

AGENDA
Municipal Services Committee
August 27, 2018
6:30 P.M. – City Council Chambers

1. **Call to Order & Roll Call**
2. **Establishment of Quorum**
3. **Old Business**
 - a. **PZC 2018-04**: 6926 Crest Road: Petitioners seek approval of a variation to the Darien Zoning Code for side yard setback for a proposed attached garage to their home at 6926 Crest Road.
4. **New Business**
 - a. **1035 S Frontage Road**: Petitioner seeks approval of a variation to the Darien Zoning Code for building height for their proposed office/warehouse and approval of final site plan.
 - b. **Discussion**: Consideration for parking permit on Shelly Court
 - c. **Discussion**: Possible amendment to the City Code provisions on storage of refuse containers in residential areas.
 - d. **Resolution** - Petitioner seeks approval accepting the public water main improvement for the Panattoni Warehouse development located at 7879 Lemont Road.
 - e. **Resolution** - To authorize the awarding of a contract extension to Homer Tree Care, Inc. in an amount not to exceed \$155,515.00, for the City's 2018/2019 Tree Trimming and Removal Program.
 - f. **Resolution** - Approval to accept the unit price proposal from Ramiro Guzman Landscaping, Inc. for the purchase and installation of the 50/50 Parkway Tree Program and the Parkway Tree Replacement Program in an amount not to exceed \$35,755.00.
 - g. Minutes – **July 23, 2018** Municipal Services Committee
5. **Director's Report**
6. **Next scheduled meeting – September 24, 2018**
7. **Adjournment**

AGENDA MEMO
MUNICIPAL SERVICES COMMITTEE
August 27, 2018

Case

PZC 2018-04 6926 Crest Road (Salverredy)

Issue Statement

Petitioners seek approval of a variation to the Darien Zoning Code for side yard setback for a proposed attached garage to their home at 6926 Crest Road.

General Information

Petitioners / Property Owners:	Julio and Rachel Salverredy
Property Location / PIN#:	6926 Crest Road / 09-23-309-020
Zoning / Land Use:	Site: R-2 / single-family residence
	West, North, South: R-2 / single-family residence
	East: B-3 Willowbrook / restaurant
Comprehensive Plan:	Future Land Use: Low Density Residential
Size of Subject Lot:	75 feet wide at front by 200 feet deep average 17,084 square feet
Natural Features:	Relatively flat with trees in front and back of lot
Transportation:	Driveway between former garage and street

Zoning Provisions

Section 5A-7-2-6(A): Interior side yard 10 feet minimum

Development History and Proposal

After the Petitioners purchased house, they obtained permits for; pool deck and fence in 2012, conversion of attached garage to 2 story home addition and a new detached garage (which was not built) in 2014, and a deck in 2017. The house is now 17.5 feet from south side property line. Proposed garage attached to house would be 12.5 feet wide by 23 feet deep, which would be 5 feet from the south side property line, where 10 feet setback is otherwise required.

Petitioner Documents (attached to this memo)

1. Petition
2. Plat of Survey
3. 2018 Plan for garage
4. Finding of fact statement

Staff Documents (attached to this memo)

5. Photo – aerial of neighborhood
6. Photos – driveway and southwest corner of house
7. 2014 Plan for garage and home addition
8. Modified Plat
9. City Variation Authority and Standards
10. State Variation Conditions

Staff Plan Review

The attached aerial photo shows other houses nearby that have similar narrow lots and narrow side setbacks that have detached garages behind the house. A Modified Plat was prepared by staff that estimates how all the planned improvements fit on the property, including;

- Former attached garage that was converted to living space in 2014
- Detached garage permitted in 2014 but not built
- Deck built in 2017
- Proposed attached garage that is the subject of this variation request.

Public Hearing 6.6.18

The Petitioners provided a written finding-of-fact. The PZC members took issue with several statements, including;

- There would be some impact on neighbor by having the Petitioner's new two-story addition within five feet of the single family lot to the south.
- The hardship of having a 17.5 foot side yard where they would like to build new garage was self-imposed when they converted their former garage into living space.
- It appears possible to locate an attached garage at the rear of the house that would conform to code and not require the removal or reduction of the shed and deck.

The Petitioner's testified that the reason they converted the former garage to living space and why they now want to build an attached garage is that the wife has a medical condition that limits her ability to walk outside to their car. It was questioned whether such medical condition would be sufficient basis for a zoning variation, because;

- Subsequent owners of this property may not have a similar medical condition but the garage with the reduced setback would be in place.
- If neighbor(s) with similar medical condition were granted a similar variation, it could result in two houses 10 feet apart.
- It appears possible to locate an attached garage at the rear of the house that could accommodate the Petitioner's desire to not walk outside to access car.

Petitioner was asked if they wanted a chance to work with their architect to study the feasibility of locating garage at the rear of the house and they declined.

The PZC voted 5-2 to approve variation based on a finding that the medical condition being a unique circumstance per State Variation Condition #2.

Meeting Schedule

Planning and Zoning Commission:	June 6, 2018
Municipal Services Committee:	June 25, 2018
City Council:	July 2, 2018

CITY OF DARIEN, ILLINOIS, Community Development Department

Staff Use Only	
Case No.:	PZC 2018-04
Date Received:	4/20/18
Fee Paid:	\$360
Check No.:	-
Hearing Date:	6/6/18

Variation/Special Use/Rezoning petition to the Mayor and City Council of the City of Darien:

PETITIONER INFORMATION

JULIO SALVETREDOY
Petitioner's Name

JULIO & RACHEL SALVETREDOY
Owner's Name

JULIO SALVETREDOY
Contact Name

6926 CREST RD DARIEN IL 60561
Address, City, State, Zip Code

6926 CREST RD DARIEN IL 60561
Address, City, State, Zip Code

(630) 465-1561 & (630) 908-9887
Phone #

(630) 465-1561
Phone #

RSALVETREDOY@CENTRALDECAL.COM
Email

Fax # NR

JULIOSALVETREDOY@YAHOO.COM
Email

PROPERTY INFORMATION

6926 CREST RD DARIEN IL 60561
Property address

17,084 SQUARE FEET
Acreage

09-23-309-020
PIN(s)

R-2
Zoning

Provide legal description on a separate sheet and attach, such as the plat of survey.

REQUEST

Brief description of the request(s):

- Variation
- Simple Variation
- Special Use
- Rezoning

NEW WOOD FRAMED SINGLE STORY GARAGE, ASKING FOR A 5 FEET VARIATION

I, JULIO SALVETREDOY, do hereby certify that I am the owner of record (or one of the owners of record or the attorney for the owners of record of the aforesaid described property) and I hereby make application as such.

Julio Salvetredo
Signature

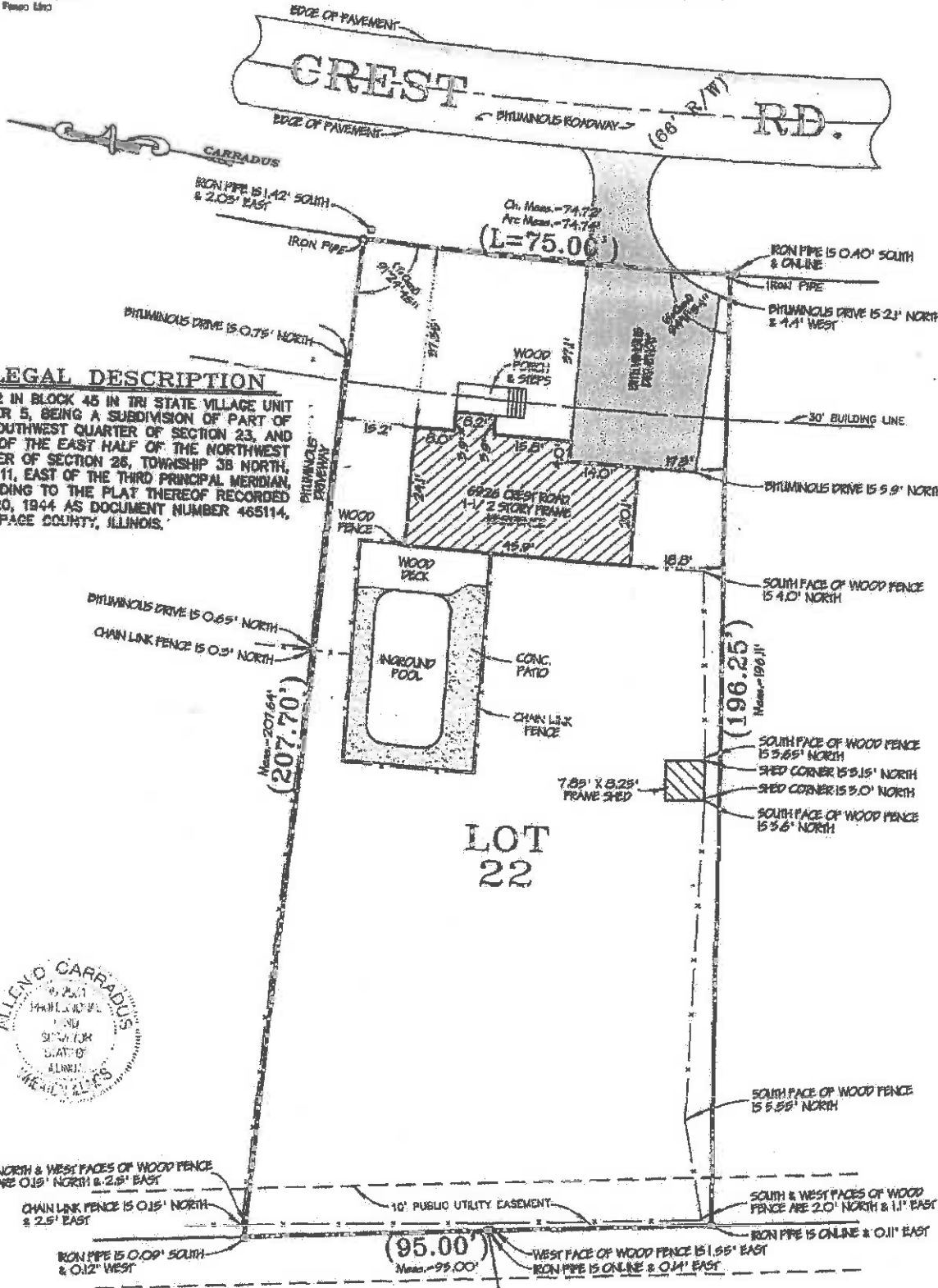
Subscribed and sworn to before this 12th day of April, 2018

Nick G. Alex
Notary Public



PLAT OF SURVEY

LEGEND
 O Monument Found
 □ Monument Not Found
 (30') Record Convention
 ———— Paved Linc



LEGAL DESCRIPTION
 LOT 22 IN BLOCK 45 IN TRI STATE VILLAGE UNIT NUMBER 5, BEING A SUBDIVISION OF PART OF THE SOUTHWEST QUARTER OF SECTION 23, AND PART OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 26, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 20, 1944 AS DOCUMENT NUMBER 465114, IN DU PAGE COUNTY, ILLINOIS.



LOT 22

NOTES

- All distances shown hereon are in feet and decimal parts thereof, corrected to 68° F. Distances shown along curved lines are Arc Measurements unless otherwise noted.
- Compare the Legal Description, Building Lines, and Easements as shown hereon with your Deed, Title Insurance Policy or Title Commitment.
- Consult local authorities for additional setbacks and restrictions not shown hereon.
- Compare all survey points and report any discrepancies immediately.
- Consult utility companies and municipalities prior to the start of any construction.
- Dimensions to and along buildings are exterior foundation measurements.
- Do Not Assume distances from staked measurements made hereon.

STATE OF ILLINOIS
 COUNTY OF DU PAGE

THIS IS TO CERTIFY THAT I, ALLEN D. CARRADUS, A PROFESSIONAL LAND SURVEYOR, LICENSED IN THE STATE OF ILLINOIS, HAVE SURVEYED THE PROPERTY AS DESCRIBED HEREIN AND THAT THE ANNEXED PLAT IS A CORRECT AND TRUE REPRESENTATION THEREOF, AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

SIGNED AND SEALED AT WHEATON, ILLINOIS THIS 20th DAY OF April, A.D. 2007.
 BY Allen D. Carradus ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 25-2501.
 MY LICENSE EXPIRES NOVEMBER 30, 2008.

ALLEN D. CARRADUS AND ASSOCIATES
 Residential & Commercial Land Surveying Services
 108 W. Liberty Drive, Wheaton, Illinois 60187
 (630) 588-0416 (Fax) 855-7652

PREPARED FOR: **FREEDMAN, ANSELMO, LINDBERG & RAPPE**
 DATE OF FIELD WORK: 04/30/07 SCALE: 1" = 20'
 DRAWN BY: ABC/CMG PROJECT NO: 245-13

SALVERREDY RESIDENCE

6926 Crest Road

Darien, Illinois 60561

GENERAL NOTES

CONTRACTORS SHALL OBTAIN ALL PERMITS, LICENSES, ETC. AS REQUIRED AND FOLLOW ALL LOCAL, STATE, AND NATIONAL CODES AND ORDINANCES.

ALL STRUCTURAL REVISIONS SHALL BE REVIEWED AND APPROVED BY THE ARCHITECT PRIOR TO ANY WORK PROCEEDING.

ALL NEW MATERIALS SHALL BE COMPAIRED WITH THE PLANNING PLANS, UNLESS OTHERWISE NOTED. REFERENCE TO THIS PROVISION IS REQUIRED.

ALL FINISHES UNLESS SHOWN SHALL BE STRUCTURAL GRADE #2 REINFORCING BARS (FOR CONCRETE) SHALL ATTAIN 9000 PSI TO BE 30 MESH.

FOUNDATIONS SHALL NOT BE ON ANY EXISTING, LOCAL, OR FILL MATERIAL. FOUNDATIONS SHALL BE ON UNDISTURBED SOIL WITH A MINIMUM BEARING CAPACITY OF 2000 P.S.F. FOR 4" OR 6" BELOW GRADE. SPECIAL CONTRACTOR AND/OR SPECIALTY CONTRACTORS TO VERIFY THAT SOIL CAPACITY IS A MIN. OF 1000 P.S.F. PRIOR TO EXISTING WORK. CONTRACTOR TO NOTIFY ARCHITECT AND OWNER OF ANY DISCREPANCIES PRIOR TO STARTING ANY WORK.

ALL TRIMMING SHALL VERIFY THE SITE PRIOR TO WORK PROCEEDING. CONTRACTORS SHALL NOTIFY THE ARCHITECT OF ANY DISCREPANCIES PRIOR TO ANY TOTAL PROCEEDING.

ALL COLORS, FINISHES AND MATERIALS USED SHALL BE APPROVED BY THE OWNER PRIOR TO ORDERING BEING PLACED.

ELECTRICAL CONTRACTOR SHALL VERIFY THE EXISTING ELECTRICAL SYSTEM AND PANEL. VERIFY ACCORDING TO THE NEW ROOM ADDITION AND GARAGE. CONTRACTOR TO PROVIDE ALL MATERIAL AND LABOR AS REQUIRED TO COMPLETE ALL WORK.

PLUMBING CONTRACTOR SHALL VERIFY THE EXISTING PLUMBING AND GAS LINES TO ACCOMMODATE THE NEW ROOM ADDITION AND GARAGE. CONTRACTOR TO PROVIDE ALL MATERIAL AND LABOR AS REQUIRED. PLUMBING CONTRACTOR SHALL VERIFY CALCULATIONS AND REQUIREMENTS AS REQUIRED BY THE CITY FOR REVIEW AND COMMENTS. THE EXISTING SYSTEM TO REMAIN AS IS, UNLESS NOTED.

MECHANICAL CONTRACTOR SHALL VERIFY THE EXISTING MECHANICAL SYSTEM TO ACCOMMODATE THE NEW MASTER BEDROOM AND BATH. THE MECHANICAL CONTRACTOR SHALL VERIFY THE SIZE OF THE EXISTING WATER SERVICE AND DETERMINE IF THE SIZE IS SUFFICIENT. IF A NEW SERVICE IS NEEDED, THE PLUMBING CONTRACTOR SHALL VERIFY THE SIZE AND INSTALL THE NEW WATER SERVICE. PLUMBING CONTRACTOR TO PROVIDE ALL MATERIAL, EQUIPMENT, AND LABOR AS REQUIRED.

NO SOFT SOILS OR SANDS.

ALL DIMENSIONS TO BE AS SHOWN.

PROVIDE FINISHES AND MATERIALS AT ALL PARTITIONS AND EXTERIOR WALLS AT A LEVEL OF EACH ROOM OR CORNER AND AT STRUCTURE OF ROOF PARTS AND WALLS.

CONTRACTOR TO OBTAIN AND FOLLOW THE INSTALLATION DETAILS AND PROCEDURES FOR ALL MANUFACTURED PRODUCTS AS CALLED FOR IN THE MANUFACTURER'S SPECIFICATIONS.

INDEX OF DRAWINGS

ARCHITECTURAL

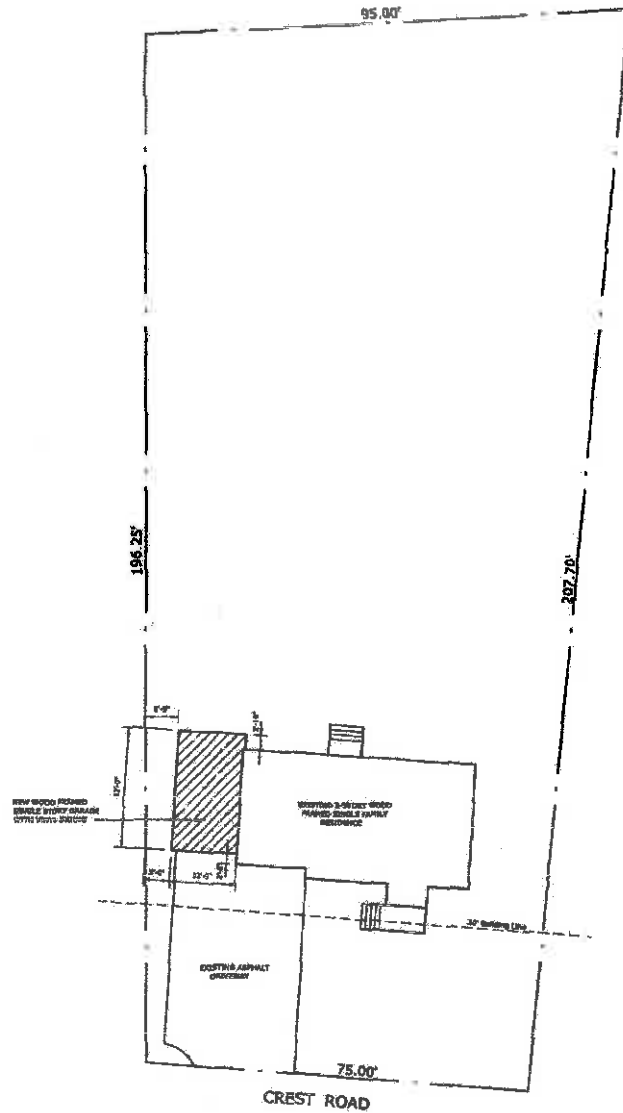
- T-1 GENERAL NOTES, SITE PLAN
- A-1 GARAGE PLAN
- A-2 EXTERIOR ELEVATIONS

CODES:

- 2012 INTERNATIONAL RESIDENTIAL CODE W/ AMENDMENTS
- 2012 NATIONAL ELECTRIC CODE W/ AMENDMENTS
- 2015 ILLINOIS STATE PLUMBING CODE W/ AMENDMENTS
- 2012 INTERNATIONAL MECHANICAL CODE W/ AMENDMENTS
- 2012 INTERNATIONAL PROPERTY MAINTENANCE CODE

PROJECT DATA

20180 - 1A	
EXISTING LOT AREA:	17,684 SQ. FT.
EXISTING 1 ST FLOOR:	4,132 SQ. FT.
EXISTING 2 ND FLOOR:	304 SQ. FT.
GARAGE ADDITION:	388 SQ. FT.



1 SITE PLAN
1/16" = 1'-0"



CALL I.L.L.I.E. @ 1-800-852-0123
48 HOURS BEFORE YOU DIG.

SALVERREDY RESIDENCE

2 STORY ADDITION W/ GARAGE

6926 Crest Road
Darien, Illinois 60561

CAPITAL ARCHITECTS, LLC

PLANNING & DESIGN

223 Frederick Place
Wood Dale, IL 60191

TEL: (630) 209-1123

I HEREBY CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF THEY COMPLY WITH ALL APPLICABLE CODES AND ORDINANCES.

DAVE L. BOSTA
REGISTERED PROFESSIONAL ARCHITECT
NO. 0018291-IL-08

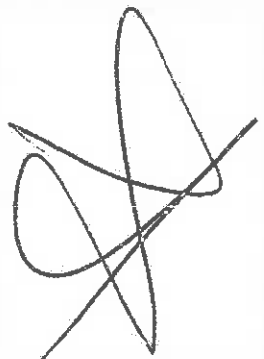
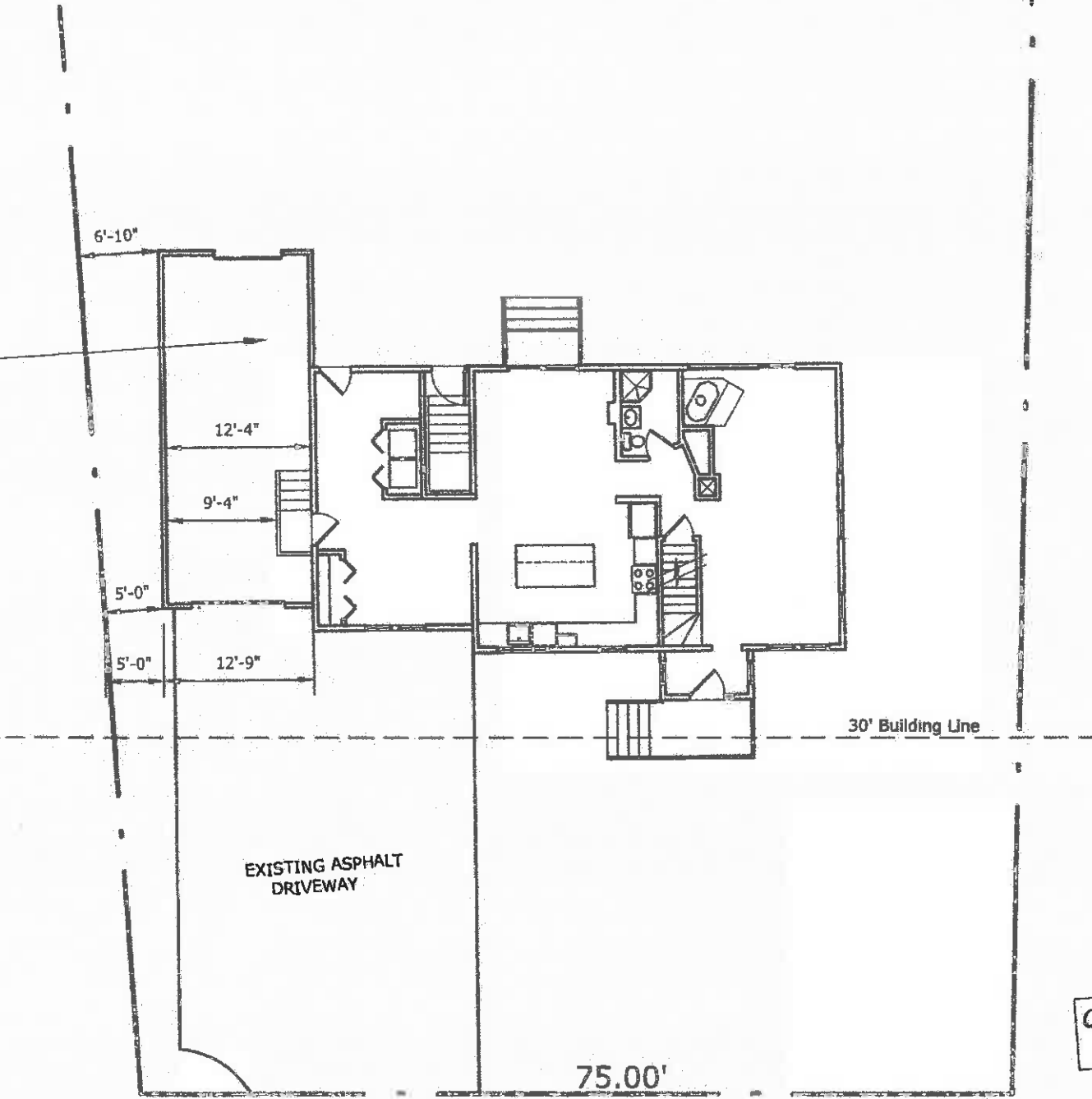
Project No. 1408-1

NO.	DATE	DESCRIPTION	BY

Sheet Title:
GENERAL NOTES,
SITE PLAN

Sheet No.
T-1

NEW WOOD FRAMED SINGLE STORY GARAGE WITH VINYL SIDING



CREST ROAD

CA

Petitioner's Finding of Fact

Zoning Code Section 5A-2-2-3 (G) : Standards

1. The purpose of this variation is not based on desire to increase financial gain, but to create more living space. The addition will be closely matched to current dwelling and will not change the character to the property.
2. There would not be any effects on the neighboring properties for the building area is set back on lot and the overall value of property will be improved.
3. The alleged need for variation is solely requested by the owners of property which recently turned the existing garage into living space and built a deck out by pool. All in which add value to the home.
4. The proposed variation will not impair any supply of light or air in adjacent property and is far set back from public street.
5. The proposed variation will not change or alter the general character of the neighborhood and will match the current dwelling.

Sections 11-13-4 and 11-13-5 : Variations

1. We are unable to build our garage up to current code because there is not enough space from end of house to property line to fit the width of a one car attached garage.
2. We are aware that other homeowners in our area have chosen to set a detached garage in the rear of their yard. This would not work for our property because we have an existing deck that would interfere with the drive way and the existing shed would have to be removed.
3. If variation is granted the garage will be the same siding and color and blend right into current dwelling, not changing the character.



DuPage County
Information Technology Department
GIS Division
421 N County Farm Rd.
Wheaton, IL 60187
PH# (630)407-5000
Email: gis@dupageco.org

DuPage Maps Portal:
<http://dupage.maps.arcgis.com/home>

DuPage County, Illinois Web Site:
www.dupageco.org



This map is for assessment purposes only. Copyright DuPage 2017



05/22/2018 22:57



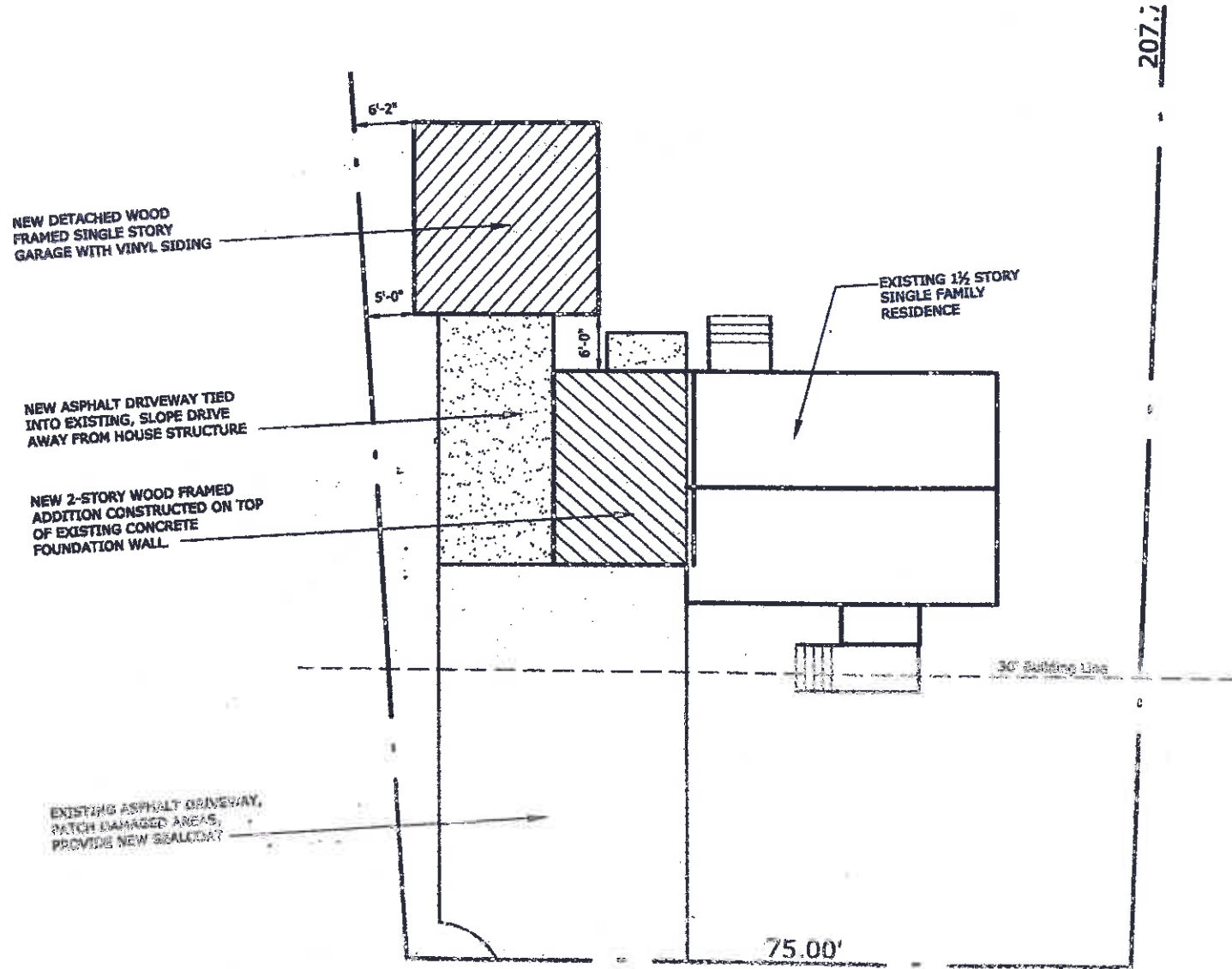


BEWARE
of DOG

05/22/2018 22:58

SLOW!

2014 Plan for Garage and House Addition



207

PLANS APPROVED
 Building - Zoning Department
 City Of

DARIEN

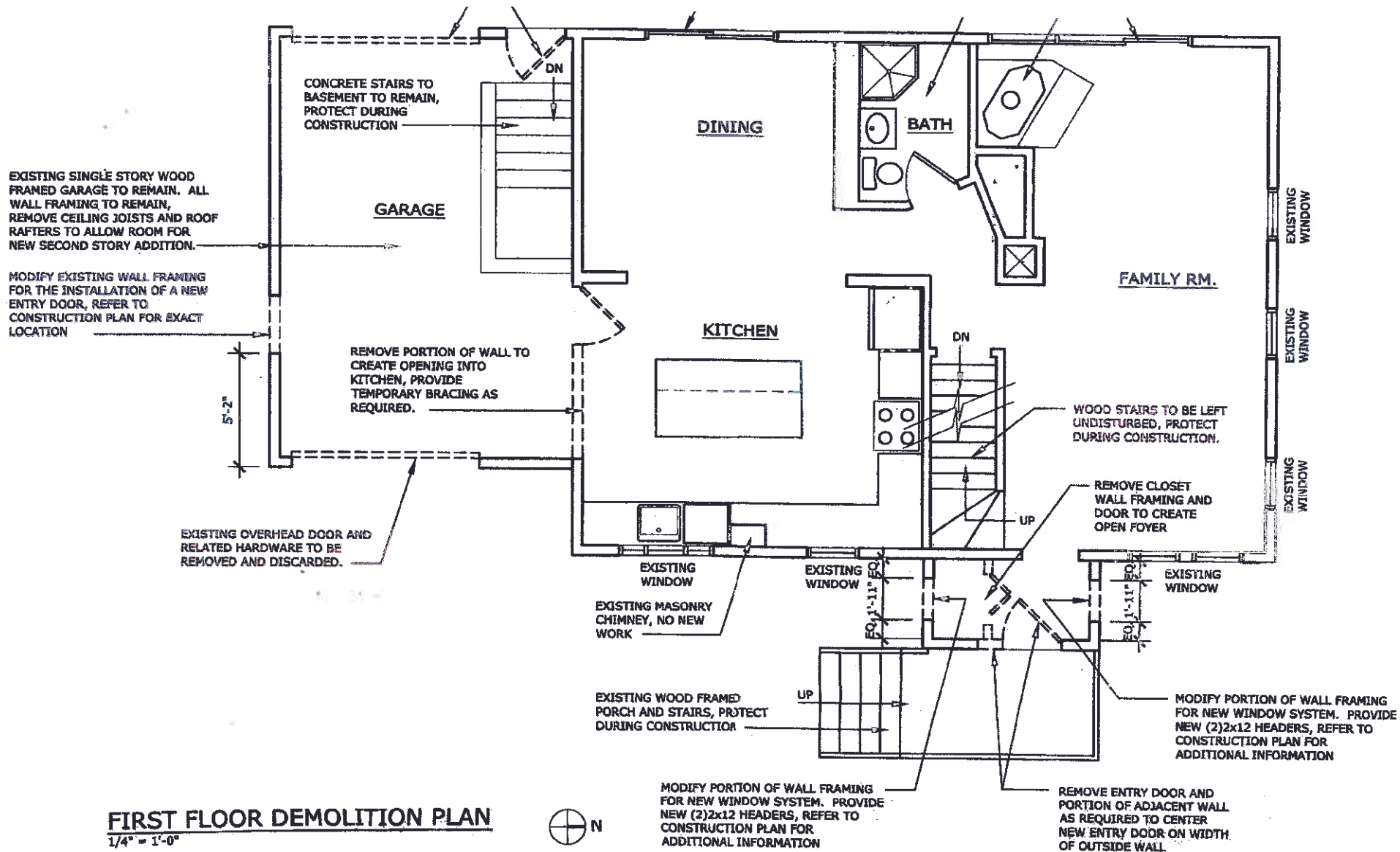
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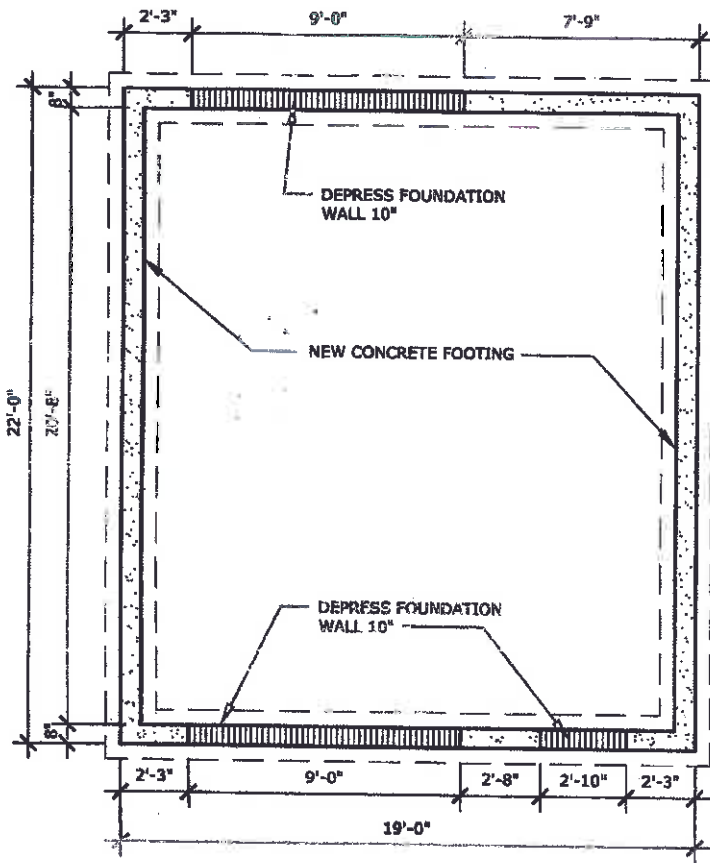
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SITE PLAN
 1/16" = 1'-0"



CREST ROAD

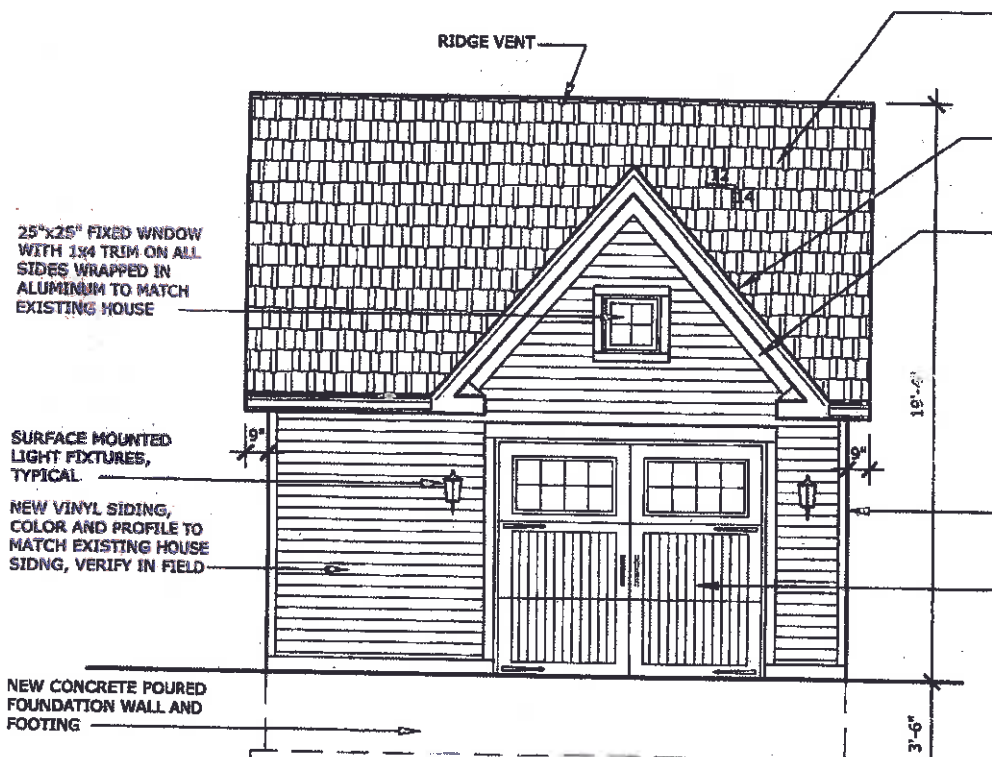




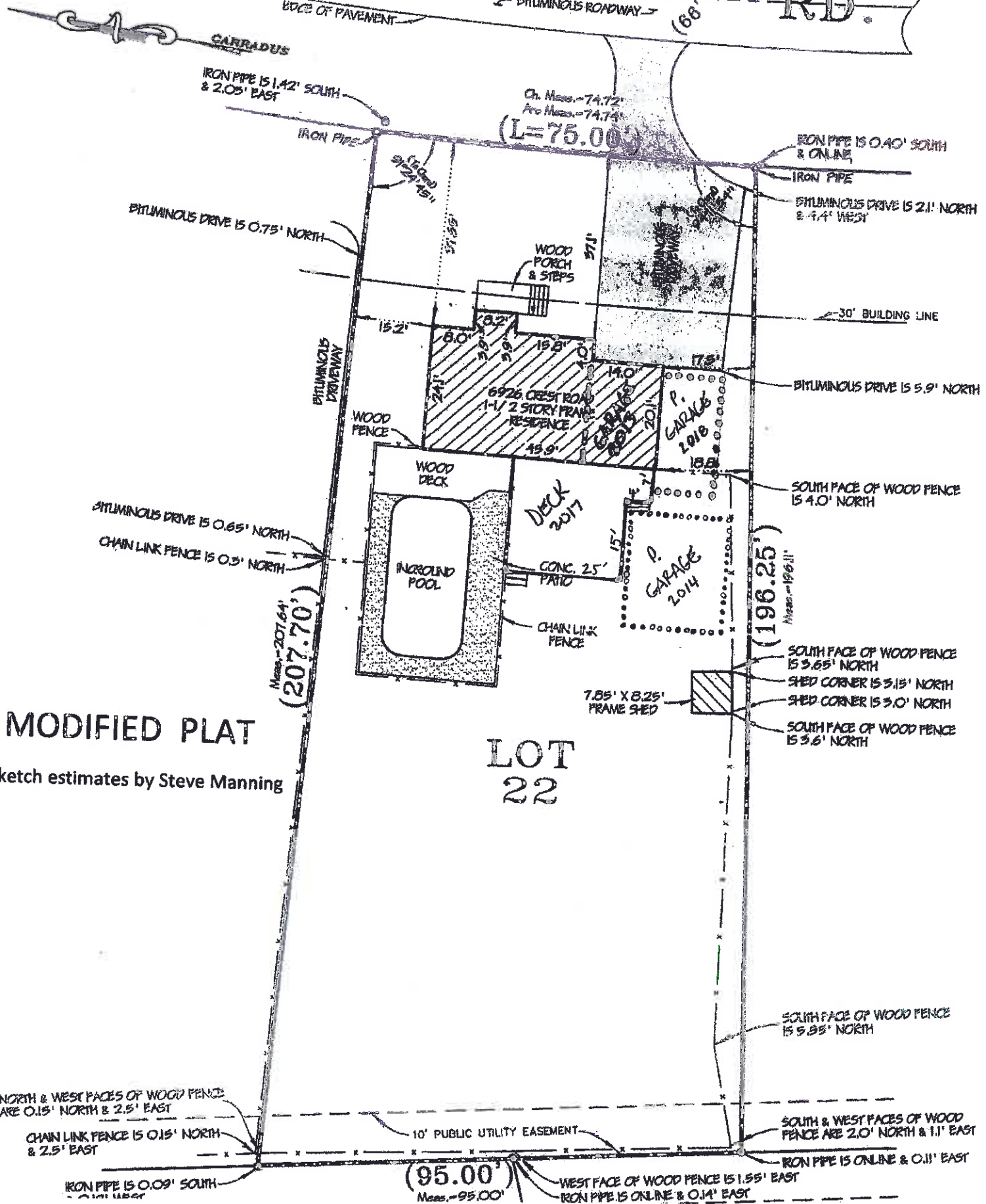
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GARAGE FOUNDATION PLAN

1/4" = 1'-0"



EDGE OF PAVEMENT
CREST RD.
 BITUMINOUS ROADWAY (68' R/W)
 EDGE OF PAVEMENT



MODIFIED PLAT
 Sketch estimates by Steve Manning



CITY OF DARIEN

In the County of DuPage and the State of Illinois
Incorporated 1969

VARIATION AUTHORITY & STANDARDS

Zoning Code Section 5A-2-2-3 (A): Authority

In cases where there are practical difficulties or particular hardships in the way of carrying out the strict letter of any of the regulations adopted by this Title, the City Council may, by ordinance, determine and vary the application of such regulations.

Zoning Code Section 5A-2-2-3 (G): Standards

The City shall not vary the provisions of this Title unless findings of fact have been made on the following:

1. Whether the purpose of the variation is not based primarily upon a desire to increase financial gain and the general character of the property will be adversely altered.
2. Whether the overall value of the property will be improved and there will not be any potential adverse effects on the neighboring properties.
3. Whether the alleged need for the variation has been created by any person presently having a proprietary interest in the premises.
4. Whether the proposed variation will impair an adequate supply of light and air in adjacent property, substantially increase congestion in the public streets, increase the danger of fire or endanger the public safety.
5. Whether the proposed variation will adversely alter the essential character of the neighborhood.



ILLINOIS MUNICIPAL CODE 65 ILCS

Sections 11-13-4 and 11-13-5: VARIATIONS

A variation shall be permitted only if the evidence sustains each of the following three conditions:

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.

2. The plight of the owner is due to unique circumstances.

3. The variation if granted will not alter the essential character of the locality.

The corporate authorities may provide general or specific rules implementing, but not inconsistent with, the rules herein provided.

AGENDA MEMO
MUNICIPAL SERVICES COMMITTEE
August 27, 2018

Issue Statement

Petitioner seeks approval of a variation to the Darien Zoning Code for building height for their proposed office/warehouse and approval of final site plan. **(Please note that the only requested exception to the City Code is the variance to the building height limit of 35 feet-requesting 39 feet.)**

General Information

Petitioner:	Sterling Bay	
Property Owner:	GD Darien LLC (Crown family, CC Industries, Michael Bialas)	
Property Location / PIN#:	1035 S. Frontage Road / 09-34-303-025, 09-34-303-027, 09-34-303-029	
Zoning / Land Use:	Site:	I-1 / vacant cartage facility
	West:	I-1 / Darien Public Works facility
	East:	I-1 (DuPage County)/forest preserve
	South:	R-1 (DuPage County)/forest preserve
	North:	R-1 / I-55 interstate highway
Comprehensive Plan:	Future land use - Office/Research/Industrial	
Size of Subject Lot:	765 feet along frontage, 446,621 square feet = 10.25 acres	
Natural Features:	Relatively flat with wetlands and floodplain on east edge	
Transportation:	Two driveways off S. Frontage Road	

Development History and Proposal

Sterling Bay is a large development company based in Chicago who has contracted to purchase these 3 lots and has proposed to build an office/warehouse, which is a permitted use in the I-1 district. The site is now unused and was formerly developed for a trucking cartage business with two small buildings for office and truck maintenance with some parking spaces up front. Most of the site behind the buildings was leveled and surfaced with gravel for truck trailer storage.

The proposed development would include demolition of the existing buildings, construction of a 153,000 square foot warehouse with 157 car parking spaces, 31 depressed loading docks, and two stormwater detention ponds. The building interior clear ceiling height would be 32 feet and the exterior height from the adjacent grade to top of roof would be approximately 39 feet, where 35 feet is otherwise required in the I-1 district, per Code section 5A-9-4-8. Proposed is a landscape area along S. Frontage Road to screen the loading docks.

Petitioner Documents (attached to this memo) see Attachment A

1. Petition
2. Plat of Survey
3. Site Plan
4. Preliminary Grading and Utility Plan
5. Landscape Plan
6. Building Elevation Sketches

7. Photometric Plan
8. Landscape Screening Views
9. Site Section Details
10. Wall Sections
11. Letter from Sterling Bay 6.18.18
12. Traffic Study 8.20.18

Staff Documents (attached to this memo) see Attachment B

13. Photo – aerial of area with floodplain (in blue)
14. Photos (3) - of existing site conditions
15. Staff memo on distribution centers 6.22.18
16. City Engineer review letter from Dan Lynch 8.20.18
17. Phase 1 Environmental Site Assessment 3.1.11
18. PZC minutes 7.18.18 (not reviewed or approved by PZC yet)
19. Darien Variation Authority and Standards
20. State Variation Conditions
21. DuPage County Forest Preserve District site comments

Variation Review

The proposed 39 foot high warehouse building would be a distance from the nearest surrounding buildings, including;

- West – about 250 feet to the Darien Public Works garage – about 25 feet high
- North – about 450 feet to the Woodspring Suites hotel (across I-55) – about 40 feet high
- East - about 600 feet to the nearest house (across forest preserve) – about 25 feet high
- South – no building (Waterfall Glen Forest Preserve)

The ground elevation at the front of the existing buildings on site is approximately 2-5 feet lower than S. Frontage Road and about 7-10 feet lower than the I-55 road surface. A nearby warehouse was recently built by Panattoni at 7879 Lemont Road has a clear ceiling height of 32 feet and a roof height of 39 feet. That development is in the ORI zoning district which allows a 40 foot building height.

PZC Case 2018-06

The Planning and Zoning Commission held a public hearing on July 18, 2018 on the requested building height variation. The Petitioner said they need 32 feet floor to ceiling to accommodate the storage racking technology of their prospective tenants (State variation standard #1). No evidence was presented of negative impact that would be caused by the extra 4 feet of building height (Darien variation condition #2) Four neighbors commented on truck noise, pollution, congestion, and signs; but not on building height. The PZC voted 6-0 to recommend approval of the variation as presented.

Site Plan Review

Zoning Code Section 5A-2-2 gives the City Council authority to review and approve final site plans

for compatibility and conformity in terms of traffic congestion, overcrowding, adverse environmental impacts, and health related problems.

Building Elevations. Renderings show a box-like shape with an articulated façade similar to the Panattoni building. Located at the front of the building (north facade) would be the main entrance, windows, and visitor parking.

Lighting. On-site lighting would be supplied by wall-mounted fixtures. The Photometric plan shows brightness levels would be near zero at the property edges conforming to City Code. The developer would providing shields on the light fixtures to cutoff direct glare upon adjacent properties and sky.

Landscaping. Their plan shows perimeter yard trees and shrubs, parkway trees, and parking lot island shrubs that conform to City Code. No dumpsters or outside storage areas are shown, which would otherwise require screening. City code section 5A-11-4-1 (G) requires off-street loading be screened from the right-of-way by wall, fence, or hedge with at least 75% opacity all year round. The landscape plan shows a 8' wide landscaping area with no berm along the S. Frontage Road property line that is intended to screen the loading dock area on the west side of the building. Shown are evergreen trees that would be 6' tall at the time of planting and planted 3' – 10' on center. Also the shade trees in the parkway including maple and oak would provide some seasonal screening. The top of trucks at the loading docks are estimated to be 1'- 6' above driver height in vehicles on S. Frontage and I-55. An 8 foot tall wall would be installed on their west property line along the Public Work storage yard. Prairie grasses are shown in and around the two detention ponds and within 20 feet of the east property line. These grasses are intended to comply with County standards for wetland plantings and BMP's. Landscaping plans have been submitted to County Stormwater department for review. A new plat may be required creating easements for detention, wetlands, and floodplain and consolidating the three existing lots into one lot.

Utilities and Grading. Planned is a detention basin at the southwest area of the frontage which would release stormwater to another detention basin at the south end which would filter and release stormwater to a drainage swale on the Public Works site. Roof drains and storm sewers are designed to capture all stormwater on site and convey to these basins. A water main would loop around the building and connect to existing water main along S. Frontage Road. Sanitary sewer would connect to a stub just off the southeast corner of the property. The parking area east of the building would be elevated a few feet with a retaining wall to allow the wetlands and floodplain to flow naturally south and not onto the warehouse facility. Engineering plans have been submitted to the DuPage Stormwater department for review.

The Developer will be contributing up to \$50,000 for the following Public Works facility site improvements:

1. Sanitary Service-The developer will extend the sewer to the limits of the property. The proposed sanitary sewer structure will provide an opportunity for the facility to install a service line to the building and abandon the existing septic system.

2. Remove and construct the existing concrete blocks/storage bins for the storage of excavated spoils, aggregates, concrete, bituminous products and brush.
3. Parking Lot Expansion-The Public works site requires additional parking for the employees. The department will coordinate a plan to work with the developer to prepare a parking pad adjacent to the existing salt storage facility. The proposed parking lot would be constructed with bio swales. Pending site plan approval, the department may be required to seek zoning relief as it relates to setbacks.

Please note, costs for the improvements will exceed the contribution funds. Any proposed projects exceeding the contribution will be forwarded for consideration through the 2019 Budget Workshop.

Traffic. On-site circulation includes employee parking on east side of building with turnaround at south end, trucking parking at the loading docks on west side of building with turnaround at south end, and a fire lane along south side of building. Plans have been submitted to the Tri-State Fire District for review. Two driveways onto S. Frontage Road are proposed each with stop signs and 'no right turn' signs for exiting vehicles, which would be intended to direct traffic to Cass Avenue and not east on S. Frontage Road.

The Petitioner submitted a revised traffic study done by KLOA August 20, 2018. In summary, it uses a projection of an 18% increase in traffic on S. Frontage Road in 5 years to 625 vehicles per day. It estimates traffic generated by the proposed warehouse at 7 trucks and 27 cars in peak hour and 57 trucks and 230 cars in peak weekday. It observed almost no pedestrian or bicycle traffic on S. Frontage Road. It concluded that traffic volumes would not warrant any improvements to the roadways (turn lanes) or traffic controls (signs or signals). Turning radius and stopping sight distances at the driveways at S. Frontage Road were projected to be safely adequate. A portion of S. Frontage Road will be grinded with new overlay and the centerline and edge lines will be restriped. The merging of vehicles between I-55 and the Cass Avenue/S. Frontage Road intersection were projected to be safely adequate.

Environmental Assessment. A Phase I Environmental Site Assessment was done on the property for the owner, CC Industries, Inc., in 2011. The scope of the study included site observations, public document review, and interviews of local officials. The conclusion was there was no evidence of recognized environmental conditions of contamination.

Public Comments. Dan Gombac and Steve Manning met with Linda Painter at her request on August 8 to hear her questions on the proposed Sterling Bay plans and traffic study. A call was received from Irfan Ibrahim on August 22 saying he was a candidate for the Forest Preserve Board, that he was circulating a petition that he would post on Facebook, and that he and a large number of people would be attending the MSC meeting. His main concern was environmental impact.

Municipal Services Committee Recommendation:

Two motions are needed.

1. A variation for building height of 39 feet
2. Final site plan approval as presented, subject to;
 - A. Fire District approval
 - B. Plat of Consolidation approval
 - C. Final DuPage County Storm Water Permit
 - D. The Developer contributing up to \$50,000 for Public Works facility site improvements

Meeting Schedule

Planning and Zoning Commission:	July 18, 2018
Municipal Services Committee:	August 27, 2018
City Council:	September 4, 2018

CITY OF DARIEN, ILLINOIS, Community Development Department

Variation/Special Use/Rezoning petition to the Mayor and City Council of the City of Darien:

Staff Use Only	
Case No.:	2018-06
Date Received:	6/20/18
Fee Paid:	\$485
Check No.:	4895
Hearing Date:	7/18/18

PETITIONER INFORMATION

Sterling Bay

 Petitioner's Name
Matt Lucas - Project Manager - Sterling Bay

 Contact Name
1330 W. Fulton St. Chicago, IL 60607

 Address, City, State, Zip Code
312-566-4913

 Phone #
n/a

 Fax #
lucas@sterlingbay.com

 Email

Michael G. Bialas

 Owner's Name
222 N. LaSalle Street, Suite 1000, Chicago, IL 60601

 Address, City, State, Zip Code
312-750-6576

 Phone #
Mbialas@crowm-chicago.com

 Email

PROPERTY INFORMATION

1033-1035 S FRONTAGE RD, DARIEN, IL

 60561 Property address
0934303025 ; 0934303029 ; 0934303027

 PIN(s)

10.25 acres

 Acreage
I - 1

 Zoning

Provide legal description on a separate sheet and attach, such as the plat of survey.

REQUEST

Brief description of the request(s):
 Variation Simple Variation
 Special Use Rezoning

Petitioner is seeking a variation to construct an industrial office/warehouse building with a maximum building height of 39 feet from the established grade level or, posite the center of the front of the building to the highest elevation of the roof, a four (4) foot increase beyond what is currently permitted.

I, _____ do hereby certify that I am the owner of record (or one of the owners of record or the attorney for the owners of record of the forsaidd described property) and I hereby make application as such.

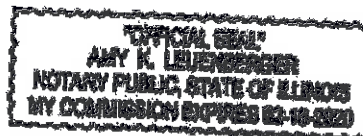
David M. Rubin

 Signature **David M. Rubin**

Subscribed and sworn to before this 21st day of June 20 18

Amy K. Leuenberger

 Notary Public **Amy K. Leuenberger**



ALTA/ACSM LAND TITLE SURVEY

PARCEL 1: LOTS 2 AND 3 IN DARIEN PUBLIC WORKS SUBDIVISION, BEING A SUBDIVISION OF LOT 1 IN DARIEN PUBLIC WORKS SUBDIVISION, BEING A SUBDIVISION IN PART OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 35 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAN THEREOF RECORDED UNDER 24, 2004 AS DOCUMENT 10000-07004, IN CLATSOP COUNTY, OREGON.

PARCEL 2: LOT 3 IN GREAT BANK REDEVELOPMENT, BEING A REDEVELOPMENT OF LOT 1 IN DARIEN PUBLIC WORKS SUBDIVISION, BEING A SUBDIVISION IN PART OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 35 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO ORDER 12, 2011 AS DOCUMENT 10011-01001, IN CLATSOP COUNTY, OREGON.

COUNTY SURVEYOR 1033 SOUTH FRONTAGE ROAD, DARIEN, OR.

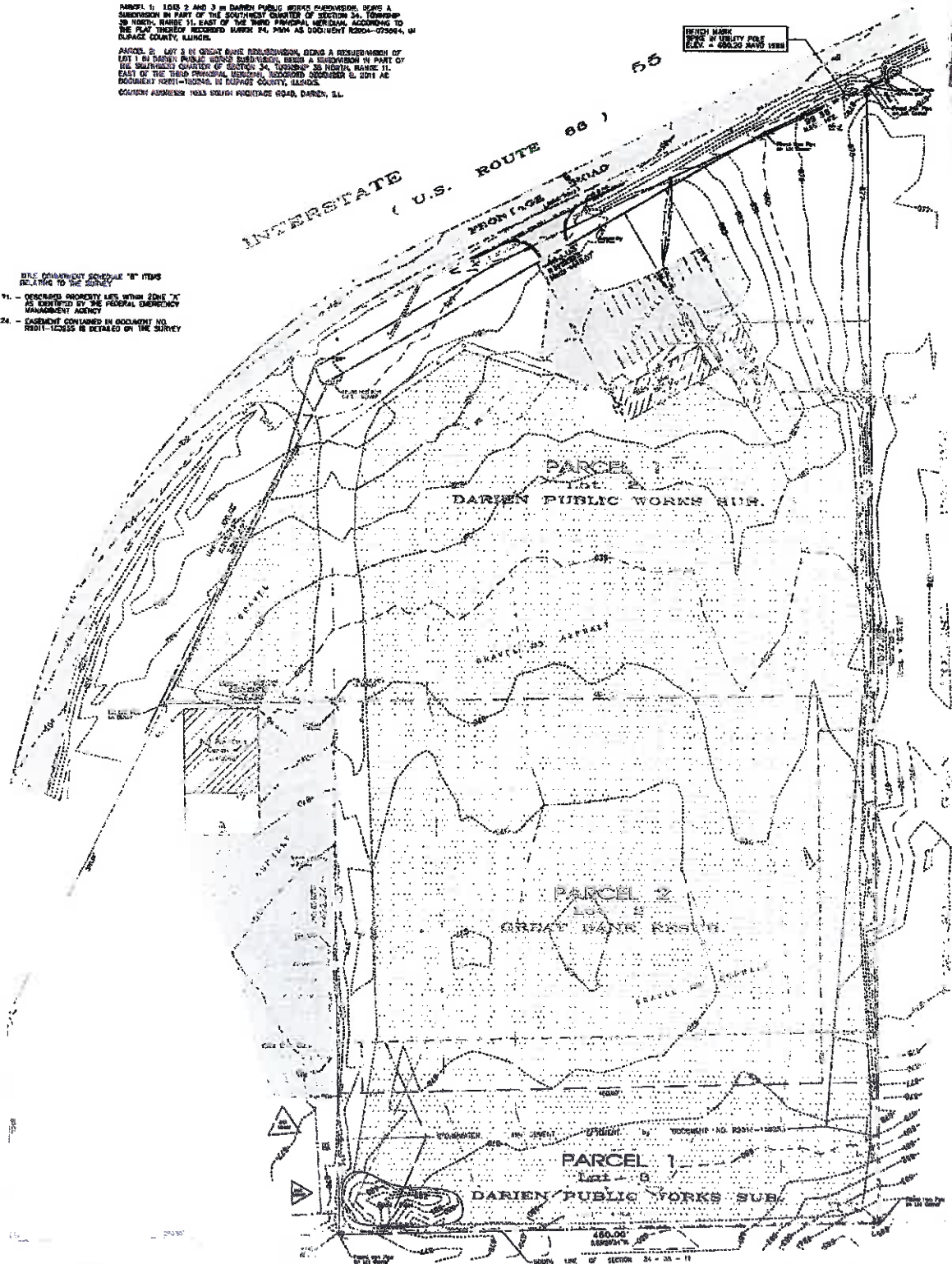
BRONZE MARK
SPACE IN SURVEY PLOT
KEY = 0.0030 HANG 1000

INTERSTATE (U.S. ROUTE 86)
FRONTAGE ROAD

NOTE: EXHIBIT SCHEDULE "B" ITEMS RELATIVE TO THE SURVEY

17 - DELETED PROPERTY LOTS WITH CORNER AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY

24 - EXHIBIT CONTAINED IN DOCUMENT NO. 10011-01001 IS DETAILED ON THE SURVEY



Symbol	Description
1	Iron Pipe
2	Survey Stake
3	Survey Nail
4	Survey Pin
5	Survey Bolt
6	Survey Nail
7	Survey Pin
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9	Survey Nail
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NOTE: CHICAGO TITLE INSURANCE COMPANY GUARANTEES ALL RECORDS, EFFECTIVE DATE MARCH 22, 2015. THIS JOB WAS PREPARED IN PREPARATION OF THIS SURVEY.

STATE OF OREGON) S.S.
COUNTY OF CLATSOP)

WE AS GOULD & RATHER, L.L.P., a firm in the State of Oregon, do hereby certify that the above described plat was prepared by a duly licensed and qualified surveyor, and that the same is a true and correct copy of the original as shown to us by the said surveyor, and that we are not aware of any fraud or deception in the preparation of the same.

THE FIELD WORK WAS COMPLETED ON APRIL 23, 2015.
DATE OF PLAT: APRIL 23, 2015.

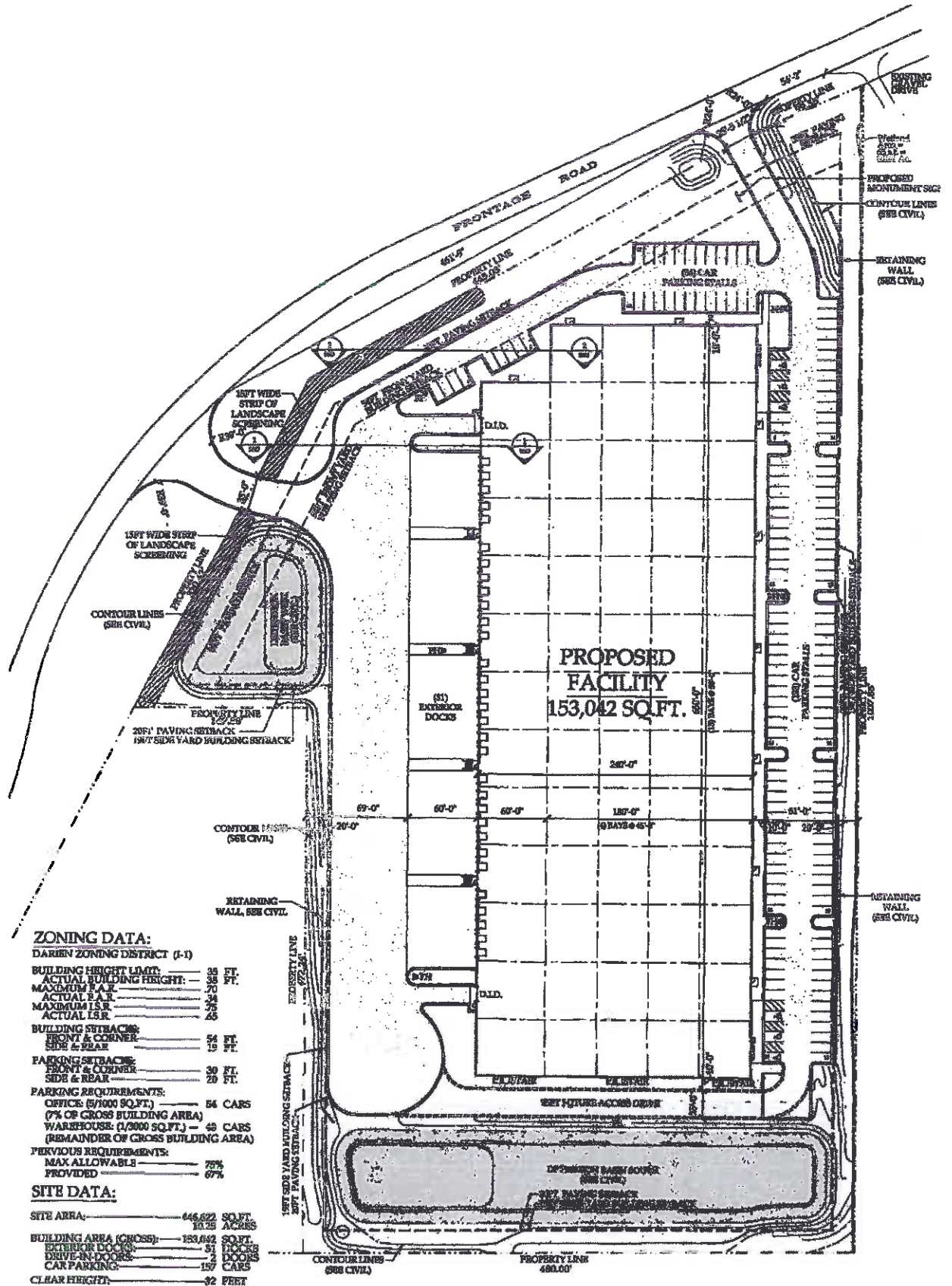
- TABLE "A" ITEMS
- IRON PIPES FOUND OR SET AT ALL BOUNDARY CORNERS AND DETAILED IN THE SURVEY DRAWING
 - ADDRESS IS NOTED IN THE SURVEY DRAWING
 - PER FEDERAL AERIAL PHOTOGRAPHIC MAP (FAP) ON DESCRIBED PROPERTY DATE 12/10/2014, PER MAP NO. 1000000000, EXISTING LOT 12 AND 13, AREA DETERMINED TO BE OUTSIDE OF THE MAPPING CORNER FOOTPRINT
 - DESCRIBED PROPERTY CONTAINS 44,821 S.F. = 10.253 ACRES
 - 1 FOOT CONTROLS ARE DETAILED ON THE SURVEY DRAWING AND ELEVATION DATUM IS NAVD 83
 - ZONING FOOTPRINT OF BUILDINGS IS DETAILED ON THE SURVEY DRAWING
 - BUILDING HEIGHTS ARE DETAILED ON THE SURVEY DRAWING
 - SUBSTANTIAL FEATURES OBSERVED ARE DETAILED ON THE SURVEY DRAWING
 - THERE ARE 22 REGULAR STIPED PARKING STALLS AND 0 HANDICAP STALLS OBSERVED ON-SITE, TOGETHER WITH EVIDENCE FROM PLANS PROVIDED BY THE CLIENT AND FIELD MEASUREMENTS, IF UTILITIES ARE DETAILED ON THE SURVEY DRAWING

- TABLE "A" ITEMS cont.
- THERE IS NO EVIDENCE OF EXISTING EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADJUSTMENTS
 - NO INFORMATION OF PROPOSED STREET RIGHT OF WAY CHANGES OR OBSERVED CHANGES OF RIGHT OF WAY OF EXISTING CONSTRUCTION OR BOUNDARY LINES
 - NO EVIDENCE OF ATE USE AS A SOLID WASTE PLANT, GUN OR BARRIERS
 - NO WETLANDS HAVE BEEN DELINEATED ON THE DESCRIBED PROPERTY
 - PROFESSIONAL LIABILITY INSURANCE IS MAINTAINED BY THE SURVEYOR



Prepared for: GOULD & RATHER L.L.P.
KRISCH LAND SURVEYING, LLC
PROFESSIONAL DESIGN FIRM LICENSE NO. PD-000000
7000 N. 20th - Portland, OR 97228 Phone: 503.577.2000
SURVEYING - CONSULTING - CONSTRUCTION LAYOUT
15-033



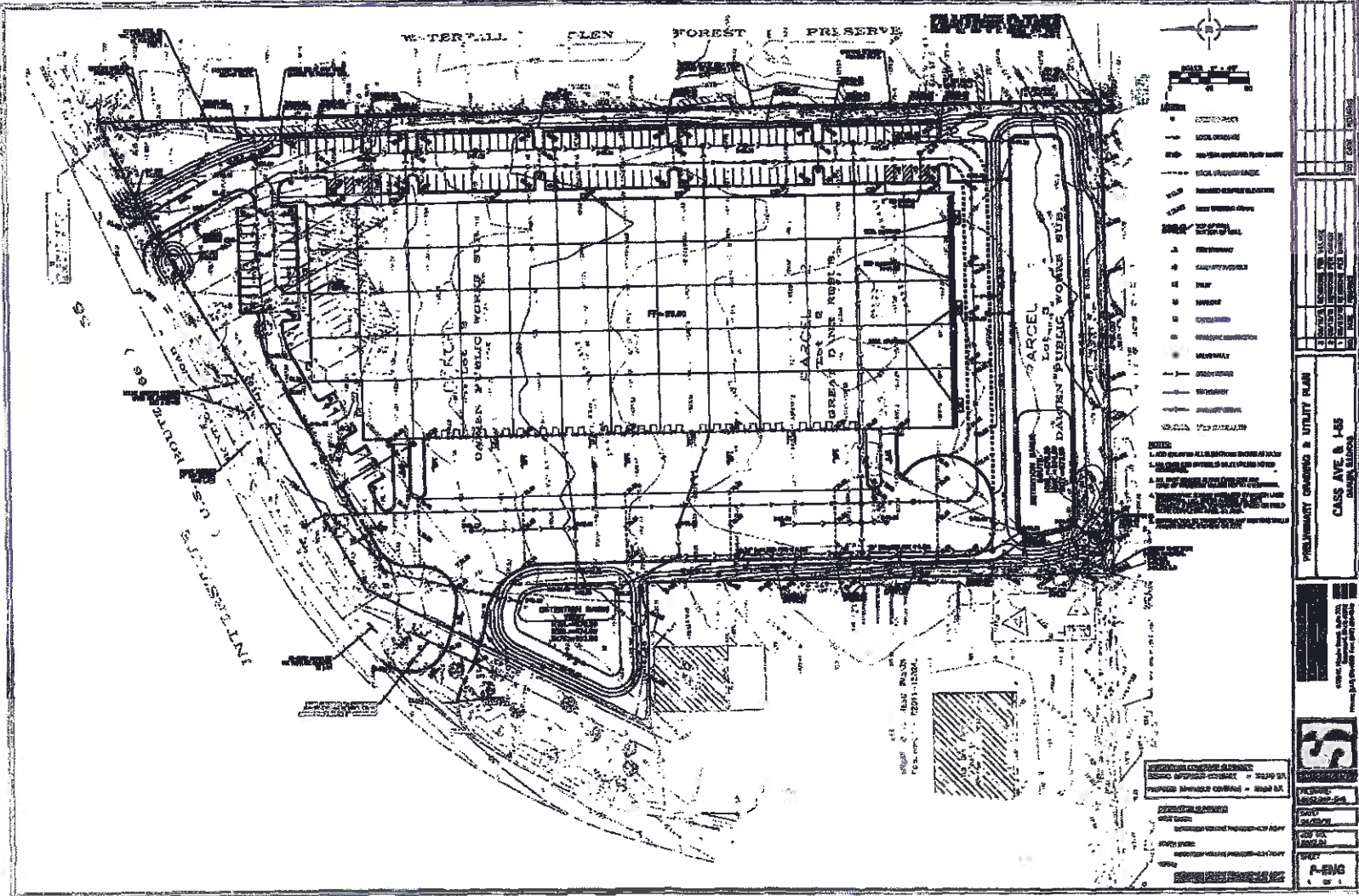


PROPOSED FACILITY
DARREN, ILLINOIS

JUNE 18, 2018 #14036

©CORNERSTONE ARCHITECTS LTD. 2018





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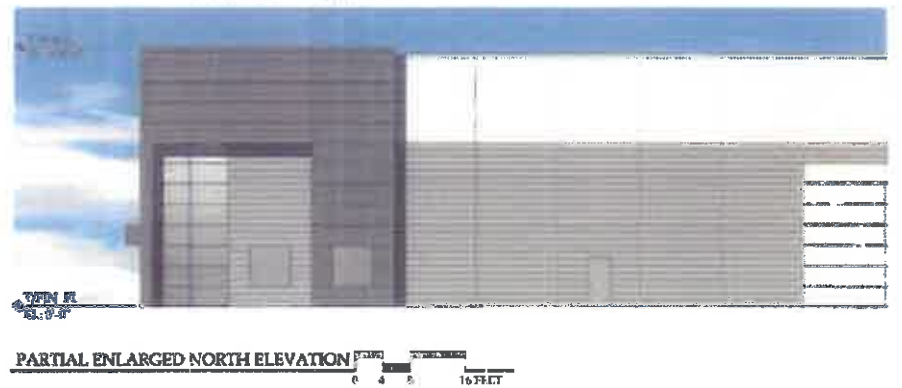
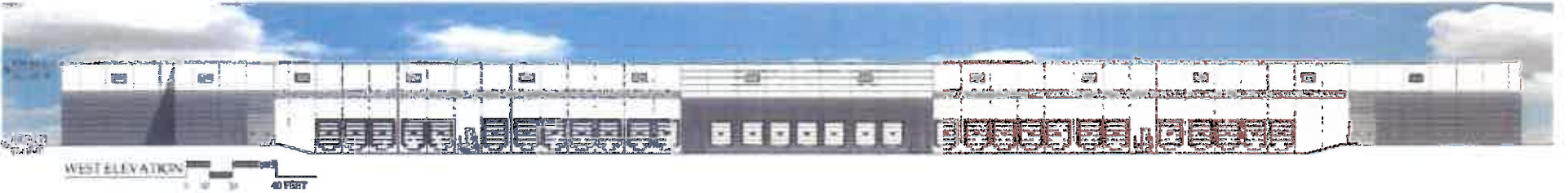
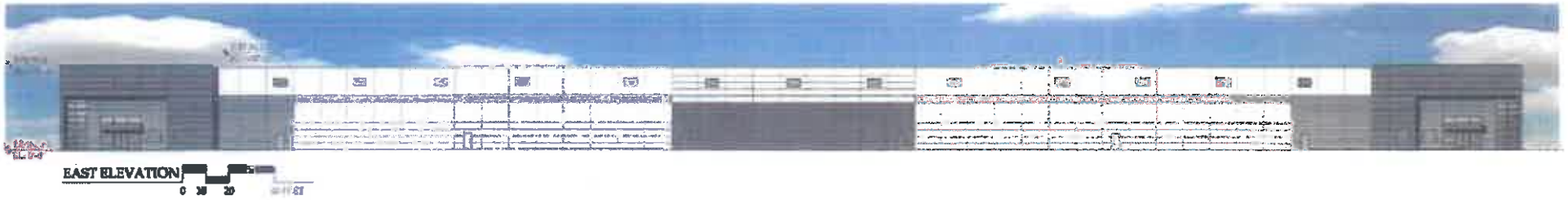
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5. ALL GRADES TO BE SHOWN ON THIS PLAN SHALL BE BASED ON THE FINISH GRADES SHOWN ON THE PREVIOUS EDITION OF THIS PLAN.

PRELIMINARY GRADING & UTILITY PLAN	
CASSELL AVE & I-85	
DAVID H. BARNES	
DATE	NOV 11 2011
SCALE	AS SHOWN
PROJECT NO.	11-1111
CITY	ATLANTA, GA
COUNTY	DEKALB COUNTY, GA
STATE	GA
PROJECT	RESIDENTIAL DEVELOPMENT
OWNER	DAVID H. BARNES
ENGINEER	DAVID H. BARNES
REGISTERED PROFESSIONAL ENGINEER	NO. 11111
EXPIRES	NOV 11 2012



PROPOSED FACILITY
DARLEN, ILLINOIS

JUNE 15, 2016 #14036



CONNELLY
ELECTRIC

10 S. HARRISON RD.
SUITE 103
ADDICKS, IL 61819
PH (618) 519-1388
F (618) 519-0077



DAVID J. CONNELLY
Professional Engineer
No. 11-00000

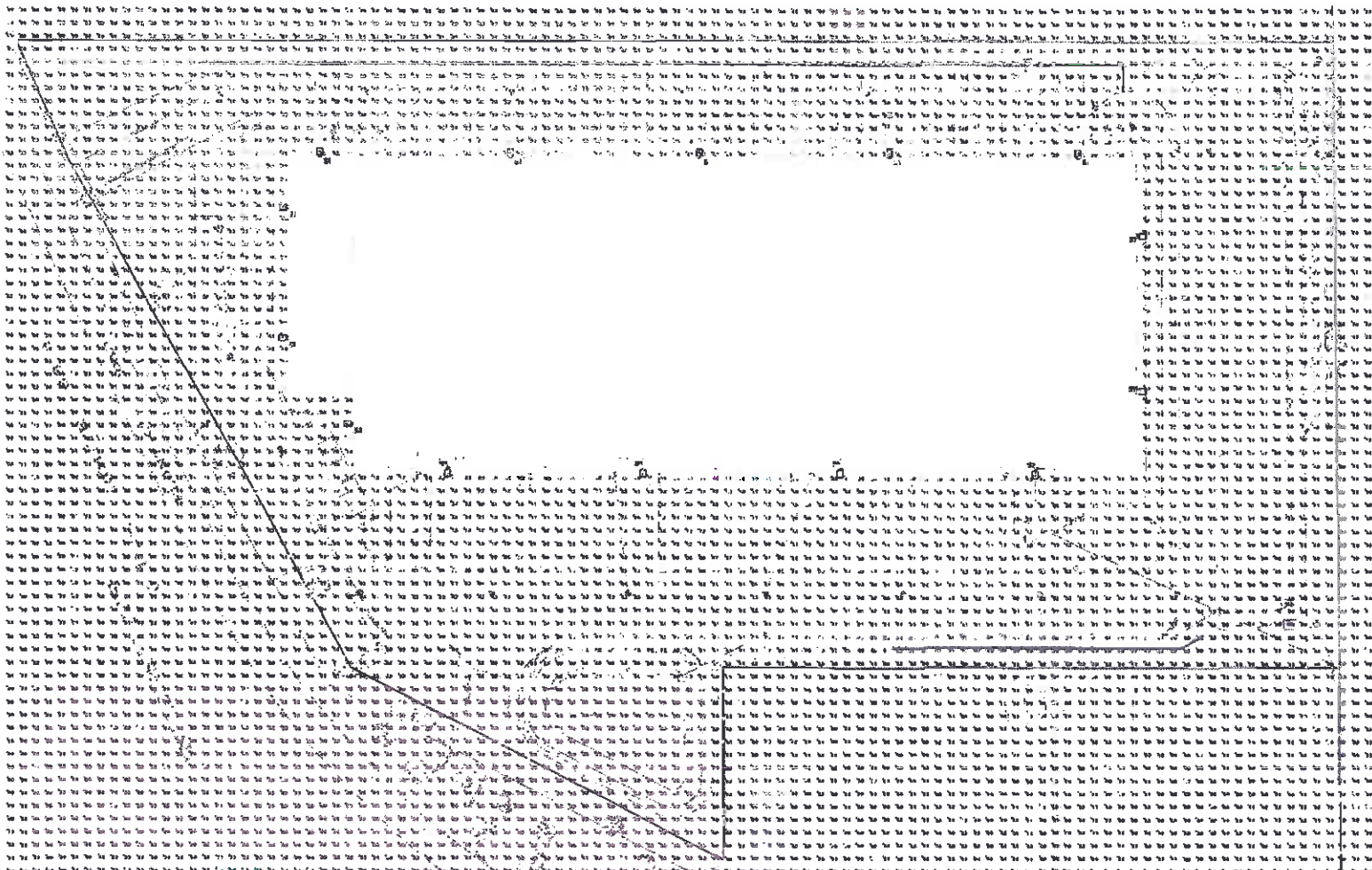
DATE: _____
DRAWN BY: _____

**DARIEN
PHOTOMETRIC PLAN**
UNION, IL

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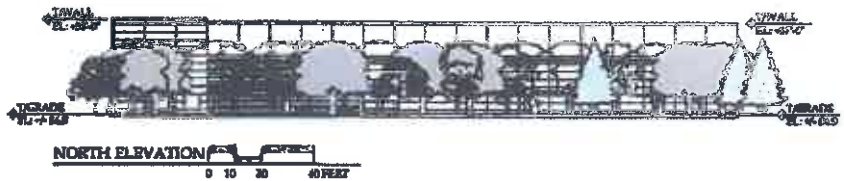
E-1



SITE PHOTOMETRIC PLAN
SCALE: 1/8" = 1'-0"
North

PHOTOMETRIC STATISTICS			
DESCRIPTION	PERCENT	AREA SQ. FT.	LUMENS PER SQ. FT.

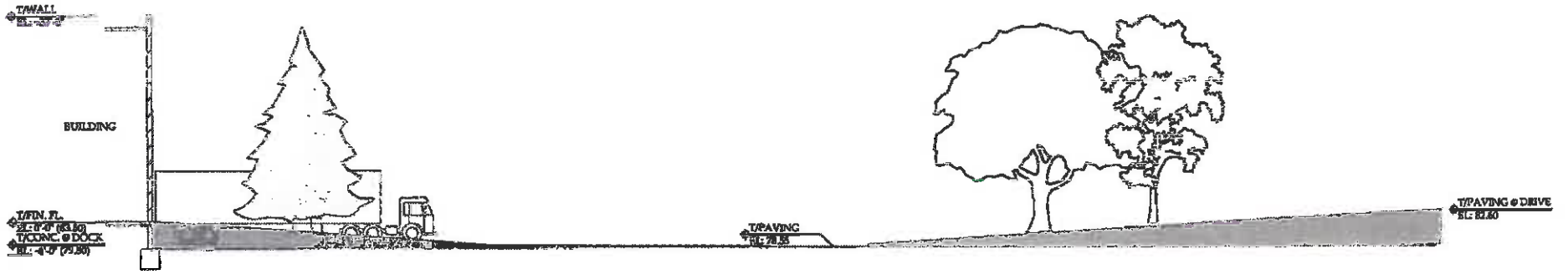
LUMINAIRE SCHEDULE					
FAULTY	SYMBOL	DESCRIPTION	MODEL	LUMEN OUTPUT	HEIGHT
S1	□	150 WATT, 120 VOLT, PARABOLIC	150 WATT, 120 VOLT, PARABOLIC	1500	12 FT. 0 IN.
S2	□	150 WATT, 120 VOLT, PARABOLIC	150 WATT, 120 VOLT, PARABOLIC	1500	12 FT. 0 IN.
S3	□	150 WATT, 120 VOLT, PARABOLIC	150 WATT, 120 VOLT, PARABOLIC	1500	12 FT. 0 IN.



LANDSCAPE SCREENING VIEWS

DAREN, ILLINOIS

JUNE 14, 2018 #1-056



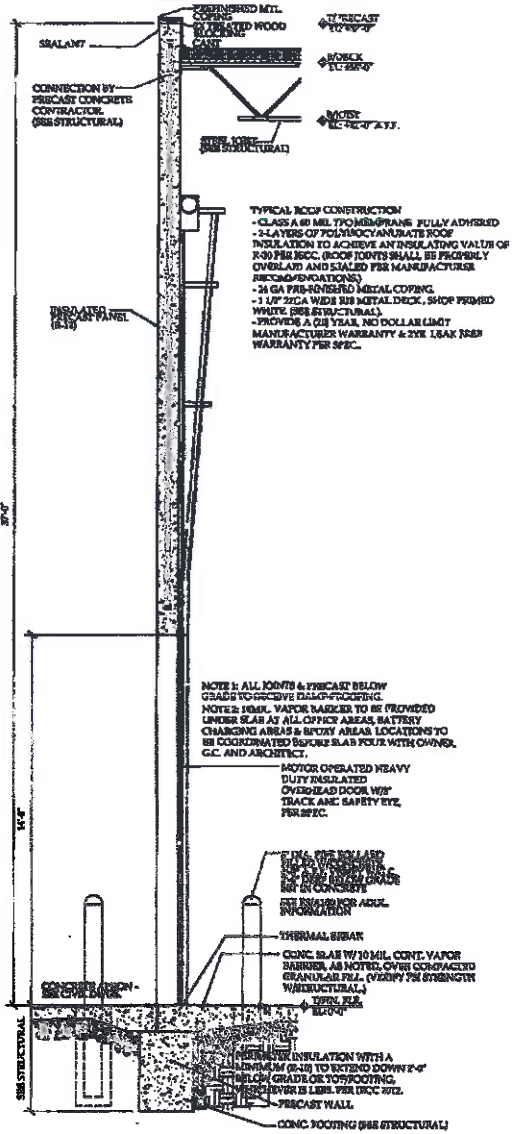
SSD: SITE SECTION DETAILS
DARIEN, ILLINOIS

JUNE 18, 2018 #14036

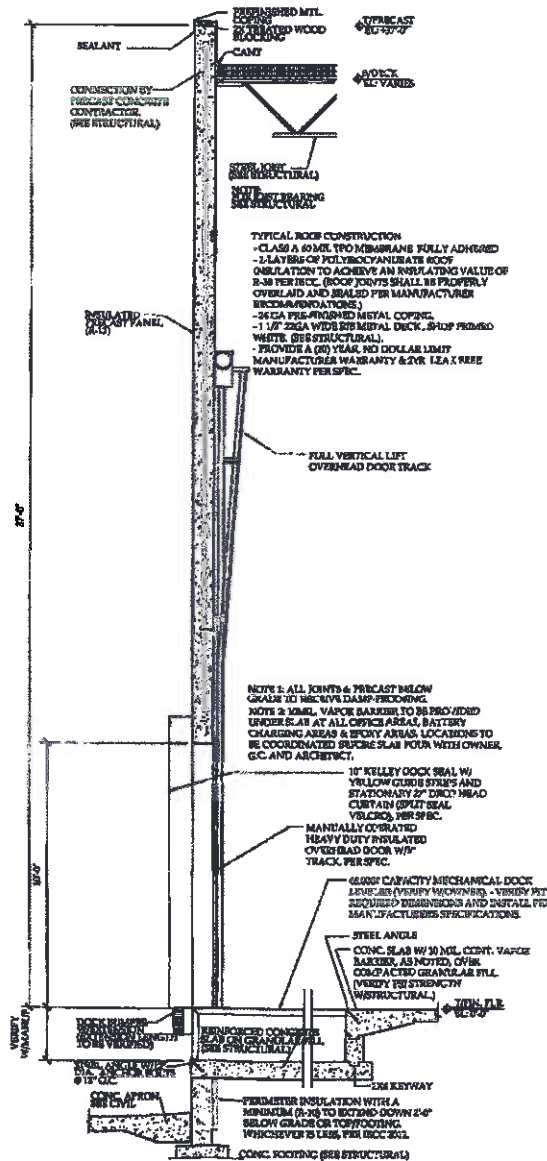
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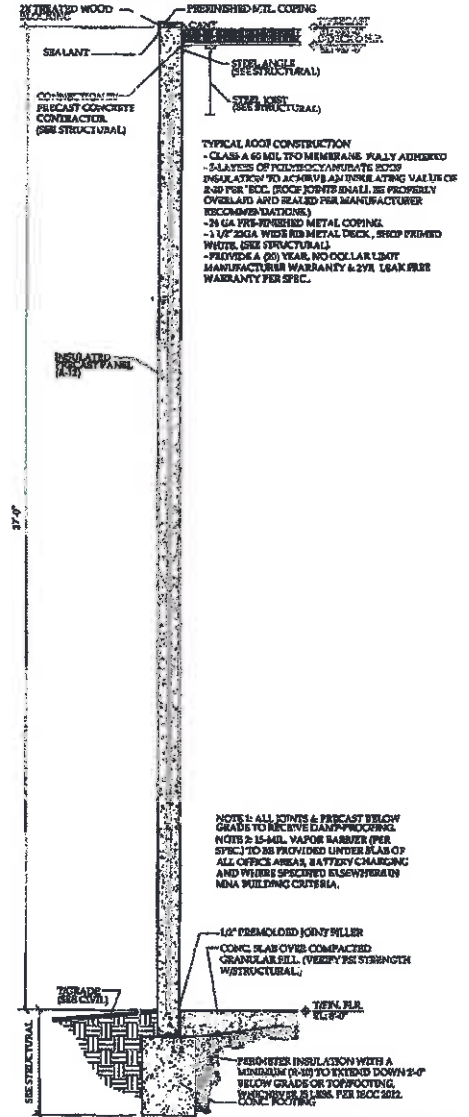
SECTION @ D.I.D.



SECTION @ RECESSED DOCK



SECTION @ HIGH POINT OF ROOF



WALL SECTIONS

11/16/18, 2018 #14836

Starling Bay

11011 W. Pulaski St., Room 100
Chicago, IL 60642
312.468.4100
info@starlingbay.com

June 18, 2018

Mr. Steve Manning
City Planner, AICP
City of Darien
1702 Plainfield Road
Darien, IL, 60561

RE: 1033-1035 S. Frontage Road; Darien, Illinois

Dear Mr. Manning:

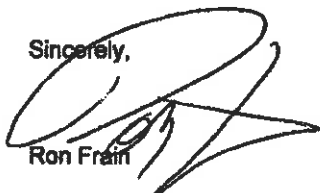
We seek a variation to construct an industrial office/warehouse building with a maximum building height of 38 feet, a three (3) foot increase beyond what is currently permitted.

Current zoning regulations limit building heights to 35 feet which has the effect of limiting interior clear heights to 29 feet. In the industrial warehouse market, clear height means the distance from the top of slab (floor) to the underside of the bar joist supporting the roof. Warehouse tenants plan their floor layout, pallet stacking plan, racking aisle configuration and ultimately their square footage requirement based upon this metric. Older Class B and C properties have clear heights less than 30 feet, even 24 feet in some cases, and these clear heights are now considered functionally obsolete in the marketplace.

Today's tenants want modern Class-A industrial warehouse space and demand clear heights of at least 32 feet. Potential financial partners are also aware of this standard and consider clear heights of under 30 feet to be sub-par. In addition, upon introducing the proposed project to tenant representatives, the owner received an overwhelming response that 30-foot (and under) clear heights are simply not market. The majority of financial institutions demand that an industrial building meet the industry standard of 32 feet in order to protect their investment and remain attractive to the broadest base of possible tenants. A modern warehouse like the proposed project requires a clear height of 32 feet (and resulting building height of 38 feet) to be financially viable in this competitive marketplace. Limiting the building height to 35 feet has the effect of making the property unfit for Class A industrial warehouse use, a use that is specifically permitted under existing zoning regulations at this location.

The variation, if granted, will not alter the essential character of the locality or have an adverse impact on the surrounding neighbors. Conversely, the project as proposed will have a tremendously positive affect on the community. Upon completion, the project will generate office and warehouse jobs, including 25-30 construction jobs. In addition, the project is anticipated to generate approximately \$150,000 in real estate taxes upon stabilization. The property will be built to Class A standards with attractive front yard landscaping, screening, and attractive vision glass at the prominent northeast corner entrance. If not built, this property will remain a dormant, overgrown, former trailer yard. We respectfully request that you grant this variation request and we remain available to answer any questions you may have.

Sincerely,



Ron Frain

Traffic Impact Study Proposed Warehouse-Distribution

Darien, Illinois



Prepared For:

Sterling Bay

KLOA
Kong, Lindgren, O'Hara, Albona, Inc.

August 23, 2018

Executive Summary

A traffic impact study was conducted for the proposed warehouse-distribution facility to be located in the southeast quadrant of the Interstate 55 and Cass Avenue interchange in Darien, Illinois. The conceptual site plan calls for the approximate 10.25-acre site to be developed to include an approximate 153,000 square-foot warehouse-distribution facility with approximately 33 docks and a surface parking area for 157 passenger vehicles.

The site is proposed to be served by two full access drives off I-55 South Frontage Road (South Frontage Road). The westerly access drive will primarily be for truck traffic accessing the loading docks proposed on the west side of the building. The easterly access drive will be restricted to passenger vehicles only and will provide direct access to the passenger vehicle parking area, to be located to the north and to the east of the building facility. A fire lane is proposed to the south of the building, connecting the truck turnaround area to the passenger vehicle parking area, thereby allowing full circulation within the site.

Traffic was projected for Year 2024 conditions, which represents the proposed buildout year of the development (Year 2019) plus five years. The traffic projections include existing weekday morning and weekday afternoon peak hour traffic volumes increased by a regional growth factor, as provided by the Chicago Metropolitan Area for Planning (CMAP), and the traffic estimated to be generated by the proposed warehouse/distribution development.

The findings and recommendations of this study are outlined below.

- Truck traffic will be oriented to/from the west via the unsignalized intersection of Cass Avenue and South Frontage Road. Signs will be posted at the proposed truck access drive restricting exiting movements to left-turns only.
- Based on historical aerials, the site was previously developed as a semi-trailer parking field, thus generating truck traffic.
- The traffic estimated to be generated by the proposed development will have a limited impact on the surrounding roadway network.
- No traffic control or roadway improvements are needed or recommended on South Frontage Road at its intersections with Cass Avenue, Lorraine Street, and Fern Street.
- A traffic signal is not warranted at the intersection of Cass Avenue and South Frontage Road under existing or projected traffic volumes.
- Similarly, no traffic control or roadway improvements are needed or recommended at the intersections of Clarendon Hills Road and Fern Street and the Cass Avenue and Northgate Road.

- The two proposed access drives will each provide one lane inbound and one lane outbound under stop sign control. Because of the low volume of turning movements, neither a left-turn lane nor a right-turn lane are needed on South Frontage Road.
- The truck access drive will be restricted, via signage, to exiting left-turns only. No trucks will be allowed to access the site to/from the east via Clarendon Hills Road.
- Truck turning exhibits show that trucks can turn to/from the proposed truck access drive onto South Frontage Road.
- There is adequate stopping sight distance for trucks approaching the respective access drives from either direction.
- In conjunction with the proposed development, a portion of South Frontage Road will be grinded with new overlay and the centerline and edge lines will be restriped.
- A weave analysis shows that the distance on Cass Avenue between the Interstate 55 Southbound Off-Ramp and South Frontage Road is adequate for vehicles from the exit ramp to cross over into the southbound left-turn lane at South Frontage Road. Further, the queue analysis shows that the southbound left-turn storage at South Frontage Road will continue to be more than adequate to accommodate the southbound left-turning movements.
- A review of the proposed site plan shows that the proposed 157 passenger vehicle parking spaces satisfies what is required by the City of Darien.

Introduction

A traffic impact study was conducted for the proposed warehouse-distribution facility to be located in the southeast quadrant of the Interstate 55 and Cass Avenue interchange in Darien, Illinois. The vacant site is in incorporated Downers Grove Township and is proposed to be annexed into the City of Darien, Illinois.

The conceptual site plan calls for the approximate 10.25-acre site to be developed to include an approximate 153,000 square-foot warehouse-distribution facility with approximately 33 docks and a surface parking area for 157 passenger vehicles.

The site is proposed to be served by two full access drives off I-55 South Frontage Road (South Frontage Road). The westerly access drive will primarily be for truck traffic accessing the loading docks proposed on the west side of the building. The easterly access drive will be restricted to passenger vehicles only and will provide direct access to the passenger vehicle parking area, to be located to the north and to the east of the building facility. A fire lane is proposed to the south of the building, connecting the truck turnaround area to the passenger vehicle parking area, thereby allowing full circulation within the site.

The sections of this report present the following:

- Existing roadway conditions including vehicle, pedestrian, and bicycle traffic volumes for the weekday morning and weekday afternoon peak hours
- A detailed description of the proposed development
- Vehicle trip generation for the proposed development
- Directional distribution of development-generated traffic
- Weaving analysis along Cass Avenue
- Future transportation conditions including access to and from the development

Traffic capacity analyses were conducted for the weekday morning and weekday afternoon peak hours for the following two conditions.:

1. Existing Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Future Conditions – Traffic was projected for Year 2024 conditions, which represents the proposed buildout year of the development (Year 2019) plus five years. The traffic projections include existing weekday morning and weekday afternoon peak hour traffic volumes increased by a regional growth factor of 18 percent, as provided by the Chicago Metropolitan Area for Planning (CMAP), and the traffic estimated to be generated by the proposed development.

The purpose of this study is as follows:

- Determine the existing vehicular, pedestrian, and bicycle conditions in the study area to establish a base condition.
- Assess the impact that the proposed development will have on transportation conditions in the area.
- Determine any roadway, traffic control, or access improvements that may be necessary to effectively accommodate and mitigate future conditions.

Existing Conditions

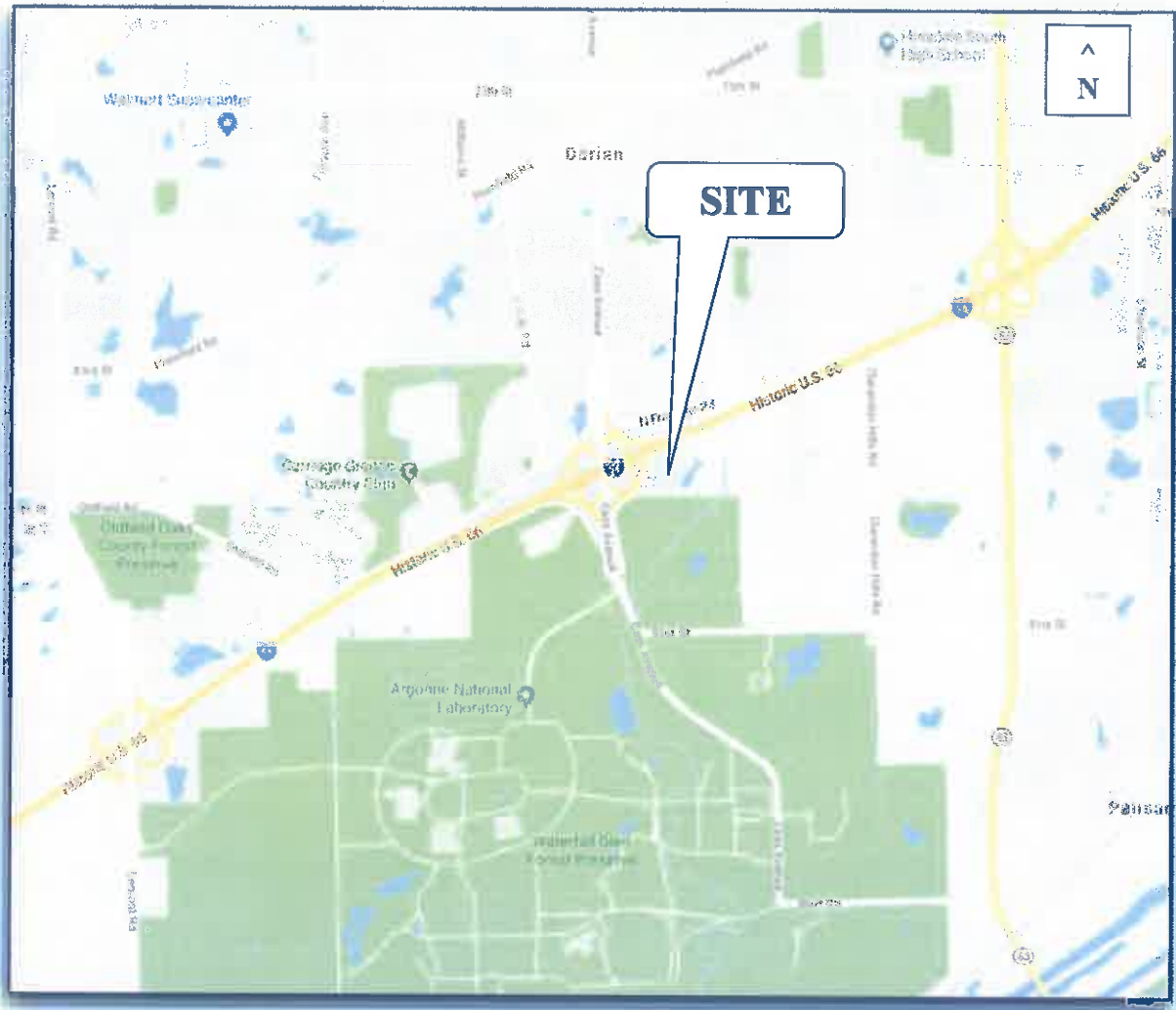
Transportation conditions in the vicinity of the site were inventoried to obtain a basis for projecting future conditions. Three components of existing conditions were considered:

- The geographic location of the site
- The characteristics of the adjacent roadway system, including lane geometry and intersection traffic controls
- The weekday peak-hour vehicle (passenger vehicles and trucks), bicycle, and pedestrian traffic volumes at the study intersections

Site Location

The site is located in the southeast quadrant of the full interchange of Interstate 55 and Cass Avenue. As noted, the vacant site is in incorporated Downers Grove Township and is proposed to be annexed into the City of Darien, Illinois. The site is bordered by Interstate 55/South Frontage Road to the north, a municipal yard/maintenance facility to the west, and undeveloped land to the east and south. The Argonne National Laboratory is located west of Cass Avenue to the south with a primary access drive via Northgate Road. The US Army Reserve Center is located in the southwest quadrant of the interchange, and residential neighborhoods are located to the east (near Clarendon Hills Road) and north of Interstate 55. According to GoogleEarth historical aerials, the site was previously occupied by a semi-trailer parking facility (from 1993 or earlier through 2011). The site is now currently vacant.

Figure 1 shows the site location on an aerial with respect to the surrounding roadway system. **Figure 2** shows the aerial of the area.



Site Location

Figure 1



Aerial View of Site

Figure 2

Existing Roadway System Characteristics

The characteristics of the existing roadways in the study area are illustrated in **Figure 3** and described below.

Cass Avenue is a north-south arterial roadway that generally has two lanes in each direction. At its unsignalized intersections with both South Frontage Road and Northgate Road, Cass Avenue provides a left-turn lane, a through lane, and a shared through/right-turn lane on both the northbound and southbound approaches. North of South Frontage Road, Cass Avenue has a full access interchange with Interstate 55. The northbound Interstate 55 to southbound Cass Avenue off-ramp intersects Cass Avenue (at the end of the gore) approximately 610 feet north of South Frontage Road. The distance between the end of the gore (where the off-ramp merges with Cass Avenue) to the beginning of the taper for the provided southbound left-turn lane on Cass Avenue at South Frontage Road is approximately 350 feet. Cass Avenue carries an Annual Average Daily Traffic (AADT) volume of 13,800 vehicles, has a posted speed limit of 45 mph, and is under the jurisdiction of the DuPage County Division of Transportation (DuDOT).

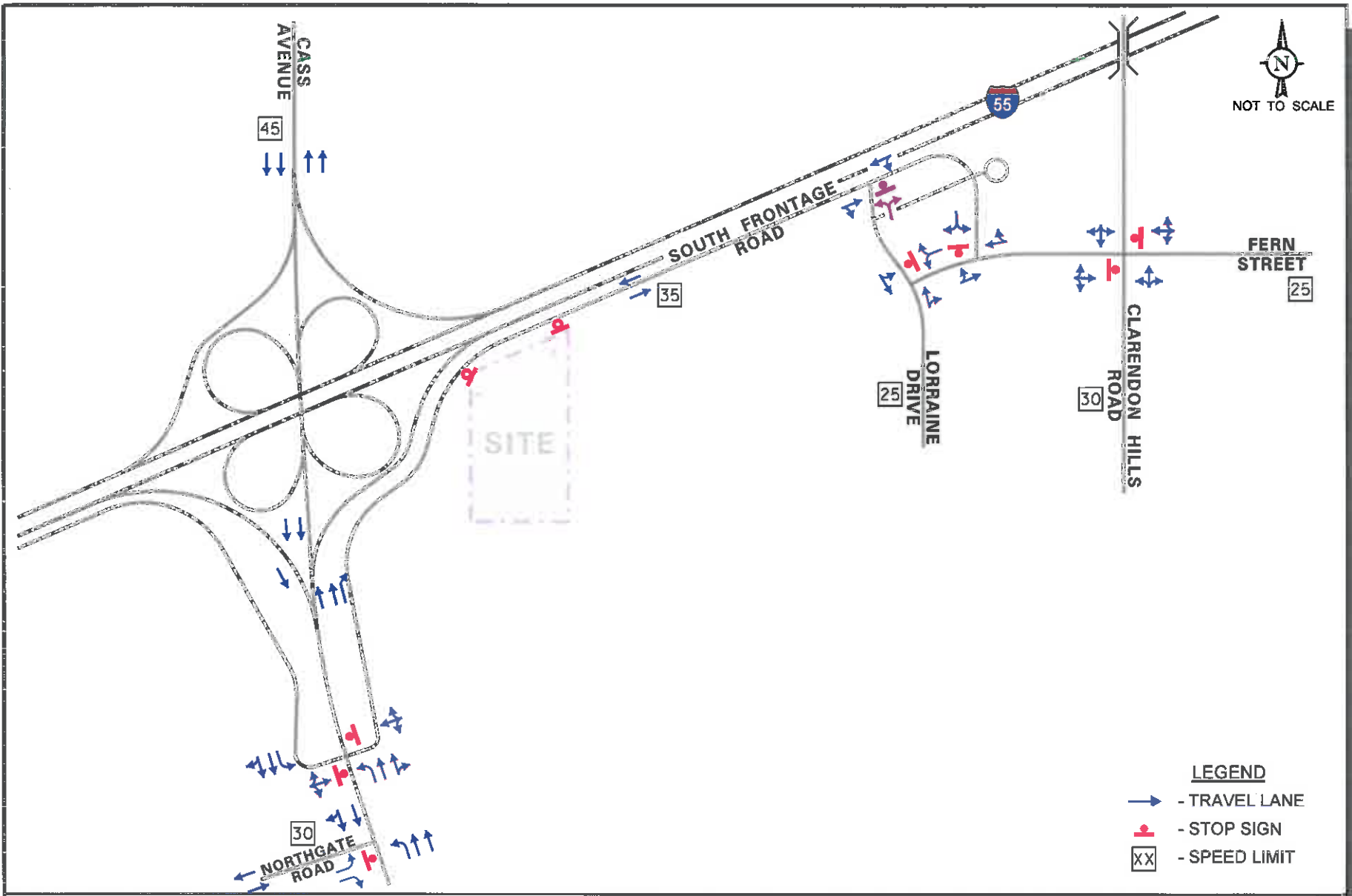
I-55 South Frontage Road is a two-lane, east-west road that provides local access along I-55. The posted speed limit is 35 mph in the vicinity of the site. On-street parking is prohibited on both sides of the road. A single lane approach is provided on both the eastbound and westbound approaches at its unsignalized intersection with Cass Avenue. South Frontage Road carries an AADT volume of 625 vehicles east of Cass Avenue and 2,200 vehicles west of Cass Avenue. South Frontage Road is under the jurisdiction of the City of Darien.

Lorraine Drive is a two-lane, north-south local road with no shoulder or curb/gutter and provides one lane in each direction. The posted speed limit is 25 mph. Lorraine Drive is under the jurisdiction of Downers Grove Township (DGT).

Clarendon Hills Road is a two-lane, north-south local road with a limited shoulder on both sides of the roadway and a posted speed limit of 30 mph. In the vicinity of Fern Street, Clarendon Hills Road carries an AADT volume of 6,450 vehicles and is under the jurisdiction of DGT.

Fern Street is a two-lane local road with no shoulder or curb/gutter and provides one lane in each direction. The posted speed limit is 25 mph. Lorraine Drive is under the jurisdiction of DGT.

Northgate Road is a two-lane roadway that provides primary access to the Argonne National Laboratory campus, as well as parking areas serving the Waterfall Glen Forest Preserve. The posted speed limit is 30 mph and parking is restricted on both sides of the roadway. A separate left- and right-turn lane are provided on its westbound approach at its stop sign-controlled T-intersection with Cass Avenue. Northgate Road is under the jurisdiction of the Village of Lemont.



Proposed Warehouse/
Distribution
Darien, Illinois

Existing Roadway Characteristics

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

Job No: 18-112 Figure: 3

Existing Traffic Volumes

Turning movement vehicle (passenger, truck, and bus), pedestrian, and bicycle traffic counts were conducted during the morning (6:00 to 9:00 A.M.) and afternoon (3:00 to 6:00 P.M.) peak periods on Thursday, June 7, 2018 at the following six unsignalized intersections:

- Cass Avenue and South Frontage Road
- Cass Avenue and Northgate Road
- Cass Avenue and Interstate 55 Northbound Off-Ramp
- Clarendon Hills Road and Fern Street
- Lorraine Drive and South Frontage Road
- South Frontage Road and Fern Street

From the turning movement count data, it was determined that the weekday morning peak hour generally occurs between 7:45 and 8:45 A.M. and the weekday afternoon peak hour generally occurs between 4:45 and 5:45 P.M. These two respective peak hours will be used for the traffic capacity analyses and are presented later in this report. Pedestrian and bicycle activity was observed and was reported to be relatively low at the study intersections.

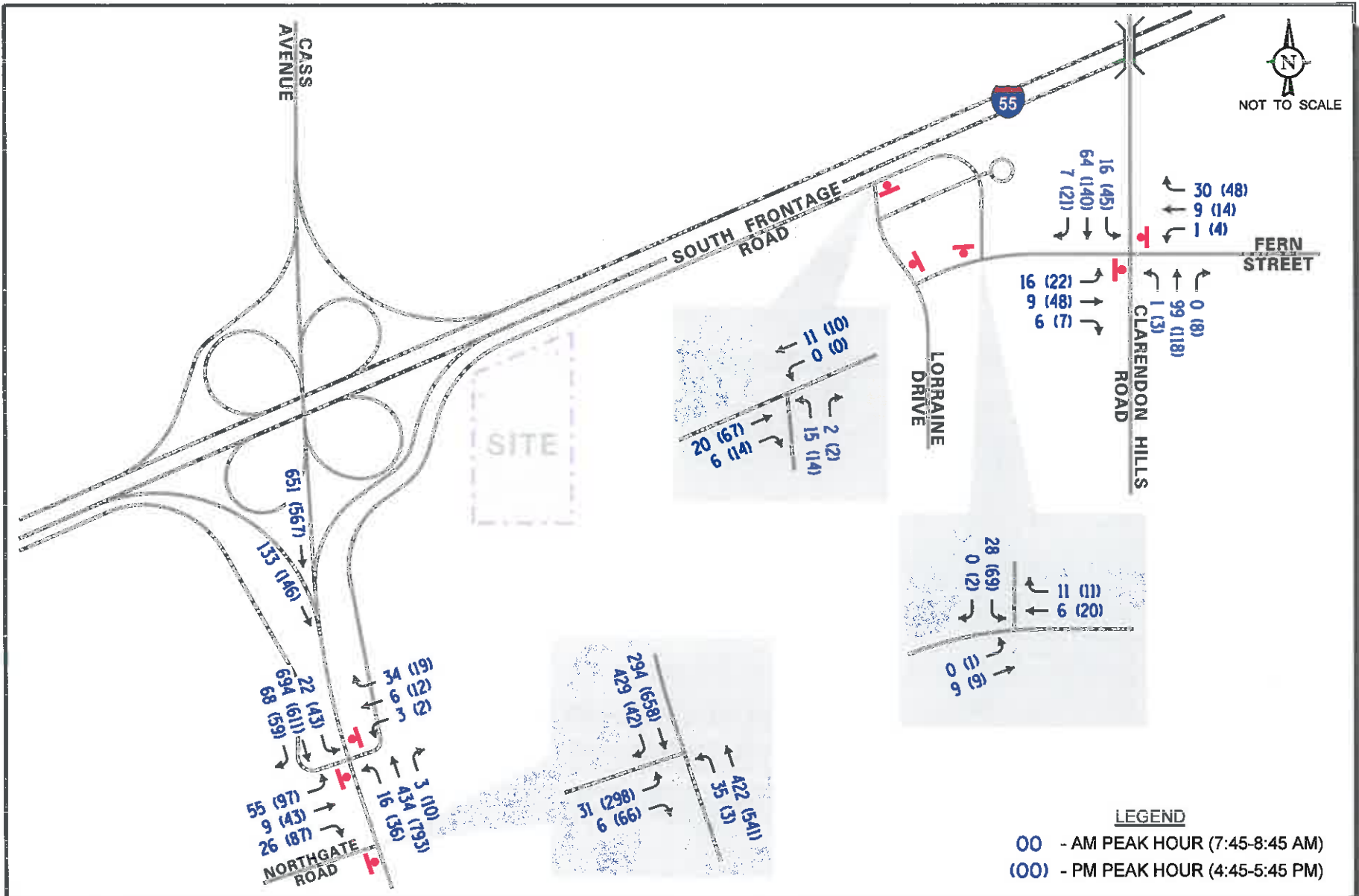
The existing peak hour vehicle traffic volumes (all vehicles) are shown in **Figure 4**. The existing peak hour truck traffic volumes are shown in **Figure 5**.

Accident Data Analysis

KLOA, Inc. obtained accident data for the past most recent available five years (2012 to 2016) for the intersection of Cass Avenue and South Frontage Road. A review of the crash data¹ indicated the following:

- One accident was reported in 2012.
- Three accidents were reported in 2013, of which one accident was a single-vehicle accident.
- One accident was reported in 2014.
- Three accidents were reported in 2015.
- Two accidents were reported in 2016.
- No fatalities were reported in any of these accident reports.
- As shown, the intersection experiences an average of two accidents per year.

¹ IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

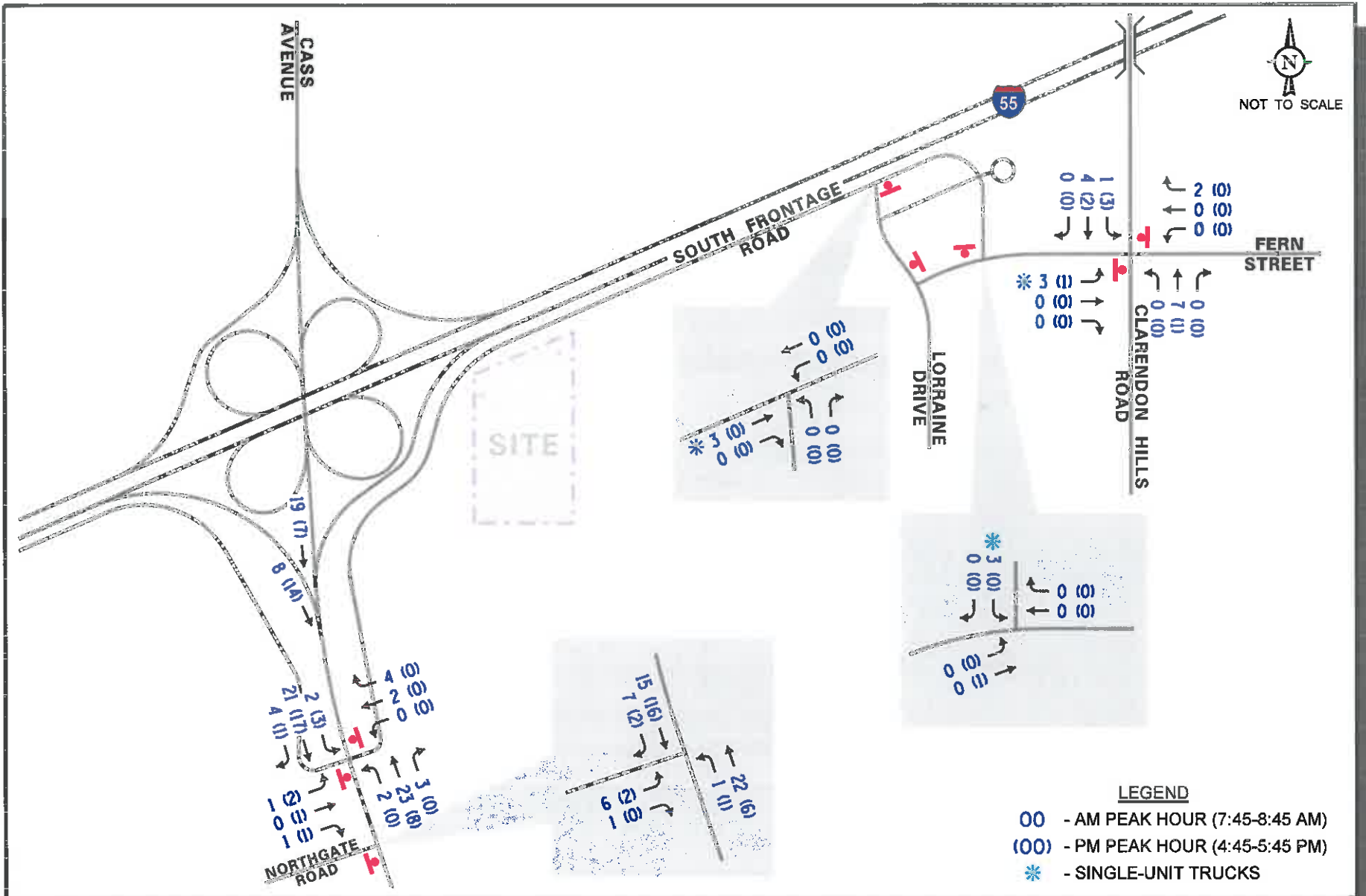


LEGEND
 00 - AM PEAK HOUR (7:45-8:45 AM)
 (00) - PM PEAK HOUR (4:45-5:45 PM)

Proposed Warehouse/
 Distribution
 Darien, Illinois

Existing Traffic Volumes
 (Inclusive of Trucks)

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 Job No: 18-112 Figure: 4



Proposed Warehouse/
Distribution
Darien, Illinois

Existing Traffic Volumes
(Trucks Only)

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Job No: 18-112 Figure: 5

Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

The proposed development site is located in the southeast quadrant of the Interstate 55 and Cass Avenue interchange in Darien, Illinois. The vacant site is in incorporated Downers Grove Township and is proposed to be annexed into the City of Darien, Illinois. The conceptual site plan calls for the approximate 10.25-acre site to be developed to include an approximate 153,000 square-foot warehouse-distribution facility with approximately 33 docks and a surface parking area for 157 passenger vehicles. A fire lane is proposed to the south of the building, connecting the truck turnaround area to the passenger vehicle parking area, thereby allowing full circulation within the site.

Truck Access

Trucks will be restricted to arriving/departing the development to/from the west via Cass Avenue. Truck access to the site will be from the proposed westerly access drive off South Frontage Road. The access drive will provide one lane inbound and one lane outbound under stop sign control. Signs will be posted restricting truck exiting movements to left-turns only.

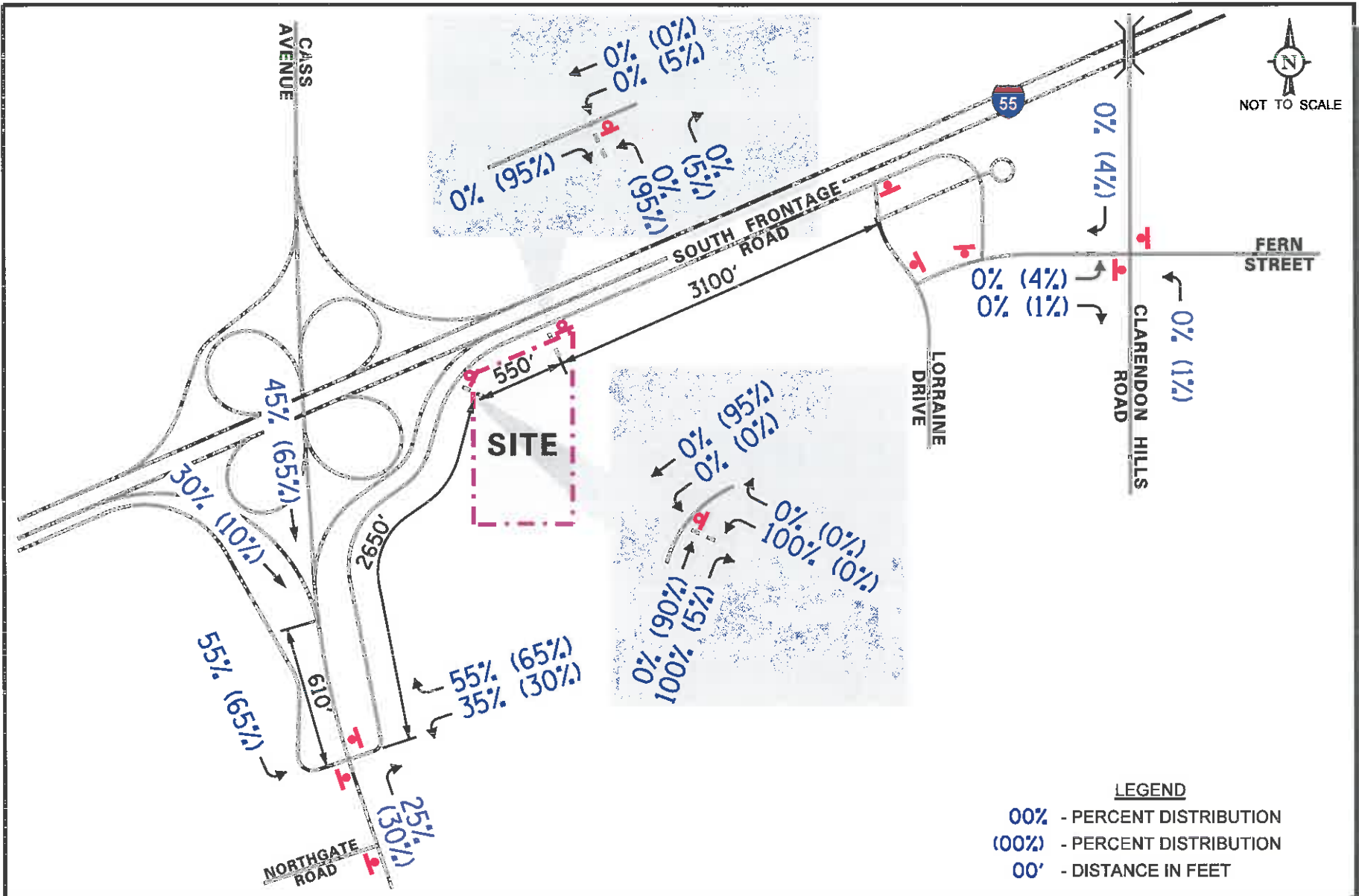
Passenger Vehicle Access

The easterly access drive will be restricted to passenger vehicles only and will provide direct access to the passenger vehicle parking area, to be located to the north and to the east of the building facility. The access drive will provide one lane inbound and one lane outbound under stop sign control. Passenger vehicles will approach/depart the site from either direction via Cass Avenue to the west or Clarendon Hills Road to the east.

Directional Distribution of Development-Generated Traffic

Two separate directional distributions were prepared: one for the truck traffic and one for the private passenger vehicle traffic. The respective directional distributions of how development traffic will approach and depart the site was estimated based on a combination of existing travel patterns (both vehicle and truck traffic), the location of the site relative to arterial roadways in the area, and the orientation and physical restrictions of the surrounding roadway system.

The two, separate estimated directional distributions for the proposed development are illustrated in **Figure 6**.



Proposed Warehouse/
Distribution
Darien, Illinois

Estimated Directional Distribution

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Job No: 18-112 Figure: 6

Development Traffic Generation

The estimates of traffic to be generated by the development are based upon the proposed land use type and size using data published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Further, based on ITE studies of warehouse/distribution centers, it is estimated that approximately 10 to 20 percent of the traffic approaching and departing the development during the peak hours of the day will be trucks, with the remaining 80 to 90 percent being passenger vehicles.

Table 1 shows the truck and passenger vehicle trips estimated to be generated for the proposed development during the weekday morning and weekday afternoon peak hours, in addition to the weekday daily (two-way) volumes.

Table 1

ESTIMATED VEHICLE TRIP GENERATION FOR PROPOSED DEVELOPMENT

Development/Size	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Weekday Daily
	In	Out	In	Out	
Warehouse/Distribution 153,000 s.f. (LUC 150) TOTAL	34	10	12	34	287
<i>Truck Traffic (20%)¹</i>	7	2	2	7	57
<i>Passenger Vehicle Traffic (80%)</i>	27	8	10	27	230

¹20 percent assumed in study for conservative analysis purposes.

Development Traffic Assignment

The peak hour traffic volumes projected to be generated by the proposed warehouse/distribution development (Table 1) were assigned to the area roadways based on the directional distributions established (Figure 6).

Figure 7 shows the assignment of the development-generated truck traffic volumes. **Figure 8** shows the assignment of the development-generated passenger vehicle traffic volumes.

Year 2024 Base (No-Build) Projected Traffic Conditions

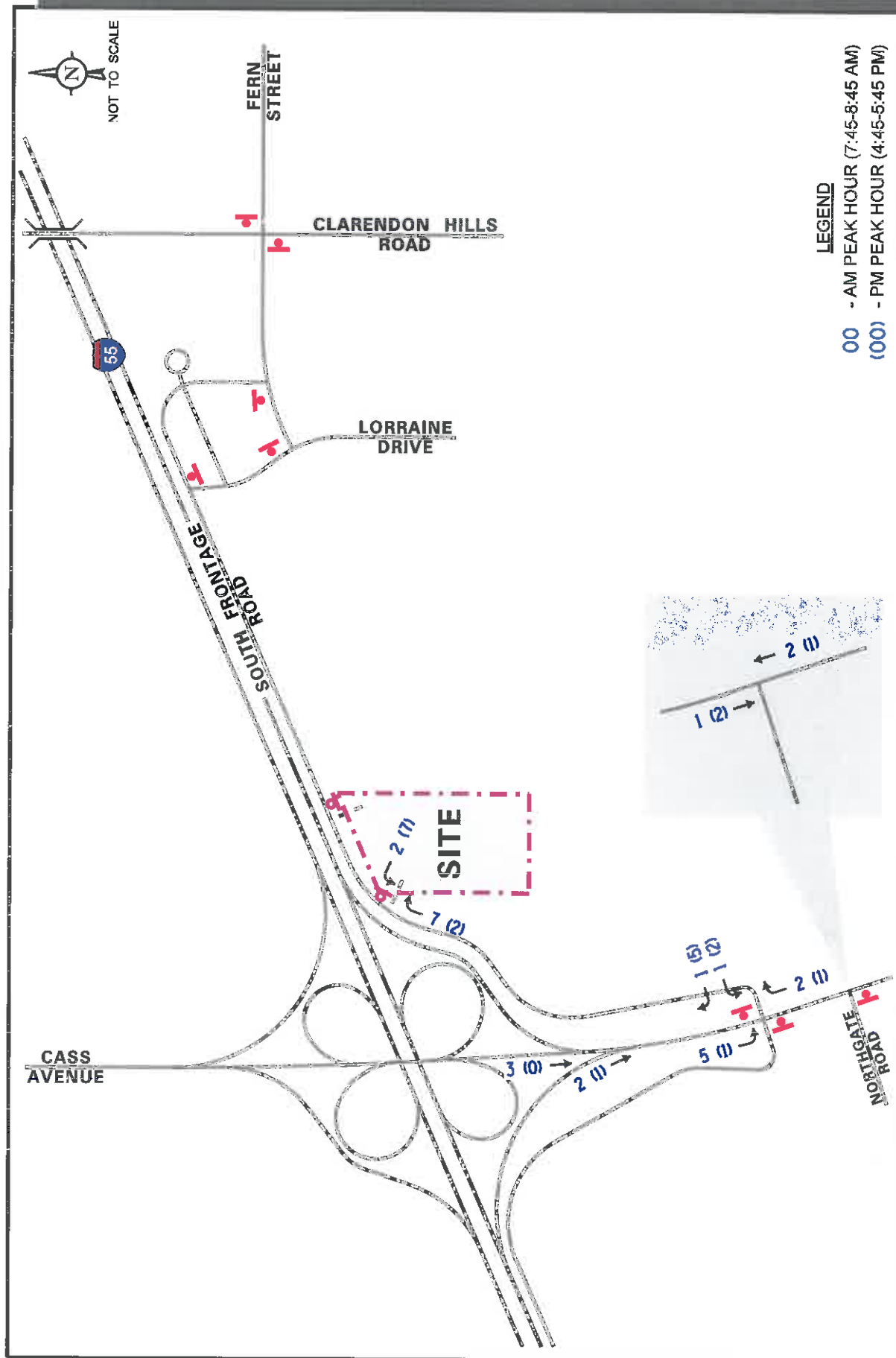
Traffic was projected to Year 2024 conditions, which represents the buildout year (Year 2019) plus five years. To account for the increase in existing traffic related to regional growth in the area (i.e. not attributable to any particular planned development) for Year 2024 conditions (buildout plus five years), the existing peak hour traffic volumes were increased by a total of 24 percent (four percent per year for six years). This increase percentage was based on data provided by the Chicago Metropolitan Agency for Planning (CMAP). A copy of the CMAP letter is included in the Appendix of this report.

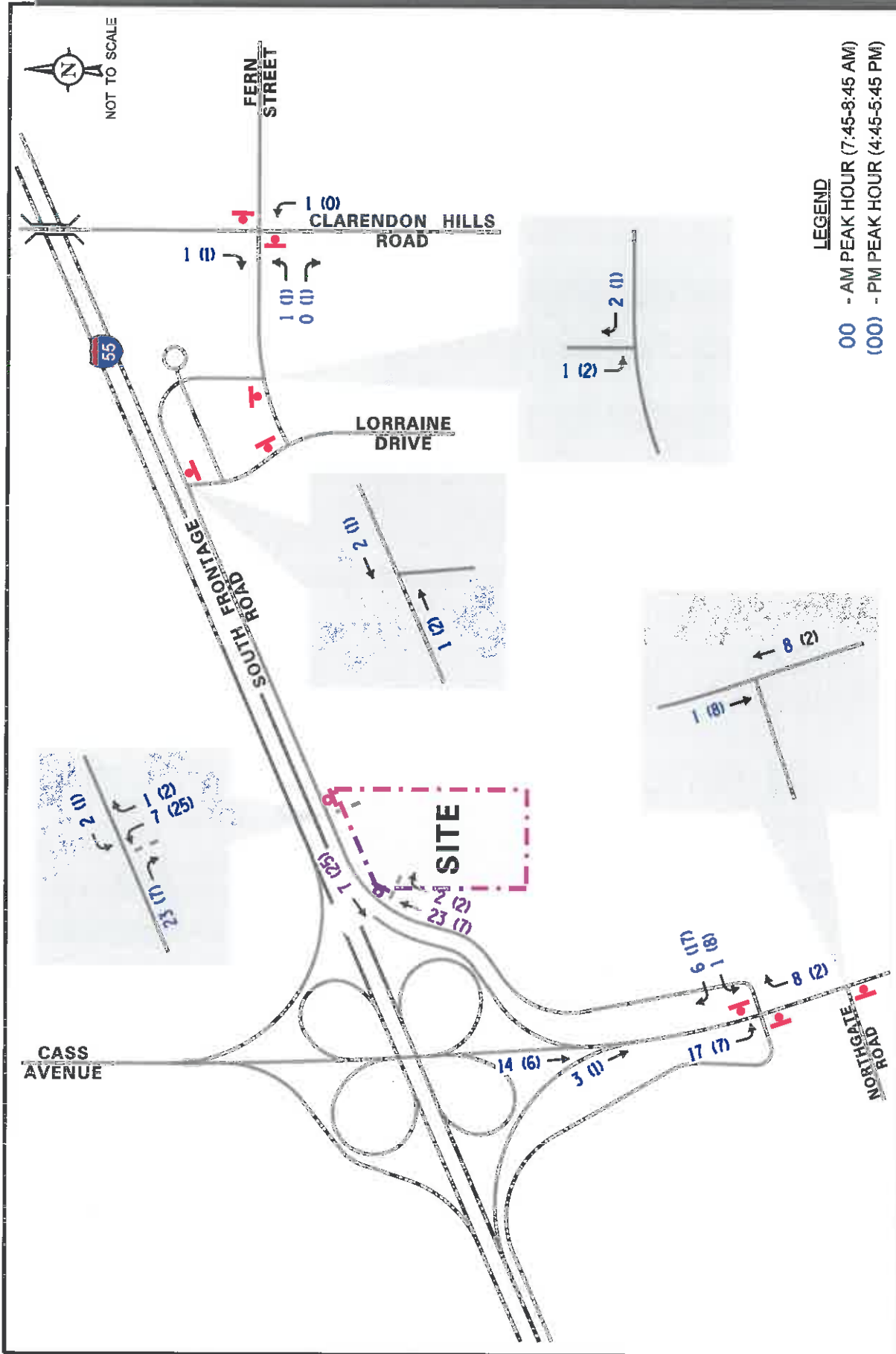
Figure 9 shows the Year 2024 Base (No-Build) projected traffic volumes.

Total Projected Traffic Conditions

The total projected traffic volume conditions include the Year 2024 Base conditions (Figure 9) and the proposed warehouse/distribution development-generated traffic volumes (Figures 7 and 8).

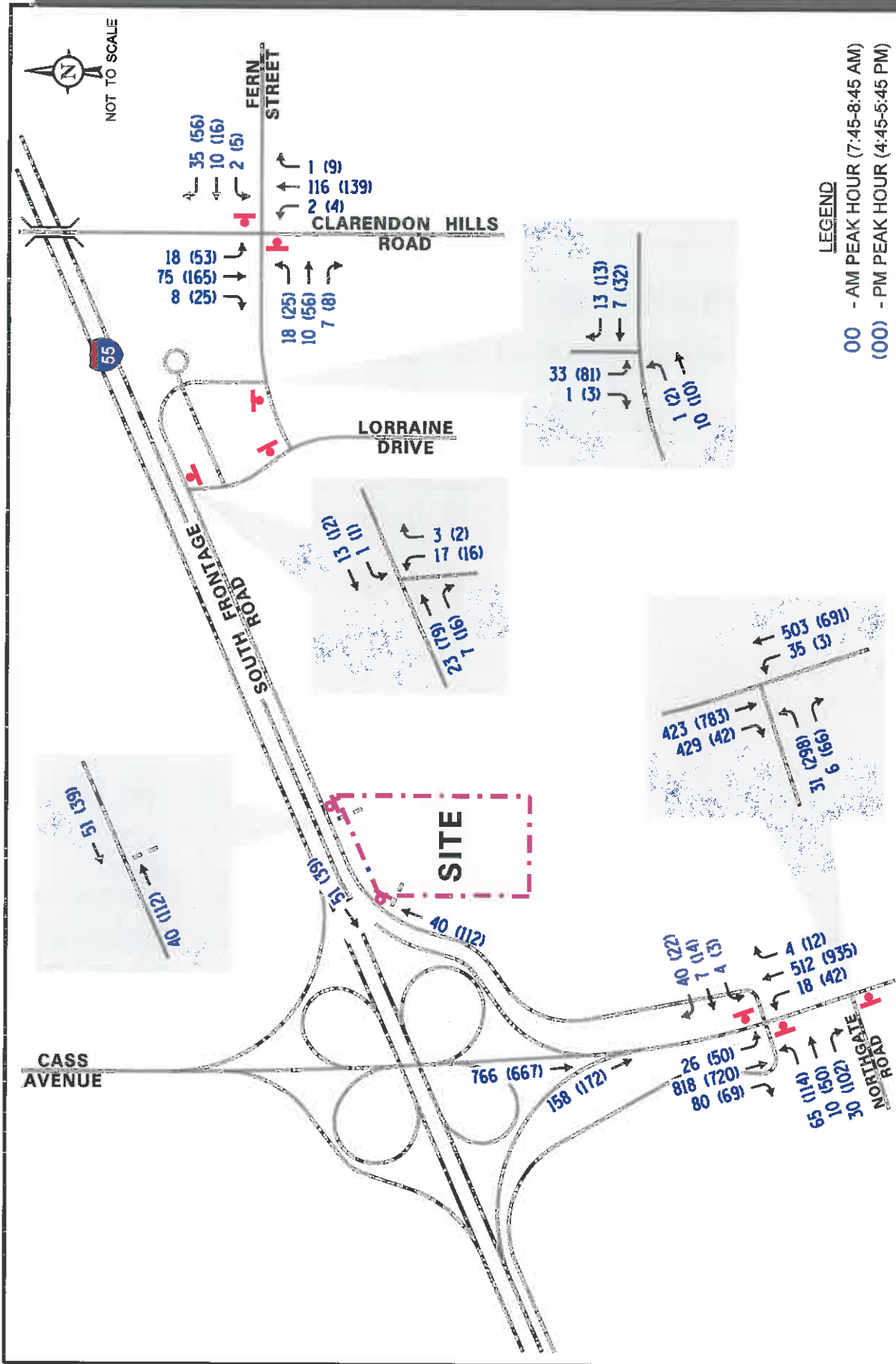
Figure 10 shows the total projected Year 2024 traffic volume conditions.





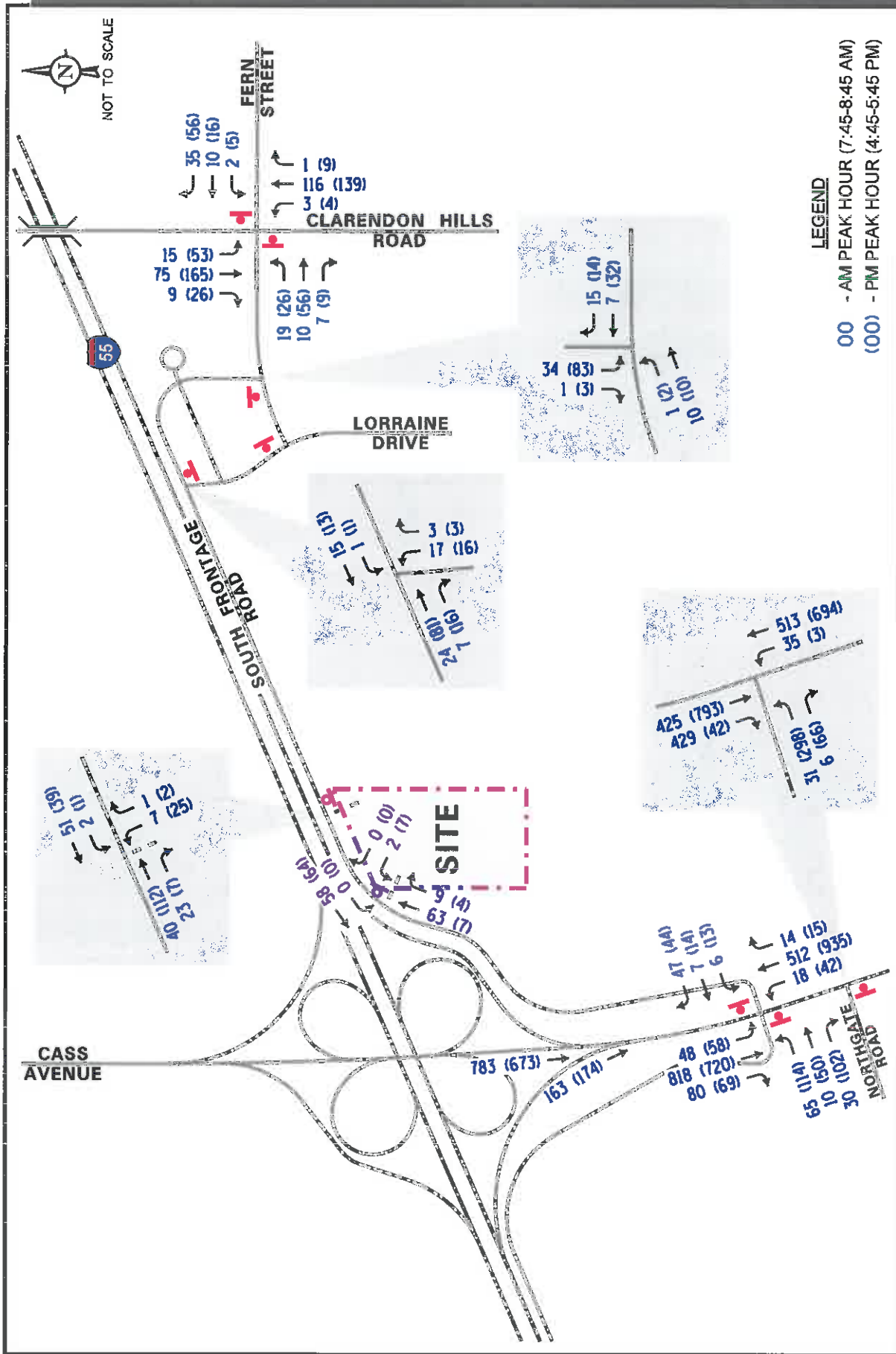
Proposed Warehouse/
Distribution
Darien, Illinois

Development-Generated Traffic Volumes
(Passenger Vehicles)



Proposed Warehouse/
Distribution
Darien, Illinois

Year 2024 Base Traffic Volumes



Proposed Warehouse/
 Distribution
 Darien, Illinois

Total Projected Traffic Volumes

Traffic Analysis and Recommendations

Capacity analyses were performed for the key intersections included in the study area to determine the ability of the existing roadway system to accommodate existing and future traffic demands. Analyses were performed for the weekday morning and weekday afternoon peak hours for both existing and future conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and using Synchro-SimTraffic analysis software.

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

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

A summary of the level of service/delay results for both existing and future conditions for each analyzed intersection are presented in **Table 2** and **Table 3**, respectively.

A discussion of the capacity analysis results and recommendations follows.

**Table 2
CAPACITY ANALYSIS RESULTS FOR UNSIGNALIZED INTERSECTIONS
EXISTING (YEAR 2018) CONDITIONS**

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	LOS	Delay	LOS	Delay
Cass Avenue and South Frontage Road				
• Eastbound Approach	C	18.2	E	38.4
• Westbound Approach	B	11.8	C	16.4
• Northbound Left-Turn	A	9.8	A	9.2
• Southbound Left-Turn	A	8.5	B	10.2
Cass Avenue and Northgate Road				
• Eastbound Approach	B	13.6	E	36.2
• Northbound Left-Turn	A	9.7	B	10.4
Cass Avenue and I-55 Southbound Off-Ramp (Yield)				
• Off-Ramp to Cass Ave	B	12.4	B	12.1
Clarendon Hills Road and Fern Street				
• Eastbound Approach	B	10.3	B	13.4
• Westbound Approach	A	9.5	B	10.2
South Frontage Road and Lorraine Drive				
• Northbound Approach	A	9.0	A	9.1
South Frontage Road and Fern Street				
• Southbound Approach	A	9.0	A	9.1
Delay is measured in seconds.				

Table 2
 CAPACITY ANALYSIS RESULTS FOR UNSIGNALIZED INTERSECTIONS
 TOTAL PROJECTED (YEAR 2024) CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	LOS	Delay	LOS	Delay
Cass Avenue and South Frontage Road				
• Eastbound Approach	D	25.4	F	>70.0
• Westbound Approach	B	13.3	D	25.4
• Northbound Left-Turn	B	10.5	A	9.7
• Southbound Left-Turn	A	8.9	B	11.1
Cass Avenue and Northgate Road				
• Eastbound Approach	B	15.3	F	64.8
• Northbound Left-Turn	B	10.4	B	11.2
Cass Avenue and I-55 Southbound Off-Ramp (Yield)				
• Off-Ramp to Cass Ave	B	14.2	B	13.5
Clarendon Hills Road and Fern Street				
• Eastbound Approach	B	10.3	B	15.0
• Westbound Approach	A	9.6	B	10.7
South Frontage Road and Lorraine Drive				
• Northbound Approach	A	9.1	A	9.3
South Frontage Road and Fern Street				
• Southbound Approach	A	9.1	A	9.4
Proposed Truck Access and South Frontage Road				
• Westbound Approach	B	10.3	B	10.7
Proposed Passenger Vehicle Access and South Frontage Road				
• Northbound Approach	A	9.0	A	9.5
Delay is measured in seconds.				

Discussion and Recommendations

The following summarizes how the intersections within the study area currently operate and are projected to operate assuming the total projected traffic volumes. It will also identify any roadway and traffic control improvements and/or modifications necessary to accommodate the projected traffic volumes.

Cass Avenue and South Frontage Road

As noted, both the eastbound and westbound approaches on South Frontage Road provide a single lane approach allowing left- through-, and right-turning movements under stop sign control. Cass Avenue traffic is under free flow conditions. The capacity analyses show that the westbound approach currently operates at an acceptable LOS for the approach under existing conditions. Under projected conditions, which includes regional growth in traffic of 24 percent in addition to the development-generated traffic, the eastbound approach will continue to operate at a good LOS B during the weekday morning peak hour and will change from a LOS C to a LOS D during the weekday evening peak hour. This is typical for a minor roadway under stop sign control at its intersection with an arterial roadway. The eastbound approach will continue to operate at an undesirable LOS under projected conditions. This is primarily due to the volume of left-turning vehicles desiring to travel northbound on Cass Avenue. Further, the queue analysis shows that the southbound left-turn storage will continue to be more than adequate to accommodate the southbound left-turning movements. As such, the proposed development will have a limited impact on the traffic operations at this intersection. It is also important to note that a traffic signal is not warranted at this intersection based on the projected traffic volumes compared to the minimum traffic volume thresholds that are required to satisfy traffic signal warrants. Therefore, no roadway or traffic control improvements are recommended at this intersection in conjunction with the proposed development.

Cass Avenue and Northgate Road

Northgate Road T-intersects Cass Avenue from the west and provides a separate left-turn lane and a right-turn lane under stop sign control. Northgate Road is one of the primary entrances to the Argonne National Laboratory Campus. As such, there is a high volume of southbound to westbound right-turn movements during the weekday morning; conversely, there is a high volume of eastbound to northbound left-turn movements. These high volumes of employee-related traffic coupled with the increase in through traffic resulting from the regional growth in traffic applied to the through volumes on Cass Avenue result in the outbound turning movements to operate at an undesirable LOS during the weekday evening peak hour. No roadway or traffic control improvements are recommended at this intersection in conjunction with the proposed development.

Cass Avenue and Interstate 55 Southbound Off-Ramp

The Interstate 55 Southbound Off-Ramp merges with southbound Cass Avenue approximately 610 feet north of South Frontage Road. The exiting ramp traffic must yield to southbound through traffic on Cass Avenue. The capacity analyses show that this yielding movement will continue to operate at good levels of service during both peak hour conditions. No improvements are recommended at this intersection in conjunction with the proposed development. A weave analysis was performed for the section of roadway on Cass Avenue between this intersection and South Frontage Road and is discussed under a separate section further below.

Clarendon Hills Road and Fern Street

Single lane approaches are provided on all four approaches at this two-way stop sign controlled intersection. Clarendon Hills Road traffic is under free flow conditions. The existing traffic volumes show that there is a limited volume of trucks traversing this intersection, particularly from Fern Street, west of Clarendon Hills Road, and will continue to be the case under projected conditions. The capacity analyses show that this intersection operates at good levels of service and will continue to do so under projected conditions. Therefore, no roadway or traffic control improvements are recommended at this intersection in conjunction with the proposed development.

South Frontage Road with Lorraine Drive and Fern Street

The stop sign controlled intersections on South Frontage Road with Lorraine Drive and Fern Street will continue to operate at good levels of service under projected conditions. As such, no roadway or traffic control improvements are needed or recommended at this intersection in conjunction with the proposed development.

Proposed Truck Access and South Frontage Road

The proposed westerly access drive will be primarily for truck traffic only, and will provide one lane inbound and one lane outbound under stop sign control. Signs will be posted restricting truck exiting movements to left-turns only. Because of the low volume of turning movements during the peak hours, neither a left-turn lane nor a right-turn lane is needed on South Frontage Road. The capacity analyses show that the access drive will operate at acceptable levels of service during projected traffic conditions. Truck turning exhibits showing both the ingress and egress of trucks from this access drive onto South Frontage Road are included in the Appendix of this report.

Proposed Passenger Vehicle Access and South Frontage Road

The proposed easterly access drive will be restricted to passenger vehicles only and will provide one lane inbound and one lane outbound under stop sign control. Because of the low volume of turning movements during the peak hours, neither a left-turn lane nor a right-turn lane is needed on South Frontage Road. The capacity analyses show that the access drive will operate at acceptable levels of service during projected traffic conditions.

Weave Analysis

A weave analysis was conducted to determine the adequacy of the distance on Cass Avenue between the beginning of the taper/storage for the southbound left-turn lane at South Frontage Road and the Interstate Southbound Off-Ramp. The weave analysis was conducted utilizing the methodology outlined in the *HCM 2010* and analyzed using the HCS 7 software program.

The exit ramp merge with Cass Avenue, where both traffic flows are under free flow conditions, is located approximately 610 feet north of the South Frontage Road/Cass Avenue intersection. Further, there is approximately 350 feet between the end of the merge and the beginning of the taper to the southbound left-turn lane on Cass Avenue at its intersection with South Frontage Road. As such, vehicles on the exit ramp desiring to turn left at South Frontage Road must merge with Cass Avenue, then cross a second through lane and enter the taper/storage for the southbound left-turn lane while travelling under free flow conditions.

Figure A and **Figure B**, included in the Appendix of this report, illustrate the existing and projected weaving volumes between the exit ramp and South Frontage Road, respectively. Summaries of the weave analysis results for both exiting and total projected conditions (Year 2024), are also included in the Appendix of this report.

Based on the results of the weave analyses, the weaving maneuvers along this roadway segment are projected to continue operating at very good levels of service and that the distance between the exit ramp and South Frontage Road will continue to be adequate. Further, and as noted previously, the queue analysis shows that the southbound left-turn storage will continue to be more than adequate to accommodate the southbound left-turning movements. Therefore, the additional traffic estimated to be generated by the proposed development desiring to access South Frontage Road from the exit ramp will have a limited impact on traffic operations at this junction.

Sight-Distance Analysis

A sight-distance analysis was conducted to determine if there is adequate stopping sight distance for vehicles on South Frontage Road to see vehicles waiting to exit from either of the proposed access drives onto South Road. **Figure C** that shows the sight distance analyses is included in the Appendix of this report. The analyses show that there is adequate stopping sight distance for trucks approaching the respective access drives from either direction.

South Frontage Road Improvements

In conjunction with this proposed development, there are plans to improve a portion of South Frontage Road that include grinding with new overlay and the centerline and edge lines will be restriped. An exhibit illustrating the proposed roadway improvements is included in the Appendix of this report.

Conclusion

A traffic impact study was conducted for the proposed warehouse-distribution facility to be located in the southeast quadrant of the Interstate 55 and Cass Avenue interchange in Darien, Illinois. The conceptual site plan calls for the approximate 10.25-acre site to be developed to include an approximate 153,000 square-foot warehouse-distribution facility with approximately 33 docks and a surface parking area for 157 passenger vehicles and proposes two full access drives off South Frontage Road.

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

- Truck traffic will be oriented to/from the west via the unsignalized intersection of Cass Avenue and South Frontage Road. Signs will be posted at the proposed truck access drive restricting exiting movements to left-turns only.
- Based on historical aerials, the site was previously developed as a semi-trailer parking field, thus generating truck traffic.
- The traffic estimated to be generated by the proposed development will have a limited impact on the surrounding roadway network.
- No traffic control or roadway improvements are needed or recommended on South Frontage Road at its intersections with Cass Avenue, Lorraine Street, and Fern Street.
- A traffic signal is not warranted at the intersection of Cass Avenue and South Frontage Road under existing or projected traffic volumes.
- Similarly, no traffic control or roadway improvements are needed or recommended at the intersections of Clarendon Hills Road and Fern Street and the Cass Avenue and Northgate Road.
- The two proposed access drives will each provide one lane inbound and one lane outbound under stop sign control. Because of the low volume of turning movements, neither a left-turn lane nor a right-turn lane are needed on South Frontage Road.
- The truck access drive will be restricted, via signage, to exiting left-turns only. No trucks will be allowed to access the site to/from the east via Clarendon Hills Road.
- Truck turning exhibits show that trucks can turn to/from the proposed truck access drive onto South Frontage Road.
- There is adequate stopping sight distance for trucks approaching the respective access drives from either direction.

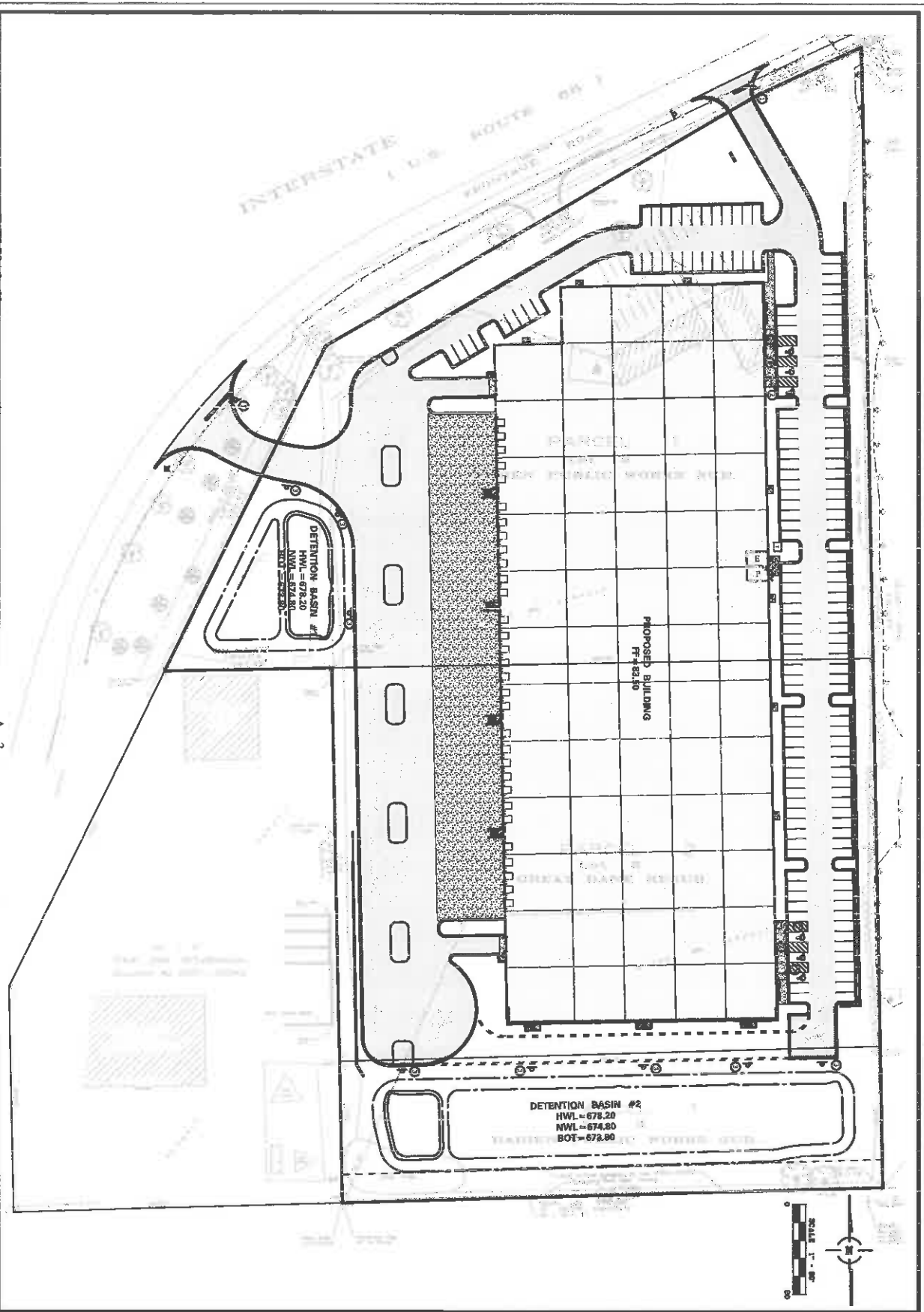
- In conjunction with the proposed development, a portion of South Frontage Road will be grinded with new overlay and the centerline and edge lines will be restriped.
- A weave analysis shows that the distance on Cass Avenue between the Interstate 55 Southbound Off-Ramp and South Frontage Road is adequate for vehicles from the exit ramp to cross over into the southbound left-turn lane at South Frontage Road. Further, the queue analysis shows that the southbound left-turn storage at South Frontage Road will continue to be more than adequate to accommodate the southbound left-turning movements.
- A review of the proposed site plan shows that the proposed 157 passenger vehicle parking spaces satisfies what is required by the City of Darien.

Appendix

Site Plan
Weave Volumes – Figure A and Figure B
Stopping Sight Distance Figure C
Truck Turn Exhibits
South Frontage Road – Road Improvement Exhibit
Traffic Count Summary Sheets
CMAP Traffic Projection Letter
Level of Service Criteria
Capacity Analysis
Weave Analysis
Accident Data

Site Plan

N:\Projects\8552\8552-04-starting\DWG\CONCRETE\1-0821-site Plan to KAO\8552.DWG.dgn Default User=mlif



CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
 Rosemont, Illinois 60018
 Phone: (847) 696-4060 Fax: (847) 696-4065

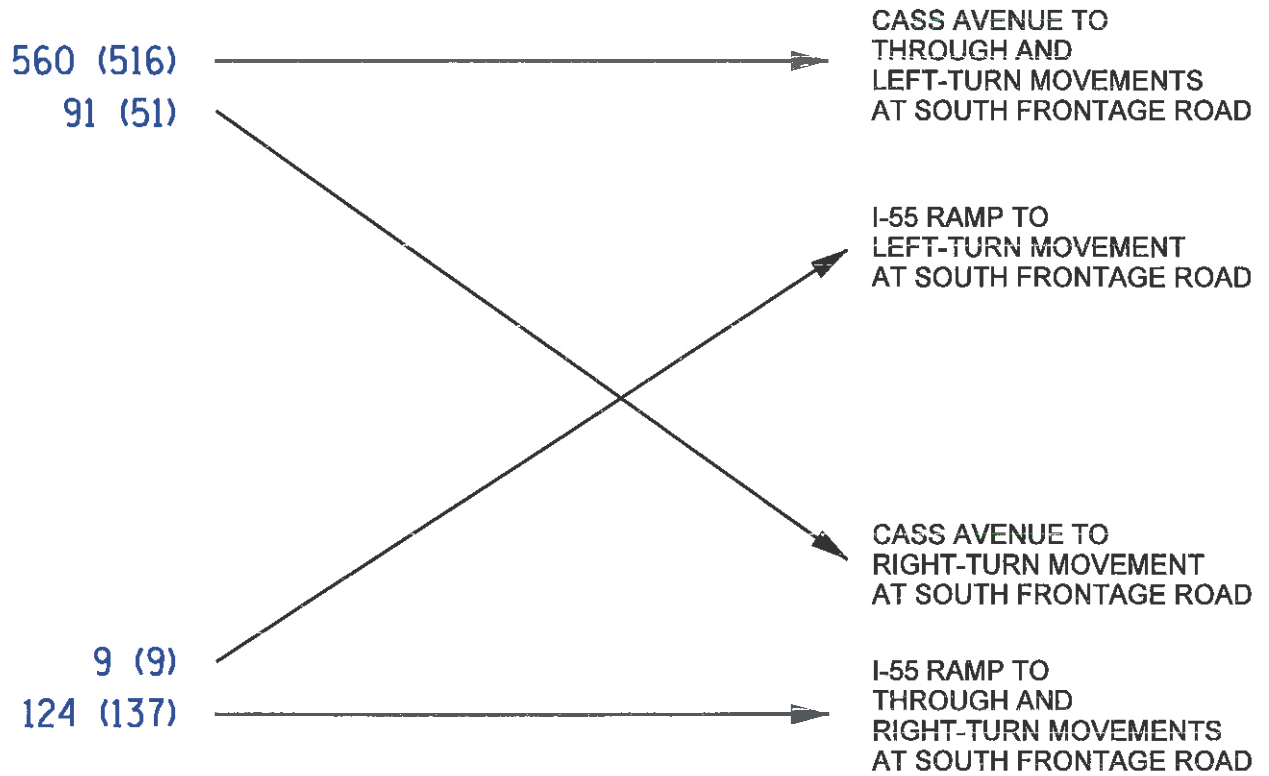
SITE PLAN
1035 SOUTH FRONTAGE ROAD
INDUSTRIAL BUILDING
DARIEN, ILLINOIS

DATE: 08/20/18 FILENAME: 8552.04GM JOB NO: 8552.04

Weave Volumes – Figure A and Figure B



NOT TO SCALE



LEGEND

- 00** - AM PEAK HOUR (7:45-8:45 AM)
- (00)** - PM PEAK HOUR (4:45-5:45 PM)

Proposed Warehouse/
Distribution
Darien, Illinois

Existing Weaving Volumes
Southbound Cass Avenue Between
I-55 Ramp and South Frontage Road

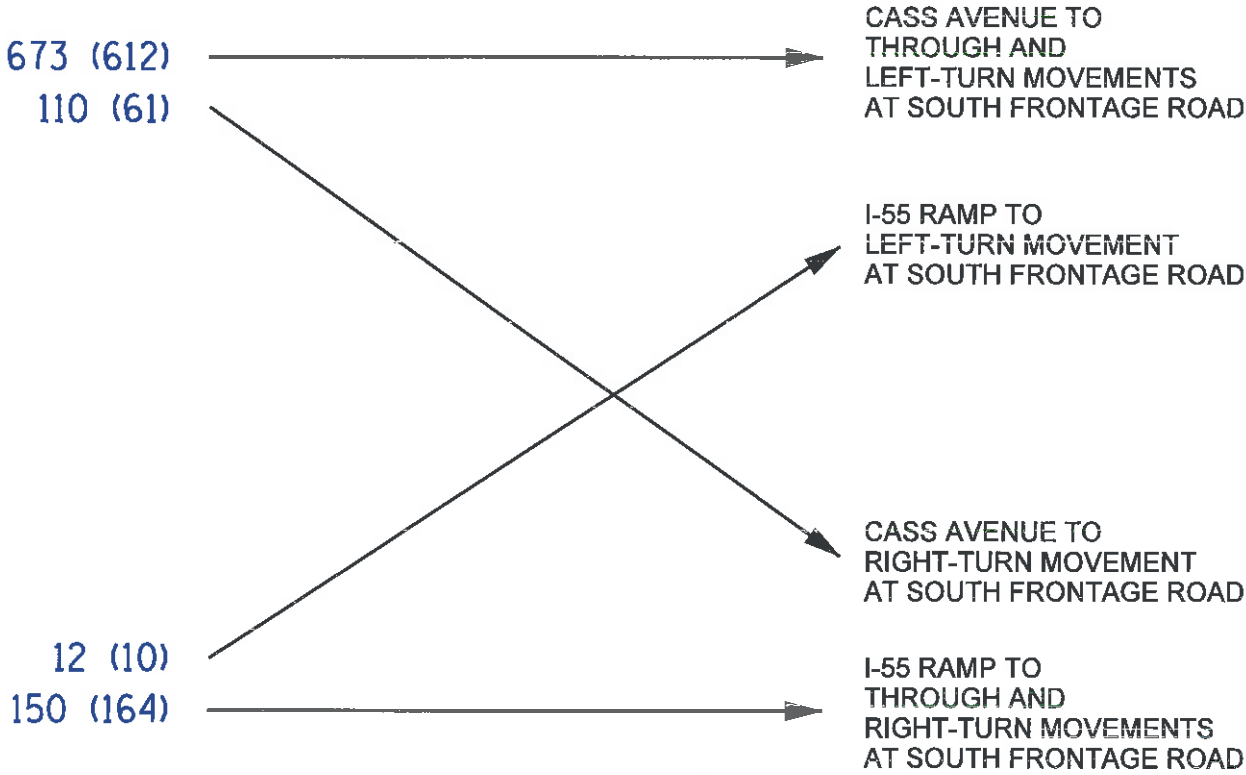
KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

Job No: 18-112

Figure: A



NOT TO SCALE



LEGEND

00 - AM PEAK HOUR (7:45-8:45 AM)

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

Proposed Warehouse/
Distribution
Darien, Illinois

Year 2024 Weaving Volumes
Southbound Cass Avenue Between
I-55 Ramp and South Frontage Road

Job No: 18-112 Figure: B

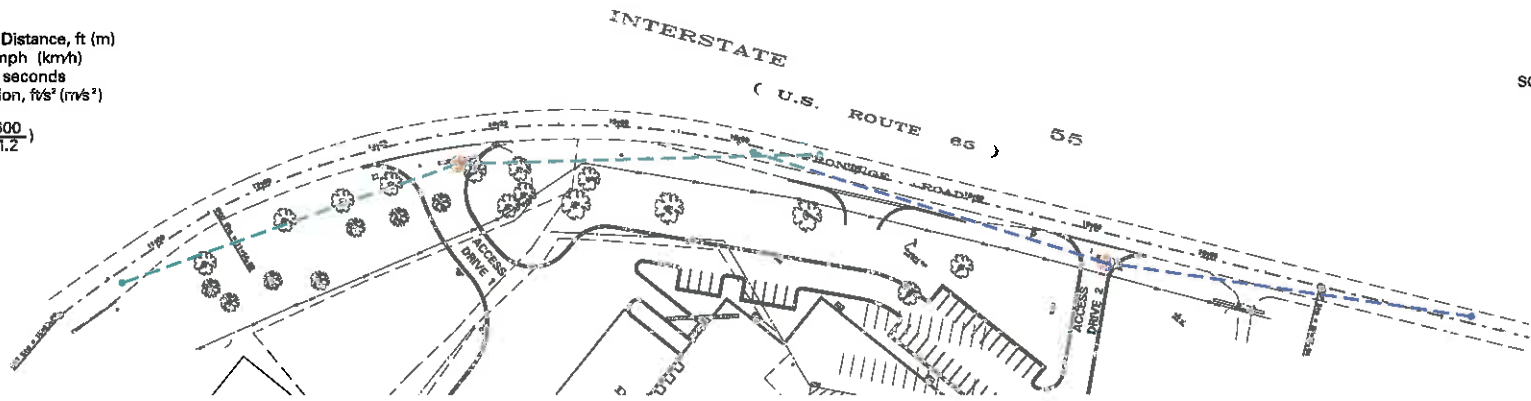
Stopping Sight Distance – Figure C

IDOT BDE MANUAL - CHAPTER 31

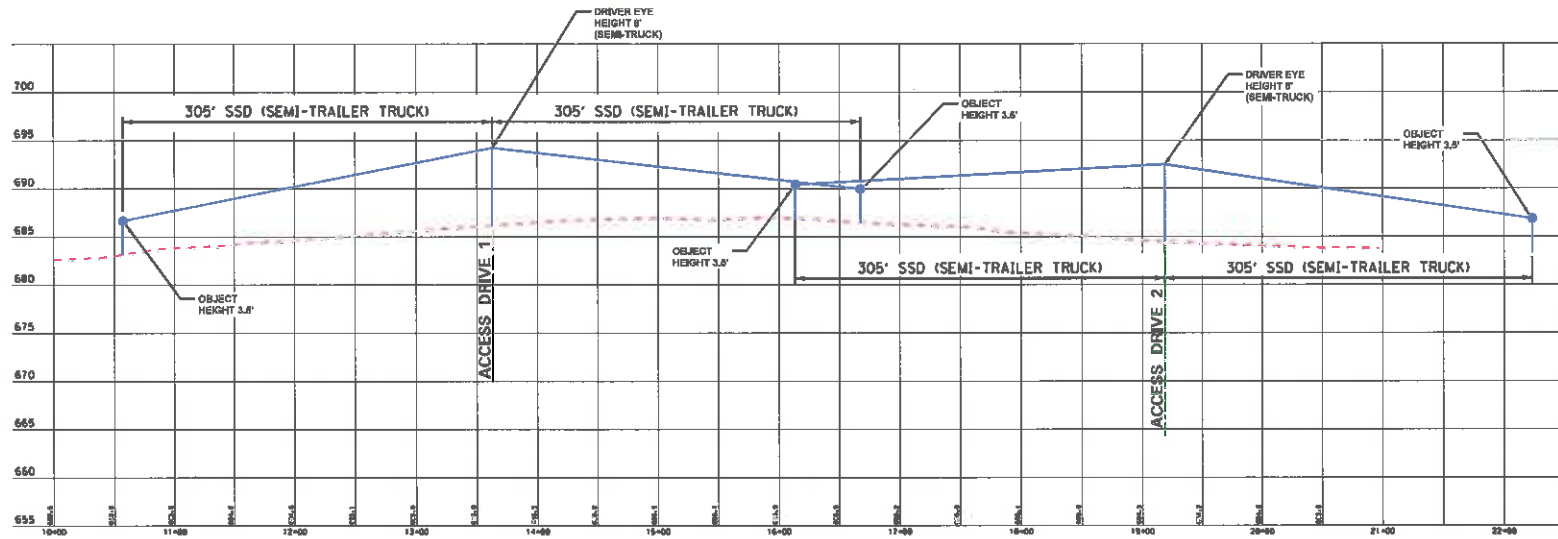
$$SSD = 1.47 Vt + 1.075 \frac{V^2}{a}$$

where: SSD = Stopping Sight Distance, ft (m)
 V = design speed, mph (km/h)
 t = brake time, 2.5 seconds
 a = driver deceleration, ft/s² (m/s²)

$$305 = 1.47 (40)(2.5) + 1.075 \left(\frac{1600}{11.2} \right)$$



POSTED SPEED LIMIT = 35 MPH
 DESIGN SPEED = 40 MPH



STERLING INDUSTRIAL
 DARIEN, ILLINOIS

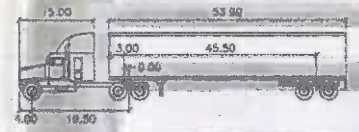
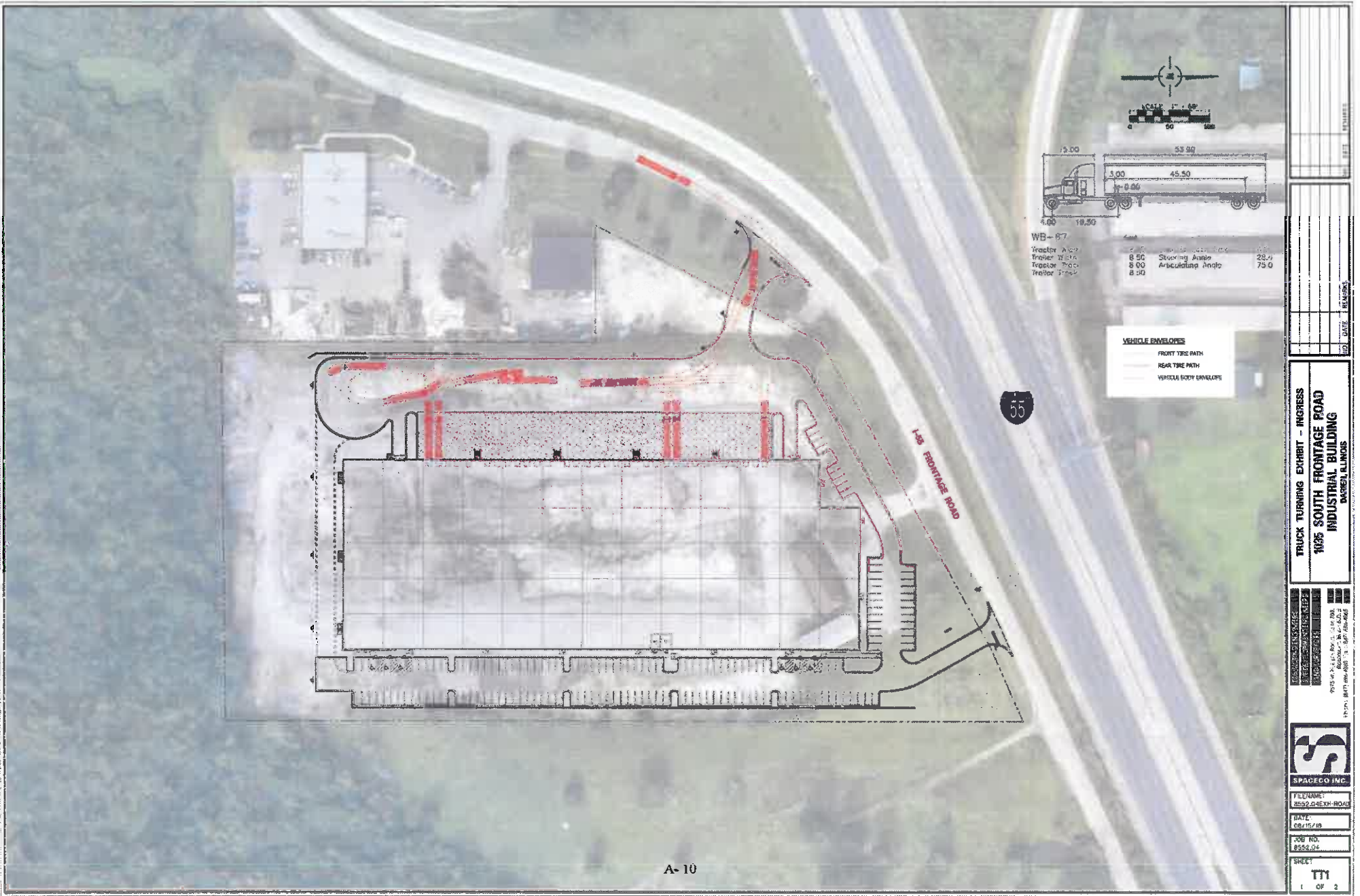
STOPPING SIGHT DISTANCE

A - 8

DRAWN: MD CHECKED: WW
 DATE: 08-16-18 REV:
 PROJECT # 18-112
 FIGURE: C



Exhibits
Truck-Turns
South Frontage Road – Road Improvements



WB - R7

Tractor Wheel	8.50	Steering Angle	28.0
Tractor Trail	8.00	Articulating Angle	75.0
Tractor Track	8.00		

VEHICLE ENVELOPES

- FRONT TIRE PATH
- REAR TIRE PATH
- VEHICLE BODY ENVELOPS

TRUCK TURNING EXHIBIT - INGRESS
1025 SOUTH FRONTAGE ROAD
INDUSTRIAL BUILDING
DARKEE, ILLINOIS

PROJECT NO. 15-041
SHEET NO. 10
DATE: 08/15/19
BY: [signature]
CHECKED: [signature]
APPROVED: [signature]



SPACECO INC.

TEL: 618-428-1100

DATE: 08/15/19

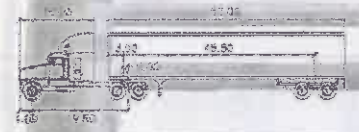
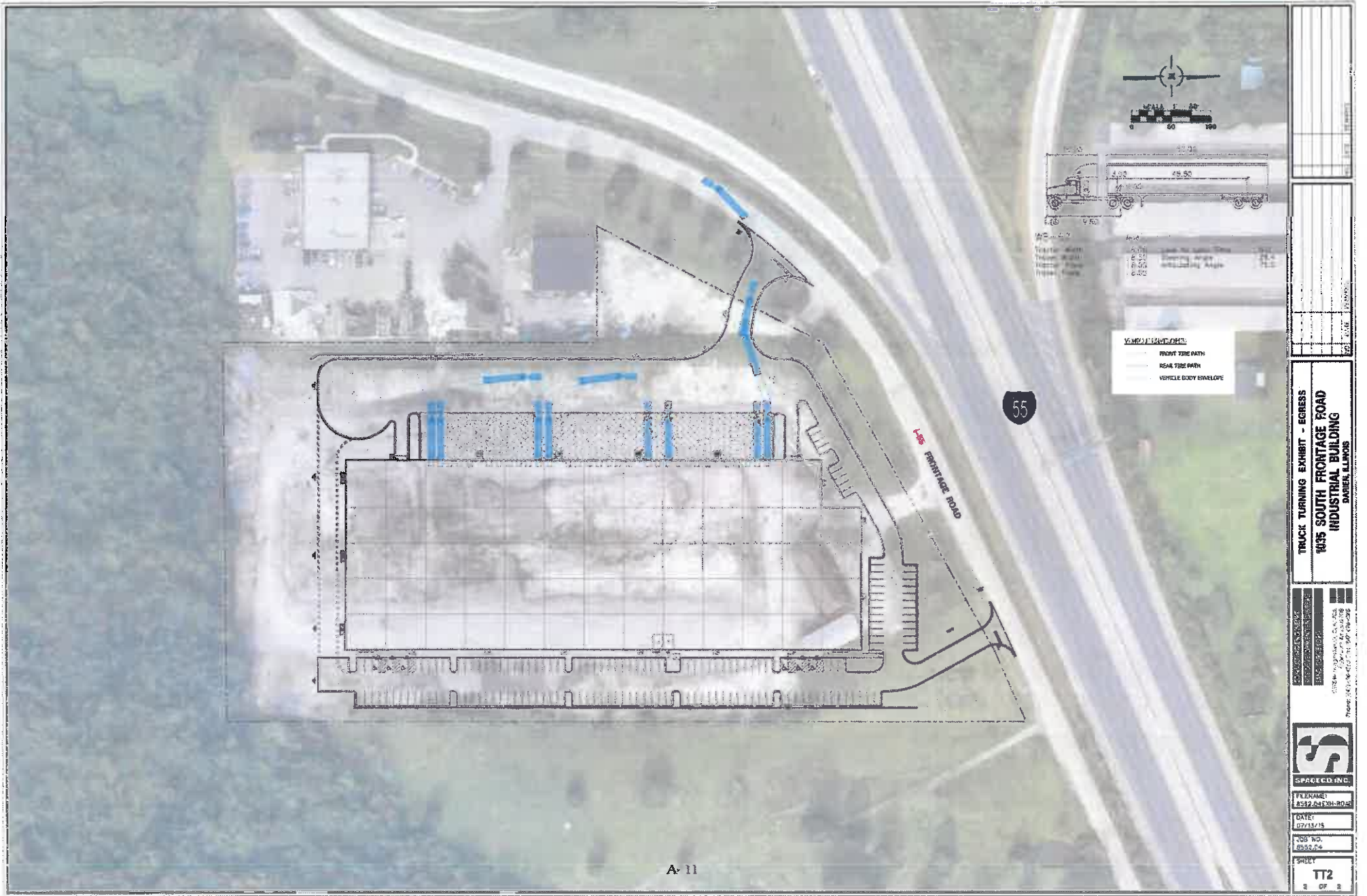
BY: [signature]

CHG NO. 1555-19

SHEET

TTI
1 OF 2

A-10



WHEELS	4	AXES	4
TRAILER WIDTH	4.65	TRAILER HEIGHT	4.85
TRAILER LENGTH	45.50	TRAILER WHEEL SPACING	12.00
TRAILER WHEELS	4	TRAILER AXES	4
TRAILER WHEELS	4	TRAILER AXES	4

VEHICLE PATHS

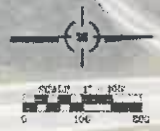
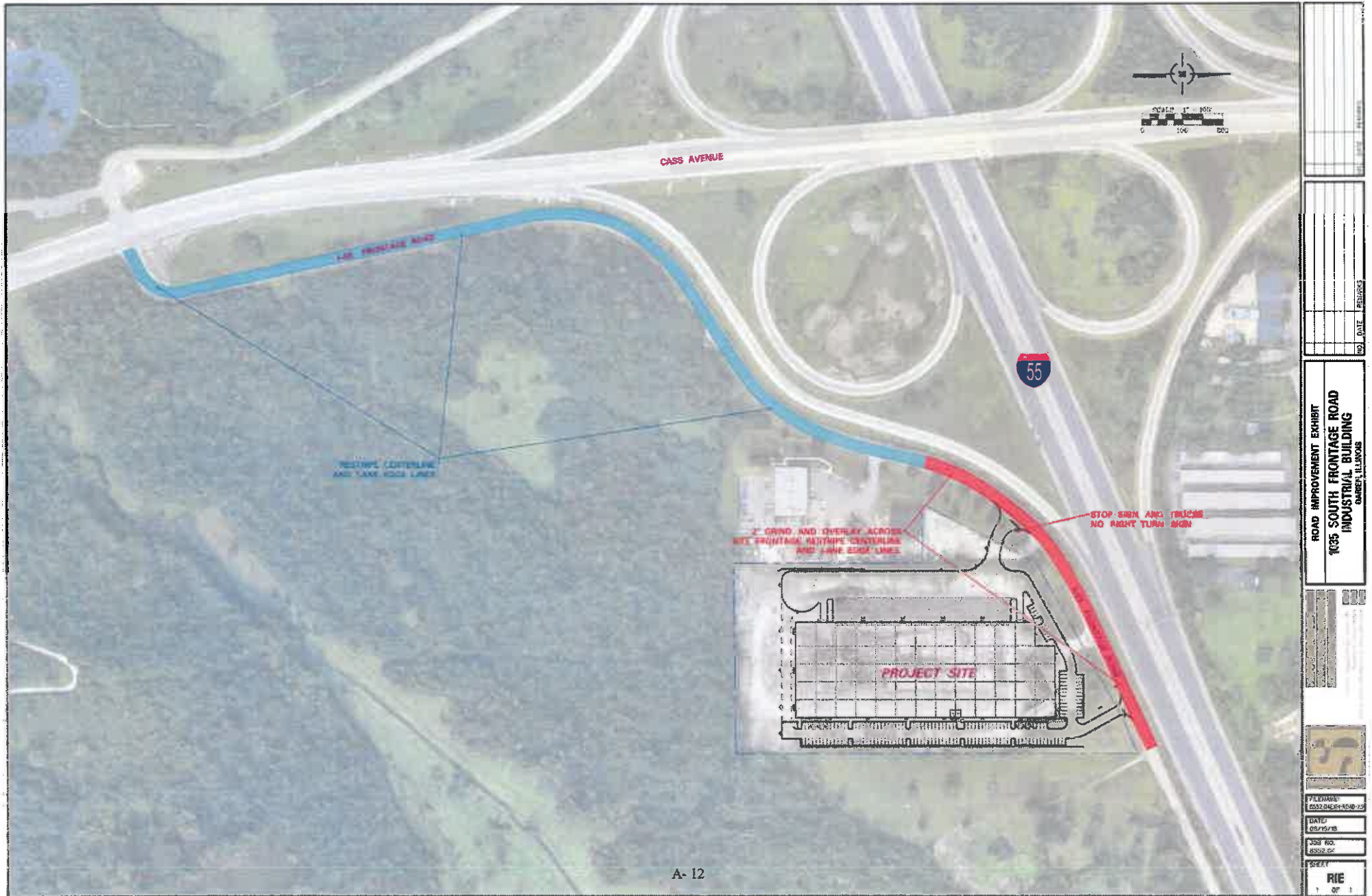
- FRONT TIRE PATH
- REAR TIRE PATH
- VEHICLE BODY ENVELOPE

TRUCK TURNING EXHIBIT - EGRESS
 1035 SOUTH FRONTAGE ROAD
 INDUSTRIAL BUILDING
 DODD, ILLINOIS

SPACED INC.
 1035 SOUTH FRONTAGE ROAD
 DODD, ILLINOIS 60424
 PHONE: (708) 471-1111

SPACED INC.
 1035 SOUTH FRONTAGE ROAD
 DODD, ILLINOIS 60424
 PHONE: (708) 471-1111

DATE: 02/11/15
 SHEET NO.: 0002-04
 SHEET
TT2
 1 OF 2



NO.	DATE	REVISIONS

ROAD IMPROVEMENT EXHIBIT
1035 SOUTH FRONTAGE ROAD
INDUSTRIAL BUILDING
 GARDEN, ILLINOIS



SCALE
1" = 80'

Traffic Count Summary Sheets



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

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

Count Name: Cass Avenue with Frontage Road
Site Code:
Start Date: 06/07/2018
Page No: 1

Turning Movement Data

Start Time	Frontage Road Eastbound					Frontage Road Westbound					Cass Avenue Northbound					Cass Avenue Southbound					Int. Total				
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left		Thru	Right	Peds	App. Total
6:00 AM	0	9	3	5	0	17	0	4	1	1	0	6	0	5	44	0	0	49	1	11	52	4	0	68	140
6:15 AM	0	14	2	5	0	21	0	2	0	7	0	9	0	6	60	4	0	70	1	14	72	6	0	93	193
6:30 AM	0	12	2	10	0	24	0	0	2	5	0	7	0	5	87	4	0	96	0	12	107	8	0	127	254
6:45 AM	0	14	1	3	0	18	0	0	1	14	0	15	0	5	77	0	0	82	1	18	107	13	0	139	254
Hourly Total	0	49	8	23	0	80	0	6	4	27	0	37	0	21	268	8	0	297	3	56	338	31	0	427	841
7:00 AM	0	16	2	4	0	22	0	2	1	9	0	12	0	5	109	0	0	114	1	5	113	12	0	131	279
7:15 AM	0	12	2	12	0	26	0	2	0	14	0	16	0	5	109	1	0	115	0	5	120	22	0	147	304
7:30 AM	0	19	2	15	0	36	0	2	0	10	0	12	0	7	117	2	0	126	0	3	129	20	0	152	326
7:45 AM	0	19	5	11	0	35	0	0	4	13	0	17	0	7	115	0	0	122	1	7	154	17	0	179	353
Hourly Total	0	66	11	42	0	119	0	6	5	46	0	57	0	24	450	3	0	477	2	20	516	71	0	609	1262
8:00 AM	0	12	0	9	0	21	0	1	0	10	0	11	0	4	106	2	0	112	0	9	149	21	0	179	323
8:15 AM	0	10	3	4	1	17	0	0	2	6	0	8	0	2	105	0	0	107	1	3	196	16	0	216	348
8:30 AM	0	14	1	2	0	17	0	2	0	5	0	7	0	3	108	1	0	112	0	1	195	14	0	210	346
8:45 AM	0	11	0	4	0	15	0	1	1	7	0	9	0	6	85	1	0	92	0	4	164	16	0	184	300
Hourly Total	0	47	4	19	1	70	0	4	3	28	0	35	0	15	404	4	0	423	1	17	704	67	0	789	1317
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	31	9	23	0	63	0	0	2	10	0	12	0	4	126	0	0	130	1	6	124	8	0	139	344
3:15 PM	0	25	19	33	0	77	0	0	1	12	0	13	0	3	146	0	0	149	1	4	97	11	0	113	352
3:30 PM	0	29	9	37	0	75	0	1	2	11	0	14	0	2	186	1	0	189	1	8	122	10	0	141	419
3:45 PM	0	59	22	53	0	134	0	0	3	6	0	9	0	3	127	1	0	131	0	13	138	6	0	157	431
Hourly Total	0	144	59	146	0	349	0	1	8	39	0	48	0	12	585	2	0	599	3	31	481	35	0	550	1546
4:00 PM	0	25	14	28	0	67	0	0	1	8	0	9	0	3	156	0	0	159	1	7	139	15	0	162	397
4:15 PM	0	31	8	26	0	65	0	0	1	7	0	8	0	9	154	4	0	167	2	7	122	5	0	136	376
4:30 PM	0	21	5	26	0	52	1	0	0	3	0	4	0	4	182	1	0	187	2	8	142	11	0	163	406
4:45 PM	0	27	10	29	0	66	0	0	4	3	0	7	0	11	176	2	0	189	2	9	145	10	0	166	428
Hourly Total	0	104	37	109	0	250	1	0	6	21	0	28	0	27	668	7	0	702	7	31	548	41	0	627	1607
5:00 PM	0	26	13	22	0	61	0	1	1	4	0	6	0	9	199	1	0	209	3	12	154	18	0	187	463
5:15 PM	0	25	14	20	0	59	0	1	4	7	0	12	0	9	198	3	0	210	0	8	172	16	0	196	477
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5:45 PM	0	13	3	9	0	25	0	0	2	7	0	9	0	5	181	0	0	186	0	10	142	12	0	164	384
Hourly Total	0	83	36	67	0	186	0	2	10	23	0	35	0	30	798	8	0	836	6	36	608	61	0	711	1768
Grand Total	0	493	155	406	1	1054	1	19	36	184	0	240	0	129	3173	32	0	3334	22	190	3195	306	0	3713	8341
Approach %	0.0	46.8	14.7	38.5	-	-	0.4	7.9	15.0	76.7	-	-	0.0	3.9	95.2	1.0	-	-	0.6	5.1	86.0	8.2	-	-	-
Total %	0.0	5.9	1.9	4.9	-	12.6	0.0	0.2	0.4	2.2	-	2.9	0.0	1.5	38.0	0.4	-	40.0	0.3	2.3	38.3	3.7	-	44.5	-
Lights	0	479	150	391	-	1020	1	7	32	162	-	202	0	122	3095	10	-	3227	22	175	3072	292	-	3561	8010
% Lights	-	97.2	96.6	96.3	-	96.8	100.0	36.8	88.9	88.0	-	84.2	-	94.6	97.5	31.3	-	96.8	100.0	92.1	96.2	95.4	-	95.9	96.0
Buses	0	1	0	1	-	2	0	0	0	0	-	0	0	0	7	0	-	7	0	0	11	0	-	11	20

A - 14

% Buses	-	0.2	0.0	0.2	-	0.2	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	0.0	0.0	0.3	0.0	-	0.3	0.2
Single-Unit Trucks	0	8	1	14	-	23	0	3	1	15	-	19	0	5	41	4	-	50	0	5	78	6	-	89	181
% Single-Unit Trucks	-	1.6	0.6	3.4	-	2.2	0.0	15.8	2.8	8.2	-	7.9	-	3.9	1.3	12.5	-	1.5	0.0	2.6	2.1	2.0	-	2.1	2.2
Articulated Trucks	0	3	0	0	-	3	0	0	1	7	-	8	0	0	28	2	-	30	0	10	34	1	-	45	86
% Articulated Trucks	-	0.6	0.0	0.0	-	0.3	0.0	0.0	2.8	3.8	-	3.3	-	0.0	0.9	6.3	-	0.9	0.0	5.3	1.1	0.3	-	1.2	1.0
Bicycles on Road	0	2	4	0	-	6	0	9	2	0	-	11	0	2	2	16	-	20	0	0	0	7	-	7	44
% Bicycles on Road	-	0.4	2.6	0.0	-	0.6	0.0	47.4	5.6	0.0	-	4.0	-	1.6	0.1	50.0	-	0.6	0.0	0.0	0.0	2.3	-	0.2	0.5
Pedestrians	-	-	-	-	-	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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Count Name: Cass Avenue with Frontage Road
Site Code:
Start Date: 06/07/2018
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Frontage Road Eastbound						Frontage Road Westbound						Cass Avenue Northbound						Cass Avenue Southbound						int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	19	5	11	0	35	0	0	4	13	0	17	0	7	115	0	0	122	1	7	154	17	0	179	353
8:00 AM	0	12	0	9	0	21	0	1	0	10	0	11	0	4	106	2	0	112	0	9	149	21	0	179	323
8:15 AM	0	10	3	4	1	17	0	0	2	6	0	8	0	2	105	0	0	107	1	3	196	16	0	216	348
8:30 AM	0	14	1	2	0	17	0	2	0	5	0	7	0	3	108	1	0	112	0	1	195	14	0	210	348
Total	0	55	9	26	1	90	0	3	6	34	0	43	0	16	434	3	0	453	2	20	694	68	0	784	1370
Approach %	0.0	61.1	10.0	28.9	-	-	0.0	7.0	14.0	79.1	-	-	0.0	3.5	95.8	0.7	-	-	0.3	2.6	88.5	8.7	-	-	-
Total %	0.0	4.0	0.7	1.9	-	6.6	0.0	0.2	0.4	2.5	-	3.1	0.0	1.2	31.7	0.2	-	33.1	0.1	1.5	50.7	5.0	-	57.2	-
PHF	0.000	0.724	0.450	0.591	-	0.643	0.000	0.375	0.375	0.654	-	0.632	0.000	0.571	0.943	0.375	-	0.928	0.500	0.556	0.885	0.810	-	0.907	0.970
Lights	0	54	9	25	-	88	0	3	4	30	-	37	0	14	411	0	-	425	2	18	673	64	-	757	1307
% Lights	-	98.2	100.0	96.2	-	97.8	-	100.0	66.7	88.2	-	86.0	-	87.5	94.7	0.0	-	93.8	100.0	90.0	97.0	94.1	-	96.6	95.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	3	0	0	2	0	-	2	5
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.7	0.0	-	0.7	0.0	0.0	0.3	0.0	-	0.3	0.4
Single-Unit Trucks	0	0	0	1	-	1	0	0	0	1	-	1	0	2	14	3	-	19	0	1	16	3	-	20	41
% Single-Unit Trucks	-	0.0	0.0	3.8	-	1.1	-	0.0	0.0	2.9	-	2.3	-	12.5	3.2	100.0	-	4.2	0.0	5.0	2.3	4.4	-	2.6	3.0
Articulated Trucks	0	1	0	0	-	1	0	0	0	3	-	3	0	0	5	0	-	5	0	1	3	0	-	4	13
% Articulated Trucks	-	1.8	0.0	0.0	-	1.1	-	0.0	0.0	8.8	-	7.0	-	0.0	1.2	0.0	-	1.1	0.0	5.0	0.4	0.0	-	0.5	0.9
Bicycles on Road	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	1	-	1	4
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	33.3	0.0	-	4.7	-	0.0	0.2	0.0	-	0.2	0.0	0.0	0.0	1.5	-	0.1	0.3
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Cass Avenue with Frontage Road
Site Code:
Start Date: 06/07/2018
Page No: 4

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Frontage Road Eastbound						Frontage Road Westbound						Cass Avenue Northbound						Cass Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	27	10	29	0	66	0	0	4	3	0	7	0	11	176	2	0	189	2	9	145	10	0	166	428
5:00 PM	0	26	13	22	0	61	0	1	1	4	0	6	0	9	199	1	0	209	3	12	154	18	0	187	463
5:15 PM	0	25	14	20	0	59	0	1	4	7	0	12	0	9	198	3	0	210	0	8	172	16	0	196	477
5:30 PM	0	19	6	16	0	41	0	0	3	5	0	8	0	7	220	4	0	231	3	6	140	15	0	164	444
Total	0	97	43	87	0	227	0	2	12	19	0	33	0	36	793	10	0	839	8	35	611	59	0	713	1812
Approach %	0.0	42.7	18.9	38.3	-	-	0.0	6.1	36.4	57.6	-	-	0.0	4.3	94.5	1.2	-	-	1.1	4.9	85.7	8.3	-	-	-
Total %	0.0	5.4	2.4	4.8	-	12.5	0.0	0.1	0.7	1.0	-	1.8	0.0	2.0	43.8	0.6	-	46.3	0.4	1.9	33.7	3.3	-	39.3	-
PHF	0.000	0.898	0.768	0.750	-	0.860	0.000	0.500	0.750	0.879	-	0.688	0.000	0.818	0.901	0.625	-	0.908	0.667	0.729	0.888	0.819	-	0.909	0.950
Lights	0	93	41	86	-	220	0	1	12	19	-	32	0	36	785	6	-	827	8	32	594	57	-	691	1770
% Lights	-	95.9	95.3	98.9	-	96.9	-	50.0	100.0	100.0	-	97.0	-	100.0	99.0	60.0	-	98.6	100.0	91.4	97.2	98.6	-	96.9	97.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	1	3
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.1	0.2
Single-Unit Trucks	0	2	1	1	-	4	0	0	0	0	-	0	0	0	3	0	-	3	0	0	6	1	-	7	14
% Single-Unit Trucks	-	2.1	2.3	1.1	-	1.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	0.0	0.0	1.0	1.7	-	1.0	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	3	0	3	10	0	-	13	16
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	0.0	8.6	1.6	0.0	-	1.8	0.9
Bicycles on Road	0	2	1	0	-	3	0	1	0	0	-	1	0	0	0	4	-	4	0	0	0	1	-	1	9
% Bicycles on Road	-	2.1	2.3	0.0	-	1.3	-	50.0	0.0	0.0	-	3.0	-	0.0	0.0	40.0	-	0.5	0.0	0.0	0.0	1.7	-	0.1	0.5
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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

Count Name: Cass Avenue with Northgate Road
Site Code:
Start Date: 06/07/2016
Page No: 1

Turning Movement Data

Start Time	Northgate Road Eastbound					Cass Avenue Northbound					Cass Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
6:00 AM	0	2	0	0	2	0	3	43	0	46	0	46	19	0	65	113
6:15 AM	0	4	0	0	4	0	5	65	0	70	0	47	33	0	80	154
6:30 AM	0	3	1	0	4	0	5	88	0	93	0	70	41	0	111	208
6:45 AM	0	5	3	0	8	1	4	74	0	79	0	67	50	0	117	204
Hourly Total	0	14	4	0	18	1	17	270	0	288	0	230	143	0	373	679
7:00 AM	0	4	0	0	4	0	2	106	0	108	0	66	52	0	118	230
7:15 AM	0	4	1	0	5	0	4	117	0	121	0	82	48	0	130	256
7:30 AM	0	4	1	0	5	0	9	125	0	134	0	89	58	0	147	286
7:45 AM	0	10	1	0	11	0	7	112	0	119	0	72	90	0	162	292
Hourly Total	0	22	3	0	25	0	22	460	0	482	0	309	248	0	557	1064
8:00 AM	0	8	1	0	9	0	7	103	0	110	0	69	94	0	163	282
8:15 AM	0	5	1	0	6	0	10	100	0	110	0	73	119	0	192	308
8:30 AM	0	8	3	0	11	0	11	109	0	120	0	79	126	0	205	336
8:45 AM	0	5	1	0	6	0	9	85	0	94	0	66	105	0	171	271
Hourly Total	0	26	6	0	32	0	37	397	0	434	0	287	444	0	731	1197
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	31	6	0	37	0	2	87	0	89	0	140	7	0	147	273
3:15 PM	1	42	4	0	47	0	5	98	0	103	0	120	5	0	125	275
3:30 PM	0	59	6	0	65	0	2	117	0	119	0	153	7	0	160	344
3:45 PM	0	34	2	0	36	1	2	91	0	94	0	183	5	0	188	318
Hourly Total	1	166	18	0	185	1	11	393	0	405	0	596	24	0	620	1210
4:00 PM	0	50	9	0	59	0	3	107	0	110	0	165	7	0	172	341
4:15 PM	0	52	3	0	55	0	0	109	0	109	0	142	8	0	150	314
4:30 PM	0	71	6	0	77	0	1	111	0	112	0	156	10	0	166	355
4:45 PM	0	63	5	0	68	0	0	117	0	117	0	161	12	0	173	358
Hourly Total	0	236	23	0	259	0	4	444	0	448	0	624	37	0	661	1368
5:00 PM	0	86	18	0	104	0	1	127	0	128	0	165	9	0	174	406
5:15 PM	0	74	25	0	99	0	1	136	0	137	0	181	16	0	197	433
5:30 PM	0	75	18	0	93	0	1	145	0	146	0	150	5	0	155	394
5:45 PM	0	61	9	0	70	0	1	114	0	115	0	143	10	0	153	338
Hourly Total	0	296	70	0	366	0	4	522	0	526	0	639	40	0	679	1571
Grand Total	1	760	124	0	885	2	95	2488	0	2583	0	2685	936	0	3621	7089
Approach %	0.1	85.9	14.0	-	-	0.1	3.7	96.2	-	-	0.0	74.2	25.8	-	-	-
Total %	0.0	10.7	1.7	-	12.5	0.0	1.3	35.1	-	36.4	0.0	37.9	13.2	-	51.1	-
Lights	1	744	122	-	867	2	91	2409	-	2502	0	2576	916	-	3492	6861
% Lights	100.0	97.9	98.4	-	98.0	100.0	95.8	96.9	-	96.9	-	95.9	97.9	-	96.4	96.8
Buses	0	4	0	-	4	0	0	5	-	5	0	6	6	-	12	21
% Buses	0.0	0.5	0.0	-	0.5	0.0	0.0	0.2	-	0.2	-	0.2	0.6	-	0.3	0.3

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Single-Unit Trucks	0	7	0	-	7	0	1	45	-	46	0	65	9	-	74	127
% Single-Unit Trucks	0.0	0.9	0.0	-	0.8	0.0	1.1	1.8	-	1.8	-	2.4	1.0	-	2.0	1.8
Articulated Trucks	0	0	1	-	1	0	1	18	-	19	0	35	2	-	37	57
% Articulated Trucks	0.0	0.0	0.8	-	0.1	0.0	1.1	0.7	-	0.7	-	1.3	0.2	-	1.0	0.8
Bicycles on Road	0	5	1	-	6	0	2	9	-	11	0	3	3	-	6	23
% Bicycles on Road	0.0	0.7	0.8	-	0.7	0.0	2.1	0.4	-	0.4	-	0.1	0.3	-	0.2	0.3
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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

Count Name: Cass Avenue with Northgate Road
Site Code:
Start Date: 06/07/2018
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Northgate Road Eastbound					Cass Avenue Northbound					Cass Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:45 AM	0	10	1	0	11	0	7	112	0	119	0	72	90	0	162	292
8:00 AM	0	8	1	0	9	0	7	103	0	110	0	89	94	0	163	282
8:15 AM	0	5	1	0	6	0	10	100	0	110	0	73	119	0	192	308
8:30 AM	0	8	3	0	11	0	11	109	0	120	0	79	126	0	205	336
Total	0	31	6	0	37	0	35	424	0	459	0	293	429	0	722	1218
Approach %	0.0	83.8	16.2	-	-	0.0	7.6	92.4	-	-	0.0	40.6	59.4	-	-	-
Total %	0.0	2.5	0.5	-	3.0	0.0	2.9	34.8	-	37.7	0.0	24.1	35.2	-	59.3	-
PHF	0.000	0.775	0.500	-	0.841	0.000	0.795	0.946	-	0.956	0.000	0.927	0.851	-	0.880	0.906
Lights	0	25	5	-	30	0	33	401	-	434	0	274	421	-	695	1159
% Lights	-	80.6	83.3	-	81.1	-	94.3	94.6	-	94.6	-	93.5	98.1	-	96.3	95.2
Buses	0	2	0	-	2	0	0	1	-	1	0	0	2	-	2	5
% Buses	-	6.5	0.0	-	5.4	-	0.0	0.2	-	0.2	-	0.0	0.5	-	0.3	0.4
Single-Unit Trucks	0	4	0	-	4	0	1	19	-	20	0	13	4	-	17	41
% Single-Unit Trucks	-	12.9	0.0	-	10.8	-	2.9	4.5	-	4.4	-	4.4	0.9	-	2.4	3.4
Articulated Trucks	0	0	1	-	1	0	0	3	-	3	0	5	1	-	6	10
% Articulated Trucks	-	0.0	16.7	-	2.7	-	0.0	0.7	-	0.7	-	1.7	0.2	-	0.8	0.8
Bicycles on Road	0	0	0	-	0	0	1	0	-	1	0	1	1	-	2	3
% Bicycles on Road	-	0.0	0.0	-	0.0	-	2.9	0.0	-	0.2	-	0.3	0.2	-	0.3	0.2
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Cass Avenue with Northgate Road
Site Code:
Start Date: 06/07/2018
Page No: 4

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Northgate Road Eastbound					Cass Avenue Northbound					Cass Avenue Southbound					Ini. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
4:45 PM	0	63	5	0	68	0	0	117	0	117	0	161	12	0	173	358
5:00 PM	0	86	18	0	104	0	1	127	0	128	0	165	9	0	174	406
5:15 PM	0	74	25	0	99	0	1	136	0	137	0	181	16	0	197	433
5:30 PM	0	75	18	0	93	0	1	145	0	146	0	150	5	0	155	394
Total	0	298	66	0	364	0	3	525	0	528	0	657	42	0	699	1591
Approach %	0.0	81.9	18.1	-	-	0.0	0.8	99.4	-	-	0.0	94.0	6.0	-	-	-
Total %	0.0	18.7	4.1	-	22.9	0.0	0.2	33.0	-	33.2	0.0	41.3	2.6	-	43.9	-
PHF	0.000	0.866	0.660	-	0.875	0.000	0.750	0.905	-	0.904	0.000	0.907	0.656	-	0.887	0.919
Lights	0	295	65	-	360	0	2	519	-	521	0	642	40	-	682	1563
% Lights	-	99.0	98.5	-	98.9	-	66.7	98.9	-	98.7	-	97.7	95.2	-	97.6	98.2
Buses	0	2	0	-	2	0	0	0	-	0	0	0	1	-	1	3
% Buses	-	0.7	0.0	-	0.5	-	0.0	0.0	-	0.0	-	0.0	2.4	-	0.1	0.2
Single-Unit Trucks	0	0	0	-	0	0	0	3	-	3	0	6	0	-	6	9
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.6	-	0.6	-	0.9	0.0	-	0.9	0.6
Articulated Trucks	0	0	0	-	0	0	1	3	-	4	0	8	1	-	9	13
% Articulated Trucks	-	0.0	0.0	-	0.0	-	33.3	0.6	-	0.8	-	1.2	2.4	-	1.3	0.8
Bicycles on Road	0	1	1	-	2	0	0	0	-	0	0	1	0	-	1	3
% Bicycles on Road	-	0.3	1.5	-	0.5	-	0.0	0.0	-	0.0	-	0.2	0.0	-	0.1	0.2
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Count Name: I-55 Off Ramp
 Site Code:
 Start Date: 06/07/2018
 Page No: 1

Direction (Southbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
6:00 AM	19	0	0	0	0	19
6:15 AM	25	0	0	0	0	25
6:30 AM	19	0	2	0	0	21
6:45 AM	23	0	0	0	0	23
7:00 AM	25	0	0	0	0	25
7:15 AM	25	0	0	0	0	25
7:30 AM	26	0	2	0	0	28
7:45 AM	23	1	1	0	0	25
8:00 AM	30	0	3	0	0	33
8:15 AM	41	0	1	0	0	42
8:30 AM	31	1	1	0	0	33
8:45 AM	40	0	1	0	0	41
3:00 PM	31	0	0	2	0	33
3:15 PM	27	0	3	0	0	30
3:30 PM	26	0	3	3	0	32
3:45 PM	22	0	2	0	0	24
4:00 PM	23	0	2	1	0	26
4:15 PM	34	0	1	0	0	35
4:30 PM	32	1	1	0	0	34
4:45 PM	31	0	2	0	0	33
5:00 PM	34	0	3	2	0	39
5:15 PM	32	0	1	3	0	36
5:30 PM	35	0	3	0	0	38
5:45 PM	43	0	2	0	0	45
Total	697	3	34	11	0	745
Total %	93.6	0.4	4.6	1.5	0.0	100.0
AM Times	6:00 AM	7:45 AM	7:30 AM	6:00 AM	6:00 AM	6:00 AM
AM Peaks	142	2	7	0	0	149
PM Times	5:00 PM	3:45 PM	3:15 PM	3:00 PM	3:00 PM	5:00 PM
PM Peaks	144	1	10	5	0	158

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

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

Count Name: Clarendon Hills Road with Fern Street
Site Code:
Start Date: 06/07/2018
Page No: 1

Turning Movement Data

Start Time	Fern Street Eastbound						Fern Street Westbound						Clarendon Hills Road Northbound						Clarendon Hills Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	1	0	0	0	1	0	0	1	1	0	2	0	0	8	2	0	10	0	0	3	4	0	7	20
6:15 AM	0	7	2	0	0	9	0	0	2	3	2	5	0	3	13	0	0	16	0	2	3	1	0	6	36
6:30 AM	0	2	8	0	0	10	0	0	4	1	0	5	0	1	15	0	0	16	0	2	4	0	0	6	37
6:45 AM	0	1	0	0	0	1	0	0	4	9	0	13	0	1	14	2	0	17	0	5	9	4	0	18	49
Hourly Total	0	11	10	0	0	21	0	0	11	14	2	25	0	5	50	4	0	59	0	9	19	9	0	37	142
7:00 AM	0	1	4	0	0	5	0	1	1	8	0	10	0	1	22	3	0	26	0	5	9	4	0	18	59
7:15 AM	0	5	2	1	0	8	0	0	1	2	0	3	0	1	26	2	0	29	0	4	16	2	0	22	62
7:30 AM	0	5	3	0	0	8	0	1	2	12	0	15	0	0	23	0	0	23	0	5	9	2	0	16	62
7:45 AM	3	2	3	4	0	12	0	0	5	7	0	12	0	0	21	0	0	21	0	7	14	2	0	23	68
Hourly Total	3	13	12	5	0	33	0	2	9	29	0	40	0	2	92	5	0	99	0	21	48	10	0	79	251
8:00 AM	0	7	3	2	0	12	0	0	2	7	0	9	0	0	28	0	0	28	1	2	16	1	1	20	69
8:15 AM	0	4	2	0	0	6	0	0	0	9	0	9	0	0	21	0	0	21	0	3	14	1	0	18	54
8:30 AM	0	3	1	0	0	4	0	1	2	7	0	10	0	1	29	0	0	30	0	4	20	3	0	27	71
8:45 AM	0	6	1	0	0	7	0	1	3	11	0	15	0	1	28	2	0	31	0	4	17	5	0	26	79
Hourly Total	0	20	7	2	0	29	0	2	7	34	0	43	0	2	106	2	0	110	1	13	67	10	1	91	273
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	4	9	4	0	17	0	1	2	5	0	8	0	1	24	1	0	26	0	5	25	4	0	34	85
3:15 PM	0	4	10	4	0	18	0	0	0	9	0	9	0	0	14	0	0	14	0	5	39	3	0	47	88
3:30 PM	0	7	8	4	0	19	0	0	2	6	0	8	0	0	19	1	0	20	0	8	32	5	0	45	92
3:45 PM	0	8	21	0	0	29	0	0	4	14	1	18	0	1	25	0	0	26	0	7	37	1	0	45	118
Hourly Total	0	23	48	12	0	83	0	1	8	34	1	43	0	2	82	2	0	86	0	25	133	13	0	171	383
4:00 PM	0	5	12	3	0	20	0	1	0	8	0	9	0	0	18	1	0	19	0	11	39	3	0	53	101
4:15 PM	0	8	10	1	0	19	0	2	1	8	0	11	0	0	33	4	0	37	0	13	41	5	0	59	126
4:30 PM	0	4	6	3	0	13	0	4	2	11	0	17	0	0	29	2	0	31	0	11	44	5	0	60	121
4:45 PM	0	5	11	4	0	20	0	1	1	13	0	15	0	0	29	1	0	30	0	16	31	3	1	50	115
Hourly Total	0	22	39	11	0	72	0	8	4	40	0	52	0	0	109	8	0	117	0	51	155	16	1	222	463
5:00 PM	0	4	17	0	0	21	0	0	5	8	0	13	0	2	29	1	0	32	0	11	36	5	0	52	118
5:15 PM	0	7	13	2	1	22	0	3	5	14	1	22	0	1	32	2	0	35	0	8	34	6	2	50	129
5:30 PM	0	6	7	1	1	14	0	0	3	13	0	16	0	0	28	4	0	32	0	10	39	5	0	54	116
5:45 PM	0	5	2	2	0	9	0	2	5	2	0	9	0	2	28	0	0	30	0	12	47	6	0	65	113
Hourly Total	0	22	39	5	2	66	0	5	18	37	1	60	0	5	117	7	0	129	0	41	156	24	2	221	476
Grand Total	3	111	155	35	2	304	0	18	57	188	4	263	0	16	556	28	0	600	1	160	578	82	4	821	1988
Approach %	1.0	36.5	51.0	11.5	-	-	0.0	6.8	21.7	71.5	-	-	0.0	2.7	92.7	4.7	-	-	0.1	19.5	70.4	10.0	-	-	-
Total %	0.2	5.6	7.8	1.8	-	15.3	0.0	0.9	2.9	9.5	-	13.2	0.0	0.6	28.0	1.4	-	30.2	0.1	8.0	29.1	4.1	-	41.3	-
Lights	0	96	146	34	-	276	0	17	50	182	-	249	0	15	528	24	-	565	1	153	546	71	-	771	1861
% Lights	0.0	86.6	94.2	97.1	-	90.8	-	94.4	87.7	96.8	-	94.7	-	93.8	94.8	85.7	-	94.2	100.0	95.6	94.5	86.6	-	93.9	93.8
Buses	0	0	1	0	-	1	0	0	0	2	-	2	0	0	9	1	-	10	0	0	3	0	-	3	16

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% Buses	0.0	0.0	0.6	0.0	-	0.3	-	0.0	0.0	1.1	-	0.8	-	0.0	1.6	3.6	-	1.7	0.0	0.0	0.5	0.0	-	0.4	0.8
Single-Unit Trucks	0	3	0	0	-	3	0	0	3	2	-	5	0	1	10	0	-	11	0	4	14	2	-	20	39
% Single-Unit Trucks	0.0	2.7	0.0	0.0	-	1.0	-	0.0	5.3	1.1	-	1.6	-	6.3	1.6	0.0	-	1.6	0.0	2.5	2.4	2.4	-	2.4	2.0
Articulated Trucks	3	2	0	0	-	5	0	0	0	2	-	2	0	0	2	0	-	2	0	2	1	0	-	3	12
% Articulated Trucks	100.0	1.8	0.0	0.0	-	1.6	-	0.0	0.0	1.1	-	0.8	-	0.0	0.4	0.0	-	0.3	0.0	1.3	0.2	0.0	-	0.4	0.6
Bicycles on Road	0	10	8	1	-	19	0	1	4	0	-	5	0	0	9	3	-	12	0	1	14	9	-	24	60
% Bicycles on Road	0.0	9.0	5.2	2.9	-	6.3	-	5.6	7.0	0.0	-	1.9	-	0.0	1.6	10.7	-	2.0	0.0	0.6	2.4	11.0	-	2.9	3.0
Pedestrians	-	-	-	-	?	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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

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

Count Name: Clarendon Hills Road with Fern Street
Site Code:
Start Date: 06/07/2018
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Fern Street Eastbound						Fern Street Westbound						Clarendon Hills Road Northbound						Clarendon Hills Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	3	2	3	4	0	12	0	0	5	7	0	12	0	0	21	0	0	21	0	7	14	2	0	23	68
8:00 AM	0	7	3	2	0	12	0	0	2	7	0	9	0	0	28	0	0	28	1	2	16	1	1	20	69
8:15 AM	0	4	2	0	0	6	0	0	0	9	0	9	0	0	21	0	0	21	0	3	14	1	0	18	54
8:30 AM	0	3	1	0	0	4	0	1	2	7	0	10	0	1	29	0	0	30	0	4	20	3	0	27	71
Total	3	16	9	6	0	34	0	1	9	30	0	40	0	1	99	0	0	100	1	16	64	7	1	88	262
Approach %	8.8	47.1	26.5	17.6	-	-	0.0	2.5	22.5	75.0	-	-	0.0	1.0	99.0	0.0	-	-	1.1	18.2	72.7	8.0	-	-	-
Total %	1.1	6.1	3.4	2.3	-	13.0	0.0	0.4	3.4	11.5	-	15.3	0.0	0.4	37.8	0.0	-	38.2	0.4	6.1	24.4	2.7	-	33.6	-
PHF	0.250	0.571	0.750	0.375	-	0.708	0.000	0.250	0.450	0.833	-	0.833	0.000	0.250	0.853	0.000	-	0.833	0.250	0.571	0.800	0.583	-	0.815	0.923
Lights	0	16	9	6	-	31	0	1	7	28	-	36	0	1	92	0	-	93	1	15	58	6	-	80	240
% Lights	0.0	100.0	100.0	100.0	-	91.2	-	100.0	77.6	93.3	-	90.0	-	100.0	92.9	-	-	93.0	100.0	93.8	90.6	85.7	-	90.9	91.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	2	0	-	2	6
% Buses	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	4.0	-	-	4.0	0.0	0.0	3.1	0.0	-	2.3	2.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	2	0	-	2	0	1	2	0	-	3	6
% Single-Unit Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	3.3	-	2.5	-	0.0	2.0	-	-	2.0	0.0	6.3	3.1	0.0	-	3.4	2.3
Articulated Trucks	3	0	0	0	-	3	0	0	0	1	-	1	0	0	1	0	-	1	0	0	0	0	-	0	5
% Articulated Trucks	100.0	0.0	0.0	0.0	-	8.8	-	0.0	0.0	3.3	-	2.5	-	0.0	1.0	-	-	1.0	0.0	0.0	0.0	0.0	-	0.0	1.9
Bicycles on Road	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	2	1	-	3	5
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	22.2	0.0	-	5.0	-	0.0	0.0	-	-	0.0	0.0	0.0	3.1	14.3	-	3.4	1.9
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Clarendon Hills Road with Fern Street
Site Code:
Start Date: 06/07/2018
Page No: 4

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Fern Street Eastbound						Fern Street Westbound						Clarendon Hills Road Northbound						Clarendon Hills Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	5	11	4	0	20	0	1	1	13	0	15	0	0	29	1	0	30	0	16	31	3	0	50	115
5:00 PM	0	4	17	0	0	21	0	0	5	8	0	13	0	2	29	1	0	32	0	11	36	5	0	52	118
5:15 PM	0	7	13	2	0	22	0	3	5	14	0	22	0	1	32	2	0	35	0	8	34	8	2	50	129
5:30 PM	0	6	7	1	1	14	0	0	3	13	0	16	0	0	28	4	0	32	0	10	39	5	0	54	116
Total	0	22	48	7	2	77	0	4	14	48	1	66	0	3	118	8	0	129	0	45	140	21	3	206	478
Approach %	0.0	28.6	62.3	9.1	-	-	0.0	6.1	21.2	72.7	-	-	0.0	2.3	91.5	6.2	-	-	0.0	21.8	68.0	10.2	-	-	-
Total %	0.0	4.6	10.0	1.5	-	16.1	0.0	0.8	2.9	10.0	-	13.8	0.0	0.6	24.7	1.7	-	27.0	0.0	9.4	29.3	4.4	-	43.1	-
PHF	0.000	0.786	0.706	0.438	-	0.875	0.000	0.333	0.700	0.857	-	0.750	0.000	0.375	0.922	0.500	-	0.921	0.000	0.703	0.897	0.856	-	0.954	0.926
Lights	0	18	47	6	-	71	0	4	14	48	-	66	0	3	114	7	-	124	0	42	138	19	-	199	460
% Lights	-	81.8	97.9	85.7	-	92.2	-	100.0	100.0	100.0	-	100.0	-	100.0	96.6	87.5	-	96.1	-	93.3	96.6	90.5	-	96.6	96.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	1	2	0	-	3	5
% Single-Unit Trucks	-	4.5	0.0	0.0	-	1.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	0.0	-	0.8	-	2.2	1.4	0.0	-	1.5	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	0	-	2	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	4.4	0.0	0.0	-	1.0	0.4
Bicycles on Road	0	3	1	1	-	5	0	0	0	0	-	0	0	0	3	1	-	4	0	0	0	2	-	2	11
% Bicycles on Road	-	13.6	2.1	14.3	-	6.5	-	0.0	0.0	0.0	-	0.0	-	0.0	2.5	12.5	-	3.1	-	0.0	0.0	9.5	-	1.0	2.3
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Frontage Road with Fern Street
Site Code:
Start Date: 06/07/2018
Page No: 1

Turning Movement Data

Start Time	Fern Street Eastbound					Fern Street Westbound					Frontage Road Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
6:00 AM	0	0	1	0	1	0	0	5	0	5	0	0	0	0	0	6
6:15 AM	0	0	1	0	1	0	1	5	0	6	0	8	0	0	8	15
6:30 AM	0	0	0	0	0	0	0	5	0	5	0	10	0	0	10	15
6:45 AM	0	0	1	0	1	0	3	6	0	9	0	0	0	0	0	10
Hourly Total	0	0	3	0	3	0	4	21	0	25	0	18	0	0	18	46
7:00 AM	0	0	0	0	0	0	0	4	0	4	0	5	0	0	5	9
7:15 AM	0	0	2	0	2	0	1	3	0	4	0	6	0	0	6	12
7:30 AM	0	0	2	0	2	0	1	5	0	6	0	6	0	0	6	14
7:45 AM	0	0	2	0	2	0	1	6	0	7	1	13	0	0	14	23
Hourly Total	0	0	6	0	6	0	3	18	0	21	1	30	0	0	31	58
8:00 AM	0	0	3	0	3	0	2	2	0	4	0	9	0	1	9	16
8:15 AM	0	0	2	0	2	0	0	1	0	1	0	4	0	0	4	7
8:30 AM	0	0	2	0	2	0	3	2	0	5	0	2	0	0	2	9
8:45 AM	0	0	4	0	4	0	3	7	0	10	0	3	0	0	3	17
Hourly Total	0	0	11	0	11	0	8	12	0	20	0	18	0	1	18	49
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	0	1	0	1	0	2	4	0	6	0	15	0	0	15	22
3:15 PM	0	0	1	0	1	0	3	1	0	4	0	17	0	0	17	22
3:30 PM	0	0	2	0	2	0	0	5	0	5	0	17	0	0	17	24
3:45 PM	0	0	1	0	1	0	1	4	0	5	0	30	0	0	30	36
Hourly Total	0	0	5	0	5	0	6	14	0	20	0	79	0	0	79	104
4:00 PM	0	0	2	0	2	0	2	2	0	4	0	18	0	0	18	24
4:15 PM	0	0	2	0	2	0	3	2	0	5	0	14	0	0	14	21
4:30 PM	0	0	1	0	1	0	4	2	0	6	0	11	0	0	11	18
4:45 PM	0	0	0	0	0	1	0	3	0	4	0	17	0	2	17	21
Hourly Total	0	0	5	0	5	1	9	9	0	19	0	60	0	2	60	84
5:00 PM	0	0	6	0	6	0	6	0	0	6	0	17	0	1	17	29
5:15 PM	0	1	2	0	3	0	9	4	0	13	0	20	0	0	20	36
5:30 PM	0	0	1	0	1	0	5	4	1	9	0	15	2	1	17	27
5:45 PM	0	0	5	0	5	0	6	6	0	12	0	6	0	0	6	23
Hourly Total	0	1	14	0	15	0	26	14	1	40	0	58	2	2	60	115
Grand Total	0	1	44	0	45	1	56	88	1	145	1	263	2	6	266	456
Approach %	0.0	2.2	97.8	-	-	0.7	38.6	60.7	-	-	0.4	98.9	0.6	-	-	-
Total %	0.0	0.2	9.6	-	9.9	0.2	12.3	19.3	-	31.8	0.2	57.7	0.4	-	58.3	-
Lights	0	1	42	-	43	1	51	72	-	124	1	238	1	-	240	407
% Lights	-	100.0	85.5	-	85.6	100.0	91.1	81.8	-	85.5	100.0	90.5	50.0	-	90.2	89.3
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0

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Single-Unit Trucks	0	0	1	-	1	0	1	6	-	7	0	1	0	-	1	9
% Single-Unit Trucks	-	0.0	2.3	-	2.2	0.0	1.8	6.8	-	4.8	0.0	0.4	0.0	-	0.4	2.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	5	1	-	6	6
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	1.9	50.0	-	2.3	1.3
Bicycles on Road	0	0	1	-	1	0	4	10	-	14	0	19	0	-	19	34
% Bicycles on Road	-	0.0	2.3	-	2.2	0.0	7.1	11.4	-	9.7	0.0	7.2	0.0	-	7.1	7.5
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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

Count Name: Frontage Road with Fem Street
 Site Code:
 Start Date: 06/07/2018
 Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Fem Street Eastbound					Fem Street Westbound					Frontage Road Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:45 AM	0	0	2	0	2	0	1	6	0	7	1	13	0	0	14	23
8:00 AM	0	0	3	0	3	0	2	2	0	4	0	9	0	0	9	16
8:15 AM	0	0	2	0	2	0	0	1	0	1	0	4	0	0	4	7
8:30 AM	0	0	2	0	2	0	3	2	0	5	0	2	0	0	2	9
Total	0	0	9	0	9	0	6	11	0	17	1	28	0	1	29	55
Approach %	0.0	0.0	100.0	-	-	0.0	35.3	64.7	-	-	3.4	96.6	0.0	-	-	-
Total %	0.0	0.0	16.4	-	16.4	0.0	10.9	20.0	-	30.9	1.8	50.9	0.0	-	52.7	-
PHF	0.000	0.000	0.750	-	0.750	0.000	0.500	0.458	-	0.607	0.250	0.538	0.000	-	0.518	0.598
Lights	0	0	9	-	9	0	4	9	-	13	1	25	0	-	26	48
% Lights	-	-	100.0	-	100.0	-	66.7	81.8	-	76.5	100.0	89.3	-	-	89.7	87.3
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	3	0	-	3	3
% Articulated Trucks	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	10.7	-	-	10.3	5.5
Bicycles on Road	0	0	0	-	0	0	2	2	-	4	0	0	0	-	0	4
% Bicycles on Road	-	-	0.0	-	0.0	-	33.3	18.2	-	23.5	0.0	0.0	-	-	0.0	7.3
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Frontage Road with Fern Street
Site Code:
Start Date: 06/07/2018
Page No: 4

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Fern Street Eastbound					Fern Street Westbound					Frontage Road Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
4:45 PM	0	0	0	0	0	1	0	3	0	4	0	17	0	2	17	21
5:00 PM	0	0	6	0	6	0	6	0	0	6	0	17	0	0	17	29
5:15 PM	0	1	2	0	3	0	9	4	0	13	0	20	0	0	20	36
5:30 PM	0	0	1	0	1	0	5	4	1	9	0	15	2	1	17	27
Total	0	1	9	0	10	1	20	11	1	32	0	69	2	4	71	113
Approach %	0.0	10.0	90.0	-	-	3.1	62.5	34.4	-	-	0.0	97.2	2.8	-	-	-
Total %	0.0	0.9	8.0	-	8.8	0.9	17.7	9.7	-	28.3	0.0	61.1	1.8	-	62.8	-
PHF	0.000	0.250	0.375	-	0.417	0.250	0.556	0.688	-	0.615	0.000	0.863	0.250	-	0.888	0.785
Lights	0	1	8	-	9	1	20	10	-	31	0	66	1	-	67	107
% Lights	-	100.0	88.9	-	90.0	100.0	100.0	90.9	-	96.9	-	95.7	50.0	-	94.4	94.7
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	11.1	-	10.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	50.0	-	1.4	0.9
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	3	0	-	3	4
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	9.1	-	3.1	-	4.3	0.0	-	4.2	3.5
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

A-30



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

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

Count Name: Frontage Road with Lorraine Drive
Site Code:
Start Date: 06/07/2018
Page No: 1

Turning Movement Data

Start Time	Frontage Road Eastbound					Frontage Road Westbound					Lorraine Drive Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
6:00 AM	0	1	0	0	1	0	0	5	0	5	0	0	0	0	0	6
6:15 AM	0	9	0	0	9	0	0	5	0	5	0	3	0	0	3	17
6:30 AM	0	8	2	0	10	0	0	6	0	6	0	2	0	0	2	18
6:45 AM	0	1	1	0	2	0	0	5	0	5	0	1	0	0	1	8
Hourly Total	0	19	3	0	22	0	0	21	0	21	0	6	0	0	6	49
7:00 AM	0	3	0	0	3	0	0	4	0	4	0	5	0	0	5	12
7:15 AM	0	5	2	0	7	0	0	2	0	2	0	0	0	0	0	9
7:30 AM	0	6	0	0	6	0	0	4	0	4	0	4	0	0	4	14
7:45 AM	0	12	1	0	13	0	0	7	0	7	0	4	0	0	4	24
Hourly Total	0	26	3	0	29	0	0	17	0	17	0	13	0	0	13	59
8:00 AM	0	5	3	0	8	0	0	2	0	2	0	4	1	0	5	15
8:15 AM	0	3	2	0	5	0	0	0	0	0	0	1	0	0	1	6
8:30 AM	0	0	0	0	0	0	0	2	0	2	0	6	1	0	7	9
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	11
Hourly Total	0	10	5	0	15	0	0	10	0	10	0	14	2	0	16	41
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:30 PM	0	17	3	0	20	0	0	4	0	4	0	3	0	0	3	27
3:45 PM	0	30	2	0	32	0	0	4	0	4	0	3	0	0	3	39
Hourly Total	0	47	5	0	52	0	0	8	0	8	0	6	0	0	6	66
4:00 PM	0	18	1	0	19	0	0	2	0	2	0	1	0	0	1	22
4:15 PM	0	14	0	0	14	0	0	2	0	2	0	1	0	0	1	17
4:30 PM	0	12	4	0	16	0	0	2	0	2	0	1	0	0	1	19
4:45 PM	0	16	2	0	18	0	0	3	0	3	0	2	1	0	3	24
Hourly Total	0	60	7	0	67	0	0	9	0	9	0	5	1	0	6	82
5:00 PM	0	18	6	0	24	0	0	0	0	0	0	2	0	0	2	28
5:15 PM	0	19	5	0	24	0	0	5	0	5	0	7	0	0	7	36
5:30 PM	0	14	1	0	15	0	0	2	0	2	0	3	1	0	4	21
5:45 PM	0	6	5	0	11	0	0	4	0	4	0	5	0	0	5	20
Hourly Total	0	57	17	0	74	0	0	11	0	11	0	17	1	0	18	103
6:00 PM	0	7	3	0	10	0	1	5	0	6	0	6	0	0	6	22
6:15 PM	0	4	4	0	8	0	0	1	0	1	0	3	0	0	3	12
Grand Total	0	230	47	0	277	0	1	82	0	83	0	70	4	0	74	434
Approach %	0.0	83.0	17.0	-	-	0.0	1.2	98.8	-	-	0.0	94.6	5.4	-	-	-
Total %	0.0	53.0	10.8	-	63.8	0.0	0.2	18.9	-	19.1	0.0	16.1	0.9	-	17.1	-
Lights	0	203	46	-	249	0	1	72	-	73	0	66	4	-	70	392
% Lights	-	88.3	97.9	-	89.9	-	100.0	87.8	-	88.0	-	94.3	100.0	-	94.6	90.3
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0

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Single-Unit Trucks	0	6	0	-	6	0	0	2	-	2	0	0	0	-	0	8
% Single-Unit Trucks	-	2.6	0.0	-	2.2	-	0.0	2.4	-	2.4	-	0.0	0.0	-	0.0	1.8
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	21	1	-	22	0	0	8	-	8	0	4	0	-	4	34
% Bicycles on Road	-	9.1	2.1	-	7.9	-	0.0	9.8	-	9.6	-	5.7	0.0	-	5.4	7.8
Pedestrians	-	-	-	0	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

Count Name: Frontage Road with Lorraine Drive
 Site Code:
 Start Date: 06/07/2018
 Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Frontage Road Eastbound					Frontage Road Westbound					Lorraine Drive Northbound					Ini. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:45 AM	0	12	1	0	13	0	0	7	0	7	0	4	0	0	4	24
8:00 AM	0	5	3	0	8	0	0	2	0	2	0	4	1	0	5	15
8:15 AM	0	3	2	0	5	0	0	0	0	0	0	1	0	0	1	6
8:30 AM	0	0	0	0	0	0	0	2	0	2	0	6	1	0	7	9
Total	0	20	6	0	26	0	0	11	0	11	0	15	2	0	17	54
Approach %	0.0	76.9	23.1	-	-	0.0	0.0	100.0	-	-	0.0	88.2	11.8	-	-	-
Total %	0.0	37.0	11.1	-	48.1	0.0	0.0	20.4	-	20.4	0.0	27.8	3.7	-	31.5	-
PHF	0.000	0.417	0.500	-	0.500	0.000	0.000	0.393	-	0.393	0.000	0.625	0.500	-	0.607	0.563
Lights	0	17	6	-	23	0	0	10	-	10	0	13	2	-	15	48
% Lights	-	85.0	100.0	-	88.5	-	-	90.9	-	90.9	-	86.7	100.0	-	88.2	88.9
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	3	0	-	3	0	0	0	-	0	0	0	0	-	0	3
% Single-Unit Trucks	-	15.0	0.0	-	11.5	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	5.6
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	2	0	-	2	3
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	9.1	-	9.1	-	13.3	0.0	-	11.8	5.8
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Count Name: Frontage Road with Lorraine Drive
 Site Code:
 Start Date: 06/07/2018
 Page No: 4

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Frontage Road Eastbound					Frontage Road Westbound					Lorraine Drive Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
4:45 PM	0	16	2	0	18	0	0	3	0	3	0	2	1	0	3	24
5:00 PM	0	18	6	0	24	0	0	0	0	0	0	2	0	0	2	26
5:15 PM	0	19	5	0	24	0	0	5	0	5	0	7	0	0	7	36
5:30 PM	0	14	1	0	15	0	0	2	0	2	0	3	1	0	4	21
Total	0	67	14	0	81	0	0	10	0	10	0	14	2	0	16	107
Approach %	0.0	82.7	17.3	-	-	0.0	0.0	100.0	-	-	0.0	87.5	12.5	-	-	-
Total %	0.0	62.6	13.1	-	75.7	0.0	0.0	9.3	-	9.3	0.0	13.1	1.9	-	15.0	-
PHF	0.000	0.882	0.583	-	0.844	0.000	0.000	0.500	-	0.500	0.000	0.500	0.500	-	0.571	0.743
Lights	0	64	14	-	78	0	0	9	-	9	0	14	2	-	16	103
% Lights	-	95.5	100.0	-	96.3	-	-	90.0	-	90.0	-	100.0	100.0	-	100.0	96.3
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	3	0	-	3	0	0	1	-	1	0	0	0	-	0	4
% Bicycles on Road	-	4.5	0.0	-	3.7	-	-	10.0	-	10.0	-	0.0	0.0	-	0.0	3.7
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

A-34

CMAP Traffic Projection Letter

*Proposed Warehouse-Distribution Facility
Darien, Illinois*





**Chicago Metropolitan
Agency for Planning**

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

June 27, 2018

William R. Woodward
Senior Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: I-55 @ Cass Avenue
IDOT

Dear Mr. Woodward:

In response to a request made on your behalf and dated June 27, 2018, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
Cass Ave @ I-55 South Frontage Rd	11,100	13,800
South Frontage Rd of I-55 W of Cass Ave	2,200	3,700
South Frontage Rd of I-55 E of Cass Ave	625	1,600
On-Ramp NB Cass Ave to EB I-55	1,300	1,900
Clarendon Hills Rd, @ Fern St	6,450	7,800

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2018 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

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

Sincerely,

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

cc: Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\2018cy_TrafficForecasts\FormLetterC18Q1.dotm

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Unsignalized Intersections

Level of Service	Average Control Delay (seconds per vehicle)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

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



















Source: *Highway Capacity Manual, 2010.*

Capacity Analysis

HCM Unsignalized Intersection Capacity Analysis

1: Cass Ave & S Frontage Rd

07/03/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	9	26	3	6	34	16	434	3	22	694	68
Future Volume (Veh/h)	55	9	26	3	6	34	16	434	3	22	694	68
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	57	9	27	3	6	35	16	447	3	23	715	70
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			None	
Median storage (veh)								2				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1090	1278	392	916	1312	225	785			450		
vC1, stage 1 conf vol	796	796		480	480							
vC2, stage 2 conf vol	294	482		435	831							
vCu, unblocked vol	1090	1278	392	916	1312	225	785			450		
tC, single (s)	7.5	6.5	7.0	7.5	7.2	7.1	4.3			4.3		
tC, 2 stage (s)	6.5	5.5		6.5	6.2							
tF (s)	3.5	4.0	3.3	3.5	4.3	3.4	2.3			2.3		
p0 queue free %	82	97	96	99	98	95	98			98		
cM capacity (veh/h)	312	338	601	406	262	748	767			1052		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	93	44	16	298	152	23	477	308				
Volume Left	57	3	16	0	0	23	0	0				
Volume Right	27	35	0	0	3	0	0	70				
cSH	366	571	767	1700	1700	1052	1700	1700				
Volume to Capacity	0.25	0.08	0.02	0.18	0.09	0.02	0.28	0.18				
Queue Length 95th (ft)	25	6	2	0	0	2	0	0				
Control Delay (s)	18.2	11.8	9.8	0.0	0.0	8.5	0.0	0.0				
Lane LOS	C	B	A			A						
Approach Delay (s)	18.2	11.8	0.3			0.2						
Approach LOS	C	B										
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization		39.8%		ICU Level of Service	A							
Analysis Period (min)		15										

HCM Unsignalized Intersection Capacity Analysis

2: Cass Ave & Northgate Rd

07/03/2018









Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	↖	↗	↖	↑↑	↓↓		
Traffic Volume (veh/h)	31	6	35	422	294	429	
Future Volume (Veh/h)	31	6	35	422	294	429	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Hourly flow rate (vph)	34	7	38	464	323	471	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	TWLT		
Median storage (veh)					2		
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	866	397	794				
vC1, stage 1 conf vol	558						
vC2, stage 2 conf vol	308						
vCu, unblocked vol	866	397	794				
tC, single (s)	7.2	7.2	4.2				
tC, 2 stage (s)	6.2						
tF (s)	3.7	3.5	2.3				
p0 queue free %	92	99	95				
cM capacity (veh/h)	432	562	797				
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	34	7	38	232	232	215	579
Volume Left	34	0	38	0	0	0	0
Volume Right	0	7	0	0	0	0	471
cSH	432	562	797	1700	1700	1700	1700
Volume to Capacity	0.08	0.01	0.05	0.14	0.14	0.13	0.34
Queue Length 95th (ft)	6	1	4	0	0	0	0
Control Delay (s)	14.0	11.5	9.7	0.0	0.0	0.0	0.0
Lane LOS	B	B	A				
Approach Delay (s)	13.6		0.7			0.0	
Approach LOS	B						
Intersection Summary							
Average Delay			0.7				
Intersection Capacity Utilization			38.6%		ICU Level of Service		A
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

3: Cass Ave & I-55 SB Off-Ramp

















07/03/2018

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↑↑	↑↑			↗
Traffic Volume (veh/h)	0	523	651	0	0	133
Future Volume (Veh/h)	0	523	651	0	0	133
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	568	708	0	0	145
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	708				992	354
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	708				992	354
tC, single (s)	4.1				6.8	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	100				100	77
cM capacity (veh/h)	887				243	631
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SE 1	
Volume Total	284	284	354	354	145	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	145	
cSH	1700	1700	1700	1700	631	
Volume to Capacity	0.17	0.17	0.21	0.21	0.23	
Queue Length 95th (ft)	0	0	0	0	22	
Control Delay (s)	0.0	0.0	0.0	0.0	12.4	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		12.4	
Approach LOS					B	
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			32.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: Clarendon Hills Rd & Fern St

07/03/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	9	6	1	9	30	1	99	0	16	64	7
Future Volume (Veh/h)	16	9	6	1	9	30	1	99	0	16	64	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	17	10	7	1	10	33	1	108	0	17	70	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	256	218	74	230	222	108	78			108		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	256	218	74	230	222	108	78			108		
tC, single (s)	7.1	6.5	6.2	7.1	6.7	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.2	3.4	2.2			2.3		
p0 queue free %	97	99	99	100	98	96	100			99		
cM capacity (veh/h)	662	675	993	709	635	932	1533			1458		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	34	44	109	95								
Volume Left	17	1	1	17								
Volume Right	7	33	0	8								
cSH	715	837	1533	1458								
Volume to Capacity	0.05	0.05	0.00	0.01								
Queue Length 95th (ft)	4	4	0	1								
Control Delay (s)	10.3	9.5	0.1	1.4								
Lane LOS	B	A	A	A								
Approach Delay (s)	10.3	9.5	0.1	1.4								
Approach LOS	B	A										
Intersection Summary												
Average Delay			3.2									
Intersection Capacity Utilization			26.4%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 5: Lorraine Dr & S Frontage Rd

07/03/2018



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	20	6	0	11	15	2
Future Volume (Veh/h)	20	6	0	11	15	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Hourly flow rate (vph)	36	11	0	20	27	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			47		62	42
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			47		62	42
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.3
p0 queue free %			100		97	100
cM capacity (veh/h)			1573		918	1035

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	47	20	31
Volume Left	0	0	27
Volume Right	11	0	4
cSH	1700	1573	932
Volume to Capacity	0.03	0.00	0.03
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.0	0.0	9.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.0
Approach LOS			A

Intersection Summary			
Average Delay		2.8	
Intersection Capacity Utilization		13.3%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

6: Fern St & S Frontage Rd

07/03/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Volume (veh/h)	0	9	6	11	28	0
Future Volume (Veh/h)	0	9	6	11	28	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Hourly flow rate (vph)	0	15	10	18	47	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	28				34	19
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	28				34	19
tC, single (s)	4.1				6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.3
p0 queue free %	100				95	100
cM capacity (veh/h)	1599				957	1065

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	15	28	47
Volume Left	0	0	47
Volume Right	0	18	0
cSH	1599	1700	957
Volume to Capacity	0.00	0.02	0.05
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.0	0.0	9.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.0
Approach LOS			A

Intersection Summary			
Average Delay		4.7	
Intersection Capacity Utilization	13.3%		ICU Level of Service
Analysis Period (min)	15		A

HCM Unsignalized Intersection Capacity Analysis

1: Cass Ave & S Frontage Rd

07/03/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	10	30	6	7	47	18	512	14	48	818	80
Future Volume (Veh/h)	65	10	30	6	7	47	18	512	14	48	818	80
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	67	10	31	6	7	48	19	528	14	49	843	82
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			None	
Median storage (veh)								2				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1336	1562	462	1128	1596	271	925			542		
vC1, stage 1 conf vol	982	982		573	573							
vC2, stage 2 conf vol	354	580		556	1023							
vCu, unblocked vol	1336	1562	462	1128	1596	271	925			542		
tC, single (s)	7.5	6.5	7.0	7.5	7.2	7.1	4.3			4.3		
tC, 2 stage (s)	6.5	5.5		6.5	6.2							
tF (s)	3.5	4.0	3.3	3.5	4.3	3.4	2.3			2.3		
p0 queue free %	71	96	94	98	96	93	97			95		
cM capacity (veh/h)	233	266	541	323	198	698	675			969		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	108	61	19	352	190	49	562	363				
Volume Left	67	6	19	0	0	49	0	0				
Volume Right	31	48	0	0	14	0	0	82				
cSH	283	497	675	1700	1700	969	1700	1700				
Volume to Capacity	0.38	0.12	0.03	0.21	0.11	0.05	0.33	0.21				
Queue Length 95th (ft)	43	10	2	0	0	4	0	0				
Control Delay (s)	25.4	13.3	10.5	0.0	0.0	8.9	0.0	0.0				
Lane LOS	D	B	B			A						
Approach Delay (s)	25.4	13.3	0.4			0.4						
Approach LOS	D	B										
Intersection Summary												
Average Delay											2.5	
Intersection Capacity Utilization			51.1%			ICU Level of Service					A	
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Cass Ave & Northgate Rd

07/03/2018









Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷	↶	↕↗	↕↖	
Traffic Volume (veh/h)	31	6	35	513	425	429
Future Volume (Veh/h)	31	6	35	513	425	429
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	34	7	38	564	467	471
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage veh					2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1060	469	938			
vC1, stage 1 conf vol	702					
vC2, stage 2 conf vol	358					
vCu, unblocked vol	1060	469	938			
tC, single (s)	7.2	7.2	4.2			
tC, 2 stage (s)	6.2					
tF (s)	3.7	3.5	2.3			
p0 queue free %	91	99	95			
cM capacity (veh/h)	362	502	702			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	34	7	38	282	282	311	627
Volume Left	34	0	38	0	0	0	0
Volume Right	0	7	0	0	0	0	471
cSH	362	502	702	1700	1700	1700	1700
Volume to Capacity	0.09	0.01	0.05	0.17	0.17	0.18	0.37
Queue Length 95th (ft)	8	1	4	0	0	0	0
Control Delay (s)	16.0	12.3	10.4	0.0	0.0	0.0	0.0
Lane LOS	C	B	B				
Approach Delay (s)	15.3		0.7			0.0	
Approach LOS	C						

Intersection Summary							
Average Delay			0.6				
Intersection Capacity Utilization			39.1%	ICU Level of Service		A	
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis
 3: Cass Ave & I-55 SB Off-Ramp

















07/03/2018

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↑↑	↑↑			↗
Traffic Volume (veh/h)	0	624	783	0	0	163
Future Volume (Veh/h)	0	624	783	0	0	163
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	678	851	0	0	177
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	851			1190	426	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	851			1190	426	
tC, single (s)	4.1			6.8	7.0	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.4	
p0 queue free %	100			100	69	
cM capacity (veh/h)	783			180	566	
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SE 1	
Volume Total	339	339	426	426	177	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	177	
cSH	1700	1700	1700	1700	566	
Volume to Capacity	0.20	0.20	0.25	0.25	0.31	
Queue Length 95th (ft)	0	0	0	0	33	
Control Delay (s)	0.0	0.0	0.0	0.0	14.2	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		14.2	
Approach LOS					B	
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			38.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: Clarendon Hills Rd & Fern St

07/03/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	10	7	2	10	35	3	116	1	18	25	9
Future Volume (Veh/h)	19	10	7	2	10	35	3	116	1	18	25	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	21	11	8	2	11	38	3	126	1	20	27	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	248	205	32	218	210	126	37			127		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	248	205	32	218	210	126	37			127		
tC, single (s)	7.1	6.5	6.2	7.1	6.7	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.2	3.4	2.2			2.3		
p0 queue free %	97	98	99	100	98	96	100			99		
cM capacity (veh/h)	663	684	1048	719	643	911	1587			1435		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	40	51	130	57								
Volume Left	21	2	3	20								
Volume Right	8	38	1	10								
cSH	722	828	1587	1435								
Volume to Capacity	0.06	0.06	0.00	0.01								
Queue Length 95th (ft)	4	5	0	1								
Control Delay (s)	10.3	9.6	0.2	2.7								
Lane LOS	B	A	A	A								
Approach Delay (s)	10.3	9.6	0.2	2.7								
Approach LOS	B	A										
Intersection Summary												
Average Delay			3.9									
Intersection Capacity Utilization			24.9%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 5: Lorraine Dr & S Frontage Rd

07/03/2018



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	
Traffic Volume (veh/h)	24	7	1	15	17	3
Future Volume (Veh/h)	24	7	1	15	17	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Hourly flow rate (vph)	43	13	2	27	30	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			56		80	50
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			56		80	50
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.3
p0 queue free %			100		97	100
cM capacity (veh/h)			1562		894	1025

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	56	29	35
Volume Left	0	2	30
Volume Right	13	0	5
cSH	1700	1562	911
Volume to Capacity	0.03	0.00	0.04
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.0	0.5	9.1
Lane LOS		A	A
Approach Delay (s)	0.0	0.5	9.1
Approach LOS			A

Intersection Summary			
Average Delay		2.8	
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 6: Fern St & S Frontage Rd

07/03/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	1	10	7	15	34	1
Future Volume (Veh/h)	1	10	7	15	34	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Hourly flow rate (vph)	2	17	12	25	57	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	37				46	24
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	37				46	24
tC, single (s)	4.1				6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.3
p0 queue free %	100				94	100
cM capacity (veh/h)	1587				941	1058
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	19	37	59			
Volume Left	2	0	57			
Volume Right	0	25	2			
cSH	1587	1700	945			
Volume to Capacity	0.00	0.02	0.06			
Queue Length 95th (ft)	0	0	5			
Control Delay (s)	0.8	0.0	9.1			
Lane LOS	A		A			
Approach Delay (s)	0.8	0.0	9.1			
Approach LOS			A			
Intersection Summary						
Average Delay			4.8			
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

7: S Frontage Rd & Truck Access

07/03/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	LT		TH	RT		RT
Traffic Volume (veh/h)	2	0	63	9	0	51
Future Volume (Veh/h)	2	0	63	9	0	51
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	2	0	66	9	0	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	124	70			75	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	124	70			75	
tC, single (s)	7.4	7.2			5.1	
tC, 2 stage (s)						
tF (s)	4.4	4.2			3.1	
p0 queue free %	100	100			100	
cM capacity (veh/h)	683	775			1078	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	2	75	54
Volume Left	2	0	0
Volume Right	0	9	0
cSH	683	1700	1078
Volume to Capacity	0.00	0.04	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	10.3	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.3	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay		0.2	
Intersection Capacity Utilization		13.9%	ICU Level of Service
Analysis Period (min)		15	A

HCM Unsignalized Intersection Capacity Analysis
 8: PV Access & S Frontage Rd

07/03/2018

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T	T	
Traffic Volume (veh/h)	40	23	2	51	7	1
Future Volume (Veh/h)	40	23	2	51	7	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	42	24	2	54	7	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			66		112	54
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			66		112	54
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1536		884	1013
Direction Lane #	EB T	WB T	NB T			
Volume Total	66	56	8			
Volume Left	0	2	7			
Volume Right	24	0	1			
cSH	1700	1536	898			
Volume to Capacity	0.04	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.3	9.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.3	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			14.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: Cass Ave & S Frontage Rd

07/03/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	43	87	2	12	19	36	793	10	43	611	59
Future Volume (Veh/h)	97	43	87	2	12	19	36	793	10	43	611	59
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	102	45	92	2	13	20	38	835	11	45	643	62
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			None	
Median storage (veh)								2				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1284	1686	352	1442	1712	423	705			846		
vC1, stage 1 conf vol	764	764		916	916							
vC2, stage 2 conf vol	520	922		526	795							
vCu, unblocked vol	1284	1686	352	1442	1712	423	705			846		
tC, single (s)	7.6	6.6	6.9	8.5	6.5	6.9	4.1			4.3		
iC, 2 stage (s)	6.6	5.6		7.5	5.5							
tF (s)	3.5	4.0	3.3	4.0	4.0	3.3	2.2			2.3		
p0 queue free %	62	81	86	99	95	97	96			94		
cM capacity (veh/h)	270	233	647	157	248	585	902			744		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	239	35	38	557	289	45	429	276				
Volume Left	102	2	38	0	0	45	0	0				
Volume Right	92	20	0	0	11	0	0	62				
cSH	335	352	902	1700	1700	744	1700	1700				
Volume to Capacity	0.71	0.10	0.04	0.33	0.17	0.06	0.25	0.16				
Queue Length 95th (ft)	130	8	3	0	0	5	0	0				
Control Delay (s)	38.4	16.4	9.2	0.0	0.0	10.2	0.0	0.0				
Lane LOS	E	C	A			B						
Approach Delay (s)	38.4	16.4	0.4			0.6						
Approach LOS	E	C										
Intersection Summary												
Average Delay			5.5									
Intersection Capacity Utilization			55.2%		ICU Level of Service					B		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Cass Ave & Northgate Rd

07/03/2018









Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗	↘	↕	↕	↘
Traffic Volume (veh/h)	298	66	3	541	658	42
Future Volume (Veh/h)	298	66	3	541	658	42
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	324	72	3	588	715	46
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage veh					2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1038	380	761			
vC1, stage 1 conf vol	738					
vC2, stage 2 conf vol	300					
vCu, unblocked vol	1038	380	761			
tC, single (s)	6.8	6.9	4.8			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.5			
p0 queue free %	20	88	100			
cM capacity (veh/h)	403	620	672			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	324	72	3	294	294	477	284
Volume Left	324	0	3	0	0	0	0
Volume Right	0	72	0	0	0	0	46
cSH	403	620	672	1700	1700	1700	1700
Volume to Capacity	0.80	0.12	0.00	0.17	0.17	0.28	0.17
Queue Length 95th (ft)	178	10	0	0	0	0	0
Control Delay (s)	41.7	11.6	10.4	0.0	0.0	0.0	0.0
Lane LOS	E	B	B				
Approach Delay (s)	36.2		0.1			0.0	
Approach LOS	E						

Intersection Summary			
Average Delay		8.2	
Intersection Capacity Utilization	42.7%		ICU Level of Service
Analysis Period (min)	15		A

HCM Unsignalized Intersection Capacity Analysis
 3: Cass Ave & I-55 SB Off-Ramp

















07/03/2018

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↑↑	↑↑			↗
Traffic Volume (veh/h)	0	909	567	0	0	146
Future Volume (Veh/h)	0	909	567	0	0	146
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	988	616	0	0	159
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	616				1110	308
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	616				1110	308
tC, single (s)	4.1				6.8	7.1
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	100				100	76
cM capacity (veh/h)	960				203	668
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SE 1	
Volume Total	494	494	308	308	159	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	159	
cSH	1700	1700	1700	1700	668	
Volume to Capacity	0.29	0.29	0.18	0.18	0.24	
Queue Length 95th (ft)	0	0	0	0	23	
Control Delay (s)	0.0	0.0	0.0	0.0	12.1	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		12.1	
Approach LOS					B	
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			31.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: Clarendon Hills Rd & Fern St

07/03/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	48	7	4	14	48	3	118	8	45	140	21
Future Volume (Veh/h)	22	48	7	4	14	48	3	118	8	45	140	21
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	24	52	8	4	15	52	3	127	9	48	151	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	456	400	162	430	408	132	174			136		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	456	400	162	430	408	132	174			136		
tC, single (s)	7.3	6.5	6.3	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.4	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	95	90	99	99	97	94	100			97		
cM capacity (veh/h)	439	519	852	480	517	923	1415			1418		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	84	71	139	222								
Volume Left	24	4	3	48								
Volume Right	8	52	9	23								
cSH	511	758	1415	1418								
Volume to Capacity	0.16	0.09	0.00	0.03								
Queue Length 95th (ft)	15	8	0	3								
Control Delay (s)	13.4	10.2	0.2	1.9								
Lane LOS	B	B	A	A								
Approach Delay (s)	13.4	10.2	0.2	1.9								
Approach LOS	B	B										
Intersection Summary												
Average Delay			4.4									
Intersection Capacity Utilization			38.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 5: Lorraine Dr & S Frontage Rd

07/03/2018



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	←			→	←	→
Traffic Volume (veh/h)	67	14	0	10	14	2
Future Volume (Veh/h)	67	14	0	10	14	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	91	19	0	14	19	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			110		114	100
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			110		114	100
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	100
cM capacity (veh/h)			1493		887	960

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	110	14	22
Volume Left	0	0	19
Volume Right	19	0	3
cSH	1700	1493	896
Volume to Capacity	0.06	0.00	0.02
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.0	9.1
Lane LOS	A		
Approach Delay (s)	0.0	0.0	9.1
Approach LOS	A		

Intersection Summary			
Average Delay			1.4
Intersection Capacity Utilization	14.4%	ICU Level of Service	A
Analysis Period (min)			15

HCM Unsignalized Intersection Capacity Analysis
 6: Fern St & S Frontage Rd

07/03/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↗	↘		↖	↙
Traffic Volume (veh/h)	1	9	20	11	69	2
Future Volume (Veh/h)	1	9	20	11	69	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	1	11	25	14	87	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	39				45	32
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	39				45	32
tC, single (s)	4.1				6.4	6.7
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.8
p0 queue free %	100				91	100
cM capacity (veh/h)	1584				960	920
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	12	39	90			
Volume Left	1	0	87			
Volume Right	0	14	3			
cSH	1584	1700	958			
Volume to Capacity	0.00	0.02	0.09			
Queue Length 95th (ft)	0	0	8			
Control Delay (s)	0.6	0.0	9.1			
Lane LOS	A		A			
Approach Delay (s)	0.6	0.0	9.1			
Approach LOS			A			
Intersection Summary						
Average Delay			5.9			
Intersection Capacity Utilization		13.9%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis













1: Cass Ave & S Frontage Rd

07/03/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	50	102	13	14	44	42	935	15	58	720	69
Future Volume (Veh/h)	114	50	102	13	14	44	42	935	15	58	720	69
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	120	53	107	14	15	46	44	984	16	61	758	73
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			None	
Median storage veh								2				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1550	2004	416	1714	2033	500	831			1000		
vC1, stage 1 conf vol	916	916		1080	1080							
vC2, stage 2 conf vol	634	1088		634	953							
vCu, unblocked vol	1550	2004	416	1714	2033	500	831			1000		
tC, single (s)	7.6	6.6	6.9	8.5	6.6	7.0	4.1			4.3		
tC, 2 stage (s)	6.6	5.6		7.5	5.6							
tF (s)	3.5	4.0	3.3	4.0	4.0	3.3	2.2			2.3		
p0 queue free %	39	69	82	87	92	91	95			91		
cM capacity (veh/h)	197	173	589	109	186	508	810			647		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	280	75	44	656	344	61	505	326				
Volume Left	120	14	44	0	0	61	0	0				
Volume Right	107	46	0	0	16	0	0	73				
cSH	255	250	810	1700	1700	647	1700	1700				
Volume to Capacity	1.10	0.30	0.05	0.39	0.20	0.09	0.30	0.19				
Queue Length 95th (ft)	298	30	4	0	0	8	0	0				
Control Delay (s)	127.1	25.4	9.7	0.0	0.0	11.1	0.0	0.0				
Lane LOS	F	D	A			B						
Approach Delay (s)	127.1	25.4	0.4			0.8						
Approach LOS	F	D										
Intersection Summary												
Average Delay			16.8									
Intersection Capacity Utilization			61.5%			ICU Level of Service				B		
Analysis Period (min)			15									







HCM Unsignalized Intersection Capacity Analysis
 2: Cass Ave & Northgate Rd

07/03/2018

							
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations							
Traffic Volume (veh/h)	298	66	3	694	793	42	
Future Volume (Veh/h)	298	66	3	694	793	42	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	324	72	3	754	862	46	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	TWLTL		
Median storage (veh)					2		
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	1268	454	908				
vC1, stage 1 conf vol	885						
vC2, stage 2 conf vol	383						
vCu, unblocked vol	1268	454	908				
tC, single (s)	6.8	6.9	4.8				
tC, 2 stage (s)	5.8						
tF (s)	3.5	3.3	2.5				
p0 queue free %	4	87	99				
cM capacity (veh/h)	336	556	579				
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	324	72	3	377	377	575	333
Volume Left	324	0	3	0	0	0	0
Volume Right	0	72	0	0	0	0	46
cSH	336	556	579	1700	1700	1700	1700
Volume to Capacity	0.96	0.13	0.01	0.22	0.22	0.34	0.20
Queue Length 95th (ft)	258	11	0	0	0	0	0
Control Delay (s)	76.4	12.4	11.2	0.0	0.0	0.0	0.0
Lane LOS	F	B	B				
Approach Delay (s)	64.8		0.0			0.0	
Approach LOS	F						
Intersection Summary							
Average Delay			12.5				
Intersection Capacity Utilization			46.4%		ICU Level of Service		A
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis 3: Cass Ave & I-55 SB Off-Ramp

















07/03/2018

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↑↑	↑↑			↗
Traffic Volume (veh/h)	0	1093	673	0	0	174
Future Volume (Veh/h)	0	1093	673	0	0	174
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1188	732	0	0	189
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	732			1326	366	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	732			1326	366	
tC, single (s)	4.1			6.8	7.1	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.4	
p0 queue free %	100			100	69	
cM capacity (veh/h)	868			147	611	
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SE 1	
Volume Total	594	594	366	366	189	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	189	
cSH	1700	1700	1700	1700	611	
Volume to Capacity	0.35	0.35	0.22	0.22	0.31	
Queue Length 95th (ft)	0	0	0	0	33	
Control Delay (s)	0.0	0.0	0.0	0.0	13.5	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		13.5	
Approach LOS					B	
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			36.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: Clarendon Hills Rd & Fern St

07/03/2018

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	26	56	9	5	16	56	4	139	9	53	165	26	
Future Volume (Veh/h)	26	56	9	5	16	56	4	139	9	53	165	26	
Sign Control		Stop			Stop			Free			Free		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Hourly flow rate (vph)	28	60	10	5	17	60	4	149	10	57	177	28	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type						None				None			
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	536	472	191	507	481	154	205			159			
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	536	472	191	507	481	154	205			159			
tC, single (s)	7.3	6.5	6.3	7.1	6.5	6.2	4.1			4.2			
tC, 2 stage (s)													
tF (s)	3.7	4.0	3.4	3.5	4.0	3.3	2.2			2.3			
p0 queue free %	93	87	99	99	96	93	100			96			
cM capacity (veh/h)	379	469	821	413	466	897	1378			1390			
Direction, Lane #													
	EB 1	WB 1	NB 1	SB 1									
Volume Total	98	82	163	262									
Volume Left	28	5	4	57									
Volume Right	10	60	10	28									
cSH	458	710	1378	1390									
Volume to Capacity	0.21	0.12	0.00	0.04									
Queue Length 95th (ft)	20	10	0	3									
Control Delay (s)	15.0	10.7	0.2	2.0									
Lane LOS	B	B	A	A									
Approach Delay (s)	15.0	10.7	0.2	2.0									
Approach LOS	B	B											
Intersection Summary													
Average Delay			4.8										
Intersection Capacity Utilization			42.9%	ICU Level of Service	A								
Analysis Period (min)			15										

HCM Unsignalized Intersection Capacity Analysis
 5: Lorraine Dr & S Frontage Rd

07/03/2018

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T	T	
Traffic Volume (veh/h)	81	16	1	13	16	3
Future Volume (Veh/h)	81	16	1	13	16	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	109	22	1	18	22	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			131		140	120
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			131		140	120
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	100
cM capacity (veh/h)			1467		857	937
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	131	19	26			
Volume Left	0	1	22			
Volume Right	22	0	4			
cSH	1700	1467	869			
Volume to Capacity	0.08	0.00	0.03			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.4	9.3			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.4	9.3			
Approach LOS			A			
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization		15.2%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 6: Fern St & S Frontage Rd

07/03/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		Y	
Traffic Volume (veh/h)	2	10	32	14	83	3
Future Volume (Veh/h)	2	10	32	14	83	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	3	13	41	18	105	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	59				69	50
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	59				69	50
tC, single (s)	4.1				6.4	6.7
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.8
p0 queue free %	100				89	100
cM capacity (veh/h)	1558				929	898

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	16	59	109
Volume Left	3	0	105
Volume Right	0	18	4
cSH	1558	1700	928
Volume to Capacity	0.00	0.03	0.12
Queue Length 95th (ft)	0	0	10
Control Delay (s)	1.4	0.0	9.4
Lane LOS	A		A
Approach Delay (s)	1.4	0.0	9.4
Approach LOS			A

Intersection Summary			
Average Delay		5.7	
Intersection Capacity Utilization	14.8%		ICU Level of Service
Analysis Period (min)	15		A

HCM Unsignalized Intersection Capacity Analysis
 7: S Frontage Rd & Truck Access

07/03/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	←		↑	→		↓
Traffic Volume (veh/h)	7	0	119	4	0	39
Future Volume (Veh/h)	7	0	119	4	0	39
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	7	0	125	4	0	41
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	168	127			129	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	168	127			129	
tC, single (s)	7.4	7.2			5.1	
tC, 2 stage (s)						
tF (s)	4.4	4.2			3.1	
p0 queue free %	99	100			100	
cM capacity (veh/h)	641	715			1022	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	7	129	41
Volume Left	7	0	0
Volume Right	0	4	0
cSH	641	1700	1022
Volume to Capacity	0.01	0.08	0.00
Queue Length 95th (ft)	1	0	0
Control Delay (s)	10.7	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.7	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay		0.4	
Intersection Capacity Utilization		16.5%	ICU Level of Service
Analysis Period (min)		15	A

HCM Unsignalized Intersection Capacity Analysis
 8: PV Access & S Frontage Rd

07/03/2018

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T	T	
Traffic Volume (veh/h)	112	7	1	39	25	2
Future Volume (Veh/h)	112	7	1	39	25	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	118	7	1	41	26	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			125		164	122
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			125		164	122
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	100
cM capacity (veh/h)			1462		826	930
Direction, Lane #						
	EB 1	WB 1	NB 1			
Volume Total	125	42	28			
Volume Left	0	1	26			
Volume Right	7	0	2			
cSH	1700	1462	832			
Volume to Capacity	0.07	0.00	0.03			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.0	0.2	9.5			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.2	9.5			
Approach LOS			A			
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			16.3%	ICU Level of Service		A
Analysis Period (min)			15			

Weave Analysis

HCS7 Freeway Weaving Report

Project Information

Analyst	WRW	Date	7/2/2018
Agency	KLOA	Analysis Year	2018
Jurisdiction	KLOA	Time Period Analyzed	Weekday AM
Project Description	18-112; Darien, IL		

Geometric Data

Number of Lanes (N), ln	2	Segment Type	Freeway
Short Length (L _s), ft	350	Number of Maneuver Lanes (N _{WL}), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LC _{RF}), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC _{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC _{RR}), lc	1
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V _i), veh/h	560	124	9	91
Peak Hour Factor (PHF)	0.94	0.94	0.94	0.94
Total Trucks, %	5.00	5.00	5.00	5.00
Heavy Vehicle Adjustment Factor (f _{HV})	0.952	0.952	0.952	0.952
Flow Rate (v _i), pc/h	626	139	10	102
Weaving Flow Rate (v _w), pc/h	10	Freeway Max Capacity (c _{FL}), pc/h/ln		2200
Non-Weaving Flow Rate (v _{NW}), pc/h	867	Density-Based Capacity (c _{WL}), pc/h/ln		1781
Total Flow Rate (v), pc/h	877	Demand Flow-Based Capacity (c _w), pc/h		40000
Volume Ratio (VR)	0.011	Weaving Segment Capacity (c _w), veh/h		3391
Minimum Lane Change Rate (LC _{MIN}), lc/h	10	Adjusted Weaving Area Capacity, pc/h		3566
Maximum Weaving Length (L _{MAX}), ft	5829	Volume-to-Capacity Ratio (v/c)		0.25

Speed and Density

Non-Weaving Vehicle Index (I _{NW})	30	Average Weaving Speed (S _w), mi/h	44.1
Non-Weaving Lane Change Rate (LC _{NW}), lc/h	0	Average Non-Weaving Speed (S _{NW}), mi/h	42.8
Weaving Lane Change Rate (LC _w), lc/h	29	Average Speed (S), mi/h	42.8
Total Lane Change Rate (LC _{ALL}), lc/h	29	Density (D), pc/mi/ln	10.2
Weaving Intensity Factor (W)	0.032	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst	WRW	Date	7/2/2018
Agency	KLOA	Analysis Year	2024
Jurisdiction	KLOA	Time Period Analyzed	Weekday AM
Project Description	18-112, Darien, IL		

Geometric Data

Number of Lanes (N), ln	2	Segment Type	Freeway
Short Length (L _s), ft	350	Number of Maneuver Lanes (N _{wl}), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LC _{RF}), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC _{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC _{RR}), lc	1
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V _i), veh/h	673	150	12	110
Peak Hour Factor (PHF)	0.94	0.94	0.94	0.94
Total Trucks, %	5.00	5.00	5.00	5.00
Heavy Vehicle Adjustment Factor (f _{HV})	0.952	0.952	0.952	0.952
Flow Rate (v _i), pc/h	752	168	13	123
Weaving Flow Rate (v _w), pc/h	13	Freeway Max Capacity (c _{FL}), pc/h/ln		2200
Non-Weaving Flow Rate (v _{nw}), pc/h	1043	Density-Based Capacity (c _{wl}), pc/h/ln		1780
Total Flow Rate (v), pc/h	1056	Demand Flow-Based Capacity (c _w), pc/h		40000
Volume Ratio (VR)	0.012	Weaving Segment Capacity (c _w), veh/h		3389
Minimum Lane Change Rate (LC _{MIN}), lc/h	13	Adjusted Weaving Area Capacity, pc/h		3560
Maximum Weaving Length (L _{MAX}), ft	5838	Volume-to-Capacity Ratio (v/c)		0.30

Speed and Density

Non-Weaving Vehicle Index (I _{nw})	37	Average Weaving Speed (S _w), mi/h	43.6
Non-Weaving Lane Change Rate (LC _{nw}), lc/h	19	Average Non-Weaving Speed (S _{nw}), mi/h	42.4
Weaving Lane Change Rate (LC _w), lc/h	32	Average Speed (S), mi/h	42.4
Total Lane Change Rate (LC _{All}), lc/h	51	Density (D), pc/mi/ln	12.5
Weaving Intensity Factor (W)	0.049	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst	WRW	Date	7/2/2018
Agency	KLOA	Analysis Year	2018
Jurisdiction	KLOA	Time Period Analyzed	Weekday PM
Project Description	18-112; Darien, IL		

Geometric Data

Number of Lanes (N), ln	2	Segment Type	Freeway
Short Length (L _s), ft	350	Number of Maneuver Lanes (N _{MWL}), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LC _{RF}), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC _{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC _{RR}), lc	1
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V), veh/h	516	137	9	51
Peak Hour Factor (PHF)	0.94	0.94	0.94	0.94
Total Trucks, %	5.00	5.00	5.00	5.00
Heavy Vehicle Adjustment Factor (f _{HV})	0.952	0.952	0.952	0.952
Flow Rate (v), pc/h	577	153	10	57
Weaving Flow Rate (v _w), pc/h	10	Freeway Max Capacity (c _{FL}), pc/h/ln		2200
Non-Weaving Flow Rate (v _{nw}), pc/h	787	Density-Based Capacity (c _{wL}), pc/h/ln		1779
Total Flow Rate (v), pc/h	797	Demand Flow-Based Capacity (c _w), pc/h		40000
Volume Ratio (VR)	0.013	Weaving Segment Capacity (c _w), veh/h		3387
Minimum Lane Change Rate (LC _{MIN}), lc/h	10	Adjusted Weaving Area Capacity, pc/h		3559
Maximum Weaving Length (L _{MAX}), ft	5848	Volume-to-Capacity Ratio (v/c)		0.22

Speed and Density

Non-Weaving Vehicle Index (I _{nw})	28	Average Weaving Speed (S _w), mi/h	44.1
Non-Weaving Lane Change Rate (LC _{nw}), lc/h	0	Average Non-Weaving Speed (S _{nw}), mi/h	43.0
Weaving Lane Change Rate (LC _w), lc/h	29	Average Speed (S), mi/h	43.0
Total Lane Change Rate (LC _{All}), lc/h	29	Density (D), pc/mi/ln	9.3
Weaving Intensity Factor (W)	0.032	Level of Service (LOS)	A

HCS7 Freeway Weaving Report

Project Information

Analyst	WRW	Date	7/2/2018
Agency	KLOA	Analysis Year	2024
Jurisdiction	KLOA	Time Period Analyzed	Weekday PM
Project Description	18-112, Darien, IL		

Geometric Data

Number of Lanes (N), ln	2	Segment Type	Freeway
Short Length (L _s), ft	350	Number of Maneuver Lanes (N _{wl}), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LC _{RF}), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC _{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC _{RR}), lc	1
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V), veh/h	612	164	10	61
Peak Hour Factor (PHF)	0.94	0.94	0.94	0.94
Total Trucks, %	5.00	5.00	5.00	5.00
Heavy Vehicle Adjustment Factor (f _{HV})	0.952	0.952	0.952	0.952
Flow Rate (v), pc/h	684	183	11	68
Weaving Flow Rate (v _w), pc/h	11	Freeway Max Capacity (c _{FL}), pc/h/ln		2200
Non-Weaving Flow Rate (v _{nw}), pc/h	935	Density-Based Capacity (c _{WL}), pc/h/ln		1780
Total Flow Rate (v), pc/h	946	Demand Flow-Based Capacity (c _w), pc/h		40000
Volume Ratio (VR)	0.012	Weaving Segment Capacity (c _w), veh/h		3389
Minimum Lane Change Rate (LC _{MIN}), lc/h	11	Adjusted Weaving Area Capacity, pc/h		3558
Maximum Weaving Length (L _{MAX}), ft	5838	Volume-to-Capacity Ratio (v/c)		0.27

Speed and Density

Non-Weaving Vehicle Index (I _{nw})	33	Average Weaving Speed (S _w), mi/h	44.0
Non-Weaving Lane Change Rate (LC _{nw}), lc/h	0	Average Non-Weaving Speed (S _{nw}), mi/h	42.7
Weaving Lane Change Rate (LC _w), lc/h	30	Average Speed (S), mi/h	42.7
Total Lane Change Rate (LC _{All}), lc/h	30	Density (D), pc/mi/ln	11.1
Weaving Intensity Factor (W)	0.033	Level of Service (LOS)	B

Accident Data



Coordinate Collision Diagram Report

1/1/2012 to 12/31/2012

For XCoordinate 2895650.12007152 : YCoordinate 1850270.41655008 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	Injuries			Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
			A	B	C															
201201298993																				
10/12/2012 5:15 PM	Clear	Dry	0	0	0	0	Angle	Daylight	0.00	2895649.80216542 1850270.92289301	Passenger	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	North	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

Coordinate Collision Diagram Report

1/1/2012 to 12/31/2012

For XCoordinate 2895650.12007152 : YCoordinate 1850270.41655008 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
1	0	0	0	0	1	0	0	0	0	0

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Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	100.0%	Friday	1	100.0%	5 PM	1	100.0%	Passenger	2	100.0%
TOTAL:	1		TOTAL:	1		TOTAL:	1		TOTAL:	2	
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	1	100.0%	Daylight	1	100.0%	Dry	1	100.0%	East	1	50.0%
TOTAL:	1		TOTAL:	1		TOTAL:	1		North	1	50.0%
									TOTAL:	2	

Coordinate Collision Diagram Report

1/1/2012 to 12/31/2012

For XCoordinate 2895650.12007152 : YCoordinate 1850270.41655008 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

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Coordinate Collision Diagram Report

1/1/2013 to 12/31/2013

For XCoordinate 2895650.12007152 | YCoordinate 1850270.41655008 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	Injuries			Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
			A	B	C															
201301032572																				
4/25/2013 5:45 PM	Clear	Dry	0	0	0	0	Angle	Daylight	0.00	2895649.80216542 1850270.92289301	Passenger	East	Straight Ahead	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	North	Straight Ahead	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	2
201301164141																				
6/29/2013 9:00 PM	Clear	Dry	0	0	1	0	Turning	Dusk	0.00	2895649.80216542 1850270.92289301	Passenger	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Motorcycle (Over 150cc)	East	Turning Right	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201301333215																				
9/18/2013 9:00 PM	Clear	Wet	0	0	0	0	Fixed Object	Darkness	0.00	2895650.13582617 1850270.39139801	Unknown	South	Unknown	Ran Off Roadway	Off Pavement - Left	Other Pole or Post	Off Pavement - Left	(UNK)	(UNK)	1

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Coordinate Collision Diagram Report

1/1/2013 to 12/31/2013

For XCoordinate 2895650.12007152 : YCoordinate 1850270.41655008 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
3	0	0	0	1	2	0	1	0	0	1

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Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	33.3%	Wednesday	1	33.3%	5 PM	1	33.3%	Motorcycle (Over 150cc)	1	20.0%
Fixed Object	1	33.3%	Thursday	1	33.3%	9 PM	2	66.7%	Passenger	3	60.0%
Turning	1	33.3%	Saturday	1	33.3%	TOTAL:	3		Unknown	1	20.0%
TOTAL:	3		TOTAL:	3					TOTAL:	5	
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	3	100.0%	Darkness	1	33.3%	Dry	2	66.7%	East	2	40.0%
TOTAL:	3		Daylight	1	33.3%	Wet	1	33.3%	North	1	20.0%
			Dusk	1	33.3%	TOTAL:	3		South	2	40.0%
			TOTAL:	3					TOTAL:	5	



Coordinate Collision Diagram Report

1/1/2013 to 12/31/2013

For XCoordinate 2895650.12007152 : YCoordinate 1850270.41655008 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

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Coordinate Collision Diagram Report

1/1/2014 to 12/31/2014

For XCoordinate 2895650.12007152 : YCoordinate 1850270.41655008 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	Injuries			Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
			A	B	C															
201400287185																				
10/28/2014 3:38 PM	Clear	Dry	0	0	1	0	Turning	Daylight	0.00	2895650.12007152 1850270.41655008	Passenger	East	Turning Left	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	2

Coordinate Collision Diagram Report

1/1/2014 to 12/31/2014

For XCoordinate 2895650.12007152 : YCoordinate 1850270.41655008 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
1	0	0	0	1	0	0	1	0	0	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Turning	1	100.0%	Tuesday	1	100.0%	3 PM	1	100.0%	Passenger	2	100.0%
TOTAL:	1		TOTAL:	1		TOTAL:	1		TOTAL:	2	
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	1	100.0%	Daylight	1	100.0%	Dry	1	100.0%	East	1	50.0%
TOTAL:	1		TOTAL:	1		TOTAL:	1		West	1	50.0%
									TOTAL:	2	

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Coordinate Collision Diagram Report

1/1/2014 to 12/31/2014

For XCoordinate 2895650.12007152 : YCoordinate 1850270.41655008 | Foot Toierance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

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Coordinate Collision Diagram Report

1/1/2015 to 12/31/2015

For XCoordinate 2895650.12007152 : YCoordinate 1850270.41655008 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	Injuries			Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
			A	B	C															
201501051147																				
3/11/2015 12:20 PM	Clear	Dry	1	1	0	0	Angle	Daylight	0.00	2895650.28206672 1850270.42840683	Passenger	East	Starting In Traffic	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	South	Straight Ahead	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	2
201501127795																				
6/26/2015 4:30 AM	Rain	Wet	0	0	1	0	Turning	Daylight	0.00	2895650.13549809 1850270.39074184	SUV	East	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201501137498																				
7/9/2015 4:06 PM	Clear	Dry	0	0	1	0	Turning	Daylight	0.00	2895650.13549809 1850270.39074184	Passenger	North	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

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Coordinate Collision Diagram Report

1/1/2015 to 12/31/2015

For XCoordinate 2895650.12007152 : YCoordinate 1850270.41655008 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
3	0	1	0	2	0	0	4	1	1	2

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Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	33.3%	Wednesday	1	33.3%	04 AM	1	33.3%	Passenger	5	83.3%
Turning	2	66.7%	Thursday	1	33.3%	Noon	1	33.3%	SUV	1	16.7%
TOTAL:	3		Friday	1	33.3%	4 PM	1	33.3%	TOTAL:	6	
			TOTAL:	3		TOTAL:	3				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	2	66.7%	Daylight	3	100.0%	Dry	2	66.7%	East	2	33.3%
Rain	1	33.3%	TOTAL:	3		Wet	1	33.3%	North	1	16.7%
TOTAL:	3					TOTAL:	3		South	3	50.0%
									TOTAL:	6	

Coordinate Collision Diagram Report

1/1/2015 to 12/31/2015

For XCoordinate 2895650.12007152 : YCoordinate 1850270.41655008 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

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Coordinate Collision Diagram Report

1/1/2016 to 12/31/2016

For XCoordinate 2895650.12007152 | YCoordinate 1850270.41655008 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	Injuries			Killed	Type of Crash	Light Condition	Mile	XCoordinate	YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
			A	B	C																
201601017637																					
1/12/2016 8:45 AM	Clear	Snow or Slush	0	1	0	0	Turning	Daylight	0.00	2895650.13549809	1850270.39074184	SUV	East	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
												Passenger	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201601208148																					
9/7/2016 7:21 AM	Clear	Dry	0	0	0	0	Sideswipe Same Direction	Daylight	0.00	2895655.50267811	1850274.17462114	SUV	North	Slow/Stop - Left Turn	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
												Passenger	North	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

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Coordinate Collision Diagram Report

1/1/2016 to 12/31/2016

For XCoordinate 2895650.12007152 : YCoordinate 1850270.41655008 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
2	0	0	1	0	1	0	1	0	1	0

A - 87

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Sideswipe Same Direction	1	50.0%	Tuesday	1	50.0%	07 AM	1	50.0%	Passenger	1	50.0%
Turning	1	50.0%	Wednesday	1	50.0%	08 AM	1	50.0%	SUV	2	50.0%
TOTAL:	2		TOTAL:	2		TOTAL:	2		TOTAL:	4	
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	2	100.0%	Daylight	2	100.0%	Dry	1	50.0%	East	1	25.0%
TOTAL:	2		TOTAL:	2		Snow or Slush	1	50.0%	North	2	50.0%
						TOTAL:	2		South	1	25.0%
									TOTAL:	4	

Coordinate Collision Diagram Report

1/1/2016 to 12/31/2016

For XCoordinate 2895650.12007152 : YCoordinate 1850270.41655008 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

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Email: gis@dupageco.org
DuPage Maps Portal:
<http://dupage.maps.arcgis.com/home>

This map is for assessment purposes only.
DuPage County Web Site:
www.dupageco.org


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07/13/2018 00:25

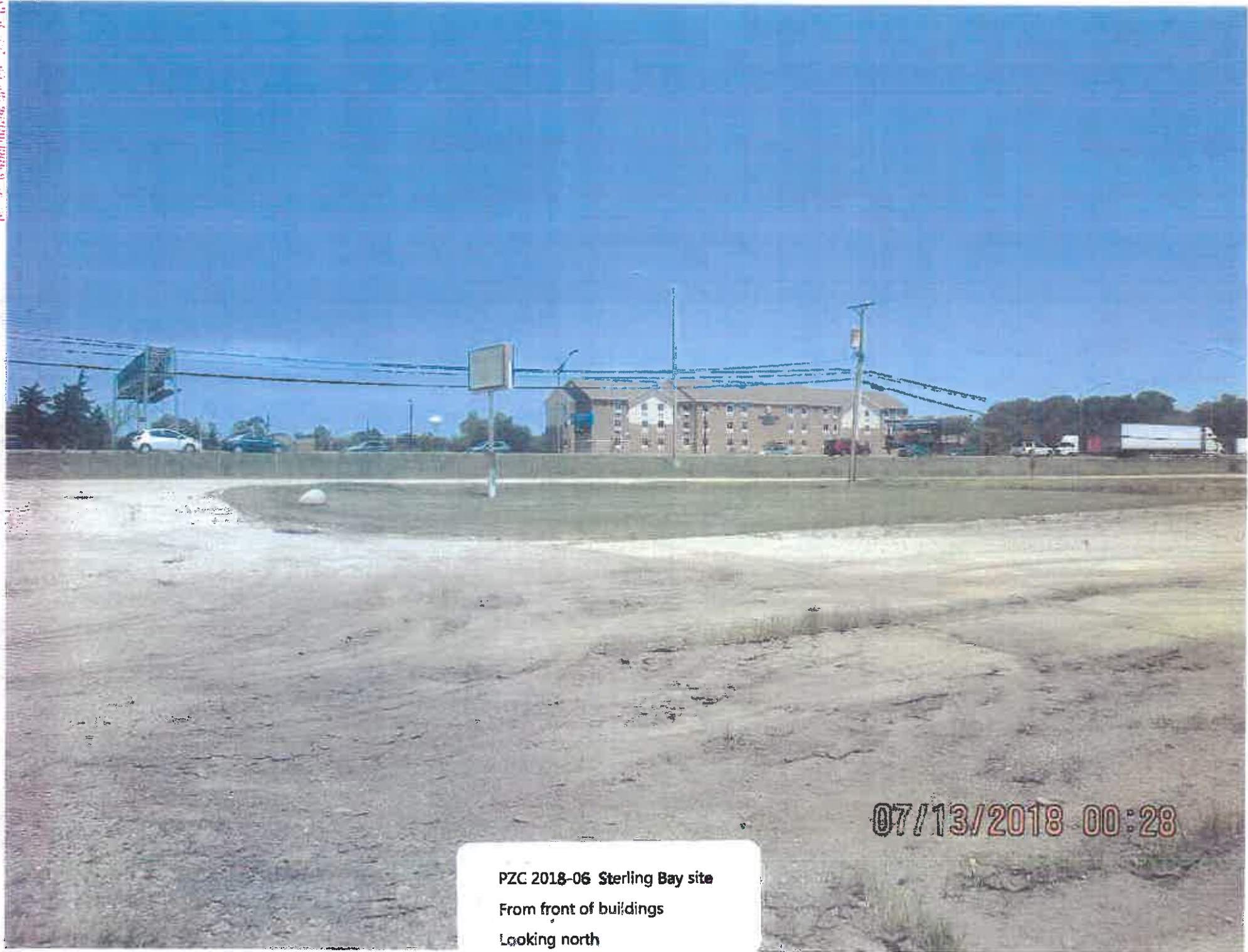
PZC 2018-06 Sterling Bay site
From northeast corner
Looking south



07/13/2018 00:33

PZC 2018-06 Sterling Bay site
From southwest corner
Looking north

PZC 2018-06 Sterling Bay site



07/13/2018 00:28

PZC 2018-06 Sterling Bay site
From front of buildings
Looking north

Steven Manning

From: Steven Manning
Sent: Friday, June 22, 2018 9:21 AM
To: Steven Manning
Subject: Distribution Centers

Attended ILAPA seminar 6/21/18

Speaker: John Morris, VP Cushman & Wakefield (does RE development services for other companies)

- Industrial building demand nationwide is far exceeding supply for last 4 years – biggest boom in history
- Most needed type of warehouse is “fourth tier” = for “last mile” deliveries (within 2 hours of store)
- Current trend will soon dominate “black distribution center” = automated, few employees, need 32’ clear stacking space



CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

August 20, 2018

City of Darien
1702 Plainfield Road
Darien, IL 60561

Attention: Steve Manning

Subject: Sterling Bay Development
1035 South Frontage Road
(CBBEL Project No. 950323.H160)

Dear Steve:

As requested, we have reviewed the Final Site Improvement Plans and supporting documents for the above property prepared by SPACECO, Inc. SPACECO is an affiliated company of CBBEL, as you know, and has previously been approved to work on private development projects in the City. The following comments shall be addressed before we can recommend final approval:

Site Improvement Plans

1. The roof drains connect to storm sewers which extend away from the building, connecting to the main site storm sewer. Each of these roof drain lines cross the watermain and therefore must meet IEPA separation requirements. Although Detail Sheet D3 provided guidance, the Utility Plan (sheet UT) must specifically call for how each crossing will be addressed (i.e. specify the pipe material for the roof drain service line).
2. On the detail sheets, specify that all storm drains have a "Dump No Waste-Drains to Waterway" imprint.

Storm Water Report

1. Prior to final approval, DuPage County must certify compliance with respect to wetland, wetland buffer, and floodplain.

Site Lighting

1. The property lines must be depicted on the Photometric Plan to verify the illumination levels do not exceed City Ordinance.
2. Glare shields should be provided for the 3 proposed lights that are to be installed on the north side of the building along the frontage road.

3. Per the attached catalog cut, the DSX1 fixtures below are Dark Sky Compliant as they are full cut off and do not allow for uplighting, nuisance lighting or glare.
4. The mounting height of the proposed luminaire is not identified in the plans. Please provide proposed mounting heights of all proposed luminaires.

General Comments

1. This property is currently three separate lots in the Darien Public Works Subdivision and Great Dane Resubdivision. We understand that it will be subdivided into a single lot, but a plat has not been submitted for review.
2. Permits are required from the following agencies:
 - a. DuPage County for sanitary sewer connection.
 - b. DuPage County Public Works and IEPA for watermain construction.
 - c. IEPA for NPDES
3. We presume the plans will be sent to the fire protection district for comment on the site layouts, hydrant placement, and building fire department.
4. An engineer's opinion of construction cost is required.

If you have any questions, please feel free to contact me.

Sincerely,



Daniel L. Lynch, PE, CFM
Head, Municipal Engineering Department

Cc Dan Gombac – City of Darien
Brett Duffy – Spaceco, Inc.



Phase I Environmental Site Assessment

**1033 South Frontage Road
Darien, Illinois**

Prepared For:
**CC Industries, Inc.
222 North LaSalle Street, Suite 1000
Chicago, Illinois 60601
Attn: Mr. Steve Geist**

Project Number:
11-0064-101

Date Submitted:
March 1, 2011

PIONEER
ENVIRONMENTAL SERVICES, LLC

700 N. Sacramento Blvd. Suite 101
Chicago, IL 60612
773.722.9200 Phone - 773.722.9201 Fax
www.pioneerEES.com

The following personnel have prepared and/or reviewed this report.



Boyd Raveling
Vice President
Report Reviewer



Valerie Dougados
Project Manager
Report Author

11-0084-101
Pioneer Project Number

March 1, 2011
Date

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FIGURE 1: Site Diagram

LIST OF APPENDICES:

- A. Area Map
- B. USGS Maps
- C. Aerial Photographs
- D. Property Owner/Key Site Manager Questionnaires
- E. User Questionnaire
- F. Photographic Log
- G. Environmental Database Report
- H. Qualifications



EXECUTIVE SUMMARY

Pioneer Environmental Services, LLC (Pioneer) was engaged by CC Industries, Inc. (Client) to complete a Phase I Environmental Site Assessment (ESA) of the property located at 1033 South Frontage Road, in Darien, Illinois (subject property). The subject property, which is irregular in shape, encompasses 10.2 acres and is currently used primarily as a semi-trailer leasing facility. The site is developed with a one-story office structure (subject building-A) occupied by Trex Holdings and Lion BG, Inc. and a one-story garage/warehouse structure (subject building-B) located on its northeastern portion, and also contains a one-story office trailer that is located on its northwestern portion and occupied by Cass School District. Other site improvements include an asphalt-paved parking area situated north of subject building-A and -B and two unpaved access drives. The majority of the remaining areas of the site are covered with gravel and used primarily for truck and school bus storage purposes. Additionally, low-lying (grassy) vegetation and decorative landscaping are present on the site's northern portion. See Figure 1 for a Site Diagram.

Historical investigation indicates that the subject property was primarily undeveloped, vacant farmland prior to being developed with the subject buildings and used as a truck parking facility in the mid-1980s. Of note, a small northwesterly-located improvement was visible on the 1974 aerial photograph; however, Pioneer was unable to determine its exact nature. Additionally, unidentified surface irregularities were visible on the subject property on the aerial photographs from the late 1970s and early 1980s and "hard fill" materials were reportedly brought on site to grade the truck parking area in the past. Pioneer believes the unknown environmental condition and origin of the fill materials present beneath the subject property surfaces, in particular those visible in the late 1970s to early 1980s, represent a significant data gap.

Pioneer was provided with a *Phase I Environmental Site Assessment (Phase I ESA)* report, dated May 30, 2006, previously prepared for the northern and southern portions of the subject property by Industrial Environmental Management Corp. (IEM). At the time of this 2006 investigation, the majority of the site was in its current configuration, with the exception that the office trailer that was located southeast of its current location. The site had reportedly been used for trailer parking purposes since development (circa 1970s) and was leased by National Semi-Trailer Corporation and TransX Express at the time of IEM's investigation. IEM did not identify recognized environmental conditions (RECs) in association with the subject property; however, the site was classified as "Medium Risk" due to the former RCRA hazardous waste generator status of the subject property (under the name Great Lakes Kwik Space). Of note, IEM indicated that the southern portion of the site was a federally-designated wetland and was proposed to be converted into a retention pond per a City of Darien representative.

Pioneer's visual inspection of the subject property was conducted on February 22, 2011. The subject property is currently used for office purposes and as truck and school bus storage yards by Trex Holdings, LLC, Lion BG Inc. or Cass School District. According to Mr. Stephen Scherrer, owner of the northern and southern portions of the subject property, no vehicle repair or maintenance operations are conducted on site and wastes generated consist of general office-related refuse, spent batteries and used tires. General refuse

is reportedly collected in a dumpster located south of subject building-A and in various 55-gallon steel drums present throughout the truck parking area prior to being removed weekly by Waste Management.

Great Lakes Kwik Space, a former tenant of the subject property, was identified as a RCRA "small-quantity" generator (SQG) of hazardous waste (ILR000005447). Based on available on-line information, Great Lakes Kwik Space generated between 220 and 2,200 pounds of unspecified ignitable wastes ("D001") per calendar month. The first "RCRA Notification of Hazardous Waste Activity" form was reportedly submitted to the Illinois Environmental Protection Agency (IEPA) by this company in December 1996, but no records of violations or enforcement actions were found in association with this past tenant's waste handling activities. Pioneer submitted a FOIA request to the IEPA in order to obtain further information pertaining to this RCRA listing; however, a response had not been received by the time this report was submitted.

At the time of inspection, numerous truck tires, discarded retail-sized automotive fluid (i.e., antifreeze, motor oil) containers and two 55-gallon drums were lying on the ground along the perimeter of the truck storage yard and/or along the east and south adjacent site borders. In addition to the indiscriminate dumping, which also included common litter and truck parts, limited areas of stained soil/gravel were also noted throughout the parking area. Based on the visual observations and the currently available information (i.e., lack of reported spills, RCRA violations), Pioneer believes the long-time use of the subject property by truck leasing companies and the RCRA SQG listing represent a *de minimis* condition to the subject property at this time. However, as a practical matter, Pioneer recommends that all the drums of petroleum products observed on site be installed atop secondary containment units and that housekeeping and general waste disposal practices be improved to prevent future spills and potential subsurface contamination. Additionally, any petroleum/hazardous products, batteries and tires that are no longer in use at the premises should be properly removed. Lastly, Pioneer recommends that the IEPA be contacted to update the site's RCRA listing, as Great Lakes Kwik Space no longer occupies the property.

During the recent site reconnaissance, no obvious physical evidence of current UST emplacement was observed on the site. Additionally, the subject property was not identified on the Illinois Register of USTs maintained by the Illinois Office of the State Marshal (OSFM). Furthermore, no information was on file with the local building department pertaining to current or former on-site UST emplacement.

In addition to the on-site RCRA generator of hazardous waste listing (refer to preceding discussion), a review of the appropriate federal and state environmental databases revealed that one Solid Waste Landfill (SWL) facility, two registered UST sites and four leaking UST (LUST) incidents are located within the ASTM minimum search distances from the subject property. However, based on the currently available information, their distances from the subject property and the relatively impermeable nature of the regional geologic materials, Pioneer does not believe that these off-site listings represent recognized environmental conditions (RECs) to the subject property at this time.

Upon completion of this report, no RECs were identified in connection with the subject property.

The Executive Summary is intended to provide a brief overview of the findings of this investigation. It should be noted that although the Executive Summary is an integral part of a report, it should not be substituted in

**MINUTES
CITY OF DARIEN
PLANNING & ZONING COMMISSION MEETING
July 18, 2018**

PRESENT: Lou Mallers, Chairperson, Michael Desmond, Robert Erickson, Brian Gay, Brian Liedtke, John Laratta, Ralph Stompanato, Steven Manning - City Planner

ABSENT: Robert Cortez, Mary Sullivan

Chairperson Mallers called the meeting to order at 7:00 p.m. at the City Hall – City Council Chambers, Darien, Illinois and declared a quorum present and swore in the audience members wishing to present public testimony.

Commissioner Laratta announced that he was a member of Post 2838.

REGULAR MEETING:

- A. Public Hearing Case: PZC 2018-05 801 Plainfield Road (VFW) Petitioner Darien VFW Post 2838, as lessee of Suite 12 in the building at 801 Plainfield Road, seeks approval of a special use zoning permit to operate an eating establishment with a bar serving alcohol.**

Mr. Steve Manning, City Planner reported that the petitioner, the VFW operated a drinking establishment at 7515 Cass Avenue in the former Heritage Plaza in 2013. He reported that they are proposing to operate a business with five video gambling stations and a bar and lounge serving alcohol and prepared food. Mr. Manning reported that the VFW intends to use the revenue generated for veteran assistance and community service programs.

Mr. Matt Goodwin, VFW Post 2838 Quartermaster, reported that the VFW has been in Darien since 1985 providing scholarships to schools, students, Women's Club, Rotary Club, etc. He stated that they are trying to improve fundraising efforts.

Mr. Goodwin stated that veterans are unaware that the group exists and that the old days of standing on the corner asking for donations to support the program is dangerous.

Commissioner Laratta questioned why the video gambling.

Mr. Goodwin stated that bingo and pull tabs are used but that the legalization of video gambling allows the VFW another opportunity for fundraising. He stated that the money collected will not go into anyone's pocket and that every dollar will be used for the veterans.

Commissioner Desmond questioned what approval is being requested.

Mr. Goodwin said that the City Council has created a class of liquor licenses for non-profit organizations, however the City cannot issue a liquor license to the VFW until the zoning is approved for their location. The VFW application for a video gambling license cannot be approved by the state until the VFW has a city liquor license.

Mr. Manning reported that the City zoning code does not regulate video gambling. The location sought by the VFW is zoned B-1, which City zoning allows eating establishments as a special

use but does not allow liquor only establishments. The VFW petition being presented here is for a special use for an eating establishment, which by definition can include the serving of liquor.

Commissioner Laratta questioned the VFW intent to use proceeds from this establishment to purchase or build a new building. He also stated that the VFW will receive 34% of the gambling proceeds and asked what percentage will come from liquor sales.

Mr. Goodwin stated that he did not have any percentage data.

Commissioner Laratta stated that the project is good but he stated that other groups could do the same. He questioned the sales tax and revenue for the VFW and that there is nothing concrete and that they will have a "slush fund".

Mr. Goodwin stated that "slush fund" is a gross mischaracterization. He stated that the VFW files the 990 IRS form regarding funding and who benefits and that it is all public record.

Commissioner Laratta questioned the end result? He stated that there are going to be 9 gaming locations in Darien.

Commissioner Desmond stated that the gaming aspect of this establishment is not something the PZC has any jurisdiction over. He stated that this is about the special use for an eating establishment.

Commissioner Liedtke questioned the hours.

Mr. Goodwin stated that they have restricted the hours from 11:00 am - 11:00 pm and that they will probably not stay open that late.

Commissioner Erickson questioned how frequently the programs benefit.

Mr. Goodwin stated it would be immediate and that traditional fundraising is dwindling.

Commissioner Desmond questioned if there would be prepackaged food and if the VFW intends to have a full service kitchen.

Mr. Goodwin stated that they do not plan to have a full service kitchen with a small facility and that it will not be the type of restaurant serving prepared food.

At 7:27 pm Chairperson Mallers closed the discussion portion of the public hearing.

Commissioner Desmond questioned if the liquor and gaming is already approved.

Mr. Manning stated that gaming is regulated by the State and that the City approves business licenses subject to zoning.

Mr. Goodwin stated that years back the liquor license was signed and that they did not pursue the gaming license but that with this location the VFW asked for it and the City Council approved.

There was no one in the audience wishing to present public comment.

Commissioner Liedtke made a motion and it was seconded by Commissioner Stompanato to approve the special use as presented for eating establishment in the B-1 District.

Upon roll call vote, THE MOTION CARRIED 7-0.

Mr. Manning reported that this would forwarded to the Municipal Services Committee on July 23, 2018 and to the City Council on August 6, 2018.

B. Public Hearing Case: PZC 2018-06 1035 S. Frontage Road (Sterling Bay) Petitioner Sterling Bay, a company with contract to purchaser property at 1035 S. Frontage Road, seeks approval of a variation to Section 5A-9-4-8 of the Darien Zoning Code that otherwise requires a 35 foot building height for their proposed warehouse.

Commissioner Desmond stated that he and the attorney Peter Tsantilis representing Sterling Bay were partners for years and that because of this he recuses himself from voting.

Mr. Steve Manning, City Planner reported that the petitioner has contracted to purchase three lots to build a warehouse for sale or lease, which is a permitted use in the I-1 District. He reported that the site was formerly developed for a trucking cartage business. He further reported the petitioner is requesting a variation for building height of approximately 39 feet where 35 feet is required. Mr. Manning stated that this approval is for height variance only and that legal notice was published, mailed, and posted.

Mr. Peter Tsantilis, attorney representing the petitioner stated that they are proposing a 153,000 square foot building. He displayed a rendering of the proposed building.

Mr. Matt Lucas, Project Manager for Sterling Bay described the dimensions and stated that the building exterior height is proposed at 39 feet which gives an interior clearance floor to ceiling of 32 feet for racking space. He stated that 32 feet inside meets the storage needs of their targeted market.

Mr. Jeff Fischer, Real Estate Executive representing the petitioner, stated that Sterling Bay would like to build the facility with today's standards. He stated that the facility located on Lemont Road has the same height as what is proposed and that the lower buildings are the buildings that tend to be vacant.

Commissioner Erikson questioned if they are proposing to build more in the area and Mr. Fischer reported that just the one in Darien.

Commissioner Laratta questioned the traffic back and forth on Frontage Road.

Mr. Fischer reported that most of the traffic will come off of Cass Avenue.

Commissioner Gay questioned if the City anticipates any other variations.

Mr. Manning reported that there are no other variations requested.

Mr. Lucas reported that KLOA conducted a traffic study and concluded that there is no need for further signaling. He reported that the study was submitted to the City and that the usage does not necessitate a light.

Chairperson Mallers questioned if an additional traffic study is necessary.

Mr. Manning reported that the City evaluates existing conditions and still has an opportunity to require traffic controls if warranted. He reported that the site plan will be sent to the Tri-State Fire Protection District and that they will be reviewing.

Commissioner Laratta questioned the number of docks in the building.

Mr. Fischer stated that it will depend on the tenant but that there is the ability to put in 30.

Chairperson Mallers opened the meeting to anyone wishing to present public comment.

Mr. Pete Maslowski, Willowbrook questioned if there was a similar warehouse in the area.

Mr. Fischer stated that the building will be similar to the warehouse at 7879 Lemont Road.

Mr. Manning reported that the building on Lemont Road appears taller because of the ground elevation is about 10 feet above Lemont Road, whereas the floor elevation planned by Sterling Bay would be 2-7 feet lower than S. Frontage Road.

Mr. Brett Duffy, SpaceCo reported that the building will not be elevated like the Lemont facility.

Mr. Steve DeLurgio, Willowbrook stated that he has issues with the number of trips and that there were issues when Thermal King was there. Mr. DeLurgio stated that there were 236 trucks a day. He questioned if the zoning review is done after the height variance is approved.

Mr. Manning reported that the traffic generated will be discussed when the proposal is forwarded to the Municipal Services Committee. He stated that anyone can attend and testify. Mr. Manning further stated that the Municipal Services Committee meeting is scheduled for August 27th but that this proposal is not firm for the agenda.

Chairperson Mallers questioned the number of truck parking stalls.

The architect for the petitioner reported that there are 31 trucks stalls for the number of docks.

Mr. John Curcio, Willowbrook questioned if there were any signs on the top of the building or alongside and what is the height requirement.

Mr. Lucas reported that they will follow the ordinance requirements.

Mr. Manning reported that Darien Code allows signage on the front wall but not on top of building.

Mr. Chuck Fisher stated that he was perplexed by the number of trucks going in and out. He stated that there are 120 trucks daily and 82,000 a year with noise and air pollution and traffic congestion. He questioned if this is going to be a trucking community and that there should be serious consideration.

Chairperson Mallers stated that the area has been vacant for a while and that there were other proposals that did not work out. He stated that the City is careful in making sure that Darien is a nice place to live.

There was no one in the audience wishing to present public comment and at 8:03 pm Chairperson Mallers closed the public hearing.

Commissioner Liedtke stated that he understood the feedback but that the height requirement will bring in Class A facilities. He suggested that the Code be amended to 39 feet to accommodate this new warehousing technology.

Commissioner Liedtke made a motion and it was seconded by Commissioner Gay to recommend approval of a variation to Section 5A-9-4-8 of the Darien Zoning Code that otherwise requires a 35 foot building height as presented.

Upon roll call vote, THE MOTION CARRIED 6-0. Commissioner Desmond abstained.

C. Workshop Procedures

Mr. Steve Manning, City Planner reported that he provided the Committee with current and proposed criteria for variations that the PZC has been working on for the past several workshops.

Commissioner Desmond stated that this is good criteria to have but that the Codes need to be updated. He also stated that a motion template would be helpful.

The workshop will be continued to the next regular meeting of the PZC.

CORRESPONDENCE

None

OLD BUSINESS

None

NEW BUSINESS

Commissioner Liedtke made a motion and it was seconded by Commissioner Desmond to recommend to the City Council to consider a zoning text amendment that would increase the building height to recruit Class A type facilities.

Upon voice vote, the MOTION CARRIED UNANIMOUSLY 7-0.

APPROVAL OF MINUTES

Commissioner Erickson made a motion and it was seconded by Commissioner Stompanato to approve the June 6, 2018 Regular Meeting Minutes.

Upon voice vote, the MOTION CARRIED UNANIMOUSLY 7-0.

NEXT MEETING

Chairperson Mallers announced that the next meeting is scheduled for Wednesday, August 1, 2018 at 7:00 p.m.

PUBLIC COMMENTS (On any topic related to planning and zoning)

There was no one in the audience wishing to present public comment

ADJOURNMENT

With no further business before the Commission, Commissioner Liedtke made a motion and it was seconded by Commissioner Gay. Upon voice vote, THE MOTION CARRIED unanimously and the meeting adjourned at 8:44 p.m.

RESPECTFULLY SUBMITTED:

APPROVED:

Elizabeth Lahey
Secretary

Lou Mallers
President



VARIATION AUTHORITY and STANDARDS
CITY OF DARIEN Zoning Code Section 5A-2-2-3 (A) and (G)

Authority

In cases where there are practical difficulties or particular hardships in the way of carrying out the strict letter of any of the regulations adopted by this Title, the City Council may, by ordinance, determine and vary the application of such regulations in harmony with their general purpose and intent.

Standards

The Planning and Zoning Commission shall not recommend a variation and the City Council shall not vary the provisions of this title as authorized in this section, unless findings of fact have been made on those of the following which relate to the variation being sought:

1. **Whether the purpose of the variation is not based primarily upon a desire to increase financial gain and the general character of the property will be adversely altered.**

2. **Whether the overall value of the property will be improved and there will not be any potential adverse effects on the neighboring properties.**

3. **Whether the alleged need for the variation has been created by any person presently having a proprietary interest in the premises.**

4. **Whether the proposed variation will impair an adequate supply of light and air in adjacent property, substantially increase congestion in the public streets, increase the danger of fire, or endanger the public safety.**

5. **Whether the proposed variation will adversely alter the essential character of the neighborhood.**



VARIATION CONDITIONS

ILLINOIS MUNICIPAL CODE 65 ILCS Sections 11-13-4 and 11-13-5

A variation shall be permitted only if the evidence sustains each of the following conditions:

1. **The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.**

2. **The plight of the owner is due to unique circumstances.**

3. **The variation if granted will not alter the essential character of the locality.**

The corporate authorities may provide general or specific rules implementing, but not inconsistent with, the rules herein provided.

City of Darien 1702 Plainfield Road Darien, IL 60561

Office: 630-852-5000 Fax: 630-852-4709 www.darienil.us



**Forest Preserve District
of DuPage County**

35580 Naperville Road
P.O. Box 5000
Wheaton, IL 60189

630.933.7200
Fax 630.933.7204
TTY 800.526.0857
dupageforest.org

Sent VIA e-mail: smanning@darien.gov

July 18, 2018

Louis Mallers, Chairperson
Planning and Zoning Commission
City of Darien
1702 Plainfield Rd.
Darien, IL 60561

Re: Public Hearing Notice for property located at 1035 S. Frontage Road, Darien
PINs: 09-34-303-025, 09-34-303-027, and 09-34-303-029

Dear Mr. Mallers,

It is the understanding of the Forest Preserve District of DuPage County (FPDDC) that a public hearing is scheduled for Wednesday, July 18, 2018 for a petition to vary the height of a proposed industrial building on Frontage Road in Darien. Please note that the FPDDC did not receive the public hearing notice from the City of Darien, but received the public hearing notice via e-mail from a 3rd party on Monday, July 16, 2018.

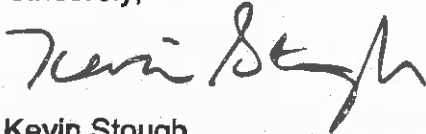
The FPDDC owns the property known as Waterfall Glen Forest Preserve, which is adjacent to the subject property (to the East and South). To the East of the subject property is wetlands and to the South of the subject property is woodlands. FPDDC staff have reviewed the public hearing notice and associated plans and following are our comments:

1. The FPDDC is concerned that high levels of illumination will encroach into the preserve. Outdoor lighting should be shielded and of a brightness so as to minimize impacts on the FPDDC property. It is also recommended that the outdoor lighting be Dark-Sky compliant.
2. The FPDDC is committed to protecting water quality and recommends that the owner refrain from using asphalt sealants that contain coal tar products in the future. These sealants contain Polycyclic Aromatic Hydrocarbons (PAHs) which pose adverse threats to aquatic organisms, plants, and humans when subjected to long-term exposure. Suitable alternatives to coal tar products exist.

3. If access to FPDDC property to connect to the existing sanitary sewer to the Southeast of the subject property is needed, a License will be required. The City of Darien can contact me regarding the requirements for a License.

We hope you will allow us the opportunity to review and comment on any revisions to plans as this project moves forward. Please consider this as the Forest Preserve District's request that this letter be read and entered into the public record at the hearing on Wednesday, July 18, 2018. If you have any questions, please contact me at (630) 933-7235.

Sincerely,



Kevin Stough
Land Preservation Manager

cc: Joseph Cantore, President
FPDDC Commissioners
Ed Stevenson, Executive Director
Dan Zinnen, Director of Resource Management and Development

**AGENDA MEMO
MUNICIPAL SERVICES COMMITTEE
August 27, 2018**

Issue Statement

A petition for permit parking on Shelly Court

Background

Attached (see Attachment a) is a petition from Anita Kwasny at 1509 Shelly Court signed by 15 residents of Shelly Court and sent to Alderman Joseph Kenny requesting a change to the parking restrictions to allow parking by permit only for residents and their guests. In summary, the reasons for the request stated on the petition include the limited parking for guests and service vehicles and the extra effort needed to request guest parking.

The current prohibition of parking on Shelly Court, Carroll Court, and Park Avenue is to prevent parking by people attending special events at Eisenhower Junior High from taking up all on-street parking spaces. See attached aerial photo. (see Attachment b)

9-3-2: PROHIBITED PARKING:

Shelly Court - between the hours of twelve o'clock (12:00) noon and eight o'clock (8:00) PM

Carroll Court - between the hours of twelve o'clock (12:00) noon and eight o'clock (8:00) PM

Park Avenue - between 75th and 73rd Streets

Attached (see Attachment c) is a summary of the high school overflow parking issue 4 years ago. The action taken there was a change to the parking signs to 'No high school or events parking at any time'.

This may be an option for Shelly Court, however there may be other considerations:

- is there sufficient parking at the school for their special events?
- Do the Police have any parking enforcement issues around Eisenhower or Hinsdale South schools or with guest parking in general?
- Should parking on Carroll and Park be subject to the same restrictions as Shelly Court?
- Should all residents be contacted for their input prior to action by MSC and CC?

PETITION FOR A RESIDENTIAL PARKING PERMIT ON SHELLEY CT, DARIEN IL

The residents of Shelley Ct are requesting the City to consider permit parking for residents and their guests on Shelly Ct. The following reasons are why we believe we should be allowed to park on Shelly Ct street parking:

- There are limited spaces on the driveways for guests to park their vehicles when visiting, or holidays and parties,
- The City of Darien website for parking permission doesn't work properly and it is not possible to apply online for a parking permission,
- It is more time consuming for the resident and City Of Darien Police to manually enter vehicle and resident information requesting parking permission,
- It is very difficult to perform any construction or landscaping work around the property without available parking on the street,

Residents of Shelly Ct

Resident Name	Address	YES	NO	Signature
ANITA KWASNY	1509 SHELLEY CT DARIEN IL 60501	X		Anita Kwasy
DANIEL FREDERICK	1522 SHELLEY CT. DARIEN, IL 60561	X		Daniel Frederick
STEPHEN JUREVIS	1514 SHELLEY CT. DARIEN IL 60561	X		Stephen Jurevis
DAVID MARSZEWSKI	1510 SHELLEY CT DARIEN IL	X		David Marszewski
GERALD WUJNIS	1506 Shelley Ct. Darien	X		Gerald Wujnis
Mary Spand	1502 Shelly Ct Darien IL 60561	X		Mary Spand
MARIO CRISTOFARO	1505 SHELLEY CT DARIEN IL	X		Mario Cristofaro
DONNA HLAVACEK	1517 SHELLEY CT DARIEN, IL 60561	X		Donna M. Hlavacek

Name

Address

Yes

Signature

Name	Address	Yes	Signature
Marta Leane	1518 SHELLEY	X	MARTA Leane
Rachel Chlebik	1522 Shelley Ct Danvers	X	Rachel Chlebik
Sue Frederick	1500 Shelley Ct	X	Sue Frederick
Marilyn Suda	1521 Shelley Ct	X	Marilyn Suda
DAN SUDA	1521 SHELLEY CT	X	Dan Suda
JASON TRALEL	1524 Shelley Ct.	X	Jason
BARBARA J. ANDERSON	1525 SHELLEY CT	X	Barbara Anderson
Deanna Coel	1501 Shelley Ct	X	Deanna Coel
Philly Leone	1518 Shelley Ct	X	Phil Leone



DuPage County
Information Technology Department / GIS Division
421 N County Farm Rd.
Wheaton, IL 60187

Ph# 1(630)407-8000
Email gis@dupageco.org
DuPage Maps Portal :
<http://dupage.maps.arcgis.com/home>

This map is for assessment purposes only.

DuPage County Web Site :
www.dupageco.org



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Hinsdale South High School parking issues – Summary of City changing restrictions 2013-4

Documents stored: *U(drive)/DCD/Parking Regulations/Hinsdale HS Overflow Parking* scm/8.15.18

In 2013, several residents north of the high school complained about overflow parking from school events blocking their street and damaging their parkway.

KLOA did a study of the issues, at the request of the City, and found that the high school had sufficient off-street parking for the 6-12 special events per year, but some attendees preferred to park on street, probably because it was closer to the event. Pavement was 20-24' wide with no curbs so that cars would park partially on grass. Three options were considered:

- change 'No Parking' signs from 4:00PM to 8:00PM
- prohibit all parking except by permits - up to 3 per resident
- put barricades across street at one end of block during special events

Residents were asked for their preference, but the response rate was low and the responses did not support for any option. MSC and CC decided (Ordinance O-16-14) to change the 'No Parking' signs to 'No high school or event parking at any time'.

Residents were informed that they were responsible for contacting the Police if their guests needed to park on the street and they were encouraged to have their guests park on one side of the street.

AGENDA MEMO
MUNICIPAL SERVICES COMMITTEE
August 27, 2018

Issue Statement

Alderman Lester Vaughan has requested discussion on a possible amendment to the City Code provisions on storage of refuse containers in residential areas.

Background

The request is detailed in the attached email. (see [attachment 1](#)) In summary, he is suggesting that an exemption be given to those houses to allow storage of refuse containers in front where side or rear locations are not 'practicable or reasonable'.

Current Code Section 7-1-5 requires single family detached houses keep refuse, recyclable, and compostable materials in containers but not placed between house and street except on pick-up days. Section 5A-10-7 requires multi-family to store refuse in containers in enclosures in the rear yard and setback at least 5 feet from property lines and screened by landscaping.

Our enforcement practice has been to respond to complaints, inspect properties, notify owners of code and their violation and give them time to comply, and if not brought into compliance then to issue tickets to owners. Maximum court fine is \$750 per each day in violation. Most violations are brought into compliance before a ticket would otherwise be issued. Only one ticket has resulted in a fine in the last two years – Steven Brichta at 7231 Leonard.

Survey

Based on staff observations of single family areas, we have made the following estimates. Also, see attached photos. (see [attachment 2](#))

- 80-90 % are in compliance – of those houses with raised side yards store their containers on top of the 2-4 foot high incline or in rear yard or in garage – some have made improvements such as walkways or terraces in the side yard
- 5-10 % are not in compliance - but have relatively flat lots with no impediment to storing containers in side or rear yards
- 5-10 % are not in compliance that have a side yard with raised grades next to their attached garage
- <1 % are not in compliance - they have low fence screens in front – most do not block views of the containers completely

Regina Kokkinis

From: Dan Gombac
Sent: Thursday, August 16, 2018 4:13 PM
To: Steven Manning
Subject: Fwd: Request for Amendment to Section 7-1-5 Code

Per our conversation this morning

Begin forwarded message:

From: Lester Vaughan <lester.vaughan@gmail.com>
Date: August 7, 2018 at 7:20:27 AM CDT
To: Dan Gombac <dgombac@darienil.gov>
Subject: Fwd: Request for Amendment to Section 7-1-5 Code

Hi Dan.

Good morning. Below is an overview of the Amendment I proposed last night. Let me know if you have any questions or concerns.

--

Several residents on Maple in Ward 2 are having issues with their garbage can placement. This is because they live in raised-ranch style homes which don't naturally permit for storage of cans anywhere convenient except for the front of their homes. This is in violation of section 7-1-5 of the Darien City Code which provides in Section B that "It shall be unlawful to place such [garbage] containers anywhere between the front of the main building, or the side when facing the street, and the street, except during the [24 hours before/after trash collection days]."

Some of the Maple Lane residents have voiced their frustration and complaint to me, some have been ticketed for noncompliance, and some have complied in the past week, keeping their cans in different locations. It is clear, though, that there is an ongoing issue with residents in the raised-ranch style home. I think its something we need to address as the City Council.

I would propose amending the existing statute to allow for an exemption to this provision. I am not entirely sure how it would work, and defer to the experience and expertise of others on this point, but I do feel strongly we should do something to try and accommodate the needs of these residents.

The statute is copied below for your convenience, and I suggest we amend the statute to provide a section (C) that has language to the effect of:

(C) An exemption to subsection (B) may be obtained at the discretion of [The City of Darien/Darien Municipal Services] upon a finding that it is not practicable and/or reasonably possible for a resident to store their containers anywhere but the prohibited areas outlined in subsection (B). A resident seeking an exemption shall provide a request in writing to [INSERT DEPT/PERSON]... The City of Darien shall work with the resident to determine the most reasonable and practicable location for the containers and the exemption to 7-1-5(B) is at the discretion of the City of Darien.

Obviously, this language is a starting point, but I wanted to get the conversation going and see how I can best advocate for the residents in my ward facing this dilemma. I look forward to your thoughts and to moving forward.

Here is the statute as it currently exists:

7-1-5: STORING OR PLACING GARBAGE, REFUSE, RECYCLABLES, COMPOSTABLE MATERIALS, ETC., ON THE PARKWAY FOR SCAVENGER

REMOVAL:  

Notwithstanding any other provision of this Code, garbage, refuse, recyclables, compostable materials and similar items may be placed on parkways in the City only to facilitate their removal by licensed scavengers, and only if the following provisions are observed by the person placing or causing to be placed on the parkways items of refuse or compostable materials:

(A) Any refuse, recyclables, or compostable materials placed on the parkway shall be stored in containers or otherwise appropriately secured to ensure that debris or refuse is not scattered by weather, animals, or other causes.

(B) Refuse, recyclables or compostable materials stored in approved containers such as kraft bags, may be placed on the parkway twenty four (24) hours before the scheduled scavenger service and containers used to store these items shall be removed from the parkway twenty four (24) hours after said scavenger service. It shall be unlawful to place such containers anywhere between the front of the main building, or the side when facing the street, and the street, except during the times specified hereinabove. (Ord. 0-37-90, 6-18-1990)

Please let me know if you have any questions or concerns. I look forward to hearing from you soon.

Best Regards,

Lester Vaughan, Alderman Ward 2



08/14/2018 22:10



08/14/2018 22:39



08/14/2018 22:44



08/14/2018 22:50



08/14/2018 22:57



08/14/2018 23:00



08/14/2018 23:12



08/09/2018 23:40

AGENDA MEMO
MUNICIPAL SERVICES COMMITTEE
August 27, 2018

Issue Statement

Petitioner seeks approval of a resolution accepting the public water main improvement for the Panattoni Warehouse development located at 7879 Lemont Road.

RESOLUTION - attached

Background

Alston Construction Company was the builder of the Panattoni Warehouse development. As required by the City, they posted a bond for \$549,104.00 as security for construction of water main, storm sewer and detention, and wetlands landscaping. Construction was completed a year ago and security was held for a one year maintenance period. City Engineer has inspected and found said improvements in good condition, per the attached letter from Dan Lynch dated July 20, 2018. (See Attachment A) As specified by City requirements, the City can now accept the public water main improvements and authorize release of the bond. Alston has submitted a completion bond for \$55,309.38 for the wetlands landscaping for a three year period as required by DuPage County. (See Attachment B)

Recommendation

Staff recommends approval of a resolution accepting the public water main improvements for Panattoni Warehouse at 7879 Lemont Road.

Pending Meeting Schedule

Municipal Services Committee:

August 27, 2018

City Council:

September 4, 2018



CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

July 20, 2018

City of Darien
1702 Plainfield Road
Darien, IL 60561

Attention: Steve Manning

Subject: 7879 Lemont Road
(CBBEL Project No. 950323.H197)

Dear Steve:

As requested by email on July 17, 2018, a final inspection of the above property was made on July 18, 2018. The purpose of the site visit was to verify that site improvements continue to be in good condition at the end of the one-year maintenance period. It is our finding that the improvements are in good condition and we have no objection to the maintenance security being released. Please note that there is also a security for the wetlands and buffer plantings in the amount of \$55,309.38, and that security shall not be released or reduced until authorized in writing to do so by DuPage County.

If you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Daniel Lynch', is written over a light blue circular stamp.

Daniel L. Lynch, PE, CFM
Head, Municipal Engineering Department

MAINTENANCE BOND BOND NUMBER 800034560

KNOW ALL MEN BY THESE PRESENTS, That we, 7879 Lemont Road, LLC
8775 Folsom Blvd., Suite 200, Sacramento, CA 95826
hereinafter called the Principal, and Atlantic Specialty Insurance Company
corporation (hereinafter called the
Surety), are held and firmly bound unto City of Darien
1702 Plainfield Road
Darien, IL 60561

hereinafter called the Obligee, in the full and just sum of Fifty Five Thousand Three Hundred Nine Dollars and 38/100
(\$55,309.38) Dollars
lawful money of the United States, for the payment of which well and truly to be made we bind ourselves, our heirs, administrators,
executors, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, said Principal has entered into a certain contract with the Obligee dated
For Maintenance of the wetlands installed at 7879 Lemont Road in Darien, IL

which contract has been or is about to be completed and accepted

AND WHEREAS, specifications and contract provided that 7879 Lemont Road, LLC
should guarantee the project free from defects caused by faulty workmanship and materials for a period of Two years, general wear
and tear excepted.

NOW, THEREFORE, if the said project shall be free from defects of workmanship and materials, general wear and tear excepted,
for a period of Two years, then this obligation shall be null and void otherwise to remain in full force and effect.

Signed, sealed and delivered August 3, 2018

Witness as to 7879 Lemont Road, LLC (Seal)

Principal (Seal)

Atlantic Specialty Insurance Company (Seal)

Joshua Sanford Attorney-in fact



RESOLUTION NO. _____

**A RESOLUTION ACCEPTING
PUBLIC WATER MAIN IMPROVEMENTS**

(Panattoni Warehouse - 7879 Lemont Road)

WHEREAS, the Alston Construction Company, developer of the property known as the Panattoni Warehouse at 7879 Lemont Road in the City of Darien, has constructed and installed certain improvements including water main, storm sewer and detention, and wetlands landscaping on said property; and

WHEREAS, the Alston Construction Company had previously filed with the City of Darien a Subdivision Bond No. 47-SUR-300037-01-0006 in the amount of \$549,104.00 securing the construction, installation, and one year maintenance of said improvements; and

WHEREAS, the said improvements were completed one year ago and have been maintained in good repair since then in accordance with the City of Darien standards and requirements; and

WHEREAS, a portion of said improvements pertain to wetlands landscaping and include vegetation monitoring, weed management, and annual reports for a period of three years as required by DuPage County; and

WHEREAS, the portion of said Subdivision Bond pertaining to said wetlands landscaping in the amount of \$55,309.38 and security for said wetlands landscaping must be held until release is approved by DuPage County; and

WHEREAS, the Alston Construction Company has filed a satisfactory completion bond to the City of Darien as security for said wetlands landscaping for the required three year period; and

RESOLUTION NO. _____

WHEREAS, in accordance with City regulations it is now appropriate for the City of Darien to accept said public water main improvements and to release said Subdivision Bond.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DARIEN, DU PAGE COUNTY, ILLINOIS, as follows:

SECTION 1: Acceptance. The City of Darien hereby accepts the final conveyance and dedication of the public water main improvements constructed and installed with the Panattoni Warehouse development.

SECTION 2: Effective Date. This Ordinance shall be in full force and effect from and after its passage and approval as provided by law.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF DARIEN, DU PAGE COUNTY, ILLINOIS, this _____ day of _____, 2018

AYES: _____

NAYS: _____

ABSENT: _____

APPROVED BY THE MAYOR OF THE CITY OF DARIEN, DU PAGE COUNTY, ILLINOIS, this _____ day of _____, 2018.

KATHLEEN MOESLE WEAVER, MAYOR

ATTEST:

JOANNE E. RAGONA, CITY CLERK

APPROVED AS TO FORM:

RESOLUTION NO. _____

CITY ATTORNEY

AGENDA MEMO
Municipal Services Committee
August 27, 2018

ISSUE STATEMENT

Approval of a resolution awarding a contract extension to Homer Tree Care, Inc in an amount not to exceed \$155,515.00, for the City's 2018/2019 Tree Trimming and Removal Program.

BACKGROUND/HISTORY

The proposed contract is the first of two contract extensions. The Tree Trimming and Removal Contract was awarded to Homer Tree Care on August 7, 2017, Res. No R-86-17 with two optional annual contract extensions. Homer Tree Care, Inc. has acknowledged the extension and accepts the extension as presented.

This year's tree trimming program consists of trimming approximately 1,750 parkway trees, approximately 65-1500 DBH, tree removals and stump grinding. Below are the subdivisions to be trimmed:

- Hinsbrook
- Plainfield Highlands

This year's program also includes contract pricing for the *Private Property Tree Trimming Program* to all the residents. The program would allow residents to have their private property trees trimmed or removed and stump grinding at the resident's expense. The trimming will include removal of perished, diseased, interfering, and weak branches, as well as removal of under branches as requested. The bid included unit prices for Private Property Tree Trimming that would be paid for directly by the residents. The bid price for the Private Property tree trimming is \$250.00 per tree in the front yard and \$375.00 per tree in the back yard. The contract also includes unit pricing for private property tree removal, and stump grinding and emergency services. The contract begins on December 3, 2018 through November 29, 2019.

Private Property Tree Trimming

Tree Trimming – Front Yard	Each	\$ 250.00
Tree Trimming – Back Yard	Each	\$ 375.00
Tree Removal per DBH (Front)	Per Inch	\$ 35.00
Tree Removal per DBH (Back)	Per Inch	\$ 50.00
Stump Grinding – Front	Each	\$ 150.00
Stump Grinding – Back	Each	\$ 200.00

Please find labeled as Attachment A, the bid results that were opened on July 17, 2017. The proposed contract is the first contract extension for 2018-19 and Homer has agreed to accept the extension, see Attachment B.

2018-19 City of Darien Tree Removal Schedule				
DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	COST
Tree Trimming	Each	1,750	\$ 52.00	\$ 91,000.00
Tree Removal per DBH	Per Inch	1500	\$ 26.25	\$ 39,375.00
Stump Removal	Each	120	\$ 94.50	\$ 11,340.00
Emergency – Storm/Hazards	Hourly	AS REQUIRED	\$ 200.00	\$ 15,000.00
Total Cost				\$ 156,715.00
Funds Utilized to Date 8-20-18				\$ 1,200.00
Total Funds Available				\$ 155,515.00

The proposed expenditure would be expended from the following accounts:

ACCOUNT NUMBER	ACCOUNT DESCRIPTION	FY 18/19 BUDGET	EXPENDITURE TO DATE 8-20-18	PROPOSED EXPENDITURE
01-30-4375	TREE TRIMMING	\$156,715.00	\$1,200.00	\$155,515.00

STAFF RECOMMENDATION

Staff recommends approval of a resolution awarding a contract extension to Homer Tree Care, Inc. an amount not to exceed \$155,515.00 for the City's 2018/19 Tree Trimming and Removal Program. Homer Tree Care has provided very satisfactory tree care services for the City in the past.

ALTERNATE DECISION

Not approving the contract extension.

DECISION MODE

This item will be placed on the September 4, 2018 City Council agenda for formal consideration.

SEALED BID-TREE TRIMMING PROGRAM
 OPENING DATE/TIME: July 17, 2017 10:00 a.m.

Attachment A

City of Darien Parkway		Homer Tree Care, Inc						
Fiscal Year		2017/2018		2018/2019		2019/2020		
DESCRIPTION	UNIT	PROPOSED UNITS	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST
Tree Trimming	Each	1,750	\$ 49.50	\$ 86,625.00	\$ 52.00	\$ 91,000.00	\$ 52.00	\$ 91,000.00
Tree Removal per DBH	Per Inch	100	\$ 25.00	\$ 2,500.00	\$ 26.25	\$ 2,625.00	\$ 26.25	\$ 2,625.00
Misc Stump Removal	Each	20	\$ 90.00	\$ 1,800.00	\$ 94.50	\$ 1,890.00	\$ 94.50	\$ 1,890.00
Subtotal - Section A			\$ 164.50	\$ 90,925.00	\$ 172.75	\$ 95,515.00	\$ 172.75	\$ 95,515.00
DESCRIPTION	UNIT	PROPOSED UNITS	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST
Tree Trimming-Front Yard	Each	1	\$ 250.00	\$ 250.00	\$ 250.00	\$ 250.00	\$ 250.00	\$ 250.00
Tree Trimming-Back Yard	Each	1	\$ 375.00	\$ 375.00	\$ 375.00	\$ 375.00	\$ 375.00	\$ 375.00
Tree Removal per DBH (Front)	Per Inch	1	\$ 35.00	\$ 35.00	\$ 35.00	\$ 35.00	\$ 35.00	\$ 35.00
Tree Removal per DBH (Back)	Per Inch	1	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00
Stump Grinding-Front	Each	1	\$ 150.00	\$ 150.00	\$ 150.00	\$ 150.00	\$ 150.00	\$ 150.00
Stump Grinding-Back	Each	1	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00
Subtotal - Section B			\$ 1,060.00	\$ 1,060.00	\$ 1,060.00	\$ 1,060.00	\$ 1,060.00	\$ 1,060.00
Emergency Services		40	\$ 200.00	\$ 8,000.00	\$ 200.00	\$ 8,000.00	\$ 200.00	\$ 8,000.00
TOTAL - SECTIONS A, B & C				\$ 99,985.00		\$ 104,575.00		\$ 104,575.00

From: Ryan Countryman
To: Regina Kokkinis
Cc: Dan Gombac; Jim Reiter
Subject: RE: City of Darien 2018-19 tree trimming
Date: Monday, August 20, 2018 7:21:58 AM

Confirmed, Homer Tree Care is in agreement to the extension.

Thank you,

Ryan P. Countryman
Certified Arborist IL 5140A
CTSP 1093
TRAQ Qualified
Homer Tree Care
Residential/Municipal Division
14000 S. Archer Ave.
Lockport, IL 60441
Main Office 815-838-0320
Fax 815-838-0375

Ryancountryman@homertree.com



From: Regina Kokkinis [mailto:rkokkinis@darienil.gov]
Sent: Thursday, August 16, 2018 3:28 PM
To: Ryan Countryman <RyanCountryman@homertree.com>
Cc: Dan Gombac <dgombac@darienil.gov>
Subject: City of Darien 2018-19 tree trimming

Good Day,

Attached, please see the pricing schedule for 2018 as it relates to the subject line.

The City would like to extend the contract per the proposed pricing schedule.
Please confirm that you are in agreement.

Thank you,

Regina Kokkinis

Administrative Assistant – Municipal Services

City of Darien

630-353-8105

To receive important information from the City of Darien sign up for our electronic newsletter:

DARIEN DIRECT CONNECT

Follow the link and subscribing is simple!

<http://www.darien.il.us/Reference-Desk/DirectConnect.aspx>

RESOLUTION NO. _____

**A RESOLUTION AUTHORIZING THE AWARDING OF A CONTRACT
EXTENSION TO HOMER TREE CARE, INC IN AN AMOUNT NOT TO EXCEED
\$155,515.00 FOR THE CITY'S 2018/2019 TREE TRIMMING AND REMOVAL
PROGRAM**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DARIEN, DU PAGE
COUNTY, ILLINOIS, as follows:**

SECTION 1: The City Council of the City of Darien, hereby authorizes the Mayor to award a contract extension to Homer Tree Care, Inc. in an amount not to exceed \$155,515.00 for the City's 2018/2019 Tree Trimming and Removal Program, a copy of which is attached hereto as, "Exhibit A."

SECTION 2: This Resolution shall be in full force and effect from and after its passage and approval as provided by law.

**PASSED BY THE CITY COUNCIL OF THE CITY OF DARIEN, DU PAGE COUNTY,
ILLINOIS, this 4th day of September, 2018.**

AYES: _____

NAYS: _____

ABSENT: _____

**APPROVED BY THE MAYOR OF THE CITY OF DARIEN, DU PAGE COUNTY,
ILLINOIS, this 4th day of September, 2018.**

KATHLEEN MOESLE WEAVER, MAYOR

ATTEST:

JOANNE E. RAGONA, CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

CITY OF DARIEN

CONTRACT

This Contract is made this ____ day of _____, 20__ by and between the City of Darien (hereinafter referred to as the "CITY") and _____ (hereinafter referred to as the "CONTRACTOR").

WITNESSETH

In consideration of the promises and covenants made herein by the CITY and the CONTRACTOR (hereinafter referred to collectively as the "PARTIES"), the PARTIES agree as follows:

SECTION 1: THE CONTRACT DOCUMENTS: This Contract shall include the following documents (hereinafter referred to as the "CONTRACT DOCUMENTS") however this Contract takes precedence and controls over any contrary provision in any of the CONTRACT DOCUMENTS. The Contract, including the CONTRACT DOCUMENTS, expresses the entire agreement between the PARTIES and where it modifies, adds to or deletes provisions in other CONTRACT DOCUMENTS; the Contract's provisions shall prevail. Provisions in the CONTRACT DOCUMENTS unmodified by this Contract shall be in full force and effect in their unaltered condition.

The Invitation to Bid

The Instructions to the Bidders

This Contract

The Terms and Conditions

The Bid as it is responsive to the CITY'S bid requirements

All Certifications required by the City

Certificates of insurance

Performance and Payment Bonds as may be required by the CITY

SECTION 2: SCOPE OF THE WORK AND PAYMENT: The CONTRACTOR agrees to provide labor, equipment and materials necessary to provide the services as described in the CONTRACT DOCUMENTS and further described below:

Unit Pricing for Tree Trimming, Removals and Stump Grinding within the City of Darien and Tree Trimming, Removals and Stump Grinding for Private Properties

(Hereinafter referred to as the "WORK") and the CITY agrees to pay the CONTRACTOR pursuant to the provisions of the Local Government Prompt Payment Act (50 ILCS 505/1 *et seq.*) the following amount for performance of the described unit prices.

SECTION 3: ASSIGNMENT: CONTRACTOR shall not assign the duties and obligations involved in the performance of the WORK which is the subject matter of this Contract without the written consent of the CITY.

SECTION 4: TERM OF THE CONTRACT: This Contract shall commence on the date of its execution. The WORK shall commence upon receipt of a Notice to Proceed and continue expeditiously for 30 days from that date until final completion. This Contract shall terminate upon completion of the WORK, but may be terminated by either of the PARTIES for default upon failure to cure after ten (10) days prior written notice of said default from the aggrieved PARTY. The CITY, for its convenience, may terminate this Contract with thirty (30) days prior written notice.

SECTION 5: INDEMNIFICATION AND INSURANCE: The CONTRACTOR shall indemnify and hold harmless the CITY, PARK DISTRICT, its officials, officers, directors, agents, employees and representatives and assigns, from lawsuits, actions, costs (including attorneys' fees), claims or liability of any character, incurred due to the alleged negligence of the CONTRACTOR, brought because of any injuries or damages received or sustained by any person, persons or property on account of any act or omission, neglect or misconduct of said CONTRACTOR, its officers, agents and/or employees arising out of, or in performance of any of the provisions of the CONTRACT DOCUMENTS, including any claims or amounts

recovered for any infringements of patent, trademark or copyright; or from any claims or amounts arising or recovered under the "Worker's Compensation Act" or any other law, ordinance, order or decree. In connection with any such claims, lawsuits, actions or liabilities, the CITY, its officials, officers, directors, agents, employees, representatives and their assigns shall have the right to defense counsel of their choice. The CONTRACTOR shall be solely liable for all costs of such defense and for all expenses, fees, judgments, settlements and all other costs arising out of such claims, lawsuits, actions or liabilities. The Contractor shall not make any settlement or compromise of a lawsuit or claim, or fail to pursue any available avenue of appeal of any adverse judgment, without the approval of the City and any other indemnified party. The City or any other indemnified party, in its or their sole discretion, shall have the option of being represented by its or their own counsel. If this option is exercised, then the Contractor shall promptly reimburse the City or other indemnified party, upon written demand, for any expenses, including but not limited to court costs, reasonable attorneys' and witnesses' fees and other expenses of litigation incurred by the City or other indemnified party in connection therewith. Execution of this Contract by the CITY is contingent upon receipt of Insurance Certificates provided by the CONTRACTOR in compliance with the CONTRACT DOCUMENTS.

SECTION 6: COMPLIANCE WITH LAWS: The bidder shall at all times observe and comply with all laws, ordinances and regulations of the federal, state, local and City governments, which may in any manner affect the preparation of bids or the performance of the Contract. Bidder hereby agrees that it will comply with all requirements of the Illinois Human Rights Act, 775 ILCS 5/1-101 et seq., including the provision dealing with sexual harassment and that if awarded the Contract will not engage in any prohibited form of discrimination in employment as defined in that Act and will require that its subcontractors agree to the same restrictions. The contractor shall maintain, and require that its subcontractors maintain, policies of equal employment opportunity which shall prohibit discrimination against any employee or applicant for employment on the basis of race, religion, color, sex, national origin, ancestry, citizenship status, age, marital status, physical or mental disability unrelated to the individual's ability to perform the essential functions of the job, association with a person with a disability, or unfavorable discharge from military service. Contractors and all subcontractors shall comply with all requirements of the Act and of the Rules of the Illinois Department of Human Rights with regard to posting information on employees' rights under the Act. Contractors and all subcontractors shall place appropriate statements identifying their companies as equal opportunity employers in all advertisements for workers to be employed in work to be performed. If awarded the Contract, contractor must comply with all provisions including, but not limited to, providing certified payroll records to the Municipal Services Department. Contractor and subcontractors shall be required to comply with all applicable federal laws, state laws and regulations regarding minimum wages, limit on payment to minors, minimum fair wage standards for minors, payment of wage due employees, and health and safety of employees. Contractor and subcontractor are required to pay employees all rightful salaries, medical benefits, pension and social security benefits pursuant to applicable labor agreements and federal and state statutes and to further require withholdings and deposits therefore. The CONTRACTOR shall obtain all necessary local and state licenses and/or permits that may be required for performance of the WORK and provide those licenses to the CITY prior to commencement of the WORK if applicable.

SECTION 7: NOTICE: Where notice is required by the CONTRACT DOCUMENTS it shall be considered received if it is delivered in person, sent by registered United States mail, return receipt requested, delivered by messenger or mail service with a signed receipt, sent by facsimile or e-mail with an acknowledgment of receipt, to the following:

City of Darien
1702 Plainfield Road
Darien, IL 60561
Attn: Director of Municipal Services

SECTION 8: STANDARD OF SERVICE: Services shall be rendered to the highest professional standards to meet or exceed those standards met by others providing the same or similar services in the Chicagoland area. Sufficient competent personnel shall be provided who with supervision shall complete the services required within the time allowed for performance. The CONTRACTOR'S personnel shall, at all times present a neat appearance and shall be trained to handle all contact with City residents or City employees in a respectful manner. At the request of the City Administrator or a designee, the CONTRACTOR shall replace any incompetent, abusive or disorderly person in its employ.

SECTION 9: PAYMENTS TO OTHER PARTIES: The CONTRACTOR shall not obligate the CITY to make payments to third parties or make promises or representations to third parties on behalf of the CITY without prior written approval of the City Administrator or a designee.

SECTION 10: COMPLIANCE: CONTRACTOR shall comply with all of the requirements of the Contract Documents, including, but not limited to, all other applicable local, state and federal statutes, ordinances, codes, rules and regulations.

SECTION 11: LAW AND VENUE: The laws of the State of Illinois shall govern this Contract and venue for legal disputes shall be DuPage County, Illinois.

SECTION 12: MODIFICATION: This Contract may be modified only by a written amendment signed by both PARTIES.

FOR: THE CITY

FOR: THE CONTRACTOR

By: _____

By: _____

Print Name: _____

Print Name: _____

Title: Mayor

Title: _____

Date: _____

Date: _____

Vendor Information

The project is scheduled for a December 1, 2017 start date, and to be completed by no later than March 1, 2018. Two optional contract extensions may be considered and will be reviewed for recommendation by November of the respective subsequent year.

TO BE COMPLETED BY VENDOR

COMPANY NAME: Homer Tree Care Inc.

CONTACT PERSON: James Reiter


ADDRESS: 14000 S. Archer Ave

CITY, STATE, ZIP CODE: Lockport, IL 60441

TELEPHONE NUMBER: Office 815-838-0320 Mobile 815-546-7486

FACSIMILE NUMBER: 815-838-0375

E-MAIL ADDRESS JimReiter@homertree.com

AUTHORIZED SIGNATURE:  _____

Schedule of Prices – 2018/19

Item No.	Items	Unit	Quantity	Unit Price	Total
A	City of Darien Program				
A 1	Tree Trimming-Parkways	Each	1750	52	91,000
A 2	Tree Removal cost per DBH	Per Inch	100	26.25	2,625
A 3	Stump Removal	Each	20	94.50	1,890
	Sub-Total A1 – A3				
B	Private Property Program				
B 1	Tree Trimming - Front Yard	Each	1	250	250
B 2	Tree Trimming - Back Yard	Each	1	375	375
B 3	Tree Removal cost per DBH - Front yard	Per Inch	1	35	35
B 4	Tree Removal cost per DBH - Back yard	Per Inch	1	50	50
B 5	Stump Grinding – Front Yard	Each	1	150	150
B 6	Stump Grinding – Back Yard	Each	1	200	200
	Sub-Total B1 – B6				
C	Emergency Services				
C 1	2 man crew with operating equipment, bucket truck and 15 cubic yard capacity truck with a 100 hp brush chipper	Hourly	40	200	8,000
	Sub-Total C1				
	Total Cost Sections A, B and C				
	Bid Bond is 5% of Total Costs- Sections A,B and C				\$104,575.00

The contract will be awarded on a Total Cost – All quantities are subject to decrease or increase.

AGENDA MEMO
Municipal Services Committee
August 27, 2018
6:30 p.m.

ISSUE STATEMENT

Approval of a resolution accepting the unit price proposal from Ramiro Guzman Landscaping, Inc. for the purchase and installation of the 50/50 Parkway Tree Program and the Parkway Tree Replacement Program in an amount not to exceed \$35,755.00.

BACKGROUND/HISTORY

The 2018 Tree Planting Program calls out for the following:

- **City and Resident 50/50 Parkway Tree Planting Program**
Staff has included \$4,000 (\$2,000 City funding and \$2,000 Resident funding) cost for residents that would like to participate in the 50/50 program.
- **Storm, Ash Tree, and Project Related Replacement**
The program would allow for the planting of 2.5-inch caliper trees as part of the replacement of trees removed due to the Emerald Ash Borer.

Staff had advertised and sent out invitations to bid and received four (4) sealed bids on July 31, 2018, attached and labeled as Attachment A. Ramiro Guzman Landscaping, Inc. was the lowest bidder.

The program includes various selections of 2 ½ - 4 inch caliper trees, planting, mulching and a one year guarantee. The program again includes a Private Property Tree Planting Program for residents at a pass through cost, see Attachment B. While the City is administering the Private Property Tree Planting Program, the property owner would be responsible for ordering and providing a payment directly to the awarded vendor.

The program is targeted to begin in late September, pending weather and will be advertised through the City's various media portals thus affording residents ample time to participate in the program. The Ramiro Guzman Landscaping, Inc. has performed very satisfactory on landscaping projects for the City in the past.

STAFF RECOMMENDATION

Staff recommends approval accepting the unit price proposal from Ramiro Guzman Landscaping, Inc. for the purchase and installation of the 50/50 Parkway Tree Program and the planting of various parkway trees in an amount not to exceed \$35,755.00

ALTERNATE CONSIDERATION

As directed by Municipal Services

DECISION MODE

This item will be placed on the September 4, 2018 City Council agenda for formal consideration.

SEALED BID-TREE PLANTING & MULCHING PROGRAM
 OPENING DATE/TIME: July 31, 2018 10:00 a.m.

**2018 CITY OF DARIEN - TREE PLANTING PARKWAYS & PRIVATE PROPERTY
 BID OPENING RESULTS JULY 31, 2018**

VENDOR			Beary Landscaping, Inc.	Americana Landscape Group	Acres Group	Ramiro Guzman Landscaping, Inc.
VARIABLE QUANTITY	DIAMETER	SPECIES	PRICE PER TREE PLANTED PARKWAYS	PRICE PER TREE PLANTED PARKWAYS	PRICE PER TREE PLANTED PARKWAYS	PRICE PER TREE PLANTED PARKWAYS
1-10	4"	American Linden	\$ 690.00	\$ 450.00	\$ 690.00	\$ 375.00
11-20	4"	American Linden	\$ 690.00	\$ 450.00	\$ 690.00	\$ 375.00
1-10	4"	Norway Maple	\$ 690.00	\$ 450.00	\$ 690.00	\$ 375.00
11-20	4"	Norway Maple	\$ 690.00	\$ 450.00	\$ 690.00	\$ 375.00
1 - 10	4"	Thornless Honeylocust	\$ 690.00	\$ 450.00	\$ 695.00	\$ 375.00
11-20	4"	Thornless Honeylocust	\$ 690.00	\$ 450.00	\$ 695.00	\$ 375.00
1 - 10	4"	Red Maple	\$ 690.00	\$ 450.00	\$ 695.00	\$ 375.00
11-20	4"	Red Maple	\$ 690.00	\$ 450.00	\$ 695.00	\$ 375.00
1 - 10	4"	Chanticleer Pear	\$ 615.00	\$ 450.00	\$ 690.00	\$ 375.00
11-20	4"	Chanticleer Pear	\$ 615.00	\$ 450.00	\$ 690.00	\$ 375.00
1 - 10	4'	Freeman Maple	\$ 655.00	\$ 450.00	\$ 690.00	\$ 375.00
11-20	4'	Freeman Maple	\$ 655.00	\$ 450.00	\$ 690.00	\$ 375.00
1 - 10	4'	Sugar Maple	\$ 690.00	\$ 450.00	\$ 710.00	\$ 375.00
11-20	4'	Sugar Maple	\$ 690.00	\$ 450.00	\$ 710.00	\$ 375.00
11-20	2.5"	American Linden	\$ 385.00	\$ 298.00	\$ 300.00	\$ 280.00
1 - 10	2.5"	Norway Maple	\$ 380.00	\$ 298.00	\$ 290.00	\$ 280.00
11-20	2.5"	Norway Maple	\$ 380.00	\$ 298.00	\$ 290.00	\$ 280.00
1 - 10	2.5"	Honeylocust Skyline	\$ 380.00	\$ 298.00	\$ 300.00	\$ 280.00
11-20	2.5"	Honeylocust Skyline	\$ 380.00	\$ 298.00	\$ 300.00	\$ 280.00
1-10	2.5"	Red Maple	\$ 375.00	\$ 298.00	\$ 310.00	\$ 280.00
11-20	2.5"	Red Maple	\$ 375.00	\$ 298.00	\$ 310.00	\$ 280.00
1-10	2.5"	Chanticleer Pear	\$ 355.00	\$ 298.00	\$ 300.00	\$ 280.00
11-20	2.5"	Chanticleer Pear	\$ 355.00	\$ 298.00	\$ 300.00	\$ 280.00
1-10	2.5"	Freeman Maple	\$ 370.00	\$ 298.00	\$ 310.00	\$ 280.00
11-20	2.5"	Freeman Maple	\$ 370.00	\$ 298.00	\$ 310.00	\$ 280.00
1-10	2.5"	Sugar Maple	\$ 380.00	\$ 298.00	\$ 300.00	\$ 280.00
11-20	2.5"	Sugar Maple	\$ 380.00	\$ 298.00	\$ 300.00	\$ 280.00
1-15	6-foot high	Colorado Blue Spruce	\$ 325.00	\$ 290.00	\$ 210.00	\$ 280.00
Sub Total Cost - Parkway			\$ 14,630.00	\$ 10,464.00	\$ 13,850.00	\$ 9,170.00
VARIABLE QUANTITY	DIAMETER	SPECIES	PRICE PER TREE PLANTED PRIVATE	PRICE PER TREE PLANTED PRIVATE	PRICE PER TREE PLANTED PRIVATE	PRICE PER TREE PLANTED PRIVATE
1-20	2.5"	American Linden	\$ 480.00	\$ 298.00	\$ 350.00	\$ 280.00
1-20	2.5"	Norway Maple	\$ 475.00	\$ 298.00	\$ 350.00	\$ 280.00
1-20	2.5"	Honeylocust Skyline	\$ 475.00	\$ 300.00	\$ 375.00	\$ 280.00
1-20	2.5"	Red Maple	\$ 470.00	\$ 298.00	\$ 375.00	\$ 280.00
1-20	2.5"	Chanticleer Pear	\$ 450.00	\$ 298.00	\$ 350.00	\$ 280.00
1-20	2.5"	Aristocrat Pear	\$ 450.00	\$ 298.00	\$ 350.00	\$ 280.00
1-20	2.5"	Swamp White Oak	\$ 515.00	\$ 308.00	\$ 375.00	\$ 280.00
1-20	2.5"	Freeman Maple	\$ 470.00	\$ 300.00	\$ 375.00	\$ 280.00
1-20	2.5"	Sugar Maple	\$ 475.00	\$ 298.00	\$ 375.00	\$ 280.00
1-20	2.5"	Kentucky Coffeetree	\$ 595.00	\$ 308.00	\$ 375.00	\$ 280.00
1-20	2.5"	Purple Maple	\$ 495.00	\$ 298.00	\$ 495.00	\$ 280.00
1-20	2.5"	Northern Red Oak	\$ 515.00	\$ 308.00	\$ 375.00	\$ 280.00
1-20	2.5"	Littleleaf Linden	\$ 485.00	\$ 300.00	\$ 375.00	\$ 280.00
1-20	2.5"	Smoothleaf Elm	\$ 495.00	\$ 312.00	\$ 375.00	\$ 280.00
Sub Total Cost - Private Property			\$ 6,845.00	\$ 4,222.00	\$ 5,270.00	\$ 3,920.00
A. Sub Total Cost Parkways			\$ 14,630.00	\$ 10,464.00	\$ 13,850.00	\$ 9,170.00
B. Sub Total Cost Private Property			\$ 6,845.00	\$ 4,222.00	\$ 5,270.00	\$ 3,920.00
Total Cost A+B			\$ 21,475.00	\$ 14,686.00	\$ 19,120.00	\$ 13,090.00

bid bond present bid bond present bid bond present bond check

**CITY OF DARIEN TREE PLANTING PROGRAM SCHEDULE 2018
CITY TREE REPLACEMENTS-50/50 TREE PROGRAM
RAMIRO GUZMAN LANDSCPING, INC.**

50/50 TREE PROGRAM							
50/50 PARTICIPATION TO BE CONFIRMED	DIAMETER	SPECIES	PLANTED PRICE PER TREE	TOTAL TREE COST	50/50 PROGRAM	CITY COSTS	RESIDENT COST
2	2.5"	American Linden	\$280.00	\$560.00	2	\$280.00	\$280.00
2	2.5"	Norway Maple	\$280.00	\$560.00	2	\$280.00	\$280.00
2	2.5"	Honeylocust Skyline	\$280.00	\$560.00	2	\$280.00	\$280.00
2	2.5"	Red Maple	\$280.00	\$560.00	2	\$280.00	\$280.00
2	2.5"	Chanticleer Pear	\$280.00	\$560.00	2	\$280.00	\$280.00
2	2.5"	Freeman Maple	\$280.00	\$560.00	2	\$280.00	\$280.00
2	2.5"	Sugar Maple	\$280.00	\$560.00	2	\$280.00	\$280.00
				\$3,920.00	14	\$1,960.00	\$1,960.00

PARKWAY TREE REPLACEMENTS-2.5 INCH					
QUANTITY	DIAMETER	SPECIES	PLANTED PRICE PER TREE	TOTAL TREE COST	CITY COSTS
10	2.5"	American Linden	\$280.00	\$2,800.00	\$2,800.00
10	2.5"	Norway Maple	\$280.00	\$2,800.00	\$2,800.00
10	2.5"	Honeylocust Skyline	\$280.00	\$2,800.00	\$2,800.00
30	2.5"	Red Maple	\$280.00	\$8,400.00	\$8,400.00
20	2.5"	Chanticleer Pear	\$280.00	\$5,600.00	\$5,600.00
12	2.5"	Freeman Maple	\$280.00	\$3,360.00	\$3,360.00
15	2.5"	Sugar Maple	\$280.00	\$4,200.00	\$4,200.00
107				\$29,960.00	\$29,960.00

PARKWAY TREE REPLACEMENTS 75 STREETS-4 INCH					
QUANTITY	DIAMETER	SPECIES	PLANTED PRICE PER TREE	TOTAL TREE COST	CITY COSTS
0	4"	American Linden	\$375.00	\$0.00	\$0.00
1	4"	Norway Maple	\$375.00	\$375.00	\$375.00
1	4"	Thornless Honeylocust	\$375.00	\$375.00	\$375.00
1	4"	Red Maple	\$375.00	\$375.00	\$375.00
1	4"	Chanticleer Pear	\$375.00	\$375.00	\$375.00
1	4"	Freeman Maple	\$375.00	\$375.00	\$375.00
0	4"	Sugar Maple	\$375.00	\$0.00	\$0.00
5				\$1,875.00	\$1,875.00

	TOTAL TREE COST	2.5 INCH PARKWAY TREE REPLACEMENT CITY COSTS	4-INCH 75th Street AND PARKWAY TREES CITY COSTS	CITY COST 50/50 PROGRAM	RESIDENT COST 50/50 PROGRAM
TOTAL TREE PROGRAM COST	\$ 35,755.00	\$ 29,960.00	\$ 1,875.00	\$ 1,960.00	\$ 1,960.00

ACCOUNT NUMBER	ACCOUNT DESCRIPTION	FY 18/19 BUDGET	PROPOSED EXPENDITURE	REINBURSEMENT	PROPOSED BALANCE
01-30-4350	FORESTRY-RESIDENTIAL 50/50 PROGRAM - AND PARKWAY REPLACEMENTS City Expense	\$4,900.00	\$3,920.00	N/A	\$80.00
01-30-4350	FORESTRY-RESIDENTIAL 50/50 PROGRAM - Resident Reimbursement Expense	\$2,000.00	N/A	\$1,960.00	\$40.00
01-30-4350	Forestry - Parkway Replacement Trees-City Removals	\$30,000.00	\$29,960.00	N/A	\$40.00
01-30-4350	Forestry -Replacement Trees - 75th Street	\$2,000.00	\$1,875.00	N/A	\$125.00
TOTALS		\$38,000.00	\$35,755.00	\$1,960.00	\$285.00

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE MAYOR TO ACCEPT THE UNIT PRICE PROPOSAL FROM RAMIRO GUZMAN LANDSCAPING, INC. PURCHASE AND INSTALLATION OF THE 50/50 PARKWAY TREE PROGRAM AND THE PARKWAY TREE REPLACEMENT PROGRAM IN AN AMOUNT NOT TO EXCEED \$35,755.00

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DARIEN, DU PAGE COUNTY, ILLINOIS, as follows:

SECTION 1: The City Council of the City of Darien hereby authorizes the Mayor and City Clerk to accept the unit price proposal from Ramiro Guzman Landscaping, Inc. for the purchase and installation of the 50/50 Parkway Tree Program and the Parkway Tree Replacement Program in an amount not to exceed \$35,755.00, a copy of which is attached hereto as **“Exhibit A”**.

SECTION 2: This Resolution shall be in full force and effect from and after its passage and approval as provided by law.

PASSED BY THE CITY COUNCIL OF THE CITY OF DARIEN, DU PAGE COUNTY, ILLINOIS, this 4th day of September, 2018.

AYES: _____

NAYS: _____

ABSENT: _____

APPROVED BY THE MAYOR OF THE CITY OF DARIEN, DU PAGE COUNTY, ILLINOIS, this 4th day of September, 2018.

KATHLEEN MOESLE WEAVER, MAYOR

ATTEST:

JOANNE E. RAGONA, CITY CLERK

APPROVED AS TO FORM

CITY ATTORNEY

CITY OF DARIEN

CONTRACT

This Contract is made this _____ day of _____, 20__ by and between the City of Darien (hereinafter referred to as the "CITY") and _____ (hereinafter referred to as the "CONTRACTOR").

WITNESSETH

In consideration of the promises and covenants made herein by the CITY and the CONTRACTOR (hereinafter referred to collectively as the "PARTIES"), the PARTIES agree as follows:

SECTION 1: THE CONTRACT DOCUMENTS: This Contract shall include the following documents (hereinafter referred to as the "CONTRACT DOCUMENTS") however this Contract takes precedence and controls over any contrary provision in any of the CONTRACT DOCUMENTS. The Contract, including the CONTRACT DOCUMENTS, expresses the entire agreement between the PARTIES and where it modifies, adds to or deletes provisions in other CONTRACT DOCUMENTS; the Contract's provisions shall prevail. Provisions in the CONTRACT DOCUMENTS unmodified by this Contract shall be in full force and effect in their unaltered condition.

- The Invitation to Bid
- The Instructions to the Bidders
- This Contract
- The Terms and Conditions
- The Bid as it is responsive to the CITY'S bid requirements
- All Certifications required by the City
- Certificates of insurance

Performance and Payment Bonds as may be required by the CITY

SECTION 2: SCOPE OF THE WORK AND PAYMENT: The CONTRACTOR agrees to provide labor, equipment and materials necessary to provide the services as described in the CONTRACT DOCUMENTS and further described below:

Tree Planting and Mulching for parkways within the City of Darien and Tree Planting and Mulching for private properties-Unit Pricing

(Hereinafter referred to as the "WORK") and the CITY agrees to pay the CONTRACTOR pursuant to the provisions of the Local Government Prompt Payment Act (50 ILCS 505/1 *et seq.*) the following amount for performance of the described unit prices.

SECTION 3: ASSIGNMENT: CONTRACTOR shall not assign the duties and obligations involved in the performance of the WORK which is the subject matter of this Contract without the written consent of the CITY.

SECTION 4: TERM OF THE CONTRACT: This Contract shall commence on the date of its execution. The WORK shall commence upon receipt of a Notice to Proceed and continue expeditiously for 30 days from that date until final completion. This Contract shall terminate upon completion of the WORK, but may be terminated by either of the PARTIES for default upon failure to cure after ten (10) days prior written notice of said default from the aggrieved PARTY. The CITY, for its convenience, may terminate this Contract with thirty (30) days prior written notice.

SECTION 5: INDEMNIFICATION AND INSURANCE: The CONTRACTOR shall indemnify and hold harmless the CITY, PARK DISTRICT, its officials, officers, directors, agents, employees and representatives and assigns, from lawsuits, actions, costs (including attorneys' fees), claims or liability of any character, incurred due to the alleged negligence of the CONTRACTOR, brought because of any injuries or damages received or sustained by any person, persons or property on account of any act or omission, neglect or misconduct of said CONTRACTOR, its officers, agents and/or employees arising out of, or in performance of any of the provisions of the CONTRACT DOCUMENTS, including any claims or amounts recovered for any infringements of

patent, trademark or copyright; or from any claims or amounts arising or recovered under the "Worker's Compensation Act" or any other law, ordinance, order or decree. In connection with any such claims, lawsuits, actions or liabilities, the CITY, its officials, officers, directors, agents, employees, representatives and their assigns shall have the right to defense counsel of their choice. The CONTRACTOR shall be solely liable for all costs of such defense and for all expenses, fees, judgments, settlements and all other costs arising out of such claims, lawsuits, actions or liabilities. The Contractor shall not make any settlement or compromise of a lawsuit or claim, or fail to pursue any available avenue of appeal of any adverse judgment, without the approval of the City and any other indemnified party. The City or any other indemnified party, in its or their sole discretion, shall have the option of being represented by its or their own counsel. If this option is exercised, then the Contractor shall promptly reimburse the City or other indemnified party, upon written demand, for any expenses, including but not limited to court costs, reasonable attorneys' and witnesses' fees and other expenses of litigation incurred by the City or other indemnified party in connection therewith. Execution of this Contract by the CITY is contingent upon receipt of Insurance Certificates provided by the CONTRACTOR in compliance with the CONTRACT DOCUMENTS.

SECTION 6: COMPLIANCE WITH LAWS: The bidder shall at all times observe and comply with all laws, ordinances and regulations of the federal, state, local and City governments, which may in any manner affect the preparation of bids or the performance of the Contract. Bidder hereby agrees that it will comply with all requirements of the Illinois Human Rights Act, 775 ILCS 5/1-101 et seq., including the provision dealing with sexual harassment and that if awarded the Contract will not engage in any prohibited form of discrimination in employment as defined in that Act and will require that its subcontractors agree to the same restrictions. The contractor shall maintain, and require that its subcontractors maintain, policies of equal employment opportunity which shall prohibit discrimination against any employee or applicant for employment on the basis of race, religion, color, sex, national origin, ancestry, citizenship status, age, marital status, physical or mental disability unrelated to the individual's ability to perform the essential functions of the job, association with a person with a disability, or unfavorable discharge from military service. Contractors and all subcontractors shall comply with all requirements of the Act and of the Rules of the Illinois Department of Human Rights with regard to posting information on employees' rights under the Act. Contractors and all subcontractors shall place appropriate statements identifying their companies as equal opportunity employers in all advertisements for workers to be employed in work to be performed. Contractor and subcontractors shall be required to comply with all applicable federal laws, state laws and regulations regarding minimum wages, limit on payment to minors, minimum fair wage standards for minors, payment of wage due employees, and health and safety of employees. Contractor and subcontractor are required to pay employees all rightful salaries, medical benefits, pension and social security benefits pursuant to applicable labor agreements and federal and state statutes and to further require withholdings and deposits therefore. The CONTRACTOR shall obtain all necessary local and state licenses and/or permits that may be required for performance of the WORK and provide those licenses to the CITY prior to commencement of the WORK if applicable.

SECTION 7: NOTICE: Where notice is required by the CONTRACT DOCUMENTS it shall be considered received if it is delivered in person, sent by registered United States mail, return receipt requested, delivered by messenger or mail service with a signed receipt, sent by facsimile or e-mail with an acknowledgment of receipt, to the following:

City of Darien
1702 Plainfield Road
Darien, IL 60561
Attn: Director of Municipal Services

SECTION 8: STANDARD OF SERVICE: Services shall be rendered to the highest professional standards to meet or exceed those standards met by others providing the same or similar services in the Chicagoland area. Sufficient competent personnel shall be provided who with supervision shall

complete the services required within the time allowed for performance. The CONTRACTOR'S personnel shall, at all times present a neat appearance and shall be trained to handle all contact with City residents or City employees in a respectful manner. At the request of the City Administrator or a designee, the CONTRACTOR shall replace any incompetent, abusive or disorderly person in its employ.

SECTION 9: PAYMENTS TO OTHER PARTIES: The CONTRACTOR shall not obligate the CITY to make payments to third parties or make promises or representations to third parties on behalf of the CITY without prior written approval of the City Administrator or a designee.

SECTION 10: COMPLIANCE: CONTRACTOR shall comply with all of the requirements of the Contract Documents, including, but not limited to, all other applicable local, state and federal statutes, ordinances, codes, rules and regulations.

SECTION 11: LAW AND VENUE: The laws of the State of Illinois shall govern this Contract and venue for legal disputes shall be DuPage County, Illinois.

SECTION 12: MODIFICATION: This Contract may be modified only by a written amendment signed by both PARTIES.

FOR: THE CITY

FOR: THE CONTRACTOR

By: _____

by:  _____

Print Name: _____

Print Name: Ramiro Gomez

Title: Mayor

Title: President

Date: _____

Date: 7/20/16

SECTION II

BIDDER SUMMARY SHEET

Tree Planting and Mulching for parkways within the City of Darien and Tree Planting and Mulching for private properties-Unit Pricing 2018

IN WITNESS WHEREOF, the parties hereto have executed this Bid as of date shown below.

Firm Name: Ramiro Guzman Landscaping, Inc

Address: 17146 S. Lily Circle Rd.

City, State, Zip Code: Plainfield, NJ 07054

Contact Person: Ramiro Guzman

FEIN #: 26-2437906

Phone: (815) 782-5900 Fax: (815) 782-5880

E-mail Address: Ramiro.Guzman.Landscaping@Comcast.net

RECEIPT OF ADDENDA: The receipt of the following addenda is hereby acknowledged:

Addendum No. _____, Dated _____

Addendum No. _____, Dated _____

Regina Kokkinis

From: Ramiro Guzman <rglil@outlook.com>
Sent: Wednesday, August 1, 2018 8:53 AM
To: Dan Gombac
Cc: Regina Kokkinis; Kris Throm; John Carr
Subject: Re: Bid Tab-Tree Planting Program 4-inch trees

Yes, we will be supplying 4" Cal. Trees.

Thank you,

Ramiro A. Guzman (Tony)
Manager

Ramiro Guzman Landscaping, Inc.
Excellence In Exteriors™
O: (815) 782-5900 | F: (815) 782-5880
RamiroGuzmanLandscaping.com

On Jul 31, 2018, at 3:28 PM, Dan Gombac <dgombac@darienil.gov> wrote:

Good afternoon Tony,

The 2018 tree planting quote was reviewed and tallied. Ramiro Guzman Landscaping Inc is the lowest competitive bidder and upon review it was identified that a "3" was added to the specification for the 4-inch caliper trees, see attached. As per our conversation this afternoon, please confirm that you will be supplying 4 inch diameter trees as per the bid spec.

Sincerely,

Daniel Gombac
Director of Municipal Services
630-353-8106

To receive important information from the City of Darien sign up for our electronic newsletter:

DARIEN DIRECT CONNECT

Follow the link below and subscribing is simple!

<http://www.darien.il.us/Departments/Administration/CityNews.html>

<Mail Attachment.eml>

CITY OF DARIEN TREE QUOTE -- PARKWAYS

VARIABLE QUANTITY	DIAMETER	SPECIES	PRICE PER TREE PLANTED
1-10	3" - 4"	American Linden	\$ 375
11-20	3" - 4"	American Linden	\$ 375
1-10	3" - 4"	Norway Maple	\$ 375
11-20	3" - 4"	Norway Maple	\$ 375
1-10	3" - 4"	Thornless Honeylocust	\$ 375
11-20	3" - 4"	Thornless Honeylocust	\$ 375
1-10	3" - 4"	Red Maple	\$ 375
11-20	3" - 4"	Red Maple	\$ 375
1-10	3" - 4"	Chanticleer Pear	\$ 375
11-20	3" - 4"	Chanticleer Pear	\$ 375
1-10	3" - 4"	Froeman Maple	\$ 375
11-20	3" - 4"	Froeman Maple	\$ 375
1-10	3" - 4"	Sugar Maple	\$ 375
11-20	3" - 4"	Sugar Maple	\$ 375
11-20	2.5"	American Linden	\$ 280
1-10	2.5"	Norway Maple	\$ 280
11-20	2.5"	Norway Maple	\$ 280
1-10	2.5"	Honeylocust Skyline	\$ 280
11-20	2.5"	Honeylocust Skyline	\$ 280
1-10	2.5"	Red Maple	\$ 280
11-20	2.5"	Red Maple	\$ 280
1-10	2.5"	Chanticleer Pear	\$ 280
11-20	2.5"	Chanticleer Pear	\$ 280

1-10	2.5"	Freeman Maple	\$ 280
11-20	2.5"	Freeman Maple	\$ 280
1-10	2.5"	Sugar Maple	\$ 280
11-20	2.5"	Sugar Maple	\$ 280
1-15	6-foot high	Colorado Blue Spruce	\$ 280
A Sub Total Cost Parkway			\$ 9,170

CITY OF DARIEN TREE QUOTE - PRIVATE

VARIABLE QUANTITY	DIAMETER	SPECIES	PRICE PER TREE PLANTED
1-20	2.5"	American Linden	\$ 280
1-20	2.5"	Norway Maple	\$ 280
1-20	2.5"	Honeylocust Skyline	\$ 280
1-20	2.5"	Red Maple	\$ 280
1-20	2.5"	Chanticleer Pear	\$ 280
1-20	2.5"	Aristocrat Pear	\$ 280
1-20	2.5"	Swamp White Oak	\$ 280
1-20	2.5"	Freeman Maple	\$ 280
1-20	2.5"	Sugar Maple	\$ 280
1-20	2.5"	Kentucky Coffeetree	\$ 280
1-20	2.5"	Purple Maple	\$ 280
1-20	2.5"	Northern Red Oak	\$ 280
1-20	2.5"	Littleleaf Linden	\$ 280
1-20	2.5"	Smoothleaf Elm	\$ 280
B. Sub Total Cost Private Property			\$ 3,920

CITY OF DARIEN TREE QUOTE - PARKWAYS

VARIABLE QUANTITY	DIAMETER	SPECIES	PRICE PER TREE PLANTED
1-10	3" - 4"	American Linden	\$ 375
11-20	3" - 4"	American Linden	\$ 375
1-10	3" - 4"	Norway Maple	\$ 375
11-20	3" - 4"	Norway Maple	\$ 375
1-10	3" - 4"	Thornless Honeylocust	\$ 375
11-20	3" - 4"	Thornless Honeylocust	\$ 375
1-10	3" - 4"	Red Maple	\$ 375
11-20	3" - 4"	Red Maple	\$ 375
1-10	3" - 4"	Chanticleer Pear	\$ 375
11-20	3" - 4"	Chanticleer Pear	\$ 375
1-10	3" - 4"	Freeman Maple	\$ 375
11-20	3" - 4"	Freeman Maple	\$ 375
1-10	3" - 4"	Super Maple	\$ 375
11-20	3" - 4"	Super Maple	\$ 375
11-20	2.5"	American Linden	\$ 280
1-10	2.5"	Norway Maple	\$ 280
11-20	2.5"	Norway Maple	\$ 280
1-10	2.5"	Honeylocust Skyline	\$ 250
11-20	2.5"	Honeylocust Skyline	\$ 280
1-10	2.5"	Red Maple	\$ 280
11-20	2.5"	Red Maple	\$ 280
1-10	2.5"	Chanticleer Pear	\$ 280
11-20	2.5"	Chanticleer Pear	\$ 280

1 - 10	2.5"	Freeman Maple	\$ 280
11 - 20	2.5"	Freeman Maple	\$ 280
1 - 10	2.5"	Sugar Maple	\$ 280
11 - 20	2.5"	Sugar Maple	\$ 280
1 - 15	6-foot high	Colorado Blue Spruce	\$ 280
A. Sub Total Cost Parkway			\$ 9,170

CITY OF DARIEN TREE QUOTE - PRIVATE

VARIABLE QUANTITY	DIAMETER	SPECIES	PRICE PER TREE PLANTED
1 - 20	2.5"	American Linden	\$ 280
1 - 20	2.5"	Norway Maple	\$ 280
1 - 20	2.5"	Honeylocust Skyline	\$ 280
1 - 20	2.5"	Red Maple	\$ 280
1 - 20	2.5"	Chanticleer Pear	\$ 280
1 - 20	2.5"	Aristocrat Pear	\$ 280
1 - 20	2.5"	Swamp White Oak	\$ 280
1 - 20	2.5"	Freeman Maple	\$ 280
1 - 20	2.5"	Sugar Maple	\$ 280
1 - 20	2.5"	Kentucky Coffeetree	\$ 280
1 - 20	2.5"	Purple Maple	\$ 280
1 - 20	2.5"	Northern Red Oak	\$ 280
1 - 20	2.5"	Littleleaf Linden	\$ 280
1 - 20	2.5"	Smoothleaf Elm	\$ 280
E. Sub Total Cost Private Property			\$ 3,920

**MINUTES
CITY OF DARIEN
MUNICIPAL SERVICES COMMITTEE MEETING
July 23, 2018**

PRESENT: Alderman Thomas Belczak, Alderman Thomas Chlystek, Dan Gombac – Director
ABSENT: Alderman Joseph Marchese–Chairman

ESTABLISH QUORUM

Acting Chairman Thomas Belczak called the meeting to order at 6:30 p.m. at City Hall Council Chambers, Darien, Illinois and declared a quorum present.

NEW BUSINESS

- a. Ordinance - Approval of an ordinance adopting the updated editions of selected building codes.**

Mr. Dan Gombac, Director reported that approval adopting updated editions of selected building codes is done every 3-4 years. He reported that the biggest control is the Fire District wanting to sprinkler new homes which is an added expense to homeowners.

Mr. Gombac highlighted the updates noted in the agenda memo.

There was no one in the audience wishing to present public comment.

Alderman Chlystek made a motion and it was seconded by Alderman Belczak approval of an ordinance adopting the updated editions of selected building codes.

Upon voice vote, THE MOTION CARRIED UNANIMOUSLY 2-0.

- b. PZC 2018-05 801 Plainfield Road, Petitioner seeks approval of a special use zoning permit to operate an eating establishment with a bar serving alcohol as lessee of Suite 12 at 801 Plainfield Road.**

Mr. Dan Gombac, Director reported that the VFW is requesting approval of a special use for an eating establishment within the B-1 District which does not allow drinking only. He reported that the hours of operation will be 11 am - 11 pm and that the proposal meets the Codes and setbacks.

Mr. Gombac reported that Mr. Matt Goodwin, Quartermaster for the VFW attended the PZC meeting and that the PZC voted in favor of the special use permit. He reported that previously the VFW had a liquor license at Heritage Plaza with no gaming.

There was some discussion from the Committee regarding the location of the VFW and gambling.

There was no one in the audience wishing to present public comment.

Alderman Chlystek made a motion and it was seconded by Alderman Belczak approval of a special use zoning permit to operate an eating establishment with a bar serving alcohol as lessee of Suite 12 at 801 Plainfield Road.

Upon voice vote, THE MOTION SPLIT 1-1. Alderman Chlystek voted Nay.

Acting Chairman Belczak stated that this would be forwarded to the City Council on August 6, 2018 under New Business.

- c. Resolution - Approval of a resolution accepting a proposal from Aqua Fiori, Inc. for the purchase and installation of an irrigation system for the City of Darien, 1702 and 1710 Plainfield Road in an amount not to exceed \$11,950.00.**

Mr. Dan Gombac, Director reported that currently staff is spending many hours attempting to irrigate the landscaping using garden hoses. He reported that the proposed irrigation system would promote landscape upkeep.

Mr. Gombac reported on Phase One and Phase Two irrigation system as noted in the agenda memo recommending Aqua Fiori, Inc. for the purchase and installation of an irrigation system for the City of Darien, 1702 and 1710 Plainfield Road in an amount not to exceed \$11,950.00.

There was no one in the audience wishing to present public comment.

Alderman Chlystek made a motion and it was seconded by Alderman Belczak approval of a resolution accepting a proposal from Aqua Fiori, Inc. for the purchase and installation of an irrigation system for the City of Darien, 1702 and 1710 Plainfield Road in an amount not to exceed \$11,950.00.

Upon voice vote, THE MOTION CARRIED UNANIMOUSLY 2-0.

- d. Minutes – June 25, 2018 Municipal Services Committee**

Alderman Belczak made a motion and it was seconded by Alderman Chlystek approval of the minutes of the June 25, 2018 Municipal Services Committee Meeting.

Upon voice vote, THE MOTION CARRIED UNANIMOUSLY 2-0.

DIRECTOR'S REPORT

Mr. Dan Gombac, Director reported that staff is replacing the street green banners. He reported that they looked better on the computer screen and that they are being replaced for \$800.

Alderman Chlystek stated that he would like to see before and after photos of the projects.

Mr. Gombac reported that before and after photos of projects has been done in the past and provided to the Council.

Alderman Belczak stated that he received an email from a resident asking about a red post in the easement near his home. Mr. Gombac reported that this is a ComEd post and that he will be happy to respond to the resident.

NEXT SCHEDULED MEETING

Acting Chairperson Belczak announced that the next Meeting is scheduled for Monday, August 27, 2018.

ADJOURNMENT

With no further business before the Committee, Alderman Chlystek made a motion and it was seconded by Alderman Belczak to adjourn. Upon voice vote, THE MOTION CARRIED unanimously and the meeting adjourned at 6:59 p.m.

RESPECTFULLY SUBMITTED:

**Joseph Marchese
Chairman**

**Thomas Belczak
Alderman**

**Thomas Chlystek
Alderman**