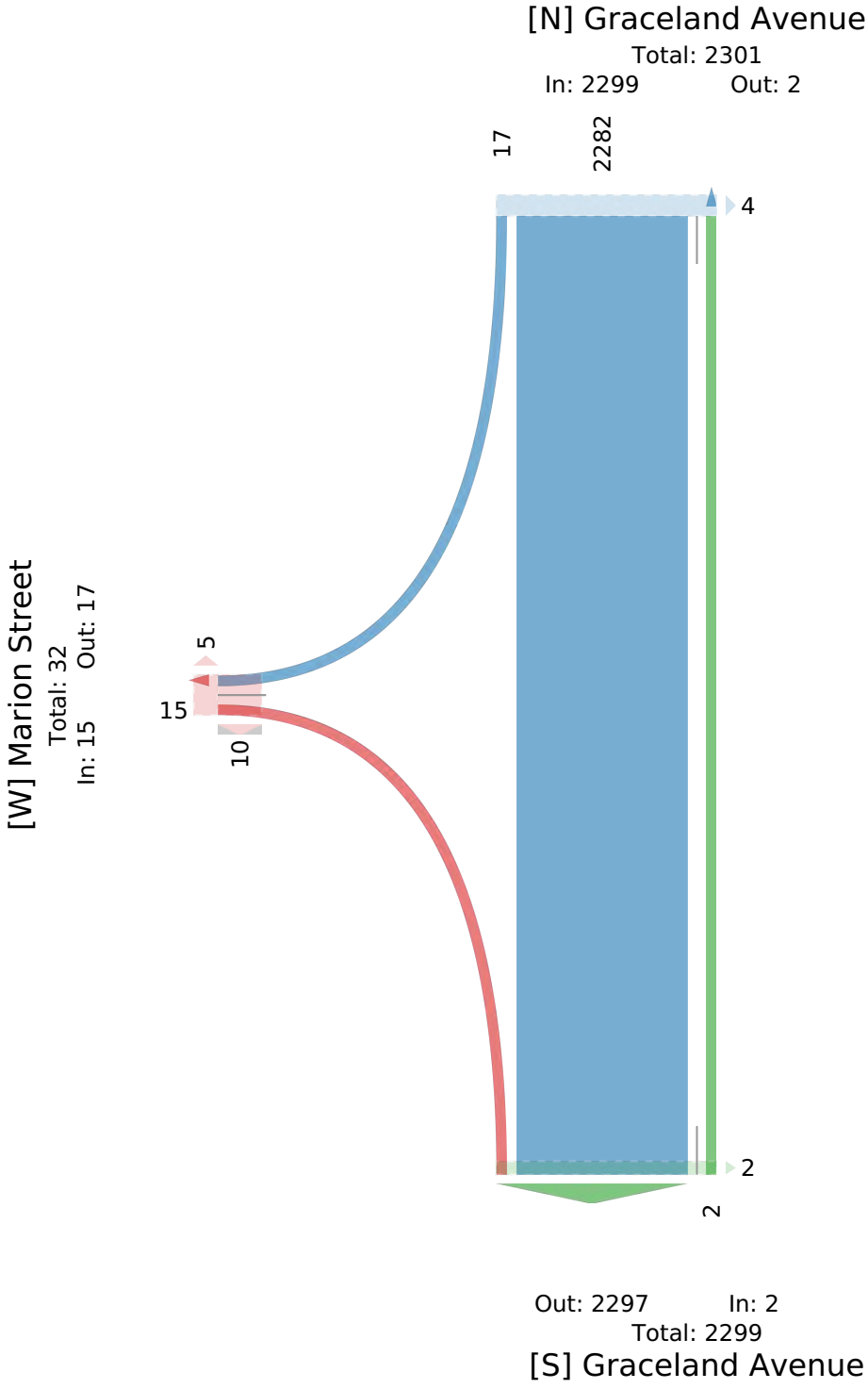
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Graceland Avenue					Graceland Avenue					Marion Street					
Direction	Southbound					Northbound					Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2024-02-22 7:00AM	0	93	0	**93**	0	0	0	0	**0**	0	0	0	0	**0**	0	**93**
7:15AM	0	86	0	**86**	0	0	0	0	**0**	0	0	0	0	**0**	1	**86**
7:30AM	0	105	0	**105**	1	0	0	0	**0**	1	0	0	0	**0**	1	**105**
7:45AM	1	129	0	**130**	2	0	0	0	**0**	0	0	0	0	**0**	0	**130**
Hourly Total	1	413	0	**414**	3	0	0	0	**0**	1	0	0	0	**0**	2	**414**
8:00AM	2	161	0	**163**	0	1	0	0	**1**	0	2	0	0	**2**	3	**166**
8:15AM	0	119	0	**119**	0	0	0	0	**0**	0	0	0	0	**0**	0	**119**
8:30AM	0	128	0	**128**	0	0	0	0	**0**	0	2	0	0	**2**	1	**130**
8:45AM	1	120	0	**121**	0	1	0	0	**1**	0	3	0	0	**3**	0	**125**
Hourly Total	3	528	0	**531**	0	2	0	0	**2**	0	7	0	0	**7**	4	**540**
4:00PM	2	132	0	**134**	0	0	0	0	**0**	0	0	0	0	**0**	1	**134**
4:15PM	1	203	0	**204**	0	0	0	0	**0**	0	0	0	0	**0**	2	**204**
4:30PM	1	165	0	**166**	0	0	0	0	**0**	1	1	0	0	**1**	3	**167**
4:45PM	5	170	0	**175**	0	0	0	0	**0**	0	2	0	0	**2**	0	**177**
Hourly Total	9	670	0	**679**	0	0	0	0	**0**	1	3	0	0	**3**	6	**682**
5:00PM	1	169	0	**170**	1	0	0	0	**0**	0	0	0	0	**0**	1	**170**
5:15PM	0	172	0	**172**	0	0	0	0	**0**	0	2	0	0	**2**	0	**174**
5:30PM	2	155	0	**157**	0	0	0	0	**0**	0	1	0	0	**1**	1	**158**
5:45PM	1	175	0	**176**	0	0	0	0	**0**	0	2	0	0	**2**	1	**178**
Hourly Total	4	671	0	**675**	1	0	0	0	**0**	0	5	0	0	**5**	3	**680**
Total	17	2282	0	**2299**	4	2	0	0	**2**	2	15	0	0	**15**	15	**2316**
% Approach	0.7%	99.3%	0%	**-**	-	100%	0%	0%	**-**	-	100%	0%	0%	**-**	-	**-**
% Total	0.7%	98.5%	0%	**99.3%**	-	0.1%	0%	0%	**0.1%**	-	0.6%	0%	0%	**0.6%**	-	**-**
Lights	17	2215	0	**2232**	-	1	0	0	**1**	-	14	0	0	**14**	-	2247
% Lights	100%	97.1%	0%	**97.1%**	-	50.0%	0%	0%	**50.0%**	-	93.3%	0%	0%	**93.3%**	-	97.0%
Single-Unit Trucks	0	20	0	**20**	-	0	0	0	**0**	-	0	0	0	**0**	-	20
% Single-Unit Trucks	0%	0.9%	0%	**0.9%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.9%
Articulated Trucks	0	7	0	**7**	-	0	0	0	**0**	-	0	0	0	**0**	-	7
% Articulated Trucks	0%	0.3%	0%	**0.3%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.3%
Buses	0	40	0	**40**	-	0	0	0	**0**	-	1	0	0	**1**	-	41
% Buses	0%	1.8%	0%	**1.7%**	-	0%	0%	0%	**0%**	-	6.7%	0%	0%	**6.7%**	-	1.8%
Bicycles on Road	0	0	0	**0**	-	1	0	0	**1**	-	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	**0%**	-	50.0%	0%	0%	**50.0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	4	-	-	-	-	2	-	-	-	-	15	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Marion Street with Graceland Avenue TMC - TMC
Thu Feb 22, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157928, Location: 42.039263, -87.891563

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Marion Street with Graceland Avenue TMC - TMC

Thu Feb 22, 2024
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157928, Location: 42.039263, -87.891563

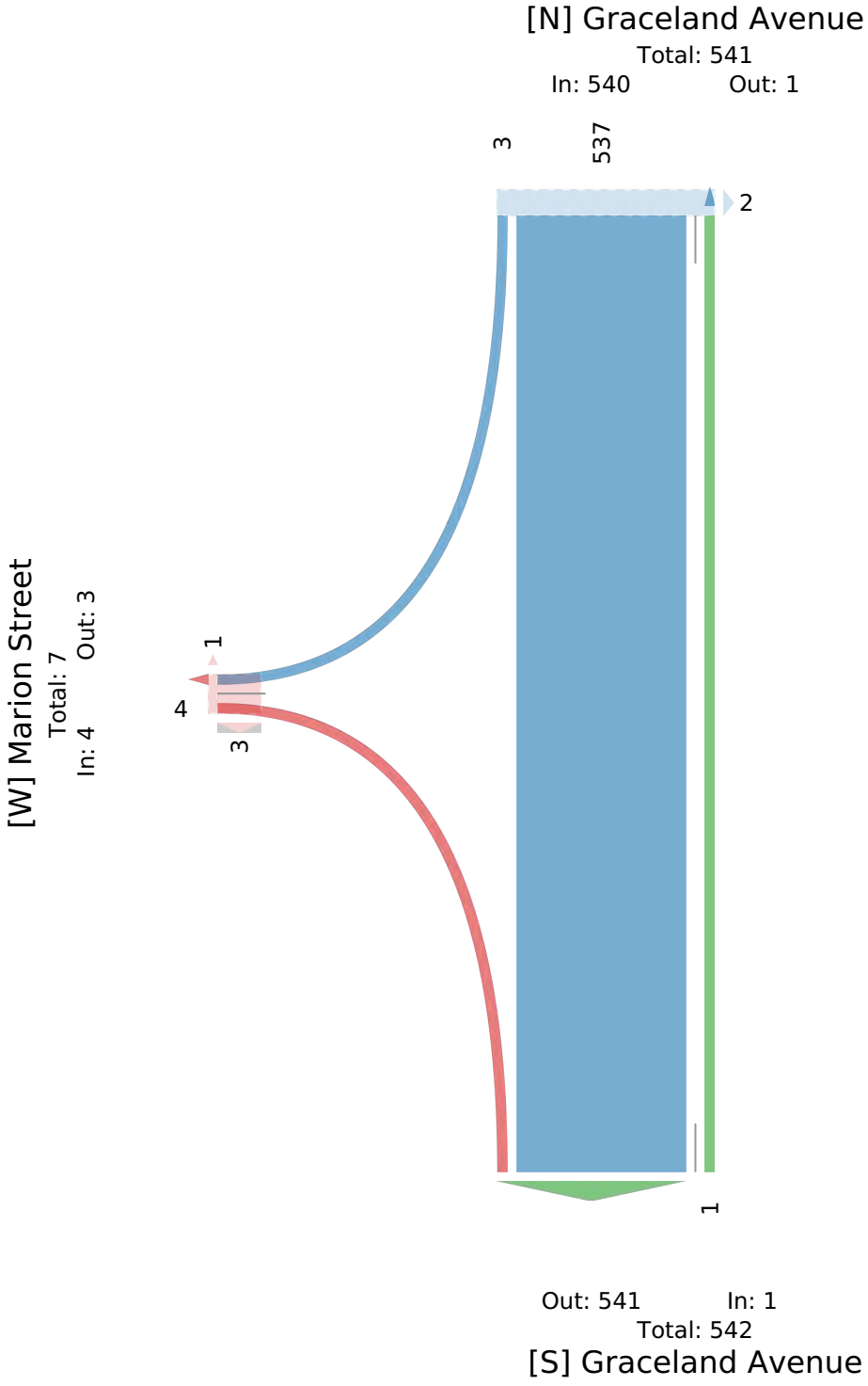
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Graceland Avenue					Graceland Avenue					Marion Street					
Direction	Southbound					Northbound					Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2024-02-22 7:45AM	1	129	0	**130**	2	0	0	0	**0**	0	0	0	0	**0**	0	**130**
8:00AM	2	161	0	**163**	0	1	0	0	**1**	0	2	0	0	**2**	3	**166**
8:15AM	0	119	0	**119**	0	0	0	0	**0**	0	0	0	0	**0**	0	**119**
8:30AM	0	128	0	**128**	0	0	0	0	**0**	0	2	0	0	**2**	1	**130**
Total	3	537	0	**540**	2	1	0	0	**1**	0	4	0	0	**4**	4	**545**
% Approach	0.6%	99.4%	0%	**-**	-	100%	0%	0%	**-**	-	100%	0%	0%	**-**	-	**-**
% Total	0.6%	98.5%	0%	**99.1%**	-	0.2%	0%	0%	**0.2%**	-	0.7%	0%	0%	**0.7%**	-	**-**
PHF	0.375	0.834	-	**0.828**	-	-	-	-	**-**	-	0.500	-	-	**0.500**	-	0.824
Lights	3	515	0	**518**	-	0	0	0	**0**	-	3	0	0	**3**	-	521
% Lights	100%	95.9%	0%	**95.9%**	-	0%	0%	0%	**0%**	-	75.0%	0%	0%	**75.0%**	-	95.6%
Single-Unit Trucks	0	9	0	**9**	-	0	0	0	**0**	-	0	0	0	**0**	-	9
% Single-Unit Trucks	0%	1.7%	0%	**1.7%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	1.7%
Articulated Trucks	0	3	0	**3**	-	0	0	0	**0**	-	0	0	0	**0**	-	3
% Articulated Trucks	0%	0.6%	0%	**0.6%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.6%
Buses	0	10	0	**10**	-	0	0	0	**0**	-	1	0	0	**1**	-	11
% Buses	0%	1.9%	0%	**1.9%**	-	0%	0%	0%	**0%**	-	25.0%	0%	0%	**25.0%**	-	2.0%
Bicycles on Road	0	0	0	**0**	-	1	0	0	**1**	-	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	**0%**	-	100%	0%	0%	**100%**	-	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	2	-	-	-	-	0	-	-	-	-	4	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Marion Street with Graceland Avenue TMC - TMC
Thu Feb 22, 2024
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157928, Location: 42.039263, -87.891563

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Marion Street with Graceland Avenue TMC - TMC

Thu Feb 22, 2024
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157928, Location: 42.039263, -87.891563

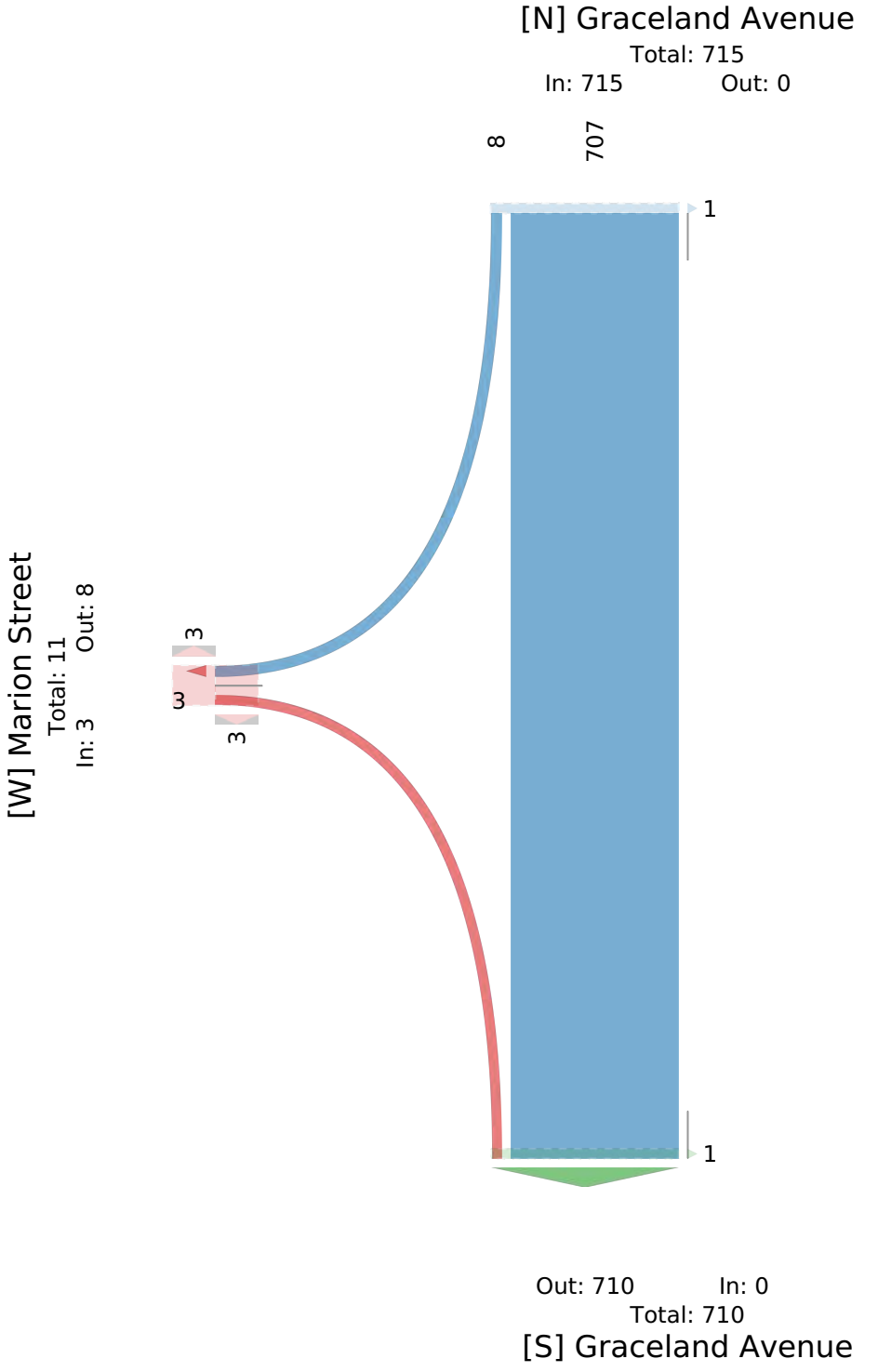
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Graceland Avenue					Graceland Avenue					Marion Street					
Direction	Southbound					Northbound					Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2024-02-22 4:15PM	1	203	0	**204**	0	0	0	0	**0**	0	0	0	0	**0**	2	**204**
4:30PM	1	165	0	**166**	0	0	0	0	**0**	1	1	0	0	**1**	3	**167**
4:45PM	5	170	0	**175**	0	0	0	0	**0**	0	2	0	0	**2**	0	**177**
5:00PM	1	169	0	**170**	1	0	0	0	**0**	0	0	0	0	**0**	1	**170**
Total	8	707	0	**715**	1	0	0	0	**0**	1	3	0	0	**3**	6	**718**
% Approach	1.1%	98.9%	0%	**-**	-	0%	0%	0%	**-**	-	100%	0%	0%	**-**	-	-
% Total	1.1%	98.5%	0%	**99.6%**	-	0%	0%	0%	**0%**	-	0.4%	0%	0%	**0.4%**	-	-
PHF	0.400	0.871	-	**0.876**	-	-	-	-	**-**	-	0.375	-	-	**0.375**	-	0.880
Lights	8	694	0	**702**	-	0	0	0	**0**	-	3	0	0	**3**	-	705
% Lights	100%	98.2%	0%	**98.2%**	-	0%	0%	0%	**-**	-	100%	0%	0%	**100%**	-	98.2%
Single-Unit Trucks	0	3	0	**3**	-	0	0	0	**0**	-	0	0	0	**0**	-	3
% Single-Unit Trucks	0%	0.4%	0%	**0.4%**	-	0%	0%	0%	**-**	-	0%	0%	0%	**0%**	-	0.4%
Articulated Trucks	0	1	0	**1**	-	0	0	0	**0**	-	0	0	0	**0**	-	1
% Articulated Trucks	0%	0.1%	0%	**0.1%**	-	0%	0%	0%	**-**	-	0%	0%	0%	**0%**	-	0.1%
Buses	0	9	0	**9**	-	0	0	0	**0**	-	0	0	0	**0**	-	9
% Buses	0%	1.3%	0%	**1.3%**	-	0%	0%	0%	**-**	-	0%	0%	0%	**0%**	-	1.3%
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%
Pedestrians	-	-	-	-	1	-	-	-	-	1	-	-	-	-	6	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Marion Street with Graceland Avenue TMC - TMC
Thu Feb 22, 2024
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157928, Location: 42.039263, -87.891563

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Marion Street with Graceland Avenue TMC - TMC

Thu Feb 22, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157928, Location: 42.039263, -87.891563

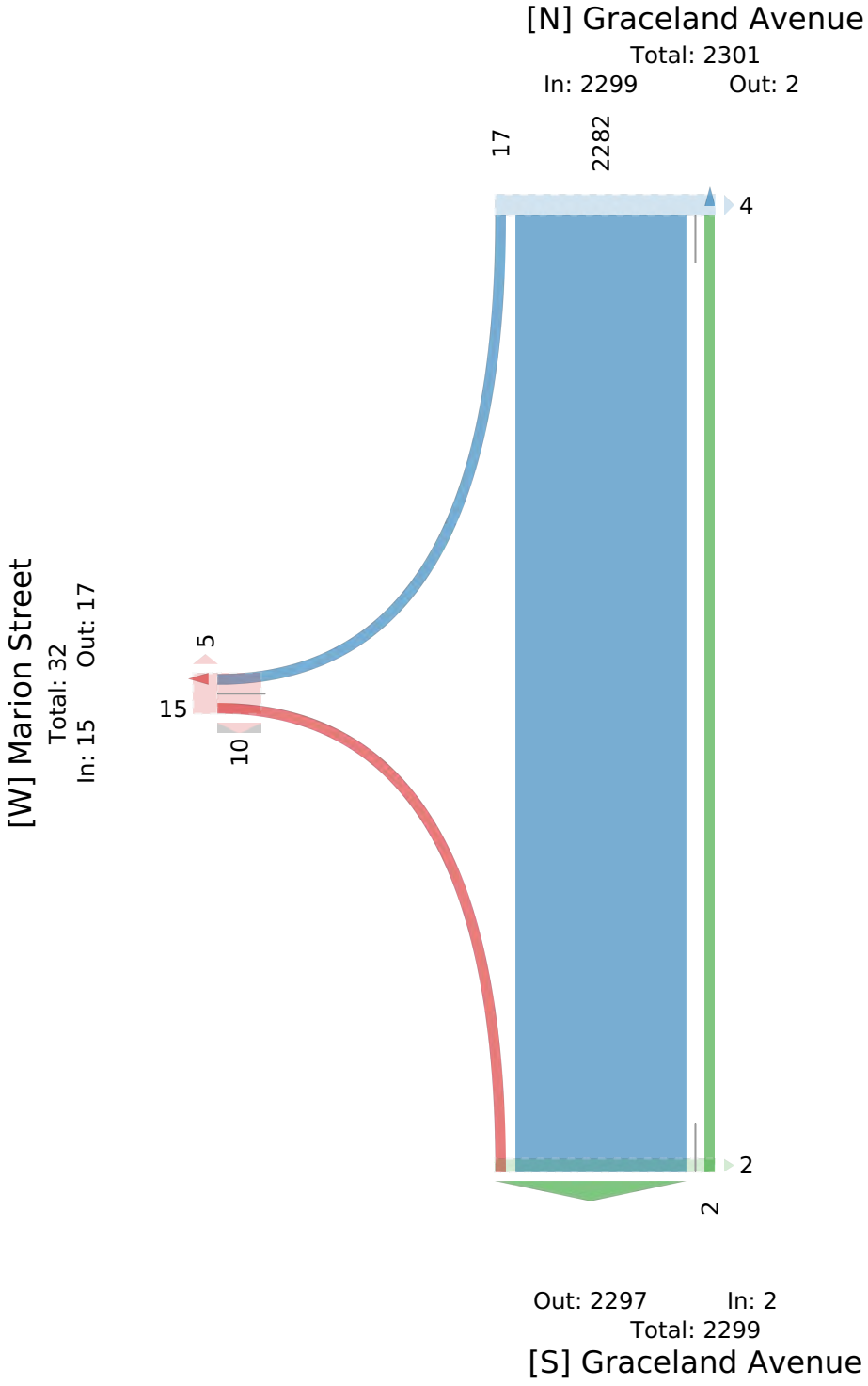
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Graceland Avenue					Graceland Avenue					Marion Street					
Direction	Southbound					Northbound					Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2024-02-22 7:00AM	0	93	0	**93**	0	0	0	0	**0**	0	0	0	0	**0**	0	**93**
7:15AM	0	86	0	**86**	0	0	0	0	**0**	0	0	0	0	**0**	1	**86**
7:30AM	0	105	0	**105**	1	0	0	0	**0**	1	0	0	0	**0**	1	**105**
7:45AM	1	129	0	**130**	2	0	0	0	**0**	0	0	0	0	**0**	0	**130**
Hourly Total	1	413	0	**414**	3	0	0	0	**0**	1	0	0	0	**0**	2	**414**
8:00AM	2	161	0	**163**	0	1	0	0	**1**	0	2	0	0	**2**	3	**166**
8:15AM	0	119	0	**119**	0	0	0	0	**0**	0	0	0	0	**0**	0	**119**
8:30AM	0	128	0	**128**	0	0	0	0	**0**	0	2	0	0	**2**	1	**130**
8:45AM	1	120	0	**121**	0	1	0	0	**1**	0	3	0	0	**3**	0	**125**
Hourly Total	3	528	0	**531**	0	2	0	0	**2**	0	7	0	0	**7**	4	**540**
4:00PM	2	132	0	**134**	0	0	0	0	**0**	0	0	0	0	**0**	1	**134**
4:15PM	1	203	0	**204**	0	0	0	0	**0**	0	0	0	0	**0**	2	**204**
4:30PM	1	165	0	**166**	0	0	0	0	**0**	1	1	0	0	**1**	3	**167**
4:45PM	5	170	0	**175**	0	0	0	0	**0**	0	2	0	0	**2**	0	**177**
Hourly Total	9	670	0	**679**	0	0	0	0	**0**	1	3	0	0	**3**	6	**682**
5:00PM	1	169	0	**170**	1	0	0	0	**0**	0	0	0	0	**0**	1	**170**
5:15PM	0	172	0	**172**	0	0	0	0	**0**	0	2	0	0	**2**	0	**174**
5:30PM	2	155	0	**157**	0	0	0	0	**0**	0	1	0	0	**1**	1	**158**
5:45PM	1	175	0	**176**	0	0	0	0	**0**	0	2	0	0	**2**	1	**178**
Hourly Total	4	671	0	**675**	1	0	0	0	**0**	0	5	0	0	**5**	3	**680**
Total	17	2282	0	**2299**	4	2	0	0	**2**	2	15	0	0	**15**	15	**2316**
% Approach	0.7%	99.3%	0%	**-**	-	100%	0%	0%	**-**	-	100%	0%	0%	**-**	-	**-**
% Total	0.7%	98.5%	0%	**99.3%**	-	0.1%	0%	0%	**0.1%**	-	0.6%	0%	0%	**0.6%**	-	**-**
Lights	17	2215	0	**2232**	-	1	0	0	**1**	-	14	0	0	**14**	-	2247
% Lights	100%	97.1%	0%	**97.1%**	-	50.0%	0%	0%	**50.0%**	-	93.3%	0%	0%	**93.3%**	-	97.0%
Single-Unit Trucks	0	20	0	**20**	-	0	0	0	**0**	-	0	0	0	**0**	-	20
% Single-Unit Trucks	0%	0.9%	0%	**0.9%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.9%
Articulated Trucks	0	7	0	**7**	-	0	0	0	**0**	-	0	0	0	**0**	-	7
% Articulated Trucks	0%	0.3%	0%	**0.3%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.3%
Buses	0	40	0	**40**	-	0	0	0	**0**	-	1	0	0	**1**	-	41
% Buses	0%	1.8%	0%	**1.7%**	-	0%	0%	0%	**0%**	-	6.7%	0%	0%	**6.7%**	-	1.8%
Bicycles on Road	0	0	0	**0**	-	1	0	0	**1**	-	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	**0%**	-	50.0%	0%	0%	**50.0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	4	-	-	-	-	2	-	-	-	-	15	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Marion Street with Graceland Avenue TMC - TMC
Thu Feb 22, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157928, Location: 42.039263, -87.891563

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Marion Street with Graceland Avenue TMC - TMC

Thu Feb 22, 2024
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157928, Location: 42.039263, -87.891563

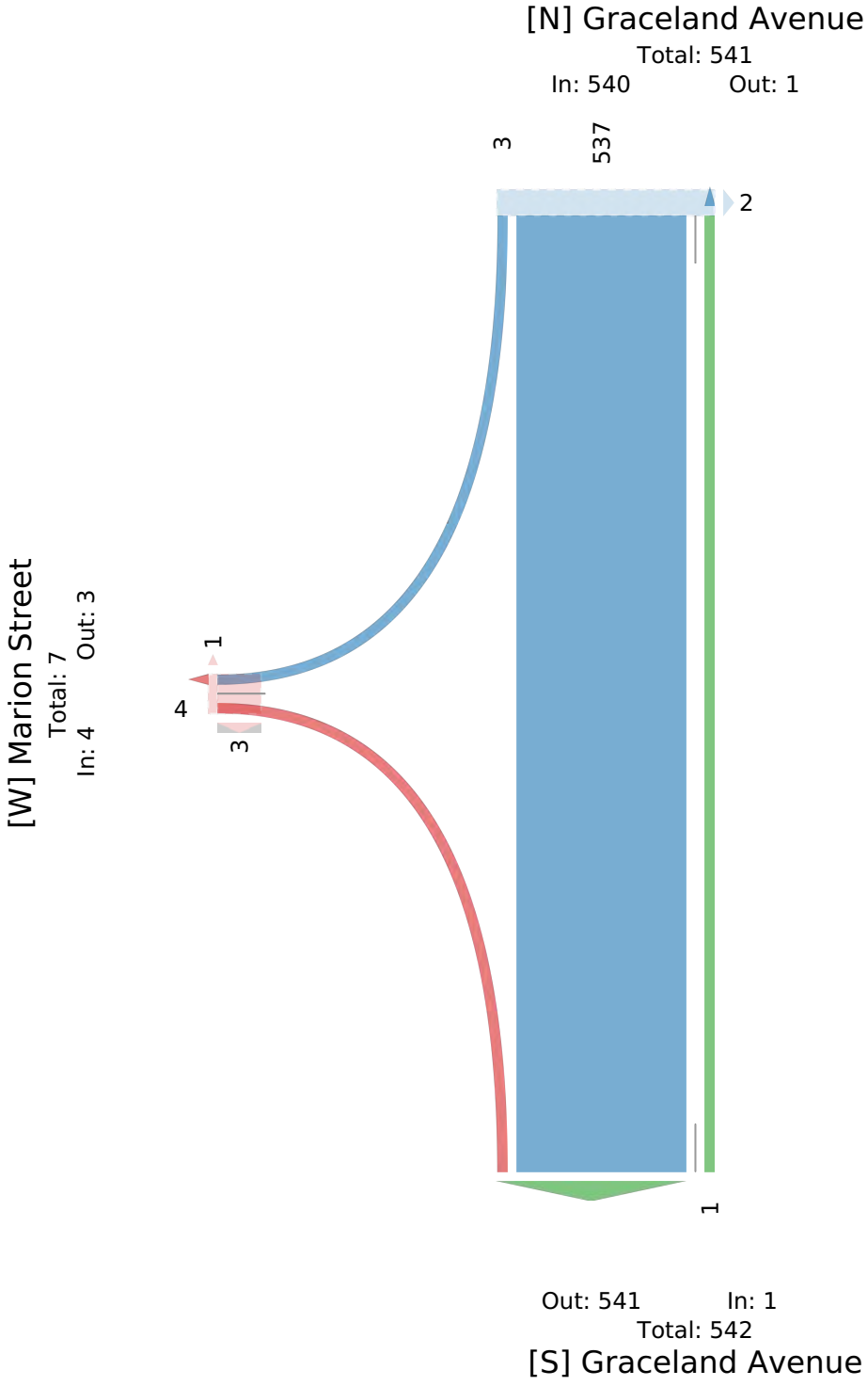
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Graceland Avenue					Graceland Avenue					Marion Street					
Direction	Southbound					Northbound					Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2024-02-22 7:45AM	1	129	0	**130**	2	0	0	0	**0**	0	0	0	0	**0**	0	**130**
8:00AM	2	161	0	**163**	0	1	0	0	**1**	0	2	0	0	**2**	3	**166**
8:15AM	0	119	0	**119**	0	0	0	0	**0**	0	0	0	0	**0**	0	**119**
8:30AM	0	128	0	**128**	0	0	0	0	**0**	0	2	0	0	**2**	1	**130**
Total	3	537	0	**540**	2	1	0	0	**1**	0	4	0	0	**4**	4	**545**
% Approach	0.6%	99.4%	0%	**-**	-	100%	0%	0%	**-**	-	100%	0%	0%	**-**	-	**-**
% Total	0.6%	98.5%	0%	**99.1%**	-	0.2%	0%	0%	**0.2%**	-	0.7%	0%	0%	**0.7%**	-	**-**
PHF	0.375	0.834	-	**0.828**	-	-	-	-	**-**	-	0.500	-	-	**0.500**	-	0.824
Lights	3	515	0	**518**	-	0	0	0	**0**	-	3	0	0	**3**	-	521
% Lights	100%	95.9%	0%	**95.9%**	-	0%	0%	0%	**0%**	-	75.0%	0%	0%	**75.0%**	-	95.6%
Single-Unit Trucks	0	9	0	**9**	-	0	0	0	**0**	-	0	0	0	**0**	-	9
% Single-Unit Trucks	0%	1.7%	0%	**1.7%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	1.7%
Articulated Trucks	0	3	0	**3**	-	0	0	0	**0**	-	0	0	0	**0**	-	3
% Articulated Trucks	0%	0.6%	0%	**0.6%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.6%
Buses	0	10	0	**10**	-	0	0	0	**0**	-	1	0	0	**1**	-	11
% Buses	0%	1.9%	0%	**1.9%**	-	0%	0%	0%	**0%**	-	25.0%	0%	0%	**25.0%**	-	2.0%
Bicycles on Road	0	0	0	**0**	-	1	0	0	**1**	-	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	**0%**	-	100%	0%	0%	**100%**	-	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	2	-	-	-	-	0	-	-	-	-	4	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Marion Street with Graceland Avenue TMC - TMC
Thu Feb 22, 2024
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157928, Location: 42.039263, -87.891563

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Marion Street with Graceland Avenue TMC - TMC

Thu Feb 22, 2024
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157928, Location: 42.039263, -87.891563

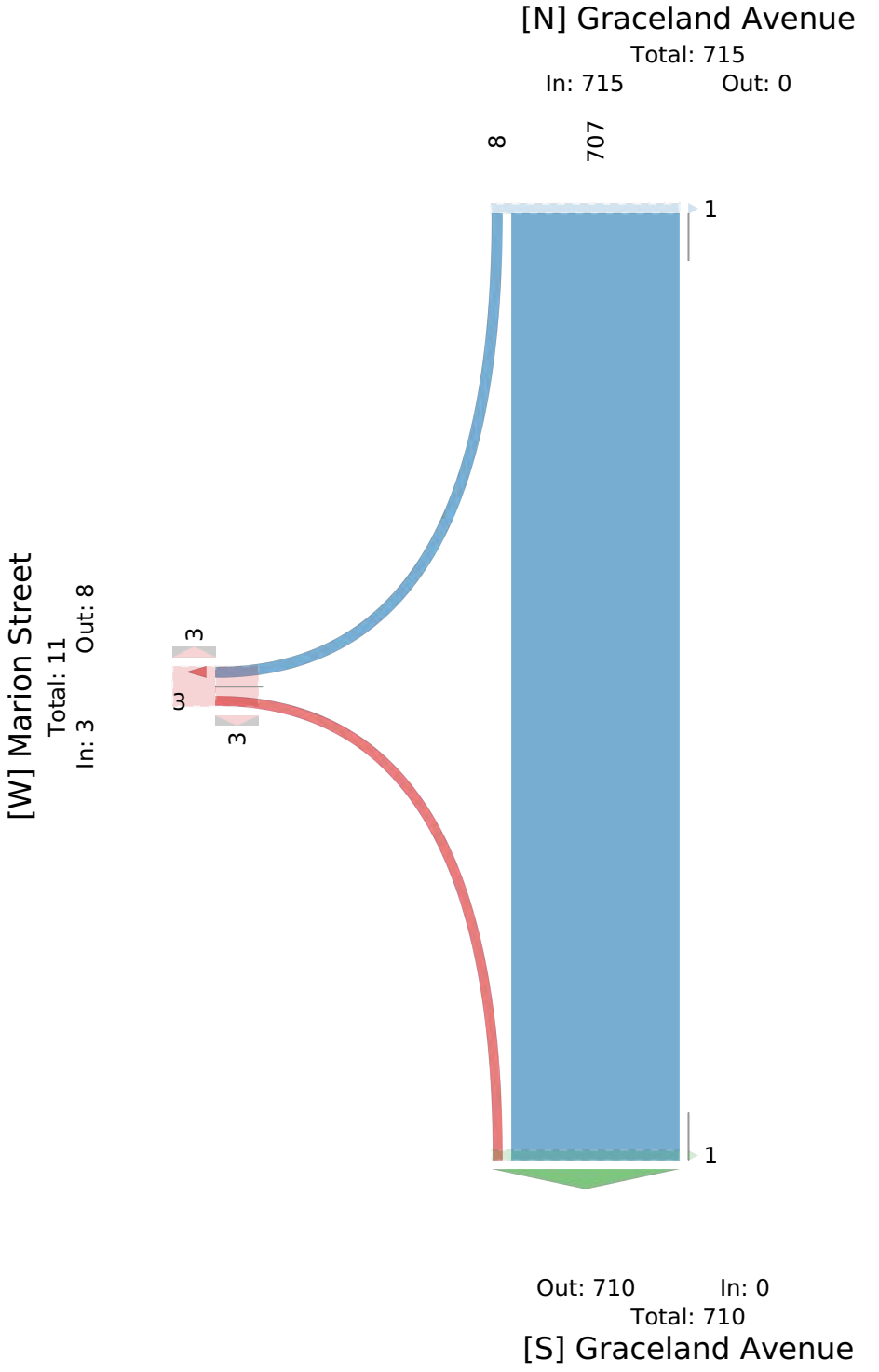
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Graceland Avenue					Graceland Avenue					Marion Street					
Direction	Southbound					Northbound					Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2024-02-22 4:15PM	1	203	0	**204**	0	0	0	0	**0**	0	0	0	0	**0**	2	**204**
4:30PM	1	165	0	**166**	0	0	0	0	**0**	1	1	0	0	**1**	3	**167**
4:45PM	5	170	0	**175**	0	0	0	0	**0**	0	2	0	0	**2**	0	**177**
5:00PM	1	169	0	**170**	1	0	0	0	**0**	0	0	0	0	**0**	1	**170**
Total	8	707	0	**715**	1	0	0	0	**0**	1	3	0	0	**3**	6	**718**
% Approach	1.1%	98.9%	0%	**-**	-	0%	0%	0%	**-**	-	100%	0%	0%	**-**	-	-
% Total	1.1%	98.5%	0%	**99.6%**	-	0%	0%	0%	**0%**	-	0.4%	0%	0%	**0.4%**	-	-
PHF	0.400	0.871	-	**0.876**	-	-	-	-	**-**	-	0.375	-	-	**0.375**	-	0.880
Lights	8	694	0	**702**	-	0	0	0	**0**	-	3	0	0	**3**	-	705
% Lights	100%	98.2%	0%	**98.2%**	-	0%	0%	0%	**-**	-	100%	0%	0%	**100%**	-	98.2%
Single-Unit Trucks	0	3	0	**3**	-	0	0	0	**0**	-	0	0	0	**0**	-	3
% Single-Unit Trucks	0%	0.4%	0%	**0.4%**	-	0%	0%	0%	**-**	-	0%	0%	0%	**0%**	-	0.4%
Articulated Trucks	0	1	0	**1**	-	0	0	0	**0**	-	0	0	0	**0**	-	1
% Articulated Trucks	0%	0.1%	0%	**0.1%**	-	0%	0%	0%	**-**	-	0%	0%	0%	**0%**	-	0.1%
Buses	0	9	0	**9**	-	0	0	0	**0**	-	0	0	0	**0**	-	9
% Buses	0%	1.3%	0%	**1.3%**	-	0%	0%	0%	**-**	-	0%	0%	0%	**0%**	-	1.3%
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%
Pedestrians	-	-	-	-	1	-	-	-	-	1	-	-	-	-	6	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Marion Street with Graceland Avenue TMC - TMC
Thu Feb 22, 2024
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157928, Location: 42.039263, -87.891563

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Prairie Avenue with Access - TMC

Thu Feb 22, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157926, Location: 42.040377, -87.889709

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	East Access							Prairie Ave							Alley						
Direction	Southwestbound							Westbound							Northbound						
Time	R	BR	BL	HL	U	**App**	Ped*	HR	BR	T	L	U	**App**	Ped*	R	BR	BL	L	U	**App**	Ped*
2024-02-22 7:00AM	0	0	0	0	0	**0**	1	0	0	3	0	0	**3**	1	2	0	0	0	0	**2**	2
7:15AM	0	0	0	0	0	**0**	0	0	0	6	1	0	**7**	0	2	0	0	0	0	**2**	1
7:30AM	0	0	0	0	0	**0**	0	0	0	5	1	0	**6**	1	3	0	0	0	0	**3**	0
7:45AM	0	0	0	0	0	**0**	1	0	0	8	1	0	**9**	0	3	0	0	0	0	**3**	0
Hourly Total	0	0	0	0	0	**0**	2	0	0	22	3	0	**25**	2	10	0	0	0	0	**10**	3
8:00AM	0	0	0	0	0	**0**	1	0	0	8	0	0	**8**	5	2	0	0	0	0	**2**	0
8:15AM	0	0	0	0	0	**0**	1	1	0	7	0	0	**8**	2	2	0	0	0	0	**2**	0
8:30AM	0	0	0	0	0	**0**	2	1	0	6	1	0	**8**	0	4	0	0	0	0	**4**	0
8:45AM	0	0	0	0	0	**0**	2	0	0	11	1	0	**12**	1	1	0	0	0	0	**1**	0
Hourly Total	0	0	0	0	0	**0**	6	2	0	32	2	0	**36**	8	9	0	0	0	0	**9**	0
4:00PM	0	0	0	0	0	**0**	0	0	0	26	0	0	**26**	1	2	0	0	0	0	**2**	1
4:15PM	0	0	0	0	0	**0**	0	0	0	20	2	0	**22**	0	6	1	0	0	0	**7**	0
4:30PM	0	0	0	0	0	**0**	0	0	0	21	1	0	**22**	2	5	0	0	1	0	**6**	0
4:45PM	0	0	0	0	0	**0**	0	2	0	18	1	0	**21**	1	4	0	0	1	0	**5**	0
Hourly Total	0	0	0	0	0	**0**	0	2	0	85	4	0	**91**	4	17	1	0	2	0	**20**	1
5:00PM	0	0	0	0	0	**0**	2	0	1	20	0	1	**22**	1	1	0	0	1	0	**2**	1
5:15PM	0	0	0	1	0	**1**	3	2	0	24	2	0	**28**	2	2	0	0	1	0	**3**	2
5:30PM	0	0	0	0	0	**0**	0	2	0	21	1	0	**24**	1	0	0	0	0	0	**0**	0
5:45PM	0	0	0	0	0	**0**	5	0	0	23	2	0	**25**	2	4	0	0	2	0	**6**	1
Hourly Total	0	0	0	1	0	**1**	10	4	1	88	5	1	**99**	6	7	0	0	4	0	**11**	4
Total	0	0	0	1	0	**1**	18	8	1	227	14	1	**251**	20	43	1	0	6	0	**50**	8
% Approach	0%	0%	0%	100%	0%	**-**	-	3.2%	0.4%	90.4%	5.6%	0.4%	**-**	-	86.0%	2.0%	0%	12.0%	0%	**-**	-
% Total	0%	0%	0%	0.1%	0%	**0.1%**	-	0.8%	0.1%	23.6%	1.5%	0.1%	**26.1%**	-	4.5%	0.1%	0%	0.6%	0%	**5.2%**	-
Lights	0	0	0	1	0	**1**	-	8	1	222	13	1	**245**	-	41	0	0	6	0	**47**	-
% Lights	0%	0%	0%	100%	0%	**100%**	-	100%	100%	97.8%	92.9%	100%	**97.6%**	-	95.3%	0%	0%	100%	0%	**94.0%**	-
Single-Unit Trucks	0	0	0	0	0	**0**	-	0	0	1	1	0	**2**	-	0	0	0	0	0	**0**	-
% Single-Unit Trucks	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0.4%	7.1%	0%	**0.8%**	-	0%	0%	0%	0%	0%	**0%**	-
Articulated Trucks	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Articulated Trucks	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Buses	0	0	0	0	0	**0**	-	0	0	4	0	0	**4**	-	0	0	0	0	0	**0**	-
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0%	1.8%	0%	0%	**1.6%**	-	0%	0%	0%	0%	0%	**0%**	-
Bicycles on Road	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	2	1	0	0	0	**3**	-
% Bicycles on Road	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	4.7%	100%	0%	0%	0%	**6.0%**	-
Pedestrians	-	-	-	-	-	-	18	-	-	-	-	-	-	20	-	-	-	-	-	-	8
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Prairie Avenue with Access - TMC

Thu Feb 22, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157926, Location: 42.040377, -87.889709

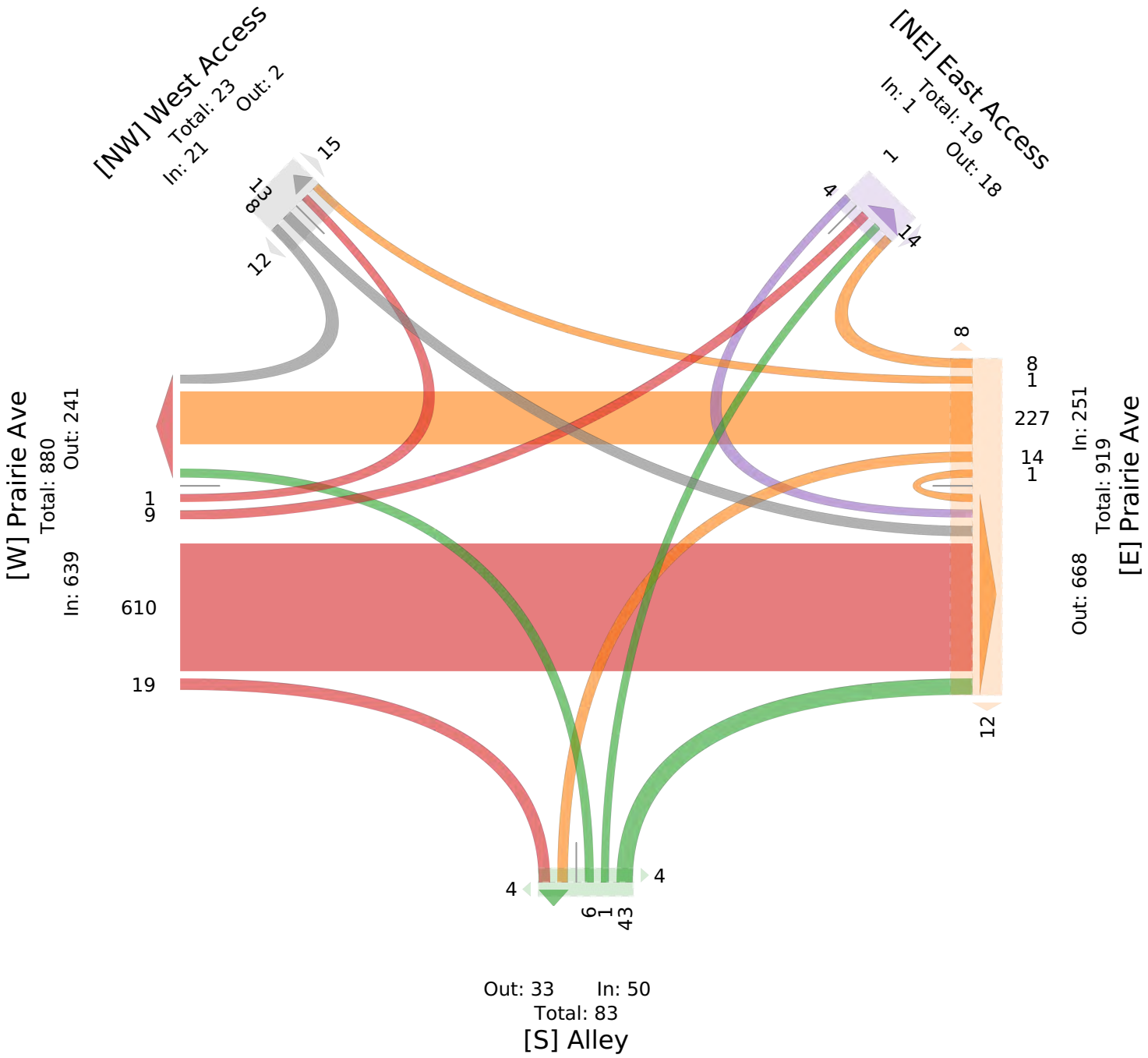
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Prairie Ave							West Access							
Direction	Eastbound							Southeastbound							
Time	R	T	BL	HL	U	**App**	Ped*	HR	BR	BL	L	U	**App**	Ped*	**Int**
2024-02-22 7:00AM	0	47	0	0	0	**47**	0	0	0	0	0	0	**0**	1	**52**
7:15AM	0	41	1	0	0	**42**	0	0	0	0	0	0	**0**	0	**51**
7:30AM	2	35	0	0	0	**37**	0	0	0	1	0	0	**1**	0	**47**
7:45AM	1	74	0	0	0	**75**	0	0	0	1	0	0	**1**	1	**88**
Hourly Total	3	197	1	0	0	**201**	0	0	0	2	0	0	**2**	2	**238**
8:00AM	1	49	1	0	0	**51**	0	1	0	0	0	0	**1**	0	**62**
8:15AM	2	36	1	0	0	**39**	0	0	0	0	0	0	**0**	1	**49**
8:30AM	3	27	0	0	0	**30**	0	0	0	0	0	0	**0**	1	**42**
8:45AM	2	42	2	0	0	**46**	0	0	0	1	0	0	**1**	1	**60**
Hourly Total	8	154	4	0	0	**166**	0	1	0	1	0	0	**2**	3	**213**
4:00PM	0	31	3	0	0	**34**	0	5	0	1	0	0	**6**	6	**68**
4:15PM	0	40	0	1	0	**41**	0	0	0	1	0	0	**1**	3	**71**
4:30PM	1	29	0	0	0	**30**	0	0	0	0	0	0	**0**	1	**58**
4:45PM	1	34	1	0	0	**36**	0	0	0	0	0	0	**0**	1	**62**
Hourly Total	2	134	4	1	0	**141**	0	5	0	2	0	0	**7**	11	**259**
5:00PM	4	37	0	0	0	**41**	0	0	0	2	0	0	**2**	2	**67**
5:15PM	0	29	0	0	0	**29**	0	1	0	3	0	0	**4**	2	**65**
5:30PM	1	32	0	0	0	**33**	0	0	0	2	0	0	**2**	0	**59**
5:45PM	1	27	0	0	0	**28**	0	1	0	1	0	0	**2**	7	**61**
Hourly Total	6	125	0	0	0	**131**	0	2	0	8	0	0	**10**	11	**252**
Total	19	610	9	1	0	**639**	0	8	0	13	0	0	**21**	27	**962**
% Approach	3.0%	95.5%	1.4%	0.2%	0%	**-**	-	38.1%	0%	61.9%	0%	0%	**-**	-	**-**
% Total	2.0%	63.4%	0.9%	0.1%	0%	**66.4%**	-	0.8%	0%	1.4%	0%	0%	**2.2%**	-	**-**
Lights	18	604	9	1	0	**632**	-	8	0	13	0	0	**21**	-	946
% Lights	94.7%	99.0%	100%	100%	0%	**98.9%**	-	100%	0%	100%	0%	0%	**100%**	-	98.3%
Single-Unit Trucks	1	1	0	0	0	**2**	-	0	0	0	0	0	**0**	-	4
% Single-Unit Trucks	5.3%	0.2%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	0%	**0%**	-	0.4%
Articulated Trucks	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Buses	0	3	0	0	0	**3**	-	0	0	0	0	0	**0**	-	7
% Buses	0%	0.5%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0%	0%	**0%**	-	0.7%
Bicycles on Road	0	2	0	0	0	**2**	-	0	0	0	0	0	**0**	-	5
% Bicycles on Road	0%	0.3%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	0%	**0%**	-	0.5%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	27	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Prairie Avenue with Access - TMC
Thu Feb 22, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157926, Location: 42.040377, -87.889709

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Prairie Avenue with Access - TMC

Thu Feb 22, 2024
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157926, Location: 42.040377, -87.889709

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	East Access							Prairie Ave							Alley						
Direction	Southwestbound							Westbound							Northbound						
Time	R	BR	BL	HL	U	**App**	Ped*	HR	BR	T	L	U	**App**	Ped*	R	BR	BL	L	U	**App**	Ped*
2024-02-22 7:15AM	0	0	0	0	0	**0**	0	0	0	6	1	0	**7**	0	2	0	0	0	0	**2**	1
7:30AM	0	0	0	0	0	**0**	0	0	0	5	1	0	**6**	1	3	0	0	0	0	**3**	0
7:45AM	0	0	0	0	0	**0**	1	0	0	8	1	0	**9**	0	3	0	0	0	0	**3**	0
8:00AM	0	0	0	0	0	**0**	1	0	0	8	0	0	**8**	5	2	0	0	0	0	**2**	0
Total	0	0	0	0	0	**0**	2	0	0	27	3	0	**30**	6	10	0	0	0	0	**10**	1
% Approach	0%	0%	0%	0%	0%	**-**	-	0%	0%	90.0%	10.0%	0%	**-**	-	100%	0%	0%	0%	0%	**-**	-
% Total	0%	0%	0%	0%	0%	**0%**	-	0%	0%	10.9%	1.2%	0%	**12.1%**	-	4.0%	0%	0%	0%	0%	**4.0%**	-
PHF	-	-	-	-	-	**-**	-	-	-	0.844	0.750	-	**0.833**	-	0.833	-	-	-	-	**0.833**	-
Lights	0	0	0	0	0	**0**	-	0	0	25	2	0	**27**	-	10	0	0	0	0	**10**	-
% Lights	0%	0%	0%	0%	0%	**-**	-	0%	0%	92.6%	66.7%	0%	**90.0%**	-	100%	0%	0%	0%	0%	**100%**	-
Single-Unit Trucks	0	0	0	0	0	**0**	-	0	0	0	1	0	**1**	-	0	0	0	0	0	**0**	-
% Single-Unit Trucks	0%	0%	0%	0%	0%	**-**	-	0%	0%	0%	33.3%	0%	**3.3%**	-	0%	0%	0%	0%	0%	**0%**	-
Articulated Trucks	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Articulated Trucks	0%	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Buses	0	0	0	0	0	**0**	-	0	0	2	0	0	**2**	-	0	0	0	0	0	**0**	-
% Buses	0%	0%	0%	0%	0%	**-**	-	0%	0%	7.4%	0%	0%	**6.7%**	-	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**	-
% Bicycles on Road	0%	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	6	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Prairie Avenue with Access - TMC

Thu Feb 22, 2024
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157926, Location: 42.040377, -87.889709

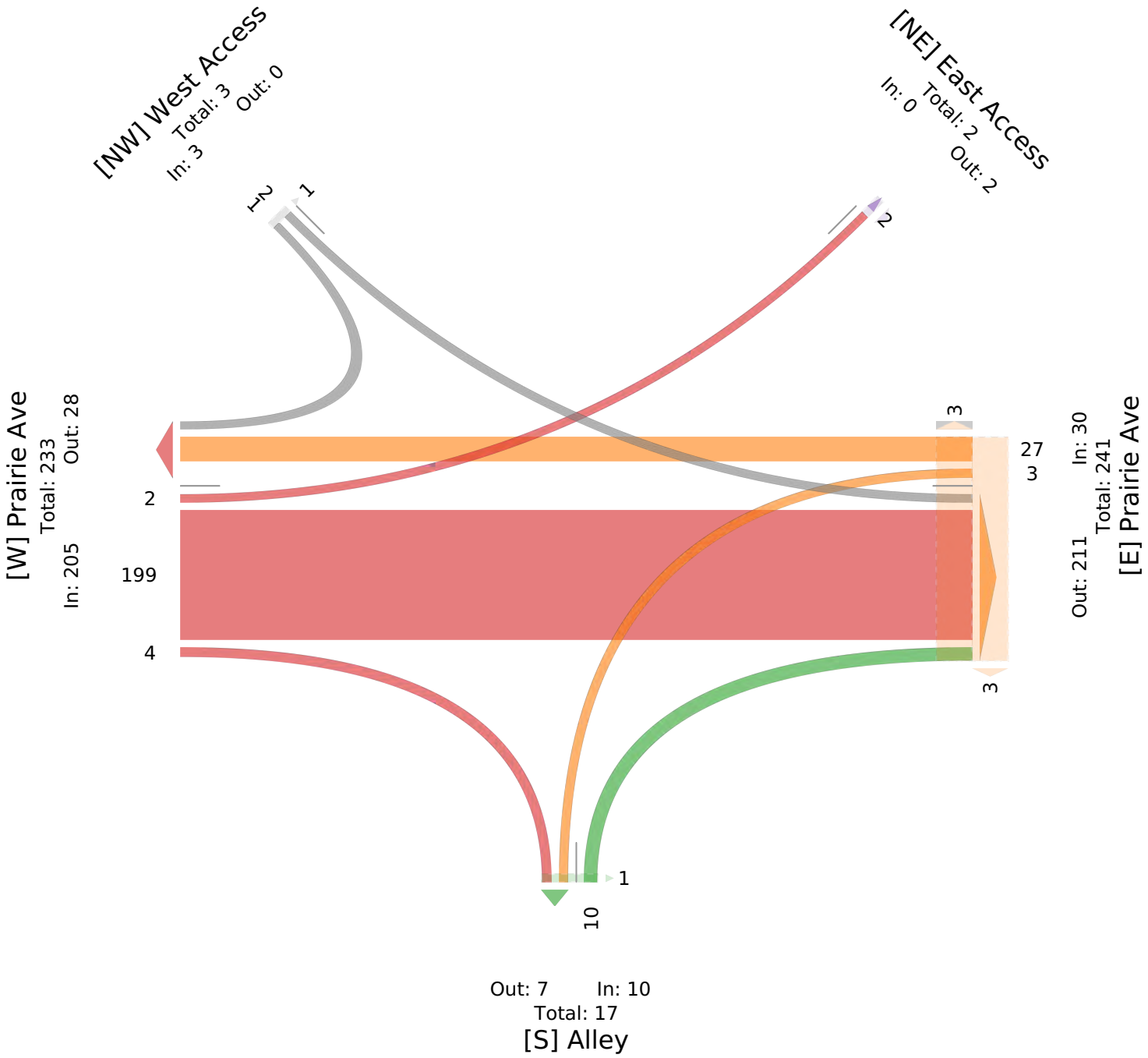
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg / Direction	Prairie Ave Eastbound							West Access Southeastbound							
Time	R	T	BL	HL	U	**App**	Ped*	HR	BR	BL	L	U	**App**	Ped*	**Int**
2024-02-22 7:15AM	0	41	1	0	0	**42**	0	0	0	0	0	0	**0**	0	**51**
7:30AM	2	35	0	0	0	**37**	0	0	0	1	0	0	**1**	0	**47**
7:45AM	1	74	0	0	0	**75**	0	0	0	1	0	0	**1**	1	**88**
8:00AM	1	49	1	0	0	**51**	0	1	0	0	0	0	**1**	0	**62**
Total	4	199	2	0	0	**205**	0	1	0	2	0	0	**3**	1	**248**
% Approach	2.0%	97.1%	1.0%	0%	0%	**-**	-	33.3%	0%	66.7%	0%	0%	**-**	-	-
% Total	1.6%	80.2%	0.8%	0%	0%	**82.7%**	-	0.4%	0%	0.8%	0%	0%	**1.2%**	-	-
PHF	0.500	0.672	0.500	-	-	**0.683**	-	0.250	-	0.500	-	-	**0.750**	-	0.705
Lights	4	197	2	0	0	**203**	-	1	0	2	0	0	**3**	-	243
% Lights	100%	99.0%	100%	0%	0%	**99.0%**	-	100%	0%	100%	0%	0%	**100%**	-	98.0%
Single-Unit Trucks	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	1
% Single-Unit Trucks	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.4%
Articulated Trucks	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Buses	0	2	0	0	0	**2**	-	0	0	0	0	0	**0**	-	4
% Buses	0%	1.0%	0%	0%	0%	**1.0%**	-	0%	0%	0%	0%	0%	**0%**	-	1.6%
Bicycles on Road	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Prairie Avenue with Access - TMC
Thu Feb 22, 2024
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157926, Location: 42.040377, -87.889709

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Prairie Avenue with Access - TMC

Thu Feb 22, 2024
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157926, Location: 42.040377, -87.889709

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	East Access							Prairie Ave							Alley						
Direction	Southwestbound							Westbound							Northbound						
Time	R	BR	BL	HL	U	**App**	Ped*	HR	BR	T	L	U	**App**	Ped*	R	BR	BL	L	U	**App**	Ped*
2024-02-22 4:00PM	0	0	0	0	0	**0**	0	0	0	26	0	0	**26**	1	2	0	0	0	0	**2**	1
4:15PM	0	0	0	0	0	**0**	0	0	0	20	2	0	**22**	0	6	1	0	0	0	**7**	0
4:30PM	0	0	0	0	0	**0**	0	0	0	21	1	0	**22**	2	5	0	0	1	0	**6**	0
4:45PM	0	0	0	0	0	**0**	0	2	0	18	1	0	**21**	1	4	0	0	1	0	**5**	0
Total	0	0	0	0	0	**0**	0	2	0	85	4	0	**91**	4	17	1	0	2	0	**20**	1
% Approach	0%	0%	0%	0%	0%	**-**	-	2.2%	0%	93.4%	4.4%	0%	**-**	-	85.0%	5.0%	0%	10.0%	0%	**-**	-
% Total	0%	0%	0%	0%	0%	**0%**	-	0.8%	0%	32.8%	1.5%	0%	**35.1%**	-	6.6%	0.4%	0%	0.8%	0%	**7.7%**	-
PHF	-	-	-	-	-	**-**	-	0.250	-	0.817	0.500	-	**0.875**	-	0.750	-	-	0.500	-	**0.708**	-
Lights	0	0	0	0	0	**0**	-	2	0	83	4	0	**89**	-	15	0	0	2	0	**17**	-
% Lights	0%	0%	0%	0%	0%	**-**	-	100%	0%	97.6%	100%	0%	**97.8%**	-	88.2%	0%	0%	100%	0%	**85.0%**	-
Single-Unit Trucks	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Single-Unit Trucks	0%	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Articulated Trucks	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Articulated Trucks	0%	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Buses	0	0	0	0	0	**0**	-	0	0	2	0	0	**2**	-	0	0	0	0	0	**0**	-
% Buses	0%	0%	0%	0%	0%	**-**	-	0%	0%	2.4%	0%	0%	**2.2%**	-	0%	0%	0%	0%	0%	**0%**	-
Bicycles on Road	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	2	1	0	0	0	**3**	-
% Bicycles on Road	0%	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	0%	**0%**	-	11.8%	100%	0%	0%	0%	**15.0%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	4	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Prairie Avenue with Access - TMC

Thu Feb 22, 2024
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157926, Location: 42.040377, -87.889709

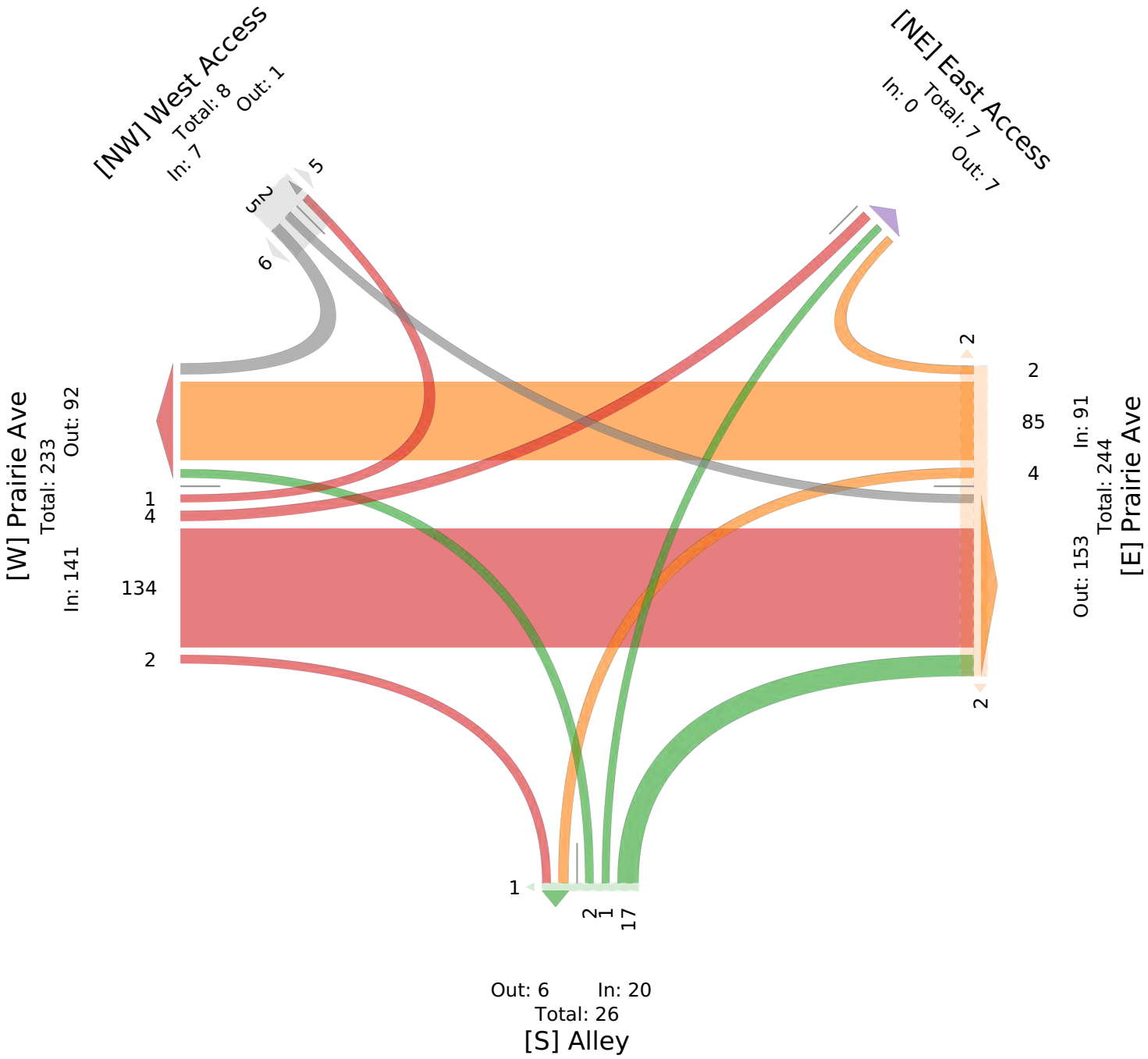
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Prairie Ave							West Access							
Direction	Eastbound							Southeastbound							
Time	R	T	BL	HL	U	**App**	Ped*	HR	BR	BL	L	U	**App**	Ped*	**Int**
2024-02-22 4:00PM	0	31	3	0	0	**34**	0	5	0	1	0	0	**6**	6	**68**
4:15PM	0	40	0	1	0	**41**	0	0	0	1	0	0	**1**	3	**71**
4:30PM	1	29	0	0	0	**30**	0	0	0	0	0	0	**0**	1	**58**
4:45PM	1	34	1	0	0	**36**	0	0	0	0	0	0	**0**	1	**62**
Total	2	134	4	1	0	**141**	0	5	0	2	0	0	**7**	11	**259**
% Approach	1.4%	95.0%	2.8%	0.7%	0%	**-**	-	71.4%	0%	28.6%	0%	0%	**-**	-	-
% Total	0.8%	51.7%	1.5%	0.4%	0%	**54.4%**	-	1.9%	0%	0.8%	0%	0%	**2.7%**	-	-
PHF	0.500	0.838	0.333	0.250	-	**0.860**	-	0.250	-	0.500	-	-	**0.292**	-	0.928
Lights	2	134	4	1	0	**141**	-	5	0	2	0	0	**7**	-	254
% Lights	100%	100%	100%	100%	0%	**100%**	-	100%	0%	100%	0%	0%	**100%**	-	98.1%
Single-Unit Trucks	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Single-Unit Trucks	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Articulated Trucks	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	2
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.8%
Bicycles on Road	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%**	-	1.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	11	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Prairie Avenue with Access - TMC
Thu Feb 22, 2024
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157926, Location: 42.040377, -87.889709

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Prairie Avenue with Lee Street TMC - TMC

Thu Feb 22, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157927, Location: 42.040117, -87.888886

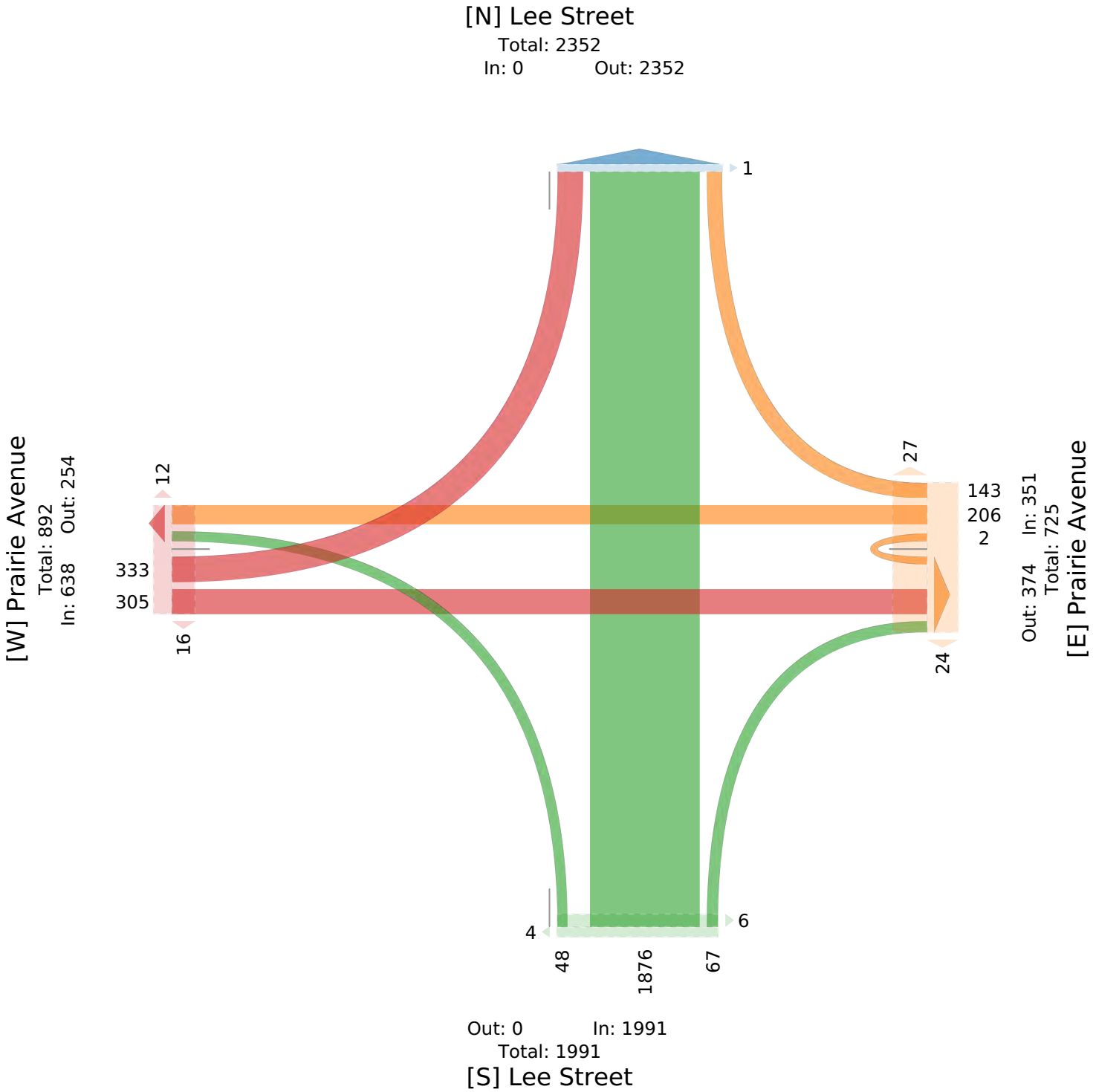
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Lee Street						Prairie Avenue						Lee Street						Prairie Avenue						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-02-22 7:00AM	0	0	0	0	**0**	0	5	1	0	0	**6**	1	0	68	1	0	**69**	2	0	15	28	0	**43**	1	**118**
7:15AM	0	0	0	0	**0**	0	10	6	0	0	**16**	1	1	66	1	0	**68**	0	0	20	24	0	**44**	0	**128**
7:30AM	0	0	0	0	**0**	0	8	5	0	0	**13**	4	0	102	1	0	**103**	0	0	17	16	0	**33**	1	**149**
7:45AM	0	0	0	0	**0**	0	17	9	0	0	**26**	1	4	111	1	0	**116**	0	0	42	36	0	**78**	0	**220**
Hourly Total	0	0	0	0	**0**	0	40	21	0	0	**61**	7	5	347	4	0	**356**	2	0	94	104	0	**198**	2	**615**
8:00AM	0	0	0	0	**0**	0	9	6	0	1	**16**	0	4	102	2	0	**108**	1	0	24	26	0	**50**	3	**174**
8:15AM	0	0	0	0	**0**	0	8	5	0	0	**13**	2	4	110	3	0	**117**	0	0	21	17	0	**38**	3	**168**
8:30AM	0	0	0	0	**0**	0	12	4	0	0	**16**	0	8	135	4	0	**147**	0	0	14	17	0	**31**	0	**194**
8:45AM	0	0	0	0	**0**	0	6	8	0	0	**14**	1	6	98	5	0	**109**	0	0	25	15	0	**40**	1	**163**
Hourly Total	0	0	0	0	**0**	0	35	23	0	1	**59**	3	22	445	14	0	**481**	1	0	84	75	0	**159**	7	**699**
4:00PM	0	0	0	0	**0**	1	14	23	0	0	**37**	9	4	107	5	0	**116**	1	0	11	21	0	**32**	2	**185**
4:15PM	0	0	0	0	**0**	0	6	20	0	0	**26**	6	4	150	3	0	**157**	1	0	23	21	0	**44**	3	**227**
4:30PM	0	0	0	0	**0**	0	7	19	0	1	**27**	5	6	146	4	0	**156**	1	0	13	21	0	**34**	3	**217**
4:45PM	0	0	0	0	**0**	0	11	16	0	0	**27**	3	8	156	5	0	**169**	0	0	18	17	0	**35**	0	**231**
Hourly Total	0	0	0	0	**0**	1	38	78	0	1	**117**	23	22	559	17	0	**598**	3	0	65	80	0	**145**	8	**860**
5:00PM	0	0	0	0	**0**	0	7	17	0	0	**24**	5	9	135	4	0	**148**	1	0	20	19	0	**39**	1	**211**
5:15PM	0	0	0	0	**0**	0	10	23	0	0	**33**	3	5	156	5	0	**166**	2	0	12	19	0	**31**	5	**230**
5:30PM	0	0	0	0	**0**	0	6	21	0	0	**27**	4	3	132	2	0	**137**	0	0	15	19	0	**34**	0	**198**
5:45PM	0	0	0	0	**0**	0	7	23	0	0	**30**	6	1	102	2	0	**105**	1	0	15	17	0	**32**	5	**167**
Hourly Total	0	0	0	0	**0**	0	30	84	0	0	**114**	18	18	525	13	0	**556**	4	0	62	74	0	**136**	11	**806**
Total	0	0	0	0	**0**	1	143	206	0	2	**351**	51	67	1876	48	0	**1991**	10	0	305	333	0	**638**	28	**2980**
% Approach	0%	0%	0%	0%	**-**	-	40.7%	58.7%	0%	0.6%	**-**	-	3.4%	94.2%	2.4%	0%	**-**	-	0%	47.8%	52.2%	0%	**-**	-	**-**
% Total	0%	0%	0%	0%	**0%**	-	4.8%	6.9%	0%	0.1%	**11.8%**	-	2.2%	63.0%	1.6%	0%	**66.8%**	-	0%	10.2%	11.2%	0%	**21.4%**	-	**-**
Lights	0	0	0	0	**0**	-	140	201	0	2	**343**	-	67	1779	47	0	**1893**	-	0	299	329	0	**628**	-	2864
% Lights	0%	0%	0%	0%	**-**	-	97.9%	97.6%	0%	100%	**97.7%**	-	100%	94.8%	97.9%	0%	**95.1%**	-	0%	98.0%	98.8%	0%	**98.4%**	-	96.1%
Single-Unit Trucks	0	0	0	0	**0**	-	2	2	0	0	**4**	-	0	16	0	0	**16**	-	0	3	2	0	**5**	-	25
% Single-Unit Trucks	0%	0%	0%	0%	**-**	-	1.4%	1.0%	0%	0%	**1.1%**	-	0%	0.9%	0%	0%	**0.8%**	-	0%	1.0%	0.6%	0%	**0.8%**	-	0.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	13	0	0	**13**	-	0	0	0	0	**0**	-	13
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Buses	0	0	0	0	**0**	-	1	3	0	0	**4**	-	0	67	1	0	**68**	-	0	2	0	0	**2**	-	74
% Buses	0%	0%	0%	0%	**-**	-	0.7%	1.5%	0%	0%	**1.1%**	-	0%	3.6%	2.1%	0%	**3.4%**	-	0%	0.7%	0%	0%	**0.3%**	-	2.5%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	2	0	**3**	-	4
% Bicycles on Road	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0.3%	0.6%	0%	**0.5%**	-	0.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	51	-	-	-	-	-	10	-	-	-	-	-	28	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Prairie Avenue with Lee Street TMC - TMC
Thu Feb 22, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157927, Location: 42.040117, -87.888886

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Prairie Avenue with Lee Street TMC - TMC

Thu Feb 22, 2024
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157927, Location: 42.040117, -87.888886

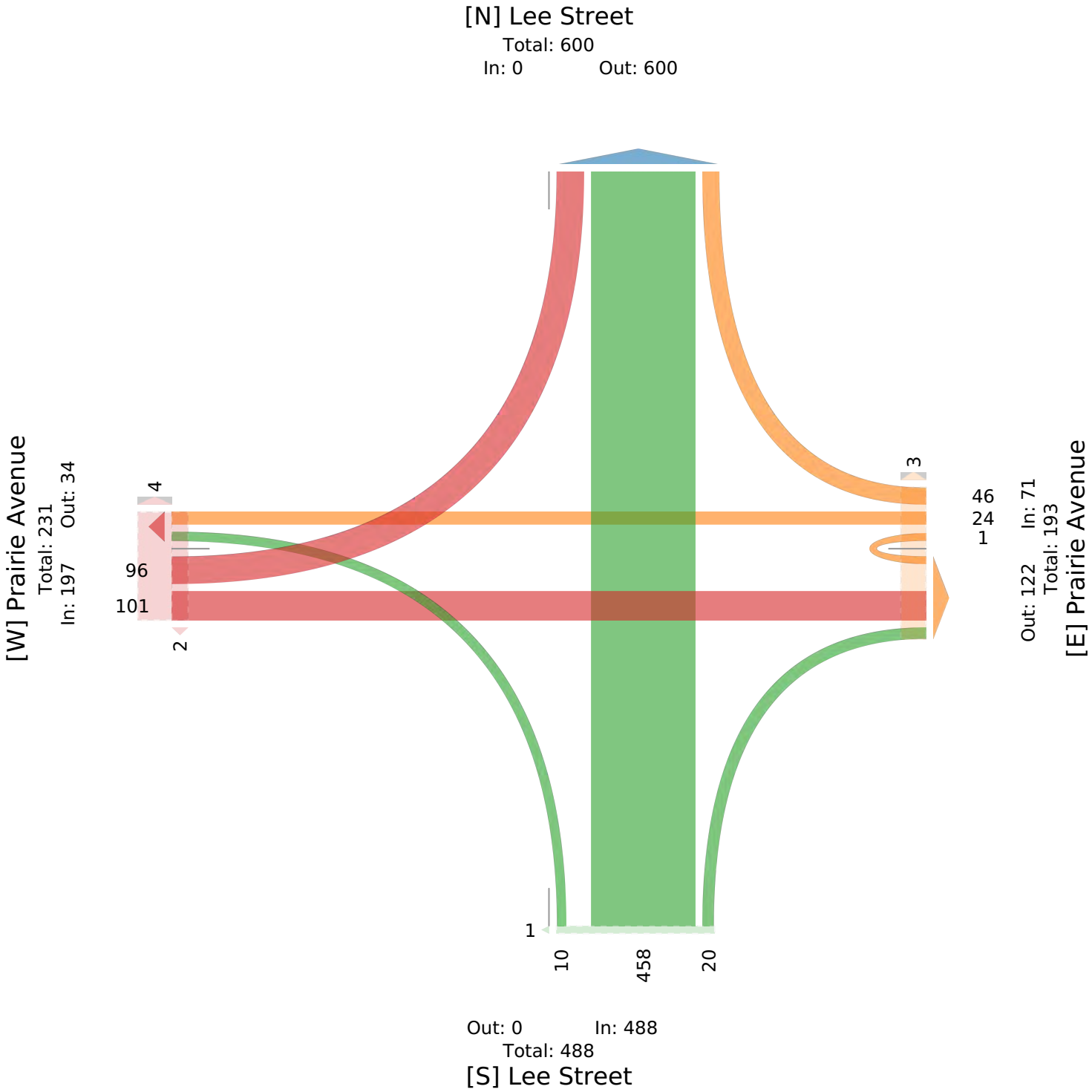
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Lee Street						Prairie Avenue						Lee Street						Prairie Avenue						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2024-02-22 7:45AM	0	0	0	0	**0**	0	17	9	0	0	**26**	1	4	111	1	0	**116**	0	0	42	36	0	**78**	0	**220**
8:00AM	0	0	0	0	**0**	0	9	6	0	1	**16**	0	4	102	2	0	**108**	1	0	24	26	0	**50**	3	**174**
8:15AM	0	0	0	0	**0**	0	8	5	0	0	**13**	2	4	110	3	0	**117**	0	0	21	17	0	**38**	3	**168**
8:30AM	0	0	0	0	**0**	0	12	4	0	0	**16**	0	8	135	4	0	**147**	0	0	14	17	0	**31**	0	**194**
Total	0	0	0	0	**0**	0	46	24	0	1	**71**	3	20	458	10	0	**488**	1	0	101	96	0	**197**	6	**756**
% Approach	0%	0%	0%	0%	**-**	-	64.8%	33.8%	0%	1.4%	**-**	-	4.1%	93.9%	2.0%	0%	**-**	-	0%	51.3%	48.7%	0%	**-**	-	**-**
% Total	0%	0%	0%	0%	**0%**	-	6.1%	3.2%	0%	0.1%	**9.4%**	-	2.6%	60.6%	1.3%	0%	**64.6%**	-	0%	13.4%	12.7%	0%	**26.1%**	-	**-**
PHF	-	-	-	-	**-**	-	0.676	0.667		-	0.250	**0.683**	-	0.625	0.848	0.625	-	**0.830**	-	-	0.601	0.660	-	**0.628**	-	0.858
Lights	0	0	0	0	**0**	-	45	22	0	1	**68**	-	20	431	10	0	**461**	-	0	100	94	0	**194**	-	723
% Lights	0%	0%	0%	0%	**-**	-	97.8%	91.7%	0%	100%	**95.8%**	-	100%	94.1%	100%	0%	**94.5%**	-	0%	99.0%	97.9%	0%	**98.5%**	-	95.6%
Single-Unit Trucks	0	0	0	0	**0**	-	1	1	0	0	**2**	-	0	5	0	0	**5**	-	0	0	1	0	**1**	-	8
% Single-Unit Trucks	0%	0%	0%	0%	**-**	-	2.2%	4.2%	0%	0%	**2.8%**	-	0%	1.1%	0%	0%	**1.0%**	-	0%	0%	1.0%	0%	**0.5%**	-	1.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	4
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Buses	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	18	0	0	**18**	-	0	1	0	0	**1**	-	20
% Buses	0%	0%	0%	0%	**-**	-	0%	4.2%	0%	0%	**1.4%**	-	0%	3.9%	0%	0%	**3.7%**	-	0%	1.0%	0%	0%	**0.5%**	-	2.6%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	1.0%	0%	**0.5%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Prairie Avenue with Lee Street TMC - TMC
Thu Feb 22, 2024
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157927, Location: 42.040117, -87.888886

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Prairie Avenue with Lee Street TMC - TMC

Thu Feb 22, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157927, Location: 42.040117, -87.888886

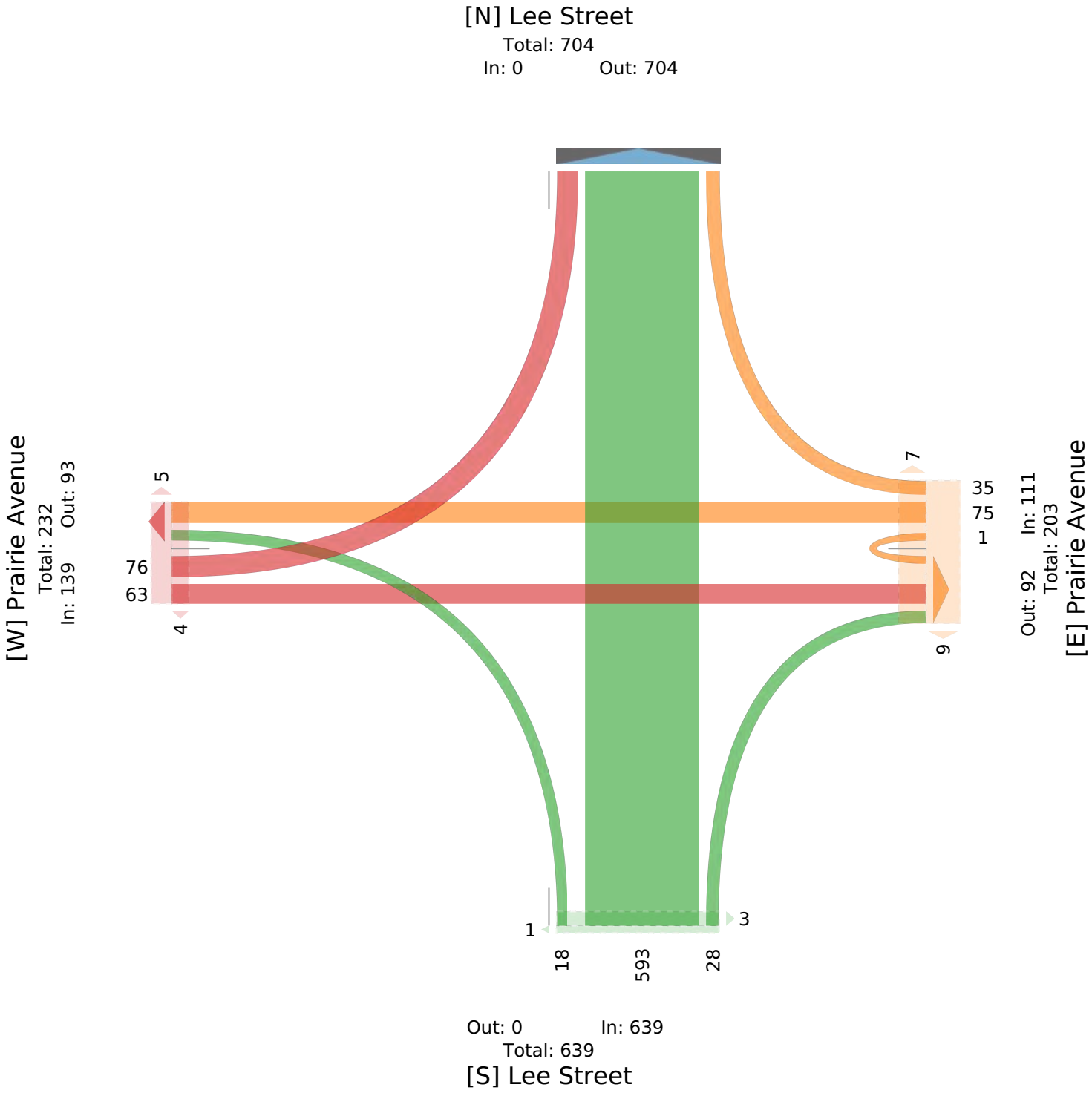
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg / Direction	Lee Street Southbound						Prairie Avenue Westbound						Lee Street Northbound						Prairie Avenue Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2024-02-22 4:30PM	0	0	0	0	**0**	0	7	19	0	1	**27**	5	6	146	4	0	**156**	1	0	13	21	0	**34**	3	**217**
4:45PM	0	0	0	0	**0**	0	11	16	0	0	**27**	3	8	156	5	0	**169**	0	0	18	17	0	**35**	0	**231**
5:00PM	0	0	0	0	**0**	0	7	17	0	0	**24**	5	9	135	4	0	**148**	1	0	20	19	0	**39**	1	**211**
5:15PM	0	0	0	0	**0**	0	10	23	0	0	**33**	3	5	156	5	0	**166**	2	0	12	19	0	**31**	5	**230**
Total	0	0	0	0	**0**	0	35	75	0	1	**111**	16	28	593	18	0	**639**	4	0	63	76	0	**139**	9	**889**
% Approach	0%	0%	0%	0%	**-**	-	31.5%	67.6%	0%	0.9%	**-**	-	4.4%	92.8%	2.8%	0%	**-**	-	0%	45.3%	54.7%	0%	**-**	-	**-**
% Total	0%	0%	0%	0%	**0%**	-	3.9%	8.4%	0%	0.1%	**12.5%**	-	3.1%	66.7%	2.0%	0%	**71.9%**	-	0%	7.1%	8.5%	0%	**15.6%**	-	**-**
PHF	-	-	-	-	**-**	-	0.795	0.815	-	0.250	**0.841**	-	0.778	0.950	0.900	-	**0.945**	-	-	0.775	0.905	-	**0.885**	-	0.965
Lights	0	0	0	0	**0**	-	35	75	0	1	**111**	-	28	572	17	0	**617**	-	0	61	76	0	**137**	-	865
% Lights	0%	0%	0%	0%	**-**	-	100%	100%	0%	100%	**100%**	-	100%	96.5%	94.4%	0%	**96.6%**	-	0%	96.8%	100%	0%	**98.6%**	-	97.3%
Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	1	0	0	**1**	-	4
% Single-Unit Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0%	1.6%	0%	0%	**0.7%**	-	0.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	17	1	0	**18**	-	0	0	0	0	**0**	-	18
% Buses	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	2.9%	5.6%	0%	**2.8%**	-	0%	0%	0%	0%	**0%**	-	2.0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.6%	0%	0%	**0.7%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	16	-	-	-	-	-	4	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Prairie Avenue with Lee Street TMC - TMC
Thu Feb 22, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157927, Location: 42.040117, -87.888886

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Prairie Avenue with Lee Street TMC - TMC

Thu Feb 22, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157927, Location: 42.040117, -87.888886

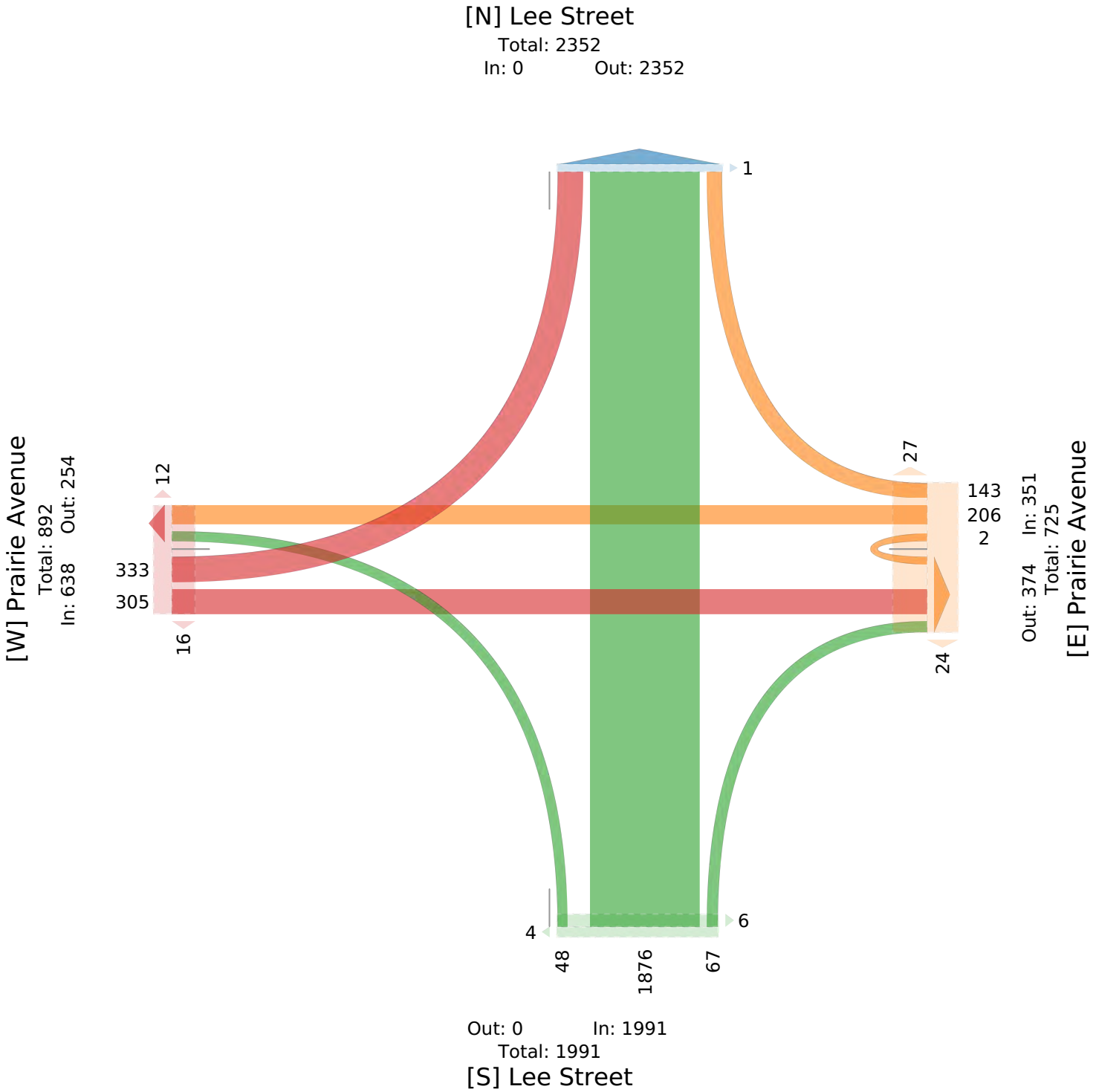
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Lee Street						Prairie Avenue						Lee Street						Prairie Avenue						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-02-22 7:00AM	0	0	0	0	**0**	0	5	1	0	0	**6**	1	0	68	1	0	**69**	2	0	15	28	0	**43**	1	**118**
7:15AM	0	0	0	0	**0**	0	10	6	0	0	**16**	1	1	66	1	0	**68**	0	0	20	24	0	**44**	0	**128**
7:30AM	0	0	0	0	**0**	0	8	5	0	0	**13**	4	0	102	1	0	**103**	0	0	17	16	0	**33**	1	**149**
7:45AM	0	0	0	0	**0**	0	17	9	0	0	**26**	1	4	111	1	0	**116**	0	0	42	36	0	**78**	0	**220**
Hourly Total	0	0	0	0	**0**	0	40	21	0	0	**61**	7	5	347	4	0	**356**	2	0	94	104	0	**198**	2	**615**
8:00AM	0	0	0	0	**0**	0	9	6	0	1	**16**	0	4	102	2	0	**108**	1	0	24	26	0	**50**	3	**174**
8:15AM	0	0	0	0	**0**	0	8	5	0	0	**13**	2	4	110	3	0	**117**	0	0	21	17	0	**38**	3	**168**
8:30AM	0	0	0	0	**0**	0	12	4	0	0	**16**	0	8	135	4	0	**147**	0	0	14	17	0	**31**	0	**194**
8:45AM	0	0	0	0	**0**	0	6	8	0	0	**14**	1	6	98	5	0	**109**	0	0	25	15	0	**40**	1	**163**
Hourly Total	0	0	0	0	**0**	0	35	23	0	1	**59**	3	22	445	14	0	**481**	1	0	84	75	0	**159**	7	**699**
4:00PM	0	0	0	0	**0**	1	14	23	0	0	**37**	9	4	107	5	0	**116**	1	0	11	21	0	**32**	2	**185**
4:15PM	0	0	0	0	**0**	0	6	20	0	0	**26**	6	4	150	3	0	**157**	1	0	23	21	0	**44**	3	**227**
4:30PM	0	0	0	0	**0**	0	7	19	0	1	**27**	5	6	146	4	0	**156**	1	0	13	21	0	**34**	3	**217**
4:45PM	0	0	0	0	**0**	0	11	16	0	0	**27**	3	8	156	5	0	**169**	0	0	18	17	0	**35**	0	**231**
Hourly Total	0	0	0	0	**0**	1	38	78	0	1	**117**	23	22	559	17	0	**598**	3	0	65	80	0	**145**	8	**860**
5:00PM	0	0	0	0	**0**	0	7	17	0	0	**24**	5	9	135	4	0	**148**	1	0	20	19	0	**39**	1	**211**
5:15PM	0	0	0	0	**0**	0	10	23	0	0	**33**	3	5	156	5	0	**166**	2	0	12	19	0	**31**	5	**230**
5:30PM	0	0	0	0	**0**	0	6	21	0	0	**27**	4	3	132	2	0	**137**	0	0	15	19	0	**34**	0	**198**
5:45PM	0	0	0	0	**0**	0	7	23	0	0	**30**	6	1	102	2	0	**105**	1	0	15	17	0	**32**	5	**167**
Hourly Total	0	0	0	0	**0**	0	30	84	0	0	**114**	18	18	525	13	0	**556**	4	0	62	74	0	**136**	11	**806**
Total	0	0	0	0	**0**	1	143	206	0	2	**351**	51	67	1876	48	0	**1991**	10	0	305	333	0	**638**	28	**2980**
% Approach	0%	0%	0%	0%	**-**	-	40.7%	58.7%	0%	0.6%	**-**	-	3.4%	94.2%	2.4%	0%	**-**	-	0%	47.8%	52.2%	0%	**-**	-	**-**
% Total	0%	0%	0%	0%	**0%**	-	4.8%	6.9%	0%	0.1%	**11.8%**	-	2.2%	63.0%	1.6%	0%	**66.8%**	-	0%	10.2%	11.2%	0%	**21.4%**	-	**-**
Lights	0	0	0	0	**0**	-	140	201	0	2	**343**	-	67	1779	47	0	**1893**	-	0	299	329	0	**628**	-	2864
% Lights	0%	0%	0%	0%	**-**	-	97.9%	97.6%	0%	100%	**97.7%**	-	100%	94.8%	97.9%	0%	**95.1%**	-	0%	98.0%	98.8%	0%	**98.4%**	-	96.1%
Single-Unit Trucks	0	0	0	0	**0**	-	2	2	0	0	**4**	-	0	16	0	0	**16**	-	0	3	2	0	**5**	-	25
% Single-Unit Trucks	0%	0%	0%	0%	**-**	-	1.4%	1.0%	0%	0%	**1.1%**	-	0%	0.9%	0%	0%	**0.8%**	-	0%	1.0%	0.6%	0%	**0.8%**	-	0.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	13	0	0	**13**	-	0	0	0	0	**0**	-	13
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Buses	0	0	0	0	**0**	-	1	3	0	0	**4**	-	0	67	1	0	**68**	-	0	2	0	0	**2**	-	74
% Buses	0%	0%	0%	0%	**-**	-	0.7%	1.5%	0%	0%	**1.1%**	-	0%	3.6%	2.1%	0%	**3.4%**	-	0%	0.7%	0%	0%	**0.3%**	-	2.5%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	2	0	**3**	-	4
% Bicycles on Road	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0.3%	0.6%	0%	**0.5%**	-	0.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	51	-	-	-	-	-	10	-	-	-	-	-	28	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Prairie Avenue with Lee Street TMC - TMC
Thu Feb 22, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157927, Location: 42.040117, -87.888886

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Prairie Avenue with Lee Street TMC - TMC

Thu Feb 22, 2024
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157927, Location: 42.040117, -87.888886

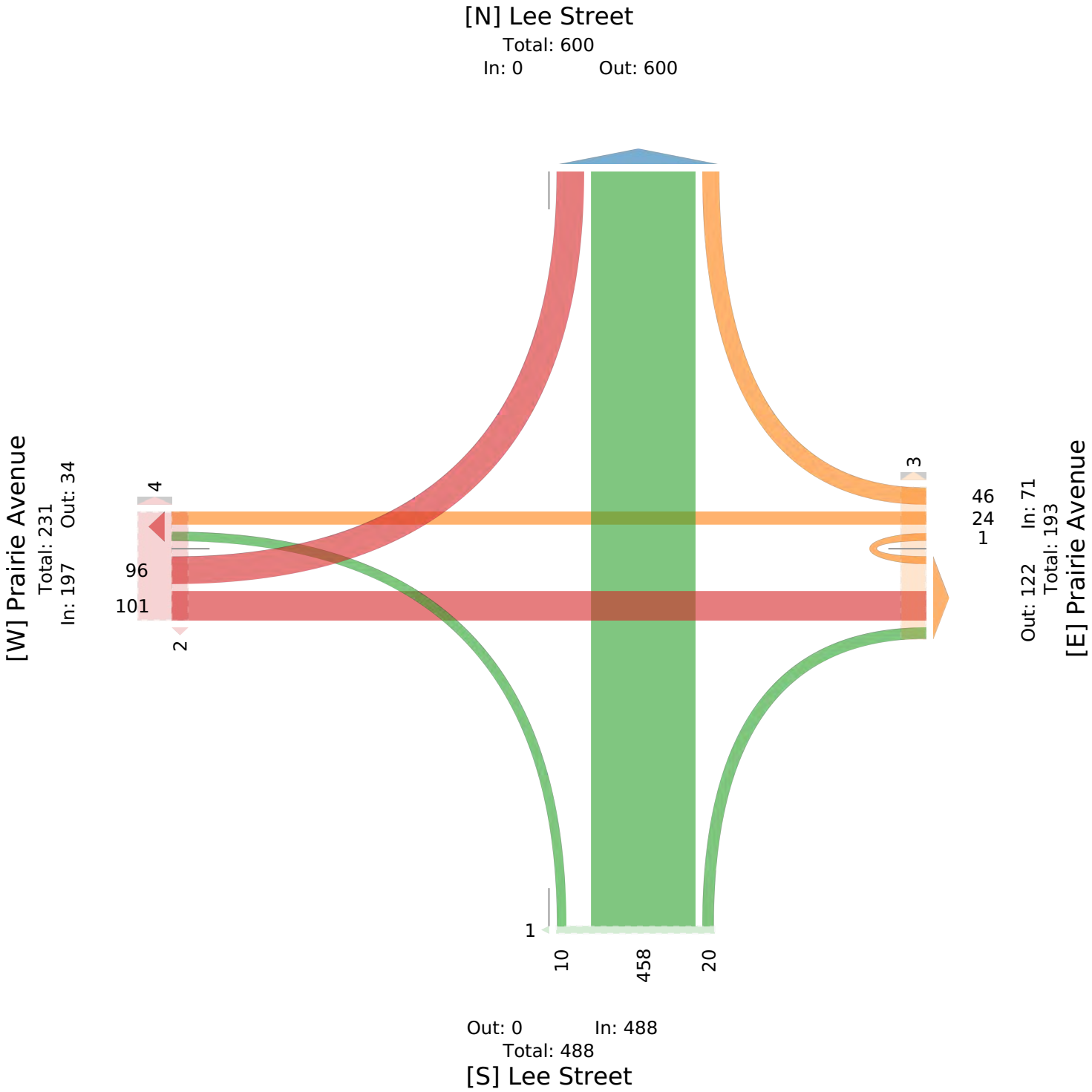
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Lee Street						Prairie Avenue						Lee Street						Prairie Avenue						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2024-02-22 7:45AM	0	0	0	0	**0**	0	17	9	0	0	**26**	1	4	111	1	0	**116**	0	0	42	36	0	**78**	0	**220**
8:00AM	0	0	0	0	**0**	0	9	6	0	1	**16**	0	4	102	2	0	**108**	1	0	24	26	0	**50**	3	**174**
8:15AM	0	0	0	0	**0**	0	8	5	0	0	**13**	2	4	110	3	0	**117**	0	0	21	17	0	**38**	3	**168**
8:30AM	0	0	0	0	**0**	0	12	4	0	0	**16**	0	8	135	4	0	**147**	0	0	14	17	0	**31**	0	**194**
Total	0	0	0	0	**0**	0	46	24	0	1	**71**	3	20	458	10	0	**488**	1	0	101	96	0	**197**	6	**756**
% Approach	0%	0%	0%	0%	**-**	-	64.8%	33.8%	0%	1.4%	**-**	-	4.1%	93.9%	2.0%	0%	**-**	-	0%	51.3%	48.7%	0%	**-**	-	**-**
% Total	0%	0%	0%	0%	**0%**	-	6.1%	3.2%	0%	0.1%	**9.4%**	-	2.6%	60.6%	1.3%	0%	**64.6%**	-	0%	13.4%	12.7%	0%	**26.1%**	-	**-**
PHF	-	-	-	-	**-**	-	0.676	0.667		- 0.250	**0.683**	-	0.625	0.848	0.625	-	**0.830**	-	-	0.601	0.660	-	**0.628**	-	0.858
Lights	0	0	0	0	**0**	-	45	22	0	1	**68**	-	20	431	10	0	**461**	-	0	100	94	0	**194**	-	723
% Lights	0%	0%	0%	0%	**-**	-	97.8%	91.7%	0%	100%	**95.8%**	-	100%	94.1%	100%	0%	**94.5%**	-	0%	99.0%	97.9%	0%	**98.5%**	-	95.6%
Single-Unit Trucks	0	0	0	0	**0**	-	1	1	0	0	**2**	-	0	5	0	0	**5**	-	0	0	1	0	**1**	-	8
% Single-Unit Trucks	0%	0%	0%	0%	**-**	-	2.2%	4.2%	0%	0%	**2.8%**	-	0%	1.1%	0%	0%	**1.0%**	-	0%	0%	1.0%	0%	**0.5%**	-	1.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	4
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Buses	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	18	0	0	**18**	-	0	1	0	0	**1**	-	20
% Buses	0%	0%	0%	0%	**-**	-	0%	4.2%	0%	0%	**1.4%**	-	0%	3.9%	0%	0%	**3.7%**	-	0%	1.0%	0%	0%	**0.5%**	-	2.6%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	1.0%	0%	**0.5%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Prairie Avenue with Lee Street TMC - TMC
Thu Feb 22, 2024
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157927, Location: 42.040117, -87.888886

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Prairie Avenue with Lee Street TMC - TMC

Thu Feb 22, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157927, Location: 42.040117, -87.888886

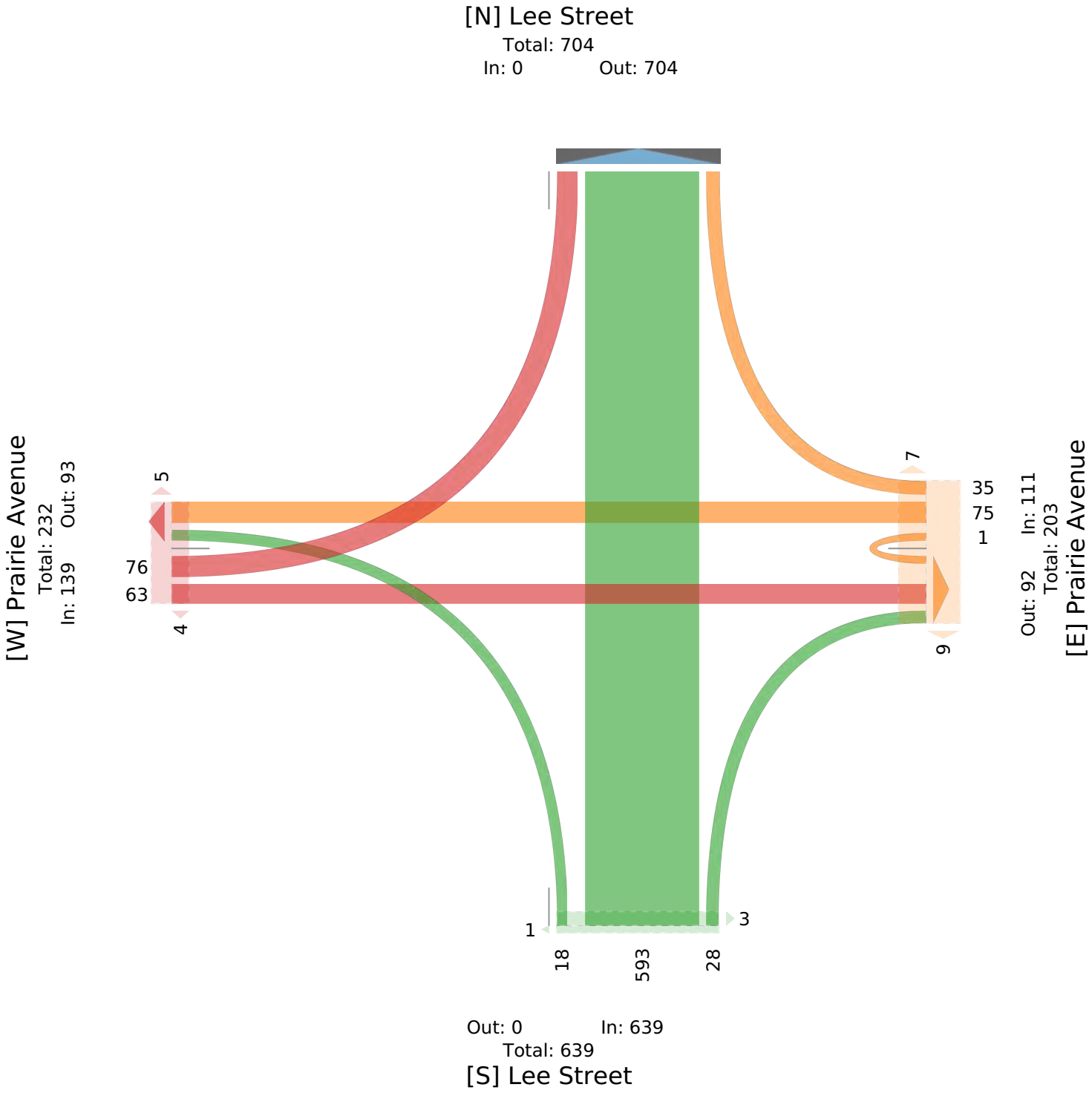
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Lee Street						Prairie Avenue						Lee Street						Prairie Avenue						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2024-02-22 4:30PM	0	0	0	0	**0**	0	7	19	0	1	**27**	5	6	146	4	0	**156**	1	0	13	21	0	**34**	3	**217**
4:45PM	0	0	0	0	**0**	0	11	16	0	0	**27**	3	8	156	5	0	**169**	0	0	18	17	0	**35**	0	**231**
5:00PM	0	0	0	0	**0**	0	7	17	0	0	**24**	5	9	135	4	0	**148**	1	0	20	19	0	**39**	1	**211**
5:15PM	0	0	0	0	**0**	0	10	23	0	0	**33**	3	5	156	5	0	**166**	2	0	12	19	0	**31**	5	**230**
Total	0	0	0	0	**0**	0	35	75	0	1	**111**	16	28	593	18	0	**639**	4	0	63	76	0	**139**	9	**889**
% Approach	0%	0%	0%	0%	**-**	-	31.5%	67.6%	0%	0.9%	**-**	-	4.4%	92.8%	2.8%	0%	**-**	-	0%	45.3%	54.7%	0%	**-**	-	**-**
% Total	0%	0%	0%	0%	**0%**	-	3.9%	8.4%	0%	0.1%	**12.5%**	-	3.1%	66.7%	2.0%	0%	**71.9%**	-	0%	7.1%	8.5%	0%	**15.6%**	-	**-**
PHF	-	-	-	-	**-**	-	0.795	0.815	-	0.250	**0.841**	-	0.778	0.950	0.900	-	**0.945**	-	-	0.775	0.905	-	**0.885**	-	0.965
Lights	0	0	0	0	**0**	-	35	75	0	1	**111**	-	28	572	17	0	**617**	-	0	61	76	0	**137**	-	865
% Lights	0%	0%	0%	0%	**-**	-	100%	100%	0%	100%	**100%**	-	100%	96.5%	94.4%	0%	**96.6%**	-	0%	96.8%	100%	0%	**98.6%**	-	97.3%
Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	1	0	0	**1**	-	4
% Single-Unit Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0%	1.6%	0%	0%	**0.7%**	-	0.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	17	1	0	**18**	-	0	0	0	0	**0**	-	18
% Buses	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	2.9%	5.6%	0%	**2.8%**	-	0%	0%	0%	0%	**0%**	-	2.0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.6%	0%	0%	**0.7%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	16	-	-	-	-	-	4	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Prairie Avenue with Lee Street TMC - TMC
Thu Feb 22, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1157927, Location: 42.040117, -87.888886

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Thacker Street with Graceland Avenue TMC - TMC

Tue Apr 11, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1055415, Location: 42.037741, -87.89283

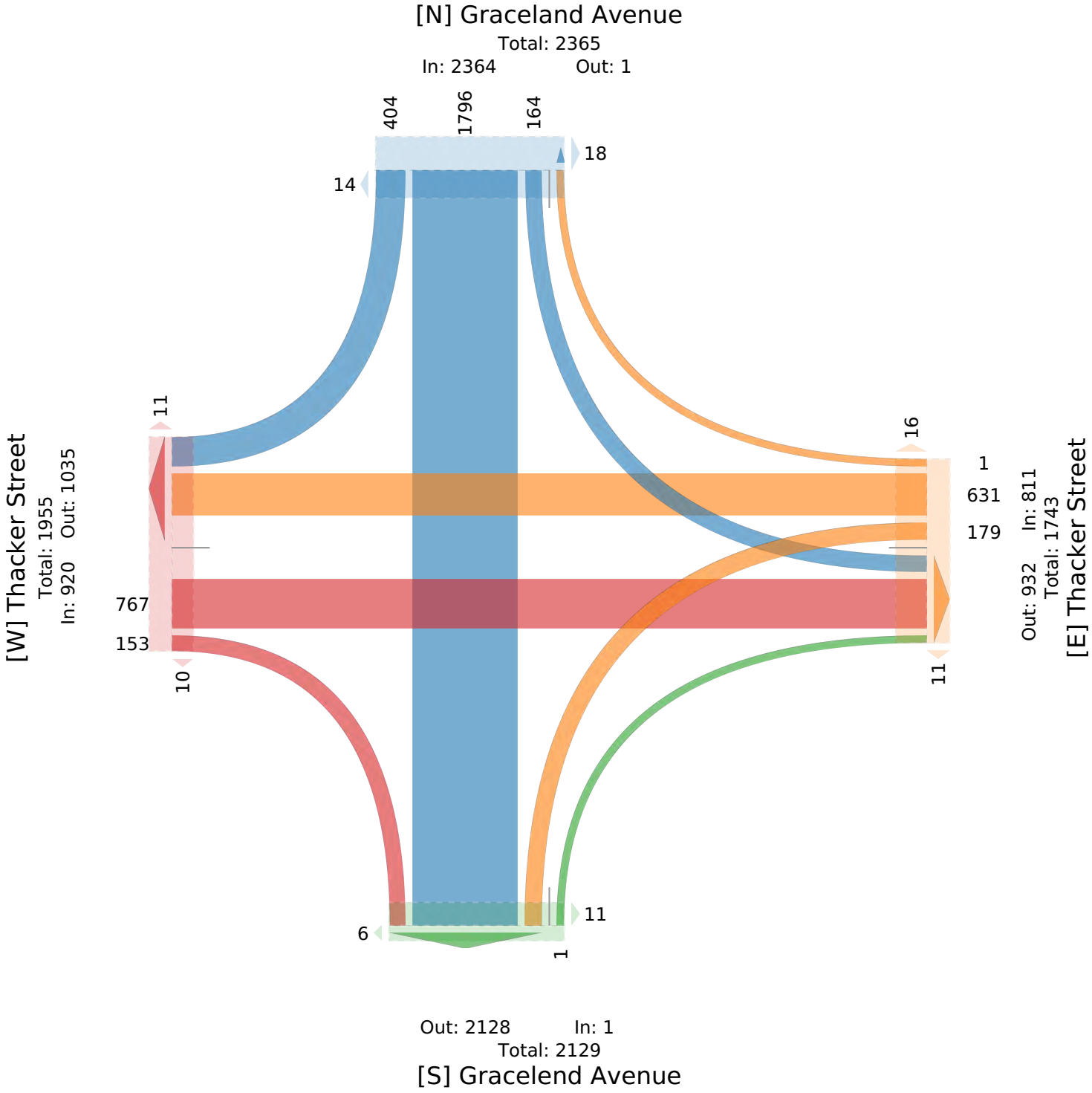
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Graceland Avenue						Thacker Street						Gracelend Avenue						Thacker Street						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-04-11 7:00AM	18	62	4	0	**84**	0	0	20	5	0	**25**	1	0	0	0	0	**0**	0	9	27	0	0	**36**	0	**145**
7:15AM	18	73	4	0	**95**	1	0	21	10	0	**31**	2	0	0	0	0	**0**	0	11	32	0	0	**43**	1	**169**
7:30AM	16	105	9	0	**130**	5	0	38	6	0	**44**	1	1	0	0	0	**1**	0	6	51	0	0	**57**	1	**232**
7:45AM	20	124	8	0	**152**	2	0	44	7	0	**51**	3	0	0	0	0	**0**	1	9	53	0	0	**62**	1	**265**
Hourly Total	72	364	25	0	**461**	8	0	123	28	0	**151**	7	1	0	0	0	**1**	1	35	163	0	0	**198**	3	**811**
8:00AM	17	102	13	0	**132**	2	0	40	12	0	**52**	1	0	0	0	0	**0**	2	9	56	0	0	**65**	2	**249**
8:15AM	25	138	17	0	**180**	2	0	28	4	0	**32**	0	0	0	0	0	**0**	0	6	45	0	0	**51**	3	**263**
8:30AM	19	119	16	0	**154**	0	0	30	9	0	**39**	0	0	0	0	0	**0**	0	9	54	0	0	**63**	0	**256**
8:45AM	21	123	17	0	**161**	8	0	31	14	0	**45**	1	0	0	0	0	**0**	0	12	53	0	0	**65**	0	**271**
Hourly Total	82	482	63	0	**627**	12	0	129	39	0	**168**	2	0	0	0	0	**0**	2	36	208	0	0	**244**	5	**1039**
4:00PM	21	94	8	0	**123**	0	0	52	13	0	**65**	0	0	0	0	0	**0**	2	5	57	0	0	**62**	2	**250**
4:15PM	39	150	10	0	**199**	0	0	38	14	0	**52**	1	0	0	0	0	**0**	1	7	36	0	0	**43**	0	**294**
4:30PM	28	117	4	0	**149**	1	0	43	13	0	**56**	2	0	0	0	0	**0**	1	11	61	0	0	**72**	0	**277**
4:45PM	31	99	10	0	**140**	1	0	43	10	0	**53**	2	0	0	0	0	**0**	1	7	51	0	0	**58**	0	**251**
Hourly Total	119	460	32	0	**611**	2	0	176	50	0	**226**	5	0	0	0	0	**0**	5	30	205	0	0	**235**	2	**1072**
5:00PM	40	125	8	0	**173**	3	0	49	17	0	**66**	3	0	0	0	0	**0**	2	15	52	0	0	**67**	3	**306**
5:15PM	33	146	12	0	**191**	3	0	58	13	0	**71**	4	0	0	0	0	**0**	2	15	51	0	0	**66**	1	**328**
5:30PM	31	121	13	0	**165**	2	0	48	18	0	**66**	3	0	0	0	0	**0**	0	8	51	0	0	**59**	3	**290**
5:45PM	27	98	11	0	**136**	2	1	48	14	0	**63**	3	0	0	0	0	**0**	5	14	37	0	0	**51**	4	**250**
Hourly Total	131	490	44	0	**665**	10	1	203	62	0	**266**	13	0	0	0	0	**0**	9	52	191	0	0	**243**	11	**1174**
Total	404	1796	164	0	**2364**	32	1	631	179	0	**811**	27	1	0	0	0	**1**	17	153	767	0	0	**920**	21	**4096**
% Approach	17.1%	76.0%	6.9%	0%	**-**	-	0.1%	77.8%	22.1%	0%	**-**	-	100%	0%	0%	0%	**-**	-	16.6%	83.4%	0%	0%	**-**	-	-
% Total	9.9%	43.8%	4.0%	0%	**57.7%**	-	0%	15.4%	4.4%	0%	**19.8%**	-	0%	0%	0%	0%	**0%**	-	3.7%	18.7%	0%	0%	**22.5%**	-	-
Lights	387	1736	160	0	**2283**	-	0	603	174	0	**777**	-	0	0	0	0	**0**	-	150	741	0	0	**891**	-	3951
% Lights	95.8%	96.7%	97.6%	0%	**96.6%**	-	0%	95.6%	97.2%	0%	**95.8%**	-	0%	0%	0%	0%	**0%**	-	98.0%	96.6%	0%	0%	**96.8%**	-	96.5%
Single-Unit Trucks	5	21	0	0	**26**	-	0	8	1	0	**9**	-	0	0	0	0	**0**	-	2	12	0	0	**14**	-	49
% Single-Unit Trucks	1.2%	1.2%	0%	0%	**1.1%**	-	0%	1.3%	0.6%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	1.3%	1.6%	0%	0%	**1.5%**	-	1.2%
Articulated Trucks	1	11	0	0	**12**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	16
% Articulated Trucks	0.2%	0.6%	0%	0%	**0.5%**	-	0%	0.5%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.4%
Buses	10	25	4	0	**39**	-	0	12	4	0	**16**	-	0	0	0	0	**0**	-	1	9	0	0	**10**	-	65
% Buses	2.5%	1.4%	2.4%	0%	**1.6%**	-	0%	1.9%	2.2%	0%	**2.0%**	-	0%	0%	0%	0%	**0%**	-	0.7%	1.2%	0%	0%	**1.1%**	-	1.6%
Bicycles on Road	1	3	0	0	**4**	-	1	5	0	0	**6**	-	1	0	0	0	**1**	-	0	4	0	0	**4**	-	15
% Bicycles on Road	0.2%	0.2%	0%	0%	**0.2%**	-	100%	0.8%	0%	0%	**0.7%**	-	100%	0%	0%	0%	**100%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.4%
Pedestrians	-	-	-	-	-	32	-	-	-	-	-	27	-	-	-	-	-	17	-	-	-	-	-	21	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Thacker Street with Graceland Avenue TMC - TMC
Tue Apr 11, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1055415, Location: 42.037741, -87.89283

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Thacker Street with Graceland Avenue TMC - TMC

Tue Apr 11, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1055415, Location: 42.037741, -87.89283

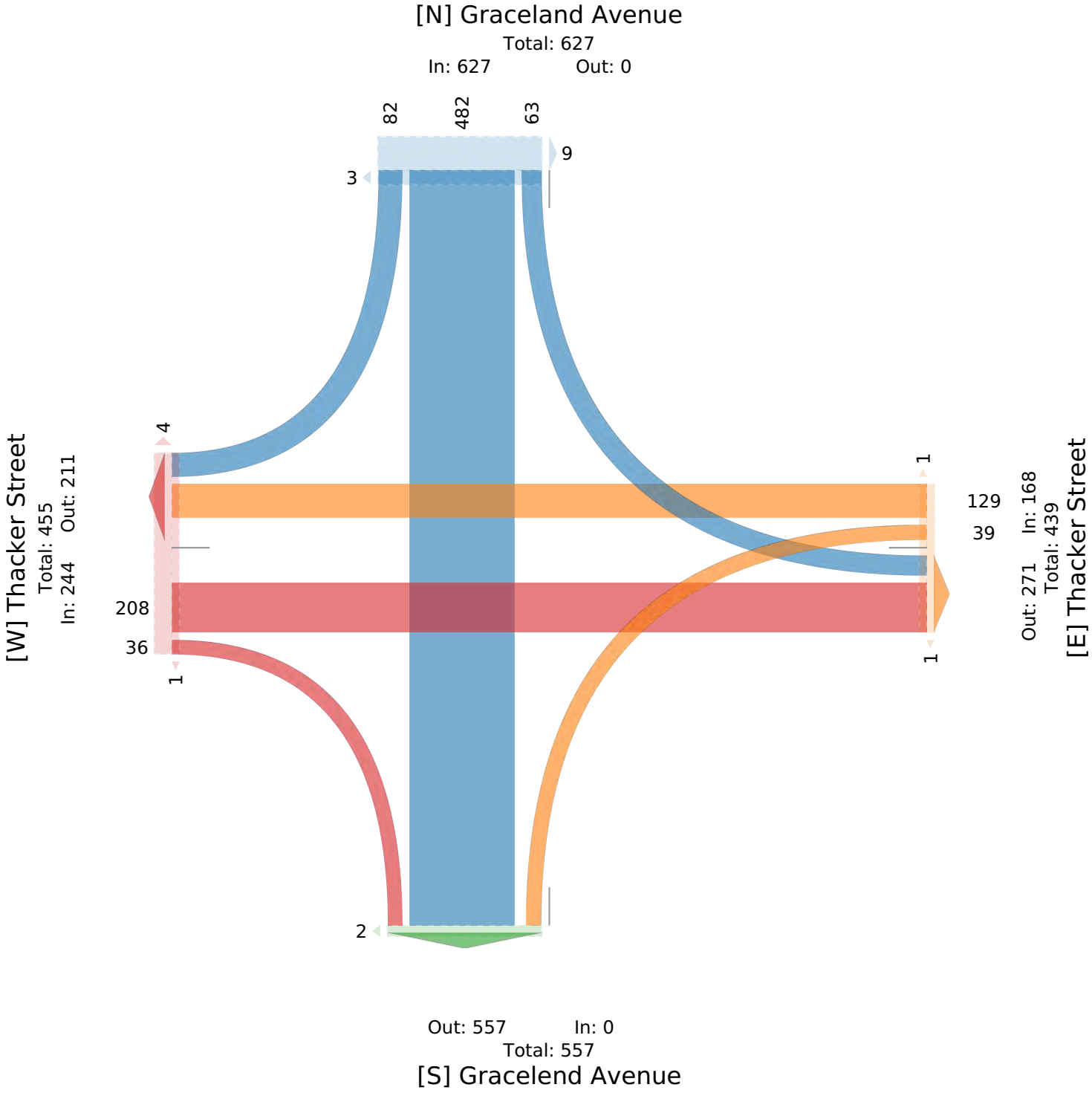
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg / Direction	Graceland Avenue Southbound						Thacker Street Westbound						Gracelend Avenue Northbound						Thacker Street Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-04-11 8:00AM	17	102	13	0	**132**	2	0	40	12	0	**52**	1	0	0	0	0	**0**	2	9	56	0	0	**65**	2	**249**
8:15AM	25	138	17	0	**180**	2	0	28	4	0	**32**	0	0	0	0	0	**0**	0	6	45	0	0	**51**	3	**263**
8:30AM	19	119	16	0	**154**	0	0	30	9	0	**39**	0	0	0	0	0	**0**	0	9	54	0	0	**63**	0	**256**
8:45AM	21	123	17	0	**161**	8	0	31	14	0	**45**	1	0	0	0	0	**0**	0	12	53	0	0	**65**	0	**271**
Total	82	482	63	0	**627**	12	0	129	39	0	**168**	2	0	0	0	0	**0**	2	36	208	0	0	**244**	5	**1039**
% Approach	13.1%	76.9%	10.0%	0%	**-**	-	0%	76.8%	23.2%	0%	**-**	-	0%	0%	0%	0%	**-**	-	14.8%	85.2%	0%	0%	**-**	-	-
% Total	7.9%	46.4%	6.1%	0%	**60.3%**	-	0%	12.4%	3.8%	0%	**16.2%**	-	0%	0%	0%	0%	**0%**	-	3.5%	20.0%	0%	0%	**23.5%**	-	-
PHF	0.820	0.871	0.926	-	**0.869**	-	-	0.806	0.696	-	**0.808**	-	-	-	-	-	**-**	-	0.750	0.924	-	-	**0.935**	-	0.960
Lights	76	463	61	0	**600**	-	0	123	37	0	**160**	-	0	0	0	0	**0**	-	36	195	0	0	**231**	-	991
% Lights	92.7%	96.1%	96.8%	0%	**95.7%**	-	0%	95.3%	94.9%	0%	**95.2%**	-	0%	0%	0%	0%	**-**	-	100%	93.8%	0%	0%	**94.7%**	-	95.4%
Single-Unit Trucks	2	4	0	0	**6**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	7	0	0	**7**	-	15
% Single-Unit Trucks	2.4%	0.8%	0%	0%	**1.0%**	-	0%	1.6%	0%	0%	**1.2%**	-	0%	0%	0%	0%	**-**	-	0%	3.4%	0%	0%	**2.9%**	-	1.4%
Articulated Trucks	0	5	0	0	**5**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	7
% Articulated Trucks	0%	1.0%	0%	0%	**0.8%**	-	0%	0.8%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**-**	-	0%	0.5%	0%	0%	**0.4%**	-	0.7%
Buses	4	9	2	0	**15**	-	0	3	2	0	**5**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	24
% Buses	4.9%	1.9%	3.2%	0%	**2.4%**	-	0%	2.3%	5.1%	0%	**3.0%**	-	0%	0%	0%	0%	**-**	-	0%	1.9%	0%	0%	**1.6%**	-	2.3%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	2
% Bicycles on Road	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0.5%	0%	0%	**0.4%**	-	0.2%
Pedestrians	-	-	-	-	-	12	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Thacker Street with Graceland Avenue TMC - TMC
Tue Apr 11, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1055415, Location: 42.037741, -87.89283

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Thacker Street with Graceland Avenue TMC - TMC

Tue Apr 11, 2023
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1055415, Location: 42.037741, -87.89283

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

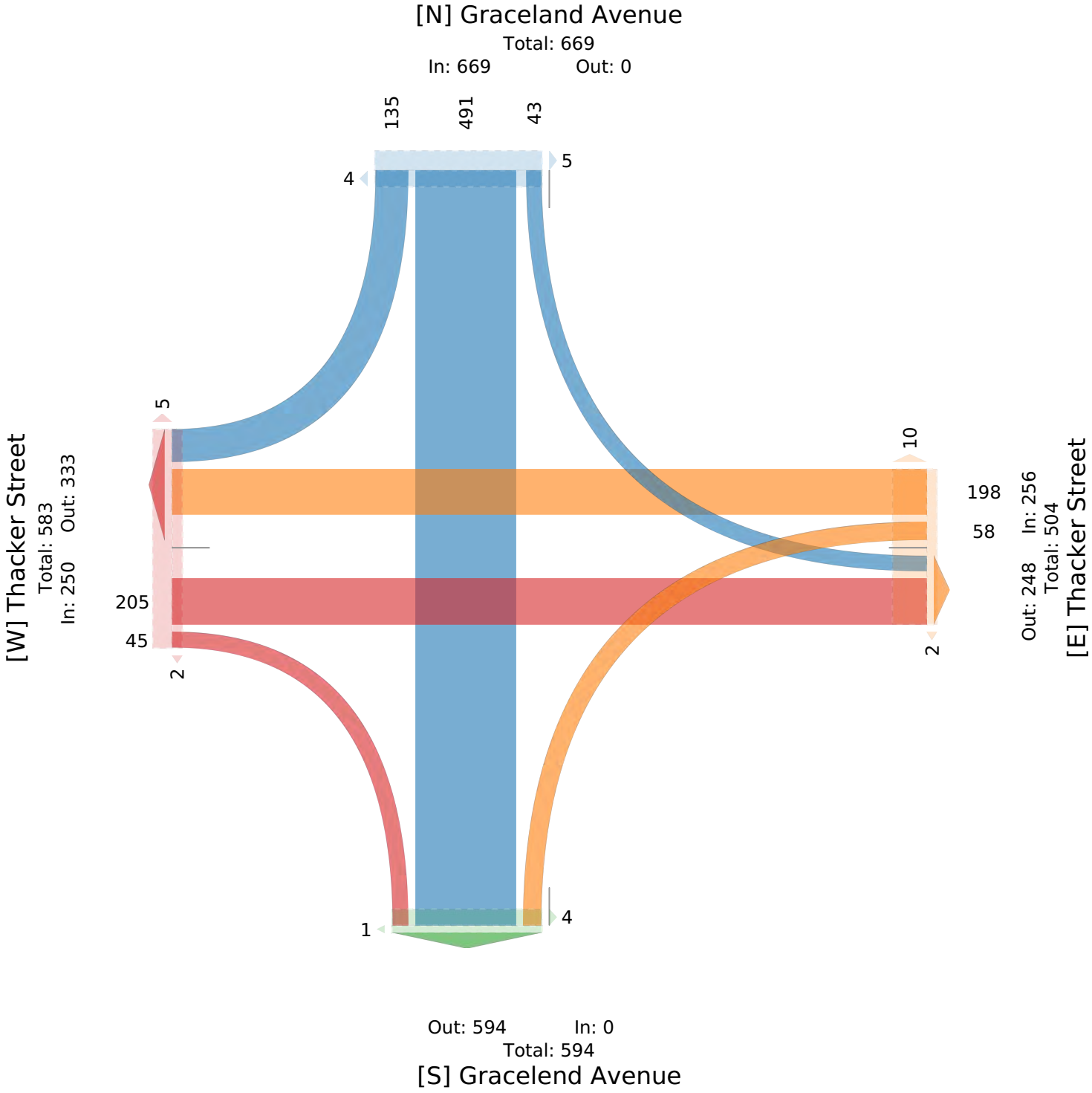
Leg / Direction	Graceland Avenue Southbound						Thacker Street Westbound						Gracelend Avenue Northbound						Thacker Street Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-04-11 4:45PM	31	99	10	0	**140**	1	0	43	10	0	**53**	2	0	0	0	0	**0**	1	7	51	0	0	**58**	0	**251**
5:00PM	40	125	8	0	**173**	3	0	49	17	0	**66**	3	0	0	0	0	**0**	2	15	52	0	0	**67**	3	**306**
5:15PM	33	146	12	0	**191**	3	0	58	13	0	**71**	4	0	0	0	0	**0**	2	15	51	0	0	**66**	1	**328**
5:30PM	31	121	13	0	**165**	2	0	48	18	0	**66**	3	0	0	0	0	**0**	0	8	51	0	0	**59**	3	**290**
Total	135	491	43	0	**669**	9	0	198	58	0	**256**	12	0	0	0	0	**0**	5	45	205	0	0	**250**	7	**1175**
% Approach	20.2%	73.4%	6.4%	0%	**-**	-	0%	77.3%	22.7%	0%	**-**	-	0%	0%	0%	0%	**-**	-	18.0%	82.0%	0%	0%	**-**	-	-
% Total	11.5%	41.8%	3.7%	0%	**56.9%**	-	0%	16.9%	4.9%	0%	**21.8%**	-	0%	0%	0%	0%	**0%**	-	3.8%	17.4%	0%	0%	**21.3%**	-	-
PHF	0.838	0.841	0.827	-	**0.879**	-	-	0.871	0.806	-	**0.917**	-	-	-	-	-	**-**	-	0.750	0.981	-	-	**0.929**	-	0.900
Lights	131	481	43	0	**655**	-	0	190	57	0	**247**	-	0	0	0	0	**0**	-	44	201	0	0	**245**	-	1147
% Lights	97.0%	98.0%	100%	0%	**97.9%**	-	0%	96.0%	98.3%	0%	**96.5%**	-	0%	0%	0%	0%	**-**	-	97.8%	98.0%	0%	0%	**98.0%**	-	97.6%
Single-Unit Trucks	1	4	0	0	**5**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	1	2	0	0	**3**	-	12
% Single-Unit Trucks	0.7%	0.8%	0%	0%	**0.7%**	-	0%	2.0%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**-**	-	2.2%	1.0%	0%	0%	**1.2%**	-	1.0%
Articulated Trucks	0	1	0	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Articulated Trucks	0%	0.2%	0%	0%	**0.1%**	-	0%	0.5%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses	2	5	0	0	**7**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	9
% Buses	1.5%	1.0%	0%	0%	**1.0%**	-	0%	0%	1.7%	0%	**0.4%**	-	0%	0%	0%	0%	**-**	-	0%	0.5%	0%	0%	**0.4%**	-	0.8%
Bicycles on Road	1	0	0	0	**1**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	5
% Bicycles on Road	0.7%	0%	0%	0%	**0.1%**	-	0%	1.5%	0%	0%	**1.2%**	-	0%	0%	0%	0%	**-**	-	0%	0.5%	0%	0%	**0.4%**	-	0.4%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	12	-	-	-	-	-	5	-	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Thacker Street with Graceland Avenue TMC - TMC

Tue Apr 11, 2023
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1055415, Location: 42.037741, -87.89283

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Thacker+with+Alley TMC - TMC

Wed Apr 26, 2023
Full Length (4 PM-6 PM, 7 AM-9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1077334, Location: 42.037394, -87.892067

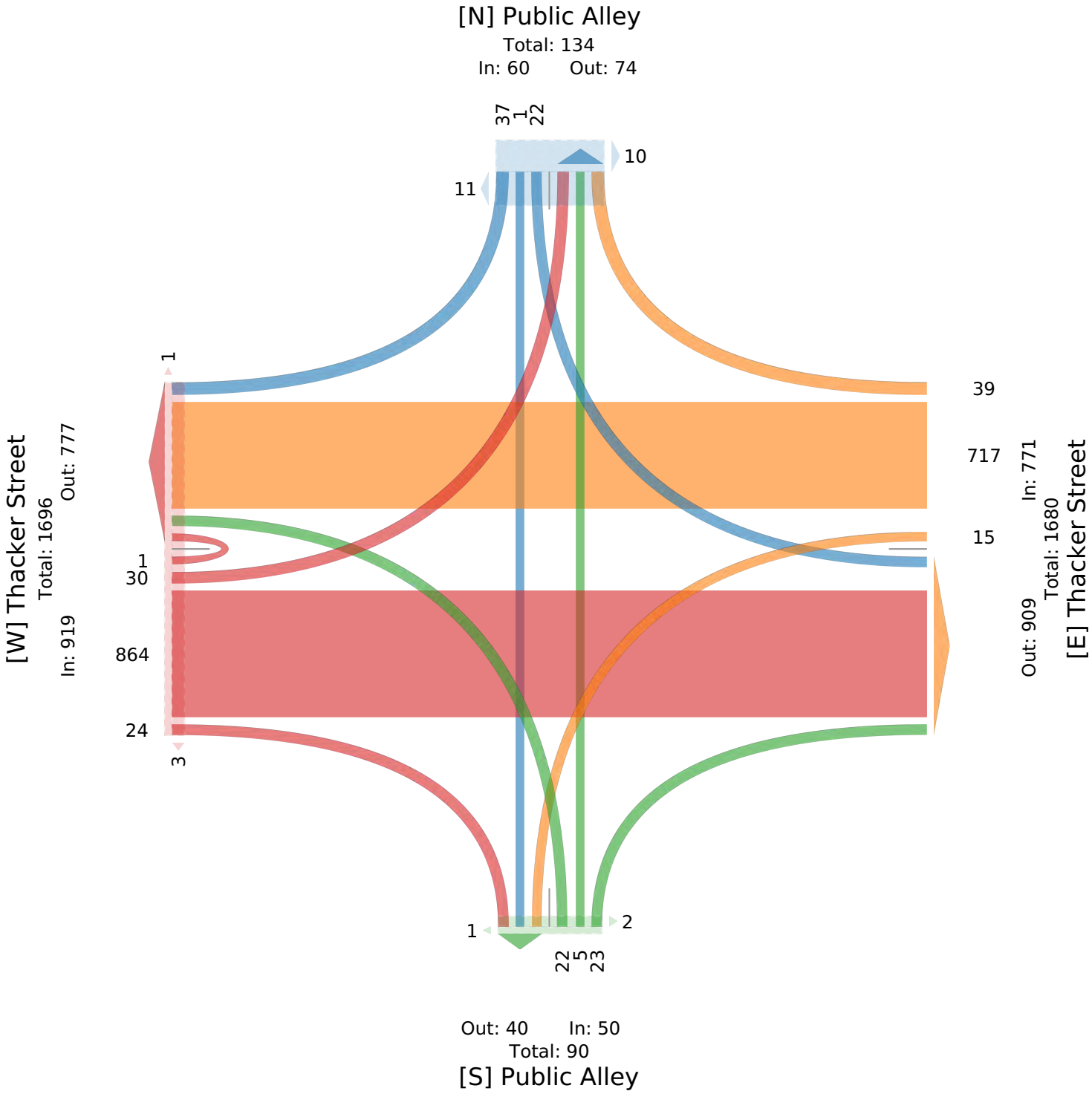
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Public Alley						Thacker Street						Public Alley						Thacker Street						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-04-26 4:00PM	0	0	0	0	**0**	0	1	45	0	0	**46**	0	1	0	1	0	**2**	0	3	60	3	0	**66**	0	**114**
4:15PM	2	0	1	0	**3**	1	2	59	2	0	**63**	0	1	0	2	0	**3**	0	1	47	2	0	**50**	0	**119**
4:30PM	4	0	1	0	**5**	0	3	54	1	0	**58**	0	0	0	2	0	**2**	1	3	48	0	0	**51**	0	**116**
4:45PM	3	0	1	0	**4**	3	3	48	4	0	**55**	0	0	0	2	0	**2**	0	2	43	3	0	**48**	1	**109**
Hourly Total	9	0	3	0	**12**	4	9	206	7	0	**222**	0	2	0	7	0	**9**	1	9	198	8	0	**215**	1	**458**
5:00PM	3	0	5	0	**8**	1	3	60	0	0	**63**	0	0	1	1	0	**2**	0	1	70	2	0	**73**	1	**146**
5:15PM	2	1	1	0	**4**	3	2	45	3	0	**50**	0	0	0	0	0	**0**	0	0	63	4	0	**67**	0	**121**
5:30PM	4	0	0	0	**4**	1	3	56	2	0	**61**	0	0	1	0	0	**1**	0	2	60	1	0	**63**	0	**129**
5:45PM	4	0	4	0	**8**	1	7	51	1	0	**59**	0	1	0	2	0	**3**	0	3	45	0	0	**48**	1	**118**
Hourly Total	13	1	10	0	**24**	6	15	212	6	0	**233**	0	1	2	3	0	**6**	0	6	238	7	0	**251**	2	**514**
2023-04-27 7:00AM	2	0	0	0	**2**	2	0	16	0	0	**16**	0	2	1	2	0	**5**	0	0	31	1	0	**32**	0	**55**
7:15AM	1	0	1	0	**2**	2	1	22	0	0	**23**	0	5	0	0	0	**5**	0	0	39	4	0	**43**	1	**73**
7:30AM	2	0	1	0	**3**	2	0	40	0	0	**40**	0	4	0	2	0	**6**	0	0	55	3	0	**58**	0	**107**
7:45AM	3	0	1	0	**4**	2	1	56	0	0	**57**	0	2	0	1	0	**3**	0	0	56	2	0	**58**	0	**122**
Hourly Total	8	0	3	0	**11**	8	2	134	0	0	**136**	0	13	1	5	0	**19**	0	0	181	10	0	**191**	1	**357**
8:00AM	0	0	2	0	**2**	1	5	43	1	0	**49**	0	1	0	1	0	**2**	0	2	71	3	1	**77**	0	**130**
8:15AM	4	0	2	0	**6**	1	4	44	0	0	**48**	0	3	1	3	0	**7**	0	0	56	0	0	**56**	0	**117**
8:30AM	2	0	1	0	**3**	0	1	28	0	0	**29**	0	3	1	3	0	**7**	0	4	59	1	0	**64**	0	**103**
8:45AM	1	0	1	0	**2**	1	3	50	1	0	**54**	0	0	0	0	0	**0**	2	3	61	1	0	**65**	0	**121**
Hourly Total	7	0	6	0	**13**	3	13	165	2	0	**180**	0	7	2	7	0	**16**	2	9	247	5	1	**262**	0	**471**
Total	37	1	22	0	**60**	21	39	717	15	0	**771**	0	23	5	22	0	**50**	3	24	864	30	1	**919**	4	**1800**
% Approach	61.7%	1.7%	36.7%	0%	**-**	-	5.1%	93.0%	1.9%	0%	**-**	-	46.0%	10.0%	44.0%	0%	**-**	-	2.6%	94.0%	3.3%	0.1%	**-**	-	-
% Total	2.1%	0.1%	1.2%	0%	**3.3%**	-	2.2%	39.8%	0.8%	0%	**42.8%**	-	1.3%	0.3%	1.2%	0%	**2.8%**	-	1.3%	48.0%	1.7%	0.1%	**51.1%**	-	-
Lights	36	1	21	0	**58**	-	38	692	15	0	**745**	-	23	4	22	0	**49**	-	23	837	29	1	**890**	-	1742
% Lights	97.3%	100%	95.5%	0%	**96.7%**	-	97.4%	96.5%	100%	0%	**96.6%**	-	100%	80.0%	100%	0%	**98.0%**	-	95.8%	96.9%	96.7%	100%	**96.8%**	-	96.8%
Single-Unit Trucks	0	0	1	0	**1**	-	0	10	0	0	**10**	-	0	1	0	0	**1**	-	0	6	1	0	**7**	-	19
% Single-Unit Trucks	0%	0%	4.5%	0%	**1.7%**	-	0%	1.4%	0%	0%	**1.3%**	-	0%	20.0%	0%	0%	**2.0%**	-	0%	0.7%	3.3%	0%	**0.8%**	-	1.1%
Articulated Trucks	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	7
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.4%
Buses	1	0	0	0	**1**	-	1	11	0	0	**12**	-	0	0	0	0	**0**	-	0	15	0	0	**15**	-	28
% Buses	2.7%	0%	0%	0%	**1.7%**	-	2.6%	1.5%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	0%	1.7%	0%	0%	**1.6%**	-	1.6%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	3	0	0	**4**	-	4
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	4.2%	0.3%	0%	0%	**0.4%**	-	0.2%
Pedestrians	-	-	-	-	-	21	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Thacker+with+Alley TMC - TMC
Wed Apr 26, 2023
Full Length (4 PM-6 PM, 7 AM-9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1077334, Location: 42.037394, -87.892067

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Thacker+with+Alley TMC - TMC

Wed Apr 26, 2023
PM Peak (Apr 26 2023 5PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1077334, Location: 42.037394, -87.892067

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg / Direction	Public Alley Southbound						Thacker Street Westbound						Public Alley Northbound						Thacker Street Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-04-26 5:00PM	3	0	5	0	**8**	1	3	60	0	0	**63**	0	0	1	1	0	**2**	0	1	70	2	0	**73**	1	**146**
5:15PM	2	1	1	0	**4**	3	2	45	3	0	**50**	0	0	0	0	0	**0**	0	0	63	4	0	**67**	0	**121**
5:30PM	4	0	0	0	**4**	1	3	56	2	0	**61**	0	0	1	0	0	**1**	0	2	60	1	0	**63**	0	**129**
5:45PM	4	0	4	0	**8**	1	7	51	1	0	**59**	0	1	0	2	0	**3**	0	3	45	0	0	**48**	1	**118**
Total	13	1	10	0	**24**	6	15	212	6	0	**233**	0	1	2	3	0	**6**	0	6	238	7	0	**251**	2	**514**
% Approach	54.2%	4.2%	41.7%	0%	**-**	-	6.4%	91.0%	2.6%	0%	**-**	-	16.7%	33.3%	50.0%	0%	**-**	-	2.4%	94.8%	2.8%	0%	**-**	-	-
% Total	2.5%	0.2%	1.9%	0%	**4.7%**	-	2.9%	41.2%	1.2%	0%	**45.3%**	-	0.2%	0.4%	0.6%	0%	**1.2%**	-	1.2%	46.3%	1.4%	0%	**48.8%**	-	-
PHF	0.813	0.250	0.500		**- 0.750**	-	0.536	0.883	0.500		**- 0.925**	-	0.250	0.500	0.375		**- 0.500**	-	0.500	0.846	0.438		**- 0.856**	-	0.878
Lights	13	1	10	0	**24**	-	15	208	6	0	**229**	-	1	2	3	0	**6**	-	6	234	7	0	**247**	-	506
% Lights	100%	100%	100%	0%	**100%**	-	100%	98.1%	100%	0%	**98.3%**	-	100%	100%	100%	0%	**100%**	-	100%	98.3%	100%	0%	**98.4%**	-	98.4%
Single-Unit Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Articulated Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Buses	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	4
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	1.3%	0%	0%	**1.2%**	-	0.8%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.2%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Thacker+with+Alley TMC - TMC
Wed Apr 26, 2023
PM Peak (Apr 26 2023 5PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1077334, Location: 42.037394, -87.892067

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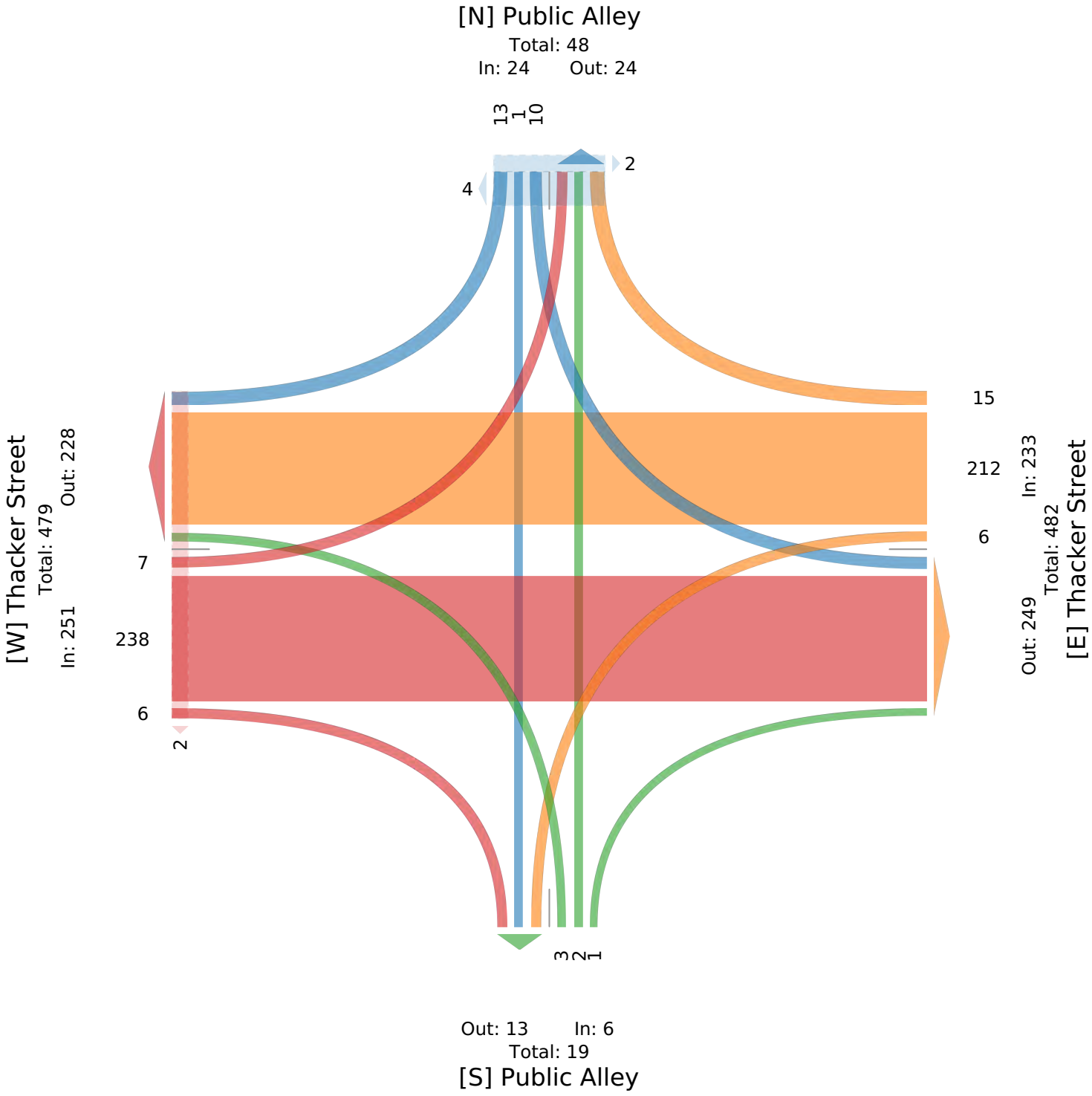

Thacker+with+Alley TMC - TMC

Thu Apr 27, 2023
AM Peak (Apr 27 2023 7:30AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1077334, Location: 42.037394, -87.892067

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg / Direction	Public Alley Southbound						Thacker Street Westbound						Public Alley Northbound						Thacker Street Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-04-27 7:30AM	2	0	1	0	**3**	2	0	40	0	0	**40**	0	4	0	2	0	**6**	0	0	55	3	0	**58**	0	**107**
7:45AM	3	0	1	0	**4**	2	1	56	0	0	**57**	0	2	0	1	0	**3**	0	0	56	2	0	**58**	0	**122**
8:00AM	0	0	2	0	**2**	1	5	43	1	0	**49**	0	1	0	1	0	**2**	0	2	71	3	1	**77**	0	**130**
8:15AM	4	0	2	0	**6**	1	4	44	0	0	**48**	0	3	1	3	0	**7**	0	0	56	0	0	**56**	0	**117**
Total	9	0	6	0	**15**	6	10	183	1	0	**194**	0	10	1	7	0	**18**	0	2	238	8	1	**249**	0	**476**
% Approach	60.0%	0%	40.0%	0%	**-**	-	5.2%	94.3%	0.5%	0%	**-**	-	55.6%	5.6%	38.9%	0%	**-**	-	0.8%	95.6%	3.2%	0.4%	**-**	-	-
% Total	1.9%	0%	1.3%	0%	**3.2%**	-	2.1%	38.4%	0.2%	0%	**40.8%**	-	2.1%	0.2%	1.5%	0%	**3.8%**	-	0.4%	50.0%	1.7%	0.2%	**52.3%**	-	-
PHF	0.563	-	0.750	-	**0.625**	-	0.500	0.817	0.250	-	**0.851**	-	0.625	0.250	0.583	-	**0.643**	-	0.250	0.835	0.667	0.250	**0.805**	-	0.913
Lights	9	0	6	0	**15**	-	10	176	1	0	**187**	-	10	1	7	0	**18**	-	2	231	8	1	**242**	-	462
% Lights	100%	0%	100%	0%	**100%**	-	100%	96.2%	100%	0%	**96.4%**	-	100%	100%	100%	0%	**100%**	-	100%	97.1%	100%	100%	**97.2%**	-	97.1%
Single-Unit Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	3
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	1.1%	0%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.6%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	9
% Buses	0%	0%	0%	0%	**0%**	-	0%	2.2%	0%	0%	**2.1%**	-	0%	0%	0%	0%	**0%**	-	0%	2.1%	0%	0%	**2.0%**	-	1.9%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.2%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Thacker+with+Alley TMC - TMC
Thu Apr 27, 2023
AM Peak (Apr 27 2023 7:30AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1077334, Location: 42.037394, -87.892067

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
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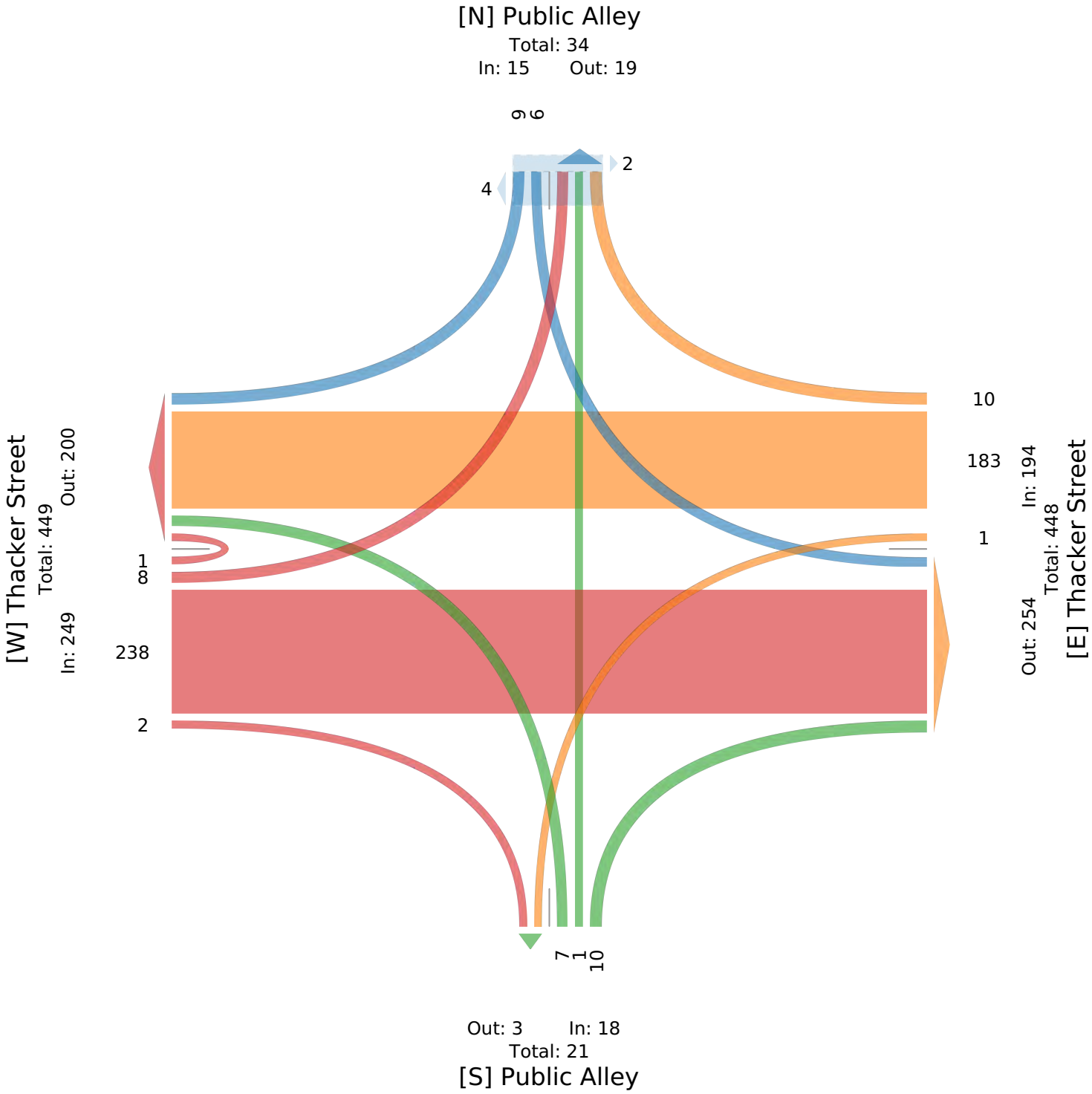
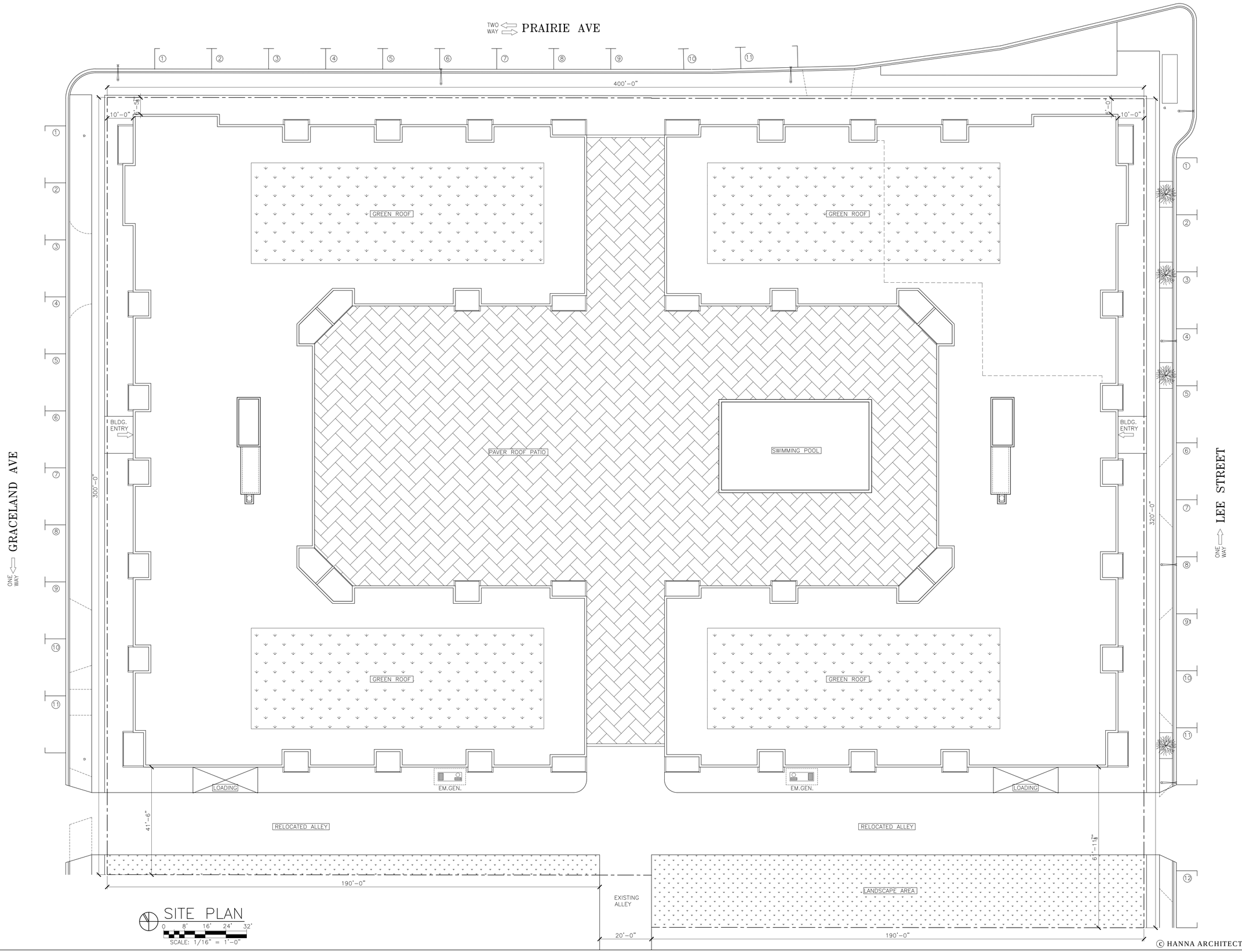


Site Plan



SITE PLAN

0 8' 16' 24' 32'

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

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180 W. WASHINGTON
CHICAGO, ILLINOIS 60602
FAX (312) 750-1801

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ISSUED - REVIEW
ISSUED - PERMIT MAY 21, 2024
ISSUED - BID

STATE OF ILLINOIS
JOHN A. HANNA
001-010137
LICENSED ARCHITECT

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LICENSE EXPIRES ON 11/30/24

PROJECT NAME & ADDRESS
760 LEE ST
731 GRACELAND

278 UNIT 7 STORY BUILDING W/GROUND FLOOR RETAIL

DES PLAINES, ILL

SHEET TITLE
SITE PLAN & NOTES

FILENAME

SHEET NUMBER
A-1

ITE Trip Generation Sheets

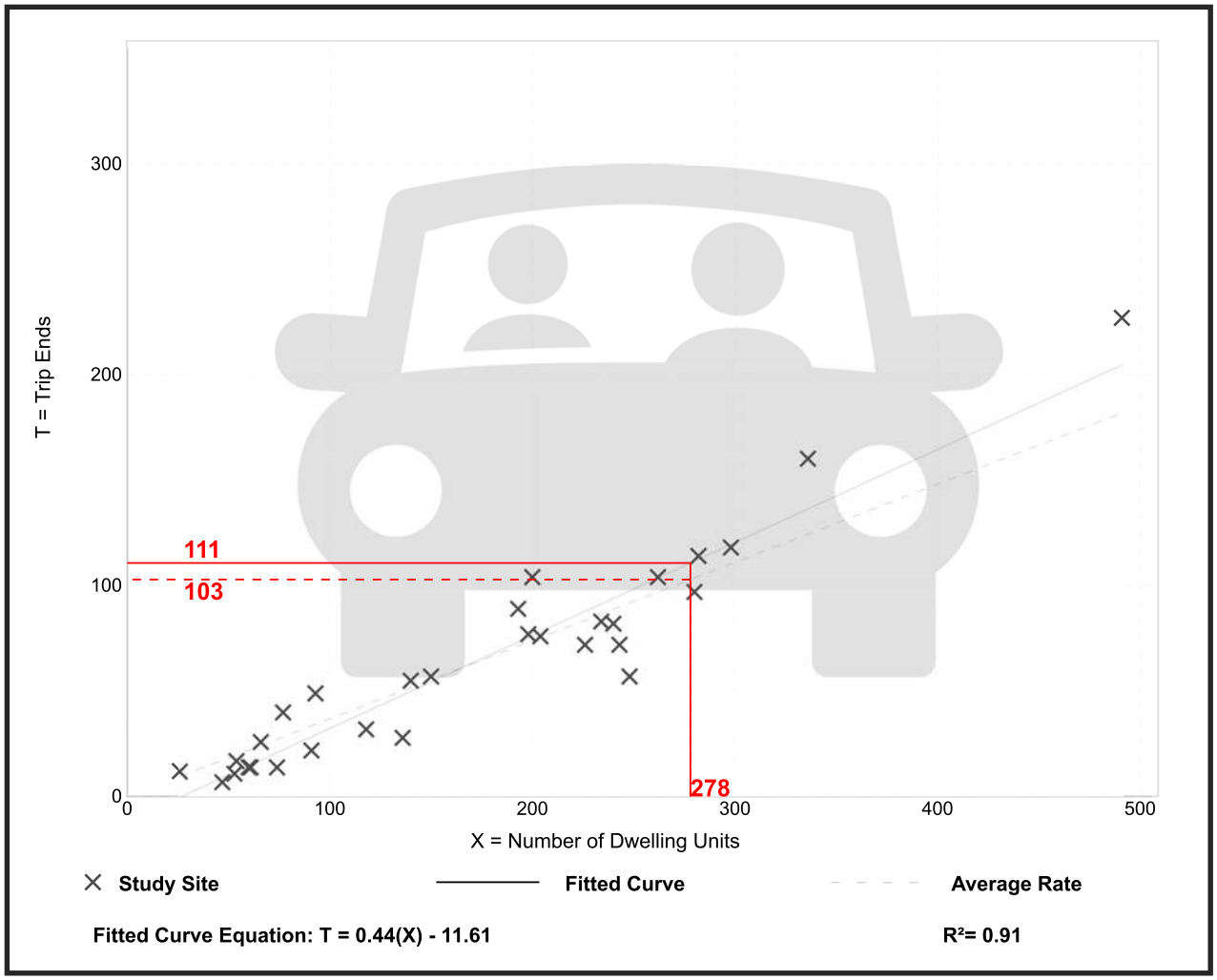
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	30
Avg. Num. of Dwelling Units:	173
Directional Distribution:	23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

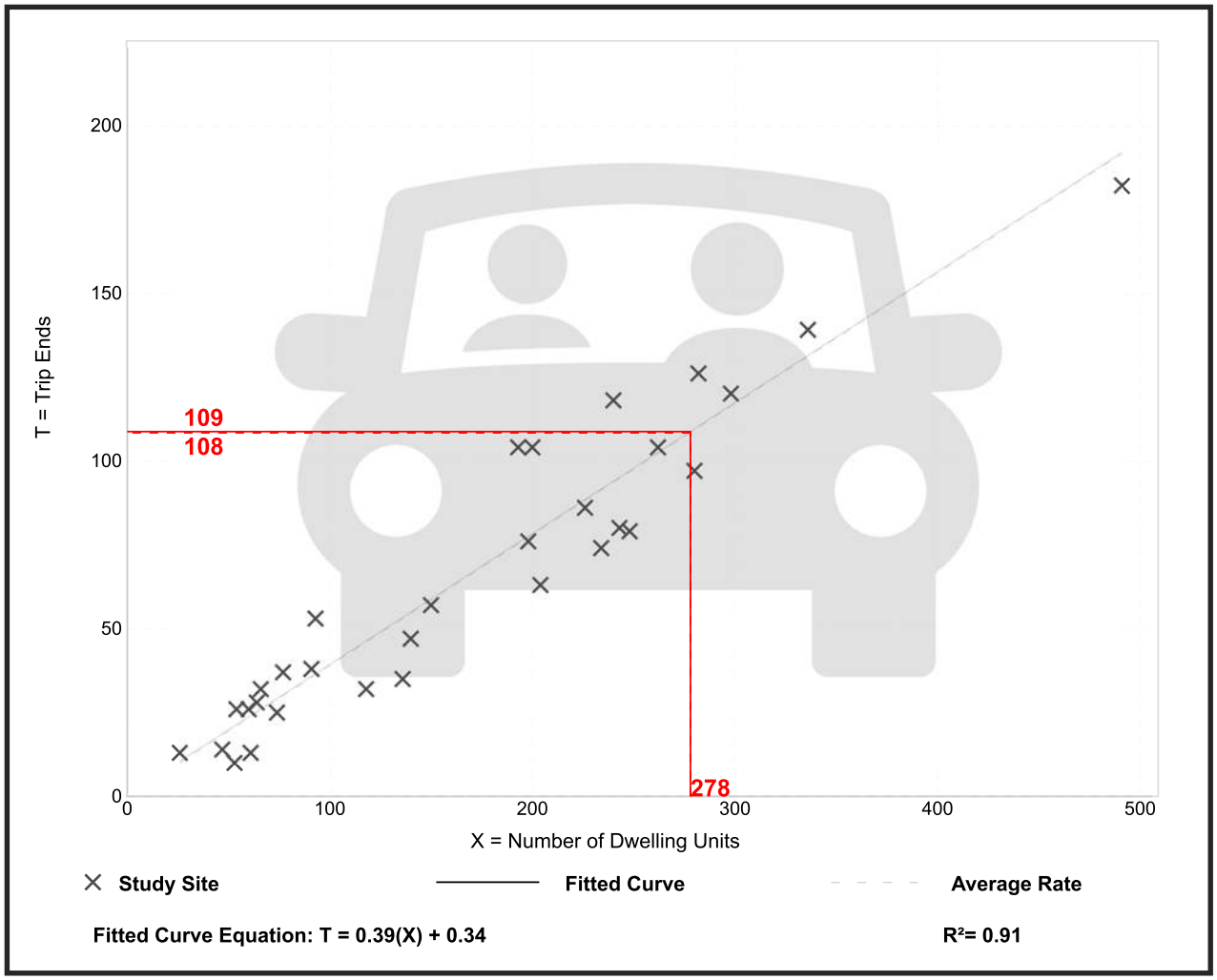
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 31
Avg. Num. of Dwelling Units: 169
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

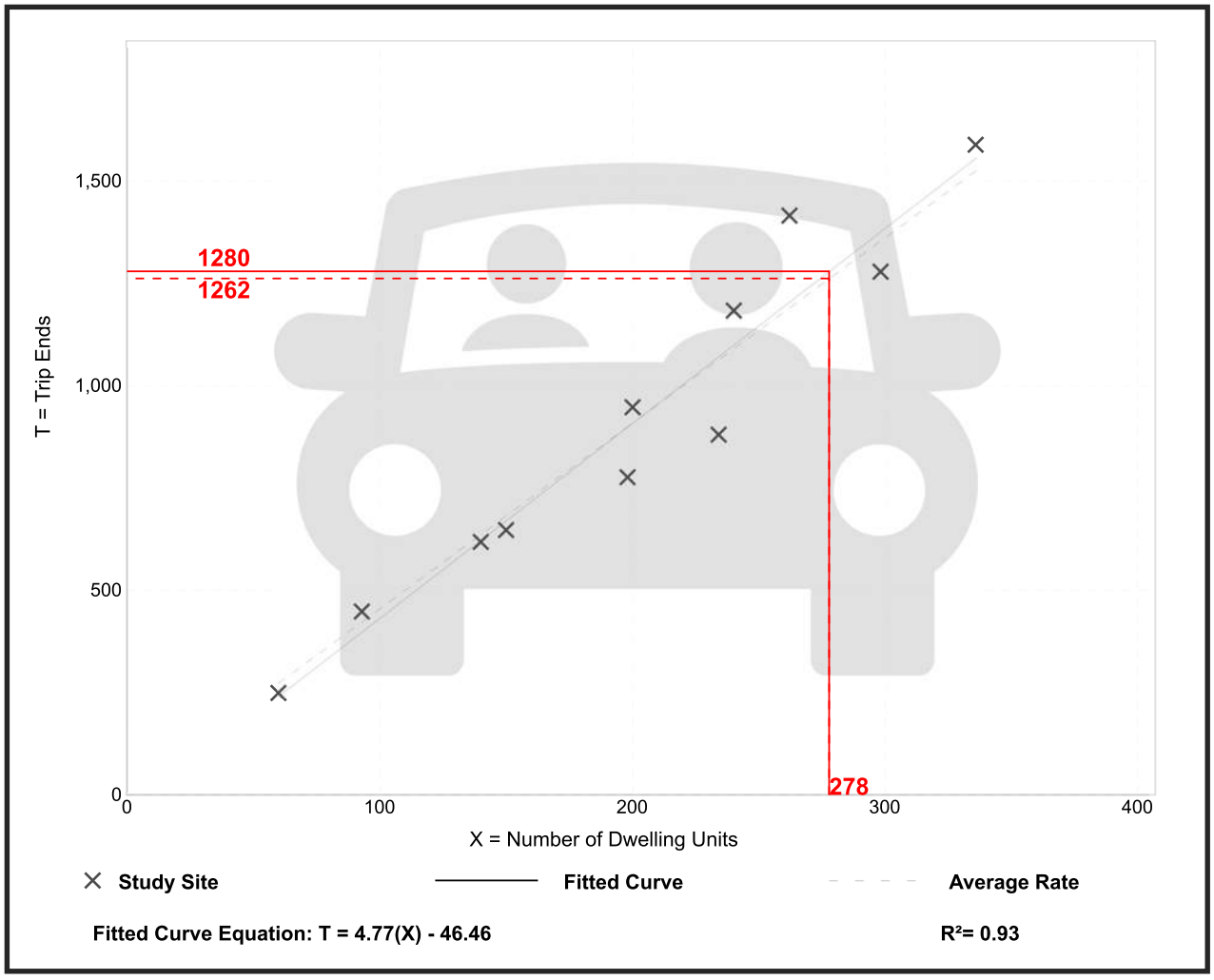
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



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Strip Retail Plaza (<40k)
(822)

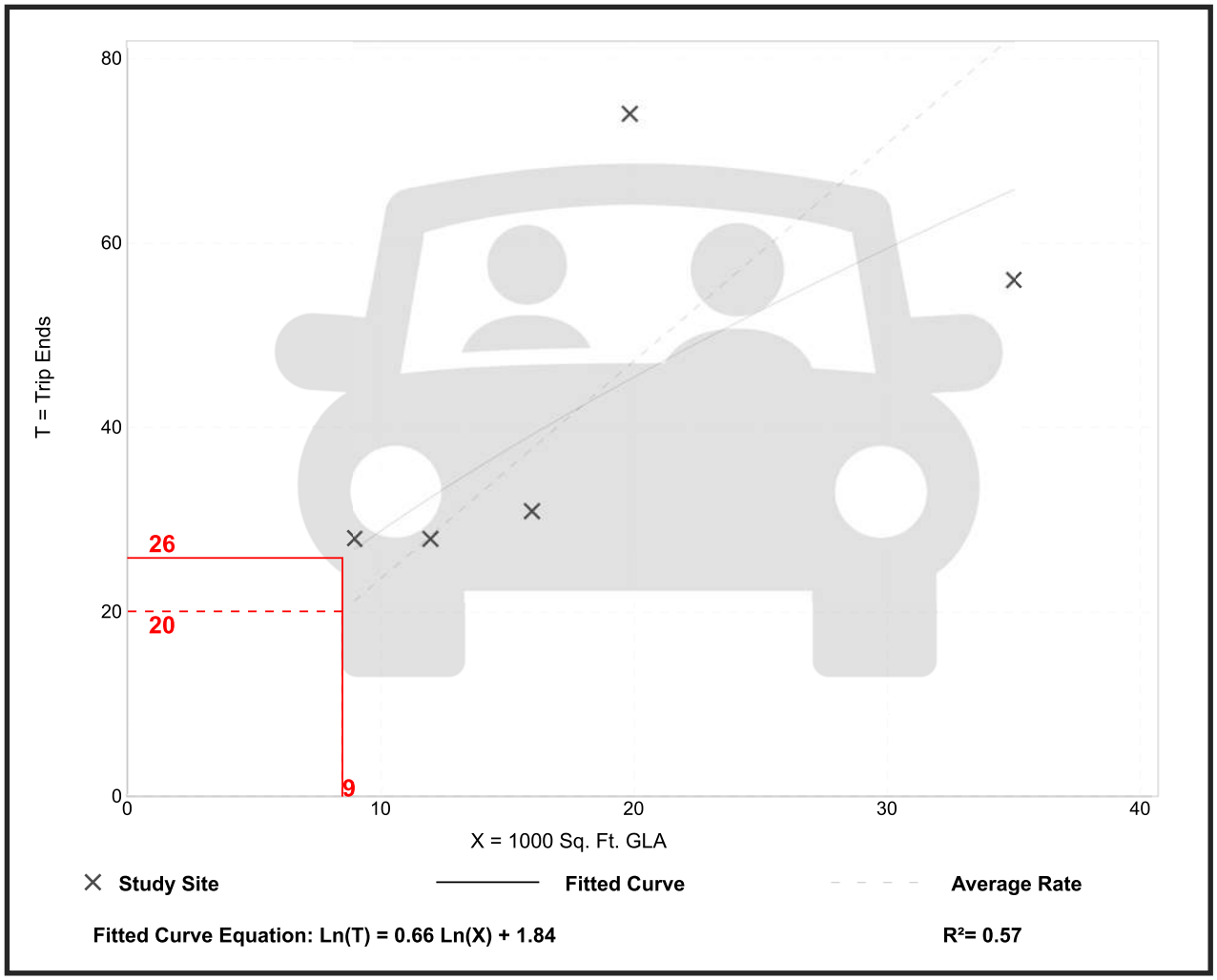
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



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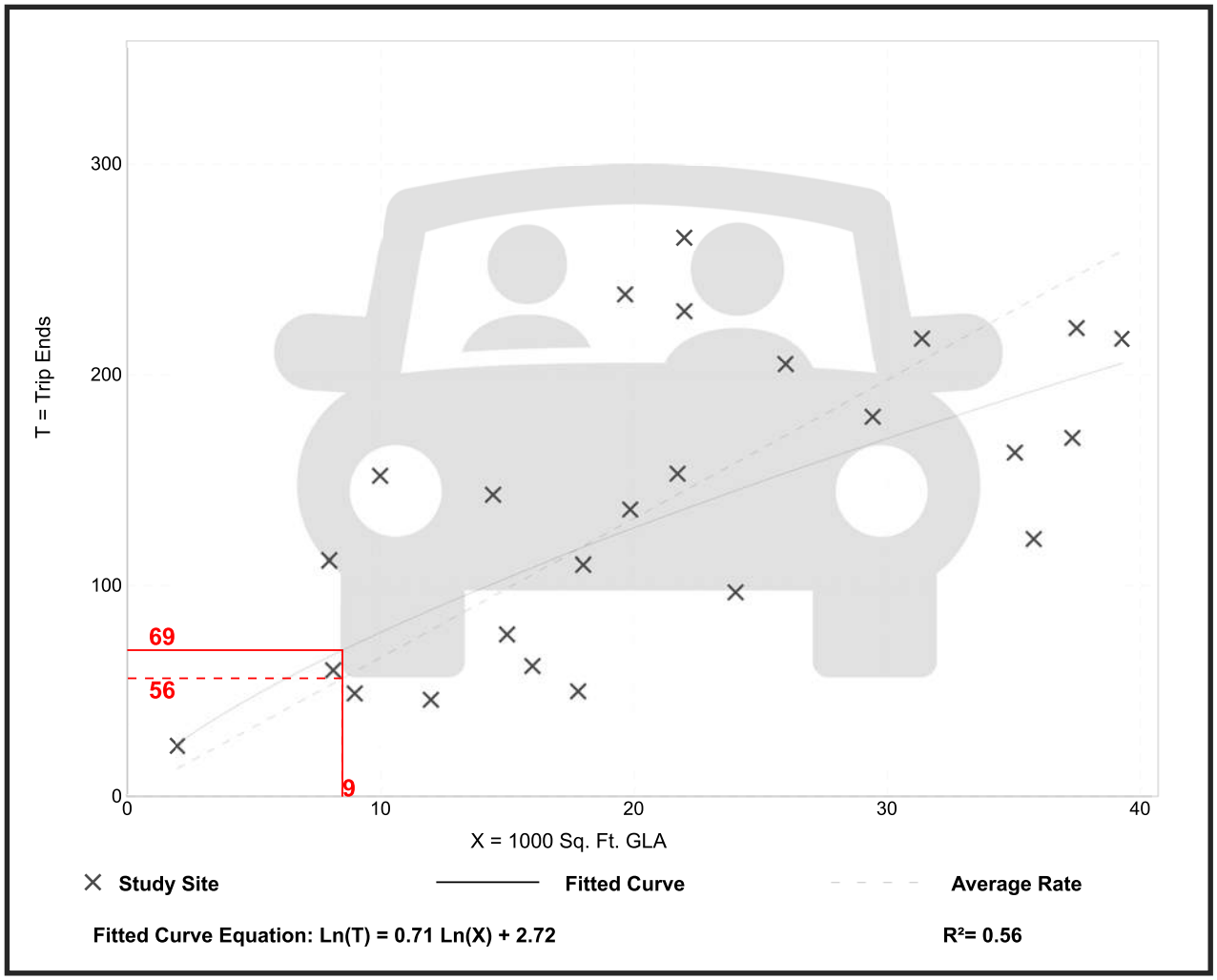
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



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Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

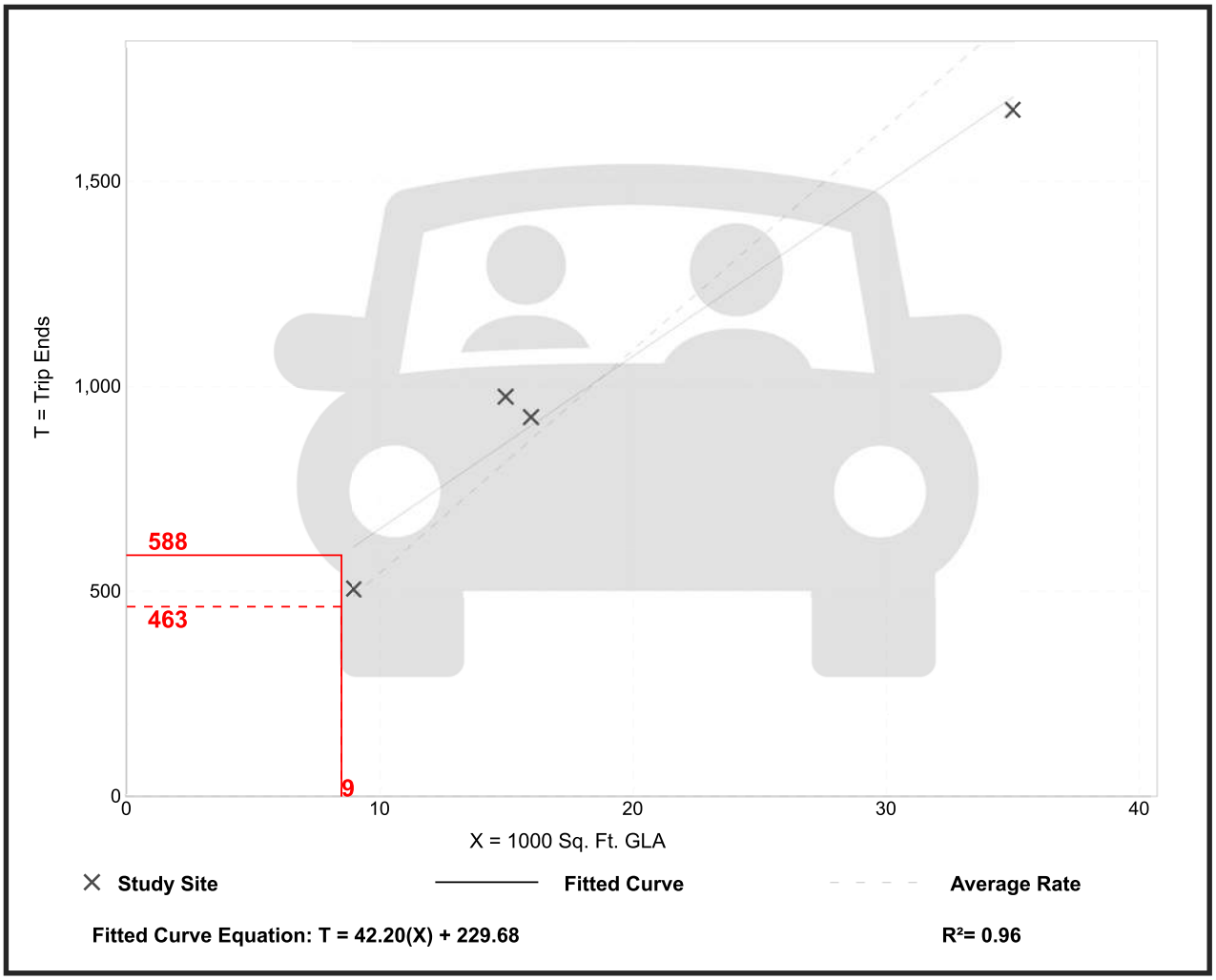
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

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

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

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

Capacity Analysis Summary Sheets

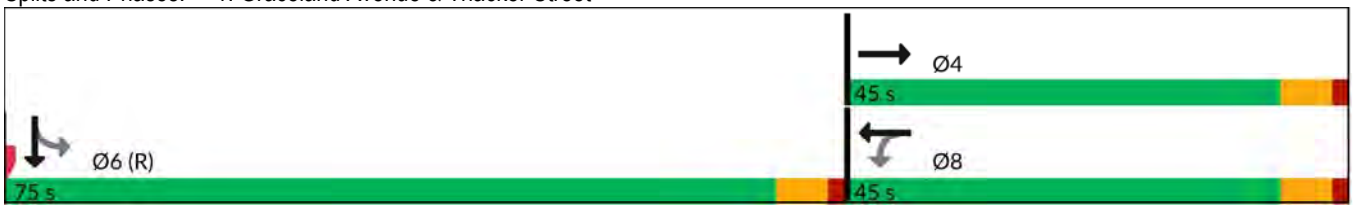
Weekday Morning Peak Hour – Existing Conditions

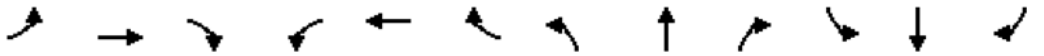
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	209	36	54	145	0	0	0	0	63	484	82
Future Volume (vph)	0	209	36	54	145	0	0	0	0	63	484	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	25		0	0		0	270		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.980									0.978	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1771	0	1719	1810	0	0	0	0	1752	3381	0
Flt Permitted				0.328						0.950		
Satd. Flow (perm)	0	1771	0	594	1810	0	0	0	0	1752	3381	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8									27	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		290			224			262			657	
Travel Time (s)		6.6			5.1			6.0			14.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	6%	0%	5%	5%	0%	0%	0%	0%	3%	4%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	256	0	56	151	0	0	0	0	66	589	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Detector Phase		4		8	8					6	6	
Switch Phase												
Minimum Initial (s)		1.0		10.0	10.0					10.0	10.0	
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (s)		45.0		45.0	45.0					75.0	75.0	
Total Split (%)		37.5%		37.5%	37.5%					62.5%	62.5%	
Yellow Time (s)		4.5		4.5	4.5					4.5	4.5	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)		6.0		6.0	6.0					6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		None		None	None					C-Min	C-Min	
Act Effct Green (s)		22.4		22.4	22.4					85.6	85.6	
Actuated g/C Ratio		0.19		0.19	0.19					0.71	0.71	
v/c Ratio		0.76		0.51	0.45					0.05	0.24	
Control Delay (s/veh)		59.0		59.2	48.0					3.3	4.1	
Queue Delay		0.0		0.0	0.0					0.0	0.0	
Total Delay (s/veh)		59.0		59.2	48.0					3.3	4.1	
LOS		E		E	D					A	A	
Approach Delay (s/veh)		59.0			51.0						4.0	
Approach LOS		E			D						A	
Queue Length 50th (ft)		184		45	121					13	80	
Queue Length 95th (ft)		257		90	189					15	126	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		210			144			182			577	
Turn Bay Length (ft)				25						270		
Base Capacity (vph)		580		193	588					1250	2420	
Starvation Cap Reductn		0		0	0					0	0	
Spillback Cap Reductn		0		0	0					0	0	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		0.44		0.29	0.26					0.05	0.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 81.6 (68%), Referenced to phase 2: and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 25.3		Intersection LOS: C	
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Graceland Avenue & Thacker Street



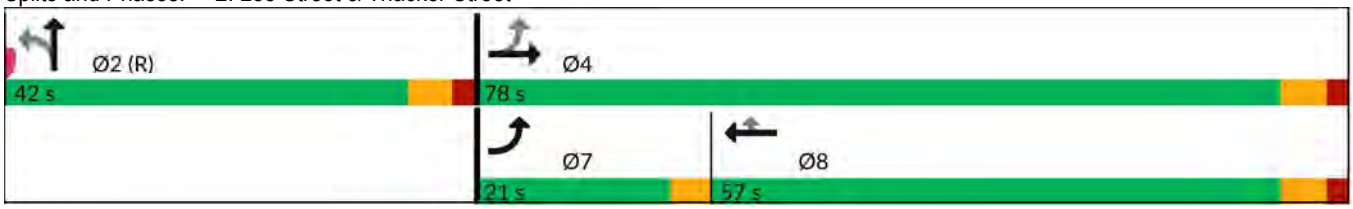


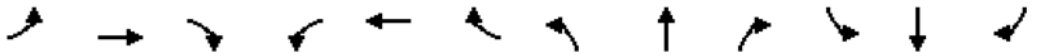
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	196	0	0	163	31	31	464	69	0	0	0
Future Volume (vph)	73	196	0	0	163	31	31	464	69	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Frt						0.850		0.982				
Flt Protected	0.950							0.997				
Satd. Flow (prot)	1687	1980	0	0	1827	1568	0	4794	0	0	0	0
Flt Permitted	0.372							0.997				
Satd. Flow (perm)	661	1980	0	0	1827	1568	0	4794	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						59		21				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		219			1072			260			1305	
Travel Time (s)		5.0			24.4			5.9			29.7	
Peak Hour Factor	0.86	0.93	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	7%	1%	0%	0%	4%	3%	3%	7%	0%	0%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	211	0	0	190	36	0	656	0	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2					
Detector Phase	7	4			8	8	2	2				
Switch Phase												
Minimum Initial (s)	3.0	8.0			8.0	8.0	15.0	15.0				
Minimum Split (s)	9.5	24.0			24.0	24.0	24.0	24.0				
Total Split (s)	21.0	78.0			57.0	57.0	42.0	42.0				
Total Split (%)	17.5%	65.0%			47.5%	47.5%	35.0%	35.0%				
Yellow Time (s)	3.5	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	0.0	2.0			2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0				
Total Lost Time (s)	3.5	6.0			6.0	6.0		6.0				
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	None			None	None	C-Min	C-Min				
Act Effct Green (s)	33.8	31.3			19.1	19.1		76.7				
Actuated g/C Ratio	0.28	0.26			0.16	0.16		0.64				
v/c Ratio	0.31	0.41			0.65	0.12		0.21				
Control Delay (s/veh)	32.3	36.0			57.5	4.7		10.3				
Queue Delay	0.0	0.0			0.0	0.0		0.0				
Total Delay (s/veh)	32.3	36.0			57.5	4.7		10.3				
LOS	C	D			E	A		B				
Approach Delay (s/veh)		35.0			49.1			10.3				
Approach LOS		C			D			B				
Queue Length 50th (ft)	64	163			140	0		73				
Queue Length 95th (ft)	106	235			195	11		111				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		139			992			180			1225	
Turn Bay Length (ft)	25											
Base Capacity (vph)	338	1188			776	700		3071				
Starvation Cap Reductn	0	0			0	0		0				
Spillback Cap Reductn	0	0			0	0		0				
Storage Cap Reductn	0	0			0	0		0				
Reduced v/c Ratio	0.25	0.18			0.24	0.05		0.21				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 23.9		Intersection LOS: C	
Intersection Capacity Utilization 38.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Lee Street & Thacker Street



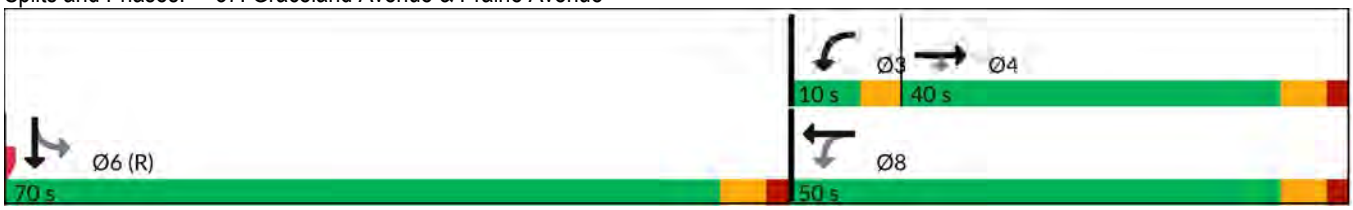


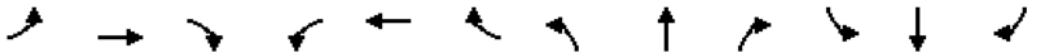
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	164	10	8	24	0	0	0	0	34	455	69
Future Volume (vph)	0	164	10	8	24	0	0	0	0	34	455	69
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		70	75		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			85			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			0.98	1.00							1.00	
Frt			0.850								0.981	
Flt Protected				0.950							0.997	
Satd. Flow (prot)	0	1980	1615	1805	1923	0	0	0	0	0	3403	0
Flt Permitted				0.354							0.997	
Satd. Flow (perm)	0	1980	1586	670	1923	0	0	0	0	0	3401	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59								20	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		341			222			602			414	
Travel Time (s)		9.3			6.1			13.7			9.4	
Confl. Peds. (#/hr)			3	3						3		3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	1%	0%	0%	4%	2%	2%	2%	2%	0%	4%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	11	9	26	0	0	0	0	0	607	0
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		
Detector Phase		4	4	3	8					6	6	
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Minimum Split (s)		24.0	24.0	9.5	24.0					24.0	24.0	
Total Split (s)		40.0	40.0	10.0	50.0					70.0	70.0	
Total Split (%)		33.3%	33.3%	8.3%	41.7%					58.3%	58.3%	
Yellow Time (s)		4.0	4.0	3.5	4.0					4.0	4.0	
All-Red Time (s)		2.0	2.0	0.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	
Total Lost Time (s)		6.0	6.0	3.5	6.0						6.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		None	None	None	None					C-Max	C-Max	
Act Effct Green (s)		16.2	16.2	20.7	18.2						89.8	
Actuated g/C Ratio		0.14	0.14	0.17	0.15						0.75	
v/c Ratio		0.67	0.04	0.05	0.09						0.24	
Control Delay (s/veh)		61.2	0.3	53.0	60.0						5.5	
Queue Delay		0.0	0.0	0.0	0.0						0.0	
Total Delay (s/veh)		61.2	0.3	53.0	60.0						5.5	
LOS		E	A	D	E						A	
Approach Delay (s/veh)		57.7			58.2						5.5	
Approach LOS		E			E						A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		133	0	6	19						57	
Queue Length 95th (ft)		198	0	20	49						128	
Internal Link Dist (ft)		261			142			522			334	
Turn Bay Length (ft)			70	75								
Base Capacity (vph)		561	491	176	705						2551	
Starvation Cap Reductn		0	0	0	0						0	
Spillback Cap Reductn		0	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.32	0.02	0.05	0.04						0.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 19.6		Intersection LOS: B	
Intersection Capacity Utilization 38.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 37: Graceland Avenue & Prairie Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	106	0	0	24	46	10	458	20	0	0	0
Future Volume (vph)	98	106	0	0	24	46	10	458	20	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	45			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.91	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor	1.00				0.99			1.00				
Frt					0.901			0.994				
Flt Protected	0.950							0.999				
Satd. Flow (prot)	1770	1881	0	0	3097	0	0	4868	0	0	0	0
Flt Permitted	0.440							0.999				
Satd. Flow (perm)	818	1881	0	0	3097	0	0	4867	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					50			8				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		161			211			1305			391	
Travel Time (s)		4.4			5.8			29.7			8.9	
Confl. Peds. (#/hr)	1					1	3		6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	1%	0%	0%	8%	2%	0%	6%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	107	115	0	0	76	0	0	531	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	7	4			8			2				
Permitted Phases	4						2					
Detector Phase	7	4			8		2	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0				
Minimum Split (s)	9.5	24.0			24.0		24.0	24.0				
Total Split (s)	19.0	48.0			29.0		72.0	72.0				
Total Split (%)	15.8%	40.0%			24.2%		60.0%	60.0%				
Yellow Time (s)	3.5	4.0			4.0		4.0	4.0				
All-Red Time (s)	0.0	2.0			2.0		2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	3.5	6.0			6.0			6.0				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	None			None		C-Max	C-Max				
Act Effct Green (s)	23.0	20.5			6.7			87.5				
Actuated g/C Ratio	0.19	0.17			0.06			0.73				
v/c Ratio	0.42	0.36			0.34			0.15				
Control Delay (s/veh)	33.8	33.9			27.4			3.1				
Queue Delay	0.0	0.0			0.0			0.0				
Total Delay (s/veh)	33.8	33.9			27.4			3.1				
LOS	C	C			C			A				
Approach Delay (s/veh)		33.9			27.4			3.1				
Approach LOS		C			C			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	18	22			10			4				
Queue Length 95th (ft)	90	99			35			31				
Internal Link Dist (ft)		81			131			1225			311	
Turn Bay Length (ft)	75											
Base Capacity (vph)	286	658			634			3552				
Starvation Cap Reductn	0	0			0			0				
Spillback Cap Reductn	0	0			0			0				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.37	0.17			0.12			0.15				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay (s/veh): 13.6		Intersection LOS: B	
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 40: Lee Street & Prairie Avenue

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	196	4	3	31	0	10
Future Vol, veh/h	196	4	3	31	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	33	7	0	0
Mvmt Flow	213	4	3	34	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	217	0	255	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	-	-	4.43	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.497	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1189	-	738	830
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1189	-	736	830
Mov Cap-2 Maneuver	-	-	-	-	736	-
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	985	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.71	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	830	-	-	159	-
HCM Lane V/C Ratio	0.013	-	-	0.003	-
HCM Control Delay (s/veh)	9.4	-	-	8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	262	2	1	183	10	7	1	10	6	0	9
Future Vol, veh/h	8	262	2	1	183	10	7	1	10	6	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	4	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	9	288	2	1	201	11	8	1	11	7	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	212	0	0	290	0	0	510	521	289	515	516	207
Stage 1	-	-	-	-	-	-	307	307	-	209	209	-
Stage 2	-	-	-	-	-	-	203	214	-	306	308	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1370	-	-	1283	-	-	477	463	755	474	465	839
Stage 1	-	-	-	-	-	-	708	665	-	798	733	-
Stage 2	-	-	-	-	-	-	803	729	-	708	664	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1370	-	-	1283	-	-	468	459	755	462	461	839
Mov Cap-2 Maneuver	-	-	-	-	-	-	468	459	-	462	461	-
Stage 1	-	-	-	-	-	-	702	660	-	797	732	-
Stage 2	-	-	-	-	-	-	793	728	-	691	659	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.22	0.04	11.29	10.85
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	592	53	-	-	9	-	-	632
HCM Lane V/C Ratio	0.033	0.006	-	-	0.001	-	-	0.026
HCM Control Delay (s/veh)	11.3	7.6	0	-	7.8	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	0	0	537	3
Future Vol, veh/h	0	4	0	0	537	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	0	0	584	3

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	293		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	6.94		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.32		-	-
Pot Cap-1 Maneuver	0	703		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	703		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	10.1	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	703	-	-
HCM Lane V/C Ratio	0.006	-	-
HCM Control Delay (s/veh)	10.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Capacity Analysis Summary Sheets

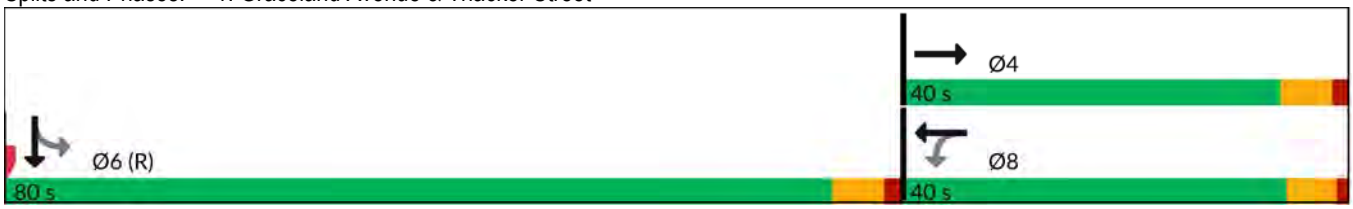
Weekday Evening Peak Hour – Existing Conditions

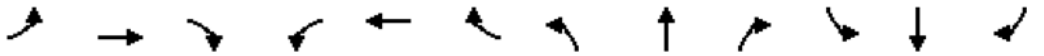
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	208	45	58	199	0	0	0	0	43	493	135
Future Volume (vph)	0	208	45	58	199	0	0	0	0	43	493	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	25		0	0		0	270		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.976									0.968	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1833	0	1770	1845	0	0	0	0	1805	3426	0
Flt Permitted				0.292						0.950		
Satd. Flow (perm)	0	1833	0	544	1845	0	0	0	0	1805	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9									54	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		263			239			208			650	
Travel Time (s)		6.0			5.4			4.7			14.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	2%	2%	3%	0%	0%	0%	0%	0%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	281	0	64	221	0	0	0	0	48	698	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Detector Phase		4		8	8					6	6	
Switch Phase												
Minimum Initial (s)		10.0		5.0	5.0					10.0	10.0	
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (s)		40.0		40.0	40.0					80.0	80.0	
Total Split (%)		33.3%		33.3%	33.3%					66.7%	66.7%	
Yellow Time (s)		4.5		4.5	4.5					4.5	4.5	
All-Red Time (s)		1.5		1.0	1.0					1.5	1.5	
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)		6.0		5.5	5.5					6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		None		None	None					C-Min	C-Min	
Act Effct Green (s)		23.2		23.7	23.7					84.8	84.8	
Actuated g/C Ratio		0.19		0.20	0.20					0.71	0.71	
v/c Ratio		0.78		0.60	0.61					0.04	0.29	
Control Delay (s/veh)		59.0		66.3	51.8					6.4	6.4	
Queue Delay		0.0		0.0	0.0					0.0	0.0	
Total Delay (s/veh)		59.0		66.3	51.8					6.4	6.4	
LOS		E		E	D					A	A	
Approach Delay (s/veh)		59.0			55.1						6.4	
Approach LOS		E			E						A	
Queue Length 50th (ft)		202		51	177					10	80	
Queue Length 95th (ft)		279		99	257					25	131	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		183			159			128			570	
Turn Bay Length (ft)				25						270		
Base Capacity (vph)		525		156	530					1276	2437	
Starvation Cap Reductn		0		0	0					0	0	
Spillback Cap Reductn		0		0	0					0	0	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		0.54		0.41	0.42					0.04	0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 11.6 (10%), Referenced to phase 2: and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 28.3		Intersection LOS: C	
Intersection Capacity Utilization 50.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Graceland Avenue & Thacker Street



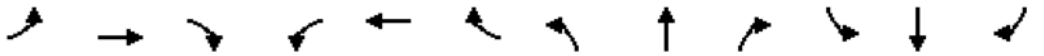


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	172	0	0	203	22	59	524	90	0	0	0
Future Volume (vph)	77	172	0	0	203	22	59	524	90	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Frt						0.850		0.980				
Flt Protected	0.950							0.996				
Satd. Flow (prot)	1752	1980	0	0	2000	1369	0	4964	0	0	0	0
Flt Permitted	0.314							0.996				
Satd. Flow (perm)	579	1980	0	0	2000	1369	0	4964	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						59		25				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		219			1072			260			1315	
Travel Time (s)		5.0			24.4			5.9			29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.91	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	1%	0%	0%	0%	18%	2%	2%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	187	0	0	223	24	0	732	0	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2					
Detector Phase	7	4			8	8	2	2				
Switch Phase												
Minimum Initial (s)	3.0	8.0			8.0	8.0	15.0	15.0				
Minimum Split (s)	9.5	22.5			22.5	22.5	22.5	22.5				
Total Split (s)	13.0	78.0			65.0	65.0	42.0	42.0				
Total Split (%)	10.8%	65.0%			54.2%	54.2%	35.0%	35.0%				
Yellow Time (s)	3.5	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	0.0	2.0			2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0				
Total Lost Time (s)	3.5	6.0			6.0	6.0		6.0				
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	None			None	None	C-Min	C-Min				
Act Effct Green (s)	33.7	31.2			20.1	20.1		76.8				
Actuated g/C Ratio	0.28	0.26			0.17	0.17		0.64				
v/c Ratio	0.33	0.36			0.67	0.09		0.23				
Control Delay (s/veh)	35.4	37.0			56.1	0.6		10.1				
Queue Delay	0.0	0.0			0.0	0.0		0.0				
Total Delay (s/veh)	35.4	37.0			56.1	0.6		10.1				
LOS	D	D			E	A		B				
Approach Delay (s/veh)		36.5			50.7			10.1				
Approach LOS		D			D			B				
Queue Length 50th (ft)	65	147			164	0		83				
Queue Length 95th (ft)	119	225			232	1		120				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		139			992			180			1235	
Turn Bay Length (ft)	25											
Base Capacity (vph)	262	1188			983	703		3187				
Starvation Cap Reductn	0	0			0	0		0				
Spillback Cap Reductn	0	0			0	0		0				
Storage Cap Reductn	0	0			0	0		0				
Reduced v/c Ratio	0.32	0.16			0.23	0.03		0.23				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 51.6 (43%), Referenced to phase 2:NBTL and 6:, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 23.9		Intersection LOS: C	
Intersection Capacity Utilization 41.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Lee Street & Thacker Street

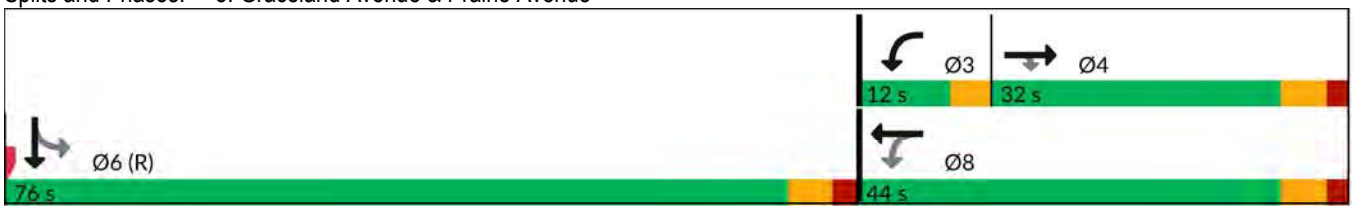


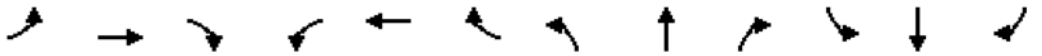
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	104	6	30	64	0	0	0	0	42	649	45
Future Volume (vph)	0	104	6	30	64	0	0	0	0	42	649	45
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		70	75		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			85			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			0.98	0.99							1.00	
Frt			0.850								0.991	
Flt Protected				0.950							0.997	
Satd. Flow (prot)	0	2000	1615	1752	1961	0	0	0	0	0	3493	0
Flt Permitted				0.477							0.997	
Satd. Flow (perm)	0	2000	1580	873	1961	0	0	0	0	0	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59								9	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		255			224			609			168	
Travel Time (s)		7.0			6.1			13.8			3.8	
Confl. Peds. (#/hr)			5	5						10		6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	3%	2%	2%	2%	2%	2%	2%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	113	7	33	70	0	0	0	0	0	800	0
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		
Detector Phase		4	4	3	8					6	6	
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Minimum Split (s)		24.0	24.0	9.5	24.0					24.0	24.0	
Total Split (s)		32.0	32.0	12.0	44.0					76.0	76.0	
Total Split (%)		26.7%	26.7%	10.0%	36.7%					63.3%	63.3%	
Yellow Time (s)		4.0	4.0	3.5	4.0					4.0	4.0	
All-Red Time (s)		2.0	2.0	0.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	
Total Lost Time (s)		6.0	6.0	3.5	6.0						6.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		None	None	None	None					C-Max	C-Max	
Act Effct Green (s)		12.1	12.1	21.5	19.0						89.0	
Actuated g/C Ratio		0.10	0.10	0.18	0.16						0.74	
v/c Ratio		0.56	0.03	0.16	0.23						0.31	
Control Delay (s/veh)		61.4	0.3	47.3	64.1						6.5	
Queue Delay		0.0	0.0	0.0	0.0						0.0	
Total Delay (s/veh)		61.4	0.3	47.3	64.1						6.5	
LOS		E	A	D	E						A	
Approach Delay (s/veh)		57.9			58.8						6.5	
Approach LOS		E			E						A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		85	0	26	54						107	
Queue Length 95th (ft)		140	0	32	79						163	
Internal Link Dist (ft)		175			144			529			88	
Turn Bay Length (ft)			70	75								
Base Capacity (vph)		433	388	219	620						2586	
Starvation Cap Reductn		0	0	0	0						0	
Spillback Cap Reductn		0	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.26	0.02	0.15	0.11						0.31	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2: and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 17.8		Intersection LOS: B	
Intersection Capacity Utilization 44.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Graceland Avenue & Prairie Avenue



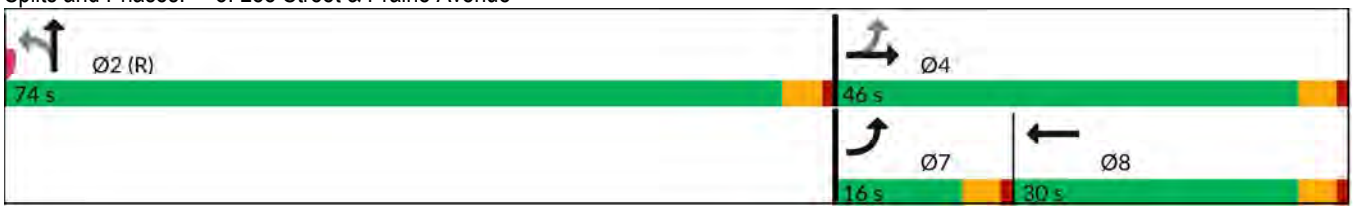


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	63	0	0	75	35	18	593	28	0	0	0
Future Volume (vph)	94	63	0	0	75	35	18	593	28	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	45			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.91	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor	0.99				0.99			1.00				
Frt					0.952			0.994				
Flt Protected	0.950							0.999				
Satd. Flow (prot)	1805	1942	0	0	3415	0	0	4992	0	0	0	0
Flt Permitted	0.438							0.999				
Satd. Flow (perm)	827	1942	0	0	3415	0	0	4984	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					38			10				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		163			193			1315			338	
Travel Time (s)		4.4			5.3			29.9			7.7	
Confl. Peds. (#/hr)	4					4	16		9			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	2%	2%	0%	0%	6%	3%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	68	0	0	120	0	0	695	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	7	4			8			2				
Permitted Phases	4						2					
Detector Phase	7	4			8		2	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0				
Minimum Split (s)	9.5	22.5			22.5		22.5	22.5				
Total Split (s)	16.0	46.0			30.0		74.0	74.0				
Total Split (%)	13.3%	38.3%			25.0%		61.7%	61.7%				
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	4.5	4.5			4.5			4.5				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	None			None		C-Max	C-Max				
Act Effct Green (s)	23.2	23.2			8.3			87.8				
Actuated g/C Ratio	0.19	0.19			0.07			0.73				
v/c Ratio	0.42	0.18			0.44			0.19				
Control Delay (s/veh)	69.1	66.3			41.2			4.6				
Queue Delay	0.0	0.0			0.0			0.0				
Total Delay (s/veh)	69.1	66.3			41.2			4.6				
LOS	E	E			D			A				
Approach Delay (s/veh)		68.0			41.2			4.6				
Approach LOS		E			D			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	82	54			32			47				
Queue Length 95th (ft)	140	101			62			65				
Internal Link Dist (ft)		83			113			1235			258	
Turn Bay Length (ft)	75											
Base Capacity (vph)	253	671			755			3647				
Starvation Cap Reductn	0	0			0			0				
Spillback Cap Reductn	0	0			0			0				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.40	0.10			0.16			0.19				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay (s/veh): 20.0		Intersection LOS: C	
Intersection Capacity Utilization 34.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Lee Street & Prairie Avenue



Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	0	707	8
Future Vol, veh/h	0	3	0	0	707	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	2	2	2	0
Mvmt Flow	0	3	0	0	768	9

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	389		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	6.9		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.3		-	-
Pot Cap-1 Maneuver	0	616		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	616		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	10.88	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	616	-	-
HCM Lane V/C Ratio	0.005	-	-
HCM Control Delay (s/veh)	10.9	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	238	6	6	241	15	3	2	1	10	1	13
Future Vol, veh/h	7	238	6	6	241	15	3	2	1	10	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	8	274	7	7	277	17	3	2	1	11	1	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	294	0	0	280	0	0	584	601	277	590	596	286
Stage 1	-	-	-	-	-	-	293	293	-	299	299	-
Stage 2	-	-	-	-	-	-	291	308	-	291	297	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1279	-	-	1294	-	-	426	417	767	422	420	758
Stage 1	-	-	-	-	-	-	719	674	-	714	670	-
Stage 2	-	-	-	-	-	-	721	664	-	721	672	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1279	-	-	1294	-	-	410	411	767	413	414	758
Mov Cap-2 Maneuver	-	-	-	-	-	-	410	411	-	413	414	-
Stage 1	-	-	-	-	-	-	714	669	-	709	665	-
Stage 2	-	-	-	-	-	-	701	660	-	712	667	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.22	0.18	13.21	11.91
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	445	50	-	-	41	-	-	548
HCM Lane V/C Ratio	0.015	0.006	-	-	0.005	-	-	0.05
HCM Control Delay (s/veh)	13.2	7.8	0	-	7.8	0	-	11.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	143	2	4	87	2	18
Future Vol, veh/h	143	2	4	87	2	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	155	2	4	95	2	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	158	0	260	157
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1434	-	733	894
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1434	-	731	894
Mov Cap-2 Maneuver	-	-	-	-	731	-
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	923	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.33	9.22
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	875	-	-	79	-
HCM Lane V/C Ratio	0.025	-	-	0.003	-
HCM Control Delay (s/veh)	9.2	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Capacity Analysis Summary Sheets

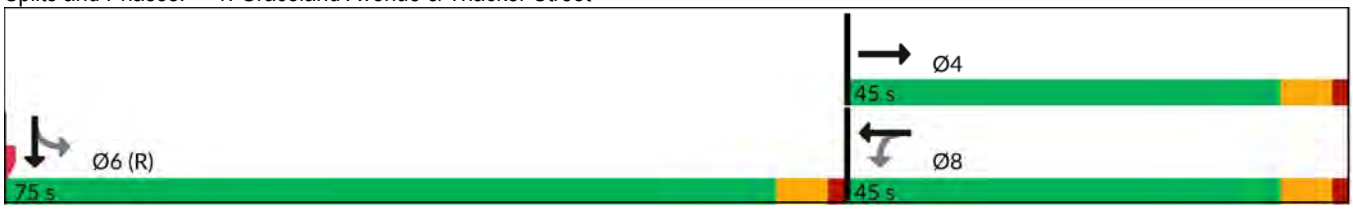
Weekday Morning Peak Hour – Projected Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	248	38	69	175	0	0	0	0	110	549	95
Future Volume (vph)	0	248	38	69	175	0	0	0	0	110	549	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	25		0	0		0	270		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.982									0.978	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1774	0	1719	1810	0	0	0	0	1752	3380	0
Flt Permitted				0.284						0.950		
Satd. Flow (perm)	0	1774	0	514	1810	0	0	0	0	1752	3380	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7									28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		263			240			439			663	
Travel Time (s)		6.0			5.5			10.0			15.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	6%	0%	5%	5%	0%	0%	0%	0%	3%	4%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	298	0	72	182	0	0	0	0	115	671	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Detector Phase		4		8	8					6	6	
Switch Phase												
Minimum Initial (s)		1.0		10.0	10.0					10.0	10.0	
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (s)		45.0		45.0	45.0					75.0	75.0	
Total Split (%)		37.5%		37.5%	37.5%					62.5%	62.5%	
Yellow Time (s)		4.5		4.5	4.5					4.5	4.5	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)		6.0		6.0	6.0					6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		None		None	None					C-Min	C-Min	
Act Effct Green (s)		25.2		25.2	25.2					82.8	82.8	
Actuated g/C Ratio		0.21		0.21	0.21					0.69	0.69	
v/c Ratio		0.79		0.67	0.48					0.10	0.29	
Control Delay (s/veh)		58.2		71.6	44.7					4.8	5.8	
Queue Delay		0.0		0.0	0.0					0.0	0.0	
Total Delay (s/veh)		58.2		71.6	44.7					4.8	5.8	
LOS		E		E	D					A	A	
Approach Delay (s/veh)		58.2			52.4						5.7	
Approach LOS		E			D						A	
Queue Length 50th (ft)		215		57	142					31	108	
Queue Length 95th (ft)		293		108	212					68	183	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		183			160			359			583	
Turn Bay Length (ft)				25						270		
Base Capacity (vph)		581		167	588					1208	2339	
Starvation Cap Reductn		0		0	0					0	0	
Spillback Cap Reductn		0		0	0					0	0	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		0.51		0.43	0.31					0.10	0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 81.6 (68%), Referenced to phase 2: and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 26.2		Intersection LOS: C	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Graceland Avenue & Thacker Street

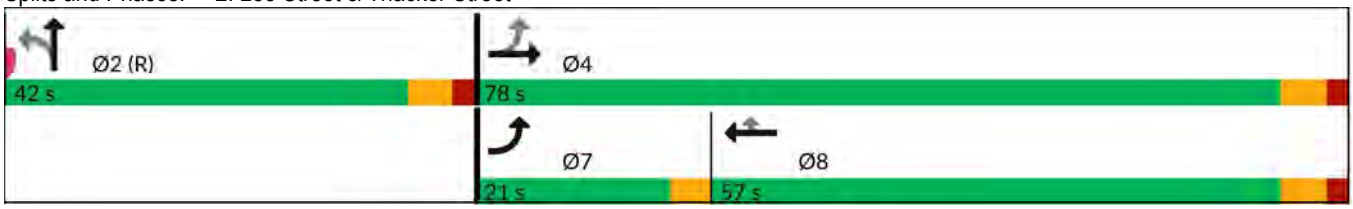


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	213	0	0	187	33	54	498	71	0	0	0
Future Volume (vph)	88	213	0	0	187	33	54	498	71	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Frt						0.850		0.983				
Flt Protected	0.950							0.996				
Satd. Flow (prot)	1687	1881	0	0	1827	1568	0	4798	0	0	0	0
Flt Permitted	0.341							0.996				
Satd. Flow (perm)	606	1881	0	0	1827	1568	0	4798	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						59		19				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		219			1072			260			955	
Travel Time (s)		5.0			24.4			5.9			21.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	7%	1%	0%	0%	4%	3%	3%	7%	0%	0%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	248	0	0	217	38	0	725	0	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2					
Detector Phase	7	4			8	8	2	2				
Switch Phase												
Minimum Initial (s)	3.0	8.0			8.0	8.0	15.0	15.0				
Minimum Split (s)	9.5	24.0			24.0	24.0	24.0	24.0				
Total Split (s)	21.0	78.0			57.0	57.0	42.0	42.0				
Total Split (%)	17.5%	65.0%			47.5%	47.5%	35.0%	35.0%				
Yellow Time (s)	3.5	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	0.0	2.0			2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0				
Total Lost Time (s)	3.5	6.0			6.0	6.0		6.0				
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	None			None	None	C-Min	C-Min				
Act Effct Green (s)	38.6	36.1			21.0	21.0		71.9				
Actuated g/C Ratio	0.32	0.30			0.18	0.18		0.60				
v/c Ratio	0.34	0.44			0.68	0.12		0.25				
Control Delay (s/veh)	29.6	33.9			56.6	4.7		12.4				
Queue Delay	0.0	0.0			0.0	0.0		0.0				
Total Delay (s/veh)	29.6	33.9			56.6	4.7		12.4				
LOS	C	C			E	A		B				
Approach Delay (s/veh)		32.6			48.9			12.4				
Approach LOS		C			D			B				
Queue Length 50th (ft)	74	187			159	0		88				
Queue Length 95th (ft)	105	246			214	13		134				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		139			992			180			875	
Turn Bay Length (ft)	25											
Base Capacity (vph)	352	1128			776	700		2880				
Starvation Cap Reductn	0	0			0	0		0				
Spillback Cap Reductn	0	0			0	0		0				
Storage Cap Reductn	0	0			0	0		0				
Reduced v/c Ratio	0.29	0.22			0.28	0.05		0.25				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 24.7		Intersection LOS: C	
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Lee Street & Thacker Street

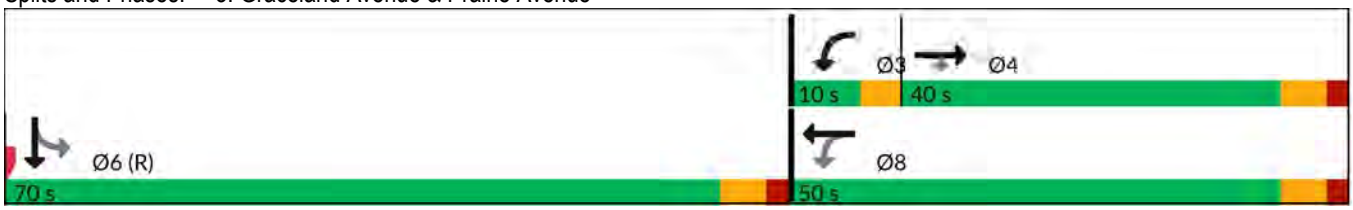


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	165	16	18	29	0	0	0	0	35	541	71
Future Volume (vph)	0	165	16	18	29	0	0	0	0	35	541	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		70	75		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			85			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			0.98	1.00							1.00	
Frt			0.850								0.984	
Flt Protected				0.950							0.997	
Satd. Flow (prot)	0	1881	1615	1805	1827	0	0	0	0	0	3412	0
Flt Permitted				0.362							0.997	
Satd. Flow (perm)	0	1881	1586	685	1827	0	0	0	0	0	3410	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59								17	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		280			297			313			152	
Travel Time (s)		7.6			8.1			7.1			3.5	
Confl. Peds. (#/hr)			3	3						3		3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	1%	0%	0%	4%	2%	2%	2%	2%	0%	4%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	17	20	32	0	0	0	0	0	703	0
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		
Detector Phase		4	4	3	8					6	6	
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Minimum Split (s)		24.0	24.0	9.5	24.0					24.0	24.0	
Total Split (s)		40.0	40.0	10.0	50.0					70.0	70.0	
Total Split (%)		33.3%	33.3%	8.3%	41.7%					58.3%	58.3%	
Yellow Time (s)		4.0	4.0	3.5	4.0					4.0	4.0	
All-Red Time (s)		2.0	2.0	0.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	
Total Lost Time (s)		6.0	6.0	3.5	6.0						6.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		None	None	None	None					C-Max	C-Max	
Act Effct Green (s)		16.8	16.8	23.3	20.8						87.2	
Actuated g/C Ratio		0.14	0.14	0.19	0.17						0.73	
v/c Ratio		0.68	0.06	0.11	0.10						0.28	
Control Delay (s/veh)		61.7	0.4	51.7	57.8						6.9	
Queue Delay		0.0	0.0	0.0	0.0						0.0	
Total Delay (s/veh)		61.7	0.4	51.7	57.8						6.9	
LOS		E	A	D	E						A	
Approach Delay (s/veh)		56.4			55.4						6.9	
Approach LOS		E			E						A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		134	0	15	23						71	
Queue Length 95th (ft)		200	0	33	57						156	
Internal Link Dist (ft)		200			217			233			72	
Turn Bay Length (ft)			70	75								
Base Capacity (vph)		532	491	193	669						2482	
Starvation Cap Reductn		0	0	0	0						0	
Spillback Cap Reductn		0	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.34	0.03	0.10	0.05						0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 19.7		Intersection LOS: B	
Intersection Capacity Utilization 45.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Graceland Avenue & Prairie Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	104	0	0	30	47	14	528	36	0	0	0
Future Volume (vph)	96	104	0	0	30	47	14	528	36	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	45			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.91	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor	1.00				0.99			1.00				
Frt					0.909			0.991				
Flt Protected	0.950							0.999				
Satd. Flow (prot)	1770	1881	0	0	3118	0	0	4856	0	0	0	0
Flt Permitted	0.439							0.999				
Satd. Flow (perm)	816	1881	0	0	3118	0	0	4855	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					51			14				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		175			238			360			344	
Travel Time (s)		4.8			6.5			8.2			7.8	
Confl. Peds. (#/hr)	1					1	3		6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	1%	2%	2%	8%	2%	0%	6%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	113	0	0	84	0	0	628	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	7	4			8			2				
Permitted Phases	4						2					
Detector Phase	7	4			8		2	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0				
Minimum Split (s)	9.5	24.0			24.0		24.0	24.0				
Total Split (s)	19.0	48.0			29.0		72.0	72.0				
Total Split (%)	15.8%	40.0%			24.2%		60.0%	60.0%				
Yellow Time (s)	3.5	4.0			4.0		4.0	4.0				
All-Red Time (s)	0.0	2.0			2.0		2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	3.5	6.0			6.0			6.0				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	None			None		C-Max	C-Max				
Act Effct Green (s)	23.0	20.5			7.0			87.5				
Actuated g/C Ratio	0.19	0.17			0.06			0.73				
v/c Ratio	0.41	0.35			0.37			0.18				
Control Delay (s/veh)	45.0	47.2			29.4			3.1				
Queue Delay	0.0	0.0			0.0			0.0				
Total Delay (s/veh)	45.0	47.2			29.4			3.1				
LOS	D	D			C			A				
Approach Delay (s/veh)		46.1			29.4			3.1				
Approach LOS		D			C			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	16	19			13			16				
Queue Length 95th (ft)	91	102			38			40				
Internal Link Dist (ft)		95			158			280			264	
Turn Bay Length (ft)	75											
Base Capacity (vph)	286	658			638			3542				
Starvation Cap Reductn	0	0			0			0				
Spillback Cap Reductn	0	0			0			0				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.36	0.17			0.13			0.18				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 15.5		Intersection LOS: B	
Intersection Capacity Utilization 45.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Lee Street & Prairie Avenue

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	0	0	660	3
Future Vol, veh/h	0	4	0	0	660	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	0	4	0	0	717	3

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	360	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.9	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.3	-	-
Pot Cap-1 Maneuver	0	642	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	642	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s/v	10.64	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	642	-	-
HCM Lane V/C Ratio	0.007	-	-
HCM Control Delay (s/veh)	10.6	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	66	289	3	1	193	47	9	21	15	6	11	42
Future Vol, veh/h	66	289	3	1	193	47	9	21	15	6	11	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	4	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	73	318	3	1	212	52	10	23	16	7	12	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	264	0	0	321	0	0	685	730	319	714	706	238
Stage 1	-	-	-	-	-	-	464	464	-	240	240	-
Stage 2	-	-	-	-	-	-	220	266	-	474	466	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1312	-	-	1250	-	-	365	352	726	349	363	806
Stage 1	-	-	-	-	-	-	582	567	-	768	711	-
Stage 2	-	-	-	-	-	-	787	692	-	575	566	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1312	-	-	1250	-	-	310	328	726	297	338	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	310	328	-	297	338	-
Stage 1	-	-	-	-	-	-	543	529	-	767	710	-
Stage 2	-	-	-	-	-	-	728	692	-	501	528	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.46	0.03	15.4	12.23
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	395	331	-	-	7	-	-	563
HCM Lane V/C Ratio	0.125	0.055	-	-	0.001	-	-	0.115
HCM Control Delay (s/veh)	15.4	7.9	0	-	7.9	0	-	12.2
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	0	17	520	0	0
Future Vol, veh/h	58	0	17	520	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	2	2	2
Mvmt Flow	63	0	18	565	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	263	-	0	0
Stage 1	0	-	-	-
Stage 2	263	-	-	-
Critical Hdwy	5.7	-	5.3	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-
Follow-up Hdwy	3.8	-	3.1	-
Pot Cap-1 Maneuver	715	0	-	-
Stage 1	-	0	-	-
Stage 2	700	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	715	-	-	-
Mov Cap-2 Maneuver	715	-	-	-
Stage 1	-	-	-	-
Stage 2	700	-	-	-

Approach	EB	NB
HCM Control Delay, s/v	10.52	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	715
HCM Lane V/C Ratio	-	-	0.088
HCM Control Delay (s/veh)	-	-	10.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	48	0	0	0	22	553
Future Vol, veh/h	48	0	0	0	22	553
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	2
Mvmt Flow	52	0	0	0	24	601

Major/Minor	Minor1		Major2	
Conflicting Flow All	348	-	0	0
Stage 1	0	-	-	-
Stage 2	348	-	-	-
Critical Hdwy	6.8	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	2.2	-
Pot Cap-1 Maneuver	628	0	-	-
Stage 1	-	0	-	-
Stage 2	692	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	628	-	-	-
Mov Cap-2 Maneuver	628	-	-	-
Stage 1	-	-	-	-
Stage 2	692	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	11.25	
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	628	-	-
HCM Lane V/C Ratio	0.083	-	-
HCM Control Delay (s/veh)	11.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	1	4	3	1	17	0	2	10	48	0	48
Future Vol, veh/h	22	1	4	3	1	17	0	2	10	48	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	1	4	3	1	18	0	2	11	52	0	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	20	0	0	5	0	0	59	77	3	67	70	10
Stage 1	-	-	-	-	-	-	51	51	-	17	17	-
Stage 2	-	-	-	-	-	-	8	26	-	50	53	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1610	-	-	1629	-	-	943	817	1086	931	824	1077
Stage 1	-	-	-	-	-	-	967	856	-	1008	885	-
Stage 2	-	-	-	-	-	-	1019	877	-	968	854	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1610	-	-	1629	-	-	882	803	1086	904	810	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	882	803	-	904	810	-
Stage 1	-	-	-	-	-	-	952	844	-	1006	884	-
Stage 2	-	-	-	-	-	-	968	876	-	942	842	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	5.92	1.03	8.55	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1026	1264	-	-	216	-	-	983
HCM Lane V/C Ratio	0.013	0.015	-	-	0.002	-	-	0.106
HCM Control Delay (s/veh)	8.6	7.3	0	-	7.2	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Capacity Analysis Summary Sheets

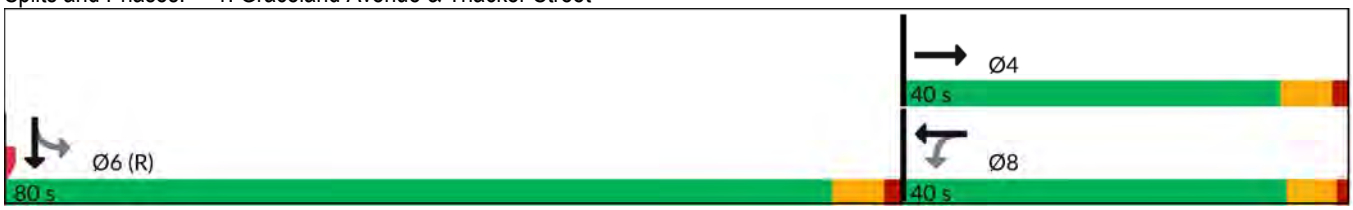
Weekday Evening Peak Hour – Projected Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	236	47	68	219	0	0	0	0	60	548	150
Future Volume (vph)	0	236	47	68	219	0	0	0	0	60	548	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	25		0	0		0	270		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.978									0.968	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1837	0	1770	1845	0	0	0	0	1805	3426	0
Flt Permitted				0.260						0.950		
Satd. Flow (perm)	0	1837	0	484	1845	0	0	0	0	1805	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8									54	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		281			240			430			675	
Travel Time (s)		6.4			5.5			9.8			15.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	2%	2%	3%	0%	0%	0%	0%	0%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	314	0	76	243	0	0	0	0	67	776	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Detector Phase		4		8	8					6	6	
Switch Phase												
Minimum Initial (s)		10.0		5.0	5.0					10.0	10.0	
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (s)		40.0		40.0	40.0					80.0	80.0	
Total Split (%)		33.3%		33.3%	33.3%					66.7%	66.7%	
Yellow Time (s)		4.5		4.5	4.5					4.5	4.5	
All-Red Time (s)		1.5		1.0	1.0					1.5	1.5	
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)		6.0		5.5	5.5					6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		None		None	None					C-Min	C-Min	
Act Effct Green (s)		25.3		25.8	25.8					82.7	82.7	
Actuated g/C Ratio		0.21		0.22	0.22					0.69	0.69	
v/c Ratio		0.80		0.73	0.61					0.05	0.33	
Control Delay (s/veh)		58.5		80.3	48.3					7.0	7.3	
Queue Delay		0.0		0.0	0.0					0.0	0.0	
Total Delay (s/veh)		58.5		80.3	48.3					7.0	7.3	
LOS		E		F	D					A	A	
Approach Delay (s/veh)		58.5			55.9						7.3	
Approach LOS		E			E						A	
Queue Length 50th (ft)		227		61	193					14	97	
Queue Length 95th (ft)		306		#120	272					35	155	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		201			160			350			595	
Turn Bay Length (ft)				25						270		
Base Capacity (vph)		526		139	530					1244	2377	
Starvation Cap Reductn		0		0	0					0	0	
Spillback Cap Reductn		0		0	0					0	0	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		0.60		0.55	0.46					0.05	0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 11.6 (10%), Referenced to phase 2: and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 28.7		Intersection LOS: C	
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Graceland Avenue & Thacker Street

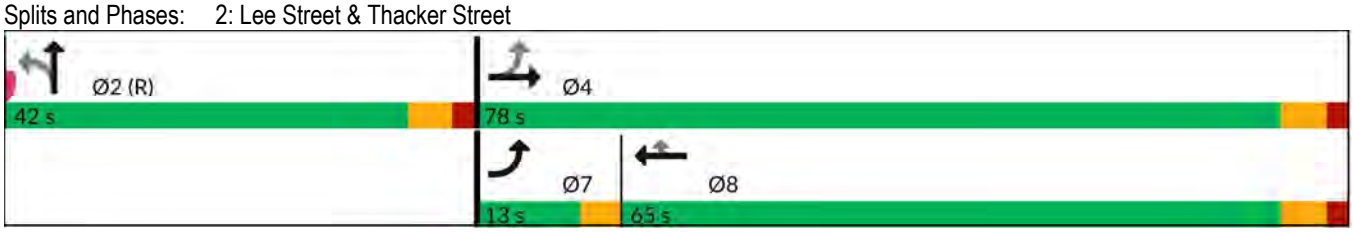


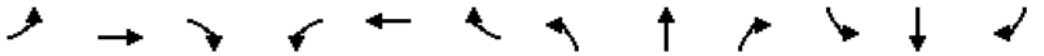
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	184	0	0	218	28	74	593	93	0	0	0
Future Volume (vph)	90	184	0	0	218	28	74	593	93	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Frt						0.850		0.982				
Flt Protected	0.950							0.995				
Satd. Flow (prot)	1752	1845	0	0	1900	1369	0	4969	0	0	0	0
Flt Permitted	0.313							0.995				
Satd. Flow (perm)	577	1845	0	0	1900	1369	0	4969	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						59		21				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		219			1072			260			969	
Travel Time (s)		5.0			24.4			5.9			22.0	
Peak Hour Factor	0.92	0.90	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	0%	0%	0%	18%	2%	2%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	204	0	0	237	30	0	826	0	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2					
Detector Phase	7	4			8	8	2	2				
Switch Phase												
Minimum Initial (s)	3.0	8.0			8.0	8.0	15.0	15.0				
Minimum Split (s)	9.5	22.5			22.5	22.5	22.5	22.5				
Total Split (s)	13.0	78.0			65.0	65.0	42.0	42.0				
Total Split (%)	10.8%	65.0%			54.2%	54.2%	35.0%	35.0%				
Yellow Time (s)	3.5	4.0			4.0	4.0	4.0	4.0				
All-Red Time (s)	0.0	2.0			2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0				
Total Lost Time (s)	3.5	6.0			6.0	6.0		6.0				
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	None			None	None	C-Min	C-Min				
Act Effct Green (s)	37.7	35.2			21.9	21.9		72.8				
Actuated g/C Ratio	0.31	0.29			0.18	0.18		0.61				
v/c Ratio	0.35	0.38			0.68	0.10		0.27				
Control Delay (s/veh)	35.2	37.5			55.3	2.6		11.9				
Queue Delay	0.0	0.0			0.0	0.0		0.0				
Total Delay (s/veh)	35.2	37.5			55.3	2.6		11.9				
LOS	D	D			E	A		B				
Approach Delay (s/veh)		36.8			49.4			11.9				
Approach LOS		D			D			B				
Queue Length 50th (ft)	76	161			174	0		104				
Queue Length 95th (ft)	m129	241			240	7		147				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		139			992			180			889	
Turn Bay Length (ft)	25											
Base Capacity (vph)	281	1107			934	703		3021				
Starvation Cap Reductn	0	0			0	0		0				
Spillback Cap Reductn	0	0			0	0		0				
Storage Cap Reductn	0	0			0	0		0				
Reduced v/c Ratio	0.35	0.18			0.25	0.04		0.27				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 53 (44%), Referenced to phase 2:NBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 24.4		Intersection LOS: C	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Lee Street & Thacker Street



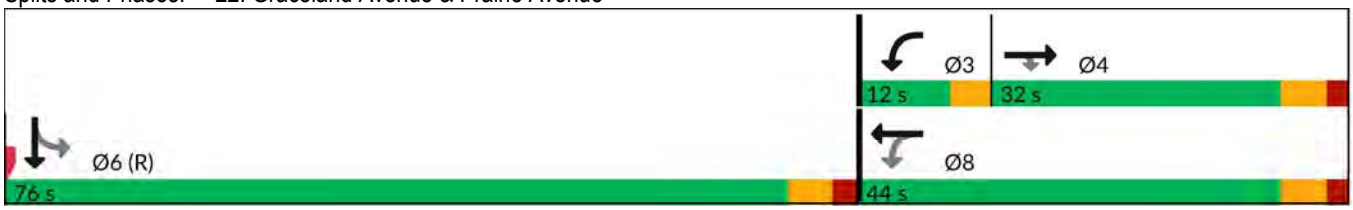


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	105	13	50	68	0	0	0	0	43	732	46
Future Volume (vph)	0	105	13	50	68	0	0	0	0	43	732	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		70	75		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			85			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			0.98	0.99							1.00	
Frt			0.850								0.992	
Flt Protected				0.950							0.997	
Satd. Flow (prot)	0	1900	1615	1752	1863	0	0	0	0	0	3496	0
Flt Permitted				0.480							0.997	
Satd. Flow (perm)	0	1900	1580	879	1863	0	0	0	0	0	3490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59								9	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		252			319			308			529	
Travel Time (s)		6.9			8.7			7.0			12.0	
Confl. Peds. (#/hr)			5	5						10		6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	3%	2%	0%	2%	2%	2%	2%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	14	54	74	0	0	0	0	0	893	0
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		4		3	8						6	
Permitted Phases			4	8						6		
Detector Phase		4	4	3	8					6	6	
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Minimum Split (s)		24.0	24.0	9.5	24.0					24.0	24.0	
Total Split (s)		32.0	32.0	12.0	44.0					76.0	76.0	
Total Split (%)		26.7%	26.7%	10.0%	36.7%					63.3%	63.3%	
Yellow Time (s)		4.0	4.0	3.5	4.0					4.0	4.0	
All-Red Time (s)		2.0	2.0	0.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	
Total Lost Time (s)		6.0	6.0	3.5	6.0						6.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		None	None	None	None					C-Max	C-Max	
Act Effct Green (s)		12.5	12.5	24.4	21.9						86.1	
Actuated g/C Ratio		0.10	0.10	0.20	0.18						0.72	
v/c Ratio		0.58	0.06	0.23	0.22						0.36	
Control Delay (s/veh)		62.1	0.5	52.5	64.6						7.6	
Queue Delay		0.0	0.0	0.0	0.0						0.0	
Total Delay (s/veh)		62.1	0.5	52.5	64.6						7.6	
LOS		E	A	D	E						A	
Approach Delay (s/veh)		55.4			59.5						7.6	
Approach LOS		E			E						A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		85	0	34	57						132	
Queue Length 95th (ft)		141	0	54	81						190	
Internal Link Dist (ft)		172			239			228			449	
Turn Bay Length (ft)			70	75								
Base Capacity (vph)		411	388	240	589						2506	
Starvation Cap Reductn		0	0	0	0						0	
Spillback Cap Reductn		0	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.28	0.04	0.23	0.13						0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 18.7		Intersection LOS: B	
Intersection Capacity Utilization 47.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 22: Graceland Avenue & Prairie Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	59	0	0	88	36	23	676	43	0	0	0
Future Volume (vph)	85	59	0	0	88	36	23	676	43	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	45			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.91	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor	0.99				0.99			1.00				
Frt					0.957			0.991				
Flt Protected	0.950							0.998				
Satd. Flow (prot)	1805	1845	0	0	3435	0	0	4970	0	0	0	0
Flt Permitted	0.477							0.998				
Satd. Flow (perm)	901	1845	0	0	3435	0	0	4962	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					39			13				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		159			103			342			394	
Travel Time (s)		4.3			2.8			7.8			9.0	
Confl. Peds. (#/hr)	4					4	16		9			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	2%	2%	0%	0%	6%	3%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	64	0	0	135	0	0	807	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	7	4			8			2				
Permitted Phases	4						2					
Detector Phase	7	4			8		2	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0				
Minimum Split (s)	9.5	24.0			24.0		24.0	24.0				
Total Split (s)	16.0	46.0			30.0		74.0	74.0				
Total Split (%)	13.3%	38.3%			25.0%		61.7%	61.7%				
Yellow Time (s)	3.5	4.0			4.0		4.0	4.0				
All-Red Time (s)	0.0	2.0			2.0		2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	3.5	6.0			6.0			6.0				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	None			None		C-Max	C-Max				
Act Effct Green (s)	25.3	22.8			8.8			85.2				
Actuated g/C Ratio	0.21	0.19			0.07			0.71				
v/c Ratio	0.34	0.18			0.47			0.23				
Control Delay (s/veh)	71.9	77.3			42.8			5.6				
Queue Delay	0.0	0.0			0.0			0.0				
Total Delay (s/veh)	71.9	77.3			42.8			5.6				
LOS	E	E			D			A				
Approach Delay (s/veh)		74.1			42.8			5.6				
Approach LOS		E			D			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	75	52			37			61				
Queue Length 95th (ft)	112	96			70			85				
Internal Link Dist (ft)		79			23			262			314	
Turn Bay Length (ft)	75											
Base Capacity (vph)	284	615			718			3524				
Starvation Cap Reductn	0	0			0			0				
Spillback Cap Reductn	0	0			0			0				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.32	0.10			0.19			0.23				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay (s/veh): 19.9		Intersection LOS: B	
Intersection Capacity Utilization 47.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 38: Lee Street & Prairie Avenue

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	0	43	685	0	0
Future Vol, veh/h	57	0	43	685	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	2	2
Mvmt Flow	62	0	47	745	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	391	-	0	0
Stage 1	0	-	-	-
Stage 2	391	-	-	-
Critical Hdwy	5.74	-	5.3	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-
Follow-up Hdwy	3.82	-	3.1	-
Pot Cap-1 Maneuver	617	0	-	-
Stage 1	-	0	-	-
Stage 2	597	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	617	-	-	-
Mov Cap-2 Maneuver	617	-	-	-
Stage 1	-	-	-	-
Stage 2	597	-	-	-

Approach	EB	NB
HCM Control Delay, s/v	11.48	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	617
HCM Lane V/C Ratio	-	-	0.1
HCM Control Delay (s/veh)	-	-	11.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	0	0	0	51	744
Future Vol, veh/h	40	0	0	0	51	744
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	2
Mvmt Flow	43	0	0	0	55	809

Major/Minor	Minor1		Major2	
Conflicting Flow All	515	-	0	0
Stage 1	0	-	-	-
Stage 2	515	-	-	-
Critical Hdwy	6.8	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	2.2	-
Pot Cap-1 Maneuver	494	0	-	-
Stage 1	-	0	-	-
Stage 2	570	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	494	-	-	-
Mov Cap-2 Maneuver	494	-	-	-
Stage 1	-	-	-	-
Stage 2	570	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	12.99	
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	494	-	-
HCM Lane V/C Ratio	0.088	-	-
HCM Control Delay (s/veh)	13	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	51	1	2	4	1	43	2	7	18	39	0	38
Future Vol, veh/h	51	1	2	4	1	43	2	7	18	39	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	55	1	2	4	1	47	2	8	20	42	0	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	48	0	0	3	0	0	123	170	2	149	147	24
Stage 1	-	-	-	-	-	-	113	113	-	33	33	-
Stage 2	-	-	-	-	-	-	10	57	-	116	114	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1572	-	-	1632	-	-	856	727	1088	824	748	1058
Stage 1	-	-	-	-	-	-	897	806	-	988	871	-
Stage 2	-	-	-	-	-	-	1016	852	-	894	805	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1572	-	-	1632	-	-	792	699	1088	770	719	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-	792	699	-	770	719	-
Stage 1	-	-	-	-	-	-	865	777	-	985	869	-
Stage 2	-	-	-	-	-	-	974	849	-	838	777	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	6.96	0.6	9	9.47
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	928	1500	-	-	125	-	-	889
HCM Lane V/C Ratio	0.032	0.035	-	-	0.003	-	-	0.094
HCM Control Delay (s/veh)	9	7.4	0	-	7.2	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	259	11	8	261	23	4	6	5	10	6	22
Future Vol, veh/h	26	259	11	8	261	23	4	6	5	10	6	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	30	298	13	9	300	26	5	7	6	11	7	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	326	0	0	310	0	0	686	709	304	693	702	313
Stage 1	-	-	-	-	-	-	364	364	-	332	332	-
Stage 2	-	-	-	-	-	-	322	345	-	361	370	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1245	-	-	1262	-	-	365	362	740	361	365	732
Stage 1	-	-	-	-	-	-	659	628	-	686	648	-
Stage 2	-	-	-	-	-	-	694	640	-	662	624	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1245	-	-	1262	-	-	332	348	740	338	351	732
Mov Cap-2 Maneuver	-	-	-	-	-	-	332	348	-	338	351	-
Stage 1	-	-	-	-	-	-	640	609	-	680	643	-
Stage 2	-	-	-	-	-	-	657	634	-	630	605	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.7	0.22	14.02	12.97
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	416	157	-	-	49	-	-	495
HCM Lane V/C Ratio	0.041	0.024	-	-	0.007	-	-	0.088
HCM Control Delay (s/veh)	14	8	0	-	7.9	0	-	13
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	0	795	8
Future Vol, veh/h	0	3	0	0	795	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	0	3	0	0	864	9

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	436		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	6.9		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.3		-	-
Pot Cap-1 Maneuver	0	573		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	573		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	11.3	1 0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	573	-	-
HCM Lane V/C Ratio	0.006	-	-
HCM Control Delay (s/veh)	11.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Comment Cards from March 5, 2024 Planning and Zoning Board Workshop

DES PLAINES ILLINOIS

Public Comment Card

What comments or questions do you have on the overall site design of the proposal (i.e. access, circulation, parking, building placement)?

Solar on the Roof

Any way to boost Cell Signals for the area?

What comments or questions do you have on the overall building design of the proposal (i.e. building materials, building height, architecture)?

The building is a beautiful design

Would love to see it be a 15 story w/ condos, apts & a hotel at the top and Rooftop restaurant

What benefits do you think this type of development could provide to the immediate area and the community as a whole?

2 & 3 bed rooms fill a gap for families

Could this bring a dog park as a green space?

What concerns do you have regarding this type of development?

Bring a Trader Joe's in and put it on Graceland and Prairie

What/Where would you have School Bus Pickup and drop off

DES PLAINES
ILLINOIS

Public Comment Card

What comments or questions do you have on the overall site design of the proposal (i.e. access, circulation, parking, building placement)?

RENTERS - NOT PLEASED

BUILDING BLOCKS my view of DOWNTOWN DES PLAINES

What comments or questions do you have on the overall building design of the proposal (i.e. building materials, building height, architecture)?

What benefits do you think this type of development could provide to the immediate area and the community as a whole?

BRING Revenue here.

What concerns do you have regarding this type of development?

AGAIN — BLOCKS View VERY LARGE

DES PLAINES
ILLINOIS

Public Comment Card

What comments or questions do you have on the overall site design of the proposal (i.e. access, circulation, parking, building placement)?

Its okay for Appts.
We prefer CONDOS. Transient Population
Probably not enough Parking.
No Addition of shops & restaurants.

What comments or questions do you have on the overall building design of the proposal (i.e. building materials, building height, architecture)?

I feel its unlikely that a Childrens
Museum could be there as there not
enough Parking. That sounds
good but really not likely.

What benefits do you think this type of development could provide to the immediate area and the community as a whole?

More transient people living in town,
more traffic, Deliveries, moving trucks.
more Dogs & Kids with NO play Park
in town.

What concerns do you have regarding this type of development?

We have too many Apts & CONDOS
Already, Its ruining our Community.
Dogs / Dog walkers using the church
lawn constantly from walking to its going
to increase.

DES PLAINES
ILLINOIS

Public Comment Card

What comments or questions do you have on the overall site design of the proposal (i.e. access, circulation, parking, building placement)?

What comments or questions do you have on the overall building design of the proposal (i.e. building materials, building height, architecture)?

What benefits do you think this type of development could provide to the immediate area and the community as a whole?

What concerns do you have regarding this type of development?

I am concerned about additional traffic this will bring to residential area on Prairie Ave. west of the development.

We have many children in the neighborhood, young

DES PLAINES
ILLINOIS

Public Comment Card

What comments or questions do you have on the overall site design of the proposal (i.e. access, circulation, parking, building placement)?

Garage exit on Graceland?

What comments or questions do you have on the overall building design of the proposal (i.e. building materials, building height, architecture)?

What benefits do you think this type of development could provide to the immediate area and the community as a whole?

What concerns do you have regarding this type of development?

DES PLAINES ILLINOIS

Public Comment Card

What comments or questions do you have on the overall site design of the proposal (i.e. access, circulation, parking, building placement)?

Concern over increased traffic east bound from Wolf to Graceland and additional west bound traffic on Prairie from River, especially with Central School.

What comments or questions do you have on the overall building design of the proposal (i.e. building materials, building height, architecture)?

More Commercial - mixed use? Comprehensive plan called for 475-625 units — this project could be smaller to comply with the city plan.

What benefits do you think this type of development could provide to the immediate area and the community as a whole?

What concerns do you have regarding this type of development?

Something needs to be done with all the dogs - from Welkin, Graceland, this project

DES PLAINES
ILLINOIS

Public Comment Card

What comments or questions do you have on the overall site design of the proposal (i.e. access, circulation, parking, building placement)?

IT WAS A GREAT EVENT VERY INFORMATIVE

JOHN PATRICK
CARPENTERS UNION

What comments or questions do you have on the overall building design of the proposal (i.e. building materials, building height, architecture)?

What benefits do you think this type of development could provide to the immediate area and the community as a whole?

What concerns do you have regarding this type of development?

DES PLAINES
ILLINOIS

Public Comment Card

What comments or questions do you have on the overall site design of the proposal (i.e. access, circulation, parking, building placement)?

More Traditional Brick

What comments or questions do you have on the overall building design of the proposal (i.e. building materials, building height, architecture)?

What benefits do you think this type of development could provide to the immediate area and the community as a whole?

What concerns do you have regarding this type of development?

DES PLAINES
ILLINOIS

Public Comment Card

What comments or questions do you have on the overall site design of the proposal (i.e. access, circulation, parking, building placement)?

NORTH ALLEY ACCESS NEEDS REVISION FOR LARGE VEHICLES

What comments or questions do you have on the overall building design of the proposal (i.e. building materials, building height, architecture)?

What benefits do you think this type of development could provide to the immediate area and the community as a whole?

What concerns do you have regarding this type of development?

Emails and Comments from Online Public Input Form

Samantha Redman

From: Jonathan Stytz
Sent: Friday, February 23, 2024 1:49 PM
To: Samantha Redman
Subject: FW: *NEW SUBMISSION* CED Public Input

2nd public input entry for prairie and lee development

Sincerely,

JONATHAN STYTZ, AICP
SENIOR PLANNER
City of Des Plaines
1420 Miner Street, Des Plaines, IL 60016
P: 847.391.5392 W: desplaines.org

DES PLAINES
COMMUNITY AND ECONOMIC DEVELOPMENT

"How are we doing? Our department wants your feedback. Based on your recent experience with us, please take a few moments to complete this customer satisfaction survey."

From: Des Plaines, IL <media@desplaines.org>
Sent: Friday, February 23, 2024 10:20 AM
To: Jonathan Stytz <jstytz@desplaines.org>
Subject: *NEW SUBMISSION* CED Public Input

CED Public Input

Submission #:	3023283
IP Address:	76.150.108.148
Submission Date:	02/23/2024 10:19
Survey Time:	6 minutes, 14 seconds

You have a new online form submission.
Note: all answers displaying "*****" are marked as sensitive and must be viewed after your login.

Read-Only Content

Section Break

What comments or questions do you have on the overall site design of the proposal (i.e., access, circulation, parking, building placement, etc.?)

I really like this project! When will they start building it?

What comments or questions do you have on the overall building design of the proposal (i.e., building materials, building height, architecture, etc.?)

Will landscape design be done? Will trees be planted? There is not enough landscaping in this area.

What benefits do you think this type of development could provide to the immediate area and the community as a whole?

What concerns do you have regarding this type of development?

Name and Email (optional)

[redacted]

Read-Only Content

Thank you,
Des Plaines, IL

This is an automated message generated by Granicus. Please do not reply directly to this email.

Samantha Redman

From: Des Plaines, IL <media@desplaines.org>
Sent: Thursday, February 29, 2024 1:13 AM
To: Jonathan Stytz; Samantha Redman
Subject: *NEW SUBMISSION* Prairie and Lee Public Input

Prairie and Lee Public Input

Submission #: 3036024
IP Address: 149.75.160.59
Submission Date: 02/29/2024 1:12
Survey Time: 7 minutes, 54 seconds

You have a new online form submission.
Note: all answers displaying "*****" are marked as sensitive and must be viewed after your login.

Read-Only Content

Section Break

What comments or questions do you have on the overall site design of the proposal (i.e., access, circulation, parking, building placement, etc.?)

I love seeing multifamily housing, it would be nice to include stores on the ground level.

What comments or questions do you have on the overall building design of the proposal (i.e., building materials, building height, architecture, etc.?)

Just hoping for affordable housing units

What benefits do you think this type of development could provide to the immediate area and the community as a whole?

I think that more housing is fantastic! We need more housing. If there are stores or restaurants at the ground level it would attract people. Downtown Des Plaines is very walkable and transit friendly, and there is so much foot traffic.

What concerns do you have regarding this type of development?

I would love to know if there are afforable units. There should be, there are struggling families out there

Name and Email (optional)

[redacted]

Read-Only Content

Thank you,
Des Plaines, IL

This is an automated message generated by Granicus. Please do not reply directly to this email.

Samantha Redman

From: Des Plaines, IL <media@desplaines.org>
Sent: Thursday, February 29, 2024 5:30 AM
To: Jonathan Stytz; Samantha Redman
Subject: *NEW SUBMISSION* Prairie and Lee Public Input

Prairie and Lee Public Input

Submission #: 3036081
IP Address: 75.58.27.142
Submission Date: 02/29/2024 5:29
Survey Time: 46 minutes, 47 seconds

You have a new online form submission.
Note: all answers displaying "*****" are marked as sensitive and must be viewed after your login.

Read-Only Content

Section Break

What comments or questions do you have on the overall site design of the proposal (i.e., access, circulation, parking, building placement, etc.?)

Is this all presently unoccupied land, or will any existing buildings on Lee or Graceland need to be purchased and torn down?

What comments or questions do you have on the overall building design of the proposal (i.e., building materials, building height, architecture, etc.?)

I'll leave questions about that to other people.

What benefits do you think this type of development could provide to the immediate area and the community as a whole?

It will be nice to have somethng filling up that vacant lot. Hopefully the commercial space will be filled soon, and by a variety of businesses, not just restaurants, and not just nail salons.

What concerns do you have regarding this type of development?

Given that there were large water main breaks just a block away a few weeks ago, does the city plan to do proactive maintenance and/or upgrades to the water mains in this block before construction starts on the building?

Name and Email (optional)

[redacted]

Read-Only Content

Thank you,
Des Plaines, IL

This is an automated message generated by Granicus. Please do not reply directly to this email.

Samantha Redman

From: [redacted]
Sent: Tuesday, March 12, 2024 9:27 AM
To: Samantha Redman
Subject: Prairie and Lee Development

Good morning Samantha,

I think I missed the opportunity to input commentary on this development as the form doesn't seem to be working for me, so I apologize if this is too late to be taken into consideration. Is this development already through permitting? The set already looks to be stamped.

I guess my one comment is, I wish there'd be more commercial space incorporated into this development. I think too many of these developments are utilizing the first floor for parking and there is a missed opportunity to activate the sidewalk level with actual commercial space. I also see the space it's calling commercial is just one 7,000 SF museum space. That seems oddly specific, so I don't know if they already have a client for it, but again I think the community would benefit from boutique retail and restaurants.

I'd love to see the City request developers to explore underground parking so the sidewalk level can be activated with these commercial spaces. I'd also like to see a push for incorporating shaft spaces for future expansion of restaurant to accomodate hoods/black iron runs, something I know main street developments are lacking and that come at a cost later on. I know we have TIF and grant money for this, but, in my opinion, if this was incorporated into new developments ahead of time with a request for restaurant space from the City, then we'd be able to keep TIF money to adapt our older building stock rather than giving it to new building stock that pushed it off to later phases.

I know underground parking is an added cost developers are going to want to stray from, but from a design standpoint, I just feel like it's going to create the more walkable downtown we're all looking for and afterall, this building is going in the C-5 district and only providing 7,000 SF of commercial space. Seems small for the overall footprint in my opinion.

That was probably a lot - thanks for taking this into consideration.

Best,

Caryssa Buchholz

Samantha Redman

From: Des Plaines, IL <media@desplaines.org>
Sent: Thursday, March 14, 2024 8:38 AM
To: Jonathan Stytz; Samantha Redman
Subject: *NEW SUBMISSION* Prairie and Lee Public Input

Prairie and Lee Public Input

Submission #:	3066169
IP Address:	76.141.148.233
Submission Date:	03/14/2024 8:38
Survey Time:	9 minutes, 17 seconds

You have a new online form submission.
Note: all answers displaying "*****" are marked as sensitive and must be viewed after your login.

Read-Only Content

Section Break

What comments or questions do you have on the overall site design of the proposal (i.e., access, circulation, parking, building placement, etc.?)

How much parking will there be? Will there be at least 2 spaces per unit for residents and guests? Our streets can not allow for more parking. Howhat traffic studies have been done given the closeness to the Metra tracks that already back up for blocks at in he mornings. The design is ugly and dark and drab looking. The lack of any green space is awful.

What comments or questions do you have on the overall building design of the proposal (i.e., building materials, building height, architecture, etc.?)

How tall, how many units of what kind?

What benefits do you think this type of development could provide to the immediate area and the community as a whole?

None. It will over fill Central and Chippawa which are already beyond capacity. It will create a horrible congested mess of cars on two already problem streets.

What concerns do you have regarding this type of development?

It is ugly, it will not age well, it is too much for our school system, what Rain water remediation is planned given this area currently has an empty lot absorbing a lot of water on it? It is too much, this area is a prime space for the city to buy to use for a public gathering space for farmers markets, concerts, food trucks etc. We will not get another chance at land so centrally located downtown to make a center point for our town since we have squandered every other space.

Name and Email (optional)

[redacted]

Read-Only Content

Thank you,
Des Plaines, IL

Samantha Redman

From: Des Plaines, IL <media@desplaines.org>
Sent: Tuesday, September 3, 2024 1:13 PM
To: Jonathan Stytz; Samantha Redman
Subject: *NEW SUBMISSION* Public Input for Prairie and Lee

Public Input for Prairie and Lee

Submission #:	3447603
IP Address:	24.191.36.237
Submission Date:	09/03/2024 1:13
Survey Time:	23 minutes, 20 seconds

You have a new online form submission.
Note: all answers displaying "*****" are marked as sensitive and must be viewed after your login.

Read-Only Content

Section Break

What comments or questions do you have on the overall site design of the proposal (i.e., access, circulation, parking, building placement, etc.?)

none

What comments or questions do you have on the overall building design of the proposal (i.e., building materials, building height, architecture, etc.?)

none

What benefits do you think this type of development could provide to the immediate area and the community as a whole?

Not Many. Combined with the other 2 new buildings (total of 3 New), the high rises in this small area of about 1 block is very concentrated. Congestion, especially right next to the tracks is going to lock up accessibility and discourage people to come and shop in Des Plaines.

What concerns do you have regarding this type of development?

I believe this would be an ideal dedicated green space. There is not a park anywhere close to this area for residents or downtown visitors.A park for Recreation is a huge draw for new residents, and for those who want to come and visit restaurants, go shopping, and relax or take their kids to a park afterwards. In a city center, balance is crucial to maintain lasting quality.

Name and Email (optional)

[redacted]

Read-Only Content

Thank you,
Des Plaines, IL

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Samantha Redman

From: lisa kohanski [redacted]
Sent: Tuesday, September 3, 2024 1:13 PM
To: Samantha Redman
Subject: Plot on Graceland/Lee ideal for Recreation / Park

Hello Samantha,

Regarding 2.8-acre site south of Prairie Avenue between Graceland Avenue and Lee Street.

I believe this would be an ideal dedicated green space. There is not a park anywhere close to this area for residents or downtown visitors. A Recreation area is a huge draw for new residents, and for those who want to come and visit restaurants, go shopping, and relax or take their kids to a park afterwards. Every great city center has a greenspace (think central park) in a city center, balance is crucial to maintain lasting quality. It would look great on the DesPlaines Downtown website and likely draw many visitors, as it is also walking distance from the train station.

Combined with the other 2 new buildings (total of 3 New), the high rises in this small area of about 1 block is very concentrated. Congestion, especially right next to the tracks is going to lock up accessibility and discourage people to come and shop in Des Plaines.

Thank you,

From: Lois Bouman [redacted]
Sent: Thursday, October 31, 2024 9:41 AM
To: Joanne Mendoza <jmendoza@desplainesil.gov>
Subject: INRE: Advent Properties

Please consider your objection to this current petition. There are too many high rise apartment/condo buildings being allowed downtown. Downtown was okayed to have the building construction at the old Journal site. What we need is to have some green space and to keep the parking lot. It is nice having the parking lot available when my condo's parking area is being worked on. The city will need to have the parking lot available if the sale of the Mason lodge on the corner of Prairie and Graceland is approved. It is also nice having the parking lot available for the funeral home when there is a large gathering. Our streets in this area weren't constructed for the additional traffic or for street parking. It will be hard to exit on Lee St. when there is a train obstructing the tracks.

Lois Bouman
[redacted]