BOARD OF TRUSTEES
SAMUEL E. DEAN BOARD ROOM
BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS
630-368-5000

Regular Meeting
Tuesday, July 14, 2026
7:00 PM

"Please be advised that any proposed documents attached hereto are in draft form and vary from the final versions which are adopted at the meeting as set forth herein."

1. CALL TO ORDER

2. ROLL CALL

3. PRESIDENT'S OPENING COMMENTS

   A. Annual Auditor's ACFR Presentation

4. PUBLIC COMMENTS

5. APPROVAL OF MINUTES

   A. Special Board of Trustees Meeting Minutes of June 16, 2026

   B. Regular Executive Meeting Minutes of May 12, 2026

6. CONSENT AGENDA

All items on the Consent Agenda are considered to be routine in nature and will be enacted in one motion. There will be no separate discussion of these items unless a Board member so requests, in which event, the item will be removed from the Consent Agenda and considered as the first item after approval of the Consent Agenda.

A. Accounts Payable for Period Ending: June 24, 2026 - $895,322.35
Accounts Payable for Period Ending: July 8, 2026 - $2,940,034.02

1. LEGAL SERVICES:

a) Lamp Law LLC - Legal Services - May 2026 - $3,333.33 (FY26 YTD - $16,666.65)

b) Ottosen DiNolfo Hasenbalg & Castaldo, Ltd. - Legal Services - May 2026 - $26,287.65 (FY26 YTD - $126,727.90)

TOTAL LEGAL BUDGET FOR 2026 - $838,399.96
TOTAL LEGAL BILLS PAID FOR 2026 - YTD - $326,588.85

2. Double D Booking Inc.- 2026 Taste of Oak Brook Bands and Kids Entertainment - $30,910.00

3. DuPage Water Commission - Water Consumption - May 2026 - $539,777.27

4. Enterprise FM Trust - Vehicle Leases - June 2026 - $45,604.01

5. Civiltech Engineering, Inc. - Engineering Services for Saddle Brook Watermain, Storm Sewer & Roadway Improvements - $36,859.20

6. Civiltech Engineering, Inc. - Village of Oak Brook In-House Civil Engineering Services - May 2026 - $21,648.65

7. Engineering Resource Associates, Inc. - Ginger Creek WM Storm Sewer Improvements Project - $29,444.22

8. Dahme Mechanical Industries, Inc. - Water Delivery Structures Chlorine System Upgrades - Pay App 6 & 7 - $214,200.00

9. Trine Construction Corporation - Ginger Creek Water Main and Storm Water Improvements Project - Pay Req #4 - $1,865,173.99

10. EZA Engineering PLLC - Professional Engineering Services - June 2026 - $31,568.09

11. Chicagoland Pool Management - August 1 Payment on Pool Management Contract - $47,946.20

12. Illinois Counties Risk Management Trust - Liability Insurance Premium - $351,362.00

13. HFS Bureau of Fiscal Operations - GEMT - Refund GEMT Q1 2026 - $57,741.48

B. Approval of Payroll Paydate: June 25, 2026 - $1,031,601.60
July 9, 2026 - $1,079,526.43

C. Village of Oak Brook – Monthly Financial Reports - May 2026

D. Authorization to Seek Bids or Proposals or Negotiate Contracts:

1. HVAC Replacement/Authorization to Bid for the Heritage Center

E. Development Services Referrals

1. Referral - 3608 & 3610 York Road Final Plat of Consolidation and Lot Size Variation

2. Referral Preliminary Plat of Subdivision and Lot Width Variation – 3804 Adams Road

7. ITEMS REMOVED FROM CONSENT AGENDA

8. BOARDS AND COMMISSION RECOMMENDATION

A. Ordinances & Resolutions

1. Ordinance S-1747, An Ordinance Approving the Final Plat of Subdivision for the Property Commonly Known as 2715, 2815, 2915 Jorie Blvd, Oak Brook, IL 60523

B. Planned Development - Murphy Development Group, LLC - Lot 2 of Franklin North Subdivision (1315 16th Street)

C. Planned Development – GTZ – Amazon Project – Butterfield Road

9. ACTIVE BUSINESS

A. Ordinances & Resolutions

1. Resolution R-2362, A Resolution Authorizing and Approving the Award of Contract to Fox Excavating, Batavia, Illinois, for Route 83 at I-88 Water Main Replacement Project

2. Resolution R-2375, A Resolution To Waive Further Bidding and Authorize Staff to Issue a Purchase Order to O'Leary's Contractors Equipment and Supply, of Chicago, Illinois, for One SkyJack Scissor Lift

3. Resolution R-2376, A Resolution Approving and Authorizing Staff to Issue a Purchase Order to Stryker Emergency Care, Kalamazoo, MI, for the Purchase of one (1) Lucas 3, V3.1 Chest Compression System, Associated Accessories, and Standard One-Year Warranty

10. BOARD UPDATES

11. ADJOURNMENT

In accord with the provisions of the American with Disabilities Act, any individual who is in need of a reasonable accommodation in order to participate in or benefit from attendance at this public meeting should contact the Butler Government Center (Village Hall), at 630-368-5010 as soon as possible before the meeting date.

ITEM 5.B.
BOARD OF TRUSTEES MEETING
SAMUEL E. DEAN BOARD ROOM
BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS
630-368-5000

AGENDA ITEM

Board of Trustees Regular Meeting
of
July 14, 2026

SUBJECT: Regular Executive Meeting Minutes of May 12, 2026

FROM: Netasha Scarpiniti, Clerk

BUDGET SOURCE/BUDGET IMPACT: N/A

RECOMMENDED MOTION: I move that the Village Board approve the Executive Meeting Minutes of May 12, 2026

Background/History:
The Open Meetings Act requires that all public bodies shall keep written minutes of all their meetings, whether open or closed. The public body shall periodically, but no less than semi-annually, meet to review minutes of all closed sessions that have not been released to the public. At this time, the Executive Minutes of May 12, 2026, are ready to be approved as written on July 14, 2026 but are not ready to be released to the Public. This set of minutes was distributed at the June 16, 2026, executive session meeting, where there was a consensus to bring them to the open session for approval.

Recommendation:
Staff recommends that the Village Board approve the Executive Meeting Minutes of May 12, 2026.

Attachments:
None

Approval for Payroll Paydate: 06/25/26

Total Gross Payroll			**$**	**716,855.14**
Employee Deductions:				
Illinois Municipal Retirement Fund	$	15,077.26		
Police Pension Fund**	$	19,973.42		
Fire Pension Fund	$	13,705.99		
Federal Tax Withholding	$	74,486.81		
State Tax Withholding	$	30,322.03		
Social Security and Medicare	$	28,753.02		
ICMA/NACO/457	$	35,963.50		
Court Orders	$	530.00		
Insurance Contributions*	$	25,282.72		
Aflac Contributions	$	788.76		
Mo Vol Life	$	538.38		
Police Union Dues	$	-		
Fire Union Dues	$	1,401.64		
Public Works Union Dues	$	994.59		
125-Medical/Dependent Care	$	2,448.53		
Total Employee Deductions				**250,266.65**
Net Payroll			**$**	**466,588.49**
Village Expenses:				
Police Pension	$	83,152.69		
Fire Pension	$	80,380.17		
IMRF Pension	$	22,327.36		
Insurance Contributions*	$	100,133.22		
Social Security and Medicare	$	28,753.02		
Total Village Expenses				**314,746.46**
Total Payroll (Gross Payroll plus Village Expenses)			**$**	**1,031,601.60**

*Includes Health Savings Account (HSA) Contributions

**Includes Employee Buyback Prior Service Contributions

Payroll Date: 06/25/26

Employee Deductions		Pension Deduction	Salary by Pension Plan	Percent of Pensionable Salary**
	Police	$ 19,973.42	$ 205,289.17	9.729%
	Fire	13,705.99	144,959.73	9.455%
	IMRF	10,400.95	231,131.92	4.500%
	Non-Pensionable	-	-	0.000%
		$ 44,080.36	$ 581,380.82	

Village Payment into Pensions		Village Contribution	Percent of Payroll*	Percent "Match" of what Employee Contributes
	Police	$ 83,152.69	41.45%	426.0%
	Fire	80,380.17	55.45%	586.5%
	IMRF	22,327.36	9.66%	214.7%
		$ 185,860.22		

*Police and Fire Village contribution rates reflect the State minimum funding requirements. The rates to match 100% funding by 2040 are 51.5% for Police and 67.3% for Fire.

**Includes Employee Buyback Prior Service Contributions

Approval for Payroll Paydate: 07/09/26

Total Gross Payroll			**$**	**760,228.13**
Employee Deductions:				
Illinois Municipal Retirement Fund	$	15,610.17		
Police Pension Fund**	$	20,224.16		
Fire Pension Fund	$	13,851.86		
Federal Tax Withholding	$	90,919.25		
State Tax Withholding	$	32,581.33		
Social Security and Medicare	$	29,587.02		
ICMA/NACO/457	$	32,150.13		
Court Orders	$	530.00		
Insurance Contributions*	$	25,492.97		
Aflac Contributions	$	788.76		
Mo Vol Life	$	538.38		
Police Union Dues	$	1,728.00		
Fire Union Dues	$	1,410.50		
Public Works Union Dues	$	994.59		
125-Medical/Dependent Care	$	2,448.53		
Total Employee Deductions				**268,855.65**
Net Payroll			**$**	**491,372.48**
Village Expenses:				
Police Pension	$	84,201.45		
Fire Pension	$	81,235.67		
IMRF Pension	$	23,206.80		
Insurance Contributions*	$	101,067.19		
Social Security and Medicare	$	29,587.19		
Total Village Expenses				**319,298.30**
Total Payroll (Gross Payroll plus Village Expenses)			**$**	**1,079,526.43**

*Includes Health Savings Account (HSA) Contributions

**Includes Employee Buyback Prior Service Contributions

Payroll Date: 07/09/26

Employee Deductions		Pension Deduction	Salary by Pension Plan	Percent of Pensionable Salary**
	Police	$ 20,224.16	$ 207,607.30	9.742%
	Fire	13,851.86	146,502.59	9.455%
	IMRF	10,810.63	240,236.06	4.500%
	Non-Pensionable	-	-	0.000%
		$ 44,886.65	$ 594,345.95	

Village Payment into Pensions		Village Contribution	Percent of Payroll*	Percent "Match" of what Employee Contributes
	Police	$ 84,201.45	41.45%	425.5%
	Fire	81,235.67	55.45%	586.5%
	IMRF	23,206.80	9.66%	214.7%
		$ 188,643.92		

*Police and Fire Village contribution rates reflect the State minimum funding requirements. The rates to match 100% funding by 2040 are 51.5% for Police and 67.3% for Fire.

**Includes Employee Buyback Prior Service Contributions

VILLAGE

OF

OAK BROOK

MONTHLY FINANCIAL REPORTS

MAY 2026



Executive Summary on Village Funds

Through May 31, 2026

Governmental Funds	YTD Revenues	YTD Expenditures	YTD Net Fund Increase (Decrease)	Estimated YTD Ending Fund Balance (Deficit)
General Fund (Major Fund) *Main operating fund of the Village.*	$ 16,596,022	$ 12,861,286	$ 3,734,737	$ 46,881,059
Hotel Fund (Major Fund) *Collects and spends resources from the 3% hotel/motel tax.*	$ 819,403	$ 353,251	$ 466,152	$ 6,642,212
Motor Fuel Tax Fund *Collects and spends resources from the State motor fuel tax.*	$ 189,398	$ 58,856	$ 130,543	$ 2,912,803
Infrastructure Fund (Major Fund) *Accounts for construction and maintenance of roadways, drainage, and safety path systems.*	$ 4,831,716	$ 1,248,251	$ 3,583,465	$ 31,464,862
Enterprise Funds				
Water Fund (Major Fund) *Collects user fees for the distribution of water and maintenance of infrastructure.*	$ 4,776,403	$ 4,981,618	$ (205,215)	$ 24,109,591
Sports Core Fund (Major Fund) *Accounts for revenues and expenses relating to administration, programs, food and beverage operations, and golf course.*	$ 2,536,912	$ 2,066,574	$ 470,338	$ 4,303,419
Internal Service Funds				
Insurance Fund *Accounts for the Village's health insurance costs and the related contributions from the Village, employees, retirees, and other agencies.*	$ 1,353,885	$ 1,375,659	$ (21,774)	$ 329,850
Garage Fund *Accounts for the maintenance of the Village's vehicle fleet and the related departmental reimbursements.*	$ 283,255	$ 308,831	$ (25,576)	$ 552,326
Equipment Replacement Fund *Accounts for the replacement of the Village's vehicle fleet and the related departmental contributions.*	$ 627,367	$ 738,705	$ (111,339)	$ 3,739,961

Further information on the Village's major funds (as indicated above) can be found on the proceeding pages.

Village of Oak Brook
General Fund Financial Update
For the Period Ending May 31, 2026

	5/31/25 YTD Actual	5/31/26 YTD Actual	5/31/26 YTD Amended Budget	5/31/26 % of YTD Amended Budget	2026 Adopted Budget	Difference Prior Year
OPERATING REVENUES						
Sales Tax	$ 8,222,655	9,960,256	$ 7,708,333	129.2%	$ 18,500,000	$ 1,737,601
State Income Tax	747,842	769,535	645,753	119.2%	1,549,806	21,693
Replacement Tax	200,057	208,549	208,333	100.1%	500,000	8,492
Road & Bridge Tax	1	3,124	14,042	22.2%	33,700	3,123
Local Use Tax	82,575	29,199	120,833	24.2%	290,000	(53,376)
Cannabis Use Tax	5,352	5,656	5,769	98.0%	13,846	304
Grants	5,320	-	8,800	0.0%	21,120	(5,320)
Utility/Telecom. Tax	1,390,441	1,419,484	1,208,333	117.5%	2,900,000	29,043
Licenses and Permits	865,387	897,516	1,011,838	88.7%	2,428,410	32,130
Charges for Services	758,696	1,176,349	851,688	138.1%	2,044,050	417,652
Investment Interest	559,986	698,450	583,333	119.7%	1,400,000	138,465
Miscellaneous Income	262,351	268,143	297,608	90.1%	714,260	5,791
Total Operating Revenues	**$ 13,100,664**	**$ 15,436,262**	**$ 12,664,663**	**121.9%**	**$ 30,395,192**	**$ 2,335,598**
OPERATING EXPENDITURES						
Personnel	$ 9,694,450	$ 10,001,847	$ 10,374,106	96.4%	$ 24,897,854	$ 307,396
Materials and Supplies	218,804	207,527	299,345	69.3%	718,429	$ (11,277)
Operation and Contract	2,760,789	2,561,595	2,892,275	88.6%	6,941,461	$ (199,194)
Other Expenditures	3,961	9,712	4,125	235.4%	9,900	$ 5,751
Capital Outlay	818,257	80,606	231,121	34.9%	554,690	$ (737,651)
Total Operating Expenditures	**$ 13,496,260**	**$ 12,861,286**	**$ 13,800,972**	**93.2%**	**$ 33,122,333**	**$ (634,975)**
SURPLUS (DEFICIT) OF REVENUES OVER EXPENDITURES	**$ (395,596)**	**$ 2,574,977**	**$ (1,136,309)**	**-226.6%**	**$ (2,727,141)**	**$ 2,970,573**
INTERFUND TRANSACTIONS						
Transfers In	$ -	$ -	$ -	N/A	$ -	$ -
Transfers Out				N/A		-
Reimbursements From Other Funds	837,940	1,159,760	1,159,764	100.0%	2,783,433	321,820
Reimbursements To Other Funds	-	-	-	N/A	-	-
Sports Core Loan				N/A	-	-
Total Interfund Transactions	**$ 837,940**	**$ 1,159,760**	**$ 1,159,764**	**100.0%**	**$ 2,783,433**	**$ 321,820**
NET FUND INCREASE (DECREASE)	**$ 442,344**	**$ 3,734,737**	**$ 23,455**		**$ 56,292**	**$ 3,292,393**

*Includes the collection of Income Tax, Use Tax, Road & Bridge Tax, Personal Property Replacement Tax, and Cannabis Use Tax.

Village of Oak Brook
Hotel Tax Fund Financial Update
For the Period Ending May 31, 2026

	5/31/25 YTD Actual	5/31/26 YTD Actual	5/31/26 YTD Amended Budget	5/31/26 % of YTD Amended Budget	2026 Adopted Budget	Difference Prior Year
OPERATING REVENUES						
Hotel Tax	$ 550,585	$ 586,346	$ 666,667	88.0%	$ 1,600,000	$ 35,761
Investment Interest	76,776	95,557	25,000	382.2%	60,000	18,782
Loan Interest	-	-	-	N/A	-	-
Miscellaneous	108,264	137,500	207,708		498,500	29,236
Total Operating Revenues	**$ 735,624**	**$ 819,403**	**$ 899,375**	**91.1%**	**$ 2,158,500**	**$ 83,779**
EXPENDITURES						
Personnel	$ 57,410	$ 59,698	$ 64,481	92.6%	$ 154,755	$ 2,288
Operation and Contract	105,693	172,510	462,808	37.3%	1,110,740	66,817
Other Expenditures	-	-	119,899	0.0%	287,758	-
Capital Outlay	39,069	1,148	354,188	0.3%	850,050	(37,920.67)
Total Expenditures	**$ 202,172**	**$ 233,356**	**$ 936,895**	**24.9%**	**$ 2,403,303**	**$ 28,896**
SURPLUS (DEFICIT) OF REVENUES OVER EXPENDITURES	**$ 533,452**	**$ 586,047**	**$ (102,001)**	**-574.5%**	**$ (244,803)**	**$ 54,882**
INTERFUND TRANSACTIONS						
Transfer Out	$ -	$ -	$ -	N/A	$ -	$ -
Reimbursements to Other Funds	(85,745)	(119,895)	119,899	-100.0%	287,758	(34,150)
Total Interfund Transactions	**$ (85,745)**	**$ (119,895)**	**$ 119,899**	**-100.0%**	**$ 287,758**	**$ (34,150)**
NET FUND INCREASE (DECREASE)	**$ 447,707**	**$ 466,152**	**$ 17,898**		**$ 42,955**	**$ 20,732**

Note - Expenditures are recorded in program 171.

Village of Oak Brook
Infrastructure Fund Financial Update
For the Period Ending May 31, 2026

	5/31/25 YTD Actual	5/31/26 YTD Actual	5/31/26 YTD Amended Budget	5/31/26 % of YTD Amended Budget	2026 Adopted Budget	Difference Prior Year
OPERATING REVENUES						
Non-Home Rule Sales Tax	$ 3,557,155	$ 4,388,375	$ 3,581,250	122.5%	$ 8,595,000	$ 831,220
Charges for Services	-		-	N/A		$ -
Investment Interest	303,462	443,341	208,333	212.8%	500,000	139,879
Grants	-		-	N/A		-
Miscellaneous	-		-	N/A		-
Total Operating Revenues	**$ 3,860,617**	**$ 4,831,716**	**$ 3,789,583**	**127.5%**	**$ 9,095,000**	**$ 971,099**
OPERATING EXPENDITURES						
Personnel	$ 14,120	$ 16,343	$ -	N/A	$ -	$ 2,223
Materials and Supplies	3,852	3,187	24,502	13.0%	58,804	(665)
Operation and Contract	494,158	811,881	1,584,041	51.3%	3,801,698	317,723
Other Expenditures	-	-	460,346	0.0%	1,104,830	-
Capital Outlay	542,482	39,830	3,836,876	1.0%	9,208,503	(502,652)
Total Operating Expenditures	**$ 1,054,613**	**$ 871,241**	**$ 5,905,764**	**14.8%**	**$ 14,173,835**	**$ (183,372)**
SURPLUS (DEFICIT) OF REVENUES OVER EXPENDITURES	**$ 2,806,004**	**$ 3,960,475**	**$ (2,116,181)**	**-187.2%**	**$ (5,078,835)**	**$ 1,154,471**
INTERFUND TRANSACTIONS						
Transfers In	$ -	$ -	$ -	N/A	$ -	$ -
Reimbursements From Other Funds	-	-	833,333	0.0%	2,000,000	-
Reimbursements To Other Funds	(292,460)	(377,010)	(460,346)	81.9%	(1,104,830)	(84,550)
Total Interfund Transactions	**$ (292,460)**	**$ (377,010)**	**$ 372,988**	**-101.1%**	**$ 895,170**	**$ (84,550)**
NET FUND INCREASE (DECREASE)	**$ 2,513,544**	**$ 3,583,465**	**$ (1,743,194)**		**$ (4,183,665)**	**$ 1,069,921**

Village of Oak Brook
Water Fund Financial Update
For the Period Ending May 31, 2026

	5/31/25 YTD Actual	5/31/26 YTD Actual	5/31/26 YTD Amended Budget	5/31/26 % of YTD Amended Budget	2026 Adopted Budget	Difference Prior Year
OPERATING REVENUES						
Plan Review Fees	$ 750	$ 75	$ 313	24.0%	$ 750	$ (675)
Building/Inspection Fees	-	-	-	N/A	-	-
Water Sales	3,331,133	3,881,645	5,170,417	75.1%	12,409,000	550,512
Unmetered Sales	15,304	15,676	16,667	94.1%	40,000	373
Water Connection Fees	53,590	23,690	25,000	94.8%	60,000	(29,900)
Fire Service Charge	-	-	-	N/A		-
Meter Charges	18,280	9,097	6,875	132.3%	16,500	(9,183)
Special Services	-	16,629	6,250	266.1%	15,000	16,629
Investment Interest	472,972	509,594	354,167	143.9%	850,000	36,622
Proceeds from Property Sale	-	-	-	N/A		-
Miscellaneous	53,025	319,998	31,250	1024.0%	75,000	266,972
Total Operating Revenues	**$ 3,945,053**	**$ 4,776,403**	**$ 5,610,938**	**85.1%**	**$ 13,466,250**	**$ 831,350**
OPERATING EXPENDITURES						
Personnel	$ 250,951	$ 263,530	$ 292,981	89.9%	$ 703,153	$ 12,579
Materials and Supplies	63,846	37,239	63,555	58.6%	152,532	(26,607)
Operation and Contract	2,021,940	2,086,308	3,338,992	62.5%	8,013,581	64,367
Other Expenditures	-	-	285,316	0.0%	684,758	-
Capital Outlay	371,695	2,309,222	2,507,179	92.1%	6,017,230	1,937,526
Total Expenditures	**$ 2,708,433**	**$ 4,696,298**	**$ 6,488,022**	**72.4%**	**$ 15,571,254**	**$ 1,987,865**
Surplus (Deficit) of Revenues Over Expenditures	**$ 1,236,620**	**$ 80,105**	**$ (877,085)**	**-9.1%**	**$ (2,105,004)**	**$ (1,156,515)**
INTERFUND TRANSACTIONS						
Reimbursements To Other Funds	$ (245,505)	$ (285,320)	$ (285,316)	100.0%	$ (684,758)	$ (39,815)
Total Interfund Transactions	**$ (245,505)**	**$ (285,320)**	**$ (285,316)**	**100.0%**	**$ (684,758)**	**$ (39,815)**
Fund Increase/(Decrease) - Budgetary Basis	**$ 991,115**	**$ (205,215)**	**$ (1,162,401)**		**$ (2,789,762)**	**$ (1,196,330)**

*Estimates based on historical year-end audit adjustments. Actual amounts are not measured and recorded until the end of the year.

Village of Oak Brook
Monthly Operating Statement
Sports Core Fund Consolidated Presentation
For the Period Ending May 31, 2026

	B&T Recreation Operations	Field Operations	Clubhouse Operations	Golf Club	5/31/26 YTD Total	5/31/26 YTD Amended Budget	5/31/26 % of YTD Amended Budget	2026 Adopted Budget	5/31/25 YTD Total	Difference Prior Year
OPERATING REVENUES										
Memberships	$ 623,800	$ -	$ -	$ 376,905	$ 1,000,705	$ 434,538	230.3%	1,042,890	$ 923,674	$ 77,031
Greens Fees	-	-	-	441,746	441,746	725,833	60.9%	1,742,000	409,274	32,472
Pro Shop Sales	-	-	-	48,477	48,477	75,000	64.6%	181,000	49,928	(1,451)
Golf Lessons	-	-	-	59,775	59,775	41,667	143.5%	100,000	67,965	(8,190)
Driving Range Fees	-	-	-	378,617	378,617	324,583	116.6%	779,000	273,028	105,589
Golf Surcharge	-	-	-	58,740	58,740	104,167	56.4%	250,000	52,522	6,218
Rentals	96,136	48,667	68,622	172,180	385,604	470,196	82.0%	1,226,070	293,567	92,037
Programs/User Fees	79,861	-	-	-	79,861	64,925	123.0%	155,820	56,935	22,926
Food Sales	8,818	-	-	11,328	20,146	48,229	41.8%	115,750	9,363	10,783
Beverage Sales	589	-	-	-	589	1,667	35.3%	4,000	1,198	(609)
Grants	-	-	-	-	-	-	N/A	-	-	-
Other Revenue	24,959	-	-	21,024	45,983	31,900	144.1%	76,560	27,882	18,100
Total Operating Revenues	**$ 834,163**	**$ 48,667**	**$ 68,622**	**$ 1,568,791**	**$ 2,520,242**	**$ 2,322,704**	**108.5%**	**$ 5,673,090**	**$ 2,165,337**	**$ 354,906**
OPERATING EXPENDITURES										
Personnel	$ 94,637	$ -	$ -	$ 462,430	$ 557,067	$ 757,300	73.6%	$ 1,817,521	$ 501,068	$ 55,999
Materials & Supplies	245	-	1,026	162,299	163,570	190,786	85.7%	457,887	134,567	29,002
Operational & Contractual	352,566	33,292	37,109	149,551	572,518	472,296	121.2%	1,133,511	357,919	214,599
Other	-	-	-	-	-	-	N/A	-	-	-
Capital	87,831	-	-	291,383	379,214	370,393	102.4%	888,942	369,557	9,657
Total Operating Expenditures	**$ 535,279**	**$ 33,292**	**$ 38,135**	**$ 1,065,663**	**$ 1,672,369**	**$ 1,790,775**	**93.4%**	**$ 4,297,861**	**$ 1,363,112**	**$ 309,257**
B&T Administration Overhead Allocation*	$ 397,564	$ (33,788)	$ (71,180)	$ (292,597)	$ -	$ (0)	N/A	$ -	$ 0	$ 0
Operating Revenues Over (Under) Expenditures	**$ 696,448**	**$ (18,413)**	**$ (40,693)**	**$ 210,531**	**$ 847,873**	**$ 531,929**	**159.4%**	**$ 1,375,229**	**$ 802,225**	**$ 45,649**
INTERFUND TRANSACTIONS										
Reimbursement From Other Funds	$ 16,670	$ -	$ -	$ -	$ 16,670	$ 16,667	100.0%	$ 40,000	$ 16,670	$ -
Reimbursement To General Fund	(394,205)	-	-	-	(394,205)	(394,203)	100.0%	(946,087)	(230,900)	(163,305)
Total Interfund Transactions	**$ (377,535)**	**$ -**	**$ -**	**$ -**	**$ (377,535)**	**$ (377,536)**	**100.0%**	**$ (906,087)**	**$ (214,230)**	**$ (163,305)**
Total Revenues Over (Under) Expenditures - Budgetary Basis	$ 318,913	$ (18,413)	$ (40,693)	$ 210,531	$ 470,338	$ 154,393		$ 469,142	$ 587,995	$ (117,656)

*Overhead allocation is comprised of salaries, business forms, liability insurance, building & grounds maintenance and bank service fees in Program 811 - Sports Core General Operations distributed to various Sports Core Programs on a % basis.

**Estimates based on historical year-end audit adjustments. Actual amounts are not measured and recorded until the end of the year.

Village of Oak Brook
Monthly Operating Statement
Bath & Tennis Club Recreation Operations
For the Period Ending May 31, 2026

	811 B&T Admin	812 Swimming	813 Tennis	822 Poolside Café	5/31/26 YTD Total	5/31/26 YTD Adopted Budget	5/31/26 % of YTD Amended Budget	2026 Adopted Budget	5/31/25 YTD Total	Difference Prior Year
OPERATING REVENUES										
Memberships	$ -	$ 601,440	$ 22,360	$ -	$ 623,800	$ 266,548	234.0%	$ 639,715	$ 569,324	$ 54,476
Programs/User Fees	-	67,815	12,046	-	79,861	64,925	123.0%	155,820	56,935	22,926
Pro Shop Sales	-	-	-	-	-	417	0.0%	1,000	130	(130)
Rentals	94,886	-	-	1,250	96,136	40,667	236.4%	97,600	93,283	2,853
Food Sales	-	-	-	8,818	8,818	2,500	352.7%	6,000	486	8,332
Beverage Sales	-	-	-	589	589	1,667	35.3%	4,000	315	274
Grants	-	-	-	-	-	-	N/A	-	-	-
Other Revenue	24,959	-	-	-	24,959	19,400	128.7%	46,560	371	24,588
Total Operating Revenues	**$ 119,845**	**$ 669,255**	**$ 34,406**	**$ 10,657**	**$ 834,163**	**$ 396,123**	**210.6%**	**$ 950,695**	**$ 720,844**	**$ 113,319**
OPERATING EXPENDITURES										
Personnel	$ 90,898	$ 3,739	$ -	$ -	$ 94,637	$ 138,524	68.3%	$ 332,458	$ 81,590	$ 13,047
Materials & Supplies	25	220	-	-	245	11,917	2.1%	28,600	19,480	(19,235)
Operational & Contractual	193,422	124,708	34,436	-	352,566	244,854	144.0%	587,649	221,141	131,425
Other		-	-	-	-	-	N/A	-	-	-
Capital	87,831	-	-	-	87,831	2,250	3903.6%	5,400	10,853	76,978
Total Operating Expenditures	**$ 372,177**	**$ 128,667**	**$ 34,436**	**$ -**	**$ 535,279**	**$ 397,545**	**134.6%**	**$ 954,107**	**$ 333,065**	**$ 202,214**
B&T Administration Overhead Allocation*	$ 504,204	$ (83,947)	$ (16,633)	$ (6,060)	$ 397,564	397,564	100.0%	$ 954,154	$ 273,348	$ 124,216
Operating Revenues Over (Under) Expenditures	**$ 251,872**	**$ 456,642**	**$ (16,662)**	**$ 4,597**	**$ 696,448**	**$ 396,143**	**175.8%**	**$ 950,742**	**$ 661,127**	**$ 35,321**
INTERFUND TRANSACTIONS										
Reimbursement From Other Fund	$ 16,670	$ -	$ -	$ -	$ 16,670	$ 16,667	100.0%	$ 40,000	$ 16,670	$ -
Reimbursement To General Fund	(394,205)	-	-	-	(394,205)	(394,203)	100.0%	(946,087)	(230,900)	(163,305)
Total Interfund Transactions	**$ (377,535)**	**$ -**	**$ -**	**$ -**	**$ (377,535)**	**$ (377,536)**	**100.0%**	**$ (906,087)**	**$ (214,230)**	**$ (163,305)**
Total Revenues Over (Under) Expenditures - Budgetary Basis	**$ (125,663)**	**$ 456,642**	**$ (16,662)**	**$ 4,597**	**$ 318,913**	**$ 18,606**		**$ 44,655**	**$ 446,897**	**$ (127,984)**

*Overhead allocation is comprised of salaries, business forms, liability insurance, building & grounds maintenance and bank service fees in Program 811 - Sports Core General Operations distributed to various Sports Core Programs on a percentage basis.

**Estimates based on historical year-end audit adjustments. Actual amounts are not measured and recorded until the end of the year.

Village of Oak Brook
Monthly Operating Statement
Open Fields Operations
For the Period Ending May 31, 2026

	815 Polo	816 Open Fields	5/31/26 YTD Total	5/31/26 YTD Amended Budget	5/31/26 % of YTD Amended Budget	2026 Adopted Budget	5/31/25 YTD Total	Difference Prior Year
OPERATING REVENUES								
Field Rentals	$ -	$ 48,667	$ 48,667	$ 85,000	57.3%	$ 204,000	$ 50,944	$ (2,278)
Range Rentals	-	-	-	-	N/A	-	-	-
Other Revenue	-		-	-	N/A	-	-	-
Total Operating Revenues	**$ -**	**$ 48,667**	**$ 48,667**	**$ 85,000**	**57.3%**	**$ 204,000**	**$ 50,944**	**$ (2,278)**
OPERATING EXPENDITURES								
Personnel	$ -	$ -	$ -	$ -	N/A	$ -	$ -	$ -
Materials & Supplies	-	-	$ -	3,954	0.0%	9,490	-	-
Operational & Contractual	-	33,292	$ 33,292	32,218	103.3%	77,322	20,389	12,903
Capital	-	-	$ -	83,333	0.0%	200,000	-	-
Total Operating Expenditures	**$ -**	**$ 33,292**	**$ 33,292**	**$ 119,505**	**27.9%**	**$ 286,812**	**$ 20,389**	**$ 12,903**
B&T Administration Overhead Allocation*	$ -	$ (33,788)	$ (33,788)	(33,788)	100.0%	$ (81,090)	$ (23,231)	$ (10,557)
Total Revenues Over (Under) Expenditures - Budgetary Basis	**$ -**	**$ (18,413)**	**$ (18,413)**	**$ (68,293)**	**27.0%**	**$ (163,902)**	**$ 7,325**	**$ (25,738)**

*Overhead allocation is comprised of salaries, business forms, liability insurance, building & grounds maintenance and bank service fees in Program 811 - Sports Core General Operations distributed to various Sports Core Programs on a percentage basis.

**Estimates based on historical year-end audit adjustments. Actual amounts are not measured and recorded until the end of the year.

Village of Oak Brook
Monthly Operating Statement
Bath & Tennis Clubhouse Operations
For the Period Ending May 31, 2026

	821 B&T Clubhouse	5/31/26 YTD Amended Budget	5/31/26 % of YTD Amended Budget	2026 Adopted Budget	5/31/25 YTD Total	Difference Prior Year
OPERATING REVENUES						
Rentals	$ 68,622	$ 100,000	68.6%	$ 240,000	$ 97,500	$ (28,878)
Other Revenue	-	-	0.0%	-	-	-
Total Operating Revenues	**$ 68,622**	**$ 100,000**	**68.6%**	**$ 240,000**	**$ 97,500**	**$ (28,878)**
OPERATING EXPENDITURES						
Personnel	$ -	$ -	N/A	$ -	$ -	$ -
Materials & Supplies	1,026	2,083	49.3%	5,000	5,729	(4,703)
Operational & Contractual	37,109	26,438	140.4%	63,450	16,819	20,290
Capital	-	-	N/A	-	-	-
Total Operating Expenditures	**$ 38,135**	**$ 28,521**	**133.7%**	**$ 68,450**	**$ 22,548**	**$ 15,587**
B&T Administration Overhead Allocation*	$ (71,180)	(71,180)	100.0%	$ (170,832)	$ (50,373)	$ (20,807)
Operating Revenues Over (Under) Expenditures	**$ (40,693)**	**$ 299**	**-13602.3%**	**$ 718**	**$ 24,579**	**$ (65,273)**
Total Revenues Over (Under) Expenditures - Budgetary Basis	**$ (40,693)**	**$ 299**		**$ 718**	**$ 24,579**	**$ (65,273)**

*Overhead allocation is comprised of salaries, business forms, liability insurance, building & grounds maintenance and bank service fees in Program 811 - Sports Core General Operations distributed to various Sports Core Programs on a percentage basis.
**Estimates based on historical year-end audit adjustments. Actual amounts are not measured and recorded until the end of the year.

Village of Oak Brook
Monthly Operating Statement
Golf Club Programs
For the Period Ending May 31, 2026

	823 Golf Café	831 Golf General Operation	832 Golf Learning & Practice	833 Golf Cart Operations	834 Golf Course Maintenance	844 Golf Surcharge	5/31/26 YTD Total	5/31/26 YTD Amended Budget	5/31/26 % of YTD Amended Budget	2026 Adopted Budget	5/31/25 YTD Total	Difference Prior Year
OPERATING REVENUES												
Memberships	$ -	$ 376,905	$ -	$ -	$ -	$ -	$ 376,905	$ 167,990	224.4%	$ 403,175	$ 354,350	$ 22,555
Greens Fees	-	441,746	-	-	-	-	441,746	725,833	60.9%	1,742,000	409,274	32,472
Pro Shop Sales	-	48,477	-	-	-	-	48,477	75,000	64.6%	180,000	49,928	(1,451)
Golf Lessons	-	-	59,775	-	-	-	59,775	41,667	143.5%	100,000	67,965	(8,190)
Driving Range Fees	-	-	378,617	-	-	-	378,617	324,583	116.6%	779,000	273,028	105,589
Rentals	15,300	2,585	10,500	143,795	-	-	172,180	285,196	60.4%	684,470	145,123	27,057
Food Sales	11,328	-	-	-	-	-	11,328	45,729	24.8%	109,750	8,877	2,451
Beverage Sales	-	-	-	-	-	-	-	-	N/A		884	(884)
Golf Surcharge	-	-	-	-	-	58,740	58,740	104,167	56.4%	250,000	52,522	6,218
Other Revenue	-	21,024	-	-	-	-	21,024	12,500	168.2%	30,000	27,511	(6,487)
Total Operating Revenues	**$ 26,628**	**$ 890,736**	**$ 448,892**	**$ 143,795**	**$ -**	**$ 58,740**	**$ 1,568,791**	**$ 1,782,665**	**88.0%**	**$ 4,278,395**	**$ 1,389,462**	**$ 179,330**
OPERATING EXPENDITURES												
Personnel	$ -	$ 150,262	$ 27,868	$ 6,329	$ 277,971	$ -	$ 462,430	$ 618,776	74.7%	$ 1,485,063	$ 419,478	$ 42,952
Materials & Supplies	-	35,244	17,090	-	109,964		162,299	172,832	93.9%	414,797	109,358	52,941
Operational & Contractual	-	110,531	10,075	2,947	25,998		149,551	168,788	88.6%	405,090	99,571	49,980
Other	-	-	-	-	-		-	-	N/A		-	-
Capital	-	67,882	8,500	-	49,252	165,750	291,383	284,809	102.3%	683,542	358,704	(67,321)
Total Operating Expenditures	**$ -**	**$ 363,919**	**$ 63,533**	**$ 9,276**	**$ 463,185**	**$ 165,750**	**$ 1,065,663**	**$ 1,245,205**	**85.6%**	**$ 2,988,492**	**$ 987,111**	**$ 78,552**
Operating Revenues Over (Under) Expenditures	**$ 26,628**	**$ 526,817**	**$ 385,359**	**$ 134,518**	**$ (463,185)**	**$ (107,010)**	**$ 503,128**	**$ 537,460**	**93.6%**	**$ 1,289,903**	**$ 402,351**	**$ 100,777**
B&T Administration Overhead Allocation*	$ -	$ (292,597)	$ -	$ -	$ -	$ -	$ (292,597)	(292,597)	100.0%	$ (702,232)	$ (199,745)	$ (92,852)
INTERFUND TRANSACTIONS												
Reimbursement To General Fund	$ -	$ -	$ -	$ -	$ -	$ -	N/A	$ -	0.0%	$ -	$ -	
Total Interfund Transactions	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**N/A**	**$ -**	**$ -**	**$ -**	**$ -**	
Total Revenues Over (Under) Expenditures - Budgetary Basis	**$ 26,628**	**$ 234,220**	**$ 385,359**	**$ 134,518**	**$ (463,185)**	**$ (107,010)**	**$ 210,531**	**$ 244,863**		**$ 587,671**	**$ 202,606**	**$ 7,925**

*Estimates based on historical year-end audit adjustments. Actual amounts are not measured and recorded until the end of the year.

ITEM 6.D.1.
BOARD OF TRUSTEES MEETING
SAMUEL E. DEAN BOARD ROOM
BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS
630-368-5000

AGENDA ITEM

Board of Trustees Regular Meeting
of
July 14, 2026

SUBJECT: Request to Bid: Heritage Center HVAC Project

FROM: Tim O'Malley, Public Works Director

BUDGET SOURCE/BUDGET IMPACT: $841,428.00 is included in the FY2026 budget using account #411-90400 for the Heritage Center HVAC replacement project. $500,000 is allocated in DCEO grant assistance to offset the cost of this HVAC system.

RECOMMENDED MOTION: I move that the Village Board approve the request to bid the Heritage Center HVAC project.

Background/History:

The Heritage Center currently has an HVAC system that was installed in 1976 and had some boilers replaced in 2003. This building also does not have a building automation system. Following building studies in 2014 and 2025, it was determined that the HVAC system is well past its useful life. The system has experienced numerous breakdowns and repairs and parts availability is becoming more challenging as time progresses.

Kluber Architects and Engineers completed the initial phase of the Heating, Ventilation, and AirConditioning (HVAC) System Replacement project for the Village by completing the Assessment & Recommendation Phase Deliverable for the Village dated September 19, 2025. That assessment recommended replacement of the Heritage Center air handling unit. The existing air handling unit will need to be removed in pieces through the existing wall louvers on the south side of the building. Due to the size of the equipment, replacing the unit with a similar style unit is not feasible. The building is considered historic and to get the new equipment into the attic, it would likely require cutting a large opening in the roof.

The existing boiler system operates with stand-alone controls and the existing finned tube utilizes manual valves for zone control. It is recommended to add a centralized direct-digital control building automation system to the Heritage Center. A web-based, non-proprietary system is recommended. The current boiler system and finned tube will be interfaced into the new control system.

Recommendation:
Staff recommends that the Village Board approve the request to bid the Heritage Center HVAC project.

Attachments:
1. Kluber Architects & Engineers 251022.01R1 - Village of Oak Brook - Heritage Center - HVAC Improvements

October 22, 2025 (Revised March 30, 2026)

Timothy O'Malley
Director of Public Works
Village of Oak Brook
1200 Oak Brook Road
Oak Brook, IL 60523

Re: Heritage Center – HVAC Improvements – 'Project'
Kluber, Inc. Proposal No. 251022.01

Dear Mr. O'Malley:

Thank you for the opportunity to present this Proposal for Professional Services for the above referenced Project. It is our understanding that the Village of Oak Brook ('Village') desires to engage Kluber, Inc. ('Engineer') to provide usual and customary architectural and engineering Services for the proposed HVAC Improvements at the Heritage Center located at 1112 Oak Brook Road, Oak Brook, IL (herein referred to as 'Project').

OVERVIEW OF PROJECT SCOPE

The Project consists of the HVAC Improvements as outlined in the completed Assessment & Recommendation Phase Deliverable dated September 19, 2025 (Exhibit A) prepare by our office. Kluber will incorporate environmental testing reports that the Village has or will obtain into the Procurement documents. It is also our understanding that the final roof replacement will occur following this Project. As such, the documents will need to reflect the temporary restoration work on the documents.

Kluber will assist the Village with the required documentation for the DCEO Grant Assistance paperwork.

INITIAL INFORMATION

- Kluber's preliminary assumption of the Cost of the Work (CoW) is $750,000.00 based on the completed Assessment attached as Exhibit A. The Cost of the Work is the total cost to construct all elements of the Project designed or specified by Kluber, Inc.; it does not include A/E fees, land acquisition costs, permit fees, utility service connection or activation fees, financing costs, contingencies for changes in the Work, or other soft costs that are the responsibility of the Village.
- The anticipated Project schedule is to be determined as mutually agreed.
- The intended Project delivery method is a single contract for General Construction; single bid package.
- The Village's representative for the Project will be Timothy O'Malley.
- Kluber, Inc.'s representative for the Project will be Charli Johnsos.

Assumptions/Exclusions include the following:

A. It is our understanding that the Village has provided or will provide all environmental testing and abatement of all hazardous materials in the area where renovation work will occur.
B. The assumption is that the current facility is code compliant with the codes that were in effect when constructed. Our scope of services does not include bringing the facility up to current codes and standards outside the scope of the Services for the Project.
C. Separation of the building's existing services (water, sewer, gas, electric, sprinkler) is not contemplated or desired by the Village.

D. The existing utilities (water, sewer, gas, electric) are capable of supporting the proposed renovations.
E. The existing drawings provided by the Village align with the as-built conditions with some minor adjustments that have occurred over the years.
F. The existing mechanical and electrical distribution equipment is adequate for the proposed renovations, replacement of such equipment is not contemplated.

The foregoing is based on our communications and the completed Assessment & Recommendation Phase documents prepared by our office dated September 19, 2025.

SERVICES

Kluber, Inc. proposes to provide usual and customary architectural and engineering Services for the Project as set forth in the standardized *Village of Oak Brook Engineering Services Agreement*, and in accordance with the general understandings applicable to our relationship with you, with limitations as follows:

Construction Document Phase:

- Review and update documents to incorporate Village comments from the Assessment & Recommendation Phase Documents
- Non-invasive site review to document and generally become familiar with the existing conditions related to the Project scope of work
- Kick-off meeting with Village to discuss Project in detail
- Perform code review related to Project scope of work
- Administer virtual meetings with Design Team & Village to review project
- Prepare specifications
    - Village bidding requirements
    - Technical requirements for architectural and engineering systems
- Prepare technical drawings
- Prepare final estimate of Cost of the Work
- Administer virtual meetings with Design Team & vendors to review project
- Review final documents with Village prior to bidding
- Prepare documents for permit submission by the Contractor and respond to permit comments from the Authority Having Jurisdiction.

Procurement Phase:

- Assist Village in contacting potential bidders for Project
- Prepare agenda and attend pre-bid meeting
- Review substitution requests
- Respond to contractor questions during bidding
- Issue addenda (if required)
- Participate in bid opening
- Perform contractor bid review evaluations
- Prepare and issue contractor bid results letter

Construction Administration Phase:

- Prepare agenda and attend pre-construction meeting
- Issue ASI's and RFP's as required
- Respond to Contractor questions
- Review progress pay requests if requested
- Participate in conference calls administered by the Contractor with Contractor, Village, Vendors and Design Team
- Review Contractor change order requests and prepare change order documents
- Perform site visits for progress meetings, to address contractor questions and to observe the work is proceeding in general conformance with the contract documents with a maximum of four (4) visits
- Perform up to two (2) reviews of each construction submittal

- Perform one (1) site visit to confirm Substantial Completion and identify punch list items
- Perform one (1) site visit to verify completion of punch list items and confirm Final Completion of the Work
- Issue Certificate of Substantial Completion
- Assumed Construction duration: 6 months

SUPPLEMENTAL AND ADDITIONAL SERVICES

Supplemental Services are not included in the Services described above, but may be required for the Project or specifically requested by the Village. The list below indicates Supplemental Services that will be provided by Kluber, Village, To Be Determined (TBD) or Not Provided for the Project.

Supplemental Services:	**Provided by:**
Programming, or Validation of Village's Project Program, as described below	Not Provided
Existing Facilities:	
Survey of existing facility(ies) (required if Village's "as-built" drawings are discovered to be unavailable, inaccurate, incomplete or otherwise inconsistent with actual existing conditions)	Not Provided
Measured drawings documenting existing conditions of existing facility(ies)	Not Provided
Other Facility Support Services (as described in AIA B210 – 2017)	Not Provided
Environmental Testing and Abatement for hazardous materials (assumption is the facility does not contain hazardous materials)	Village
Site Evaluation and Design:	
Site Evaluation and Planning (in accordance with AIA B203 – 2017)	Not Provided
Civil Engineering	Not Provided
Landscape Design	Not Provided
Architectural and Interior Design:	
Multiple preliminary designs/options during Schematic Design Phase	Not Provided
Building information modeling (BIM)	Not Provided
Renderings, models, mockups, or other presentation materials requested by Village	Not Provided
Historic Preservation (in accordance with AIA B205 – 2017)	Not Provided
Architectural Interior Design, including assistance with selection of interior finish colors, preparation of color boards, (in accordance with AIA B252 – 2019)	Not Provided
Furniture, Furnishings and Equipment (FF&E) (in accordance with AIA B253 – 2019)	Not Provided
Green Design:	
Extensive environmentally responsible design	Not Provided
LEED Certification (in accordance with AIA B214 – 2012)	Not Provided
Engineered Systems:	
Commissioning of engineered systems	Village
Telecommunications/data systems design	Not Provided
Door Control & Security Access design	Not Provided
Audio Visual system design	Not Provided
Cost Control:	
Value Analysis (in accordance with AIA B204 – 2007)	Not Provided
Detailed opinions of probable construction cost (beyond conceptual costs as determined by per unit area or unit volume techniques)	Not Provided
Opinion of total project cost (including incorporation of soft costs such as A/E fees, permit fees, land acquisition costs, and costs of Additional Services not provided by Kluber, Inc.)	Not Provided
Engineer's Instruments of Service:	
As-designed record drawings (incorporating Work documented in Supplemental Instructions, Change Orders and Change Directives) (Included as part of Services)	Kluber
As-built record drawings (incorporating conditions as constructed by the Contractor)	Not Provided
Measured drawings, Design Documents, Construction Documents, as-designed record drawings or as-built record drawings furnished to Village in AutoCAD .dwg format	Not Provided
Project Delivery, Coordination and Management:	
Coordination of design/engineering consultants employed directly by Village. Limited to as required for the Engineer to prepare its Instruments of Service.	Not Provided
Multiple prime construction contracts	Not Provided
Fast-track project delivery/design services	Not Provided
Construction:	
Conformed construction documents (incorporating Addenda and permit revisions) (Included as part of Services)	Kluber
On-site project representation (not including the site visits noted under the Construction Administration Phase)	Not Provided
Post-occupancy evaluation	Not Provided
Construction Testing Services	Village or Contractor



Commissioning:

- Village will retain Consultant for Commissioning Services. Scope TBD. Engineer will assist Village in selecting Consultant and defining the scope of Services.

Additional Services are not included in the Services described above, but may be required for the Project. The list below indicates Additional Services that may arise at no fault of the Engineer and approved by the Village are as follows.

1. Services necessitated by a change in the Initial Information, previous instructions or approvals given by the Village, or a material change in the Project including size, quality, complexity, the Village's schedule or budget for Cost of the Work, or procurement or delivery method.
2. Services necessitated by the enactment or revision of codes, laws, or regulations, including changing or editing previously prepared Instruments of Service.
3. Changing or editing previously prepared Instruments of Service necessitated by official interpretations of applicable codes, laws or regulations that are either (a) contrary to specific interpretations by the applicable authorities having jurisdiction made prior to the issuance of the building permit, or (b) contrary to requirements of the Instruments of Service when those Instruments of Service were prepared in accordance with the applicable standard of care.
4. Services necessitated by decisions of the Village not rendered in a timely manner or any other failure of performance on the part of the Village or the Village's consultants or contractors.
5. Preparing digital models or other design documentation for transmission to the Village's consultants and contractors, or to other Village-authorized recipients.
6. Preparation of design and documentation for alternate bid or proposal requests proposed by the Village.
7. Preparation for, and attendance at, a public presentation, meeting or hearing.
8. Preparation for, and attendance at, a dispute resolution proceeding or legal proceeding, except where the Engineer is party thereto.
9. Evaluation of the qualifications of entities providing bids or proposals.
10. Consultation concerning replacement of Work resulting from fire or other cause during construction.
11. Assistance to the Initial Decision Maker (third party consultant, such as Village's Representative), if other than the Engineer.

COMPENSATION

Kluber, Inc. proposes to provide the Services described above for the Stipulated Sum noted below.

Kluber, Inc. proposes to provide the Supplemental and Additional Services described above for the fees scheduled below.

Compensation for Services, Supplemental and Additional Services does not include the services of other independent professionals, associates, or other consultants. If they are required, our fee will be increased by the direct costs of those services multiplied by a factor of 1.15 for overhead, coordination and management of the delivery of those services.

Our billing for Services will be based on progress of the work performed and is outlined as follows:

Services:	
Construction Documents Phase	$56,765.00
Procurement Phase	$3,250.00
Construction Administration Phase	$9,710.00
Total Services Fee:	$69,725.00
Estimated Reimbursable Expenses:	$650.00
Total Services + Estimated Reimbursable Expenses:	$70,375.00

Supplemental and Additional Services:

As requested	At Hourly Rates listed below
Responding to Permit Comments from AHJ	At Hourly Rates listed below
Supplemental Services (if required)	To be determined
Additional Services	At Hourly Rates listed below
Each additional Site Visit during construction	$635.00

Reimbursable Expenses (not included in fees noted above) incurred in connection with our Basic and Supplemental Services, and our consultants, will be charged on the basis of cost, without additional markup. Anticipated reimbursable expenses for this project include expedited courier services, printing and plotting, document reproduction, premiums for professional liability insurance in excess of usual and customary coverage and models, renderings or professional photography, and are anticipated not to exceed $650.00.

Changes in services, when authorized, will be charged on an hourly rate as scheduled hereafter and amended annually in accordance with our hourly rate schedule (2026):

Kluber Architects + Engineers Staff	**Hourly Rate**
Senior Project Manager	$220.00
Project Manager	$194.00
Director of Mechanical Engineering	$248.00
Senior Mechanical Engineer	$184.00
Senior Mechanical Designer	$170.00
Project Mechanical Engineer	$155.00
Project Mechanical Designer	$140.00
Mechanical Engineer	$127.00
Mechanical Designer	$120.00
Junior Mechanical Designer	$115.00
Director of Electrical Engineering	$248.00
Senior Electrical Engineer	$184.00
Senior Electrical Designer	$170.00
Project Electrical Engineer	$155.00
Project Electrical Designer	$140.00
Electrical Engineer	$127.00
Electrical Designer	$120.00
Junior Electrical Designer	$115.00
Director of Structural Engineering	$248.00
Senior Structural Engineer	$184.00
Senior Structural Designer.	$170.00
Project Structural Engineer	$155.00
Project Structural Designer	$140.00
Structural Engineer	$127.00
Structural Designer	$120.00
Junior Structural Designer	$115.00
Director of Architecture	$225.00
Senior Architect	$175.00
Senior Architectural Designer	$160.00
Project Architect	$145.00
Project Architectural Designer	$130.00
Architect	$120.00
Architectural Designer	$110.00
Junior Architectural Designer	$100.00
Senior Project Coordinator	$125.00
Project Coordinator	$100.00
Technology Director	$200.00



Technology Coordinator	$165.00
Director of Business Development	$170.00
Senior Marketing Coordinator	$125.00
Marketing Coordinator	$100.00
Mark-up for hourly Projects (indirect costs, OH & P)	20.0%

Hourly rates for dispute resolution or legal proceedings are 2.0 times the rates noted above.

Limitation of Liability: Notwithstanding any other provision of this Agreement, and to the fullest extent permitted by law, the total liability, in the aggregate, of Kluber, Inc.'s officers, directors, partners, employees, agents, and Kluber's Consultants, and any of them to Village/Client and anyone claiming by, through, or under Village/Client for any and all claims, losses, costs, or damages whatsoever arising out of, resulting from, or in any way related to the Project or the Subagreement from any cause or causes, including but not limited to the negligence, professional errors or omissions, strict liability or breach of contract, or warranty express or implied of Kluber's officers, directors, partners, employees, agents, or Kluber's Consultants, or any of them shall not exceed the total amount of two times fee, excluding reimbursable expenses, up to the and not exceeding the insurance policy limits. The services provided herein are governed solely with regards to permanent building codes only, compliance with OSHA regulations is specifically excluded.

INSURANCE

Kluber, Inc. will maintain its standard insurance as noted below until termination of this Agreement. If the Village requirements are above the types and limits the Engineer normally maintains, the Village shall pay the Engineer as a reimbursable expense.

- Kluber, Inc. will maintain the insurance requirements as set forth in the Village's Engineering Services Agreement.

COPYRIGHTS AND LICENSES

1. As set forth in the Village's Engineering Services Agreement.

CLAIMS AND DISPUTES

A. As set forth in the Village's Engineering Services Agreement.

TIMING

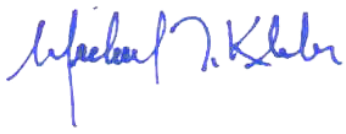
All services contemplated within this proposal shall be completed within 12 months after the acceptance date. Services performed after closure of that window will be billed hourly in accordance with the rates set forth above. This proposal is valid for a period of up to 45 days from the date noted on this proposal.

FINAL NOTE

If this proposal satisfactorily sets forth your understanding of our agreement, we would appreciate your authorization to proceed with this Work. We are available to discuss any aspect of this proposal with you at your convenience.

Kluber, Inc. appreciates the interest expressed in our firm and we look forward to serving your needs in the future.

Sincerely,



Michael T. Kluber, P.E.
President
Kluber, Inc.

Accepted (Signature) Date

By (printed name and title)

Confidentiality Notice: The contents of this proposal are confidential and may not be distributed to persons other than the Village.

Exhibit A

ASSESSMENT & RECOMMENDATION PHASE | September 19, 2025

Village of Oak Brook – Heritage Center HVAC Renovations

SUBMITTED TO:

Village of Oak Brook
1200 Oak Brook Road
Oak Brook, Illinois 60523

September 19, 2025

Mr. John Temes
Building Management
Village of Oak Brook
1200 Oak Brook Rd
Oak Brook, Illinois 60523

Re: HVAC System Replacement
Kluber Project No. 25-172-1611

The Kluber team has enjoyed the opportunity to work with the representatives from the Village of Oak Brook on the Heating, Ventilation, and Air Conditioning (HVAC) Replacement.

Kluber did a preliminary review of the franchise agreement with Commonwealth Edison.
The Village should have their legal counsel review. The agreement does not appear to prohibit the Village from utilizing electric heat, but rather, the Village would be obligated to pay for this usage. The actual rate charge for the usage is unclear to us. The Village should discuss this usage with your ComEd representative and Kluber would be happy to participate.

The following document has been grouped into several sections as described below:

Project Scope
At the project kick off meeting the Owner request HVAC replacement of the Heritage Center. The scope includes HVAC replacement. Kluber completed a study in 2014 to look at the HVAC system and replace with variable refrigerant system (VRF).

Preliminary Evaluation
Kluber's review of available existing drawings or as-builts as well as site visits to review existing conditions.

Recommendations
An analysis of the existing conditions and recommendations for remediation and improvements.

Preliminary Cost Estimate
An opinion of probable cost for the recommendation discussed. This includes costs for materials, selective demolition, allowances, contingencies and soft costs.

Next Steps
Upon acceptance of the Preliminary Design by the Village of Oak Brook, our team will proceed with the Design Development Phase of the project.

This Phase will include the development of more detailed Drawings, and preliminary technical Specifications, as well as development of front-end bidding requirements with the Village.

As always, if you have any questions regarding the attached information, please contact our office.

It has been a pleasure working with you and your team, and we look forward to proceeding with the next phase of this project.

Sincerely,



Charli Johnsos
Project Manager
cjohnsos@kluberinc.com

Table of Contents

PROJECT SCOPE – 4

Definition of Project Scope

PRELIMINARY EVALUATION – 6

HVAC Systems Descriptions

Existing HVAC Zoning

HVAC Systems Photos

RECOMMENDATIONS – 10

Applicable Building Codes

PRELIMINARY COST ESTIMATE – 13

Preliminary Estimate of Probable Construction Costs



Project Scope

This section describes the scope of work that has led to this report.



Project Scope

Heritage Center

A. Scope review: The Village will replace the slat roof as part of another project. Before they do this, they want to review the replacement of the existing HVAC system. The system is in the attic space and would require removal of the roof to get the unit out of the attic or new ones in.
B. Kluber completed a study in 2014 to look at the HVAC system. Kluber's recommendation was to use a variable refrigerant system. The Village of Oak Brook would prefer not to have HVAC equipment in the attic of this building.



Preliminary Evaluation

Review of available existing drawings or as-builts and site visit to review existing conditions.



Existing Systems Descriptions

MECHANICAL SYSTEMS

The Heritage Center is heated / cooled by a one multi-zone air-handling with seven zones. This unit is located in the attic space. A multizone unit is a constant volume unit with a hot deck and cold deck. Zone dampers in the air handling unit mix air between the hot deck and cold deck as required to maintain the space temperature setpoint. This is similar to a dual duct system; however, all mixing occurs at the discharge of the air handling unit.

Cooling for the air handling units' cold deck is provided by a direct-expansion (DX) evaporator coil located in the air handling unit with a remote air-cooled condensing unit. The associated air-cooled condensing unit is located on grade in the southwest corner of the building. Heating for the air handling units' hot deck is provided by a hot water heating coil located in the unit. The air handling unit and associated air-cooled condensing unit were manufactured in 1975 and are beyond their median service life.

Service life as defined by ASHRAE is as follows: "Service life is a function of the time when equipment is replaced. Replacement may be for any reason, including, but not limited to, failure, general obsolescence, reduced reliability, excessive maintenance cost, and changes system requirements." The equipment has had exceptional maintenance to keep the units in operation beyond the end of their expected median service life. Units that have exceeded their expected median service life are recommended to be replaced. Units that are nearing the end of their expected median service life are recommended to be replaced when they reach or before the end of their expected median service life.

Typical Service life for equipment in the Village Hall's Facilities are as follows:

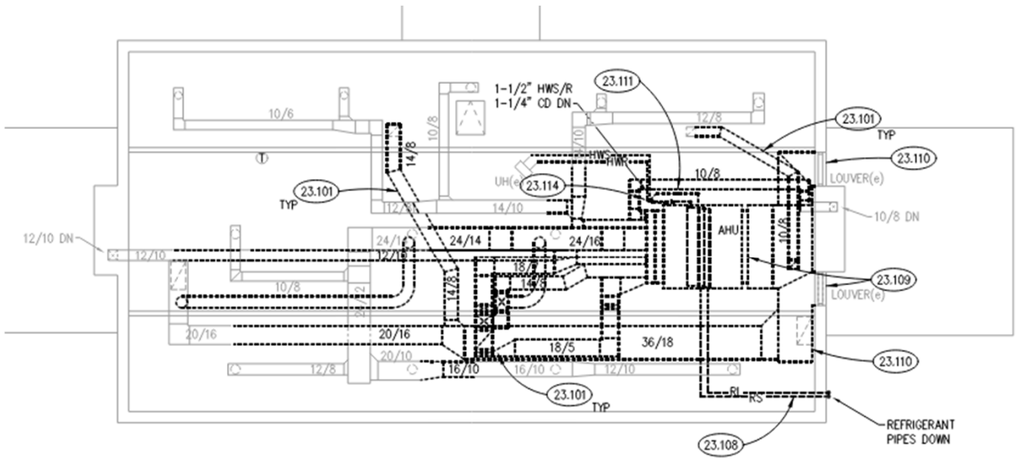
- Constant Volume Air Handling Units: 40 years
- Air-Cooled Condensing Units: 20 years
- Roof Mounted Exhaust Fans: 20 years
- Cast Iron Boilers: 35 years

Heat is provided to the building by a single natural gas-fired hot water boiler located in the garden level mechanical room. Hot water is distributed throughout the building serving the air-handling units' hot water heating coil, perimeter finned tube radiators, and hot water unit heaters. The boiler was manufactured in 2003.

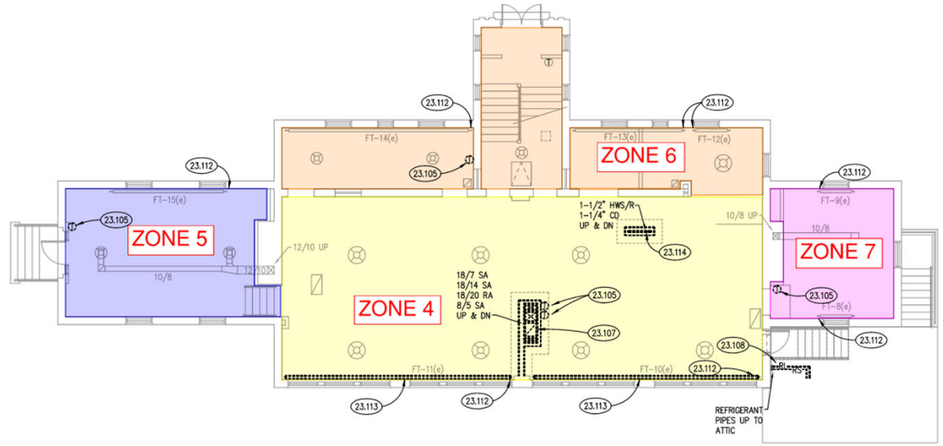
Building Automation System

The Heritage Center does not contain a centralized building automation system. The air-handling unit utilizes electric controls. The control panel for the air-handling unit controls is located on the garden level outside the boiler room.

Existing HVAC Zoning

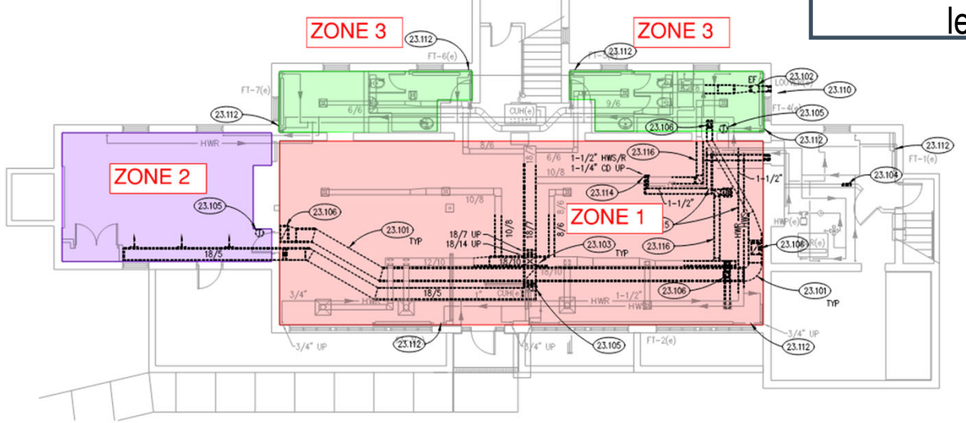


EXISTING ATTIC HVAC



EXISTING UPPER-LEVEL HVAC

Proposed screen wall location, approx. 30' in length

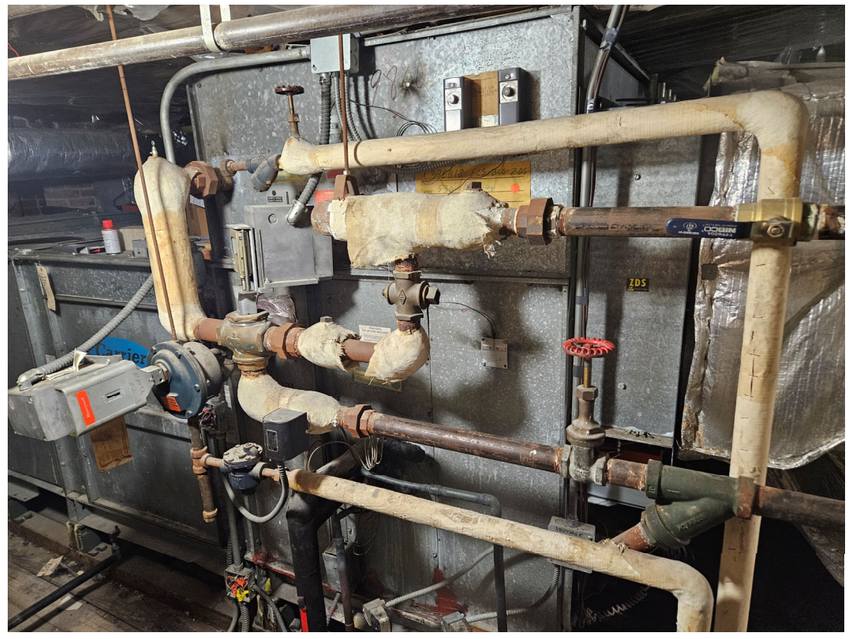


EXISTING LOWER-LEVEL HVAC

HVAC Systems Photos



EXISTING CONDENSING UNIT AND EXHAUST LOUVER



EXISTING MULTI-ZONE AHU



EXISTING BOILER

Recommendations

The Recommendations are a series of written descriptions that reference the building codes; descriptions of HVAC, plumbing, and electrical systems; system modifications, and possible equipment selections.



Applicable Building Codes

Code Information:

The project will be reviewed by the Authorities Having Jurisdiction and will be designed to meet the requirements of the following building codes.

This project site falls within the Village of Oak Brook limits and will be permitted through the village.

2021 International Building Code

2021 International Mechanical Code

2021 International Fuel Gas Code

2020 National Electrical Code

2018 Illinois Accessibility Code

2014 State of Illinois Plumbing Code

Local amendments to the above code.

Recommendations

HVAC System

It is recommended to replace the air handling unit. Due to the size of the equipment, replacing the unit with a similar style unit is not feasible. The building is considered historic and in order to get the equipment into the attic, it would require a large opening, likely through the roof.

It is recommended to remove the existing air handling. The existing air handling unit will need to be removed through the existing wall louvers on the south side of the building. It is recommended to replace the air handling unit with a variable refrigerant flow system (VRF). A VRF system is a refrigerant based split system heat pump to heat and cool the space. The outdoor heat pump operates in heating or cooling year-round based on the building's requirements. Small ducted indoor units provide heating or cooling to each space. The existing air handling unit zones will be maintained and ducted VRF units will reconnect to the existing ductwork. These ducted units will be located in the attic and above the garden level ceiling. The only challenge with a VRF system is that it does not supply code required outdoor ventilation air. Energy recovery ventilators (ERV) would be installed to provide the required ventilation. One ERV would be installed in the attic and connected to the existing outside air and exhaust louvers. Outside air would be ducted to the indoor VRF units. A second ERV would be installed above the ceiling in the garden level. The existing exhaust louver would be reused. An additional outside air intake louver would be required. This can be located on the southwest corner near the exit stair. Since the building is historic, adding an additional louver will require approval from the historic preservation committee.

Building Automation System

The existing boiler system operates with stand-alone controls and the existing finned tube utilizes manual valves for zone control. It is recommended to add a centralized direct-digital control building automation system to the Heritage Center. A web-based, non-proprietary system such as a Johnson Controls Facility Explorer Tridium system is recommended. The current boiler system and finned tube should be interfaced into the new control system

Electrical

The existing distribution will be utilized to power all new equipment. The building utilization voltage is 277/480V with a small transformer feeding 120/208V loads. Panelboard LP-1 supplies power to the existing air conditioning unit and shall be utilized to power the new variable refrigerant flow system. New branch circuitry will need to be run to the outdoor unit and all indoor units.

Architectural:

Kluber recommends adding an exterior masonry wall to screen around the new ground mounted mechanical unit. This wall will consist of brick veneer on both sides and supported by a CMU backing with a stone masonry cap. The wall will have a thickness of 1'-4" and the brick veneer color will closely match the adjacent existing Heritage Center. Since the unit is approximately 7'-0" tall, the top of the wall will be at 11'-4" to conceal the unit and to match the screen wall at the Butler Center. The existing landscape and earth will need to be removed and restored as needed to add a new foundation wall. This screening wall can also be combined with the screening for the Butler Center with its new unit. Refer to slide page 8 for Architectural recommendation for location and length of the proposed screen wall.

Required interior architectural work will be needed for mechanical work to be completed. At the ground level approx. 78 sq. ft. of existing drywall soffit will need to be removed, replaced and painted. Approximately 828 sq.ft of existing 2x2 lay-in tiles and grid will be removed and reinstalled to remove existing ductwork required. Approx. 356 sq of 2x2 lay-in tiles and grid will need to be removed and new installed to remove larger ductwork and to install new units. The only façade work is to remove a small portion of the façade underneath the southwest exterior stairwell to install a new 16"x16" louver.

Preliminary Cost Estimate

Preliminary Estimate of Probable Construction Costs.



Preliminary Estimate of Probable Construction Costs

Opinion of Probable Costs
Project Cost Summary

Project: **Heritage Center**
Owner: Village of Oakbrook
Date: 8/28/2025
Proj. No: 25-172-1611
Proj. Status: Preliminary Design
Est. By: CDJ,BWG, PJ, AR, JMB

Kluber Architects + Engineers

Project Size:

New Construction Area:	0 SF
Remodeled Area:	7,500 SF
Total Project Area:	7,500 SF

LINE	COST ITEM		COST
01	Building Remodel Construction Raw Cost		$600,590
02	Building Design Contingency	(5.00%)	$30,030
03	SUBTOTAL BUILDING CONSTRUCTION COST		$630,620
04	General Contractor OH & P	(15.00%)	$94,593
05	General Contractor Bond & Insurance	(2.00%)	$14,504
06	TOTAL BUILDING CONSTRUCTION COSTS		$739,717
07	Building Construction Contingency	(5.00%)	$36,986
08	A/E Fees		$64,725
09	SOFT COSTS		$101,711
10	TOTAL PROJECT COST		$841,428

Notes:

1. The above costs does not include: masonry screen wall, Commissioning, Temperature controls, (Building automation could be added in the future), Reduced Design Contingency.
2. Cost assumes Construction to occur in 2026.
3. Permit fees not included.

ITEM 6.E.1.
BOARD OF TRUSTEES MEETING
SAMUEL E. DEAN BOARD ROOM
BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS
630-368-5000

AGENDA ITEM

Board of Trustees Regular Meeting
of
July 14, 2026

SUBJECT: Referral - 3608 & 3610 York Road Final Plat of Consolidation and Lot Size Variation

FROM: Rebecca Von Drasek, Development Services Director

BUDGET SOURCE/BUDGET IMPACT: N/A

RECOMMENDED MOTION:

I moveI move that the Village Board refer the request for the final plat of consolidation and lot size Variation request to the Planning & Zoning Commission for review and recommendation.

Background/History:

York Real Estate LLC, owners of the properties, have submitted a petition requesting approval of a final plat of consolidation to combine two (2) existing parcels to create one lot consisting of approximately .79 acres (or 34,607 SF). The parcels are zoned R-2 Single Family Detached Residence District.

The subject properties currently have two existing homes. The request is to consolidate the lots, following demolition of the homes, and construct a new single-family home. The minimum required lot area in the R-2 District is one acre (43,560 SF). The applicant has been instructed by staff to submit the application for Variation for inclusion with this request. Staff requests that the Board refer the item to the August 5th meeting without the application materials, as there is not a second Board meeting in July to refer the item. The newly created lot will be approximately 8,953 SF below the R-2 zoning requirements. The existing homes are in disrepair and combining the lots does not add residential density to the District. The proposed new-single family home does appear to comply with all other Subdivision and Zoning Ordinance regulations.

Several additional documents have been included with this referral to provide the Board with more specific information related to the request.

Recommendation:

Staff recommends that the Village Board refer the final plat of consolidation and request for Variation to the Planning & Zoning Commission (P&Z) for public hearing, review, and recommendation.

Attachments:

1. Exhibits for Referral
2. 24 x 36 Design (3608-3610 Site Plan)

Record No: SD-26-4

Subdivision Application

Status: Active

Submitted On: 6/17/2026

Primary Location

3608 YORK RD
OAK BROOK, IL 60523

Owner

York Real Estate LLC
W. Warren Blvd 1519
Chicago, IL 60607

Applicant

Maria Vanessa Favia
[redacted]
[redacted]
425 West Main Street
St. Charles, IL 60174

Project Information

Subdivision Type*

Final Plat of Consolidation and/or Plat of Vacation

Subdivision Title*

3608 & 3610 York Road Consolidation

Date Filed*

06/19/2026

Village Code Info

Number of Street Frontages for Public Hearing Signs*

2

General Location and Legal Address of Property to be Subdivided*

Residential

Are you seeking any variation (relief) to the subdivision regulations?*

No

If YES, list the specific section in the Subdivision Regulations and attach a detailed explanation of the relief you are seeking:

Relationship of Applicant to Property Owner*

Agent

Owner of Record*

York Real Estate, LLC

Phone*

773-610-6222

Address*

1519 W. Warren Blvd Unit 503 PMB 101

City, State, Zip*

Chicago, IL 60607

Is the property in Trust?*

No

I (we) certify that all of the above statements and the statements contained in any papers or plans submitted herewith are true to the best of my (our) knowledge and belief. I (we) give permission to the Village to install public hearing sign(s) on the lot frontages of the above subject property as described in the Village Code. In addition to the above fees, applicant agrees to reimburse the Village for publication costs within 30 days of billing.*

M. Vanessa Favia
Jun 15, 2026

OWNERS AFFIDAVIT FOR SUBDIVISIONS OF NOT MORE THAN FIVE (5) LOTS This plat contains the entire contiguous undeveloped land area in which I have any interest.*

M. Vanessa Favia
Jun 15, 2026

Sizing by Land Use Category

Number of Lots by Type*

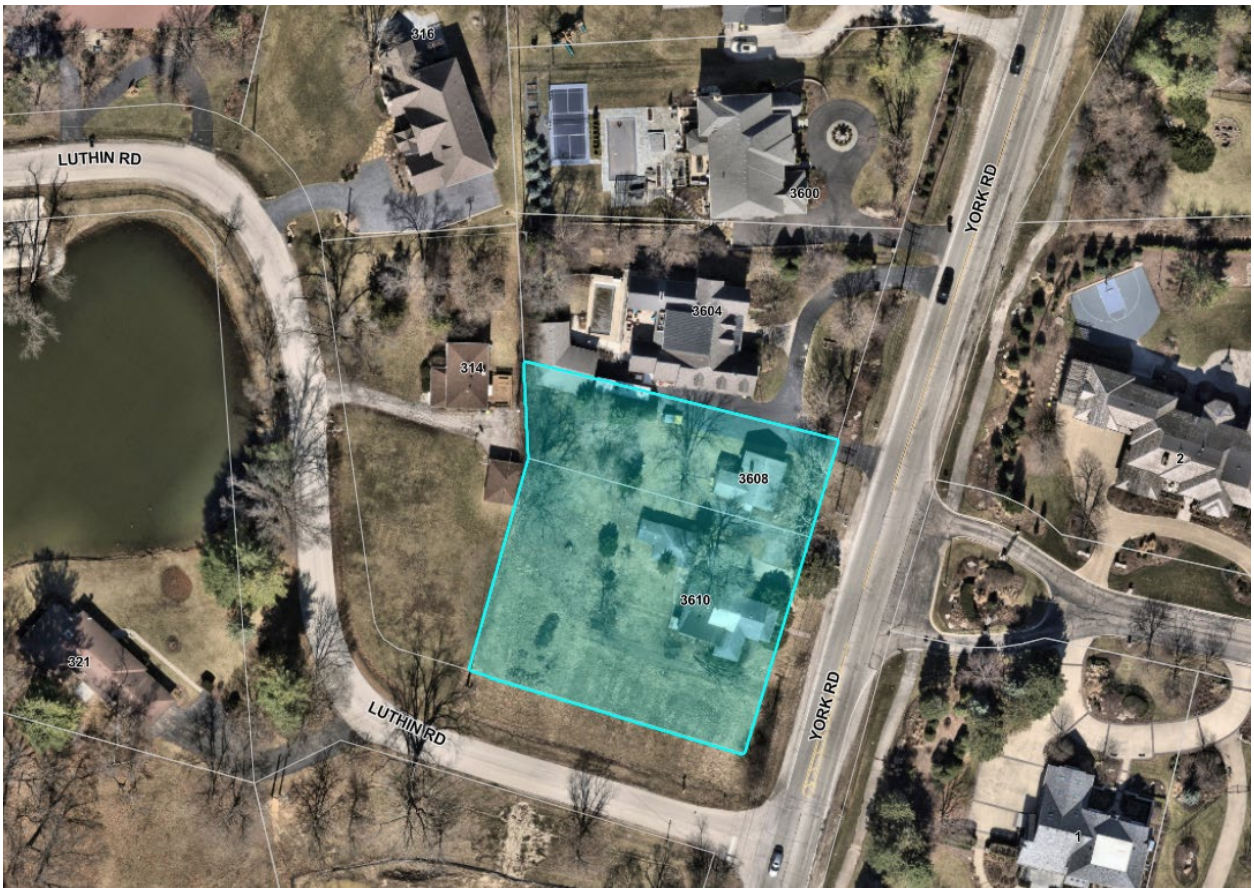
Residential

Number of Lots*

1

Number of Acres by Type*	Number of Acres*
Residential	0.7945

Number of Square Feet by Type*	Number of Square Feet*
Residential	34607


316
LUTHIN RD
3600
YORK RD
3604
314
3608
3610
321
LUTHIN RD
YORK RD
2
1

VANESSA FAVIA LTD
ATTORNEYS AT LAW

Vanessa Favia
Brittany Rogalla

Office: 331-223-4LAW (4529)
Fax: 331-901-5288
info@VF.legal
www.VF.legal

June 16, 2026

RE: 3608 and 3610 York Road – YR10 Resubdivision

Applicant: York Real Estate LLC

To Whom This May Concern:

This application seeks approval of a Final Plat of Consolidation for the properties commonly known as 3608 and 3610 York Road, Oak Brook, Illinois.

The purpose of the application is to combine the existing parcels into one lot in accordance with the attached Final Plat entitled "YR10 Resubdivision" prepared by Brian Malone, PE, PLS.

No variation or relief from the Village's subdivision regulations is requested.

The resulting parcel will continue to be used for residential purposes. Engineering and survey work have been completed, and the proposed consolidation will create a single residential lot containing approximately 34,607 square feet (0.7945 acres).

Applicant respectfully requests approval of the Final Plat of Consolidation.

Respectfully submitted,

M. Vanessa Favia
VF Law, Ltd.
Attorney for Applicant

OWNER AUTHORIZATION

York Real Estate LLC, an Illinois limited liability company, owner of the real property commonly known as 3608 and 3610 York Road, Oak Brook, Illinois, hereby authorizes M. Vanessa Favia and VF Law, Ltd. to prepare, execute, and submit applications and supporting materials to the Village of Oak Brook relating to the proposed consolidation of the subject property.

6/15/2026

Dated: June ___, 2026.

[redacted]AL ESTATE LLC

[redacted]

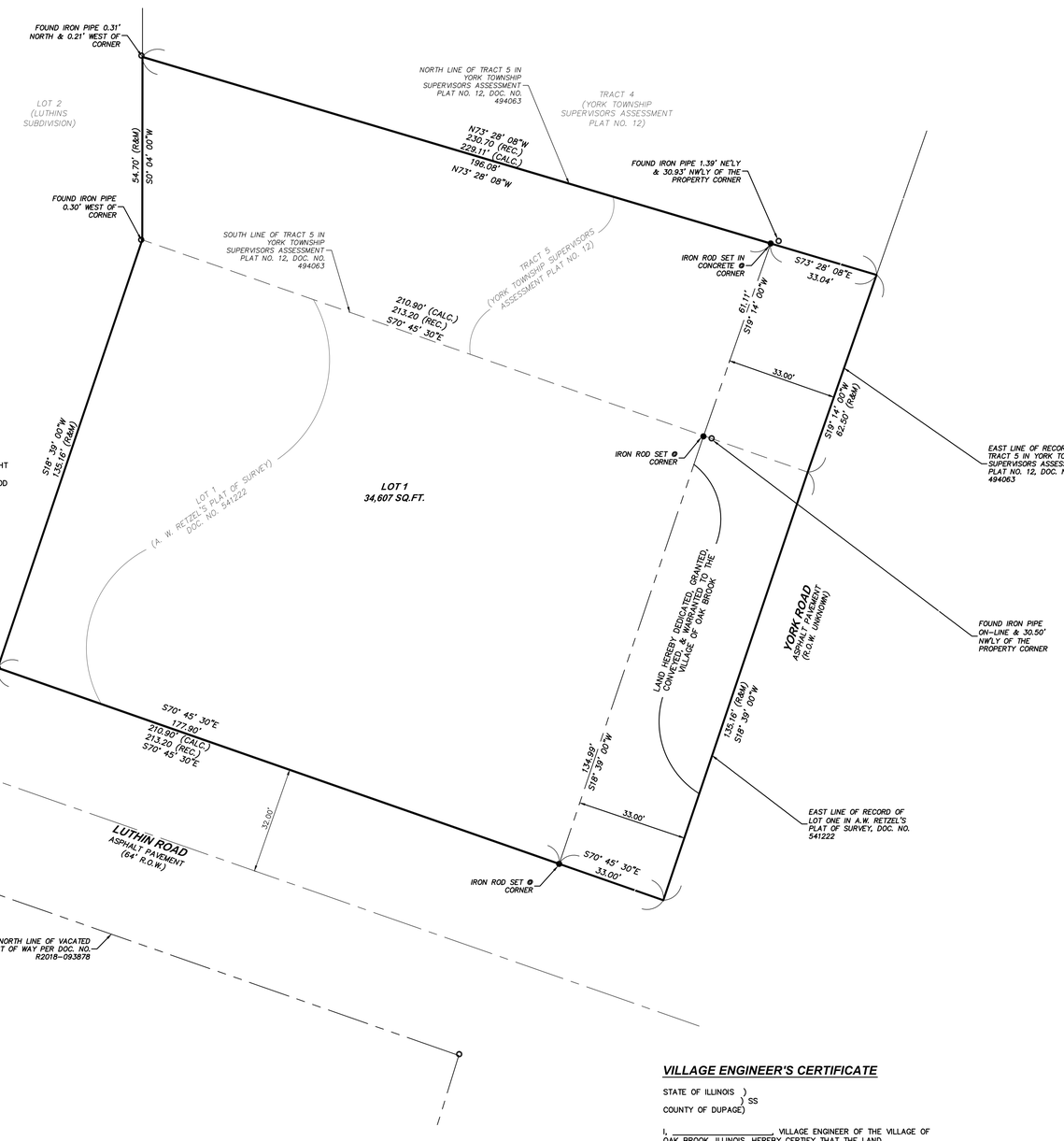
ID tnGoadeSvs8cBWUNSsisT9JN

By: ___ Ali Asmi, Manager

YR10 RESUBDIVISION

OF

TRACT 5 IN YORK TOWNSHIP SUPERVISORS'S ASSESSMENT PLAT NO. 12, OF PART OF THE SOUTHEAST 1/4 OF SECTION 36, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINICPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 22, 1946 AS DOCUMENT 494053, IN DUPAGE COUNTY, ILLINOIS.
ALSO, LOT 1 IN A. W. RETZEL'S PLAT OF SURVEY, OF PART OF THE SOUTHEAST 1/4 OF SECTION 36, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 16, 1948 AS DOCUMENT 541222, IN DUPAGE COUNTY, ILLINOIS.



LEGEND FOR SURVEY LINES

- FOUND IRON ROD
- FOUND IRON PIPE
- FOUND CROSS IN CONCRETE
- BOUNDARY LINE
- EXISTING PROPERTY LINE
- CENTER LINE
- RIGHT-OF-WAY LINE
- BUILDING SETBACK LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE

ABBREVIATIONS

P.U. & D.E.	PUBLIC UTILITY & DRAINAGE EASEMENT
REC.	RECORD MEASUREMENT
MEAS.	MEASURED MEASUREMENT

NOTE

ALL EASEMENTS ARE HEREBY GRANTED PUBLIC UTILITY & DRAINAGE UNLESS OTHERWISE NOTED.

ALL EXTERIOR CORNERS OF THE SUBDIVISION SHALL BE SET PRIOR TO THE RECORDING OF THE FINAL PLAT. INTERIOR PROPERTY CORNERS SHALL BE MONUMENTED WITHIN ONE YEAR AFTER FLAT RECORDING AND/OR PRIOR TO THE CONVEYANCE OF ANY PARCEL WITHIN THE SUBDIVISION.

CERTIFICATE OF OWNERSHIP

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF THE LAND DESCRIBED IN THE ANNEXED PLAT, AND HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED, AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.
THE UNDERSIGNED HEREBY DEDICATES FOR PUBLIC USE THE LANDS SHOWN ON THIS PLAT FOR THOROUGHFARES, STREETS, ALLEYS AND PUBLIC SERVICES; AND HEREBY ALSO RESERVES FOR AND GRANTS EASEMENTS FOR PUBLIC USE AND FOR THE INSTALLATION OF VARIOUS PUBLIC UTILITIES AS DESIGNATED AND/OR AS STATED IN THE UTILITY EASEMENT PROVISIONS WHICH ARE STATED HEREON.
ALL EASEMENTS INDICATED AS PUBLIC UTILITY EASEMENTS ON THIS PLAT ARE RESERVED FOR AND GRANTED TO THE VILLAGE OF OAK BROOK AND TO THOSE PUBLIC AND PRIVATE UTILITY COMPANIES OPERATING WITHIN THE VILLAGE INCLUDING, BUT NOT LIMITED TO, AMERITECH, COMMONWEALTH EDISON COMPANY, NORTHERN ILLINOIS GAS COMPANY, FLAGG CREEK SANITARY DISTRICT, AND THEIR SUCCESSORS AND ASSIGNS FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO INSTALL, CONSTRUCT, RECONSTRUCT, INSPECT, REPLACE, ALTER, ENLARGE, REMOVE, REPAIR, CLEAN, OPERATE AND MAINTAIN VARIOUS UTILITY, TRANSMISSION, DISTRIBUTION, COLLECTION AND DRAINAGE SYSTEMS TOGETHER WITH ANY AND ALL NECESSARY BUFFALO BOXES, CONNECTIONS, HYDRANTS, MANHOLES, CATCH BASINS, PIPES, SANITARY OR STORM SEWERS, SWALES, WATER MAINS, CABLES, WIRES, CONDUITS, TRANSFORMERS, PEDESTALS, AND WITHOUT LIMITATION SUCH OTHER APPURTENANCES OR DEVICES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE OR UTILITY COMPANY UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENTS, TOGETHER WITH RIGHT OF ACCESS ACROSS THE PROPERTY FOR NECESSARY WORKERS AND EQUIPMENT TO DO ANY OF THE ABOVE WORK AND THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF SEWERS OR OTHER UTILITIES. NO PERMANENT BUILDINGS OR STRUCTURES SHALL BE PLACED ON SAID EASEMENTS, EXCEPT AS REFERENCED ABOVE, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS. WHENEVER THE VILLAGE OR AFFECTED UTILITY COMPANY DETERMINES THAT ANY TREE, SHRUBS, VEGETATION, OR OTHER STRUCTURES OR OBJECTS (HEREIN COLLECTIVELY KNOWN AS "OBSTRUCTION") ON SAID EASEMENTS INTERFERE WITH THE AFORESAID USES OR RIGHTS, THE VILLAGE OR UTILITY COMPANY HAS THE RIGHT, BUT NOT THE OBLIGATION, TO REMOVE THE OBSTRUCTION AT THE PROPERTY OWNER'S EXPENSE. THE VILLAGE OR AFFECTED UTILITY COMPANY WILL APPLY GRASS SEED WHERE THE OBSTRUCTION HAS BEEN REMOVED, BUT IS NOT REQUIRED TO REPLACE OR REPAIR ANY OBSTRUCTION. ALL INSTALLATIONS ARE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF OAK BROOK.
ADDRESS: 3608 YORK ROAD
DATED THIS _____ DAY OF _____, 20___.

_____OWNER

NOTARY PUBLIC CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE AFORESAID INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.
GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF _____, 20___.

_____NOTARY PUBLIC

SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, _____, AS OWNER OF THE PROPERTY DESCRIBED AS THE YR10 SUBDIVISION, AND LEGALLY DESCRIBED ON THIS PLAT OF THE SAME NAME, HAVE DETERMINED, TO THE BEST OF MY KNOWLEDGE, THE SCHOOL DISTRICTS IN WHICH EACH OF THE FOLLOWING LOTS LIES:
SCHOOL DISTRICTS

LOT NUMBER(S)	ELEMENTARY	HIGH SCHOOL	COMM COLLEGE
1	DIST. 181	DIST. 86	COLLEGE OF DUPAGE 502

DATED THIS _____ DAY OF _____, 20_____,
3608 YORK ROAD

CERTIFICATE AS TO SPECIAL ASSESSMENTS

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, VILLAGE TREASURER OF THE VILLAGE OF OAK BROOK DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.
DATED AT OAK BROOK, DUPAGE COUNTY, ILLINOIS, THIS _____ DAY OF _____, 20_____.

_____TREASURER

SURVEYORS CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, BRIAN MALONE, A REGISTERED ILLINOIS LAND SURVEYOR NUMBER 035.003974, DO HEREBY CERTIFY THAT I HAVE SURVEYED AND SUBDIVIDED THE ABOVE DESCRIBED PROPERTY AS SHOWN ON THIS PLAT, WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION; ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
DATED AT _____, ILLINOIS, THIS _____ DAY OF _____, 20_____.

REGISTERED ILLINOIS LAND SURVEYOR_____

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035.003974

BRIAN M. MALONE 035.003974 PROFESSIONAL LAND SURVEYOR MOKENA STATE OF ILLINOIS

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

LICENSE EXPIRES 11/30/26
PROFESSIONAL DESIGN FIRM NO.
184.005285-0010

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____ COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT.
GIVEN UNDER MY HAND AND SEAL AT WHEATON, DUPAGE COUNTY, ILLINOIS, THIS _____ DAY OF _____, 20___.

_____COUNTY CLERK

COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS INSTRUMENT _____WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, ON THE _____ DAY OF _____, 20___, AT _____ O'CLOCK __M., AND WAS RECORDED IN BOOK _____ OF PLATS ON PAGE _____,

_____RECORDER OF DEEDS

DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.
DATED THIS ____ DAY OF _____, 20____.

_____ _____
ENGINEER OWNER OR ATTORNEY

PLAN COMISSION CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF OAK BROOK, DUPAGE COUNTY, ILLINOIS, THIS ____ DAY OF _____, 20____.

_____CHAIRMAN

VILLAGE CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, VILLAGE CLERK OF THE VILLAGE OF OAK BROOK, ILLINOIS, HEREBY CERTIFY THAT THE ANNEXED PLAT WAS PRESENTED TO AND BY RESOLUTION DULY APPROVED BY THE VILLAGE BOARD OF SAID VILLAGE AT ITS MEETING HELD ON _____, 20___, AND THAT THE REQUIRED BOND OR OTHER GUARANTEE HAS BEEN POSTED FOR THE COMPLETION OF THE IMPROVMENTS REQUIRED BY THE REGULATIONS OF SAID VILLAGE.
IN WITNESS WHEREOF I HAVE HERETO SET MY HAND AND THE SEAL OF THE VILLAGE OF OAK BROOK, ILLINOIS, THIS _____ DAY OF _____, 20____.

_____VILLAGE CLERK

EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO COMMONWEALTH EDISON COMPANY, COMCAST, AND AT&T TELEHOLDINGS INCORPORATED, ILLINOIS A.K.A. ILLINOIS BELL TELEPHONE COMPANY, GRANTEES, THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES GUYS, ANCHORS, WRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (OR SIMILAR DESIGNATION), THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHTS TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EASCH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (OR SIMILAR DESIGNATION) WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF. THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2, AS AMENDED FROM TIME TO TIME. THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING", AND "COMMON AREA". THE TERM "COMMON AREA OR AREAS", AND "COMMON ELEMENTS" INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND OR MECHANICAL EQUIPMENT. RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF THE GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

VILLAGE ENGINEER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, VILLAGE ENGINEER OF THE VILLAGE OF OAK BROOK, ILLINOIS, HEREBY CERTIFY THAT THE LAND IMPROVEMENTS DESCRIBED IN THE ANNEXED PLAT AND THE PLANS AND SPECIFICATIONS THEREFOR MEET THE MINIMUM REQUIREMENTS OF SAID VILLAGE AND HAVE BEEN APPROVED BY ALL PUBLIC AUTHORITIES HAVING JURISDICTION THEREOF.
DATED AT OAK BROOK, DUPAGE COUNTY, ILLINOIS, THIS _____ DAY OF _____, 20____.

_____VILLAGE ENGINEER

CERTIFICATE OF COUNTY ENGINEER

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS PLAT HAS BEEN APPROVED BY THE DUPAGE COUNTY DIVISION OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS TO COUNTY HIGHWAY _____, _____ PURSUANT TO 765 ILCS 205/2; HOWEVER, A HIGHWAY PERMIT FOR ACCESS IS REQUIRED OF THE OWNER OF THE PROPERTY PRIOR TO CONSTRUCTION WITHIN THE COUNTY RIGHT-OF-WAY.
DATED THIS _____ DAY OF _____, 20____.

_____COUNTY ENGINEER

PROPERTY ADDRESS

3608 YORK ROAD
OAK BROOK, IL

AREA OF CONSOLIDATION

LOT 1: 34,607 SQUARE FEET MORE OR LESS

LOT 1 PIN

DECLARATION OF RESTRICTIVE COVENANTS

THE UNDERSIGNED OWNER HEREBY DECLARES THAT THE REAL PROPERTY DESCRIBED IN AND DEPICTED ON THIS PLAT OF SUBDIVISION SHALL BE HELD, TRANSFERRED, SOLD, CONVEYED AND OCCUPIED SUBJECT TO THE FOLLOWING COVENANTS AND RESTRICTIONS:

- ALL PUBLIC UTILITY STRUCTURES AND FACILITIES, WHETHER LOCATED ON PUBLIC OR PRIVATE PROPERTY, SHALL BE CONSTRUCTED WHOLLY UNDERGROUND, EXCEPT FOR TRANSFORMERS, TRANSFORMER PADS, LIGHT POLES, REGULATORS, VALVES, MARKERS AND SIMILAR STRUCTURES APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF OAK BROOK PRIOR TO RECORDING OF THIS PLAT OF SUBDIVISION.
- AN EASEMENT FOR SERVING THE SUBDIVISION, AND OTHER PROPERTY WITH STORM DRAINAGE, SANITARY SEWER, STREET LIGHTING, POTABLE WATER SERVICE, AND OTHER PUBLIC UTILITY SERVICES, IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF OAK BROOK AND FLAGG CREEK SANITARY DISTRICT, THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEPARATELY, TO INSTALL, OPERATE AND MAINTAIN, AND REMOVE, FROM TIME TO TIME, FACILITIES AND EQUIPMENT USED IN CONNECTION WITH THE PUBLIC WATER SUPPLY, TRANSMISSION LINES, SANITARY SEWERS, STORM DRAINAGE SYSTEM, STREET LIGHTING SYSTEM, OR OTHER PUBLIC UTILITY SERVICE, AND THEIR APPURTENANCES, EITHER ON, OVER, ACROSS, BELOW OR THROUGH THE GROUND SHOWN WITHIN THE DOTTED LINES ON THE PLAT MARKED "PUBLIC UTILITY AND/OR DRAINAGE EASEMENT," OR SIMILAR LANGUAGE DESIGNATING A STORMWATER OR SEWER EASEMENT, AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, TOGETHER WITH THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER, THE PROPERTY WITHIN THE STORMWATER OR SEWER EASEMENT WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.
- WHEREAS, SAID LOTS WILL BE CONVEYED TO PURCHASERS SUBJECT TO THIS DECLARATION TO THE END THAT THE RESTRICTIONS IMPOSED SHALL INURE TO THE BENEFIT OF EACH AND ALL OF THE PURCHASERS OF SUCH LOTS WHETHER THEY SHALL HAVE BECOME SUCH BEFORE OR AFTER THE DATE THEREOF, AND THEIR RESPECTIVE HEIRS AND ASSIGNS, AND WHEREAS, THE AFORESAID PROPERTY DESCRIBED ON THE ATTACHED PLAT IS LOCATED ENTIRELY WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF OAK BROOK, ILLINOIS, AND WHEREAS, ALL OF THE PROVISIONS, RESTRICTIONS, CONDITIONS, COVENANTS, AGREEMENTS, AND CHARGES HEREIN CONTAINED SHALL RUN WITH AND BIND ALL OF SAID LOTS AND LAND AND SHALL INURE TO THE BENEFIT OF, AND BE ENFORCEABLE BY THE VILLAGE OF OAK BROOK, ILLINOIS, AND THE OWNERS OR OWNER OF ANY OF THE LOTS OF LAND COMPRISED WITHIN SAID PLAT, AND THEIR RESPECTIVE HEIRS, EXECUTORS, ADMINISTRATORS, SUCCESSORS, GRANTEES AND ASSIGNS.

NOW, THEREFORE, ALL PERSONS, FIRMS OR CORPORATIONS NOW OWNING THE AFORESAID PROPERTY DO COVENANT AND AGREE THAT THEY OR ANY PERSON, FIRM OR CORPORATION HEREAFTER ACQUIRING ANY PROPERTY OR LOTS SHOWN UPON THE ATTACHED PLAT OF SUBDIVISION ARE HEREBY SUBJECTED TO THE FOLLOWING RESTRICTIONS RUNNING WITH SAID PROPERTY TO WHOMSOEVER OWNED, TO WIT:

OWNER HEREBY GRANTS TO THE VILLAGE OF OAK BROOK A STORMWATER MANAGEMENT EASEMENT FOR THE USE AND BENEFIT OF THE VILLAGE, OVER THE STORMWATER FACILITIES WITHIN THE PROPERTY AND A RIGHT OF ACCESS TO PRIVATELY-OWNED LAND FOR THE REASONABLE EXERCISE OF THE RIGHTS GRANTED TO THE VILLAGE.

EACH OWNER OR PURCHASER SHALL BE RESPONSIBLE TO INSPECT AND MAINTAIN THE STORMWATER FACILITIES ON THEIR LOT. NO BUILDINGS OR STRUCTURES OF ANY KIND SHALL BE PLACED ON SAID EASEMENT NOR SHALL ANY OTHER CHANGE BE MADE ON THE PROPERTY THAT MIGHT MATERIALLY AFFECT THE PROPER MANAGEMENT, OPERATION AND CONTINUED MAINTENANCE OF ANY STORMWATER FACILITY; IMPEDE STORMWATER DRAINAGE IN OR ON THE PROPERTY; NEGATIVELY IMPACT THE WATER QUALITY OF THE STORMWATER FACILITIES; OR MATERIALLY REDUCE THE STORMWATER DETENTION OR RETENTION CAPACITY THEREOF AS PROVIDED IN THE APPROVED PLANS.

IN THE EVENT THE VILLAGE DETERMINES, IN ITS SOLE AND ABSOLUTE DISCRETION, THAT THE PROHIBITIONS OF THE PRECEDING PARAGRAPH HAVE BEEN VIOLATED OR THAT PROPER MAINTENANCE OF THE STORMWATER FACILITIES IS NOT BEING PERFORMED OR THAT PROPER OPERATION OF THE STORMWATER FACILITIES IS NOT OCCURRING, ON THE PROPERTY AT ANY TIME, THE VILLAGE OR ITS CONTRACTORS OR AGENTS, AFTER TEN (10) DAYS PRIOR WRITTEN NOTICE TO THE OWNER, MAY, BUT SHALL NOT BE OBLIGATED TO, ENTER UPON ANY OR ALL OF THE PROPERTY FOR THE PURPOSES OF (A) CORRECTING ANY VIOLATION AND (B) PERFORMING MAINTENANCE WORK ON AND TO THE STORMWATER FACILITIES.

IN THE EVENT THAT THE VILLAGE SHALL PERFORM, OR CAUSE TO BE PERFORMED, ANY WORK PURSUANT TO THE STORMWATER MANAGEMENT EASEMENT, THE VILLAGE SHALL HAVE THE RIGHT TO CHARGE THE OWNER AN AMOUNT SUFFICIENT TO DEFRAY THE ENTIRE COST OF SUCH WORK, INCLUDING ADMINISTRATIVE COSTS, EITHER BEFORE OR AFTER SUCH COST IS INCURRED. IF THE AMOUNT SO CHARGED IS NOT PAID BY THE OWNER WITHIN THIRTY (30) DAYS FOLLOWING A DEMAND IN WRITING BY THE VILLAGE FOR SUCH PAYMENT, SUCH CHARGE, TOGETHER WITH INTEREST AND COSTS OF COLLECTION, SHALL BECOME A LIEN UPON THE PROPERTY AND THE VILLAGE SHALL HAVE THE RIGHT TO COLLECT SUCH CHARGE, WITH INTEREST AND COSTS, AND TO ENFORCE SUCH LIEN AS IN FORECLOSURE PROCEEDINGS AS PERMITTED BY LAW.

IN WITNESS WHEREOF, THE OWNERS HAVE SET THEIR HANDS UPON THE ATTACHED PLAT THE DAY AND DATE FIRST WRITTEN THERON.

DATED THIS ____ DAY OF _____, 20 ___,

BY: _____ OWNER

WINESSED AND GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS __ DAY OF_____, 20___.

_____ (SEAL)
NOTARY PUBLIC

SANITARY DISTRICT CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, SECRETARY OF THE _____ SANITARY DISTRICT, DUPAGE COUNTY, ILLINOIS, HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENT THEREOF THAT HAVE BEEN CONFIRMED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.
DATED THIS _____ DAY OF _____, 20_____,

_____SECRETARY

GRAPHIC SCALE

20 0 10 20
(IN FEET)
1 INCH = 20 ft.

MARTIN M. Engineering, Inc.
SITE DESIGN CIVIL ENGINEERS & SURVEYORS
20123 OAKWOOD DRIVE
MOKENA, ILLINOIS 60448
VOICE: (708) 995-1323
FAX: (708) 995-1384
LICENSE NO. 184.005285-0010

ORDERED BY: ANUM ALI ASMI
SCALE: 1"=20' JOB NO. 26-060 PLAT OF RESUBDIVISION
BASIS OF BEARINGS: THE WEST LINE OF THE RECORD PLAT OF SUBDIVISION FOR LOT 1 IN A. W. RETZEL'S PLAT OF SURVEY, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 16, 1948 AS DOCUMENT 541222, IN DUPAGE COUNTY, ILLINOIS

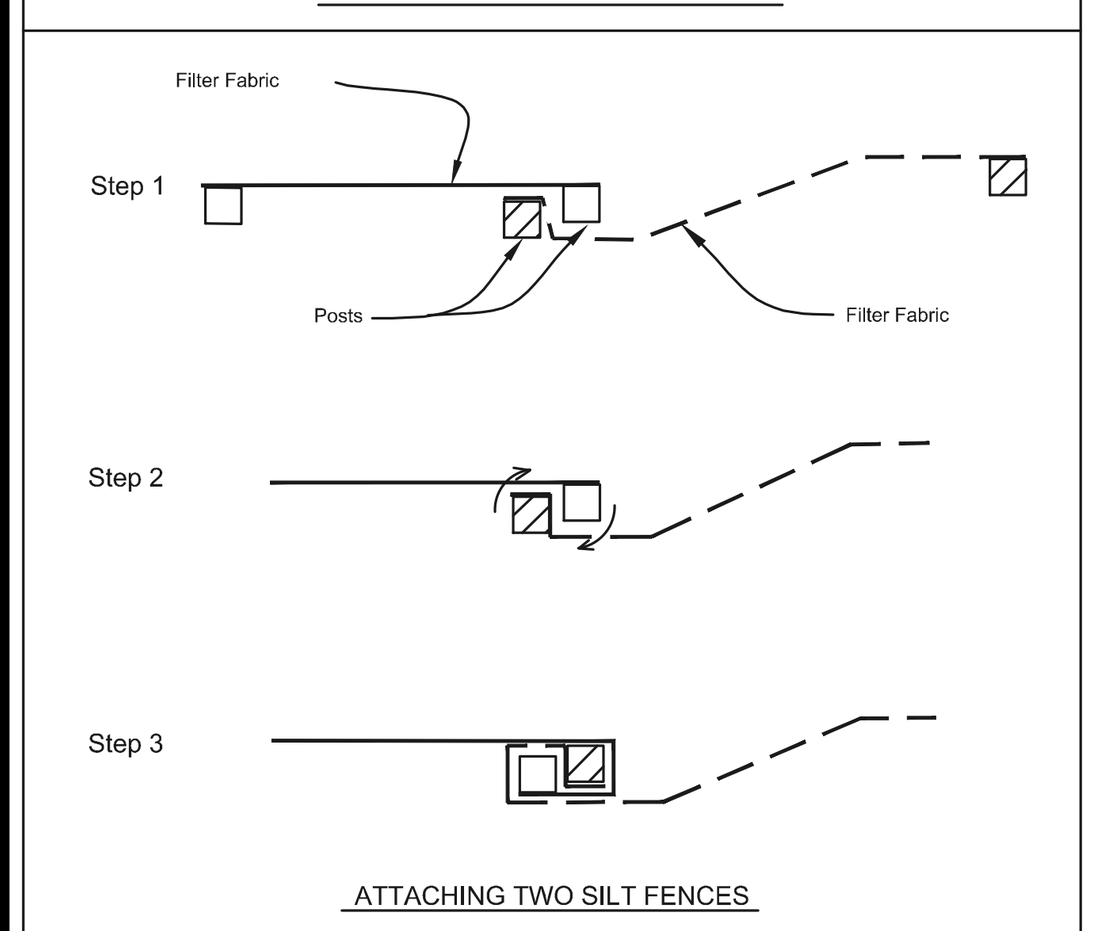
PLAT OF SURVEY/
EX. TOPOGRAPHY & REMOVAL PLAN

TRACT 5 IN YORK TOWNSHIP SUPERVISORS'S ASSESSMENT PLAT NO. 12, OF PART OF THE SOUTHEAST 1/4 OF SECTION 36, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINICPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 22, 1946 AS DOCUMENT 494053, IN DUPAGE COUNTY, ILLINOIS.
ALSO, LOT 1 IN A. W. RETZEL'S PLAT OF SURVEY, OF PART OF THE SOUTHEAST 1/4 OF SECTION 36, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 16, 1948 AS DOCUMENT 541222, IN DUPAGE COUNTY, ILLINOIS.
PIN#'S: 06-36-400-010
06-36-400-011

LEGEND FOR OBJECTS

EXISTING		PROPOSED
	SANITARY SEWER	
	STORM SEWER	
	CATCH BASIN	
	OPEN LID MANHOLE	
	CLOSED LID MANHOLE	
	INLET	
W	WATER MAIN	W
	VALVE	
	HYDRANT	
	FLARED END	
	STREET LIGHT	
	UTILITY POLE	
B	B-BOX	B
	RETAINING WALL	
	SILT FENCE	
701	CONTOUR	701
x	FENCE	x
	100-YEAR OVERFLOW PATH	
	STORM STRUCTURE W/ INLET PROTECTION	
	EX. TREE TO BE REMOVED	

SILT FENCE PLAN

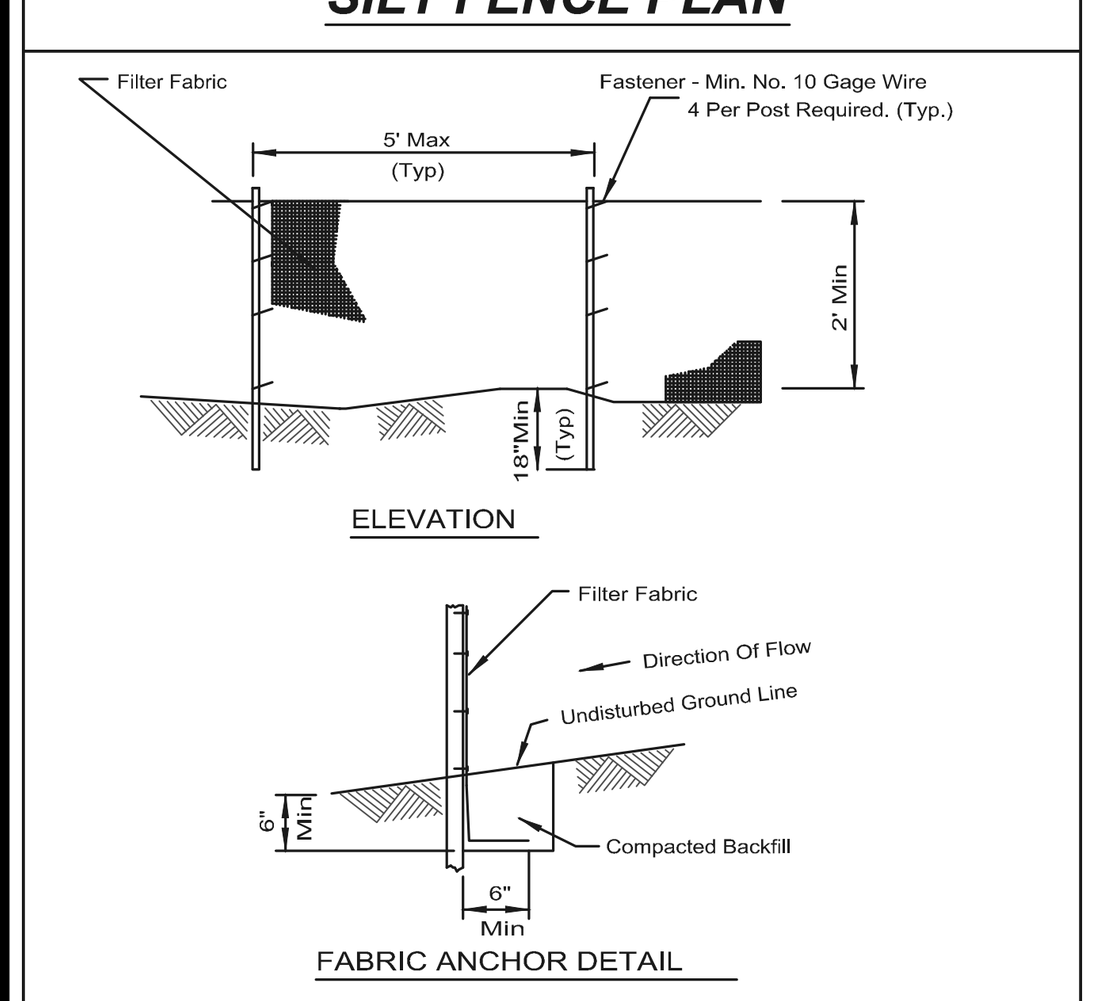


ATTACHING TWO SILT FENCES

NOTES:
1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material. Drive both posts a minimum of 18 inches into the ground and bury the flap.
3.

REFERENCE	NRCS Natural Resources Conservation Service	STANDARD DWG. NO. IL-620(W) SHEET 2 OF 2 DATE 1-29-99
Project / Designed / Checked / Approved — Date		

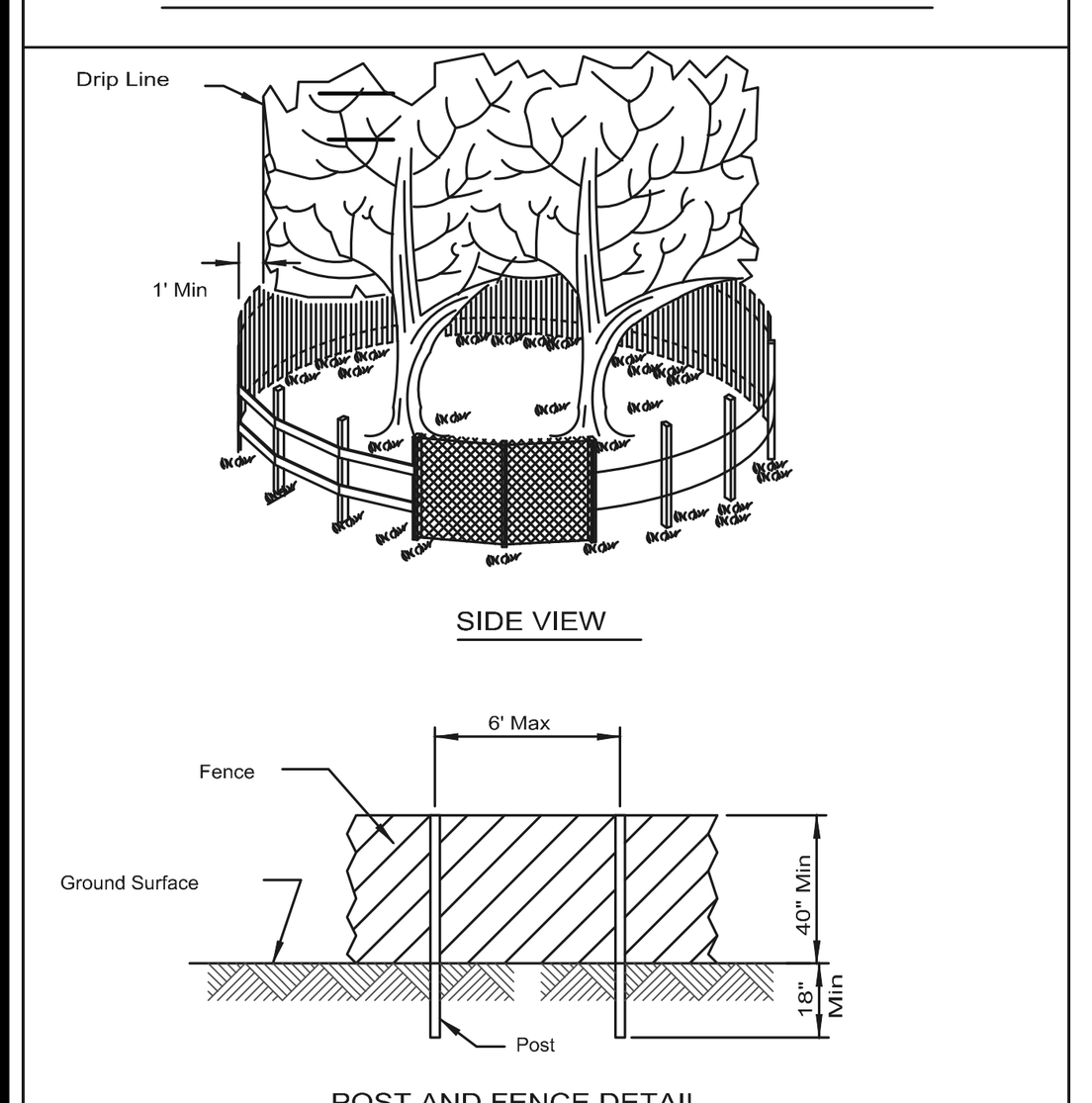
SILT FENCE PLAN



NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class with equivalent opening size of at least 30 for nonwoven and 50 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE	NRCS Natural Resources Conservation Service	STANDARD DWG. NO. IL-620 SHEET 1 OF 2 DATE 11-20-01
Project / Designed / Checked / Approved — Date		

TREE PROTECTION - FENCING



NOTES:
1. The fence shall be located a minimum of 1 foot outside the drip line of the tree to be saved and in no case closer than 5 feet to the trunk of any tree.
2. Fence posts shall be either standard steel posts or wood posts with a minumum cross sectional area of 3.0 sq. in.
3. The fence may be either 40" high snow fence, 40" plastic web fencing or any other material as approved by the engineer/inspector.

REFERENCE	NRCS Natural Resources Conservation Service	STANDARD DWG. NO. IL-690 SHEET 1 OF 1 DATE 4-7-94
Project / Designed / Checked / Approved — Date		

BENCHMARKS:

SITE BENCHMARK:
"X" MARKED ON CURB ±67.2' NORTH, ±51.3' EAST OF THE SOUTHEAST CORNER OF SUBJECT PROPERTY, APROXIMATELY 3.1' NORTHEAST OF FIRE HYDRANT.
ELEV=650.90 (NAVD 88)

MAG NAIL IN PAVEMENT NEAR THE EXTENSION OF THE WEST LINE OF LOT 1 IN A.W. RETZEL'S PLAT OF SURVEY.
ELEV.=650.37 (NAVD88)

IMPERVIOUS AREA CALCS.

LOT AREA	= 41,104 SF
EX. BUILDINGS AREA (INCL. OVERHANG)	= 3,595 SF
EX. CONCRETE	= 1,175 SF
EX. RETAINING WALLS	= 28 SF
EX. ASPHALT PAVEMENT AREA	= 1,095 SF
(DOES NOT INCLUDE YORK ROAD R.O.W.)	
YORK ROAD R.O.W. CON./ASPH./GRAVEL	= 3,439 SF
TOTAL EX. IMPERVIOUS AREA	= 9,332 SF

ADDITIONAL NOTES:

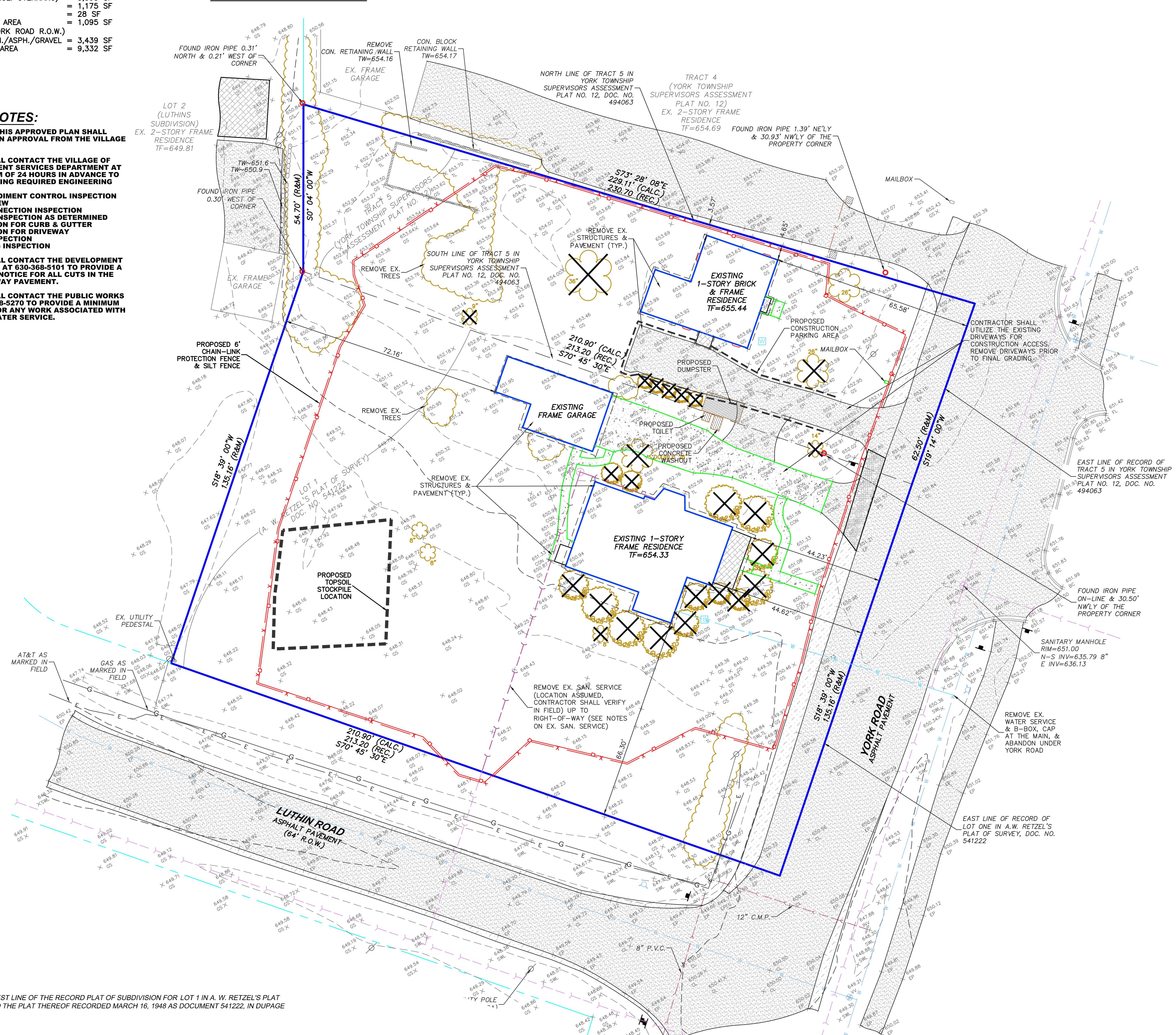
ANY DEVIATION FROM THIS APPROVED PLAN SHALL REQUIRE PRIOR WRITTEN APPROVAL FROM THE VILLAGE OF OAK BROOK.

THE CONTRACTOR SHALL CONTACT THE VILLAGE OF OAK BROOK DEVELOPMENT SERVICES DEPARTMENT AT 630-368-5101 A MINIMUM OF 24 HOURS IN ADVANCE TO SCHEDULE THE FOLLOWING REQUIRED ENGINEERING INSPECTIONS:
- **SOIL EROSION & SEDIMENT CONTROL INSPECTION**
- **SPOT SURVEY REVIEW**
- **STORM SEWER CONNECTION INSPECTION**
- **PAVEMENT PATCH INSPECTION AS DETERMINED**
- **PREPOUR INSPECTION FOR CURB & GUTTER**
- **PREPOUR INSPECTION FOR DRIVEWAY**
- **FINAL GRADING INSPECTION**
- **FINAL ENGINEERING INSPECTION**

THE CONTRACTOR SHALL CONTACT THE DEVELOPMENT SERVICES DEPARTMENT AT 630-368-5101 TO PROVIDE A MINIMUM OF 24-HOURS NOTICE FOR ALL CUTS IN THE STAFFORD LANE ROADWAY PAVEMENT.

THE CONTRACTOR SHALL CONTACT THE PUBLIC WORKS DEPARTMENT AT 630-368-5270 TO PROVIDE A MINIMUM OF 24-HOURS NOTICE FOR ANY WORK ASSOCIATED WITH THE WATER MAIN OR WATER SERVICE.

EXISTING TOPOGRAPHY



BASIS OF BEARING: THE WEST LINE OF THE RECORD PLAT OF SUBDIVISION FOR LOT 1 IN A. W. RETZEL'S PLAT OF SURVEY, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 16, 1948 AS DOCUMENT 541222, IN DUPAGE COUNTY, ILLINOIS

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I, BRIAN MALONE, CERTIFY THAT I HAVE SURVEYED THE PROPERTY DESCRIBED HEREON AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY. ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

MOKENA, ILLINOIS, APRIL 14, 2026.

LICENSE EXPIRES 11/30/26
PROFESSIONAL LAND SURVEYOR NO. 035.003974

BRIAN M. MALONE 035.003974 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS

COMPARE ALL POINTS BEFORE BUILDING AND REPORT ANY DIFFERENCES AT ONCE. FOR BUILDING LINES, EASEMENTS AND OTHER RESTRICTIONS NOT SHOWN HEREON REFER TO YOUR DEED, CONTRACT, TITLE POLICY, ZONING ORDINANCE, ETC.

THE EXISTING SURVEY WAS PREPARED UTILIZING THE LEGAL DESCRIPTION FOR THE PROPERTY AS PROVIDED BY THE CLIENT

ABBREVIATIONS:

P.U. & D.E.	PUBLIC UTILITY & DRAINAGE EASEMENT
N.F.	NO FENCE
N.A.	NO ACCESS
L.C.	LANDCAPE COVENANT
B.S.L.	BUILDING SETBACK LINE
TF	TOP OF FOUNDATION
GF	GARAGE FLOOR
LO	LOOK OUT
WO	WALK OUT
WW	WINDOW WELL
DS	DOWN SPOUT
BL	BRICK LEDGE
SP	SUMP PUMP
TL	TREE LINE

XXX.XXTC	TOP OF CURB ELEVATION
XXX.XME	MATCH EXISTING ELEVATION
(XX.X)	EXISTING SPOT GRADE PER APPROVED ENGINEERING PLANS
XXX.XX XX	EX. AS-BUILT GRADE & DESCRIPTION
XXX.X	SPOT GRADE W/ FLOW DIRECTION

NOTE: ADD 600 TO ALL PROPOSED SPOT GRADES

PAVEMENT LEGEND

PROPOSED CONCRETE	PROPOSED PAVERS	EXISTING COVERED PORCH/PATIO
PROPOSED GRAVEL	PROPOSED ASPHALT	EXISTING CONCRETE
PROPOSED DECK	EXISTING BITUMINOUS PAVEMENT	EXISTING PAVEMENT REMOVAL

LEGEND FOR SURVEY LINES

- FOUND IRON ROD
- FOUND IRON PIPE
- BOUNDARY LINE
- ADJACENT PROPERTY LINE
- ON-SITE STRUCTURE LINE
- OFF-SITE STRUCTURE LINE
- CENTER LINE
- RIGHT-OF-WAY LINE
- BUILDING SETBACK LINE
- EXISTING EASEMENT LINE

CONSTRUCTION SCHEDULE:

1. INSTALL SILT FENCE, STABILIZED CONSTRUCTION ENTRANCE, INLET PROTECTION FILTERS & TREE PROTECTION FENCING -SUMMER 2026
2. SITE DEMOLITION, CLEARING AND GRUBBING -SUMMER 2026
3. MASS GRADING -SUMMER 2026
4. CONSTRUCT PROPOSED RESIDENCE & INSTALL DRIVEWAY -SUMMER/FALL 2026
5. INSTALL PROPOSED UTILITIES -FALL 2026
6. HARDSCAPE & FINAL GRADING -SPRING 2027
7. PREPARE & SUBMIT RECORD DRAWINGS -SUMMER 2027
8. LANDSCAPE & PLANT LAWN & REMOVE TEMPORARY EROSION CONTROL MEASURES & FENCING -FALL 2027

NOTES:

WATER AND SEWER SERVICES

WATER SERVICE TO BE 1-1/2" MIN. TYPE K COPPER MIN. DEPTH 5.50'.

SANITARY SERVICE TO BE 6" SDR 26 PVC MIN. SLOPE OF 1%

SANITARY & WATER SERVICES ARE APPROXIMATE AND MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.

MIN. SEPARATION OF WATER AND SANITARY SERVICES SHALL BE 10' HORIZONTALLY & 18" VERTICALLY. IF SEPARATION REQUIREMENTS CAN NOT BE MET, SANITARY SEWER SHALL BE CONSTRUCTED OF WATER MAIN QUALITY PIPE OR ENCASED 10' EACH SIDE OF CROSSING.

THE EXISTING SANITARY SERVICE SHALL BE TELEVISED AND SUBMITTED TO THE VILLAGE'S PUBLIC WORKS DEPARTMENT FOR REVIEW TO DETERMINE IF THE SERVICE CAN BE RE-USED FOR THE PROPOSED RESIDENCE.

CONTRACTOR SHALL PROTECT ALL EXISTING TREES ON-SITE UNLESS THE TREE HAS BEEN SHOWN AS BEING REMOVED ON THE PLAN

CONSTRUCTION SIGNS AND VILLAGE REQUIRED POSTED NOTICES WILL BE PLACED IN CONFORMANCE WITH THE OAK BROOK ZONING CODE.

ALL GUTTER DISCHARGE SHALL BE CONTAINED AND DISCHARGED TO 10 FEET BEYOND THE BUILDING. ALL DOWNSPOUTS THAT SPLASH TO GRADE SHALL HAVE SPLASH BLOCKS.

SWALES SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.

THE MAXIMUM SLOPE ON-SITE SHALL BE 3H TO 1V.

CONTRACTOR SHOULD COORDINATE WITH THE VILLAGE OF OAK BROOK REGARDING WATER USAGE.

CONSTRUCTION NOISE

CONSTRUCTION NOISE RESTRICTIONS ARE FOUND IN SECTION 6-1-2 OF THE VILLAGE CODE. GENERALLY, RESIDENTIAL AREAS ARE RESTRICTED TO BETWEEN 7:00 A.M. - 6:00 P.M. MONDAY-FRIDAYAND 8:00 A.M. -5:00 P.M. SATURDAY & SUNDAY.

MISCELLANEOUS ITEMS

ALL WORK AREAS SHALL BE RESTORED IN ACCORDANCE WITH THESE PUBLIC WORKS STANDARDS.

EXCAVATIONS OUTSIDE OF PAVEMENTS REMAINING OPEN OVERNIGHT SHALL BE PROTECTED EACH NIGHT; THIS MAY BE ACHIEVED BY BACKFILLING TO GRADE OR LIGHTED BARRICADES AND FENCING ON ALL SIDES.

WHEN THE VILLAGE NOTIFIES A PERMITEE OF A FAILURE IN THE WORK AREA(e.g., CAVE IN OR SETTLEMENT), THE PERMITEE SHALL RESPOND & PERMANENTLY REPAIR SAID WORKWITHIN 2 CALENDAR DAYS UNLESS THE FAILURE POSES A SAFETY HAZARD, AS DETERMINED BY THE VILLAGE ENGINEER, IN WHICH CASE THE PERMITEE SHALL RESPOND WITHIN SIX (6) HOURS.

DISTURBED AREAS SHALL BE LIMITED TO NO MORE THAN 100 LINEAR FEET OF OPEN TRENCH BEFORE BACKFILLING & TEMPORARY REPAIRS ARE INITIATED.

CARE MUST BE TAKEN IN JOB SITE PARKING TO AVOID DAMAGE TO SIDEWALKS, PATHWAYS, DRIVEWAYS, OR LANDSCAPING. PARKED VEHICLES AND EQUIPMENT SHALL NOT RESTRICT PRIVATE PROPERTY ACCESS NOR HINDER SIGHT DISTANCES FOR TRAFFIC OR PEDESTRIANS.

EROSION AND SEDIMENT CONTROL IN AND AROUND WORK SITES SHALL BE IN ACCORDANCE WITH PERTINENT VILLAGE REQUIREMENTS & DOCUMENTS. INLET PROTECTION SHALL BE PROVIDED AT ALL INLETS (WITHIN PAVED OR UNPAVED AREAS). UNDER NO CIRCUMSTANCES SHALL MATERIAL BE WASHED INTO STORM DRAINS. EXCESS MATERIAL/SEDIMENT SHALL BE ALLOWED TO DRY AND THEN REMOVED BY VACUUM SWEEPER OR SHOVELING & HAULING AWAY.

IF THE TEMPORARY STOCKPILE IS TO REMAIN 3 DAYS OR LONGER, A SILT FENCE SHALL BE PLACED AROUND IT.

CONTRACTOR:
ALI ASMI
(773)610-6222

EROSION CONTROL NOTES:

TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES SHALL BE FUNCTIONAL & INSPECTED BY THE VILLAGE PRIOR TO LAND DISTURBANCE ACTIVITIES.

STOCKPILES OF SOIL SHALL NOT BE LOCATED WITHIN ANY DRAINAGEWAYS, FLOODPLAINS, WETLANDS, BUFFERS, OR LPDA'S.

SEDIMENT & EROSION CONTROL SHALL BE PROVIDED FOR ANY SOIL STOCKPILE IF IT IS TO REMAIN IN PLACE FOR MORE THAN 3 DAYS INCLUDING A DOUBLE ROW SILT FENCE.

PROPERTIES DOWNSTREAM FROM THE SITE SHALL BE PROTECTED FROM EROSION IF THE VOLUME, VELOCITY, SEDIMENT LOAD, OR PEAK FLOW RATES OF STORMWATER RUNOFF ARE TEMPORARILY INCREASED DURING CONSTRUCTION.

STORM SEWER INLETS SHALL BE PROTECTED WITH SEDIMENT TRAPPING OR FILTER CONTROL DEVICES DURING CONSTRUCTION.

THE SURFACE OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN SEVEN DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS THAT WILL REMAIN UNDISTURBED FOR MORE THAN SEVEN DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION.

PUMPING SEDIMENT-LADEN WATER INTO ANY STORMWATER FACILITY OT DESIGNATED TO BE A SEDIMENT TRAP, DRAINAGEWAY, OR OFFSITE AREA EITHER DIRECTLY OR INDIRECTLY WITHOUT FILTRATION IS PROHIBITED.

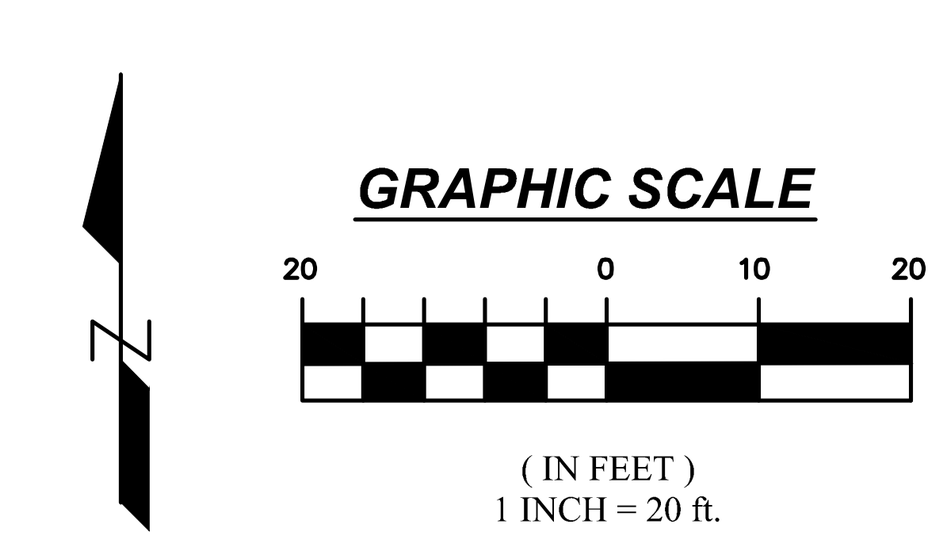
A STABILIZED CONSTRUCTION ENTRANCE SHALL BE PROVIDED TO PREVENT THE DEPOSITION OF SOIL ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY.

ALL TEMPORARY CONTROL MEASURES NECESSARY TO MEET THE REQUIREMENTS OF THE VILLAGE OF OAK BROOK STORMWATER ORDINANCE SHALL BE KEPT OPERATIONAL & MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT & EROSION CONTROL MEASURES ARE OPERATIONAL. PERMANENT EROSION CONTROL SHALL BE ESTABLISHED WITH 6" TOPSOIL AND SOD.

ALL TEMPORARY EROSION & SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER FINAL STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT & OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.

LAND DISTURBANCE ACTIVITIES IN STREAMS & DITCHES SHALL BE AVOIDED WHERE POSSIBLE.

SOIL STOCKPILES SHALL NOT BE LEFT OVERNIGHT IN DITCHES OR WITHIN FLOODPLAINS.



INDEX OF SHEETS:

SHEET 1: EX. REMOVAL PLAN
SHEET 2: GRADING & UTILITY PLAN

OAK BROOK GRADING PLAN

3608 YORK ROAD
OAK BROOK, ILLINOIS

EX. REMOVAL PLAN

DRAWN BY: JDM	CHECKED BY: BMM
SCALE: 1"=20'	DATE: 06/08/26
JOB NUMBER: 26-060	SHEET: 1 OF 2

#	DATE	DESCRIPTION

MARTIN M. Engineering, Inc.
SITE DESIGN CIVIL ENGINEERS & SURVEYORS
20123 OAKWOOD DRIVE
MOKENA, ILLINOIS 60448
VOICE: (708) 995-1323
FAX: (708) 995-1384
LICENSE NO. 184.005285-0010

GRADING & UTILITY PLAN

LOT 1 IN YR10 SUBDIVISION, BEING A RESUBDIVISION OF TRACT 5 IN YORK TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NO. 12, AND LOT 1 IN A. W. RETZEL'S PLAT OF SURVEY, BEING IN A PART OF THE SOUTHEAST 1/4 OF SECTION 36, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

LEGEND FOR OBJECTS

EXISTING / PROPOSED

- SANITARY SEWER
- STORM SEWER
- CATCH BASIN
- OPEN LID MANHOLE
- CLOSED LID MANHOLE
- INLET
- WATER MAIN
- VALVE
- HYDRANT
- FLARED END
- STREET LIGHT
- UTILITY POLE
- B-BOX
- RETAINING WALL
- SILT FENCE
- 701 CONTOUR / 701
- FENCE
- 100-YEAR OVERFLOW PATH
- STORM STRUCTURE W/ INLET PROTECTION
- EX. TREE TO BE REMOVED

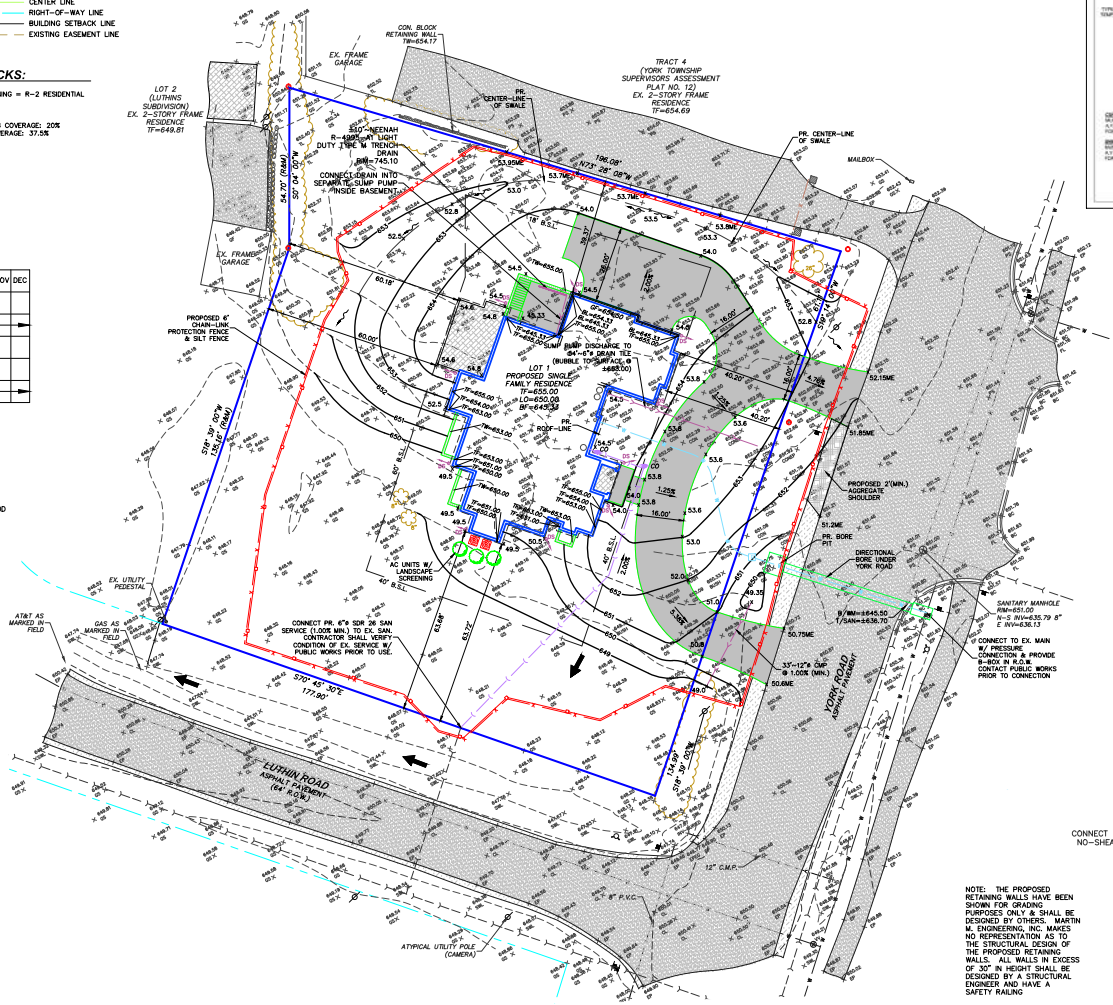
LEGEND FOR SURVEY LINES

- FOUND IRON ROD
- FOUND IRON PIPE
- BOUNDARY LINE
- ADJACENT PROPERTY LINE
- ON-SITE STRUCTURE LINE
- OFF-SITE STRUCTURE LINE
- CENTER LINE
- RIGHT-OF-WAY LINE
- BUILDING SETBACK LINE
- EXISTING EASEMENT LINE

SETBACKS:

CURRENT ZONING = R-2 RESIDENTIAL
FRONT: 40'
SIDE: 18'
REAR: 60'
MAX BUILDING COVERAGE: 20%
MAX LOT COVERAGE: 37.5%

PROPOSED PLAN



SOIL PROTECTION CHART

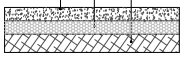
STABILIZATION TYPE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
PERMANENT SEEDING			A			*	*					
DORMANT SEEDING	B											B
TEMPORARY SEEDING			C			*	D *					
SODDING			E**									
MULCHING	F											

A. KENTUCKY BLUEGRASS 90 LBS/AC MIXED WITH PERENNIAL RYEGRASS 30 LBS/AC
B. KENTUCKY BLUEGRASS 135 LBS/AC MIXED WITH PERENNIAL RYEGRASS 45 LBS/AC + 2 TONS STRAW MULCH/AC
C. SPRING OATS 100 LBS/AC
D. WHEAT OR CEREAL RYE 150 LBS/AC
E. SOD
F. STRAW MULCH 2 TONS/AC

* IRRIGATION NEEDED DURING JUNE AND JULY
** IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD

TYPICAL CONCRETE PAVEMENT SECTION

NOT TO SCALE



PROPOSED CONCRETE PAVEMENT

1. 5" PORTLAND CEMENT CONCRETE
2. 4" AGGREGATE BASE COURSE, CA-6, COMPACTED W/ NO SLAG
3. WELL DRAINED SUB-GRADE (SUB-GRADE TO MODIFIED 95 PROCTOR MIN. COMPACTION)

IMPERVIOUS AREA CALCS.

LOT AREA	= 41,104 SF
PR. BUILDING AREA (INCL. OVERHANG)	= 4,579 SF
PR. CONCRETE DRIVE	= 3,637 SF
PR. CONCRETE PATIOS & WALK	= 330 SF
PROPOSED COVERED PORCH/PATIO	= 441 SF
PR. WALLS	= 66 SF
TOTAL PR. IMPERVIOUS AREA	= 9,053 SF
TOTAL EX. IMPERVIOUS AREA	= 9,332 SF
INCREASE IN IMPERVIOUS AREA	= -279 SF

BENCHMARKS:

SITE BENCHMARK:
"X" MARKED ON CURB ±67.2' NORTH, ±51.3' EAST OF THE SOUTHEAST CORNER OF SUBJECT PROPERTY, APPROXIMATELY 3.1' NORTHEAST OF FIRE HYDRANT.
ELEV.=650.90 (NAVD 88)

MAG NAIL IN PAVEMENT NEAR THE EXTENSION OF THE WEST LINE OF LOT 1 IN A.W. RETZEL'S PLAT OF SURVEY.
ELEV.=650.37 (NAVD88)

SURFACE WATER DRAINAGE CERTIFICATE:

STATE OF ILLINOIS } S.S.
COUNTY OF WILL }

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF THESE LOT IMPROVEMENTS OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER WILL BE CHANGED, ADEQUATE PROVISIONS HAVE BEEN MADE FOR THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE OWNER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATER WILL NOT BE DEPOSITED ON THE PROPERTY OF ADJOINING LAND OWNERS IN SUCH CONCENTRATIONS AS MAY CAUSE DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THESE LOT IMPROVEMENTS.

DATED THIS 8th DAY OF June, 2026.

ENGINEER

BRIAN N. MALONE 062-057556 PROFESSIONAL ENGINEER STATE OF ILLINOIS

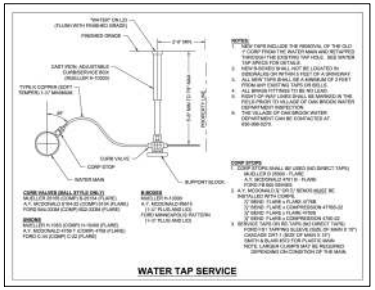
PAVEMENT LEGEND

- PROPOSED CONCRETE
- PROPOSED PAVERS
- PROPOSED COVERED PORCH/PATIO
- PROPOSED GRAVEL
- PROPOSED ASPHALT
- EXISTING CONCRETE
- PROPOSED DECK
- EXISTING BITUMINOUS PAVEMENT
- EXISTING PAVEMENT REMOVAL

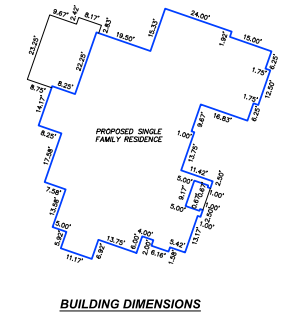
ABBREVIATIONS:

P.U. & D.E.	PUBLIC UTILITY & DRAINAGE EASEMENT	XXX.XXTC	TOP OF CURB ELEVATION
N.F.	NO FENCE	XXX.XME	MATCH EXISTING ELEVATION
N.A.	NO ACCESS	(XX.X)	EXISTING SPOT GRADE PER APPROVED ENGINEERING PLANS
L.C.	LANDSCAPE COVENANT	XX.X-S	EX. AS-BUILT GRADE & DESCRIPTION
B.S.L.	BUILDING SETBACK LINE	XX.X-P	
TF	TOP OF FOUNDATION	XXX.X	SPOT GRADE W/ FLOW DIRECTION
GF	GARAGE FLOOR		
LO	LOOK OUT		NOTE: ADD 600 TO ALL PROPOSED SPOT GRADES
WO	WALK OUT		
WW	WINDOW WELL		
DS	DOWN SPOUT		
BL	BRICK LEDGE		
SP	SUMP PUMP		
TL	TREE LINE		

NOTE: THE PROPOSED RETAINING WALLS HAVE BEEN SHOWN FOR GRADING PURPOSES ONLY & SHALL BE DESIGNED BY OTHERS. MARTIN M. ENGINEERING, INC. MAKES NO REPRESENTATION AS TO THE STRUCTURAL DESIGN OF THE PROPOSED RETAINING WALLS. ALL WALLS IN EXCESS OF 30" IN HEIGHT SHALL BE DESIGNED BY A STRUCTURAL ENGINEER AND HAVE A SAFETY RAILING

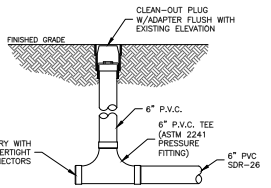


BUILDING DIMENSIONS



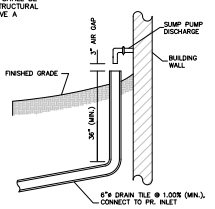
CLEANOUT DETAIL

NOT TO SCALE



SUMP PUMP CONNECTION DETAIL

NOT TO SCALE



GRAPHIC SCALE

20 0 10 20

(IN FEET)
1 INCH = 20 ft.

NOTES:

WATER AND SEWER SERVICES

WATER SERVICE TO BE 1-1/2" MIN. TYPE K COPPER MIN. DEPTH 5.50'.

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OWNER:
ALI ASMI
(773)610-6222

CONSTRUCTION SCHEDULE:

1. INSTALL SILT FENCE, STABILIZED CONSTRUCTION ENTRANCE, INLET PROTECTION FILTERS & TREE PROTECTION FENCING –SUMMER, 2026
2. SITE DEMOLITION, CLEARING AND GRUBBING –SUMMER, 2026
3. MASS GRADING –SUMMER 2026
4. CONSTRUCT PROPOSED RESIDENCE & INSTALL DRIVEWAY –SUMMER/FALL 2026
5. INSTALL PROPOSED UTILITIES –FALL 2026
6. HARDSCAPE & FINAL GRADING –SPRING 2027
7. PREPARE & SUBMIT RECORD DRAWINGS –SUMMER 2027
8. LANDSCAPE & PLANT LAWN & REMOVE TEMPORARY EROSION CONTROL MEASURES & FENCING –FALL 2027

ADDITIONAL NOTES:

ANY DEVIATION FROM THIS APPROVED PLAN SHALL REQUIRE PRIOR WRITTEN APPROVAL FROM THE VILLAGE OF OAK BROOK.

THE CONTRACTOR SHALL CONTACT THE VILLAGE OF OAK BROOK DEVELOPMENT SERVICES DEPARTMENT AT 630-368-5101 A MINIMUM OF 24 HOURS IN ADVANCE TO SCHEDULE THE FOLLOWING REQUIRED ENGINEERING INSPECTIONS:

- **SOIL EROSION & SEDIMENT CONTROL INSPECTION**
- **SPOT SURVEY REVIEW**
- **STORM SEWER CONNECTION INSPECTION**
- **PAVEMENT PATCH INSPECTION AS DETERMINED**
- **PREPOUR INSPECTION FOR CURB & GUTTER**
- **PREPOUR INSPECTION FOR DRIVEWAY**
- **FINAL GRADING INSPECTION**
- **FINAL ENGINEERING INSPECTION**

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THE CONTRACTOR SHALL CONTACT THE PUBLIC WORKS DEPARTMENT AT 630-368-5270 TO PROVIDE A MINIMUM OF 24-HOURS NOTICE FOR ANY WORK ASSOCIATED WITH THE WATER MAIN OR WATER SERVICE.

OAK BROOK GRADING PLAN

3608 YORK ROAD
OAK BROOK, ILLINOIS

DETAILED GRADING PLAN

DRAWN BY: BMM | CHECKED BY: BMM
SCALE: 1"=20' | DATE: 06/08/26
JOB NUMBER: 26-060 | SHEET: 2 OF 2

MARTIN M. Engineering, Inc.
SITE DESIGN CIVIL ENGINEERS & SURVEYORS
20123 OAKWOOD DRIVE
MOKENA, ILLINOIS 60448
VOICE: (708) 995-1323
FAX: (708) 995-1384
LICENSE NO. 184.005285-0010

#	DATE	DESCRIPTION

ITEM 6.E.2.
BOARD OF TRUSTEES MEETING
SAMUEL E. DEAN BOARD ROOM
BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS
630-368-5000

AGENDA ITEM

Board of Trustees Regular Meeting
of
July 14, 2026

SUBJECT: Referral Preliminary Plat of Subdivision and Lot Width Variation – 3804 Adams Road

FROM: Rebecca Von Drasek, Development Services Director

BUDGET SOURCE/BUDGET IMPACT: N/A

RECOMMENDED MOTION: I move that the Village Board refer the request for the preliminary plat of subdivision and lot width Variation request to the Planning & Zoning Commission for review and recommendation.

Background/History:
With the permission of the property owner, Institute in Basic Life Principles, Inc. (IBLP), Tranquility Estates, LLC have submitted a petition requesting approval of a Preliminary Plat of subdivision to create eight (8) parcels consisting of approximately 2 acres each. The parcels are zoned R-1 Single Family Detached Residence District. The subject properties currently consist of two parcels totaling 16.537 acres. The existing parcels have no improvements and are heavily wooded.

The minimum required lot area in the R-1 District is two acres with a required lot width of 220 ft at the buildable area of the lot. The newly created lots will be approximately 87,120 SF or greater with a roadway dedication for access. Each of the 8 lots meets the lot size requirements of the Zoning Ordinance and will share a private access road. The applicant's request is seeking a Variation from lot width, as the lots do not meet the 220' width requirement.

Several additional documents have been included with this referral to provide the Board with more specific information related to the requests.

Recommendation:
Staff recommends that the Village Board refer the Preliminary Plat of Subdivision and the request for Variation to the Planning & Zoning Commission (P&Z) for public hearing, review, and

recommendation.

Attachments:

1. Exhibits for Referral

Record No: PZ-26-4

Planning & Zoning Application

Status: Active

Submitted On: 6/18/2026

Primary Location

41.818084, -87.944434

Owner

No owner information

Applicant

Angelo Feola
[redacted]
[redacted]
225 Canal Street Unit E
Lemont , IL 60439

Project Information

Type of Property*

Residential

Zoning Ordinance Type*

Variation

Date Filed*

06/15/2026

Property Interest of the Applicant*

Contract Purchaser

Owner of Record*

Institute in Basic Life Principles, Inc

Phone*

630-570-4143

Address*

PO Box 1

City, State, Zip*

Oak Brook, IL 60522

Is the property in Trust?*

No

Number of Street Frontages for Public Hearing Signs*

2

Intended Meeting Date*

08/05/2026

Type of Residential Project*

Other

Property Information

Subdivision*

Other

Zoning District*

R-1 Single-Family

Zoning Ordinance Section (see title 13 in Village Code)

Section 13-6A-3-B Lot Width

Proposed Use/Action Requested*

Single-Family Detached Dwellings

Location and Legal Address

4S055 & 3804 Adams Road

Permanent Parcel Number*

635405004

Variation Standards

Respond Below: The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations governing the district in which it is located. *

Denial of the requested relief would materially impair the property's ability to achieve a reasonable return given current market conditions and the substantial anticipated development costs associated with transforming the property into a high-quality estate residential community.

Respond Below: The plight of the owner is due to unique circumstances.*

The plight of the owner is due to unique circumstances associated with the subject property and not a condition generally applicable to other properties within the R-1 Zoning District. The existing configuration and geometry of the property, the location of the Bronswood Tributary, the curvature of the adjacent roadway, and coordination with the neighboring property create unique site conditions that influence the feasible arrangement of the proposed lots.

Respond Below: The variation, if granted, will not alter the essential character of the locality. *

The granting of the requested variation will not alter the essential character of the locality. The proposed subdivision will maintain the appearance, scale, and overall character of an estate-style residential community, and the granting of the requested relief will not result in any perceptible change to the finished appearance of the neighborhood. The resulting subdivision will remain consistent with the surrounding character of Oak Brook's established residential neighborhoods in the R-1 istrict.

Respond Below: The particular physical surroundings, shape, or topographical conditions of the specific property involved would bring a particular hardship upon the owner as distinguished from a mere inconvenience if the strict letter of the regulation were to be carried out. *

The particular physical characteristics of the subject property create unique circumstances that result in a particular hardship if the minimum lot width requirement is applied in strict accordance with the letter of the regulation. The existing shape and geometry of the property, the curvature of the adjacent roadway, the location of the Bronswood Tributary, and the relationship with the neighboring property all influence the feasible arrangement of the proposed subdivision.

The requested variation allows the property to be developed in a manner that continues to satisfy the overall intent of the R-1 District. All proposed lots will comply with the applicable lot area requirements, required setbacks, and other dimensional standards established by the Village, providing adequate building envelopes, appropriate separation between residences, and the spacious character intended for estate residential development. The requested lot width variation is minor in nature and does not diminish the overall quality, functionality, or appearance of the proposed subdivision. The requested relief is therefore based on the unique physical circumstances of the property and is not merely a matter of convenience or a preference of the owner.

Respond Below: The condition upon which the petition for variation is based would not be applicable generally to the other property within the same zoning classification. *

The conditions necessitating the requested variation are unique to the subject property and are not generally applicable to other properties within the R-1 Zoning District. The need for relief is a result of the existing shape and geometry of the property, the alignment and curvature of the adjacent roadway, and the effort to thoughtfully integrate the proposed subdivision with surrounding properties and natural features like the Bronswood Tributary. These unique circumstances are specific to the subject property and do not represent conditions that would be generally applicable to other similarly zoned properties within the Village.

Respond Below: The granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located. *

The granting of the requested variation will not be detrimental to the public welfare nor injurious to neighboring properties or improvements. The relief sought is limited to a minor reduction in the minimum lot width requirement for select lots and does not alter the low-density character, intended use, or overall design of the subdivision. The proposed lots will continue to function as estate-sized residential parcels that are compatible with the surrounding neighborhood and consistent with the intent of the R-1 District. The slight reduction in lot width will not result in any perceptible change to the appearance, scale, spacing, or character of the development and will not be apparent from adjacent properties or the public right-of-way. As such, the requested variation will have no adverse impact on neighboring properties or the surrounding community.

Respond Below: The proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety or substantially diminish or impair property values within the neighborhood. *

The variation has no impact on supply of light and/or air to adjacent property. Additionally, the variation does not increase the danger of fire. All new residences constructed in Oak Brook are required to have fire suppression systems per the applicable building codes. The requested variation does not impact emergency vehicle access, impair sight distances, or add unmanageable strain on public utilities. All proposed lots will continue to provide ample area for safe development in accordance with the intent of the R-1 District.

The requested variation is expected to have no adverse impact on neighboring property values. Lots will still achieve the R-1 District lot area requirements of 2 acres and will remain consistent with Oak Brook's character of estate-style residences.

Respond Below: That the purpose of the variation is not based exclusively upon a desire to make more money out of the property. *

The purpose of the requested variation is not based exclusively upon a desire to increase the economic return of the property. Instead, the requested relief is intended to facilitate a well-planned estate subdivision that can support the substantial investment required for private infrastructure, environmental restoration, enhanced landscaping, and long-term community maintenance.

The requested variation will also contribute to the long-term health and sustainability of the future Homeowners Association, which will be responsible for maintaining the private roadway, entrance gate & other features, landscaping, and other shared improvements. By supporting a financially stable and well-maintained homeowners association, the requested relief will help ensure that the quality, appearance, and character of the subdivision are preserved for future residents and the surrounding community.

Respond Below: That the alleged difficulty or hardship has not been created by any person presently having an interest in the property. *

The alleged hardship has not been created by any person presently having an interest in the property. Rather, the hardship results from pre-existing conditions associated with the subject property, including the natural shape and geometry of the parcels, historical divisions and conveyances of the original property, the curvature of the adjacent roadway, and the presence of the Bronswood Tributary and other natural site features.

These conditions existed prior to the current ownership and development efforts and are unique to the property itself. The requested variation is a response to existing physical circumstances and site constraints rather than any action taken by the current owner, contract purchaser, or developer.

Acknowledgement

I (we) certify that all of the above statements and the statements contained in any documents or plans submitted herewith are true to the best of my (our) knowledge and belief. I (we) give permission to the Village to install public hearing sign(s) on the lot frontages of the above subject property as described in the Village Code. In addition to the above fees, applicant agrees to reimburse the Village for publication costs within 30 days of billing.*

Angelo Feola
Jun 15, 2026

Signature of Applicant: I agree that my electronic signature is equivalent to a handwritten signature and is binding for all purposes related to this transaction.*

Angelo Feola
Jun 15, 2026

Record No: SD-26-5

Subdivision Application

Status: Active

Submitted On: 6/18/2026

Primary Location

41.818208, -87.943945

Owner

No owner information

Applicant

Angelo Feola
[redacted]
[redacted]
225 Canal Street Unit E
Lemont , IL 60439

Project Information

Subdivision Type*

Preliminary Plat of Subdivision

Subdivision Title*

Tranquility Estates

Date Filed*

06/12/2026

Village Code Info

Number of Street Frontages for Public Hearing Signs*

2

General Location and Legal Address of Property to be Subdivided*

Residential

Are you seeking any variation (relief) to the subdivision regulations?*

Yes

If YES, list the specific section in the Subdivision Regulations and attach a detailed explanation of the relief you are seeking:

Applicant will be requesting relief on the minimum lot widths on several of the proposed subdivision lots.

Relationship of Applicant to Property Owner*

Contract Purchaser

Owner of Record*

Institute in Basic Life Principles, Inc

Phone*

630-570-4143

Address*

PO Box 1

City, State, Zip*

Oak Brook, IL 60522

Is the property in Trust?*

No

I (we) certify that all of the above statements and the statements contained in any papers or plans submitted herewith are true to the best of my (our) knowledge and belief. I (we) give permission to the Village to install public hearing sign(s) on the lot frontages of the above subject property as described in the Village Code. In addition to the above fees, applicant agrees to reimburse the Village for publication costs within 30 days of billing.*

Angelo Feola
Jun 10, 2026

OWNERS AFFIDAVIT FOR SUBDIVISIONS OF NOT MORE THAN FIVE (5) LOTS This plat contains the entire contiguous undeveloped land area in which I have any interest.*

Angelo Feola
Jun 12, 2026

Sizing by Land Use Category

Number of Lots by Type*

Residential

Number of Lots*

8

Number of Acres by Type*	Number of Acres*
Residential	16.5

Number of Square Feet by Type*	Number of Square Feet*
Residential	720360

LOTUS | Development 1873

225 Canal Street Unit E
Lemont, IL 60439

Tranquility Estates – Where Serenity Meets Estate Living

Priding themselves on complex and challenging, yet unique projects, Lotus Development 1873 LLC, has created a name for themselves as a design and development firm that transforms distressed and blighted properties into vibrant destinations with enduring value. Whether the project's focus is preserving history or developing for the future, Lotus' mission is always rooted in purposeful design and responsible investment.

The roots of the proposed Tranquility Estates Subdivision extend deeper than a typical Lotus Development project. As an Oak Brook resident and member of the Breakenridge Farm Subdivision, the founder and president of Lotus Development lives in close proximity to the proposed site and within a similarly designed estate-lot community. This personal connection provides a direct understanding of the surrounding neighborhood character, scale, and expectations for thoughtfully designed residential development. He has firsthand observed the property's underutilization and the extent of overgrowth that limits its highest and best use potential.

The current property owner has controlled the collective two parcels since around the early 1980s. When they purchased the properties, the land was acting as a farmstead. Quickly after the land was purchased, the farm was no longer in service and became overgrown with non-native trees and invasive shrubbery in the following decades. In 2003, the Dupage Forest Preserve took nearly 2 acres to the west adjacent to the Bronswood Tributary via condemnation. Four years later, the owner sold off 12 acres of land, which is now a 5-lot residential subdivision known as the Deerpath Woods. Lotus is proposing a similar estate-style neighborhood to the south. This subdivision will be known as Tranquility Estates.

The name "Tranquility Estates" is derived from the peaceful and serene character of the property and its surrounding natural features. Upon completion, entry into the neighborhood will be defined by a tree-lined boulevard, with flowering canopy trees flanking both sides of the roadway and guiding views toward the calm waters of the Bronswood Tributary. The landscape design will prioritize ecological restoration through targeted tree conservation and site-wide invasive species removal, allowing native plantings to reestablish and encourage the return of birds and local wildlife that have been displaced by invasive species such as Common Buckthorn and Callery Pear. The development team is committed to collaborating with an arborist and the Village staff to identify mature trees and prioritize their existence in the layout and design of future residences. During the winter season, a proposed evergreen within the central cul-de-sac landscape feature will serve as a focal point, decorated with seasonal lighting to provide a welcoming visual along Adams Road.

LOTUS | Development 1873

225 Canal Street Unit E
Lemont, IL 60439

Tranquility Estates is a proposed 8-lot estate, style subdivision located on approximately 16 acres. Each of these lots will be a minimum of 2 acres in size to meet the current zoning of R-1 Single-Family Detached Residence District. The subdivision will be considered a private community and it's site security will be monitored by an automatic entrance gate from Adams Road and in collaboration with the Oak Brook Police Department through the License Plate Recognition (LPR) Program. Residents and guests will be greeted by a masonry stone subdivision sign with an annual flower bed located adjacent to the entrance gate from Adams Road. The preliminary site plan includes several dry detention ponds which will include vegetation filtration in line with best management practices. Proposed utilities such as water and sewer will be tied into existing services located along Adams Road.

As part of the submitted subdivision application, the development team is seeking relief in the form of one Village of Oak Brook Code Ordinance variation, minimum lot width (reference Code Section 13-6A-3-B) in the R-1 Single Family Residence District. Three of the proposed eight lots will be needing relief from the 220-foot minimum lot width standard. While all proposed lots will meet or exceed the minimum lot area requirements, comply with applicable setback standards, and maintain the estate-style character intended by the R-1 District, Lotus is seeking this limited lot width relief because of several unique pre-existing site conditions that influence the layout and configuration of the proposed subdivision.

The requested variation is a result of the existing shape and geometry of the property, the historical division and sale of portions of the original parcels over time, the curvature and alignment of adjacent roadways, the presence of the Bronswood Tributary, and the relationship of the site to a neighboring property. These pre-existing conditions have resulted in a unique parcel configuration that influences the arrangement of the proposed lots and is not generally applicable to other properties within the R-1 District. The requested relief is minor in nature and will not alter the appearance, character, or quality of the proposed subdivision. The requested relief does not alter the overall design intent of the development and remains fully consistent with the estate-lot character envisioned for the property and with the intent of the Village's zoning regulations. Given the substantial investment required for infrastructure improvements, ecological restoration, enhanced landscaping, and long-term community maintenance, the requested relief is pivotal to the viability and long-term sustainability of the Tranquility Estates subdivision.

A Homeowners Association will be established by the developer to provide for the long-term maintenance and stewardship of the subdivision's common areas, landscaping, and shared improvements. Upon the lots' sales and transition from developer control, the

homeowners will assume governance of the Association and may either elect to manage the Association through a homeowner-appointed board or engage a professional management company. The subdivision has been designed without common ownership parcels, minimizing long-term ownership and maintenance obligations. Common landscape features, entry enhancements, and other shared improvements will be maintained through easements administered by the Homeowners Association, ensuring their long-term preservation while avoiding the need for separate HOA-owned property. The internal roadway will remain privately owned and maintained by the Homeowners Association, including responsibility for pavement maintenance, snow removal, and other related improvements, eliminating any long-term maintenance obligations to the Village of Oak Brook.

In summary, Tranquility Estates represents a thoughtfully planned residential community that transforms an underutilized and overgrown property into a high-quality estate neighborhood consistent with the character and expectations of the surrounding area. Through careful site planning, ecological restoration, enhanced landscaping, and responsible infrastructure design, the development seeks to improve the overall appearance, functionality, and long-term value of the property while preserving its tranquil natural setting. The proposed subdivision reflects a balanced approach to development that respects the site's history, enhances its environmental quality, and establishes a framework for lasting stewardship through private ownership and homeowner association management. Lotus Development 1873 looks forward to working collaboratively with Village staff, appointed officials, and neighboring residents as the plan continues to evolve through the review process.

INSTITUTE IN BASIC LIFE PRINCIPLES, INC.
707 W. Ogden Avenue
Hinsdale, IL 60521

June 16, 2026

Ms. Rebecca Von Drasek
Development Services Director
Village of Oak Brook
1200 Oak Brook Road
Oak Brook, IL 60523

Re: Subdivision Application by Tranquility Estates, LLC
4 S 055 Adams Road (Approx. 8.69 Acres) and
3804 Adams Road, Oak Brook, Illinois (Approx. 7.729 Acres)

Dear Ms. Von Drasek:

This letter will confirm that:

1. **Owner of Record.** The Owner of Record of the above-referenced vacant parcels of real estate (together, "the Property") is "Institute in Basic Life Principles, Inc.," an Illinois not-for-profit corporation ("The Insititute"), which was formerly known as "Institute in Basic Youth Conflicts" and "Campus Teams Incorporated."

2. **Purchase/Sale Agreement.** On April 8, 2026, the Institute as Seller entered into a Real Estate Purchase / Sale Agreement ("PSA") for the Properties with Tranquility Estates, LLC, an Illinois limited liability company as Buyer.

3. **Buyer Due Diligence.** The PSA provides that the Buyer may "confirm with the Village of Oak Brook the Property's existing zoning classification(s) and, by way of Concept Plans, investigate the Village's subdivision requirements ... and confirm that the Buyer's Intended Use of single-family residential development of the Property will be permitted either under the current zoning of the Property (with any private covenants of record) or with reasonably obtainable variations."

4. **Buyer Authorization.** In accordance with the PSA, the Buyer is hereby authorized to submit to the Village of Oak Brook and to pursue a Subdivision Application for the Property.

Insititute in Basic Life Principles, Inc.

By: [redacted]
Robert J. Barth, Secretary and General Counsel

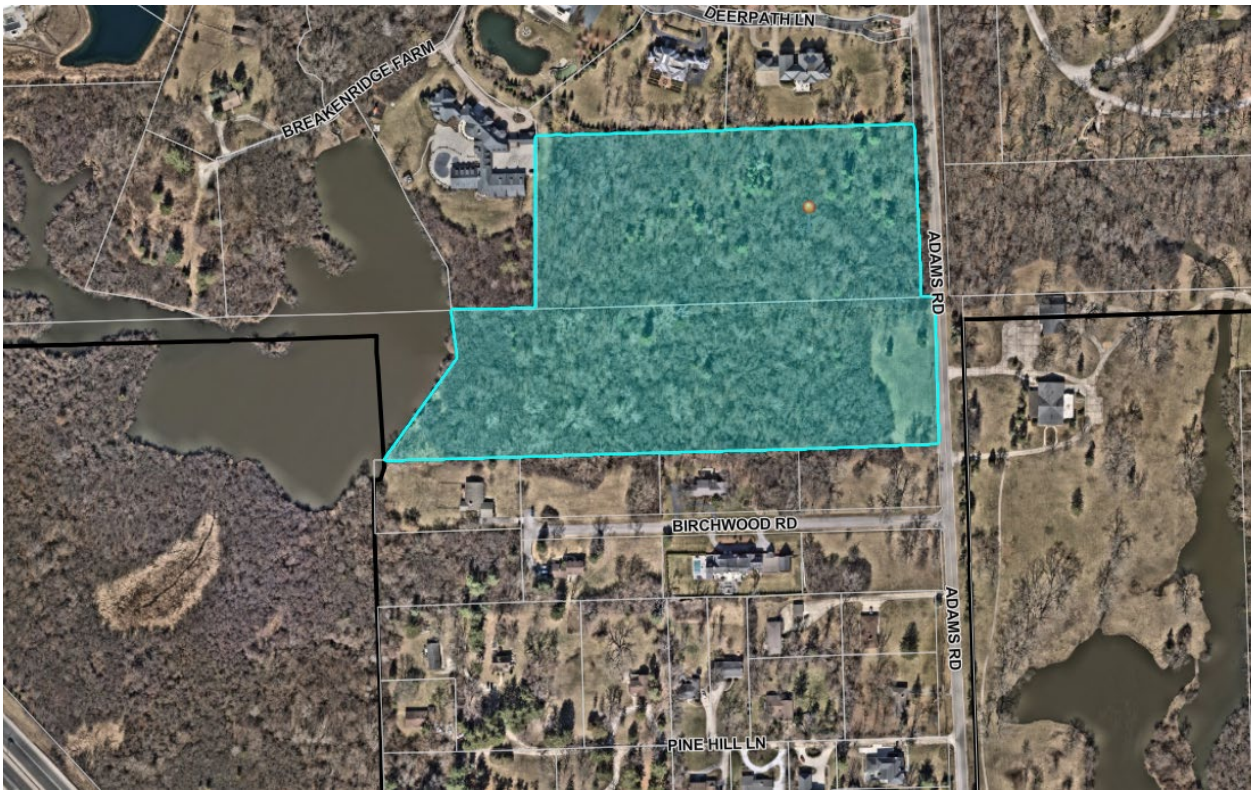
State of Illinois, County of DuPage) ss.

The undersigned, a Notary Public in and for said County and State, hereby certifies that, **Robert J. Barth**, now of 1211 Birchwood, Oak Brook, IL, personally known to me to be the same person whose name is subscribed to the foregoing instrument **as Secretary and General Cousel of Institute in Basic Life Principles, Inc.**, an Illinois not-for-profit corporation (or having produced sufficient identification), appeared before me this day in person and acknowledged signing the said instrument in such capacity as a free and voluntary act and as the free and voluntary act of such corporation, for the uses and purposes therein set forth.

Given under my hand and official Notary seal
this 16th say of June, 2026.

[redacted]
Notary Public

Notary Public, State of Illinois
Official Seal
Benjamin William Ziesemer
Commission # 989840
My Commission Expires 4/24/2028


DEERPATH LN
BREAKENRIDGE FARM
ADAMS RD
BIRCHWOOD RD
ADAMS RD
PINE HILL LN

OWNER & TAX BILL ADDRESS:

TRANQUILITY ESTATES, LLC.
ADDRESS:

PREPARED AND SUBMITTED FOR RECORDING BY AND RETURN TO:
NAME: VILLAGE OF OAK BROOK
ADDRESS: 1200 OAK BROOK ROAD
OAK BROOK, IL 60523
PHONE: 630.368.5000

PIN: 06-35-405-004 & 09-02-200-006

PROPERTY ADDRESS:
4S055 N ADAMS STREET
OAK BROOK, IL 60523

FINAL PLAT OF SUBDIVISION

TRANQUILITY ESTATES

BEING PART OF WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN AND PART OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ALL IN DUPAGE COUNTY, ILLINOIS

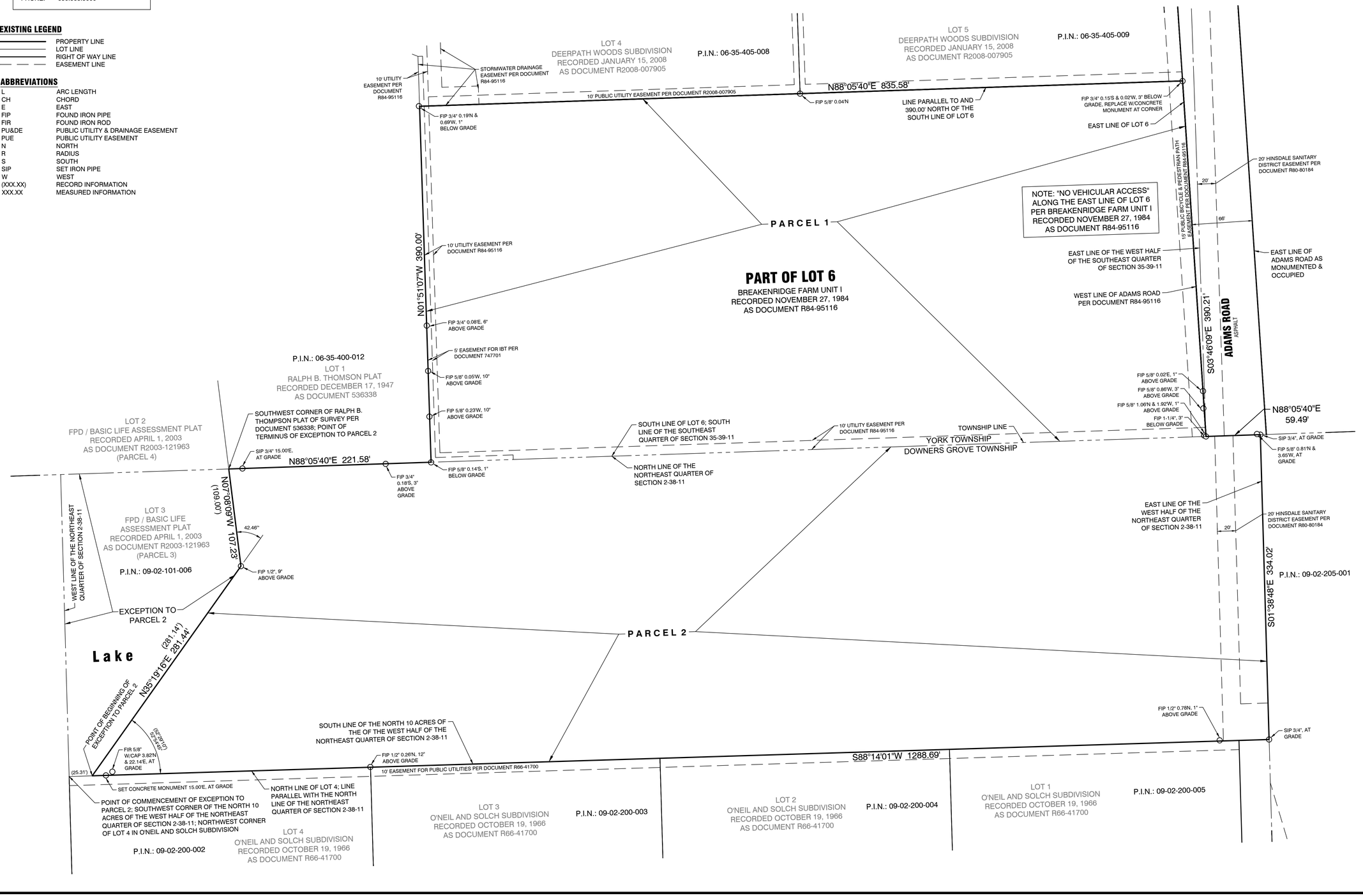
0 50'
SCALE: 1" = 50'

EXISTING LEGEND

———	PROPERTY LINE
———	LOT LINE
———	RIGHT OF WAY LINE
— — —	EASEMENT LINE

ABBREVIATIONS

L	ARC LENGTH
CH	CHORD
E	EAST
FIP	FOUND IRON PIPE
FIR	FOUND IRON ROD
PU&DE	PUBLIC UTILITY & DRAINAGE EASEMENT
PUE	PUBLIC UTILITY EASEMENT
N	NORTH
R	RADIUS
S	SOUTH
SIP	SET IRON PIPE
W	WEST
(XXX.XX)	RECORD INFORMATION
XXX.XX	MEASURED INFORMATION



PREPARED BY:

ENGINEERING RESOURCE ASSOCIATES
3S701 WEST AVENUE
SUITE 150
WARRENVILLE, IL 60555
630.393.3060
www.eraconsultants.com
PROFESSIONAL DESIGN FIRM NUMBER: 184.001186

CLIENT:

LOTUS DESIGN / DEVELOPMENT

225 CANAL STREET
UNIT E
LEMONT, IL 60439
630.863.7280

REVISIONS:

1 2 3 4 5 6 7

TITLE:
TRANQUILITY ESTATES
EXISTING BOUNDARY INFORMATION
ADAMS ROAD - OAK BROOK, IL 60523

DESIGNED BY:	NAV
DRAWN BY:	SDS
CHECKED BY:	TBM
DATE:	06-18-2026
PROJ NO:	W26102.00

SCALE: 1" = 50'

SHEET: 1 OF 3

G:\PROJECTS\Lotus Design and Development\W26102.00 Adams St Oak Brook\20 CAD C3D\01 CAD Survey\02 Sheet\W26102.00 sht SUB.dwg

OWNER & TAX BILL ADDRESS:

TRANQUILITY ESTATES, LLC.
ADDRESS:

PREPARED AND SUBMITTED FOR RECORDING BY AND RETURN TO:
NAME: VILLAGE OF OAK BROOK
ADDRESS: 1200 OAK BROOK ROAD
OAK BROOK, IL 60523
PHONE: 630.368.5000

PIN: 06-35-405-004 & 09-02-200-006

PROPERTY ADDRESS:
4S055 N ADAMS STREET
OAK BROOK, IL 60523

AREA SUMMARY

LOT 1:	87,258 SQUARE FEET (2.003 ACRES±)
LOT 2:	87,362 SQUARE FEET (2.006 ACRES±)
LOT 3:	87,362 SQUARE FEET (2.006 ACRES±)
LOT 4:	90,593 SQUARE FEET (2.080 ACRES±)
LOT 5:	90,725 SQUARE FEET (2.083 ACRES±)
LOT 6:	87,388 SQUARE FEET (2.006 ACRES±)
LOT 7:	87,191 SQUARE FEET (2.002 ACRES±)
LOT 8:	87,390 SQUARE FEET (2.006 ACRES±)
ROADWAY DEDICATION:	15,091 SQUARE FEET (0.345 ACRES±)
TOTAL:	720,360 SQUARE FEET (16.537 ACRES±)

EXISTING LEGEND

- PROPERTY LINE
- LOT LINE
- RIGHT OF WAY LINE
- EASEMENT LINE

PROPOSED LEGEND

- LOT LINE
- PU&DE HEREBY GRANTED
- STORMWATER DETENTION EASEMENT HEREBY GRANTED
- INGRESS/EGRESS EASEMENT HEREBY GRANTED

ABBREVIATIONS

L	ARC LENGTH
CH	CHORD
E	EAST
FIP	FOUND IRON PIPE
FIR	FOUND IRON ROD
PU&DE	PUBLIC UTILITY & DRAINAGE EASEMENT
PUE	PUBLIC UTILITY EASEMENT
N	NORTH
R	RADIUS
S	SOUTH
SIP	SET IRON PIPE
W	WEST
(XXX.XX)	RECORD INFORMATION
XXX.XX	MEASURED INFORMATION

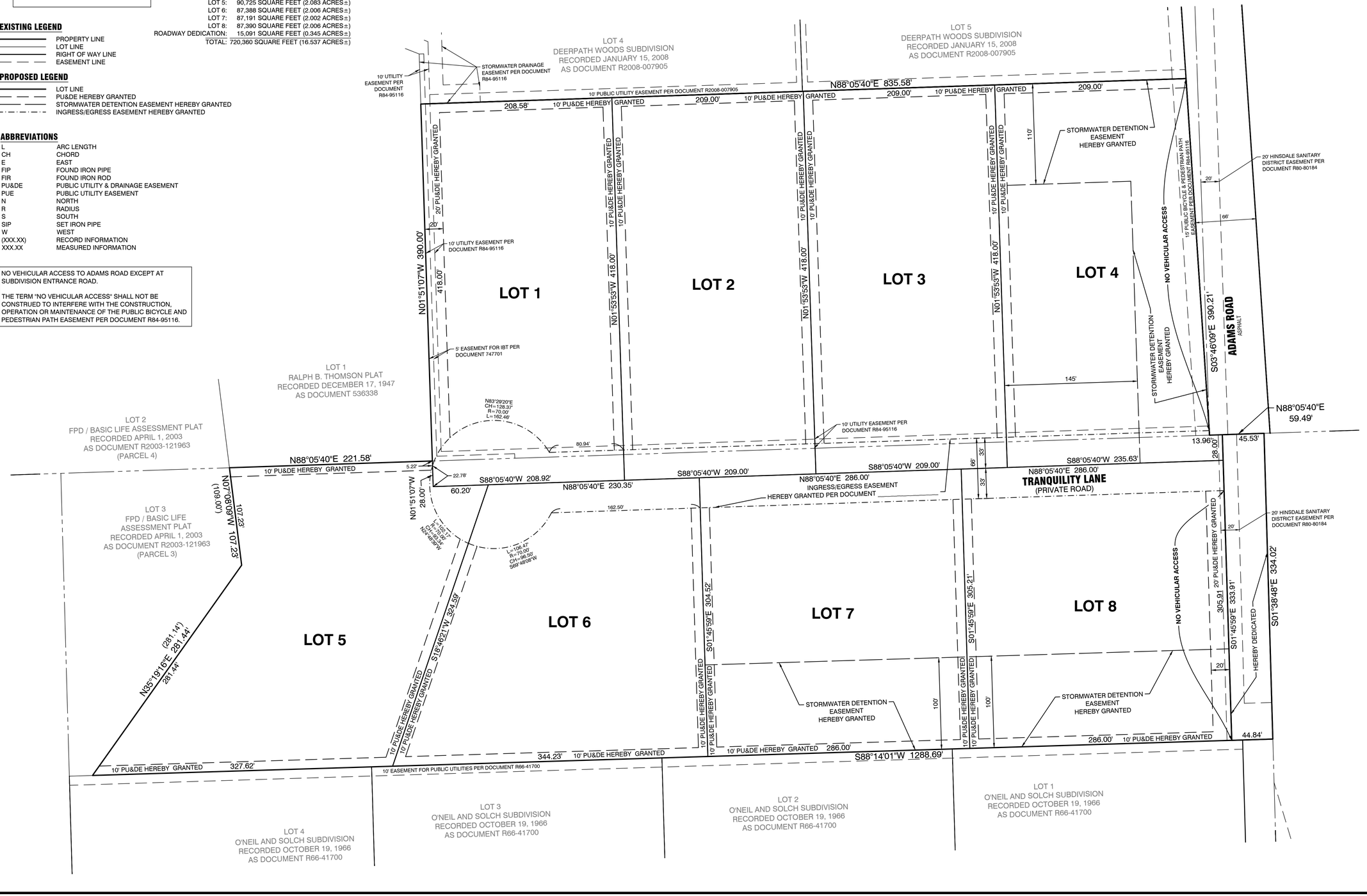
NO VEHICULAR ACCESS TO ADAMS ROAD EXCEPT AT SUBDIVISION ENTRANCE ROAD.

THE TERM "NO VEHICULAR ACCESS" SHALL NOT BE CONSTRUED TO INTERFERE WITH THE CONSTRUCTION, OPERATION OR MAINTENANCE OF THE PUBLIC BICYCLE AND PEDESTRIAN PATH EASEMENT PER DOCUMENT R84-95116.

FINAL PLAT OF SUBDIVISION

TRANQUILITY ESTATES

BEING PART OF WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN AND PART OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ALL IN DUPAGE COUNTY, ILLINOIS



PREPARED BY:

ENGINEERING RESOURCE ASSOCIATES
3S701 WEST AVENUE
SUITE 150
WARRENVILLE, IL 60555
630.393.3060
www.eraconsultants.com
PROFESSIONAL DESIGN FIRM NUMBER: 184.001186

CLIENT:

LOTUS DESIGN / DEVELOPMENT

225 CANAL STREET
UNIT E
LEMONT, IL 60439
630.863.7280

REVISIONS:

1 2 3 4 5 6 7

TITLE:

TRANQUILITY ESTATES

PROPOSED LOT LAYOUT AND EASEMENTS
ADAMS ROAD - OAK BROOK, IL 60523

DESIGNED BY:	NAV
DRAWN BY:	SDS
CHECKED BY:	TBM
DATE:	06-18-2026
PROJ NO:	W26102.00

SCALE: 1" = 50'

2

SHEET: 2 OF 3

G:\PROJECTS\Lotus Design and Development\W26102.00 Adams St Oak Brook\20 CAD\03 CAD Survey\02 Sheet\W26102.00 sht SUB.dwg

OWNER & TAX BILL ADDRESS:

TRANQUILITY ESTATES, LLC.
ADDRESS:

_____

_____

PREPARED AND SUBMITTED FOR RECORDING BY AND RETURN TO:
NAME: VILLAGE OF OAK BROOK
ADDRESS: 1200 OAK BROOK ROAD
OAK BROOK, IL 60523
PHONE: 630.368.5000

PIN: 06-35-405-004 & 09-02-200-006

PROPERTY ADDRESS:
4S055 N ADAMS STREET
OAK BROOK, IL 60523

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF THE LAND DESCRIBED IN THE ANNEXED PLAT, AND HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED, AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THE UNDERSIGNED HEREBY DEDICATES FOR PUBLIC USE THE LANDS SHOWN ON THIS PLAT FOR THOROUGHFARES, STREETS, ALLEYS AND PUBLIC SERVICES; AND HEREBY ALSO RESERVES FOR AND GRANTS EASEMENTS FOR PUBLIC USE AND FOR THE INSTALLATION OF VARIOUS PUBLIC UTILITIES AS DESIGNATED AND/OR AS STATED IN THE UTILITY EASEMENT PROVISIONS WHICH ARE STATED HEREON.

ALL EASEMENTS INDICATED AS PUBLIC UTILITY EASEMENTS ON THIS PLAT ARE RESERVED FOR AND GRANTED TO THE VILLAGE OF OAK BROOK AND TO THOSE PUBLIC AND PRIVATE UTILITY COMPANIES OPERATING WITHIN THE VILLAGE INCLUDING, BUT NOT LIMITED TO, AMERITECH, COMMONWEALTH EDISON COMPANY, NORTHERN ILLINOIS GAS COMPANY, FLAGG CREEK WATER RECLAMATION DISTRICT, AND THEIR SUCCESSORS AND ASSIGNS FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO INSTALL, CONSTRUCT, RECONSTRUCT, INSPECT, REPLACE, ALTER, ENLARGE, REMOVE, REPAIR, CLEAN, OPERATE AND MAINTAIN VARIOUS UTILITY, TRANSMISSION, DISTRIBUTION, COLLECTION AND DRAINAGE SYSTEMS TOGETHER WITH ANY AND ALL NECESSARY BUFFALO BOXES, CONNECTIONS, HYDRANTS, MANHOLES, CATCH BASINS, PIPES, SANITARY OR STORM SEWERS, SWALES, WATER MAINS, CABLES, WIRES, CONDUITS, TRANSFORMERS, PEDESTALS, AND WITHOUT LIMITATION SUCH OTHER APPURTENANCES OR DEVICES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE OR UTILITY COMPANY UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENTS, TOGETHER WITH RIGHT OF ACCESS ACROSS THE PROPERTY FOR NECESSARY WORKERS AND EQUIPMENT TO DO ANY OF THE ABOVE WORK AND THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF SEWERS OR OTHER UTILITIES. NO PERMANENT BUILDINGS OR STRUCTURES SHALL BE PLACED ON SAID EASEMENTS, EXCEPT AS REFERENCED ABOVE, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS. WHENEVER THE VILLAGE OR AFFECTED UTILITY COMPANY DETERMINES THAT ANY TREE, SHRUBS, VEGETATION, OR OTHER STRUCTURES OR OBJECTS (HEREIN COLLECTIVELY KNOWN AS "OBSTRUCTION") ON SAID EASEMENTS INTERFERE WITH THE AFORESAID USES OR RIGHTS, THE VILLAGE OR UTILITY COMPANY HAS THE RIGHT, BUT NOT THE OBLIGATION, TO REMOVE THE OBSTRUCTION AT THE PROPERTY OWNER'S EXPENSE. THE VILLAGE OR AFFECTED UTILITY COMPANY WILL APPLY GRASS SEED WHERE THE OBSTRUCTION HAS BEEN REMOVED, BUT IS NOT REQUIRED TO REPLACE OR REPAIR ANY OBSTRUCTION. ALL INSTALLATIONS ARE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF OAK BROOK.

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

_____
OWNER

ADDRESS:
TRANQUILITY ESTATES, LLC

_____

_____

NOTARY CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT

_____ PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THIS SUBDIVISION PLAT AS SUCH OWNER(S), APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE/THEY SIGNED THIS SUBDIVISION PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL

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

_____
NOTARY PUBLIC

GENERAL NOTES

1. THE BEARINGS SHOWN ON THIS PLAT ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM - EAST ZONE (NAD 83).
2. CHECK LEGAL DESCRIPTION WITH DEED OR TITLE POLICY AND REPORT ANY DISCREPANCY IMMEDIATELY. BUILDING LINES AND EASEMENTS, IF ANY, SHOWN HEREON ARE AS SHOWN ON THE RECORDED SUBDIVISION OR AS INDICATED.
3. ALL AREAS LISTED IN THE AREA SUMMARY TABLE ARE MORE OR LESS.
4. ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

FINAL PLAT OF SUBDIVISION

TRANQUILITY ESTATES

BEING PART OF WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN AND PART OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ALL IN DUPAGE COUNTY, ILLINOIS

SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT I,_____, AS OWNER OF THE PROPERTY DESCRIBED AS TRANQUILITY ESTATES SUBDIVISION AND LEGALLY DESCRIBED ON THIS PLAT OF THE SAME NAME, HAVE DETERMINED, TO THE BEST OF MY KNOWLEDGE, THE SCHOOL DISTRICTS IN WHICH EACH OF THE FOLLOWING LOTS LIES:

SCHOOL DISTRICTS

GRADE SCHOOL DISTRICT 53 HIGH SCHOOL DISTRICT 86

_____
OWNER
TRANQUILITY ESTATES, LLC
ADDRESS:

_____

_____

DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

BY: _____ DATED_____
OWNER

BY: _____ DATED_____
REGISTERED PROFESSIONAL ENGINEER

LICENSE NO._____

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF OAK BROOK, DUPAGE COUNTY, ILLINOIS,

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

_____
CHAIRMAN

SANITARY DISTRICT CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

I, _____, EXECUTIVE DIRECTOR OF THE FLAGG CREEK WATER RECLAMATION DISTRICT, DUPAGE COUNTY, ILLINOIS, HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN CONFIRMED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.

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

_____
EXECUTIVE DIRECTOR

VILLAGE CLERK'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

I, _____, VILLAGE CLERK OF THE VILLAGE OF OAK BROOK, ILLINOIS, HEREBY CERTIFY THAT THE ANNEXED PLAT WAS PRESENTED TO AND BY RESOLUTION DULY APPROVED BY THE VILLAGE BOARD OF SAID VILLAGE AT ITS MEETING HELD ON

_____, 20___, AND THAT THE REQUIRED BOND OR OTHER GUARANTEE HAS BEEN POSTED FOR THE COMPLETION OF THE IMPROVEMENTS REQUIRED BY THE REGULATIONS OF SAID VILLAGE.

IN WITNESS WHEREOF I HAVE HERETO SET MY HAND AND THE SEAL OF THE VILLAGE OF

OAK BROOK, ILLINOIS, THIS ___ DAY OF _____, A.D. 20___.

_____
VILLAGE CLERK

VILLAGE ENGINEER'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

I, _____, VILLAGE ENGINEER OF THE VILLAGE OF OAK BROOK, ILLINOIS, HEREBY CERTIFY THAT THE LAND IMPROVEMENTS DESCRIBED IN THE ANNEXED PLAT AND THE PLANS AND SPECIFICATIONS THEREFOR MEET THE MINIMUM REQUIREMENTS OF SAID VILLAGE AND HAVE BEEN APPROVED BY ALL PUBLIC AUTHORITIES HAVING JURISDICTION THEREOF.

DATED AT OAK BROOK, DUPAGE COUNTY, ILLINOIS,

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

_____
VILLAGE ENGINEER

CERTIFICATE AS TO SPECIAL ASSESSMENTS

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

I, _____, VILLAGE TREASURER OF THE VILLAGE OF OAK BROOK DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.

DATED AT OAK BROOK, DUPAGE COUNTY, ILLINOIS,

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

_____
TREASURER

STORMWATER DETENTION EASEMENT PROVISIONS

ALL EASEMENTS INDICATED AS STORMWATER DETENTION EASEMENTS ON THIS PLAT ARE RESERVED FOR AND GRANTED TO THE VILLAGE OF OAK BROOK FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO REASONABLY INSTALL, CONSTRUCT, RECONSTRUCT, INSPECT, REPLACE, ALTER, ENLARGE, REMOVE, REPAIR, CLEAN, OPERATE AND MAINTAIN VARIOUS COLLECTION AND DRAINAGE SYSTEMS TOGETHER WITH ANY AND ALL NECESSARY CONNECTIONS, MANHOLES, CATCH BASINS, INLETS, PIPES, STORM SEWERS, SWALES, AND WITHOUT LIMITATION SUCH OTHER APPURTENANCES OR DEVICES AS MAY BE DEEMED NECESSARY BY THE VILLAGE OF OAK BROOK UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENTS, TOGETHER WITH THE RIGHT OF ACCESS ACROSS THE PROPERTY FOR NECESSARY WORKERS AND EQUIPMENT TO DO ANY OF THE ABOVE WORK AND THE RIGHT IS ALSO GRANTED TO REASONABLY CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF SEWERS. NO HABITABLE PERMANENT BUILDINGS OR STRUCTURES SHALL BE PLACED ON SAID EASEMENTS, EXCEPT AS REFERENCED ABOVE, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS. WHENEVER THE VILLAGE REASONABLY DETERMINES THAT ANY TREE, SHRUB, VEGETATION, OR OTHER STRUCTURES OR OBJECTS (HEREIN COLLECTIVELY KNOWN AS "OBSTRUCTION") ON SAID EASEMENTS INTERFERE WITH THE AFORESAID USES OR RIGHTS, THE VILLAGE HAS THE RIGHT, BUT NOT THE OBLIGATION, TO REMOVE THE OBSTRUCTION AT THE PROPERTY OWNER'S EXPENSE. THE VILLAGE WILL APPLY GRASS SEED WHERE THE OBSTRUCTION HAS BEEN REMOVED, BUT IS NOT REQUIRED TO REPLACE OR REPAIR ANY OBSTRUCTION. ALL INSTALLATIONS ARE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF OAK BROOK.

DRAINAGE EASEMENT PROVISIONS

A PERMANENT NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF OAK BROOK (HEREINAFTER "THE GRANTEE"), AND TO ITS SUCCESSORS AND ASSIGNS IN, UPON, ACROSS, OVER, UNDER AND THROUGH THE AREAS SHOWN BY DASHED LINES AND LABELED "DRAINAGE EASEMENT" ON THIS PLAT OF SUBDIVISION, OR WHERE OTHERWISE NOTED IN THE ABOVE LEGEND FOR THE PURPOSE OF INSTALLING, CONSTRUCTING, INSPECTING, OPERATING, REPLACING, RENEWING, ALTERING, ENLARGING, REMOVING, REPAIRING, CLEANING AND MAINTAINING STORM SEWERS, DRAINAGEWAYS, STORMWATER DETENTION AND RETENTION FACILITIES, SUBSURFACE DRAINAGE SYSTEMS AND APPURTENANCES AND ANY AND ALL MANHOLES, PIPES, CONNECTIONS, CATCH BASINS, AND WITHOUT LIMITATIONS, SUCH OTHER INSTALLATIONS AS THE GRANTEE MAY DEEM NECESSARY, TOGETHER WITH THE RIGHT OF ACCESS ACROSS THE REAL ESTATE PLATTED HEREON FOR THE NECESSARY PERSONNEL AND EQUIPMENT TO DO ANY OR ALL OF THE ABOVE WORK.

IN FURTHERANCE OF THE FOREGOING AFFIRMATIVE RIGHTS, THE FOLLOWING COVENANTS SHALL RUN WITH SAID LAND IN PERPETUITY:

A. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID DRAINAGE EASEMENT;

B. NO TREES OR SHRUBS SHALL BE PLACED ON SAID DRAINAGE EASEMENT, BUT THE PREMISES MAY BE USED FOR LANDSCAPING, AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES AND RIGHTS;

C. THERE SHALL BE NO DREDGED OR FILL MATERIAL PLACED UPON SAID DRAINAGE EASEMENT; AND,

D. FENCES SHALL NOT BE ERECTED UPON SAID DRAINAGE EASEMENT IN ANY WAY WHICH WILL RESTRICT THE USES HEREIN GRANTED.

THE RIGHT IS ALSO HEREBY GRANTED TO THE GRANTEE TO REMOVE ANY BUILDINGS OR STRUCTURES, TO CUT DOWN, TRIM OR REMOVE ANY TREES, FENCES, SHRUBS, OR OTHER PLANTS THAT INTERFERE WITH THE OPERATION OF OR ACCESS TO SUCH DRAINAGE FACILITIES IN, ON, UPON, ACROSS, UNDER OR THROUGH SAID DRAINAGE EASEMENT.

THE GRANTEE SHALL NOT BE RESPONSIBLE FOR REPLACEMENT OF ANY SUCH BUILDINGS, STRUCTURES, IMPROVEMENTS, FENCES, GARDENS, SHRUBS OR LANDSCAPING REMOVED DURING EXERCISE OF THE HEREIN GIVEN RIGHTS. REPLACEMENT OF ITEMS SO REMOVED SHALL BE THE RESPONSIBILITY OF THE THEN LOT OWNER.

WHERE DRAINAGE EASEMENT AREAS ARE ALSO USED FOR ELECTRIC, TELEPHONE, CABLE TV OR GAS DISTRIBUTION SYSTEMS OR COMPONENTS, SUCH OTHER UTILITY INSTALLATIONS SHALL BE SUBJECT TO THE PRIOR APPROVAL OF THE VILLAGE OF OAK BROOK SO AS NOT TO INTERFERE WITH THE MAINTENANCE OF GRAVITY OR SUBSURFACE FLOW AND STABILIZATION OF VEGETATIVE GROUND COVER ON THE ABOVE-MENTIONED DRAINAGE FACILITIES.

FOR REVIEW

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT.

GIVEN UNDER MY HAND AND SEAL AT WHEATON, DUPAGE COUNTY, ILLINOIS,

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

_____
COUNTY CLERK

COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS INSTRUMENT _____ WAS FILED FOR RECORD IN THE RECORDER'S

OFFICE OF DUPAGE COUNTY, ILLINOIS, ON THE ____ DAY OF _____, 202__ , AT

___ O'CLOCK ___ M., AND WAS RECORDED IN BOOK _____ OF PLATS ON PAGE _____.

_____
RECORDER OF DEEDS

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, TIMOTHY B. MARTINEK, REGISTERED, LICENSED ILLINOIS LAND SURVEYOR NO. 035-003782, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

PARCEL 1: THAT PART OF LOT 6 IN BREAKENRIDGE FARM UNIT 1, BEING A SUBDIVISION OF PART OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 27, 1984 AS DOCUMENT NUMBER R84-95116, LYING SOUTH OF A LINE PARALLEL TO AND 390.00 FEET NORTH OF THE SOUTH LINE OF SAID LOT 6, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2: THE NORTH 10 ACRES OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, EXCEPTING THEREFROM THE FOLLOWING LAND, PURSUANT TO FINAL JUDGMENT ORDER ENTERED JANUARY 22, 2003 IN THE CIRCUIT COURT OF DUPAGE COUNTY CASE 99 ED 22: THAT PART OF THE NORTH 10 ACRES OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE SOUTHWEST CORNER OF THE NORTH 10 ACRES OF THE WEST HALF OF SAID NORTHEAST QUARTER, ALSO BEING THE NORTHWEST CORNER OF LOT 4 IN O'NEIL AND SOLCH SUBDIVISION, RECORDED OCTOBER 19, 1966 AS DOCUMENT R66-41700; THENCE EASTERLY, ALONG THE SOUTH LINE OF THE NORTH 10 ACRES OF THE WEST HALF OF SAID NORTHEAST QUARTER, ALSO BEING THE NORTH LINE OF SAID LOT 4, AND PARALLEL WITH THE NORTH LINE OF SAID NORTHEAST QUARTER, 25.31 FEET TO THE PLACE OF BEGINNING; THENCE NORTHEASTERLY, ALONG A LINE FORMING AN ANGLE OF 52 DEGREES 29 MINUTES 10 SECONDS TO THE LEFT OF THE PROLONGATION OF THE LAST DESCRIBED LINE, 281.14 FEET; THENCE NORTHERLY, FORMING AN ANGLE OF 42 DEGREES 27 MINUTES 25 SECONDS TO THE LEFT OF THE PROLONGATION OF THE LAST DESCRIBED LINE, 109.00 FEET TO THE NORTH LINE OF THE WEST HALF OF SAID NORTHEAST QUARTER AND THE SOUTHWEST CORNER OF RALPH B. THOMPSON PLAT OF SURVEY, RECORDED DECEMBER 17, 1945 AS DOCUMENT 536338, AND THE TERMINUS OF THE HEREIN DESCRIBED LINE, IN DUPAGE COUNTY, ILLINOIS, SAID PARCEL ALSO BEING DESCRIBED AS PARCEL 3 OF LOT 3 OF FPD / BASIC LIFE ASSESSMENT PLAT RECORDED APRIL 1, 2003 AS DOCUMENT R2003-12193.

AS SHOWN BY THE ANNEXED PLAT, WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION.

ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.

I FURTHER CERTIFY THAT ALL REGULATIONS ENACTED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF OAK BROOK RELATIVE TO PLATS AND SUBDIVISIONS HAVE BEEN COMPLIED WITH IN PREPARATION OF THIS PLAT.

I FURTHER CERTIFY THAT THE LAND IS WITHIN THE VILLAGE OF OAK BROOK (OR WITHIN 11/2 MILES OF THE CORPORATE LIMITS OF THE VILLAGE OF OAK BROOK) WHICH HAS ADOPTED A VILLAGE COMPREHENSIVE PLAN AND MAP AND IS EXERCISING THE POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS AMENDED.

I FURTHER CERTIFY THAT A PART OF THE LANDS SHOWN ON THIS PLAT ARE LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

I HEREBY AUTHORIZE A REPRESENTATIVE FROM THE VILLAGE OF OAK BROOK TO RECORD THIS PLAT.

GIVEN UNDER MY HAND AND SEAL AT WARRENVILLE, ILLINOIS, THIS ___ DAY OF _____, A.D. 202_.

FOR REVIEW ONLY

_____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003782
LICENSE EXPIRES NOVEMBER 30, 2026

DESIGN FIRM PROFESSIONAL LICENSE NO. 184.001186
LICENSE EXPIRES APRIL 30, 2027

DATE OF FIELD SURVEY: JUNE 10, 2026
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

TIMOTHY B. MARTINEK 3782 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WARRENVILLE, ILLINOIS

PREPARED BY:

ENGINEERING RESOURCE ASSOCIATES
3S701 WEST AVENUE
SUITE 150
WARRENVILLE, IL 60555
630.393.3060
www.eraconsultants.com
PROFESSIONAL DESIGN FIRM NUMBER: 184.001186

CLIENT:

LOTUS DESIGN / DEVELOPMENT

225 CANAL STREET
UNIT E
LEMONT, IL 60439
630.863.7280

REVISIONS:
1 2 3 4 5 6 7

TITLE:
TRANQUILITY ESTATES
CERTIFICATES, PROVISIONS, AND LEGAL DESCRIPTION
ADAMS ROAD - OAK BROOK, IL 60523

DESIGNED BY:	NAV
DRAWN BY:	SDS
CHECKED BY:	TBM
DATE:	06-18-2026
PROJ NO:	W26102.00

SCALE: NTS

SHEET: 3 OF 3

G:\PROJECTS\Lotus Design and Development\W26102.00 Adams St Oak Brook\20 CAD CSD\01 CAD Survey\02 Sheet\W26102.00 sht SUB.dwg

EXISTING LEGEND

- PROPERTY LINE
- LOT LINE
- RIGHT OF WAY LINE
- EASEMENT LINE
- E — UNDERGROUND ELECTRIC
- G — UNDERGROUND GAS LINE
- UNDERGROUND SANITARY
- UNDERGROUND STORM
- T — UNDERGROUND TELEPHONE
- W — UNDERGROUND WATER
- CURB AND GUTTER
- X — FENCE
- OH — OVERHEAD WIRES
- EDGE OF VEGETATION
- 720 — CONTOUR
- + 720.XX — SPOT ELEVATION
- COMMUNICATION/CABLE PEDESTAL
- GUY WIRE
- LIGHT POLE
- ELECTRIC PEDESTAL
- UTILITY POLE
- SIGN
- CLOSED MANHOLE
- FLARED END SECTION
- OPEN GRATE MANHOLE ROUND
- OPEN GRATE MANHOLE RECTANGULAR
- TELEPHONE PEDESTAL
- FIRE HYDRANT
- BUFFALO BOX
- WATER VALVE BOX
- WATER VALVE VAULT
- TREE STUMP
- TREE CONIFEROUS W/TRUNK SIZE IN INCHES
- TREE DECIDUOUS W/TRUNK SIZE IN INCHES

ABBREVIATIONS

AGG	AGGREGATE
ASPH	ASPHALT
BC	BACK OF CURB
CONC	CONCRETE
DIP	DUCTILE IRON PIPE
E	EAST
EP	EDGE OF PAVEMENT
INV	INVERT
N	NORTH
PVC	POLYVINYL CHLORIDE PIPE
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
S	SOUTH
T/	TOP OF
TRANS	TRANSFORMER
W	WEST
(XXX.XX)	RECORD INFORMATION
XXX.XX	MEASURED INFORMATION

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PROPERTY DESCRIPTION:

PARCEL 1: THAT PART OF LOT 6 IN BREAKENRIDGE FARM UNIT 1, BEING A SUBDIVISION OF PART OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 27, 1984 AS DOCUMENT NUMBER R84-95116, LYING SOUTH OF A LINE PARALLEL TO AND 390.00 FEET NORTH OF THE SOUTH LINE OF SAID LOT 6, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2: THE NORTH 10 ACRES OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, EXCEPTING THEREFROM THE FOLLOWING LAND, PURSUANT TO FINAL JUDGMENT ORDER ENTERED JANUARY 22, 2003 IN THE CIRCUIT COURT OF DUPAGE COUNTY CASE 99 ED 22: THAT PART OF THE NORTH 10 ACRES OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE SOUTHWEST CORNER OF THE NORTH 10 ACRES OF THE WEST HALF OF SAID NORTHEAST QUARTER, ALSO BEING THE NORTHWEST CORNER OF LOT 4 IN O'NEIL AND SOLCH SUBDIVISION, RECORDED OCTOBER 19, 1966 AS DOCUMENT R66-41700; THENCE EASTERLY, ALONG THE SOUTH LINE OF THE NORTH 10 ACRES OF THE WEST HALF OF SAID NORTHEAST QUARTER, ALSO BEING THE NORTH LINE OF SAID LOT 4, AND PARALLEL WITH THE NORTH LINE OF SAID NORTHEAST QUARTER, 25.31 FEET TO THE PLACE OF BEGINNING; THENCE NORTHEASTERLY, ALONG A LINE FORMING AN ANGLE OF 52 DEGREES 29 MINUTES 10 SECONDS TO THE LEFT OF THE PROLONGATION OF THE LAST DESCRIBED LINE, 281.14 FEET; THENCE NORTHERLY, FORMING AN ANGLE OF 42 DEGREES 27 MINUTES 25 SECONDS TO THE LEFT OF THE PROLONGATION OF THE LAST DESCRIBED LINE, 109.00 FEET TO THE NORTH LINE OF THE WEST HALF OF SAID NORTHEAST QUARTER AND THE SOUTHWEST CORNER OF RALPH B. THOMPSON PLAT OF SURVEY, RECORDED DECEMBER 17, 1945 AS DOCUMENT 536338, AND THE TERMINUS OF THE HEREIN DESCRIBED LINE, IN DUPAGE COUNTY, ILLINOIS, SAID PARCEL ALSO BEING DESCRIBED AS PARCEL 3 OF LOT 3 OF FPD / BASIC LIFE ASSESSMENT PLAT RECORDED APRIL 1, 2003 AS DOCUMENT R2003-12193.

PIN:

06-35-405-004 & 09-02-200-006

SOURCE BENCHMARK:

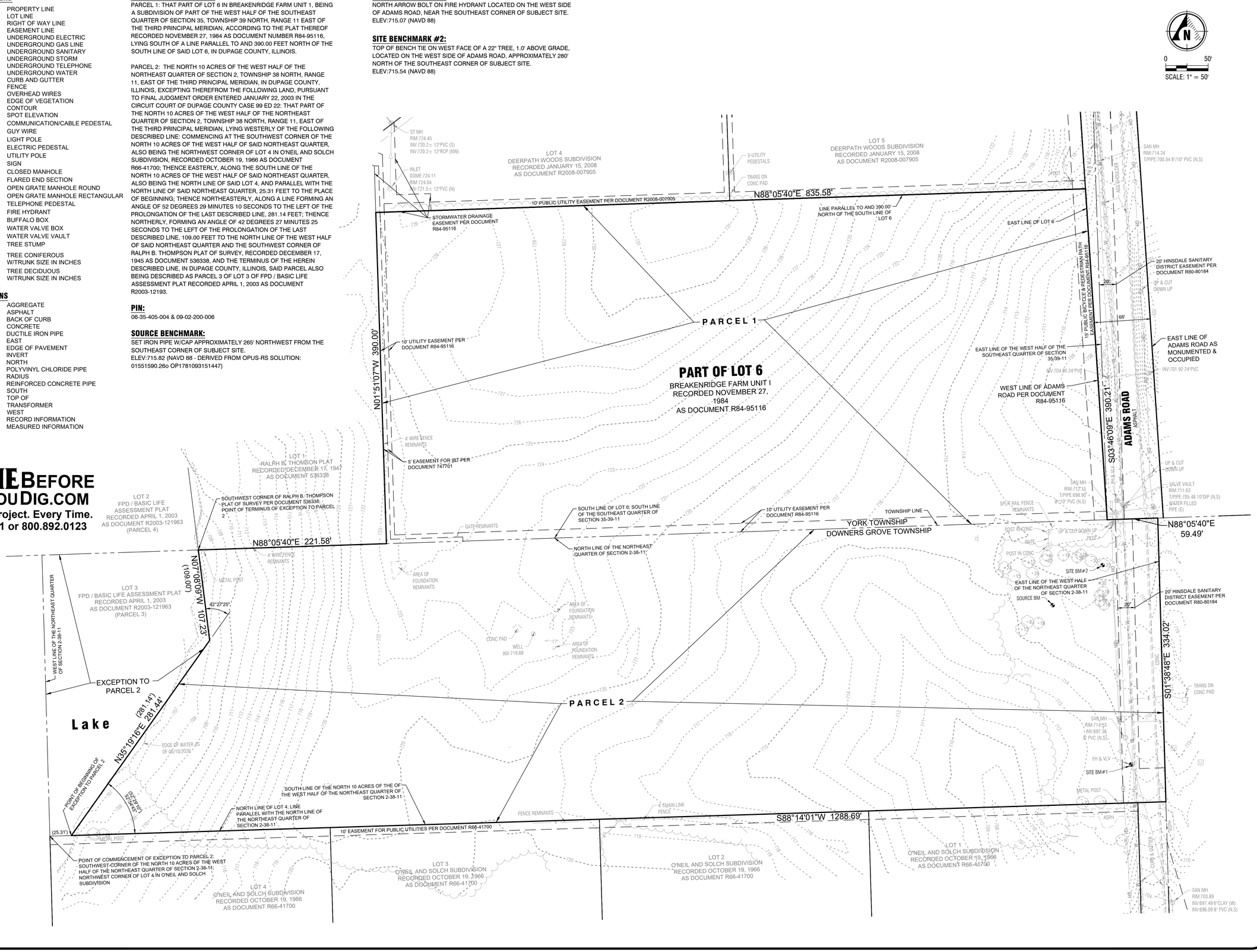
SET IRON PIPE W/CAP APPROXIMATELY 265' NORTHWEST FROM THE SOUTHEAST CORNER OF SUBJECT SITE.
ELEV:715.82 (NAVD 88 - DERIVED FROM OPUS-RS SOLUTION: 01551590.26o OP1781093151447)

SITE BENCHMARK #1:

NORTH ARROW BOLT ON FIRE HYDRANT LOCATED ON THE WEST SIDE OF ADAMS ROAD, NEAR THE SOUTHEAST CORNER OF SUBJECT SITE.
ELEV:715.07 (NAVD 88)

SITE BENCHMARK #2:

TOP OF BENCH TIE ON WEST FACE OF A 22" TREE, 1.0' ABOVE GRADE, LOCATED ON THE WEST SIDE OF ADAMS ROAD, APPROXIMATELY 280' NORTH OF THE SOUTHEAST CORNER OF SUBJECT SITE.
ELEV:715.54 (NAVD 88)



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PROFESSIONAL DESIGN FIRM NUMBER: 184.001186

CLIENT:

LOTUS DESIGN / DEVELOPMENT

225 CANAL STREET
UNIT E
LEMONT, IL 60439
630.863.7280

REVISIONS:

1 2 3 4 5 6 7

TITLE:
EXISTING CONDITIONS
TRANQUILITY ESTATES
ADAMS ROAD - OAK BROOK, IL 60523

DESIGNED BY:	NAV
DRAWN BY:	SDS
CHECKED BY:	TBM
DATE:	06-18-2026
PROJ NO:	W26102.00

SCALE: 1" = 50'

C-3.0
SHEET: 3 OF 20

G:\PROJECTS\Lotus Design and Development\W26102.00 Adams St Oak Brook\20 CAD C3D\07 CAD Sile\02 Sheet\W26102.00 sht C-3.0 EXC.dwg

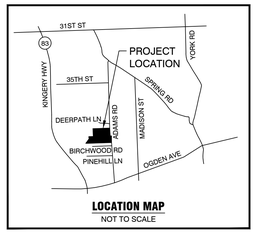
ALTA/NSPS LAND TITLE SURVEY

EXISTING LEGEND

	PROPERTY LINE
	LOT LINE
	RIGHT OF WAY LINE
	EASEMENT LINE
UGS	UNDERGROUND STORM
OH	OVERHEAD WIRES (APPROXIMATE LOC)
	GUY WIRE
	UTILITY POLE
	SIGN
	CLOSED MANHOLE
	OPEN GRATE MANHOLE ROUND
	FLARED END SECTION
	TELEPHONE PEDESTAL
	FIRE HYDRANT
	BUFFALO BOX
	WATER VALVE BOX
	WATER VALVE VAULT

ABBREVIATIONS

ASPH	ASPHALT
CONC	CONCRETE
E	EAST
EP	EDGE OF PAVEMENT
FH	FIRE HYDRANT
FIP	FOUND IRON PIPE
FIR	FOUND IRON ROD
FNC	FENCE
FNCX	FENCE CORNER
N	NORTH
PEDT	TELEPHONE PEDESTAL
S	SOUTH
SIP	SET IRON PIPE
TRANS	TRANSFORMER
UP	UTILITY POLE
VLV	VALVE
W	WEST
(XXX.XX)	RECORD INFORMATION
XXX.XX	MEASURED INFORMATION



LOCATION MAP
NOT TO SCALE

GENERAL NOTES:

THE BEARINGS SHOWN ON THIS PLAT ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM - EAST ZONE (NAD 83).

COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY MONUMENTS BEFORE BUILDING, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO THE SURVEYOR.

THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED UPON THE DESCRIPTION AND INFORMATION FURNISHED BY THE CLIENT. THE PARCEL WHICH IS DEFINED MAY NOT REFLECT THE ACTUAL OWNERSHIP, BUT REFLECTS WHAT WAS SURVEYED. FOR OWNERSHIP, CONSULT YOUR TITLE COMPANY.

A CURRENT TITLE COMMITMENT WAS PROVIDED FOR THIS SURVEYOR'S USE AT THE TIME OF PREPARATION OF THIS SURVEY.

DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF.

NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON.

DISTANCES AND/OR BEARINGS SHOWN IN PARENTHESIS (XXX.XX) ARE RECORD OR DEED VALUES, NOT FIELD MEASURED.

CURVED LINES ARE DENOTED WITH ARC LENGTHS UNLESS OTHERWISE NOTED.

FENCE TIES SHOWN WERE MEASURED PERPENDICULAR FROM THE FENCE CORNER TO THE PROPERTY LINE.

ALL HOUSE MEASUREMENTS AND TIES ARE TAKEN TO THE FACE OF BRICK, FACE OF SIDING, OR CORNER TRIM UNLESS OTHERWISE NOTED.

BUILDING LINES AND EASEMENTS, IF ANY, SHOWN HEREON ARE AS SHOWN ON THE RECORDED SUBDIVISION OR AS INDICATED.

PUBLIC AND/OR PRIVATE RECORDS HAVE NOT BEEN SEARCHED TO PROVIDE ADDITIONAL INFORMATION.

ALL AREAS LISTED IN THE AREA SUMMARY TABLE ARE MORE OR LESS.

SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY. NO STATEMENT IS MADE CONCERNING THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES WHICH MAY AFFECT THE USE OR DEVELOPMENT OF THIS TRACT.

SURVEYOR'S NOTES:

1. THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED ON THE LEGAL DESCRIPTION CONTAINED IN THE TITLE COMMITMENT AND SHOWN HEREON. THIS INFORMATION HAS BEEN FURNISHED BY THE CLIENT AND COMPARED TO RECORD DEEDS TO CHECK FOR GAPS AND/OR OVERLAPS. HOWEVER, THIS SURVEY MAY NOT REFLECT HISTORICAL MATTERS OF TITLE AND OWNERSHIP THAT HAVE NOT BEEN DISCLOSED BY THE TITLE COMMITMENT.
2. UNLESS OTHERWISE NOTED, ONLY THE IMPROVEMENTS WHICH WERE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY AND THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE ARE SHOWN ON THE FACE OF THIS PLAT. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY.
3. MANHOLES, INLETS AND OTHER UTILITY RIMS OR GRATES SHOWN HEREON ARE FROM FIELD LOCATION OF SUCH, AND ONLY REPRESENT SUCH UTILITY IMPROVEMENTS WHICH ARE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY, THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE.
4. SURFACE INDICATIONS OF UTILITIES ON THE SURVEYED PARCEL HAVE BEEN SHOWN. OVERHEAD WIRES AND POLES (IF ANY) HAVE BEEN SHOWN, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
5. THIS SURVEY MAY NOT REFLECT ALL UTILITIES, OR IMPROVEMENTS, IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING, OR ARE COVERED BY SUCH ITEMS AS DUMPSTERS OR TRAILERS, OR WHEN THE SITE WAS COVERED WITH SNOW. AT THE TIME OF SURVEY, THE SITE WAS NOT COVERED BY SNOW.

TABLE A NOTES:

TABLE A, ITEM 1
3/4" IRON PIPES, UNLESS OTHERWISE NOTED, WERE SET AT ALL MAJOR CORNERS OF THE BOUNDARY OF THE PROPERTY, UNLESS ALREADY MARKED OR REFERENCED BY EXISTING MONUMENTS OR WITNESSES IN CLOSE PROXIMITY TO THE CORNER AND ARE SHOWN HEREON.

TABLE A, ITEM 2
ADDRESS PER DUPAGE COUNTY GIS ACCESSED ON 06/17/2026
PARCEL 1: ADAMS ROAD
PARCEL 2: 46055 N ADAMS ROAD
OAK BROOK, IL 60523

TABLE A, ITEM 4
720,360 SQUARE FEET (16.537 +/- ACRES)

TABLE A, ITEM 7(a)
NO BUILDINGS OBSERVED AT THE TIME OF FIELD WORK.

TABLE A, ITEM 8
SUBSTANTIAL FEATURES ARE SHOWN HEREON.

TABLE A, ITEM 9
NO STRIPED PARKING SPACES ON SURFACE PARKING AREAS OR LOTS WERE OBSERVED AT THE TIME OF FIELD WORK.

TABLE A, ITEM 13
ONLY THE NAMES OF ADJOINING OWNERS THAT WERE AVAILABLE ACCORDING TO CURRENT TAX RECORDS HAVE BEEN SHOWN HEREON.

TITLE NOTES:

A COMMITMENT FOR TITLE INSURANCE PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, ISSUING AGENT: PREMIER TITLE AS COMMITMENT NUMBER: 2026-01304-PT WITH COMMITMENT DATE: MARCH 30, 2026 HAS BEEN REVIEWED IN CONJUNCTION WITH THE PREPARATION OF THIS SURVEY. THIS SURVEY MAY NOT REFLECT MATTERS OF TITLE THAT MAY BENEFIT OR BURDEN THE PROPERTY UNLESS THEY ARE EVIDENT FROM THE FIELD SURVEY OR THEY ARE CONTAINED IN THE ABOVE TITLE COMMITMENT. THE FOLLOWING NOTES ARE RELATED TO CERTAIN TITLE EXCEPTIONS CONTAINED IN THE ABOVE COMMITMENT.

PLOTTABLE EASEMENTS AND SETBACKS IDENTIFIED IN THE ABOVE TITLE COMMITMENT HAVE BEEN SHOWN HEREON. EASEMENTS AND SETBACKS THAT HAVE BEEN VACATED, INSURED OVER, OR OTHERWISE DISPOSED OF HAVE NOT BEEN SHOWN HEREON.

SCHEDULE B, GENERAL EXCEPTIONS

EXCEPTIONS:
1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I-REQUIREMENTS ARE MET.
2. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS.
3. THE EFFECT ON THE TITLE OF AN ENCUMBRANCE, VIOLATION, VARIATION, ADVERSE CIRCUMSTANCE, BOUNDARY LINE OVERLAP, OR ENCROACHMENT (INCLUDING AN ENCROACHMENT OF AN IMPROVEMENT ACROSS THE BOUNDARY LINES OF THE LAND), BUT ONLY IF THE ENCUMBRANCE, VIOLATION, VARIATION, ADVERSE CIRCUMSTANCE, BOUNDARY LINE OVERLAP, OR ENCROACHMENT WOULD HAVE BEEN DISCLOSED BY AN ACCURATE AND COMPLETE LAND TITLE SURVEY OF THE LAND.
4. ENCROACHMENTS, OVERLAPS, BOUNDARY LINE DISPUTES, OR OTHER MATTERS THAT WOULD BE DISCLOSED BY AN ACCURATE SURVEY AND INSPECTION OF THE PREMISES.
5. EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS.
6. ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS.
7. TAXES OR SPECIAL ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS.

PROPERTY DESCRIPTION:

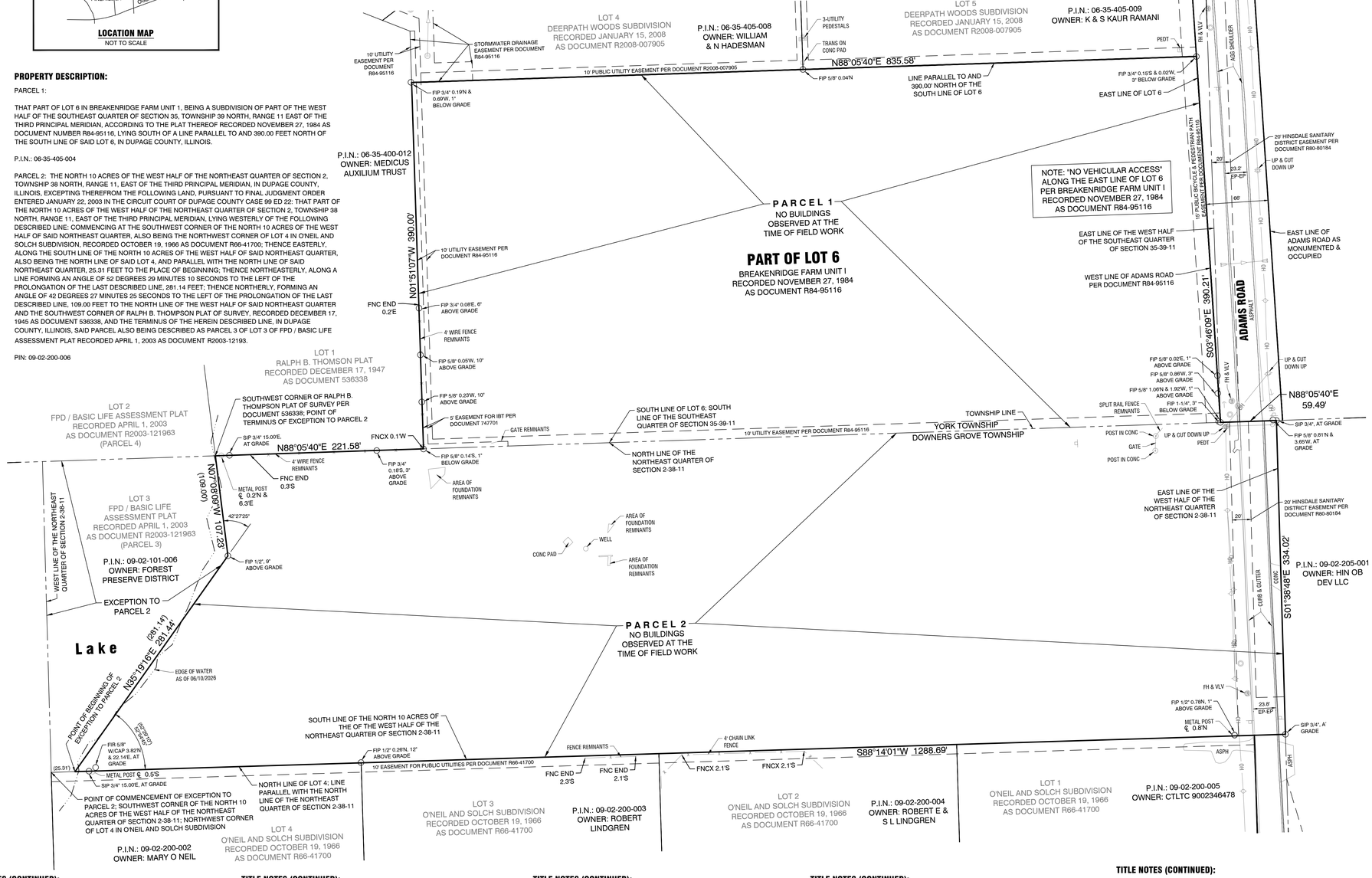
PARCEL 1:

THAT PART OF LOT 6 IN BREAKENRIDGE FARM UNIT 1, BEING A SUBDIVISION OF PART OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 27, 1984 AS DOCUMENT NUMBER R84-95116, LYING SOUTH OF A LINE PARALLEL TO AND 390.00 FEET NORTH OF THE SOUTH LINE OF SAID LOT 6, IN DUPAGE COUNTY, ILLINOIS.

P.I.N.: 06-35-405-004

PARCEL 2: THE NORTH 10 ACRES OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, EXCEPTING THEREFROM THE FOLLOWING LAND, PURSUANT TO FINAL JUDGMENT ORDER ENTERED JANUARY 22, 2003 IN THE CIRCUIT COURT OF DUPAGE COUNTY CASE 99 ED 22: THAT PART OF THE NORTH 10 ACRES OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE SOUTHWEST CORNER OF THE NORTH 10 ACRES OF THE WEST HALF OF SAID NORTHEAST QUARTER, ALSO BEING THE NORTHWEST CORNER OF LOT 4 IN O'NEIL AND SOLCH SUBDIVISION, RECORDED OCTOBER 19, 1966 AS DOCUMENT R66-41700; THENCE EASTERLY, ALONG THE SOUTH LINE OF THE NORTH 10 ACRES OF THE WEST HALF OF SAID NORTHEAST QUARTER, ALSO BEING THE NORTH LINE OF SAID LOT 4, AND PARALLEL WITH THE NORTH LINE OF SAID NORTHEAST QUARTER, 25.31 FEET TO THE PLACE OF BEGINNING; THENCE NORTHEASTERLY, ALONG A LINE FORMING AN ANGLE OF 52 DEGREES 29 MINUTES 10 SECONDS TO THE LEFT OF THE PROLONGATION OF THE LAST DESCRIBED LINE, 281.14 FEET; THENCE NORTHERLY, FORMING AN ANGLE OF 42 DEGREES 27 MINUTES 25 SECONDS TO THE LEFT OF THE PROLONGATION OF THE LAST DESCRIBED LINE, 109.00 FEET TO THE NORTH LINE OF THE WEST HALF OF SAID NORTHEAST QUARTER AND THE SOUTHWEST CORNER OF RALPH B. THOMPSON PLAT OF SURVEY, RECORDED DECEMBER 17, 1945 AS DOCUMENT 536338, AND THE TERMINUS OF THE HEREIN DESCRIBED LINE, IN DUPAGE COUNTY, ILLINOIS, SAID PARCEL ALSO BEING DESCRIBED AS PARCEL 3 OF LOT 3 OF FPD / BASIC LIFE ASSESSMENT PLAT RECORDED APRIL 1, 2003 AS DOCUMENT R2003-12193.

PIN: 09-02-200-006



TITLE NOTES (CONTINUED):

8., 9., 28., 30., 31., 32. (NOT SURVEY RELATED)

10. THE LAND LIES WITHIN THE FLAGG CREEK WATER RECLAMATION DISTRICT WHICH HAS ACCEPTED FEDERAL GRANTS FOR SEWAGE TREATMENT WORKS PURSUANT TO PUBLIC LAW 92-500. FEDERAL LAW REQUIRES A USER CHARGE SYSTEM SEPARATE FROM GENERAL AD VALOREM PROPERTY TAXES. NOTE: PREMIER TITLE MUST BE FURNISHED WITH A PAY-OFF LETTER OR SATISFACTORY PROOF OF PAYMENT FROM SAID DISTRICT. NOTE: THIS EXCEPTION WILL NOT APPEAR ON THE LOAN POLICY, WHEN ISSUED.
(SURVEYOR'S NOTE: AFFECTS THE SURVEYED PROPERTY BUT CONTAINS NO PLOTTABLE ITEMS. SEE DOCUMENT FOR DETAILS.)

11. TERMS AND PROVISIONS CONTAINED IN ORDINANCE NO. 559 - RECORDED NOVEMBER 13, 1981 AS DOCUMENT R81-60741 - AN ORDINANCE PROVIDING FOR THE RECAPTURE OF CAPITAL INVESTMENT FOR SEWER IMPROVEMENTS KNOWN AS ADAMS ROAD, OAK BROOK, ILLINOIS SEWER EXTENSION.
(SURVEYOR'S NOTE: AFFECTS THE SURVEYED PROPERTY BUT CONTAINS NO PLOTTABLE ITEMS. SEE DOCUMENT FOR DETAILS.)

12. TERMS AND PROVISIONS CONTAINED IN NOTICE OF WATER MAIN EXPANSION AND CONNECTION FEE RECORDED SEPTEMBER 17, 1982 AS DOCUMENT R82-42553.
(SURVEYOR'S NOTE: AFFECTS THE SURVEYED PROPERTY BUT CONTAINS NO PLOTTABLE ITEMS. SEE DOCUMENT FOR DETAILS.)

13. EASEMENT IN FAVOR OF COMMONWEALTH EDISON COMPANY AND ILLINOIS BELL TELEPHONE COMPANY THE HINSDALE SANITARY DISTRICT, AND THEIR RESPECTIVE SUCCESSORS AND/OR ASSIGNS, TO INSTALL, OPERATE AND MAINTAIN ALL EQUIPMENT NECESSARY FOR THE PURPOSE OF SERVING THE LAND AND OTHER PROPERTY, TOGETHER WITH THE RIGHT OF ACCESS TO SAID EQUIPMENT, AND THE PROVISIONS RELATING THERETO CONTAINED IN THE GRANT RECORDED/FILED AS DOCUMENT R80-80184.
(SURVEYOR'S NOTE: SHOWN HEREON. THIS EASEMENT GRANT IS ONLY FOR SEWER PURPOSES AND THE HINSDALE SANITARY DISTRICT IS THE ONLY GRANTEE. NO OTHER PURPOSES OR GRANTEES ARE REFERENCED. SEE DOCUMENT FOR DETAILS.)

TITLE NOTES (CONTINUED):

14. RIGHTS OF THE PUBLIC, THE STATE OF ILLINOIS AND THE MUNICIPALITY IN AND TO THAT PART OF THE LAND, IF ANY, TAKEN OR USED FOR ROAD PURPOSES.
(SURVEYOR'S NOTE: EXISTING LOCATION OF ADAMS ROAD SHOWN HEREON.)

15. RIGHTS OF THE PUBLIC AND OF THE ADJOINING OWNERS TO HAVE MAINTAINED THE UNINTERRUPTED AND UNPOLLUTED USE AND FLOW OF WATERS ON THE LAND. (INTERMITTENT STREAM RUNNING IN A NLY/SLY DIRECTION ALONG THE WESTERLY LINE OF THE LAND)
(SURVEYOR'S NOTE: NO STREAM WAS OBSERVED AT TIME OF SURVEY. A LAKE EXISTS AT THE WEST END OF PARCEL 2. EDGE OF WATER SHOWN HEREON.)

16. GRANT TO WESTERN UNITED GAS AND ELECTRIC COMPANY, ITS SUCCESSORS, LESSEES AND ASSIGNS, BY INSTRUMENT DATED NOVEMBER 10, 1926 AND RECORDED ON DECEMBER 3, 1926 AS DOCUMENT 225984, OF THE RIGHTS AND PRIVILEGES TO LAY DOWN AND MAINTAIN BELOW THE SURFACE OF THE GROUND AND UPON AND ACROSS THE PROPERTY OF THE FIRST PARTY, AS HEREINAFTER DESCRIBED, A SERVICE PIPE FOR THE PURPOSE OF CARRYING INFLAMMABLE GAS, SO LONG AS SAID COMPANY SHALL HAVE USE THEREFOR AND DESIRE TO MAINTAIN THE SAME. THE PROPERTY ACROSS WHICH THIS LICENSE IS GIVEN.
(SURVEYOR'S NOTE: EASEMENT BEYOND THE LIMITS OF THE SURVEYED PROPERTY AND NOT SHOWN HEREON.)

17. PUBLIC UTILITY AND DRAINAGE EASEMENT AS SHOWN ON THE PLAT AND CONTAINED IN THE CERTIFICATE APPENDED TO THE PLAT OF BREAKENRIDGE FARM UNIT 1, AFORESAID, AND SET FORTH IN DOCUMENT R89-59273.
(SURVEYOR'S NOTE: EASEMENT HAS BEEN ABROGATED AND IS NOT SHOWN HEREON.)

18. BUILDING LINE AS SHOWN ON PLAT OF BREAKENRIDGE FARM UNIT 1, AFORESAID.
(SURVEYOR'S NOTE: BUILDING LINE BEYOND THE LIMITS OF THE SURVEYED PROPERTY AND NOT SHOWN HEREON.)

19. EASEMENT FOR INGRESS AND EGRESS AS SHOWN ON PLAT OF BREAKENRIDGE FARM UNIT 1, AFORESAID, AS FOLLOWS: AFFECTS THE WESTERLY, SOUTHWESTERLY AND NORTHWESTERLY LINE OF THE LAND.
(SURVEYOR'S NOTE: EASEMENT BEYOND THE LIMITS OF THE SURVEYED PROPERTY AND NOT SHOWN HEREON.)

TITLE NOTES (CONTINUED):

20. EASEMENT FOR PUBLIC BICYCLE AND PEDESTRIAN PATH IN FAVOR OF THE VILLAGE OF OAK BROOK AS SHOWN ON THE PLAT AND CONTAINED IN THE CERTIFICATE APPENDED TO THE PLAT OF BREAKENRIDGE FARM UNIT 1, AFORESAID, AS FOLLOWS: A 15 FOOT STRIP OF LAND NEAR THE EAST LINE OF THE LAND
(SURVEYOR'S NOTE: SHOWN HEREON.)

21. NOTES CONTAINED IN THE CERTIFICATE APPENDED TO THE PLAT OF BREAKENRIDGE FARM UNIT 1 AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF OAKBROOK, DUPAGE COUNTY, ILLINOIS, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS WITHIN THE AREA ON THE PLAT MARKED AS "EASEMENT HEREBY GRANTED TO THE VILLAGE OF OAK BROOK FOR PUBLIC BICYCLE AND PEDESTRIAN PATH", TO INSTALL, LAY, CONSTRUCT, RENEW, OPERATE AND MAINTAIN SAID BICYCLE AND PEDESTRIAN PATH FOR THE BENEFIT OF THE GENERAL PUBLIC. THE TERM "NO VEHICULAR ACCESS" SHALL NOT BE CONSTRUED TO INTERFERE WITH THE CONSTRUCTION, OPERATION OR MAINTENANCE OF THE PUBLIC BICYCLE AND PEDESTRIAN PATH EASEMENT DEPICTED ON THIS PLAT AND HEREBY GRANTED TO THE VILLAGE OF OAK BROOK.
(SURVEYOR'S NOTE: EASEMENT SHOWN HEREON.)

22. RIGHTS OF OWNERS OF LOTS IN BREAKENRIDGE FARM UNIT NO. 1, AFORESAID, IN AND TO THAT PART OF THE LAND RESERVED AS "PRIVATE ROAD EASEMENT FOR INGRESS AND EGRESS" AS ESTABLISHED BY THE DECLARATION RECORDED AS DOCUMENT R84-95118, AND AS SHOWN ON PLAT OF BREAKENRIDGE FARM UNIT NO. 1, AFORESAID.
(SURVEYOR'S NOTE: EASEMENT BEYOND THE LIMITS OF THE SURVEYED PROPERTY AND NOT SHOWN HEREON.)

23. THE PLAT OF BREAKENRIDGE FARM UNIT NO. 1, AFORESAID, DEPICTS THE EAST LINE OF LOT 6 AS HAVING "NO VEHICULAR ACCESS".
(SURVEYOR'S NOTE: SHOWN HEREON.)

TITLE NOTES (CONTINUED):

24. GRANT OF A 20 FOOT EASEMENT TO THE VILLAGE OF OAK BROOK, AS SHOWN ON THE PLAT ATTACHED TO INSTRUMENT RECORDED MAY 19, 1989 AS DOCUMENT R89-059274 FOR WATER MAIN. PLAT OF ABROGATION OF WATER MAIN EASEMENT HERETOFORE GRANTED RECORDED JULY 14, 2006 AS DOCUMENT R2006-134913.
(SURVEYOR'S NOTE: EASEMENT HAS BEEN ABROGATED AND IS NOT SHOWN HEREON.)

25. PLAT OF EASEMENT FOR WATER MAIN & SANITARY SEWER TO THE VILLAGE OF OAK BROOK IN DUPAGE COUNTY, ILLINOIS AND TO THE FLAGG CREEK WATER RECLAMATION DISTRICT RECORDED JULY 14, 2006 AS DOCUMENT R2006-134914: A 30.00 FOOT STRIP OF LAND IN LOT 6 IN BREAKENRIDGE FARM UNIT 1, BEING A SUBDIVISION RECORDED PER DOCUMENT NO. R84-95116, OF PART OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN.
(SURVEYOR'S NOTE: EASEMENT BEYOND THE LIMITS OF THE SURVEYED PROPERTY AND NOT SHOWN HEREON.)

26. DECLARATION OF EASEMENT FOR INGRESS AND EGRESS RECORDED MAY 17, 1985 AS DOCUMENT R85-37180, OVER A 30 FOOT STRIP OF LAND AND SHOWN ON BREAKENRIDGE FARM ROAD ON THE PLAT OF BREAKENRIDGE FARM UNIT NO. 1., AFORESAID.
(SURVEYOR'S NOTE: EASEMENT BEYOND THE LIMITS OF THE SURVEYED PROPERTY AND NOT SHOWN HEREON.)

27. COVENANTS, CONDITIONS, RESTRICTIONS, AND EASEMENTS CONTAINED IN DECLARATION RECORDED NOVEMBER 27, 1984 AS DOCUMENT R84-95118, RELATING TO THE CREATION OF THE BREAKENRIDGE HOMEOWNER'S ASSOCIATION, ARCHITECTURAL CONTROL, ASSESSMENTS AND SPECIAL ASSESSMENTS NOTE: SAID INSTRUMENT CONTAINS NO PROVISION FOR A FORFEITURE OR FOR REVERSION OF TITLE IN CASE OF BREACH OF CONDITION.
(SURVEYOR'S NOTE: EXISTING EASEMENTS LOCATED ON THE SURVEYED PROPERTY ARE SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS.)

TITLE NOTES (CONTINUED):

29. COVENANTS, CONDITIONS AND RESTRICTIONS (EXCEPTING THEREFROM THOSE PROHIBITED BY LAW) AND EASEMENTS CONTAINED IN DECLARATION RECORDED FEBRUARY 21, 2007 AS DOCUMENT R2007-031590 RELATING IN PART TO SUBJUGATED LAND BEING RESUBDIVIDED. NOTE: SAID INSTRUMENT CONTAINS NO PROVISION FOR A FORFEITURE OF OR REVERSION OF TITLE IN CASE OF BREACH OF CONDITION.
(SURVEYORS NOTE: CONTAINS NO EASEMENTS LOCATED ON THE SURVEYED PROPERTY, CONTAINS RESTRICTIONS ON FUTURE DEVELOPMENT OF PARCEL 1. SEE DOCUMENT FOR DETAILS.)

SURVEYOR CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

CERTIFIED TO: TRANQUILITY ESTATES, LLC
AND: FIRST AMERICAN TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2026 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 4, 7(a), 8, 9, AND 13 OF TABLE A THEREOF.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR BOUNDARY SURVEYS.

THE FIELD WORK WAS COMPLETED ON JUNE 10, 2026.

DATE OF MAP OR PLAT: THIS 17th DAY OF JUNE, A.D., 2026.

TIMOTHY B. WARTINBEE
3782
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
WARRENVILLE, ILLINOIS

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003782
LICENSE EXPIRES NOVEMBER 30, 2026

DESIGN FIRM PROFESSIONAL LICENSE NO. 184.001186
LICENSE EXPIRES APRIL 30, 2027

N
0 50'
SCALE: 1" = 50'

PREPARED BY:

ENGINEERING RESOURCE ASSOCIATES
3S701 WEST AVENUE
SUITE 150
WARRENVILLE, IL 60555
630.393.3060
www.eraconsultants.com
PROFESSIONAL DESIGN FIRM NUMBER: 184.001186

CLIENT:

LOTUS DESIGN / DEVELOPMENT
220 E ILLINOIS STREET
UNIT 101
LEMONT, IL 60439
630.863.7280

REVISIONS:
1 2 3 4 5 6 7

TITLE:
ALTA/NSPS LAND TITLE SURVEY
ADAMS ROAD - OAK BROOK, IL 60523

DESIGNED BY:	N/A
DRAWN BY:	SDS
CHECKED BY:	TBM
DATE:	06-17-

ITEM 8.A.1.
BOARD OF TRUSTEES MEETING
SAMUEL E. DEAN BOARD ROOM
BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS
630-368-5000

AGENDA ITEM

Board of Trustees Regular Meeting
of
July 14, 2026

SUBJECT: Ordinance S-1747, An Ordinance Approving the Final Plat of Subdivision for the Property Commonly Known as 2715, 2815, 2915 Jorie Blvd, Oak Brook, IL 60523

FROM: Rebecca Von Drasek, Development Services Director

BUDGET SOURCE/BUDGET IMPACT: N/A

RECOMMENDED MOTION: I move that the Village Board concurs with the recommendation from the Planning & Zoning Commission and approve Ordinance S-1747 approving the Final Plat for the Oak Brook Reserve, subject to the following conditions:

A. Final engineering approval prior to recording of the Plat;
B. The remaining 619,146 sq. ft. of previously approved building area shall be allocated within the Oak Brook Reserve subdivision as follows: 324,552 to Lot 1, 214,061 to Lot 2, and 80,501 to Lot 3; all as outlined in the included Land Analysis chart provided within this memorandum and which shall also be included on the Final Plat;
C. A declaration of covenants, conditions, restrictions, easements, and shared maintenance agreements for the three (3) parcels, in a form acceptable to the Village, is required and shall be recorded, which shall include reference to all prior Development and Improvement Plans;
D. The Owner and all subsequent Owners of the Subject Property shall at all times comply with all applicable requirements of law, including without limitation, federal, state, and local laws, ordinances, resolutions, and regulations, relating to the Subject Property;
E. Adoption of attached Ordinance S-1747 and recording of the document by Village staff.

Background/History:

JPD Oak Brook Holdings, LLC, owner of the property located at 2715, 2815, and 2915 Jorie Boulevard has submitted a petition requesting approval of a final plat of subdivision for the 80.55-acre property currently identified as Butler GHQ Subdivision. The 2-lot Butler GHQ Subdivision is improved with a multi-tenant office building, the Hyatt Lodge, ACE Hardware HQ, and surface parking lots. The proposed subdivision, Oak Brook Reserve, would create three (3) lots that are 24.01-acres, 24.01-acres,

and 32.53-acres in area. The subject lots comply with the minimum lot sizes in the ORA-3, Office, Research, and Assembly zoning district.

On June 16, 2026, the Village Board voted to defer review of the proposed subdivision of the Butler GHQ, in part due to concerns that it must be stated clearly that the Village expects continued compliance with all previously approved resolutions and ordinances related to the subject property. Staff has further reviewed the ninety prior approvals and agreements associated with the subject property formerly owned by the McDonald's Corporation.

It is important to reaffirm that all future development within the newly created lots must remain consistent with the Village's established subdivision and zoning regulations, including the maximum permitted FAR, Lot Coverage Area, and all previously approved Development and Improvement Plans. Ensuring compliance with these requirements is essential to:

- Maintaining the intended character and scale of development within the zoning district.
- Protecting adjacent properties from overbuilt or disproportionate structures.
- Supporting effective land use planning and upholding the Village's long-term development objectives.

Approval of the subdivision should therefore include an acknowledgment that any subsequent building permits or development proposals will be subject to verification of compliance with all adopted regulations, including all previously adopted Development and Improvement Plans. The Village asserts that these Development and Improvement Plans apply regardless of any reconfiguration of lots.

The campus has been regulated under a series of ordinances beginning with the original GHQ Development Plan in 1978. Subsequent amendments in 1985, 1990, 1995, and 1997 adjusted height limits, development areas, parking ratios, and land use allowances. Ordinances 97-SD-DP-EX3-S-878 and 97-SD-IP-E2-S-879 establish the most current Amended Development Plan, and its standards remain applicable to the entire campus regardless of parcel reconfiguration (R97-111106 and R97-111107). All existing development rights, height limits, open space requirements, parking ratios, and access restrictions continue to apply to all subdivided parcels. These standards run with the land, not with ownership or parcel configuration. The approval of Ordinance S-878 and Ordinance S-879 identified a total development of 1,400,437 sq. ft. and a total FAR of .43 with a total Lot Coverage of 22 acres. The current building square footage within the Butler GHQ is 781,291 sq. ft., and the Village requires that the applicant acknowledge this agreed to FAR and allocate the remaining 619,146 sq. ft. of building area within the Oak Brook Reserve subdivision as follows: 324,552 to Lot 1, 214,061 to Lot 2, and 80,501 to Lot 3; all as outlined in the included Land Analysis chart provided within this memorandum and which shall also be included on the Final Plat;

Staff further emphasizes that the Village Code, specifically Chapter 5 of the Subdivision Regulations and Chapter 13-10-C of the Zoning Ordinance, requires future development on the subject properties to complete a Planned Development. It is therefore important that, as the Board considers approval of the subdivision, the Final Plat include a notation reflecting the Board's allocation of previously approved Development and Improvement Plans. Staff has provided the following table summarizing the prior

approvals and new allocations.

Staff requests that the applicant include on the Final Plat the Land Analysis dividing the previously approved land improvements among the newly created lots, enabling the Village Board to approve the plat with a clear understanding of the development areas dedicated to each parcel. The Land Analyses were included in each prior Development Plan adopted for the property and are summarized in the following chart.

		S-409 (acres)	S-409 (percent)	S-566 (acres)	S-566 (percent)	S-689 (acres)	S-689 (percent)	S-819 (acres)	S-819 (percent)	S-878 (acres)	S-878 (percent)
Lot Coverage	Area to be covered by buildings	9	35.3%	N/A	N/A	10.8	27.7%	11.3	29.3%	11.3	29.3%
	Area to be used for exterior surface	12.5		N/A		5		5.4		5.4	
	Access and Surface Drives	5		N/A		5		5.3		5.3	
Total Site (acres)		75		75		75		75		75	

	S-1747 (existing overall)	S-1747 (excludes residential portion)	S-1747					Maximums (excludes residential portion)
			Lot 1	Lot 2	Lot 3 (excludes residential portion)	Lot 3 (residential portion)	Lot 3 (overall)	
Floor Area (existing)	781,291	781,291	127,509	238,000	415,814	0	415,814	N/A
Floor Area (maximum)	1,400,437	1,400,437	452,061	452,061	496,315	0	496,315	.43 FAR
Floor Area (remaining)	619,146	619,146	324,552	214,061	80,501	0	80,501	N/A
Lot Coverage (acres)	22.17	22.17	8.80	4.99	8.38	0.00	8.38	22.00
Lot Coverage (percent)	27.5%	29.8%	36.7%	20.8% *	31.8%	0.0%	25.8%	24.0%
Total Site (acres)	80.55	74.37	24.01	24.01	26.35	6.18	32.53	74.37

* Available Lot Coverage Appearing To Exist On Lot 2 Exceeds The Prior Development and Improvement Plans Maximum And Was Utilized For Excess Lot Coverage On Lots 1 And 3, And Therefore Is Not Available To Be Utilized For Coverage

Engineering approval is required, and an adequate response to the May 23, 2026 memorandum must be provided prior to recording. In addition, the restrictions applicable to Lot 2 of the Butler GHQ are being preserved as part of this approval. Therefore, the Building Setback Line shall not be abrogated between existing Lot 1 and Lot 2 of the Butler GHQ and should be removed from Lot 3 of the Oak Brook Reserve as currently depicted, so as not to create a conflict with the preservation note.

The Planning & Zoning Commission, at their June 3, 2026 meeting reviewed and deliberated on the petition. No members of the public spoke to the commission for or against the requested Final Plat. The Planning & Zoning Commission discussed the Plat and asked about the reason(s) for the request. The Commission confirmed that the previously approved restriction on Lot 2 of the Butler GHQ subdivision plat would be maintained. All questions were answered to the satisfaction of the Planning & Zoning Commission.

By a vote of 8 to 0, the Planning & Zoning Commission recommended approval of the final plat for the Final Plat of Subdivision Oak Brook Reserve as presented.

Ordinance S-1747, Ordinance S-878 and S-879, and the case file have been included with the Planning & Zoning Commission recommendation letter, providing additional information and details pertaining to the application.

Recommendation:

Staff recommends that the Village Board approve Ordinance S-1747, an Ordinance approving the final plat for the Oak Brook Reserve, subject to certain conditions as identified herein.

Attachments:

1. 2026-SR-FP-EX-S-1747
2. New Oak Brook Reserve Plat (EX A)
3. Exhibits - BOT 6-16-26
4. EXHIBIT - LOT COVERAGE

THE VILLAGE OF OAK BROOK
COOK AND DUPAGE COUNTIES, ILLINOIS

ORDINANCE
NUMBER 2026-SR-FP-EX-S-1747

AN ORDINANCE APPROVING THE FINAL PLAT OF SUBDIVISION FOR THE PROPERTY COMMONLY KNOWN AS 2715, 2815, 2915 JORIE BLVD, OAK BROOK, IL 60523

LAURENCE E. HERMAN, Village President
NETASHA SCARPINITI, Village Clerk

JOHN ANOS
NAVEEN JAIN
MICHAEL MANZO
MELISSA MARTIN
A. SURESH REDDY
EDWARD TIESENGA

Village Board

Published in pamphlet form by authority of the
President and the Board of Trustees of the Village of Oak Brook
on this 14th day of July 2026

ORDINANCE NO. 2026-SR-FP-EX-S-1747

AN ORDINANCE
APPROVING THE FINAL PLAT OF SUBDIVISION FOR THE PROPERTY COMMONLY KNOWN AS 2715, 2815, 2915 JORIE BLVD, OAK BROOK, IL 60523

PIN(s): 06-26-401-008, 06-26-401-009, 06-26-401-010, 06-26-400-015

WHEREAS, the Village of Oak Brook (hereinafter the "Village") is a municipal corporation with authority provided for and granted pursuant to the Illinois Municipal Code to exercise certain powers and perform certain functions pertaining to its local government and affairs;

WHEREAS, the Village has in full force and effect a codified set of those ordinances of the Village which are of a general and permanent nature, which said codified set is known and designated as the Village Code of the Village of Oak Brook, as amended (the "Village Code");

WHEREAS, JPD Oak Brook Holdings, LLC (hereinafter referred to as the "Petitioner") is the owner of the 80.55-acre parcel located at 2715, 2815, 2915 Jorie Blvd., Oak Brook, IL (hereinafter referred to as the "Subject Property") existing in the ORA-3 Office, Research, Assembly District (with a 6.18-acre portion in the R-1 District) and has submitted a petition requesting approval of a final plat of subdivision to subdivide the existing two lots (four PINs) into three lots (the "Petition");

WHEREAS, the property is currently improved with a multi-tenant office building, the Hyatt Lodge, and the ACE Hardware headquarters. The proposed subdivision would create separate parcels, allowing each building to be located on its own lot;

WHEREAS, at its meeting on June 3, 2026, the Planning & Zoning Commission completed its review and deliberations on the Petitioner's Petition;

WHEREAS, the Planning & Zoning Commission by a vote of 8 to 0 recommended approval of the request for a final plat of Subdivision for the Subject Property to the Village Board; and

WHEREAS, the Village President and Board of Trustees have reviewed the recommendations of the Plan Commission and deem the final plat of Subdivision for the Subject Property, as set forth below, to be in the best interests of the Village.

NOW, THEREFORE, BE IT ORDAINED by the Village President and Board of Trustees of the Village of Oak Brook, Cook and DuPage Counties, Illinois as follows:

Section One – Recitals

The Corporate Authorities hereby find that all of the recitals hereinbefore stated as contained in the preamble to this Ordinance are full, true and correct and do hereby, by reference, incorporate and make them part of this Ordinance as legislative findings.

Section Two – Approval of Final Plat of Subdivision.

A. Approval of Final Plat. Subject to and contingent upon the conditions set forth in Section 3 of this Ordinance, the final plat of subdivision attached to this Ordinance as Exhibit A ("Final Plat"), is hereby approved.

B. Authorization and Execution. The Village President, Clerk, and other appropriate Village officials are hereby authorized and directed to execute and seal, on behalf of the Village, the Final Plat of Subdivision and the customary certifications indicating such approval.

C. Recordation. Upon the execution of the Final Plat of Subdivision by all required parties, the Village Clerk is hereby directed to record the Final Plat of Subdivision with the Recorder of Deeds of DuPage County, Illinois, and the Village Clerk will then be authorized and directed to assess against and collect from the Petitioner any costs in connection with those actions and this Ordinance.

Section Three – Conditions

The approvals granted in Section 2 of this Ordinance are hereby expressly subject to and contingent upon each of the following conditions:

A. Final engineering approval prior to recording of the Plat;
B. The remaining 619,146 sq. ft. of previously approved building area shall be allocated within the Oak Brook Reserve subdivision as follows: 324,552 to Lot 1, 214,061 to Lot 2, and 80,501 to Lot 3; all as outlined in the included Land Analysis Chart, attached hereto and incorporated herein as Exhibit B, which shall also be included on the Final Plat;
C. A declaration of covenants, conditions, restrictions, easements, and shared maintenance agreements for the three (3) parcels, in a form acceptable to the Village, is required and shall be recorded, which shall include reference to all prior Development and Improvement Plans;
D. The Owner and all subsequent Owners of the Subject Property shall at all times comply with all applicable requirements of law, including without limitation, federal, state, and local laws, ordinances, Ordinances, and regulations, relating to the Subject Property;
E. Adoption of attached Ordinance S-1747 and recording of the document by Village staff.

Section Four – Severability

If any section, paragraph, clause or provision of this Ordinance shall be held invalid, the invalidity thereof shall not affect any of the other provisions of this Ordinance.

Section Five – Effective Date

This Ordinance shall be in full force and effect from and after its passage, approval, and publication in the manner provided by law.

Section Six – Recording

This Ordinance shall be entered into the minutes and upon the journals of the Board of Trustees of the Village of Oak Brook.

PASSED THIS 14th day of July 2026.

Ayes: _____

Nays: _____

Absent: _____

APPROVED THIS 14th day of July 2026.

_____
LAURENCE E. HERMAN,
Village President

ATTEST:

_____
NETASHA SCARPINITI,
Village Clerk

EXHIBIT A

[Final Plat]

EXHIBIT B

[Land Analysis Chart]

		S-409 (acres)	S-409 (percent)	S-566 (acres)	S-566 (percent)	S-689 (acres)	S-689 (percent)	S-819 (acres)	S-819 (percent)	S-878 (acres)	S-878 (percent)
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	Area to be used for exterior surface	12.5		N/A		5		5.4		5.4	
	Access and Surface Drives	5		N/A		5		5.3		5.3	
Total Site (acres)		75		75		75		75		75	

	S-1747 (existing overall)	S-1747 (excludes residential portion)	S-1747					Maximums (excludes residential portion)
			Lot 1	Lot 2	Lot 3 (excludes residential portion)	Lot 3 (residential portion)	Lot 3 (overall)	
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Floor Area (remaining)	619,146	619,146	324,552	214,061	80,501	0	80,501	N/A
Lot Coverage (acres)	22.17	22.17	8.80	4.99	8.38	0.00	8.38	22.00
Lot Coverage (percent)	27.5%	29.8%	36.7%	20.8%*	31.8%	0.0%	25.8%	24.0%
Total Site (acres)	80.55	74.37	24.01	24.01	26.35	6.18	32.53	74.37

* Available Lot Coverage Appearing To Exist On Lot 2 Exceeds The Prior Development and Improvement Plans Maximum And Was Utilized For Excess Lot Coverage On Lots 1 And 3, And Therefore Is Not Available To Be Utilized For Coverage

FINAL PLAT OF SUBDIVISION

OAK BROOK RESERVE

BEING A SUBDIVISION OF PART OF SECTION 26, TOWNSHIP 39 NORTH, RANGE 11
EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS

SITE SURVEY

PIN: 06-26-401-008
PIN: 06-26-401-009
PIN: 06-26-401-010
PIN: 06-26-401-015

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

PAGE INDEX:

1. SITE SURVEY
2. SUBDIVISION
3. LOT 1 DETAILS
4. LOT 2 DETAILS
5. LOT 3 DETAILS
6. CERTIFICATION

AFTER RECORDING
RETURN TO:

COMPASS SURVEYING LTD.
2631 GINGER WOODS PARKWAY
SUITE 100
AURORA, IL 60502

GRID NORTH

EASEMENT NOTES

- 1 EASEMENT TO THE ILLINOIS BELL TELEPHONE COMPANY PER DOCUMENT 991038
- 2 PUBLIC UTILITIES EASEMENT PER DOCUMENT R77-28548
- 3 BUILDING LINE 60 FEET ON THE WEST LINE OF LOT 2 PER DOCUMENT R71-43495
- 4 EASEMENT FOR STORM DRAINAGE PURPOSES PER DOCUMENT R71-43495
- 5 EASEMENT FOR GAS SERVICE PER DOCUMENT NO. R79-37290 AND R81-65824
- 7 EASEMENT FOR DRAINAGE PURPOSES PER DOCUMENT R80-39562
- 8 EASEMENT FOR PROPERTY MAINTENANCE PURPOSES AND FOR ACCESS PER R77-102287 AND R80-39563
- 9 EASEMENT FOR STORM SEWER AND SANITARY SEWER FORCE MAIN PER DOCUMENT R73-59093, R80-42162; R80-42163
- 10 EASEMENT FOR BICYCLE AND PEDESTRIAN PATH PER DOCUMENT R80-42165, R85-41629 AND R80-42165
- 12 EASEMENT FOR BICYCLE AND PEDESTRIAN PATH AND UNDERGROUND UTILITY FACILITIES PER DOCUMENT R80-42166
- 13 EASEMENT FOR ROAD AND PUBLIC UTILITIES PURPOSES PER DOCUMENT R80-42167
- 14 NON-ACCESS COVENANT TO RESTRICT ACCESS PER DOCUMENT R80-42167
- 15 BUILDING SET-BACK LINES AS SET FORTH ON THE PLAT OF BUTLER GHQ SUBDIVISION
- 16 PARKING SET-BACK LINES AS SET FORTH ON THE PLAT OF BUTLER GHQ SUBDIVISION
- 19 PUBLIC UTILITIES EASEMENT AS SHOWN ON PLAT OF AND AS CONTAINED IN THE CERTIFICATE APPENDED TO THE PLAT OF BUTLER GHQ SUBDIVISION,
- 20 EASEMENT FOR DRAINAGE, STORM WATER RUNOFF INTO THE STORM WATER DETENTION AREA, AND FLOOD PLAIN AREA PURPOSES PER DOCUMENT R80-44967, WITH AMENDMENTS RECORDED AS DOCUMENT R81-38779 AND R85-41629 SAID LANDS DESCRIBED IN DOCUMENT R80-44967
- 23 NON-EXCLUSIVE PERPETUAL EASEMENT FOR UNDERGROUND WATER DISTRIBUTION SYSTEM PER DOCUMENT R81-38780 AND R85-41625
- 24 NON-EXCLUSIVE PERPETUAL EASEMENT FOR A BICYCLE AND PEDESTRIAN PATH PER DOCUMENT R81-38781 AND R85-41629
- 25 NON-EXCLUSIVE, PERPETUAL EASEMENT FOR ACCESS PER DOCUMENT R81-38782
- 27 GRANT OF PERMANENT EASEMENT FOR ROADWAY IMPROVEMENTS AND RETAINING WALL PER DOCUMENT 183465
- 28 GRANT OF PERMANENT EASEMENT FOR THE PURPOSE OF ROADWAY IMPROVEMENTS AND TRAFFIC SIGNALS PER DOCUMENT 183466 AND R80-44966
- 29 FIBER OPTIC EASEMENT AGREEMENT PER DOCUMENT 111640
- 30 ACCESS EASEMENT PER DOC. NO. R2023-024409
- 31 STORMWATER DETENTION EASEMENT PER DOC. NO. R2023-024409
- 33 EASEMENT FOR INGRESS AND EGRESS R74-14102

GENERAL NOTES

5 1. THE EASEMENT ORIGINALLY GRANTED BY DOCUMENT NO. R79-37290 WAS MODIFIED BY A GAS MAIN RECORDED AS DOCUMENT NO. R81-65824, WHICH SPECIFIED THE EASEMENT TO BE 10 FEET WIDE (5 FEET ON EITHER SIDE OF THE FACILITIES AS INSTALLED). THE DOCUMENT DOES NOT HAVE SUFFICIENT INFORMATION TO DETERMINE WHERE THE EXISTING FACILITIES ARE LOCATED AND THIS EASEMENT IS NOT SHOWN ON THE SURVEY.

2. INFORMATION REGARDING THE UNRECORDED EASEMENT IN FAVOR OF COMMON WEALTH EDISON COMPANY AND ILLINOIS BELL TELEPHONE COMPANY AND WAS NOT PROVIDED FOR REVIEW.

3. DOCUMENT NO. R81-38782 PROVIDES A BLANKET EASEMENT ACROSS, ABOVE, UNDER OVER AND THROUGH ALL PRIVATE PATHS AND PRIVATE ROADWAYS FOR ACCESS FOR THE PURPOSES DISCLOSED IN THE DOCUMENT.

4. DOCUMENT NO. R82-51618 GRANTS AN EASEMENT TO NORTHERN ILLINOIS GAS COMPANY WHICH IS 10 FEET WIDE (5 FEET ON EITHER SIDE OF THE FACILITIES AS INSTALLED). THE DOCUMENT DOES NOT HAVE SUFFICIENT INFORMATION TO DETERMINE WHERE THE EXISTING FACILITIES ARE LOCATED AND THIS EASEMENT IS NOT SHOWN ON THE SURVEY..

LEGEND

- ● SET 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
- ■ SET CONCRETE MONUMENT UNLESS OTHERWISE NOTED
- \+ SET CROSS IN CONCRETE UNLESS OTHERWISE NOTED

MONUMENTS NOT SET WITHIN WATER

ABBREVIATIONS

O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
N = NORTH
S = SOUTH
E = EAST
W = WEST
(R) = RECORD BEARING OR DISTANCE
(M) = MEASURED BEARING OR DISTANCE
(C) = CALCULATED BEARING OR DISTANCE
(D) = DEED BEARING OR DISTANCE
B.S.L. = BUILDING SETBACK LINE
P.S.L. = PARKING SETBACK LINE
U.E. = UTILITY EASEMENT
D.E. = DRAINAGE EASEMENT
P.U.E. = PUBLIC UTILITY EASEMENT
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT
H.B.E. = HEREBY ESTABLISHED
H.B.G. = HEREBY GRANTED

LINE LEGEND

- LIMITS OF LAND PER LEGAL DESCRIPTION
- ADJACENT LAND PARCEL LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE
- FLOOD ZONE DIVISION LINE

FOUND NAIL 0.15' WEST
N02°06'49"W(M) 24.36'(M)
N00°06'26"W(R) 24.36'(R)
FOUND 1" O.D.I.P. (HELD)
FOUND 7/8" O.D.I.P.
S56°34'26"E(R) 424.59'(R)
S58°39'58"E(M) 423.91'(M)
ORIGINAL WESTERN UNITED GAS AND ELECTRIC EASEMENT PER DOCUMENT R79-37290 PARTIALLY ABANDONED AND MODIFIED (SEE NOTE 1)
FOUND 1" O.D.I.P.
S70°23'58"E(R) 256.19'(R)
S72°21'02"E(M) 255.84'(M)
VACATED SPRINGFIELD RIGHT-OF-WAY PER DOC. R61-10729
66'
FOUND 1" O.D.I.P.
S67°57'59"E(R) 492.60'(R)
S69°54'55"E(M) 492.60'(M)
FOUND 1" O.D.I.P.
S53°55'52"E(R) 658.29'(R)
S56°02'38"E(M) 658.04'(M)
S02°12'20"E(M) 314.15'(R=M)
N00°06'08"W(R)
FOUND 7/8" O.D.I.P.
50' 50'
S02°08'52"E(M) 1811.01'(M)
N00°05'40"W(R) 1811.05'(R)
JORIE BOULEVARD
FOREST GATE ROAD
OTHER FLOOD AREAS ZONE X
SPECIAL FLOOD HAZARD AREAS ZONE AE
FLOODWAY AREAS ZONE AE
LOT 1
S39°38'03"E(M) 97.32'(M)
S37°03'26"E(R) 97.09'(R)
S57°31'43"E(M) 99.62'(M)
S55°22'48"E(R) 99.73'(R)
S77°48'37"E(M) 23.03'(M)
S76°19'55"E(R) 22.69'(R)
S61°41'21"E(M) 17.41'(M)
S60°15'11"E(R) 18.21'(R)
S49°51'02"E(M) 17.90'(M)
S48°25'50"E(R) 17.80'(R)
S38°35'17"E(M) 23.35'(M)
S36°03'11"E(R) 23.38'(R)
FOUND 1" O.D.I.P.
FOUND 7/8" O.D.I.P.
S31°30'21"E(R) 283.68'(R)
S33°40'30"E(M) 285.78'(M)
S23°25'52"W(M) 337.84'(M)
S25°30'22"W(R) 337.84'(R)
SALT CREEK
S11°25'30"W(M) 150.00'(R=M)
S13°30'00"W(R)
S09°30'00"E(R)
S11°34'30"E(M) 200.00'(R=M)
S18°30'00"E(R)
S20°34'30"E(M) 200.00'(R=M)
S04°30'00"E(R)
S06°34'30"E(M) 100.00'(R=M)
S14°00'00"W(R)
S11°55'30"W(M) 100.00'(M)
S27°00'00"W(R)
S24°55'30"W(M) 200.00'(M)
N88°13'48"E(M) 837.41'(M)
N85°40'30"W(R) 838.23'(R)
FOUND 7/8" O.D.I.P.
100'
220.32'
N02°10'18"W(M) 529.16'(M)
N00°04'40"W(R) 553.61'(R)
306.85'
LOT ONE
OAK BROOK VILLAGE COMMONS SUBDIVISION
DOCUMENT NUMBER R74-014102
FOUND REBAR ON LINE
FOUND NAIL
50'
℄ OAK BROOK ROAD
(A.K.A. 31ST STREET)
(A.K.A. COUNTY HIGHWAY 34)
R=8152.87'(M)
A=87.94'(M)
CH=87.94'(M)
CB=N85°26'13"E(M)
N88°05'01"E(M) 908.08'(M)
N89°52'57"W(R) 908.56'(R)
R=8251.30'(M)
A=371.24'(M)
CH=371.21'(M)
CB=S86°25'01"W(M)
FOUND REBAR 0.14' WEST & HELD NORTH-SOUTH
SET NAIL
S02°17'39"E(M) 16.40'(M)
EXCEPTION
33'
33'
40'
N88°05'01"E 981.50'
LOT 2
PRESERVATION RESTRICTION OVER LOT 2, DOCUMENT R80-44966
R=8267.70'(M)
A=49.16'(M)
CH=49.16'(M)
CB=S87°52'34"W(M)
S03°00'02"E(M) 128.10'(M)
FOUND REBAR 0.19' NORTH & 0.10' WEST
N88°02'47"E(M) 399.16'(M)
S00°55'32"E(R) 184.96'(R=M)
167.07'
32.93'
100'
100'
38N RITE TOWNSHIP 26 26 35 35 38N RITE TOWNSHIP

11/7/2025 1:13 PM – J:\PSDATA\2025 PROJECTS\25.0054\25.0054 POSUBD.DWG

PROJ. NO: 25.0054
1 OF 6
SCALE: 1" = 100'

COMPASS SURVEYING LTD
ALTA SURVEYS ● TOPOGRAPHY ● CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

PROJECT: OAK BROOK RESERVE

CLIENT / ENGINEER: Kimley»Horn

© 2025 KIMLEY-HORN AND ASSOCIATES, INC.

10814 JOLLYVILLE ROAD, BUILDING IV, SUITE 200
AUSTIN, TX 78759
WWW.KIMLEY-HORN.COM

OWNER: JPD OAK BROOK HOLDINGS, LLC
109 W SEVENTH ST
GEORGETOWN, TX 78626

DATE: 3/10/25 | N/A | DRAWN BY: MRA | CHECKED BY: MP | BOOK N/A PG N/A

NO.	REVISIONS	DATE	BY

FINAL PLAT OF SUBDIVISION

OAK BROOK RESERVE

BEING A SUBDIVISION OF PART OF SECTION 26, TOWNSHIP 39 NORTH, RANGE 11
EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS

SUBDIVISION

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

GRID NORTH

AREA SUMMARY

GROSS AREA (TO HEAVY LINES): 3,508,884 SQUARE FEET OR 80.553 ACRES
LESS R.O.W. DEDICATION: 0 SQUARE FEET OR 0 ACRES

NET AREA: 3,508,884 SQUARE FEET OR 80.553 ACRES
(BASED ON MEASURED VALUES)

LOT 1
1,045,970 S.F.
24.012 AC.

LOT 2
1,046,002 S.F.
24.013 AC.

LOT 3
1,416,912 S.F.
32.529 AC.

PART OF LOT 2

LOT ONE
OAK BROOK VILLAGE COMMONS SUBDIVISION
DOCUMENT NUMBER R74-014102

PRESERVATION RESTRICTION
OVER LOT 2,
DOCUMENT R80-44966

EXCEPTION

N02°06'49"W(M) 24.36'(M)
N00°06'26"W(R) 24.36'(R)
FOUND NAIL 0.15' WEST
FOUND 1" O.D.I.P. (HELD)
FOUND 7/8" O.D.I.P.
S56°34'26"E(R) 424.59'(R)
S58°39'58"E(M) 423.91'(M)
FOUND 1" O.D.I.P.
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S70°23'58"E(R) 256.19'(R)
S72°21'02"E(M) 255.84'(M)
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S69°54'55"E(M) 492.60'(M)
FOUND 1" O.D.I.P.
S02°12'20"E(M) 314.15'(R=M)
N00°09'08"W(R)
FOUND 7/8" O.D.I.P.
50' 50'
S53°55'52"E(R) 658.29'(R)
S56°02'38"E(M) 658.04'(M)
40'
100'
S39°38'03"E(M) 97.32'(M)
S37°03'26"E(R) 97.09'(R)
S57°31'43"E(M) 99.62'(M)
S55°22'48"E(R) 99.73'(R)
S77°48'37"E(M) 23.03'(M)
S76°19'55"E(R) 22.69'(R)
S61°41'21"E(M) 17.41'(M)
S60°15'11"E(R) 18.21'(R)
S49°51'02"E(M) 17.90'(M)
S48°25'50"E(R) 17.80'(R)
S38°35'17"E(M) 23.35'(M)
S36°03'11"E(R) 23.38'(R)
FOUND 1" O.D.I.P.
FOUND 7/8" O.D.I.P.
S31°30'21"E(R) 283.68'(R)
S33°40'50"E(M) 283.78'(M)
SET 7/8" O.D.I.P. 60.0' NORTHWESTERLY ON LINE
S02°08'52"E(M) 1811.01'(M)
N00°05'40"W(R) 1811.05'(R)
JORIE BOULEVARD
FOREST GATE ROAD
S23°25'52"W(M) 337.84'(M)
S25°30'22"W(R) 337.84'(R)
SALT CREEK
S11°25'30"W(M) 150.00'(R=M)
S13°30'00"W(R)
S09°30'00"E(R)
S11°34'30"E(M) 200.00'(R=M)
S18°30'00"E(R)
S20°34'30"E(M) 100.00'(R=M)
S04°30'00"E(R)
S06°34'30"E(M) 100.00'(R=M)
S14°00'00"W(R)
S11°55'30"W(M) 100.00'(M)
S27°00'00"W(R)
S24°55'30"W(M) 200.00'(M)
S00°55'32"E(R) 184.96'(R=M)
SET CROSS 25.00' SOUTH ON LINE EXTENDED
N88°13'48"E(M) 837.41'(M)
N85°40'30"W(R) 838.23'(R)
FOUND 7/8" O.D.I.P.
N02°10'18"W(M) 529.16'(M)
N00°04'40"W(R) 553.61'(R)
FOUND REBAR ON LINE
FOUND NAIL
FOUND REBAR 0.14' WEST & HELD NORTH-SOUTH
N88°05'01"E(M) 908.08'(M)
N89°52'57"W(R) 908.56'(R)
SET NAIL
S02°17'39"E(M) 16.40'(M)
SET 7/8" O.D.I.P. 100.0' WESTERLY ON LINE
R=8267.70'(M)
A=49.16'(M)
CH=49.16'(M)
CB=S87°52'34"W(M)
S03°00'02"E(M) 128.10'(M)
N88°02'47"E(M) 399.16'(M)
R=8152.87'(M)
A=87.94'(M)
CH=87.94'(M)
CB=N85°26'13"E(M)
R=8251.30'(M)
A=371.24'(M)
CH=371.21'(M)
CB=S86°25'01"W(M)
℄ OAK BROOK ROAD
(A.K.A. 31ST STREET)
(A.K.A. COUNTY HIGHWAY 34)
BUILDING SETBACK PER BUTLER GHQ SUBDIVISION HEREBY ABROGATED
PARKING SETBACK PER BUTLER GHQ SUBDIVISION HEREBY ABROGATED
SETBACK PER BUTLER GHQ SUBDIVISION HEREBY ABROGATED
PROPOSED B.S.L. H.B.E.
FOUND REBAR 0.19' NORTH & 0.10' WEST
OTHER FLOOD AREAS ZONE X
SPECIAL FLOOD HAZARD AREAS ZONE AE
FLOODWAY AREAS ZONE AE
B.S.L. H.B.E.
P.S.L. H.B.E.
100'
40'
26'
15'
60'
50'
77'
33'

LEGEND

- ● SET 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
- ■ SET CONCRETE MONUMENT UNLESS OTHERWISE NOTED
- \+ SET CROSS IN CONCRETE UNLESS OTHERWISE NOTED

MONUMENTS NOT SET WITHIN WATER

ABBREVIATIONS

O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
N = NORTH
S = SOUTH
E = EAST
W = WEST
(R) = RECORD BEARING OR DISTANCE
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P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT
H.B.E. = HEREBY ESTABLISHED
H.B.G. = HEREBY GRANTED

LINE LEGEND

- LIMITS OF LAND PER LEGAL DESCRIPTION
- ADJACENT LAND PARCEL LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE
- FLOOD ZONE DIVISION LINE

38N RNE TOWNSHIP 39N RNE TOWNSHIP
26 26
35 35

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PROJ. NO.: 25.0054
2 OF 6
SCALE: 1" = 100'

COMPASS SURVEYING LTD
ALTA SURVEYS ● TOPOGRAPHY ● CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

PROJECT: OAK BROOK RESERVE

CLIENT / ENGINEER: Kimley»Horn

© 2025 KIMLEY-HORN AND ASSOCIATES, INC.

10814 JOLLYVILLE ROAD, BUILDING IV, SUITE 200
AUSTIN, TX 78759
WWW.KIMLEY-HORN.COM

OWNER:
JPD OAK BROOK HOLDINGS, LLC
109 W SEVENTH ST
GEORGETOWN, TX 78626

DATE: 3/10/25 | N/A | DRAWN BY: MRA | CHECKED BY: MP | BOOK N/A PG N/A

NO.	REVISIONS	DATE	BY

FINAL PLAT OF SUBDIVISION

OAK BROOK RESERVE

BEING A SUBDIVISION OF PART OF SECTION 26, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS

LOT 1 DETAIL

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

GRID NORTH

LINE CHART				
NO.	DISTANCE(M)	BEARING(M)	BEARING(R)	DISTANCE(R)
L1	24.36	N02°06'49"W	N00°06'20"W(R)	24.36'(R)

FOUND NAIL 0.15' WEST

FOUND 1" O.D.I.P. (HELD)

FOUND 7/8" O.D.I.P.

S56°34'26"E(R) 424.59'(R)
S58°39'58"E(M) 423.91'(M)

ORIGINAL WESTERN UNITED GAS AND ELECTRIC EASEMENT PER DOCUMENT R79-11790 PARTIALLY ABANDONED AND MODIFIED (SEE NOTE 1)

FOUND 1" O.D.I.P.

VACATED SPRINGFIELD RIGHT-OF-WAY PER DOC. R61-10729

66'

FOUND 1" O.D.I.P.

FOUND 7/8" O.D.I.P.

S67°57'59"E(R) 492.60'(R)
S69°54'55"E(M) 492.60'(M)

FOUND 1" O.D.I.P.

S53°55'52"E(R) 658.29'(R)
S56°02'38"E(M) 658.04'(M)

S02°12'20"E(M) 314.15'(R=M)
N00°09'08"W(R)

134.71'

CH=58.42' CB=S60°27'35"E R=70.00'

S58°25'05"E 27.41'

CH=210.79' CB=S77°24'57"E R=500.00' A=212.39'

S02°12'20"E(M) 15.64'
N00°09'08"W(R)

R=475.00' A=201.77' CH=200.25' CB=N77°24'57"W

CH=78.54' CB=S61°59'51"W R=50.00'

ACCESS EASEMENT HEREBY GRANTED

R=1325.00' A=222.86' CH=222.59' CB=N70°03'56"W

R=525.00' A=474.08' CH=458.13' CB=S49°00'53"E

R=500.00' A=251.50' CH=436.32' CB=N49°00'53"W

50'

242.47'

497.71'

25.00'

LOT 1
1,045,970 S.F.
24.012 AC.

25'

N23°38'44"W 11.40'

S23°08'44"E 45.27'

40'

100'

CH=116.02' CB=S07°20'36"E R=599.00' A=116.18'

N02°08'05"W 96.58'

S02°08'05"E 227.22'

S08°20'45"E 85.31'

38'

39'

N87°51'08"E 808.35'

604.81'

S02°08'52"E(M) 1811.01'(M)
N00°05'40"W(R) 1811.05'(R)

977.88' (EASEMENT)

100'

OTHER FLOOD AREAS ZONE X

SPECIAL FLOOD HAZARD AREAS ZONE AE

B.S.L. H.B.E.

P.S.L. H.B.E.

40'

FLOODWAY AREAS ZONE AE

SPECIAL FLOOD HAZARD AREAS ZONE AE

WAST WATER EASEMENT HEREBY GRANTED

JORIE BOULEVARD

LOT 2
SEE SHEET 4

N03°01'29"E 392.13'

S03°01'29"W 287.05'

S57°38'51"E 297.14'

ACCESS EASEMENT HEREBY GRANTED

N76°04'47"E 154.26'

N76°04'47"E 82.88'

S64°38'36"E 48.64'

N66°00'14"E 116.87'

N16°44'36"E 66.41'

S48°10'21"E 252.87'

S85°44'43"E 48.70'

N63°59'24"E 125.38'

S59°00'05"E 137.43'

S20°15'03"E 149.88'

S26°40'46"W 76.31'

S03°56'07"E 172.55'

S47°48'15"E 30.26'

N85°39'19"E 129.47'

S04°20'41"E 100.00'

N32°23'09"E 169.88'

N85°39'19"E 208.19'

PART OF LOT 2

LOT 3
SEE SHEET 5

S39°38'03"E(M) 97.32'(M)
S37°03'26"E(R) 97.09'(R)

S57°31'43"E(M) 99.62'(M)
S55°22'48"E(R) 99.73'(R)

S77°48'37"E(M) 23.03'(M)
S76°19'55"E(R) 22.69'(R)

S61°41'21"E(M) 17.41'(M)
S60°15'11"E(R) 18.21'(R)

S49°51'02"E(M) 17.90'(M)
S48°25'50"E(R) 17.80'(R)

FOUND 1" O.D.I.P.

S38°35'17"E(M) 23.35'(M)
S36°03'11"E(R) 23.38'(R)

FOUND 7/8" O.D.I.P.

S31°30'21"E(R) 285.68'(R)
S33°40'30"E(M) 283.78'(M)

SET 7/8" O.D.I.P. 60.0' NORTHWESTERLY ON LINE

S23°25'52"W(M) 337.84'(M)
S25°30'22"W(R) 337.84'(R)

SALT CREEK

S11°25'30"W(M)
150.00'(R=M)
S13°30'00"W(R)

100'

SPECIAL FLOOD HAZARD AREAS ZONE AE

FLOODWAY AREAS ZONE AE

ABBREVIATIONS

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P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT
H.B.E. = HEREBY ESTABLISHED
H.B.G. = HEREBY GRANTED

LEGEND

- ● SET 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
- ■ SET CONCRETE MONUMENT UNLESS OTHERWISE NOTED
- \+ SET CROSS IN CONCRETE UNLESS OTHERWISE NOTED

MONUMENTS NOT SET WITHIN WATER

LINE LEGEND

- LIMITS OF LAND PER LEGAL DESCRIPTION
- ADJACENT LAND PARCEL LINE
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- SECTION LINE
- FLOOD ZONE DIVISION LINE

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PROJ. NO: 25.0054

3 OF 6

SCALE: 1" = 60'

COMPASS SURVEYING LTD
ALTA SURVEYS ● TOPOGRAPHY ● CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

PROJECT: OAK BROOK RESERVE

CLIENT / ENGINEER: Kimley»Horn

© 2025 KIMLEY-HORN AND ASSOCIATES, INC.

10814 JOLLYVILLE ROAD, BUILDING IV, SUITE 200
AUSTIN, TX 78759
WWW.KIMLEY-HORN.COM

OWNER: JPD OAK BROOK HOLDINGS, LLC
109 W SEVENTH ST
GEORGETOWN, TX 78626

DATE: 3/10/25 | N/A | DRAWN BY: MRA | CHECKED BY: MP | BOOK N/A PG N/A

NO.	REVISIONS	DATE	BY

FINAL PLAT OF SUBDIVISION

OAK BROOK RESERVE

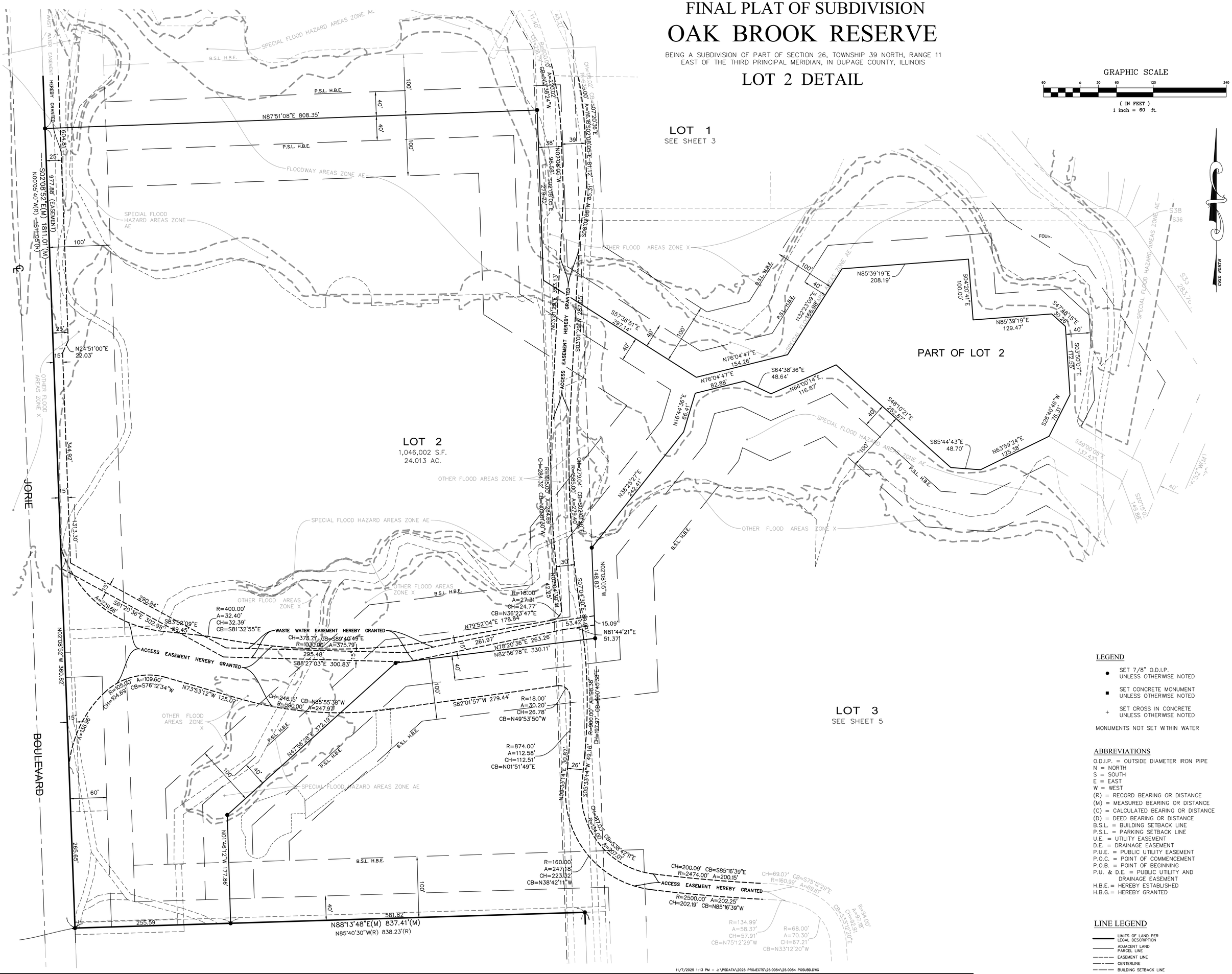
BEING A SUBDIVISION OF PART OF SECTION 26, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS

LOT 2 DETAIL

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.



GRID NORTH

LEGEND

- ● SET 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
- ■ SET CONCRETE MONUMENT UNLESS OTHERWISE NOTED
- \+ SET CROSS IN CONCRETE UNLESS OTHERWISE NOTED

MONUMENTS NOT SET WITHIN WATER

ABBREVIATIONS

O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
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P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT
H.B.E. = HEREBY ESTABLISHED
H.B.G. = HEREBY GRANTED

LINE LEGEND

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- ADJACENT LAND PARCEL LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE
- FLOOD ZONE DIVISION LINE

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PROJ. NO. 25.0054 | 4 OF 6 | SCALE: 1" = 60'

COMPASS SURVEYING LTD
ALTA SURVEYS ● TOPOGRAPHY ● CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

PROJECT	CLIENT / ENGINEER	OWNER
OAK BROOK RESERVE	Kimley»Horn	JPD OAK BROOK HOLDINGS, LLC 109 W SEVENTH ST GEORGETOWN, TX 78626

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10814 JOLLYVILLE ROAD, BUILDING IV, SUITE 200
AUSTIN, TX 78759
WWW.KIMLEY-HORN.COM

DATE: 3/10/25 | N/A | DRAWN BY: MRA | CHECKED BY: MP | BOOK N/A PG N/A

NO.	REVISIONS	DATE	BY

FINAL PLAT OF SUBDIVISION

OAK BROOK RESERVE

BEING A SUBDIVISION OF PART OF SECTION 26, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS

LOT 3 DETAIL

GRAPHIC SCALE
60 0 30 60 120 240
(IN FEET)
1 inch = 60 ft.

LOT 1
SEE SHEET 3

PART OF LOT 2

LOT 2
1,046,002 S.F.
24.013 AC.

LOT 2
SEE SHEET 4

LOT 3
1,416,912 S.F.
32.529 AC.

SALT CREEK

GRID NORTH

SPECIAL FLOOD HAZARD AREAS ZONE AE

OTHER FLOOD AREAS ZONE X

FLOODWAY AREAS ZONE AE

B.S.L. H.B.E.

P.S.L. H.B.E.

ACCESS EASEMENT HEREBY GRANTED

WASTE WATER EASEMENT HEREBY GRANTED

BUILDING SETBACK PER BUTLER GHQ SUBDIVISION HEREBY ABROGATED

PARKING SETBACK PER BUTLER GHQ SUBDIVISION HEREBY ABROGATED

PROPOSED B.S.L. H.B.E.

SETBACK PER BUTLER GHQ SUBDIVISION HEREBY ABROGATED

EXCEPTION

FOUND REBAR 0.19' NORTH & 0.10' WEST

FOUND REBAR 0.14' WEST & HELD

SET 7/8" O.D.I.P. 100.0' WESTERLY ON LINE

SET CROSS 25.00' SOUTH ON LINE EXTENDED

FOUND NAIL

N88°13'48"E(M) 837.41'(M)
N85°40'30"W(R) 838.23'(R)

N88°05'01"E 404.62'

N88°02'47"E(M) 399.16'(M)

N87°58'48"E 45.48'

19.64'

S03°00'02"E(M) 128.10'(M)

S00°55'32"E(R) 184.96'(R=M)

S14°00'00"W(R) S11°55'30"W(M) 100.00'(M)

S27°00'00"W(R) S24°55'30"W(M) 200.00'(M)

S09°30'00"E(R) S11°34'30"E(M) 200.00'(R=M)

S04°30'00"E(R) S06°34'30"E(M) 100.00'(R=M)

S13°30'00"W(R) S11°25'30"W(M) 150.00'(R=M)

S25°30'22"W(R) S23°25'52"W(M) 337.84'(M)

S85°39'19"E 208.19'

N85°39'19"E 129.47'

S04°20'41"E 100.00'

S57°36'51"E 29.14'

N76°04'47"E 154.26'

S64°38'36"E 48.64'

N66°00'14"E 116.87'

S48°10'21"E 252.87'

S85°44'43"E 48.70'

N63°59'24"E 126.38'

S26°40'46"W 76.31'

S20°15'02"E 149.98'

S59°00'05"E 137.43'

S10°30'07"E 172.55'

N16°44'35"E 66.41'

N38°25'27"E 242.41'

N02°08'05"W 148.83'

S07°04'30"E 88.87'

N81°44'21"E 51.37'

N79°52'04"E 178.84'

N78°20'36"E 263.26'

N82°56'28"E 330.11'

S88°27'03"E 300.83'

S82°01'57"W 279.44'

N47°56'28"E 372.19'

N01°46'12"W 177.86'

N02°10'18"W(M) 529.16'(M)
N00°04'40"W(R) 553.61'(R)

S03°35'23"E 209.85'

N02°35'27"W 209.85'

N32°27'50"W 46.63'

N32°27'50"W 109.61'

S89°52'09"E 59.45'

N73°53'12"W 125.59'

R=400.00' A=32.40' CH=32.39' CB=S81°32'55"E

L=105.00' A=109.60' CB=S76°12'34"W 34.59'

R=10.00' A=375.79' CH=376.77' CB=S89°40'49"E

R=590.00' A=247.97' CH=246.15' CB=N85°55'38"W

R=15.00' A=284.69' CH=284.32' CB=N20°01'30"W

R=4585.00' A=279.40' CH=279.04' CB=S02°00'30"E

R=18.00' A=27.31' CH=24.77' CB=N36°23'47"E

R=18.00' A=30.20' CH=26.78' CB=N49°53'50"W

R=874.00' A=112.58' CH=112.51' CB=N01°51'49"E

R=160.00' A=247.18' CH=223.32' CB=N38°42'11"W

R=2474.00' A=200.15' CH=200.09' CB=S85°16'39"E

R=2500.00' A=202.25' CH=202.19' CB=N85°16'39"W

R=160.99' A=69.61' CH=69.07' CB=S75°12'29"E

R=134.99' A=58.37' CH=57.91' CB=N75°12'29"W

R=68.00' A=70.30' CH=67.21' CB=N33°12'20"W

R=394.00' A=97.18' CH=96.91' CB=S33°12'20"E

R=8267.70'(M) A=49.16'(M) CH=49.16'(M) CB=S87°52'34"W(M)

R=274.00' A=138.08' CH=136.63' CB=N89°01'37"W

R=300.00' A=151.09' CH=149.59' CB=N89°01'37"W

R=64.00' A=41.86' CH=41.11' CB=N13°43'43"W

R=5967.00' A=197.49' CH=197.47' CB=S87°00'38"E

R=34.00' A=201.01' CH=87.33' CB=S38°42'11"E

ABBREVIATIONS

O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
N = NORTH
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E = EAST
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P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT
H.B.E. = HEREBY ESTABLISHED
H.B.G. = HEREBY GRANTED

LEGEND

● SET 7/8" O.D.I.P. UNLESS OTHERWISE NOTED

■ SET CONCRETE MONUMENT UNLESS OTHERWISE NOTED

\+ SET CROSS IN CONCRETE UNLESS OTHERWISE NOTED

MONUMENTS NOT SET WITHIN WATER

LINE LEGEND

- LIMITS OF LAND PER LEGAL DESCRIPTION
- ADJACENT LAND PARCEL LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE
- FLOOD ZONE DIVISION LINE

11/7/2025 1:13 PM - J:\PSDATA\2025 PROJECTS\25.0054\25.0054 POSUBD.DWG

PROJ. NO: 25.0054 | 5 OF 6 | SCALE: 1" = 60'

COMPASS SURVEYING LTD
ALTA SURVEYS ● TOPOGRAPHY ● CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

PROJECT: OAK BROOK RESERVE

CLIENT / ENGINEER: Kimley»Horn

© 2025 KIMLEY-HORN AND ASSOCIATES, INC.

10814 JOLLYVILLE ROAD, BUILDING IV, SUITE 200
AUSTIN, TX 78759
WWW.KIMLEY-HORN.COM

OWNER: JPD OAK BROOK HOLDINGS, LLC
109 W SEVENTH ST
GEORGETOWN, TX 78626

DATE: 3/10/25 | N/A | DRAWN BY: MRA | CHECKED BY: MP | BOOK N/A PG N/A

NO.	REVISIONS	DATE	BY

FINAL PLAT OF SUBDIVISION

OAK BROOK RESERVE

BEING A SUBDIVISION OF PART OF SECTION 26, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF THE LAND DESCRIBED IN THE ANNEXED PLAT, AND HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED, AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THE UNDERSIGNED HEREBY DEDICATES FOR PUBLIC USE THE LANDS SHOWN ON THIS PLAT FOR THOROUGHFARES, STREETS, ALLEYS AND PUBLIC SERVICES; AND HEREBY ALSO RESERVES FOR AND GRANTS EASEMENTS FOR PUBLIC USE AND FOR THE INSTALLATION OF VARIOUS PUBLIC UTILITIES AS DESIGNATED AND/OR AS STATED IN THE UTILITY EASEMENT PROVISIONS WHICH ARE STATED HEREON.

ALL EASEMENTS INDICATED AS PUBLIC UTILITY EASEMENTS ON THIS PLAT ARE RESERVED FOR AND GRANTED TO THE VILLAGE OF OAK BROOK AND TO THOSE PUBLIC AND PRIVATE UTILITY COMPANIES OPERATING WITHIN THE VILLAGE INCLUDING, BUT NOT LIMITED TO, AMERITECH, COMMONWEALTH EDISON COMPANY, NORTHERN ILLINOIS GAS COMPANY, DOWNERS GROVE* OR HINSDALE* SANITARY DISTRICT, AND THEIR SUCCESSORS AND ASSIGNS FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO INSTALL, CONSTRUCT, RECONSTRUCT, INSPECT, REPLACE, ALTER, ENLARGE, REMOVE, REPAIR, CLEAN, OPERATE AND MAINTAIN VARIOUS UTILITY, TRANSMISSION, DISTRIBUTION, COLLECTION AND DRAINAGE SYSTEMS TOGETHER WITH ANY AND ALL NECESSARY BUFFALO BOXES, CONNECTIONS, HYDRANTS, MANHOLES, CATCH BASINS, PIPES, SANITARY OR STORM SEWERS, SWALES, WATER MAINS, CABLES, WIRES, CONDUITS, TRANSFORMERS, PEDESTALS, AND WITHOUT LIMITATION SUCH OTHER APPURTENANCES OR DEVICES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE OR UTILITY COMPANY UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENTS, TOGETHER WITH RIGHT OF ACCESS ACROSS THE PROPERTY FOR NECESSARY WORKERS AND EQUIPMENT TO DO ANY OF THE ABOVE WORK AND THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF SEWERS OR OTHER UTILITIES. NO PERMANENT BUILDINGS OR STRUCTURES SHALL BE PLACED ON SAID EASEMENTS, EXCEPT AS REFERENCED ABOVE, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS.

THIS IS TO ALSO CERTIFY THAT THE UNDERSIGNED, AS OWNER OF THE PROPERTY DESCRIBED AS THE SUBDIVISION AND LEGALLY DESCRIBED ON THIS PLAT OF THE SAME NAME, HAVE DETERMINED, TO THE BEST OF MY KNOWLEDGE, THE SCHOOL DISTRICTS IN WHICH EACH OF THE FOLLOWING LOTS LIES:

LOT NUMBER(S)	ELEMENTARY	HIGH SCHOOL
ALL	GRADE SCHOOL DIST 53	HIGH SCHOOL DIST 86

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

BY: _____ OWNER'S NAME AND ADDRESS

_____ _____
PRINTED NAME AND TITLE _____
_____
_____

NOTARY CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT_____ PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE AFORESAID INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL

THIS _____ DAY OF _____, 20_____ .

_____
NOTARY PUBLIC

MORTGAGEE CONSENT

THE UNDERSIGNED, AS MORTGAGEE, UNDER THE PROVISIONS OF CERTAIN MORTGAGE DATED _____ AND RECORDED IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, ON THE _____ DAY OF _____, A.D., _____, AS DOCUMENT NUMBER _____ HEREBY CONSENTS TO THE SUBDIVISION STATED HEREIN.

DATED: _____, A.D., 20_____

BY: _____
NAME:
TITLE:

MORTGAGEE NOTARY PUBLIC

STATE OF _____)
)SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT _____ WHO IS PERSONALLY KNOWN TO ME TO BE THE SAME WHOSE NAME IS SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY DID SIGN AND DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL

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

_____
NOTARY PUBLIC

DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS _____ DAY OF _____, 20_____ .

OWNER / ATTORNEY: _____

_____
PRINTED NAME AND TITLE

ENGINEER: _____
_____
_____
_____

VILLAGE ENGINEER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, VILLAGE ENGINEER OF THE VILLAGE OF OAK BROOK, ILLINOIS, HEREBY CERTIFY THAT THE LAND IMPROVEMENTS DESCRIBED IN THE ANNEXED PLAT AND THE PLANS AND SPECIFICATIONS THEREFOR MEET THE MINIMUM REQUIREMENTS OF SAID VILLAGE AND HAVE BEEN APPROVED BY ALL PUBLIC AUTHORITIES HAVING JURISDICTION THEREOF.

DATED AT OAK BROOK, DUPAGE COUNTY, ILLINOIS,

THIS _____ DAY OF _____, 20_____ .

_____
VILLAGE ENGINEER

VILLAGE CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, VILLAGE CLERK OF THE VILLAGE OF OAK BROOK, ILLINOIS, HEREBY CERTIFY THAT THE ANNEXED PLAT WAS PRESENTED TO AND BY RESOLUTION DULY APPROVED BY THE VILLAGE BOARD OF SAID VILLAGE AT ITS MEETING HELD ON _____, 20____ , AND THAT THE REQUIRED BOND OR OTHER GUARANTEE HAS BEEN POSTED FOR THE COMPLETION OF THE IMPROVEMENTS REQUIRED BY THE REGULATIONS OF SAID VILLAGE.

IN WITNESS WHEREOF I HAVE HERETO SET MY HAND AND THE SEAL OF THE VILLAGE OF OAK BROOK, ILLINOIS,

THIS _____ DAY OF _____, 20_____ .

_____
VILLAGE CLERK

CERTIFICATE AS TO SPECIAL ASSESSMENTS

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I,_____ , VILLAGE TREASURER OF THE VILLAGE OF OAK BROOK DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.

DATED AT OAK BROOK, DUPAGE COUNTY, ILLINOIS,

THIS _____ DAY OF _____, 20_____ .

_____
VILLAGE TREASURER

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF OAK BROOK, DUPAGE COUNTY, ILLINOIS, DATED

THIS _____ DAY OF _____, 20_____ .

_____
CHAIRMAN

CERTIFICATE OF TOWNSHIP HIGHWAY COMMISSIONER

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

APPROVED THIS _____ DAY OF _____ , 20_____.

BY:_____
HIGHWAY COMMISSIONER

_____
TOWNSHIP

SANITARY DISTRICT CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, SECRETARY OF THE _____SANITARY DISTRICT, DUPAGE COUNTY, ILLINOIS, HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN CONFIRMED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.

DATED AT _____,

THIS _____ DAY OF _____, 20_____ .

_____
SECRETARY

WASTE WATER SEWER EASEMENT PROVISIONS

A WASTE WATER EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE FLAGG CREEK WATER RECLAMATION DISTRICT FOR ALL AREAS HEREON PLATTED AND DESIGNATED "SANITARY SEWER EASEMENT"; TO CONSTRUCT, INSTALL, RECONSTRUCT, REPAIR, REMOVE, REPLACE, INSPECT, MAINTAIN AND OPERATE WASTE WATER SEWERS. NO ENCROACHMENT OF ANY KIND SHALL BE ALLOWED WITHIN SAID EASEMENT UNLESS THE DISTRICT DETERMINES THAT SAID ENCROACHMENT SHALL NOT INTERFERE WITH THE PROPER FUNCTIONING OF SUCH UTILITY FACILITIES, SUCH AS ENCROACHMENT BY NON-INTERFERING GARDENS, SHRUBS AND OTHER LANDSCAPING MATERIAL. THE DISTRICT MAY ENTER UPON SAID EASEMENT FOR THE USES HEREIN SET FORTH AND HAVE THE RIGHT TO CUT, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS WITHIN THE AREAS DESIGNATED "SANITARY SEWER EASEMENT"WHICH ENCROACH ON AND INTERFERE WITH THE CONSTRUCTION, INSTALLATION, RECONSTRUCTION, REPAIR, REMOVAL, REPLACEMENT, MAINTENANCE AND OPERATION OF THE SANITARY SEWER SYSTEM AND SUCH FACILITIES APPURTENANT THERETO.

FOLLOWING ANY WORK TO BE PERFORMED BY THE DISTRICT IN THE EXERCISE OF ITS EASEMENT RIGHTS GRANTED HEREIN, THE DISTRICT SHALL HAVE NO OBLIGATION WITH RESPECT TO SURFACE RESTORATION, INCLUDING BUT NOT LIMITED TO, THE LAWN OR SHRUBBERY; PROVIDED, HOWEVER, THAT THE DISTRICT SHALL BE OBLIGATED FOLLOWING MAINTENANCE WORK TO BACKFILL AND MOUND ANY TRENCH CREATED SO AS TO RETAIN SUITABLE DRAINAGE, TO COLD PATCH ANY ASPHALT OR CONCRETE SURFACE, TO REMOVE ALL EXCESS DEBRIS AND SPOIL AND TO LEAVE THE MAINTENANCE AREA IN A GENERALLY CLEAN AND WORKMANLIKE CONDITION.

ACCESS EASEMENT

AN ACCESS EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO ALL OWNERS WITHIN THIS SUBDIVISION, THEIR HEIRS, SUCCESSORS AND ASSIGNS, OVER ALL AREAS HEREON PLATTED AND DESIGNATED "ACCESS EASEMENT " FOR THE PURPOSE OF INGRESS AND EGRESS TO A PUBLIC ROADWAY.

STORM WATER DETENTION AND WATER QUALITY

FUTURE SITE IMPROVEMENTS THAT ADD OR MODIFY IMPERVIOUS COVER MAY REQUIRE NEW OR EXPANDED WATER QUALITY TREATMENT AND STORMWATER DETENTION CONTROLS. THE DEVELOPER IS REQUIRED TO OBTAIN APPROPRIATE PERMITS FROM THE VILLAGE OF OAK BROOK PRIOR TO FUTURE DEVELOPMENT.

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I,_____, COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT.

GIVEN UNDER MY HAND AND SEAL AT WHEATON, DUPAGE COUNTY, ILLINOIS,

THIS _____ DAY OF _____, 20_____ .

_____
COUNTY CLERK

COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS INSTRUMENT _____WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, ON THE _____ DAY OF _____, 20_____ , AT _____O'CLOCK _____M., AND WAS RECORDED IN BOOK _____ OF PLATS ON PAGE _____ .

_____
RECORDER OF DEEDS

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

THIS IS TO CERTIFY THAT I, SCOTT C. KREBS, REGISTERED ILLINOIS LAND SURVEYOR NO. 3509, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

LOT 1 AND LOT 2 (EXCEPT THAT PART FALLING 31ST STREET, DESCRIBED IN DOCUMENT R 2001 183464), IN BUTLER GHQ SUBDIVISION, BEING A SUBDIVISION OF PART OF SECTION 26, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 6, 1980 AS DOCUMENT R80-44966, IN DUPAGE COUNTY, ILLINOIS AS SHOWN BY THE ANNEXED PLAT, WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. I FURTHER CERTIFY THAT ALL REGULATIONS ENACTED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF OAK BROOK RELATIVE TO PLATS AND SUBDIVISIONS HAVE BEEN COMPLIED WITH IN PREPARATION OF THIS PLAT. I FURTHER CERTIFY THAT THE LAND IS WITHIN THE VILLAGE OF OAK BROOK WHICH HAS ADOPTED AN OFFICIAL COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY THE STATE OF ILLINOIS ACCORDING TO 65 ILCS 5/11-12-6 AS HERETOFORE AND HEREAFTER AMENDED.

I FURTHER CERTIFY THAT THIS SITE FALLS WITHIN "OTHER AREAS ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) "OTHER FLOOD AREAS ZONE X" (AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD) "SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD ZONE A"(NO BASE FLOOD ELEVATIONS DETERMINED) AND "FLOODWAY AREAS IN ZONE AE (THE FLOODWAY IS THE CHANNEL OF A STREAM PLUS ANY ADJACENT FLOODPLAIN AREAS THAT MUST BE KEPT FREE OF ENCROACHMENT SO THAT THE 1% ANNUAL CHANCE FLOOD CAN BE CARRIED WITHOUT SUBSTANTIAL INCREASES IN FLOOD HEIGHT HEIGHTS) AS DEFINED BY THE FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 0179J, MAP NUMBER 17043C0179J HAVING AN EFFECTIVE DATE OF AUGUST 1, 2019.

GIVEN UNDER MY HAND AND NOTARIAL SEAL

THIS _____ DAY OF _____, 20_____ .

COMPASS SURVEYING LTD
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184-002778
LICENSE EXPIRES 4/30/2027

BY:_____
SCOTT C. KREBS
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3509
LICENSE EXPIRES 11/30/2026

SURVEYOR'S AUTHORIZATION TO RECORD

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

I HEREBY DESIGNATE ANY REPRESENTATIVE OF THE VILLAGE OF OAK BROOK, TO RECORD THIS PLAT, A TRUE COPY OF WHICH HAS BEEN RETAINED BY ME TO ASSURE NO CHANGES HAVE BEEN MADE TO SAID PLAT.

DATED THIS _____DAY OF_____, 20_____,
AT AURORA, KANE COUNTY, ILLINOIS.

COMPASS SURVEYING LTD
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184-002778
LICENSE EXPIRES 4/30/2027

BY:_____
SCOTT C. KREBS
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3509

EXPIRES 11/30/2026

11/7/2025 1:13 PM - J:\PSDATA\2025 PROJECTS\25.0054\25.0054 POSUBD.DWG

PROJ NO.: 25.0054

6 OF 6

SCALE: 1" = 100'

COMPASS SURVEYING LTD
ALTA SURVEYS ● TOPOGRAPHY ● CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

PROJECT: OAK BROOK RESERVE

CLIENT / ENGINEER:

Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
10814 JOLLYVILLE ROAD, BUILDING IV, SUITE 200
AUSTIN, TX 78759
WWW.KIMLEY-HORN.COM

OWNER:
JPD OAK BROOK HOLDINGS, LLC
109 W SEVENTH ST
GEORGETOWN, TX 78626

DATE: 3/10/25 | N/A | DRAWN BY: MRA | CHECKED BY: MP | BOOK N/A PG N/A

NO.	REVISIONS	DATE	BY

VILLAGE OF OAK BROOK
Illinois

BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS 60523

June 4, 2026

Village President and Board of Trustees
Village of Oak Brook
1200 Oak Brook Road
Oak Brook, IL 60523

Subject: Oak Brook Reserve – 2715, 2815, 2915 Jorie Blvd - Final Plat of Subdivision

Dear Village President and Board of Trustees:

Background

At its meeting on June 3, 2026, the Planning & Zoning Commission completed its review and deliberations on a petition from representatives for the owner of the properties located at 2715, 2815 and 2915 Jorie Blvd seeking approval of a final plat to subdivide two existing parcels into three.

The two existing lots are currently improved with a multi-tenant office building, the Hyatt Lodge, and the ACE Hardware headquarters. The proposed subdivision would create separate parcels, allowing each building to be located on its own lot.

The Commission was in receipt of the Village Engineer's review and recommended approval of the proposed final plat.

Public Comment

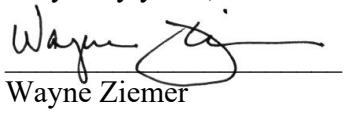
All interested parties were notified of the public meeting. No one spoke in support of or in opposition to the request.

Planning & Zoning Commission Recommendation

By a vote of 8 to 0, the Planning & Zoning Commission recommended approval of the final plat for the Oak Brook Reserve Subdivision subject to:

1. Final engineering approval prior to recording of the Plat.
2. Recording of the document by Village staff.
3. A declaration of covenants, conditions, restrictions, easements, and shared maintenance agreements for the three (3) lots is required and shall be recorded.
4. Add the condition "Notwithstanding the attached exhibits, the applicant shall meet all Village Ordinance requirements at the time of building permit application except as specifically varied or waived."

Very truly yours,



Wayne Ziemer
Chairman
Planning & Zoning Commission

MINUTES OF THE JUNE 3, 2026
REGULAR MEETING OF THE
PLANNING & ZONING COMMISSION OF THE
VILLAGE OF OAK BROOK
APPROVED AS WRITTEN/AMENDED ON

1. CALL TO ORDER:

CALL TO ORDER

The Meeting of the Planning & Zoning Commission was called to order by Chairman Wayne Ziemer at 6:30 p.m.

2. ROLL CALL:

ROLL CALL

Rama Raman called the roll with the following persons:
PRESENT: Chairman Wayne Ziemer, Vice Chairman Kenneth Wilczak, Members Natalie Cappetta, Richard DiBernardo, Rahma Hasan, Baker Nimry, James Pontrelli and Marc Simon
IN ATTENDANCE: Village Attorney Michael Castaldo III, Director Rebecca Von Drasek and Village Planner Rama Raman

3. APPROVAL OF MINUTES

MINUTES

SPECIAL PLANNING & ZONING COMMISSION MEETING OF MAY 13, 2026

MAY 13, 2026

Motion by Member Hasan, seconded by Member Bulin to approve the minutes of the December 3, 2025 Special Planning & Zoning Commission meeting as written. VOICE VOTE: Motion Carried.

4. UNFINISHED BUSINESS

UNFINISHED BUSINESS

There was no unfinished business.

5. NEW BUSINESS

NEW BUSINESS

A. FINAL PLAT OF SUBDIVISION OAK BROOK RESERVE – 2715, 2815, 2915 JORIE BLVD

F.P. OF SUBDIVISION OAK BROOK RESERVE – 2715, 2815, 2915 JORIE BLVD

Chairman Ziemer announced the commencement of the public meeting for the petition.

Planner Raman gave an overview of the petition.

Lance Oriti, Kimley-Horn Associates, Inc, Austin, TX, and John McNaughton, representatives of the property owner, JPD Oak Brook Holdings, LLC, explained that they are proposing to subdivide the two existing lots into three separate lots, allowing each of the three existing buildings to be located on its own lot. Mr. Oriti stated that all three proposed lots would comply with the regulations of the ORA-3 Zoning District.

Vice Chairman Wilczak asked if the restriction on the proposed Lot 3 would remain in place and if there were any curb cuts being proposed.

Mr. Oriti replied that the restriction would remain in place and there are no plans for any development.

Motioned by Member Hasan, seconded by Member DiBernardo to recommend approval of the final plat of subdivision, subject to the following conditions:

1. Final engineering approval prior to recording of the Plat.
2. Recording of the document by Village staff.
3. A declaration of covenants, conditions, restrictions, easements, and shared maintenance agreements for the three (3) lots is required and shall be recorded.
4. Add the condition "Notwithstanding the attached exhibits, the applicant shall meet all Village Ordinance requirements at the time of building permit application except as specifically varied or waived."

ROLL CALL:
Ayes: 8 – Chairman Ziemer, Vice Chairman Wilczak, Members Cappetta, DiBernardo, Hasan, Nimry, Pontrelli and Simon. Motion carried.
Absent: 1 - Member Bulin

Vice Chairman Ziemer announced that the public meeting for this matter was concluded.

5.

B. PLANNED DEVELOPMENT – OB22 – FRANKLIN PARTNERS – 1211-1315 22ND STREET

PD – OB22 – FRANKLIN PARTNERS – 1211-1315 22ND STREET

Chairman Ziemer announced the commencement of the public hearing for the petition and swore in everyone that was presenting for the remaining petitions.

Planned Raman summarized the request seeking planned development to enclose the outdoor dining for STK and to allow a fitness studio to operate in O-3 District.

Kelsea Neal Nolot, Elrod Friedman LLP, 350 N Clark St, Chicago, representative the for the property owner Franklin Oak Brook 22, LLC, explained that OB22 is an existing mixed used campus with two 11-story buildings. They are asking for relief to enhance the existing use by adding and boutique fitness studio – Solidcore into a vacant space and by enclosing the STK outdoor dining to create a year-round amenity.

The petitioner was seeking a front yard setback from 100-feet to 87-feet, permitting a fitness use in O-3 District and potential FAR adjustment for the enclosed outdoor dining.

Ms. Nolot discussed the benefits of having Solidcore as a tenant as well as the benefits of year-round dining at STK.

Member Cappetta questioned the enclosed outdoor dining capacity.

Chief Fleege replied that the enclosed outdoor dining would have its own capacity dependent on the number of available exits, and to be determined.

Vice Chair Wilczak asked where the entrance to the STK outdoor dining area would be located.

Jeff Levin, Levin Associates, Northbrook, IL replied that the only entrance to the outdoor dining would be through the restaurant.

Motioned by Member Hasan, seconded by Member DiBernardo to recommend approval of Planned Development, subject to the following conditions:

1. Compliance with Plans: The fitness studio use, operation and enclosed outdoor dining will be in substantial compliance with the plans and documents as submitted, except for minor changes approved by the Development Services Director and Village Manager in accordance with Section 13-15-8 of the Zoning Ordinance.
2. Sign proposals shall comply with applicable sign code regulations of the Oak Brook zoning ordinance unless otherwise modified or varied.

ROLL CALL:

Ayes:	8	–	Chairman Ziemer, Members Cappetta, DiBernardo, Hasan, Nimry, Pontrelli and Simon. Motion carried.
Absent:	1	-	Member Bulin

Vice Chairman Ziemer announced that the public hearing for this matter was concluded.

VILLAGE OF OAK BROOK
Planning & Zoning Commission

STAFF REPORT

DATE: May 27, 2026

FILE NOS: 2026-6-SR-FP

DESCRIPTION: Final Plat of Subdivision

PETITIONERS: Lance Oriti
Kimley-Horn Associates, Inc.
10814 Jollyville Road
Building IV, Suite 200
Austin, TX 78759

LOCATION: North of Oak Brook Road and east Jorie Boulevard.

ADDRESS: 2715, 2815, and 2915 Jorie Blvd

ACREAGE: 80 acres

EXISTING ZONING/USE: ORA-3 Office-Research-Assembly District and R-1 Single-Family Detached Residence District, single-family home.

ZONING/USE OF SURROUNDING PROPERTY:

North: ORA-1 Office-Research-Assembly District, office buildings and R-1, Single-Family Residential, Butler National Golf Course

South: R-3 Single-Family Detached Residence District, Village Hall of Oak Brook. Oak Brook Road is to the immediate south of the property and residential single family homes (R-2) are to the south of Oak Brook Road.

East: R-1, Single-Family Detached Residence District, Oak Brook Bath and Tennis, CR Conservation/ Recreation Area, Oak Brook library, and Oak Brook Golf Course

West: CR Conservation/ Recreation Area, Oak Brook Park District, R-3 Single-Family Detached Residence District, single-family homes.

CONTROLLING AGREEMENTS:

Ordinance 1958-S-1 – Annexing Property, 05/1/1958
Ordinance 1997-S-880 – to permit a heliport
Ordinance 2023-S-1674 – to permit a parking lot expansion.

STAFF REPORT – FINAL PLAT
OAK BROOK RESERVE – 2815 JORIE BLVD
CASE NO. 2026-6-SR-FP

Ordinances related to McDonald's development/ ORA-3 District : Ord. G-60, 3-22-1966; Ord. G-233, 5-31-1978; Ord. G-305, 9-8-1981; Ord. G-447, 4-24-1990; Ord. G-558, 7-25-1995; Ord. G-696, 6-11-2002; Ord. G-1163, 4-28-2020; Ord. G-1261, 10-22-2024

DISCUSSION:

JPD Oak Brook Holdings, LLC, owner of the property located at 2715, 2815, and 2915 Jorie Boulevard, has submitted a petition requesting approval of a final plat of subdivision for the 80-acre property currently identified as Butler GHQ Subdivision. The 4-lot property is improved with the multi-tenant office building, the Hyatt Lodge, ACE Hardware HQ, and surface parking lots. The proposed subdivision, Oak Brook Reserve, would create three (3) lots. The subject lots appear to comply with the bulk requirements of the ORA-3, Office- Research-Assembly zoning district.

Please see the materials provided by the petitioner in the case file for a more detailed description and the rationale for this request.

STAFF COMMENTS:

1. The subject parcel existed as McDonald's Corporation and was subsequently purchased by JPD Oak Brook Holdings LLC in 2019.
2. The 1990 Village of Oak Brook Comprehensive Plan identifies the land use for the subject property as ORA-3, Office-Research-Assembly District under Panning District 2.
3. The proposal complies with the minimum lot size and setback requirements for the ORA-3, Office- Research-Assembly zoning district. The proposed subdivision, Oak Brook Reserve, creates three (3) lots that are 24.01-acres, 24.01-acres, and 32.53-acres in area.
4. The final subdivision plat includes easements for each subdivided parcel.
5. Staff finds that the proposed Lot 2 is irregularly shaped and could be revised to create a more regular configuration. If the revised Lot 2 results in an area smaller than the required 24 acres, staff recommends that the applicant seek a variance for the undersized lot.
6. The Village Engineer has reviewed this submittal, and his comments are included in the case file.
7. The Butler GHQ Subdivision, Lot 2 restriction (R1980-44966) shall be retained and remain in effect as noted: Restriction hereby declared that Lot 2 be kept, maintained and preserved in its natural state, and except for hiking trails and bicycle and bridle paths, the exiting roadway of a replacement thereof, an entrance way installation including signs, gate, guard house and vehicular turn around area near the intersection of said roadway and 31st St., public utilities and public road improvements all of which shall be subject to prior written approval of the Village of Oak Brook (which approval shall not be unreasonably withheld) no structure or improvements of any kind, weather temporary or permanent shall be erected or permitted on this Lot, nor shall any use be made of any portion thereof for vehicular parking , theatrical or musical presentations or performances, picnicking, camping or similar activities.

8. Staff notes shared common features in the Lots such as bridges, walking paths, drive aisles, parking lots etc.
9. This property is located in the regulatory floodplain and floodway.

RESPONSIBILITIES OF HEARING BODIES:

The Planning & Zoning Commission has the responsibility to make a recommendation on this request for a subdivision. Please include in your consideration, your findings with respect to the standards specified in the Zoning Ordinance for a Final Plat of Subdivision. The materials submitted by the applicant specifically addresses these standards.

CONCLUSION:

Based on the information provided, if it is the opinion of the Planning & Zoning Commission that the applicant has satisfied the requirements of the Subdivision Regulations for approval of the final plat, a recommendation would be in order to approve this request as presented, subject to the following conditions:

- Final engineering approval prior to recording of the Plat.
- Recording of the document by Village staff.
- A declaration of covenants, conditions, restrictions, easements, and shared maintenance agreements for the three (3) lots is required and shall be recorded.
- Add the condition "Notwithstanding the attached exhibits, the applicant shall meet all Village Ordinance requirements at the time of building permit application except as specifically varied or waived."

Respectfully Submitted,

Rama Raman

Rama Raman
Village Planner

May 23, 2026

VILLAGE OF OAK BROOK – ENGINEERING REVIEW

PROJECT	PERMIT NO.	REVIEW NO.	STATUS
2815 Jorie Boulevard – Subdivision	SD 26 2	1	Not Approved

EZA Engineering received the following permit submittal documents on April 13, 2026:

DOCUMENT	PREPARED BY	SHEETS	DATE
Final Plat of Subdivision	Kimley Horn	6	3-10-26

The above documents have been reviewed for compliance with the Village Code of Oak Brook (Village Code) and the Village of Oak Brook Stormwater and Flood Plain Ordinance (VOBSFPO). Please consider the following comments:

FINAL PLAT OF SUBDIVISION

1. Title 14-4-2.B.2 – Provide a full and detailed description of the land embraced in the plat in accordance with the referenced section.
2. Title 14-4-2.B.2 – Revise PIN 06-26-401-015 to 06-26-400-015.
3. Title 14-4-2.C.1 – The limits of the subdivision are shown differently on the existing plat than the final plat (see south property line of existing lot 2). This appears to be due to an indicated Exception. Provide a reference (recorded document?) to the Exception on the final plat.
4. Title 14-4-2.C.2 – Provide a narrative (not to be recorded with the subdivision plat) identifying and providing reasons for all easements to be granted and/or abrogated.
5. Title 14-4-2-C.2 – Provide an exhibit with approximate locations of all private utilities (storm, sanitary, water, electric, gas, telecom, fiber, etc.) serving buildings on each proposed lot. If a service to Lot 1 is located on Lot 2 (or another similar example), a private easement between property owners shall be granted.lllllllllllllllll
6. Title 14-4-2.C.4 – Section lines are located within the subdivision. Show all section lines on the plat and accurately tie them to the lines of the subdivision by distances and angles.
7. Title 14-4-2-C.9 – Provide written confirmation in agreement from the Flagg Creek Water Reclamation District that the Waste Water Sewer Easement Provisions are adequate.
8. Title 14-4-2.D – Address the following certificate comments:
    - Include all easements shown on the detail sheets (3-5) on the main subdivision sheet (2).
    - In the Owner's Certificate, replace **Downers Grove* or Hinsdale* Sanitary District** with **Flagg Creek Water Reclamation District**.
    - Revise the **Plan Commission Certificate** to the **Planning and Zoning Commission Certificate**. Revise the reference within the certificate language as well.
    - In the Sanitary District Certificate, revise **Secretary of the _____ Sanitary District** to **Executive Director of the Flagg Creek Water Reclamation District**.
    - Remove the Certificate of Township Highway Commissioner.
    - Add the **Certificate of County Engineer**.
9. Add the **Submitted By:** block, which shall include the name and mailing address.
10. Land improvements are not required for this subdivision. Therefore, a Subdivision Improvement Agreement (SIA) is not required. A response to this comment is not necessary.
11. Provide an itemized comment response letter in the next submittal.

VILLAGE OF OAK BROOK
Illinois

BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS 60523

May 14, 2026

Dear Resident:

The Oak Brook Planning & Zoning Commission and the Village Board will be considering a final plat of subdivision.

MEETING DATE AND INFORMATION:

Planning & Zoning Commission .....6:30 p.m., Wednesday, June 3, 2026
Board of Trustees Meeting..... 7:00 p.m., Tuesday, July 14, 2026***
*** Pending P&Z

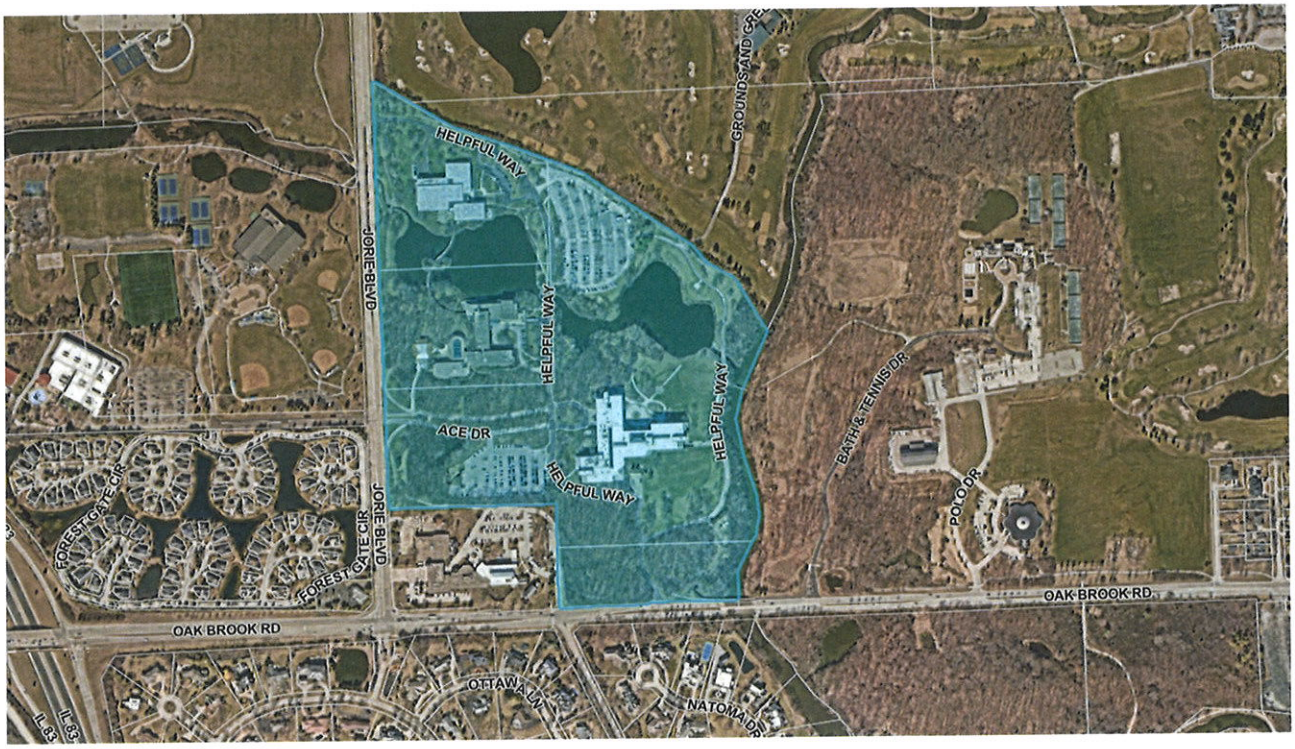
The application has been filed by:	Lance Oriti Kimley-Horn and Associates Austin, TX
The property is located at:	2715/2815/2915 Jorie Blvd
Relationship of applicant to property:	Agent

Kimley-Horn and Associates with the approval of JPD Oak Brook Holdings, LLC, owner of the property located at 2715, 2815, and 2915 Jorie Boulevard, has submitted a petition requesting approval of a final plat of subdivision for the 80-acre property currently identified as Butler GHQ Subdivision. The 4-lot property is improved with the multi-tenant office building, the Hyatt Lodge, ACE Hardware HQ, and surface parking lots. The proposed subdivision, Oak Brook Reserve, would create three (3) lots that are 24.01-acres, 24.01-acres, and 32.53-acres in area.

For more detailed information of the request, please contact the Development Services Department at 630-368-5103 between 8 AM-4 PM, Monday through Friday, except for holidays.

Sincerely,

Rebecca Von Drasek
Development Services Director



*Note: The map provided is only an approximation of the area in question and is intended to be used only as a visual aid to determine your relationship to the property.

The Village of Oak Brook, in compliance with the Americans with Disabilities Act, requests that persons with disabilities, who require certain accommodations to allow them to observe and/or participate in this meeting or have questions about the accessibility of the meeting facilities, contact the Village ADA Coordinator at 630-368-5010 as soon as possible before the meeting date.

All meetings are held in the Samuel E. Dean Board Room of the Oak Brook Village Hall, Butler Government Center located at 1200 Oak Brook Road (31st Street) and Spring Road, Oak Brook, Illinois.

ITEM 6.D.1.
BOARD OF TRUSTEES MEETING
SAMUEL E. DEAN BOARD ROOM
BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS
630-368-5000

AGENDA ITEM

Board of Trustees Regular Meeting
of
May 12, 2026

SUBJECT: Referral – 2715, 2815, and 2915 Jorie Blvd – Final Plat of Subdivision Oak Brook Reserve

FROM: Rebecca Von Drasek, Development Services Director

BUDGET SOURCE/BUDGET IMPACT: N/A

RECOMMENDED MOTION: I move to refer the request for the final plat of subdivision to the Planning & Zoning Commission for review and recommendation.

Background/History:
JPD Oak Brook Holdings, LLC, owner of the property located at 2715, 2815, and 2915 Jorie Boulevard, has submitted a petition requesting approval of a final plat of subdivision for the 80-acre property currently identified as Butler GHQ Subdivision. The 4-lot property is improved with the multi-tenant office building, the Hyatt Lodge, ACE Hardware HQ, and surface parking lots. The proposed subdivision, Oak Brook Reserve, would create three (3) lots that are 24.01-acres, 24.01-acres, and 32.53-acres in area. The subject lots appear to comply with the bulk requirements of the ORA-3, Office, Research, and Assembly zoning district.

Recommendation:
Staff recommends that the Village Board refer Final Plat to the Planning & Zoning Commission (P&Z) for public meeting, review and recommendation.

Attachments:
1. Exhibits - Referral

Record No: SD-26-2

Subdivision Application

Status: Active

Submitted On: 4/8/2026

Primary Location

2815 JORIE BLVD
OAK BROOK, IL 60523

Owner

JPD OAK BROOK HOLDINGS
109 W 7TH ST STE 200
GEORGETOWN , TX 78626

Applicant

Lance Oriti
[redacted]
10814 Jollyville Road, Building IV
Suite 200
Austin, TX 78759

Project Information

Subdivision Type*

Final Plat of Subdivision

Subdivision Title*

Oak Brook Reserve

Date Filed*

03/26/2026

Village Code Info

Number of Street Frontages for Public Hearing Signs*

2

General Location and Legal Address of Property to be Subdivided*

Commercial

Are you seeking any variation (relief) to the subdivision regulations?*

No

If YES, list the specific section in the Subdivision Regulations and attach a detailed explanation of the relief you are seeking:

Relationship of Applicant to Property Owner*

Agent

Owner of Record*

JPD Oak Brook Holdings, LLC

Phone*

(512)-762-6750

Address*

109 W 7th Street, Suite 200

City, State, Zip*

Georgetown TX 78626

Is the property in Trust?*

No

I (we) certify that all of the above statements and the statements contained in any papers or plans submitted herewith are true to the best of my (our) knowledge and belief. I (we) give permission to the Village to install public hearing sign(s) on the lot frontages of the above subject property as described in the Village Code. In addition to the above fees, applicant agrees to reimburse the Village for publication costs within 30 days of billing.*

Lance Oriti
Mar 20, 2026

OWNERS AFFIDAVIT FOR SUBDIVISIONS OF NOT MORE THAN FIVE (5) LOTS This plat contains the entire contiguous undeveloped land area in which I have any interest.*

Lance Oriti
Mar 20, 2026

Sizing by Land Use Category

Number of Lots by Type*

Commercial

Number of Lots*

3

Number of Acres by Type*	Number of Acres*
Commercial	80.55

Number of Square Feet by Type*	Number of Square Feet*
Commercial	3508884

April 8, 2026

Letter of Explanation

JPD Oak Brook Holdings, owner of the Oak Brook Reserve Campus, wishes to subdivide the property into three new lots. Currently, the project site contains two lots. Existing Lot 1 contains a hotel and two office buildings, while existing Lot 2 contains a preservation restriction over it, and therefore, does not contain any structures. The proposed subdivision would create three new lots, each with a minimum area of 24 acres to conform with the ORA3 zoning regulations. No new development is proposed with this Subdivision Application and no changes to the current zoning regulations are being requested. The purpose of the Subdivision Application is to allow each of the three existing buildings to be located on their own lot, which will allow ownership to better allocate the campus expenses. A Property Owner's Association will be created to define expenses related to each lot and to shared property features.

.

April 8, 2026

Lance Oriti
Kimley-Horn and Associates, Inc.
10814 Jollyville Road
Building IV, Suite 200
Austin, TX 78759

Re: Revised Plat Application
Oak Brook Reserve
2715 / 2815 / 2915 Jorie Blvd
Oak Brook, IL 60523
Owner's Authorization

Dear Mr. Oriti:
This letter shall serve as authorization for Kimley-Horn and Associates, Inc. to represent and act on behalf of JPD Oak Brook Holdings, LLC for the purpose of preparing and submitting all required applications associated with the Revised Plat Application for Oak Brook Reserve.

Please contact Jonathan McNaughton if additional information is required.
Jonathan McNaughton: jmcnaughton@improveone.com

Signed by:

[redacted]

Name: Paul McNaughton
Title: Manager, JPD Oak Brook Holdings, LLC

Application Fee

Record No.**SD-26-2**

Status Completed

Type Payment

Assignee Lance Oriti

Invoice ID 266260

Became Active April 9, 2026

Due Date None

Fee Breakdown

Fee Name	Total Fee	Paid	Due
✓ Public Hearing Signs	$100.00	$100.00	$0.00
✓ Final Plat of Subdivision-No Improvements	$750.00	$750.00	$0.00
✓ Plan Review Fee: Engineering	$1,000.00	$1,000.00	$0.00
Subdivision Amendment and/or Variation	$0.00	$0.00	$0.00
Time Extension Fee	$0.00	$0.00	$0.00
Final Plat of Consolidation and/or Plat of Vacation	$0.00	$0.00	$0.00
Total	**$1,850.00**	**$1,850.00**	**$0.00**

Payment History

Date	Method	Note	Paid
04/13/2026	Credit Card		$1,850.00

MAKE CHECK PAYABLE TO: DU PAGE COLLECTOR - SEND THIS COUPON WITH YOUR 1ST INSTALLMENT PAYMENT OF 2024 Tax

MAIL PAYMENT TO: P.O. BOX 4203, CAROL STREAM, IL 60197-4203
PAY ON-LINE AT: www.dupagecounty.gov/treasurer
SEE REVERSE SIDE FOR ADDITIONAL INFORMATION

06-26-401-008
JPD OAK BROOK HOLDINGS
ATTN: KYLE W MC DANIEL
109 W 7TH ST STE 200
GEORGETOWN TX 78626

$41,491.46 PAID May 14, 2025

1

ON OR BEFORE:	PAY:
JUN 02, 2025	0.00

PAYING LATE?	PAY THIS AMOUNT:
JUN 3 THRU 30	0.00
JUL 1 THRU 31	
AUG 1 THRU 31	
SEP 1 THRU 30	
OCT 1 THRU 31	
NOV 1 THRU 19	

U.S. POSTMARK IS USED TO DETERMINE LATE PENALTY.

PAYMENT OF THIS 2024 TAX BILL AFTER OCTOBER 31, 2025, REQUIRES A CASHIER'S CHECK, CASH OR MONEY ORDER.

☐ CHECK BOX AND COMPLETE CHANGE OF ADDRESS ON BACK.

NO PAYMENT WILL BE ACCEPTED AFTER NOV 19, 2025

10626401008061430004149146 51

MAKE CHECK PAYABLE TO: DU PAGE COLLECTOR - SEND THIS COUPON WITH YOUR 2ND INSTALLMENT PAYMENT OF 2024 Tax

MAIL PAYMENT TO: P.O. BOX 4203, CAROL STREAM, IL 60197-4203
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06-26-401-008
JPD OAK BROOK HOLDINGS
ATTN: KYLE W MC DANIEL
109 W 7TH ST STE 200
GEORGETOWN TX 78626

$41,491.46 PAID August 18, 2025

2

ON OR BEFORE:	PAY:
SEP 02, 2025	0.00

PAYING LATE?	PAY THIS AMOUNT:
SEP 3 THRU 30	
OCT 1 THRU 31	0.00
* NOV 1 THRU 19	

*INCLUDES $10 COST: SEE BACK OF BILL FOR EXPLANATION

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NO PAYMENT WILL BE ACCEPTED AFTER NOV 19, 2025

20626401008061430004149146 52

Rate 2023	Tax 2023	Taxing District	Rate 2024	Tax 2024
		** COUNTY **		
0.0899	2,001.28	COUNTY OF DU PAGE	0.0832	1,852.14
0.0180	400.70	PENSION FUND	0.0165	367.30
0.0291	647.80	HEALTH DEPARTMENT	0.0250	556.52
0.0103	229.30	PENSION FUND	0.0114	253.78
0.1001	2,228.34	FOREST PRESERVE DIST	0.1213	2,700.26
0.0075	166.96	PENSION FUND	0.0097	215.94
0.0132	293.86	DU PAGE AIRPORT AUTH	0.0122	271.60
		** LOCAL **		
NO LEVY	0.00	DU PAGE WATER COMM	NO LEVY	0.00
0.0426	948.34	YORK TOWNSHIP	0.0425	946.10
0.0047	104.62	PENSION FUND	0.0020	44.52
0.0449	999.52	YORK TWP ROAD	0.0443	986.18
0.0014	31.16	PENSION FUND	0.0008	17.80
NO LEVY	0.00	VLG OF OAK BROOK	NO LEVY	0.00
0.3085	6,867.58	OAK BROOK PARK DIST	0.2842	6,326.62
0.0180	400.70	PENSION FUND	0.0219	487.52
NO LEVY	0.00	FLAGG CRK WATER REC	NO LEVY	0.00
		** EDUCATION **		
1.2629	28,113.66	GRADE SCHOOL DIST 53	1.2255	27,281.06
0.0152	338.38	PENSION FUND	0.0148	329.46
1.6596	36,944.70	HIGH SCHOOL DIST 86	1.5964	35,537.72
0.0439	977.26	PENSION FUND	0.0366	814.76
0.1907	4,245.20	COLLEGE DU PAGE 502	0.1794	3,993.64
		** TIF **		
3.8605	85,939.36	TOTALS	3.7277	82,982.92
2023	**2,226,120**	**Assessed Value**	**2024**	**2,226,116**

Mailed to:
JPD OAK BROOK HOLDINGS
ATTN: KYLE W MC DANIEL
109 W 7TH ST STE 200
GEORGETOWN TX 78626

Property Location:
2715 JORIE BLVD
OAK BROOK IL 60523

Township Assessor:
YORK
630-627-3354

Tax Code:
6143

Property Index Number:
06-26-401-008

CHANGE OF NAME/ADDRESS:
CALL: 630-407-5900

*** S OF A FACTOR 1.0786**

1st INST PAID May 14, 2025
2nd INST PAID August 18, 2025

TIF Frozen Value	
Fair Cash Value	6,679,000
Land Value	2,179,421
+ Building Value	46,695
= Assessed Value	**2,226,116 ***
x State Multiplier	1.0000
- Equalized Value	2,226,116
- Residential Exemption	
- Senior Exemption	
- Senior Freeze	
- Disabled Veteran	
- Disability Exemption	
- Returning Veteran Exemption	
- Home Improvement Exemption	
- House Abatement	
= Net Taxable Value	2,226,116
x Tax Rate	3.7277
= Total Tax Due	82,982.92
- Less Advance Payment	
- Commercial Abatement	
+ PACE Reimbursement	
= Net Due as of 03/30/26	0.00

2024 DuPage County Real Estate Tax Bill
Gwen Henry, CPA, County Collector
421 N, County Farm Road
Wheaton, IL 60187

Office Hours - 8:00 am -4.30 pm, Mon - Fri
Telephone = (630) 407-5900

MAKE CHECK PAYABLE TO: DU PAGE COLLECTOR - SEND THIS COUPON WITH YOUR 1ST INSTALLMENT PAYMENT OF 2024 Tax

MAIL PAYMENT TO: P.O. BOX 4203, CAROL STREAM, IL 60197-4203
PAY ON-LINE AT: www.dupagecounty.gov/treasurer
SEE REVERSE SIDE FOR ADDITIONAL INFORMATION

06-26-401-009
JPD OAK BROOK HOLDINGS
ATTN: KYLE W MCDANIEL
109 W 7TH ST STE 200
GEORGETOWN TX 78626

$54,176.04 PAID May 14, 2025

1

ON OR BEFORE:	PAY:
JUN 02, 2025	0.00

PAYING LATE?	PAY THIS AMOUNT:
JUN 3 THRU 30	0.00
JUL 1 THRU 31	
AUG 1 THRU 31	
SEP 1 THRU 30	
OCT 1 THRU 31	
NOV 1 THRU 19	

U.S. POSTMARK IS USED TO DETERMINE LATE PENALTY.

PAYMENT OF THIS 2024 TAX BILL AFTER OCTOBER 31, 2025, REQUIRES A CASHIER'S CHECK, CASH OR MONEY ORDER.

☐ CHECK BOX AND COMPLETE CHANGE OF ADDRESS ON BACK.

NO PAYMENT WILL BE ACCEPTED AFTER NOV 19, 2025

10626401009861430005417604 51

MAKE CHECK PAYABLE TO: DU PAGE COLLECTOR - SEND THIS COUPON WITH YOUR 2ND INSTALLMENT PAYMENT OF 2024 Tax

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JPD OAK BROOK HOLDINGS
ATTN: KYLE W MCDANIEL
109 W 7TH ST STE 200
GEORGETOWN TX 78626

$54,176.04 PAID August 18, 2025

2

ON OR BEFORE:	PAY:
SEP 02, 2025	0.00

PAYING LATE?	PAY THIS AMOUNT:
SEP 3 THRU 30	
OCT 1 THRU 31	0.00
* NOV 1 THRU 19	

*INCLUDES $10 COST: SEE BACK OF BILL FOR EXPLANATION

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20626401009861430005417604 52

Rate 2023	Tax 2023	Taxing District	Rate 2024	Tax 2024
		** COUNTY **		
0.0899	2,613.10	COUNTY OF DU PAGE	0.0832	2,418.36
0.0180	523.20	PENSION FUND	0.0165	479.60
0.0291	845.84	HEALTH DEPARTMENT	0.0250	726.66
0.0103	299.38	PENSION FUND	0.0114	331.36
0.1001	2,909.58	FOREST PRESERVE DIST	0.1213	3,525.80
0.0075	218.00	PENSION FUND	0.0097	281.94
0.0132	383.68	DU PAGE AIRPORT AUTH	0.0122	354.62
		** LOCAL **		
NO LEVY	0.00	DU PAGE WATER COMM	NO LEVY	0.00
0.0426	1,238.22	YORK TOWNSHIP	0.0425	1,235.34
0.0047	136.62	PENSION FUND	0.0020	58.14
0.0449	1,305.10	YORK TWP ROAD	0.0443	1,287.64
0.0014	40.70	PENSION FUND	0.0008	23.26
NO LEVY	0.00	VLG OF OAK BROOK	NO LEVY	0.00
0.3085	8,967.08	OAK BROOK PARK DIST	0.2842	8,260.76
0.0180	523.20	PENSION FUND	0.0219	636.56
NO LEVY	0.00	FLAGG CRK WATER REC	NO LEVY	0.00
		** EDUCATION **		
1.2629	36,708.34	GRADE SCHOOL DIST 53	1.2255	35,621.30
0.0152	441.82	PENSION FUND	0.0148	430.18
1.6596	48,239.10	HIGH SCHOOL DIST 86	1.5964	46,402.14
0.0439	1,276.02	PENSION FUND	0.0366	1,063.84
0.1907	5,543.02	COLLEGE DU PAGE 502	0.1794	5,214.58
		** TIF **		
3.8605	112,212.00	TOTALS	3.7277	108,352.08
2023	**2,906,670**	**Assessed Value**	**2024**	**2,906,674**

Mailed to:
JPD OAK BROOK HOLDINGS
ATTN: KYLE W MCDANIEL
109 W 7TH ST STE 200
GEORGETOWN TX 78626

Property Location:
2815 JORIE BLVD
OAK BROOK IL 60523

Township Assessor:
YORK
630-627-3354

Tax Code:
6143

Property Index Number:
06-26-401-009

CHANGE OF NAME/ADDRESS:
CALL: 630-407-5900

*** S OF A FACTOR 1.0786**

1st INST PAID May 14, 2025
2nd INST PAID August 18, 2025

TIF Frozen Value	
Fair Cash Value	8,720,900
Land Value	1,812,005
+ Building Value	1,094,669
= Assessed Value	**2,906,674 ***
x State Multiplier	1.0000
- Equalized Value	2,906,674
- Residential Exemption	
- Senior Exemption	
- Senior Freeze	
- Disabled Veteran	
- Disability Exemption	
- Returning Veteran Exemption	
- Home Improvement Exemption	
- House Abatement	
= Net Taxable Value	2,906,674
x Tax Rate	3.7277
= Total Tax Due	108,352.08
- Less Advance Payment	
- Commercial Abatement	
+ PACE Reimbursement	
= Net Due as of 03/30/26	0.00

2024 DuPage County Real Estate Tax Bill
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421 N, County Farm Road
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06-26-401-010

JPD OAK BROOK HOLDINGS
ATTN: KYLE W MCDANIEL
109 W 7TH ST. STE 200
GEORGETOWN TX 78626

$155,320.63 PAID May 14, 2025

1

ON OR BEFORE:	PAY:
JUN 02, 2025	0.00

PAYING LATE?	PAY THIS AMOUNT:
JUN 3 THRU 30	0.00
JUL 1 THRU 31	
AUG 1 THRU 31	
SEP 1 THRU 30	
OCT 1 THRU 31	
NOV 1 THRU 19	

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☐ CHECK BOX AND COMPLETE CHANGE OF ADDRESS ON BACK.

NO PAYMENT WILL BE ACCEPTED AFTER NOV 19, 2025

10626401010661430015532063 31

MAKE CHECK PAYABLE TO: DU PAGE COLLECTOR - SEND THIS COUPON WITH YOUR 2ND INSTALLMENT PAYMENT OF 2024 Tax

MAIL PAYMENT TO: P.O. BOX 4203, CAROL STREAM, IL 60197-4203
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06-26-401-010

JPD OAK BROOK HOLDINGS
ATTN: KYLE W MCDANIEL
109 W 7TH ST. STE 200
GEORGETOWN TX 78626

$155,320.63 PAID August 18, 2025

2

ON OR BEFORE:	PAY:
SEP 02, 2025	0.00

PAYING LATE?	PAY THIS AMOUNT:
SEP 3 THRU 30	
OCT 1 THRU 31	0.00
* NOV 1 THRU 19	

*INCLUDES $10 COST: SEE BACK OF BILL FOR EXPLANATION

U.S. POSTMARK IS USED TO DETERMINE LATE PENALTY.

PAYMENT OF THIS 2024 TAX BILL AFTER OCTOBER 31, 2025, REQUIRES A CASHIER'S CHECK, CASH OR MONEY ORDER.

☐ CHECK BOX AND COMPLETE CHANGE OF ADDRESS ON BACK.

NO PAYMENT WILL BE ACCEPTED AFTER NOV 19, 2025

20626401010661430015532063 32

Rate 2023	Tax 2023	Taxing District	Rate 2024	Tax 2024
		** COUNTY **		
0.0899	6,398.38	COUNTY OF DU PAGE	0.0832	6,933.32
0.0180	1,281.10	PENSION FUND	0.0165	1,375.00
0.0291	2,071.12	HEALTH DEPARTMENT	0.0250	2,083.34
0.0103	733.06	PENSION FUND	0.0114	950.00
0.1001	7,124.32	FOREST PRESERVE DIST	0.1213	10,108.30
0.0075	533.80	PENSION FUND	0.0097	808.34
0.0132	939.48	DU PAGE AIRPORT AUTH	0.0122	1,016.68
		** LOCAL **		
NO LEVY	0.00	DU PAGE WATER COMM	NO LEVY	0.00
0.0426	3,031.94	YORK TOWNSHIP	0.0425	3,541.68
0.0047	334.50	PENSION FUND	0.0020	166.66
0.0449	3,195.62	YORK TWP ROAD	0.0443	3,691.66
0.0014	99.64	PENSION FUND	0.0008	66.66
NO LEVY	0.00	VLG OF OAK BROOK	NO LEVY	0.00
0.3085	21,956.60	OAK BROOK PARK DIST	0.2842	23,683.30
0.0180	1,281.10	PENSION FUND	0.0219	1,825.00
NO LEVY	0.00	FLAGG CRK WATER REC	NO LEVY	0.00
		** EDUCATION **		
1.2629	89,883.24	GRADE SCHOOL DIST 53	1.2255	102,124.86
0.0152	1,081.82	PENSION FUND	0.0148	1,233.34
1.6596	118,117.20	HIGH SCHOOL DIST 86	1.5964	133,033.14
0.0439	3,124.46	PENSION FUND	0.0366	3,050.00
0.1907	13,572.52	COLLEGE DU PAGE 502	0.1794	14,949.98
		** TIF **		
3.8605	274,759.90	TOTALS	3.7277	310,641.26
2023	**7,117,210**	**Assessed Value**	**2024**	**8,333,322**

Mailed to:
JPD OAK BROOK HOLDINGS
ATTN: KYLE W MCDANIEL
109 W 7TH ST. STE 200
GEORGETOWN TX 78626

Property Location:
2915 JORIE BLVD
OAK BROOK IL 60523

Township Assessor:
YORK
630-627-3354

Tax Code:
6143

Property Index Number:
06-26-401-010

CHANGE OF NAME/ADDRESS:
CALL: 630-407-5900

*** S OF A FACTOR 1.0786**

1st INST PAID May 14, 2025
2nd INST PAID August 18, 2025

TIF Frozen Value	
Fair Cash Value	25,002,500
Land Value	6,547,877
+ Building Value	1,785,445
= Assessed Value	**8,333,322 ***
x State Multiplier	1.0000
- Equalized Value	8,333,322
- Residential Exemption	
- Senior Exemption	
- Senior Freeze	
- Disabled Veteran	
- Disability Exemption	
- Returning Veteran Exemption	
- Home Improvement Exemption	
- House Abatement	
= Net Taxable Value	8,333,322
x Tax Rate	3.7277
= Total Tax Due	310,641.26
- Less Advance Payment	
- Commercial Abatement	
+ PACE Reimbursement	
= Net Due as of 03/30/26	0.00

2024 DuPage County Real Estate Tax Bill
Gwen Henry, CPA, County Collector
421 N, County Farm Road
Wheaton, IL 60187

Office Hours - 8:00 am -4.30 pm, Mon - Fri
Telephone = (630) 407-5900

MAKE CHECK PAYABLE TO: DU PAGE COLLECTOR - SEND THIS COUPON WITH YOUR 1ST INSTALLMENT PAYMENT OF 2024 Tax

MAIL PAYMENT TO: P.O. BOX 4203, CAROL STREAM, IL 60197-4203
PAY ON-LINE AT: www.dupagecounty.gov/treasurer
SEE REVERSE SIDE FOR ADDITIONAL INFORMATION

06-26-400-015

JPD OAK BROOK HOLDINGS
ATTN: KYLE W MC DANIEL
109 W 7TH ST. STE 200
GEORGETOWN TX 78626

$1,553.21 PAID May 14, 2025

1

ON OR BEFORE:	PAY:
JUN 02, 2025	0.00

PAYING LATE?	PAY THIS AMOUNT:
JUN 3 THRU 30	0.00
JUL 1 THRU 31	
AUG 1 THRU 31	
SEP 1 THRU 30	
OCT 1 THRU 31	
NOV 1 THRU 19	

U.S. POSTMARK IS USED TO DETERMINE LATE PENALTY.

PAYMENT OF THIS 2024 TAX BILL AFTER OCTOBER 31, 2025, REQUIRES A CASHIER'S CHECK, CASH OR MONEY ORDER.

☐ CHECK BOX AND COMPLETE CHANGE OF ADDRESS ON BACK.

NO PAYMENT WILL BE ACCEPTED AFTER NOV 19, 2025

10626400015661430000155321 31

MAKE CHECK PAYABLE TO: DU PAGE COLLECTOR - SEND THIS COUPON WITH YOUR 2ND INSTALLMENT PAYMENT OF 2024 Tax

MAIL PAYMENT TO: P.O. BOX 4203, CAROL STREAM, IL 60197-4203
PAY ON-LINE AT: www.dupagecounty.gov/treasurer
SEE REVERSE SIDE FOR ADDITIONAL INFORMATION

06-26-400-015

JPD OAK BROOK HOLDINGS
ATTN: KYLE W MC DANIEL
109 W 7TH ST. STE 200
GEORGETOWN TX 78626

$1,553.21 PAID August 18, 2025

2

ON OR BEFORE:	PAY:
SEP 02, 2025	0.00

PAYING LATE?	PAY THIS AMOUNT:
SEP 3 THRU 30	
OCT 1 THRU 31	0.00
* NOV 1 THRU 19	

*INCLUDES $10 COST: SEE BACK OF BILL FOR EXPLANATION

U.S. POSTMARK IS USED TO DETERMINE LATE PENALTY.

PAYMENT OF THIS 2024 TAX BILL AFTER OCTOBER 31, 2025, REQUIRES A CASHIER'S CHECK, CASH OR MONEY ORDER.

☐ CHECK BOX AND COMPLETE CHANGE OF ADDRESS ON BACK.

NO PAYMENT WILL BE ACCEPTED AFTER NOV 19, 2025

20626400015661430000155321 32

Rate 2023	Tax 2023	Taxing District	Rate 2024	Tax 2024
		** COUNTY **		
0.0899	74.92	COUNTY OF DU PAGE	0.0832	69.32
0.0180	15.00	PENSION FUND	0.0165	13.76
0.0291	24.24	HEALTH DEPARTMENT	0.0250	20.84
0.0103	8.58	PENSION FUND	0.0114	9.50
0.1001	83.42	FOREST PRESERVE DIST	0.1213	101.08
0.0075	6.24	PENSION FUND	0.0097	8.08
0.0132	11.00	DU PAGE AIRPORT AUTH	0.0122	10.18
		** LOCAL **		
NO LEVY	0.00	DU PAGE WATER COMM	NO LEVY	0.00
0.0426	35.50	YORK TOWNSHIP	0.0425	35.42
0.0047	3.92	PENSION FUND	0.0020	1.66
0.0449	37.42	YORK TWP ROAD	0.0443	36.92
0.0014	1.16	PENSION FUND	0.0008	0.66
NO LEVY	0.00	VLG OF OAK BROOK	NO LEVY	0.00
0.3085	257.08	OAK BROOK PARK DIST	0.2842	236.84
0.0180	15.00	PENSION FUND	0.0219	18.24
NO LEVY	0.00	FLAGG CRK WATER REC	NO LEVY	0.00
		** EDUCATION **		
1.2629	1,052.38	GRADE SCHOOL DIST 53	1.2255	1,021.24
0.0152	12.66	PENSION FUND	0.0148	12.34
1.6596	1,382.96	HIGH SCHOOL DIST 86	1.5964	1,330.34
0.0439	36.58	PENSION FUND	0.0366	30.50
0.1907	158.90	COLLEGE DU PAGE 502	0.1794	149.50
		** TIF **		
3.8605	3,216.96	TOTALS	3.7277	3,106.42
2023	**83,330**	**Assessed Value**	**2024**	**83,333**

Mailed to:
JPD OAK BROOK HOLDINGS
ATTN: KYLE W MC DANIEL
109 W 7TH ST. STE 200
GEORGETOWN TX 78626

Property Location:
OAK BROOK RD
OAK BROOK IL 60521

Township Assessor:
YORK
630-627-3354

Tax Code:
6143

Property Index Number:
06-26-400-015

CHANGE OF NAME/ADDRESS:
CALL: 630-407-5900

*** S OF A FACTOR 1.0786**

1st INST PAID May 14, 2025
2nd INST PAID August 18, 2025

TIF Frozen Value	
Fair Cash Value	250,000
Land Value	83,333
+ Building Value	
= Assessed Value	**83,333 ***
x State Multiplier	1.0000
- Equalized Value	83,333
- Residential Exemption	
- Senior Exemption	
- Senior Freeze	
- Disabled Veteran	
- Disability Exemption	
- Returning Veteran Exemption	
- Home Improvement Exemption	
- House Abatement	
= Net Taxable Value	83,333
x Tax Rate	3.7277
= Total Tax Due	3,106.42
- Less Advance Payment	
- Commercial Abatement	
+ PACE Reimbursement	
= Net Due as of 03/30/26	0.00

2024 DuPage County Real Estate Tax Bill
Gwen Henry, CPA, County Collector
421 N, County Farm Road
Wheaton, IL 60187

Office Hours - 8:00 am -4.30 pm, Mon - Fri
Telephone = (630) 407-5900

SUBJECT PROPERTY VERIFICATION

(Complete a separate form for each P.I.N.)

1. Permanent Index Number (P.I.N. from Real Estate Tax Bill): 0626401008
2. Common Address: 2715 Jorie Blvd. Oak Brook, Illinois 60523
3. Provide the Legal Description for each lot as noted on the Plat of Survey as an attachment.
4. Provide the proposed Legal Description for each lot as an attachment.
5. Email the Current and Proposed Legal Description in a Word document to cchiarelli@oak-brook.org

Existing Legal Description: Lot 1, Butler GHQ Subdivision, Document R80-44966

Proposed Legal Description: Lot 1, Oak Brook Reserve Subdivision

The Permanent Index Number, Common Address and Legal information provided has been verified as follows:

DuPage County Records/Research Room At: 630-407-5401 Contact Person:

Only First name of Contact is required. Date called:

I verify that the information provided above is accurate.

Lance Oriti

Printed Name

[redacted]

Signature

Date

4-8-2026

Relationship to Applicant:

SUBJECT PROPERTY VERIFICATION

(Complete a separate form for each P.I.N.)

1. Permanent Index Number (P.I.N. from Real Estate Tax Bill): 0626401009
2. Common Address: 2815 Jorie Blvd. Oak Brook, Illinois 60523
3. Provide the Legal Description for each lot as noted on the Plat of Survey as an attachment.
4. Provide the proposed Legal Description for each lot as an attachment.
5. Email the Current and Proposed Legal Description in a Word document to cchiarelli@oak-brook.org

Existing Legal Description: Lot 1, Butler GHQ Subdivision, Document R80-44966
Proposed Legal Description: Lot 2, Oak Brook Reserve Subdivision

The Permanent Index Number, Common Address and Legal information provided has been verified as follows:

DuPage County Records/Research Room At: 630-407-5401 Contact Person:

Only First name of Contact is required. Date called:

I verify that the information provided above is accurate.

Lance Oriti
Printed Name

[redacted]
Signature

Date

4-8-2026

Relationship to Applicant:

SUBJECT PROPERTY VERIFICATION

(Complete a separate form for each P.I.N.)

1. Permanent Index Number (P.I.N. from Real Estate Tax Bill): 0626401010
2. Common Address: 2915 Jorie Blvd. Oak Brook, Illinois 60523
3. Provide the Legal Description for each lot as noted on the Plat of Survey as an attachment.
4. Provide the proposed Legal Description for each lot as an attachment.
5. Email the Current and Proposed Legal Description in a Word document to cchiarelli@oak-brook.org

Existing Legal Description: Lot 1, Butler GHQ Subdivision, Document R80-44966
Proposed Legal Description: Lot 3, Oak Brook Reserve Subdivision

The Permanent Index Number, Common Address and Legal information provided has been verified as follows:

DuPage County Records/Research Room At: 630-407-5401 Contact Person:

Only First name of Contact is required. Date called:

I verify that the information provided above is accurate.

Lance Oriti
Printed Name

[redacted]
Signature

Date

4-8-2026

Relationship to Applicant:

SUBJECT PROPERTY VERIFICATION

(Complete a separate form for each P.I.N.)

1. Permanent Index Number (P.I.N. from Real Estate Tax Bill): 0626400015
2. Common Address: Oak Brook Road, Illinois 60521
3. Provide the Legal Description for each lot as noted on the Plat of Survey as an attachment.
4. Provide the proposed Legal Description for each lot as an attachment.
5. Email the Current and Proposed Legal Description in a Word document to cchiarelli@oak-brook.org

Existing Legal Description: Lot 2, Butler GHQ Subdivision, Document R80-44966

Proposed Legal Description: Lot 3, Oak Brook Reserve Subdivision

The Permanent Index Number, Common Address and Legal information provided has been verified as follows:

DuPage County Records/Research Room At: 630-407-5401 Contact Person:

Only First name of Contact is required. Date called:

I verify that the information provided above is accurate.

Lance Oriti

Printed Name

[redacted]

Signature

Date

4-8-2026

Relationship to Applicant:

Names of Surrounding Properties within 250' of Oak Brook Reserve

Name of Property Owner	Mailing Address of Property Owner	Property Address	Permanent Index Number
BUTLER NATIONAL GOLF CLUB	2616 S YORK RD OAK BROOK IL 60523	2616 YORK RD OAK BROOK IL 60523	626202002
VILLAGE OF OAK BROOK	1200 OAK BROOK RD OAK BROOK IL 60523	1200 OAK BROOK RD OAK BROOK IL 60523	625300017
FOREST PRESERVE DIST	P O BOX 5000 WHEATON IL 60189	31ST ST OAK BROOK IL 60521	635201006
NATOMA PROPERTIES LLC	15 NATOMA DR OAK BROOK IL 60523-7711	15 NATOMA DR OAK BROOK IL 60523-7711	635207014
RIZVI INVESTMENT GROUP	2005 BLOOMINGDALE RD NO A GLENDALE HTS IL 60139	17 NATOMA DR OAK BROOK IL 60523-7711	635207025
ATLURI, HARVINDER K S & P	19 NATOMA DR OAK BROOK IL 60523	19 NATOMA DR OAK BROOK IL 60523	635207024
ATG TRUST CO	925 S RT 83 ELMHURST IL 60126	22 NATOMA DR OAK BROOK IL 60523-7713	635207023
FORUTAN, SHALA & M	P O BOX 3911 LISLE IL 60532	21 NATOMA DR OAK BROOK IL 60523	635207028
LIYANAPATABENDI, S & C	308 OTTAWA LN OAK BROOK IL 60523-2788	308 OTTAWA LN OAK BROOK IL 60523-2788	635205004
SHIRAZI, NIDA	306 OTTAWA LN OAK BROOK IL 60523-2788	306 OTTAWA LN OAK BROOK IL 60523-2788	635205003
VILLAGE OF OAK BROOK	1200 OAK BROOK RD OAK BROOK IL 60523	1200 OAK BROOK RD OAK BROOK IL 60523	626400016
FOREST GATE HOA	40 FOREST GATE CIR OAK BROOK IL 60523	FOREST GATE CIR OAK BROOK IL 60523	626301016
FOREST GATE HOA	40 FOREST GATE CIR OAK BROOK IL 60523	FOREST GATE CIR OAK BROOK IL 60523	626301017
HUBER JR, GEORGE	17 FOREST GATE CIR OAK BROOK IL 60523	17 FOREST GATE CIR OAK BROOK IL 60523	626301058
GIORNO, CARMEN J	10 FOREST GATE CIR OAK BROOK IL 60523-2129	10 FOREST GATE CIR OAK BROOK IL 60523-2129	626301051
KANG TR, DAVID & CHUNGHEE	16 FOREST GATE CIR OAK BROOK IL 60523	16 FOREST GATE CIR OAK BROOK IL 60523	626301057
EVANS, DWIGHT & CHRISTY	11 FOREST GATE CIR OAK BROOK IL 60523-2129	11 FOREST GATE CIR OAK BROOK IL 60523-2129	626301052
OAK BROOK PARK DIST	1450 FOREST GATE RD OAK BROOK IL 60523	1300 FOREST GATE RD OAK BROOK IL 60523	626303002
OAK BROOK PARK DIST	1450 FOREST GATE RD OAK BROOK IL 60523	1300 FOREST GATE RD OAK BROOK IL 60523	626303001
OAK BROOK PARK DIST	1450 FOREST GATE RD OAK BROOK IL 60523	KENSINGTON RD OAK BROOK IL 60523	626102008
CYGAN, THOMAS S	12 FOREST GATE CIR OAK BROOK IL 60523	12 FOREST GATE CIR OAK BROOK IL 60523	626301053
PAPPAS, PATROKLOS S	3616 SPRING RD OAK BROOK IL 60523	3616 SPRING RD OAK BROOK IL 60523	626301056
MEHTA, TUSHAR	310 OTTAWA LN OAK BROOK IL 60523	310 OTTAWA LN OAK BROOK IL 60523	635205005
PERKOWSKI, JOHN	732 N CASS AVE WESTMONT IL 60559	20 NATOMA DR OAK BROOK IL 60523	635207010

Certification
Surrounding Property Owners

I (we) certify that the names and addresses of all the surrounding property owners including mailing labels submitted with this application are located within a minimum distance of 250 feet in all directions from the perimeter of the subject property and that the number of feet occupied by all public roads, streets, alleys, and public ways has been excluded in computing the 250-foot requirement.

Said names and addresses are as recorded in the office of the County Recorder of Deeds (or the Registrar of Titles of the County) and as appear from the authentic tax records of this County. The property owners as listed have been obtained from within 30 days of the filing of this application.

The surrounding property owners list as submitted herewith and supporting attachments are true to the best of my (our) knowledge and belief.

I (we) give permission to the Village to install public hearing sign(s) on the lot frontages of the subject property as described in the Village Code. In addition to the required application fees, applicant/owner agrees to reimburse the Village for publication costs, recording fees, and any other associated costs or fees within 30 days of billing.

Paul McNaughton — Printed Name of Owner

[redacted] — Signature of Owner

4/8/2026 — Date

Manager, JPD Oak Brook Holdings, LLC Lance Oriti — Printed Name of Applicant

[redacted] — Signature of Applicant

4-7-2026 — Date

BILL TO INFORMATION:

Brittany Spizzirri, JLL, as agent for owner
Print Name/Company — Contact Person

2715 Jorie Blvd. Suite 275, Oak Brook, IL, 60523
Address To be Billed

Contact Phone
(630)-418-5584
Alternate Phone

NOTE: If the applicant/owner has not complied with these requirements and notification has not been sent to a neighboring property owner within the 250-foot requirement less than 10 days prior to the scheduled hearing, the hearing on this matter will be postponed to the next regular meeting, or until such time as all neighbors within the 250-foot requirement have been sent proper notification.

FINAL PLAT OF SUBDIVISION

OAK BROOK RESERVE

BEING A SUBDIVISION OF PART OF SECTION 26, TOWNSHIP 39 NORTH, RANGE 11
EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS

SITE SURVEY

PIN: 06-26-401-008
PIN: 06-26-401-009
PIN: 06-26-401-010
PIN: 06-26-401-015

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

PAGE INDEX:

1. SITE SURVEY
2. SUBDIVISION
3. LOT 1 DETAILS
4. LOT 2 DETAILS
5. LOT 3 DETAILS
6. CERTIFICATION

AFTER RECORDING
RETURN TO:

COMPASS SURVEYING LTD.
2631 GINGER WOODS PARKWAY
SUITE 100
AURORA, IL 60502

GRID NORTH

EASEMENT NOTES

- 1 EASEMENT TO THE ILLINOIS BELL TELEPHONE COMPANY PER DOCUMENT 991038
- 2 PUBLIC UTILITIES EASEMENT PER DOCUMENT R77-28548
- 3 BUILDING LINE 60 FEET ON THE WEST LINE OF LOT 2 PER DOCUMENT R71-43495
- 4 EASEMENT FOR STORM DRAINAGE PURPOSES PER DOCUMENT R71-43495
- 5 EASEMENT FOR GAS SERVICE PER DOCUMENT NO. R79-37290 AND R81-65824
- 7 EASEMENT FOR DRAINAGE PURPOSES PER DOCUMENT R80-39562
- 8 EASEMENT FOR PROPERTY MAINTENANCE PURPOSES AND FOR ACCESS PER R77-102287 AND R80-39563
- 9 EASEMENT FOR STORM SEWER AND SANITARY SEWER FORCE MAIN PER DOCUMENT R73-59093, R80-42162; R80-42163
- 10 EASEMENT FOR BICYCLE AND PEDESTRIAN PATH PER DOCUMENT R80-42165, R85-41629 AND R80-42165
- 12 EASEMENT FOR BICYCLE AND PEDESTRIAN PATH AND UNDERGROUND UTILITY FACILITIES PER DOCUMENT R80-42166
- 13 EASEMENT FOR ROAD AND PUBLIC UTILITIES PURPOSES PER DOCUMENT R80-42167
- 14 NON-ACCESS COVENANT TO RESTRICT ACCESS PER DOCUMENT R80-42167
- 15 BUILDING SET-BACK LINES AS SET FORTH ON THE PLAT OF BUTLER GHQ SUBDIVISION
- 16 PARKING SET-BACK LINES AS SET FORTH ON THE PLAT OF BUTLER GHQ SUBDIVISION
- 19 PUBLIC UTILITIES EASEMENT AS SHOWN ON PLAT OF AND AS CONTAINED IN THE CERTIFICATE APPENDED TO THE PLAT OF BUTLER GHQ SUBDIVISION,
- 20 EASEMENT FOR DRAINAGE, STORM WATER RUNOFF INTO THE STORM WATER DETENTION AREA, AND FLOOD PLAIN AREA PURPOSES PER DOCUMENT R80-44967, WITH AMENDMENTS RECORDED AS DOCUMENT R81-38779 AND R85-41629 SAID LANDS DESCRIBED IN DOCUMENT R80-44967
- 23 NON-EXCLUSIVE PERPETUAL EASEMENT FOR UNDERGROUND WATER DISTRIBUTION SYSTEM PER DOCUMENT R81-38780 AND R85-41625
- 24 NON-EXCLUSIVE PERPETUAL EASEMENT FOR A BICYCLE AND PEDESTRIAN PATH PER DOCUMENT R81-38781 AND R85-41629
- 25 NON-EXCLUSIVE, PERPETUAL EASEMENT FOR ACCESS PER DOCUMENT R81-38782
- 27 GRANT OF PERMANENT EASEMENT FOR ROADWAY IMPROVEMENTS AND RETAINING WALL PER DOCUMENT 183465
- 28 GRANT OF PERMANENT EASEMENT FOR THE PURPOSE OF ROADWAY IMPROVEMENTS AND TRAFFIC SIGNALS PER DOCUMENT 183466 AND R80-44966
- 29 FIBER OPTIC EASEMENT AGREEMENT PER DOCUMENT 111640
- 30 ACCESS EASEMENT PER DOC. NO. R2023-024409
- 31 STORMWATER DETENTION EASEMENT PER DOC. NO. R2023-024409
- 33 EASEMENT FOR INGRESS AND EGRESS R74-14102

GENERAL NOTES

5 1. THE EASEMENT ORIGINALLY GRANTED BY DOCUMENT NO. R79-37290 WAS MODIFIED BY A GAS MAIN RECORDED AS DOCUMENT NO. R81-65824, WHICH SPECIFIED THE EASEMENT TO BE 10 FEET WIDE (5 FEET ON EITHER SIDE OF THE FACILITIES AS INSTALLED). THE DOCUMENT DOES NOT HAVE SUFFICIENT INFORMATION TO DETERMINE WHERE THE EXISTING FACILITIES ARE LOCATED AND THIS EASEMENT IS NOT SHOWN ON THE SURVEY.

2. INFORMATION REGARDING THE UNRECORDED EASEMENT IN FAVOR OF COMMON WEALTH EDISON COMPANY AND ILLINOIS BELL TELEPHONE COMPANY AND WAS NOT PROVIDED FOR REVIEW.

3. DOCUMENT NO. R81-38782 PROVIDES A BLANKET EASEMENT ACROSS, ABOVE, UNDER OVER AND THROUGH ALL PRIVATE PATHS AND PRIVATE ROADWAYS FOR ACCESS FOR THE PURPOSES DISCLOSED IN THE DOCUMENT.

4. DOCUMENT NO. R82-51618 GRANTS AN EASEMENT TO NORTHERN ILLINOIS GAS COMPANY WHICH IS 10 FEET WIDE (5 FEET ON EITHER SIDE OF THE FACILITIES AS INSTALLED). THE DOCUMENT DOES NOT HAVE SUFFICIENT INFORMATION TO DETERMINE WHERE THE EXISTING FACILITIES ARE LOCATED AND THIS EASEMENT IS NOT SHOWN ON THE SURVEY..

LEGEND

- ● SET 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
- ■ SET CONCRETE MONUMENT UNLESS OTHERWISE NOTED
- \+ SET CROSS IN CONCRETE UNLESS OTHERWISE NOTED

MONUMENTS NOT SET WITHIN WATER

ABBREVIATIONS

O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
N = NORTH
S = SOUTH
E = EAST
W = WEST
(R) = RECORD BEARING OR DISTANCE
(M) = MEASURED BEARING OR DISTANCE
(C) = CALCULATED BEARING OR DISTANCE
(D) = DEED BEARING OR DISTANCE
B.S.L. = BUILDING SETBACK LINE
P.S.L. = PARKING SETBACK LINE
U.E. = UTILITY EASEMENT
D.E. = DRAINAGE EASEMENT
P.U.E. = PUBLIC UTILITY EASEMENT
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT
H.B.E. = HEREBY ESTABLISHED
H.B.G. = HEREBY GRANTED

LINE LEGEND

- LIMITS OF LAND PER LEGAL DESCRIPTION
- ADJACENT LAND PARCEL LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE
- FLOOD ZONE DIVISION LINE

FOUND NAIL 0.15' WEST
N02°06'49"W(M) 24.36'(M)
N00°06'26"W(R) 24.36'(R)
FOUND 1" O.D.I.P. (HELD)
FOUND 7/8" O.D.I.P.
S56°34'26"E(R) 424.59'(R)
S58°39'58"E(M) 423.91'(M)
ORIGINAL WESTERN UNITED GAS AND ELECTRIC EASEMENT PER DOCUMENT R79-37290 PARTIALLY ABANDONED AND MODIFIED (SEE NOTE 1)
FOUND 1" O.D.I.P.
S70°23'58"E(R) 256.19'(R)
S72°21'02"E(M) 255.84'(M)
VACATED SPRINGFIELD RIGHT-OF-WAY PER DOC. R61-10729
66'
FOUND 1" O.D.I.P.
S67°57'59"E(R) 492.60'(R)
S69°54'55"E(M) 492.60'(M)
FOUND 1" O.D.I.P.
S53°55'52"E(R) 658.29'(R)
S56°02'38"E(M) 658.04'(M)
S02°12'20"E(M) 314.15'(R=M)
N00°06'08"W(R)
FOUND 7/8" O.D.I.P.
50' 50'
S02°08'52"E(M) 1811.01'(M)
N00°05'40"W(R) 1811.05'(R)
JORIE BOULEVARD
FOREST GATE ROAD
OTHER FLOOD AREAS ZONE X
SPECIAL FLOOD HAZARD AREAS ZONE AE
FLOODWAY AREAS ZONE AE
LOT 1
S39°38'03"E(M) 97.32'(M)
S37°03'26"E(R) 97.09'(R)
S57°31'43"E(M) 99.62'(M)
S55°22'48"E(R) 99.73'(R)
S77°48'37"E(M) 23.03'(M)
S76°19'55"E(R) 22.69'(R)
S61°41'21"E(M) 17.41'(M)
S60°15'11"E(R) 18.21'(R)
S49°51'02"E(M) 17.90'(M)
S48°25'50"E(R) 17.80'(R)
S38°35'17"E(M) 23.35'(M)
S36°03'11"E(R) 23.38'(R)
FOUND 1" O.D.I.P.
FOUND 7/8" O.D.I.P.
S31°30'21"E(R) 283.68'(R)
S33°40'30"E(M) 285.78'(M)
S23°25'52"W(M) 337.84'(M)
S25°30'22"W(R) 337.84'(R)
SALT CREEK
S11°25'30"W(M) 150.00'(R=M)
S13°30'00"W(R)
S09°30'00"E(R)
S11°34'30"E(M) 200.00'(R=M)
S18°30'00"E(R)
S20°34'30"E(M) 200.00'(R=M)
S04°30'00"E(R)
S06°34'30"E(M) 100.00'(R=M)
S14°00'00"W(R)
S11°55'30"W(M) 100.00'(M)
S27°00'00"W(R)
S24°55'30"W(M) 200.00'(M)
N88°13'48"E(M) 837.41'(M)
N85°40'30"W(R) 838.23'(R)
FOUND 7/8" O.D.I.P.
100'
220.32'
N02°10'18"W(M) 529.16'(M)
N00°04'40"W(R) 553.61'(R)
306.85'
LOT ONE
OAK BROOK VILLAGE COMMONS SUBDIVISION
DOCUMENT NUMBER R74-014102
FOUND REBAR ON LINE
FOUND NAIL
50'
℄ OAK BROOK ROAD
(A.K.A. 31ST STREET)
(A.K.A. COUNTY HIGHWAY 34)
R=8152.87'(M)
A=87.94'(M)
CH=87.94'(M)
CB=N85°26'13"E(M)
N88°05'01"E(M) 908.08'(M)
N89°52'57"W(R) 908.56'(R)
R=8251.30'(M)
A=371.24'(M)
CH=371.21'(M)
CB=S86°25'01"W(M)
FOUND REBAR 0.14' WEST & HELD NORTH-SOUTH
SET NAIL
S02°17'39"E(M) 16.40'(M)
EXCEPTION
33'
33'
40'
N88°05'01"E 981.50'
LOT 2
PRESERVATION RESTRICTION OVER LOT 2, DOCUMENT R80-44966
R=8267.70'(M)
A=49.16'(M)
CH=49.16'(M)
CB=S87°52'34"W(M)
S03°00'02"E(M) 128.10'(M)
FOUND REBAR 0.19' NORTH & 0.10' WEST
N88°02'47"E(M) 399.16'(M)
S00°55'32"E(R) 184.96'(R=M)
167.07'
32.93'
100'
100'
38N RITE TOWNSHIP 26 26 35 35 38N RITE TOWNSHIP

11/7/2025 1:13 PM – J:\PSDATA\2025 PROJECTS\25.0054\25.0054 POSUBD.DWG

PROJ. NO: 25.0054
1 OF 6
SCALE: 1" = 100'

COMPASS SURVEYING LTD
ALTA SURVEYS ● TOPOGRAPHY ● CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

PROJECT: OAK BROOK RESERVE

CLIENT / ENGINEER: Kimley»Horn

© 2025 KIMLEY-HORN AND ASSOCIATES, INC.

10814 JOLLYVILLE ROAD, BUILDING IV, SUITE 200
AUSTIN, TX 78759
WWW.KIMLEY-HORN.COM

OWNER: JPD OAK BROOK HOLDINGS, LLC
109 W SEVENTH ST
GEORGETOWN, TX 78626

DATE: 3/10/25 | N/A | DRAWN BY: MRA | CHECKED BY: MP | BOOK N/A PG N/A

NO.	REVISIONS	DATE	BY

FINAL PLAT OF SUBDIVISION

OAK BROOK RESERVE

BEING A SUBDIVISION OF PART OF SECTION 26, TOWNSHIP 39 NORTH, RANGE 11
EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS

SITE SURVEY

PIN: 06-26-401-008
PIN: 06-26-401-009
PIN: 06-26-401-010
PIN: 06-26-401-015

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

PAGE INDEX:

1. SITE SURVEY
2. SUBDIVISION
3. LOT 1 DETAILS
4. LOT 2 DETAILS
5. LOT 3 DETAILS
6. CERTIFICATION

AFTER RECORDING
RETURN TO:

COMPASS SURVEYING LTD.
2631 GINGER WOODS PARKWAY
SUITE 100
AURORA, IL 60502

GRID NORTH

EASEMENT NOTES

- 1 EASEMENT TO THE ILLINOIS BELL TELEPHONE COMPANY PER DOCUMENT 991038
- 2 PUBLIC UTILITIES EASEMENT PER DOCUMENT R77-28548
- 3 BUILDING LINE 60 FEET ON THE WEST LINE OF LOT 2 PER DOCUMENT R71-43495
- 4 EASEMENT FOR STORM DRAINAGE PURPOSES PER DOCUMENT R71-43495
- 5 EASEMENT FOR GAS SERVICE PER DOCUMENT NO. R79-37290 AND R81-65824
- 7 EASEMENT FOR DRAINAGE PURPOSES PER DOCUMENT R80-39562
- 8 EASEMENT FOR PROPERTY MAINTENANCE PURPOSES AND FOR ACCESS PER R77-102287 AND R80-39563
- 9 EASEMENT FOR STORM SEWER AND SANITARY SEWER FORCE MAIN PER DOCUMENT R73-59093, R80-42162; R80-42163
- 10 EASEMENT FOR BICYCLE AND PEDESTRIAN PATH PER DOCUMENT R80-42165, R85-41629 AND R80-42165
- 12 EASEMENT FOR BICYCLE AND PEDESTRIAN PATH AND UNDERGROUND UTILITY FACILITIES PER DOCUMENT R80-42166
- 13 EASEMENT FOR ROAD AND PUBLIC UTILITIES PURPOSES PER DOCUMENT R80-42167
- 14 NON-ACCESS COVENANT TO RESTRICT ACCESS PER DOCUMENT R80-42167
- 15 BUILDING SET-BACK LINES AS SET FORTH ON THE PLAT OF BUTLER GHQ SUBDIVISION
- 16 PARKING SET-BACK LINES AS SET FORTH ON THE PLAT OF BUTLER GHQ SUBDIVISION
- 19 PUBLIC UTILITIES EASEMENT AS SHOWN ON PLAT OF AND AS CONTAINED IN THE CERTIFICATE APPENDED TO THE PLAT OF BUTLER GHQ SUBDIVISION,
- 20 EASEMENT FOR DRAINAGE, STORM WATER RUNOFF INTO THE STORM WATER DETENTION AREA, AND FLOOD PLAIN AREA PURPOSES PER DOCUMENT R80-44967, WITH AMENDMENTS RECORDED AS DOCUMENT R81-38779 AND R85-41629 SAID LANDS DESCRIBED IN DOCUMENT R80-44967
- 23 NON-EXCLUSIVE PERPETUAL EASEMENT FOR UNDERGROUND WATER DISTRIBUTION SYSTEM PER DOCUMENT R81-38780 AND R85-41625
- 24 NON-EXCLUSIVE PERPETUAL EASEMENT FOR A BICYCLE AND PEDESTRIAN PATH PER DOCUMENT R81-38781 AND R85-41629
- 25 NON-EXCLUSIVE, PERPETUAL EASEMENT FOR ACCESS PER DOCUMENT R81-38782
- 27 GRANT OF PERMANENT EASEMENT FOR ROADWAY IMPROVEMENTS AND RETAINING WALL PER DOCUMENT 183465
- 28 GRANT OF PERMANENT EASEMENT FOR THE PURPOSE OF ROADWAY IMPROVEMENTS AND TRAFFIC SIGNALS PER DOCUMENT 183466 AND R80-44966
- 29 FIBER OPTIC EASEMENT AGREEMENT PER DOCUMENT 111640
- 30 ACCESS EASEMENT PER DOC. NO. R2023-024409
- 31 STORMWATER DETENTION EASEMENT PER DOC. NO. R2023-024409
- 33 EASEMENT FOR INGRESS AND EGRESS R74-14102

GENERAL NOTES

5 1. THE EASEMENT ORIGINALLY GRANTED BY DOCUMENT NO. R79-37290 WAS MODIFIED BY A GAS MAIN RECORDED AS DOCUMENT NO. R81-65824, WHICH SPECIFIED THE EASEMENT TO BE 10 FEET WIDE (5 FEET ON EITHER SIDE OF THE FACILITIES AS INSTALLED). THE DOCUMENT DOES NOT HAVE SUFFICIENT INFORMATION TO DETERMINE WHERE THE EXISTING FACILITIES ARE LOCATED AND THIS EASEMENT IS NOT SHOWN ON THE SURVEY.

2. INFORMATION REGARDING THE UNRECORDED EASEMENT IN FAVOR OF COMMON WEALTH EDISON COMPANY AND ILLINOIS BELL TELEPHONE COMPANY AND WAS NOT PROVIDED FOR REVIEW.

3. DOCUMENT NO. R81-38782 PROVIDES A BLANKET EASEMENT ACROSS, ABOVE, UNDER OVER AND THROUGH ALL PRIVATE PATHS AND PRIVATE ROADWAYS FOR ACCESS FOR THE PURPOSES DISCLOSED IN THE DOCUMENT.

4. DOCUMENT NO. R82-51618 GRANTS AN EASEMENT TO NORTHERN ILLINOIS GAS COMPANY WHICH IS 10 FEET WIDE (5 FEET ON EITHER SIDE OF THE FACILITIES AS INSTALLED). THE DOCUMENT DOES NOT HAVE SUFFICIENT INFORMATION TO DETERMINE WHERE THE EXISTING FACILITIES ARE LOCATED AND THIS EASEMENT IS NOT SHOWN ON THE SURVEY..

LEGEND

- ● SET 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
- ■ SET CONCRETE MONUMENT UNLESS OTHERWISE NOTED
- \+ SET CROSS IN CONCRETE UNLESS OTHERWISE NOTED

MONUMENTS NOT SET WITHIN WATER

ABBREVIATIONS

O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
N = NORTH
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P.O.B. = POINT OF BEGINNING
P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT
H.B.E. = HEREBY ESTABLISHED
H.B.G. = HEREBY GRANTED

LINE LEGEND

- LIMITS OF LAND PER LEGAL DESCRIPTION
- ADJACENT LAND PARCEL LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE
- FLOOD ZONE DIVISION LINE

FOUND NAIL 0.15' WEST
N02°06'49"W(M) 24.36'(M)
N00°06'26"W(R) 24.36'(R)
FOUND 1" O.D.I.P. (HELD)
FOUND 7/8" O.D.I.P.
S56°34'26"E(R) 424.59'(R)
S58°39'58"E(M) 423.91'(M)
ORIGINAL WESTERN UNITED GAS AND ELECTRIC EASEMENT PER DOCUMENT R79-37290 PARTIALLY ABANDONED AND MODIFIED (SEE NOTE 1)
FOUND 1" O.D.I.P.
S70°23'58"E(R) 256.19'(R)
S72°21'02"E(M) 255.84'(M)
VACATED SPRINGFIELD RIGHT-OF-WAY PER DOC. R61-10729
66'
FOUND 1" O.D.I.P.
S67°57'59"E(R) 492.60'(R)
S69°54'55"E(M) 492.60'(M)
FOUND 1" O.D.I.P.
S53°55'52"E(R) 658.29'(R)
S56°02'38"E(M) 658.04'(M)
S02°12'20"E(M) 314.15'(R=M)
N00°06'08"W(R)
FOUND 7/8" O.D.I.P.
50' 50'
S02°08'52"E(M) 1811.01'(M)
N00°05'40"W(R) 1811.05'(R)
JORIE BOULEVARD
FOREST GATE ROAD
OTHER FLOOD AREAS ZONE X
SPECIAL FLOOD HAZARD AREAS ZONE AE
FLOODWAY AREAS ZONE AE
LOT 1
S39°38'03"E(M) 97.32'(M)
S37°03'26"E(R) 97.09'(R)
S57°31'43"E(M) 99.62'(M)
S55°22'48"E(R) 99.73'(R)
S77°48'37"E(M) 23.03'(M)
S76°19'55"E(R) 22.69'(R)
S61°41'21"E(M) 17.41'(M)
S60°15'11"E(R) 18.21'(R)
S49°51'02"E(M) 17.90'(M)
S48°25'50"E(R) 17.80'(R)
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S36°03'11"E(R) 23.38'(R)
FOUND 1" O.D.I.P.
FOUND 7/8" O.D.I.P.
S31°30'21"E(R) 283.68'(R)
S33°40'30"E(M) 285.78'(M)
S23°25'52"W(M) 337.84'(M)
S25°30'22"W(R) 337.84'(R)
SALT CREEK
S11°25'30"W(M) 150.00'(R=M)
S13°30'00"W(R)
S09°30'00"E(R)
S11°34'30"E(M) 200.00'(R=M)
S18°30'00"E(R)
S20°34'30"E(M) 200.00'(R=M)
S04°30'00"E(R)
S06°34'30"E(M) 100.00'(R=M)
S14°00'00"W(R)
S11°55'30"W(M) 100.00'(M)
S27°00'00"W(R)
S24°55'30"W(M) 200.00'(M)
N88°13'48"E(M) 837.41'(M)
N85°40'30"W(R) 838.23'(R)
FOUND 7/8" O.D.I.P.
100'
220.32'
N02°10'18"W(M) 529.16'(M)
N00°04'40"W(R) 553.61'(R)
306.85'
LOT ONE
OAK BROOK VILLAGE COMMONS SUBDIVISION
DOCUMENT NUMBER R74-014102
FOUND REBAR ON LINE
FOUND NAIL
50'
℄ OAK BROOK ROAD
(A.K.A. 31ST STREET)
(A.K.A. COUNTY HIGHWAY 34)
R=8152.87'(M)
A=87.94'(M)
CH=87.94'(M)
CB=N85°26'13"E(M)
N88°05'01"E(M) 908.08'(M)
N89°52'57"W(R) 908.56'(R)
R=8251.30'(M)
A=371.24'(M)
CH=371.21'(M)
CB=S86°25'01"W(M)
FOUND REBAR 0.14' WEST & HELD NORTH-SOUTH
SET NAIL
S02°17'39"E(M) 16.40'(M)
EXCEPTION
33'
33'
40'
N88°05'01"E 981.50'
LOT 2
PRESERVATION RESTRICTION OVER LOT 2, DOCUMENT R80-44966
R=8267.70'(M)
A=49.16'(M)
CH=49.16'(M)
CB=S87°52'34"W(M)
S03°00'02"E(M) 128.10'(M)
FOUND REBAR 0.19' NORTH & 0.10' WEST
N88°02'47"E(M) 399.16'(M)
S00°55'32"E(R) 184.96'(R=M)
167.07'
32.93'
100'
100'
38N RITE TOWNSHIP 26 26 35 35 38N RITE TOWNSHIP

11/7/2025 1:13 PM – J:\PSDATA\2025 PROJECTS\25.0054\25.0054 POSUBD.DWG

PROJ. NO: 25.0054
1 OF 6
SCALE: 1" = 100'

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AURORA, IL 60502
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PROJECT: OAK BROOK RESERVE

CLIENT / ENGINEER: Kimley»Horn

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10814 JOLLYVILLE ROAD, BUILDING IV, SUITE 200
AUSTIN, TX 78759
WWW.KIMLEY-HORN.COM

OWNER: JPD OAK BROOK HOLDINGS, LLC
109 W SEVENTH ST
GEORGETOWN, TX 78626

DATE: 3/10/25 | N/A | DRAWN BY: MRA | CHECKED BY: MP | BOOK N/A PG N/A

NO.	REVISIONS	DATE	BY

FINAL PLAT OF SUBDIVISION

OAK BROOK RESERVE

BEING A SUBDIVISION OF PART OF SECTION 26, TOWNSHIP 39 NORTH, RANGE 11
EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS

SUBDIVISION

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

GRID NORTH

AREA SUMMARY

GROSS AREA (TO HEAVY LINES): 3,508,884 SQUARE FEET OR 80.553 ACRES
LESS R.O.W. DEDICATION: 0 SQUARE FEET OR 0 ACRES

NET AREA: 3,508,884 SQUARE FEET OR 80.553 ACRES
(BASED ON MEASURED VALUES)

LOT 1
1,045,970 S.F.
24.012 AC.

LOT 2
1,046,002 S.F.
24.013 AC.

LOT 3
1,416,912 S.F.
32.529 AC.

PART OF LOT 2

LOT ONE
OAK BROOK VILLAGE COMMONS SUBDIVISION
DOCUMENT NUMBER R74-014102

PRESERVATION RESTRICTION
OVER LOT 2,
DOCUMENT R80-44966

EXCEPTION

N02°06'49"W(M) 24.36'(M)
N00°06'26"W(R) 24.36'(R)
FOUND NAIL 0.15' WEST
FOUND 1" O.D.I.P. (HELD)
FOUND 7/8" O.D.I.P.
S56°34'26"E(R) 424.59'(R)
S58°39'58"E(M) 423.91'(M)
FOUND 1" O.D.I.P.
ORIGINAL WESTERN UNITED GAS AND ELECTRIC EASEMENT PER DOCUMENT R29-37290 PARTIALLY ABANDONED AND MODIFIED (SEE NOTE 1)
S70°23'58"E(R) 256.19'(R)
S72°21'02"E(M) 255.84'(M)
VACATED SPRINGFIELD RIGHT-OF-WAY PER DOC. R61-10729
66'
FOUND 1" O.D.I.P.
S67°57'59"E(R) 492.60'(R)
S69°54'55"E(M) 492.60'(M)
FOUND 1" O.D.I.P.
S02°12'20"E(M) 314.15'(R=M)
N00°09'08"W(R)
FOUND 7/8" O.D.I.P.
50' 50'
S53°55'52"E(R) 658.29'(R)
S56°02'38"E(M) 658.04'(M)
40'
100'
S39°38'03"E(M) 97.32'(M)
S37°03'26"E(R) 97.09'(R)
S57°31'43"E(M) 99.62'(M)
S55°22'48"E(R) 99.73'(R)
S77°48'37"E(M) 23.03'(M)
S76°19'55"E(R) 22.69'(R)
S61°41'21"E(M) 17.41'(M)
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FOUND 1" O.D.I.P.
FOUND 7/8" O.D.I.P.
S31°30'21"E(R) 283.68'(R)
S33°40'50"E(M) 283.78'(M)
SET 7/8" O.D.I.P. 60.0' NORTHWESTERLY ON LINE
S02°08'52"E(M) 1811.01'(M)
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JORIE BOULEVARD
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S23°25'52"W(M) 337.84'(M)
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S14°00'00"W(R)
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S27°00'00"W(R)
S24°55'30"W(M) 200.00'(M)
S00°55'32"E(R) 184.96'(R=M)
SET CROSS 25.00' SOUTH ON LINE EXTENDED
N88°13'48"E(M) 837.41'(M)
N85°40'30"W(R) 838.23'(R)
FOUND 7/8" O.D.I.P.
N02°10'18"W(M) 529.16'(M)
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FOUND REBAR ON LINE
FOUND NAIL
FOUND REBAR 0.14' WEST & HELD NORTH-SOUTH
N88°05'01"E(M) 908.08'(M)
N89°52'57"W(R) 908.56'(R)
SET NAIL
S02°17'39"E(M) 16.40'(M)
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R=8267.70'(M)
A=49.16'(M)
CH=49.16'(M)
CB=S87°52'34"W(M)
S03°00'02"E(M) 128.10'(M)
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℄ OAK BROOK ROAD
(A.K.A. 31ST STREET)
(A.K.A. COUNTY HIGHWAY 34)
BUILDING SETBACK PER BUTLER GHQ SUBDIVISION HEREBY ABROGATED
PARKING SETBACK PER BUTLER GHQ SUBDIVISION HEREBY ABROGATED
SETBACK PER BUTLER GHQ SUBDIVISION HEREBY ABROGATED
PROPOSED B.S.L. H.B.E.
FOUND REBAR 0.19' NORTH & 0.10' WEST
OTHER FLOOD AREAS ZONE X
SPECIAL FLOOD HAZARD AREAS ZONE AE
FLOODWAY AREAS ZONE AE
B.S.L. H.B.E.
P.S.L. H.B.E.
100'
40'
26'
15'
60'
50'
77'
33'

LEGEND

- ● SET 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
- ■ SET CONCRETE MONUMENT UNLESS OTHERWISE NOTED
- \+ SET CROSS IN CONCRETE UNLESS OTHERWISE NOTED

MONUMENTS NOT SET WITHIN WATER

ABBREVIATIONS

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LINE LEGEND

- LIMITS OF LAND PER LEGAL DESCRIPTION
- ADJACENT LAND PARCEL LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE
- FLOOD ZONE DIVISION LINE

38N RNE TOWNSHIP 39N RNE TOWNSHIP
26 26
35 35

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CLIENT / ENGINEER: Kimley»Horn

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10814 JOLLYVILLE ROAD, BUILDING IV, SUITE 200
AUSTIN, TX 78759
WWW.KIMLEY-HORN.COM

OWNER:
JPD OAK BROOK HOLDINGS, LLC
109 W SEVENTH ST
GEORGETOWN, TX 78626

DATE: 3/10/25 | N/A | DRAWN BY: MRA | CHECKED BY: MP | BOOK N/A PG N/A

NO.	REVISIONS	DATE	BY

FINAL PLAT OF SUBDIVISION

OAK BROOK RESERVE

BEING A SUBDIVISION OF PART OF SECTION 26, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS

LOT 1 DETAIL

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

GRID NORTH

LINE CHART				
NO.	DISTANCE(M)	BEARING(M)	BEARING(R)	DISTANCE(R)
L1	24.36	N02°06'49"W	N00°06'20"W(R)	24.36'(R)

FOUND NAIL 0.15' WEST

FOUND 1" O.D.I.P. (HELD)

FOUND 7/8" O.D.I.P.

S56°34'26"E(R) 424.59'(R)
S58°39'58"E(M) 423.91'(M)

ORIGINAL WESTERN UNITED GAS AND ELECTRIC EASEMENT PER DOCUMENT R79-11790 PARTIALLY ABANDONED AND MODIFIED (SEE NOTE 1)

FOUND 1" O.D.I.P.

VACATED SPRINGFIELD RIGHT-OF-WAY PER DOC. R61-10729

66'

FOUND 1" O.D.I.P.

FOUND 7/8" O.D.I.P.

S67°57'59"E(R) 492.60'(R)
S69°54'55"E(M) 492.60'(M)

FOUND 1" O.D.I.P.

S53°55'52"E(R) 658.29'(R)
S56°02'38"E(M) 658.04'(M)

S02°12'20"E(M) 314.15'(R=M)
N00°09'08"W(R)

134.71'

CH=58.42' CB=S60°27'35"E R=70.00'

S58°25'05"E 27.41'

CH=210.79' CB=S77°24'57"E R=500.00' A=212.39'

S02°12'20"E(M) 15.64'
N00°09'08"W(R)

R=475.00' A=201.77' CH=200.25' CB=N77°24'57"W

CH=78.54' CB=S61°59'51"W R=50.00'

ACCESS EASEMENT HEREBY GRANTED

R=1325.00' A=222.86' CH=222.59' CB=N70°03'56"W

R=525.00' A=474.08' CH=458.13' CB=S49°00'53"E

R=500.00' A=251.50' CH=436.32' CB=N49°00'53"W

50'

242.47'

497.71'

25.00'

LOT 1
1,045,970 S.F.
24.012 AC.

25'

N23°38'44"W 11.40'

S23°08'44"E 45.27'

40'

100'

CH=116.02' CB=S07°20'36"E R=599.00' A=116.18'

N02°08'05"W 96.58'

S02°08'05"E 227.22'

S08°20'45"E 85.31'

38'

39'

N87°51'08"E 808.35'

604.81'

S02°08'52"E(M) 1811.01'(M)
N00°05'40"W(R) 1811.05'(R)

977.88' (EASEMENT)

100'

OTHER FLOOD AREAS ZONE X

SPECIAL FLOOD HAZARD AREAS ZONE AE

B.S.L. H.B.E.

P.S.L. H.B.E.

40'

FLOODWAY AREAS ZONE AE

SPECIAL FLOOD HAZARD AREAS ZONE AE

WAST WATER EASEMENT HEREBY GRANTED

JORIE BOULEVARD

LOT 2
SEE SHEET 4

N03°01'29"E 392.13'

S03°01'29"W 287.05'

S57°38'51"E 297.14'

ACCESS EASEMENT HEREBY GRANTED

N76°04'47"E 154.26'

N76°04'47"E 82.88'

S64°38'36"E 48.64'

N66°00'14"E 116.87'

N16°44'36"E 66.41'

S48°10'21"E 252.87'

S85°44'43"E 48.70'

N63°59'24"E 125.38'

S59°00'05"E 137.43'

S20°15'03"E 149.88'

S26°40'46"W 76.31'

S03°56'07"E 172.55'

S47°48'15"E 30.26'

N85°39'19"E 129.47'

S04°20'41"E 100.00'

N32°23'09"E 169.88'

N85°39'19"E 208.19'

PART OF LOT 2

LOT 3
SEE SHEET 5

S39°38'03"E(M) 97.32'(M)
S37°03'26"E(R) 97.09'(R)

S57°31'43"E(M) 99.62'(M)
S55°22'48"E(R) 99.73'(R)

S77°48'37"E(M) 23.03'(M)
S76°19'55"E(R) 22.69'(R)

S61°41'21"E(M) 17.41'(M)
S60°15'11"E(R) 18.21'(R)

S49°51'02"E(M) 17.90'(M)
S48°25'50"E(R) 17.80'(R)

FOUND 1" O.D.I.P.

S38°35'17"E(M) 23.35'(M)
S36°03'11"E(R) 23.38'(R)

FOUND 7/8" O.D.I.P.

S31°30'21"E(R) 285.68'(R)
S33°40'30"E(M) 283.78'(M)

SET 7/8" O.D.I.P. 60.0' NORTHWESTERLY ON LINE

S23°25'52"W(M) 337.84'(M)
S25°30'22"W(R) 337.84'(R)

SALT CREEK

S11°25'30"W(M)
150.00'(R=M)
S13°30'00"W(R)

100'

SPECIAL FLOOD HAZARD AREAS ZONE AE

FLOODWAY AREAS ZONE AE

ABBREVIATIONS

O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
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P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT
H.B.E. = HEREBY ESTABLISHED
H.B.G. = HEREBY GRANTED

LEGEND

- ● SET 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
- ■ SET CONCRETE MONUMENT UNLESS OTHERWISE NOTED
- \+ SET CROSS IN CONCRETE UNLESS OTHERWISE NOTED

MONUMENTS NOT SET WITHIN WATER

LINE LEGEND

- LIMITS OF LAND PER LEGAL DESCRIPTION
- ADJACENT LAND PARCEL LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE
- FLOOD ZONE DIVISION LINE

11/7/2025 1:13 PM – J:\PSDATA\2025 PROJECTS\25.0054\25.0054 POSUBD.DWG

PROJ. NO: 25.0054

3 OF 6

SCALE: 1" = 60'

COMPASS SURVEYING LTD
ALTA SURVEYS ● TOPOGRAPHY ● CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

PROJECT: OAK BROOK RESERVE

CLIENT / ENGINEER: Kimley»Horn

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OAK BROOK RESERVE

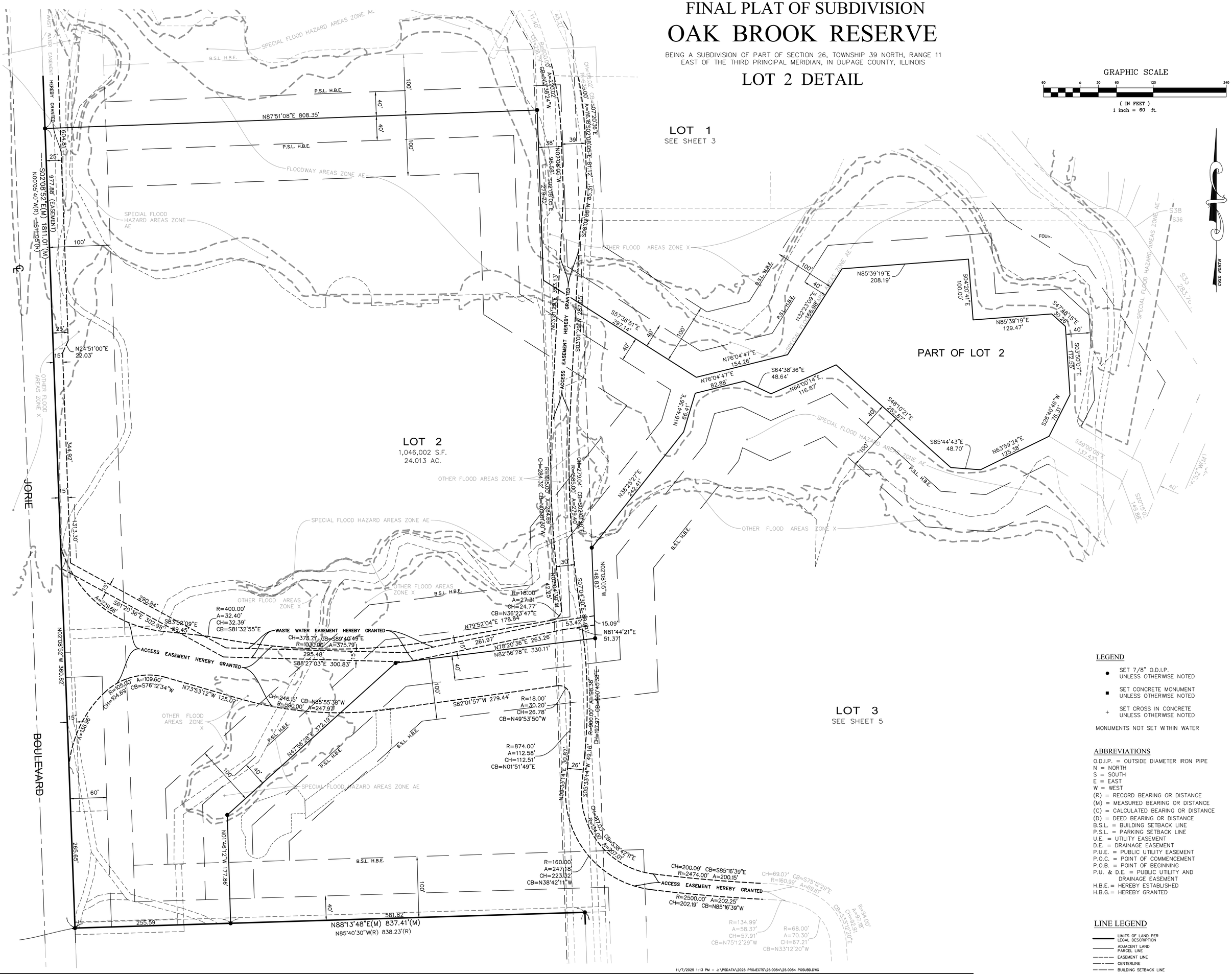
BEING A SUBDIVISION OF PART OF SECTION 26, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS

LOT 2 DETAIL

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.



GRID NORTH

LEGEND

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- ■ SET CONCRETE MONUMENT UNLESS OTHERWISE NOTED
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MONUMENTS NOT SET WITHIN WATER

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PROJ. NO. 25.0054 | 4 OF 6 | SCALE: 1" = 60'

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PROJECT	CLIENT / ENGINEER	OWNER
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OAK BROOK RESERVE

BEING A SUBDIVISION OF PART OF SECTION 26, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS

LOT 3 DETAIL

GRAPHIC SCALE
60 0 30 60 120 240
(IN FEET)
1 inch = 60 ft.

LOT 1
SEE SHEET 3

PART OF LOT 2

LOT 2
1,046,002 S.F.
24.013 AC.

LOT 2
SEE SHEET 4

LOT 3
1,416,912 S.F.
32.529 AC.

SALT CREEK

GRID NORTH

SPECIAL FLOOD HAZARD AREAS ZONE AE

OTHER FLOOD AREAS ZONE X

FLOODWAY AREAS ZONE AE

B.S.L. H.B.E.

P.S.L. H.B.E.

ACCESS EASEMENT HEREBY GRANTED

WASTE WATER EASEMENT HEREBY GRANTED

BUILDING SETBACK PER BUTLER GHQ SUBDIVISION HEREBY ABROGATED

PARKING SETBACK PER BUTLER GHQ SUBDIVISION HEREBY ABROGATED

PROPOSED B.S.L. H.B.E.

SETBACK PER BUTLER GHQ SUBDIVISION HEREBY ABROGATED

EXCEPTION

FOUND REBAR 0.19' NORTH & 0.10' WEST

FOUND REBAR 0.14' WEST & HELD

SET 7/8" O.D.I.P. 100.0' WESTERLY ON LINE

SET CROSS 25.00' SOUTH ON LINE EXTENDED

FOUND NAIL

N88°13'48"E(M) 837.41'(M)
N85°40'30"W(R) 838.23'(R)

N88°05'01"E 404.62'

N88°02'47"E(M) 399.16'(M)

N87°58'48"E 45.48'

19.64'

S03°00'02"E(M) 128.10'(M)

S00°55'32"E(R) 184.96'(R=M)

S14°00'00"W(R) S11°55'30"W(M) 100.00'(M)

S27°00'00"W(R) S24°55'30"W(M) 200.00'(M)

S09°30'00"E(R) S11°34'30"E(M) 200.00'(R=M)

S04°30'00"E(R) S06°34'30"E(M) 100.00'(R=M)

S13°30'00"W(R) S11°25'30"W(M) 150.00'(R=M)

S25°30'22"W(R) S23°25'52"W(M) 337.84'(M)

S85°39'19"E 208.19'

N85°39'19"E 129.47'

S04°20'41"E 100.00'

S57°36'51"E 29.14'

N76°04'47"E 154.26'

S64°38'36"E 48.64'

N66°00'14"E 116.87'

S48°10'21"E 252.87'

S85°44'43"E 48.70'

N63°59'24"E 126.38'

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S20°15'02"E 149.98'

S59°00'05"E 137.43'

S10°30'07"E 172.55'

N16°44'35"E 66.41'

N38°25'27"E 242.41'

N02°08'05"W 148.83'

S07°04'30"E 88.87'

N81°44'21"E 51.37'

N79°52'04"E 178.84'

N78°20'36"E 263.26'

N82°56'28"E 330.11'

S88°27'03"E 300.83'

S82°01'57"W 279.44'

N47°56'28"E 372.19'

N01°46'12"W 177.86'

N02°10'18"W(M) 529.16'(M)
N00°04'40"W(R) 553.61'(R)

S03°35'23"E 209.85'

N02°35'27"W 209.85'

N32°27'50"W 46.63'

N32°27'50"W 109.61'

S89°52'09"E 59.45'

N73°53'12"W 125.59'

R=400.00' A=32.40' CH=32.39' CB=S81°32'55"E

L=105.00' A=109.60' CB=S76°12'34"W 34.59'

R=10.00' A=375.79' CH=376.77' CB=S89°40'49"E

R=590.00' A=247.97' CH=246.15' CB=N85°55'38"W

R=15.00' A=284.69' CH=284.32' CB=N20°01'30"W

R=4585.00' A=279.40' CH=279.04' CB=S02°00'30"E

R=18.00' A=27.31' CH=24.77' CB=N36°23'47"E

R=18.00' A=30.20' CH=26.78' CB=N49°53'50"W

R=874.00' A=112.58' CH=112.51' CB=N01°51'49"E

R=160.00' A=247.18' CH=223.32' CB=N38°42'11"W

R=2474.00' A=200.15' CH=200.09' CB=S85°16'39"E

R=2500.00' A=202.25' CH=202.19' CB=N85°16'39"W

R=160.99' A=69.61' CH=69.07' CB=S75°12'29"E

R=134.99' A=58.37' CH=57.91' CB=N75°12'29"W

R=68.00' A=70.30' CH=67.21' CB=N33°12'20"W

R=394.00' A=97.18' CH=96.91' CB=S33°12'20"E

R=8267.70'(M) A=49.16'(M) CH=49.16'(M) CB=S87°52'34"W(M)

R=274.00' A=138.08' CH=136.63' CB=N89°01'37"W

R=300.00' A=151.09' CH=149.59' CB=N89°01'37"W

R=64.00' A=41.86' CH=41.11' CB=N13°43'43"W

R=5967.00' A=197.49' CH=197.47' CB=S87°00'38"E

R=34.00' A=201.01' CH=87.33' CB=S38°42'11"E

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LEGEND

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MONUMENTS NOT SET WITHIN WATER

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PROJ. NO: 25.0054 | 5 OF 6 | SCALE: 1" = 60'

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NO.	REVISIONS	DATE	BY

FINAL PLAT OF SUBDIVISION

OAK BROOK RESERVE

BEING A SUBDIVISION OF PART OF SECTION 26, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF THE LAND DESCRIBED IN THE ANNEXED PLAT, AND HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED, AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THE UNDERSIGNED HEREBY DEDICATES FOR PUBLIC USE THE LANDS SHOWN ON THIS PLAT FOR THOROUGHFARES, STREETS, ALLEYS AND PUBLIC SERVICES; AND HEREBY ALSO RESERVES FOR AND GRANTS EASEMENTS FOR PUBLIC USE AND FOR THE INSTALLATION OF VARIOUS PUBLIC UTILITIES AS DESIGNATED AND/OR AS STATED IN THE UTILITY EASEMENT PROVISIONS WHICH ARE STATED HEREON.

ALL EASEMENTS INDICATED AS PUBLIC UTILITY EASEMENTS ON THIS PLAT ARE RESERVED FOR AND GRANTED TO THE VILLAGE OF OAK BROOK AND TO THOSE PUBLIC AND PRIVATE UTILITY COMPANIES OPERATING WITHIN THE VILLAGE INCLUDING, BUT NOT LIMITED TO, AMERITECH, COMMONWEALTH EDISON COMPANY, NORTHERN ILLINOIS GAS COMPANY, DOWNERS GROVE* OR HINSDALE* SANITARY DISTRICT, AND THEIR SUCCESSORS AND ASSIGNS FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO INSTALL, CONSTRUCT, RECONSTRUCT, INSPECT, REPLACE, ALTER, ENLARGE, REMOVE, REPAIR, CLEAN, OPERATE AND MAINTAIN VARIOUS UTILITY, TRANSMISSION, DISTRIBUTION, COLLECTION AND DRAINAGE SYSTEMS TOGETHER WITH ANY AND ALL NECESSARY BUFFALO BOXES, CONNECTIONS, HYDRANTS, MANHOLES, CATCH BASINS, PIPES, SANITARY OR STORM SEWERS, SWALES, WATER MAINS, CABLES, WIRES, CONDUITS, TRANSFORMERS, PEDESTALS, AND WITHOUT LIMITATION SUCH OTHER APPURTENANCES OR DEVICES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE OR UTILITY COMPANY UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENTS, TOGETHER WITH RIGHT OF ACCESS ACROSS THE PROPERTY FOR NECESSARY WORKERS AND EQUIPMENT TO DO ANY OF THE ABOVE WORK AND THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF SEWERS OR OTHER UTILITIES. NO PERMANENT BUILDINGS OR STRUCTURES SHALL BE PLACED ON SAID EASEMENTS, EXCEPT AS REFERENCED ABOVE, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS.

THIS IS TO ALSO CERTIFY THAT THE UNDERSIGNED, AS OWNER OF THE PROPERTY DESCRIBED AS THE SUBDIVISION AND LEGALLY DESCRIBED ON THIS PLAT OF THE SAME NAME, HAVE DETERMINED, TO THE BEST OF MY KNOWLEDGE, THE SCHOOL DISTRICTS IN WHICH EACH OF THE FOLLOWING LOTS LIES:

LOT NUMBER(S)	ELEMENTARY	HIGH SCHOOL
ALL	GRADE SCHOOL DIST 53	HIGH SCHOOL DIST 86

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

BY: _____ OWNER'S NAME AND ADDRESS

_____ _____
PRINTED NAME AND TITLE _____
_____
_____

NOTARY CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT_____ PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE AFORESAID INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL

THIS _____ DAY OF _____, 20_____ .

_____
NOTARY PUBLIC

MORTGAGEE CONSENT

THE UNDERSIGNED, AS MORTGAGEE, UNDER THE PROVISIONS OF CERTAIN MORTGAGE DATED _____ AND RECORDED IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, ON THE _____ DAY OF _____, A.D., _____, AS DOCUMENT NUMBER _____ HEREBY CONSENTS TO THE SUBDIVISION STATED HEREIN.

DATED: _____, A.D., 20_____

BY: _____
NAME:
TITLE:

MORTGAGEE NOTARY PUBLIC

STATE OF _____)
)SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT _____ WHO IS PERSONALLY KNOWN TO ME TO BE THE SAME WHOSE NAME IS SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY DID SIGN AND DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL

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

_____
NOTARY PUBLIC

DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS _____ DAY OF _____, 20_____ .

OWNER / ATTORNEY: _____

_____
PRINTED NAME AND TITLE

ENGINEER: _____
_____
_____
_____

VILLAGE ENGINEER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, VILLAGE ENGINEER OF THE VILLAGE OF OAK BROOK, ILLINOIS, HEREBY CERTIFY THAT THE LAND IMPROVEMENTS DESCRIBED IN THE ANNEXED PLAT AND THE PLANS AND SPECIFICATIONS THEREFOR MEET THE MINIMUM REQUIREMENTS OF SAID VILLAGE AND HAVE BEEN APPROVED BY ALL PUBLIC AUTHORITIES HAVING JURISDICTION THEREOF.

DATED AT OAK BROOK, DUPAGE COUNTY, ILLINOIS,

THIS _____ DAY OF _____, 20_____ .

_____
VILLAGE ENGINEER

VILLAGE CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, VILLAGE CLERK OF THE VILLAGE OF OAK BROOK, ILLINOIS, HEREBY CERTIFY THAT THE ANNEXED PLAT WAS PRESENTED TO AND BY RESOLUTION DULY APPROVED BY THE VILLAGE BOARD OF SAID VILLAGE AT ITS MEETING HELD ON _____, 20____ , AND THAT THE REQUIRED BOND OR OTHER GUARANTEE HAS BEEN POSTED FOR THE COMPLETION OF THE IMPROVEMENTS REQUIRED BY THE REGULATIONS OF SAID VILLAGE.

IN WITNESS WHEREOF I HAVE HERETO SET MY HAND AND THE SEAL OF THE VILLAGE OF OAK BROOK, ILLINOIS,

THIS _____ DAY OF _____, 20_____ .

_____
VILLAGE CLERK

CERTIFICATE AS TO SPECIAL ASSESSMENTS

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I,_____ , VILLAGE TREASURER OF THE VILLAGE OF OAK BROOK DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.

DATED AT OAK BROOK, DUPAGE COUNTY, ILLINOIS,

THIS _____ DAY OF _____, 20_____ .

_____
VILLAGE TREASURER

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF OAK BROOK, DUPAGE COUNTY, ILLINOIS, DATED

THIS _____ DAY OF _____, 20_____ .

_____
CHAIRMAN

CERTIFICATE OF TOWNSHIP HIGHWAY COMMISSIONER

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

APPROVED THIS _____ DAY OF _____ , 20_____.

BY:_____
HIGHWAY COMMISSIONER

_____
TOWNSHIP

SANITARY DISTRICT CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____, SECRETARY OF THE _____SANITARY DISTRICT, DUPAGE COUNTY, ILLINOIS, HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN CONFIRMED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.

DATED AT _____,

THIS _____ DAY OF _____, 20_____ .

_____
SECRETARY

WASTE WATER SEWER EASEMENT PROVISIONS

A WASTE WATER EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE FLAGG CREEK WATER RECLAMATION DISTRICT FOR ALL AREAS HEREON PLATTED AND DESIGNATED "SANITARY SEWER EASEMENT"; TO CONSTRUCT, INSTALL, RECONSTRUCT, REPAIR, REMOVE, REPLACE, INSPECT, MAINTAIN AND OPERATE WASTE WATER SEWERS. NO ENCROACHMENT OF ANY KIND SHALL BE ALLOWED WITHIN SAID EASEMENT UNLESS THE DISTRICT DETERMINES THAT SAID ENCROACHMENT SHALL NOT INTERFERE WITH THE PROPER FUNCTIONING OF SUCH UTILITY FACILITIES, SUCH AS ENCROACHMENT BY NON-INTERFERING GARDENS, SHRUBS AND OTHER LANDSCAPING MATERIAL. THE DISTRICT MAY ENTER UPON SAID EASEMENT FOR THE USES HEREIN SET FORTH AND HAVE THE RIGHT TO CUT, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS WITHIN THE AREAS DESIGNATED "SANITARY SEWER EASEMENT"WHICH ENCROACH ON AND INTERFERE WITH THE CONSTRUCTION, INSTALLATION, RECONSTRUCTION, REPAIR, REMOVAL, REPLACEMENT, MAINTENANCE AND OPERATION OF THE SANITARY SEWER SYSTEM AND SUCH FACILITIES APPURTENANT THERETO.

FOLLOWING ANY WORK TO BE PERFORMED BY THE DISTRICT IN THE EXERCISE OF ITS EASEMENT RIGHTS GRANTED HEREIN, THE DISTRICT SHALL HAVE NO OBLIGATION WITH RESPECT TO SURFACE RESTORATION, INCLUDING BUT NOT LIMITED TO, THE LAWN OR SHRUBBERY; PROVIDED, HOWEVER, THAT THE DISTRICT SHALL BE OBLIGATED FOLLOWING MAINTENANCE WORK TO BACKFILL AND MOUND ANY TRENCH CREATED SO AS TO RETAIN SUITABLE DRAINAGE, TO COLD PATCH ANY ASPHALT OR CONCRETE SURFACE, TO REMOVE ALL EXCESS DEBRIS AND SPOIL AND TO LEAVE THE MAINTENANCE AREA IN A GENERALLY CLEAN AND WORKMANLIKE CONDITION.

ACCESS EASEMENT

AN ACCESS EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO ALL OWNERS WITHIN THIS SUBDIVISION, THEIR HEIRS, SUCCESSORS AND ASSIGNS, OVER ALL AREAS HEREON PLATTED AND DESIGNATED "ACCESS EASEMENT " FOR THE PURPOSE OF INGRESS AND EGRESS TO A PUBLIC ROADWAY.

STORM WATER DETENTION AND WATER QUALITY

FUTURE SITE IMPROVEMENTS THAT ADD OR MODIFY IMPERVIOUS COVER MAY REQUIRE NEW OR EXPANDED WATER QUALITY TREATMENT AND STORMWATER DETENTION CONTROLS. THE DEVELOPER IS REQUIRED TO OBTAIN APPROPRIATE PERMITS FROM THE VILLAGE OF OAK BROOK PRIOR TO FUTURE DEVELOPMENT.

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I,_____, COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT.

GIVEN UNDER MY HAND AND SEAL AT WHEATON, DUPAGE COUNTY, ILLINOIS,

THIS _____ DAY OF _____, 20_____ .

_____
COUNTY CLERK

COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS INSTRUMENT _____WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, ON THE _____ DAY OF _____, 20_____ , AT _____O'CLOCK _____M., AND WAS RECORDED IN BOOK _____ OF PLATS ON PAGE _____ .

_____
RECORDER OF DEEDS

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

THIS IS TO CERTIFY THAT I, SCOTT C. KREBS, REGISTERED ILLINOIS LAND SURVEYOR NO. 3509, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

LOT 1 AND LOT 2 (EXCEPT THAT PART FALLING 31ST STREET, DESCRIBED IN DOCUMENT R 2001 183464), IN BUTLER GHQ SUBDIVISION, BEING A SUBDIVISION OF PART OF SECTION 26, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 6, 1980 AS DOCUMENT R80-44966, IN DUPAGE COUNTY, ILLINOIS AS SHOWN BY THE ANNEXED PLAT, WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. I FURTHER CERTIFY THAT ALL REGULATIONS ENACTED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF OAK BROOK RELATIVE TO PLATS AND SUBDIVISIONS HAVE BEEN COMPLIED WITH IN PREPARATION OF THIS PLAT. I FURTHER CERTIFY THAT THE LAND IS WITHIN THE VILLAGE OF OAK BROOK WHICH HAS ADOPTED AN OFFICIAL COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY THE STATE OF ILLINOIS ACCORDING TO 65 ILCS 5/11-12-6 AS HERETOFORE AND HEREAFTER AMENDED.

I FURTHER CERTIFY THAT THIS SITE FALLS WITHIN "OTHER AREAS ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) "OTHER FLOOD AREAS ZONE X" (AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD) "SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD ZONE A"(NO BASE FLOOD ELEVATIONS DETERMINED) AND "FLOODWAY AREAS IN ZONE AE (THE FLOODWAY IS THE CHANNEL OF A STREAM PLUS ANY ADJACENT FLOODPLAIN AREAS THAT MUST BE KEPT FREE OF ENCROACHMENT SO THAT THE 1% ANNUAL CHANCE FLOOD CAN BE CARRIED WITHOUT SUBSTANTIAL INCREASES IN FLOOD HEIGHT HEIGHTS) AS DEFINED BY THE FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 0179J, MAP NUMBER 17043C0179J HAVING AN EFFECTIVE DATE OF AUGUST 1, 2019.

GIVEN UNDER MY HAND AND NOTARIAL SEAL

THIS _____ DAY OF _____, 20_____ .

COMPASS SURVEYING LTD
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184-002778
LICENSE EXPIRES 4/30/2027

BY:_____
SCOTT C. KREBS
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3509
LICENSE EXPIRES 11/30/2026

SURVEYOR'S AUTHORIZATION TO RECORD

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

I HEREBY DESIGNATE ANY REPRESENTATIVE OF THE VILLAGE OF OAK BROOK, TO RECORD THIS PLAT, A TRUE COPY OF WHICH HAS BEEN RETAINED BY ME TO ASSURE NO CHANGES HAVE BEEN MADE TO SAID PLAT.

DATED THIS _____DAY OF_____, 20_____,
AT AURORA, KANE COUNTY, ILLINOIS.

COMPASS SURVEYING LTD
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184-002778
LICENSE EXPIRES 4/30/2027

BY:_____
SCOTT C. KREBS
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3509

EXPIRES 11/30/2026

11/7/2025 1:13 PM - J:\PSDATA\2025 PROJECTS\25.0054\25.0054 POSUBD.DWG

PROJ NO.: 25.0054

6 OF 6

SCALE: 1" = 100'

COMPASS SURVEYING LTD
ALTA SURVEYS ● TOPOGRAPHY ● CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

PROJECT: OAK BROOK RESERVE

CLIENT / ENGINEER:

Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
10814 JOLLYVILLE ROAD, BUILDING IV, SUITE 200
AUSTIN, TX 78759
WWW.KIMLEY-HORN.COM

OWNER:
JPD OAK BROOK HOLDINGS, LLC
109 W SEVENTH ST
GEORGETOWN, TX 78626

DATE: 3/10/25 | N/A | DRAWN BY: MRA | CHECKED BY: MP | BOOK N/A PG N/A

NO.	REVISIONS	DATE	BY

UNOFFICIAL COPY

BUTLER GHQ SUBDIVISION

Book 98 Page 91

R80-44966

BEING A SUBDIVISION OF PART OF SECTION 26, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN IN THE VILLAGE OF OAK BROOK, DuPAGE COUNTY, ILLINOIS.

CORPORATE PLAZA SUB UNIT 2 (DOC NO R72 66895)

CORPORATE PLAZA SUB UNIT 1 (DOC NO R70 37311)

SLY & ELLY ROW LINE OF JORIE BLVD

VACATED JORIE BLVD (DOC NO R72-21725)

LOT 2 IN OAK BROOK INV CO ASSM'T PLAT NO 3 (DOC NO R64-26332)

LOT 3 IN OAK BROOK INVESTMENT COMPANY ASSESSMENT PLAT NO 3 (DOC NO R64-26333)

LOT 1 IN OAK BROOK INVESTMENT COMPANY ASSESSMENT PLAT NO 5 (DOC NO R64-26333)

LOT 2 IN OAK BROOK INVESTMENT COMPANY ASSESSMENT PLAT NO 5 (DOC NO R64-26333)

AUTUMN OAKS UNIT ONE Doc No R73-5825

FORMER T R MOULMAN PROPERTY

FOREST GATE ROAD

OAK BROOK VILLAGE GREEN SUBDIVISION Doc No R71 45495

INTN'L ASSOC OF Y'S MEN'S CLUBS ASSM'T PLAT Doc No R67-39100

LOT ONE IN OAK BROOK VILLAGE COMMONS DOC NO R74-14102

HUNTERS TRAILS WEST Doc No R75-32184

LOT 2 IN BUTLER COMPANY SPRING ROAD SUBDIVISION UNIT ONE (DOC NO R71 41555)

LOT 74.480 Acs

LOT 2 7.078 Acs.±

CONTINUATION (NO SCALE)

SCALE 1"=100'

SEE BELOW

SEE CONTINUATION ABOVE

WATERCOURSE DRAINAGE ACCESS AND MAINTENANCE EASEMENT PER DOC. Nº R80 44967

S E CORNER OF EASM'T IS ON LINE AND 0.30' S 36°03'11"E OF CORNER

LOT 6 IN PLAT OF LANDS OF F.D AND J.F. BUTLER (DOC NO 1070737)

G.G' EASEMENT GRANTED TO ILL BELL TEL CO PER DOC Nº R74-32790 & VACATED SPRING ROAD PER DOC Nº R61-10729

E OF VACATED SPRING ROAD

ILLINOIS BELL TELEPHONE CO GRANTED TO ILLINOIS

33' EASEMENT FOR PUBLIC UTILITIES AND INGRESS AND EGRESS (EXCEPT THE EASTERLY 10' AND THE NORTHERLY 15') AND 10' NO ACCESS EASEMENT PER DOC. NO. R80-42167

33' EASEMENT FOR INGRESS & EGRESS (DOC NO R74-14102)

LEGEND

0.00'	MEASURED DATA
(0.00')	RECORD, DEED OR PREVIOUSLY MEASURED DATA BY OTHERS*
	LIMITS OF SUBDIVISION
	SECTION LINE
	QUARTER SECTION LINE
	QUARTER, QUARTER SECTION LINE OR CENTER LINE
	EXISTING R.O.W. LINE OR EASEMENT LINE
	EDGE OF WATER
	FLOOD PLAIN LINE
26 35	QUARTER SECTION CORNER

I.P. AT ALL CORNERS

* "BY OTHERS" AS SHOWN HEREON REFERS TO A PLAT OF SURVEY PREPARED BY CONSDER, TOWNSEND AND ASSOCIATES, DATED JUNE 7, 1977 AND KNOWN AS THEIR ORDER NO. 77-05-239.

LOT 2 RESTRICTION

RESTRICTION HEREBY DECLARED THAT LOT 2 SHALL BE KEPT, MAINTAINED AND PRESERVED IN ITS NATURAL STATE, AND, EXCEPT FOR HIKING TRAILS AND BICYCLE AND BRIDLE PATHS, THE EXISTING ROADWAY OR A REPLACEMENT THEREOF, AN ENTRANCE WAY INSTALLATION INCLUDING SIGNS, GATE, GUARD HOUSE AND VEHICULAR TURN AROUND AREA NEAR THE INTERSECTION OF SAID ROADWAY AND 31st ST., PUBLIC UTILITIES AND PUBLIC ROAD IMPROVEMENTS ALL OF WHICH SHALL BE SUBJECT TO PRIOR WRITTEN APPROVAL OF THE VILLAGE OF OAK BROOK (WHICH APPROVAL SHALL NOT BE UNREASONABLY WITHHELD) NO STRUCTURE OR IMPROVEMENTS OF ANY KIND, WHETHER TEMPORARY OR FERMANENT SHALL BE ERECTED OR PERMITTED ON THIS LOT, NOR SHALL ANY USE BE MADE OF ANY PORTION THEREOF, FOR VEHICULAR PARKING, THEATRICAL OR MUSICAL PRESENTATIONS OR PERFORMANCES, PICNICKING, CAMPING, OR SIMILAR ACTIVITIES.

ROADWAY IS SUBJECT TO RESTRICTIONS PROVIDED IN ORD. No. S-409 UPON ANY DEVELOPMENT OF LOT 1.

FOR LOT 2 RESTRICTIONS SEE ABOVE

PAUL BUTLER OWNERS ASSESSMENT PLAT No 1 Doc No 154010

REVISIONS CONT'D. RIGHT	
REVISED	: 11-13-79
REVISED	: 11-2-79
REVISED	: 5-11-79
MISC. REVISIONS	: 4-16-79
REV. FLOOD PLAIN LINE	: 3-9-79

REVISED: 5-16-80
REVISED: 4-17-80
REVISED: 3-19-80
REVISED: 3-12-80
REVISED: 3-6-80
REVISED: 3-5-80
REVISED: 3-4-80

BOLLINGER, LACH AND ASSOC., INC.
1010 JORIE BLVD
OAK BROOK, IL 60521
312-323-1385

REGISTERED PROFESSIONAL ENGINEERS ILLINOIS WISCONSIN INDIANA MICHIGAN
REGISTERED LAND SURVEYORS ILLINOIS WISCONSIN

1/3

UNOFFICIAL COPY

BUTLER GHQ SUBDIVISION

BEING A SUBDIVISION OF PART OF SECTION 26, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN IN THE VILLAGE OF OAK BROOK, DuPAGE COUNTY, ILLINOIS.

CERTIFICATE AS TO SPECIAL ASSESSMENTS

STATE OF ILLINOIS
SS
COUNTY OF DUPAGE

I, ________, VILLAGE TREASURER OF THE VILLAGE OF OAK BROOK, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.

DATED AT OAK BROOK, DUPAGE COUNTY, ILLINOIS, THIS 7 DAY OF ______, 19__.

TREASURER

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS
SS
COUNTY OF DUPAGE

APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF OAK BROOK, DUPAGE COUNTY, ILLINOIS, THIS 21st DAY OF MAY, 19__.

CHAIRMAN SIGNED 7-11-8-

VILLAGE CLERK'S CERTIFICATE

STATE OF ILLINOIS
SS
COUNTY OF DUPAGE

I, Marianne Lakosil, VILLAGE CLERK OF THE VILLAGE OF OAK BROOK, ILLINOIS, HEREBY CERTIFY THAT THE ANNEXED PLAT WAS PRESENTED TO AND BY RESOLUTION DULY APPROVED BY THE VILLAGE BOARD OF SAID VILLAGE AT ITS MEETING HELD ON ________, 19____, AND THAT THE REQUIRED BOND OR OTHER GUARANTEE HAS BEEN POSTED FOR THE COMPLETION OF THE IMPROVEMENTS REQUIRED BY THE REGULATIONS OF SAID VILLAGE.

IN WITNESS WHEREOF I HAVE HERETO SET BY HAND AND THE SEAL OF THE VILLAGE OF OAK BROOK, ILLINOIS, THIS 24th DAY OF July, 1980

Marianne Lakosil
VILLAGE CLERK

VILLAGE ENGINEER'S CERTIFICATE

STATE OF ILLINOIS
SS
COUNTY OF DUPAGE

I, DALE L. DURFEY JR. VILLAGE ENGINEER OF THE VILLAGE OF OAK BROOK ILLINOIS, HEREBY CERTIFY THAT THE LAND IMPROVEMENTS DESCRIBED IN THE ANNEXED PLAT AND THE PLANS AND SPECIFICATIONS THEREFOR MEET THE MINIMUM REQUIREMENTS OF SAID VILLAGE AND HAVE BEEN APPROVED BY ALL PUBLIC AUTHORITIES HAVING JURISDICTION THEREOF.

DATED AT OAK BROOK, DUPAGE COUNTY, ILLINOIS, THIS 23rd DAY OF JULY, 1980

Dale L. Durfey Jr.

PLAT CERTIFICATE

STATE OF ILLINOIS
SS
COUNTY OF DUPAGE

APPROVED BY THE BOARD OF SUPERVISORS OF DUPAGE COUNTY, ILLINOIS, THIS ______ DAY OF ________, 19______.

PLAT OFFICER

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS
SS
COUNTY OF DUPAGE

I, Jay C. Bennett Sr. COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT.

GIVEN UNDER MAY HAND AND SEAL AT WHEATON, DUPAGE COUNTY, ILLINOIS, THIS 9th DAY OF July, 1980

Jay C. Bennett Sr.
COUNTY CLERK

COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS
SS
COUNTY OF DUPAGE

THIS INSTRUMENT R80-44966 WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, ON THE 6th DAY OF Aug, A.D. 1980, AT 11:15 O'CLOCK A M., AND WAS RECORDED IN BOOK 98 OF PLATS ON PAGE 91.

George R. Rudolph
RECORDER OF DEEDS

For Details of this State Letter See Doc R80-44966

STATE OF ILLINOIS
SS
COUNTY OF DUPAGE

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF THE LAND DESCRIBED IN THE ANNEXED PLAT, AND HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED, AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THE UNDERSIGNED HEREBY DEDICATES FOR PUBLIC USE THE LANDS SHOWN ON THIS PLAT FOR THOROUGHFARES, STREETS, ALLEYS AND PUBLIC SERVICES; AND HEREBY ALSO RESERVES FOR AND GRANTS EASEMENTS FOR PUBLIC USE AND FOR THE INSTALLATION OF VARIOUS PUBLIC UTILITIES AS DESIGNATED AND/OR AS STATED IN THE UTILITY EASEMENT PROVISIONS WHICH ARE STATED HEREON.

ALL EASEMENTS INDICATED AS PUBLIC UTILITY EASEMENTS ON THIS PLAT ARE RESERVED FOR AND GRANTED TO THE VILLAGE OF OAK BROOK AND TO THOSE PUBLIC UTILITY COMPANIES OPERATION UNDER FRANCHISE FROM THE VILLAGE OF OAK BROOK INCLUDING BUT NOT LIMITED TO ILLINOIS BELL TELEPHONE COMPANY, NORTHERN ILLINOIS GAS COMPANY, COMMONWEALTH EDISON COMPANY, HINSDALE SANITARY DISTRICT

AND THEIR SUCCESSORS AND ASSIGNS FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN AND OPERATE VARIOUS UTILITY, TRANSMISSION AND DISTRIBUTION SYSTEMS AND INCLUDING STORM AND/OR SANITARY SEWERS TOGETHER WITH ANY AND ALL NECESSARY MANHOLES, CATCH BASINS, CONNECTIONS, APPLIANCES AND OTHER STRUCTURSS AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE, OVER UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENTS, TOGETHER WITH RIGHT OF ACCESS ACROSS THE PROPERTY, FOR NECESSARY MEN AND EQUIPMENT TO DO ANY OF THE ABOVE WORK AND THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF THE SEWERS OR OTHER UTILITIES. NO PERMANENT BUILDINGS OR TREES SHALL BE PLACED ON SAID EASEMENTS, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS. LOCATION OF UTILITY INSTALLATIONS WITHIN THE EASEMENT SHALL BE SUBJECT TO THE APPROVAL OF THE VILLAGE OF OAK BROOK, AS TO DESIGN AND LOCATION. ALL INSTALLATIONS ARE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF OAK BROOK.

PRESIDENT

BUTLER COMPANY, AN ILLINOIS CORP, OAK BROOK, ILLINOIS
ADDRESS

DATED THIS 9TH DAY OF JULY, 1980

OWNER EFFECTIVE JULY 11, 1980 • McDONALD'S CORPORATION, A DELAWARE CORPORATION. DATED THIS 24th DAY OF July, 1980.

BY: Lymon Greenman
VICE PRESIDENT

STATE OF ILLINOIS
SS
COUNTY OF DUPAGE

I, Joyce P. Zacker, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT Paul Butler PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE AFORESAID INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS 22nd DAY OF July, 1980.

Joyce P. Zacker
NOTARY PUBLIC

STATE OF ILLINOIS
SS
COUNTY OF DU PAGE

I, ________, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT ________ PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHOSE NAMES ARE SUBSCRIBED TO THE AFORESAID INSTRUMENT AS SUCH OWNER(S) EFFECTIVE JULY 11, 1980, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF July, 19____.

NOTARY PUBLIC

REVISED: 3-6-80
REVISED: 11-2-79

STATE OF ILLINOIS)
) SS
COUNTY OF DuPAGE)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATERS DRAINAGE WILL BE CHANGED, ADEQUATE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL NOT BE DEPOSITED ON THE PROPERTY OF ADJOINING LAND OWNERS IN SUCH CONCENTRATIONS AS MAY CAUSE DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS 6TH DAY OF MARCH, A.D., 1980

Michael W Lach — ENGINEER
BUTLER COMPANY By: Paul Butler, PRESIDENT — OWNER OR ATTORNEY

OWNER EFFECTIVE JULY 11, 1980, McDONALD'S CORPORATION, A DELAWARE CORPORATION. DATED THIS 24th DAY OF July A.D., 1980.
BY: Lymon Greenman VICE PRESIDENT

SANITARY DISTRICT CERTIFICATE

STATE OF ILLINOIS
SS
COUNTY OF DUPAGE

I, ROBERT F. WAITE, ~~SECRETARY~~ CLERK OF THE HINSDALE SANITARY DISTRICT, DUPAGE COUNTY, ILLINOIS, HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN CONFIRMED AGAINST THE TRACT OR LAND INCLUDED IN THE PLAT.

DATED AT HINSDALE, ILLINOIS, THIS TENTH DAY OF JULY, 1980.

Robert F. Waite
~~SECRETARY~~ CLERK

STATE OF ILLINOIS)
)SS
COUNTY OF DuPAGE)

THIS IS TO CERTIFY THAT I, WALTER A. BOLLINGER, REGISTERED ILLINOIS LAND SURVEYOR NO. 35-1979, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

Those parts of lots 1, 2 and 3, taken as a tract, in Oak Brook Investment Company Assessment Plat No. 3, of parts of section 26, township 39 north, range 11, east of the 3rd principal meridian according to plat thereof recorded July 23, 1964 per document No. R64-26333 lying east of Jorie Blvd., per dedications recorded August 30, 1971 per document No. R71-43495 and May 30, 1973 per document No. R73-30748 and lying south of those parts thereof described as follows:

Beginning at the northeast corner of said lot 3; thence N. 27°-50'-10" W. along the east line of said lot 2, a distance of 430.63 feet (record 430.71 feet) to an angle point in the east line of said lot 2; thence N. 0°-02'-0" E., along the east line of lot 2, a distance of 803.24 feet, more or less, to a point on the south line of Jorie Blvd. as dedicated in corporate plaza subdivision unit one, as per plat thereof recorded October 14, 1970 as document No. R70-37311, and vacated per plat of vacation recorded April 28, 1972 per document No. R72-21725, said point being 76.69 feet arc-measure along said southerly line northeasterly of the southwest corner of said Jorie Blvd.; thence southwesterly along the southerly line of said vacated Jorie Blvd., being also an arc of a circle, convex to the northwest, having a radius of 474 feet the chord thereof, having a bearing of S. 40°-46'-46" W. and a length of 76.60 feet, an arc-distance of 76.69 feet to the most southerly corner of vacated Jorie Blvd., aforesaid; thence N. 0°-02'-0" E. along the west line and the west line extended north of said vacated Jorie Blvd., a distance of 188.23 feet to the southerly line of Jorie Blvd. as dedicated in Corporate Plaza Subdivision Unit Two, as per plat thereof, recorded August 10, 1972 as document No. R72-46895; thence south and west along the southerly and easterly lines of Jorie Blvd., as dedicated per document No. R72-46895 the following two (2) curves, courses and distances: (1) southwesterly along an arc of a circle, being convex to the northwest, having a radius of 330.82 feet, the chord thereof, having a bearing of S. 39°-41'-19" W. and a length of 423.47 feet, an arc-distance of 459.54 feet to a point of tangency; (2) thence S. 0°-06'-20" E., a distance of 868.86 feet; thence S. 56°-34'-26" E., a distance of 424.59 feet; thence S. 70°-23'-58" E., a distance of 256.19 feet; thence S. 67°-57'-55" E., a distance of 40.38 feet, more or less, to a point in the easterly line of said lot 3, which point is 243.64 feet S. 27°-50'-10" E. of the northeast corner of said lot 3; thence N. 27°-50'-10" W., a distance of 243.64 feet to the place of beginning, in DuPage County, Illinois.

Also: Lot 2 in Butler Company Spring Road Subdivision Unit One, being a subdivision of part of lot 6 in Oak Brook Investment Company Assessment Plat No. 3, of part of section 26, aforesaid, according to plat thereof recorded September 17, 1971 per document No. R71-47555, in DuPage County, Illinois.

Also: Lot 4 in Oak Brook Investment Company Assessment Plat No. 3, being a subdivision of Section 26, aforesaid according to plat thereof recorded July 23, 1964 per document No. R64-26333, in DuPage County, Illinois.

Also: The lands formerly owned by T. A. Mohlman, being that part of the SE 1/4 of section 26, aforesaid described as follows- commencing at the SW corner of said SE 1/4 of Section 26; thence N. 0°-06'-20" W. measured (N. 0°14' W. deed) along the west line of said SE 1/4 of Section 26, a distance of 1,195.2 feet measured (1,195.7 feet deed) to an iron pipe for a place of beginning; thence continuing N. 0°-06'-20" W. measured (N. 0°-14' W. deed) along the west line of SE 1/4 of Section 26, a distance of 364.4 feet; thence S. 88°-13'-45" E., a distance of 660.0 feet measured (651.1 feet deed) to the centerline of vacated Spring Road; thence S. 0°-04'-55" E. along said centerline, a distance of 338.9 feet; thence N. 85°-15'-12" W. measured (N. 85°-23' W. deed), a distance of 309.5 feet measured (300.0 feet deed); thence S. 84°-59'-48" W. measured (S. 84°-52' W. deed), a distance of 352.3 feet to the place of beginning in DuPage County, Illinois.

Also: That part of lot 6 in plat of lands of F.O. and J.F. Butler, Town of York, DuPage County, Illinois, of parts of sections 25 and 26, township 39 north, range 11, east of the 3rd principal meridian as per plat thereof recorded February 13, 1912 as document No. 107037 lying west of the center thread of Salt Creek and south of the following described boundary line: commencing at the center of said section 25; thence S. 89°-44'-33" W. along the south line of the northwest 1/4 of said section 25, a distance of 937.89 feet; thence S. 0°-15'-27" E. at right angles to the last described line, a distance of 51.80 feet; thence S. 89°-44'-33" W., parallel with the north line of the southwest 1/4 of said section 25, a distance of 790.62 feet to the place of beginning of said boundary line; thence continuing S. 89°-44'-33" W. along said parallel line a distance of 898.31 feet, more or less, to a point on the west line of the southwest 1/4 of said section 25, said point being 51.80 feet S. 0°-05'-55" E. of the west quarter corner of said section 25; thence S. 89°-28'-02" W., parallel with the north line of the southeast 1/4 of said section 26, a distance of 570.75 feet to the centerthread of Salt Creek; thence southerly along the centerthread of Salt Creek the following eight (8) courses and distances: (1) S. 7°-27'-27" E., a distance of 59.91 feet; (2) thence S. 22°-59'-47" W., a distance of 402.00 feet; (3) thence S. 9°-18'-58" W., a distance of 100.98 feet; (4) thence S. 1°-41'-03" E., a distance of 92.01 feet; (5) thence S. 5°-43'-56" E., a distance of 102.84 feet; (6) thence S. 12°-54'-23" W., a distance of 200.81 feet; (7) thence S. 18°-31'-18" W., a distance of 101.79 feet; (8) thence S. 30°-37'-59" W., a distance of 164.77 feet; thence N. 31°-30'-21" W., a distance of 283.68 feet; thence N. 36°-03'-11" W., a distance of 23.38 feet; thence N. 48°-25'-50" W., a distance of 17.80 feet; thence N. 60°-15'-11" W., a distance of 18.21 feet; thence N. 76°-19'-55" W., a distance of 22.69 feet; thence N. 55°-22'-48" W., a distance of 99.73 feet; thence N. 37°-43'-26" W., a distance of 97.09 feet; thence N. 53°-55'-52" W., a distance of 658.29 feet; thence N. 67°-57'-55" W., a distance of 452.22 feet, more or less, to a point on the east line of lot 3 in Oak Brook Investment Company Assessment Plat No. 3, as per plat thereof, recorded July 23, 1964 as document No. R64-26333, said point being 243.64 feet S. 27°-50'-10" E. of the northeast corner of said lot 3, all in DuPage County, Illinois.

Also lot 2 in Oak Brook Village Green Subdivision, being a subdivision of the southwest 1/4 of section 26 and lots 1 and 5 in Oak Brook Investment Company Assessment Plat No. 3 of part of said section 26, township 39 north, range 11 east of the third principal meridian in Du Page County, Illinois.

Except therefrom all that part lying within existing Oak Brook Road (31st Street) as dedicated per document number 296980 in the Recorder's Office of Du Page County, Illinois.

Said parcel of land herein described contains 81.558 acres, more or less.

AS SHOWN BY THE ANNEXED PLAT, WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. I FURTHER CERTIFY THAT ALL REGULATIONS ENACTED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF OAK BROOK RELATIVE TO PLATS AND SUBDIVISIONS HAVE BEEN COMPLIED WITH IN PREPARATION OF THIS PLAT. I FURTHER CERTIFY THAT THE LAND IS WITHIN THE VILLAGE OF OAK BROOK WHICH HAS ADOPTED A VILLAGE COMPREHENSIVE PLAN AND MAP AND IS EXCERCISING THE SPECIAL POWERS AUTHORISED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS AMENDED. I FURTHER CERTIFY THAT THE LANDS SHOWN ON THIS PLAT ARE SITUATED WITHIN 500 FEET OF ANY SURFACE DRAIN OR WATER COURSE SERVING A TRIBUTARY AREA OF 640 ACRES OR MORE.

GIVEN UNDER MY HAND AND SEAL AT Oak Brook, ILLINOIS, THIS 6th DAY OF March, A.D., 1980

Walter A. Bollinger

BOLLINGER, LACH AND ASSOC., INC.
1010 JORIE BLVD
OAK BROOK, IL 60521
312 323-1365

REGISTERED PROFESSIONAL ENGINEERS ILLINOIS WISCONSIN INDIANA MICHIGAN
REGISTERED LAND SURVEYORS ILLINOIS WISCONSIN

UNOFFICIAL COPY

R80-44966

TOPOGRAPHIC MAP

BUTLER GHQ SUBDIVISION

BEING A SUBDIVISION OF PART OF SECTION 26 , TOWNSHIP 39 NORTH , RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN IN THE VILLAGE OF OAK BROOK , DuPAGE COUNTY , ILLINOIS.



BENCH MARK — BENT R.R. SPIKE IN P.P. @ N.E. CORNER OF 31st ST. & SPRING RD., ELEV. = 696.83

STATE OF ILLINOIS)
) ss
COUNTY OF DU PAGE)

I, WALTER A. BOLLINGER, ILLINOIS REGISTERED LAND SURVEYOR, NO. 35-1979, HEREBY CERTIFY THAT THE PLAT SHOWN HEREON IS A CORRECT REPRESENTATION OF A TOPOGRAPHIC SURVEY PREFORMED AT AND UNDER MY DIRECTION.

GIVEN UNDER MY HAND AND SEAL AT Oak Brook, ILLINOIS, THIS 12th DAY OF March, A.D. 19 80.

WALTER A. BOLLINGER — REGISTERED LAND SURVEYOR 35-1979 — ILLINOIS

Revised: 3-12-80
Revised: 11-2-79

3/3

BOLLINGER, LACH AND ASSOC., INC.
1010 JORIE BLVD.
OAK BROOK, IL 60521
312-323-1385

REGISTERED PROFESSIONAL ENGINEERS ILLINOIS WISCONSIN INDIANA MICHIGAN
REGISTERED LAND SURVEYORS ILLINOIS WISCONSIN

ORA3 LOT REQUIREMENTS

ORA3 DISTRICT REQUIREMENTS:

1. NOT MORE THAN TWENTY FOUR PERCENT (24%) OF THE PROPERTY SHALL BE COVERED BY BUILDINGS, INCLUDING PARKING STRUCTURES.
   PROPERTY AREA = 80.55 ACRES
   MAX. BUILDING COVERAGE = 0.24(80.55) = 19.33 ACRES

   EXISTING BUILDING COVERAGE:
   2715 JORIE BUILDING COVERAGE = 68,469 SF = 1.57 ACRES
   2815 JORIE BUILDING COVERAGE = 90,351 SF = 2.07 ACRES
   2915 JORIE BUILDING COVERAGE = 126,247 SF = 2.90 ACRES
   TOTAL BUILDING COVERAGE = 285,067 SF = 6.54 ACRES
   EXISTING LOT COVERAGE = 6.54/80.55 = 8.12%

   PROPOSED SUBDIVISION CONDITIONS:

BUILDING/PARKING STRUCTURES			
	LOT 1	LOT 2	LOT 3
ACRES	1.57	2.07	2.90
PERCENTAGE	6.54	8.62	8.92

   NOTE: PARKING STRUCTURES DO NOT INCLUDE SURFACE PARKING.

2. NOT LESS THAN FIFTY PERCENT (50%) OF THE PROPERTY SHALL BE PERMANENTLY DEVOTED TO OPEN SPACE WHICH SHALL CONSIST OF PLANTED AREAS (INCLUDING PLANTED SURFACES OF PARKING DECKS), FORESTS, LAGOONS, WATERCOURSES, STORM WATER SWALES AND RETENTION AREAS, PEDESTRIAN BICYCLE, AND BRIDLE PATHS AND WALKWAYS, WITH THE MAXIMUM PRACTICABLE RETENTION OF FORESTS AND OTHER NATURAL VEGETATION.

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

LEGEND

- PROJECT BOUNDARY
- PROPOSED LOT LINE
- BUILDING AND ACCESSORY STRUCTURES
- SURFACE PARKING
- ACCESS DRIVES
- PEDESTRIAN SIDEWALKS/TRAILS
- MISC. HARDSCAPE

LOT COVERAGE TABLE (ACRES)				
	LOT 1	LOT 2	LOT 3	TOTAL
BLDG AND ACCESSORY STRUCTURES	1.57	2.07	2.90	6.54
SURFACE PARKING	4.44	0.30	2.20	6.94
ACCESS DRIVES	1.63	1.56	2.46	5.65
SIDEWALKS/TRAILS	1.00	0.84	0.69	2.53
MISC. HARDSCAPE	0.16	0.22	0.13	0.51
GRAND TOTAL	8.80	4.99	8.38	22.17

NOTE: RETAINING WALLS, INCLUDING STACKED STONE WALLS AND STORM SEWER HEADWALLS, HAVE BEEN EXCLUDED.

LOT 1
24.01 ACRES

2715 JORIE BLVD.

LOT 2
24.01 ACRES

2815 JORIE BLVD.

2915 JORIE BLVD.

LOT 3
32.53 ACRES

GUARD HOUSE

HEADWALL

SPOIL PILES

LOT 1
OAK BROOK VILLAGE
COMMONS

JORIE BLVD

OAK BROOK ROAD

38N R11E TOWNSHIP 26 26

LOT COVERAGE

OAK BROOK RESERVE

July 2026

DWG NAME K:\AUS_CIVIL\069400201-OAKBROOK\CAD\PLAT EXHIBIT\EXHIBIT - LOT COVERAGE.DWG
LAST SAVED 7/8/2026 4:25 PM

Kimley»Horn
10814 Jollyville Road
Campus IV, Suite 200
Austin, TX 78759
512-418-1771
State of Illinois Registration No. 184002012-0006

ITEM 8.B.
BOARD OF TRUSTEES MEETING
SAMUEL E. DEAN BOARD ROOM
BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS
630-368-5000

AGENDA ITEM

Board of Trustees Regular Meeting
of
July 14, 2026

SUBJECT: Planned Development - Murphy Development Group, LLC - Lot 2 of Franklin North Subdivision (1315 16th Street)

FROM: Rebecca Von Drasek, Development Services Director

BUDGET SOURCE/BUDGET IMPACT: N/A

RECOMMENDED MOTION: I move that the Village Board discuss the neutral recommendation from the Planning & Zoning Commission, and provide the applicant with direction as to required conditions of approval for the proposed Planned Development. Staff drafted the following for the Board's consideration.

1. Compliance with Plans: The development, maintenance, and operation of the property will be in substantial compliance with the plans and documents as submitted, except for minor changes approved by the Development Services Director and Village Manager in accordance with Section 13-15-8 of the Zoning Ordinance.

2. Architectural Components:

a. All mechanical equipment, ground-based and roof-mounted, must be fully screened from view at the property lines per Village code.
b. Separate sign permits are required for all signage. All sign proposals shall comply with applicable Village sign regulations under Section 13-11-10: DISTRICT B4, O3, O4, ORA1 AND ORA2.
c. Adequate sound insulation is required to ensure that airborne noise (such as voices or TVs) and impact noise (such as footsteps or moving furniture) remain within legally acceptable and livable limits.

3. Engineering:

a. Final engineering approval (including stormwater) shall be required prior to the issuance of the building permit for the Development.

b. The Applicant must pay the full cost of the floodplain compensatory storage related to the 16th Street driveway entrance improvements and the addition of the left turn lane at the intersection of Spring and 16th Street.

4. Traffic:

a. Spring Road must have a traffic signal at its intersection with 16th Street, or concurrence with the Village Engineer that the method of traffic control is acceptable (i.e. 4-way stop, traffic circle, etc.)
b. The applicant will pay for the full cost of the creation of the turn lanes at the intersection of Spring Road and 16th Street to access the property.
c. Semi-trailers are prohibited from the subject property.

5. Landscaping:A final landscape plan for the Property is subject to Village staff review and approval in accordance with applicable Village Codes and Ordinances.

6. Deed/Covenants/Easements: The building must be built as condos in terms of quality, amenities and utilities. The building shall:

a. Be constructed with materials, finishes, and workmanship customarily used in condominium developments of similar quality; including amenities (such as lobbies, corridors, recreational facilities, storage areas, and parking) appropriate for condominium ownership and operation; and
b. Units will be served by utilities and building systems (including, as applicable, individually metered or sub-metered utilities, HVAC, plumbing, electrical, life-safety, and telecommunications systems) configured in a manner that reasonably facilitates the legal and physical subdivision of the Building into separate condominium units and common elements.
c. Covenants (including any condominium declarations) must be recorded in connection with the Planned Development and for the 4-lot Franklin Subdivision for FAR, storm water, bike and pedestrian pathway and property maintenance. The covenants and/or condominium declarations must be in a form approved by the village attorney prior to recordation. These covenants and/or condominium declarations may not be modified, removed, or released without consent of the corporate authorities of the Village. The Village, as well as future owners of condominiums on the Property, must be authorized to enforce the covenants and/or condominium declarations. The covenants and/or condominium declarations must be approved by the village attorney.

7. Pedestrian Bridge – In addition to the existing pedestrian bridge (east) on the subject property, a bridge will be constructed from 16thto the Oak Brook Center.

a. A financial guarantee will be provided to the Village of Oak Brook for the future construction of a pedestrian bridge from 16th Street (or the subject property) prior to issuance of the Building Permit from the principal structure.
b. The Building Permit application for the 16th Street pedestrian bridge, including Army Corp./Stormwater/LOMR, etc. submittals is required prior to the issuance of a Certificate of

Occupancy for the principal structure.

8. Comply with all other Village Ordinance requirements at time of Building Permit application except as specifically varied or waived.

Background/History:
The parcel was annexed into the Village in 1958 (S-2) and was improved with an office building in the 1970s. The parcel was subdivided into four (4) lots (R-2055) by the Village in 2018. The southwest and southeast lots of Franklin Subdivision are improved with Shake Shack restaurant (S-1531) and Kids Urgent Care (S-1707) is under construction.

Murphy Development Group, LLC, with the consent of the property owner, Franklin Partners, is proposing to construct a 13-story building on the site. This location was previously approved for the 22-story Butler condominium project. The applicant proposes to construct 115 rental units with an average size of 1,382 sq. ft., 240 interior parking spaces, and added amenities of a pool, gym, outdoor seating areas, a golf simulator, climate-controlled storage, and co-working spaces.

A Preliminary Board Review of the application was conducted by the Village Board on December 9, 2025 as required in the Village's PD regulations. On May 12, 2026 the Village Board referred the item to the P&Z Commission, the Village Board requested enhancements to condo quality, greater connectivity to the mall, and offered concerns regarding the proposed intersection/ pedestrian safety.

A separate neighborhood meeting was required as part of the outreach for this project. The applicant held their required neighborhood meeting January 21, 2026.

Planning & Zoning Commission:
The P&Z Commission conducted a comprehensive review of the redevelopment proposal at their meeting on June 3, 2026 and raised questions about many aspects of the project including the following: condominium vs rental, architectural design, stormwater detention, traffic, site lines, landscaping, parking, signs, amenities, and service areas (i.e loading and trash). The petitioner provided responses to many of these questions and concerns at the meeting.

By a vote of 4 to 4, the Planning & Zoning Commission provided a neutral recommendation. The Commission was divided as to if that the applicant had addressed all of the required planned development standards, and debated whether the conditions of approval would address their concerns.

At the hearing, one member of the public spoke in opposition to the request.

More detail concerning the overall discussion is included in the P&Z meeting minutes that have been provided as part of the packet. Additional letters or other correspondence were submitted from the public concerning this planned development proposal and are included within the case file.

Proposed Departures. Section 13-15-2.E of the PD regulations acknowledges that proposed planned developments need not comply with the density, dimension, area, bulk, use, and other zoning regulations that, but for the provisions of this chapter, would otherwise apply to the property on which the proposed

planned development is intended. Modifications and departures from the standard provisions may be provided in accordance with the provisions of this chapter and to the extent that they will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare. The departures from standard being proposed as part of this PD application are identified as follows:

1. *Land Use*: Section 13-7B-1 to permit a residential use in a B-2 Regional Shopping Center District. Residential use is not a permitted use nor a special use in this zoning district.
2. *Setback*: Section 13-7B-3 to permit Minimum Setback of 30'-10" for the garage portion of the building, and 54' for the residential portion of the building. The Village code requires eighty feet (80') from the right-of-way of any other street. The site plan shows building setbacks. Ordinance S-1555 approved reduction of setback from 80’ to 54’ from the right-of-way of Spring Road.
3. *FAR:* Section 13-7B-3 to permit FAR of 2.3. The B-2 District permits a maximum FAR of 0.5. A total FAR of .99 was approved for the combined four (4) lots through Ordinance S-1555.
4. *Parking*: Section 13-12-3 to permit drive aisle width of 22'-0" in private residential parking. The Village Off Street parking Regulations require drive aisle width of 24'-0".
5. *Loading Berths:* Section 13-12-7. G. 2. To permit two (2) - 10ft x 35ft Loading Berths. The required off street loading berth per Village code is twelve feet (12') in width and at least fifty five feet (55') in length, with a vertical clearance of not less than fourteen feet (14').

Please see the case file for a more detailed description and the rationale for the requested departures for the land use, setback, FAR, parking, and loading berths.

Recommendation:

Staff recommends that the Village Board discuss the neutral recommendation from the Planning & Zoning Commission, and provide the applicant with direction as to required conditions of approval for the proposed Planned Development.

Attachments:

1. Exhibits - 1315 16th St

Traffic Impact Study
Proposed Residential Development

Oak Brook, Illinois



Prepared For:

MURPHY
REAL ESTATE SERVICES

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

June 2, 2026

1. Introduction

This report summarizes the results of a traffic study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed residential development to be located in Oak Brook, Illinois. The site is generally located on the south side of 16th Street across from Spring Road and was previously occupied by an overflow parking lot for the 1900 Spring Road office building (Citibank) providing approximately 140 parking spaces. As proposed, the development is to contain an apartment building with 115 units and off-street parking for approximately 250 vehicles (239 in an above ground parking garage and 11 surface spaces) for residents and visitors. Access to the site will be provided via a new curb cut off 16th Street opposite the north leg of Spring Road. A second access drive at approximately the current location of the existing access drive that formerly served the bank parking lot will also be provided off 16th Street for truck loading.

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

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development-generated traffic
- Vehicle trip generation for the proposed development
- Projected traffic conditions, including access to the development
- Signal warrant analysis
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to development access and the adjacent roadway network
- Assessment of the adequacy of the proposed parking supply

2. Existing Conditions

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

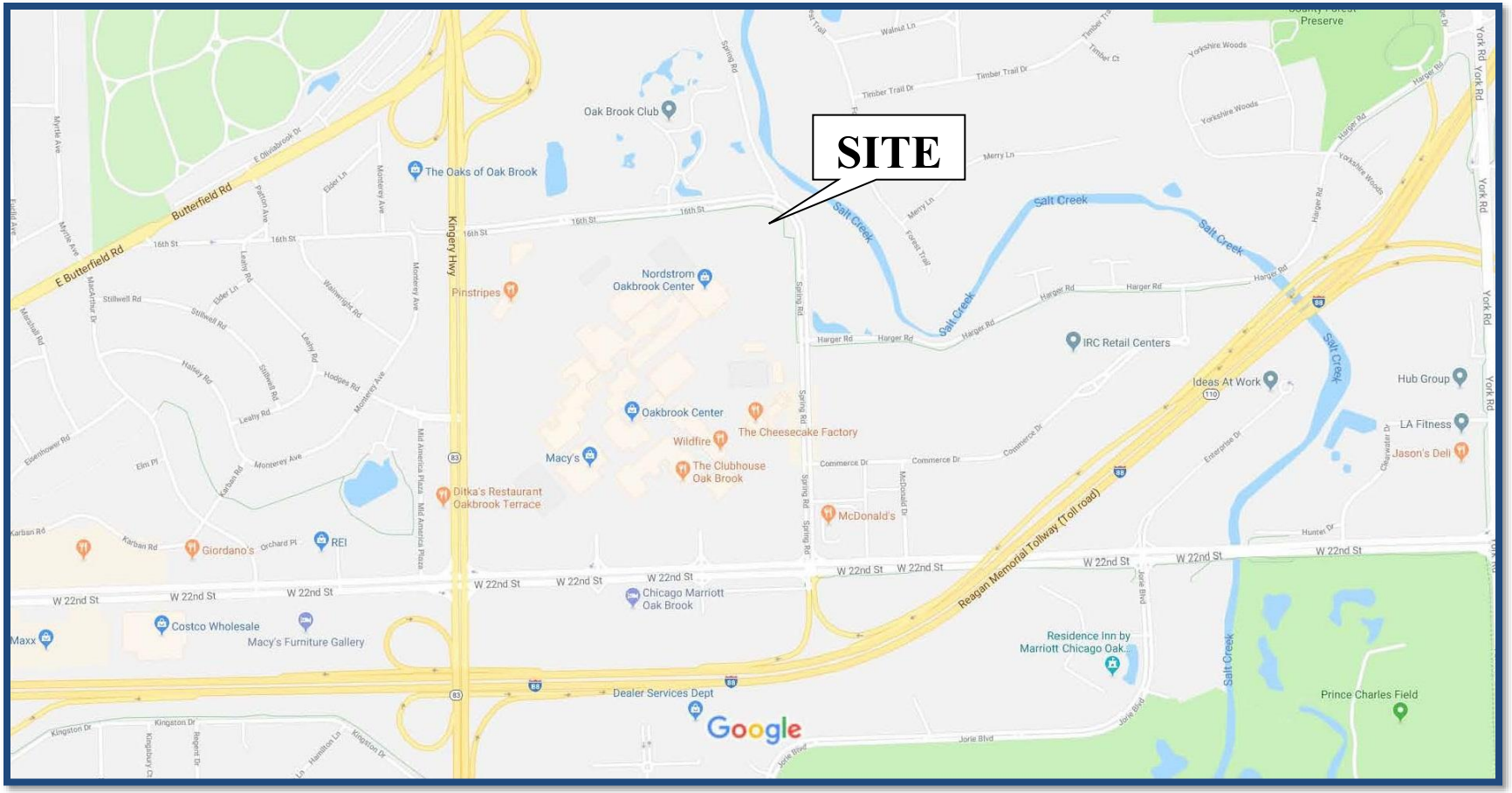
Site Location

The proposed residential development is to be located within the overflow surface parking lot for the 1900 Spring Road (Citibank) building and is generally bounded by 16th Street to the north, vacant land to the east, the Oak Brook Shopping Center to the west, and the 1900 Spring Road main parking lot to the south. Land uses in the vicinity of the site include an office building to the northwest, the DoubleTree hotel to the southeast, the Oak Brook Shopping Center to the west, and the 1900 Spring Road office building to the south. **Figure 1** shows the location of the site in relation to the area roadway system and **Figure 2** shows an aerial view of the site.

Existing Roadway System Characteristics

The characteristics of the existing roads that surround the proposed development are described below and shown in **Figure 3**.

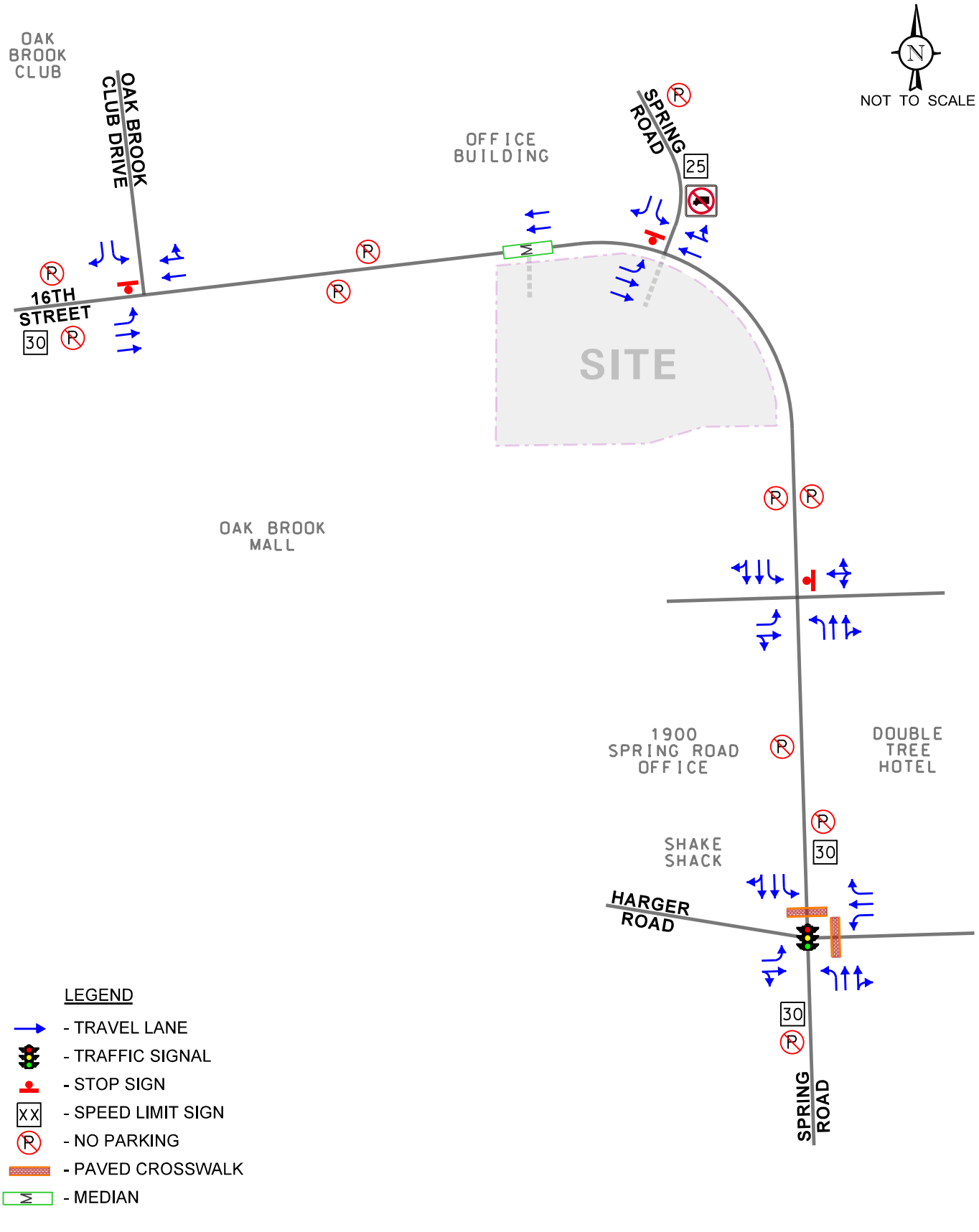
16th Street is generally an east-west collector road providing two lanes in each direction separated by a landscaped median with on-street parking prohibited on both sides of the road. At its unsignalized intersection with the north leg of Spring Road, the eastbound approach of 16th Street provides an exclusive left-turn lane and two through lanes. The westbound approach is the south leg of Spring Road and provides a through lane and a combined through/right-turn lane. At its unsignalized intersection with the Oak Brook Club access drive, the eastbound approach provides an exclusive left-turn lane and two through lanes. The westbound approach provides a through lane and a combined through/right-turn lane. 16th Street has a posted speed limit of 30 mph, is under the jurisdiction of the Village of Oak Brook, and has an Average Annual Daily Traffic (AADT) volume of 7,350 vehicles increasing to 8,550 vehicles south of the north leg of Spring Road (Year 2024) based on data provided by the Illinois Department of Transportation (IDOT).



Site Location **Figure 1**



Aerial View of Site **Figure 2**



1900 Spring Road Apartments
Oak Brook, Illinois

Existing Roadway Characteristics

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

Job No: 26-075 Figure: 3

Spring Road is a north-south collector road that extends from the IL 38 south frontage road south to its terminus at I-88. North of 16th Street, Spring Road generally provides one lane in each direction. South of 16th Street, Spring Road provides two lanes in each direction divided by a raised median. At its unsignalized intersection with 16th Street, the north leg of Spring Road is under stop sign control and provides an exclusive left-turn lane and an exclusive right-turn lane. The south leg of Spring Road, at its intersection with 16th Street provides a through lane and a combined through/right-turn lane. At its unsignalized intersection with the 1900 Spring Road/ DoubleTree Hotel access drive, Spring Road provides an exclusive left-turn lane, a through lane and a combined through/right-turn lane on both approaches. At its signalized intersection with Harger Road, Spring Road provides an exclusive left-turn lane, a through lane and a shared through/right-turn lane on both approaches. Spring Road has a posted speed limit of 30 mph and an AADT volume of 8,550 vehicles (IDOT 2024) south of 16th Street. Spring Road is under the jurisdiction of the Village of Oak Brook.

Oak Brook Club Drive is a private drive serving the Oak Brook Club condominium development. At its unsignalized intersection with 16th Street, Oak Brook Club Drive provides two inbound lanes and two outbound lanes striped for an exclusive left-turn lane and an exclusive right-turn lane with outbound movements under stop sign control.

Harger Road is an east-west minor collector road that in the vicinity of the site provides one lane in each direction. At its signalized intersection with Spring Road, Harger Road provides an exclusive left-turn lane and a shared through/right-turn lane on the eastbound approach. The westbound approach provides an exclusive left-turn lane, a through lane and an exclusive right-turn lane. Harger Road has a posted speed limit of 30 mph east of Spring Road and carries an AADT volume of 2,650 vehicles (IDOT 2024) east of Spring Road. Harger Road is under the jurisdiction of the Village of Oak Brook.

The 1900 Spring Road access drive is an east-west private drive that provides two inbound lane and two outbound lanes on the eastbound approach. The westbound approach is the access drive for the DoubleTree Hotel and provides one inbound lane and one outbound lane. Both approaches at its intersection with Spring Road are under stop sign control.

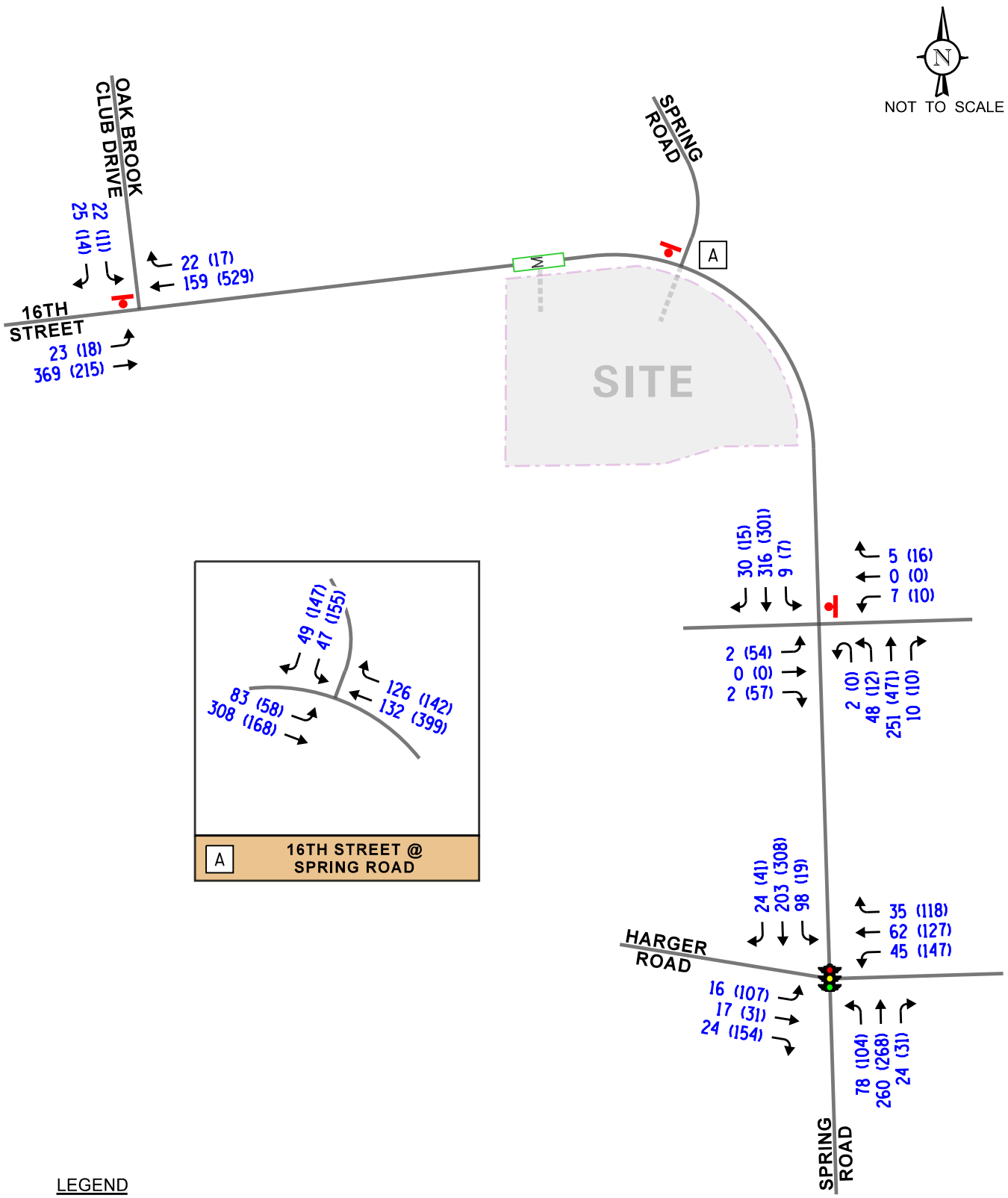
Existing Traffic Volumes

In order to determine current traffic conditions on the existing roads, KLOA, Inc. conducted peak period traffic counts at the following intersections:

- 16th Street with Oak Brook Club Drive
- 16th Street with Spring Road
- Spring Road with 1900 Spring Road/DoubleTree Hotel access drive
- Spring Road with Harger Road

The traffic counts were conducted on Tuesday, March 17, 2026 during the weekday morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak periods. In addition, the traffic counts at the intersection of 16th Street with Spring Road also collected traffic volumes from 9:00 A.M. to 4:00 P.M. and from 6:00 to 7:00 P.M. The additional hours were collected to determine if a traffic signal at this location is warranted under existing conditions.

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 8:00 to 9:00 A.M. and the weekday evening peak hour of traffic occurs from 4:30 to 5:30 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Summaries of the traffic counts are located in the Appendix.



LEGEND

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

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

1900 Spring Road Apartments
Oak Brook, Illinois

Existing Traffic Volumes

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Job No: 26-075 Figure: 4

Crash Summary

KLOA, Inc. obtained crash data for the most recent available past five years (2020 to 2024) from the Illinois Department of Transportation (IDOT) for the intersections of 16th Street with Oak Brook Club Drive, 16th Street with Spring Road, and Spring Road with Harger Road. **Tables 1** through **3** summarize the crash data for the four studied intersections. A review of the accident data revealed that the severity and frequency of crashes at these intersections is very low and that there were no fatalities reported.[1]

Table 1
16th STREET WITH OAK BROOK CLUB DRIVE

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0	0
2022	1	0	0	0	0	0	0	1	1	0	0
2023	0	0	0	0	0	1	0	1	0	0	0
2024	0	0	0	0	0	0	0	0	0	0	0
Total	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**1**	**0**	**0**
Avg	**<1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**<1.0**	**0.0**	**<1.0**	**<1.0**	**0.0**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

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).

Table 2
16th STREET WITH SPRING ROAD

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	2	0	2	2	0	0
2021	0	0	0	0	1	0	0	1	1	0	0
2022	0	0	0	0	1	0	0	1	1	0	0
2023	0	0	0	0	0	2	0	2	2	0	0
2024	2	0	0	0	0	3	0	5	4	2	0
Total	**2**	**0**	**0**	**0**	**2**	**7**	**0**	**11**	**10**	**2**	**0**
Avg	**<1.0**	**0.0**	**0.0**	**0.0**	**<1.0**	**1.4**	**0.0**	**2.2**	**2.0**	**<1.0**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

Table 3
16th STREET WITH HARGER ROAD

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	1	0	1	0	2	0
2021	1	0	1	1	0	1	0	4	3	2	0
2022	0	0	2	0	0	0	0	2	2	0	0
2023	0	0	0	0	0	1	0	1	1	0	0
2024	0	0	0	0	0	1	0	1	1	2	0
Total	**1**	**0**	**3**	**1**	**0**	**4**	**0**	**9**	**7**	**6**	**0**
Avg	**<1.0**	**0.0**	**<1.0**	**<1.0**	**0.0**	**<1.0**	**0.0**	**1.8**	**1.4**	**1.2**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

3. Traffic Characteristics of the Proposed Development

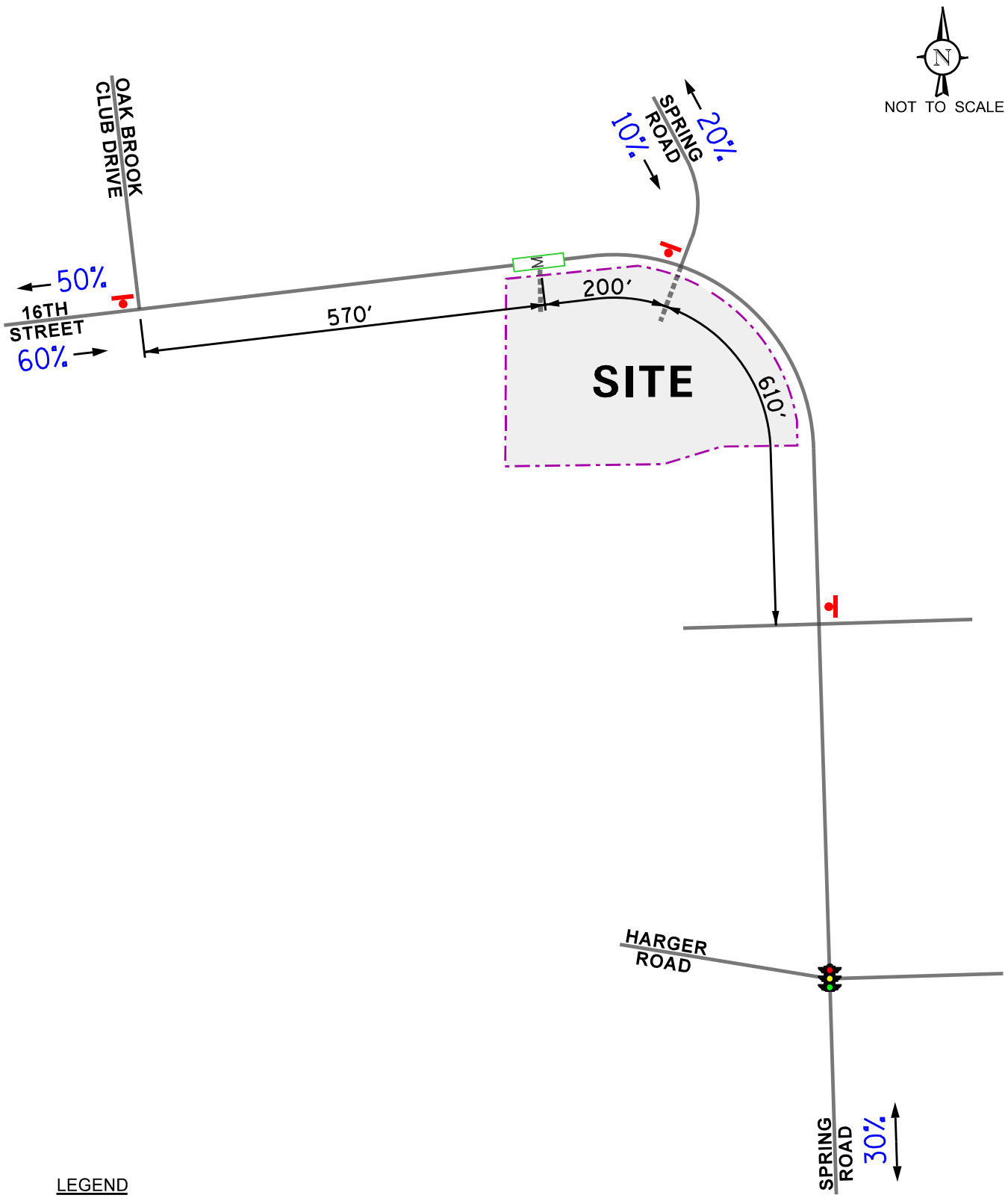
In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Development Plan

As proposed, the development will occupy what used to be 140-space overflow parking lot for the 1900 Spring Road office building (Citibank). As proposed, the development will contain a condominium building with 115 units. Parking for approximately 250 spaces for residents and visitors will be provided in an above-ground parking garage (239 spaces) and via surface parking spaces (11 spaces). Access to the parking garage, surface spaces, and pick-up/drop-off area will be provided via a new curb cut off 16th Street opposite the north leg of Spring Road. A second access drive limited to right-in/right-out movements for truck loading only will be provided off 16th Street at approximately the same location of the access drive that used to serve overflow parking lot (200 feet west of Spring Road). A copy of the preliminary site plan is included in the Appendix.

Directional Distribution of Site Traffic

The directions from which development-generated traffic will approach and depart the site were estimated based on the existing travel patterns, as determined from the traffic counts, as well as expected employment centers in the area. **Figure 5** illustrates the estimated directional distribution for the development.



LEGEND

00% - PERCENT DISTRIBUTION

00' - DISTANCE IN FEET

1900 Spring Road Apartments
Oak Brook, Illinois

Directional Distribution

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Job No: 26-075 Figure: 5

Site Traffic Generation

As stated previously, the development is proposed to consist of approximately 115 apartment units. The number of peak hour trips estimated to be generated by the proposed development were based on "Multifamily Housing (High-Rise)" (Land-Use Code 222) trip generation rates contained in *Trip Generation Manual*, 12th Edition, published by the Institute of Transportation Engineers (ITE). **Table 4** shows the estimated peak hour traffic to be generated by the development. Copies of the ITE trip generation graphs are included in the Appendix.

Table 4
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

Land Use/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Two-Way Trips[1]		
	In	Out	Total	In	Out	Total	In	Out	Total
Condominium – 115 units ITE LUC 222	7	16	23	18	12	30	253	253	506

LUC = Land-Use Code
1 – Given ITE does not provide daily trip generation data for LUC 222, LUC 221 (Multifamily Housing – Mid-Rise) was utilized to estimate the daily trip generation.

4. Projected Traffic Conditions

The projected Year 2032 traffic volumes include the existing traffic volumes, increase in background traffic due to ambient growth and other planned/approved developments in the area and the traffic estimated to be generated by the proposed development.

Development Traffic Assignment

The peak hour traffic volumes projected to be generated by the proposed subject development (Table 1) were assigned to the area roadways based on the directional distribution established (Figure 5).

Figure 6 shows the assignment of the development-generated traffic volumes.

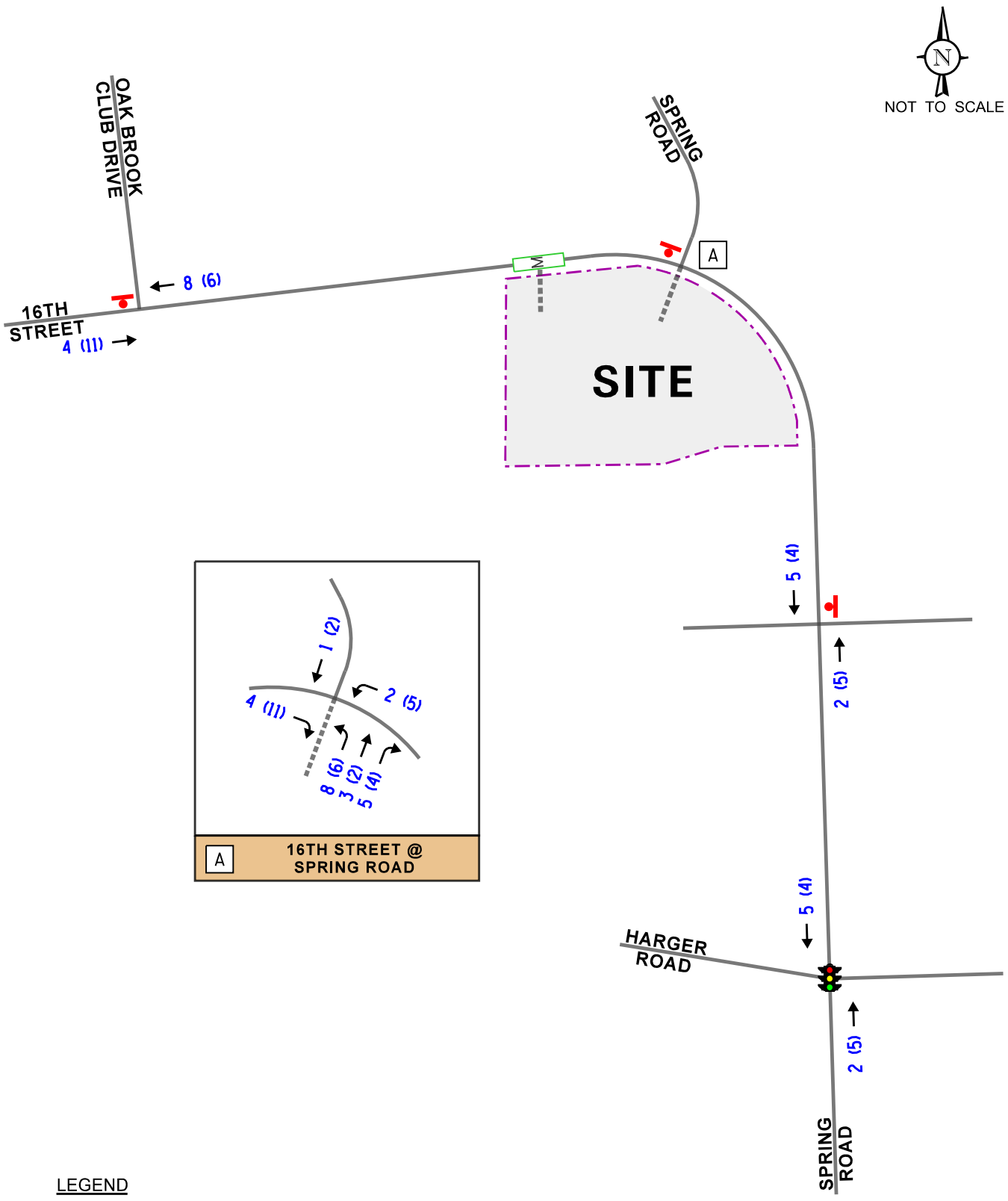
Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 0.57 percent per year for six years (buildout year plus five years) for a total of approximately 3.5 percent to project Year 2032 background (no-build) conditions. Included in the no-build conditions is the traffic to be generated by the currently under construction KIDS Urgent Care located within the 1900 Spring Road office development. A copy of the CMAP 2050 projections letter is included in the Appendix.

Figure 7 illustrates the Year 2032 no-build conditions.

Year 2032 Total Projected Traffic Volumes

The Year 2032 total projected traffic volumes include the no-build traffic volumes, and the traffic estimated to be generated by the proposed development. **Figure 8** shows the Year 2032 total projected traffic volumes.



LEGEND

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

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

1900 Spring Road Apartments
Oak Brook, Illinois

Site-Generated Traffic Volumes

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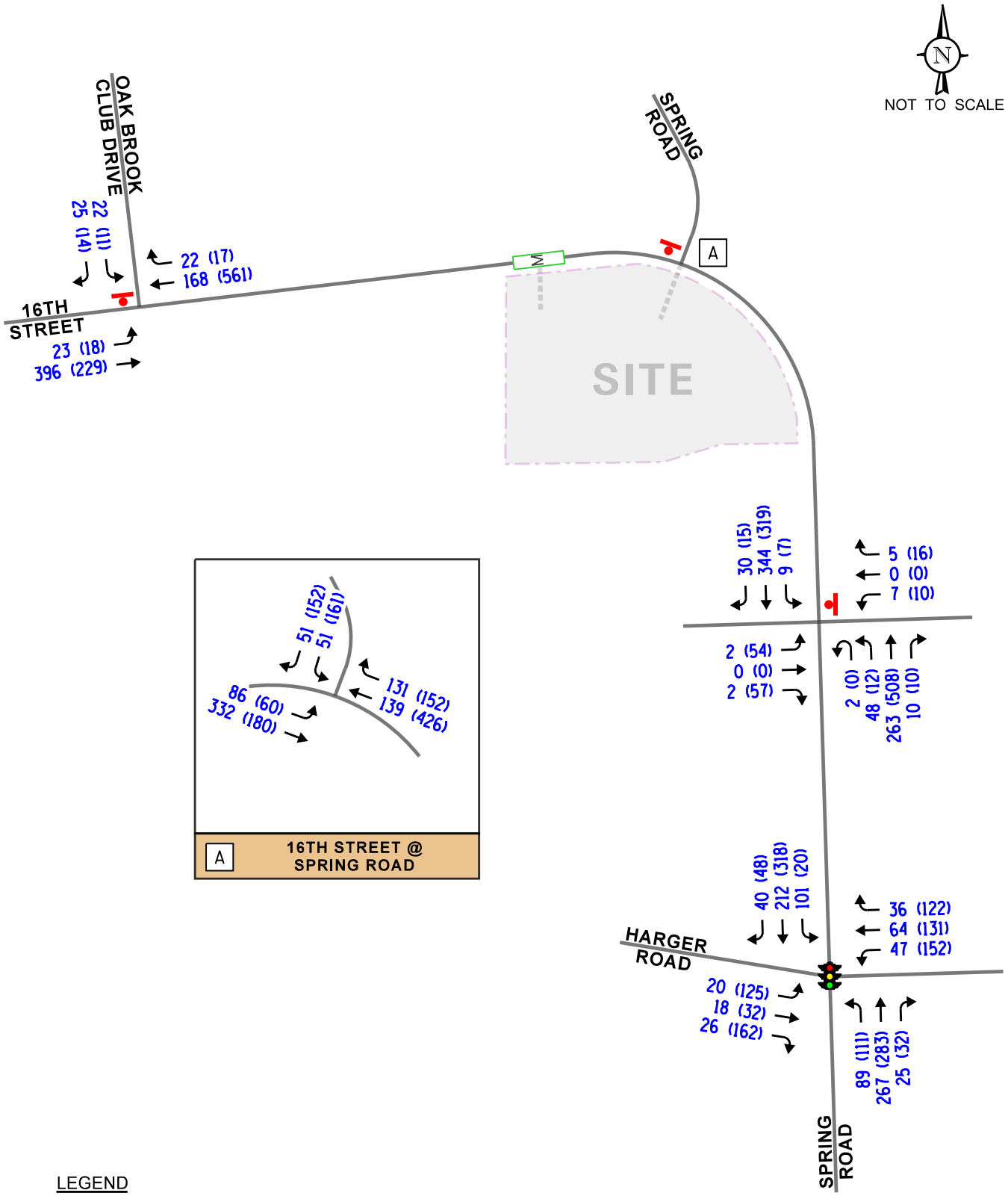
Job No: 26-075 Figure: 6



LEGEND

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

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

1900 Spring Road Apartments
Oak Brook, Illinois

Year 2032 No-Build Traffic Volumes

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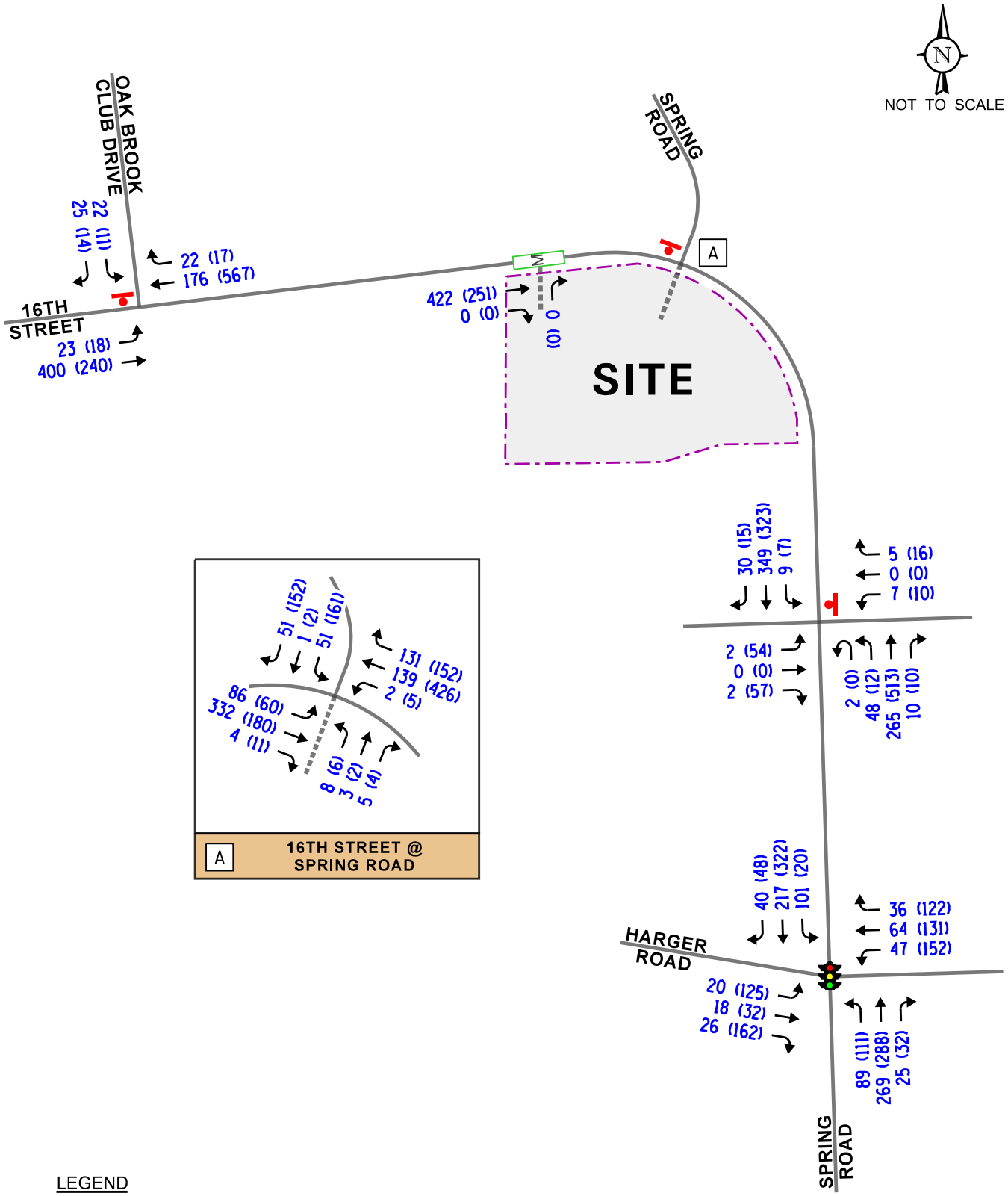
Job No: 26-075 Figure: 7



LEGEND

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

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

1900 Spring Road Apartments
Oak Brook, Illinois

Year 2032 Total Traffic Volumes

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Job No: 26-075 Figure: 8

5. Traffic Evaluation

The following provides an evaluation conducted for the weekday morning and evening peak hours. The analysis includes conducting capacity analyses to provide an indication of how well the roadway facilities will serve the anticipated traffic demands placed upon them assuming the projected traffic volumes.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing (Year 2026), Year 2032 no-build, and Year 2032 future projected traffic volumes.

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

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and projected traffic volumes are presented in **Tables 5** through **8**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 5
SPRING ROAD WITH HARGER ROAD – SIGNALIZED

	Peak Hour	Eastbound		Westbound			Northbound		Southbound		Overall
		L	T/R	L	T	R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	B 17.7	B 19.6	B 19.5	C 26.0	A 0.5	A 5.8	B 11.2	A 5.8	B 10.6	B 11.5
		B – 19.0		B – 17.6			B – 10.0		A – 9.1		
	Weekday Evening	C 33.6	C 21.4	D 38.2	D 53.2	B 11.1	A 7.9	B 10.6	A 7.8	B 13.7	C 20.7
		C – 25.9		C – 34.9			A – 9.9		B – 13.4		
No-Build Conditions	Weekday Morning	B 17.8	B 19.2	B 19.1	C 28.9	A 0.7	A 6.1	B 11.5	A 6.0	B 10.6	B 11.8
		B – 18.7		B – 18.9			B – 10.3		A – 9.3		
	Weekday Evening	C 34.4	C 20.9	D 38.3	D 53.0	B 11.0	A 8.1	B 10.9	A 7.9	B 14.1	C 20.9
		C – 26.2		C – 34.8			B – 10.2		B – 13.8		
Projected Conditions	Weekday Morning	B 17.8	B 19.2	B 19.1	C 28.9	A 0.7	A 6.1	B 11.5	A 6.0	B 10.7	B 11.8
		B – 18.7		B – 18.9			B – 10.3		A – 9.4		
	Weekday Evening	C 34.4	C 20.9	D 38.3	D 53.0	B 11.0	A 8.1	B 10.9	A 7.9	B 14.2	C 20.9
		C – 26.2		C – 34.8			B – 10.2		B – 13.8		

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

Table 6
UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
16th Street with Oak Brook Club Drive[1]				
• Eastbound Left-Turn	A	7.6	A	8.8
• Southbound Left-Turn	B	11.9	C	16.6
• Southbound Right-Turn	A	9.0	B	10.4
16th Street with Spring Road[1]				
• Eastbound Left-Turn	A	8.0	A	9.0
• Southbound Left-Turn	B	12.6	C	19.5
• Southbound Right-Turn	A	9.4	B	11.8
Spring Road with 1900 Spring Road/DoubleTree Hotel Access Drive[1]				
• Northbound Left-Turn	A	8.2	A	8.5
• Southbound Left-Turn	A	8.0	A	8.6
• Eastbound Approach	B	13.2	B	14.3
• Westbound Approach	B	12.3	B	14.2

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

Table 7
UNSIGNALIZED – YEAR 2032 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
16th Street with Oak Brook Club Drive[1]				
• Eastbound Left-Turn	A	7.7	A	9.0
• Southbound Left-Turn	B	12.1	C	17.4
• Southbound Right-Turn	A	9.0	B	10.5
16th Street with Spring Road[1]				
• Eastbound Left-Turn	A	8.0	A	9.1
• Southbound Left-Turn	B	12.9	C	21.3
• Southbound Right-Turn	A	9.5	B	12.2
Spring Road with 1900 Spring Road/DoubleTree Hotel Access Drive[1]				
• Northbound Left-Turn	A	8.3	A	8.6
• Southbound Left-Turn	A	8.0	A	8.7
• Eastbound Approach	B	13.8	C	15.1
• Westbound Approach	B	12.6	B	14.9

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

Table 8
UNSIGNALIZED – YEAR 2032 FUTURE CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
16th Street with Oak Brook Club Drive[1]				
• Eastbound Left-Turn	A	7.7	A	9.0
• Southbound Left-Turn	B	12.1	C	17.4
• Southbound Right-Turn	A	9.0	B	10.5
16th Street with Spring Road/Proposed Access Drive[1]				
• Eastbound Left-Turn	A	8.0	A	9.1
• Westbound Left-Turn	A	8.0	A	7.7
• Northbound Approach	B	13.2	B	13.6
• Southbound Left-Turn	B	14.0	C	24.9
• Southbound Right-Turn	A	9.6	B	12.3
Spring Road with 1900 Spring Road/DoubleTree Hotel Access Drive[1]				
• Northbound Left-Turn	A	8.4	A	8.6
• Southbound Left-Turn	A	8.0	A	8.8
• Eastbound Approach	B	13.8	C	15.2
• Westbound Approach	B	12.7	C	15.1

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

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 improvements and/or modifications necessary to accommodate the projected traffic volumes.

Spring Road with Harger Road

The results of the capacity analyses indicate that the intersection operates at an overall LOS B and C during the weekday morning and evening peak hours, respectively. Furthermore, all turning movements operate at a LOS D or better.

Under Year 2032 no-build conditions, the intersection will continue operating at the same overall LOS during the weekday morning and evening peak hours with increases in delay of less than one second. Under Year 2032 future conditions, the intersection will continue operating at the same overall LOS and delay as under the no-build conditions thus indicating that he proposed development will not have a negative impact on the traffic operations of this intersection. As such, no geometric or traffic control improvements will be necessary in conjunction with the proposed development.

16th Street with Oak Brook Club Drive

The results of the capacity analyses show that all turning movements at this intersection operate at a Level of Service (LOS) C or better during both peak hours. Under future conditions and taking into account background growth and the traffic to be generated by the proposed development, all of the turning movements will continue operating at an acceptable LOS with increases in delays of less than one second. As such, the proposed development will have a limited impact on traffic conditions at this intersection and no geometric or traffic control improvements will be necessary in conjunction with the proposed development.

Spring Road with 1900 Spring Road/DoubleTree Hotel Access Drive

The results of the capacity analysis for this intersection show that the eastbound and westbound approaches operate at LOS B during the weekday peak hours and that the northbound and southbound left-turn movements operate at LOS A. Under future conditions, all of the turning movements will continue operating at an acceptable LOS with increases in delay of less than one second. As such, the proposed development will have a limited impact on traffic conditions at this intersection and no geometric or traffic control improvements will be necessary in conjunction with the proposed development.

16th Street with Spring Road/Proposed Access Drive

The results of the capacity analyses indicate that all of the movements at this intersection are operating at an acceptable LOS during the morning and evening peak hours.

Under Year 2032 no-build conditions, all of the movements at this intersection will continue operating at acceptable LOS during the morning and evening peak hours with increases in delays of less than two seconds.

Under Year 2032 future conditions, all of the intersection's movements will operate at an acceptable LOS with minimal increases in delay. It is important to note that as part of the proposed development, the existing raised median along the south/west leg of Spring Road will be reconstructed to provide an exclusive left-turn lane. Based on the posted speed limit, this exclusive turn lane should provide 120 feet of storage and 175 feet of taper. The provision of this inbound exclusive left-turn lane on Spring Road will ensure that inbound left-turn traffic does not block through traffic on Spring Road.

Based on a review of the projected traffic volumes and the warrants for exclusive right-turn lanes found in the Illinois Department of Transportation (IDOT) *Bureau of Design and Environment* (BDE) Manual, an exclusive right-turn lane into the site will not be warranted. Further inspection of the capacity analyses indicates that the northbound queues from the proposed access drive will not exceed 25 feet and as such will not have a negative impact on the internal circulation of the site. As such, the proposed development will have a limited impact on traffic conditions at this intersection and no additional geometric or traffic control improvements will be necessary in conjunction with the proposed development

Signal Warrant Analysis

The intersection of 16th Street with Spring Road and the proposed access drive was examined to determine if a traffic signal is warranted under existing conditions, Year 2032 No Build conditions and/or under future conditions. Installation of a traffic signal requires that one or more of the nine signal warrants outlined in the *Manual on Uniform Traffic Control Devices* (MUTCD, 11th Edition) is met. Warrant 1, Eight-Hour Vehicular Volume, Warrant 2 – Four Hour, Warrant 3 – Peak Hour and Warrant 7, Crash Experience were analyzed in establishing the justification for a traffic signal. In addition, the warrants for the installation of an all-way stop control.

Warrant 1 - Eight-Hour Vehicular Volume states that the minimum vehicular volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volumes on a major street are so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. Given that 16th Street/Spring Road provides two or more lanes, the required vehicles per hour on the major street is 600 (total of both approaches) and the required vehicles per hour on the minor street (one direction only) is 200 for Condition A. For Condition B, the required number of vehicles per hour on the major street is 900 (total of both approaches) and the required number of vehicles per hour

on the minor street (one direction only) is 100. While based on the existing lane configuration on the minor approach (Spring Road north leg) indicates that it should be treated as a two-lane approach, comments received from the Village's consultant indicate that potentially the minor approach should be considered a single-lane approach. In order to avoid any confusion, KLOA, Inc. also conducted the signal warrant evaluation assuming a single-lane approach on the minor approach.

It is also important to note that consistent with MUTCD guidance, the right-turn movements from the minor street should be adjusted if the movement enters the major street with minimal conflict. Inspection of IDOT's signal warrant procedures indicate that any minor street configuration with an exclusive right-turn lane, the right-turning volume should be reduced by 75 percent. Further inspection of IDOT's signal warrant procedures indicate that should the minor approach be a single lane approach, the right-turn reduction varies between 20 percent, 40 percent and 60 percent reduction depending on the volume allocation. Based on a review of the hourly traffic volume allocation, the right-turning traffic was reduced by 60 percent. As such, KLOA, Inc. conducted the warrant evaluation with and without the reduction for both scenarios: assuming a two-lane approach and assuming a single-lane approach. A copy of IDOT's reduction factors is included in the Appendix.

Warrant 2 - Four-Hour Vehicular Volume is intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The minimum volume threshold for a two-lane minor approach is 115 vehicles and 80 vehicles for a single-lane minor approach.

Warrant 3 - Peak Hour is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor street suffers undue delay when entering or crossing the major street. The minimum volume threshold for a two-lane minor approach is 150 vehicles and 100 vehicles for a single-lane minor approach.

Warrant 7 – Crash Experience is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal. The need for a traffic control signal should be considered if an engineering study finds that all of the following criteria are met:

A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency

B. At least one of the following conditions applies to the reported crash history (where each reported crash considered is related to the intersection and apparently exceeds the applicable requirements for a reportable crash):

    1. The number of reported angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total angle crashes and pedestrian crashes (all severities); or

2. The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total fatal-and-injury angle crashes and pedestrian crashes; or
3. The number of reported angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total angle crashes and pedestrian crashes (all severities); or
4. The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total fatal-and-injury angle crashes and pedestrian crashes; and

Tables 9 through **12** shows the existing hourly traffic along 16th Street/Spring Road and on the southbound approach of Spring Road. The table also highlights which hours of the day satisfy the minimum volume threshold for each warrant. The graphs for Warrants 2 and 3 with the plotted hourly points is included in the Appendix.

In summary, a traffic signal at this location is not warranted and justified for the following reasons:

1. Based on a review of Table 9, the existing traffic volumes do not meet the requirements set forth in the MUTCD for Warrant 1 – Condition B, Warrant 2 and Warrant 3 for any of the 12-hours evaluated.

2. A review of Warrant 1 – Condition A indicates that the existing traffic volumes warrant two of the required eight hours.

3. While there are a few additional hours where the volumes may meet the requirements set forth on Warrant 1 – Condition A, it is not enough to meet the required eight hours.

Table 9
WARRANT VOLUME SUMMARY
16th STREET/SPRING ROAD – EXISTING TRAFFIC VOLUMES
(ASSUMING TWO LANES ON THE SPRING ROAD MINOR APPROACH)

Hour	16th St/Spring Rd (Both Approaches)	Spring Road (Southbound Approach)	Signal Warrants			
			Warrant 1A[1] (8-Hour)	Warrant 1B[2] (8-Hour)	Warrant 2[3] (4-Hour)	Warrant 3[4] (1-Hour)
7:00 to 8:00 AM	511	106	No	No	No	No
8:00 to 9:00 AM	649	97	No	No	No	No
9:00 to 10:00 AM	455	97	No	No	No	No
10:00 to 11:00 AM	427	90	No	No	No	No
11:00 AM to Noon	550	164	No	No	No	No
12:00 to 1:00 PM	530	193	No	No	No	No
1:00 to 2:00 PM	584	162	No	No	No	No
2:00 to 3:00 PM	586	132	No	No	No	No
3:00 to 4:00 PM	634	186	No	No	No	No
4:00 to 5:00 PM	730	284	Yes	No	No	No
5:00 to 6:00 PM	694	249	Yes	No	No	No
6:00 to 7:00 PM	481	137	No	No	No	No
Total Hours Met:			**2**	**0**	**0**	**0**
Warrant Satisfied:			**No**	**No**	**No**	**No**

[1]Warrant 1A; Minimum Vehicular Volume: 600 vehicles minimum on 16th Street/Spring Road; 200 vehicles minimum on Spring Road (southbound approach).
[2]Warrant 1B; Interruption of Continuous Traffic: 900 vehicles minimum on 16th Street/Spring Road; 100 vehicles minimum on Spring Road (southbound approach).
[3]Warrant 2 – Four Hour: 115 vehicles per hour applies as the lower threshold volume for a minor-street approach with two or more lanes
[4]Warrant 3 – Peak Hour: 150 vehicles per hour applies as the lower threshold volume for a minor-street approach with two or more lanes

Table 10
WARRANT VOLUME SUMMARY
16th STREET/SPRING ROAD – EXISTING TRAFFIC VOLUMES
(ASSUMING ONE LANE ON THE SPRING ROAD MINOR APPROACH)

Hour	16th St/Spring Rd (Both Approaches)	Spring Road (Southbound Approach)	Signal Warrants			
			Warrant 1A[1] (8-Hour)	Warrant 1B[2] (8-Hour)	Warrant 2[3] (4-Hour)	Warrant 3[4] (1-Hour)
7:00 to 8:00 AM	511	106	No	No	No	No
8:00 to 9:00 AM	649	97	No	No	No	No
9:00 to 10:00 AM	455	97	No	No	No	No
10:00 to 11:00 AM	427	90	No	No	No	No
11:00 AM to Noon	550	164	No	No	No	No
12:00 to 1:00 PM	530	193	No	No	No	No
1:00 to 2:00 PM	584	162	No	No	No	No
2:00 to 3:00 PM	586	132	No	No	No	No
3:00 to 4:00 PM	634	186	Yes	No	No	No
4:00 to 5:00 PM	730	284	Yes	No	Yes	No
5:00 to 6:00 PM	694	249	Yes	No	Yes	No
6:00 to 7:00 PM	481	137	No	No	No	No
Total Hours Met:			**3**	**0**	**2**	**0**
Warrant Satisfied:			**No**	**No**	**No**	**No**

[1]Warrant 1A; Minimum Vehicular Volume: 600 vehicles minimum on 16th Street/Spring Road; 150 vehicles minimum on Spring Road (southbound approach).
[2]Warrant 1B; Interruption of Continuous Traffic: 900 vehicles minimum on 16th Street/Spring Road; 75 vehicles minimum on Spring Road (southbound approach).
[3]Warrant 2 – Four Hour: 80 vehicles per hour applies as the lower threshold volume for a minor-street approach with one lanes
[4]Warrant 3 – Peak Hour: 100 vehicles per hour applies as the lower threshold volume for a minor-street approach with two or more lanes

Table 11
WARRANT VOLUME SUMMARY
16th STREET/SPRING ROAD – EXISTING TRAFFIC VOLUMES
(ASSUMING TWO LANES ON THE SPRING ROAD MINOR APPROACH – RIGHT TURNS REDUCED BY 75 PERCENT)

Hour	16th St/Spring Rd (Both Approaches)	Spring Road (Southbound Approach)	Signal Warrants			
			Warrant 1A[1] (8-Hour)	Warrant 1B[2] (8-Hour)	Warrant 2[3] (4-Hour)	Warrant 3[4] (1-Hour)
7:00 to 8:00 AM	511	73	No	No	No	No
8:00 to 9:00 AM	649	59	No	No	No	No
9:00 to 10:00 AM	455	50	No	No	No	No
10:00 to 11:00 AM	427	42	No	No	No	No
11:00 AM to Noon	550	90	No	No	No	No
12:00 to 1:00 PM	530	118	No	No	No	No
1:00 to 2:00 PM	584	94	No	No	No	No
2:00 to 3:00 PM	586	79	No	No	No	No
3:00 to 4:00 PM	634	105	No	No	No	No
4:00 to 5:00 PM	730	183	No	No	No	No
5:00 to 6:00 PM	694	157	No	No	No	No
6:00 to 7:00 PM	481	83	No	No	No	No
Total Hours Met:			**0**	**0**	**0**	**0**
Warrant Satisfied:			**No**	**No**	**No**	**No**

[1]Warrant 1A; Minimum Vehicular Volume: 600 vehicles minimum on 16th Street/Spring Road; 200 vehicles minimum on Spring Road (southbound approach).
[2]Warrant 1B; Interruption of Continuous Traffic: 900 vehicles minimum on 16th Street/Spring Road; 100 vehicles minimum on Spring Road (southbound approach).
[3]Warrant 2 – Four Hour: 115 vehicles per hour applies as the lower threshold volume for a minor-street approach with two or more lanes
[4]Warrant 3 – Peak Hour: 150 vehicles per hour applies as the lower threshold volume for a minor-street approach with two or more lanes

Table 12
WARRANT VOLUME SUMMARY
16th STREET/SPRING ROAD – EXISTING TRAFFIC VOLUMES
(ASSUMING ONE LANE ON THE SPRING ROAD MINOR APPROACH - RIGHT TURNS REDUCED BY 60 PERCENT)

Hour	16th St/Spring Rd (Both Approaches)	Spring Road (Southbound Approach)	Signal Warrants			
			Warrant 1A[1] (8-Hour)	Warrant 1B[2] (8-Hour)	Warrant 2[3] (4-Hour)	Warrant 3[4] (1-Hour)
7:00 to 8:00 AM	511	80	No	No	No	No
8:00 to 9:00 AM	649	67	No	No	No	No
9:00 to 10:00 AM	455	59	No	No	No	No
10:00 to 11:00 AM	427	52	No	No	No	No
11:00 AM to Noon	550	105	No	No	No	No
12:00 to 1:00 PM	530	133	No	No	No	No
1:00 to 2:00 PM	584	108	No	No	No	No
2:00 to 3:00 PM	586	89	No	No	No	No
3:00 to 4:00 PM	634	121	No	No	No	No
4:00 to 5:00 PM	730	203	Yes	No	No	No
5:00 to 6:00 PM	694	175	Yes	No	No	No
6:00 to 7:00 PM	481	94	No	No	No	No
Total Hours Met:			**2**	**0**	**0**	**0**
Warrant Satisfied:			**No**	**No**	**No**	**No**

[1]Warrant 1A; Minimum Vehicular Volume: 600 vehicles minimum on 16th Street/Spring Road; 150 vehicles minimum on Spring Road (southbound approach).
[2]Warrant 1B; Interruption of Continuous Traffic: 900 vehicles minimum on 16th Street/Spring Road; 75 vehicles minimum on Spring Road (southbound approach).
[3]Warrant 2 – Four Hour: 80 vehicles per hour applies as the lower threshold volume for a minor-street approach with one lanes
[4]Warrant 3 – Peak Hour: 100 vehicles per hour applies as the lower threshold volume for a minor-street approach with two or more lanes

Crash Experience Evaluation

Based on a review of crash data summary provided by the Village's consultant and the requirements set forth in Warrant 7, the total number of crashes correctable by a traffic signal do not meet or exceed those in Table 4C-2 and Table 4C-3. As such, a traffic signal at this location is not warranted and justified based on the crash data. A copy of these tables is included in the Appendix.

All-Way Stop Control Warrant Evaluation

As stated in the MUTCD manual, the decision to establish all-way stop control at an unsignalized intersection should be based on an engineering study. The engineering study for all-way stop control should include an analysis of factors related to the existing operation and safety at the intersection, the potential to improve these conditions, and the applicable factors in the following all-way stop control warrants:

A. All-Way Stop Control Warrant A: Crash Experience
B. All-Way Stop Control Warrant B: Sight Distance

All-Way Stop Control Warrant A: Crash Experience Option indicates that an all-way stop control may be installed at an intersection where an engineering study indicates that a) For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control and b) For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

Based on a review of the accident data, the number of accidents at this intersection do not meet the requirements for the installation of an all-way stop control.

All-Way Stop Control Warrant B: Sight Distance Option indicates that an all-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.

Based on a sight distance evaluation (See Exhibits A and B in the Appendix), the available sight distance to the east will be approximately 250 feet which only meets the minimum required stopping sight distance. Given this, it is recommended that consideration be given to installing an all-way stop control at this intersection in order to process and control traffic more efficiently. A follow-up study can be conducted at a later date to determine if the actual future volumes do warrant the installation of a traffic signal. Based on the results of the capacity analyses assuming an all-way stop control, the intersection will operate at LOS B and C during the weekday morning and evening peak hours. Furthermore, the longest 95th percentile queue will occur during the weekday evening peak hour with a four vehicle queue for the westbound approach. **Table 13** shows the results of the capacity analysis showing the level of service and overall intersection delay (measured in seconds) for the projected traffic volumes.
Table 13

YEAR 2032 FUTURE CONDITIONS - AWSC

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Spring Road with 16th Street/Proposed Access Drive[2]				
• Overall	B	10.5	C	15.9
• Eastbound Approach	B	10.8	B	12.4
• Westbound Approach	B	10.2	C	18.5
• Northbound Approach	A	9.8	B	11.5
• Southbound Approach	A	9.9	B	14.2

LOS = Level of Service
Delay is measured in seconds.

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

Alternate Traffic Control Evaluation

KLOA, Inc. also reviewed the potential for the provision of a roundabout at the intersection of Spring Road with 16th Street/proposed access drive and while on a preliminary basis it appears that a roundabout could be accommodated there are several constraint with the provision of a roundabout such as:

- Potential limited right-of-way available to accommodate the typical inscribed diameter
- Not enough depth on the site access drive to accommodate the typical splitter islands that are provided at each approach of a roundabout
- Potentially not enough right-of-way on the north leg of Spring Road to widen the road and provide a splitter island
- Introduction of a two-lane roundabout may create confusion amongst drivers that may not be familiar with them
- More costly than modifying the traffic control to all-way stop sign control

5. Parking Evaluation

As previously indicated, the plans call for providing 250 spaces for residents and visitors in an above ground parking garage (239 spaces) and via surface parking spaces (11 spaces). This parking supply translates into a ratio of 2.17 parking spaces per unit.

Village of Oak Brook Parking Requirements

The Village of Oak Brook Zoning Code requires two parking spaces per dwelling units. Based on this, the total number of required parking spaces per Village Code will be 230 spaces. As such, the proposed 250 parking spaces will meet the Village of Oak Brook requirements.

ITE Parking Demand

KLOA, Inc. also reviewed the ITE *Parking Generation Manual*, 6th Edition to calculate the peak parking demand for the proposed apartment development for the weekday and Saturday conditions. Based on Land Use Code 222 (Multifamily Housing – 2+ BR (High-Rise)), the proposed development will have a peak parking demand of 117 on a weekday. No information for a Saturday is provided in the ITE *Parking Generation Manual* for Land Use Code 222. For comparison purposes, KLOA, Inc. also look at the peak parking demand utilizing the Land Use Code 221 (Multifamily Housing – 2+ BR (Mid-Rise). Based on this land use code, the proposed development will have a peak parking demand of 132 vehicles on a weekday and 120 vehicles on a Saturday.

Given the above, the proposed development parking supply will meet the Village's code requirements and exceed the projected peak parking demand based on ITE parking rates.

6. Conclusion

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

- The site is well located with respect to the regional and local roadway system.
- The results of the capacity analyses indicate that all of the studied intersections are operating at acceptable Levels of Service and will continue to do so under future conditions.
- As part of the proposed development, the existing raised median along the south/west leg of Spring Road will be reconstructed to provide an exclusive left-turn lane and the southbound approach of Spring Road will be restriped to provide an exclusive left-turn lane and a shared through/right-turn lane.
- A review of the projected traffic volumes indicates that an exclusive right-turn lane into the site will not be warranted.
- Based on a review of the traffic volumes and the results of the signal warrant analysis, a traffic signal will not be warranted.
- Based on a sight distance evaluation, the available sight distance to the east will be approximately 250 feet which only meets the minimum required stopping sight distance. Given this, it is recommended that consideration be given to installing an all-way stop control at the intersection of Spring Road with 16th Street/proposed access drive in order to process and control traffic more efficiently.
- Consideration should be given to conducting a follow-up study at a later date to determine if the actual future volumes do warrant the installation of a traffic signal.
- The access system, as proposed, will be adequate in accommodating future traffic volumes.
- The proposed parking supply meets Village Code requirements and will be adequate in accommodating the anticipated peak parking demand that will be generated by the proposed development.

Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Sheets
Year 2050 CMAP Letter
Level of Service Criteria
Capacity Analysis Summary Sheets
IDOT Reduction Factors
Warrants 2 and 3 Graphs
Crash Experience Tables
Sight Distance Evaluation

Traffic Count Summary Sheets

16th+with+Oak+Brook+Club TMC - TMC

Tue Mar 17, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385676, Location: 41.854227, -87.951966

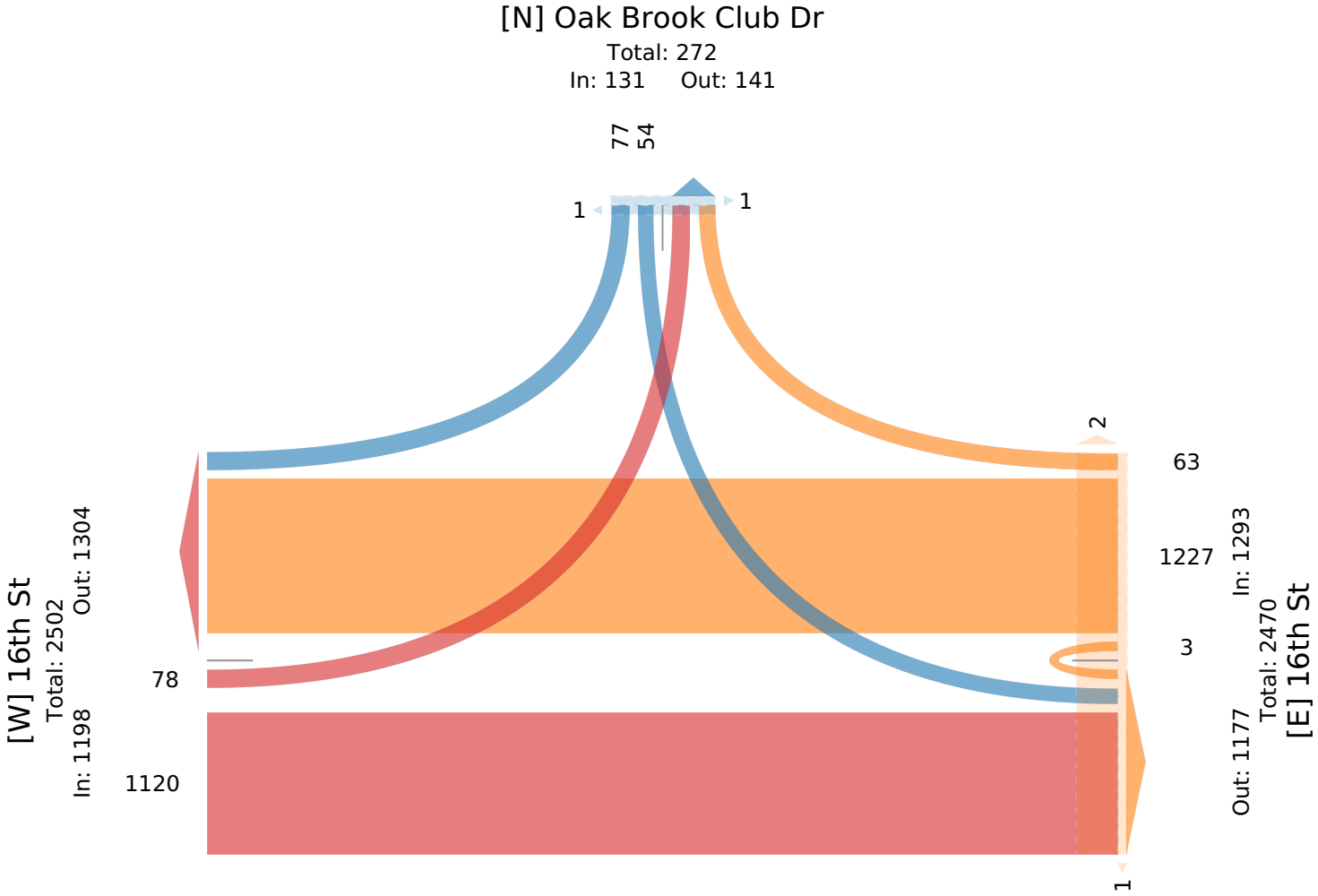
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	16th St					16th St					Oak Brook Club Dr					
Direction	Eastbound					Westbound					Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-03-17 7:00AM	62	0	0	**62**	0	2	32	0	**34**	1	3	4	0	**7**	0	**103**
7:15AM	73	2	0	**75**	0	2	31	0	**33**	0	3	0	0	**3**	0	**111**
7:30AM	96	1	0	**97**	0	1	27	0	**28**	0	3	2	0	**5**	0	**130**
7:45AM	94	8	0	**102**	0	4	30	1	**35**	0	5	0	0	**5**	1	**142**
Hourly Total	325	11	0	**336**	0	9	120	1	**130**	1	14	6	0	**20**	1	**486**
8:00AM	87	10	0	**97**	0	8	35	0	**43**	0	8	5	0	**13**	0	**153**
8:15AM	106	4	0	**110**	0	6	38	0	**44**	0	6	3	0	**9**	0	**163**
8:30AM	70	3	0	**73**	0	2	41	0	**43**	0	9	5	0	**14**	0	**130**
8:45AM	96	6	0	**102**	0	6	42	0	**48**	0	2	9	0	**11**	0	**161**
Hourly Total	359	23	0	**382**	0	22	156	0	**178**	0	25	22	0	**47**	0	**607**
4:00PM	64	4	0	**68**	0	4	127	0	**131**	0	8	7	0	**15**	0	**214**
4:15PM	49	9	0	**58**	0	5	105	0	**110**	0	7	4	0	**11**	0	**179**
4:30PM	50	5	0	**55**	0	7	130	0	**137**	0	3	3	0	**6**	0	**198**
4:45PM	59	4	0	**63**	0	2	105	2	**109**	0	6	6	0	**12**	0	**184**
Hourly Total	222	22	0	**244**	0	18	467	2	**487**	0	24	20	0	**44**	0	**775**
5:00PM	58	5	0	**63**	0	3	165	0	**168**	1	2	2	0	**4**	0	**235**
5:15PM	48	4	0	**52**	0	5	129	0	**134**	0	3	0	0	**3**	0	**189**
5:30PM	60	9	0	**69**	0	2	97	0	**99**	1	6	2	0	**8**	1	**176**
5:45PM	48	4	0	**52**	0	4	93	0	**97**	0	3	2	0	**5**	0	**154**
Hourly Total	214	22	0	**236**	0	14	484	0	**498**	2	14	6	0	**20**	1	**754**
Total	1120	78	0	**1198**	0	63	1227	3	**1293**	3	77	54	0	**131**	2	**2622**
% Approach	93.5%	6.5%	0%	**-**	-	4.9%	94.9%	0.2%	**-**	-	58.8%	41.2%	0%	**-**	-	**-**
% Total	42.7%	3.0%	0%	**45.7%**	-	2.4%	46.8%	0.1%	**49.3%**	-	2.9%	2.1%	0%	**5.0%**	-	**-**
Lights	1115	78	0	**1193**	-	62	1211	3	**1276**	-	76	54	0	**130**	-	2599
% Lights	99.6%	100%	0%	**99.6%**	-	98.4%	98.7%	100%	**98.7%**	-	98.7%	100%	0%	**99.2%**	-	99.1%
Single-Unit Trucks	4	0	0	**4**	-	1	12	0	**13**	-	1	0	0	**1**	-	18
% Single-Unit Trucks	0.4%	0%	0%	**0.3%**	-	1.6%	1.0%	0%	**1.0%**	-	1.3%	0%	0%	**0.8%**	-	0.7%
Articulated Trucks	0	0	0	**0**	-	0	2	0	**2**	-	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0.2%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.1%
Buses	1	0	0	**1**	-	0	2	0	**2**	-	0	0	0	**0**	-	3
% Buses	0.1%	0%	0%	**0.1%**	-	0%	0.2%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.1%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	3	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

16th+with+Oak+Brook+Club TMC - TMC
Tue Mar 17, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385676, Location: 41.854227, -87.951966

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



16th+with+Oak+Brook+Club TMC - TMC

Tue Mar 17, 2026
AM Peak (8 AM - 9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385676, Location: 41.854227, -87.951966

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	16th St					16th St					Oak Brook Club Dr					
Direction	Eastbound					Westbound					Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-03-17 8:00AM	87	10	0	**97**	0	8	35	0	**43**	0	8	5	0	**13**	0	**153**
8:15AM	106	4	0	**110**	0	6	38	0	**44**	0	6	3	0	**9**	0	**163**
8:30AM	70	3	0	**73**	0	2	41	0	**43**	0	9	5	0	**14**	0	**130**
8:45AM	96	6	0	**102**	0	6	42	0	**48**	0	2	9	0	**11**	0	**161**
Total	359	23	0	**382**	0	22	156	0	**178**	0	25	22	0	**47**	0	**607**
% Approach	94.0%	6.0%	0%	**-**	-	12.4%	87.6%	0%	**-**	-	53.2%	46.8%	0%	**-**	-	**-**
% Total	59.1%	3.8%	0%	**62.9%**	-	3.6%	25.7%	0%	**29.3%**	-	4.1%	3.6%	0%	**7.7%**	-	**-**
PHF	0.847	0.575	-	**0.868**	-	0.688	0.929	-	**0.927**	-	0.694	0.611	-	**0.839**	-	0.931
Lights	354	23	0	**377**	-	21	146	0	**167**	-	24	22	0	**46**	-	590
% Lights	98.6%	100%	0%	**98.7%**	-	95.5%	93.6%	0%	**93.8%**	-	96.0%	100%	0%	**97.9%**	-	97.2%
Single-Unit Trucks	4	0	0	**4**	-	1	8	0	**9**	-	1	0	0	**1**	-	14
% Single-Unit Trucks	1.1%	0%	0%	**1.0%**	-	4.5%	5.1%	0%	**5.1%**	-	4.0%	0%	0%	**2.1%**	-	2.3%
Articulated Trucks	0	0	0	**0**	-	0	2	0	**2**	-	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	1.3%	0%	**1.1%**	-	0%	0%	0%	**0%**	-	0.3%
Buses	1	0	0	**1**	-	0	0	0	**0**	-	0	0	0	**0**	-	1
% Buses	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.2%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

16th+with+Oak+Brook+Club TMC - TMC
Tue Mar 17, 2026
AM Peak (8 AM - 9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385676, Location: 41.854227, -87.951966

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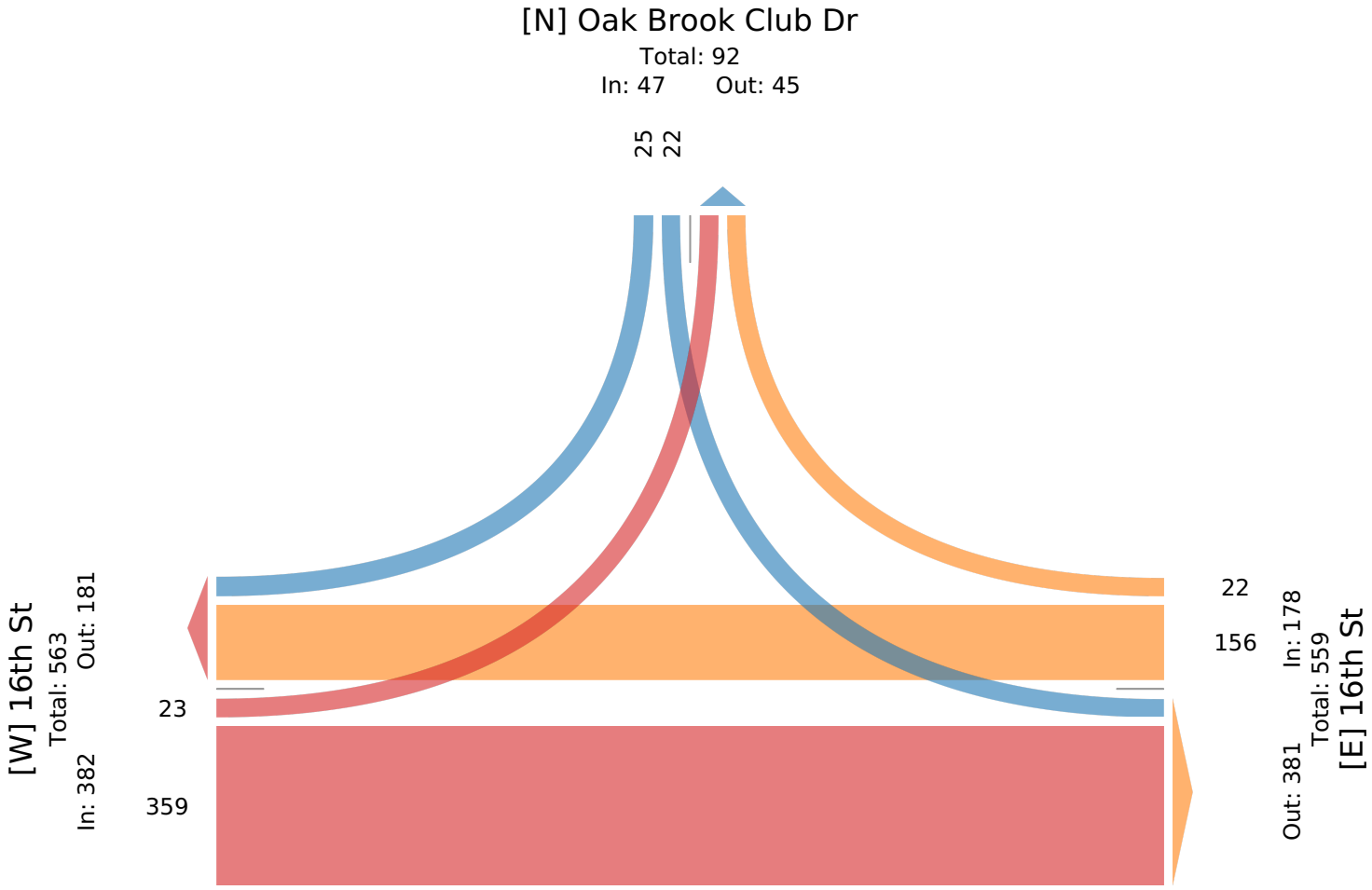


16th+with+Oak+Brook+Club TMC - TMC

Tue Mar 17, 2026
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385676, Location: 41.854227, -87.951966

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	16th St					16th St					Oak Brook Club Dr					
Direction	Eastbound					Westbound					Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-03-17 4:30PM	50	5	0	**55**	0	7	130	0	**137**	0	3	3	0	**6**	0	**198**
4:45PM	59	4	0	**63**	0	2	105	2	**109**	0	6	6	0	**12**	0	**184**
5:00PM	58	5	0	**63**	0	3	165	0	**168**	1	2	2	0	**4**	0	**235**
5:15PM	48	4	0	**52**	0	5	129	0	**134**	0	3	0	0	**3**	0	**189**
Total	215	18	0	**233**	0	17	529	2	**548**	1	14	11	0	**25**	0	**806**
% Approach	92.3%	7.7%	0%	**-**	-	3.1%	96.5%	0.4%	**-**	-	56.0%	44.0%	0%	**-**	-	-
% Total	26.7%	2.2%	0%	**28.9%**	-	2.1%	65.6%	0.2%	**68.0%**	-	1.7%	1.4%	0%	**3.1%**	-	-
PHF	0.911	0.900	-	**0.925**	-	0.607	0.802	0.250	**0.815**	-	0.583	0.458	-	**0.521**	-	0.857
Lights	215	18	0	**233**	-	17	528	2	**547**	-	14	11	0	**25**	-	805
% Lights	100%	100%	0%	**100%**	-	100%	99.8%	100%	**99.8%**	-	100%	100%	0%	**100%**	-	99.9%
Single-Unit Trucks	0	0	0	**0**	-	0	1	0	**1**	-	0	0	0	**0**	-	1
% Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0.2%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.1%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

16th+with+Oak+Brook+Club TMC - TMC

Tue Mar 17, 2026

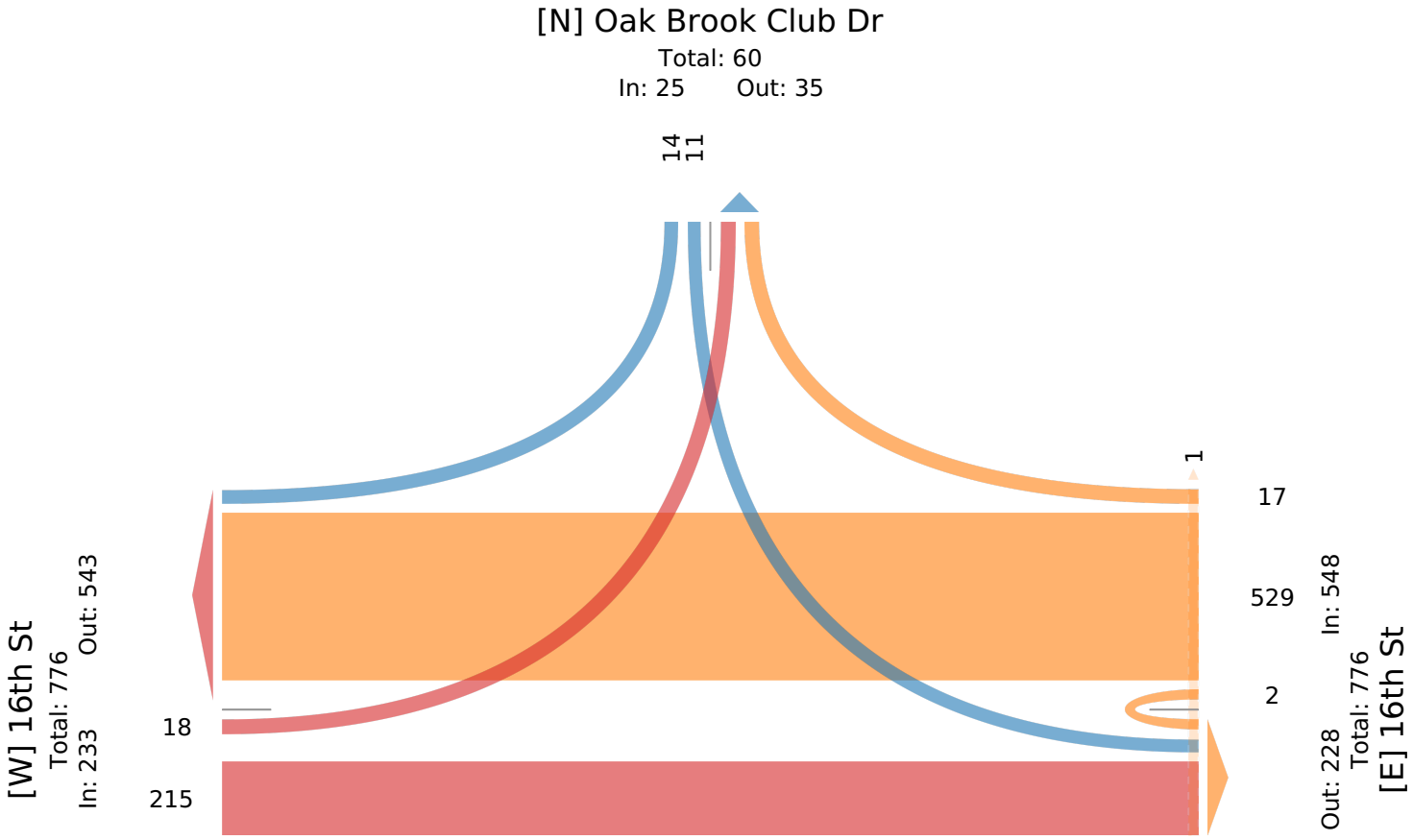
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 1385676, Location: 41.854227, -87.951966

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



16th+with+Spring TMC - TMC

Tue Mar 17, 2026
Full Length (7 AM-7 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385683, Location: 41.854438, -87.949044

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	16th st					16th st					Spring Rd					
Direction	Eastbound					Westbound					Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-03-17 7:00AM	52	16	0	**68**	0	19	24	0	**43**	0	10	10	0	**20**	0	**131**
7:15AM	58	9	0	**67**	0	22	19	0	**41**	0	13	10	0	**23**	0	**131**
7:30AM	81	14	0	**95**	0	22	20	0	**42**	0	12	15	0	**27**	0	**164**
7:45AM	74	23	0	**97**	0	32	26	0	**58**	0	9	27	0	**36**	0	**191**
Hourly Total	265	62	0	**327**	0	95	89	0	**184**	0	44	62	0	**106**	0	**617**
8:00AM	65	27	0	**92**	0	34	38	0	**72**	0	14	10	1	**25**	0	**189**
8:15AM	88	23	0	**111**	0	29	29	0	**58**	0	8	8	0	**16**	0	**185**
8:30AM	70	10	0	**80**	0	32	36	0	**68**	0	9	14	0	**23**	0	**171**
8:45AM	85	23	0	**108**	0	31	29	0	**60**	0	18	15	0	**33**	0	**201**
Hourly Total	308	83	0	**391**	0	126	132	0	**258**	0	49	47	1	**97**	0	**746**
9:00AM	62	18	0	**80**	0	33	28	0	**61**	0	17	8	0	**25**	0	**166**
9:15AM	40	12	0	**52**	0	19	30	0	**49**	1	17	7	0	**24**	0	**125**
9:30AM	35	8	0	**43**	0	17	43	0	**60**	0	15	11	0	**26**	0	**129**
9:45AM	42	15	0	**57**	0	24	29	0	**53**	0	14	8	0	**22**	0	**132**
Hourly Total	179	53	0	**232**	0	93	130	0	**223**	1	63	34	0	**97**	0	**552**
10:00AM	45	11	0	**56**	0	13	41	0	**54**	0	16	8	0	**24**	0	**134**
10:15AM	36	9	0	**45**	0	13	35	0	**48**	0	19	6	0	**25**	0	**118**
10:30AM	45	13	0	**58**	0	20	41	0	**61**	0	14	7	0	**21**	0	**140**
10:45AM	44	5	0	**49**	0	17	39	0	**56**	0	15	5	0	**20**	0	**125**
Hourly Total	170	38	0	**208**	0	63	156	0	**219**	0	64	26	0	**90**	0	**517**
11:00AM	25	20	0	**45**	0	29	50	0	**79**	0	24	15	0	**39**	0	**163**
11:15AM	49	17	0	**66**	0	16	51	0	**67**	0	20	12	0	**32**	0	**165**
11:30AM	39	10	0	**49**	0	24	60	0	**84**	0	22	17	0	**39**	0	**172**
11:45AM	53	11	0	**64**	0	18	77	1	**96**	0	33	21	0	**54**	0	**214**
Hourly Total	166	58	0	**224**	0	87	238	1	**326**	0	99	65	0	**164**	0	**714**
12:00PM	30	18	0	**48**	0	22	68	0	**90**	0	31	22	0	**53**	0	**191**
12:15PM	35	9	0	**44**	0	18	58	0	**76**	0	32	27	0	**59**	0	**179**
12:30PM	32	22	0	**54**	0	21	57	0	**78**	0	21	24	0	**45**	0	**177**
12:45PM	38	18	0	**56**	0	36	48	0	**84**	0	16	20	0	**36**	0	**176**
Hourly Total	135	67	0	**202**	0	97	231	0	**328**	0	100	93	0	**193**	0	**723**
1:00PM	41	13	0	**54**	0	25	43	0	**68**	0	24	21	0	**45**	0	**167**
1:15PM	34	24	0	**58**	0	34	66	0	**100**	0	20	16	0	**36**	0	**194**
1:30PM	33	22	0	**55**	0	33	59	0	**92**	0	28	15	0	**43**	0	**190**
1:45PM	43	13	0	**56**	0	41	60	0	**101**	0	18	20	0	**38**	0	**195**
Hourly Total	151	72	0	**223**	0	133	228	0	**361**	0	90	72	0	**162**	0	**746**
2:00PM	48	15	0	**63**	0	38	53	0	**91**	0	17	8	0	**25**	0	**179**
2:15PM	52	17	0	**69**	0	31	48	0	**79**	0	22	20	0	**42**	0	**190**
2:30PM	42	14	0	**56**	0	32	64	0	**96**	0	17	16	0	**33**	0	**185**
2:45PM	32	18	0	**50**	0	33	49	0	**82**	0	15	17	0	**32**	0	**164**
Hourly Total	174	64	0	**238**	0	134	214	0	**348**	0	71	61	0	**132**	0	**718**
3:00PM	51	15	0	**66**	1	32	83	0	**115**	0	19	14	0	**33**	0	**214**
3:15PM	37	22	0	**59**	0	23	48	0	**71**	0	21	22	0	**43**	0	**173**
3:30PM	43	13	0	**56**	0	30	76	1	**107**	0	36	19	0	**55**	0	**218**
3:45PM	54	11	0	**65**	0	28	67	0	**95**	0	32	23	0	**55**	0	**215**
Hourly Total	185	61	0	**246**	1	113	274	1	**388**	0	108	78	0	**186**	0	**820**
4:00PM	47	20	1	**68**	0	30	111	0	**141**	0	27	41	0	**68**	0	**277**
4:15PM	38	17	0	**55**	0	37	88	0	**125**	0	32	26	0	**58**	0	**238**
4:30PM	30	17	0	**47**	0	35	86	0	**121**	0	43	47	0	**90**	0	**258**
4:45PM	45	20	1	**66**	0	28	79	0	**107**	0	33	35	0	**68**	0	**241**
Hourly Total	160	74	2	**236**	0	130	364	0	**494**	0	135	149	0	**284**	0	**1014**
5:00PM	36	8	0	**44**	0	44	123	0	**167**	0	42	42	0	**84**	0	**295**
5:15PM	35	13	0	**48**	0	35	98	0	**133**	0	29	31	0	**60**	0	**241**

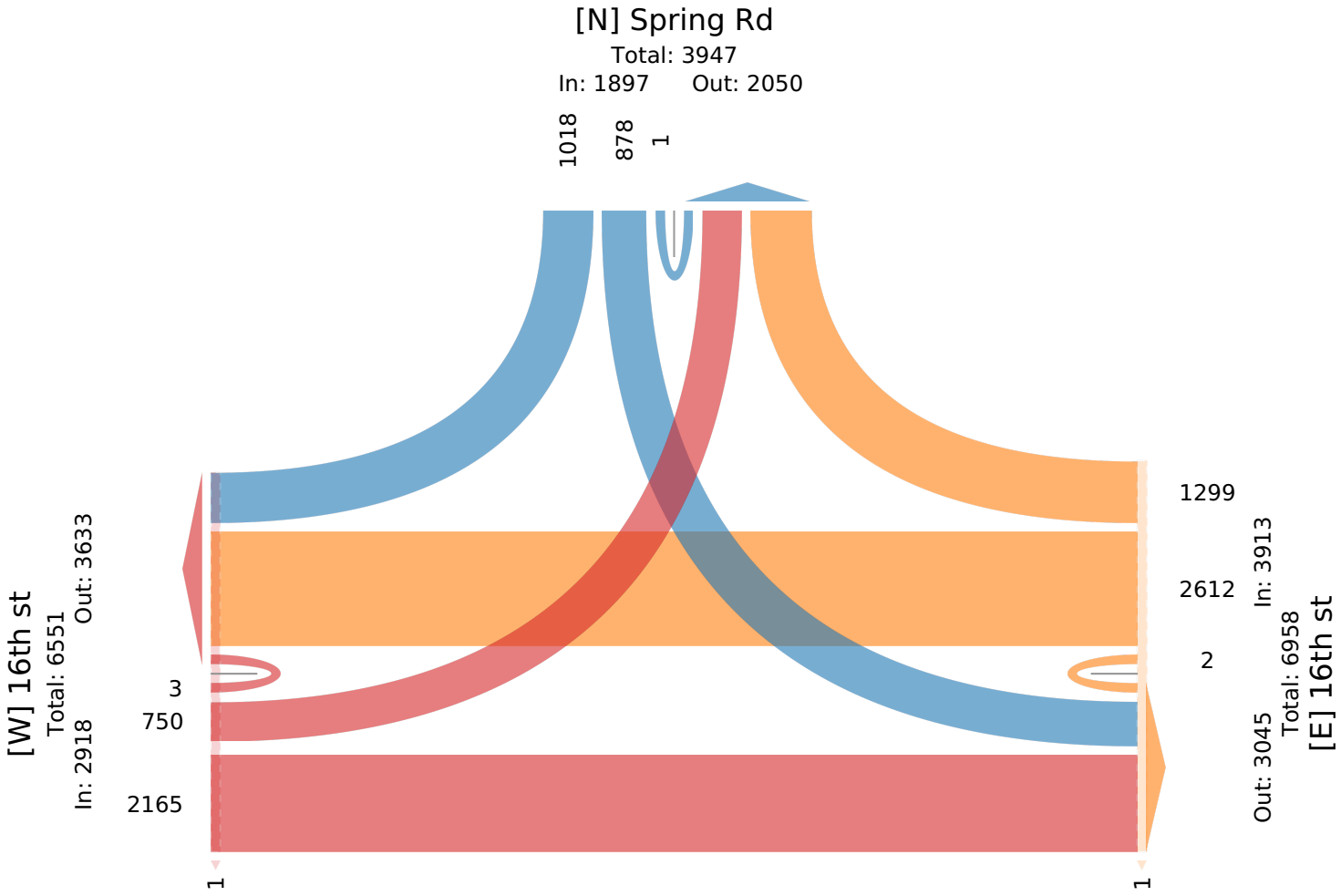
Leg	16th st					16th st					Spring Rd					
Direction	Eastbound					Westbound					Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
5:30PM	44	13	0	**57**	0	28	70	0	**98**	0	30	27	0	**57**	0	**212**
5:45PM	37	13	0	**50**	0	23	74	0	**97**	0	22	26	0	**48**	0	**195**
Hourly Total	152	47	0	**199**	0	130	365	0	**495**	0	123	126	0	**249**	0	**943**
6:00PM	29	20	0	**49**	0	27	72	0	**99**	0	21	27	0	**48**	0	**196**
6:15PM	35	17	0	**52**	0	31	43	0	**74**	0	18	10	0	**28**	0	**154**
6:30PM	31	17	0	**48**	0	21	47	0	**68**	0	14	17	0	**31**	0	**147**
6:45PM	25	17	1	**43**	0	19	29	0	**48**	0	19	11	0	**30**	0	**121**
Hourly Total	120	71	1	**192**	0	98	191	0	**289**	0	72	65	0	**137**	0	**618**
Total	2165	750	3	**2918**	1	1299	2612	2	**3913**	1	1018	878	1	**1897**	0	**8728**
% Approach	74.2%	25.7%	0.1%	**-**	-	33.2%	66.8%	0.1%	**-**	-	53.7%	46.3%	0.1%	**-**	-	**-**
% Total	24.8%	8.6%	0%	**33.4%**	-	14.9%	29.9%	0%	**44.8%**	-	11.7%	10.1%	0%	**21.7%**	-	**-**
Lights	2141	735	3	**2879**	-	1281	2582	2	**3865**	-	998	868	1	**1867**	-	8611
% Lights	98.9%	98.0%	100%	**98.7%**	-	98.6%	98.9%	100%	**98.8%**	-	98.0%	98.9%	100%	**98.4%**	-	98.7%
Single-Unit Trucks	19	12	0	**31**	-	16	26	0	**42**	-	17	10	0	**27**	-	100
% Single-Unit Trucks	0.9%	1.6%	0%	**1.1%**	-	1.2%	1.0%	0%	**1.1%**	-	1.7%	1.1%	0%	**1.4%**	-	1.1%
Articulated Trucks	4	0	0	**4**	-	1	4	0	**5**	-	0	0	0	**0**	-	9
% Articulated Trucks	0.2%	0%	0%	**0.1%**	-	0.1%	0.2%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0.1%
Buses	1	3	0	**4**	-	1	0	0	**1**	-	3	0	0	**3**	-	8
% Buses	0%	0.4%	0%	**0.1%**	-	0.1%	0%	0%	**0%**	-	0.3%	0%	0%	**0.2%**	-	0.1%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	1	-	-	-	-	1	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

16th+with+Spring TMC - TMC

Tue Mar 17, 2026
Full Length (7 AM-7 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385683, Location: 41.854438, -87.949044

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



16th+with+Spring TMC - TMC

Tue Mar 17, 2026
AM Peak (8 AM - 9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385683, Location: 41.854438, -87.949044

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

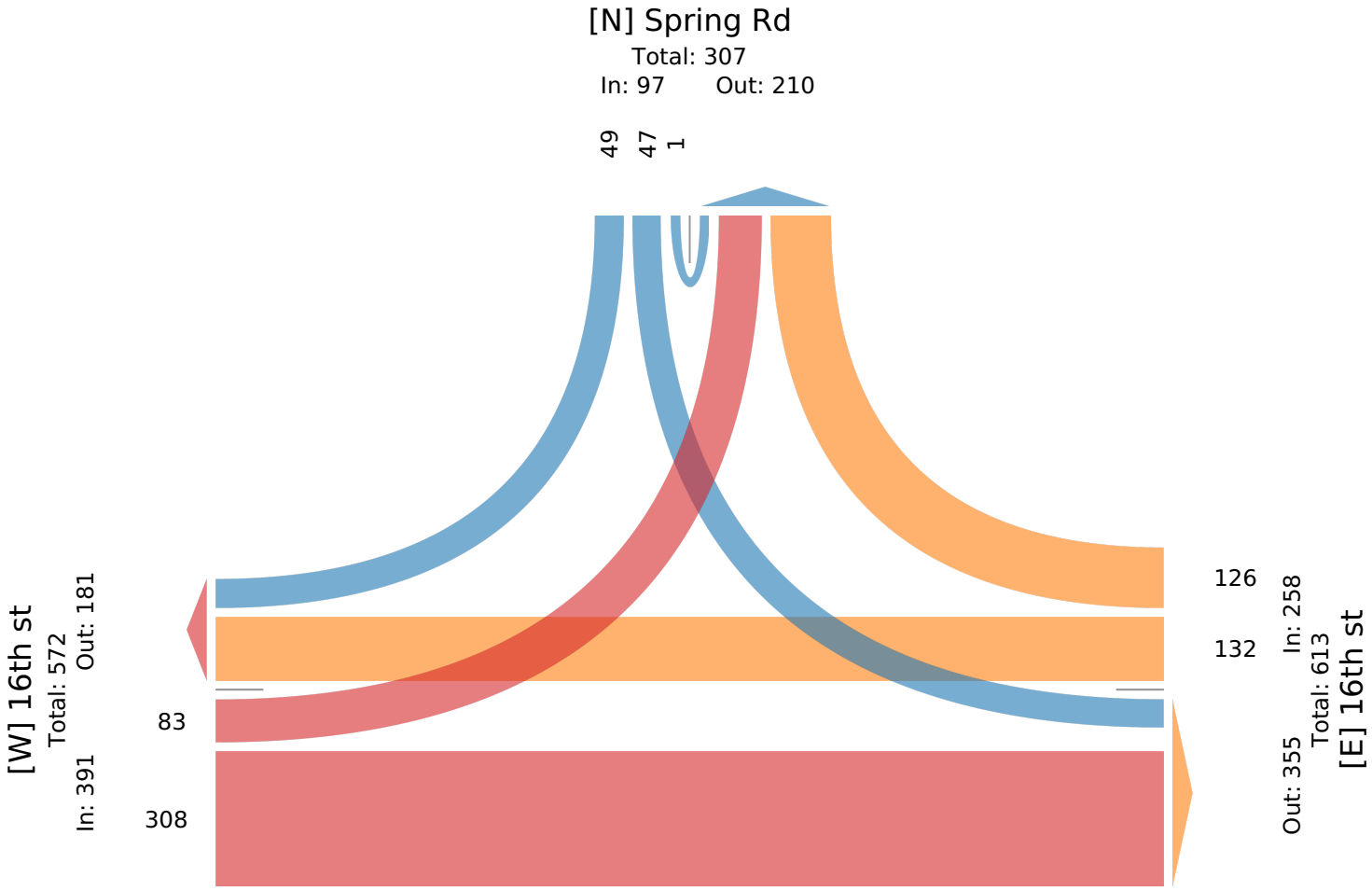
Leg	16th st					16th st					Spring Rd					
Direction	Eastbound					Westbound					Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-03-17 8:00AM	65	27	0	**92**	0	34	38	0	**72**	0	14	10	1	**25**	0	**189**
8:15AM	88	23	0	**111**	0	29	29	0	**58**	0	8	8	0	**16**	0	**185**
8:30AM	70	10	0	**80**	0	32	36	0	**68**	0	9	14	0	**23**	0	**171**
8:45AM	85	23	0	**108**	0	31	29	0	**60**	0	18	15	0	**33**	0	**201**
Total	308	83	0	**391**	0	126	132	0	**258**	0	49	47	1	**97**	0	**746**
% Approach	78.8%	21.2%	0%	**-**	-	48.8%	51.2%	0%	**-**	-	50.5%	48.5%	1.0%	**-**	-	-
% Total	41.3%	11.1%	0%	**52.4%**	-	16.9%	17.7%	0%	**34.6%**	-	6.6%	6.3%	0.1%	**13.0%**	-	-
PHF	0.875	0.769	-	**0.881**	-	0.926	0.868	-	**0.896**	-	0.681	0.783	0.250	**0.735**	-	0.928
Lights	304	82	0	**386**	-	125	126	0	**251**	-	45	46	1	**92**	-	729
% Lights	98.7%	98.8%	0%	**98.7%**	-	99.2%	95.5%	0%	**97.3%**	-	91.8%	97.9%	100%	**94.8%**	-	97.7%
Single-Unit Trucks	3	1	0	**4**	-	0	4	0	**4**	-	4	1	0	**5**	-	13
% Single-Unit Trucks	1.0%	1.2%	0%	**1.0%**	-	0%	3.0%	0%	**1.6%**	-	8.2%	2.1%	0%	**5.2%**	-	1.7%
Articulated Trucks	0	0	0	**0**	-	0	2	0	**2**	-	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	1.5%	0%	**0.8%**	-	0%	0%	0%	**0%**	-	0.3%
Buses	1	0	0	**1**	-	1	0	0	**1**	-	0	0	0	**0**	-	2
% Buses	0.3%	0%	0%	**0.3%**	-	0.8%	0%	0%	**0.4%**	-	0%	0%	0%	**0%**	-	0.3%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

16th+with+Spring TMC - TMC

Tue Mar 17, 2026
AM Peak (8 AM - 9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385683, Location: 41.854438, -87.949044

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



16th+with+Spring TMC - TMC

Tue Mar 17, 2026
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385683, Location: 41.854438, -87.949044

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

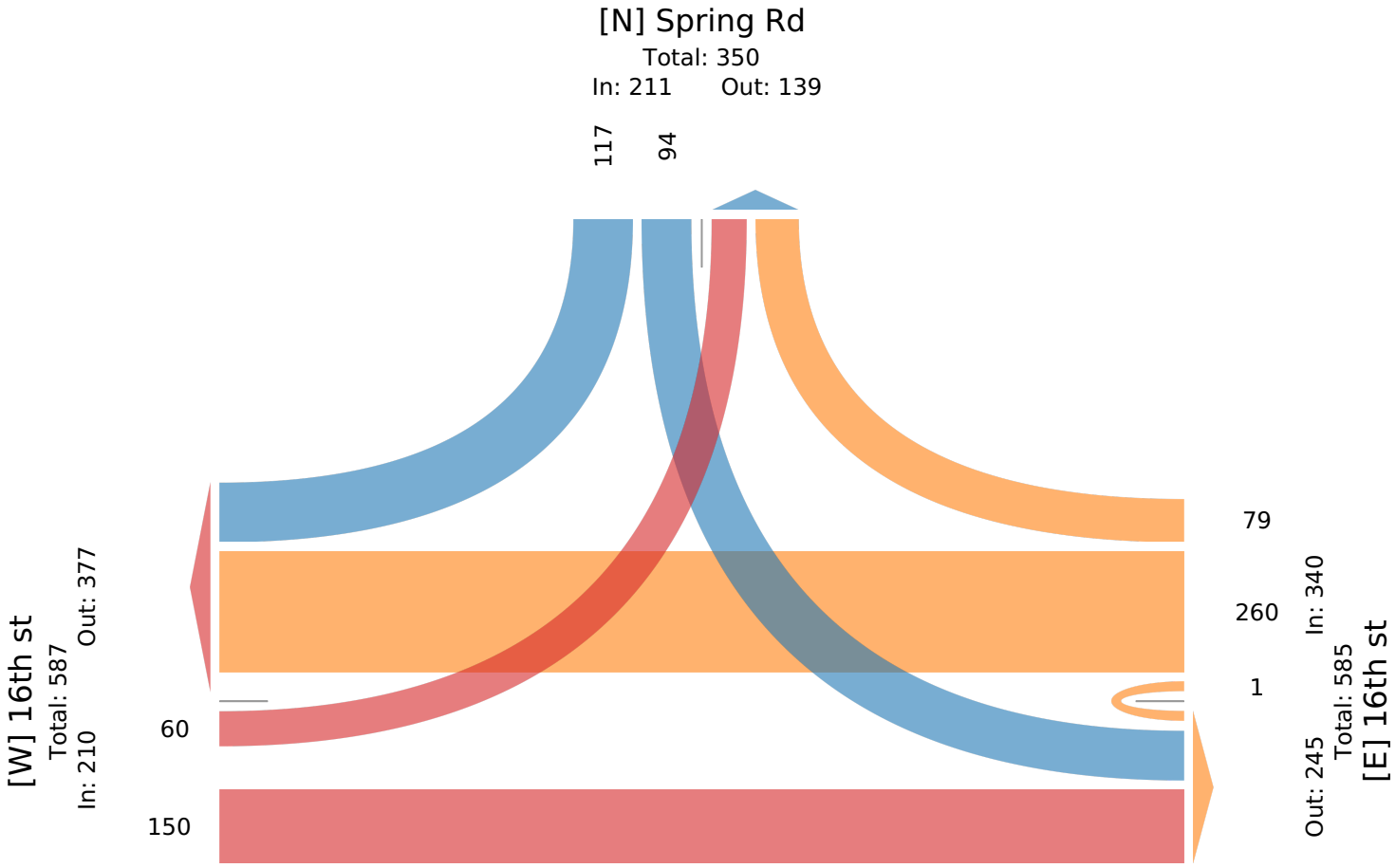
Leg	16th st					16th st					Spring Rd					
Direction	Eastbound					Westbound					Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-03-17 11:45AM	53	11	0	**64**	0	18	77	1	**96**	0	33	21	0	**54**	0	**214**
12:00PM	30	18	0	**48**	0	22	68	0	**90**	0	31	22	0	**53**	0	**191**
12:15PM	35	9	0	**44**	0	18	58	0	**76**	0	32	27	0	**59**	0	**179**
12:30PM	32	22	0	**54**	0	21	57	0	**78**	0	21	24	0	**45**	0	**177**
Total	150	60	0	**210**	0	79	260	1	**340**	0	117	94	0	**211**	0	**761**
% Approach	71.4%	28.6%	0%	**-**	-	23.2%	76.5%	0.3%	**-**	-	55.5%	44.5%	0%	**-**	-	-
% Total	19.7%	7.9%	0%	**27.6%**	-	10.4%	34.2%	0.1%	**44.7%**	-	15.4%	12.4%	0%	**27.7%**	-	-
PHF	0.708	0.682	-	**0.820**	-	0.898	0.844	0.250	**0.885**	-	0.886	0.870	-	**0.894**	-	0.889
Lights	150	60	0	**210**	-	78	256	1	**335**	-	112	94	0	**206**	-	751
% Lights	100%	100%	0%	**100%**	-	98.7%	98.5%	100%	**98.5%**	-	95.7%	100%	0%	**97.6%**	-	98.7%
Single-Unit Trucks	0	0	0	**0**	-	1	4	0	**5**	-	5	0	0	**5**	-	10
% Single-Unit Trucks	0%	0%	0%	**0%**	-	1.3%	1.5%	0%	**1.5%**	-	4.3%	0%	0%	**2.4%**	-	1.3%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
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%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

16th+with+Spring TMC - TMC

Tue Mar 17, 2026
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385683, Location: 41.854438, -87.949044

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



16th+with+Spring TMC - TMC

Tue Mar 17, 2026
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385683, Location: 41.854438, -87.949044

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

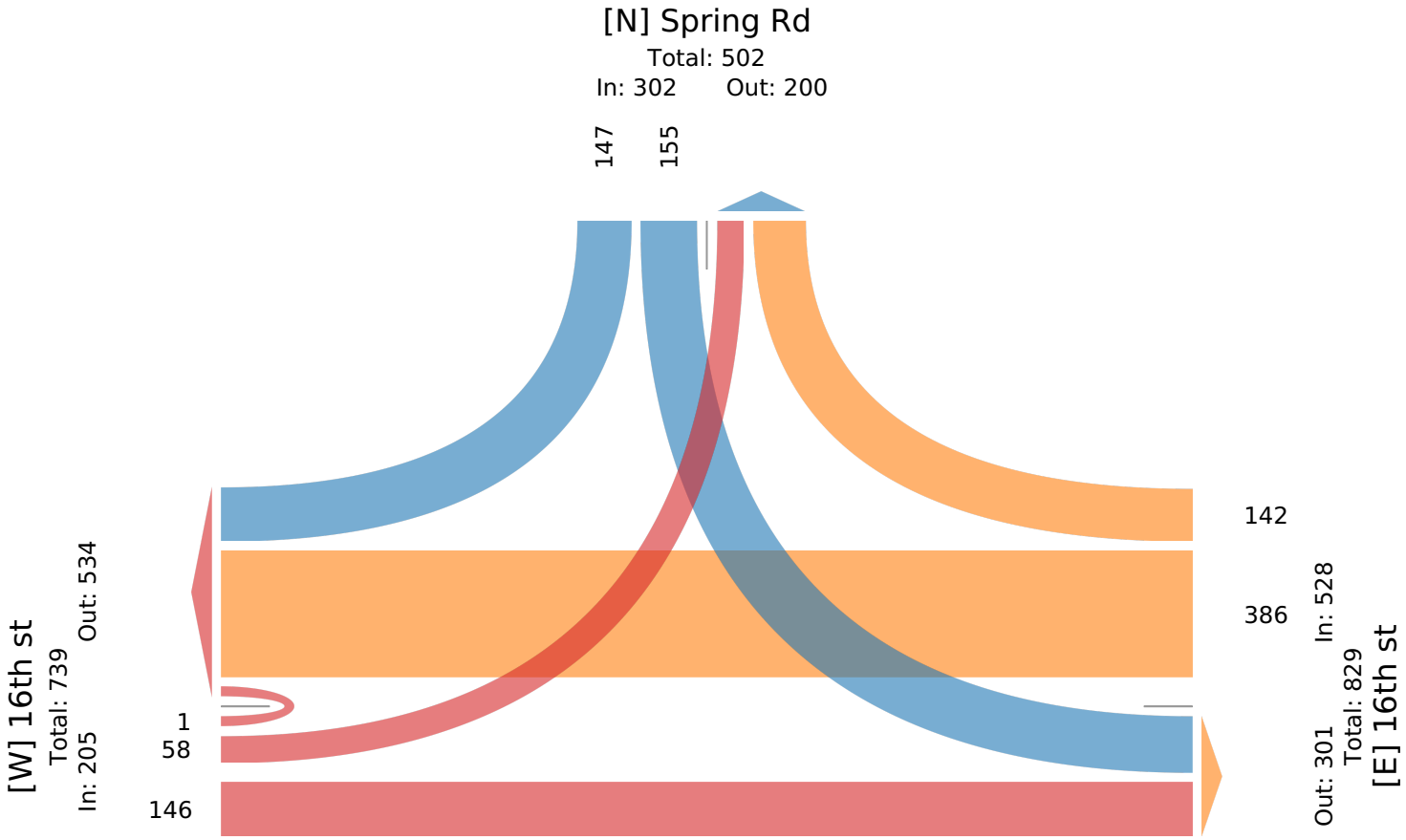
Leg	16th st					16th st					Spring Rd					
Direction	Eastbound					Westbound					Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-03-17 4:30PM	30	17	0	**47**	0	35	86	0	**121**	0	43	47	0	**90**	0	**258**
4:45PM	45	20	1	**66**	0	28	79	0	**107**	0	33	35	0	**68**	0	**241**
5:00PM	36	8	0	**44**	0	44	123	0	**167**	0	42	42	0	**84**	0	**295**
5:15PM	35	13	0	**48**	0	35	98	0	**133**	0	29	31	0	**60**	0	**241**
Total	146	58	1	**205**	0	142	386	0	**528**	0	147	155	0	**302**	0	**1035**
% Approach	71.2%	28.3%	0.5%	**-**	-	26.9%	73.1%	0%	**-**	-	48.7%	51.3%	0%	**-**	-	-
% Total	14.1%	5.6%	0.1%	**19.8%**	-	13.7%	37.3%	0%	**51.0%**	-	14.2%	15.0%	0%	**29.2%**	-	-
PHF	0.811	0.725	0.250	**0.777**	-	0.807	0.785	-	**0.790**	-	0.855	0.824	-	**0.839**	-	0.877
Lights	146	58	1	**205**	-	142	385	0	**527**	-	147	155	0	**302**	-	1034
% Lights	100%	100%	100%	**100%**	-	100%	99.7%	0%	**99.8%**	-	100%	100%	0%	**100%**	-	99.9%
Single-Unit Trucks	0	0	0	**0**	-	0	1	0	**1**	-	0	0	0	**0**	-	1
% Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0.3%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.1%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

16th+with+Spring TMC - TMC

Tue Mar 17, 2026
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385683, Location: 41.854438, -87.949044

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Spring rd and Harger Rd TMC - TMC

Wed Mar 25, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385685, Location: 41.851564, -87.948285

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

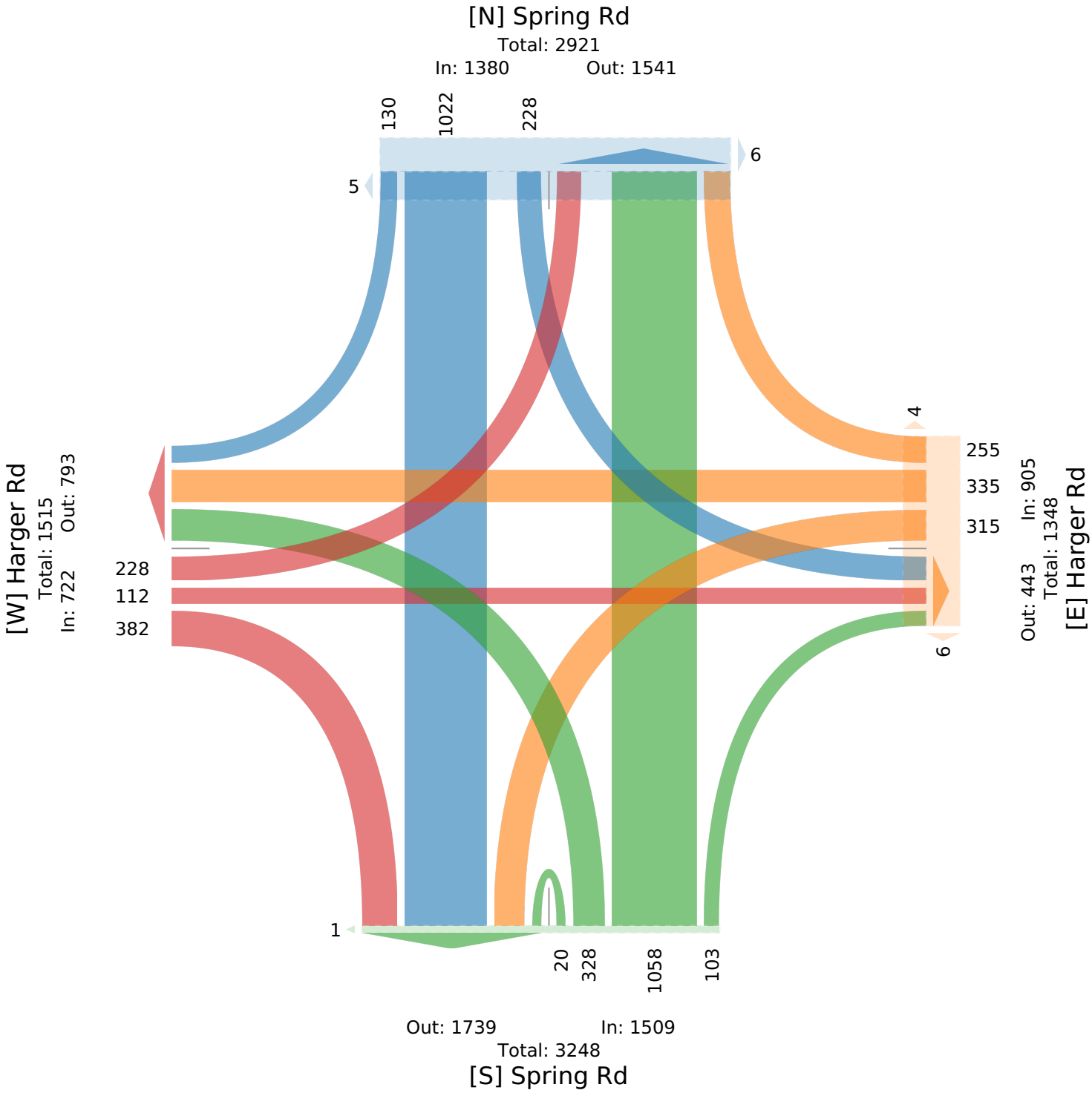
Leg	Harger Rd						Harger Rd						Spring Rd						Spring Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2026-03-25 7:00AM	6	5	3	0	**14**	0	4	2	5	0	**11**	0	4	38	2	0	**44**	0	3	40	16	0	**59**	0	**128**
7:15AM	5	1	0	0	**6**	0	3	7	6	0	**16**	0	7	48	4	0	**59**	0	3	43	22	0	**68**	0	**149**
7:30AM	7	5	0	0	**12**	0	5	8	5	0	**18**	1	8	41	11	0	**60**	0	3	62	24	0	**89**	1	**179**
7:45AM	6	7	4	0	**17**	0	9	11	11	0	**31**	1	5	55	9	0	**69**	0	3	68	34	0	**105**	1	**222**
Hourly Total	24	18	7	0	**49**	0	21	28	27	0	**76**	2	24	182	26	0	**232**	0	12	213	96	0	**321**	2	**678**
8:00AM	7	3	5	0	**15**	0	2	12	7	0	**21**	1	9	71	15	0	**95**	0	3	61	24	0	**88**	1	**219**
8:15AM	2	5	2	0	**9**	0	12	13	12	0	**37**	0	0	57	17	0	**74**	0	3	59	28	0	**90**	0	**210**
8:30AM	5	4	4	0	**13**	0	10	12	12	0	**34**	1	6	63	17	0	**86**	0	8	49	23	0	**80**	1	**213**
8:45AM	10	5	5	0	**20**	0	11	25	14	0	**50**	0	9	53	29	0	**91**	0	10	47	23	0	**80**	0	**241**
Hourly Total	24	17	16	0	**57**	0	35	62	45	0	**142**	2	24	244	78	0	**346**	0	24	216	98	0	**338**	2	**883**
4:00PM	49	14	34	0	**97**	0	25	25	24	0	**74**	2	4	83	22	3	**112**	0	9	76	5	0	**90**	2	**373**
4:15PM	39	9	32	0	**80**	0	26	24	28	0	**78**	2	9	78	33	1	**121**	0	10	71	4	0	**85**	2	**364**
4:30PM	35	12	28	0	**75**	0	29	31	32	0	**92**	0	5	95	21	2	**123**	0	14	79	7	0	**100**	0	**390**
4:45PM	40	2	23	0	**65**	0	31	39	40	0	**110**	1	7	93	22	6	**128**	0	9	67	7	0	**83**	1	**386**
Hourly Total	163	37	117	0	**317**	0	111	119	124	0	**354**	5	25	349	98	12	**484**	0	42	293	23	0	**358**	5	**1513**
5:00PM	40	8	24	0	**72**	0	32	33	47	0	**112**	0	10	85	28	1	**124**	0	8	110	1	0	**119**	0	**427**
5:15PM	37	10	18	0	**65**	0	17	31	29	0	**77**	0	5	81	40	3	**129**	0	20	62	4	0	**86**	0	**357**
5:30PM	45	9	28	0	**82**	0	20	21	18	0	**59**	0	8	59	28	1	**96**	1	11	61	3	0	**75**	1	**312**
5:45PM	49	13	18	0	**80**	0	19	41	25	0	**85**	1	7	58	30	3	**98**	0	13	67	3	0	**83**	1	**346**
Hourly Total	171	40	88	0	**299**	0	88	126	119	0	**333**	1	30	283	126	8	**447**	1	52	300	11	0	**363**	2	**1442**
Total	382	112	228	0	**722**	0	255	335	315	0	**905**	10	103	1058	328	20	**1509**	1	130	1022	228	0	**1380**	11	**4516**
% Approach	52.9%	15.5%	31.6%	0%	**-**	-	28.2%	37.0%	34.8%	0%	**-**	-	6.8%	70.1%	21.7%	1.3%	**-**	-	9.4%	74.1%	16.5%	0%	**-**	-	-
% Total	8.5%	2.5%	5.0%	0%	**16.0%**	-	5.6%	7.4%	7.0%	0%	**20.0%**	-	2.3%	23.4%	7.3%	0.4%	**33.4%**	-	2.9%	22.6%	5.0%	0%	**30.6%**	-	-
Lights	372	111	221	0	**704**	-	253	333	309	0	**895**	-	99	1040	324	20	**1483**	-	129	1011	226	0	**1366**	-	4448
% Lights	97.4%	99.1%	96.9%	0%	**97.5%**	-	99.2%	99.4%	98.1%	0%	**98.9%**	-	96.1%	98.3%	98.8%	100%	**98.3%**	-	99.2%	98.9%	99.1%	0%	**99.0%**	-	98.5%
Single-Unit Trucks	7	1	6	0	**14**	-	2	0	2	0	**4**	-	1	13	2	0	**16**	-	1	10	1	0	**12**	-	46
% Single-Unit Trucks	1.8%	0.9%	2.6%	0%	**1.9%**	-	0.8%	0%	0.6%	0%	**0.4%**	-	1.0%	1.2%	0.6%	0%	**1.1%**	-	0.8%	1.0%	0.4%	0%	**0.9%**	-	1.0%
Articulated Trucks	3	0	1	0	**4**	-	0	0	3	0	**3**	-	1	3	2	0	**6**	-	0	1	1	0	**2**	-	15
% Articulated Trucks	0.8%	0%	0.4%	0%	**0.6%**	-	0%	0%	1.0%	0%	**0.3%**	-	1.0%	0.3%	0.6%	0%	**0.4%**	-	0%	0.1%	0.4%	0%	**0.1%**	-	0.3%
Buses	0	0	0	0	**0**	-	0	2	1	0	**3**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	4
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.6%	0.3%	0%	**0.3%**	-	1.0%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	2	0	0	**3**	-	0	0	0	0	**0**	-	3
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	1	-	-	-	-	-	11	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Spring rd and Harger Rd TMC - TMC

Wed Mar 25, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385685, Location: 41.851564, -87.948285

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Spring rd and Harger Rd TMC - TMC

Wed Mar 25, 2026
AM Peak (8 AM - 9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385685, Location: 41.851564, -87.948285

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg / Direction	Harger Rd Eastbound						Harger Rd Westbound						Spring Rd Northbound						Spring Rd Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-03-25 8:00AM	7	3	5	0	**15**	0	2	12	7	0	**21**	1	9	71	15	0	**95**	0	3	61	24	0	**88**	1	**219**
8:15AM	2	5	2	0	**9**	0	12	13	12	0	**37**	0	0	57	17	0	**74**	0	3	59	28	0	**90**	0	**210**
8:30AM	5	4	4	0	**13**	0	10	12	12	0	**34**	1	6	63	17	0	**86**	0	8	49	23	0	**80**	1	**213**
8:45AM	10	5	5	0	**20**	0	11	25	14	0	**50**	0	9	53	29	0	**91**	0	10	47	23	0	**80**	0	**241**
Total	24	17	16	0	**57**	0	35	62	45	0	**142**	2	24	244	78	0	**346**	0	24	216	98	0	**338**	2	**883**
% Approach	42.1%	29.8%	28.1%	0%	**-**	-	24.6%	43.7%	31.7%	0%	**-**	-	6.9%	70.5%	22.5%	0%	**-**	-	7.1%	63.9%	29.0%	0%	**-**	-	-
% Total	2.7%	1.9%	1.8%	0%	**6.5%**	-	4.0%	7.0%	5.1%	0%	**16.1%**	-	2.7%	27.6%	8.8%	0%	**39.2%**	-	2.7%	24.5%	11.1%	0%	**38.3%**	-	-
PHF	0.600	0.850	0.800	-	**0.713**	-	0.729	0.620	0.804	-	**0.710**	-	0.667	0.859	0.672	-	**0.911**	-	0.600	0.885	0.875	-	**0.939**	-	0.916
Lights	21	17	12	0	**50**	-	34	61	44	0	**139**	-	23	237	76	0	**336**	-	24	215	98	0	**337**	-	862
% Lights	87.5%	100%	75.0%	0%	**87.7%**	-	97.1%	98.4%	97.8%	0%	**97.9%**	-	95.8%	97.1%	97.4%	0%	**97.1%**	-	100%	99.5%	100%	0%	**99.7%**	-	97.6%
Single-Unit Trucks	3	0	3	0	**6**	-	1	0	0	0	**1**	-	1	6	1	0	**8**	-	0	1	0	0	**1**	-	16
% Single-Unit Trucks	12.5%	0%	18.8%	0%	**10.5%**	-	2.9%	0%	0%	0%	**0.7%**	-	4.2%	2.5%	1.3%	0%	**2.3%**	-	0%	0.5%	0%	0%	**0.3%**	-	1.8%
Articulated Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	1	1	0	**2**	-	0	0	0	0	**0**	-	3
% Articulated Trucks	0%	0%	6.3%	0%	**1.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	1.3%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses	0	0	0	0	**0**	-	0	1	1	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Buses	0%	0%	0%	0%	**0%**	-	0%	1.6%	2.2%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Spring rd and Harger Rd TMC - TMC

Wed Mar 25, 2026
AM Peak (8 AM - 9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385685, Location: 41.851564, -87.948285

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
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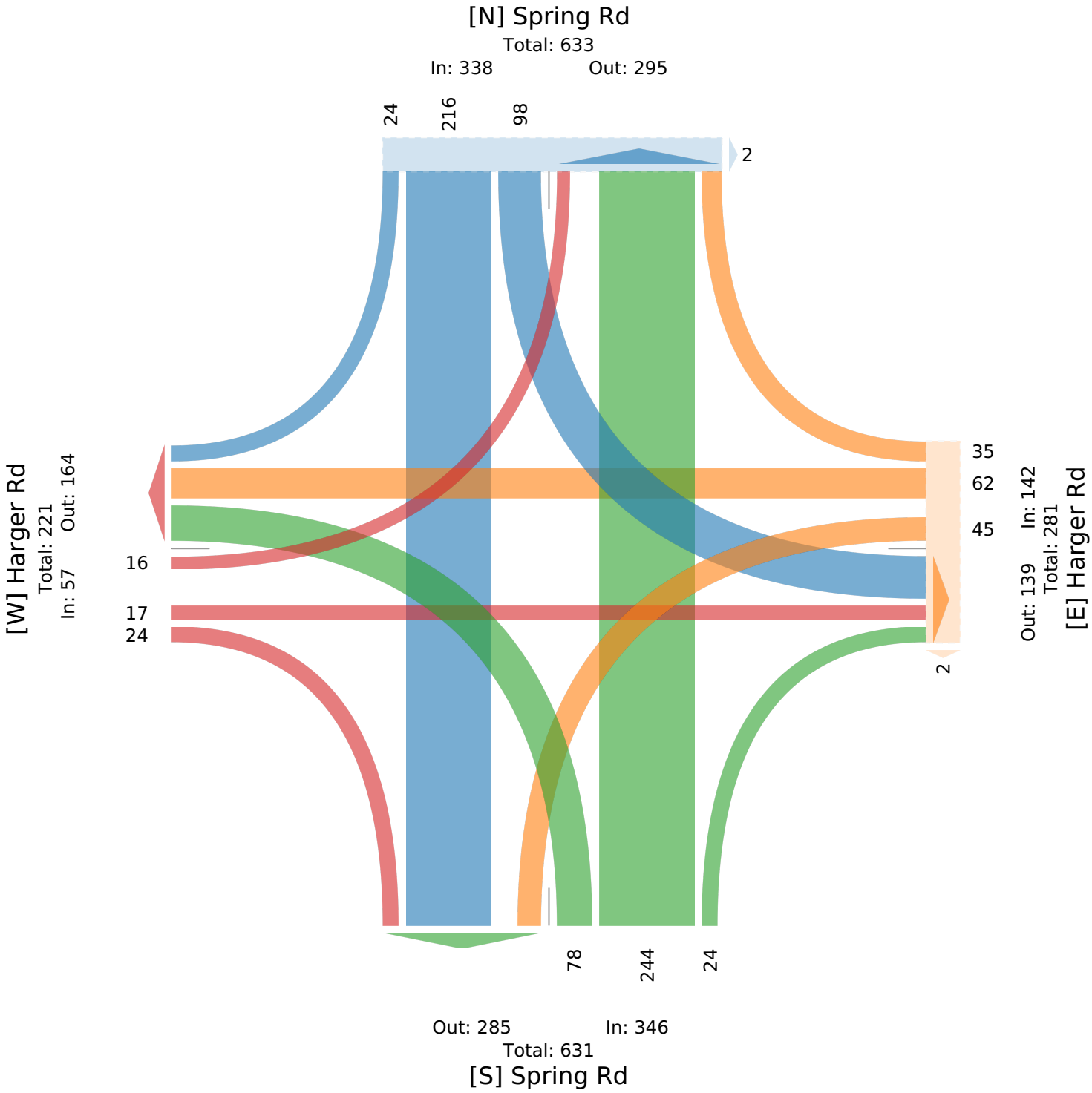


Spring rd and Harger Rd TMC - TMC

Wed Mar 25, 2026
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385685, Location: 41.851564, -87.948285

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

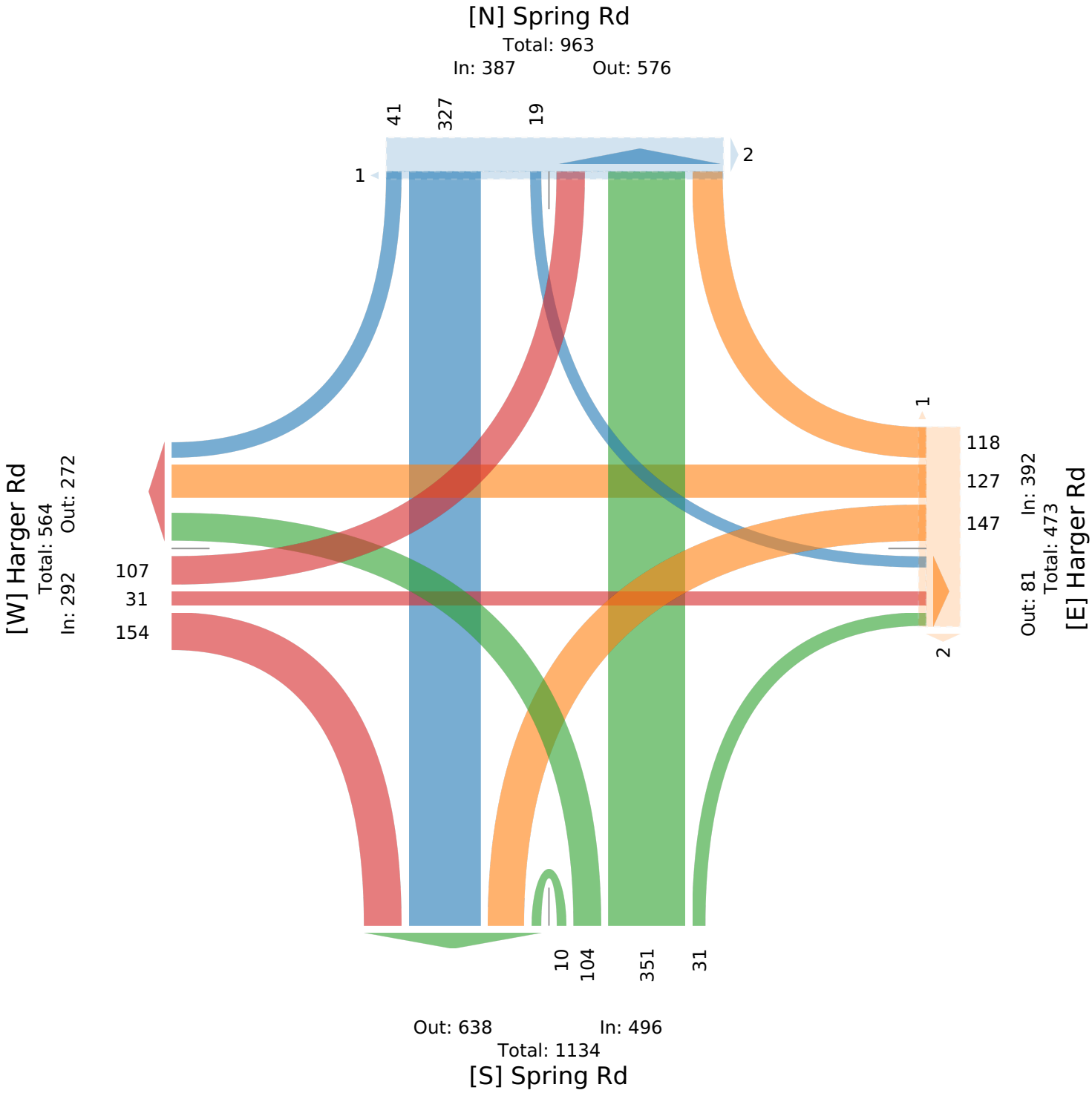
Leg	Harger Rd						Harger Rd						Spring Rd						Spring Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-03-25 4:15PM	39	9	32	0	**80**	0	26	24	28	0	**78**	2	9	78	33	1	**121**	0	10	71	4	0	**85**	2	**364**
4:30PM	35	12	28	0	**75**	0	29	31	32	0	**92**	0	5	95	21	2	**123**	0	14	79	7	0	**100**	0	**390**
4:45PM	40	2	23	0	**65**	0	31	39	40	0	**110**	1	7	93	22	6	**128**	0	9	67	7	0	**83**	1	**386**
5:00PM	40	8	24	0	**72**	0	32	33	47	0	**112**	0	10	85	28	1	**124**	0	8	110	1	0	**119**	0	**427**
Total	154	31	107	0	**292**	0	118	127	147	0	**392**	3	31	351	104	10	**496**	0	41	327	19	0	**387**	3	**1567**
% Approach	52.7%	10.6%	36.6%	0%	**-**	-	30.1%	32.4%	37.5%	0%	**-**	-	6.3%	70.8%	21.0%	2.0%	**-**	-	10.6%	84.5%	4.9%	0%	**-**	-	-
% Total	9.8%	2.0%	6.8%	0%	**18.6%**	-	7.5%	8.1%	9.4%	0%	**25.0%**	-	2.0%	22.4%	6.6%	0.6%	**31.7%**	-	2.6%	20.9%	1.2%	0%	**24.7%**	-	-
PHF	0.963	0.646	0.836	-	**0.913**	-	0.922	0.814	0.782	-	**0.875**	-	0.750	0.931	0.788	0.417	**0.965**	-	0.732	0.743	0.679	-	**0.813**	-	0.916
Lights	154	31	104	0	**289**	-	118	126	144	0	**388**	-	29	349	103	10	**491**	-	41	324	19	0	**384**	-	1552
% Lights	100%	100%	97.2%	0%	**99.0%**	-	100%	99.2%	98.0%	0%	**99.0%**	-	93.5%	99.4%	99.0%	100%	**99.0%**	-	100%	99.1%	100%	0%	**99.2%**	-	99.0%
Single-Unit Trucks	0	0	3	0	**3**	-	0	0	1	0	**1**	-	0	1	1	0	**2**	-	0	3	0	0	**3**	-	9
% Single-Unit Trucks	0%	0%	2.8%	0%	**1.0%**	-	0%	0%	0.7%	0%	**0.3%**	-	0%	0.3%	1.0%	0%	**0.4%**	-	0%	0.9%	0%	0%	**0.8%**	-	0.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	2	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	1.4%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	2
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.8%	0%	0%	**0.3%**	-	3.2%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	0	0	0	0	**0**	-	2
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	3.2%	0.3%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Spring rd and Harger Rd TMC - TMC

Wed Mar 25, 2026
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385685, Location: 41.851564, -87.948285

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Spring+with+Access+Drives TMC - TMC

Tue Mar 17, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385679, Location: 41.852975, -87.948315



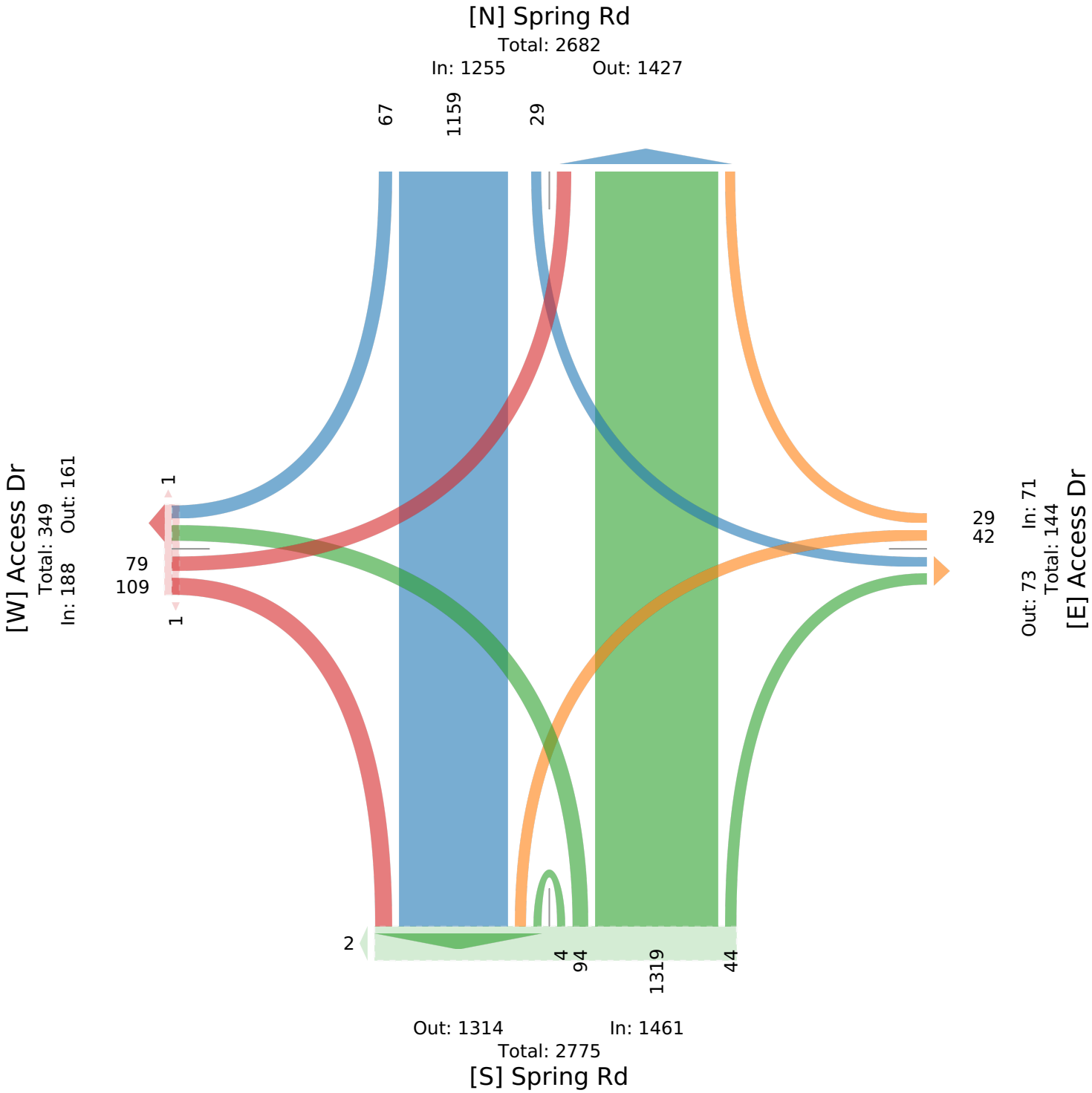
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Access Dr						Access Dr						Spring Rd						Spring Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2026-03-17 7:00AM	0	0	0	0	**0**	0	1	0	3	0	**4**	0	4	41	3	0	**48**	0	2	54	0	0	**56**	0	**108**
7:15AM	0	0	1	0	**1**	0	0	0	4	0	**4**	0	2	41	2	0	**45**	0	1	66	1	0	**68**	0	**118**
7:30AM	0	0	1	0	**1**	0	4	0	1	0	**5**	0	4	34	5	1	**44**	0	0	93	1	0	**94**	0	**144**
7:45AM	0	0	1	0	**1**	1	0	0	9	0	**9**	0	3	57	13	0	**73**	0	6	94	1	0	**101**	0	**184**
Hourly Total	0	0	3	0	**3**	1	5	0	17	0	**22**	0	13	173	23	1	**210**	0	9	307	3	0	**319**	0	**554**
8:00AM	0	0	2	0	**2**	0	1	0	1	0	**2**	0	3	58	8	1	**70**	0	6	71	2	0	**79**	0	**153**
8:15AM	1	0	0	0	**1**	0	0	0	2	0	**2**	0	0	67	10	0	**77**	0	7	84	2	0	**93**	0	**173**
8:30AM	0	0	0	0	**0**	0	2	0	1	0	**3**	0	2	65	18	1	**86**	0	8	73	3	0	**84**	0	**173**
8:45AM	1	0	0	0	**1**	0	2	0	3	0	**5**	0	5	58	12	0	**75**	0	9	84	2	0	**95**	0	**176**
Hourly Total	2	0	2	0	**4**	0	5	0	7	0	**12**	0	10	248	48	2	**308**	0	30	312	9	0	**351**	0	**675**
4:00PM	13	0	8	0	**21**	0	1	0	0	0	**1**	0	3	134	5	1	**143**	0	3	80	1	0	**84**	0	**249**
4:15PM	9	0	4	0	**13**	0	0	0	1	0	**1**	0	1	116	2	0	**119**	0	2	58	4	0	**64**	0	**197**
4:30PM	8	0	4	0	**12**	0	5	0	2	0	**7**	0	2	114	2	0	**118**	0	5	67	1	0	**73**	0	**210**
4:45PM	8	0	8	0	**16**	0	3	0	2	0	**5**	0	2	99	1	0	**102**	0	3	77	3	0	**83**	0	**206**
Hourly Total	38	0	24	0	**62**	0	9	0	5	0	**14**	0	8	463	10	1	**482**	0	13	282	9	0	**304**	0	**862**
5:00PM	23	0	20	0	**43**	0	0	0	3	0	**3**	0	3	147	5	0	**155**	0	1	73	1	0	**75**	0	**276**
5:15PM	18	0	22	0	**40**	0	8	0	3	0	**11**	0	3	110	4	0	**117**	1	6	62	2	0	**70**	0	**238**
5:30PM	16	0	3	0	**19**	1	1	0	4	0	**5**	0	4	92	1	0	**97**	0	7	60	2	0	**69**	0	**190**
5:45PM	12	0	5	0	**17**	0	1	0	3	0	**4**	0	3	86	3	0	**92**	1	1	63	3	0	**67**	0	**180**
Hourly Total	69	0	50	0	**119**	1	10	0	13	0	**23**	0	13	435	13	0	**461**	2	15	258	8	0	**281**	0	**884**
Total	109	0	79	0	**188**	2	29	0	42	0	**71**	0	44	1319	94	4	**1461**	2	67	1159	29	0	**1255**	0	**2975**
% Approach	58.0%	0%	42.0%	0%	**-**	-	40.8%	0%	59.2%	0%	**-**	-	3.0%	90.3%	6.4%	0.3%	**-**	-	5.3%	92.4%	2.3%	0%	**-**	-	-
% Total	3.7%	0%	2.7%	0%	**6.3%**	-	1.0%	0%	1.4%	0%	**2.4%**	-	1.5%	44.3%	3.2%	0.1%	**49.1%**	-	2.3%	39.0%	1.0%	0%	**42.2%**	-	-
Lights	106	0	77	0	**183**	-	29	0	41	0	**70**	-	42	1304	90	4	**1440**	-	67	1153	28	0	**1248**	-	2941
% Lights	97.2%	0%	97.5%	0%	**97.3%**	-	100%	0%	97.6%	0%	**98.6%**	-	95.5%	98.9%	95.7%	100%	**98.6%**	-	100%	99.5%	96.6%	0%	**99.4%**	-	98.9%
Single-Unit Trucks	3	0	2	0	**5**	-	0	0	1	0	**1**	-	2	12	4	0	**18**	-	0	6	0	0	**6**	-	30
% Single-Unit Trucks	2.8%	0%	2.5%	0%	**2.7%**	-	0%	0%	2.4%	0%	**1.4%**	-	4.5%	0.9%	4.3%	0%	**1.2%**	-	0%	0.5%	0%	0%	**0.5%**	-	1.0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	1	0	**1**	-	2
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	3.4%	0%	**0.1%**	-	0.1%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Spring+with+Access+Drives TMC - TMC
Tue Mar 17, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385679, Location: 41.852975, -87.948315

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Spring+with+Access+Drives TMC - TMC

Tue Mar 17, 2026
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385679, Location: 41.852975, -87.948315

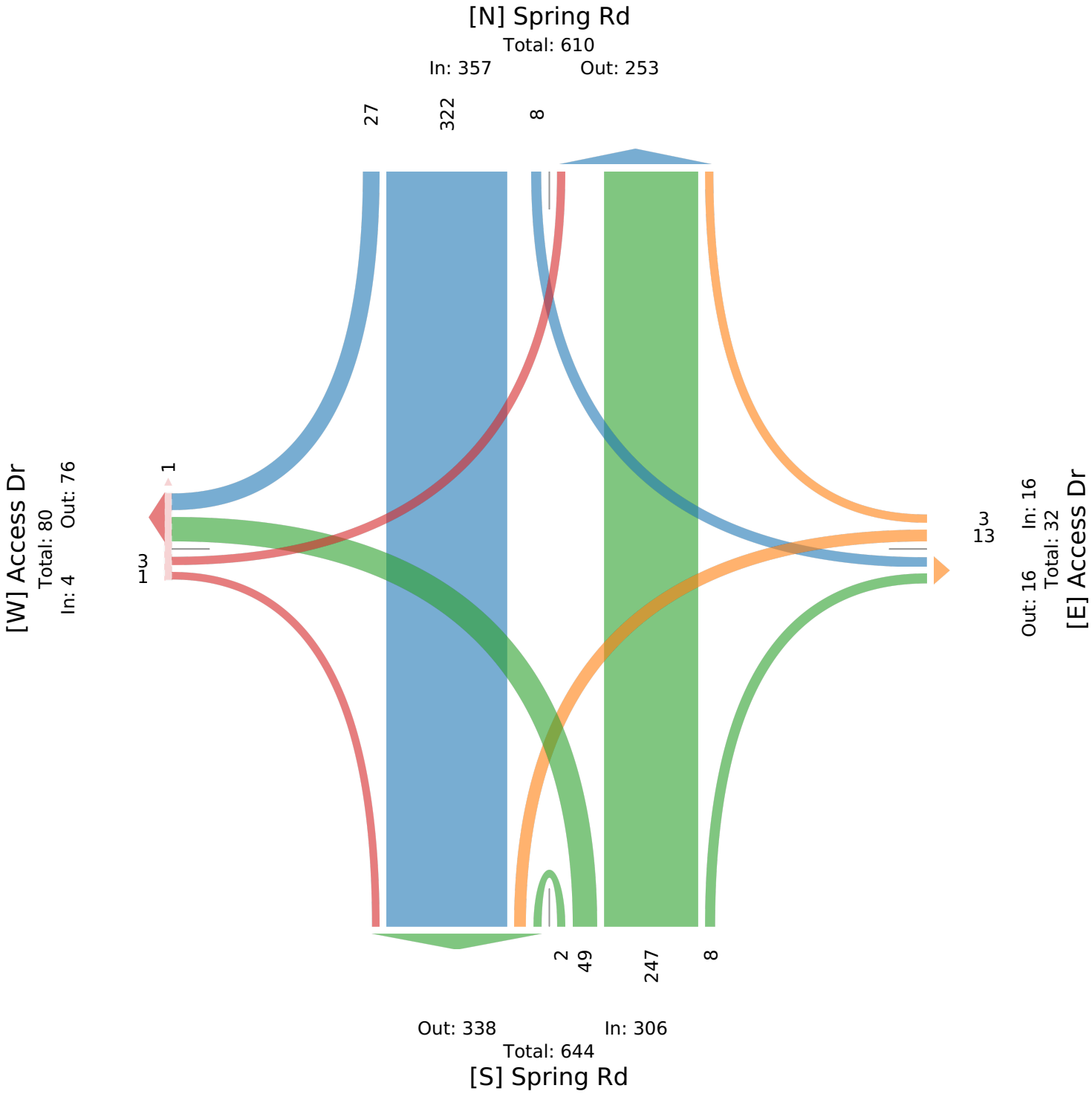
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg / Direction	Access Dr Eastbound						Access Dr Westbound						Spring Rd Northbound						Spring Rd Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-03-17 7:45AM	0	0	1	0	**1**	1	0	0	9	0	**9**	0	3	57	13	0	**73**	0	6	94	1	0	**101**	0	**184**
8:00AM	0	0	2	0	**2**	0	1	0	1	0	**2**	0	3	58	8	1	**70**	0	6	71	2	0	**79**	0	**153**
8:15AM	1	0	0	0	**1**	0	0	0	2	0	**2**	0	0	67	10	0	**77**	0	7	84	2	0	**93**	0	**173**
8:30AM	0	0	0	0	**0**	0	2	0	1	0	**3**	0	2	65	18	1	**86**	0	8	73	3	0	**84**	0	**173**
Total	1	0	3	0	**4**	1	3	0	13	0	**16**	0	8	247	49	2	**306**	0	27	322	8	0	**357**	0	**683**
% Approach	25.0%	0%	75.0%	0%	**-**	-	18.8%	0%	81.3%	0%	**-**	-	2.6%	80.7%	16.0%	0.7%	**-**	-	7.6%	90.2%	2.2%	0%	**-**	-	-
% Total	0.1%	0%	0.4%	0%	**0.6%**	-	0.4%	0%	1.9%	0%	**2.3%**	-	1.2%	36.2%	7.2%	0.3%	**44.8%**	-	4.0%	47.1%	1.2%	0%	**52.3%**	-	-
PHF	0.250	-	0.375	-	**0.500**	-	0.375	-	0.361	-	**0.444**	-	0.667	0.922	0.681	0.500	**0.890**	-	0.844	0.856	0.667	-	**0.884**	-	0.928
Lights	1	0	2	0	**3**	-	3	0	13	0	**16**	-	8	237	48	2	**295**	-	27	319	7	0	**353**	-	667
% Lights	100%	0%	66.7%	0%	**75.0%**	-	100%	0%	100%	0%	**100%**	-	100%	96.0%	98.0%	100%	**96.4%**	-	100%	99.1%	87.5%	0%	**98.9%**	-	97.7%
Single-Unit Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	7	1	0	**8**	-	0	3	0	0	**3**	-	12
% Single-Unit Trucks	0%	0%	33.3%	0%	**25.0%**	-	0%	0%	0%	0%	**0%**	-	0%	2.8%	2.0%	0%	**2.6%**	-	0%	0.9%	0%	0%	**0.8%**	-	1.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.8%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	1	0	**1**	-	2
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.3%**	-	0%	0%	12.5%	0%	**0.3%**	-	0.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Spring+with+Access+Drives TMC - TMC
Tue Mar 17, 2026
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385679, Location: 41.852975, -87.948315

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Spring+with+Access+Drives TMC - TMC

Tue Mar 17, 2026
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385679, Location: 41.852975, -87.948315

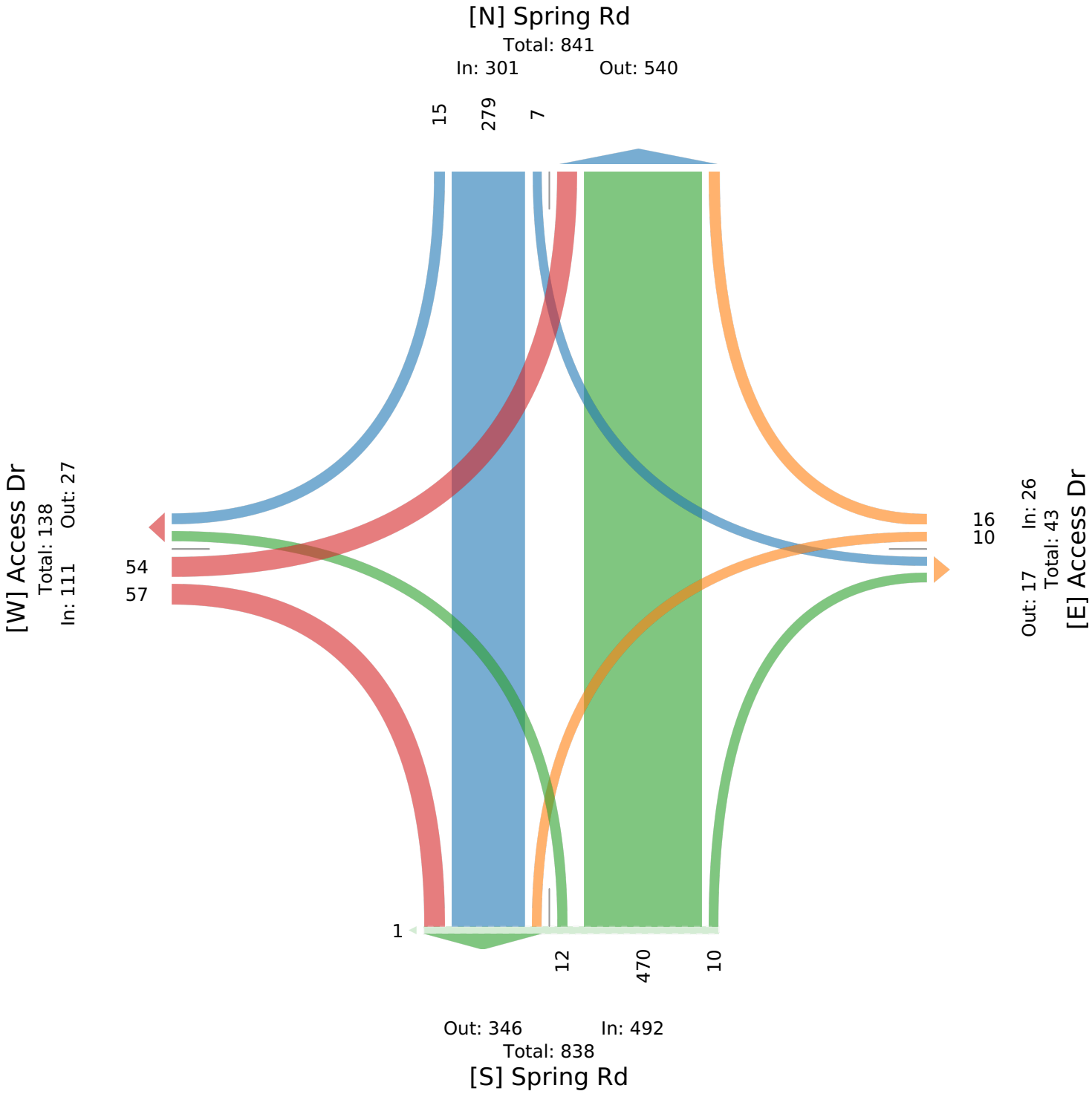
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg / Direction	Access Dr Eastbound						Access Dr Westbound						Spring Rd Northbound						Spring Rd Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-03-17 4:30PM	8	0	4	0	**12**	0	5	0	2	0	**7**	0	2	114	2	0	**118**	0	5	67	1	0	**73**	0	**210**
4:45PM	8	0	8	0	**16**	0	3	0	2	0	**5**	0	2	99	1	0	**102**	0	3	77	3	0	**83**	0	**206**
5:00PM	23	0	20	0	**43**	0	0	0	3	0	**3**	0	3	147	5	0	**155**	0	1	73	1	0	**75**	0	**276**
5:15PM	18	0	22	0	**40**	0	8	0	3	0	**11**	0	3	110	4	0	**117**	1	6	62	2	0	**70**	0	**238**
Total	57	0	54	0	**111**	0	16	0	10	0	**26**	0	10	470	12	0	**492**	1	15	279	7	0	**301**	0	**930**
% Approach	51.4%	0%	48.6%	0%	**-**	-	61.5%	0%	38.5%	0%	**-**	-	2.0%	95.5%	2.4%	0%	**-**	-	5.0%	92.7%	2.3%	0%	**-**	-	-
% Total	6.1%	0%	5.8%	0%	**11.9%**	-	1.7%	0%	1.1%	0%	**2.8%**	-	1.1%	50.5%	1.3%	0%	**52.9%**	-	1.6%	30.0%	0.8%	0%	**32.4%**	-	-
PHF	0.620	-	0.614	-	**0.645**	-	0.500	-	0.833	-	**0.591**	-	0.833	0.799	0.600	-	**0.794**	-	0.625	0.906	0.583	-	**0.907**	-	0.842
Lights	54	0	54	0	**108**	-	16	0	10	0	**26**	-	10	469	9	0	**488**	-	15	279	7	0	**301**	-	923
% Lights	94.7%	0%	100%	0%	**97.3%**	-	100%	0%	100%	0%	**100%**	-	100%	99.8%	75.0%	0%	**99.2%**	-	100%	100%	100%	0%	**100%**	-	99.2%
Single-Unit Trucks	3	0	0	0	**3**	-	0	0	0	0	**0**	-	0	1	3	0	**4**	-	0	0	0	0	**0**	-	7
% Single-Unit Trucks	5.3%	0%	0%	0%	**2.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	25.0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
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%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Spring+with+Access+Drives TMC - TMC
Tue Mar 17, 2026
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1385679, Location: 41.852975, -87.948315

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Site Plan



Murphy Real Estate Services, LLC.

Site Plan

FitzGerald

1315 16th Street

Oak Brook, Illinois | **April 2, 2026**

ITE Trip Generation Sheets

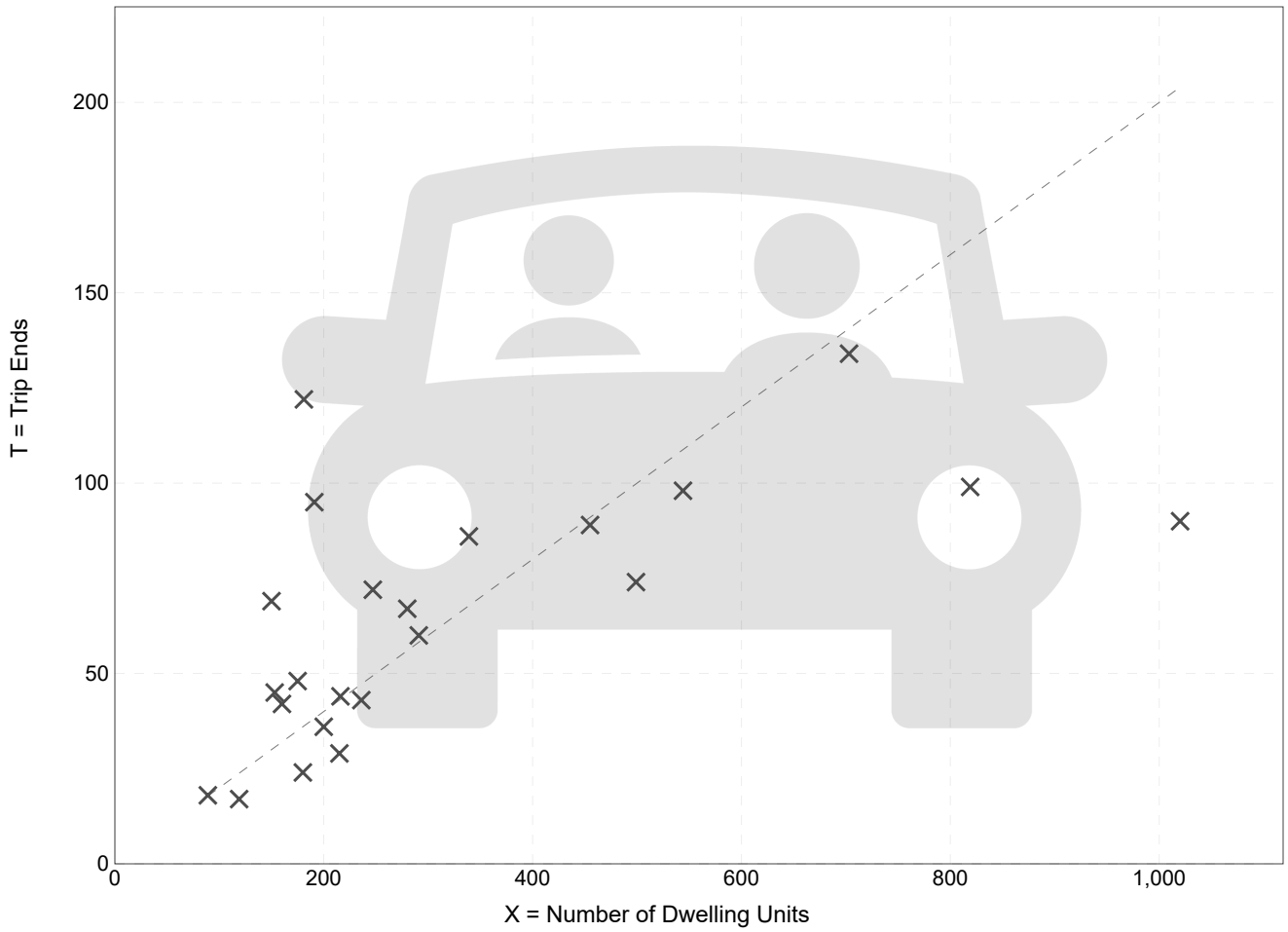
Multifamily Housing (High-Rise)
Not Close to Rail Transit (222)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	23
Avg. Num. of Dwelling Units:	324
Directional Distribution:	29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.09 - 0.67	0.12

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

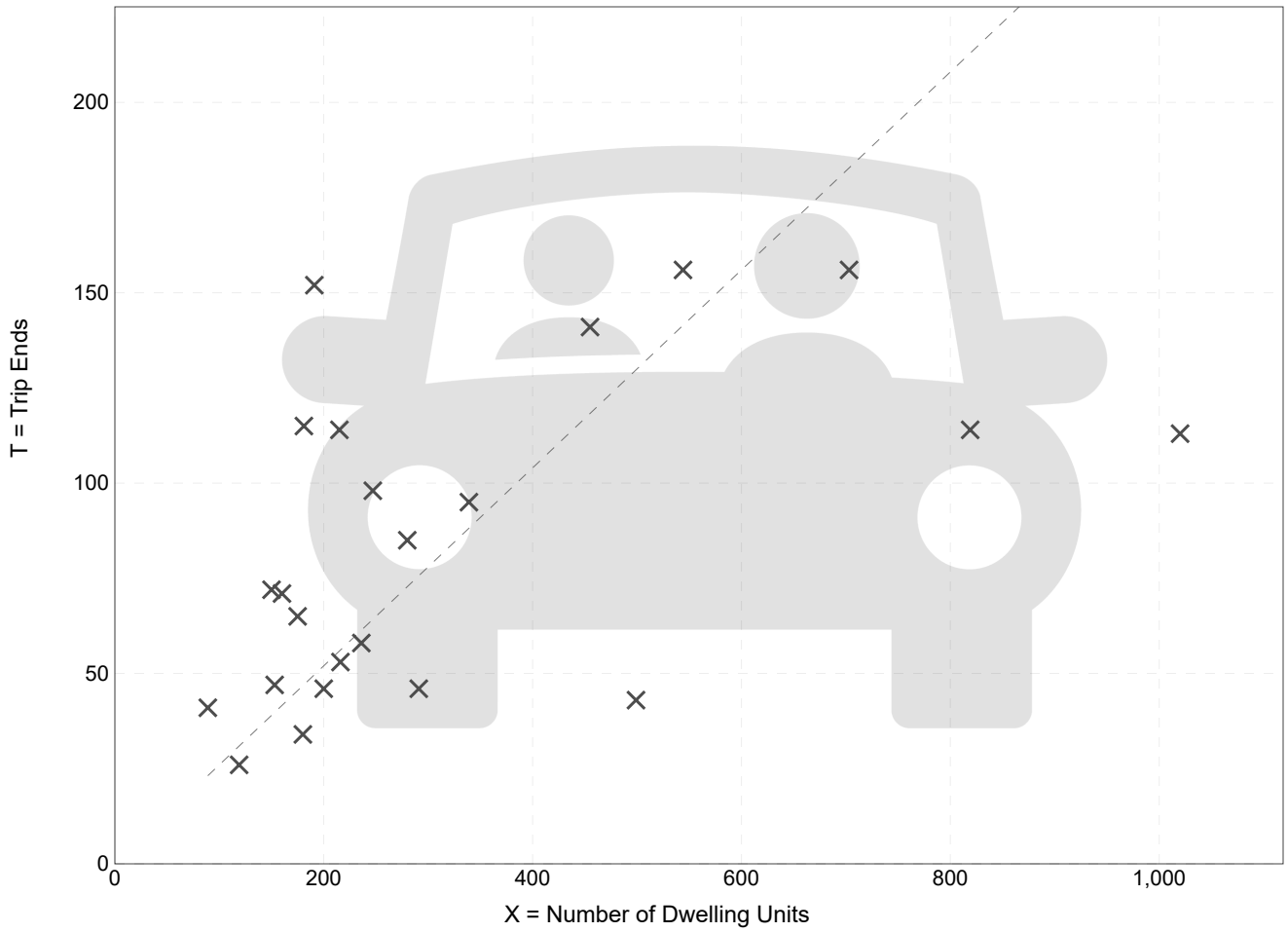
Multifamily Housing (High-Rise)
Not Close to Rail Transit (222)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 23
Avg. Num. of Dwelling Units: 324
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.26	0.09 - 0.80	0.16

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

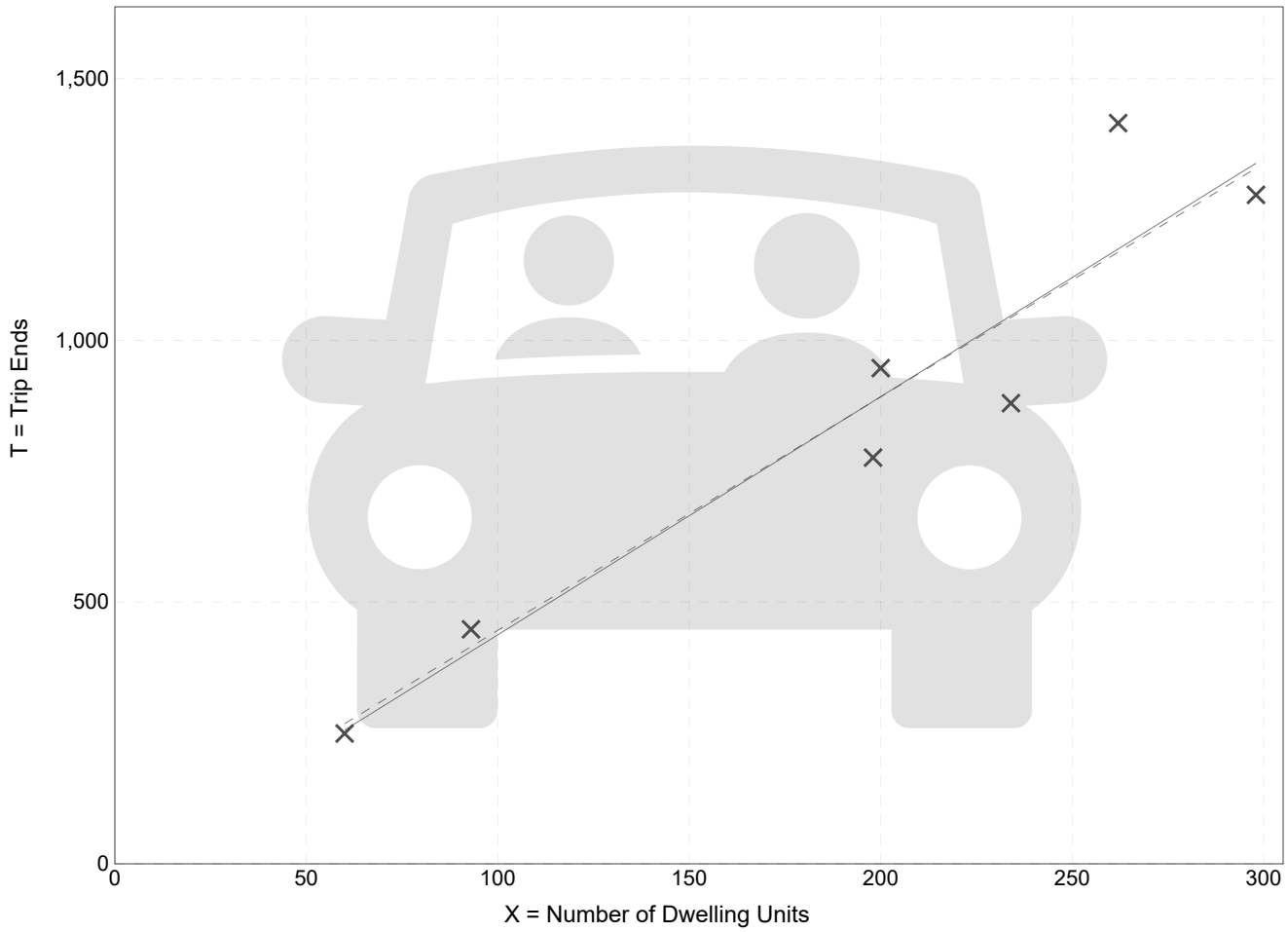
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 7
Avg. Num. of Dwelling Units: 192
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.46	3.76 - 5.40	0.62

Data Plot and Equation



Fitted Curve Equation: T = 4.55(X) - 17.52

R^2= 0.90

Year 2050 CMAP Letter

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

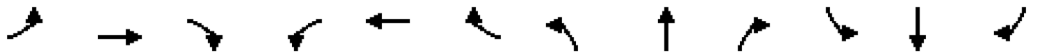
Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level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

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

Source: *Highway Capacity Manual*, 7th Edition.

Capacity Analysis Summary Sheets

Weekday Morning Peak Hour – Existing Conditions

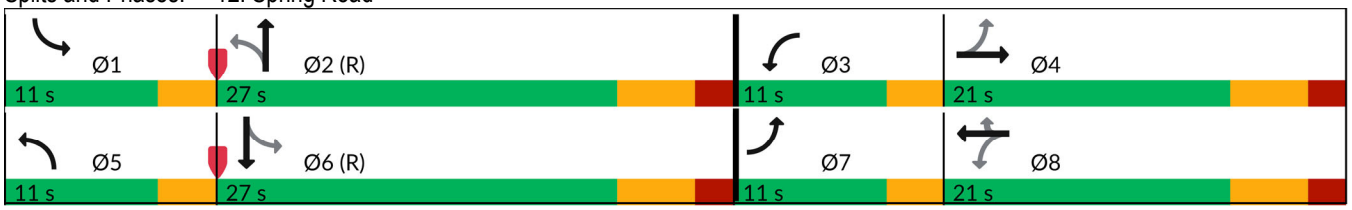


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	17	24	45	62	35	78	260	24	98	203	24
Future Volume (vph)	16	17	24	45	62	35	78	260	24	98	203	24
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	195		0	170		0	100		0	115		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	80			45			160			165		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.911				0.850		0.987			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1444	1616	0	1770	1961	1568	1752	3456	0	1805	3521	0
Flt Permitted	0.713			0.514			0.599			0.559		
Satd. Flow (perm)	1084	1616	0	957	1961	1568	1105	3456	0	1062	3521	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				140		14			18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		344			444			488			509	
Travel Time (s)		7.8			10.1			11.1			11.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	25%	0%	12%	2%	2%	3%	3%	3%	4%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	44	0	49	67	38	85	309	0	107	247	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	11.0	21.0		11.0	21.0	21.0	11.0	27.0		11.0	27.0	
Total Split (%)	15.7%	30.0%		15.7%	30.0%	30.0%	15.7%	38.6%		15.7%	38.6%	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0	2.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0	6.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	13.5	7.1		15.3	11.3	11.3	47.2	39.7		47.8	40.0	
Actuated g/C Ratio	0.19	0.10		0.22	0.16	0.16	0.67	0.57		0.68	0.57	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.07	0.24		0.17	0.21	0.10	0.11	0.16		0.13	0.12	
Control Delay (s/veh)	17.7	19.6		19.5	26.0	0.5	5.8	11.2		5.8	10.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	17.7	19.6		19.5	26.0	0.5	5.8	11.2		5.8	10.6	
LOS	B	B		B	C	A	A	B		A	B	
Approach Delay (s/veh)		19.0			17.6			10.0			9.1	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	6	7		16	23	0	12	38		15	28	
Queue Length 95th (ft)	21	34		36	61	0	33	75		38	58	
Internal Link Dist (ft)		264			364			408			429	
Turn Bay Length (ft)	195			170			100			115		
Base Capacity (vph)	269	366		309	442	462	833	1967		822	2020	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.06	0.12		0.16	0.15	0.08	0.10	0.16		0.13	0.12	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.24			
Intersection Signal Delay (s/veh): 11.5		Intersection LOS: B	
Intersection Capacity Utilization 35.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Spring Road



Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	83	308	132	126	47	49
Future Vol, veh/h	83	308	132	126	47	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	300	-	-	-	160	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	1	2	8
Mvmt Flow	89	331	142	135	51	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	277	0	-	0	554	139
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	344	-
Critical Hdwy	4.12	-	-	-	6.84	7.06
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.21	-	-	-	3.52	3.38
Pot Cap-1 Maneuver	1290	-	-	-	462	865
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	689	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1290	-	-	-	430	865
Mov Cap-2 Maneuver	-	-	-	-	523	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	689	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.7	0	10.99
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1290	-	-	-	523	865
HCM Lane V/C Ratio	0.069	-	-	-	0.097	0.061
HCM Ctrl Dly (s/v)	8	-	-	-	12.6	9.4
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3	0.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	369	159	22	22	25
Future Vol, veh/h	23	369	159	22	22	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	6	4	0	4
Mvmt Flow	25	397	171	24	24	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	195	0	-	0	431	97
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	248	-
Critical Hdwy	4.1	-	-	-	6.8	6.98
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.34
Pot Cap-1 Maneuver	1391	-	-	-	558	933
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1391	-	-	-	548	933
Mov Cap-2 Maneuver	-	-	-	-	548	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	776	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.45	0	10.32
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1391	-	-	-	548	933
HCM Lane V/C Ratio	0.018	-	-	-	0.043	0.029
HCM Ctrl Dly (s/v)	7.6	-	-	-	11.9	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	2	0	2	7	0	5	2	48	251	10	9	312	30
Future Vol, veh/h	2	0	2	7	0	5	2	48	251	10	9	312	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	118	-	-	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	33	0	0	0	0	0	0	2	4	0	12	1	0
Mvmt Flow	2	0	2	8	0	5	2	52	270	11	10	335	32

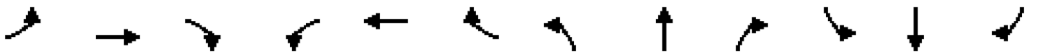
Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	613	759	184	570	770	140	368	368	0	0	281	0	0
Stage 1	371	371	-	383	383	-	-	-	-	-	-	-	-
Stage 2	242	388	-	187	387	-	-	-	-	-	-	-	-
Critical Hdwy	8.16	6.5	6.9	7.5	6.5	6.9	6.4	4.14	-	-	4.34	-	-
Critical Hdwy Stg 1	7.16	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.16	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4	3.3	3.5	4	3.3	2.5	2.22	-	-	2.32	-	-
Pot Cap-1 Maneuver	319	338	833	409	334	888	849	1187	-	-	1209	-	-
Stage 1	544	623	-	617	616	-	-	-	-	-	-	-	-
Stage 2	658	612	-	802	613	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	300	320	833	386	316	888	1169	1169	-	-	1209	-	-
Mov Cap-2 Maneuver	300	320	-	386	316	-	-	-	-	-	-	-	-
Stage 1	540	618	-	589	587	-	-	-	-	-	-	-	-
Stage 2	624	584	-	794	608	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.21	12.32	1.32	0.21
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1169	-	-	300	833	505	1209	-	-
HCM Lane V/C Ratio	0.046	-	-	0.007	0.003	0.026	0.008	-	-
HCM Ctrl Dly (s/v)	8.2	-	-	17.1	9.3	12.3	8	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0	0.1	0	-	-

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – Existing Conditions

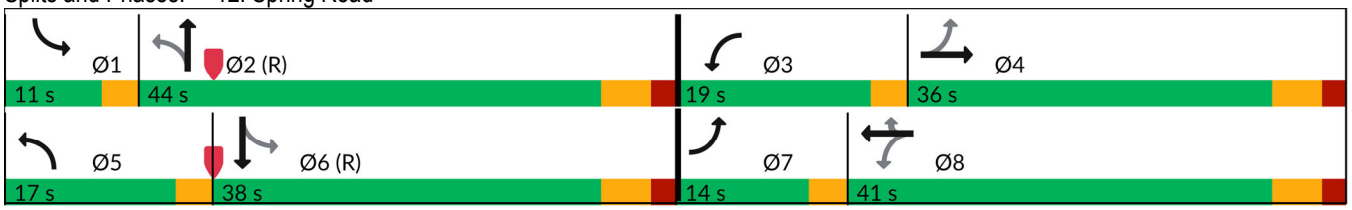


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	31	154	147	127	118	104	268	31	19	308	41
Future Volume (vph)	107	31	154	147	127	118	104	268	31	19	308	41
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	195		0	170		0	100		0	115		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	80			45			160			165		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.875				0.850		0.984			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1662	0	1770	1980	1615	1787	3499	0	1805	3545	0
Flt Permitted	0.669			0.296			0.500			0.555		
Satd. Flow (perm)	1234	1662	0	551	1980	1615	941	3499	0	1054	3545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		167				128		12			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		344			444			488			509	
Travel Time (s)		7.8			10.1			11.1			11.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	0%	2%	1%	0%	1%	1%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	201	0	160	138	128	113	325	0	21	380	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0	24.0	9.5	24.0		9.5	24.0	
Total Split (s)	14.0	36.0		19.0	41.0	41.0	17.0	44.0		11.0	38.0	
Total Split (%)	12.7%	32.7%		17.3%	37.3%	37.3%	15.5%	40.0%		10.0%	34.5%	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0	2.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0	6.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	23.6	10.5		29.2	13.7	13.7	74.2	67.5		69.2	60.2	
Actuated g/C Ratio	0.21	0.10		0.27	0.12	0.12	0.67	0.61		0.63	0.55	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.37	0.65		0.55	0.56	0.41	0.16	0.15		0.03	0.20	
Control Delay (s/veh)	33.6	21.4		38.2	53.2	11.1	7.9	10.6		7.8	13.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	33.6	21.4		38.2	53.2	11.1	7.9	10.6		7.8	13.7	
LOS	C	C		D	D	B	A	B		A	B	
Approach Delay (s/veh)		25.9			34.9			9.9			13.4	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)	65	23		92	95	0	25	41		4	65	
Queue Length 95th (ft)	104	92		137	148	51	57	92		16	113	
Internal Link Dist (ft)		264			364			408			429	
Turn Bay Length (ft)	195			170			100			115		
Base Capacity (vph)	326	574		326	630	601	742	2150		736	1944	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.36	0.35		0.49	0.22	0.21	0.15	0.15		0.03	0.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 20.7		Intersection LOS: C	
Intersection Capacity Utilization 51.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Spring Road



Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	58	168	399	142	155	147
Future Vol, veh/h	58	168	399	142	155	147
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	300	-	-	-	160	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	66	191	453	161	176	167

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	615	0	-	0	761	307
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	975	-	-	-	346	694
Stage 1	-	-	-	-	558	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	975	-	-	-	322	694
Mov Cap-2 Maneuver	-	-	-	-	421	-
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	795	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.3	0	15.78
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	975	-	-	-	421	694
HCM Lane V/C Ratio	0.068	-	-	-	0.418	0.241
HCM Ctrl Dly (s/v)	9	-	-	-	19.5	11.8
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	2	0.9

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	215	529	17	11	14
Future Vol, veh/h	18	215	529	17	11	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	250	615	20	13	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	635	0	-	0	792	317
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	167	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	958	-	-	-	330	684
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	958	-	-	-	323	684
Mov Cap-2 Maneuver	-	-	-	-	323	-
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.68	0	13.12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	958	-	-	-	323	684
HCM Lane V/C Ratio	0.022	-	-	-	0.04	0.024
HCM Ctrl Dly (s/v)	8.8	-	-	-	16.6	10.4
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	0	57	10	0	16	12	471	10	7	301	15
Future Vol, veh/h	54	0	57	10	0	16	12	471	10	7	301	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	118	-	-	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	5	0	0	0	25	0	0	0	0	0
Mvmt Flow	64	0	68	12	0	19	14	561	12	8	358	18

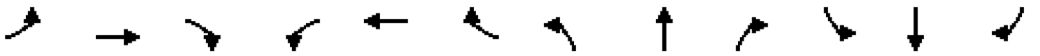
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	693	985	188	791	988	286	376	0	0	573	0	0
Stage 1	384	384	-	595	595	-	-	-	-	-	-	-
Stage 2	309	601	-	196	393	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7	7.5	6.5	6.9	4.6	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.35	3.5	4	3.3	2.45	-	-	2.2	-	-
Pot Cap-1 Maneuver	334	250	813	284	249	716	1030	-	-	1010	-	-
Stage 1	616	615	-	462	495	-	-	-	-	-	-	-
Stage 2	682	492	-	793	609	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	318	245	813	254	244	716	1030	-	-	1010	-	-
Mov Cap-2 Maneuver	318	245	-	254	244	-	-	-	-	-	-	-
Stage 1	611	610	-	456	489	-	-	-	-	-	-	-
Stage 2	654	486	-	721	604	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.38	14.21	0.21	0.19
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1030	-	-	318	813	422	1010	-	-
HCM Lane V/C Ratio	0.014	-	-	0.202	0.084	0.073	0.008	-	-
HCM Ctrl Dly (s/v)	8.5	-	-	19.2	9.8	14.2	8.6	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.3	0.2	0	-	-

Capacity Analysis Summary Sheets

Weekday Morning Peak Hour – No-Build Conditions

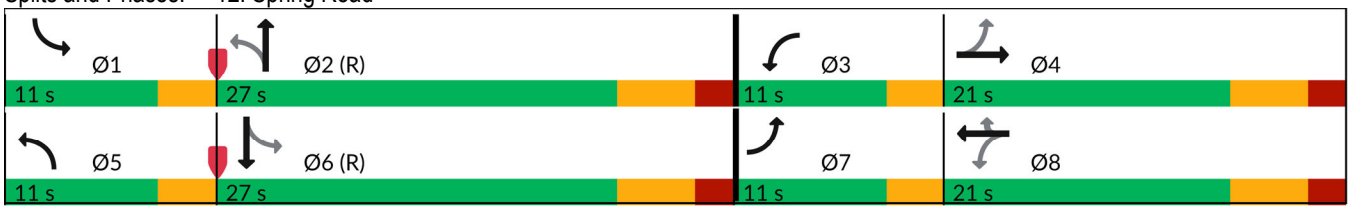


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	18	26	47	64	36	89	267	25	101	212	40
Future Volume (vph)	20	18	26	47	64	36	89	267	25	101	212	40
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	195		0	170		0	100		0	115		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	80			45			160			165		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.912				0.850		0.987			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1444	1619	0	1770	1961	1568	1752	3456	0	1805	3494	0
Flt Permitted	0.711			0.589			0.584			0.556		
Satd. Flow (perm)	1081	1619	0	1097	1961	1568	1077	3456	0	1056	3494	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28				140		14			31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		344			444			488			509	
Travel Time (s)		7.8			10.1			11.1			11.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	25%	0%	12%	2%	2%	3%	3%	3%	4%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	48	0	51	70	39	97	317	0	110	273	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	11.0	21.0		11.0	21.0	21.0	11.0	27.0		11.0	27.0	
Total Split (%)	15.7%	30.0%		15.7%	30.0%	30.0%	15.7%	38.6%		15.7%	38.6%	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0	2.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0	6.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	13.9	7.4		15.1	9.6	9.6	47.1	39.3		47.3	39.5	
Actuated g/C Ratio	0.20	0.11		0.22	0.14	0.14	0.67	0.56		0.68	0.56	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.25		0.17	0.26	0.12	0.12	0.16		0.14	0.14	
Control Delay (s/veh)	17.8	19.2		19.1	28.9	0.7	6.1	11.5		6.0	10.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	17.8	19.2		19.1	28.9	0.7	6.1	11.5		6.0	10.6	
LOS	B	B		B	C	A	A	B		A	B	
Approach Delay (s/veh)		18.7			18.9			10.3			9.3	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	8	8		17	24	0	14	40		16	31	
Queue Length 95th (ft)	24	35		37	62	0	37	78		40	63	
Internal Link Dist (ft)		264			364			408			429	
Turn Bay Length (ft)	195			170			100			115		
Base Capacity (vph)	273	368		322	427	451	813	1947		811	1983	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.13		0.16	0.16	0.09	0.12	0.16		0.14	0.14	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.26			
Intersection Signal Delay (s/veh): 11.8		Intersection LOS: B	
Intersection Capacity Utilization 36.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Spring Road



Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	86	332	139	131	51	51
Future Vol, veh/h	86	332	139	131	51	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	300	-	-	-	160	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	1	2	8
Mvmt Flow	92	357	149	141	55	55

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	290	0	-	0	583	145
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	363	-
Critical Hdwy	4.12	-	-	-	6.84	7.06
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.21	-	-	-	3.52	3.38
Pot Cap-1 Maneuver	1276	-	-	-	443	857
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	674	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1276	-	-	-	411	857
Mov Cap-2 Maneuver	-	-	-	-	508	-
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	674	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.65	0	11.21
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1276	-	-	-	508	857
HCM Lane V/C Ratio	0.072	-	-	-	0.108	0.064
HCM Ctrl Dly (s/v)	8	-	-	-	12.9	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	396	168	22	22	25
Future Vol, veh/h	23	396	168	22	22	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	6	4	0	4
Mvmt Flow	25	426	181	24	24	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	204	0	-	0	455	102
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	262	-
Critical Hdwy	4.1	-	-	-	6.8	6.98
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.34
Pot Cap-1 Maneuver	1379	-	-	-	539	927
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	764	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1379	-	-	-	529	927
Mov Cap-2 Maneuver	-	-	-	-	529	-
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	764	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.42	0	10.46
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1379	-	-	-	529	927
HCM Lane V/C Ratio	0.018	-	-	-	0.045	0.029
HCM Ctrl Dly (s/v)	7.7	-	-	-	12.1	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	2	0	2	7	0	5	2	48	263	10	9	344	30
Future Vol, veh/h	2	0	2	7	0	5	2	48	263	10	9	344	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	118	-	-	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	33	0	0	0	0	0	0	2	4	0	12	1	0
Mvmt Flow	2	0	2	8	0	5	2	52	283	11	10	370	32

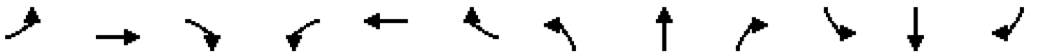
Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	654	806	201	600	817	147	402	402	0	0	294	0	0
Stage 1	405	405	-	396	396	-	-	-	-	-	-	-	-
Stage 2	249	401	-	204	422	-	-	-	-	-	-	-	-
Critical Hdwy	8.16	6.5	6.9	7.5	6.5	6.9	6.4	4.14	-	-	4.34	-	-
Critical Hdwy Stg 1	7.16	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.16	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4	3.3	3.5	4	3.3	2.5	2.22	-	-	2.32	-	-
Pot Cap-1 Maneuver	296	318	813	389	313	880	807	1153	-	-	1196	-	-
Stage 1	517	602	-	606	608	-	-	-	-	-	-	-	-
Stage 2	652	604	-	784	592	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	278	300	813	367	296	880	1133	1133	-	-	1196	-	-
Mov Cap-2 Maneuver	278	300	-	367	296	-	-	-	-	-	-	-	-
Stage 1	513	597	-	578	579	-	-	-	-	-	-	-	-
Stage 2	617	576	-	776	587	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.75	12.64	1.29	0.19
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1133	-	-	278	813	484	1196	-	-
HCM Lane V/C Ratio	0.047	-	-	0.008	0.003	0.027	0.008	-	-
HCM Ctrl Dly (s/v)	8.3	-	-	18	9.4	12.6	8	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0	0.1	0	-	-

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – No-Build Conditions

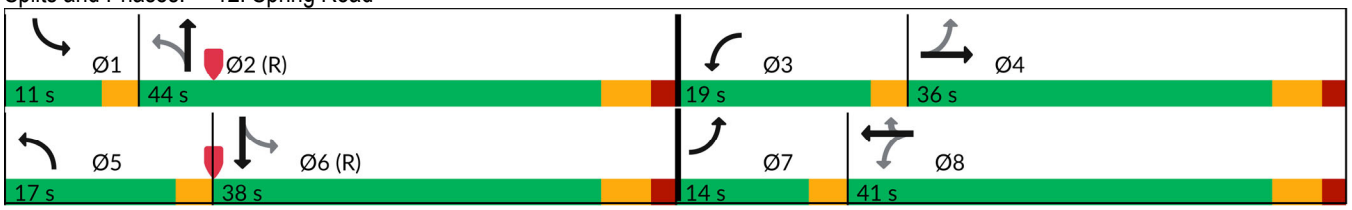


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	32	162	152	131	122	111	283	32	20	318	48
Future Volume (vph)	125	32	162	152	131	122	111	283	32	20	318	48
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	195		0	170		0	100		0	115		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	80			45			160			165		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.875				0.850		0.985			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1662	0	1770	1980	1615	1787	3503	0	1805	3538	0
Flt Permitted	0.666			0.286			0.487			0.546		
Satd. Flow (perm)	1229	1662	0	533	1980	1615	916	3503	0	1037	3538	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		176				133		12			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		344			444			488			509	
Travel Time (s)		7.8			10.1			11.1			11.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	0%	2%	1%	0%	1%	1%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	211	0	165	142	133	121	343	0	22	398	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0	24.0	9.5	24.0		9.5	24.0	
Total Split (s)	14.0	36.0		19.0	41.0	41.0	17.0	44.0		11.0	38.0	
Total Split (%)	12.7%	32.7%		17.3%	37.3%	37.3%	15.5%	40.0%		10.0%	34.5%	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0	2.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0	6.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	24.3	10.9		29.6	14.0	14.0	73.7	66.9		68.4	59.4	
Actuated g/C Ratio	0.22	0.10		0.27	0.13	0.13	0.67	0.61		0.62	0.54	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.43	0.65		0.56	0.57	0.41	0.18	0.16		0.03	0.21	
Control Delay (s/veh)	34.4	20.9		38.3	53.0	11.0	8.1	10.9		7.9	14.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	34.4	20.9		38.3	53.0	11.0	8.1	10.9		7.9	14.1	
LOS	C	C		D	D	B	A	B		A	B	
Approach Delay (s/veh)		26.2			34.8			10.2			13.8	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	77	23		95	97	0	28	44		5	70	
Queue Length 95th (ft)	119	94		140	151	52	61	97		16	120	
Internal Link Dist (ft)		264			364			408			429	
Turn Bay Length (ft)	195			170			100			115		
Base Capacity (vph)	330	581		326	630	604	724	2133		719	1916	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.41	0.36		0.51	0.23	0.22	0.17	0.16		0.03	0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 20.9		Intersection LOS: C	
Intersection Capacity Utilization 53.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Spring Road



Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	180	426	152	161	152
Future Vol, veh/h	60	180	426	152	161	152
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	300	-	-	-	160	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	68	205	484	173	183	173

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	657	0	-	0	809	328
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	940	-	-	-	322	673
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	940	-	-	-	299	673
Mov Cap-2 Maneuver	-	-	-	-	401	-
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	785	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.28	0	16.88
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	940	-	-	-	401	673
HCM Lane V/C Ratio	0.073	-	-	-	0.457	0.257
HCM Ctrl Dly (s/v)	9.1	-	-	-	21.3	12.2
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	2.3	1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	229	561	17	11	14
Future Vol, veh/h	18	229	561	17	11	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	266	652	20	13	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	672	0	-	0	837	336
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	928	-	-	-	309	666
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	928	-	-	-	302	666
Mov Cap-2 Maneuver	-	-	-	-	302	-
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	844	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.65	0	13.58
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	928	-	-	-	302	666
HCM Lane V/C Ratio	0.023	-	-	-	0.042	0.024
HCM Ctrl Dly (s/v)	9	-	-	-	17.4	10.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	0	57	10	0	16	12	508	10	7	319	15
Future Vol, veh/h	54	0	57	10	0	16	12	508	10	7	319	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	118	-	-	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	5	0	0	0	25	0	0	0	0	0
Mvmt Flow	64	0	68	12	0	19	14	605	12	8	380	18

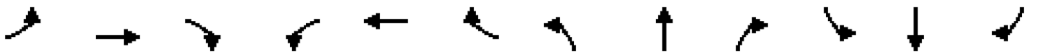
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	736	1051	199	846	1054	308	398	0	0	617	0	0
Stage 1	405	405	-	639	639	-	-	-	-	-	-	-
Stage 2	331	645	-	207	414	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7	7.5	6.5	6.9	4.6	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.35	3.5	4	3.3	2.45	-	-	2.2	-	-
Pot Cap-1 Maneuver	311	229	800	259	228	694	1009	-	-	973	-	-
Stage 1	599	602	-	435	473	-	-	-	-	-	-	-
Stage 2	662	470	-	782	596	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	295	224	800	232	223	694	1009	-	-	973	-	-
Mov Cap-2 Maneuver	295	224	-	232	223	-	-	-	-	-	-	-
Stage 1	593	597	-	429	467	-	-	-	-	-	-	-
Stage 2	634	464	-	709	591	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.09	14.95	0.2	0.18
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1009	-	-	295	800	393	973	-	-
HCM Lane V/C Ratio	0.014	-	-	0.218	0.085	0.079	0.009	-	-
HCM Ctrl Dly (s/v)	8.6	-	-	20.6	9.9	15	8.7	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.3	0.3	0	-	-

Capacity Analysis Summary Sheets

Weekday Morning Peak Hour – Projected Conditions



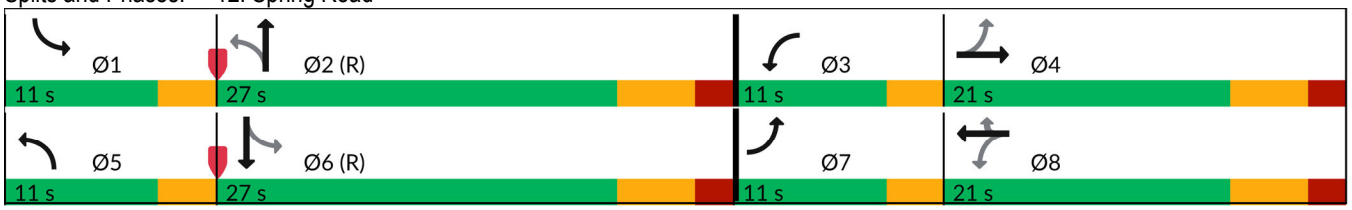
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	18	26	47	64	36	89	269	25	101	217	40
Future Volume (vph)	20	18	26	47	64	36	89	269	25	101	217	40
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	195		0	170		0	100		0	115		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	80			45			160			165		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.912				0.850		0.987			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1444	1619	0	1770	1961	1568	1752	3456	0	1805	3497	0
Flt Permitted	0.711			0.589			0.580			0.555		
Satd. Flow (perm)	1081	1619	0	1097	1961	1568	1070	3456	0	1054	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28				140		14			30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		344			444			488			509	
Travel Time (s)		7.8			10.1			11.1			11.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	25%	0%	12%	2%	2%	3%	3%	3%	4%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	48	0	51	70	39	97	319	0	110	279	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	11.0	21.0		11.0	21.0	21.0	11.0	27.0		11.0	27.0	
Total Split (%)	15.7%	30.0%		15.7%	30.0%	30.0%	15.7%	38.6%		15.7%	38.6%	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0	2.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0	6.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	13.9	7.4		15.1	9.6	9.6	47.1	39.3		47.3	39.5	
Actuated g/C Ratio	0.20	0.11		0.22	0.14	0.14	0.67	0.56		0.68	0.56	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.25		0.17	0.26	0.12	0.12	0.16		0.14	0.14	
Control Delay (s/veh)	17.8	19.2		19.1	28.9	0.7	6.1	11.5		6.0	10.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	17.8	19.2		19.1	28.9	0.7	6.1	11.5		6.0	10.7	
LOS	B	B		B	C	A	A	B		A	B	
Approach Delay (s/veh)		18.7			18.9			10.3			9.4	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	8	8		17	24	0	14	40		16	31	
Queue Length 95th (ft)	24	35		37	62	0	37	78		40	65	
Internal Link Dist (ft)		264			364			408			429	
Turn Bay Length (ft)	195			170			100			115		
Base Capacity (vph)	273	368		322	427	451	810	1947		810	1984	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.13		0.16	0.16	0.09	0.12	0.16		0.14	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.26
Intersection Signal Delay (s/veh): 11.8 Intersection LOS: B
Intersection Capacity Utilization 36.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 12: Spring Road



Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	86	332	4	2	139	131	8	3	5	51	1	51
Future Vol, veh/h	86	332	4	2	139	131	8	3	5	51	1	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	-	130	-	-	-	-	-	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	92	92	93	93	92	92	92	93	92	93
Heavy Vehicles, %	1	1	2	2	4	1	2	2	2	2	2	8
Mvmt Flow	92	357	4	2	149	141	9	3	5	55	1	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	290	0	0	361	0	0	624	839	181	589	771	145
Stage 1	-	-	-	-	-	-	544	544	-	224	224	-
Stage 2	-	-	-	-	-	-	80	295	-	365	546	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.21	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.38
Pot Cap-1 Maneuver	1276	-	-	1194	-	-	370	301	831	392	329	857
Stage 1	-	-	-	-	-	-	491	517	-	758	717	-
Stage 2	-	-	-	-	-	-	920	668	-	627	516	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1276	-	-	1194	-	-	320	278	831	357	305	857
Mov Cap-2 Maneuver	-	-	-	-	-	-	387	363	-	453	389	-
Stage 1	-	-	-	-	-	-	455	480	-	756	716	-
Stage 2	-	-	-	-	-	-	858	667	-	573	479	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.64	0.06	13.18	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	458	1276	-	-	1194	-	-	453	837
HCM Lane V/C Ratio	0.038	0.072	-	-	0.002	-	-	0.121	0.067
HCM Ctrl Dly (s/v)	13.2	8	-	-	8	-	-	14	9.6
HCM Lane LOS	B	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.4	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	396	168	22	22	25
Future Vol, veh/h	23	396	168	22	22	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	6	4	0	4
Mvmt Flow	25	426	181	24	24	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	204	0	-	0	455	102
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	262	-
Critical Hdwy	4.1	-	-	-	6.8	6.98
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.34
Pot Cap-1 Maneuver	1379	-	-	-	539	927
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	764	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1379	-	-	-	529	927
Mov Cap-2 Maneuver	-	-	-	-	529	-
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	764	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.42	0	10.46
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1379	-	-	-	529	927
HCM Lane V/C Ratio	0.018	-	-	-	0.045	0.029
HCM Ctrl Dly (s/v)	7.7	-	-	-	12.1	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	2	0	2	7	0	5	2	48	265	10	9	349	30
Future Vol, veh/h	2	0	2	7	0	5	2	48	265	10	9	349	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	118	-	-	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	33	0	0	0	0	0	0	2	4	0	12	1	0
Mvmt Flow	2	0	2	8	0	5	2	52	285	11	10	375	32

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	661	814	204	605	825	148	408	408	0	0	296	0	0
Stage 1	411	411	-	398	398	-	-	-	-	-	-	-	-
Stage 2	250	403	-	207	427	-	-	-	-	-	-	-	-
Critical Hdwy	8.16	6.5	6.9	7.5	6.5	6.9	6.4	4.14	-	-	4.34	-	-
Critical Hdwy Stg 1	7.16	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.16	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4	3.3	3.5	4	3.3	2.5	2.22	-	-	2.32	-	-
Pot Cap-1 Maneuver	293	315	809	386	310	879	801	1148	-	-	1193	-	-
Stage 1	513	598	-	605	606	-	-	-	-	-	-	-	-
Stage 2	651	603	-	781	589	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	275	297	809	364	293	879	1128	1128	-	-	1193	-	-
Mov Cap-2 Maneuver	275	297	-	364	293	-	-	-	-	-	-	-	-
Stage 1	508	594	-	576	577	-	-	-	-	-	-	-	-
Stage 2	616	574	-	773	584	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.83	12.69	1.28	0.19
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1128	-	-	275	809	481	1193	-	-
HCM Lane V/C Ratio	0.048	-	-	0.008	0.003	0.027	0.008	-	-
HCM Ctrl Dly (s/v)	8.4	-	-	18.2	9.5	12.7	8	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

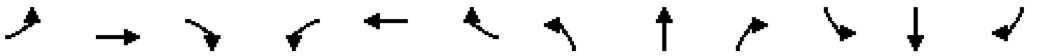
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	86	332	4	2	139	131	8	3	5	51	1	51
Future Vol, veh/h	86	332	4	2	139	131	8	3	5	51	1	51
Peak Hour Factor	0.93	0.93	0.92	0.92	0.93	0.93	0.92	0.92	0.92	0.93	0.92	0.93
Heavy Vehicles, %	1	1	2	2	4	1	2	2	2	2	2	8
Mvmt Flow	92	357	4	2	149	141	9	3	5	55	1	55
Number of Lanes	1	2	0	1	2	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	3	3
HCM Control Delay, s/veh	10.8	10.2	9.8	9.9
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	50%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	19%	0%	100%	97%	0%	100%	26%	0%	2%
Vol Right, %	31%	0%	0%	3%	0%	0%	74%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	86	221	115	2	93	177	51	52
LT Vol	8	86	0	0	2	0	0	51	0
Through Vol	3	0	221	111	0	93	46	0	1
RT Vol	5	0	0	4	0	0	131	0	51
Lane Flow Rate	17	92	238	123	2	100	191	55	56
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.033	0.158	0.373	0.193	0.004	0.166	0.288	0.107	0.091
Departure Headway (Hd)	6.831	6.139	5.635	5.628	6.476	6.006	5.434	7.051	5.864
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	524	585	640	639	554	598	662	509	611
Service Time	4.57	3.861	3.358	3.35	4.203	3.734	3.162	4.786	3.599
HCM Lane V/C Ratio	0.032	0.157	0.372	0.192	0.004	0.167	0.289	0.108	0.092
HCM Control Delay, s/veh	9.8	10	11.7	9.7	9.2	9.9	10.4	10.6	9.2
HCM Lane LOS	A	A	B	A	A	A	B	B	A
HCM 95th-tile Q	0.1	0.6	1.7	0.7	0	0.6	1.2	0.4	0.3

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – Projected Conditions

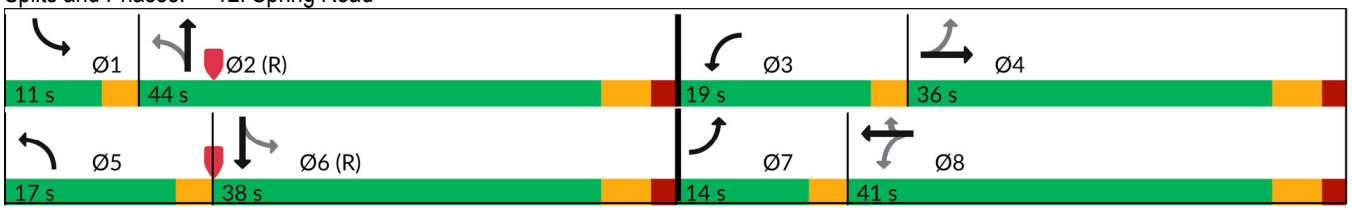


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	32	162	152	131	122	111	288	32	20	322	48
Future Volume (vph)	125	32	162	152	131	122	111	288	32	20	322	48
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	195		0	170		0	100		0	115		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	80			45			160			165		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.875				0.850		0.985			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1662	0	1770	1980	1615	1787	3503	0	1805	3541	0
Flt Permitted	0.666			0.286			0.484			0.543		
Satd. Flow (perm)	1229	1662	0	533	1980	1615	910	3503	0	1032	3541	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		176				133		12			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		344			444			488			509	
Travel Time (s)		7.8			10.1			11.1			11.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	0%	2%	1%	0%	1%	1%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	211	0	165	142	133	121	348	0	22	402	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0	24.0	9.5	24.0		9.5	24.0	
Total Split (s)	14.0	36.0		19.0	41.0	41.0	17.0	44.0		11.0	38.0	
Total Split (%)	12.7%	32.7%		17.3%	37.3%	37.3%	15.5%	40.0%		10.0%	34.5%	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0	2.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0	6.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	24.3	10.9		29.6	14.0	14.0	73.7	66.9		68.4	59.4	
Actuated g/C Ratio	0.22	0.10		0.27	0.13	0.13	0.67	0.61		0.62	0.54	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.43	0.65		0.56	0.57	0.41	0.18	0.16		0.03	0.21	
Control Delay (s/veh)	34.4	20.9		38.3	53.0	11.0	8.1	10.9		7.9	14.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	34.4	20.9		38.3	53.0	11.0	8.1	10.9		7.9	14.2	
LOS	C	C		D	D	B	A	B		A	B	
Approach Delay (s/veh)		26.2			34.8			10.2			13.8	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	77	23		95	97	0	28	45		5	70	
Queue Length 95th (ft)	119	94		140	151	52	61	98		16	121	
Internal Link Dist (ft)		264			364			408			429	
Turn Bay Length (ft)	195			170			100			115		
Base Capacity (vph)	330	581		326	630	604	721	2133		716	1918	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.41	0.36		0.51	0.23	0.22	0.17	0.16		0.03	0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 20.9		Intersection LOS: C	
Intersection Capacity Utilization 53.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Spring Road



Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	180	11	5	426	152	6	2	4	161	2	152
Future Vol, veh/h	60	180	11	5	426	152	6	2	4	161	2	152
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	-	130	-	-	-	-	-	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	92	92	88	88	92	92	92	88	92	88
Heavy Vehicles, %	0	0	2	2	0	0	2	2	2	0	2	0
Mvmt Flow	68	205	12	5	484	173	7	2	4	183	2	173

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	657	0	0	217	0	0	601	1015	108	821	934	328
Stage 1	-	-	-	-	-	-	347	347	-	581	581	-
Stage 2	-	-	-	-	-	-	254	668	-	240	353	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.54	6.54	6.94	7.5	6.54	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.5	5.54	-
Follow-up Hdwy	2.2	-	-	2.22	-	-	3.52	4.02	3.32	3.5	4.02	3.3
Pot Cap-1 Maneuver	940	-	-	1350	-	-	384	237	925	270	264	673
Stage 1	-	-	-	-	-	-	642	633	-	471	498	-
Stage 2	-	-	-	-	-	-	728	455	-	748	630	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	940	-	-	1350	-	-	262	219	925	247	244	673
Mov Cap-2 Maneuver	-	-	-	-	-	-	356	304	-	360	354	-
Stage 1	-	-	-	-	-	-	596	587	-	469	496	-
Stage 2	-	-	-	-	-	-	537	453	-	688	584	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.19	0.06	13.59	18.77
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	432	940	-	-	1350	-	-	360	666
HCM Lane V/C Ratio	0.03	0.073	-	-	0.004	-	-	0.509	0.263
HCM Ctrl Dly (s/v)	13.6	9.1	-	-	7.7	-	-	24.9	12.3
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	2.8	1.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	229	561	17	11	14
Future Vol, veh/h	18	229	561	17	11	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	266	652	20	13	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	672	0	-	0	837	336
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	928	-	-	-	309	666
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	928	-	-	-	302	666
Mov Cap-2 Maneuver	-	-	-	-	302	-
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	844	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.65	0	13.58
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	928	-	-	-	302	666
HCM Lane V/C Ratio	0.023	-	-	-	0.042	0.024
HCM Ctrl Dly (s/v)	9	-	-	-	17.4	10.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	0	57	10	0	16	12	513	10	7	323	15
Future Vol, veh/h	54	0	57	10	0	16	12	513	10	7	323	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	118	-	-	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	5	0	0	0	25	0	0	0	0	0
Mvmt Flow	64	0	68	12	0	19	14	611	12	8	385	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	744	1061	201	854	1064	311	402	0	0	623	0	0
Stage 1	410	410	-	645	645	-	-	-	-	-	-	-
Stage 2	334	651	-	209	419	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7	7.5	6.5	6.9	4.6	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.35	3.5	4	3.3	2.45	-	-	2.2	-	-
Pot Cap-1 Maneuver	307	226	797	255	225	690	1005	-	-	968	-	-
Stage 1	595	599	-	432	470	-	-	-	-	-	-	-
Stage 2	659	468	-	779	593	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	291	220	797	228	220	690	1005	-	-	968	-	-
Mov Cap-2 Maneuver	291	220	-	228	220	-	-	-	-	-	-	-
Stage 1	590	594	-	426	464	-	-	-	-	-	-	-
Stage 2	632	461	-	707	588	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.23	15.07	0.19	0.18
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1005	-	-	291	797	388	968	-	-
HCM Lane V/C Ratio	0.014	-	-	0.221	0.085	0.08	0.009	-	-
HCM Ctrl Dly (s/v)	8.6	-	-	20.8	9.9	15.1	8.8	-	-
HCM Lane LOS	A	-	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.3	0.3	0	-	-

Intersection	
Intersection Delay, s/veh	15.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	180	11	5	426	152	6	2	4	161	2	152
Future Vol, veh/h	60	180	11	5	426	152	6	2	4	161	2	152
Peak Hour Factor	0.88	0.88	0.92	0.92	0.88	0.88	0.92	0.92	0.92	0.88	0.92	0.88
Heavy Vehicles, %	0	0	2	2	0	0	2	2	2	0	2	0
Mvmt Flow	68	205	12	5	484	173	7	2	4	183	2	173
Number of Lanes	1	2	0	1	2	0	0	1	0	1	1	0

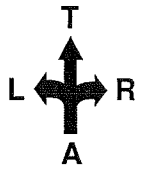
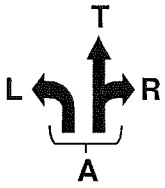
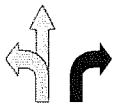
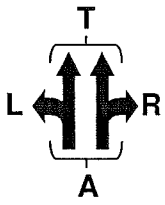
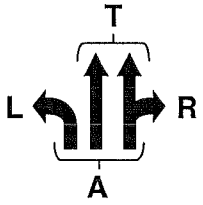
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	3	3
HCM Control Delay, s/veh	12.4	18.5	11.5	14.2
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	50%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	17%	0%	100%	85%	0%	100%	48%	0%	1%
Vol Right, %	33%	0%	0%	15%	0%	0%	52%	0%	99%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	60	120	71	5	284	294	161	154
LT Vol	6	60	0	0	5	0	0	161	0
Through Vol	2	0	120	60	0	284	142	0	2
RT Vol	4	0	0	11	0	0	152	0	152
Lane Flow Rate	13	68	136	80	5	323	334	183	175
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.031	0.151	0.283	0.165	0.011	0.607	0.585	0.399	0.325
Departure Headway (Hd)	8.442	7.988	7.477	7.4	7.314	6.77	6.42	7.854	6.693
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	425	450	481	486	491	536	565	461	540
Service Time	6.182	5.718	5.207	5.131	5.033	4.488	4.12	5.565	4.403
HCM Lane V/C Ratio	0.031	0.151	0.283	0.165	0.01	0.603	0.591	0.397	0.324
HCM Control Delay, s/veh	11.5	12.1	13.1	11.6	10.1	19.4	17.8	15.7	12.6
HCM Lane LOS	B	B	B	B	B	C	C	C	B
HCM 95th-tile Q	0.1	0.5	1.2	0.6	0	4	3.7	1.9	1.4

IDOT Reduction Factors

MINOR STREET ANALYSIS PARAMETERS

1. Minor Leg Lane Configurations and Right Turn Reductions

1		IF: R > 0.7A 0.7A ≥ R > 0.35A R ≤ 0.35A	THEN: Reduce R by 60% Reduce R by 40% Reduce R by 20%
2		IF: R > 3T 3T ≥ R > T/3 R ≤ T/3	THEN: Reduce R by 60% Reduce R by 40% Reduce R by 20%
3		Any Configuration with an exclusive right turn lane (usually ≥ to 600 ft. long)	Reduce R by 75% in all cases
4		IF: R > (T + L) L > (T + R) L ≈ T ≈ R (±10 veh) L ≈ T > 3R R ≈ T > 3L All other cases	THEN: Reduce R by 65% Use situation 2 Reduce R by 40% Reduce R by 20% Reduce R by 50% Reduce R by 30%
5		IF: R > T T ≥ R > T/2 T/2 ≥ R > T/4 R ≤ T/4	THEN: Reduce R by 75% Reduce R by 50% Reduce R by 30% Reduce R by 15%

LEGEND

L = number of left-turning vehicles
T = number of through vehicles
R = number of right-turning vehicles
A = (L + T + R)

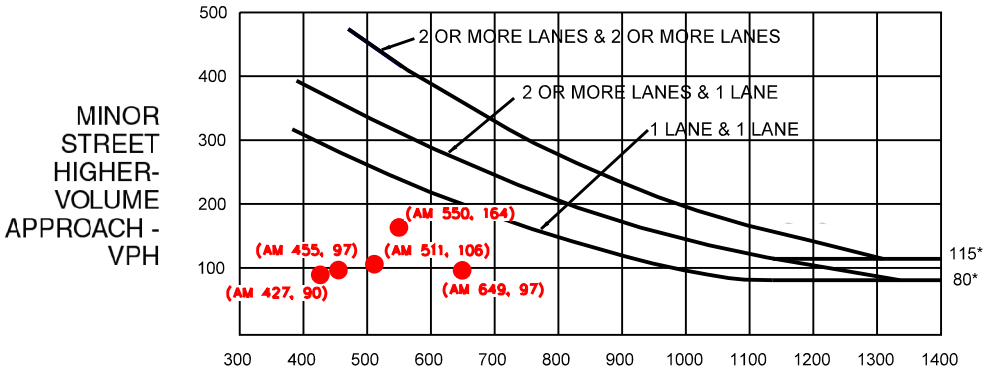
2. Mainline Congestion Factors for Limiting Right Turn Reductions [1]

Volumes per lane	Reduction	Volumes per lane	Reduction
0 – 399	0 %	1000 – 1099	35 %
400 – 499	5 %	1100 – 1199	40 %
500 – 599	10 %	1200 – 1299	45 %
600 – 699	15 %	1300 – 1399	50 %
700 – 799	20 %	1400 – 1499	55 %
800 – 899	25 %	1500 – 1599	60 %
900 – 999	30 %	etc.	Etc.

(1) Mainline = Approach which right-turns turn into

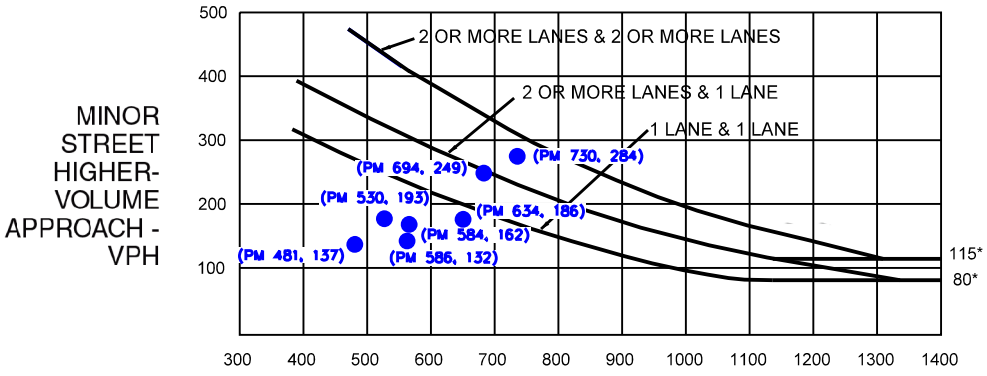
Warrants 2 and 3 Graphs

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



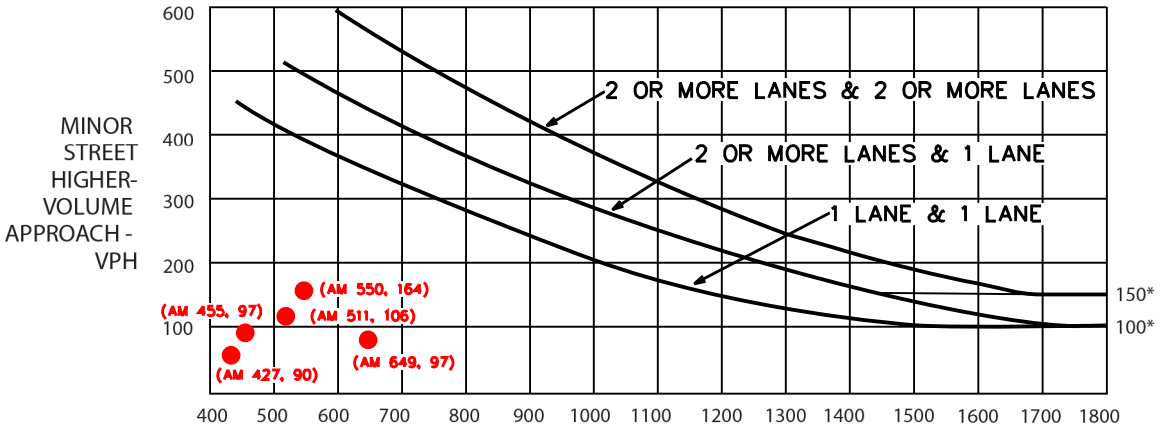
*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



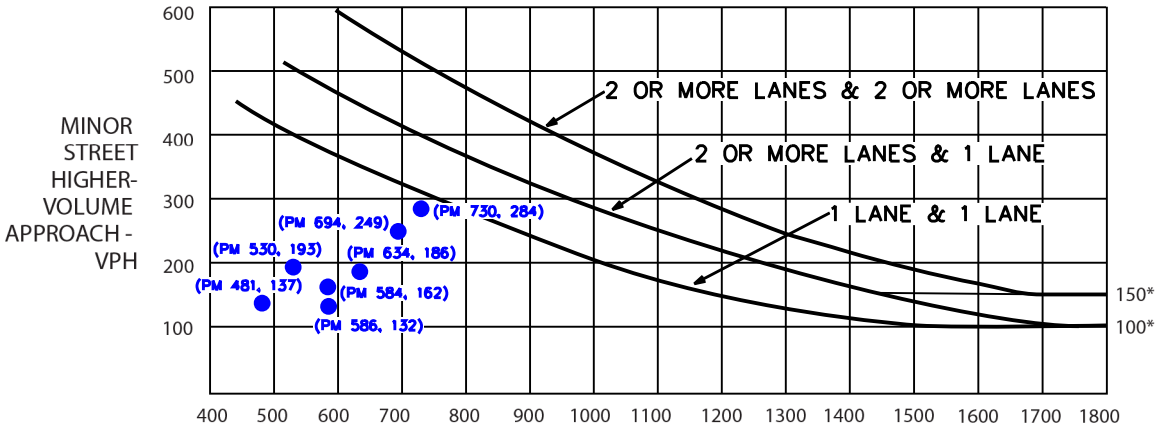
*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Crash Experience Tables

Section 4C.07 Warrant 6, Coordinated Signal System

Support:

01 Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.

Guidance:

02 *The need for a traffic control signal should be considered if an engineering study finds that one of the following criteria is met:*

- *A. On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.*
- *B. On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.*

03 *The Coordinated Signal System signal warrant should not be applied where the resultant spacing of traffic control signals would be less than 1,000 feet.*

Section 4C.08 Warrant 7, Crash Experience

Support:

01 The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Guidance:

02 *The need for a traffic control signal should be considered if an engineering study finds that all of the following criteria are met:*

- *A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and*
- *B. At least one of the following conditions applies to the reported crash history (where each reported crash considered is related to the intersection and apparently exceeds the applicable requirements for a reportable crash):*
  1. *The number of reported angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total angle crashes and pedestrian crashes (all severities); or*
  2. *The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total fatal-and-injury angle crashes and pedestrian crashes; or*
  3. *The number of reported angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total angle crashes and pedestrian crashes (all severities); or*
  4. *The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total fatal-and-injury angle crashes and pedestrian crashes; and*
- *C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major street and the more critical minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant (see Section 4C.05).*

Table 4C-2. Minimum Number of Reported Crashes in a One-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities)[a]		Total of fatal-and-injury angle and pedestrian crashes[a]	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	5	4	3	3
2 or more	1	5	4	3	3
2 or more	2 or more	5	4	3	3
1	2 or more	5	4	3	3

[a] Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Table 4C-3. Minimum Number of Reported Crashes in a Three-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities)[a]		Total of fatal-and-injury angle and pedestrian crashes[a]	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	6	5	4	4
2 or more	1	6	5	4	4
2 or more	2 or more	6	5	4	4
1	2 or more	6	5	4	4

[a] Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Standard:

03 **These major-street and minor-street volumes shall be for the same 8 hours.**

Support:

04 On the minor street, the more critical volume is not required to be on the same approach during each of these 8 hours. The more critical minor-street volume is the one that meets the warranting criteria for that approach, and in the case of a one-lane minor-street approach that is opposite from a multi-lane minor-street approach might not have the higher volume.

Option:

05 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000:

A. The traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.
B. Tables 4C-4 and 4C-5 may be used in place of Tables 4C-2 and 4C-3, respectively.

Table 4C-4. Minimum Number of Reported Crashes in a One-Year Period

Community less than 10,000 population or above 40 mph on major street					
Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities)[a]		Total of fatal-and-injury angle and pedestrian crashes[a]	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	4	3	3	3
2 or more	1	10	9	6	6
2 or more	2 or more	10	9	6	6
1	2 or more	4	3	3	3

[a] Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Table 4C-5. Minimum Number of Reported Crashes in a Three-Year Period

Community less than 10,000 population or above 40 mph on major street					
Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities)[a]		Total of fatal-and-injury angle and pedestrian crashes[a]	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	6	5	4	4
2 or more	1	16	13	9	9
2 or more	2 or more	16	13	9	9
1	2 or more	6	5	4	4

[a] Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Sight Distance Evaluation

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

where: SSD = Stopping Sight Distance, ft (m)
V = design speed, mph (km/h)
t = brake time, 2.5 seconds
a = driver deceleration, ft/s^2 (m/s^2)

$250 = 1.47\ 35(2.5) + 1.075\ (\frac{1225}{11.2})$

POSTED SPEED LIMIT = 30 MPH
DESIGN SPEED = 35 MPH

EXISTING STOP BAR

EXISTING LEFT TURN LANE

16TH ST.

250' STOPPING SIGHT DISTANCE

PROFILE OF EXISTING MEDIAN (DOTTED)

EXISTING TRANSFORMER

NEW LEFT TURN LANE ±130' STACK + 150' TAPER

SPRING ROAD

20' - 0"

40' - 0"

54' - 0"

250' STOPPING SIGHT DISTANCE

EXISTING

OUTER FACE OF EXISTING RETAINING WALL

EXISTING MANHOLE, TYP.

FLOODWAY

N

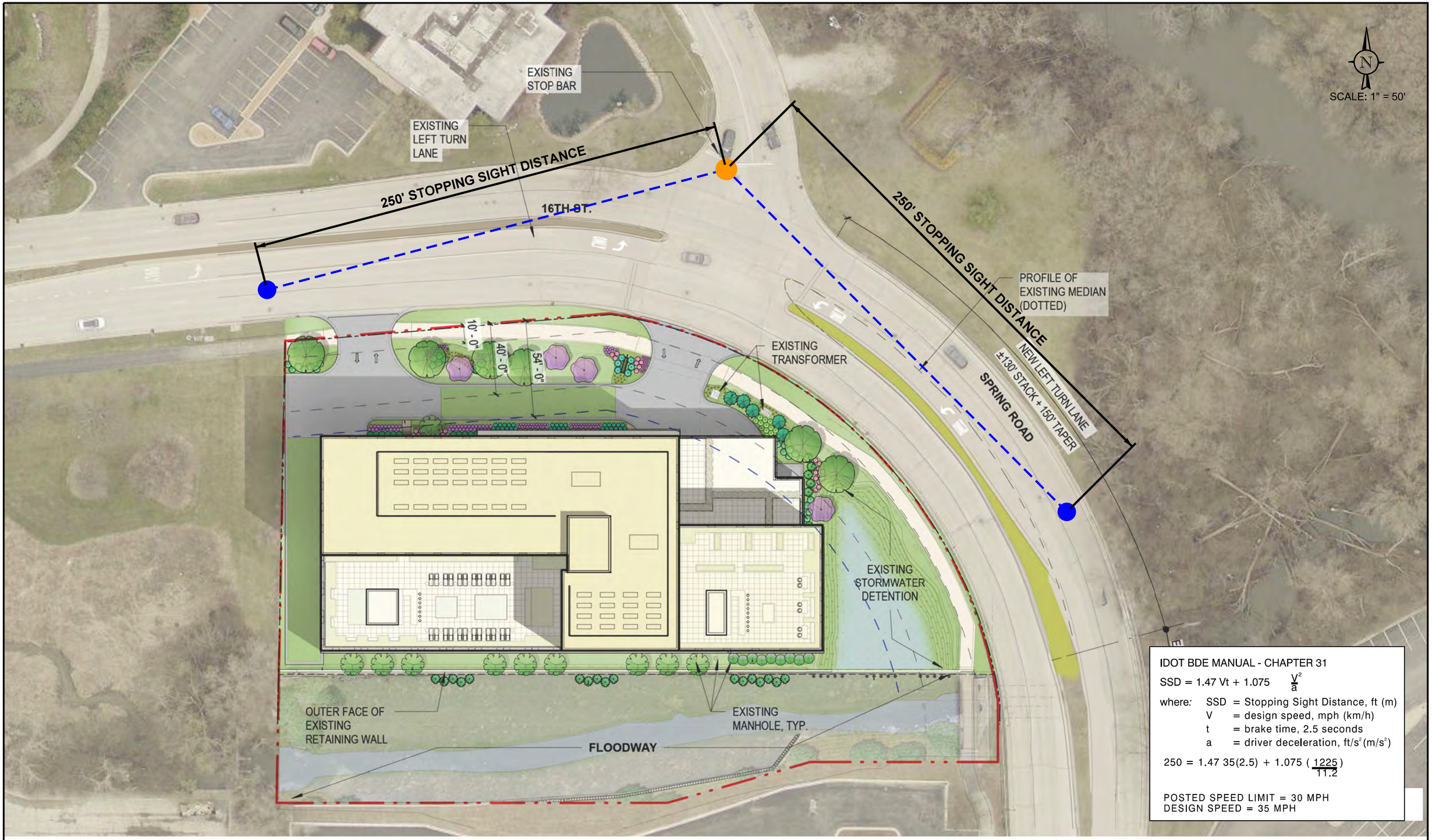
SCALE: 1" = 50'

1900 SPRING ROAD
APARTMENTS
OAK BROOK, ILLINOIS

SIGHT DISTANCE STUDY - SPRING ROAD

DRAWN: MD CHECKED: JM
DATE: 06-02-26 REV:
PROJECT # 26-075
EXHIBIT: A

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



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/s^2(m/s^2)

$250 = 1.47\ 35(2.5) + 1.075\ (\frac{1225}{11.2})$

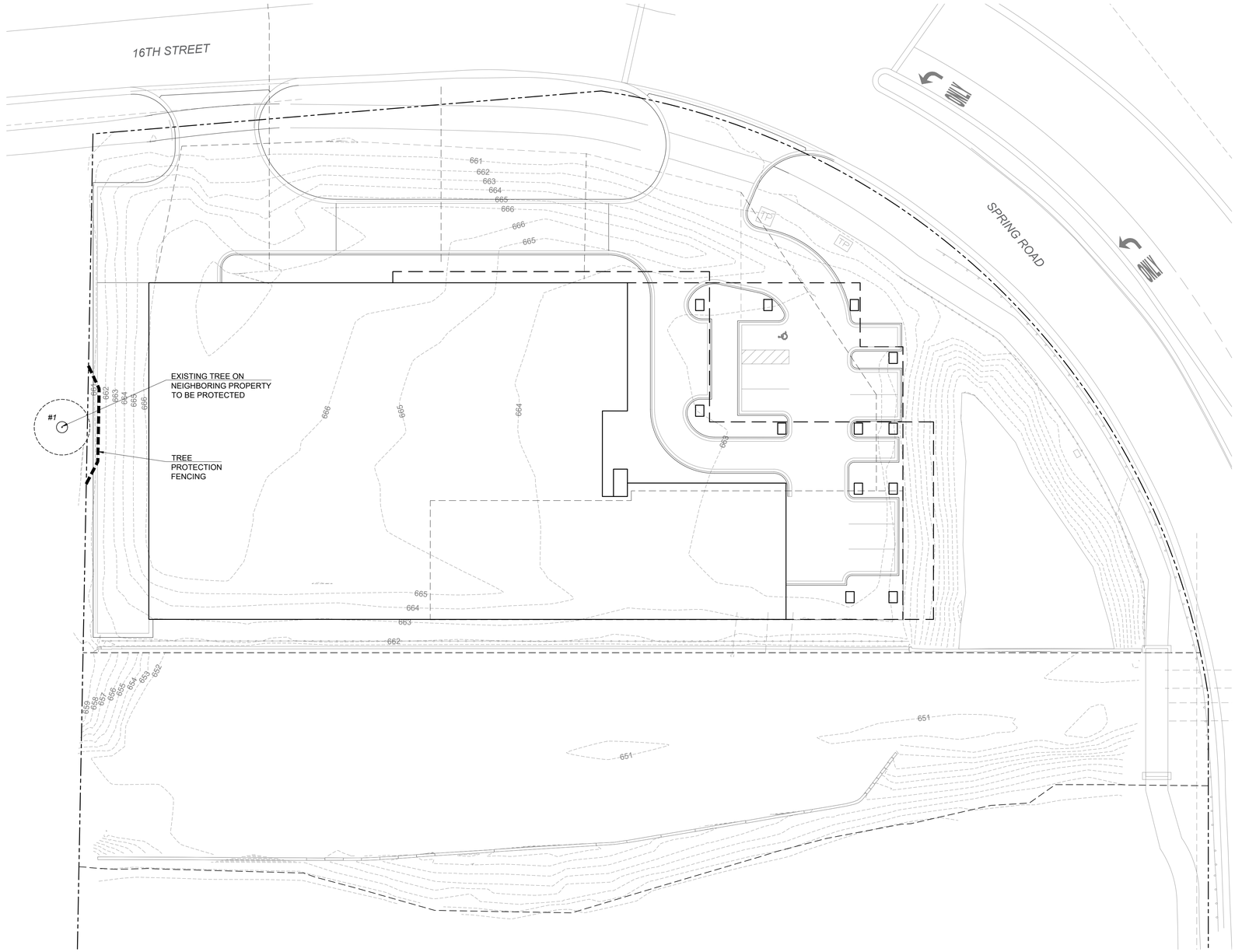
POSTED SPEED LIMIT = 30 MPH
DESIGN SPEED = 35 MPH

1900 SPRING ROAD APARTMENTS
OAK BROOK, ILLINOIS

SIGHT DISTANCE STUDY - SPRING ROAD

DRAWN: MD CHECKED: JM
DATE: 06-02-26 REV:
PROJECT # 26-075
EXHIBIT: B

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



TREE PRESERVATION PLAN

SCALE: 1" = 20'-0"

N

0 10' 20' 40'

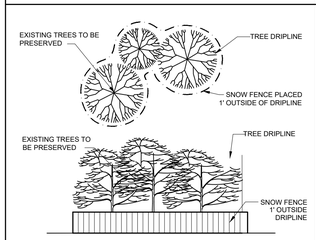
EXISTING TREE INVENTORY

Tree #	Common Name	Scientific Name	Size	Cond.	Notes	Action
1	Silver Maple	*Acer saccharinum*	17"	Good	Heavy dieback.	Preserve

PETITIONER & PROPERTY OWNER: MURPHY DEVELOPMENT GROUP, LLC
227 W MONROE, SUITE 5200
CHICAGO, IL 60606

TREE PROTECTION NOTES

1. BEFORE ANY EXCAVATION, CALL TO LOCATE ANY EXISTING UTILITIES ON THE SITE. THE CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LOCATIONS OF ALL BURIED UTILITIES IN THE AREAS OF WORK BEFORE STARTING OPERATIONS. THE CONTRACTOR SHALL BE LIABLE FOR THE COST OF REPAIRING OR REPLACING ANY BURIED CONDUITS, CABLES OR PIPING DAMAGED DURING THE INSTALLATION OF THIS WORK.
2. FOUR FOOT HIGH SNOW FENCING OR OTHER RIGID MATERIAL IS TO BE ERECTED AROUND THE DRIPLINE OF ALL TREES TO BE SAVED IN ACCORDANCE WITH THE OAK BROOK ZONING ORDINANCE.
3. A TREE REMOVAL PERMIT MUST BE OBTAINED FROM THE PLANNING OFFICE PRIOR TO ALL TREE REMOVAL ACTIVITY INVOLVING TREES SIX (6) INCHES OR MORE D.B.H. IN ACCORDANCE WITH OAK BROOK ZONING ORDINANCE.
4. TREES TO BE REMOVED MUST BE MARKED IN THE FIELD WITH RED PAINT OR FLAGS AND INSPECTED BY THE OAK BROOK FORESTRY OFFICE PRIOR TO ANY TREES BEING REMOVED.
5. IF NECESSARY TO CONDUCT WORK OR DIGGING WITHIN THE ROOT ZONE OF TREES TO REMAIN, THE LANDSCAPE ARCHITECT MUST BE NOTIFIED AND ADDITIONAL PROTECTIVE MEASURES, SUCH AS ROOT PRUNING OR BRIDGING, MUST BE EMPLOYED BY A LICENSED TREE SERVICE.
6. PROTECT STRUCTURES, SIDEWALKS, PAVEMENTS AND UTILITIES TO REMAIN FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS AND OTHER HAZARDS CAUSED BY SITE IMPROVEMENT OPERATIONS.
7. CAREFULLY MAINTAIN PRESENT GRADE AT BASE OF ALL EXISTING TREES TO REMAIN. PREVENT ANY DISTURBANCE OF EXISTING TREES INCLUDING ROOT ZONES. USE TREE PROTECTION BARRICADES WHERE INDICATED. PROTECT EXISTING TREES TO REMAIN AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, BRUISING OF BARK OR SMOTHERING OF TREES. DRIVING, PARKING, DUMPING, STOCKPILING AND/OR STORAGE OF VEHICLES, EQUIPMENT, SUPPLIES, MATERIALS OR DEBRIS ON TOP THE ROOT ZONES AND/OR WITHIN THE DRIPLINE OF EXISTING TREES OR OTHER PLANT MATERIAL TO REMAIN IS STRICTLY PROHIBITED.
8. EXERCISE CAUTION WHEN WORKING AND DIGGING NEAR TREES LOCATED ON ADJACENT PROPERTY.
9. THE CONTRACTOR AT ALL TIMES SHALL KEEP THE PREMISES ON WHICH WORK IS BEING DONE, CLEAR OF RUBBISH AND DEBRIS. ALL PAVEMENT AND DEBRIS REMOVED FROM THE SITE SHALL BE DISPOSED OF LEGALLY.
10. ALL WORK AND OPERATIONS SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.
11. TREE INVENTORY CONDUCTED BY KTLA.
12. EXISTING TREES HAVE BEEN LOCATED WITH AERIAL IMAGERY. LOCATIONS ARE APPROXIMATE BUT ACCURATE. FIELD VERIFICATION IS RECOMMENDED PRIOR TO REMOVAL ACTIVITY.



1 TP1.0 TREE FENCING DETAIL
SCALE: NO SCALE

Kathryn Talty
landscape architecture
1926 Waukegan Road | Suite 340
Glenview, Illinois 60025
c 847.612.5154 | www.ktlandarch.com

REGISTERED LANDSCAPE ARCHITECT
KATHRYN MAXWELL TALTY
157-001196
STATE OF ILLINOIS

no.	revision description	initial	date
	ISSUED FOR REVIEW	DJW	04-03-26
	PER VILLAGE COMMENTS	DJW	06-10-26

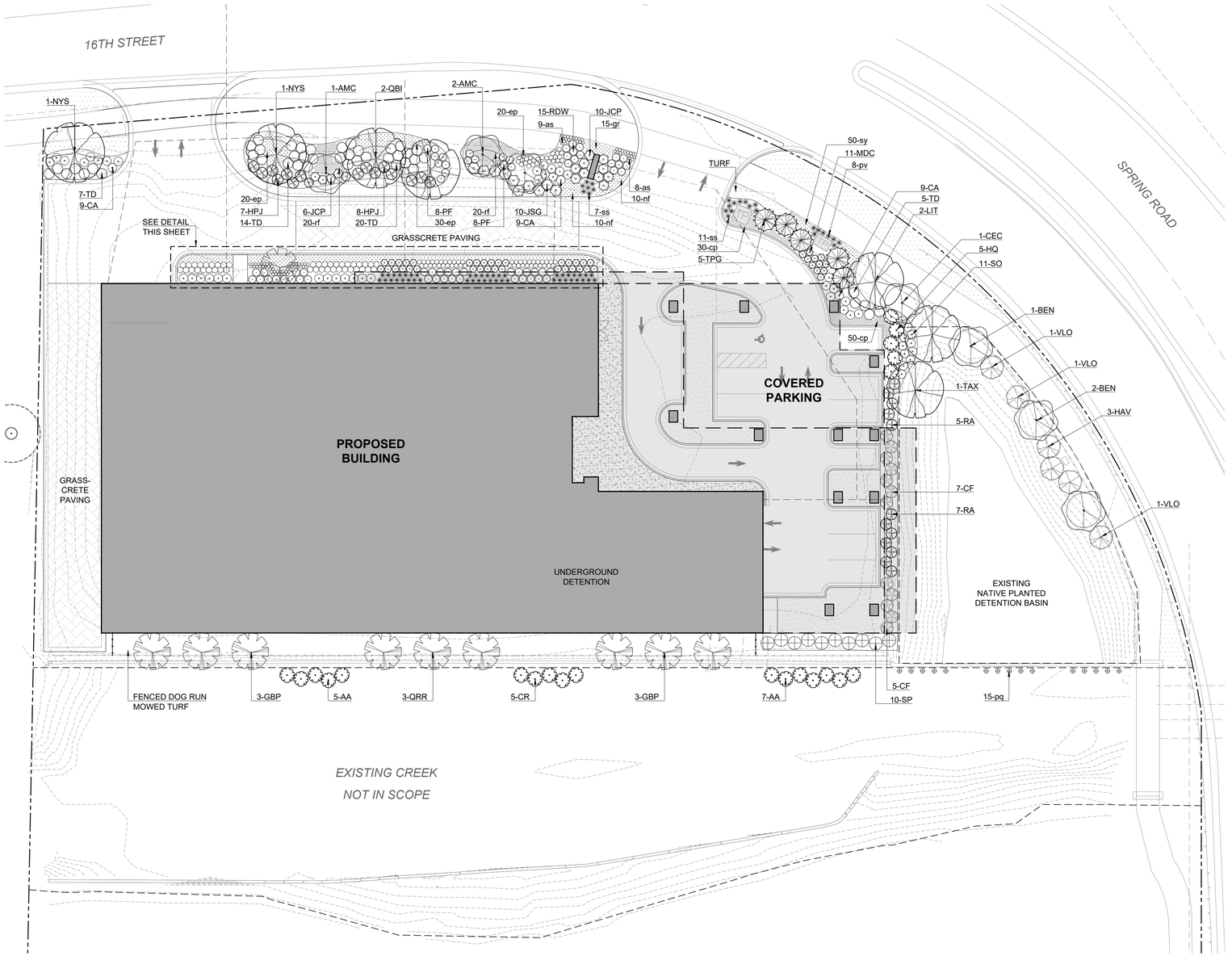
1315 16TH ST
OAK BROOK, IL

TREE INVENTORY
TREE PROTECTION NOTES
TREE FENCING DETAIL

date. 03-11-26
drawn DJW
checked KMT

job no. 26150

sheet no. TP1.0



PRELIMINARY LANDSCAPE PLAN

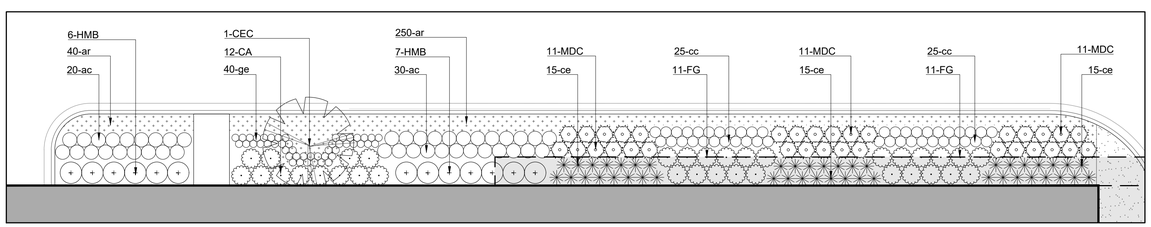
SCALE: 1" = 20'-0"

N

0 10' 20' 40'

Master Plant List

Symbol	Quantity	Botanical Name	Common Name	Size	Origin	Notes
		Shade Trees				
GBP	6	GINKGO BILOBA 'PRINCETON SENTRY'	PRINCETON SENTRY GINKGO	3" BB		COLUMNAR, MALE SPE
LIT	2	LIRODENDRON TULIPIFERA	TULIPTREE	3" BB	NATIVE	
NYS	2	NYSSA SYLVATICA	TUPELO	3" BB	NATIVE	
QBI	2	QUERCUS BICOLOR	SWAMP WHITE OAK	3" BB	NATIVE	
QRR	3	QUERCUS ROBUR x BICOLOR 'LONG'	REGAL PRINCE OAK	3" BB		COLUMNAR
TAX	1	TAXODIUM DISTICHUM	BALD-CYPRESS	3" BB		
		Evergreen Trees				
TPG	5	THUJA PLICATA 'GREEN GIANT'	GREEN GIANT ARBORVITAE	8' BB		
		Ornamental Trees				
AMC	3	AMELANCHIER CANADENSIS	SHADBLOW SERVICEBERRY	8' BB	NATIVE	
BEN	3	BETULA NIGRA	RIVER BIRCH	8' BB	NATIVE	
CEC	2	CERCIS CANADENSIS	EASTERN REDBUD	6' BB	NATIVE	
HAV	3	HAMAMELIS VIRGINIANA	COMMON WITCHHAZEL	6' BB	NATIVE	
VLO	3	VIBURNUM LENTAGO	NANNYBERRY VIBURNUM	6' BB	NATIVE	
		Evergreen Shrubs				
JCP	16	JUNIPERUS CHINENSIS 'PFITZER COMPACT'	COMPACT PFITZER JUNIPER	5 GAL		24" HEIGHT
JSG	10	JUNIPERUS CHINENSIS 'SEA GREEN'	SEA GREEN JUNIPER	5 GAL		36" HEIGHT
MDC	43	MICROBIOTA DECUSSATA 'CELTIC PRIDE'	RUSSIAN ARBORVITAE	5 GAL		12" HEIGHT
TD	34	TAXUS x MEDIA	DENSE YEW	5 GAL		36" HEIGHT
		Deciduous Shrubs				
AA	12	ARONIA ARBUTIFOLIA 'BRILLIANTISSIMA'	RED CHOKEBERRY	5 GAL	NATIVAR	36" HEIGHT
CA	48	CLETHRA ALNIFOLIA 'HUMMINGBIRD'	HUMMINGBIRD CLETHRA	5 GAL	NATIVAR	36" HEIGHT
CF	12	CALYCANTHUS FLORIDUS	CAROLINA SWEETSHRUB	5 GAL		36" HEIGHT
FG	22	FOTHERGILLA GARDENII	DWARF FOTHERGILLA	3 GAL	NATIVE	36" HEIGHT
HMB	13	HYDRANGEA MACROPHYLLA 'BLOOMSTRUCK'	BLOOMSTRUCK HYDRANGEA	3 GAL		36" HEIGHT
HPJ	15	HYDRANGEA PANICULATA 'JANE'	LIMELIGHT HYDRANGEA	3 GAL		36" HEIGHT
HQ	5	HYDRANGEA QUERCIFOLIA	OAKLEAF HYDRANGEA	36" BB		36" HEIGHT
PF	16	POTENTILLA FRUTICOSA 'GOLD DROP'	GOLD DROP POTENTILLA	5 GAL	NATIVAR	24" HEIGHT
RA	12	RIBIES ALPINUM	ALPINE CURRANT	5 GAL		36" HEIGHT
RDW	15	ROSA 'DRIFT WHITE'	GROUNDCOVER ROSE	2 GAL		12" HEIGHT
SO	11	SORBARIA SORBIFOLIA 'SEM'	SEM URAL FALSE SPIREA	24" BB		24" HEIGHT
SP	10	SYRINGA PATULA 'MISS KIM'	MISS KIM LILAC	7 GAL		36" HEIGHT
		Groundcover				
ar	300	AJUGA REPTANS 'GOLDEN GLOW'	BUGLEWEED	3" POTS		
cp	80	CAREX PENSYLVANICA	PENNSYLVANIA SEDGE	3" POTS	NATIVE	
		Perennials				
as	17	ALLIUM 'MGsmmpkb13'	SUMMER PEEK-A-BOO ONION	1 GAL		
ac	50	ASTILBE CHINENSIS 'MAGGIE DALEY'	FALSE SPIREA	1 GAL		
cc	50	CAMPANULA CARPATICA 'PEARL DEEP BLUE'	BELLFLOWER	1 GAL		
ep	45	ECHINACEA PALLIDA	PALE PURPLE CONEFLOWER	1 GAL	NATIVE	
gr	15	GERANIUM 'ROZANNE'	ROZANNE GERANIUM	1 GAL		
ge	40	GERANIUM MACULATUM	WILD GERANIUM	3" POTS	NATIVE	
nf	20	NEPETA X FAASSENII 'WALKER'S LOW'	WALKER'S LOW CATMINT	1 GAL		
rf	40	RUDBECKIA FULGIDA var. SPECIOSA	BLACK-EYED SUSAN	1 GAL	NATIVE	
sy	50	SYMPHYOTRICHUM 'WOOD'S BLUE'	WOOD'S BLUE ASTER	1 GAL		
		Grasses				
ce	45	CAREX ELATA 'GURRE SOE'	NORDIC BLADE SEDGE	1 GAL		
pv	8	PANICUM VIRGATUM	SWITCH GRASS	3 GAL	NATIVE	
ss	18	SCHIZACHYRIUM SCOPARUM 'PRAIRIE BLUES'	LITTLE BLUESTEM	1 GAL	NATIVAR	
		Vines				
pq	15	PARTHENOCISSUS QUINQUEFOLIA	VIRGINIA CREEPER	2 GAL	NATIVE	



FOUNDATION LANDSCAPE PLAN

SCALE: 1" = 10'-0"

PETITIONER & PROPERTY OWNER: MURPHY DEVELOPMENT GROUP, LLC
227 W MONROE, SUITE 5200
CHICAGO, IL 60606

Kathryn Talty landscape architecture
1926 Waukegan Road | Suite 340
Glenview, Illinois 60025
c 847.612.5154 | www.kladarch.com

REGISTERED LANDSCAPE ARCHITECT
KATHRYN MAXWELL TALTY
157-0011
STATE OF ILLINOIS

no.	revision description	initial	date
1	ISSUED FOR REVIEW	DJW	04-03-26
2	PER VILLAGE COMMENTS	DJW	06-10-26

1315 16TH ST
OAK BROOK, IL

OVERALL LANDSCAPE PLAN
MASTER PLANT LIST
GROUND TREATMENT KEY

date. 03-11-26 | drawn DJW | checked KMT

job no. 26150

sheet no. L1.0

LANDSCAPE MAINTENANCE SPECIFICATIONS

THE CONTRACTOR SHALL PROVIDE AS A SEPARATE BID, MAINTENANCE FOR A PERIOD OF 1 YEAR AFTER FINAL ACCEPTANCE OF THE PROJECT LANDSCAPING. THE CONTRACTOR MUST BE ABLE TO PROVIDE CONTINUED MAINTENANCE IF REQUESTED BY THE OWNER OR PROVIDE THE NAME OF A REPUTABLE LANDSCAPE CONTRACTOR WHO CAN PROVIDE MAINTENANCE.

STANDARDS

ALL LANDSCAPE MAINTENANCE SERVICES SHALL BE PERFORMED BY TRAINED PERSONNEL USING CURRENT, ACCEPTABLE HORTICULTURAL PRACTICES.

ALL WORK SHALL BE PERFORMED IN A MANNER THAT MAINTAINS THE ORIGINAL INTENT OF THE LANDSCAPE DESIGN.

ALL CHEMICAL APPLICATIONS SHALL BE PERFORMED IN ACCORDANCE WITH CURRENT COUNTY, STATE AND FEDERAL LAWS, USING EPA REGISTERED MATERIALS AND METHODS OF APPLICATION. THESE APPLICATIONS SHALL BE PERFORMED UNDER THE SUPERVISION OF A LICENSED CERTIFIED APPLICATOR.

APPROVALS

ANY WORK PERFORMED IN ADDITION TO THAT WHICH IS OUTLINED IN THE CONTRACT SHALL ONLY BE DONE UPON WRITTEN APPROVAL BY THE OWNER'S REPRESENTATIVE.

ALL SEASONAL COLOR SELECTIONS SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO ORDERING AND INSTALLATION.

SOIL TESTING

THE MAINTENANCE CONTRACTOR SHALL PERFORM SOIL TESTS AS NEEDED TO IDENTIFY ANY IMBALANCES OR DEFICIENCIES CAUSING PLANT MATERIAL DECLINE. THE OWNER SHALL BE NOTIFIED OF THE RECOMMENDATION FOR APPROVAL, AND THE NECESSARY CORRECTIONS MADE AT AN ADDITIONAL COST TO THE OWNER.

ACCEPTABLE SOIL TEST RESULTS:

	LANDSCAPE TREES & SHRUBS	TURF
PH RANGE	5.0-7.0	6.0-7.0
ORGANIC MATTER	>1.5%	>2.5%
MAGNESIUM (MG)	100+LBS./ACRE	100+LBS./ACRE
PHOSPHORUS (P2O5)	150+LBS./ACRE	150+LBS./ACRE
POTASSIUM (K2O)	120+LBS./ACRE	120+LBS./ACRE
SOLUBLE SALTS	NOT TO EXCEED 900PPM/1.9 MMHOS/CM	NOT TO EXCEED 750PPM/0.75 MMHOS/CM
	IN SOIL; NOT TO EXCEED 1400 PPM/2.5	IN SOIL; NOT TO EXCEED 2000 PPM/2.0
	MMHOS/CM IN HIGH ORGANIC MIX	MMHOS/CM IN HIGH ORGANIC MIX

FOR UNUSUAL SOIL CONDITIONS, THE FOLLOWING OPTIONAL TESTS ARE RECOMMENDED WITH LEVELS NOT TO EXCEED:

BORON	3 POUNDS PER ACRE
MANGANESE	50 POUNDS PER ACRE
POTASSIUM (K2O)	450 POUNDS PER ACRE
SODIUM	20 POUNDS PER ACRE

WORKMANSHIP

DURING LANDSCAPE MAINTENANCE OPERATIONS, ALL AREAS SHALL BE KEPT NEAT AND CLEAN. PRECAUTIONS SHALL BE TAKEN TO AVOID DAMAGE TO EXISTING STRUCTURES. ALL WORK SHALL BE PERFORMED IN A SAFE MANNER TO THE OPERATORS, THE OCCUPANTS AND ANY PEDESTRIANS.

UPON COMPLETION OF MAINTENANCE OPERATIONS, ALL DEBRIS AND WASTE MATERIAL SHALL BE CLEANED UP AND REMOVED FROM THE SITE, UNLESS PROVISIONS HAVE BEEN GRANTED BY THE OWNER TO USE ON-SITE TRASH RECEPTACLES. ANY DAMAGE TO THE LANDSCAPE, STRUCTURES, OR IRRIGATION SYSTEMS CAUSED BY THE MAINTENANCE CONTRACTOR, SHALL BE REPAIRED BY THE MAINTENANCE CONTRACTOR WITHOUT CHARGE TO THE OWNER.

TURF

GENERAL CLEAN UP

PRIOR TO MOWING, ALL TRASH, STICKS, AND OTHER UNWANTED DEBRIS SHALL BE REMOVED FROM LAWNS, PLANT BEDS, AND PAVED AREAS.

MOWING

TURF GRASSES, INCLUDING BLUE GRASS, TALL FESCUE, PERENNIAL RYEGRASS, ETC., SHALL BE MAINTAINED AT A HEIGHT OF 2" TO 3" IN SPRING AND FALL. FROM JUNE THROUGH SEPTEMBER, MOWING HEIGHT SHALL BE MAINTAINED AT NO LESS THAN 3".

THE MOWING OPERATION INCLUDES TRIMMING AROUND ALL OBSTACLES, RAKING EXCESSIVE GRASS CLIPPINGS AND REMOVING DEBRIS FROM WALKS, CURBS, AND PARKING AREAS. CAUTION: MECHANICAL WEEDERS SHOULD NOT BE USED AROUND TREES BECAUSE OF POTENTIAL DAMAGE TO THE BARK.

EDGING

EDGING OF ALL SIDEWALKS, CURBS AND OTHER PAVED AREAS SHALL BE PERFORMED ONCE EVERY OTHER MOWING. DEBRIS FROM THE EDGING OPERATIONS SHALL BE REMOVED AND THE AREAS SWEPT CLEAN. CAUTION SHALL BE USED TO AVOID FLYING DEBRIS.

FERTILIZING

SEASONALLY STEPPED FERTILIZER SHALL BE APPLIED IN AREAS BASED ON THE EXISTING TURF SPECIES.

LAWN WEED CONTROL: HERBICIDES

SELECTION AND PROPER USE OF HERBICIDES SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY. ALL CHEMICAL APPLICATIONS SHALL BE PERFORMED UNDER THE SUPERVISION OF A LICENSED CERTIFIED APPLICATOR. READ THE LABEL PRIOR TO APPLYING ANY CHEMICAL.

INSECT & DISEASE CONTROL FOR TURF

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING THE SITE CONDITIONS ON EACH VISIT TO DETERMINE IF ANY INSECT PEST OR DISEASE PROBLEMS EXIST. THE CONTRACTOR SHALL IDENTIFY THE INSECT PEST OR DISEASE, AS WELL AS THE HOST PLANT, AND THEN CONSULT THE MOST CURRENT EDITION OF THE COOPERATIVE EXTENSION SERVICE'S "COMMERCIAL INSECTICIDE RECOMMENDATION FOR TURF" FOR CONTROL. THE LICENSED APPLICATOR SHALL BE FAMILIAR WITH THE LABEL PROVIDED FOR THE SELECTED PRODUCT PRIOR TO APPLICATION.

INSPECTION AND TREATMENT TO CONTROL INSECT PESTS SHALL BE INCLUDED IN THE CONTRACT PRICE.

TREES, SHRUBS, & GROUND COVER

PRUNING

ALL ORNAMENTAL TREES, SHRUBS AND GROUND COVER SHALL BE PRUNED WHEN APPROPRIATE TO REMOVE DEAD OR DAMAGED BRANCHES, DEVELOP THE NATURAL SHAPES. DO NOT SHEAR TREES OR SHRUBS. IF PREVIOUS MAINTENANCE PRACTICE HAS BEEN TO SHEAR AND BALL, THEN A NATURAL SHAPE WILL BE RESTORED GRADUALLY.

PRUNING GUIDELINES:

1. PRUNE PLANTS THAT FLOWER BEFORE THE END OF JUNE (SPRING BLOOMING) IMMEDIATELY AFTER FLOWERING. FLOWER BUDS DEVELOP DURING THE PREVIOUS GROWING SEASON. FALL, WINTER OR SPRING PRUNING WOULD REDUCE THE SPRING FLOWERING DISPLAY.
2. PRUNE PLANTS THAT FLOWER IN JULY – SEPTEMBER (SUMMER OR AUTUMN BLOOMING) IN WINTER OR SPRING BEFORE NEW GROWTH BEGINS, SINCE THESE PLANTS DEVELOP FLOWERS ON NEW GROWTH.
3. DELAY PRUNING PLANTS GROWN FOR ORNAMENTAL FRUITS, SUCH AS COTONEASTERS AND VIBURNUMS.
4. HOLLIES AND OTHER EVERGREENS MAY BE PRUNED DURING WINTER IN ORDER TO USE THEIR BRANCHES FOR SEASONAL DECORATION. HOWEVER, SEVERE PRUNING OF EVERGREENS SHOULD BE DONE IN EARLY SPRING ONLY.
5. BROADLEAF EVERGREEN SHRUBS SHALL BE HAND-PRUNED TO MAINTAIN THEIR NATURAL APPEARANCE AFTER THE NEW GROWTH HARDENS OFF.
6. HEDGES OR SHRUBS THAT REQUIRE SHEARING TO MAINTAIN A FORMAL APPEARANCE SHALL BE PRUNED AS REQUIRED. DEAD WOOD SHALL BE REMOVED FROM SHEARED PLANTS BEFORE THE FIRST SHEARING OF THE SEASON.
7. CONIFERS SHALL BE PRUNED, IF REQUIRED, ACCORDING TO THEIR GENUS.
   A. YEWS, JUNIPERS, HEMLOCKS AND ARBORVITAE MAY BE PRUNED AFTER NEW GROWTH HAS HARDENED OFF IN LATE SUMMER. IF SEVERE PRUNING IS NECESSARY, IT MUST BE DONE IN EARLY SPRING.
   B. FIRS AND SPRUCES MAY BE LIGHTLY PRUNED IN LATE SUMMER, FALL, OR WINTER AFTER COMPLETING GROWTH. LEAVE SIDE BUDS. NEVER CUT CENTRAL LEADER.
   C. PINES MAY BE LIGHTLY PRUNED IN EARLY JUNE BY REDUCING CANDLES.
8. GROUNDCOVER SHALL BE EDGED AND PRUNED AS NEEDED TO CONTAIN IT WITHIN ITS BORDERS.
9. THINNING: REMOVE BRANCHES AND WATER SPROUTS BY CUTTING THEM BACK TO THEIR POINT OF ORIGIN ON PARENT STEMS. THIS METHOD RESULTS IN A MORE OPEN PLANT, WITHOUT STIMULATING EXCESSIVE GROWTH. THINNING IS USED ON CRAB APPLES, LILACS, VIBURNUMS, ETC.
10. RENEWAL PRUNING: REMOVE OLDEST BRANCHES OF SHRUB AT GROUND, LEAVING THE YOUNGER, MORE VIGOROUS BRANCHES. ALSO REMOVE WEAK STEMS. ON OVERGROWN PLANTS, THIS METHOD MAY BE BEST DONE OVER A THREE-YEAR PERIOD. RENEWAL PRUNING MAY BE USED ON FORSYTHIA, HYDRANGEA, SPIRAEA, ETC.

PLANTS OVERHANGING PASSAGEWAYS AND PARKING AREAS AND DAMAGED PLANTS SHALL BE PRUNED AS NEEDED.

SHADE TREES THAT CANNOT BE ADEQUATELY PRUNED FROM THE GROUND SHALL NOT BE INCLUDED IN THE MAINTENANCE CONTRACT. A CERTIFIED ARBORIST UNDER A SEPARATE CONTRACT SHALL PERFORM THIS TYPE OF WORK.

SPRING CLEANUP

PLANT BEDS SHALL RECEIVE A GENERAL CLEANUP BEFORE FERTILIZING AND MULCHING. CLEANUP INCLUDES REMOVING DEBRIS AND TRASH FROM BEDS AND CUTTING BACK HERBACEOUS PERENNIALS LEFT STANDING THROUGH WINTER, E.G. ORNAMENTAL GRASSES, SEDUM AUTUMN JOY.

FERTILIZING

FOR TREES, THE RATE OF FERTILIZATION DEPENDS ON THE TREE SPECIES, TREE VIGOR, AREA AVAILABLE FOR FERTILIZATION, AND GROWTH STAGE OF THE TREE. MATURE SPECIMENS BENEFIT FROM FERTILIZATION EVERY 3 TO 4 YEARS; YOUNGER TREES SHALL BE FERTILIZED MORE OFTEN DURING RAPID GROWTH STAGES.

THE CURRENT RECOMMENDATION IS BASED ON THE RATE OF 1000 SQUARE FEET OF AREA UNDER THE TREE TO BE FERTILIZED. FOR DECIDUOUS TREES, 2 TO 6 POUNDS OF NITROGEN PER 1000 SQUARE FEET; FOR
NARROW-LEAF EVERGREENS, 1 TO 4 POUNDS OF NITROGEN PER 1000 SQUARE FEET; FOR BROADLEAF EVERGREENS, 1 TO 3 POUNDS OF NITROGEN PER 1000 SQUARE FEET.

SHRUBS AND GROUNDCOVER SHALL BE TOP-DRESSED WITH COMPOST 1" DEEP OR FERTILIZED ONCE IN MARCH WITH 10-6-4 ANALYSIS FERTILIZER AT THE RATE OF 3 POUNDS PER 100 SQUARE FEET OF BED AREA.
ERICACEOUS MATERIAL SHALL BE FERTILIZED WITH AN ERICACEOUS FERTILIZER AT THE MANUFACTURER'S RECOMMENDATION RATE. IF PLANTS ARE GROWING POORLY, A SOIL SAMPLE SHOULD BE TAKEN.

TREES, SHRUBS, & GROUND COVER (CONT.)

MULCHING

ANNUALLY, ALL TREE AND SHRUB BEDS WILL BE PREPARED AND MULCHED, TO A MINIMUM DEPTH OF 3" WITH QUALITY MULCH TO MATCH EXISTING. BED PREPARATION SHALL INCLUDE REMOVING ALL WEEDS, CLEANING UP SAID BED, EDGING AND CULTIVATING DECAYED MULCH INTO THE SOIL. DEBRIS FROM EDGING IS TO BE REMOVED FROM BEDS WHERE APPLICABLE. IF DEEMED NECESSARY, A PRE-EMERGENT HERBICIDE MAY BE APPLIED TO THE SOIL TO INHIBIT THE GROWTH OF FUTURE WEEDS.

ORGANICALLY MAINTAINED GARDENS SHALL NOT RECEIVE ANY PRE-EMERGENT HERBICIDES. MULCH IN EXCESS OF 4" WILL BE REMOVED FROM THE BED AREAS. SPECIAL CARE SHALL BE TAKEN IN THE MULCHING OPERATION NOT TO OVER-MULCH OR COVER THE BASE OF TREES AND SHRUBS. THIS CAN BE DETRIMENTAL TO THE HEALTH OF THE PLANTS.

WEEDING

ALL BEDS SHALL BE WEEDED ON A CONTINUOUS BASIS THROUGHOUT THE GROWING SEASON TO MAINTAIN A NEAT APPEARANCE AT ALL TIMES.

PRE-EMERGENT (SOIL-APPLIED) AND POST-EMERGENT (FOLIAR-APPLIED) HERBICIDES SHALL BE USED WHERE AND WHEN APPLICABLE AND IN ACCORDANCE WITH THE PRODUCT'S LABEL.

INSECT & DISEASE CONTROL: TREES, SHRUBS & GROUNDCOVER

THE MAINTENANCE CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING THE LANDSCAPE SITE ON A REGULAR BASIS. THE MONITORING FREQUENCY SHALL BE MONTHLY EXCEPT FOR GROWING SEASON, WHICH WILL BE EVERY OTHER WEEK. TRAINED PERSONNEL SHALL MONITOR FOR PLANT DAMAGING INSECT ACTIVITY, PLANT PATHOGENIC DISEASES AND POTENTIAL CULTURAL PROBLEMS IN THE LANDSCAPE. THE PEST OR CULTURAL PROBLEM WILL BE IDENTIFIED UNDER THE SUPERVISION OF THE CONTRACTOR.

FOR PLANT DAMAGING INSECTS AND MITES IDENTIFIED IN THE LANDSCAPE, THE CONTRACTOR SHALL CONSULT AND FOLLOW THE RECOMMENDATIONS OF THE MOST CURRENT EDITION OF THE STATE COOPERATIVE SERVICE PUBLICATION ON INSECT CONTROL ON LANDSCAPE PLANT MATERIAL.

PLANT PATHOGENIC DISEASE PROBLEMS IDENTIFIED BY THE CONTRACTOR THAT CAN BE RESOLVED BY PRUNING OR PHYSICAL REMOVAL OF DAMAGED PLANT PARTS WILL BE PERFORMED AS PART OF THE CONTRACT. FOR AN ADDITIONAL CHARGE, PLANT PATHOGENIC DISEASES THAT CAN BE RESOLVED THROUGH PROPERLY TIMED APPLICATIONS OF FUNGICIDES SHALL BE MADE WHEN THE OWNER AUTHORIZES IT.

IF THE CONTRACTOR NOTES AN ESPECIALLY INSECT-OR DISEASE-PRONE PLANT SPECIES IN THE LANDSCAPE, HE/SHE WILL SUGGEST REPLACEMENT WITH A MORE PEST-RESISTANT CULTIVAR OR SPECIES THAT IS CONSISTENT WITH THE INTENT OF THE LANDSCAPE DESIGN.

NOTE: FOR IDENTIFICATION OF PLANT-DAMAGING INSECTS AND MITES, A REFERENCE TEXTBOOK THAT CAN BE USED IS INSECTS THAT FEED ON TREES AND SHRUBS BY JOHNSON AND LYON, COMSTOCK PUBLISHING ASSOCIATES. FOR PLAN PATHOGENIC DISEASES, TWO REFERENCES ARE SUGGESTED: SCOUTING AND CONTROLLING WOODY ORNAMENTAL DISEASES IN LANDSCAPES AND NURSERIES, AUTHORIZED BY GARY MOORMAN, PUBLISHED BY PENN STATE COLLEGE OF AGRICULTURAL SCIENCES, AND DISEASES OF TREES AND SHRUBS BY SINCLAIR AND LYON, PUBLISHED BY COMSTOCK PUBLISHING PRESS.

TRASH REMOVAL

THE MAINTENANCE CONTRACTOR SHALL REMOVE TRASH FROM ALL SHRUB AND GROUNDCOVER BEDS WITH EACH VISIT.

LEAF REMOVAL

ALL FALLEN LEAVES SHALL BE REMOVED FROM THE SITE IN NOVEMBER AND ONCE IN DECEMBER. IF REQUESTED BY THE OWNER, THE MAINTENANCE CONTRACTOR, AT AN ADDITIONAL COST TO THE OWNER SHALL PERFORM SUPPLEMENTAL LEAF REMOVALS.

WINTER CLEAN-UP

THE PROJECT SHALL RECEIVE A GENERAL CLEAN-UP ONCE DURING EACH OF THE WINTER MONTHS, I.E., JANUARY, FEBRUARY, AND MARCH.

CLEAN-UP INCLUDES:

- CLEANING CURBS AND PARKING AREAS
- REMOVING ALL TRASH AND UNWANTED DEBRIS
- TURNING MULCH WHERE NECESSARY
- INSPECTION OF GROUNDS

SEASONAL COLOR: PERENNIALS, ANNUALS, AND BULBS

THE INSTALLATION OF PERENNIALS, ANNUALS, AND BULBS, UNLESS SPECIFIED HEREIN, SHALL BE REVIEWED WITH THE OWNER, AND, IF ACCEPTED, INSTALLED AND BILLED TO THE OWNER.

SEASONAL COLOR MAINTENANCE

PERENNIALIZATION OF BULBS:

1. AFTER FLOWERING, CUT OFF SPENT FLOWER HEADS.
2. ALLOW LEAVES OF DAFFODILS AND HYACINTHS TO REMAIN FOR SIX WEEKS AFTER FLOWERS HAVE FADED. CUT OFF AT BASE.
3. ALLOW LEAVES OF OTHER BULBS TO YELLOW NATURALLY AND THEN CUT OFF AT BASE.
4. APPLY FERTILIZER AFTER FLOWERING IN SPRING, POSSIBLY AGAIN IN FALL. APPLY 10-10-10 AT THE RATE OF 2 POUNDS PER 1000 SQUARE FEET OR TOP-DRESS WITH COMPOST 1" DEEP. FALL FERTILIZATION WITH A BULB FERTILIZER OR MULCHING WITH 1" OF COMPOST IS OPTIONAL.

FLOWER ROTATION:

1. BULBS: REMOVE THE ENTIRE PLANT AND BULB AFTER FLOWERS HAVE FADED OR AT THE DIRECTION OF THE OWNER AND INSTALL NEW PLANTS IF INCLUDED IN CONTRACT.
2. SUMMER ANNUALS OR FALL PLANTS:
   A. DEAD HEADING: PINCH AND REMOVE DEAD FLOWERS ON ANNUALS AS NECESSARY.
   B. FERTILIZING SUMMER ANNUALS: FERTILIZE USING ONE OR TWO METHODS: APPLY A SLOW-RELEASE FERTILIZER IN MAY FOLLOWING MANUFACTURER'S RECOMMENDATIONS. A BOOSTER SUCH AS 10-10-10 MAY BE NECESSARY IN LATE SUMMER, OR, APPLY LIQUID FERTILIZATIONS OF 20-20-20 WATER-SOLUBLE FERTILIZERS, NOT TO EXCEED 2 POUNDS OF 20-20-20 PER 100 GALLONS OF WATER, MONTHLY; OR MULCH WITH COMPOST 1" DEEP.
   C. REMOVAL: IF FALL PLANTS ARE TO BE INSTALLED, SUMMER ANNUALS SHALL BE LEFT IN THE GROUND UNTIL THE FIRST KILLING FROST AND THEN REMOVED, UNLESS OTHERWISE DIRECTED BY THE OWNER.

PERENNIALS:

1. AFTER INITIAL INSTALLATION, IF A TIME-RELEASED FERTILIZER HAS BEEN INCORPORATED DURING PLANT INSTALLATION, NO MORE FERTILIZER NEED BE APPLIED THE FIRST GROWING SEASON.
2. THE FOLLOWING YEAR:
   A. FERTILIZE PERENNIALS WITH A SLOW-RELEASE FERTILIZER OR ANY 50% ORGANIC FERTILIZER, OR MULCH PERENNIALS WITH COMPOST 1" DEEP.
   B. CUT ALL DECIDUOUS PERENNIALS FLUSH TO THE GROUND BY MARCH 1, IF THIS WAS NOT DONE THE PREVIOUS FALL, TO ALLOW NEW GROWTH TO DEVELOP FREELY.
   C. MULCH THE PERENNIAL BED ONCE IN EARLY SPRING AT 1"-2" DEPTH. IF SOIL IS BARED IN LATE FALL, RE-MULCH LIGHTLY AFTER GROUND IS FROZEN TO PROTECT PERENNIALS.
   D. INSPECT FOR INSECT OR DISEASE PROBLEMS ON PERENNIALS. MONITOR AND CONTROL SLUGS ON HOSTAS AND LIGULARIAS. POWDERY MILDEW ON PHLOX, MONARDAS, AND ASTERS CAN BE PREVENTED WITH PROPERLY TIMED FUNGICIDES OR USE OF DISEASE-RESISTANT VARIETIES.
   E. WEED PERENNIAL BED AS SPECIFIED IN "WEEDING" ABOVE.
   F. PRUNE BRANCHING SPECIES TO INCREASE DENSITY. CUT ONLY THE FLOWERING STEMS AFTER BLOOMING. DO NOT REMOVE THE FOLIAGE.
3. THE FOLLOWING FALL CUT BACK DETERIORATING PLANT PARTS UNLESS INSTRUCTED TO RETAIN FOR WINTER INTEREST, E.G. SEDUM AUTUMN JOY AND ORNAMENTAL GRASSES.
4. LONG-TERM CARE:
   A. DIVIDE PLANTS THAT OVERCROWD THE SPACE PROVIDED. DIVIDE ACCORDING TO THE SPECIES. SOME NEED FREQUENT DIVIDING, E.G. ASTERS AND YARROW EVERY TWO YEARS; OTHER RARELY, IF EVER, E.G. PEONIES, HOSTAS, AND ASTILBE.
   B. FOR DETAILED INFORMATION REGARDING THE CARE OF SPECIFIC PERENNIALS, REFER TO ALL ABOUT PERENNIALS BY ORTHO; PERENNIALS: HOW TO SELECT, GROW AND ENJOY BY PAMELA HARPER AND FREDERICK MCGOUTY, HP BOOKS PUBLISHER; HERBACEOUS PERENNIAL PLANTS: A TREATISE ON THEIR IDENTIFICATION, CULTURE AND GARDEN ATTRIBUTES BY ALLAN ARMITAGE, STIPES PUB LLC.

SUMMARY OF MAINTENANCE

LAWN MAINTENANCE

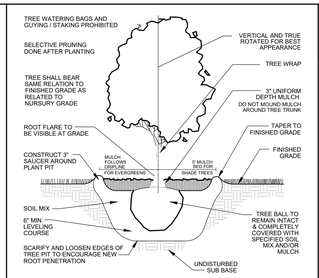
1. SOIL ANALYSIS PERFORMED ANNUALLY TO DETERMINE PH. IF PH DOES NOT FALL WITHIN SPECIFIED RANGE, ADJUST ACCORDING TO SOIL TEST RECOMMENDATIONS.
2. MAINTAIN PROPER FERTILITY AND PH LEVELS OF THE SOIL TO PROVIDE AN ENVIRONMENT CONDUCIVE TO TURF VITALITY FOR TURF GRASSES.
3. MOW TURF ON A REGULAR BASIS AND AS SEASON AND WEATHER DICTATES. REMOVE NO MORE THAN THE TOP 1/3 OF LEAF BLADE. CLIPPINGS ON PAVED AND BED AREAS WILL BE REMOVED.
4. AERATE WARM SEASON TURF AREAS TO MAINTAIN HIGH STANDARDS OF TURF APPEARANCE.
5. APPLY PRE-EMERGENT TO TURF IN TWO APPLICATIONS IN EARLY FEBRUARY AND EARLY APRIL TO EXTEND BARRIER.
6. APPLY POST EMERGENT AS NEEDED TO CONTROL WEEDS.
7. MECHANICALLY EDGE CURBS AND WALKS.
8. APPLY NON-SELECTIVE HERBICIDE, TO MULCHED BED AREAS AND PAVEMENT AND REMOVE EXCESS RUNNERS TO MAINTAIN CLEAN DEFINED BEDS.

TREE, GROUNDCOVER AND SHRUB BED MAINTENANCE

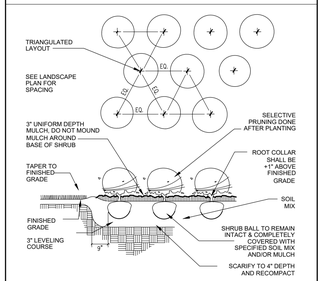
1. PRUNE SHRUBS, TREES AND GROUNDCOVER TO ENCOURAGE HEALTHY GROWTH AND CREATE A NATURAL APPEARANCE.
2. MULCH TO BE APPLIED IN FEBRUARY/MARCH WITH A HALF RATE IN LATE SUMMER TO TOP DRESS.
3. APPLY PRE-EMERGENT HERBICIDES IN FEBRUARY AND APRIL.
4. MANUAL WEED CONTROL TO MAINTAIN CLEAN BED APPEARANCE.
5. APPLY FUNGICIDES AND INSECTICIDES AS NEEDED TO CONTROL INSECTS AND DISEASE.
6. ORNAMENTAL SHRUBS, TREES AND GROUNDCOVERS TO BE FERTILIZED THREE (3) TIMES PER YEAR WITH A BALANCED MATERIAL (JANUARY/FEBRUARY, APRIL/MAY, AND OCTOBER/NOVEMBER)
7. EDGE ALL MULCHED BEDS.
8. REMOVE ALL LITTER AND DEBRIS.

GENERAL MAINTENANCE

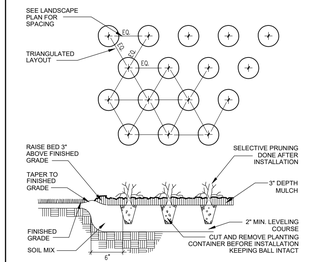
1. REMOVE ALL MAN-MADE DEBRIS, BLOW EDGES.
2. INSPECT GROUNDS ON A MONTHLY BASIS AND SCHEDULE INSPECTION WITH UNIT OPERATOR.



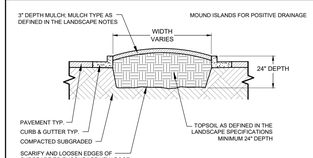
1 L2.0 TREE PLANTING DETAIL
SCALE: NO SCALE



2 L2.0 SHRUB PLANTING DETAIL
SCALE: NO SCALE



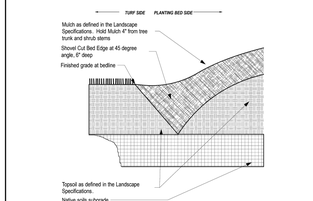
3 L2.0 GROUNDCOVER DETAIL
SCALE: NO SCALE



NOTES

1. CLEAN CONSTRUCTION DEBRIS FROM WITHIN LANDSAPE ISLAND AREAS (IE. CONCRETE, ROCKS, RUBBLE, BUILDING MATERIALS, ETC.) PRIOR TO INSTALLING TOPSOIL AND PLANT MATERIAL.
2. EXCAVATE EXISTING SUBGRADE TO A MINIMUM 24" DEPTH. BACKFILL AMENDED TOPSOIL TO MINIMUM HEIGHT EQUAL WITH CURBING. MOUND FOR POSITIVE DRAINAGE OF PLANTING AREA.
3. ISLAND PLANT MATERIAL AS PER THE LANDSCAPE PLAN.
4. INSTALL PLANT MATERIAL AS PER TREE, SHRUB, AND GROUND COVER PLANTING DETAILS, AND AS DEFINED IN THE LANDSCAPE SPECIFICATIONS.
5. INSTALL MULCH OR PLANT MATERIAL AS SPECIFIED ON THE LANDSCAPE PLAN, AND AS DEFINED IN THE LANDSCAPE SPECIFICATIONS.

4 L2.0 PARKING ISLAND DETAIL
SCALE: NO SCALE



5 L2.0 SPADED PLANTING BED EDGE DETAIL
SCALE: NO SCALE

GENERAL CONSTRUCTION NOTES

1. REQUIRED LANDSCAPE MATERIAL SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND BE STAKED, WRAPPED, WATERED AND MULCHED PER ORDINANCE.
2. BEFORE ANY EXCAVATION ON THE SITE, CALL TO LOCATE ANY EXISTING UTILITIES ON THE SITE. THE CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LOCATIONS OF ALL BURIED UTILITIES IN THE AREAS OF WORK BEFORE STARTING OPERATIONS. THE CONTRACTOR SHALL BE LIABLE FOR THE COST OF REPAIRING OR REPLACING ANY BURIED CONDUITS, CABLES OR PIPING DAMAGED DURING THE INSTALLATION OF THIS WORK.
3. FOUR FOOT HIGH FENCING OR OTHER RIGID MATERIAL IS TO BE ERECTED AROUND THE DRIP-LINE OF ALL TREES TO BE SAVED.
4. PLANT QUANTITIES ON PLANT LIST INTENDED TO BE A GUIDE. ALL QUANTITIES SHALL BE CHECKED AND VERIFIED ON PLANTING PLAN. ANY DISCREPANCIES SHALL BE DISCUSSED WITH THE LANDSCAPE ARCHITECT.
5. ANY DEVIATIONS FROM OR MODIFICATIONS TO THIS PLAN SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
6. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT UPON DELIVERY OF PLANT MATERIAL TO THE SITE. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL THAT DOESN'T MEET STANDARDS OR SPECIFICATIONS OF THE PROJECT.
7. ALL PLANT MATERIAL TO BE INSTALLED PER THE PLANTING DETAILS PROVIDED ON THIS PLAN SET.
8. ALL BED EDGES TO BE WELL SHAPED, SPADE CUT, WITH LINES AND CURVES AS SHOWN ON THIS PLAN SET.
9. ALL PLANTING BEDS TO BE PREPARED WITH PLANTING MIX: 50% TOPSOIL, 50% SOIL AMENDMENTS (3 PARTS PEATMOSS, 1 PART COMPOST, 1 PART SAND)
10. ALL PARKING LOT ISLANDS SHALL BE BACKFILLED WITH THE FOLLOWING: 2' OF BLENDED GARDEN SOIL MIX (60% TOPSOIL, 30% COMPOST, 10% SAND) OR 6" OF *ONE STEP* BY MIDWEST TRADING, TOP DRESSED AND TILLED INTO 18" OF TOPSOIL.
11. ALL SPECIFIED LANDSCAPE MATERIAL INDICATED ON THE CONSTRUCTION DOCUMENTS WILL BE REQUIRED TO BE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT AND MUST BE REPLACED SHOULD IT DIE OR BECOME DAMAGED.
12. ALL PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE FROM SUBSTANTIAL COMPLETION AS DETERMINED BY THE LANDSCAPE ARCHITECT, AND SHALL BE REPLACED SHOULD IT DIE WITHIN THAT PERIOD.
13. PROTECT STRUCTURES, SIDEWALKS, PAVEMENTS AND UTILITIES TO REMAIN FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS AND OTHER HAZARDS CAUSED BY SITE IMPROVEMENT OPERATIONS.
14. ALL LAWN AREAS TO BE SEEDED WITH STANDARD TURF GRASS SEED AND COVERED WITH EROSION CONTROL BLANKET. UNLESS OTHERWISE SPECIFIED ON THE PLAN.
15. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES, EXCLUDING SHRUB BEDS, TO BE RESTORED WITH TURF GRASS SEED AND COVERED WITH AN EROSION CONTROL BLANKET.
16. CAREFULLY MAINTAIN PRESENT GRADE AT BASE OF ALL EXISTING TREES TO REMAIN. PREVENT ANY DISTURBANCE OF EXISTING TREES INCLUDING ROOT ZONES. USE TREE PROTECTION BARRICADES WHERE INDICATED. PROTECT EXISTING TREES TO REMAIN AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, BRUISING OF BARK OR SMOTHERING OF TREES. DRIVING, PARKING, DUMPING, STOCKPILING AND/OR STORAGE OF VEHICLES, EQUIPMENT, SUPPLIES, MATERIALS OR DEBRIS ON TOP THE ROOT ZONES AND/OR WITHIN

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Engineering Review Comments Responses

To:	Rebecca Von Drasek, MPA Development Services Director Village of Oak Brook	Date:	June 10, 2026
		Project:	1315 16th St.
By:	Keith Lee FitzGerald Associates Architects PLLC	Project #	25064
Distribution:	John Murphy (Murphy Development Group, LLC) Chris Horney (Murphy Development Group, LLC) Deirdre Clein (Murphy Development Group, LLC) David Ariola (Murphy Development Group, LLC) Ryan Wagner (V3 Companies) Luay Aboona (KLOA, Inc.) Kathryn Talty (KTLA) Daniel Waas (KTLA) Michael DeRouin (FitzGerald) Mike Breclaw (FitzGerald)	Re:	1315 16th St PD Application
		# Pages:	2

Dear Ms. Von Drasek,

Below please find our responses to the Planned Development Engineering Review comments issued by EZA Engineering PLLC and dated May 23, 2026, for the proposed Planned Development at 1315 16th Street, Oak Brook, IL.

GENERAL COMMENTS

1. Based on a September 5, 2025 FEMA LOMR (Case No. 25-05-0048P), the Flood Insurance Rate Map was officially modified, elevating the building pad to be located outside of the regulatory floodplain. A response to this comment is not necessary. ***Response: Noted.***

2. An analysis of the proposed improvements within the floodplain (generally within the Spring Road right-of-way) will be required during permitting. There is currently 0.966 ac-ft of additional compensatory storage onsite and therefore, a requirement for additional compensatory storage is not anticipated. A response to this comment is not necessary. ***Response: Noted.***

3. The proposed stormwater improvements/modifications includes replacement of the existing underground detention vault. The proposed modification will maintain the existing floor area, elevations, and volume of the vault. A response to this comment is not necessary. ***Response: Noted.***

4. The impervious area of the development site is confirmed to decrease, compared to the condition of the site on April 23, 2013. Therefore, PCBMPs are not required for the proposed development. A response to this comment is not necessary. ***Response: Noted.***

5. The Utility Plan shows 4 building columns (southeast corner) partially or fully on the detention vault. The building is located over the detention vault and may also need to be structurally supported by the vault. This may be resolved during permitting. A response to this comment is not necessary. ***Response: Noted.***

6. A plat of easement will be required to vacate the existing Detention Easement and grant a new one. The new easement will require specific language to allow a structure to be located within the easement. This may be resolved during permitting. A response to this comment is not necessary.

Response: Noted.

7. Provide a Preliminary Engineer's Opinion of Probable Construction Cost for all site work.

Response: Below is the Probable Construction Cost for the site work:

Description	***Cost***
Earth Moving	***$ 720,600***
Asphalt Paving	***$ 88,360***
Site Concrete	***$ 115,985***
Ground Level Landscape and Irrigation	***$ 87,895***
Site Utilities	***$ 239,730***
Surveying	***$ 90,330***
Project Requirements / Misc. Sitework	***$ 79,740***
TOTAL	***$1,422,640***

8. Address all comments on the Civiltech Technical Memorandum (re: Traffic Impact Study) dated April 30, 2026 (attached).

Response: Refer to KLOA's comment response letter attached.

9. Address all comments on the RVi Landscape Plan Review dated April 30, 2026 (attached).

Response: Refer to KTLA's comment response letter attached.

10. Provide an itemized comment response letter in the next submittal.

Response: Here provides the itemized comment response letter per request.

If there are any questions, please do not hesitate to reach out.

Sincerely,



Keith Lee
Managing Associate
FitzGerald
p: 312.252.9269
e: klee@fitzgeralddesign.com

COMMENT RESPONSE LETTER

Traffic Impact Study — Civiltech Technical Memorandum

Project:	1315 16th Street, Oak Brook, IL
Prepared by:	KLOA, Inc. (Luay Aboona, PE, PTOE — Principal)
In Response to:	Civiltech Technical Memorandum dated April 30, 2026
Original Study:	Traffic Impact Study dated April 1, 2026
Review:	EZA Engineering Engineering Review No. 1, May 23, 2026

CIVILTECH TECHNICAL MEMORANDUM — COMMENT RESPONSES

Note: Civiltech confirmed in Comment 1 that the Traffic Impact Study was prepared in accordance with established industry guidelines and best practices, and that they concur with the scope of the study, the trip generation projections/assignments, the capacity analyses, and the parking assessment. The responses below address the supplemental items raised in Comments 2 through 8.

1

CIVILTECH COMMENT

The traffic impact study was prepared in accordance with established industry guidelines and best practices. We concur with the scope of the study, the trip generation projections/assignments, the capacity analyses, and the parking assessment.

KLOA RESPONSE

Acknowledged. No response required.

2

CIVILTECH COMMENT

Perform an intersection sight distance analysis to verify available sight lines for drivers exiting the proposed site driveway.

KLOA RESPONSE

A sight distance analysis has been performed and included as an Appendix to the revised Traffic Study. The available sight distance to the east from the proposed site driveway is approximately 250 feet, which meets the minimum required stopping sight distance based on the posted 30 mph speed limit on 16th Street. See also the response to Comment 6 regarding the recommended traffic control solution.

3

CIVILTECH COMMENT

Per Section 4C.01(10-11) in the MUTCD, provide an explanation why the minor street (north leg of Spring Road) was considered as a two-lane approach in the signal warrant analysis when the typical cross section of the road includes one lane in each direction.

Similarly, use engineering judgment to determine whether a right turn reduction factor should be applied to the warrant and discuss in the report. Adjust warrant analysis as needed.

KLOA RESPONSE

The southbound approach of the north leg of Spring Road widens at its intersection with 16th Street to provide an exclusive left-turn lane and an exclusive right-turn lane. To avoid ambiguity, the signal warrant analysis has been revised to evaluate the minor street approach

	under both scenarios: (1) as a two-lane approach (exclusive left-turn and exclusive right-turn lanes) and (2) as a one-lane approach. Under both scenarios, a traffic signal is not warranted based on the existing and projected traffic volumes. The revised warrant analysis, including consideration of a right turn reduction factor, is included in the updated Traffic Impact Study.
4	**CIVILTECH COMMENT** *Include graphs with plotted points for Warrants 2 and 3.* **KLOA RESPONSE** Noted. Graphs with plotted data points for Warrants 2 and 3 have been added to the revised Traffic Impact Study.
5	**CIVILTECH COMMENT** *Warrant 7 (Crash Experience) should be evaluated. A review of police crash reports indicates the following number of correctable crashes at the intersection:* *2020 – 2 2021 – 0 2022 – 0 2023 – 1 2024 – 3* **KLOA RESPONSE** Warrant 7 (Crash Experience) has been evaluated in the revised Traffic Impact Study using the correctable crash data provided by Civiltech. Based on a review of the crash data and the requirements of Warrant 7, a traffic signal is not warranted due to crash experience at the intersection. The total number of correctable crashes over the five-year period (6 crashes, averaging 1.2 per year) does not meet the minimum threshold required to satisfy Warrant 7.
6	**CIVILTECH COMMENT** *Section 4C.01(20) in the MUTCD states that "The satisfaction of warrants is one of the relevant factors in the engineering study, but it is not intended to be the only factor or even the overriding consideration."* *Incorporate geometric considerations into the warrant analysis and recommend whether unsignalized access, installation of a traffic signal, or an alternate means of traffic control would be the best solution for maintaining or improving overall safety and/or operation at the proposed site driveway.* **KLOA RESPONSE** Geometric considerations have been incorporated into the overall traffic control evaluation. As noted in the sight distance analysis (Comment 2), the available sight distance to the east is approximately 250 feet, which only meets the minimum required stopping sight distance. While a traffic signal is not warranted based on traffic volumes under any of the scenarios evaluated, the limited sight distance to the east introduces a safety consideration that warrants a more conservative traffic control approach. Given these factors, it is recommended that all-way stop control (4-way stop) be considered at this intersection. All-way stop control would process and control traffic more efficiently for the relatively low volumes present, while also providing a positive control environment that addresses the sight distance constraint. A follow-up study can be conducted at a later date to evaluate whether future volumes warrant the installation of a traffic signal.
7	**CIVILTECH COMMENT** *Include the most recent version of the site plan in the appendix of the traffic study.* **KLOA RESPONSE**

	Noted. The most recent site plan has been included in the appendix of the revised Traffic Impact Study.
8	**CIVILTECH COMMENT** *Ensure site design including driveway, Spring Road median, and any traffic control devices are forward-compatible with the Village's plans to install a crosswalk on the east leg of the intersection leading to a potential sidepath along the east side of Spring Road.* **KLOA RESPONSE** Acknowledged. This item will be addressed by the project's civil engineer of record. KLOA will coordinate with the design team as needed to confirm that any traffic control recommendations in the Traffic Impact Study are compatible with the Village's planned crosswalk and sidepath improvements on Spring Road.

VILLAGE OF OAK BROOK — PLANNED DEVELOPMENT CONDITIONS (TRAFFIC)

The following addresses the traffic-related conditions identified in the Village of Oak Brook Planned Development conditions for 1315 16th Street.

4	**CIVILTECH COMMENT** *Condition 4(a): Spring Road must have a traffic signal at its intersection with 16th Street, or concurrence with the Village Engineer that the method of traffic control is acceptable (i.e. 4-way stop, traffic circle, etc.).* *Condition 4(b): The applicant will pay for the full cost of the creation of the turn lane at the intersection of Spring Road and 16th Street.* *Condition 4(c): Semi-trailers are prohibited from the subject property.* **KLOA RESPONSE** Condition 4(a): Based on a comprehensive review of traffic volumes under all warrant scenarios — including evaluation of the minor street approach as both a one-lane and two-lane approach, crash experience (Warrant 7), and geometric conditions — a traffic signal is not warranted at the intersection of 16th Street and Spring Road. However, given that the available sight distance to the east is approximately 250 feet (meeting only the minimum required stopping sight distance), it is recommended that all-way stop control be considered at this intersection. All-way stop control would provide positive traffic control appropriate to the existing and projected volume levels while addressing the sight distance constraint. KLOA recommends this be submitted to the Village Engineer for concurrence. Condition 4(b): Acknowledged. The applicant will be responsible for the full cost of constructing the exclusive left-turn lane on the southbound/westbound approach of Spring Road at its intersection with 16th Street, as identified in the Traffic Impact Study. Condition 4(c): Acknowledged. Semi-trailers will be prohibited from the subject property. This restriction will be noted in the site documentation and enforced through appropriate signage and lease/operations requirements.

Submitted by:
Luay Aboona, PE, PTOE
Principal, Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.)

Kathryn Talty
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Glenview, Illinois 60025
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June 10, 2026

LANDSCAPE PLAN REVIEW COMMENT RESPONSES

Re: Landscape Plan Permit Review Comments #1

The following are responses to landscape related comments issued by the City of DesPlaines on April 30, 2026 for **1315 16th Street, Oak Brook, IL**:

1. **B) Landscape Plan Requirements:** Provide address of property owner/petitioner on the final landscape plan.
   KTLA: Address of property owner/petitioner is provided on Sheet L1.0.

2. **B) Landscape Plan Requirements: Provide the following additional plans:**
   a. Provide existing tree survey, noting trees proposed for removal and planned for preservation.
   KTLA: Tree Preservation plan has been provided – no trees on site are proposed for removal. See Sheet TP1.0 for location of existing tree on neighboring property.

   b. Provide irrigation plan with system details and sprinkler head locations if applicable.
   KTLA: Irrigation system to be design-build. Plans to be provided at time of permit.

   c. Provide construction erosion control plan.
   KTLA: Erosion control plan to be included with engineering drawings.

3. **B) Landscape Plan Requirements: Proposed shade tree species exceed the Village's required** percentage for diversity. Per code no planting group (canopy tree, evergreen tree, etc.) shall exceed twenty-five percent (25%) of one genus. The evergreen and ornamental tree percentages are acceptable given the low quantity of material specified in those plant groups. Include a minimum of one additional shade tree species to satisfy the diversity requirement for this plan group.
   KTLA: One additional shad tree species has been added to the Master Plant List.

4. **E) Minimum Setbacks and Landscape Requirements for Off-Street Parking Lots:**

   a. Landscape materials with parking setback is required for parking facing public streets and would be required for the covered parking and drive. Due to the proximity of the detention basin to the east, it is recommended that the additional plants required be added to the northern edge of the site between the two entry drives. Confirm new plant material is low enough in height to avoid blocking the views of the proposed sign in this location.
   KTLA: Additional plant material has been provided along the north drive aisle. Proposed plantings in front of monument sign are confirmed to not exceed 2' height for visibility.

b. The following landscaping is required along the drive aisle on the north edge of the site.
   i. Evergreen trees: one tree/twenty (20) lineal feet. 16 required and 5 provided.
      1. We do not suggest adding additional evergreen trees so that views in the site are maintained.
      KTLA: Noted.

   ii. Evergreen shrubs: one shrub/four (4) lineal feet. 83 required, 6 provided.
   KTLA: A total of 83 evergreen shrubs are proposed along the public street.

   iii. Deciduous shrubs: one shrub/four (4) lineal feet. 83 required, 88 provided.
   KTLA: A total of 113 deciduous shrubs are proposed along the public street.

   iv. Ornamental trees: one tree/twenty five (25) lineal feet. 13 required, 4 provided.
   KTLA: A total of 13 ornamental trees are proposed along the public street.

   v. Shade trees: one tree/fifty (50) lineal feet. 7 required, 6 provided.
   KTLA: A total of 7 shade trees are proposed along the public street.

Given the special constraints, flexibility in the type of plant material is provided. Additional shrubs and shade trees will be acceptable over the required evergreen trees in this area.

5. **I) Miscellaneous Landscape Requirements:** For every 1 square foot of total sign area, one square foot of landscaped area shall extend at least 3' beyond the sign faces in all directions at the monument entry signs. It appears the landscape requirements are met, this will need to be confirmed once a sign elevation is provided.
   KTLA: Proposed sign elevation is 61.1 SF. Proposed planting area (beyond 3' from sign face) attributed to the monument sign is approximately 250 SF.

6. **G) Interior Landscaping Requirements:** Per code the plans do not meet the required planting island equal in area to a parking space shall be located at each end of a parking row and the total tree count of no less than one tree per five (5) parking lot spaces. Based on the parking lot design and site constraints, this is acceptable.
   KTLA: Noted.

7. **H) Commercial Fencing:** Dumpsters shall be screened by a 6' high wall to match the color and material of the principal use building and include metal gates, oriented away from streets and sidewalks. Indicate the proposed location and screening of dumpsters on the plans.
   KTLA: Trash storage to be located inside building.

General Comments:

1. Vinca minor is considered an invasive species in this area per the Morton Arboretum and Illinois Department of Natural Resources, due to the proximity of the wetlands, it is recommended that this is replaced with a less aggressive groundcover.
   KTLA: Vinca minor has been substituted for alternate groundcovers – Ajuga reptans near the building and Carex pensylvanica near the detention basin.

2. Ensure plantings shown under the parking canopy are shade tolerant species.
   KTLA: Plantings shown under parking canopy are shade tolerant species.

3. Landscaping shall not obstruct any fire hydrants. Shrubs, trees, or other barriers should be maintained 48” from fire hydrants.
   KTLA: All plantings to be 48” from fire hydrants.

4. Landscape code requirements indicate minimum shrub height requirements for screening. Provide plant height for all shrubs in the plant material list.
   KTLA: Proposed plant heights included in the Master Plant List. Some shrubs near the monument sign have are shorter than typically allowed to maintain visibility of the monument sign.

KLOA

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

9575 West Higgins Road, Suite 400, Rosemont, IL 60018 www.kloainc.com
Phone: (847) 518-9990

June 15, 2026

Re: 1315 16th Street Residential Development — Oak Brook, Illinois
Traffic Control Recommendation — Site Driveway / Spring Road at 16th Street

Dear Deirdre,

Please find below KLOA, Inc.'s response regarding the recommended traffic control for vehicles exiting the proposed development's driveway onto Spring Road at its intersection with 16th Street:

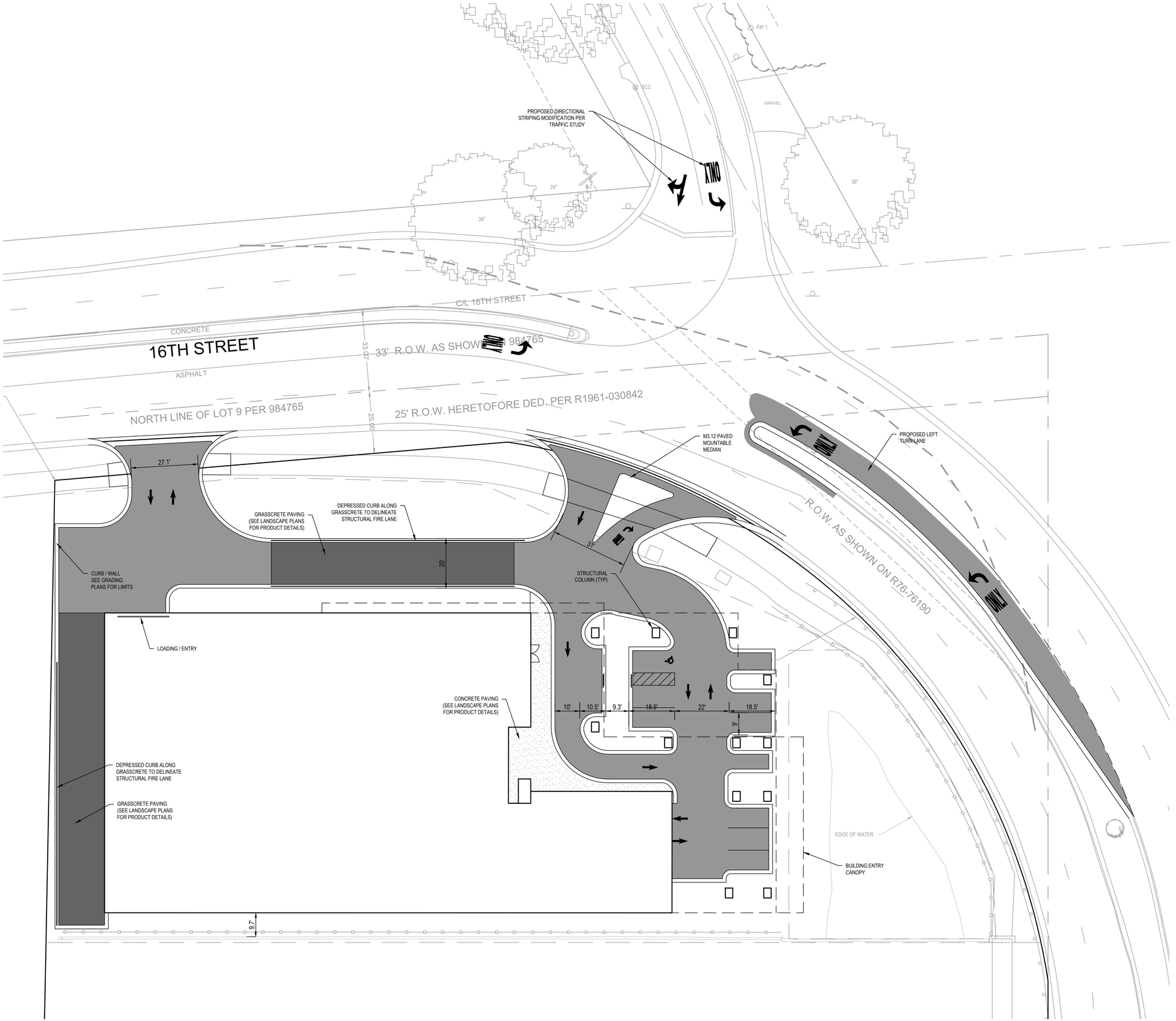
- Based on a review of the traffic volumes and all of the alternative ways to evaluate if a traffic signal is warranted, a traffic signal will not be warranted even if we assume a one lane approach on Spring Road (north leg) of the intersection. However, based on a preliminary sight distance evaluation, the available sight distance to the east will be approximately 250 feet which only meets the minimum required stopping sight distance. Given that and in order to ensure that traffic will continue to safely traverse this intersection, it is recommended that the exiting movements from the proposed development be restricted to right turns out only. This restriction should be enforced physically via a channelized island median and via signage.

Please let us know if you have any questions or require any additional information.

Sincerely,

Luay Aboona, PE, PTOE
Principal

Kenig, Lindgren, O'Hara, Aboona, Inc.
9575 West Higgins Road, Suite 400, Rosemont, IL 60018
Office: (847) 518-9990 | Cell: (847) 571-4331 | laboona@kloainc.com | www.kloainc.com



SITE NOTES

1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED YELLOW UNLESS OTHERWISE NOTED.
3. BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. ALL CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.

LEGEND

	EXISTING	PROPOSED
LAYOUT		
RIGHT-OF-WAY LINE		RW
PROPERTY LINE		
EASEMENT LINE		
CURB & GUTTER		
REVERSE CURB & GUTTER		
DEPRESSED CURB & GUTTER		
CONCRETE SIDEWALK		
EDGE OF ASPHALT		
CHAINLINK FENCE		

PROJECT:

1315 16TH STREET

OAK BROOK, ILLINOIS

CLIENT:

REVISIONS

NO.	DATE	DESCRIPTION

V3 COMPANIES
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

SEALS:

FOR REVIEW ONLY

DATE: 2026-06-10 | PM: RW

DESIGNED BY: MH | DRAWN BY: MI

PROJECT NO.: 16255.MUR

SCALE/NORTH:

20 10 0 20

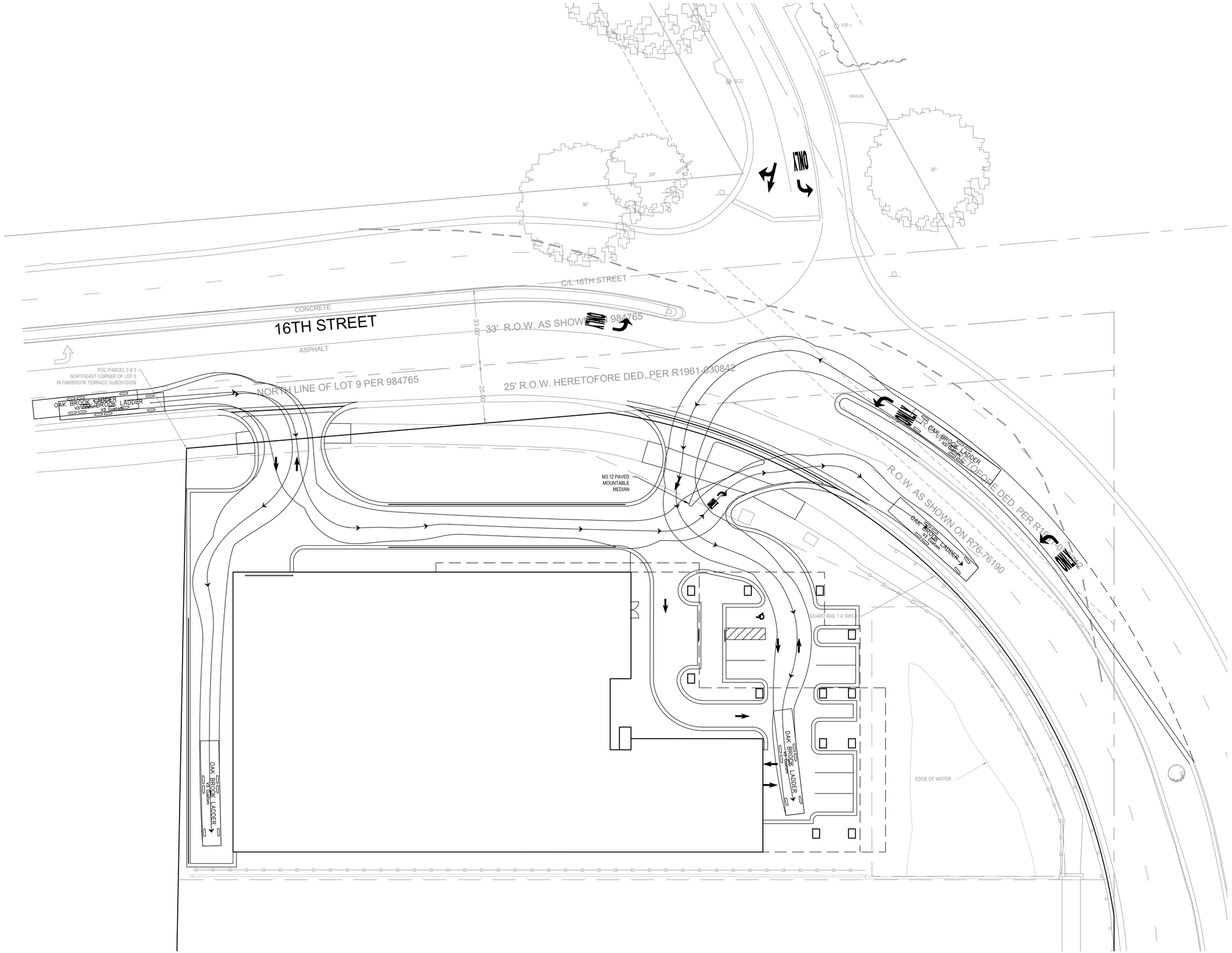
1" = 20'

TITLE:

LAYOUT PLAN

DRAWING NO.

C3.0



PROJECT:

1315 16TH STREET

OAK BROOK, ILLINOIS

CLIENT:

REVISIONS

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DATE: 2026-06-10	PM: RW
DESIGNED BY: MH	DRAWN BY: MI

PROJECT NO.: 16255.MUR

SCALE/NORTH:

20 10 0 20
1" = 20'

TITLE:

TRUCK ACCESS EXHIBIT

DRAWING NO.

EX 1

VILLAGE OF OAK BROOK Illinois

BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS 60523

June 17, 2026

Village President and Board of Trustees
Village of Oak Brook
1200 Oak Brook Road
Oak Brook, IL 60523

Subject: Case No: 2025-12-ZO-PUD – 1315 16th Street (Lot 2 of Franklin North subdivision – MDG LLC)

Dear Village President and Board of Trustees:

Background

At its meeting on June 3, 2026 the Planning & Zoning Commission held the required public hearing on a petition from John Murphy, Murphy Development Group, LLC, with the consent of the property owner, Franklin Partners, seeking approval to construct a 13-story building on the site. This location was previously approved for the Butler condominium project. The applicant proposes to construct 115 rental units with an average size of 1,382 sq. ft., 250 interior parking spaces, and added amenities of a pool, gym, outdoor seating areas, a golf simulator, climate-controlled storage, and co-working spaces.

The subject property in located in the B-2 District.

The applicant provided a preliminary presentation on the proposed project before the President and Board of Trustees on December 9, 2025 and comments were provided to the applicant by the Village Board. They presented again as a referral on May 12, 2026. The application moved forward pending a thorough review and recommendation by the Planning & Zoning Commission.

Waivers and Variations: The Planned Development process allows an applicant to request waiver of and variations from Village zoning laws that are necessary for the construction of the desired project. The following waivers and variations were requested.

1. *Land Use*: Section 13-7B-1 to permit a residential use in a B-2 Regional Shopping Center District. Residential use is not a permitted use nor a special use in this zoning district.

2. *Setback*: Section 13-7B-3 to permit Minimum Setback of 30'-10". The Village code requires eighty feet (80') from the right-of-way of any other street. The site plan shows building setbacks. Ordinance S-1555 approved reduction of setback from 80’ to 54’ from the right-of-way of Spring Road.

3. *FAR:* Section 13-7B-3 to permit FAR of 2.3. The B-2 District permits a maximum FAR of 0.5. A total FAR of .99 was approved for the combined four (4) lots through Ordinance S-1555.

4. *Parking*: Section 13-12-3 to permit drive aisle width of 22'-0" in private residential parking. The Village Off Street parking Regulations require drive aisle width of 24'-0".

5. *Loading Berths:* Section 13-12-7. G. 2. To permit two (2) - 10ft x 35ft Loading Berths. The required off street loading berth per Village code is twelve feet (12') in width and at least fifty five feet (55') in length, with a vertical clearance of not less than fourteen feet (14').

Public Comment

All interested parties were notified of the public meeting. One person spoke in opposition to the request at the hearing.

Planning & Zoning Commission Discussion and Recommendation

The standards for a planned development were addressed as part of the presentation at the public hearing and were addressed in detail in writing in the case file.

The Planning & Zoning Commission reviewed and deliberated on the applicant's request.

By a vote of 4 to 4, the Planning & Zoning Commission had a neutral recommendation. I voted in favor of the project. If you believe the applicant has addressed all of the required planned development standards, please approve the proposed development subject to certain conditions below:

1. Compliance with Plans: The development, maintenance, and operation of the property will be in substantial compliance with the plans and documents as submitted, except for minor changes approved by the Development Services Director and Village Manager in accordance with Section 13-15-8 of the Zoning Ordinance.

2. Architectural Components:
    a. All mechanical equipment ground-based and roof-mounted must be fully screened from view at the property lines per Village code.
    b. Separate sign permits are required for all signage. All sign proposals shall comply with applicable Village sign regulations under Section 13-11-10: DISTRICT B4, O3, O4, ORA1 AND ORA2.
    c. Adequate sound insulation is required to ensure that airborne noise (such as voices or TVs) and impact noise (such as footsteps or moving furniture) remain within legally acceptable and livable limits.

3. Engineering:
    a. Final engineering approval (including stormwater) shall be required prior to the issuance of the building permit for the Development.
    b. The Applicant must pay the full cost of the floodplain compensatory storage related to the 16th Street driveway entrance improvements.

4. Traffic
    a. Spring Road must have a traffic signal at its intersection with 16th Street, or concurrence with the Village Engineer that the method of traffic control is acceptable (i.e. 4-way stop, traffic circle, etc.).
    b. The applicant will pay for the full cost of the creation of the turn lane at the intersection of Spring Road and 16th Street.
    c. Semi-trailers are prohibited from the subject property.

5. Landscaping:
    a. A final landscape plan for the Property is subject to Village staff review and approval in accordance with applicable Village Codes and Ordinances.

6. Deed/Covenants/Easements: Provision for conversion of apartments into condominiums. The building must be built as condos in terms of quality, amenities and utilities. The building shall:
    a. Be constructed with materials, finishes, and workmanship customarily used in condominium developments of similar quality;

    b. Include amenities (such as lobbies, corridors, recreational facilities, storage areas, and parking) appropriate for condominium ownership and operation; and

    c. Be served by utilities and building systems (including, as applicable, individually metered or sub-metered utilities, HVAC, plumbing, electrical, life-safety, and telecommunications systems) configured in a manner that reasonably facilitates the legal and physical subdivision of the Building into separate condominium units and common elements.

    d. Covenants (including any condominium declarations) must be recorded in connection with the Planned Development and for the 4-lot Franklin Subdivision for FAR, storm water, bike and pedestrian pathway and property maintenance. The covenants and/or condominium declarations must be in a form approved by the village attorney prior to recordation. These covenants and/or condominium declarations may not be modified, removed, or released without consent of the corporate authorities of the Village. The Village, as well as future owners of condominiums on the Property, must be authorized to enforce the covenants and/or condominium declarations. The covenants and/or condominium declarations must be approved by the village attorney.

7. Comply with all other Village Ordinance requirements at time of Building Permit application except as specifically varied or waived.

Very truly yours,

Wayne Ziemer
Chairman
Planning & Zoning Commission

MINUTES OF THE JUNE 3, 2026
REGULAR MEETING OF THE
PLANNING & ZONING COMMISSION OF THE
VILLAGE OF OAK BROOK
APPROVED AS WRITTEN/AMENDED ON

1. CALL TO ORDER:

CALL TO ORDER

The Meeting of the Planning & Zoning Commission was called to order by Chairman Wayne Ziemer at 6:30 p.m.

2. ROLL CALL:

ROLL CALL

Rama Raman called the roll with the following persons:
PRESENT: Chairman Wayne Ziemer, Vice Chairman Kenneth Wilczak, Members Natalie Cappetta, Richard DiBernardo, Rahma Hasan, Baker Nimry, James Pontrelli and Marc Simon
IN ATTENDANCE: Village Attorney Michael Castaldo III, Chief Kevin Fleege, Deputy Chief Bob Christopherson, Superintendent Temes, Village Engineer James Patterson, Civiltech Engineering Consultant Steven Pautsch, Director Rebecca Von Drasek and Village Planner Rama Raman

3. APPROVAL OF MINUTES

MINUTES

SPECIAL PLANNING & ZONING COMMISSION MEETING OF MAY 13, 2026

MAY 13, 2026

Motion by Member Hasan, seconded by Member Bulin to approve the minutes of the May 13, 2025 Special Planning & Zoning Commission meeting as written. VOICE VOTE: Motion Carried.

4. UNFINISHED BUSINESS

UNFINISHED BUSINESS

There was no unfinished business.

5. NEW BUSINESS

NEW BUSINESS

A. FINAL PLAT OF SUBDIVISION OAK BROOK RESERVE – 2715, 2815, 2915 JORIE BLVD

F.P. OF SUBDIVISION OAK BROOK RESERVE – 2715, 2815, 2915 JORIE BLVD

Chairman Ziemer announced the commencement of the public meeting for the petition.

Planner Raman gave an overview of the petition.

Lance Oriti, Kimley-Horn Associates, Inc, Austin, TX, and John McNaughton, representatives of the property owner, JPD Oak Brook Holdings, LLC, explained that they are proposing to subdivide the two existing lots into three separate lots, allowing each of the three existing buildings to be located on its own lot. Mr. Oriti stated that all three proposed lots would comply with the regulations of the ORA-3 Zoning District.

Vice Chairman Wilczak asked if the restriction on the proposed Lot 3 would remain in place and if there were any curb cuts being proposed.

Mr. Oriti replied that the restriction would remain in place and there are no plans for any development.

Motioned by Member Hasan, seconded by Member DiBernardo to recommend approval of the final plat of subdivision, subject to the following conditions:

1. Final engineering approval prior to recording of the Plat.
2. Recording of the document by Village staff.
3. A declaration of covenants, conditions, restrictions, easements, and shared maintenance agreements for the three (3) lots is required and shall be recorded.
4. Add the condition "Notwithstanding the attached exhibits, the applicant shall meet all Village Ordinance requirements at the time of building permit application except as specifically varied or waived."

ROLL CALL:
Ayes: 8 – Chairman Ziemer, Vice Chairman Wilczak, Members Cappetta, DiBernardo, Hasan, Nimry, Pontrelli and Simon. Motion carried.
Absent: 1 - Member Bulin

Vice Chairman Ziemer announced that the public meeting for this matter was concluded.

5.

B. PLANNED DEVELOPMENT – OB22 – FRANKLIN PARTNERS – 1211-1315 22ND STREET

PD – OB22 – FRANKLIN PARTNERS – 1211-1315 22ND STREET

Chairman Ziemer announced the commencement of the public hearing for the petition and swore in everyone that was presenting for the remaining petitions.

Planned Raman summarized the request seeking planned development to enclose the outdoor dining for STK and to allow a fitness studio to operate in O-3 District.

Kelsea Neal Nolot, Elrod Friedman LLP, 350 N Clark St, Chicago, representative the for the property owner Franklin Oak Brook 22, LLC, explained that OB22 is an existing mixed used campus with two 11-story buildings. They are asking for relief to enhance the existing use by adding and boutique fitness studio – Solidcore into a vacant space and by enclosing the STK outdoor dining to create a year-round amenity.

The petitioner was seeking a front yard setback from 100-feet to 87-feet, permitting a fitness use in O-3 District and potential FAR adjustment for the enclosed outdoor dining.

Ms. Nolot discussed the benefits of having Solidcore as a tenant as well as the benefits of year-round dining at STK.

Member Cappetta questioned the enclosed outdoor dining capacity.

Chief Fleege replied that the enclosed outdoor dining would have its own capacity dependent on the number of available exits, and to be determined.

Vice Chair Wilczak asked where the entrance to the STK outdoor dining area would be located.

Jeff Levin, Levin Associates, Northbrook, IL replied that the only entrance to the outdoor dining would be through the restaurant.

Motioned by Member Hasan, seconded by Member DiBernardo to recommend approval of Planned Development, subject to the following conditions:

1. Compliance with Plans: The fitness studio use, operation and enclosed outdoor dining will be in substantial compliance with the plans and documents as submitted, except for minor changes approved by the Development Services Director and Village Manager in accordance with Section 13-15-8 of the Zoning Ordinance.
2. Sign proposals shall comply with applicable sign code regulations of the Oak Brook zoning ordinance unless otherwise modified or varied.

ROLL CALL:

Ayes:	8	–	Chairman Ziemer, Members Cappetta, DiBernardo, Hasan, Nimry, Pontrelli and Simon. Motion carried.
Absent:	1	-	Member Bulin

Vice Chairman Ziemer announced that the public hearing for this matter was concluded.

5.

C. PLANNED DEVELOPMENT – 1315 16TH ST (LOT 2 OF FRANKLIN NORTH SUBDIVISION – MDG LLC.

Chairman Ziemer announced the commencement of the final public hearing.

Planner Raman summarized the petition.

John Murphy, Murphy Development Group LLC, Chicago, IL noted some concerns that were raised during past presentations. He stated every apartment would have a Juliet balcony, the garage would be climate controlled with radiant heat and the walls would block headlights, storage was added to every floor, and the intent was to convert the apartments into condominiums would be approximately 5 years from now.

Mike DeRouin, President of FiztGerald, Chicago, IL said he was tasked to design the highest quality luxury condo building for the site. He provided a PowerPoint presentation reviewing the 13-story apartment building, including the building materials, interior designs, elevations, floor plans, market demographics, comparison condominiums, condo conversion pathways, site constraints with stormwater issues, traffic flow and impact, landscape plans, access to Oakbrook Center, trash collection area, parking, proposed signage, amenities and outdoor spaces.

Deputy Chief Christopherson had concerns about speeding on 16th Street, but it was felt that a stoplight or stop sign would not be as effective at reducing speeds as a roundabout.

Village Engineer Patterson mentioned the significant design challenge with the detention vault at the southeast corner of the building.

Mr. DeRouin addressed the detention vault challenge and said they have designed many similar projects by drilling caissons below the building into the waterproof concrete surfaces of the detention vault.

Civiltech Steve Pautsch, village traffic study engineer, mentioned they continue to work with KLOA on the review. He was concerned with the left turn from the property but felt it did not warrant a stop-light or stop-sign.

Donald Andelini, Oak Brook Club resident, noted that only building 6 received a Public Hearing Notice for the petition and wanted to know why all Oak Brook Club did not receive the notice. He was opposed to the development mainly due to the zoning and the traffic.

Village Engineer Patterson informed Mr. Angelini that each building at Oak Brook Club has its own property/parcel number and that only building 6 was within the 500-feet of the petition as required.

Member Simon asked if the Drury Lane traffic would impact this property.

Mr. Murphy believed the KLOA traffic study covered the Drury Lane traffic.

Member Cappetta questioned if the requested adjustments were made to the size/number of units, and the drive isle size as discussed at the Board of Trustees meeting.

Mr. Murphy and Chief Fleege said all requested modifications were completed.

Member Cappetta asked about the current approximately five-foot elevation and the proposed elevation.

Mr. Murphy and Mr. DeRouin noted that they were working with their civil engineers to eliminate much of the existing earth.

Member Cappetta was opposed to permitted residential in the B-2 District.

Vice Chairman Wilczak was opposed to adding more apartment units near Oakbrook Center and felt there was not a market for apartments in Oak Brook. He said it was a great diversion from the Comprehensive Plan.

Chairman Ziemer believed there was a market for apartment buildings near malls nationwide.

Member Hasan thanked the applicant for the thorough application and responsiveness to previous comments. She felt the alternative permitted uses in B-2 District were far worse for this parcel.

Member DiBernardo felt it was a high-quality project that was complimentary to Oakbrook Center, suitable to the location and was in favor of the planned development. His only concern was the traffic and wanted it to be settled prior to the public hearing process.

Director Von Drasek discussed the application process.

Member Nimry was also concerned about the traffic issues.

Mr. Murphy indicated they were committed to any requirements to address the traffic issues.

Members discussed other permitted uses and resolving the traffic issues.

Vice Chairman Wilczak asked why Oakbrook Center was not interested in creating a path connection with the apartment building.

Director Von Drasek explained that the Village wanted a connection, however, Oakbrook Center management did not want it due to the proposed apartment building being outside of their property.

Member Cappetta asserted the petition did not meet many of the planned development standards.

Motioned by Member Hasan, seconded by Member DiBernardo to recommend approval of Planned Development subject to the following conditions:

1. Compliance with Plans: The development, maintenance, and operation of the property will be in substantial compliance with the plans and documents as submitted, except for minor changes approved by the Development Services Director and Village Manager in accordance with Section 13-15-8 of the Zoning Ordinance.

2. Architectural Components:
    a. All mechanical equipment ground-based and roof-mounted must be fully screened from view at the property lines per Village code.
    b. Separate sign permits are required for all signage. All sign proposals shall comply with applicable Village sign regulations under Section 13-11-10: DISTRICT B4, O3, O4, ORA1 AND ORA2.
    c. Adequate sound insulation is required to ensure that airborne noise (such as voices or TVs) and impact noise (such as footsteps or moving furniture) remain within legally acceptable and livable limits.

3. Engineering:
    a. Final engineering approval (including stormwater) shall be required prior to the issuance of the building permit for the Development.
    b. The Applicant must pay the full cost of the floodplain compensatory storage related to the 16th Street driveway entrance improvements.

4. Traffic
    a. Spring Road must have a traffic signal at its intersection with 16th Street, or concurrence with the Village Engineer that the method of traffic control is acceptable (i.e. 4-way stop, traffic circle, etc.).
    b. The applicant will pay for the full cost of the creation of the turn lane at the intersection of Spring Road and 16th Street.
    c. Semi-trailers are prohibited from the subject property.

5. Landscaping:
    a. A final landscape plan for the Property is subject to Village staff review and approval in accordance with applicable Village Codes and Ordinances.

6. Deed/Covenants/Easements: Provision for conversion of apartments into condominiums. The building must be built as condos in terms of quality, amenities and utilities. The building shall:
    a. Be constructed with materials, finishes, and workmanship customarily used in condominium developments of similar quality;

    b. Include amenities (such as lobbies, corridors, recreational facilities, storage areas, and parking) appropriate for condominium ownership and operation; and

    c. Be served by utilities and building systems (including, as applicable, individually metered or sub-metered utilities, HVAC, plumbing, electrical, life-safety, and telecommunications systems) configured in a manner that reasonably facilitates the legal and physical subdivision of the Building into separate condominium units and common elements.

    ~~d.~~ Covenants (including any condominium declarations) must be recorded in connection with the Planned Development and for the 4-lot Franklin Subdivision for FAR, storm water, bike and pedestrian pathway and property maintenance. The covenants and/or condominium declarations must be in a form approved by the village attorney prior to recordation. These covenants and/or condominium declarations may not be modified, removed, or released without consent of the corporate authorities of the Village. The Village, as well as future owners of condominiums on the Property, must be authorized to enforce the covenants and/or condominium declarations. The covenants and/or condominium declarations must be approved by the village attorney.

7. Comply with all other Village Ordinance requirements at time of Building Permit application except as specifically varied or waived.

ROLL CALL:

Ayes:	4	–	Chairman Ziemer, DiBernardo, Hasan and Simon. Motion carried.
Nayes:	4	-	Vice Chairman Wilczak, Members Cappetta, Nimry and Pontrelli. Motion Neutral.
Absent:	1	-	

6. OTHER BUSINESS

OTHER BUSINESS

Director Von Drasek discussed possible future applications.

7. PUBLIC COMMENT

PUBLIC COMMENT

8. ADJOURNMENT:

ADJOURNMENT

Motion by Member Hasan, seconded by Member Cappetta to adjourn the meeting at 9:02PM. VOICE VOTE: Motion carried.

ATTEST:

/s/ Rebecca Von Drasek
Rebecca Von Drasek
Director of Development Services

DRAFT

VILLAGE OF OAK BROOK
Planning & Zoning Commission

STAFF REPORT

DATE: May 27, 2026

CASE FILE NO: 2025-12-ZO-PUD

DESCRIPTION: Planned Development proposal for 13-story residential apartment building with up to 115 dwelling units

PETITIONER & PROPERTY OWNER: Murphy Development Group, LLC
227 W Monroe Suite 5200
Chicago, IL 60606

ADDRESS: 1315 16th Street

EXISTING ZONING/USE: B-2 Regional Shopping Center District

ZONING/USE OF SURROUNDING PROPERTY:

North: **ORA-1** Office-Research-Assembly District and improved with an office building. **R-5** Multi-Family Residence District and improved with 3 and 4-story residential condominium buildings.

South: **B-2** Regional Shopping Center District and improved with a parking lot, office building and fast-casual restaurant and Kids Urgent Care medical building (under construction).

East: **ORA-2** Office-Research-Assembly District and improved with a hotel.

West: **B-2** Regional Shopping Center District and improved with the Oakbrook Center.

LOCATION:
The subject property is located at the southwest corner of 16th Street and Spring Road. The property is bounded by Oakbrook Center Mall to the west and office building to the south.

CONTROLLING AGREEMENTS:

Ordinance 1958-S-2 – Annexing Property, 05/03/1958
Ordinance S-0366 for Drive-In Bank
Ordinance S-0397 for Drive-In Bank
Ordinance S-0398 for Flood Plain Parking
Resolution R-1706 for Preliminary and Final Plat

STAFF REPORT – PLANNED DEVELOPMENT
MURPHY DEVELOPMENT – 1315 16TH STREET
CASE NO. 2025-12-ZO-PUD

Resolution R-1762 for Preliminary Plat
Resolution R-1842 for Extension of Preliminary Plat
Ordinance S-1555 for Jupiter Development - Butler Condominium
Resolution R-1842 for Preliminary Plat
Resolution R-1909 for Preliminary Plat
Resolution R-1963 for Extension Preliminary Plat
Ordinance S-1659 for Franklin Partners SSA
Resolution R-2048 for Extension for PUD
Resolution R-2055 for Final Plat
Resolution R-2152 for Extension for Planned Development



1315 16th Street

BACKGROUND:
Murphy Development Group, LLC, with the consent of the property owner, Franklin Partners, is proposing to construct a 13-story building on the site. This location was previously approved for the Butler condominium project. The applicant proposes to construct 115 rental units with an average size of 1,382 sq. ft., 250 interior parking spaces, and added amenities of a pool, gym, outdoor seating areas, a golf simulator, climate-controlled storage, and co-working spaces.

A Preliminary Board Review of the application was conducted by the Village Board on December 09, 2025 as required in the Village's PD regulations. On May 12, 2026 the Village Board referred the item

to the P&Z Commission, the Village Board commented that they still are looking for enhancements to condo quality, greater connectivity to the mall, and a offered concerns regarding the proposed intersection/ pedestrian safety.

A separate neighborhood meeting was required as part of the outreach for this project. The neighborhood meeting is an element of the Planned Development process outlined in Section 13-15-5.B.1d. The applicant held this meeting January 21, 2026, and a summary of comments is included within the case file.

Historically, the parcel was annexed into the Village in 1958 (S-2) and was improved with an office building in the 1970s. The parcel was subdivided into four (4) lots (R-2055). The southwest and southeast lots are improved with Shake Shack restaurant (S-1531) and Kids Urgent Care (S-1707) is under construction.

Planned Development. The Murphy Development project is proposed as a Planned Development. The intent and purpose of the planned development regulations, standards and criteria is to provide an alternate zoning procedure under which land can be developed or redeveloped with innovation, imagination, and creative architectural design when sufficiently justified under the provisions of this chapter.

The objective of the planned development is to encourage a higher level of design and amenity than is possible to achieve under standard zoning regulations. The end result is intended to be a product which fulfills the objectives of the Village of Oak Brook and planning policies of the village while allowing flexibility from the standard application of the use and bulk regulations of the zoning regulations. The planned development is intended to permit and encourage flexibility and to accomplish the following:

1. To stimulate creative approaches to commercial, nonsingle-family residential, and commercial/ mixed-use development of land;

2. To provide more efficient use of land;

3. To preserve natural features and provide open space areas and recreation in excess of those required under standard zoning regulations;

4. To develop and implement new approaches to the living environment through variety in type, design and layout of buildings, transportation systems, and public facilities;

5. To unify building and structures through design; and

6. To promote long term planning pursuant to the Village's Comprehensive plan to ensure harmonious and compatible land uses or combination of uses with surrounding areas.

Proposed Departures. Section 13-15-2.E of the PD regulations acknowledges that proposed planned developments need not comply with the density, dimension, area, bulk, use, and other zoning regulations that, but for the provisions of this chapter, would otherwise apply to the property on which the proposed planned development is intended. Modifications and departures from the standard provisions may be provided in accordance with the provisions of this chapter and to the extent that they will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare. The departures from standard being proposed as part of this PD application are identified as follows:

1. *Land Use*: Section 13-7B-1 to permit a residential use in a B-2 Regional Shopping Center District. Residential use is not a permitted use nor a special use in this zoning district.

2. *Setback*: Section 13-7B-3 to permit Minimum Setback of 30'-10". The Village code requires eighty feet (80') from the right-of-way of any other street. The site plan shows building setbacks. Ordinance S-1555 approved reduction of setback from 80' to 54' from the right-of-way of Spring Road.

3. *FAR:* Section 13-7B-3 to permit FAR of 2.3. The B-2 District permits a maximum FAR of 0.5. A total FAR of .99 was approved for the combined four (4) lots through Ordinance S-1555.

4. *Parking*: Section 13-12-3 to permit drive aisle width of 22'-0" in private residential parking. The Village Off Street parking Regulations require drive aisle width of 24'-0".

5. *Loading Berths:* Section 13-12-7. G. 2. To permit two (2) - 10ft x 35ft Loading Berths. The required off street loading berth per Village code is twelve feet (12') in width and at least fifty five feet (55') in length, with a vertical clearance of not less than fourteen feet (14').

STAFF ANALYSIS:
As part of this review, the following commentary should be considered as part of the P&Z Commission's analysis and deliberations on the request.

Planned Development Project. The proposed project is intended to add a residential component to the B-2 district to create a mixed-use environment in close proximity to the Oakbrook Center mall. The introduction of residential to the mall combines the elements of retail, dining, entertainment and residential housing with the intent to add variety and vitality to this commercial area. This project incorporates a new residential rental apartment building and several departures from standards that will be required to process the request. The use is neither a permitted nor a special use in the B-2 district and therefore is required to go through a Planned Development process.

Section 13-15-2A General Provisions of the PD regulations does allow mixed use development construction within a planned development overlay district. Section 13-15-2B further indicates that each PD shall be presented and reviewed on its own merits. As such, a request for several departures to bulk standards can be introduced into the zoning request through a Planned

Development entitlement process if waivers are being requested but the new project must still be reviewed on a case-by-case basis and provide tangible benefits to the community.

A PD application has been provided for this rental apartment building that includes 240 interior parking spaces, amenities of a pool, gym, outdoor seating areas, a golf simulator, climate-controlled storage, and co-working spaces.

Consistency with the Planned Development Regulations. The applicant has provided documentation, plans and other review materials for their PD application.

Planned Development Standards. The applicant has addressed and responded in detail to the Planned Development Standards as required in Section 13-15-3 of the Regulations.

Consistency with the Comprehensive Plan**.** This type of residential building is not specifically listed as permitted in any other district within the Village Zoning Ordinance. The 1990 Comprehensive Plan does not anticipate this type of development within the Village of Oak Brook. However, a 17-story apartment building was allowed as part of the Oak Brook Commons Planned Development within the ORA-2, Office, Research, and Assembly District.

B-2 Zoning. The B-2 District permits a floor area ratio (FAR) not to exceed 0.5. The proposed building would have a Floor Area Ratio of 2.3. The FAR for the subdivision including Citibank, Shake Shack, Kids Urgent Care, and the proposed project would be 0.92 for the entire four-lot subdivision, under the original proposal with a 0.99 FAR.

Stormwater and Floodplain. The approximately 2-acre property is in both the regulatory floodway and regulatory floodplain. The property owner has obtained a Letter of Map Revision (LOMR) and relocated the floodplain/floodway on-site to allow for development of the property. The applicant proposes to replace the existing on-site stormwater tank to accommodate the building footprint and intends to maintain the same capacity, volume, and approved elevations. A Special Service Area (SSA) has been recorded against the property to ensure ongoing protection and support for the stormwater features. Review comments by the Village Engineer are attached.

Safety. Preliminary comments from Fire have been addressed in the plans. Detailed review shall be conducted at the time of permit submittal.

Security. The Police did not have any specific concerns during the preliminary review.

Water and Sanitary Utilities. Plans are under review by Flagg Creek and Public Works. Also please see the Village Engineer's comments.

Site Lighting. A photometric plan is included in this submittal to show the proposed lighting levels throughout the site. Lighting design must emphasize controlling backlighting, uplighting, glare, aesthetics, and potential nuisance impacts to ensure that skyglow and light trespass are minimized.

Landscaping. The proposed preliminary landscape plan provides landscaping along the property line on 16th Street, portion Spring Road and south of the building, along covered parking lot to the east, and foundation landscaping for building. The landscape plan includes shade trees, evergreen trees, ornamental trees, evergreen shrubs, deciduous shrubs, ground cover, perennials, grasses and vines. Preliminary review comments have been provided (attached).

Architectural Plans. Exterior building elevations, color renderings and site plan is provided for the rental apartment building. The exterior building elevations include conceptual building material information and some of these materials are as follows: palette of brick and metal including painted profiled metal panel and perforated metal panel.

Signage. The project proposes a wall sign with the address number and a monument sign. Monument and wall sign design proposal is required and has not been provided as a part of the PD proposal. The B-2 District sign regulations allow ground signs to be up to 35' high and a maximum area of 1000 square feet. Staff suggests a condition of approval limit the sign to 10' in height and not to exceed one hundred (100) square feet per sign face, nor more than two hundred (200) square feet total. Signage requires a separate permit application.

Traffic and Access Considerations. A traffic study has been prepared and provided by KLOA. Access to the site will be provided by a new curb cut on 16th Street, opposite the north leg of Spring Road. Median improvements and restriping are proposed to create a dedicated left-turn lane serving the apartment building. The existing access drive at the northwest corner of 16th Street will be used for truck loading operations. The Village Engineer has provided preliminary review comments.

Converting the intersection to an all-way stop control is not desirable given the high traffic volumes, multiple lanes on each approach, and because it would be the only stop sign within the signalized Spring Road/16th Street corridor. There would likely be compliance issues, which could increase the crash rate. Side street (2-way) stop control would be challenging too, given the poor sight lines to the south and east. Additional review of this intersection by the traffic engineers is required.

Pedestrian Access and Circulation. A concrete pedestrian walkway runs along 16th Street and Spring Road, providing continuous connectivity to 22nd Street. The applicant has indicated that the Oakbrook Center is not interested in additional connections to the mall property.

Parking. The project proposes an enclosed structured parking facility beneath the apartment floors, providing 232 resident parking spaces (two spaces per unit) and 18 guest spaces. The structured parking will be screened from public view. The proposal must comply with Illinois accessible parking spaces requirement.

Preliminary/Final Plat of Subdivision. A plat of subdivision was approved by the Village Board in 2023 (R-2055).

RESPONSIBILITIES OF HEARING BODY:

As part of the Planned Development Regulations, the P&Z Commission shall review the application, the standards and requirements, the report of the Development Services Director, and any oral and written comments and testimony received by the P&Z Commission before and at the public hearing. The P&Z Commission shall recommend approval, approval with conditions, or denial of the proposed planned development.

Every recommendation of the Commission upon any application filed pursuant to the Planned Development Regulations shall include such findings of fact and conclusions as the Commission shall deem necessary. The ordinances shall generally refer to the evidence in the record and to the exhibits, plans, or specifications upon which the recommendation is based. The ordinance shall generally specify the reason or reasons for the recommendation and shall contain a conclusion or statement separate from the findings setting forth the recommendation of the commission. Every ordinance shall expressly set forth any limitations or conditions recommended by the commission. In order to make a recommendation to approve (with or without conditions) or a recommendation to deny a proposed planned development or an amendment to an existing planned development, the affirmative vote of a majority of all members of the commission then holding office shall be required.

When appropriate, please include in your consideration, findings with respect to the standards specified in the Planned Development Regulations for approval of the planned development. The materials submitted by the applicant specifically address each of these standards.

CONCLUSION:

Staff would like the P&Z Commission's feedback on the proposed petition and the departures from the standards that are being requested.

Staff is providing the accompanying conditions for the Planning & Zoning Commission's review and discussion. If the Commission is prepared to make a recommendation, I would ask that you consider the conditions, incorporate any new recommendations and include the planned development findings (as identified in the petitioner's application materials) in your motion.

1. Compliance with Plans: The development, maintenance, and operation of the property will be in substantial compliance with the plans and documents as submitted, except for minor changes approved by the Development Services Director and Village Manager in accordance with Section 13-15-8 of the Zoning Ordinance.

2. Architectural Components:
    a. All mechanical equipment ground-based and roof-mounted must be fully screened from view at the property lines per Village code.
    b. Separate sign permits are required for all signage. All sign proposals shall comply with applicable Village sign regulations under Section 13-11-10: DISTRICT B4, O3, O4, ORA1 AND ORA2.

c. Adequate sound insulation is required to ensure that airborne noise (such as voices or TVs) and impact noise (such as footsteps or moving furniture) remain within legally acceptable and livable limits.

3. Engineering:
    a. Final engineering approval (including stormwater) shall be required prior to the issuance of the building permit for the Development.
    b. The Applicant must pay the full cost of the floodplain compensatory storage related to the 16th Street driveway entrance improvements.

4. Traffic
    a. Spring Road must have a traffic signal at its intersection with 16th Street, or concurrence with the Village Engineer that the method of traffic control is acceptable (i.e. 4-way stop, traffic circle, etc.).
    b. The applicant will pay for the full cost of the creation of the turn lane at the intersection of Spring Road and 16th Street.
    c. Semi-trailers are prohibited from the subject property.

5. Landscaping:
    a. A final landscape plan for the Property is subject to Village staff review and approval in accordance with applicable Village Codes and Ordinances.

6. Deed/Covenants/Easements: Provision for conversion of apartments into condominiums. The building must be built as condos in terms of quality, amenities and utilities. The building shall:
    - Be constructed with materials, finishes, and workmanship customarily used in condominium developments of similar quality;

    - Include amenities (such as lobbies, corridors, recreational facilities, storage areas, and parking) appropriate for condominium ownership and operation; and

    - Be served by utilities and building systems (including, as applicable, individually metered or sub-metered utilities, HVAC, plumbing, electrical, life-safety, and telecommunications systems) configured in a manner that reasonably facilitates the legal and physical subdivision of the Building into separate condominium units and common elements.

    - Covenants (including any condominium declarations) must be recorded in connection with the Planned Development and for the 4-lot Franklin Subdivision for FAR, storm water, bike and pedestrian pathway and property maintenance. The covenants and/or condominium declarations must be in a form approved by the village attorney prior to recordation. These covenants and/or condominium declarations may not be modified, removed, or released without consent of the corporate authorities of the Village. The Village, as well as future owners of condominiums on the Property, must be authorized to enforce the covenants and/or condominium declarations. The covenants and/or condominium declarations must be approved by the village attorney.

7. Comply with all other Village Ordinance requirements at time of Building Permit application except as specifically varied or waived.

Please contact me if you have any questions or concerns.

Respectfully Submitted,

Rebecca Von Drasek
Development Services Director

Respectfully Submitted,

Rama Raman
Village Planner

May 23, 2026

VILLAGE OF OAK BROOK – PLANNED DEVELOPMENT ENGINEERING REVIEW

PROJECT	PERMIT NO.	REVIEW NO.	STATUS
1315 16th Street	PD 26 2	1	-

EZA Engineering received the following Planned Development submittal documents on April 16, 2026:

DOCUMENT	PREPARED BY	SHEETS	DATE
Final Engineering Plans	V3 Companies	9	3-9-26
Traffic Impact Study	KLOA	95	4-1-26
Landscape Plan	Kathryn Talty Landscape Arch.	3	4-2-26
ALTA/NSPS Land Title Survey	V3 Companies	1	8-19-25
Environmental Impact Analysis	V3 Companies	1	-

The above documents have been reviewed for compliance with the Village Code of Oak Brook (Village Code) and the Village of Oak Brook Stormwater and Flood Plain Ordinance (VOBSFPO). Please consider the following comments:

GENERAL COMMENTS

1. Based on a September 5, 2025 FEMA LOMR (Case No. 25-05-0048P), the Flood Insurance Rate Map was officially modified, elevating the building pad to be located outside of the regulatory floodplain. A response to this comment is not necessary.
2. An analysis of the proposed improvements within the floodplain (generally within the Spring Road right-of-way) will be required during permitting. There is currently 0.966 ac-ft of additional compensatory storage onsite and therefore, a requirement for additional compensatory storage is not anticipated. A response to this comment is not necessary.
3. The proposed stormwater improvements/modifications includes replacement of the existing underground detention vault. The proposed modification will maintain the existing floor area, elevations, and volume of the vault. A response to this comment is not necessary.
4. The impervious area of the development site is confirmed to decrease, compared to the condition of the site on April 23, 2013. Therefore, PCBMPs are not required for the proposed development. A response to this comment is not necessary.
5. The Utility Plan shows 4 building columns (southeast corner) partially or fully on the detention vault. The building is located over the detention vault and may also need to be structurally supported by the vault. This may be resolved during permitting. A response to this comment is not necessary.
6. A plat of easement will be required to vacate the existing Detention Easement and grant a new one. The new easement will require specific language to allow a structure to be located within the easement. This may be resolved during permitting. A response to this comment is not necessary.
7. Provide a Preliminary Engineer's Opinion of Probable Construction Cost for all site work.
8. Address all comments on the Civiltech Technical Memorandum (re: Traffic Impact Study) dated April 30, 2026 (attached).
9. Address all comments on the RVi Landscape Plan Review dated April 30, 2026 (attached).
10. Provide an itemized comment response letter in the next submittal.

Civiltech Engineering, Inc.
www.civiltechinc.com

Two Pierce Place, Suite 1400
Itasca, IL 60143
Phone: 630.773.3900
Fax: 630.773.3975

30 N LaSalle Street, Suite 2000
Chicago, IL 60602

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Milwaukee, WI 53202

Transportation Design

Traffic Engineering

Civil Engineering

Construction Engineering

Environmental Studies

Water Resources

Structural Design

Right of Way

Urban Design

Transportation Planning

Program Management

Landscape Architecture

Nature-based Solutions

Technical Memorandum

Date: April 30, 2026

To: Jamie Patterson, P.E., CFM
EZA Engineering, PLLC

From: Steven A. Pautsch, P.E., PTOE

Re: 1315 16th Street Residential Development
Traffic Impact Study Review
Oak Brook, IL

Civiltech has reviewed the Traffic Impact Study (TIS) dated April 1, 2026, prepared by KLOA, Inc. for a 115-unit residential development located on the south side of 16th Street across from Spring Road. We offer the following traffic-related comments on this development proposal:

1. The traffic impact study was prepared in accordance with established industry guidelines and best practices. We concur with the scope of the study, the trip generation projections/assignments, the capacity analyses, and the parking assessment.

2. Perform an intersection sight distance analysis to verify available sight lines for drivers exiting the proposed site driveway.

3. Per Section 4C.01(10-11) in the MUTCD, provide an explanation why the minor street (north leg of Spring Road) was considered as two-lane approach in the signal warrant analysis when the typical cross section of the road includes one lane in each direction. Similarly, use engineering judgment to determine whether a right turn reduction factor should be applied to the warrant and discuss in the report. Adjust warrant analysis as needed to incorporate these considerations.

4. Include graphs with plotted points for Warrants 2 and 3.

5. Warrant 7 (Crash Experience) should be evaluated. A review of police crash reports indicates the following number of correctable crashes at the intersection:

   2020 – 2
   2021 – 0
   2022 – 0
   2023 – 1
   2024 – 3

6. Section 4C.01 (20) in the MUTCD states that "The satisfaction of warrants is one of the relevant factors in the engineering study, but it is not intended to be the only factor or even the overriding consideration." Incorporate geometric considerations into the warrant analysis and recommend whether unsignalized access, installation of a traffic signal, or an alternate means of traffic control would be the best solution for maintaining or improving overall safety and/or operation at the proposed site driveway.

7. Include the most recent version of the site plan in the appendix of the traffic study.

8. Ensure site design including driveway, Spring Road median, and any traffic control devices are forward-compatible with the Village's plans to install a crosswalk on the east leg of the intersection leading to a potential sidepath along the east side of Spring Road.

LANDSCAPE PLAN REVIEW

Date: April 30, 2026
Project Name: 1315 16th Street

TO: Jamie Patterson, EZA Engineering

FROM: Monica Goshorn-Maroney, RVi Planning + Landscape Architecture

SUBJECT: Landscape Plan Permit Review Comments #1

We have reviewed the Landscape Plan for the Oak Brook Commercial project prepared by Kathryn Talty, dated April 3, 2026. We offer the following comments based on the Village Ordinance:

Sec. 13-18-3 Landscape Requirements

1. **B) Landscape Plan Requirements:** Provide address of property owner/petitioner on the final landscape plan.

2. **B) Landscape Plan Requirements:** Provide the following additional plans:
    a. Provide existing tree survey, noting trees proposed for removal and planned for preservation.
    b. Provide irrigation plan with system details and sprinkler head locations if applicable.
    c. Provide construction erosion control plan.

3. **B) Landscape Plan Requirements:** Proposed shade tree species exceed the Village's required percentage for diversity. Per code no planting group (canopy tree, evergreen tree, etc.) shall exceed twenty-five percent (25%) of one genus. The evergreen and ornamental tree percentages are acceptable given the low quantity of material specified in those plant groups. Include a minimum of one additional shade tree species to satisfy the diversity requirement for this plan group.

4. **E) Minimum Setbacks and Landscape Requirements for Off-Street Parking Lots:**

    a. Landscape materials with parking setback is required for parking facing public streets and would be required for the covered parking and drive. Due to the proximity of the detention basin to the east, it is recommended that the additional plants required be added to the northern edge of the site between the two entry drives. Confirm new plant material is low enough in height to avoid blocking the views of the proposed sign in this location.
    b. The following landscaping is required along the drive aisle on the north edge of the site.
        i. Evergreen trees: one tree/twenty (20) lineal feet. 16 required and 5 provided.
            1. We do not suggest adding additional evergreen trees so that views in the site are maintained.
        ii. Evergreen shrubs: one shrub/four (4) lineal feet. 83 required, 6 provided.
        iii. Deciduous shrubs: one shrub/four (4) lineal feet. 83 required, 88 provided.
        iv. Ornamental trees: one tree/twenty five (25) lineal feet. 13 required, 4 provided.
        v. Shade trees: one tree/fifty (50) lineal feet. 7 required, 6 provided.

    Given the special constraints, flexibility in the type of plant material is provided. Additional shrubs and shade trees will be acceptable over the required evergreen trees in this area.

5. **I) Miscellaneous Landscape Requirements:** For every 1 square foot of total sign area, one square foot of landscaped area shall extend at least 3' beyond the sign faces in all directions at the monument entry signs. It appears the landscape requirements are met, this will need to be confirmed once a sign elevation is provided.

6. **G) Interior Landscaping Requirements:** Per code the plans do not meet the required planting island equal in area to a parking space shall be located at each end of a parking row and the total tree count of no less than one tree per five (5) parking lot spaces. Based on the parking lot design and site constraints, this is acceptable.

7. **H) Commercial Fencing:** Dumpsters shall be screened by a 6' high wall to match the color and material of the principal use building and include metal gates, oriented away from streets and sidewalks. Indicate the proposed location and screening of dumpsters on the plans.

General Comments:

1. Vinca minor is considered an invasive species in this area per the Morton Arboretum and Illinois Department of Natural Resources, due to the proximity of the wetlands, it is recommended that this is replaced with a less aggressive groundcover.
2. Ensure plantings shown under the parking canopy are shade tolerant species.
3. Landscaping shall not obstruct any fire hydrants. Shrubs, trees, or other barriers should be maintained 48" from fire hydrants.
4. Landscape code requirements indicate minimum shrub height requirements for screening. Provide plant height for all shrubs in the plant material list.

Integra Realty Resources
Chicago

1 N Franklin, Suite 3340
Chicago, IL 60606

T 312 565 0977
www.irr.com

May 28, 2026

Ms. Deirdre Clein
Murphy Real Estate Services
227 W. Monroe, Suite 5200
Chicago, IL 60606

SUBJECT: Proposed luxury residential building at 1315 16th Street, Oak Brook, IL

Dear Ms. Clein:

In August 2025, Integra Realty Resources – Chicago prepared a marketability study pertaining to the above-referenced proposed luxury rental apartment development. We are now being requested to consider the condominium conversion potential of this proposed development.

Many of the relevant findings from the report support the condominium conversion potential of the property at a future date. These findings include the following:

- **Location:** The subject site is immediately adjacent to Oakbrook Center, the premier retail destination in the Chicago MSA. The residents of the subject property will be able to walk out their front door and be at the entrance to Oakbrook Center with its extensive retail, dining, and lifestyle amenities. Thus, Oakbrook Center will offer an additional and unique enhancement to the amenities provided by the subject property. With this location adjacent to Oakbrook Center, the subject property will have tremendous appeal in the market and a location which cannot be duplicated elsewhere.

- **Proposed product characteristics:** The subject property is proposed as a 13-story, 115 unit residential building with an average unit size of 1,382 SF, 239 interior parking spaces (2.08 spaces/unit), and additional amenities including an outdoor swimming pool, fitness center, outdoor seating areas, a golf simulator, climate-controlled storage, resident lounge/club, and co-working spaces. These characteristics align with product types that can translate well into for-sale condominium units targeted at affluent buyers/empty nesters and professional couples/singles.

- **Market position:** The subject project is positioned at the top end of the DuPage County housing market, and this would be true as either a rental apartment building or as a condominium building. As a new construction, highly amenitized high-rise building with luxury finishes situated in an A+ location, it is a property that will appeal to persons who place great value on these features, amenities, and conveniences offered by the subject property.

- **Local demand indicators:** Oak Brook single-family sale home prices are high (median sale price of $1,072,500 and average sale price of $1,402,000 over the past year). Homes sales overall ranged from $572,000 to $5,300,000. For the affluent downsizer and empty-nester, there are limited luxury rental or for-sale alternatives in the market area. In DuPage County, there is a lack of high-rise luxury condominium or rental product, suggesting a scarcity that could support for-sale pricing for larger, high-quality units.

- **Primary market competitor:** Currently, there are no luxury high-rise condominiums in subject's market area. Persons who desire a newly constructed, luxury condominium residence cannot find this type of residence within Oak Brook and need to explore other communities for condominium alternatives which will be inferior. Although there are a few very small condominium buildings or 20+ year old mid-rise condominium buildings in other communities in DuPage County, none are comparable to the subject property in terms of unit types, luxury finishes, amenities, or location.

While these characteristics point to the strength of demand for the subject units as rental or condominium residences, the current market dynamics would not favor a for-sale, ground up new construction condominium project. The inability to finance a speculative, 115-unit condominium development, the onerous lender pre-sale requirement, and the length of time to sell out a pre-construction 115 unit development would render such a project not feasible at the present time. However, with the characteristics which the subject property possesses, it could be an excellent candidate for conversion to condominium ownership at some point in the future after it is already constructed and occupied. The uniqueness of subject's location, the luxury quality of the property, the level of affluence of its renters, the scarcity of comparable properties, and the strength of the housing market will drive demand for these units on a potential condominium conversion basis at some point in the future.

Sincerely,

INTEGRA REALTY RESOURCES – CHICAGO

Gail Lissner

Gail Lissner, CRE, SRA
Managing Director

Gail Lissner, SRA, CRE



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Experience

Managing Director for Integra Realty Resources
Former Vice President and Appraiser for Appraisal Research Counselors

Throughout her career, Ms. Lissner has focused on the housing/multi-family market, with a particular interest in condominium development, apartment development, and the condominium conversion/deconversion market. Gail's work with condominiums and apartments spans many decades, providing consulting services to the original Chicago condominium convertors in the 1970s, and expanding to work in the conversion market throughout the United States. Gail produced a report from 1997 through 2021 on the condominium market on a quarterly basis delineating development trends and condo pricing in Downtown Chicago. In Gail's consulting and valuation work for apartment and condominium developments, the scope of work ranges from site and building plan consultations at project inception to market and feasibility studies along with comprehensive appraisals. Her work includes both urban and suburban properties and includes townhome and single family residential developments. Gail has testified as an expert witness in housing-related matters.

Professional Activities & Affiliations

SRA Designation, Appraisal Institute
CRE Designation, Counselors of Real Estate
Board Member (2017-2026) and Chair (2023-2024): State of IL Real Estate Appraisal Administration and Disciplinary Board
Village Trustee (2017-May 2025): Village of Glencoe Board of Trustees
Plan Commission - Vice Chair, Village of Glencoe (2022-May 2025)
President: Realty Club of Chicago (2016)/Vice President: Realty Club of Chicago (2015)
Secretary/Treasurer: Counselors of Real Estate Midwest Chapter (2009-2014)
Secretary: Counselors of Real Estate Midwest Chapter (2026)
Mentor: Goldie B Wolfe Miller Women Leaders in Real Estate at Roosevelt University (2008-2010)
Senior Member: Realty Club of Chicago and Real Estate Investment Association (REIA)
Member: Lambda Alpha International and Honorary Land Economics Society - Ely Chapter
Member: North Shore Barrington Board of Realtors
Crains Chicago Business: Named as one of Crains 20 Women to Watch 2008

Licenses

Illinois, Certified General Real Estate Appraiser, 553.001842, Expires September 2027
Illinois, Licensed Real Estate Managing Broker, 471.004757, Expires April 2027
Wisconsin, Certified General Real Estate Appraiser, 2282-10, Expires December 2027
Michigan, Certified General Real Estate Appraiser, 1205076446, Expires July 2026
Indiana, Certified General Real Estate Appraiser, CG42300003, Expires June 2026
Texas, Certified General Real Estate Appraiser, TX 1381509 G, Expires October 2026

Education

Bachelor of Arts from Washington University. Phi Beta Kappa.

glissner@irr.com - 312.565.3423

PUBLIC NOTICE

NOTICE IS HEREBY GIVEN that a public hearing before the Planning & Zoning Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois, will be held on Wednesday, June 3, 2026 at 6:30 p.m. in the Samuel E. Dean Board Room of the Butler Government Center, Village of Oak Brook, 1200 Oak Brook Road, Oak Brook, Illinois 60523 for the purpose of considering the application from the Petitioner, Murphy Development Group, LLC, with approval of the owner Franklin 1900 Spring Road, LLC, seeking a planned development as provided for under Chapter 15 of Title 13, the Zoning Ordinance of the Village of Oak Brook, Illinois, Ordinance G-60 as amended.

The Petitioner has submitted an application, case number 2025-12-ZO-PUD (PD-26-2), seeking approval of a planned development to be located on the property at 1315 16th Street, Oak Brook, Illinois 60523, as further described below.

Project Description: Applicant/Owner have applied to the Village for planned development approval to authorize the construction of a 13-story building on the site. This location was previously approved for the Butler condominium project. The applicant proposes to construct 115 rental units with an average size of 1,382 sq. ft., 240 interior parking spaces, and added amenities of a pool, gym, outdoor seating areas, a golf simulator, climate-controlled storage, and co-working spaces.

The subject property is generally described as 1315 16th Street, Oak Brook, IL 60523 - permanent index number: 06-23-302-007, located at the corner of 16th Street and Spring Road.

The petitioner's application, including all supporting documents is on file with the Director of Development Services. Persons wishing to examine the petition documents may arrange to do so with the Development Services Department, Village of Oak Brook, 1200 Oak Brook Road, Oak Brook, IL 60523, telephone 630-368-5103, 8:00 a.m. to 4:00 p.m., Monday - Friday, excluding holidays.

In accord with the provisions of the American with Disabilities Act, any individual who is in need of a reasonable accommodation in order to participate in or benefit from attendance at this public meeting should contact the Butler Government Center (Village Hall), at 630-368-5010 as soon as possible before the meeting date.

Natasha Scarpiniti
Village Clerk

Published at the direction of the Corporate Authorities and the Planned Development Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois.
Published in Daily Herald May 15, 2026 (332002)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

DuPage County

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DuPage County DAILY HERALD**. That said **DuPage County DAILY HERALD** is a secular newspaper, published in Naperville, DuPage County, State of Illinois, and has been in general circulation daily throughout DuPage County, continuously for more than 50 weeks prior to the first Publication of the attached notice, and a newspaper as defined by 715 ILCS 5/5.

I further certify that the **DuPage County DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 05/15/2026 in said **DuPage County DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

BY _____
Designee of the Publisher of the Daily Herald

Control # 332002 *DUPAGE*

PADDOCK PUBLICATIONS, INC. Corporate SEAL ILLINOIS

NOTICE OF PUBLIC HEARING

VILLAGE OF OAK BROOK PLANNING & ZONING COMMISSION
JUNE 3, 2026 AT 6:30 P.M.

NOTICE IS HEREBY GIVEN that on June 3, 2026 at 6:30 pm. the Planning & Zoning Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois, will be hold a Special meeting to conduct a public hearing in the Samuel E. Dean Board Room of the Butler Government Center, Village of Oak Brook, 1200 Oak Brook Road, Oak Brook, Illinois 60523 for the purpose of considering the application from the Applicant and Developer, Murphy Development Group, LLC, who is under contract to purchase the property known as 1315 16th Street, Oak Brook, IL 60523, seeking approval of a planned development to authorize the redevelopment of the approximately 2.14-acre site generally located at 1315 16th Street.

Applicant has submitted an application, case number PD-26-2, seeking approval of a planned development on property located at 1315 16th Street, Oak Brook, IL 60523 as described below:

Project Description: Applicant has applied to the Village for planned development approval to authorize the redevelopment of the approximately 2.14-acre site generally located at 1315 16th Street (the "**Property**"). The Applicant proposes to construct a mixed-use residential development consisting of a 13-story building with four levels of structured parking and nine residential levels above, including 115 rental residences, resident amenity areas, and 250 parking spaces. The proposed development includes landscaping, streetscape, and stormwater management improvements, and related site work.

In accordance with the zoning regulations, as part of the planned development, Applicant has requested certain departures as provided in the Zoning Ordinance.

The subject property is generally described as 1315 16th Street, Oak Brook, IL 60523 (permanent index number: 06-23-302-007), located at the corner of 16th Street and Spring Road.



Questions about the proposed project can be directed to Deirdre Clein, Murphy Development Group, LLC; 227 W Monroe, Suite 5200, Chicago, Illinois 60606; (312) 625.3120; dclein@murphyres.com.

In accordance with the provisions of the American with Disabilities Act, any individual who needs a reasonable accommodation in order to participate in or benefit from attendance at this public meeting should contact the Butler Government Center (Village Hall) at (630) 368-5010 as soon as possible before the meeting date.

UNITED STATES POSTAL SERVICE®

Shipment Confirmation Acceptance Notice

A. Mailer Action

Note To Mailer: The labels and volume associated to this form online must match the labeled packages being presented to the USPS® employee with this form.

Shipment Date: 05/14/2026

Shipped From:

Name Rachel Paige

Address 227 West Monroe Street

City Chicago

State IL Zip+4® 60606

Type of Mail	Volume
Priority Mail Service®	0
Priority Mail Express Service®	0
Library Mail Service®	0
International Mail®	0
Ground Advantage™	0
Other	63
Total Volume	63

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B. USPS Action

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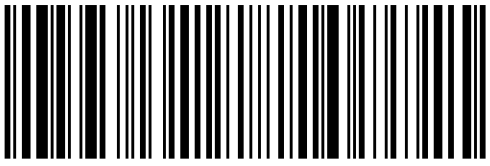
USPS SCAN AT ACCEPTANCE



9475 7112 0108 0417 9636 36

Mailer Name & Address:
Murphy Real Estate Services
Rachel Paige
227 West Monroe Street
Suite 5200
Chicago, IL 60606

FIRM BOOK REPORT

ARTICLE NUMBER	Address (Name, Street, City, State, & ZIP Code)	POSTAGE	Certified Fee	Return Receipt Electronic	Restricted Delivery	Total Postage & Fees
940711189876552707732 5	VINAYAKA HOSPITALITY OAKB, 860 REMINGTON RD, SCHAUMBURG, IL 60173	$0.740	$5.300			$6.040
940711189876552707730 1	OAK BROOK SHOPPING CENTER, PO BOX 101042, CHICAGO, IL 60610	$0.740	$5.300			$6.040
940711189876552707739 4	JONATHAN THATCHER, 356 FOREST TRAIL DR, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707734 9	D ANGELO WILLIAMS, 330 FOREST TRL, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707737 0	SALVATORE & CONCE LIOTTA, 6 OAK BROOK CLUB DR, UNIT J101, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707701 1	1550 SPRING RD LLC, 1717 N NAPER BLVD, NAPERVILLE, IL 60563	$0.740	$5.300			$6.040
940711189876552707705 9	GAIL HASCEK, 252 WALNUT LN, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707706 6	FRANKLIN 1900 SPRING RD, 1900 SPRING ROAD, UNIT 100, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707702 8	R & J LENAHAN COURSEY, 370 FOREST TRL, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707700 4	TAIBA NASREEN, 221 FOREST TRAIL, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707709 7	NORDSTROM INC, P O BOX 21045, SEATTLE, WA 98101	$0.740	$5.300			$6.040
940711189876552707704 2	JANICE H TR O DONNELL, 344 FOREST TRAIL DR, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707708 0	CITY OF ELMHURST, 119 SCHILLER ST, ELMHURST, IL 60126	$0.740	$5.300			$6.040
940711189876552707703 5	OAK BROOK CLUB INC, 1 OAKBROOK CLUB DR, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707707 3	LUBRIA ABDULLAH, 290 W LOOP RD, WHEATON, IL 60189	$0.740	$5.300			$6.040
940711189876552707745 5	CITY OF ELMHURST, 209 N YORK ST, ELMHURST, IL 60126	$0.740	$5.300			$6.040
940711189876552707746 2	LANA & EUGENE OGNIBENE, 6 OAK BROOK CLUB DR, UNIT K-20, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707742 4	GERALD & K WESTERKAMP, 6 OAKBROOK CLUB DR, UNIT K303, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707740 0	DAVE & KRISTEN BARCUS, 6 OAK BROOK CLUB DR, UNIT J104, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707749 3	KATHLEEN O HENES, 6 OAKBROOK CLUB DR, UNIT K-302, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707744 8	ANN HUCEK BURRESS, 1 CHATHAM LN, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707748 6	THOMAS & MARG CUNNINGHAM, 6 OAK BROOK CLUB DR, J304, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707743 1	JOHN COLLINS, 6 OAKBROOK CLUB DR, UNIT J203, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707747 9	TERRENCE & MAUREE TAYLOR, 6 OAK BROOK CLUB DR, UNIT J306, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707751 6	6 OAK BROOK CLUB LLC, 6 OAK BROOK CLUB, UNIT K301, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707755 4	LARRY WALSH, 6 OAK BROOK CLUB, UNIT K304, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707756 1	FURQAN & SABA SIDDIQI, 6 OAK BROOK CLUB, UNIT J108, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707752 3	DOMENICA MUGNOLO TRUSTEE, 6 OAKBROOK CLUB DR, UNIT K207, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707750 9	DONALD & K ANGELINI JR, 6 OAKBROOK CLUB DR, UNIT J205, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707754 7	JAMES &PAMELA VAN ALSTIN, 6 OAK BROOK CLUB, NO J204, OAK BROOK, IL 60523	$0.740	$5.300			$6.040

Mailer Name & Address:
Murphy Real Estate Services
Rachel Paige
227 West Monroe Street
Suite 5200
Chicago, IL 60606

FIRM BOOK REPORT

ARTICLE NUMBER	Address (Name, Street, City, State, & ZIP Code)	POSTAGE	Certified Fee	Return Receipt Electronic	Restricted Delivery	Total Postage & Fees
940711189876552707758 5	RALPH A & MARION J RENNO, 6 OAKBROOK CLUB DR, NO J-202, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707753 0	WALTER KELLY, 6 OAK BROOK CLUB DR, UNIT J207, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707757 8	OBC HOLDING LLC, 715 ENTERPRISE DR, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707621 2	IRENE W HONIG, 6 OAK BROOK CLUB, UNIT J308, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707626 7	MAUREEN PIERANUNZI, 6 OAK BROOK CLUB, UNIT K306, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707620 5	NANCY L HERTER, 6 OAK BROOK CLUB DR, UNIT K102, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707629 8	KATHLEEN RUETH, 6 OAKBROOK CLUB DR, UNIT J302, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707628 1	BARBARA MC GOLDRICK, 6 OAK BROOK CLUB DR, UNIT K105, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707623 6	ANTHONY J LAROCCO, 6 OAKBROOK CLUB DR, UNIT J208, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707627 4	BARBARA J TR HIFFMAN, 6 OAKBROOK CLUB DR, UNIT K101, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707681 6	THERESA B HUPP, 6 OAKBROOK CLUB DR, UNIT K305, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707685 4	GERALDINE SMRCINA, 6 OAK BROOK CLUB DR, UNIT J206, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707686 1	APP COLONY LLC, 18W140 BUTTERFIELD RD, UNIT 940, OAKBROOK TERR, IL 60181	$0.740	$5.300			$6.040
940711189876552707680 9	THOMAS DAVY, 6 OAK BROOK CLUB, UNIT K201, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707689 2	STEPHEN & JOANN CALLAHAN, 111 W ELMWOOD TER, ELMHURST, IL 60126	$0.740	$5.300			$6.040
940711189876552707683 0	RICHARD E TERRY TR, 7925 TIGER LILY DR, NAPLES, FL 34113	$0.740	$5.300			$6.040
940711189876552707675 5	JENNIFER ZORDANI, 6 OAK BROOK CLUB DR, UNIT K202, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707670 0	MICHAEL & ROSA LUCCHESI, 6 OAKBROOK CLUB DR, UNIT J307, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707674 8	RAYMOND R RIMKUS, 6 OAK BROOK CLUB, NO K-206, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707673 1	DANIEL & KAREN BRYAR, 6 OAK BROOK CLUB DR, UNIT K307, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707691 5	COMPY JOE KIRBY, 6 OAK BROOK CLUB, UNIT K107, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707696 0	CHICAGO TITLE 8002355285, 6 OAKBROOK CLUB DR, NO J303, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707690 8	BARBARA A NEIL, 6 OAKBROOK CLUB DR, UNIT K103, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707694 6	CONNIE WINKLER, 6 OAK BROOK CLUB DR, UNIT K308, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707697 7	ANGELINI FAMILY TRUST, 6 OAK BROOK CLUB DR, UNIT J102, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707665 6	FRANK J KIRBY, 6 OAKBROOK CLUB DR, NO K108, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707666 3	ASHA & RAMESH CHHABLANI, 6 OAK BROOK CLUB, UNIT J301, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707664 9	DIANE J PERO, 6 OAKBROOK CLUB DR, UNIT K-106, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707668 7	RAVI & RITA DUTT, 6 OAK BROOK CLUB, UNIT J105, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707667 0	OLGA E SOROKA, 6 OAKBROOK CLUB DR, UNIT K203, OAK BROOK, IL 60523	$0.740	$5.300			$6.040

Mailer Name & Address:
Murphy Real Estate Services
Rachel Paige
227 West Monroe Street
Suite 5200
Chicago, IL 60606

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ARTICLE NUMBER	Address (Name, Street, City, State, & ZIP Code)	POSTAGE	Certified Fee	Return Receipt Electronic	Restricted Delivery	Total Postage & Fees
940711189876552707616 8	MICHAEL & NANCY HOGAN, 6 OAK BROOK CLUB DR, UNIT J-103, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707610 6	FLORENCE SCULLY, 6 OAKBROOK CLUB DR, NO K104, OAK BROOK, IL 60523	$0.740	$5.300			$6.040
940711189876552707614 4	G & J CASKEY STORTZ, 6 OAK BROOK CLUB, NO K204, OAK BROOK, IL 60523	$0.740	$5.300			$6.040

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FIRM BOOK REPORT

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(Signature of receiving employee)

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AFFIDAVIT

May 18, 2026

VIA EMAIL ONLY
rvondrasek@oak-brook.org

Mrs. Rebecca Von Drasek
Development Services Director
Village of Oak Brook
1200 Oak Brook Road
Oak Brook, Illinois 60523

RE: *Murphy Development Group, LLC*
1315 16th Street, Oak Brook, IL 60523
Case File No.: PD-26-2

Dear Ms. Von Drasek:

The undersigned, Deirdre Clein, being first duly sworn under oath, deposes and states the following:

That the undersigned certifies they have complied with the requirements of Section 13-15-5 of the Oak Brook Zoning Ordinance, Title 13 of the Village Code of the Village of Oak Brook, by serving written notice, by USPS certified mail, return receipt requested: (i) to the taxpayers of record, applicant and owner of record of the property commonly known as 1315 16th Street, Oak Brook, IL 60523 (the "Property"), which is the subject of the application for planned development approval; and (ii) to the taxpayers of record and residents of all property within five hundred (500) feet of the Property, excluding the number of feet occupied by streets, alleys, other public ways in each direction of the lot lines of the Property, and that the notice contained:

- The identification number designation of the application;
- The date and time of the public hearing;
- The location of the public hearing; and
- The general location of the Property, the legal description of the Property and its street address, and a short description of the proposed planned development and the purpose of the public hearing.

Further, that the undersigned made a bona fide effort to determine the addresses of the parties to be notified under the above ordinance, and the accompanying list of names and addresses of surrounding property taxpayers and residents within 500 feet is a complete list.

Deirdre Clein
Director, Murphy Development Group, LLC

SUBSCRIBED and SWORN to me before this 18th day of May, 2026.

Notary Public

Official Seal
RACHEL ELIZABETH PAIGE
Notary Public, State of Illinois
Commission No. 979723
My Commission Expires October 18, 2027

(SEAL)

ITEM 6.D.3.
BOARD OF TRUSTEES MEETING
SAMUEL E. DEAN BOARD ROOM
BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS
630-368-5000

AGENDA ITEM

Board of Trustees Regular Meeting
of
May 12, 2026

SUBJECT: Referral of Planned Development for Lot 2 of Franklin North Subdivision (1315 16th Street) - Murphy Development Group, LLC

FROM: Rebecca Von Drasek, Development Services Director

BUDGET SOURCE/BUDGET IMPACT: N/A

RECOMMENDED MOTION: I move to refer the Murphy Development Group, LLC, with the approval of Franklin 1900 Spring Road, LLC, request for a Planned Development to construct a 13-story residential building within the B-2 Regional Shopping Center District to the Planning & Zoning Commission for public hearing, review and recommendation.

Background/History:

At the December 9, 2025 Village Board meeting, the applicant presented for Preliminary Board Review the proposal to construct an apartment building on Lot 2 of Franklin North Subdivision (1315 16th Street).

Murphy Development Group, LLC, with the consent of the property owner, Franklin Partners, is proposing to construct a 13-story building on the site. This location was previously approved for the Butler condominium project. The applicant proposes to construct 115 rental units with an average size of 1,382 sq. ft., 240 interior parking spaces, and added amenities of a pool, gym, outdoor seating areas, a golf simulator, climate-controlled storage, and co-working spaces.

Staff Comments:

1. A Planned Development is required for this proposal. The intent and purpose of the planned development regulations is to provide an alternate zoning procedure under which land can be developed or redeveloped with innovation, imagination, and creative architectural design when sufficiently justified under the provisions of this chapter. The objective of the planned development is to encourage a higher level of design and amenity than is possible to achieve under standard zoning regulations.

2. A Final subdivision plat was approved for Lot 2 of the Franklin North Subdivision on December 13, 2022 by Resolution R-2055.

3. The subject property is currently zoned B-2, Regional Shopping Center District. Residential uses are not listed as a Permitted or Special Use in the B-2 District.

4. This type of residential building is not specifically listed as permitted in any other district within the Village Zoning Ordinance. The 1990 Comprehensive Plan does not anticipate this type of development within the Village of Oak Brook. However, a 17-story apartment building was allowed as part of the Oak Brook Commons Planned Development within the ORA-2, Office, Research, and Assembly District.

5. Section 13-15-2 General Provisions of the PD regulations does allow new residential development within a planned development overlay district. Section 13-15-2(B) further indicates that each PD shall be presented and reviewed on its own merits. As such, a new land use can be introduced into a zoning district through a PD if it is not currently permitted but the new use/project must still be reviewed on a case-by-case basis and provide tangible benefits to the community.

6. A separate neighborhood meeting was required as part of the outreach for this project. The neighborhood meeting is an element of the Planned Development process outlined in Section 13-15-5.B.1d. The applicant held this meeting January 21, 2026, a summary of comments is included within the case file.

7. The B-2 District permits a floor area ratio (FAR) not to exceed 0.5. The proposed building would have a Floor Area Ratio of 2.3. The FAR for the subdivision including Citibank, Shake Shack, Kids Urgent Care, and the proposed project would be 0.92 for the entire four-lot subdivision, under the original proposal with an 0.99 FAR.

8. The approximately 2-acre property is in both the regulatory floodway and regulatory floodplain. The property owner has obtained a Letter of Map Revision (LOMR) and relocated the floodplain/floodway on-site to allow for development of the property.

Please see the application materials provided by the applicant for additional information and background.

Recommendation:

Staff recommends that the Village Board refer the request for a Planned Development to the Planning & Zoning Commission (P&Z) for public hearing, review and recommendation.

Attachments:

1. Exhibits - Referral

Record No: PD-26-2

Planned Development

Status: Active

Submitted On: 4/3/2026

Primary Location

1900 SPRING RD
OAK BROOK, IL 60523

Owner

FRANKLIN 1900 SPRING RD
1900 SPRING ROADUNIT 100
OAK BROOK , IL 60523

Applicant

Deirdre Clein
[redacted]
[redacted]
227 W Monroe
Suite 5200
Chicago, IL 60606

Project Information

Type of Property*

Commercial

Development Type*

New Planned Development

Number of Waivers and/or Variations requested*

5

Number of Street Frontages*

2

General Location - Legal Address/s

1315 16th Street

Zoning District*

B2

Property Interest of the Applicant*

Contract Purchaser

Owner of Record*

Franklin 1900 Spring Road, LLC

Phone*

312

Owner Address*

1900 Spring Road, Suite 100, Oak Brook, IL 60523

Owner Email Address*

[redacted]

Name of Applicant*

Murphy Development Group, LLC

Applicant's Phone*

[redacted]

Applicant's Address*

227 W Monroe, Suite 5200, Chicago, IL 60606

Applicant Email Address*

[redacted]

Acknowledgement

I (we) certify that all of the above statements and the statements contained in any papers or plans submitted herewith are true to the best of my (our) knowledge and belief. I (we) give permission to the Village to install public hearing signs on the lot frontages of the above subject property as described in the Village Code. In addition to the above fees, applicant agrees to reimburse the Village for all recoverable costs within 30 days of billing.

Signature of Applicant*

Deirdre Clein
Feb 11, 2026

Date*

04/03/2026

If the applicant/Agent is not the owner of record, a written statement authorizing approval of the proposed planned development application is required from the property owner in addition to their signature above and supporting documents. * Note: Plus all applicable third party costs and recoverable expenses. ** List each waiver or variation on a separate sheet with applicable fees calculated.

Subject Property Verification

Permanent Index Number*

623302007

Common Address*

1316 16th Street

Legal Description-* Contact DuPage County: 630-407-5401 to cross-check and verify the accuracy of the PIN number, legal and common address. (can copy/paste if available)*

Being a resubdivision of Lot 3 in the Franklin Subdivision, being a resubdivision of Lot 1 in the First Federal Resubdivision of Lots 1 and 2 in Oakbrook Hotel Co's Resubdivision in Section 23, Township 39 North, Range 11 east of the third principal meridian, according to the plat thereof recorded April 27, 2018 as document no. R2018-036669, in DuPage County, Illinois.

I verify that the information provided above is accurate.*

Deirdre Clein
Feb 11, 2026

Date*

04/03/2026

Relationship to Applicant*

Employee

Planned Development Standards

A. Planned Developments Are Not Permitted As Of Right: Planned developments shall be approved by the village only in direct response to the accrual of tangible public benefits from the planned development to the village and its residents, along with the neighborhood and area in which the planned development is proposed. These benefits shall include, without limitation, exceptional amenities, landscape features, architectural or site design, or the conservation of special manmade or natural features of the site, all as more specifically set forth in the standards set forth in subsection B of this section.

B. General Design Standards: No application for a planned development shall be approved by the corporate authorities unless the proposed planned development satisfies the standards set forth in this subsection B and subsection C of this section. All of these standards shall not be regarded as inflexible, but shall be used as a framework by the village to test the quality of the amenities, benefits to the community, and design and desirability of the proposal. PLEASE RESPOND TO EACH ITEM BELOW.

1. Comprehensive Plan: The planned development shall not be inconsistent with the planning policies, goals, objectives, and provisions of the village's comprehensive plan. A planned development must also not be inconsistent with the intent and spirit of the village of Oak Brook comprehensive plan.*

The proposed development is consistent with the Village's Comprehensive Plan goals encouraging high-quality mixed-use environments in proximity to Oakbrook Center and major transportation corridors. The subject property is uniquely situated between Spring Road and16th Street, in proximity to I-88, adjacent to existing commercial, hospitality, and residential development. The proposal supports the evolution of this corridor into a more urban, walkable district while maintaining appropriate scale. The proposed 13-story, 145-foot building is lower in height than the previously approved development on the site (21 stories) and is comparable to surrounding structures such as One Oak Brook Common (17 stories). The proposed development also supports the Village's long-term economic objectives by introducing a high-value residential use that contributes to the tax base while supporting the vitality of the adjacent Oakbrook Center and commercial corridor.

2. Public Welfare: The Planned Development shall be designed, located, and proposed to be operated and maintained so that it will not impair an adequate supply of light and air to adjacent property and will not substantially increase the danger of fire or otherwise endanger the public health, safety and welfare.*

The building has been designed to preserve light and air through narrowed tower proportions, setbacks and articulated massing, and a podium-and-tower configuration that reduces perceived bulk at the pedestrian level. Fire safety and public health are addressed through full compliance with the International Building Code, fire suppression systems, emergency access provisions, and structured parking internalized within the building envelope. The design does not materially increase fire risk or endanger public welfare and instead enhances safety through controlled access and structured circulation. Compared to permitted commercial uses, the proposed residential use results in lower traffic generation, reduced service demand, and more predictable operational patterns, further supporting compatibility with surrounding properties.

3. Impact on Other Property: The Planned Development shall not be unnecessarily injurious to the use or enjoyment of other property in the neighborhood for the purposes permitted pursuant to the applicable zoning district, shall not prevent the normal and orderly development and improvement of surrounding properties for permitted uses, shall not be inconsistent with the community character of the neighborhood, shall not alter the essential character of the neighborhood, and shall not substantially diminish or impair property values within the neighborhood, or be incompatible with other property in the immediate vicinity. The uses permitted in a Planned Development must be of a type and so located so as to exercise no undue detrimental influence upon surrounding properties. The Planned Development must also address compliance with the Village's noise, lighting, and other performance standards. *

The proposed development is compatible with the established commercial and multi-story context of Spring Road and Oakbrook Center. It replaces a previously approved 21-story concept with a reduced-height 13-story building. The design screens structured parking behind architectural treatments and provides landscaping along the site perimeter. Noise and lighting will comply with Village performance standards. Exterior lighting will be down-cast and shielded to prevent spillover onto adjacent properties. Parking is internalized, limiting visual and operational impacts. The project enhances nearby property values by introducing a luxury residential population supporting adjacent retail, hospitality, and office uses. As confirmed by the traffic study, the development will not result in a material adverse impact on surrounding roadway operations and does not require signalization or significant roadway expansion.

4. Impact on Public Facilities and Resources: The Planned Development shall be designed so that adequate utilities, road access, drainage, and other necessary facilities will be provided to serve the development. The Planned Development shall include such impact donations as may be reasonably determined by the Corporate Authorities. The required impact donations, including, without limitation, obligations under the Village's subdivision regulations, shall be calculated in reasonable proportion to the impact of the Planned Development on public facilities and infrastructure to the extent permitted by law*

The Planned Development has been designed to ensure that adequate utilities, road access, drainage, and public infrastructure are available to serve the site. Structured parking accommodates residents and visitors on site, minimizing demand on public streets, and vehicular access points are coordinated with existing roadway geometry to ensure safe ingress and egress. With respect to stormwater management and floodplain considerations, the LOMR work for the property has already been completed. Although the existing on-site stormwater tank will be replaced as part of the redevelopment, the proposed system will maintain the same capacity, volume, and approved elevations. Importantly, this storage capacity accommodates more than just the subject property, as it also functions as compensatory storage for a portion of 16th Street. The development will therefore preserve previously approved floodplain conditions while modernizing the infrastructure. The project will comply with all Village and County engineering standards and will satisfy any impact fees or subdivision obligations as determined by the Corporate Authorities in proportion to its impact. The residential nature of the development, including its anticipated resident profile, further supports stable and predictable traffic patterns compared to higher-intensity commercial uses.

5. Archaeological, Historical or Cultural Impact: The Planned Development shall not substantially and adversely affect a known archaeological, historical, or cultural resource located on or off of the parcel proposed for development.*

The subject property does not contain known archaeological, historical, or cultural resources. The site is currently improved and does not include designated landmark structures or protected features. The proposed development will not substantially or adversely affect any known off-site archaeological, historical, or cultural resources.

6. Parking and Traffic: The Planned Development shall have or make adequate provision to provide ingress and egress to the proposed use in a manner that minimizes traffic congestion in the public streets, provides appropriate cross access to adjacent properties and parking areas, and provides adequate access for emergency vehicles.*

The proposed Planned Development provides safe and efficient ingress and egress while minimizing impacts to surrounding roadways, with access from 16th Street designed to accommodate both resident and service traffic. A comprehensive traffic study confirms that the surrounding roadway network will continue to operate at acceptable Levels of Service under future conditions, with the development having no material adverse impact on traffic operations. Targeted improvements to Spring Road, including reconstruction of the median to provide an exclusive left turn lane and restriping to create a dedicated left turn lane and a shared through and right turn lane, will further support efficient traffic flow without the need for a signal or additional turn lanes. The proposed parking supply meets Village code requirements and exceeds projected peak demand, and the site layout provides appropriate internal circulation, cross access, and adequate accommodation for emergency vehicles.

7. Adequate Buffering: The Planned Development shall have adequate landscaping, public open space, and other buffering features to protect uses within the development and surrounding properties.*

The site plan incorporates perimeter landscaping, enhanced plantings, and open space areas to buffer the development from surrounding properties and public streets. The metal panels at the podium screens parking from view and softens the building's base condition. Amenity decks and landscaped areas are integrated within the structure to maintain visual quality and protect adjacent properties. The overall design enhances the streetscape while preserving appropriate separation between uses.

8. Signage: Signage on the site of the Planned Development shall generally be in conformity with the Village's Sign Regulations (Chapter 11 of the Zoning Regulations), except as may otherwise be specifically provided in the ordinance approving a Planned Development. *

All signage associated with the Planned Development will comply with the Village's Sign Regulations unless specifically modified by the ordinance approving the Planned Development. Any building signage will be integrated architecturally into the façade design and will be scaled appropriately to the building and surrounding context.

9. Ownership/Control Area: The site of the Planned Development must be under ownership and/or unified control of the applicant.*

The applicant is currently under contract to purchase the subject property. The current owner has executed an owner's affidavit authorizing the applicant to pursue and process the Planned Development application. Upon closing, the property will be under unified ownership and control of the applicant. The Planned Development boundary encompasses the full parcel, ensuring cohesive planning, design, and long-term management of the site.

10. Need: A clear showing of need for the Planned Development must be made by means of an economic feasibility, land utilization and marketing study*

The project responds to demonstrated market demand for luxury residential housing in close proximity to Oakbrook Center and the Village's commercial core, where there is limited supply of high-quality, large-format units offering condominium-quality finishes and layouts. The proposed development provides an average unit size of approximately 1,382 square feet, appealing to downsizing homeowners and professionals seeking a high-quality, maintenance-free living environment within the Village. The refined 13-story configuration balances market feasibility with reduced height and improved contextual compatibility, while diversifying the Village's housing stock and strengthening its long-term tax base. The development also supports the Village's need for housing that reinforces its existing commercial base by introducing a population of high-income residents within immediate proximity to Oakbrook Center, thereby enhancing the economic performance and long-term viability of surrounding retail, dining, and hospitality uses while generating a meaningful and sustained fiscal benefit to the Village, as demonstrated in the submitted fiscal impact analysis.

11. Compliance with Subdivision Regulations and Plat Act: All Planned Developments, whether or not they are by definition subject to the Village's subdivision regulations or the Illinois Plat Act, shall comply with all standards, regulations and procedures of the Village's subdivision regulations and the Plat Act except as is expressly provided otherwise in this Chapter, or as otherwise provided by the Corporate Authorities pursuant to the ordinance approving the Planned Development, or the applicable sections of the Village's subdivision regulations.*

The Planned Development will comply with applicable Village subdivision regulations and the Illinois Plat Act, including engineering standards, dedication requirements, and recordation procedures, except as may be expressly modified by the Corporate Authorities in the approving ordinance.

12. Covenants and Restrictions to be Enforceable by Village: All covenants, deed restrictions, easements, and similar restrictions to be recorded in connection with the Planned Development shall provide that they may not be modified, removed, or released without the express consent of the Corporate Authorities and that they may be enforced by the Village as well as by future landowners within the proposed development.*

All covenants, deed restrictions, easements, and related documents recorded in connection with the Planned Development will provide that they may not be modified, removed, or released without the express consent of the Corporate Authorities and will be enforceable by the Village as well as by future landowners within the development.

13. Security and Site Control: The Planned Development shall include the plans necessary to describe, establish, and maintain appropriate property and building security and site control measures for the Planned Development and the property on which the Planned Development is located. These plans shall also include measures to prevent adverse impacts on neighboring properties. *

The Planned Development includes appropriate security and site control measures, including controlled residential access points, secured garage entry, monitored lobby access, and professional property management. Exterior lighting will be designed to enhance safety while minimizing spillover onto adjacent properties. The overall site design, circulation pattern, and landscaping plan are intended to prevent adverse impacts on neighboring properties and ensure a safe, well-maintained residential environment.

Additional Standards

C. Additional Standards: In addition to the standards required in Subsection B of this Section, the following standards shall be considered in reviewing all proposed and amended Planned Developments, particularly with regard to elements of Planned Development proposals that do not satisfy the otherwise applicable provisions of the underlying zoning and subdivision regulations

1. Integrated Design: A Planned Development shall be laid out and developed as a unit in accordance with an integrated overall design. This design shall provide for safe, efficient, convenient and harmonious grouping of structures, uses and facilities, and for appropriate relation of space inside and outside buildings to intended uses and structural features.*

The Planned Development has been designed as a cohesive and integrated development that unifies building form, site planning, circulation, and amenity spaces into a single coordinated concept. The podium-and-tower configuration efficiently organizes residential, parking, and amenity uses while maintaining a clear hierarchy of spaces. Vehicular access, pedestrian movement, and building entry points are thoughtfully aligned to provide safe, efficient, and intuitive circulation throughout the site. The relationship between interior and exterior spaces has been carefully considered, with amenities, open space, and building features arranged to support the intended residential use while reinforcing a harmonious and well-composed development. The site's isolated configuration further allows the development to function as a self-contained and well-organized environment, minimizing external impacts while enabling a cohesive internal design.

2. Beneficial Common Open Space: Any common open space in the Planned Development shall be integrated into the overall design. These open spaces shall have a direct functional or visual relationship to the main building(s) and shall not be of isolated or leftover character. *

Common open space within the Planned Development is intentionally integrated into the overall design and directly tied to the primary residential use. Amenity decks, landscaped areas, and outdoor gathering spaces are located in meaningful relationship to the building and its occupants, including elevated amenity areas that provide both functional use and visual relief. These spaces are designed as usable, programmed environments that support recreation, social interaction, and resident wellbeing, rather than leftover or incidental areas. No common open space consists of unusable fragments, vehicular areas, or rights-of-way, and all such areas contribute to the overall livability and design quality of the development.

The following would not be considered usable common open space: a. Areas reserved for the exclusive use or benefit of an individual tenant or owner. b. Dedicated streets, alleys and other public rights-of-way. c. Vehicular drives, parking, loading and storage areas. d. Irregular or unusable narrow strips of land.

3. Functional and Mechanical Features: Exposed storage areas, trash and garbage retainers, exposed machinery installations, service areas, truck loading areas, utility buildings and structures, and similar accessory areas and structures shall be accounted for in the design of the Planned Development and made as unobtrusive as possible. These features shall be subject to such setbacks, special planting or other screening methods as shall reasonably be required to prevent their being incongruous with the existing or contemplated environment and the surrounding properties.*

All service and functional elements of the development have been incorporated into the building and site design in a manner that minimizes visual and operational impacts. Structured parking is internalized within the building and screened by architectural materials consistent with the primary façade. Trash, loading, and service areas are integrated within the building footprint and screened from view. Mechanical equipment is located within the building or screened at the roof level to prevent visibility from surrounding properties. These features are designed to be unobtrusive and compatible with the overall architectural character of the development.

4. Visual and Acoustical Privacy: The Planned Development shall provide reasonable visual, and acoustical privacy. Fences, insulations, walks, barriers and landscaping shall be used as appropriate for the protection and aesthetic enhancement of property and the privacy of its occupants, screening of objectionable view or uses, and reduction of noises. *

The Planned Development provides for visual and acoustical privacy through a combination of building design, spatial separation, and landscaping. Unit layouts, window placement, and building orientation are designed to minimize direct overlook into adjacent properties. Landscaping, setbacks, and architectural articulation provide additional buffering and screening. Building construction will incorporate appropriate insulation and materials to reduce sound transmission between units and to adjacent properties. These measures collectively enhance the privacy and comfort of residents while protecting neighboring uses.

5. Energy Efficient Design: A Planned Development shall be designed with consideration given to various methods of site design and building location, architectural design of individual structures, and landscaping design capable of reducing energy consumption within the Planned Development. The applicant will be encouraged, to the extent feasible, to obtain Leadership in Energy and Environmental Design ("LEED") certification for the project. A Planned Development applicant may also undertake the following: a. Having at least one member of the applicant's project team be a "LEED Accredited Professional" -- a person who has received the LEED Accredited Professional designation from the United States Green Building Council ("USGBC"), the Green Building Certification Institute, or another entity authorized by the USGBC to grant that designation. *

The development has been designed with consideration for energy efficiency through building orientation, envelope design, and the incorporation of modern building systems intended to reduce overall energy consumption. High-performance glazing, insulation, and efficient mechanical systems will be utilized to improve building performance. The project team includes a LEED Accredited Professional, and sustainable design strategies consistent with industry best practices are being incorporated into the project. In addition, current Illinois building codes require a high level of energy performance that aligns closely with LEED–equivalent standards, ensuring that new construction meets rigorous efficiency benchmarks even without formal certification.

b. Having its application materials include a "LEED Checklist" developed by the U.S. Green Building Council indicating the credits pursued and total points anticipated for a project under the most appropriate LEED rating system, in consultation with the Director of Community Development. *

While formal LEED certification is not currently proposed, the development is being designed with a strong emphasis on energy efficiency and long-term operational sustainability, and opportunities to further align with LEED guidelines will continue to be evaluated as the project advances.

6. Drives, Parking and Circulation: Principal vehicular access shall be from dedicated public streets, and access points shall be designed to encourage smooth traffic flow with controlled turning movements and minimum hazards to vehicular or pedestrian traffic. With respect to vehicular and pedestrian circulation, including walkways, interior drives and parking, special attention shall be given to location and number of access points to the public streets, width of interior drives and access points, general interior circulation, separation of pedestrian and vehicular traffic, adequate provision for service by emergency vehicles, and arrangement of parking areas that are safe and convenient, and insofar as feasible, do not detract from the design of proposed buildings and structures and the neighboring properties. To the extent practical, Planned Developments shall provide connections to and from existing bike and walking paths so as to ensure a continuous route without gaps or disconnections.

The Planned Development provides safe and efficient vehicular and pedestrian circulation consistent with the findings of the traffic study, with principal access from 16th Street and access points designed to accommodate anticipated traffic volumes while minimizing conflicts and maintaining smooth traffic flow. The study confirms that the surrounding roadway network and proposed access configuration will operate at acceptable Levels of Service under future conditions, with no signalization or additional turn lanes required beyond targeted improvements to Spring Road, including a reconstructed median and dedicated left turn lane to facilitate inbound movements. Internal circulation, including drive aisles and structured parking, is designed to modern standards and provides clear, safe, and convenient access for residents, visitors, and service vehicles. The fire lane layout and emergency access have been developed in coordination with the Village Fire Chief to ensure that the design meets the Fire Department's operational requirements and emergency response standards. Pedestrian circulation is incorporated through sidewalks and defined pathways with appropriate separation from vehicular areas where feasible, and the site's proximity to surrounding commercial uses supports walkability and connectivity to the broader area.

7. Surface Water Drainage: Special attention shall be given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties or the public storm drainage system. Surface water in all paved areas shall be collected at intervals so that it will not obstruct the flow of vehicular or pedestrian traffic.*

The Planned Development incorporates a comprehensive stormwater management system designed to ensure that surface water is properly collected, conveyed, and discharged without adverse impact on neighboring properties or the public storm drainage system. The site has already undergone significant floodplain and stormwater improvements, including mass grading to elevate the property out of the floodplain, widening of the adjacent tributary, and installation of a detention and compensatory storage system. As part of the proposed development, the existing underground stormwater vault will be replaced to accommodate the building footprint; however, it will be reconstructed to maintain the same storage capacity, volume, and elevations as previously approved, thereby preserving both detention and compensatory storage functions, including those that serve areas beyond the site, such as portions of adjacent public right-of-way. ln addition, the proposed development reduces overall impervious area compared to prior conditions, resulting in no net increase in stormwater runoff and eliminating the need for additional detention or best management practices under applicable Village requirements. Surface drainage across paved areas will be managed through appropriate grading and inlet placement to prevent ponding and ensure safe vehicular and pedestrian movement.

Acknowledgement

I (we) certify that all of the above statements and the statements contained in any documents or plans submitted herewith are true to the best of my (our) knowledge and belief. I (we) give permission to the Village to install public hearing sign(s) on the lot frontages of the above subject property as described in the Village Code. In addition to the above fees, applicant agrees to reimburse the Village for publication costs within 30 days of billing.*

Deirdre Clein
Mar 27, 2026

Signature of Applicant: I agree that my electronic signature is equivalent to a handwritten signature and is binding for all purposes related to this transaction.*

Deirdre Clein
Mar 27, 2026

MDG MURPHY DEVELOPMENT GROUP, LLC

April 3, 2026

Village of Oak Brook
Board of Trustees
1200 Oak Brook Road
Oak Brook, IL 60523

Re: 1315 16th Street (1900 Spring Road) – Planned Development Application Narrative

Murphy Development Group, LLC is pleased to submit the Planned Development application for 1315 16th Street (the north lot of 1900 Spring Road), a thoughtfully designed luxury residential community that represents a comprehensive re-envisioning of the site. The proposed development reflects a continued commitment to architectural excellence, contextual design, and responsible planning, consistent with the Village of Oak Brook's long-standing standards.

The project is envisioned as a 13-story residential building, consisting of a four-story podium with structured parking and building support uses, and nine stories of residential units above. The building will include 115 large-format residential units, with an average unit size of approximately 1,380 square feet, offering a mix of one-bedroom plus den through three-bedroom layouts. The scale, configuration, and unit mix have been carefully calibrated to deliver a lower-intensity residential environment while maintaining a high-quality architectural presence appropriate for this location. While the community is initially planned as a luxury rental offering, the residences are designed to condominium-quality standards, preserving the potential for future condominium conversion.

While the site has been the subject of prior development concepts by others, the current proposal represents a fundamentally new and independently conceived approach. In preparing this plan, the development team carefully considered feedback and perspectives previously expressed by the Village, including sensitivities around height, massing, and overall compatibility. The result is a materially refined project that reduces building height, improves proportions, and advances a more balanced and contextually appropriate design. This proposal is not a continuation of the prior concept, but rather a re-envisioning of the site that responds directly to Village priorities while achieving a viable and high-quality outcome.

The architectural design has advanced to incorporate a timeless and durable material palette of brick, metal, and extensive glazing. The building has been designed to present a cohesive and high-quality appearance from all vantage points, with structured parking fully integrated within the podium and screened from view. Mechanical systems are incorporated within the building envelope to ensure a clean architectural expression consistent with the Village's standards.

The site plan has been carefully coordinated to provide safe and efficient access while maintaining a strong arrival experience and clear internal circulation. Access is provided from 16th Street, with a defined motor court and organized vehicular circulation. A comprehensive traffic study has been completed and confirms that the surrounding roadway network will continue to operate at acceptable Levels of Service with the addition of the project. Based on this analysis, no traffic signal or additional roadway widening is required. Instead, targeted improvements to Spring Road, including median modifications and restriping to provide

a dedicated left-turn lane, will enhance traffic flow and facilitate safe access without introducing unnecessary infrastructure. Consistent with the approach approved under the previous Planned Development for this site, the costs of these public improvements will be shared between Murphy Development Group, the Village of Oak Brook, and Oakbrook Terrace, reflecting a collaborative investment in community infrastructure.

The subject site is uniquely positioned as a physically and functionally isolated parcel, bounded by major roadways and separated from established residential neighborhoods. This condition meaningfully limits the potential for the types of external impacts often associated with new residential development, such as traffic infiltration, noise, or compatibility concerns with adjacent uses. Unlike more embedded sites, the project does not introduce new intensity directly into existing residential neighborhoods, but instead occupies a standalone location where its impacts are largely self-contained.

At the same time, this isolation presents an opportunity to thoughtfully integrate the site in a manner that enhances its surroundings. The development has been planned to strengthen connectivity to the broader Oak Brook commercial environment, particularly the adjacent Oakbrook Center and surrounding retail corridor. By introducing a stable population of high-income residents within immediate proximity, the project supports local businesses, increases foot traffic, and contributes to the long-term economic vitality of the area. Pedestrian circulation, streetscape improvements, and internal site design have been intentionally configured to promote walkability and encourage engagement with nearby amenities, transforming an otherwise disconnected site into a cohesive and active component of the Village's commercial fabric.

The development also builds upon significant prior investment in site infrastructure. A completed floodplain and stormwater improvement program elevated the site out of the floodplain, expanded the adjacent tributary, and installed a stormwater detention and compensatory storage system. As part of this development, the existing underground vault will be replaced to accommodate the building footprint while maintaining the same capacity, volume, and elevations previously approved. This system continues to serve not only the subject property but also functions as compensatory storage for surrounding areas, including portions of 16th Street.

The development team is targeting completion of the entitlement process, advancement of the design, and submission for building permits by the end of 2026. The property is currently under contract, with closing anticipated in October 2026. The project schedule is closely coordinated with the Village's review and approval process, and the development team is prepared to advance the design expeditiously upon receiving entitlements. Following entitlement and permit issuance, construction is expected to commence in the first quarter of 2027. The project is anticipated to require approximately 18 to 19 months to complete, with delivery in the third quarter of 2028.

The project will offer a thoughtfully curated amenity program designed to support a refined and resident-focused living environment. Amenities are distributed throughout the building and include an outdoor pool terrace, fitness and wellness facilities, co-working and lounge spaces, and private gathering areas, all designed to prioritize comfort, convenience, and a quieter, more private residential experience. The overall amenity mix has been intentionally tailored to appeal to long-term residents seeking a maintenance-free lifestyle, particularly empty nesters and professionals, with an emphasis on wellness, functionality, and understated luxury rather than high-traffic or entertainment-oriented uses. Each residential floor will also include dedicated storage rooms, with additional enclosed storage provided

within the garage, offering a level of convenience and organization not typically found in comparable developments.

The building will provide enclosed structured parking for approximately 232 resident vehicles and 18 guest spaces, fully integrated within the podium and screened from public view. Streetscape enhancements, upgraded landscaping, and a reconfigured underground stormwater system will further improve the property's integration with 16th Street and Spring Road, reinforcing a cohesive and well-designed residential environment.

Interior finishes will be executed to a high standard, drawing from a refined and cohesive material palette. Residences will feature custom cabinetry in wood tones, quartz countertops, premium appliance packages, and wide-plank flooring throughout the main living areas. Kitchens are designed with clean, integrated millwork, complemented by polished metal fixtures, while bathrooms incorporate full-height tile surrounds, high-quality vanities, and coordinated fixture packages. Throughout the building, finishes are selected to create a warm, understated, and timeless aesthetic, emphasizing durability and long-term quality. The overall design approach prioritizes a residential character more consistent with condominium-level construction, reinforcing the project's positioning as a high-end, long-term living environment.

The project represents a total investment of approximately $105 million, underscoring Murphy Development Group's commitment to delivering an exceptional residential product. Based on a third-party market study, the community is projected to achieve rental rates in the range of $4,000 to $10,000 per month, positioning it among the most luxurious residential offerings in the suburban Chicago market. The homes are designed to appeal to residents who value Oak Brook's premier location, refined retail and dining amenities, and strong sense of community, while maintaining the Village's high standards for design, construction, and quality of life. The project is being designed to allow for potential future condominium conversion.

As a Chicago-based developer with a proven record of successful multifamily, hospitality, and mixed-use projects, Murphy Development Group looks forward to working collaboratively with the Village of Oak Brook to advance this proposal through the Planned Development process. The proposed development represents an opportunity to deliver a timeless residential community that enhances the Spring Road corridor and contributes meaningfully to the Village's continued growth and excellence.

Sincerely,

[redacted]

John T. Murphy
Murphy Development Group, LLC
[redacted]
[redacted]

WAIVERS and VARIATIONS
(Site Development Departures)

Zoning Ordinance Section	Brief description of each waiver or variation sought	Fee Each
13-4-2: ZONING DISTRICT MAP 13-7B-1: PERMITTED USES	Residential Use In a B-2 District	$ 500.00
13-7B-3: LOT AREA REQUIREMENTS A. Floor Area Ratio	Proposed FAR of 2.3 in B-2 District with an FAR maximun of 0.5	
13-7B-3: LOT AREA REQUIREMENTS B. Yards 1. b. Eighty feet (80') from the right-of-way of any other street;	Proposed Minimum Setback of 30'-10" in B-2 District with an FAR maximun of 0.5	
13-12-3: OFF STREET PARKING REGULATIONS	Proposed Drive Aisle Width of 22'-0" in private residential parking.	
13-12-7: OFF STREET LOADING REGULATIONS G. Required Berths 2. accessory to nonoffice uses	Provide 2 - 10ft x 35ft Loading Berths in lieu of 6 - 12ft x 55ft proscribed in B-2 District	

(To continue copy or retype form and Attach additional sheets if necessary)

PLANNED DEVELOPMENT - SITE DEVELOPMENT ALLOWANCES:
Section: 13-15-4

WAIVERS and VARIATIONS
(Site Development Departures)

Proposed site development characteristics that are not consistent with the Zoning Regulations otherwise applicable to the property on which a Planned Development or Planned Development amendment is proposed, may be approved in accordance with this Chapter as part of the ordinance approving the Planned Development or Planned Development amendment. The applicant shall specifically identify each site development departure and demonstrate how each departure will be compatible with surrounding development and is not inconsistent with the Planned Development standards set forth in Section 13-15-3 of this Chapter. Each departure shall be specifically stated and approved in the ordinance approving the Planned Development or Planned Development amendment. Any approved departures from the otherwise applicable Zoning Regulations shall not be deemed a nonconformity and shall not require a variation.

Identify each waiver below and if applicable refer to the page(s) of the site development plan that the departure can be found.

Code Section 13-7B-1 **Relief Sought** Residential Use In a B-2 District

RESPONSE: The proposed residential use is compatible with surrounding development and represents an appropriate and improved evolution of the subject site. While residential is not a permitted use within the underlying B-2 District, the proposed development is more compatible with the surrounding area than many by-right commercial uses, which could generate higher traffic volumes, more intensive service demands, and greater operational impacts. In contrast, the proposed residential community is designed to provide a quieter, lower-intensity environment with controlled access, structured parking, and internalized operations. The project is intended to attract long-term residents seeking a high-quality, maintenance-free living experience, which aligns with the character of the Village and surrounding uses. As such, the proposed use represents a more contextually appropriate and less impactful development than would otherwise be permitted under conventional zoning.

Code Section 13-7B-3 **Relief Sought** Proposed FAR of 2.3 in B-2 District with an FAR maximun of 0.5

RESPONSE: While the proposed floor area ratio exceeds the underlying zoning limitation, the overall building design, massing, and site layout ensure that the development remains compatible with surrounding properties. The project concentrates density vertically within a well-proportioned building footprint, allowing for enhanced open space, efficient internal circulation, and reduced surface impacts. The building has been significantly reduced in height from prior concepts and incorporates a slender tower expression that minimizes perceived bulk. Structured parking and integrated amenity spaces further reduce site intensity at the ground level. The proposed FAR supports a cohesive and thoughtfully designed development that minimizes site-level impacts while delivering a high-quality, contextually appropriate outcome.

(To continue, Copy or retype form and attach additional sheets if necessary)

PLANNED DEVELOPMENT - SITE DEVELOPMENT ALLOWANCES:
Section: 13-15-4

WAIVERS and VARIATIONS
(Site Development Departures)

Proposed site development characteristics that are not consistent with the Zoning Regulations otherwise applicable to the property on which a Planned Development or Planned Development amendment is proposed, may be approved in accordance with this Chapter as part of the ordinance approving the Planned Development or Planned Development amendment. The applicant shall specifically identify each site development departure and demonstrate how each departure will be compatible with surrounding development and is not inconsistent with the Planned Development standards set forth in Section 13-15-3 of this Chapter. Each departure shall be specifically stated and approved in the ordinance approving the Planned Development or Planned Development amendment. Any approved departures from the otherwise applicable Zoning Regulations shall not be deemed a nonconformity and shall not require a variation.

Identify each waiver below and if applicable refer to the page(s) of the site development plan that the departure can be found.

Code Section 13-7B-3 **Relief Sought** Proposed Minimum Setback of 30'-10" in B-2 District with an FAR maximum of 0.5.

RESPONSE: The proposed setback is compatible with surrounding development and is appropriate given the unique configuration of the site and overall project design. The property's irregular shape, combined with applicable zoning requirements, creates constraints that would significantly limit the ability to develop the site in a functional and cohesive manner if the full setback were applied. The proposed setback allows for a more efficient and well-organized site layout while maintaining appropriate separation through building orientation, landscaping, and buffering elements. The project incorporates substantial landscape improvements, streetscape enhancements, and architectural articulation to ensure a high-quality edge condition along adjacent rights-of-way. Additionally, the vertical nature of the building and its carefully composed massing reduce the perceived impact at the street level. The proposed setback supports a balanced and contextually appropriate development that enhances the site while remaining compatible with surrounding properties.

Code Section 13-12-3 **Relief Sought** Proposed Drive Aisle Width of 22'-0" in private residential parking.

RESPONSE: The proposed drive aisle width is appropriate for a private, controlled-access residential parking environment and will function safely and efficiently for its intended use. Unlike commercial or high-turnover parking facilities, the garage is designed for residents who are familiar with the layout, resulting in more predictable and lower-intensity traffic patterns. The proposed 22-foot drive aisle is consistent with commonly accepted design standards for structured residential parking facilities, including those utilized in comparable municipalities. Given the controlled access, lower traffic volumes, and predictable circulation typical of residential garages, the proposed dimension will function safely and efficiently without compromising maneuverability or visibility. The design has been coordinated to accommodate emergency access requirements, and the reduced aisle width allows for a more efficient and cohesive garage layout while maintaining overall functionality and safety.

(To continue, Copy or retype form and attach additional sheets if necessary)

PLANNED DEVELOPMENT - **SITE DEVELOPMENT ALLOWANCES:**
Section: 13-15-4

WAIVERS and VARIATIONS
(Site Development Departures)

Proposed site development characteristics that are not consistent with the Zoning Regulations otherwise applicable to the property on which a Planned Development or Planned Development amendment is proposed, may be approved in accordance with this Chapter as part of the ordinance approving the Planned Development or Planned Development amendment. The applicant shall specifically identify each site development departure and demonstrate how each departure will be compatible with surrounding development and is not inconsistent with the Planned Development standards set forth in Section 13-15-3 of this Chapter. Each departure shall be specifically stated and approved in the ordinance approving the Planned Development or Planned Development amendment. Any approved departures from the otherwise applicable Zoning Regulations shall not be deemed a nonconformity and shall not require a variation.

Identify each waiver below and if applicable refer to the page(s) of the site development plan that the departure can be found.

Code Section 13-12-7 **Relief Sought** Provide 2 - 10ft x 35ft Loading Berths in lieu of 6 - 12ft x 55ft proscribed in B-2 District.

RESPONSE: The proposed loading configuration is appropriate for the residential nature of the development and reflects the significantly lower demand for loading compared to commercial or office uses contemplated under the B-2 district standards. Residential buildings of this type typically experience limited and predictable loading activity, primarily associated with move-ins, deliveries, and service functions, all of which can be adequately accommodated within the proposed loading areas. The loading requirement applicable to the underlying zoning district is designed for higher-intensity commercial uses and does not align with the operational characteristics of a residential building. In contrast, the proposed loading provision is consistent with typical multifamily residential developments, where fewer loading spaces are required due to lower frequency and duration of loading activity. The loading areas are integrated into the building design to minimize visual and operational impacts and are sufficient to accommodate anticipated demand without creating congestion or conflicts. As such, the proposed approach avoids unnecessary overbuilding while maintaining functionality and compatibility with surrounding development.

Code Section _____ **Relief Sought** _____

RESPONSE: _____

(To continue, Copy or retype form and attach additional sheets if necessary)

Docusign Envelope ID: BFDB1B40-7706-4B94-B861-0BE91553B478

OWNER'S AUTHORIZATION LETTER

The undersigned, Raymond A. Warner, authorized signatory for Franklin 1900 Spring Road, LLC hereby certifies that, as of the date of this Owner's Authorization Letter, Franklin 1900 Spring Road, LLC is the owner of the property described in **Exhibit A**, attached hereto, and that Franklin 1900 Spring Road, LLC has authorized the processing and approval of the request(s) reference in this Application for Planned Development ("Application") to be submitted to the Village of Oak Brook.

The undersigned provides this authorization solely as owner of the real estate that is the subject of the Application, and for the limited purposes of consenting to the Application. Franklin 1900 Spring Road, LLC makes no representation as the Application's conformance with applicable ordinances.

BY: [redacted]

Raymond A. Warner, Authorized Signatory
Franklin 1900 Spring Road, LLC

DATE: 3/4/2026

Docusign Envelope ID: BFDB1B40-7706-4B94-B861-0BE91553B478

EXHIBIT A

LEGAL DESCRIPTION

BEING A RESUBDIVISION OF LOT 3 IN THE FRANKLIN SUBDIVISION, BEING A RESUBDIVISION OF LOT 1 IN THE FIRST FEDERAL RESUBDIVISION OF LOTS 1 AND 2 IN OAKBROOK HOTEL CO'S RESUBDIVISON IN SECTION 23, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 27, 2018 AS DOCUMENT NO. R2018-036669, IN DUPAGE COUNTY, ILLINOIS.

PIN: 06-23-302-00

MAKE CHECK PAYABLE TO: DU PAGE COLLECTOR - SEND THIS COUPON WITH YOUR 1ST INSTALLMENT PAYMENT OF 2024 Tax

MAIL PAYMENT TO: P.O. BOX 4203, CAROL STREAM, IL 60197-4203
PAY ON-LINE AT: www.dupagecounty.gov/treasurer
SEE REVERSE SIDE FOR ADDITIONAL INFORMATION

06-23-302-007
FRANKLIN 1900 SPRING RD
1900 SPRING ROAD
UNIT 100
OAK BROOK IL 60523

$14,743.18 PAID May 20, 2025

1

ON OR BEFORE:	PAY:
JUN 02, 2025	0.00

PAYING LATE?	PAY THIS AMOUNT:
JUN 3 THRU 30	0.00
JUL 1 THRU 31	
AUG 1 THRU 31	
SEP 1 THRU 30	
OCT 1 THRU 31	
NOV 1 THRU 19	

U.S. POSTMARK IS USED TO DETERMINE LATE PENALTY.

PAYMENT OF THIS 2024 TAX BILL AFTER OCTOBER 31, 2025, REQUIRES A CASHIER'S CHECK, CASH OR MONEY ORDER.

☐ CHECK BOX AND COMPLETE CHANGE OF ADDRESS ON BACK.

NO PAYMENT WILL BE ACCEPTED AFTER NOV 19, 2025

10623302007960550001474318 11

MAKE CHECK PAYABLE TO: DU PAGE COLLECTOR - SEND THIS COUPON WITH YOUR 2ND INSTALLMENT PAYMENT OF 2024 Tax

MAIL PAYMENT TO: P.O. BOX 4203, CAROL STREAM, IL 60197-4203
PAY ON-LINE AT: www.dupagecounty.gov/treasurer
SEE REVERSE SIDE FOR ADDITIONAL INFORMATION

06-23-302-007
FRANKLIN 1900 SPRING RD
1900 SPRING ROAD
UNIT 100
OAK BROOK IL 60523

$14,743.18 PAID August 25, 2025

2

ON OR BEFORE:	PAY:
SEP 02, 2025	0.00

PAYING LATE?	PAY THIS AMOUNT:
SEP 3 THRU 30	
OCT 1 THRU 31	0.00
* NOV 1 THRU 19	

*INCLUDES $10 COST: SEE BACK OF BILL FOR EXPLANATION

U.S. POSTMARK IS USED TO DETERMINE LATE PENALTY.

PAYMENT OF THIS 2024 TAX BILL AFTER OCTOBER 31, 2025, REQUIRES A CASHIER'S CHECK, CASH OR MONEY ORDER.

☐ CHECK BOX AND COMPLETE CHANGE OF ADDRESS ON BACK.

NO PAYMENT WILL BE ACCEPTED AFTER NOV 19, 2025

20623302007960550001474318 12

Rate 2023	Tax 2023	Taxing District	Rate 2024	Tax 2024
		** COUNTY **		
0.0899	530.86	COUNTY OF DU PAGE	0.0832	531.30
0.0180	106.30	PENSION FUND	0.0165	105.36
0.0291	171.84	HEALTH DEPARTMENT	0.0250	159.64
0.0103	60.82	PENSION FUND	0.0114	72.80
0.1001	591.10	FOREST PRESERVE DIST	0.1213	774.60
0.0075	44.28	PENSION FUND	0.0097	61.94
0.0132	77.96	DU PAGE AIRPORT AUTH	0.0122	77.92
		** LOCAL **		
NO LEVY	0.00	DU PAGE WATER COMM	NO LEVY	0.00
0.0426	251.56	YORK TOWNSHIP	0.0425	271.40
0.0047	27.76	PENSION FUND	0.0020	12.78
0.0449	265.14	YORK TWP ROAD	0.0443	282.90
0.0014	8.26	PENSION FUND	0.0008	5.10
NO LEVY	0.00	VLG OF OAK BROOK	NO LEVY	0.00
0.3085	1,821.72	OAK BROOK PARK DIST	0.2842	1,814.84
0.0180	106.30	PENSION FUND	0.0219	139.84
NO LEVY	0.00	FLAGG CRK WATER REC	NO LEVY	0.00
		** EDUCATION **		
1.4190	8,379.34	GRADE SCHOOL DIST 48	1.7458	11,148.30
0.0201	118.70	PENSION FUND	0.0196	125.16
2.0254	11,960.18	HIGH SCHOOL DIST 88	1.9432	12,408.84
0.0592	349.58	PENSION FUND	0.0545	348.02
0.1907	1,126.10	COLLEGE DU PAGE 502	0.1794	1,145.62
		** TIF **		
4.4026	25,997.80	TOTALS	4.6175	29,486.36
2023	**590,510**	**Assessed Value**	**2024**	**638,578**

Mailed to:
FRANKLIN 1900 SPRING RD
1900 SPRING ROAD
UNIT 100
OAK BROOK IL 60523

Property Location:
1900 SPRING RD
OAK BROOK IL 60523

Township Assessor:
YORK
630-627-3354

Tax Code:
6055

Property Index Number:
06-23-302-007

CHANGE OF NAME/ADDRESS:
CALL: 630-407-5900

*** S OF A FACTOR 1.0786**

1st INST PAID May 20, 2025
2nd INST PAID August 25, 2025

TIF Frozen Value	
Fair Cash Value	1,915,900
Land Value	638,578
+ Building Value	
= Assessed Value	**638,578 ***
x State Multiplier	1.0000
- Equalized Value	638,578
- Residential Exemption	
- Senior Exemption	
- Senior Freeze	
- Disabled Veteran	
- Disability Exemption	
- Returning Veteran Exemption	
- Home Improvement Exemption	
- House Abatement	
= Net Taxable Value	638,578
x Tax Rate	4.6175
= Total Tax Due	29,486.36
- Less Advance Payment	
- Commercial Abatement	
+ PACE Reimbursement	
= Net Due as of 03/27/26	0.00

2024 DuPage County Real Estate Tax Bill
Gwen Henry, CPA, County Collector
421 N, County Farm Road
Wheaton, IL 60187

Office Hours - 8:00 am -4.30 pm, Mon - Fri
Telephone = (630) 407-5900

13-15-5: PROCEDURES:

The following procedures are required to assure the orderly review of every planned development application in a timely and equitable manner:

A. Preliminary Board Review:

1. A prospective applicant, prior to meeting with village staff for a formal prefiling review, shall appear before the corporate authorities for a preliminary board review. At a minimum, the applicant shall provide the following materials to the corporate authorities for its preliminary review: a) a preliminary concept plan of the development, and b) a brief narrative describing the overall character, intensity, uses, and nature of the proposed planned development. Prior to submission to the corporate authorities, the Director of Development Services will review the materials to confirm that the materials provide sufficient information to adequately inform the corporate authorities of the nature and scope of the proposed planned development. If sufficient information is provided, the applicant shall coordinate with the village manager to be placed on a corporate authorities agenda and scheduled for the earliest appropriate corporate authorities meeting.

2. The purpose of the preliminary board review shall be to broadly acquaint the corporate authorities with the applicant's proposal and to provide the applicant with any preliminary views or concerns that members of the corporate authorities may have at a time in the process when positions are still flexible and adjustment is still possible and prior to the time when the applicant is required to expend the funds necessary to prepare the complete documentation required for a formal application.

3. At the meeting at which the preliminary board review is conducted, any member of the corporate authorities may make any comments, suggestions or recommendations regarding the preliminary development concept plan deemed necessary or appropriate by that member; provided, however, that no final or binding action shall be taken with respect to any preliminary application. Any views expressed in the course of the corporate authorities' review of any preliminary development concept plan shall be deemed to be only preliminary and advisory and only the individual views of the member expressing them. Nothing said or done in the course of such review shall be deemed to create, or to prejudice, any rights of the applicant or to obligate the corporate authorities, or any member of it, to approve or deny any formal application following full consideration as required by this chapter.

COMPLETED DATE: 12/09/2025

B. Prefiling Review And Transmittal Of Application:

1. Conference:

a. Following the preliminary board review, a prospective applicant, prior to submitting a formal application for a planned development, shall meet for a prefiling review conference with the village manager, the Director of Development Services, and any other village official or employee designated by the village manager. The purpose of the conference is to assist the applicant in understanding the comprehensive plan, the requirements of this chapter, the zoning regulations, the site development allowances, the standards by which the application will be evaluated, and the application requirements.

b. After reviewing the planned development process, the applicant may request a waiver of any application requirement which in the applicant's judgment should not apply to the proposed planned development. The justification for a waiver must be that the application requirement should not apply because it does not relate and is not necessary given the nature and scope of the proposed planned development. All requests for application waivers shall be made in writing to the community development director prior to the submission of the formal application documents.

c. All requests for waiver shall be reviewed by the Director of Development Services, who will make a final determination regarding the waiver within fifteen (15) working days of receipt of the request.

d. If deemed appropriate by the Director of Development Services, the applicant, prior to submitting a formal application for a planned development, will schedule a public meeting to discuss the proposed planned development and the nature and extent of impact, if any, on area residents. If a meeting is required, the applicant shall send a written notice of the meeting via certified mail to all taxpayers of record and residents for all property within five hundred feet (500') of the proposed planned development. The notice shall be mailed not more than thirty (30) nor less than fifteen (15) days prior to the date of the meeting. A copy of the notice and mailing list shall be provided to the Director of Development Services. A written summary of comments made at the meeting shall be maintained and submitted by the applicant with the application.

2. Filing Of Application: Following the completion of the prefiling review conference, the applicant shall file an application for a planned development in accordance with this chapter. The Director of Development Services shall deliver copies of the application to other appropriate village departments for review and comment.

3. Deficiencies: The Director of Development Services shall determine whether the application is complete. If the Director of Development Services determines that the application is not complete, then the Director of Development Services shall notify the applicant in writing of the deficiencies and shall take no further steps to process the application until the deficiencies are remedied.

4. Report On Compliance: A copy of the complete application and a written report incorporating the comments of village staff and other agencies regarding the compliance of the proposed planned development with the requirements and standards of this chapter shall be delivered to the planned development commission prior to the public hearing required by subsection C of this section.

5. Determination Not Binding: Neither the development services director's determination that an application is complete nor any comment made by the Director of Development Services or village staff at a prefiling review conference or as part of the review process shall be intended or construed as a formal or informal recommendation for or against the approval of a proposed planned development, or any component part thereof, nor shall they be intended or construed as a binding decision of the village, the planning & Zoning commission, or village staff.

6. The application will be referred to the P&Z Commission by the Village Board.

COMPLETED DATE: 01/21/2026

C. Review And Action By The Planning & Zoning Commission:

1. Upon receiving the report from the Director of Development Services, and referral from the Village Board, the planning & Zoning commission shall hold a public hearing on the proposed planned development.

2. Notice of the required public hearing shall be published by the village, at the applicant's expense, not more than thirty (30) nor less than fifteen (15) days before the scheduled hearing in a newspaper of general circulation in the village and shall contain the following information:

a. The identification number designation of the application;

b. The date and time of the public hearing;

c. The location of the public hearing; and

d. The general location of the property, the legal description of the property and its street address, if applicable, and a short description of the proposed planned development and purpose of the public hearing.

3. Notice of the required public hearing shall also be provided by the village, at the applicant's expense, by posting a sign or signs on the property not more than thirty (30) days nor less than fifteen (15) days prior to the public hearing. The sign shall be weatherproof and contain the information as is required in subsection C2 of this section. Failure to post the sign(s) and/or the inadvertent removal or knocking down (by the village or others) of the sign after posting but before the public hearing shall not invalidate, impair, or otherwise affect any planned development subsequently granted following the public hearing, nor shall it require a postponement of the public hearing.

4. Notice of the required public hearing shall also be provided by the applicant by certified U.S. mail, return receipt requested, to the taxpayers of record and owners of record of the property which is the subject of the application (if different than the applicant), and the taxpayers of record and residents of all property within five hundred feet (500') of the subject property. The notice shall contain the information as is required in subsection C2 of this section and shall be mailed not more than thirty (30) nor less than fifteen (15) days prior to the date of the public hearing. The notice shall also include the name and address and phone number of the applicant for the planned development.

5. The transcript of testimony, if any, the commission's minutes, all applications, requests, exhibits, and papers filed in the proceeding before the commission, and the decision and report, or reports, of the commission shall constitute the record for that particular application.

6. The planning & Zoning commission shall review the application, the standards and requirements established by this chapter, the report of the community development director, and any oral and written comments and testimony received by the planning & Zoning commission before and at the public hearing. The planning & Zoning commission shall recommend approval, approval with conditions, or disapproval of the proposed planned development.

7. Every recommendation of the commission upon any application filed pursuant to this chapter shall be by a written resolution and shall include such findings of fact and conclusions as the commission shall deem necessary. The findings shall generally refer to the evidence in the record and to the exhibits, plans, or specifications upon which the recommendation is based. The findings shall generally specify the reason or reasons for the recommendation and shall contain a conclusion or statement separate from the findings setting forth the recommendation of the commission.

The findings shall expressly set forth any limitations or conditions recommended by the commission. In order to make a recommendation to approve (with or without conditions) or a recommendation to deny a proposed planned development or an amendment to an existing planned development, the affirmative vote of a majority of all members of the commission then holding office shall be required.

D. Review And Action By The Corporate Authorities:

1. Within sixty (60) days of receipt of the report and recommendation of the planning & Zoning commission, and without further public hearing, the corporate authorities shall, at a minimum, commence consideration of the proposed planned development. The corporate authorities will attempt to conclude its consideration and render a final decision as soon as possible within that sixty (60) day time period, but may extend its consideration as necessary to allow a full and complete review and consideration of the proposed planned development. Following its consideration, the corporate authorities shall: a) deny the application; b) refer the application back to the planned development commission for further review and, if necessary, additional public hearings; c) postpone further consideration pending the submittal of additional information, including any application requirement previously waived but deemed necessary by the village for its consideration; or d) adopt an ordinance approving the planned development.

2. Any action taken by the corporate authorities pursuant to subsection D1 of this section shall require the concurrence of a majority of the corporate authorities; provided, however, that any proposed planned development that does not receive a recommendation of approval (with or without conditions) from the planned development commission shall not be approved by the corporate authorities except by the affirmative vote of two-thirds ($^2/_3$) of the corporate authorities.

3. In approving a planned development, the corporate authorities may attach such conditions to the approval as it deems necessary to have the proposed use or combination of uses meet the standards set forth in this chapter and to prevent or minimize adverse effects on other property in the immediate vicinity. The conditions may include, but are not limited to: impact donations and other related fees or property or monetary contributions; limitations on size, bulk, location, and setbacks; requirements for landscaping, signage, and outdoor lighting; provisions for adequate ingress and egress; hours of operation; and such other conditions as the corporate authorities may deem necessary in furtherance of the objectives of this chapter.

E. Exemptions: At the election of the applicant, the planned development provisions of this chapter shall not apply to an existing development or a proposed development project that satisfies all of the underlying zoning regulations applicable to the property. In such case, the proposed development will be subject to the processes of the village that are applicable to any new construction project. (Ord. G-890, 7-14-2009; Ord. G-904, 11-10-2009)

NAMES OF SURROUNDING PROPERTY OWNERS

Following are the names and addresses of all surrounding property owners from the property in question for a distance of at least 500 feet in all directions. The number of feet occupied by all public roads, streets, alleys, and public ways have been excluded in computing the 500-foot requirement. Said names are as recorded in the office of the County Recorder of Deeds (or the Registrar of Titles of the County) and as they appear from the authentic tax records of this County (Township Assessor's Office) within 30 days of the filing of this application. Notice must be sent by Certified Mail.

NAME OF PROPERTY OWNER	MAILING ADDRESS OF PROPERTY OWNER		PROPERTY ADDRESS	PARCEL NUMBER
VINAYAKA HOSPITALITY OAKB	860 REMINGTON RD	SCHAUMBURG IL 60173	1909 SPRING RD	0623400002
OAK BROOK SHOPPING CENTER	PO BOX 101042	CHICAGO IL 60610-9909	22ND & 83	0623300049
THATCHER; JONATHAN	356 FOREST TRAIL DR	OAK BROOK IL 60523	356 FOREST TRAIL DR	0623200022
WILLIAMS; D ANGELO	330 FOREST TRL	OAK BROOK IL 60523	330 FOREST TRL	0623200020
VINAYAKA HOSPITALITY OAKB	860 REMINGTON RD	SCHAUMBURG IL 60173	1909 SPRING RD	0623105007
LIOTTA; SALVATORE & CONCE	6 OAK BROOK CLUB DR UNIT J101	OAK BROOK IL 60523	6 OAK BROOK CLUB DR UNIT J-10	0623111001
1550 SPRING RD LLC	1717 N NAPER BLVD	NAPERVILLE IL 60563	1550 SPRING RD	0623109003
HASCEK; GAIL	252 WALNUT LN	OAK BROOK IL 60523	316 FOREST TR	0623200019
FRANKLIN 1900 SPRING RD	1900 SPRING ROADUNIT 100	OAK BROOK IL 60523	1900 SPRING RD	0623302008
COURSEY; R & J LENAHAN	370 FOREST TRL	OAK BROOK IL 60523-1415	370 FOREST TRL	0623200023
NASREEN; TAIBA	221 FOREST TRAIL	OAK BROOK IL 60523	404 FOREST TRL	0623401001
NORDSTROM INC	P O BOX 21045	SEATTLE WA 98101-2288	10 OAKBROOK CENTER	0623300047
O DONNELL; JANICE H TR	344 FOREST TRAIL DR	OAK BROOK IL 60523	344 FOREST TRAIL DR	0623200021
FRANKLIN 1900 SPRING RD	1900 SPRING ROADUNIT 100	OAK BROOK IL 60523	1900 SPRING RD	0623302007
OAK BROOK CLUB INC	1 OAKBROOK CLUB DR	OAK BROOK IL 60523	OAKBROOK CLUB DR	0623109004
ABDULLAH; LUBRIA	290 W LOOP RD	WHEATON IL 60189	1180 HARGER RD	0623302004
OGNIBENE; LANA & EUGENE	6 OAK BROOK CLUB DR UNIT K-20	OAK BROOK IL 60523-1349	6 OAK BROOK CLUB DR UNIT K-20	0623111037
WESTERKAMP; GERALD & K	6 OAKBROOK CLUB DRUNIT K303	OAK BROOK IL 60523	6 OAKBROOK CLUB DR UNIT K-303	0623111043
BARCUS; DAVE & KRISTEN	6 OAK BROOK CLUB DRUNIT J104	OAK BROOK IL 60523	6 OAKBROOK CLUB DR UNIT J-104	0623111004
HENES; KATHLEEN O	6 OAKBROOK CLUB DRUNIT K-302	OAK BROOK IL 60523	6 OAKBROOK CLUB DR UNIT K-302	0623111042
BURRESS; ANN HUCEK	1 CHATHAM LN	OAK BROOK IL 60523	6 OAKBROOK CLUB DR UNIT K-208	0623111040
CUNNINGHAM; THOMAS & MARG	6 OAK BROOK CLUB DR J304	OAK BROOK IL 60523	6 OAK BROOK CLUB DR UNIT J-30	0623111020
COLLINS; JOHN	6 OAKBROOK CLUB DRUNIT J203	OAK BROOK IL 60523	6 OAKBROOK CLUB DR UNIT J-203	0623111011
TAYLOR; TERRENCE & MAUREE	6 OAK BROOK CLUB DR UNIT J306	OAK BROOK IL 60523-8648	6 OAK BROOK CLUB DR UNIT J-30	0623111022
6 OAK BROOK CLUB LLC	6 OAK BROOK CLUBUNIT K301	OAK BROOK IL 60523-8659	6 OAK BROOK CLUB UNIT K-301	0623111041
WALSH; LARRY	6 OAK BROOK CLUBUNIT K304	OAK BROOK IL 60523-8662	6 OAK BROOK CLUB UNIT K-304	0623111044
SIDDIQI; FURQAN & SABA	6 OAK BROOK CLUBUNIT J108	OAK BROOK IL 60523-1323	6 OAK BROOK CLUB UNIT J-108	0623111008
MUGNOLO TRUSTEE;DOMENICA	6 OAKBROOK CLUB DRUNIT K207	OAK BROOK IL 60523	6 OAKBROOK CLUB DR UNIT K-207	0623111039
ANGELINI JR; DONALD & K	6 OAKBROOK CLUB DRUNIT J205	OAK BROOK IL 60523-8639	6 OAKBROOK CLUB DR UNIT J-205	0623111013
VAN ALSTIN; JAMES &PAMELA	6 OAK BROOK CLUB NO J204	OAK BROOK IL 60523-8638	6 OAK BROOK CLUB UNIT J-204	0623111012
RENNO; RALPH A & MARION J	6 OAKBROOK CLUB DRNO J-202	OAK BROOK IL 60523	6 OAKBROOK CLUB DR UNIT J-202	0623111010
KELLY; WALTER	6 OAK BROOK CLUB DRUNIT J207	OAK BROOK IL 60523	6 OAKBROOK CLUB DR UNIT J-207	0623111015
OBC HOLDING LLC	715 ENTERPRISE DR	OAK BROOK IL 60523-1907	6 OAK BROOK CLUB UNIT J-201	0623111009
HONIG; IRENE W	6 OAK BROOK CLUBUNIT J308	OAK BROOK IL 60523-8650	6 OAK BROOK CLUB UNIT J-308	0623111024
PIERANUNZI; MAUREEN	6 OAK BROOK CLUBUNIT K306	OAK BROOK IL 60523-8664	6 OAK BROOK CLUB UNIT K-306	0623111046
HERTER; NANCY L	6 OAK BROOK CLUB DRUNIT K102	OAK BROOK IL 60523-1324	6 OAK BROOK CLUB DR UNIT K-10	0623111026

(Attach additional sheets if necessary)

NAMES OF SURROUNDING PROPERTY OWNERS

Following are the names and addresses of all surrounding property owners from the property in question for a distance of at least 500 feet in all directions. The number of feet occupied by all public roads, streets, alleys, and public ways have been excluded in computing the 500-foot requirement. Said names are as recorded in the office of the County Recorder of Deeds (or the Registrar of Titles of the County) and as they appear from the authentic tax records of this County (Township Assessor's Office) within 30 days of the filing of this application. Notice must be sent by Certified Mail.

NAME OF PROPERTY OWNER	MAILING ADDRESS OF PROPERTY OWNER		PROPERTY ADDRESS	PARCEL NUMBER
RUETH; KATHLEEN	6 OAKBROOK CLUB DRUNIT J302	OAK BROOK IL 60523	6 OAKBROOK CLUB DR UNIT J-302	0623111018
MC GOLDRICK; BARBARA	6 OAK BROOK CLUB DR UNIT K105	OAK BROOK IL 60523-1324	6 OAK BROOK CLUB UNIT K-105	0623111029
LAROCCO; ANTHONY J	6 OAKBROOK CLUB DRUNIT J208	OAK BROOK IL 60523-8642	6 OAKBROOK CLUB DR UNIT J-208	0623111016
HIFFMAN; BARBARA J TR	6 OAKBROOK CLUB DRUNIT K101	OAK BROOK IL 60523	6 OAKBROOK CLUB DR UNIT K-101	0623111025
HUPP; THERESA B	6 OAKBROOK CLUB DRUNIT K305	OAK BROOK IL 60523	6 OAKBROOK CLUB DR UNIT K-305	0623111045
SMRCINA; GERALDINE	6 OAK BROOK CLUB DR UNIT J206	OAK BROOK IL 60523-8640	6 OAK BROOK CLUB DR UNIT J-20	0623111014
APP COLONY LLC	18W140 BUTTERFIELD RDUNIT 940	OAKBROOK TERR IL 60181-4851	6 OAK BROOK CLUB UNIT J-106	0623111006
DAVY; THOMAS	6 OAK BROOK CLUBUNIT K201	OAK BROOK IL 60523	6 OAK BROOK CLUB UNIT K-201	0623111033
CALLAHAN; STEPHEN & JOANN	111 W ELMWOOD TER	ELMHURST IL 60126-3334	6 OAKBROOK CLUB DR UNIT J-107	0623111007
TERRY TR; RICHARD E	7925 TIGER LILY DR	NAPLES FL 34113	6 OAKBROOK CLUB DR UNIT J-305	0623111021
ZORDANI; JENNIFER	6 OAK BROOK CLUB DRUNIT K202	OAK BROOK IL 60523	6 OAK BROOK CLUB DR UNIT K-20	0623111034
LUCCHESI; MICHAEL & ROSA	6 OAKBROOK CLUB DRUNIT J307	OAK BROOK IL 60523-8649	6 OAKBROOK CLUB DR UNIT J-307	0623111023
RIMKUS; RAYMOND R	6 OAK BROOK CLUB NO K-206	OAK BROOK IL 60523	6 OAKBROOK CLUB DR UNIT K-206	0623111038
BRYAR; DANIEL & KAREN	6 OAK BROOK CLUB DR UNIT K307	OAK BROOK IL 60523-8665	6 OAK BROOK CLUB DR UNIT K-30	0623111047
KIRBY; COMPY JOE	6 OAK BROOK CLUBUNIT K107	OAK BROOK IL 60523-1324	6 OAK BROOK CLUB UNIT K-107	0623111031
CHICAGO TITLE 8002355285	6 OAKBROOK CLUB DRNO J303	OAK BROOK IL 60523	6 OAKBROOK CLUB DR UNIT J-303	0623111019
NEIL; BARBARA A	6 OAKBROOK CLUB DRUNIT K103	OAK BROOK IL 60523	6 OAKBROOK CLUB DR UNIT K-103	0623111027
WINKLER; CONNIE	6 OAK BROOK CLUB DRUNIT K308	OAK BROOK IL 60523-8666	6 OAK BROOK CLUB DR UNIT K-30	0623111048
ANGELINI FAMILY TRUST	6 OAK BROOK CLUB DRUNIT J102	OAK BROOK IL 60523	6 OAK BROOK CLUB DR UNIT J-10	0623111002
KIRBY; FRANK J; TRUSTEE	6 OAKBROOK CLUB DRNO K108	OAK BROOK IL 60523-1324	6 OAKBROOK CLUB DR UNIT K-108	0623111032
CHHABLANI; ASHA & RAMESH	6 OAK BROOK CLUBUNIT J301	OAK BROOK IL 60523-8643	6 OAK BROOK CLUB UNIT J-301	0623111017
PERO; DIANE J	6 OAKBROOK CLUB DRUNIT K-106	OAK BROOK IL 60523	6 OAKBROOK CLUB DR UNIT K-106	0623111030
DUTT; RAVI & RITA	6 OAK BROOK CLUBUNIT J105	OAK BROOK IL 60523-1323	6 OAK BROOK CLUB UNIT J-105	0623111005
SOROKA; OLGA E	6 OAKBROOK CLUB DRUNIT K203	OAK BROOK IL 60523-8653	6 OAKBROOK CLUB DR UNIT K-203	0623111035
HOGAN; MICHAEL & NANCY	6 OAK BROOK CLUB DRUNIT J-103	OAK BROOK IL 60523	6 OAK BROOK CLUB DR UNIT J-10	0623111003
SCULLY; FLORENCE	6 OAKBROOK CLUB DRNO K104	OAK BROOK IL 60523	6 OAKBROOK CLUB DR UNIT K-104	0623111028
STORTZ; G & J CASKEY	6 OAK BROOK CLUB NO K204	OAK BROOK IL 60523-8654	6 OAK BROOK CLUB UNIT K-204	0623111036

(Attach additional sheets if necessary)

Certification
SURROUNDING PROPERTY OWNERS

I (we) certify that the names and addresses of all the surrounding property owners including certified mailing submitted with this application are located within a minimum distance of 500 feet in all directions from the perimeter of the subject property, excluding all streets and right-of-ways.

Said names and addresses are as they appear from the authentic tax records of the Township Assessor's Office of this County. The property owners as listed have been obtained from the Township Assessors office within 30 days of the filing of this application.

The surrounding property owners list as submitted herewith and supporting attachments are true to the best of my (our) knowledge and belief.

I (we) give permission to the Village to install public hearing sign(s) on the lot frontages of the subject property as described in the Village Code. In addition to the required application fees, applicant/owner agrees to reimburse the Village for all costs/fees, publication costs, recording fees, and any other associated costs or fees as contained in Section 13-15-C within 30 days of billing.

RELEASE: By submitting the application and related information, applicant is aware that all information submitted is subject to FOIA rules (Freedom of Information Act).

Franklin 1900 Spring Road, LLC		Murphy Development Group, LLC	
Printed Name of Owner		Printed Name of Applicant	
[redacted]	3/27/2026	[redacted]	3/30/26
Signature of Owner	Date	Signature of Applicant	Date

BILL TO INFORMATION:

Murphy Development Group, LLC	Deirdre Clein	[redacted]
Print Name/Company	Contact Person	Contact Phone
227 W Monroe Street, Suite 5200, Chicago, IL 60606		[redacted]
Address To be Billed		Email Address

NOTE: If the applicant/owner has not complied with these requirements and as a result the notification has not been sent to a neighboring property owner within the 500-foot requirement less than 10 days prior to the scheduled hearing, the hearing on this matter will be postponed to the next regular meeting, or until such time as all neighbors within the 500-foot requirement have been sent proper notification.

Integra Realty Resources
Chicago

Fiscal Impact Analysis –

Proposed Luxury Apartment Building
Proposed Multifamily Property
1315 16th Street
Oak Brook, DuPage County, Illinois 60446

Prepared For:
Murphy Real Estate Services

Report Date:
April 3, 2026

IRR - Chicago
File Number: 194-2026-0351





Proposed Luxury Apartment Building
1315 16th Street
Oak Brook, Illinois

Integra Realty Resources
Chicago

1 N Franklin Street
Suite 3340
Chicago, Illinois 60606

T 312.565.0977

www.irr.com

April 3, 2026

Deirdre Clein
Murphy Real Estate Services
227 W. Monroe
Chicago, IL 60606

SUBJECT: Fiscal Impact Analysis
Proposed Luxury Apartment Building
1315 16th Street
Oak Brook, DuPage County, Illinois 60446
IRR - Chicago File No. 194-2026-0351

Dear Ms. Clein:

Integra Realty Resources – Chicago is pleased to submit the accompanying fiscal impact analysis for the proposed apartment development at 1315 16th Street in Oak Brook, Illinois. This analysis addresses the estimated total incremental direct revenue sources and costs to the Village of Oak Brook, the County of DuPage, and the School Districts.

The subject property is a proposed 13-story, 115-unit rental apartment building to be located adjacent to Oakbrook Center in Oak Brook, IL.

Our analysis incorporates several financial and market assumptions that were developed as part of this report. These are projections into the future and may not materialize exactly as laid out in this analysis. Further, some unanticipated events may occur that could impact the future outcome and performance of the proposed project. Regardless, the projections presented in this report are deemed to be a reasonable basis for our conclusions.

If you have any questions or comments, please contact the undersigned. Thank you for the opportunity to be of service.

Respectfully submitted,

Integra Realty Resources - Chicago



Steven Kelley, MAI
Director
Certified General Real Estate Appraiser
Illinois Certificate # 553.000853
Expires 9/30/27
Telephone: 312-565-3429
Email: skelley@irr.com

Gail Lissner, SRA, CRE
Managing Director
Certified General Real Estate Appraiser
Illinois Certificate # 553.001842
Expires 9/30/27
Telephone: 312-565-3423
Email: glissner@irr.com

Executive Summary

The proposed development will include a 115-unit apartment tower on top of a 232-space resident parking garage. The property will have an additional 18 visitor parking spaces. The building will be 13 stories with a total gross building area of 308,795 square feet, including 158,896 square feet of apartment area (1,382 SF/dwelling unit).

As presented in this report, we have estimated the net cost/benefit to the Village of Oak Brook, the County of DuPage, and the school districts (Addison Trail – High School District 88 and Salt Creek – Grade School District 88). This net (cost)/benefit over 20 years for each is summarized below:

Summary of Net (Cost)/Benefit

	Tax Revenue	Cost	Net Benefit
Village of Oak Brook			
20-Year Sales Tax Revenue	$1,303,716	$0	$1,303,716
20-Year State Shared Revenue	$1,419,987	$0	$1,419,987
Building Permits	$1,640,000	$0	$1,640,000
Total			$4,363,703
20-Year Addison Trail High School District 88	$1,899,904	$0	$1,899,904
20-Year Salt Creek Grade School District 48	$8,133,338	-$1,656,458	$6,476,880
20-Year DuPage County	$544,348	$0	$544,348

The following sections and Addenda provide the detailed calculations for the preceding conclusions.

General Information

Identification of Subject

The proposed development will include a 115-unit luxury high-rise apartment building that will be located adjacent to Oakbrook Center in Oak Brook, Illinois.

Purpose of the Fiscal Impact Study

The purpose of this fiscal impact study is to estimate the incremental direct revenue sources and costs to the Village of Oak Brook, the County of DuPage and school districts (Addison Trail – High School District 88 and Salt Creek – Grade School District 88).

Effective Date

The effective date of the analysis and conclusions is April 2026.

Intended Use and User

The intended use of the market study is for internal planning purposes. The client is Murphy Real Estate Services and the intended users are Murphy Real Estate Services and the Village of Oak Brook. The fiscal impact report is not intended for any other use or user. No party or parties other than Murphy Real Estate Services and the Village of Oak Brook may use or rely on the information, opinions, and conclusions contained in this report.

Sources of Data/Extent of Research

The following data sources were researched:

- Inspection of the site
- Visual inspection of the immediate neighborhood
- Public Records
- Previous assignments where information was not confidential
- Ongoing inspections and discussions with ownership, management and leasing agents of Class A suburban rental apartment buildings
- Discussions with Township, Village, School District and County staff

Applicable Requirements

This fiscal impact study is intended to conform to the requirements of the following:

- Uniform Standards of Professional Appraisal Practice (USPAP);

- Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute;

Report Format

This report is prepared under the Appraisal Report option of Standards Rule 2-2(a) of USPAP.

Prior Services

USPAP requires appraisers to disclose to the client any other services they have provided in connection with the subject property in the prior three years, including valuation, consulting, property management, brokerage, or any other services. We have performed prior services one time, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding the agreement to perform this assignment.

Scope of Work

To determine the appropriate scope of work for the assignment, we considered the intended use of the report, the needs of the user, the complexity of the property, and other pertinent factors.

Inspection

Gail Lissner, CRE, SRA viewed the property on March 26, 2026. Steven J. Kelley, MAI did not conduct an inspection.

Proposed Development

The proposed development will include a 115-unit luxury high-rise apartment building that will be located adjacent to Oakbrook Center in Oak Brook, Illinois. There will be a 5th floor amenity space that will include a tenant lounge, golf simulator room, co-working space, and fitness center. This level will also include an outdoor swimming pool, pool deck and hot tub area. There will be a 232-space resident parking garage. The property will also have an additional 18 visitor parking spaces.

The apartments will all be market rate units with target rents ranging from about $4,000 to $7,800 per month (in current dollars) and sizes that range from 981 square feet, for a 1 bedroom + Den / 1 bathroom unit, to 1,858 square feet for a 3 bedroom / 2 bathroom apartment. The proposed unit mix includes one-bedroom plus den, two-bedroom, and three-bedroom apartments. The unit mix is summarized in the following table.

Proposed Unit Mix

Unit Type	# of Unit Type	Average Unit Size (SF)	Total Square Feet
1 Bedroom + Den	14	981	13,734
2 Bedroom	74	1,318	97,495
3 Bedroom	27	1,765	47,667
Total Units	115	1,382	158,896

The units will contain high quality finishes such as hard surface countertops, 42” kitchen cabinets, stainless steel appliances including a built-in microwave, undermount sinks with gooseneck faucets, and a coordinating backsplash. The units will have luxury vinyl plank floors throughout. Apartments will have floor to ceiling windows in metal frames.

The property is being designed to maintain flexibility for a potential future conversion to a condominium ownership structure.

Following are some examples of what is anticipated at the subject property as well as some renderings of what is planned.

Planned Elevation – Evening Scene



Site Plan



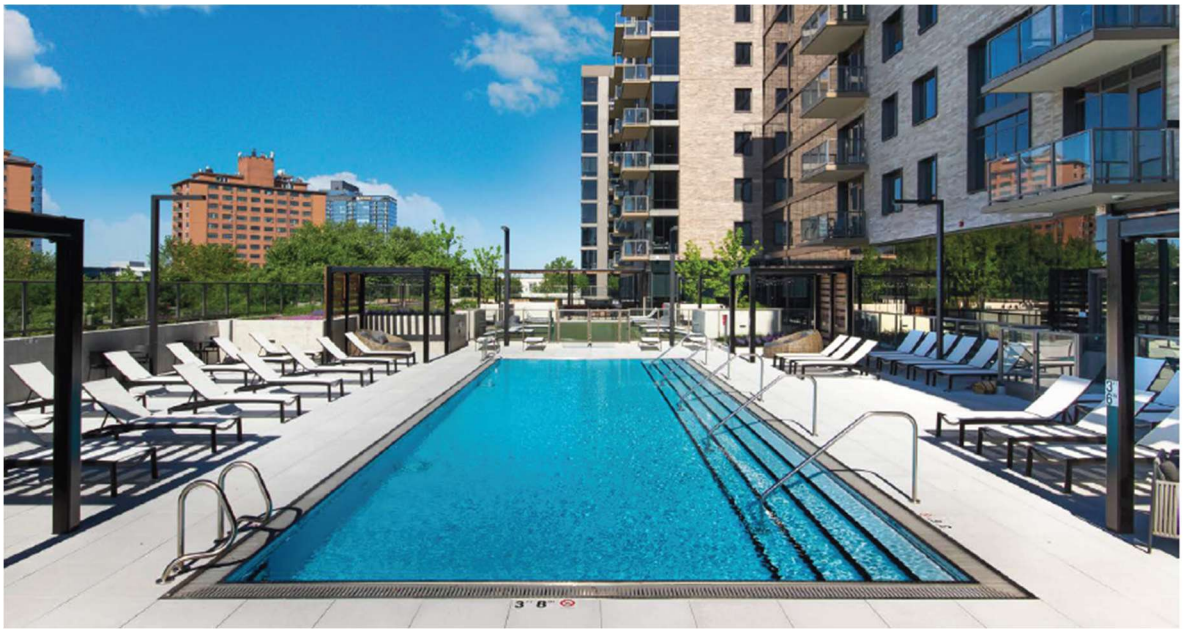
Lounge on Amenity Floor



Outdoor Deck Area on Amenity Floor



Outdoor Pool and Pool Deck Area on the Amenity Floor



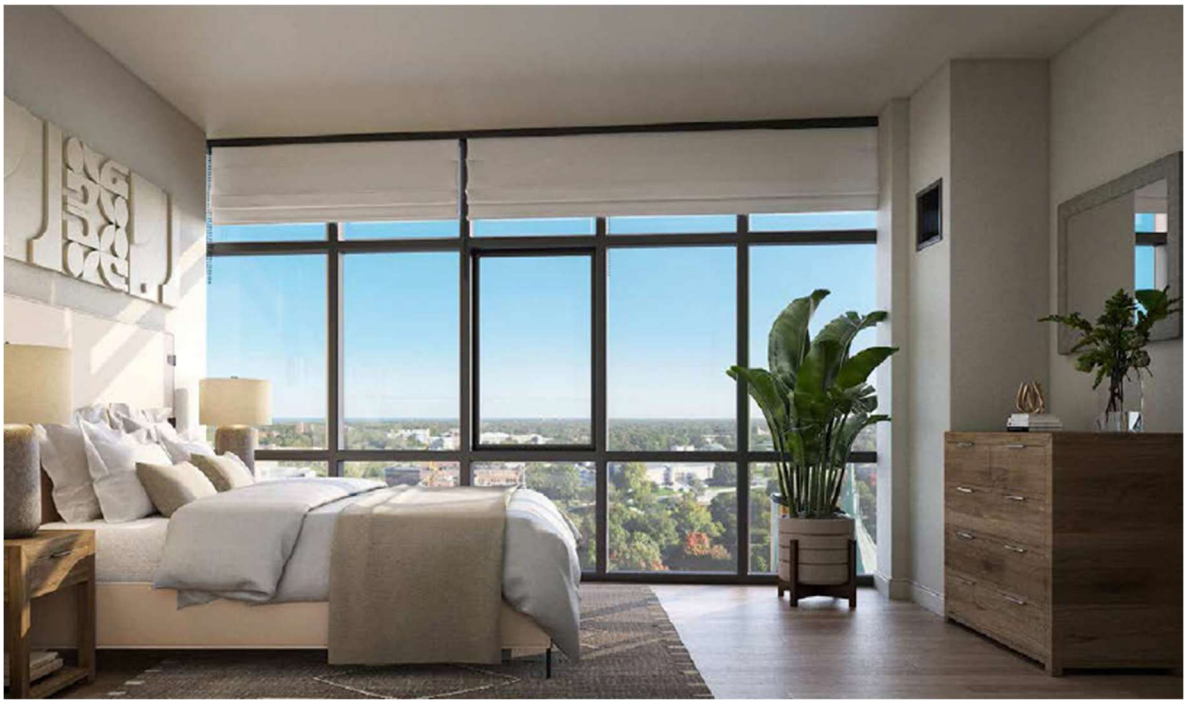
Resident Lounge Area



Kitchen and Dining Area of an Apartment



Bedroom Area of an Apartment



Fiscal Area Impact

The addition of 115 luxury apartment units will create a population increase to the immediate location that will benefit businesses throughout the general Oak Brook area and specifically Oakbrook Center, which is adjacent to the property. The economic benefit of adding approximately 115 high-end renter households to the area will be significant.

Demographics

A demographic profile of the surrounding area, including population, households, and income data, is presented in the following table.

Surrounding Area Demographics

2026 Estimates	1-Mile Radius	3-Mile Radius	5-Mile Radius	Chicago MSA	Illinois
Population 2020	5,129	80,642	302,183	9,449,351	12,812,508
Population 2026	5,769	81,340	302,002	9,433,066	12,715,327
Population 2030	6,237	82,390	304,051	9,481,432	12,714,287
Compound % Change 2020-2025	2.4%	0.2%	0.0%	0.0%	-0.2%
Compound % Change 2025-2030	1.6%	0.3%	0.1%	0.1%	0.0%
Households 2020	2,566	31,786	112,114	3,605,982	4,998,395
Households 2026	2,982	32,314	113,073	3,643,109	5,012,977
Households 2030	3,269	32,905	114,520	3,688,516	5,043,793
Compound % Change 2020-2026	3.1%	0.3%	0.2%	0.2%	0.1%
Compound % Change 2026-2031	1.9%	0.4%	0.3%	0.2%	0.1%
Median Household Income 2026	$101,749	$119,087	$117,920	$97,107	$89,567
Average Household Size	1.9	2.5	2.6	2.6	2.5
College Graduate %	56%	55%	51%	41%	37%
Owner Occupied %	66%	75%	74%	63%	65%
Renter Occupied %	34%	25%	26%	37%	35%
Median Owner Occupied Housing Value	$527,554	$461,314	$429,735	$332,600	$276,885
Median Year Structure Built	1979	1968	1963	1970	1970
Average Travel Time to Work in Minutes	32	30	31	33	31

Source: Claritas

As shown above, the current population within a 3-mile radius of the subject is 81,340, and the average household size is 2.5. Population in the area has grown since the 2020 census, and this trend is projected to continue over the next five years. This is in contrast to the population of the Chicago MSA, is projected to increase at a rate lower than the 3 mile radius.

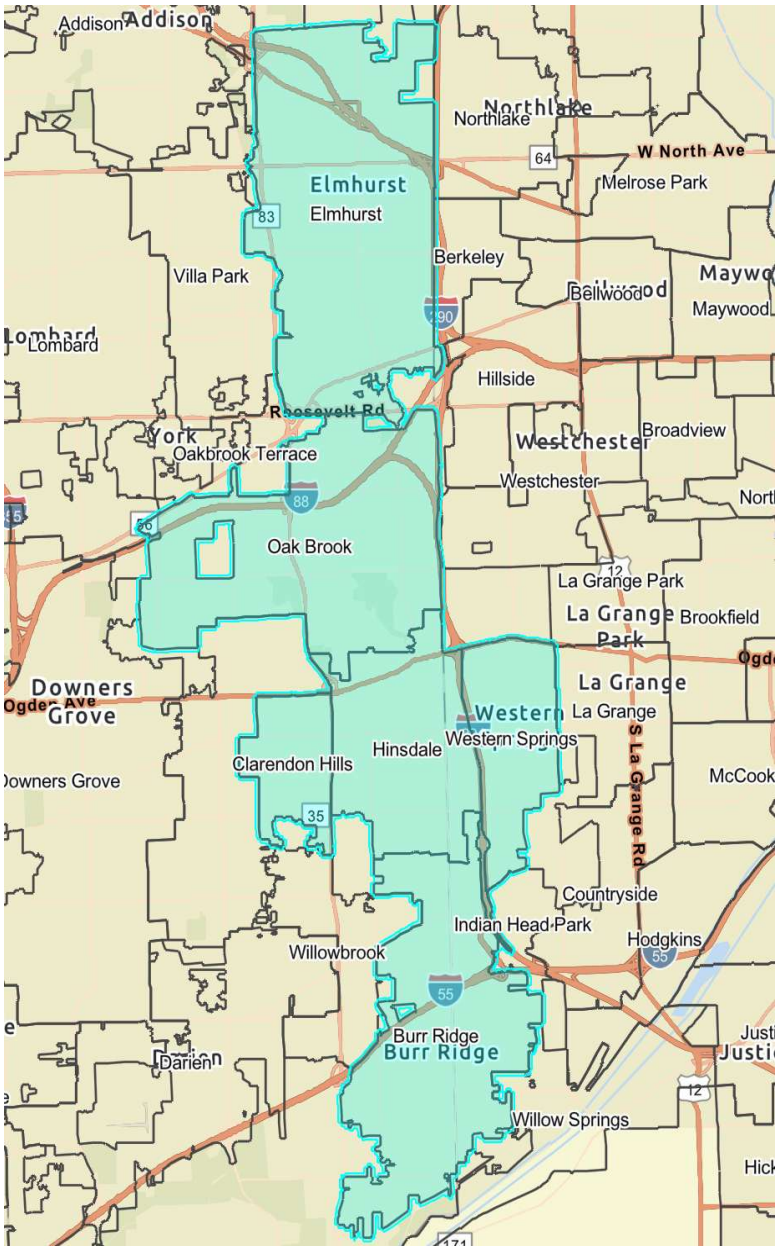
Median household income is $119,087, which is higher than the household income for the Chicago MSA. Residents within a 3-mile radius have a considerably higher level of educational attainment than those of the Chicago MSA, while median owner-occupied home values are considerably higher.

Market Area Definition

In addition to the radius demographic data presented above, we have defined the market area to include the nearby suburbs of Oak Brook, Elmhurst, Clarendon Hills, Hinsdale, Western Springs, and Burr Ridge. It is expected that the subject development will attract current residents from these

affluents communities who will be interested in downsizing and living in a luxury residential building. This area is illustrated on the following map.

Market Area Map



In order to project the fiscal impact of the proposed apartment development, we estimate the annual sales tax revenue that would accrue to the Village of Oak Brook, Illinois. Estimating sales tax revenue from a new residential development requires several assumptions about the households expected to

occupy the units. The following summarizes our assumptions and projections to arrive at this estimate.

Household Income Estimate

The developer is projecting an average rent of approximately $6,000 per unit (in current dollars) for the proposed project. This rent level is considered achievable based on a prior Marketability Study completed by our firm dated August 11, 2025. Households that will be able to afford this rent level will be toward the upper end of household income earners in the area. Household income is inferred from the projected market-rate rent using the "30% Rule," which holds that housing costs should represent no more than 30% of a household's gross monthly income. This benchmark is used extensively by landlords, lenders, and public agencies—including HUD—to assess housing affordability. As such, we estimate median income of the subject households at $240,000; however, it should be recognized that many residents will have incomes well above this amount that should only further increase the positive fiscal impact generated by the property. It is further noted anecdotally that higher income individuals typically spend a lower percentage of their income on housing than lower income persons, further confirming the conservative nature of this projected income level for subject's residents.

The following table illustrates the number of households in the $200,000+ income category in the defined market area. The subject would likely pull from the 1, 2, or 3 person renter household sizes, which include 582 households.

Renter Households
All Age Groups
Year 2026 Estimates

	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
$0-10,000	308	100	68	18	10	**504**
$10,000-20,000	271	61	26	21	6	**385**
$20,000-30,000	248	44	27	44	9	**372**
$30,000-40,000	229	81	32	52	9	**403**
$40,000-50,000	119	61	41	29	7	**257**
$50,000-60,000	176	72	33	27	8	**316**
$60,000-75,000	419	82	36	30	18	**585**
$75,000-100,000	318	255	88	70	47	**778**
$100,000-125,000	186	194	131	60	36	**607**
$125,000-150,000	179	170	71	33	12	**465**
$150,000-200,000	226	211	69	64	32	**602**
$200,000+	302	195	85	87	49	**718**
Total	**2,981**	**1,526**	**707**	**535**	**243**	**5,992**

Source: Ribbon Demographics, LLC

We also present the same data only for households that currently own their residence, since prospective renters at the subject will likely come from owners that are looking to downsize. The

subject would likely pull from the 1, 2, or 3 person owner household sizes, which include 8,214 households.

Owner Households
All Age Groups
Year 2026 Estimates

	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
$0-10,000	299	201	65	46	45	**656**
$10,000-20,000	375	99	39	34	29	**576**
$20,000-30,000	429	123	29	25	26	**632**
$30,000-40,000	480	272	52	50	38	**892**
$40,000-50,000	394	232	61	41	36	**764**
$50,000-60,000	243	272	59	39	45	**658**
$60,000-75,000	482	371	136	100	80	**1,169**
$75,000-100,000	610	971	362	255	131	**2,329**
$100,000-125,000	346	1,006	293	405	179	**2,229**
$125,000-150,000	256	841	406	271	337	**2,111**
$150,000-200,000	573	1,188	702	701	478	**3,642**
$200,000+	1,284	4,104	2,826	4,389	3,300	**15,903**
Total	**5,771**	**9,680**	**5,030**	**6,356**	**4,724**	**31,561**

Source: Ribbon Demographics, LLC

Total Consumer Spending Estimate

Total annual household spending is estimated as a percentage of gross income. According to the U.S. Bureau of Labor Statistics (BLS) 2024 Consumer Expenditure Survey (CEX), average annual expenditures for all consumer units were $78,535 against an average income of $104,207—a spending-to-income ratio of approximately 75%. However, for the high-income households implied by a $6,000/month rent, spending patterns more closely mirror those of the top income quintile. The BLS CEX reports that households in the highest income quintile spend approximately $150,342 annually. It is recognized that consumers at the higher end will spend at a lower spending-to-income percentage. BLS does not report a spending percentage for households at the highest quintile income level; however, we estimate 50% to 60% spending percentage for those in this category and use 55% for our analysis.

Taxable Spending

Not all consumer expenditures are subject to sales tax. Major non-taxable categories include housing costs (rent, mortgage), healthcare, financial services, insurance, education, and most groceries in Illinois. Based on the BLS CEX spending breakdown and Illinois sales tax exemptions, we estimate taxable spending at 30% of total household expenditures.

Local Capture Rate

Not all taxable spending by Oak Brook residents occurs within the Village of Oak Brook limits. Residents shop and dine at destinations throughout the area in neighboring suburbs and Chicago. Further, spending through on-line channels would be excluded from the local capture rate. However, Oak Brook is a regionally significant retail hub, anchored by Oakbrook Center (adjacent to the subject) with numerous restaurants and retailers, which will be a draw for residents of the subject property.

It is also important to recognize the some of the more affluent residents at the subject will treat their apartment at the property as a part-time residence. These will be residents that have a household income well above the median income used for this analysis. In total, we estimate a local capture rate of 65%.

Village Sales Tax Rate

The Village of Oak Brook receives 1.50% of the combined 7.50% general merchandise sales tax rate applicable in Oak Brook (DuPage County). Of the 1.50% Village share, 1.00% supports general operations and 0.50% is dedicated to roadway and infrastructure programs.

The following estimates the annual sales tax estimate generated from the subject in current dollars.

Oak Brook Sales Tax Revenue Projection From Subject

Average Monthly Rent	$6,000
Annual Rent per Household	$72,000
Rent to HH Income Ratio	30%
Implied Gross Household Income	$240,000
Consumer Spending Ratio	55%
Estimated Annual Total Spending per HH	$132,000
Taxable Spending Ratio	30%
Estimated Taxable Spending per HH	$39,600
Local Capture Rate	65%
Oak Brook Local Capture	$25,740
Number of Units at Subject	115
Estimated Total Captured Taxable Sales	$2,960,100
Village of Oak Brook Sales Tax Rate	1.5%
Village Sales Tax Revenue	$44,402

The 20 year projection of sales taxes to be generated from residents of the subject are presented in the Addenda.

Utility Taxes

In addition to sales tax revenue, the Village of Oak Brook will generate revenue from the residents of the subject property by taxing their electric and natural gas usage. The electric tax, which will be generated through taxing the electric bills sent by ComEd, is 5.00% with 10 rate tiers. The natural gas tax, which will be generated through taxing the gas bills sent by Nicor, is 5.00%.

We spoke to Marilyn Fumero, who is the finance director for the Village of Oak Brook, about the taxes that would likely be generated by the new residents at the subject property. She stated that the Nicor tax revenue to the Village for the month of March 2026 was $77,600 and the ComEd tax revenue was $130,300. A recent full year was not available, however, both utility taxes combined for 2024 was $3,112,972 according to information taken from the Village of Oak Brook website.

We asked Ms. Fumero if she could estimate the residential component of these tax revenues and she could not provide an estimate. She noted that there are about 3,000 residential customers and about 3,000 business customers in the Village, but the business customers have substantially higher average costs for both electric and natural gas. Therefore, we cannot simply calculate a per capita allocation for these tax amounts.

We believe the residential allocation to this tax is relatively modest on a per unit basis.

State Shared Revenue

The State of Illinois rebates back to the municipalities within the state a portion of tax revenue on a per capita basis. These shared revenue streams include a rebate of income taxes (aka Local Government Distributive Fund), State Use Tax (sales taxes from internet sales or purchases outside of Illinois), Motor Fuel Tax rebate, Transportation Renewal rebate, and Cannabis tax rebates. The following table was taken from the Illinois Municipal League website based on their State Shared Revenue Estimates and Forecasts (published August 26, 2025).

TABLE 2 - Revenue Summary Municipal Fiscal Year (MFY)

	MFY 2024 Actual	MFY 2025 Actual	MFY 2026 Initial Forecast	MFY 2026 Revised Estimate June	MFY 2026 Revised Estimate September	% Change MFY 2025 Actual vs MFY 2024 Actual	% Change MFY 2026 Estimate vs MFY 2025 Actual
LGDF (Per Capita)	$163.72	$173.81	$178.27	$181.53	$180.21	6.2%	3.7%
State Use Tax (Per Capita)	$38.21	$33.46	$19.60	$6.23	$6.57	-12.4%	-80.4%
Motor Fuel Tax	$22.80	$22.49	$21.57	$21.60	$21.60	-1.4%	-4.0%
Transportation Renewal Fund	$21.08	$22.70	$23.17	$23.68	$23.68	7.7%	4.3%
Cannabis (Per Capita)	$1.55	$1.55	$1.66	$1.58	$1.58	0.0%	1.8%
Total Per Capita	$247.36	$254.01	$244.27	$234.62	$233.63	2.7%	-8.0%
PPRT (millions)	$3,361.59	$2,062.74	$2,033.64	$2,202.88	$1,980.00	-38.6%	-4.0%

Source: Illinois Municipal League

As shown in the preceding table, the most recent projection for rebates for these various programs is $233.63 per capita.

For our analysis, we utilize an average household size of 1.8 people per unit for the subject property. We note that the average household size within a 1-mile radius of the subject is 1.9 and within a 3-mile radius is 2.5. These areas include some single-family residences and the subject will likely have an average household size slightly lower due to the smaller unit size.

Based on this estimate, we calculate the incremental contribution that would be generated from new residents at the subject property in the following table.

Illinois Revenue Share Estimates

	2026 Per Capita Forecast
State Income Tax Rebate	$180.21
State Use Tax Rebate	$6.57
Motor Fuel Tax Rebate	$21.60
Transportation Renewal	$23.68
Cannabis Rebate	$1.58
Total	$233.63
Number of Units	115
Estimated Household Size	1.80
Estimated Subject Contribution	$48,361

A 20 year projection is calculated in the Addenda of this report based on a 3% inflation factor.

Building Permits

While the preceding revenue sources will be on-going after completion of the subject project, the Village will receive a one-time revenue benefit from building permits. Typically, permit fees equate to about 2% of the hard costs of the project. The following summarizes our projection for permit fees based on the estimated hard costs of the development.

Building Permit Fees

	Hard Costs	Average Fee Percentage	Equals
Construction Budget	$82,000,000	2.0%	$1,640,000

Real Estate Taxes

The subject is located in DuPage County. The assessor's estimate of fair market value is determined by a variety of checks and balances which include scrutinizing of income and expense data, building permits, square foot areas, type of building, number of baths, etc., as well as comparable sales in the area. Commercial property in Will County is assessed at one third (33%) of market value.

More specifically, the subject is located in York Township. We conducted a phone interview with a commercial assessing professional at the York Township Assessor's office regarding their practice of estimating a fair market value of a property similar to the subject. The focus in this jurisdiction is on uniformity with similar properties in the area as well as sale comparables and an income capitalization analysis. The assessor officer pointed out one specific property that they would likely look to for uniformity, which is One Oak Brook Commons. This is a recently built luxury apartment development in Oak Brook that is also near Oakbrook Center. In conclusion, the official noted that the subject would be in the range of $275,000 to $350,000 per unit in assessor market value. Within this range, he estimated that the subject would be close to the upper end due to the date of construction, location, and luxury aspect.

Once the assessor arrives at their fair market value, they apply the assessment ratio (33.33%) to arrive at the assessed value. The tax bill is then determined by multiplying the local tax rate by the assessed value.

The following summarizes real estate assessment and tax comparables that were considered in estimating the subject's assessment upon completion of the project.

Apartment - Assessment and Tax Comparables

No.	Property Name	City	PIN	Year Built	Number of Units	Total Assessed Value	Assessed Value/Unit	Total Taxes Paid 2025	Taxes/Unit
1	Wheaton 121	Wheaton	05-16-304-028	2013	306	$27,157,284	$88,749	$1,845,881	$6,032
2	One Oak Brook Commons	Oak Brook	06-23-406-023	2022	250	$27,916,670	$111,667	$1,289,052	$5,156
3	Dash Downers Grove	Downers Grove	09-08-306-061	2023	167	$11,691,381	$70,008	$749,722	$4,489
4	The Fynn	Elmhurst	06-02-214-051	2021	212	$18,340,544	$86,512	$1,105,311	$5,214
5	Regency Place	Oakbrook Terrace	06-21-308-023	2007	112	$8,026,670	$71,667	$620,887	$5,544
6	Courthouse Square	Wheaton	05-16-318-007,-015,-027,-028	2016	149	$12,349,354	$82,882	$839,385	$5,633
7	Maple and Main	Downers Grove	09-08-306-060	2018	115	$7,443,430	$64,725	$477,317	$4,151
						Averages:	**$82,316**		**$5,174**

Based on the comparable data and discussions with the York Township Assessor's Office, we estimate an assessor market value of $345,000 per apartment unit upon completion of the subject property. We note that this is in 2025-dollar terms. The following summarizes the taxes and allocation to the Village and school district for the apartments.

Real Estate Tax Projection

Projected Assessor Market Value Per Unit	$345,000
Projected Assessment Per Unit	$115,000
Overall Tax Rate (2024 / Pay 2025)	4.61750%
Projected Real Estate Taxes Per Unit	$5,310.13

	Rate	$ Per Unit	Total
County of DuPage	0.13610%	$156.52	$17,999
Grade School District 48	1.76540%	$2,030.21	$233,474
High School District 88	1.99770%	$2,297.36	$264,196
Other Taxes	0.71830%	$826.05	$94,995
Total	4.61750%	$5,310.13	$610,664

We note that the Village of Oak Brook does not receive revenue from real estate taxes. The individual rates for the County, Grade School District 48 (Salt Creek), and High School District 88 (Addison Trail) were taken from the 2024 (payable 2025) real estate tax bill. Note that the Other Taxes line are for other municipal offices that receive funds from the real estate tax amount that are outside of this analysis.

The following summarizes our projection for real estate tax collections over the initial 20-year period commencing at completion of the project, which assumes that real estate taxes will grow at a rate of 3.0% annually:

Summary of Real Estate Tax Collections - 20-Year Period

Total Real Estate Tax Collection	$18,468,227
Allocations	
County of DuPage	$544,348
Grade School District 48	$8,133,338
High School District 88	$1,899,904
Other Departments	$7,890,638

The Addenda presents the detailed calculations for the preceding. We note that the Other Departments line represents other taxes that are collected for departments that are outside of this analysis.

Incremental Municipal Costs

As part of our analysis, it is necessary to analyze the incremental costs of the subject development to the Village. These incremental costs can come from the increased fire, police, or emergency services. Further, there can be incremental costs associated with providing water and sewer. Other costs can consist of Village staff in the evaluation of the proposed plans for construction. The impact on the school districts is also considered. In the following section we consider these potential costs.

Village Services

The following considers the services provided by the Village in connection with a development similar to what is proposed for the subject.

Police

A luxury rental apartment development typically experiences very few incidents. There are occasions when police may be called to respond to residents or guests of the property, but such incidents seldom occur, and the fiscal impact is very minor.

Fire and Ambulance

The subject is located on the northeastern edge of Oakbrook Center and will be serviced by Oak Brook Fire Department Station 93, which is at 725 Enterprise Drive in Oak Brook about a mile southeast of the property.

The property will be new construction with the latest in fire protection. There are occasions when fire and/or ambulance services are needed in a project like what is proposed, but they are rare. Ambulance services are typically charged by incident to the person receiving the care and there should not be an incremental cost to the Village. Further, fire protection incidents are expected to be modest without any measurable fiscal impact.

Village Staff Costs

The Village staff incur time to review building plans and consider zoning issues related to a project similar to the subject. However, building permits and associated fees will more than cover the costs related to the review by Village staff as it relates to the subject development. These fees are considered to be net neutral to the costs.

School District Costs

As shown below, the most recent available cost per student is illustrated for the subject's two school districts. This information was obtained from the Illinois Report Card as published by the Illinois State Board of Education and is the most recent data available (for the 2024-25 school year).

Student Cost By School District

School	Addison Trail - High School District 88	% YOY Increase	Salt Creek - Grade School District 48	% YOY Increase
2021-22	$18,156	8.93%	$21,710	4.59%
2022-23	$18,841	3.77%	$21,160	-2.53%
2023-24	$20,793	10.36%	$24,781	17.11%
2024-25	$22,915	10.21%	$23,775	-4.06%
	Average	8.32%	Average	3.78%

Source: Illinois Report Card, as reported by the Illinois State Board of Education

We note that the district annual increases have been very high for the high school district, but the grade school district is a somewhat reasonable 4% annually over the last few years. We estimate going forward the increases will abate somewhat to approximately 4.0% annually. As a result, we project the cost per student from the most recent year (fiscal year 2025) to grow by 4% annually. This calculation is presented in the Addenda.

School District Enrollment

A critical element in this analysis is estimating the number of students that will be generated by the subject property. As part of the valuation and consulting work that our firm does on a quarterly basis in the suburban market, we are tracking rental market trends throughout the MSA. This extensive survey of over 120,000 dwelling units in the suburban rental market provides us with a deeper understanding of the resident profile in apartment properties throughout the Chicago suburban MSA and the ability to identify the target renter profile for the subject property. While lower rent, garden apartment style and townhome style developments attract a component of families with school-age children, the subject property is providing a very different lifestyle with a different unit type, location, and amenities.

For this study, we interviewed several owners and property managers of Class A elevator newer construction multi-family properties throughout the north, northwest, and western suburbs regarding their population of students in the properties. The buildings included in this survey were all newer, Class A elevator high-rise buildings so that they would be most similar to the subject property. Due to the limited number of luxury rental properties in the market, only one property would be classified as luxury similar to subject. The others were the more typical elevator rental apartment buildings which are being built in suburban locations throughout the MSA, including properties in suburban downtowns and properties in or adjacent to large retail centers. The following are the results of this survey:

Student Population Survey

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Location	Units	Type	Built	Elementary Students	High school Students	Total Students	Students /Apt
North suburban	45	Luxury, Elevator	2024			0	0.00%
North suburban	250	Class A, Elevator	2021			10	4.00%
North suburban	296	Class A, Elevator	2023			0	0.00%
Northwest suburban	166	Class A, Elevator	2024	1	0	1	0.60%
Northwest suburban	268	Class A, Elevator	2020			5	1.87%
Northwest suburban	297	Class A, Elevator	2024	13	10	23	7.74*%
Northwest suburban	311	Class A, Elevator	2023			7	2.25%
West suburban	162	Class A, Elevator	2021	3	0	3	1.85%
West suburban	177	Class A, Elevator	2024			6	3.39%
West suburban	304	Class A, Elevator	2022			1	0.33%

*Property located in prime high school district attracting parents with school-age children

Where available, the survey data was broken out between elementary and high school students. However, while management firms generally do not track this data, it was reported that the elementary school age children were the dominant age bracket, when children were residing in these units.

The data was all within a rather narrow range, with one outlier being located in the Stevenson High School District. Stevenson High School in Lincolnshire is consistently ranking among the top public high schools in Illinois and the United States. U.S. News & World Report frequently ranks it in the top 10 within Illinois. Management personnel report that this ranking can skew the demographics in their apartment building as there will be a segment of their renters, though still very small, who will move to the building in order to be in the Stevenson school district.

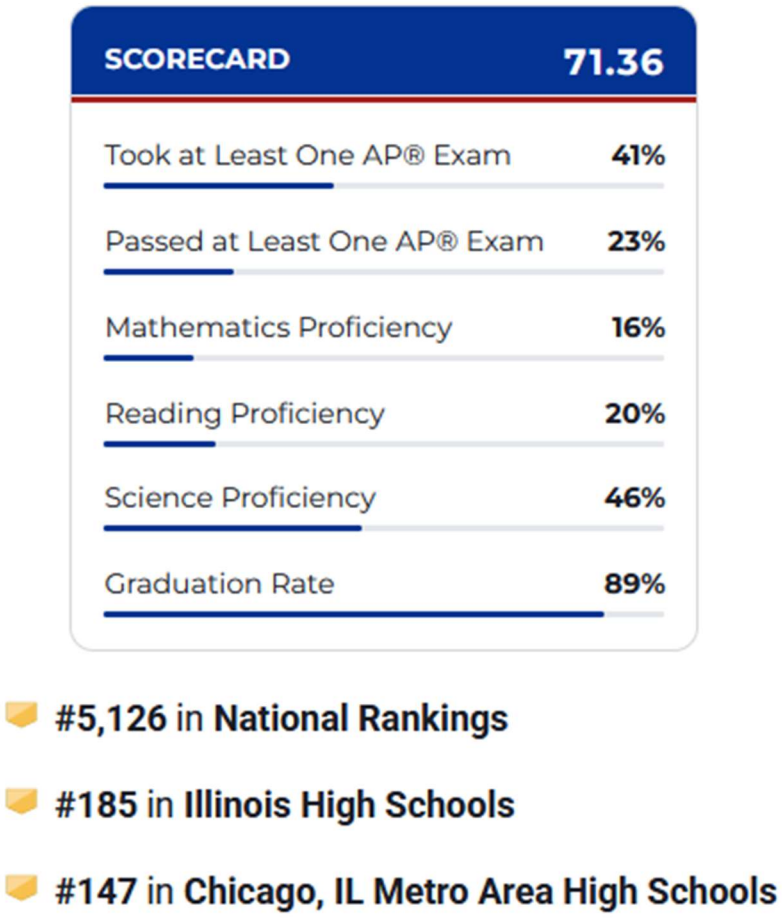
For the subject property, by some measures, we could anticipate zero students attending either of the school districts. Given the location of the subject property adjacent to a major regional retail center, its unit types and projected rents for the subject units, the main component of the target market for the subject will be the empty nester who is downsizing from a single-family house in Oak Brook, a nearby community, or moving to be close to their grandchildren in the Oak Brook market area. The 2020 census reported a median age in Oak Brook of 55.1 years. Combining the median age with the price point projected for the subject, the elevator style of the building, and the location adjacent to a regional retail center, it is unlikely that a resident in the subject building would have school age children.

An additional but smaller portion of subject's target market will be young professionals and affluent couples who may be moving to the building as part of a corporate move or as a residence prior to making a home purchase. While management personnel report residents who may get pregnant and then have a baby while residing in the building, these renters move out well before it is time for their young children to attend school. With the many available housing choices available to an affluent young couple with a child, an elevator apartment building is typically not the housing style preference.

This would be particularly true in a rather urban/suburban environment such as subject's location which is adjacent to a regional retail center, high-rise hotels, and office buildings. Thus, management personnel for Class A suburban elevator properties consistently report that this segment of their rental demographic will move out of the building prior to the start of kindergarten.

Given subject's location, the public high school would be Addison Trail in Addison, which is 9 miles from the property. In a fairly dense location like eastern DuPage County, this is a long distance. The following provides some statistics on performance rankings for Addison Trail High School.

Addison Trail High School District 88 Scorecard and Rankings



Source: US News and World Report

We believe that it is unlikely that a resident of the subject property would have a high school age child and if they did have one, they would likely elect to send their child to a private school rather than to Addison Trail High School. Therefore, we project zero Addison Trail High School District students to be living at the subject project.

It is slightly more likely to have grade school children than high school children, consistent with our survey results. For our analysis, we estimate 2 grade school children (1.7% of units) at the property on average throughout our 20-year projection. The 20-year cost and benefit projection is presented in the Addenda.

School and Village Impact Fees

The Village of Oak Brook reports that they do not charge impact fees for a new apartment development.

We have inquired at the two school districts and, as of the date of this report, they have not responded to our requests.

Certification

We certify that, to the best of our knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. We have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
4. We have performed prior services one time, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding the agreement to perform this assignment.
5. We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
6. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
7. Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice as well as applicable state appraisal regulations.
9. The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
10. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
11. Gail Lissner, CRE, SRA viewed the subject site and reviewed the renderings and drawings. Steven Kelley, MAI did not inspect the subject site.
12. No one provided significant real property appraisal assistance to the persons(s) signing this certification.
13. We have experience in appraising properties similar to the subject and are in compliance with the Competency Rule of USPAP.
14. As of the date of this report, Steven Kelley, MAI and Gail Lissner, SRA, CRE have completed the continuing education program for Designated Members of the Appraisal Institute.

15. As of the date of this report, we certify that no signing appraisers are currently Candidates or Practicing Affiliates of the Appraisal Institute.

[redacted]

Steven Kelley, MAI
Certified General Real Estate Appraiser
Illinois Certificate # 553.000853

Gail Lissner, SRA,CRE
Certified General Real Estate Appraiser
Illinois Certificate # 553.001842

Assumptions and Limiting Conditions

This appraisal and any other work product related to this engagement are limited by the following standard assumptions, except as otherwise noted in the report:

1. The title is marketable and free and clear of all liens, encumbrances, encroachments, easements and restrictions. The property is under responsible ownership and competent management and is available for its highest and best use.
2. There are no existing judgments or pending or threatened litigation that could affect the value of the property.
3. There are no hidden or undisclosed conditions of the land or of the improvements that would render the property more or less valuable. Furthermore, there is no asbestos in the property.
4. The revenue stamps placed on any deed referenced herein to indicate the sale price are in correct relation to the actual dollar amount of the transaction.
5. The property is in compliance with all applicable building, environmental, zoning, and other federal, state and local laws, regulations and codes.
6. The information furnished by others is believed to be reliable, but no warranty is given for its accuracy.

This appraisal and any other work product related to this engagement are subject to the following limiting conditions, except as otherwise noted in the report:

1. An appraisal is inherently subjective and represents our opinion as to the value of the property appraised.
2. The conclusions stated in our appraisal apply only as of the effective date of the appraisal, and no representation is made as to the effect of subsequent events.
3. No changes in any federal, state or local laws, regulations or codes (including, without limitation, the Internal Revenue Code) are anticipated.
4. No environmental impact studies were either requested or made in conjunction with this appraisal, and we reserve the right to revise or rescind any of the value opinions based upon any subsequent environmental impact studies. If any environmental impact statement is required by law, the appraisal assumes that such statement will be favorable and will be approved by the appropriate regulatory bodies.
5. Unless otherwise agreed to in writing, we are not required to give testimony, respond to any subpoena or attend any court, governmental or other hearing with reference to the property without compensation relative to such additional employment.
6. We have made no survey of the property and assume no responsibility in connection with such matters. Any sketch or survey of the property included in this report is for illustrative purposes only and should not be considered to be scaled accurately for size. The appraisal

covers the property as described in this report, and the areas and dimensions set forth are assumed to be correct.

7. No opinion is expressed as to the value of subsurface oil, gas or mineral rights, if any, and we have assumed that the property is not subject to surface entry for the exploration or removal of such materials, unless otherwise noted in our appraisal.

8. We accept no responsibility for considerations requiring expertise in other fields. Such considerations include, but are not limited to, legal descriptions and other legal matters such as legal title, geologic considerations such as soils and seismic stability; and civil, mechanical, electrical, structural and other engineering and environmental matters. Such considerations may also include determinations of compliance with zoning and other federal, state, and local laws, regulations and codes.

9. The distribution of the total valuation in the report between land and improvements applies only under the reported highest and best use of the property. The allocations of value for land and improvements must not be used in conjunction with any other appraisal and are invalid if so used. The appraisal report shall be considered only in its entirety. No part of the appraisal report shall be utilized separately or out of context.

10. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraisers, or any reference to the Appraisal Institute) shall be disseminated through advertising media, public relations media, news media or any other means of communication (including without limitation prospectuses, private offering memoranda and other offering material provided to prospective investors) without the prior written consent of the persons signing the report.

11. Information, estimates and opinions contained in the report and obtained from third-party sources are assumed to be reliable and have not been independently verified.

12. Any income and expense estimates contained in the appraisal report are used only for the purpose of estimating value and do not constitute predictions of future operating results.

13. If the property is subject to one or more leases, any estimate of residual value contained in the appraisal may be particularly affected by significant changes in the condition of the economy, of the real estate industry, or of the appraised property at the time these leases expire or otherwise terminate.

14. Unless otherwise stated in the report, no consideration has been given to personal property located on the premises or to the cost of moving or relocating such personal property; only the real property has been considered.

15. The current purchasing power of the dollar is the basis for the values stated in the appraisal; we have assumed that no extreme fluctuations in economic cycles will occur.

16. The values found herein are subject to these and to any other assumptions or conditions set forth in the body of this report but which may have been omitted from this list of Assumptions and Limiting Conditions.

17. The analyses contained in the report necessarily incorporate numerous estimates and assumptions regarding property performance, general and local business and economic

conditions, the absence of material changes in the competitive environment and other matters. Some estimates or assumptions, however, inevitably will not materialize, and unanticipated events and circumstances may occur; therefore, actual results achieved during the period covered by our analysis will vary from our estimates, and the variations may be material.

18. The Americans with Disabilities Act (ADA) became effective January 26, 1992. We have not made a specific survey or analysis of the property to determine whether the physical aspects of the improvements meet the ADA accessibility guidelines. We claim no expertise in ADA issues, and render no opinion regarding compliance of the subject with ADA regulations. Inasmuch as compliance matches each owner's financial ability with the cost to cure the non-conforming physical characteristics of a property, a specific study of both the owner's financial ability and the cost to cure any deficiencies would be needed for the Department of Justice to determine compliance.

19. The appraisal report is prepared for the exclusive benefit of you, your subsidiaries and/or affiliates. It may not be used or relied upon by any other party. All parties who use or rely upon any information in the report without our written consent do so at their own risk.

20. No studies have been provided to us indicating the presence or absence of hazardous materials on the subject property or in the improvements, and our valuation is predicated upon the assumption that the subject property is free and clear of any environment hazards including, without limitation, hazardous wastes, toxic substances and mold. No representations or warranties are made regarding the environmental condition of the subject property. IRR - Chicago, Integra Realty Resources, Inc., and their respective officers, owners, managers, directors, agents, subcontractors or employees (the "Integra Parties"), shall not be responsible for any such environmental conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because we are not experts in the field of environmental conditions, the appraisal report cannot be considered as an environmental assessment of the subject property.

21. The persons signing the report may have reviewed available flood maps and may have noted in the appraisal report whether the subject property is located in an identified Special Flood Hazard Area. However, we are not qualified to detect such areas and therefore do not guarantee such determinations. The presence of flood plain areas and/or wetlands may affect the value of the property, and the value conclusion is predicated on the assumption that wetlands are non-existent or minimal.

22. We are not a building or environmental inspector. The Integra Parties do not guarantee that the subject property is free of defects or environmental problems. Mold may be present in the subject property and a professional inspection is recommended.

23. The appraisal report and value conclusions for an appraisal assume the satisfactory completion of construction, repairs or alterations in a workmanlike manner.

24. IRR - Chicago is an independently owned and operated company. The parties hereto agree that Integra shall not be liable for any claim arising out of or relating to any appraisal report or any information or opinions contained therein as such appraisal report is the sole and exclusive responsibility of IRR - Chicago. In addition, it is expressly agreed that in any action

which may be brought against the Integra Parties arising out of, relating to, or in any way pertaining to the engagement letter, the appraisal reports or any related work product, the Integra Parties shall not be responsible or liable for any incidental or consequential damages or losses, unless the appraisal was fraudulent or prepared with intentional misconduct. It is further expressly agreed that the collective liability of the Integra Parties in any such action shall not exceed the fees paid for the preparation of the assignment (unless the appraisal was fraudulent or prepared with intentional misconduct). It is expressly agreed that the fees charged herein are in reliance upon the foregoing limitations of liability.

25. IRR - Chicago is an independently owned and operated company, which has prepared the appraisal for the specific intended use stated elsewhere in the report. The use of the appraisal report by anyone other than the Client is prohibited except as otherwise provided. Accordingly, the appraisal report is addressed to and shall be solely for the Client's use and benefit unless we provide our prior written consent. We expressly reserve the unrestricted right to withhold our consent to your disclosure of the appraisal report or any other work product related to the engagement (or any part thereof including, without limitation, conclusions of value and our identity), to any third parties. Stated again for clarification, unless our prior written consent is obtained, no third party may rely on the appraisal report (even if their reliance was foreseeable).

26. The conclusions of this report are estimates based on known current trends and reasonably foreseeable future occurrences. These estimates are based partly on property information, data obtained in public records, interviews, existing trends, buyer-seller decision criteria in the current market, and research conducted by third parties, and such data are not always completely reliable. The Integra Parties are not responsible for these and other future occurrences that could not have reasonably been foreseen on the effective date of this assignment. Furthermore, it is inevitable that some assumptions will not materialize and that unanticipated events may occur that will likely affect actual performance. While we are of the opinion that our findings are reasonable based on current market conditions, we do not represent that these estimates will actually be achieved, as they are subject to considerable risk and uncertainty. Moreover, we assume competent and effective management and marketing for the duration of the projected holding period of this property.

27. All prospective value opinions presented in this report are estimates and forecasts which are prospective in nature and are subject to considerable risk and uncertainty. In addition to the contingencies noted in the preceding paragraph, several events may occur that could substantially alter the outcome of our estimates such as, but not limited to changes in the economy, interest rates, and capitalization rates, behavior of consumers, investors and lenders, fire and other physical destruction, changes in title or conveyances of easements and deed restrictions, etc. It is assumed that conditions reasonably foreseeable at the present time are consistent or similar with the future.

28. The appraisal is also subject to the following:

Extraordinary Assumptions and Hypothetical Conditions

The value conclusions are subject to the following extraordinary assumptions. An extraordinary assumption is an assignment-specific assumption as of the effective data regarding uncertain information used in an analysis which, if found to be false, could alter the appraiser's opinions or conclusions.

1. Completion of the proposed improvements based on how the project has been described to us by the developer for this analysis.

The value conclusions are based on the following hypothetical conditions. A hypothetical condition is a condition, directly related to a specific assignment, which is contrary to what is known by the appraiser to exist on the effective date of the assignment results, but is used for the purpose of analysis.

1. None.

The use of any extraordinary assumption or hypothetical condition may have affected the assignment results.

Addendum A
Qualifications

Gail Lissner, SRA, CRE



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Experience

Managing Director for Integra Realty Resources
Former Vice President and Appraiser for Appraisal Research Counselors

Throughout her career, Ms. Lissner has focused on the housing/multi-family market, with a particular interest in condominium development, apartment development, and the condominium conversion/deconversion market. Gail's work with condominiums and apartments spans many decades, providing consulting services to the original Chicago condominium convertors in the 1970s, and expanding to work in the conversion market throughout the United States. Gail produced a report from 1997 through 2021 on the condominium market on a quarterly basis delineating development trends and condo pricing in Downtown Chicago. In Gail's consulting and valuation work for apartment and condominium developments, the scope of work ranges from site and building plan consultations at project inception to market and feasibility studies along with comprehensive appraisals. Her work includes both urban and suburban properties and includes townhome and single family residential developments. Gail has testified as an expert witness in housing-related matters.

Professional Activities & Affiliations

SRA Designation, Appraisal Institute
CRE Designation, Counselors of Real Estate
Board Member (2017-2026) and Chair (2023-2024): State of IL Real Estate Appraisal Administration and Disciplinary Board
Village Trustee (2017-May 2025): Village of Glencoe Board of Trustees
Plan Commission - Vice Chair, Village of Glencoe (2022-May 2025)
President: Realty Club of Chicago (2016)/Vice President: Realty Club of Chicago (2015)
Secretary/Treasurer: Counselors of Real Estate Midwest Chapter (2009-2014)
Secretary: Counselors of Real Estate Midwest Chapter (2026)
Mentor: Goldie B Wolfe Miller Women Leaders in Real Estate at Roosevelt University (2008-2010)
Senior Member: Realty Club of Chicago and Real Estate Investment Association (REIA)
Member: Lambda Alpha International and Honorary Land Economics Society - Ely Chapter
Member: North Shore Barrington Board of Realtors
Crains Chicago Business: Named as one of Crains 20 Women to Watch 2008

Licenses

Illinois, Certified General Real Estate Appraiser, 553.001842, Expires September 2027
Illinois, Licensed Real Estate Managing Broker, 471.004757, Expires April 2027
Wisconsin, Certified General Real Estate Appraiser, 2282-10, Expires December 2027
Michigan, Certified General Real Estate Appraiser, 1205076446, Expires July 2026
Indiana, Certified General Real Estate Appraiser, CG42300003, Expires June 2026
Texas, Certified General Real Estate Appraiser, TX 1381509 G, Expires October 2026

Education

Bachelor of Arts from Washington University. Phi Beta Kappa.

glissner@irr.com - 312.565.3423

State of Illinois

Department of Financial and Professional Regulation

Division of Real Estate

LICENSE NO.
553.001842

The person, firm, or corporation whose name appears on this certificate has complied with the provisions of the Illinois Statutes and/or rules and regulations and is hereby authorized to engage in the activity as indicated below:

EXPIRES:
09/30/2027

CERTIFIED GENERAL REAL ESTATE APPRAISER

GAIL S LISSNER

MARIO TRETO, JR.
SECRETARY

LAURIE MURPHY
DIRECTOR

The official status of this license can be verified at IDFPR.Illinois.gov

20339824

Steven Kelley, MAI



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Experience

Director for Integra Realty Resources
Former Senior Appraiser for Appraisal Research Counselors
Former Director of Real Estate for Duff & Phelps
Former Acquisitions Associate for Equity Office Properties Trust
Former Senior Financial Analyst for Equity Group Investments

Steven J. Kelley, MAI started his real estate valuation career in 1991. He has worked on the valuation side for independent appraisal firms, REITs and global account firms. Steve is experienced with detailed financial analysis of institutional office, retail, hotel, and multi-family properties. Steve was involved in the acquisition, disposition, and asset management for one of the largest owners of office properties in the Unites States. Steve's division was responsible for the due diligence and closings for acquisitions of over $2 Billion in institutional office properties for the REIT. He has managed portfolio engagements involving traditional market value assignments as well as purchase price allocations (ASC 805) for mergers and acquisitions. He has extensive experience with equity investment analysis, feasibility studies, market studies and highest and best use analysis. Steve has qualified as an expert witness. Mr. Kelley received his Bachelor of Science Degree in Real Estate from Florida State University. He holds the MAI designation of the Appraisal Institute and has served on the Chicago Chapter Admissions Committee.

Professional Activities & Affiliations

MAI Designation, Appraisal Institute
Member: Real Estate Investors Association (REIA)

Licenses

Illinois, Certified General Real Estate Appraiser, 553.000853, Expires September 2027
Indiana, Certified General Real Estate Appraiser, CG41300013, Expires June 2026

Education

Bachelor of Science Degree in Real Estate, April 1991, Florida State University, Tallahassee, Florida

skelley@irr.com - 312.565.3429

State of Illinois

Department of Financial and Professional Regulation

Division of Real Estate

LICENSE NO.
553.000853

The person, firm, or corporation whose name appears on this certificate has complied with the provisions of the Illinois Statutes and/or rules and regulations and is hereby authorized to engage in the activity as indicated below:

EXPIRES:
09/30/2027

CERTIFIED GENERAL REAL ESTATE APPRAISER

STEVEN J KELLEY
IRR

MARIO TRETO, JR.
SECRETARY

LAURIE MURPHY
DIRECTOR

The official status of this license can be verified at IDFPR.illinois.gov

2039196?

About IRR

Integra Realty Resources, Inc. (IRR) provides world-class commercial real estate valuation, counseling, and advisory services. Routinely ranked among leading property valuation and consulting firms, we are now the largest independent firm in our industry in the United States, with local offices coast to coast and in the Caribbean.

IRR offices are led by MAI-designated Senior Managing Directors, industry leaders who have over 25 years, on average, of commercial real estate experience in their local markets. This experience, coupled with our understanding of how national trends affect the local markets, empowers our clients with the unique knowledge, access, and historical perspective they need to make the most informed decisions.

Many of the nation's top financial institutions, developers, corporations, law firms, and government agencies rely on our professional real estate opinions to best understand the value, use, and feasibility of real estate in their market.

Local Expertise...Nationally!

irr.com

Addendum B

Oak Brook 20 Year Sales Tax Estimate From Subject

Year #	Calendar Year	Annual Sales Tax Estimate
0	2026	$44,402
0	2027	$45,734
0	2028	$47,106
1	2029	$48,519
2	2030	$49,974
3	2031	$51,474
4	2032	$53,018
5	2033	$54,608
6	2034	$56,246
7	2035	$57,934
8	2036	$59,672
9	2037	$61,462
10	2038	$63,306
11	2039	$65,205
12	2040	$67,161
13	2041	$69,176
14	2042	$71,251
15	2043	$73,389
16	2044	$75,591
17	2045	$77,858
18	2046	$80,194
19	2047	$82,600
20	2048	$85,078
	20-Year Total	$1,303,716

Note: The gray shaded areas are pre-completion and are excluded from the fiscal analysis calculation but used as part of the inflation (3% annually) of the components in the benefit / cost analysis.

20-Year Illinois Revenue Sharing Estimated Contribution

Year #	Calendar Year	Benefit Total
0	2026	$48,361
0	2027	$49,812
0	2028	$51,307
1	2029	$52,846
2	2030	$54,431
3	2031	$56,064
4	2032	$57,746
5	2033	$59,478
6	2034	$61,263
7	2035	$63,101
8	2036	$64,994
9	2037	$66,944
10	2038	$68,952
11	2039	$71,020
12	2040	$73,151
13	2041	$75,346
14	2042	$77,606
15	2043	$79,934
16	2044	$82,332
17	2045	$84,802
18	2046	$87,346
19	2047	$89,966
20	2048	$92,665
	20-Year Total	$1,419,987

Note: The gray shaded areas are pre-completion and are excluded from the fiscal analysis calculation but used as part of the inflation (3% annually) of the components in the benefit / cost analysis.

20-Year Real Estate Tax Collection

Year #	Calendar Year	Estimated Taxes Per Apartment Unit	Total Taxes for Apartments
0	2025	$5,310	$610,664
0	2026	$5,469	$628,984
0	2027	$5,634	$647,854
0	2028	$5,803	$667,289
1	2029	$5,977	$687,308
2	2030	$6,156	$707,927
3	2031	$6,341	$729,165
4	2032	$6,531	$751,040
5	2033	$6,727	$773,571
6	2034	$6,929	$796,779
7	2035	$7,136	$820,682
8	2036	$7,350	$845,302
9	2037	$7,571	$870,661
10	2038	$7,798	$896,781
11	2039	$8,032	$923,685
12	2040	$8,273	$951,395
13	2041	$8,521	$979,937
14	2042	$8,777	$1,009,335
15	2043	$9,040	$1,039,615
16	2044	$9,311	$1,070,804
17	2045	$9,591	$1,102,928
18	2046	$9,878	$1,136,016
19	2047	$10,175	$1,170,096
20	2048	$10,480	$1,205,199
		20-Year Total Real Estate Taxes	$18,468,227

Note: The gray shaded areas are pre-completion and are excluded from the fiscal analysis calculation but used as part of the inflation (3% annually) of the components in the benefit / cost analysis.

20-Year Benefit / Cost - DuPage County Portion

Year #	Calendar Year	Estimated Taxes	Cost None	Benefit
0	2025	$17,999		
0	2026	$18,539		
0	2027	$19,095		
0	2028	$19,668		
1	2029	$20,258	$0	$20,258
2	2030	$20,866	$0	$20,866
3	2031	$21,492	$0	$21,492
4	2032	$22,137	$0	$22,137
5	2033	$22,801	$0	$22,801
6	2034	$23,485	$0	$23,485
7	2035	$24,189	$0	$24,189
8	2036	$24,915	$0	$24,915
9	2037	$25,663	$0	$25,663
10	2038	$26,432	$0	$26,432
11	2039	$27,225	$0	$27,225
12	2040	$28,042	$0	$28,042
13	2041	$28,883	$0	$28,883
14	2042	$29,750	$0	$29,750
15	2043	$30,642	$0	$30,642
16	2044	$31,562	$0	$31,562
17	2045	$32,509	$0	$32,509
18	2046	$33,484	$0	$33,484
19	2047	$34,488	$0	$34,488
20	2048	$35,523	$0	$35,523
	20-Year Total	$544,348	$0	$544,348

Note: The gray shaded areas are pre-completion and are excluded from the fiscal analysis calculation but used as part of the inflation (3% annually) of the components in the benefit / cost analysis.

20-Year Grade School District 48 Benefit / Cost Analysis

Year #	Calendar Year	Benefit Total	School Cost Per Student	Cost School Cost for 2 Students	Benefit
0	2025	$233,474	$23,775	$47,550	
0	2026	$242,813	$24,726	$49,452	
0	2027	$252,526	$25,715	$51,430	
0	2028	$262,627	$26,744	$53,487	
1	2029	$273,132	$27,813	$55,627	$217,505
2	2030	$284,057	$28,926	$57,852	$226,205
3	2031	$295,419	$30,083	$60,166	$235,253
4	2032	$307,236	$31,286	$62,573	$244,663
5	2033	$319,525	$32,538	$65,075	$254,450
6	2034	$332,307	$33,839	$67,678	$264,628
7	2035	$345,599	$35,193	$70,386	$275,213
8	2036	$359,423	$36,601	$73,201	$286,222
9	2037	$373,800	$38,065	$76,129	$297,671
10	2038	$388,752	$39,587	$79,174	$309,577
11	2039	$404,302	$41,171	$82,341	$321,960
12	2040	$420,474	$42,817	$85,635	$334,839
13	2041	$437,293	$44,530	$89,060	$348,232
14	2042	$454,784	$46,311	$92,623	$362,162
15	2043	$472,976	$48,164	$96,328	$376,648
16	2044	$491,895	$50,090	$100,181	$391,714
17	2045	$511,571	$52,094	$104,188	$407,383
18	2046	$532,033	$54,178	$108,355	$423,678
19	2047	$553,315	$56,345	$112,690	$440,625
20	2048	$575,447	$58,599	$117,197	$458,250
	20-Year Total	$8,133,338		$1,656,458	$6,476,880

Note: The gray shaded areas are pre-completion and are excluded from the fiscal analysis calculation but used as part of the inflation (3% annually) of the components in the benefit / cost analysis.

20-Year High School District 88 Benefit / Cost Analysis

Year #	Calendar Year	Benefit Total	Cost School Cost Per Student	Cost School Cost for Zero Students	Benefit
0	2025	$94,995	$0	$0	
0	2026	$94,995	$0	$0	
0	2027	$94,995	$0	$0	
0	2028	$94,995	$0	$0	
1	2029	$94,995	$0	$0	$94,995
2	2030	$94,995	$0	$0	$94,995
3	2031	$94,995	$0	$0	$94,995
4	2032	$94,995	$0	$0	$94,995
5	2033	$94,995	$0	$0	$94,995
6	2034	$94,995	$0	$0	$94,995
7	2035	$94,995	$0	$0	$94,995
8	2036	$94,995	$0	$0	$94,995
9	2037	$94,995	$0	$0	$94,995
10	2038	$94,995	$0	$0	$94,995
11	2039	$94,995	$0	$0	$94,995
12	2040	$94,995	$0	$0	$94,995
13	2041	$94,995	$0	$0	$94,995
14	2042	$94,995	$0	$0	$94,995
15	2043	$94,995	$0	$0	$94,995
16	2044	$94,995	$0	$0	$94,995
17	2045	$94,995	$0	$0	$94,995
18	2046	$94,995	$0	$0	$94,995
19	2047	$94,995	$0	$0	$94,995
20	2048	$94,995	$0	$0	$94,995
	20-Year Total	$1,899,904		$0	$1,899,904

Note: The gray shaded areas are pre-completion and are excluded from the fiscal analysis calculation but used as part of the inflation (3% annually) of the components in the benefit / cost analysis.

ENVIRONMENTAL IMPACT ANALYSIS

The 1315 16th Street project is an approximately 2.25-acre site that was previously a parking lot serving the 1900 Spring Road office building. The subject site is located at the southwest corner of Spring Road and 16th Street and drains to the Oak Brook Tributary. The existing parking lot was removed as part of a site enabling / floodplain improvement project that was completed in late 2024. This initial project was completed under Village permit 18-7-155. The site was mass graded to elevate the site out of the floodplain and included the widening of the Oak Brook Tributary, the installation of a stormwater detention/compensatory storage vault, and an at-grade compensatory storage basin. The currently proposed project is a 15 story multi-story apartment building to be built within the property to conform with the stormwater improvements permitted and constructed under Permit 18-7-155.

The proposed development is expected to have a positive environmental impact. The existing site was previously developed as a parking lot that included 60,322 square feet of impervious area while the proposed project reduces the impervious area to 41,526 square feet, a reduction of 18,796 square feet or 0.43 acres. It is rare that a redevelopment of an only 2.25 acre site would include returning 0.43 acres or 19 percent of the site back into pervious green space. The increase of green space will provide a positive environmental impact by increasing stormwater infiltration, water quality, and landscaping on the property. The water quality of the direct runoff from the previously existing surface parking lot is substantially worse (oil, gas, grease, metals) than the water quality of runoff from the proposed rooftop, and additional green space; all of which will be run through a storage facility in accordance with the current stormwater requirements of the Village.

The prior site work completed to enable this project included the widening and re-planting of the Oak Brook Tributary at the south end of the project site, which enhanced the vegetative quality of the tributary while also improving the stream flow. These prior improvements also resulted in the requirement to provide compensatory storage for the floodplain and floodway improvements for which 4.646 ac-ft of compensatory storage was provided. This equate to the addition of 1.65 ac-ft of stormwater storage as compared to the previously existing storage on the project site. This added stormwater storage has a positive environmental impact.

Neither the noise nor lighting for the project is anticipated to have any negative environmental impacts. Any noise associated with the apartment project will be pedestrian in nature. The site was previously a parking lot with the Code required parking lot lighting already in place. A Photometric Study is included with this submission to demonstrate that the proposed project will comply with Village Ordinances for lighting.

From: Deirdre Clein
To: serge.khalimsky@ggp.com
Cc: Chris Horney
Subject: RE: 1900 Spring Road & Oakbrook Center – Connectivity Discussion
Date: Friday, February 27, 2026 3:54:00 PM
Attachments: image001.png

Hi Serge,

Thank you for taking the time to speak with me today. We appreciate the candid discussion.

As a follow up to our conversation, we understand that Oakbrook Center does not have any plans to pursue additional pedestrian connectivity improvements in the area discussed and is not looking to advance any new physical connection between 16th Street and mall property at this time. We appreciate the clarity regarding your current position and will relay that understanding as part of our ongoing discussions with the Village.

We are excited about moving forward with our redevelopment and look forward to being neighbors with Oakbrook Center. Please feel free to reach out if there are ever opportunities to coordinate as our project progresses.

Best,

Deirdre Clein | Director
[redacted]

From: Deirdre Clein
Sent: Monday, January 26, 2026 10:13 AM
[redacted]
Subject: 1900 Spring Road & Oakbrook Center – Connectivity Discussion

Hi Serge,

I am reaching out to introduce Murphy Development Group and share some information on a redevelopment project we are advancing at the north lot of 1900 Spring Road, immediately adjacent to Oakbrook Center.

As part of our early discussions with the Village of Oak Brook, they asked that we reach out to Oakbrook Center management to explore whether there may be opportunities to improve pedestrian connectivity between Spring Road and 16th Street and the mall. We were encouraged to initiate a dialogue directly with your team to better understand existing

conditions, constraints, and whether any practical solutions might be worth discussing, either in the near term or as part of longer-range planning efforts.

At a high level, the Village's interest centers on the idea of creating a pedestrian bridge between our 16th Street and the mall. That said, we fully recognize that any connection involving mall property, floodplain areas, or new infrastructure would raise significant ownership, operational, and regulatory considerations. We are not approaching this with any expectation of a specific outcome; our goal is simply to engage in a constructive dialogue and better understand feasibility and constraints, recognizing that Village support is important for our project to move forward and that they have emphasized the value of having these conversations early in the process.

If you or someone on your team would be open to a brief introductory call, we would appreciate the opportunity to walk through the project at a high level and hear your perspective.

Thank you for your time and consideration.

Best,

Deirdre Clein
Director

MURPHY
REAL ESTATE SERVICES

227 W Monroe | Suite 5200 | Chicago, IL, 60606
[redacted]

Outlook

RE: 1900 Spring Road - follow-up

From Kevin Fleege <kfleege@oak-brook.org>
Date Fri 2/13/2026 11:48 AM
To Keith Lee <klee@fitzgeralddesign.com>; kovarik@yorkcenterfire.org <kovarik@yorkcenterfire.org>
Cc [redacted]

Some people who received this message don't often get email from kfleege@oak-brook.org. Learn why this is important

Keith,

I was able to speak with Ken. Everything looks good and as we discussed.

Best regards,

Kevin

KEVIN FLEEGE
Fire Chief – Fire Department

VILLAGE OF OAK BROOK
1200 Oak Brook Road | Oak Brook, IL 60523
Office: (630) 368-5204 | Cell: (630) 327-0842
www.oak-brook.org

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From: Keith Lee <klee@fitzgeralddesign.com>
Sent: Tuesday, February 10, 2026 2:00 PM
To: Kevin Fleege <kfleege@oak-brook.org>; kovarik@yorkcenterfire.org
[redacted]
Subject: RE: 1900 Spring Road - follow-up

CAUTION: This email message originated from outside of the Village's email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Kevin, Kenneth,

Thanks again for your time and feedback last Friday. Attached please find the meeting minutes. Please review and let us know of any discrepancies.

Also attached is our revised site plan with the East fire lane relocated to the West side, along with its corresponding fire apparatus turning radius analysis for your review. If there are no further comments at this stage, we will proceed with this site plan design for the entitlement process.

Thank you,

Keith Lee, CDT, LEED AP
Managing Associate | Architecture
Licensed Architect

FitzGerald

Chicago | Denver

200 West Adams Street, Suite 2100
Chicago, Illinois 60606

PMB#3168 2301 Blake Street, Suite 100
Denver, Colorado 80205

o 312 563 9100 x269
[redacted]

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From: Kevin Fleege <kfleege@oak-brook.org>
Sent: Tuesday, February 3, 2026 1:48 PM
To: Keith Lee <klee@fitzgeralddesign.com>; Chris Horney <Chorney@murphyres.com>; kovarik@yorkcenterfire.org
[redacted]
Subject: RE: 1900 Spring Road - follow-up

Great! The meeting will just be with Ken and I, Rebecca and Monica are not available. I can reserve a space with AV. How many people will be attending in person so that I have a proper sized space?

Best regards,

Kevin

KEVIN FLEEGE
Fire Chief – Fire Department

VILLAGE OF OAK BROOK
1200 Oak Brook Road | Oak Brook, IL 60523
Office: (630) 368-5204 | Cell: (630) 327-0842
www.oak-brook.org

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From: Keith Lee <klee@fitzgeralddesign.com>
Sent: Tuesday, February 3, 2026 1:45 PM
To: Chris Horney <Chorney@murphyres.com>; Kevin Fleege <kfleege@oak-brook.org>; kovarik@yorkcenterfire.org

[redacted]

Subject: RE: 1900 Spring Road - follow-up

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Yes, FitzGerald Team can meet in-person this Friday morning at 10am.

Kevin/Rebecca – is there a meeting room in the Hall that would accommodate a hybrid meeting in case not everyone would be able to make it in-person? We can send out an invite once confirmed. Thanks!

Best,
Keith Lee, CDT, LEED AP
Managing Associate | Architecture
Licensed Architect

FitzGerald

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Chicago, Illinois 60606

PMB#3168 2301 Blake Street, Suite 100
Denver, Colorado 80205

o 312 563 9100 x269
[redacted]

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From: Chris Horney <Chorney@murphyres.com>
Sent: Tuesday, February 3, 2026 1:36 PM
To: Kevin Fleege <kfleege@oak-brook.org>; Keith Lee <klee@fitzgeralddesign.com>; kovarik@yorkcenterfire.org

[redacted]

Subject: RE: 1900 Spring Road - follow-up

I am available at that time, Fitzgerald team?

Chris Horney
COO

MURPHY
REAL ESTATE SERVICES
227 W Monroe | Suite 5200 | Chicago, IL, 60606
[redacted]
MurphyRES.com

From: Kevin Fleege <kfleege@oak-brook.org>
Sent: Tuesday, February 3, 2026 1:15 PM
To: Keith Lee <klee@fitzgeralddesign.com>; kovarik@yorkcenterfire.org
Cc: Mike DeRouin <mderouin@fitzgeralddesign.com>; Mike Breclaw <mbreclaw@fitzgeralddesign.com>; John [redacted]
Subject: RE: 1900 Spring Road - follow-up

Some people who received this message don't often get email from kfleege@oak-brook.org. Learn why this is important

How does Friday morning at 1000 sound? I am good with the meeting being in person or virtual, whatever you believe is best suited to discuss the concerns.

Best regards,

Kevin

KEVIN FLEEGE
Fire Chief – Fire Department

VILLAGE OF OAK BROOK
1200 Oak Brook Road | Oak Brook, IL 60523
Office: (630) 368-5204 | Cell: (630) 327-0842
www.oak-brook.org

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From: Keith Lee <klee@fitzgeralddesign.com>
Sent: Monday, February 2, 2026 11:48 AM
To: Kevin Fleege <kfleege@oak-brook.org>; kovarik@yorkcenterfire.org
[redacted]
Subject: RE: 1900 Spring Road - follow-up

You don't often get email from klee@fitzgeralddesign.com. Learn why this is important

CAUTION: This email message originated from outside of the Village's email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Morning Kevin and Kenneth,

Thank you again for providing the fire truck specifications and your initial feedback.

Based on our conversation and our understanding of the Fire Code, we have revised the site plan to incorporate a 20-foot-wide fire lane at the North and East sides of the proposed building. We have attached the updated drawings for your review.

Key Compliance Highlights:

- The proposed 13-story building will be of Type IA (non-combustible) construction and fully equipped with an approved automatic sprinkler system.
- The proposed building will comply with applicable High-Rise building code requirements, which includes but not limited to:
  - Detection, alarm and emergency system of high-rise buildings as required
  - Fire Command Center shall be provided at ground floor lobby area. Location to be coordinated with Fire Code official
  - Standby and emergency power shall be provided
  - Smokeproof stair enclosures shall be provided
  - Fire service access elevators shall be provided
- Turn-around Requirements: Per 2021 IFC §503.2.5, the East fire lane does not require a turn-around as the total length is less than 150 feet.
- South Access Exception: Due to property boundaries and the waterway to the South, a continuous perimeter fire lane is not feasible. To mitigate this, there is a smokeproof, enclosed, standpipe-equipped stairwell at the South side for firefighter access. We believe this meets the exception criteria under Section 503.1.1.
- Turning Analysis: The second page of the attached PDF includes a vehicle turning apparatus analysis based on the truck data provided.

We would appreciate your review of these revisions. If possible, we'd like to schedule a meeting (in-person or virtual) to discuss these details and ensure we are aligned with your requirements.

Our current availability:

- Wednesday: Afternoon
- Thursday: All day
- Friday: All day

We are happy to adjust our schedule to accommodate yours. Please let us know what works best for your team. Thanks for your time.

Best,

Keith Lee, CDT, LEED AP
Managing Associate | Architecture
Licensed Architect

FitzGerald

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200 West Adams Street, Suite 2100
Chicago, Illinois 60606

PMB#3168 2301 Blake Street, Suite 100
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o 312 563 9100 x269
[redacted]

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From: Keith Lee
Sent: Monday, January 26, 2026 5:04 PM
To: 'Kevin Fleege' <kfleege@oak-brook.org>; kovarik@yorkcenterfire.org
Cc: Mike DeRouin <mderouin@fitzgeralddesign.com>; Mike Breclaw <mbreclaw@fitzgeralddesign.com>
Subject: RE: 1900 Spring Road - follow-up

Thank you, Kevin.

Keith Lee, CDT, LEED AP
Managing Associate | Architecture
Licensed Architect

FitzGerald

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Chicago, Illinois 60606

PMB#3168 2301 Blake Street, Suite 100
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[redacted]

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From: Kevin Fleege <kfleege@oak-brook.org>
Sent: Monday, January 26, 2026 4:39 PM
To: Keith Lee <klee@fitzgeralddesign.com>; kovarik@yorkcenterfire.org
Cc: Mike DeRouin <mderouin@fitzgeralddesign.com>; Mike Breclaw <mbreclaw@fitzgeralddesign.com>
Subject: RE: 1900 Spring Road - follow-up

Hello,

Please see the attached document. This is for our 2014 Pierce Aerial Ladder, we are on the market to order a new vehicle, but only in the RFP process now. This new vehicle will be 3-4 years out from delivery once ordered so the 2014 info will be the most applicable “worst” case vehicle scenario we have.

Best regards,

Kevin

KEVIN FLEEGE
Fire Chief – Fire Department

VILLAGE OF OAK BROOK
1200 Oak Brook Road | Oak Brook, IL 60523
Office: (630) 368-5204 | Cell: (630) 327-0842
www.oak-brook.org

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From: Keith Lee <klee@fitzgeralddesign.com>
Sent: Monday, January 26, 2026 2:56 PM
To: kovarik@yorkcenterfire.org; Kevin Fleege <kfleege@oak-brook.org>
Cc: Mike DeRouin <mderouin@fitzgeralddesign.com>; Mike Breclaw <mbreclaw@fitzgeralddesign.com>
Subject: RE: 1900 Spring Road - follow-up

You don't often get email from klee@fitzgeralddesign.com. Learn why this is important
CAUTION: This email message originated from outside of the Village's email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Afternoon All,

We would like to follow up for our inquiry regarding Oak Brook fire engine's turning radius. Thanks again for your help!

Best,
Keith Lee, CDT, LEED AP
Managing Associate | Architecture
Licensed Architect

FitzGerald

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PMB#3168 2301 Blake Street, Suite 100
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[redacted]

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From: Keith Lee
Sent: Thursday, January 22, 2026 10:57 AM
To: 'kovarik@yorkcenterfire.org' <kovarik@yorkcenterfire.org>; 'kfleege@oak-brook.org' <kfleege@oak-brook.org>
Cc: Mike DeRouin <mderouin@fitzgeralddesign.com>; Mike Breclaw <mbreclaw@fitzgeralddesign.com>
Subject: 1900 Spring Road - follow-up

Kevin, Kenneth,

Nice meeting you both yesterday at the pre-filing meeting. We appreciate the time and inputs you gave to the proposed design, and we would very much like to continue the dialogue on making this project a sound and safe building everyone will be proud of.

Would you be able to forward us the spec. of Oak Brook's Fire apparatus, especially, its turning radius requirement? That would be very helpful for our access road study. Thanks again for your help!

Best,

Keith Lee, CDT, LEED AP
Managing Associate | Architecture
Licensed Architect

FitzGerald

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COMMUNITY POLICIES, RULES AND REGULATIONS ADDENDUM

This addendum is incorporated into the Lease Contract (the "Lease") identified below and is in addition to all the terms and conditions contained in the Lease. If any terms of this Addendum conflict with the Lease, the terms of this Addendum shall be controlling:

Property Owner: **Murphy Development Group, LLC or sub-entity**

Resident(s):

Address: **1315 16th Street, Oak Brook, IL 60523**

Unit No (if applicable):

Lease Date:

I. *GENERAL CONDITIONS FOR USE OF COMMUNITY PROPERTY AND RECREATIONAL FACILITIES.*

Resident(s) permission for use of all common areas, Resident amenities, and recreational facilities (together, "Amenities") located at the Community is a privilege and license granted by Owner, and not a contractual right except as otherwise provided for in the Lease. Such permission is expressly conditioned upon Resident's adherence to the terms of the Lease, this Addendum, and the Community rules and regulations ("Rules") in effect at any given time, and such permission may be revoked by Owner at any time for any lawful reason. In all cases, the most strict terms of either the Lease, this Addendum, or the Community Rules shall control. Owner reserves the right to set the days and hours of use for all Amenities and to change the character of or close any Amenity based upon the needs of Owner and in Owner's sole and absolute discretion, without notice, obligation or recompense of any nature to Resident. Owner and management may make changes to the Rules for use of any Amenity at any time.

Additionally, Resident(s) expressly agrees to assume all risks of every type, including but not limited to risks of personal injury or property damage, of whatever nature or severity, related to Resident's use of the amenities at the Community. Resident(s) agrees to hold Owner harmless and release and waive any and all claims, allegations, actions, damages, losses, or liabilities of every type, whether or not foreseeable, that Resident(s) may have against Owner and that are in any way related to or arise from such use. This provision shall be enforceable to the fullest extent of the law.

THE TERMS OF THIS ADDENDUM SHALL ALSO APPLY TO RESIDENT(S)' OCCUPANTS, AGENTS AND INVITEES, TOGETHER WITH THE HEIRS, ASSIGNS, ESTATES AND LEGAL REPRESENTATIVES OF THEM ALL, AND RESIDENT(S) SHALL BE SOLELY RESPONSIBLE FOR THE COMPLIANCE OF SUCH PERSONS WITH THE LEASE, THIS ADDENDUM, AND COMMUNITY RULES AND REGULATIONS, AND RESIDENT(S) INTEND TO AND SHALL INDEMNIFY AND HOLD OWNER HARMLESS FROM ALL CLAIMS OF SUCH PERSONS AS DESCRIBED IN THE PRECEDING PARAGRAPH. The term "Owner" shall include the Management, officers, partners, employees, agents, assigns, Owners, subsidiaries and affiliates of Owner.

II. **POOL.** This Community ☒ **DOES**; ❑ **DOES NOT** have a pool. When using the pool, Resident(s) agrees to the following:

- Residents and guests will adhere to the rules and regulations posted in the pool area and Management policies.
- All Swimmers swim at their own risk. Owner is not responsible for accidents or injuries.
- For their safety, Residents should not swim alone.
- Pool hours are posted at the pool.
- No glass, pets, or alcoholic beverages are permitted in the pool area. Use paper or plastic containers only.
- Proper swimming attire is required at all times and a swimsuit "cover up" should be worn to and from the pool.
- No running or rough activities are allowed in the pool area. Respect others by minimizing noise, covering pool furniture with a towel when using suntan oils, leaving pool furniture in pool areas, disposing of trash, and keeping pool gates closed.
- Resident(s) must accompany their guests.
- Resident(s) must notify Owner any time there is a problem or safety hazard at the pool.

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III. FITNESS CENTER. This Community ☒ **DOES**; ☐ **DOES NOT** have a fitness center. When using the fitness center, Resident agrees to the following:

- Residents and guests will adhere to the rules and regulations posted in the fitness center and Management policies.
- The Fitness Center is not supervised. Resident(s) are solely responsible for their own appropriate use of equipment.
- Resident(s) shall carefully inspect each piece of equipment prior to Resident's use and shall refrain from using any equipment that may be functioning improperly or that may be damaged or dangerous.
- Resident(s) shall immediately report to Management any equipment that is not functioning properly, is damaged or appears dangerous, as well any other person's use that appears to be dangerous or in violation of Management Rules and Policies.
- Resident(s) shall consult a physician before using any equipment in the Fitness Center and before participating in any aerobics or exercise class, and will refrain from such use or participation unless approved by Resident's physician.
- Resident(s) will keep Fitness Center locked at all times during Resident's visit to the Fitness Center.
- Resident(s) will not admit any person to the Fitness Center who has not registered with the Management Office.
- Resident(s) must accompany guests, and no glass, smoking, eating, alcoholic beverages, pets, or black sole shoes are permitted in the Fitness Center.

Card # issued: (1) _____ (3) _____ (5) _____
(2) _____ (4) _____ (6) _____

IV. PACKAGE RELEASE. This Community ☒ **DOES**; ☐ **DOES NOT** accept packages on behalf of Residents.
For communities that do accept packages on behalf of its Residents:
Resident(s) gives Owner permission to sign and accept any parcels or letters sent to Resident(s) through UPS, Federal Express, Airborne, United States Postal Service or the like. Resident agrees that Owner does not accept responsibility or liability for any list, damaged, or unordered deliveries, and agrees to hold Owner harmless for the same

V. BUSINESS CENTER. This Community ☐ **DOES**; ☒ **DOES NOT** have a business center.
Resident(s) agrees to use the business center at Resident(s) sole risk and according to the Rules and Regulations posted in the business center and Management policies. Owner is not responsible for data, files, programs or any other information lost or damaged on Business Center computers or in the Business Center for any reason. No software may be loaded on Business Center computers without the written approval of Community Management. No inappropriate, offensive, or pornographic images or files (in the sole judgment of Owner) will be viewed or loaded onto the Business Center computers at any time. Residents will limit time on computers to **0** minutes if others are waiting to use them. Smoking, eating, alcoholic beverages, pets, and any disturbing behavior are prohibited in the business center.

VI. AUTOMOBILES/BOATS/RECREATIONAL VEHICLES. The following policies are in addition to those in the Lease, and may be modified by the additional rules in effect at the Community at any given time:

- Only **0** vehicle per licensed Resident is allowed.
- All vehicles must be registered at the Management office.
- Any vehicle(s) not registered, considered abandoned, or violating the Lease, this Addendum, or the Community Rules, in the sole judgment of Management, will be towed at the vehicle owner's expense after a **4** hour notice is placed on the vehicle.
- Notwithstanding this, any vehicle illegally parked in a fire lane, designated no parking space or handicapped space, or blocking an entrance, exit, driveway, dumpster, or parked illegally in a designated parking space, will immediately be towed, without notice, at the vehicle owner's expense.
- The washing of vehicles is not permitted on the property unless specifically allowed in designated area.
- Any on property repairs and/or maintenance of any vehicle must be with the prior written permission of the Management.
- Recreational vehicles, boats or trailers may only be parked on the property with Management's permission (in Management's sole discretion), and must be registered with the Management Office and parked in the area(s) designated by Management.

VII. FIRE HAZARDS. In order to minimize fire hazards and comply with city ordinances, Resident shall comply with the following:

- Residents and guests will adhere to the Community rules and regulations, and other Management policies concerning fire hazards, which may be revised from time to time.
- No person shall knowingly maintain a fire hazard.
- **Grills, Barbeques, and any other outdoor cooking or open flame devices will be used only at the outdoor amenity deck and will be placed a minimum of 0 feet from any building.** Such devices will not be used close

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to combustible materials, tall grass or weeds, on exterior walls or on roofs, indoors, on balconies or patios, or in other locations which may cause fires.

- **Fireplaces:** Only firewood is permitted in the fireplace. No artificial substances, such as Duraflame® logs are permitted. Ashes must be disposed of in metal containers, after ensuring the ashes are cold.
- Flammable or combustible liquids and fuels shall not be used or stored (including stock for sale) in the dwelling, near exits, stairways breezeways, or areas normally used for the ingress and egress of people. This includes motorcycles and any apparatus or engine using flammable or combustible liquid as fuel.
- No person shall block or obstruct any exit, aisle, passageway, hallway or stairway leading to or from any structure.
- Resident(s) are solely responsible for fines or penalties caused by their actions in violation of local fire protection codes.

VIII. EXTERMINATING. Unless prohibited by statute or otherwise stated in the Lease, Owner may conduct extermination operations in Residents' dwelling several times a year and as needed to prevent insect infestation. Owner will notify Residents in advance of extermination in Residents' dwelling, and give Resident instructions for the preparation of the dwelling and safe contact with insecticides. Residents will be responsible to prepare the dwelling for extermination in accordance with Owner's instructions. Residents must request extermination treatments in addition to those regularly provided by Owner in writing. **Residents agree to perform the tasks required by Owner on the day of interior extermination to ensure the safety and effectiveness of the extermination. These tasks will include, but are not limited to, the following:**

- Clean in all cabinets, drawers and closets in kitchen and pantry.
- If roaches have been seen in closets, remove contents from shelves and floor.
- Remove infants and young children from the dwelling.
- Remove pets or place them in bedrooms, and notify Owner of such placement.
- Remove chain locks or other types of obstruction on day of service.
- Cover fish tanks and turn off their air pumps.
- Do not wipe out cabinets after treatment.

In the case of suspected or confirmed bed bug infestation, resident will agree to the following:

- Resident will wash all clothing, bed sheets, draperies, towels, etc. in extremely hot water.
- Resident will thoroughly clean, off premises, all luggage, handbags, shoes and clothes hanging containers.
- Resident will cooperate with Owner's cleaning efforts for all mattresses and seat cushions or other upholstered furniture, and will dispose of same if requested.

RESIDENTS ARE SOLELY RESPONSIBLE TO NOTIFY OWNER IN WRITING PRIOR TO EXTERMINATION OF ANY ANTICIPATED HEALTH OR SAFETY CONCERNS RELATED TO EXTERMINATION AND THE USE OF INSECTICIDES

IX. DRAPES AND SHADES. Drapes or shades installed by Resident, when allowed, must be lined in white and present a uniform exterior appearance.

X. WATER BEDS. Resident shall not have water beds or other water furniture in the dwelling without prior written permission of Owner.

XI. BALCONY or PATIO. Balconies and patios shall be kept neat and clean at all times. No rugs, towels, laundry, clothing, appliances or other items shall be stored, hung or draped on railings or other portions of balconies or patios. No misuse of the space is permitted, including but not limited to, throwing, spilling or pouring liquids or other items, whether intentionally or negligently, over the balconies or patios.

XII. TRASH AND RECYCLING. You will comply with all local regulations and rules regarding trash disposal and recycling on the property. Where required, we will provide notices about trash disposal and recycling.

XIII. SIGNS. Resident shall not display any signs, exterior lights or markings on dwelling. No awnings or other projections shall be attached to the outside of the building of which dwelling is a part.

XIV. SATELLITE DISHES/ANTENNAS. You must complete a satellite addendum and abide by its terms prior to installation or use.

XV. WAIVER/SEVERABILITY CLAUSE. No waiver of any provision herein, or in any Community rules and regulations, shall be effective unless granted by the Owner in a signed and dated writing. If any court of competent jurisdiction finds that any clause, phrase, or provision of this Part is invalid for any reason whatsoever, this finding shall not effect the validity of the remaining portions of this addendum, the Lease Contract or any other addenda to the Lease Contract.

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XVI. SHORT-TERM RENTALS AND SUBLEASING. Resident shall not sublease, license, assign, rent, list, advertise, or otherwise transfer or grant occupancy of the dwelling unit, whether in whole or in part, to any third party without the prior written consent of Owner, which may be withheld in Owner's sole and absolute discretion. Any purported sublease, assignment, license, or transfer without such consent shall be void and of no force or effect.

Short-term rentals are strictly prohibited under all circumstances. For purposes of this Lease, a "short-term rental" shall include any rental, license, occupancy, or other arrangement for a term of less than thirty (30) consecutive days, whether or not rent or other consideration is exchanged. This prohibition expressly includes, without limitation, any listing, advertising, or use of the dwelling unit on platforms or services such as Airbnb, VRBO, Booking.com, or any similar short-term rental or transient lodging platform.

XVII. SPECIAL PROVISIONS. The following special provisions control over conflicting provisions of this printed form:

No grilling is allowed.

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Deirdre Clein

From: Chris Marschinke <c.marschinke@trotter-inc.com>
Sent: Thursday, February 26, 2026 12:15 PM
To: Deirdre Clein
Cc: Dave Ariola; Scott Trotter; Cathy Chiarelli; Timothy O'Malley; John Temes; Kristin Kalitowski
Subject: RE: 1315 16th Street Development

Got it – then the below note regarding capacity from the model is correct. I believe determination of acceptability will come from the Village.

Thanks,
Chris

TROTTER and ASSOCIATES, INC.
CONSULTING ENGINEERS

Chris J. Marschinke, P.E.
Senior Project Manager
[redacted]

PSMJ Employer of Choice 2025 Winner

From: Deirdre Clein [redacted]
Sent: Thursday, February 26, 2026 12:00 PM
To: Chris Marschinke <c.marschinke@trotter-inc.com>
Cc: Dave Ariola <dariola@murphyres.com>; Scott Trotter <s.trotter@trotter-inc.com>; Cathy Chiarelli <cchiarelli@oak-brook.org>; Timothy O'Malley <tomalley@oak-brook.org>; John Temes <jtemes@oak-brook.org>
Subject: RE: 1315 16th Street Development

Correct, our site is at the corner (hatched in orange) and we are planning to tie into the 10-inch shown on your model. We just need confirmation that it can support the project.



Thanks,

Deirdre Clein | Director
C: 734.646.0834

From: Chris Marschinke <c.marschinke@trotter-inc.com>
Sent: Thursday, February 26, 2026 11:54 AM
To: Deirdre Clein [redacted]
Cc: Dave Ariola <dariola@murphyres.com>; Scott Trotter <s.trotter@trotter-inc.com>; Cathy Chiarelli <cchiarelli@oak-brook.org>; Timothy O'Malley <tomalley@oak-brook.org>; John Temes <jtemes@oak-brook.org>
Subject: 1315 16th Street Development

Morning Deirdre,

Scott looped me into this conversation regarding the 1315 16th Street development in Oak Brook. Copying in Cathy with the Village who I believe you had been working with, and Public Works just so everyone is on the same page.

Based on the Village's current hydraulic model, the available capacity of the 10-inch main along 16th/Spring at that turn is approximately 1,550 gpm. This is run under a maximum day demand conditions, with a lower residual limit of 20 psi. The static pressure at the location is roughly 72 psi based on the water towers being nearly full.

This will be appreciably different than the previous SoulCycle modeling performed since that reviewed a connection to the existing 12-inch main at the Spring Road/Harger Road intersection. I'm not sure where this development would connect to, so it's run assuming it's right at the curve where Spring splits off and 16th beginning.

Let me know if there's anything else needed on this one.

Thanks,
Chris

TROTTER and ASSOCIATES, INC.
CONSULTING ENGINEERS

Chris J. Marschinke, P.E.
Senior Project Manager
[redacted]

PSMJ Employer of Choice 2025 Winner

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Re: 1315 16th Street Development

MD

Mike DeRouin <mderouin@fitzgeralddesign.com>
To Deirdre Clein; Mike Breclaw; Keith Lee
Cc Dave Ariola; Ryan Wagner

If there are problems with how this message is displayed, click here to view it in a web browser.

We will add the following to the architectural site plan near the intended location for the water service.

Fire Pump Flow = 1,000 GPM
Domestic Cold Water Flow = 285 GPM
New 10" water service required.

Michael DeRouin, CSI, CCCA
President
FitzGerald
Chicago | Denver

200 West Adams Street, Suite 2100
Chicago, Illinois 60606

2301 Blake Street, Suite 100
Denver, Colorado 80205

[redacted]

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NORDSTROM




45523103
WARNING
NOTICE
ADVERTENCIA
CAUTION
CAUTION
1900




1900




citibank
1900
LEFT TURN LANE



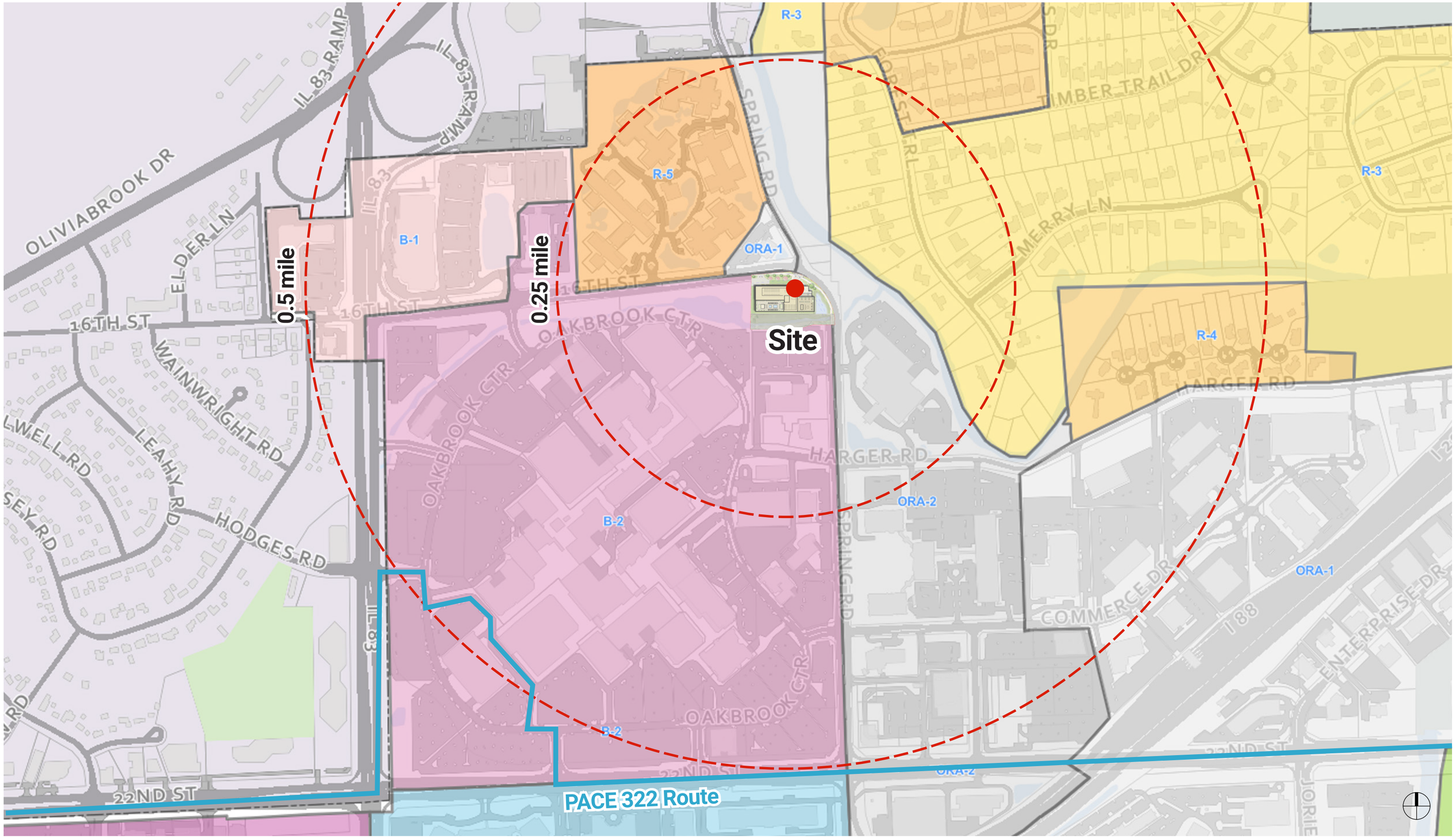
Murphy Real Estate Services, LLC.

Site Plan

FitzGerald

1315 16th Street

Oak Brook, Illinois | **April 2, 2026**



Murphy Real Estate Services, LLC.

Site Context Plan

FitzGerald

1315 16th Street

Oak Brook, Illinois | **April 2, 2026**

FINAL ENGINEERING PLANS
FOR
1315 16TH STREET

Address

OAK BROOK, ILLINOIS

PROJECT TEAM

OWNER/DEVELOPER

Murphy Real Estate Services
227 W. Monroe, STE 5200
Chicago, IL. 60606
734.646.0834
Contact: Dierdre Clein

ENGINEER

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630.724.9200
Project Manager: Name Here
name@v3co.com
Project Engineer: Name Here
name@v3co.com

ARCHITECT

FitzGerald
200 W. Adams Street, STE 2100
Chicago, IL., 60606
312.563.9100
Contact: Michael DeRouin

BENCHMARKS

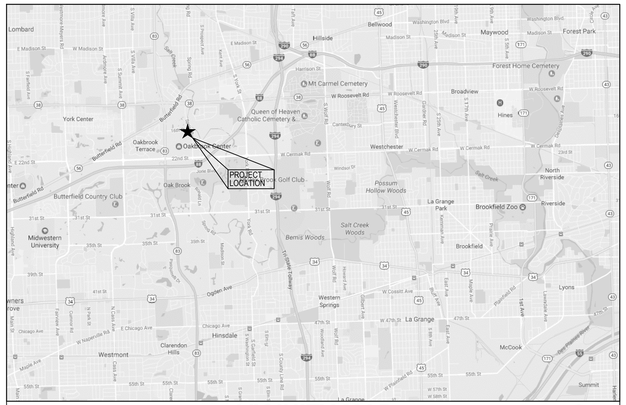
SOURCE:

STATION DESIGNATION: EWT IL 83A
ELEVATION: 700.14 (PUBLISHED AND HELD) DATUM: NAVD 88
DESCRIPTION: LOCATED AT THE JUNCTION OF INTERSTATE HIGHWAY 88 (TOLLWAY) AND STATE ROUTE 83, ON THE WEST SIDE OF THE HIGHWAY NEAR THE SOUTH END OF THE ROUTE 83 OVERPASS OF I-88, WHICH IS ABOUT 0.1 MI SOUTH OF THE INTERSECTION OF ROUTE 83 AND 22ND STREET. STATION IS 137.1 FT WEST OF THE CENTER OF THE ROUTE 83 MEDIAN, 99.1 FT SOUTHWEST OF THE SOUTH END OF A GUARDRAIL ON THE WEST SIDE OF THE OVERPASS BRIDGE, 108.6 FT SOUTHWEST OF A LIGHT POLE AT THE SOUTHWEST CORNER OF THE OVERPASS BRIDGE, 76.8 FT NORTHWEST OF A LIGHT POLE WITH SIGN MOTOR VEHICLES ONLY AT EASTBOUND I-88 ON-RAMP, AND 2.6 FT EAST OF A FIBERGLASS WITNESS POST.

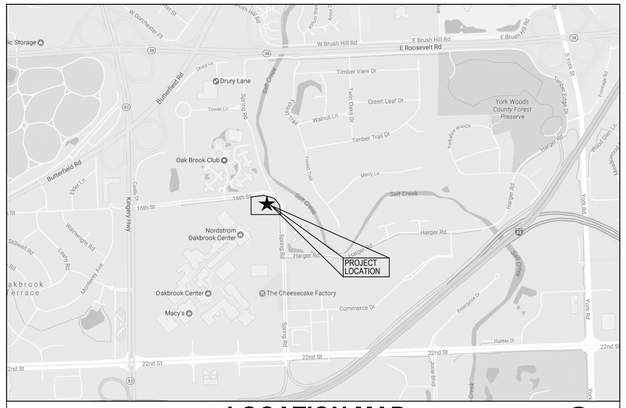
SITE:

STATION DESIGNATION: SBM#1 ESTABLISHED BY: V3 COMPANIES DATE: 10-05-16 ELEVATION: 662.46 (MEASURED) DATUM: NAVD 88
DESCRIPTION: SET CROSS IN CURB ALONG SOUTH SIDE OF HARGER ROAD, LOCATED 17.3' EAST OF THE WEST PROPERTY LINE EXTENDED AND, 59.3' SOUTH OF THE SOUTHWEST PROPERTY CORNER

STATION DESIGNATION: SBM#2 ESTABLISHED BY: V3 COMPANIES DATE: 10-27-16 ELEVATION: 666.65 (MEASURED) DATUM: NAVD 88
DESCRIPTION: 1ST BOLT PAST ARROW ON FIRE HYDRANT FLANGE LOCATED 30.4' NORTH OF, AND 29.3 EAST OF THE NORTHWEST CORNER OF 3 STORY CONCRETE BUILDING.



VICINITY MAP
NO SCALE



LOCATION MAP
NO SCALE

INDEX

CIVIL ENGINEERING PLANS

C0.0	TITLE SHEET
C3.0	LAYOUT PLAN
C4.0	GRADING PLAN
C5.0	UTILITY PLAN

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM
800.892.0123
Joint Utility Locating Information for Excavators
Call 48 hours before you dig

PROFESSIONAL ENGINEER'S CERTIFICATION

I, RYAN WAGNER, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THE CIVIL ENGINEERING PLANS WERE PREPARED ON BEHALF OF DEVELOPER OR ARCHITECT BY V3 COMPANIES, LTD. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

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

_____
ILLINOIS LICENSED PROFESSIONAL ENGINEER
MY LICENSE EXPIRES ON NOVEMBER 30, 20**

ILLINOIS LICENSED DESIGN FIRM NO. 184-000902

PROJECT:
1315 16TH STREET
OAK BROOK, ILLINOIS

CLIENT:

REVISIONS

NO.	DATE	DESCRIPTION

V3 COMPANIES
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

SEALS:

FOR REVIEW ONLY

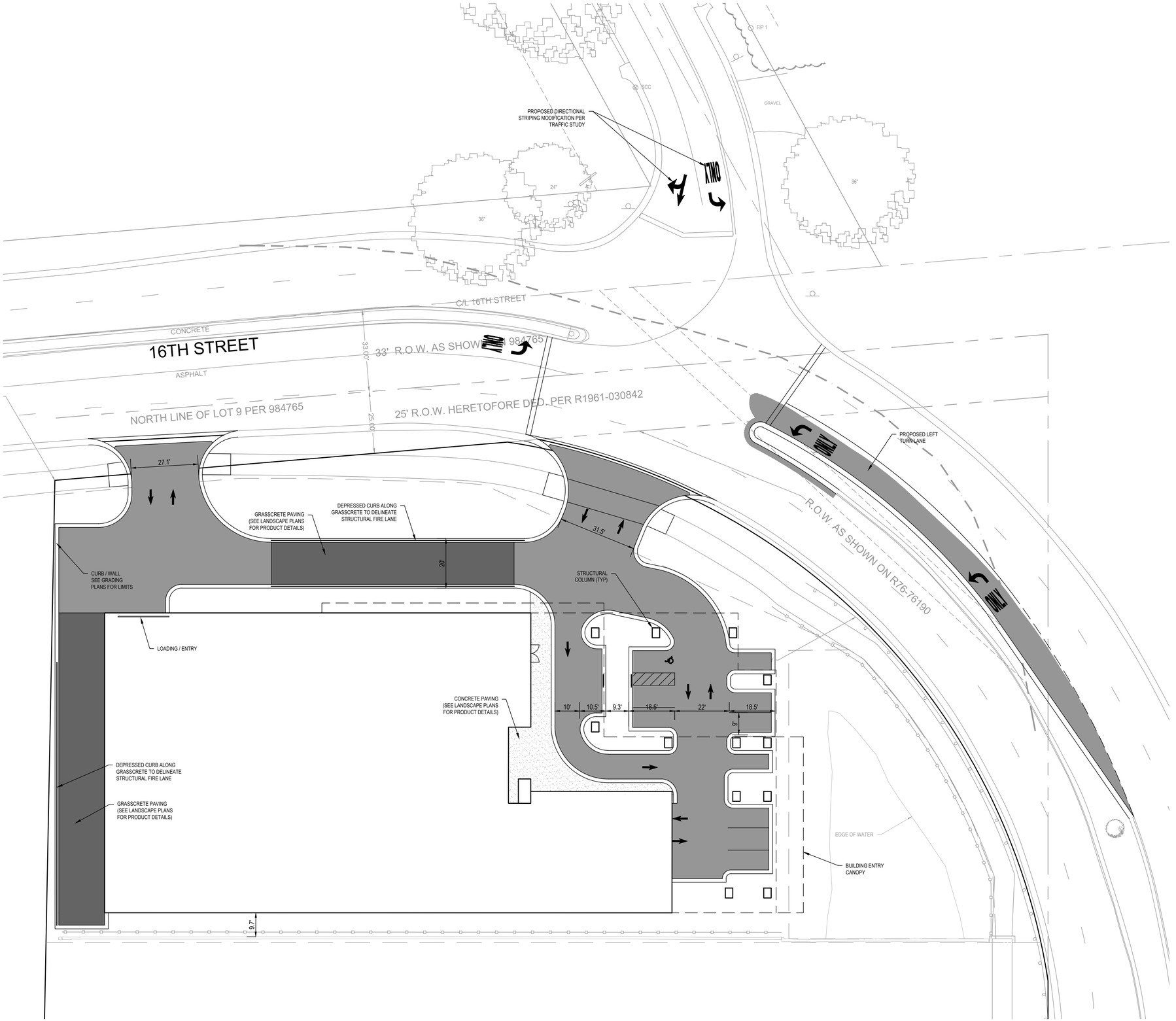
DATE: 2026-03-09	PM: RW
DESIGNED BY: MH	DRAWN BY: MI

PROJECT NO.: 16255.MUR

SCALE/NORTH:

TITLE:
TITLE SHEET

DRAWING NO.
C0.0



SITE NOTES

1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED YELLOW UNLESS OTHERWISE NOTED.
3. BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. ALL CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.

LEGEND

LAYOUT	EXISTING	PROPOSED
RIGHT-OF-WAY LINE		RW
PROPERTY LINE		
EASEMENT LINE		
CURB & GUTTER		
REVERSE CURB & GUTTER		
DEPRESSED CURB & GUTTER		
CONCRETE SIDEWALK		
EDGE OF ASPHALT		
CHAINLINK FENCE		

PROJECT:

1315 16TH STREET

OAK BROOK, ILLINOIS

CLIENT:

REVISIONS

NO.	DATE	DESCRIPTION

V3 COMPANIES
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

SEALS:

FOR REVIEW ONLY

DATE: 2026-03-09 | PM: RW

DESIGNED BY: MH | DRAWN BY: MI

PROJECT NO.: 16255.MUR

SCALE/NORTH:

20 10 0 20

1" = 20'

TITLE:

LAYOUT PLAN

DRAWING NO.

C3.0

GRADING NOTES

1. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
2. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
3. PROVIDE 1.50% CROSS SLOPE AND 4.00% MAXIMUM LONGITUDINAL SLOPE ON ALL SIDEWALKS AND PEDESTRIAN PATHS UNLESS OTHERWISE INDICATED. PLEASE NOTE THAT THE ILLINOIS ACCESSIBILITY CODE REQUIRES A MAXIMUM CONSTRUCTED CROSS SLOPE OF 2.00% AND LONGITUDINAL SLOPE OF 5.00%. (REVISE FOR CITY OF CHICAGO PROJECTS)

LEGEND

GRADING	EXISTING	PROPOSED
STORM MANHOLE - CLOSED LID	◎	◉
STORM MANHOLE - OPEN	◯	○
CATCHBASIN	▭	▬
HYDRANT		
WATER MAIN VALVE	⋈	⋈
WATER VALVE VAULT	Ⓜ	Ⓜ
FLARED END SECTION		
CONTOURS: MAJOR	100	100
CONTOURS: MINOR	100	100
MAJOR FLOW ARROW		

16TH STREET
ASPHALT
C/L 16TH STREET
NORTH 1/2 OF LOT 9 PER 984765
33' R.O.W. AS SHOWN ON 984765
25' R.O.W. HERETOFORE DED. PER R1961-030842
CURB TO BE CONSTRUCTED AS WALL ALONG PROPERTY LINE. TOP OF WALL GRADES TO REPRESENT EDGE OF PAVEMENT.
PROPOSED FLOODPLAIN AND FLOODWAY LIMIT
EDGE OF WATER
COMPENSATORY STORAGE AREA TO REMAIN AND BE PROTECTED
STREET LIGHT CONTROL
MULTIPLE C
FIBER OPTIC
PROVIDED A

14155 SAN RIM=660.12 IE 12" RCP E=652.97 IE 24" RCP S=652.82 IE 12" RCP W=654.12
14156 INLET RIM=659.83 IE 12" RCP W=656.36
14214 SAN RIM=660.54 BOLTED CLOSED
14250 WVV RIM=661.02 T/PIPE 6" N=656.42 T/PIPE 18" E-W=656.72 T/KEY=657.32
14251 WVV RIM=661.07 T/PIPE 8" N=655.47 T/PIPE 18" E-W=655.56 T/KEY=657.37
14298 UNKNOWN RIM=661.77 UNABLE TO OPEN
14249 INLET RIM=660.60 IE 12" RCP N=657.10
14276 SAN RIM=660.66 IE 18" RCP E,W=646.96
14176 INLET RIM=659.84 IE 12" RCP W=657.19
14139 STORM RIM=660.15 IE 24" RCP N=652.65 IE 30" RCP S=652.60 IE 24" RCP W=652.75
16186 30" RCP IE=651.87
14278 SAN RIM=659.89 IE 18" RCP E,SW=647.75
#2285 INLET RIM=659.89 PIPE ENTERS FROM OFF-SITE NO OTHER PIPES VISIBLE
#2284 INLET RIM=659.94 IE 12" RCP E,W=656.70
14278 INLET IE 12" RCP E=656.70
14396 SAN RIM=660.28 IE 6" RCP N=647.38 IE 12" RCP SE=647.38 IE 18" RCP W=647.38
14363 WVV RIM=661.72 T/PIPE 18" E-W 656.72 T/KEY=656.32
14503 INLET RIM=658.21 IE 12" RCP SE=655.81
14504 INLET RIM=658.21 IE 12" RCP E=655.01 IE 12" RCP NW=655.31
14043 6" PVC T/P=650.52
14026 6.5' CMP
17224 INLET RIM=662.72
#17197 STM RIM=662.83 IE 4" DIP N=660.58 IE 12" RCP S=656.53
T/P 4" DIP N-S=661.43 NO VISIBLE OUTLETS
#17354 WVV RIM=665.45 T/P 10" DIP NW-SE=657.10
#17365 SAN RIM=662.22 IE 8" N, SW=648.72 UNABLE TO DETERMINE PIPE MATERIAL
17071 STM RIM=661.90 IE 12" RCP S,W=658.90
#17069 INLET RIM=661.77 IE 12" RCP N=659.47
#17356 STM RIM=662.17 IE 12" RCP N=657.09 IE 12" RCP E=656.62 IE 12" RCP W=656.44
14530 INLET RIM=659.51 IE 12" RCP SE=656.61 IE 16" RCP E=656.21
14541 STORM RIM=660.55 IE 30" RCP E=653.85 IE 12" RCP S=654.05 IE 12" RCP SW=655.05
14531 INLET RIM=659.46 IE 12" RCP NW=657.16
14532 INLET RIM=659.86 IE 16" RCP NE=654.91 IE 16" RCP SW=654.86
14603 SAN RIM=660.19 BOLTED CLOSED
14604 STORM RIM=661.15 IE 30" RCP S=653.00 NO OTHER VISIBLE OUTLETS
STM RIM= 657.90 IE.E= 651.90 IE.S= 651.90
FES IE=651.91
IE= 651.91
CURB RAD
T/W 661.51 FG 661.51
T/W 661.55 FG 660.50
T/W 661.80 FG 660.50
T/W 660.50 FG 660.50
660.10± M.E.
660.13± M.E.
660.30± M.E.
660.25± M.E.
660.00± M.E.
659.73± M.E.
659.64± M.E.
659.85
659.79± M.E.
659.64
659.98± M.E.
659.08± M.E.
R 659.80 M.E.±
R 660.00 M.E.±
E/P 659.95
E/P 660.10
E/P 659.85
E/P 660.00
R 660.15 M.E.±
R 659.51± M.E.
R 659.46± M.E.
R 659.36
ADJUST RIM TO R 659.30± M.E.
659.93± M.E.
659.78± M.E.
0.00± M.E.
661.34± M.E.
R 661.20
R 662.00

V3 COMPANIES
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

PROJECT:

1315 16TH STREET

OAK BROOK, ILLINOIS

CLIENT:

REVISIONS

NO.	DATE	DESCRIPTION

SEALS:

FOR REVIEW ONLY

DATE: 2026-03-09 | PM: RW
DESIGNED BY: MH | DRAWN BY: MI
PROJECT NO.: 16255.MUR

SCALE/NORTH:

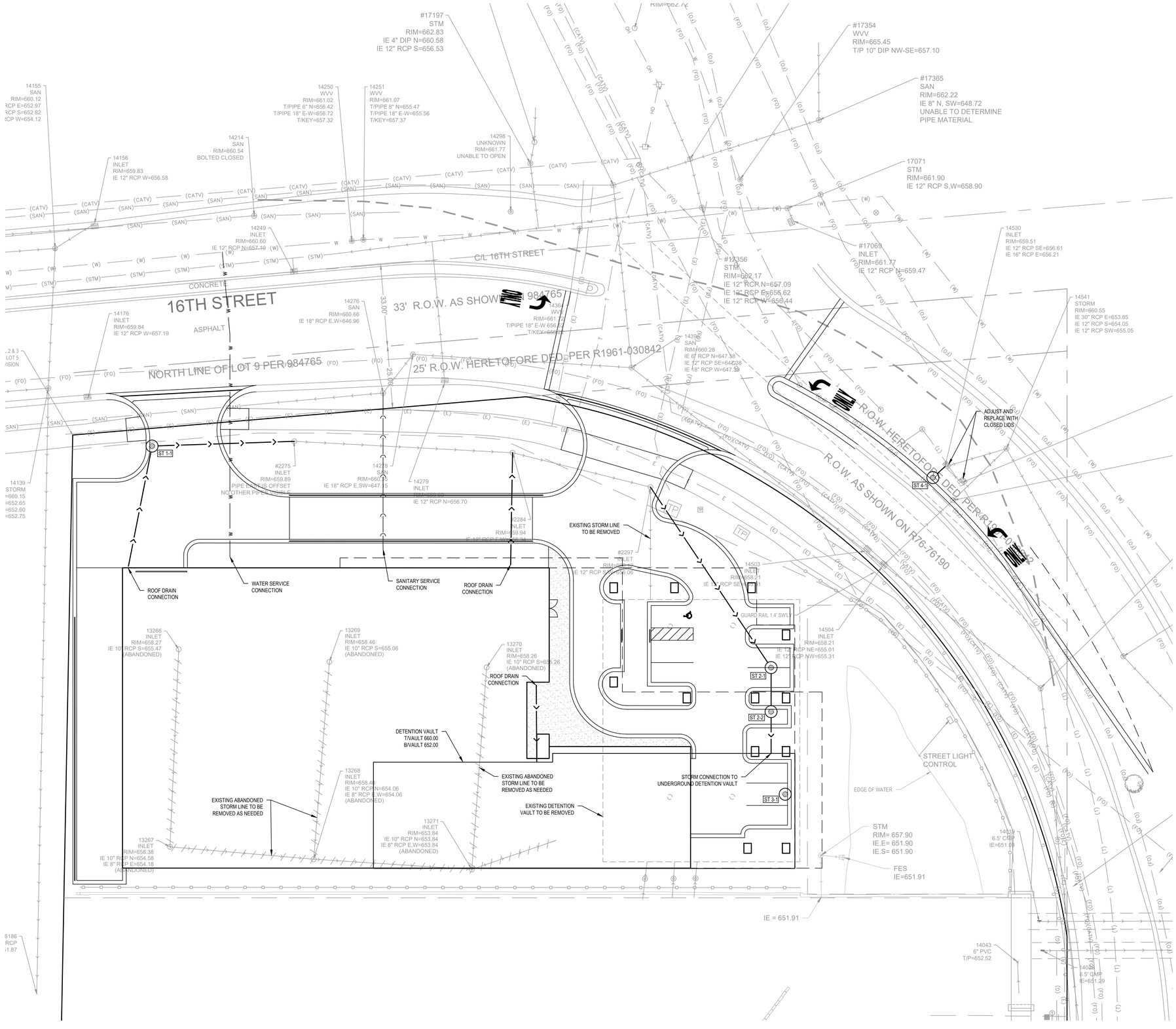
20 10 0 20
1" = 20'

TITLE:

GRADING PLAN

DRAWING NO.

C4.0



UTILITY NOTES

1. CONTRACTOR TO FIELD VERIFY LOCATION, INVERT, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO ORDERING MATERIALS OR BEGINNING UTILITY WORK. CONTRACTOR TO NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
2. UNLESS INDICATED OTHERWISE, FRAME AND OPEN LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-2502 WITH TYPE D LID OR APPROVED EQUAL, AND FRAME AND CLOSED LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-1772 OR APPROVED EQUAL. FRAME AND OPEN LID STORM STRUCTURES IN OPEN SPACE SHALL BE R-4340-B OR APPROVED EQUAL. ALL FRAME AND GRATES SHALL CONFORM TO LOCAL MUNICIPALITY REQUIREMENTS.
3. FRAME AND CLOSED LID STORM STRUCTURES LOCATED WITHIN AN ACCESSIBLE ROUTE SHALL BE "NEENAH R-1772 WITH TYPE C LID (OR EQUIVALENT) WITH PERMA-GRIP SURFACE. DRILL 1 - 1" DIAMETER LIFT HOLE INSTEAD OF A STANDARD PICK HOLE."
4. LIGHT POLES SHOWN FOR COORDINATION OR LOCATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE PLANS BY SITE LIGHTING CONSULTANT FOR SITE LIGHTING INFORMATION.

LEGEND

		EXISTING	PROPOSED
UTILITY	SANITARY SEWER		
	STORM SEWER		
	WATER MAIN	W	W
	SANITARY FORCEMAIN		
	FIBER OPTIC LINE	FO	FO
	CABLE TELEVISION LINE	CATV	CATV
	GAS LINE	G	G
	TELECOM LINE	T	T
	OVERHEAD LINE	OH	OH
	UNDERGROUND ELECTRICAL LINE	UGE	UGE
	OVERHEAD ELECTRICAL LINE	OHE	OHE
	FLARED END SECTION		
	CATCHBASIN		
	STORM MANHOLE - CLOSED LID		
	STORM MANHOLE - OPEN		
	HYDRANT		
	WATER MAIN VALVE		
	WATER VALVE VAULT		
	UTILITY POLE		
	LIGHT STANDARD		
	LIGHT STANDARD - SINGLE HEAD		
	LIGHT STANDARD - DUAL HEAD		

PROJECT:

1315 16TH STREET

OAK BROOK, ILLINOIS

CLIENT:

REVISIONS

NO.	DATE	DESCRIPTION

V3 COMPANIES
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

SEALS:

FOR REVIEW ONLY

DATE: 2026-03-09 | PM: RW

DESIGNED BY: MH | DRAWN BY: MI

PROJECT NO.: 16255.MUR

SCALE/NORTH:

20 10 0 20

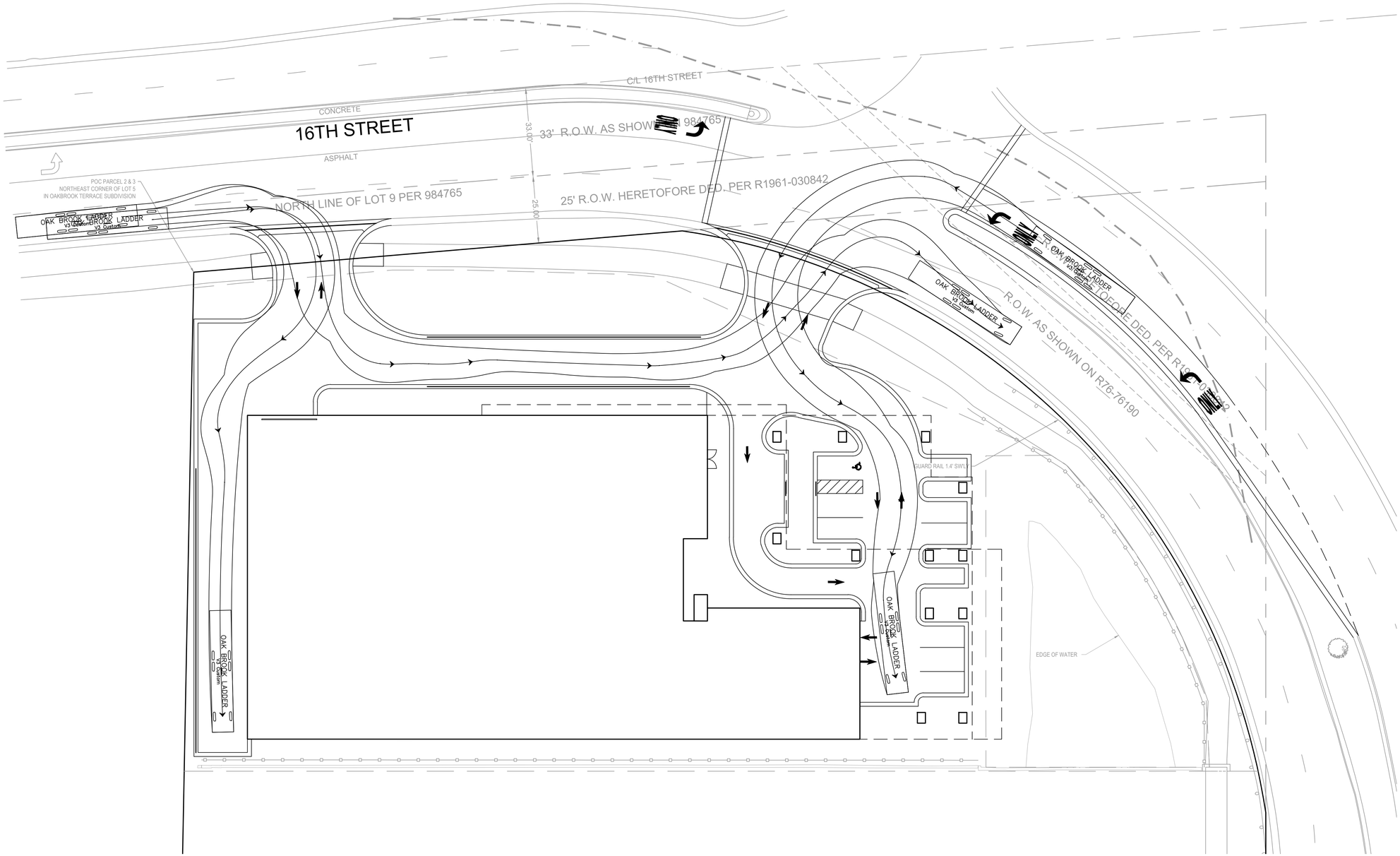
1" = 20'

TITLE:

UTILITY PLAN

DRAWING NO.

C5.0



PROJECT:

1315 16TH STREET

OAK BROOK, ILLINOIS

CLIENT:

REVISIONS

NO.	DATE	DESCRIPTION

V3 COMPANIES
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

SEALS:

FOR REVIEW ONLY

DATE: 2026-03-09	PM: RW
DESIGNED BY: MH	DRAWN BY: MI
PROJECT NO.: 16255.MUR	

SCALE/NORTH:

20 10 0 20
1" = 20'

TITLE:

TRUCK ACCESS EXHIBIT

DRAWING NO.

EX 1

STORMWATER NARRATIVE

The 1315 16th Street project is an approximately 2.3-acre site that was previously a parking lot serving the 1900 Spring Road office building. The subject site is located at the southwest corner of Spring Road and 16th Street and drains to the Oak Brook Tributary. The existing parking lot was removed as part of a site enabling / floodplain improvement project that was completed in late 2024. This initial project was completed under Village permit 18-7-155. The site was mass graded to elevate the site out of the floodplain and included the widening of the Oak Brook Tributary, the installation of a stormwater detention/compensatory storage vault, and an at-grade compensatory storage basin. The currently proposed project is a multi-story apartment building to be built within the property to conform with the stormwater improvements permitted and constructed under Permit 18-7-155.

The existing site (pre-development) included 60,322 square feet of impervious area while current proposed design includes 41,526 square feet of impervious area. This results in a decrease of 18,796 square feet. As the project results in an impervious area reduction, requirements for providing new or additional site runoff storage (detention) and post construction best management practices (PCBMPs) are not triggered. This is due to there being less than 25,000 square feet of net new impervious area which would trigger detention requirements, and less than 2,500 square feet of net new impervious area which would trigger PCBMP requirements under the Village Code. The previously proposed improvements replaced the existing detention, converting storage that was provided at-grade within the existing parking lot to an underground storage vault.

The site enabling improvements completed in 2024 and noted above resulted in the requirement to provide compensatory storage for fill within the floodplain/floodway and required the parking lot detention to be replaced. A below grade stormwater vault was constructed as part of those improvements to replace the required detention volume and to provide compensatory storage. In total this vault provided 1.40 ac-ft of stormwater storage. The proposed project requires that this vault be removed and a new vault to be installed to work with the project/building footprint. As reflected in the Preliminary Engineering Plans the proposed vault will be designed to have the same floor area, elevations, and volume as it is understood that these parameters are critical to the already permitted improvements. The proposed vault will connect to the existing inflow and outflow pipes that are presently installed and connected to the existing vault. It is our opinion that a vault designed as such will substantially conform to the requirements of Permit 18-7-155.



LEGEND - NORTH PROPERTY	
	IMPERVIOUS AREA 59,450 SQ FT (1.36 AC)
	PERVIOUS AREA 38,560 SQ FT (0.89 AC)
TOTAL SITE AREA: 98,166 SQ FT (2.25 AC)	

PROJECT:

16255.MUR

CLIENT:

REVISIONS

NO.	DATE	DESCRIPTION

V3 COMPANIES
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

SEALS:

FOR REVIEW ONLY

DATE: **2026-03-23** | PM: RW

DESIGNED BY: MH | DRAWN BY: MI

PROJECT NO.: 16255.MUR

SCALE/NORTH:

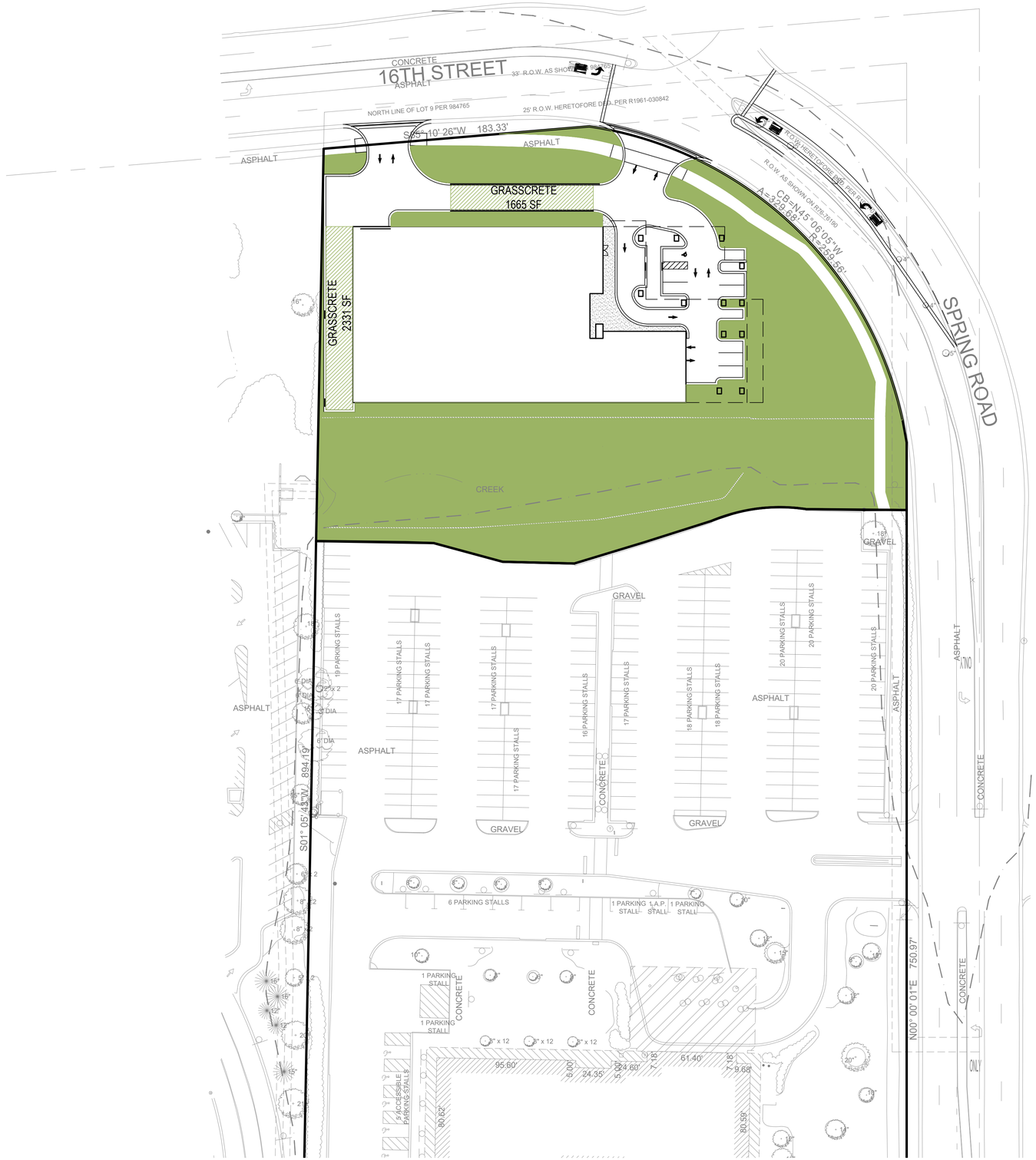
40 20 0 40

1" = 40'

TITLE: **EXISTING IMPERVIOUS EXHIBIT**

DRAWING NO.

EX1



LEGEND - NORTH PROPERTY
IMPERVIOUS AREA 41,526 SQ FT (0.95 AC)
PERVIOUS AREA 56,640 SQ FT (1.30 AC)
TOTAL SITE AREA: 98,166 SQ FT (2.25 AC)

PROJECT:

16255.MUR

CLIENT:

REVISIONS

NO.	DATE	DESCRIPTION

V3 COMPANIES
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

SEALS:

FOR REVIEW ONLY

DATE: **2026-03-23** | PM: RW

DESIGNED BY: MH | DRAWN BY: MI

PROJECT NO.: 16255.MUR

SCALE/NORTH:

40 20 0 40

1" = 40'

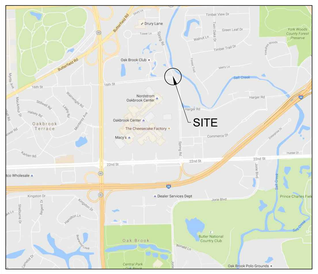
TITLE: **PROPOSED IMPERVIOUS EXHIBIT**

DRAWING NO.

EX2

TOPOGRAPHIC MAP
OF
1900 SPRING ROAD
OAK BROOK, ILLINOIS

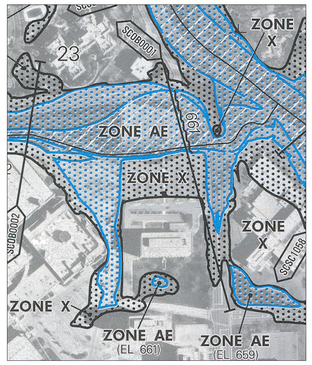
PART OF THE WEST HALF OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.



VICINITY MAP
NOT TO SCALE

FLOOD HAZARD NOTE

THIS PROPERTY IS IN: AREAS MINIMAL FLOOD HAZARD (ZONE X, UNSHADED) AREAS OF 0.2% ANNUAL CHANCE FLOOD (ZONE X, SHADED), SPECIAL FLOOD HAZARD AREA (ZONE AE) AND FLOODWAY AREAS IN ZONE AE, AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP OF DUPAGE COUNTY, ILLINOIS (COMMUNITY PANEL NO. 17021A0177J) EFFECTIVE DATE AUGUST 1, 2019, AND LETTER OF MAP REVISION (LOMR) 25-05-0048P EFFECTIVE DATE 09/02/2025.



UTILITY ATLAS NOTES:

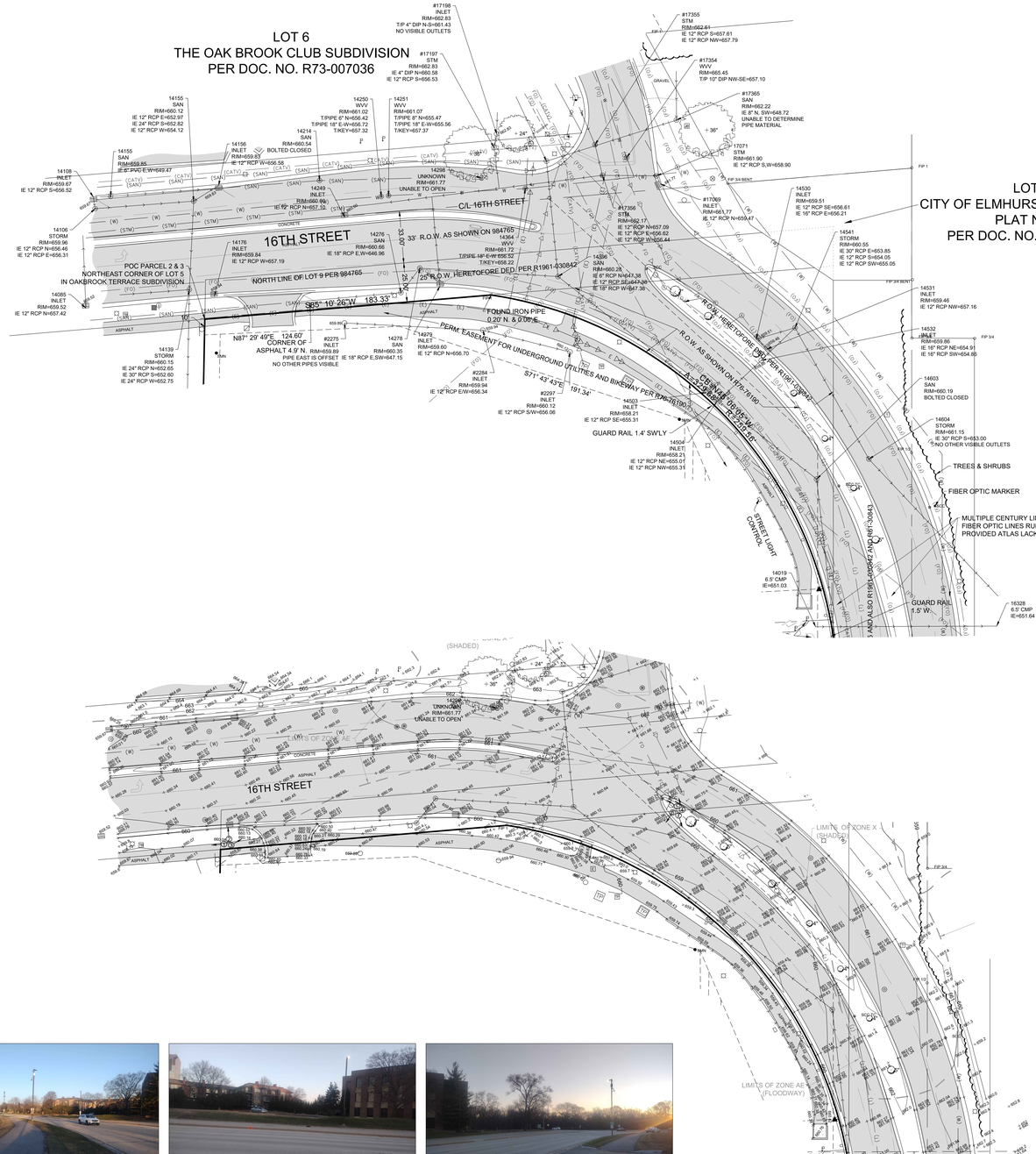
J.U.L.I.E. DESIGN STAGE REQUEST
DIG NUMBER X1311771 RECEIVED 05/11/18.

CONTACTS PROVIDED BY J.U.L.I.E. & LISTED BELOW WERE CONTACTED BY V3 VIA FAX, REQUESTING UTILITY ATLAS INFORMATION ON 05/11/18.

CONTACTS	*RESPONSE*
BP PIPELINE NORTH AMERICA	RESPONDED "ALL CLEAR"
ATT / TRANSMISSION	RESPONDED WITH ATLAS
ATT / DISTRIBUTION	NO RESPONSE
COMED	NO RESPONSE
COMCAST	NO RESPONSE
FLAGG CREEK WATR. REC. DIST.	RESPONDED WITH ATLAS
LEVEL 3 COMMUNICATIONS	RESPONDED WITH ATLAS
MCI	RESPONDED WITH ATLAS
NICOR GAS	NO RESPONSE
OAK BROOK, VILLAGE OF	RESPONDED WITH ATLAS
OAKBROOK TERRACE, CITY OF	RESPONDED "ALL CLEAR"
ATT / T-TCG	RESPONDED "ALL CLEAR"
BUCKEYE PARTNERS	RESPONDED "ALL CLEAR"
WEST SHORE PIPELINE	RESPONDED "ALL CLEAR"

GENERAL NOTES

1. COMPARE ALL POINTS IN FIELD PRIOR TO ANY CONSTRUCTION AND REPORT ANY DISCREPANCIES TO SURVEYOR AT ONCE.
2. FOR BUILDING RESTRICTIONS AS ESTABLISHED BY LOCAL ORDINANCES NOT SHOWN HEREON, CONSULT YOUR LOCAL MUNICIPAL AUTHORITIES.
3. DO NOT SCALE DIMENSIONS FROM THIS MAP.
4. CALL J.U.L.I.E. AT 1-800-892-0123 FOR FIELD LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION.
5. UTILITIES AND IMPROVEMENTS SHOWN HEREON BASED ON VISIBLE FIELD VERIFIED STRUCTURES.
6. BOUNDARY INFORMATION SHOWN HEREON, IF ANY EXISTS, IS FOR GRAPHICAL DEPICTION ONLY.
7. COPIES AND WERE PREPARED FOR THE SOLE USE OF THE CLIENT SHOWN HEREON AND ARE NOT TRANSFERABLE.
8. UNDERGROUND UTILITY LINES SHOWN HEREON ARE BASED ON FIELD LOCATED STRUCTURES IN COORDINATION WITH ATLAS INFORMATION PROVIDED BY UTILITY COMPANIES THROUGH J.U.L.I.E.'S DESIGN STAGE PROCESS. SEE "UTILITY ATLAS NOTES" HEREON FOR SPECIFICS.
9. BOUNDARY INFORMATION SHOWN HEREON PER ALTA/NSPS LAND TITLE SURVEY DATED 07-26-2017 BY V3 COMPANIES.



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②

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⑦

BASIS OF BEARINGS

ASSUMED THE NORTH LINE OF LOT 5 IN OAKBROOK TERRACE ASSESSMENT PLAT TO BE N 85°10'26 E

ASSUMED MERIDIAN

GRAPHIC SCALE

30' 0 15' 30' 60' 120'

1" = 30'

LEGEND

- CABLE TV PEDESTAL
- TRAFFIC LIGHT POLE
- TRAFFIC CONTROL BOX
- TRAFFIC CONTROL VAULT
- TRAFFIC LIGHT
- TELEPHONE PEDESTAL
- TELEPHONE MANHOLE
- TELEPHONE PEDESTAL
- FIBER OPTIC CABLE LINE
- ANCHOR
- GUY POLE
- UTILITY POLE
- POWER POLE
- LIGHT STANDARD
- ELECTRIC MANHOLE
- ELECTRIC PEDESTAL
- ELECTRIC TRANSFORMER PAD
- ELECTRIC METER
- HANDHOLE
- ELECTRICAL JUNCTION BOX
- ELECTRIC VAULT
- ELECTRIC SERVICE OUTLET BOX
- PAINTED ELECTRIC LINE
- TRANSFORMER PAD
- PAINTED GAS LINE
- GAS VALVE
- GAS METER
- GAS VALVE VAULT
- GAS METER
- PIPELINE MARKER
- MONITORING WELL
- POST INDICATOR VALVE
- WELL HEAD
- FLAGPOLE
- MAILBOX
- SIGN
- POST
- PUBLIC PAY TELEPHONE
- PARKING METER
- WETLAND MARKER
- BASKETBALL HOOP
- AIR CONDITIONER PAD/UNIT
- DECIDUOUS TREE 6" TRUNK SIZE
- NON-DECIDUOUS TREE 6" TRUNK SIZE
- BUSH
- SOIL BORING HOLE 6" NUMBER
- HEADWALL
- CURB INLET
- STORM INLET
- STORM MANHOLE
- FLARED END SECTION
- CLEANOUT
- SANITARY MANHOLE
- HOSE BIB
- B-BOX
- HYDRANT
- WATER VALVE
- WATER VALVE VAULT
- PAINTED WATER LINE
- SPRINKLER HEAD
- WATER METER
- FOUND IRON IN CONCRETE
- FOUND BRASS DISC
- FOUND IRON MARKER
- FOUND IRON ROD
- FOUND RAILROAD SPIKE
- FOUND PK NAIL
- FOUND MAG NAIL
- FOUND CUT CROSS
- FOUND IRON PIPE
- FOUND IRON BAR
- SET TRAVERSE POINT
- SET PK NAIL
- SET MAG NAIL
- SET IRON PIPE
- SET CONCRETE MONUMENT WITH BRASS DISC
- SET CONCRETE MONUMENT WITH IRON PIPE
- SECTION CORNER
- QUARTER SECTION CORNER

ABBREVIATIONS

- PROPERTY LINE
- EXISTING RIGHT-OF-WAY LINE
- PROPOSED RIGHT-OF-WAY LINE
- EXISTING LOT LINE
- PROPOSED LOT LINE
- EX. & PRO. CENTERLINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- EX. & PRO. BUILDING SETBACK LINE
- SECTION LINE
- EXISTING FENCELINE (CHAIN LINK)
- EXISTING FENCELINE (WOOD)
- EXISTING FENCELINE (WIRE)
- GUARDRAIL
- RAILROAD TRACKS
- UNDERGROUND CABLE TV
- UNDERGROUND CABLE TV(ATLAS INFO.)
- UNDERGROUND FIBER OPTIC CABLE(ATLAS)
- UNDERGROUND ELECTRIC
- UNDERGROUND ELECTRIC(ATLAS INFO.)
- UNDERGROUND TELEPHONE
- UNDERGROUND TELEPHONE(ATLAS INFO.)
- GAS MAIN
- GAS MAIN(ATLAS INFO.)
- WATER MAIN
- WATER MAIN (ATLAS INFO.)
- SANITARY SEWER
- SANITARY SEWER(ATLAS INFO.)
- STORM SEWER
- STORM SEWER(ATLAS INFO.)
- EDGE OF WATER
- OVERHEAD WIRES
- CURB
- DEPRESSED CURB
- 700 EXISTING CONTOUR LINE
- ASPHALT PAVING OR WATER (LABELED)
- UNPAVED ROAD
- CONCRETE
- WETLANDS
- EXISTING BUILDING
- MARSH AREA

TBS.62	EXISTING TOP OF CURB ELEVATION
TBS.62	EXISTING EDGE OF PAVEMENT ELEVATION
657	EXISTING SPOT ELEVATION
A.P.	ACCESSIBLE PARKING
F.F.	FINISHED FLOOR
T.F.	TOP OF FOUNDATION
CMP	CORRUGATED METAL PIPE
RCP	REINFORCED CONCRETE PIPE
VCP	VITRIFIED CLAY PIPE
FM	FRAME
BRK	BRICK
TC	TOP OF CURB
DEP	DEPRESSED CURB
EP	EDGE OF PAVEMENT
EF	EDGE OF PAVEMENT
F.L.	FLOW LINE
CONC.	CONCRETE
BIT.	BITUMINOUS
ASPH.	ASPHALT
CW	CONCRETE WALK
TW	TOP OF WALL
BW	BOTTOM OF WALL
TP	TOP OF PIPE
INV	INVERT ELEVATION
FES	FLARED END SECTION
INV	INVERT
DIP	DUCTILE IRON PIPE
SD	STORM DRAIN
SAN	SANITARY SEWER
S	SOUTH
E	EAST
W	WEST
DB	DEED BEARING
A	ARC LENGTH
R	RADIUS
U.E.	UTILITY EASEMENT
P.U.E.	PUBLIC UTILITY EASEMENT
D.E.	DRAINAGE EASEMENT
M.U.E.	MUNICIPAL UTILITY EASEMENT
I.E.	INGRESS & EGRESS EASEMENT
PC	POINT OF CURVATURE
PRC	POINT OF REVERSE CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PT	POINT OF TANGENCY
(REC)	RECORD DATUM
MEAS.	MEASURED DATUM
(CALC)	CALCULATED DATUM
<DEED>	INFORMATION TAKEN FROM DEED
ETBE	EXCEPTION TO BLANKET EASEMENT

BENCHMARK

SOURCE:

STATION DESIGNATION: EWT IL 83A

ELEVATION: 700.14 (PUBLISHED AND HELD)
DATUM: NAVD 88
DESCRIPTION: LOCATED AT THE JUNCTION OF INTERSTATE HIGHWAY 88 (TOLLWAY) AND STATE ROUTE 83, ON THE WEST SIDE OF THE HIGHWAY NEAR THE SOUTH END OF THE ROUTE 83 OVERPASS OF I-88, WHICH IS ABOUT 0.1 MI SOUTH OF THE INTERSECTION OF ROUTE 83 AND 22ND STREET. STATION IS 137.1 FT WEST OF THE CENTER OF THE ROUTE 83 MEDIAN, 99.1 FT SOUTHWEST OF THE SOUTH END OF A GUARDRAIL, ON THE WEST SIDE OF THE OVERPASS BRIDGE, 108.6 FT SOUTHWEST OF A LIGHT POLE AT THE SOUTHWEST CORNER OF THE OVERPASS BRIDGE, 76.8 FT NORTHWEST OF A LIGHT POLE WITH SIGN MOTOR VEHICLES ONLY AT EASTBOUND I-88 ON-RAMP, AND 2.6 FT EAST OF A FIBERGLASS WITNESS POST.

SITE:

STATION DESIGNATION: SBM#1
ESTABLISHED BY: V3 COMPANIES
DATE: 10-05-16

ELEVATION: 662.46 (MEASURED)
DATUM: NAVD 88
DESCRIPTION: SET CROSS IN CURB ALONG SOUTH SIDE OF HARGER ROAD, LOCATED 17.3' EAST OF THE WEST PROPERTY LINE EXTENDED AND, 59.3' SOUTH OF THE SOUTHWEST PROPERTY CORNER

STATION DESIGNATION: SBM#2
ESTABLISHED BY: V3 COMPANIES
DATE: 10-27-16

ELEVATION: 666.65 (MEASURED)
DATUM: NAVD 88
DESCRIPTION: 1ST BOLT PAST ARROW ON FIRE HYDRANT FLANGE LOCATED 30.4' NORTH OF, AND 29.3 EAST OF THE NORTHWEST CORNER OF 5 STORY CONCRETE BUILDING.

STATION DESIGNATION: SBM#3
ESTABLISHED BY: V3 COMPANIES
DATE: 10-05-16

ELEVATION: 661.30 (MEASURED)
DATUM: NAVD 88
DESCRIPTION: FOUND CROSS IN CURB OF MEDIAN ISLAND ALONG THE EAST SIDE OF THE SOUTHBOUND TRAVEL LANE OF SPRING ROAD, LOCATED 45.3' EAST OF THE WEST LINE OF SPRING ROAD AND 656.4' NORTH OF THE NORTH LINE OF HARGER ROAD

THE ELEVATIONS ABOVE WERE KNOWN TO BE ACCURATE AT THE TIME THEY WERE ESTABLISHED. V3 DOES NOT CERTIFY TO THE ACCURACY THEREAFTER, NOR ASSUMES RESPONSIBILITY FOR THE MIS-USE OR MIS-INTERPRETATION OF THE INFORMATION SHOWN HEREON.

IT IS ADVISED THAT ALL OF THE ABOVE ELEVATIONS BE CHECKED BETWEEN EACH OTHER AND VERIFY A MINIMUM OF 3 SURROUNDING UTILITY RIM ELEVATIONS AND ANY ADJACENT BUILDING FINISHED FLOOR OR TOP OF FOUNDATION ELEVATIONS SHOWN HEREON PRIOR TO USE OR COMMENCEMENT OF ANY CONSTRUCTION OR OTHER WORK.

PERSONS USING THIS INFORMATION ARE TO CONTACT V3 IMMEDIATELY WITH ANY DISCREPANCIES FOUND PRIOR TO THE START OF ANY WORK.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, EDWARD J. MURRAY, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION THEREOF. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMALS THEREOF, CORRECTED TO A TEMPERATURE OF 68 DEGREES FAHRENHEIT. THIS PROFESSIONAL SERVICE DOES NOT CONSTITUTE A BOUNDARY SURVEY.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR TOPOGRAPHIC MAP.

FIELD WORK COMPLETED ON MARCH 12, 2026.

DATED THIS 20TH DAY OF MARCH, A.D., 2026.

EDWARD J. MURRAY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-4037
MY LICENSE EXPIRES ON NOVEMBER 30, 2026.
V3 COMPANIES, LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2027.
emurray@v3co.com

PROFESSIONAL LAND SURVEYOR
EDWARD J. MURRAY
4037
WOODRIDGE, ILLINOIS
STATE OF ILLINOIS

Go beyond limits

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice

v3co.com

PREPARED FOR:
FITZGERALD ASSOCIATES ARCHITECTS PC
200 W. ADAM STREET, SUITE 2100
CHICAGO, ILLINOIS 60606
312-563-9100

REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

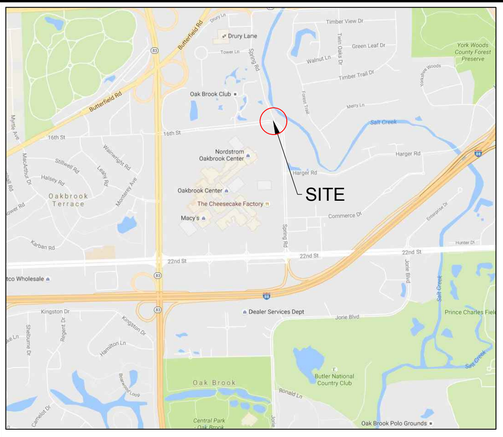
TOPOGRAPHIC MAP
1900 SPRING ROAD, OAK BROOK, IL

SURVEY MANAGER: EJM | DRAWN: KAR | FIELD CHIEF: DKS

PROJECT # : 16255.MUR
GROUP # : VP03.1
WORK ORDER # : 52379
SHEET # : 1 OF 1

Plotted: Mar 20, 2026 @ 08:05:18 [2026/2026_Work Orders/16255.MUR_1900 SPRING ROAD, OAK BROOK, IL/DWG/16255.MUR_TOPO.dwg] [emurray] [C:\Users\emurray\AppData\Local\Temp\AcPublish_20136\16255.MUR_TOPO.dwg]

ALTA/NSPS LAND TITLE SURVEY
OF
1900 Spring Rd. - Oak Book, IL



VICINITY MAP
NOT TO SCALE

FLOOD HAZARD NOTE

PART OF THE PROPERTY IS IN AREAS OF 0.2% ANNUAL CHANCE FLOOD HAZARD (ZONE X, SHADED), AREAS OF 1% ANNUAL CHANCE FLOOD (ZONE AE) AND FLOODWAY AREAS IN ZONE AE, AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP OF DUPAGE COUNTY, ILLINOIS (COMMUNITY PANEL NO. 17043C0177J) EFFECTIVE DATE AUGUST 1, 2019.

PARCEL 1:

LOT 2 IN FRANKLIN NORTH SUBDIVISION, BEING A SUBDIVISION OF LOT 3 IN FRANKLIN SUBDIVISION, BEING A RESUBDIVISION OF LOT 1 IN FIRST FEDERAL RESUBDIVISION OF LOTS 1 AND 2 IN OAKBROOK HOTEL CO'S RESUBDIVISION IN SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 26, 2023 AS DOCUMENT NUMBER R2023-025162, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:

A PERMANENT NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 1 RECORDED AS DOCUMENT NUMBER R83-046294, FOR THE PURPOSES OF INSTALLING, OPERATING, CLEANING, MAINTAINING, REPAIRING AND REMOVING A STORM WATER DRAINAGE LINE, TRIBUTARY CONNECTIONS AND APPURTENANT FACILITIES UNDER, ACROSS, ALONG AND UNDER THE FOLLOWING DESCRIBED LAND:

THAT PART OF LOT 9 OF OAK BROOK TERRACE, RECORDED AS DOCUMENT NUMBER 984765, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF LOT 5 IN SAID SUBDIVISION; THENCE SOUTH 1 DEGREE 05 MINUTES 37 SECONDS WEST 894.18 FEET ALONG THE EAST LINE OF SAID LOT 5 TO A PLACE OF BEGINNING; THENCE EASTERLY ON A CURVE CONVEX TO THE NORTH, HAVING A RADIUS OF 570.24 FEET, AN ARC DISTANCE OF 10.84 FEET AND A CHORD BEARING NORTH OF 86 DEGREES 44 MINUTES 30 SECOND EAST ALONG THE NORTH LINE OF SAID LOT 9; THENCE SOUTH 33 DEGREES 33 MINUTES 57 SECONDS WEST, 20.14 FEET TO THE WEST LINE OF SAID LOT 9; THENCE NORTH 1 DEGREE 05 MINUTES 37 SECONDS WEST 16.17 FEET ALONG LAST WEST LINE TO THE PLACE OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3:

A PERMANENT NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 1 RECORDED AS DOCUMENT NUMBER R83-046294, FOR THE PURPOSE OF CONNECTING, REMOVING AND RE-CONNECTING THE STORM WATER DRAINAGE LINES LOCATED WITHIN THE FIRST FEDERAL DRAINAGE EASEMENT NO. 3 WITH THE STORM SEWER LINES, THE TRIBUTARY CONNECTIONS AND APPURTENANT FACILITIES THERETO LOCATED ON THE FOLLOWING DESCRIBED LINE:

COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 5, AFORESAID; THENCE SOUTH 1 DEGREE 5 MINUTES 37 SECONDS WEST 901.05 FEET ALONG THE EAST LINE OF SAID LOT 5 TO THE PLACE OF BEGINNING; THENCE SOUTH 33 DEGREES 33 MINUTES 57 SECONDS WEST 5.59 FEET; THENCE NORTH 40 DEGREES 58 MINUTES 14 SECONDS WEST 27.61 FEET; THENCE NORTH 45 DEGREES EAST 9.37 FEET; THENCE NORTH 1 DEGREE 05 MINUTES 37 SECONDS EAST 316.25 FEET; THENCE NORTH 1 DEGREE 42MINUTES 46 SECONDS WEST 326.89 FEET; THENCE NORTH 88 DEGREES 54 MINUTES 22 SECONDS EAST 31.01 FEET TO THE EAST LINE OF SAID LOT 5, AFORESAID, ALSO BEING THE WEST LINE OF LOT 1 IN FIRST FEDERAL RESUBDIVISION, RECORDED AS DOCUMENT NUMBER R78-38235, IN DUPAGE COUNTY, ILLINOIS.

BASIS OF BEARINGS

ASSUMED THE WEST LINE OF LOT 2 IN FRANKLIN NORTH SUBDIVISION TO BE N 01°05'43" E

GRAPHIC SCALE

20' 0 10' 20' 40' 80'

1" = 20'

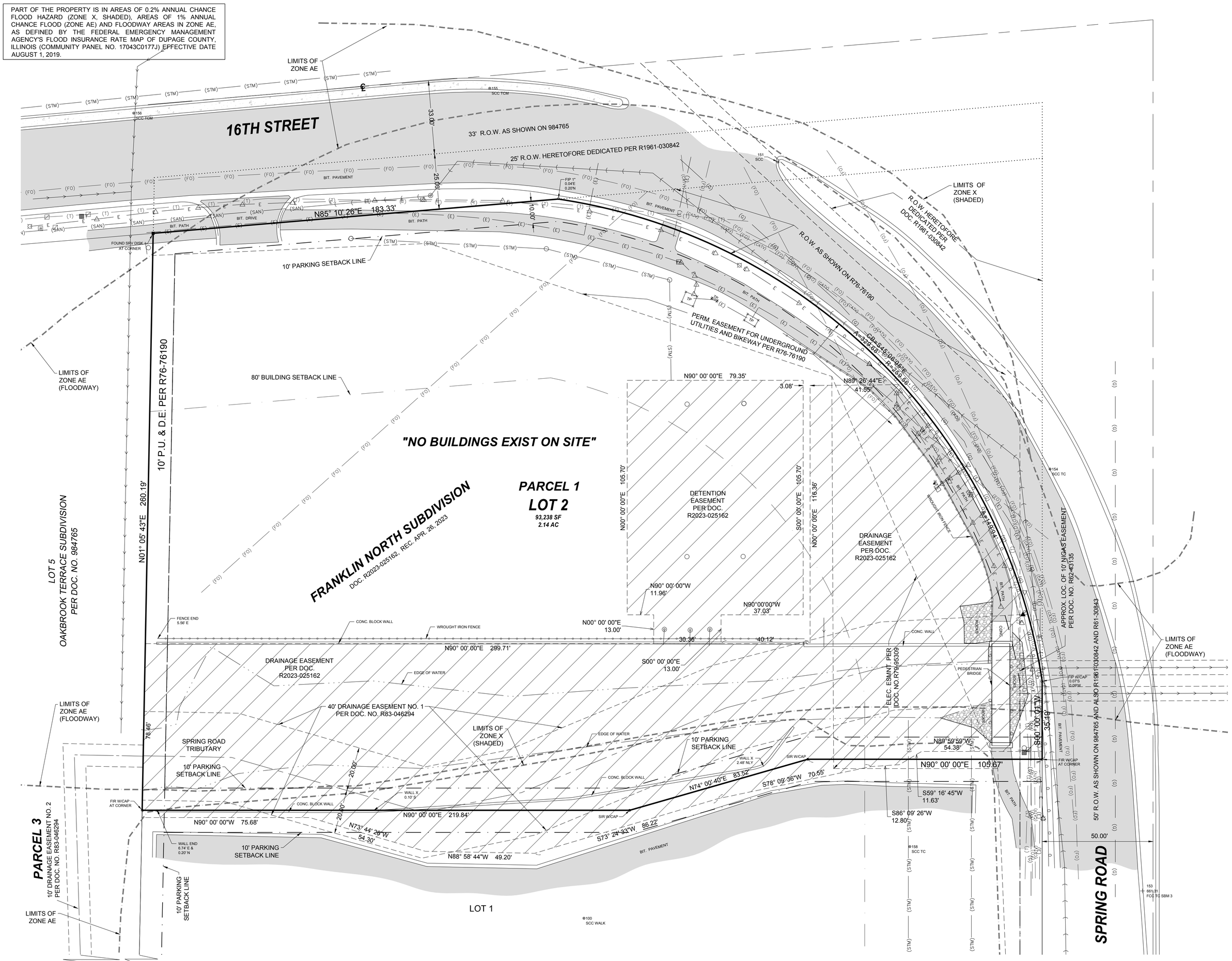
ASSUMED MERIDIAN

AREA

93,238 SQ. FT.
2.1404 ACRES

PARKING STALLS

NO PAINTED PARKING STALLS



GENERAL NOTES

1. COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY POINTS AND MONUMENTS BEFORE ANY CONSTRUCTION, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO SURVEYOR.
2. DO NOT SCALE DIMENSIONS FROM THIS PLAT.
3. THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED UPON THE DESCRIPTION AND INFORMATION FURNISHED BY THE CLIENT, TOGETHER WITH THE TITLE COMMITMENT. THE PARCEL WHICH IS DEFINED MAY NOT REFLECT ACTUAL OWNERSHIP, BUT REFLECTS WHAT WAS SURVEYED. FOR OWNERSHIP, CONSULT YOUR TITLE COMPANY.
4. MANHOLES, INLETS AND OTHER UTILITY RIMS OR GRATES SHOWN HEREON ARE FROM FIELD LOCATION OF SUCH, AND ONLY REPRESENT SUCH UTILITY IMPROVEMENTS WHICH ARE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY, THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE. THE LABELING OF THESE MANHOLES (SANITARY, WATER, ETC.) IS BASED SOLELY ON THE "STAMPED" MARKINGS OF THE RIM. NO UNDERGROUND OBSERVATIONS HAVE BEEN MADE TO VERIFY THE ACTUAL USE OR EXISTENCE OF UNDERGROUND UTILITIES. UNDERGROUND UTILITY LINES SHOWN HEREON, IF ANY, ARE BASED ON FIELD LOCATED STRUCTURES IN COORDINATION WITH ATLAS INFORMATION PROVIDED BY UTILITY COMPANIES THROUGH J.U.L.I.E.'S DESIGN STAGE PROCESS. SEE "UTILITY ATLAS NOTES" HEREON FOR SPECIFICS.
5. NO UNDERGROUND UTILITIES, OR DRAIN TILES, IF ANY EXIST, SHOWN HEREON.
6. THIS SURVEY MAY NOT REFLECT ALL UTILITIES OR IMPROVEMENTS IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING OR ARE COVERED BY SUCH ITEMS AS DUMPSTERS, TRAILERS, CARS, DIRT, PAVING OR SNOW. AT THE TIME OF THIS SURVEY, SNOW DID NOT COVER THE SITE. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY.
7. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE.
8. CALL J.U.L.I.E. AT 1-800-892-0123 FOR FIELD LOCATION OF UNDERGROUND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION.
9. PUBLIC AND/OR PRIVATE RECORDS HAVE NOT BEEN SEARCHED TO PROVIDE ADDITIONAL INFORMATION. OVERHEAD WIRES AND POLES (IF ANY EXIST) ARE SHOWN HEREON, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
10. A CURRENT STEWART TITLE GUARANTY COMPANY'S TITLE COMMITMENT NO. 25000030746 DATED JULY 18, 2025 WAS PROVIDED FOR SURVEYOR'S USE AT THE TIME OF PREPARATION OF THIS SURVEY. SEE "NOTES FROM SCHEDULE B, PART II" SHOWN HEREON FOR DETAILS.



NOTES FROM SCHEDULE B PART II

	EXCEPTIONS	NOTE
5.	NIGAS EASEMENT; DOC. R62-43135	(a)
6.	UNDERGROUND UTILITIES EASEMENT; DOC. R76-076190	(a)
7.	PUBLIC UTILITY AND DRAINAGE EASEMENT; DOC. R76-076190	(a)
8.	ELECTRIC EASEMENT; DOC. R79-95039	(a)
9.	STORMWATER DRAINAGE EASEMENT; DOC. R83-046294	(a)
11.	EASEMENTS, BUILDING SETBACK LINES; DOC. R2023-025162	(a)

EXCEPTIONS NOT SHOWN ABOVE AFFECT THE PROPERTY BUT ARE NOT PLOTTABLE OR NOT A SURVEY MATTER

CLARIFICATION STATEMENTS

a. its location is shown;
b. its location cannot be determined from the record document;
c. there was no observed evidence at the time of the fieldwork;
d. it is a blanket easement;
e. it is not on, does not touch, and/or - based on the description contained in the record document - does not affect, the surveyed property;
f. it limits access to an otherwise abutting right of way;
g. the documents are illegible; or
h. the surveyor has information indicating that it may have been released or otherwise terminated

UTILITY ATLAS NOTES:

J.U.L.I.E. DESIGN STAGE REQUEST
DIG NUMBER X252191563 RECEIVED 08/07/25.

CONTACTS PROVIDED BY J.U.L.I.E. & LISTED BELOW WERE CONTACTED BY V3 VIA FAX, REQUESTING UTILITY ATLAS INFORMATION ON 08/07/25.

CONTACTS	RESPONSE
BP PIPELINE	RESPONDED "NO CONFLICT"
ATT / TRANSMISSION	RESPONDED WITH ATLAS
ATT / DISTRIBUTION	RESPONDED WITH ATLAS
COMED	RESPONDED WITH ATLAS
COMCAST	RESPONDED "NO CONFLICT"
FLAGG CREEK WATR. REC. DIST.	RESPONDED WITH ATLAS
LEVEL 3 /LUMEN	RESPONDED WITH ATLAS
MCI/VERIZON	RESPONDED WITH ATLAS
NICOR GAS	RESPONDED WITH ATLAS
OAK BROOK, VILLAGE OF	RESPONDED WITH ATLAS
OAKBROOK TERRACE, CITY OF	NO RESPONSE
ATT / T-TCG	NO RESPONSE
BUCKEYE PARTNERS	RESPONDED "NO CONFLICT"
WEST SHORE PIPELINE	RESPONDED "NO CONFLICT"
VINAKOM COMMUNICATIONS	RESPONDED WITH ATLAS
VERIZON WIRELESS	RESPONDED WITH ATLAS
NORTHERN LIGHTS LOCATING SVCS	NO RESPONSE
WINDSTREAM KDL/MCLEOD USA	RESPONDED "NO CONFLICT"
EVERSTREAM GLC HOLDING CO LLC	NO RESPONSE

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

TO: MURPHY DEVELOPMENT GROUP, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY (OR ITS ASSIGNEE);
FRANKLIN 1900 SPRING ROAD, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY;
STEWART TITLE GUARANTY COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7(a), 8, 9, and 11(a) OF TABLE A THEREOF.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR BOUNDARY SURVEY.

THE FIELD WORK WAS COMPLETED ON AUGUST 11, 2025.

DATED THIS 21ST DAY OF AUGUST, A.D., 2025.

CHRISTOPHER D. BARTOSZ
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3189
MY LICENSE EXPIRES ON NOVEMBER 30, 2026.
V3 COMPANIES, LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2027.
cdbartosz@v3co.com

CHRISTOPHER D. BARTOSZ #3189 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WOODRIDGE, ILLINOIS

ABBREVIATIONS

PROPERTY LINE
EXISTING RIGHT-OF-WAY LINE
PROPOSED RIGHT-OF-WAY LINE
EXISTING LOT LINE
PROPOSED LOT LINE
EX. & PRO. CENTERLINE
EXISTING EASEMENT LINE
PROPOSED EASEMENT LINE
EX. & PRO. BUILDING SETBACK LINE
SECTION LINE
EXISTING FENCELINE (CHAIN LINK)
EXISTING FENCELINE (WOOD)
EXISTING FENCELINE (WIRE)
GUARDRAIL
RAILROAD TRACKS
UNDERGROUND CABLE TV
UNDERGROUND CABLE TV(ATLAS INFO.)
UNDERGROUND FIBER OPTIC CABLE(ATLAS)
UNDERGROUND ELECTRIC
UNDERGROUND ELECTRIC(ATLAS INFO.)
UNDERGROUND TELEPHONE
UNDERGROUND TELEPHONE(ATLAS INFO.)
GAS MAIN
GAS MAIN(ATLAS INFO.)
WATER MAIN
WATER MAIN (ATLAS INFO.)
SANITARY SEWER
SANITARY SEWER(ATLAS INFO.)
STORM SEWER
STORM SEWER(ATLAS INFO.)
EDGE OF WATER
OVERHEAD WIRES
CURB
DEPRESSED CURB
EXISTING CONTOUR LINE
ASPHALT PAVING OR WATER (LABELED)
UNPAVED ROAD
CONCRETE
WETLANDS
EXISTING BUILDING
MARSH AREA

782.62 EXISTING TOP OF CURB ELEVATION
782.12 EXISTING EDGE OF PAVEMENT ELEVATION
+ 782.62 EXISTING SPOT ELEVATION

A.P. ACCESSIBLE PARKING
F.F. FINISHED FLOOR
T.F. TOP OF FOUNDATION
CMP CORRUGATED METAL PIPE
RCP REINFORCED CONCRETE PIPE
VCP VITRIFIED CLAY PIPE
FRM. FRAME
BRK. BRICK
TC TOP OF CURB
DEP DEPRESSED CURB
GUT GUTTER
EP EDGE OF PAVEMENT
F.L. FLOW LINE
CONC. CONCRETE
BIT. BITUMINOUS
MH MANHOLE
CW CONCRETE WALK
TW TOP OF WALL
BW BOTTOM OF WALL
TP TOP OF PIPE
BW BACK OF WALK
FES FLARED END SECTION
INV INVERT
DIP DUCTILE IRON PIPE
SD STORM DRAIN
SAN SANITARY SEWER
N NORTH
S SOUTH
E EAST
W WEST
CB CHORD BEARING
A ARC LENGTH
R RADIUS
U.E. UTILITY EASEMENT
P.U.E. PUBLIC UTILITY EASEMENT
D.E. DRAINAGE EASEMENT
M.U.E. MUNICIPAL UTILITY EASEMENT
I.E. INGRESS & EGRESS EASEMENT
PC POINT OF CURVATURE
PCC POINT OF COMPOUND CURVATURE
PRC POINT OF REVERSE CURVATURE
PT POINT OF TANGENCY
(REC) RECORD DATUM
MEAS. MEASURED DATUM
[CALC] CALCULATED DATUM
<DEED> INFORMATION TAKEN FROM DEED
ETBE EXCEPTION TO BLANKET EASEMENT
DETENTION EASEMENT PER DOC. R2023-025162

LEGEND

CABLE TV PEDESTAL
TRAFFIC LIGHT POLE
TRAFFIC CONTROL BOX
TRAFFIC CONTROL VAULT
TRAFFIC LIGHT
TELEPHONE PEDESTAL
TELEPHONE MANHOLE
PAINTED TELEPHONE LINE
FIBER OPTIC CABLE LINE
ANCHOR
GUY POLE
UTILITY POLE
POWER POLE
LIGHT STANDARD
ELECTRIC MANHOLE
ELECTRIC PEDESTAL
ELECTRIC TRANSFORMER PAD
ELECTRIC METER
HANDHOLE
ELECTRICAL JUNCTION BOX
ELECTRIC VAULT
ELECTRIC SERVICE OUTLET BOX
PAINTED ELECTRIC LINE
TRANSFORMER PAD
SECTION CORNER

PAINTED GAS LINE
GAS VALVE
GAS METER
GAS VALVE VAULT
GAS METER
PIPELINE MARKER
MONITORING WELL
POST INDICATOR VALVE
WELL HEAD
FLAGPOLE
MAILBOX
SIGN
POST
PUBLIC PAY TELEPHONE
PARKING METER
WETLAND MARKER
BASKETBALL HOOP
AIR CONDITIONER PAD/UNIT
DECIDUOUS TREE W/ TRUNK SIZE
NON-DECIDUOUS TREE W/ TRUNK SIZE
BUSH
SOIL BORING HOLE W/ NUMBER
QUARTER SECTION CORNER

HEADWALL
CURB INLET
STORM INLET
STORM MANHOLE
FLARED END SECTION
CLEANOUT
SANITARY MANHOLE
HOSE BIB
B-BOX
HYDRANT
WATER VALVE
WATER VALVE VAULT
PAINTED WATER LINE
IRRIGATION HEAD
IRRIGATION CONTROL VALVE
WATER METER
FOUND DISK IN CONCRETE
FBD FOUND BRASS DISC
FOUND ROW MARKER
FIR FOUND IRON ROD
FRS FOUND RAILROAD SPIKE
FPK FOUND PK NAIL
FMG FOUND MAG NAIL
FCC FOUND CUT CROSS
FIP FOUND IRON PIPE
FIB FOUND IRON BAR
TP SET TRAVERSE POINT
SPK SET PK NAIL
SMG SET MAG NAIL
SIP SET IRON PIPE
SBM SET CONCRETE MONUMENT WITH BRASS DISC
SCM SET CONCRETE MONUMENT WITH IRON PIPE

V3 Engineers Scientists Surveyors
7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
Murphy Development Group, LLC
227 W. Monroe, Ste. 5200
Chicago, IL 60606
734.646.0834

REVISIONS

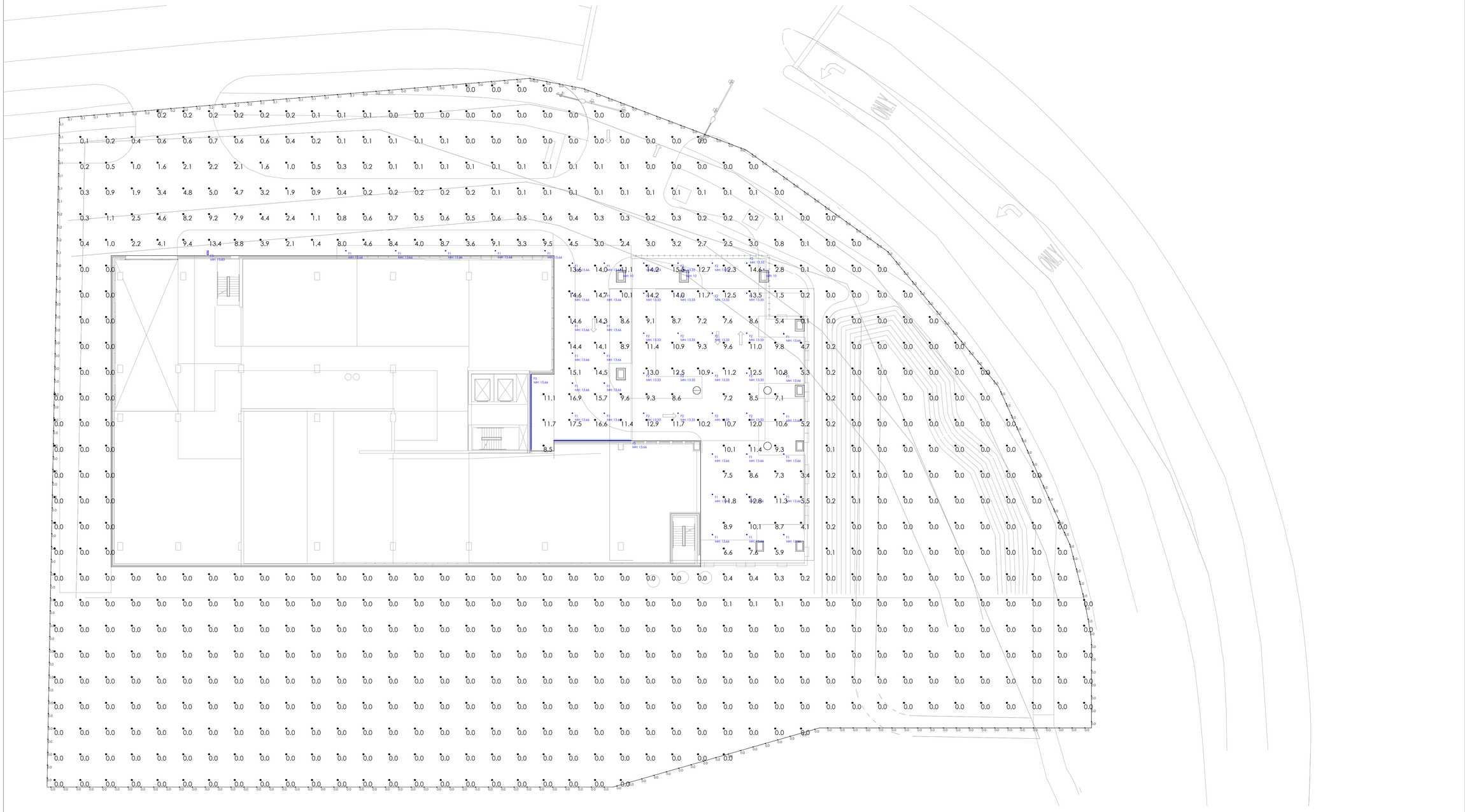
NO.	DATE	DESCRIPTION

ALTA/NSPS LAND TITLE SURVEY
1900 Spring Rd. - Oak Book, IL

DRAFTING COMPLETED:	08-19-25	DRAWN BY:	SPK	PROJECT MANAGER:	CDB
FIELD WORK COMPLETED:	08-11-25	CHECKED BY:	CDB	SCALE:	1" = 20'

Project No: 16255.MRES
Group No: VP01.1
SHEET NO. 1 of 1

N:\2016\16255\16255.MRES\Drawings\ACAD\SYVP01.11\ALT16255.MRES_20250811.dwg



Not to Scale

NOTES

PG-ENLIGHTEN IS NEITHER LICENSED NOR INSURED TO DETERMINE CODE COMPLIANCE. CODE COMPLIANCE REVIEW BY OTHERS.
ANY VARIANCE FROM REFLECTANCE VALUES, OBSTRUCTIONS, LIGHT LOSS FACTORS OR DIMENSIONAL DATA WILL AFFECT THE ACTUAL LIGHT LEVELS OBTAINED.
THIS ANALYSIS IS A MATHEMATICAL MODEL AND CAN BE ONLY AS ACCURATE AS IS PERMITTED BY THE THIRD-PARTY SOFTWARE AND THE IES STANDARDS USED.
FIXTURE TYPES AND QUANTITIES MAY CHANGE BASED ON UNKNOWN OBSTRUCTIONS OR FIELD CONDITIONS. THESE CHANGES MAY RESULT IN AN INCREASED QUANTITY OF FIXTURES.
FIXTURE TYPES AND QUANTITIES BASED ON PROVIDED LAYOUT AND DRAWINGS ARE FOR REFERENCE ONLY. TYPES AND QUANTITIES MAY CHANGE WITH FUTURE REVISIONS.
CALCULATION GRID VALUES 10'-0" O.C.

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Max/Min	Calc Plane Ht
Property Line	Illuminance	Fc	0.02	0.2	0.0	N.A.	N.A.
Site at Grade_Planar	Illuminance	Fc	1.63	17.5	0.0	N.A.	0

Luminaire Schedule - Part numbers are provided by the manufacturer and are only intended to be used as a reference to output and optics used.

Symbol	Tag	Manufacturer	Description	Arrangement	Luminaire Lumens	Arr. Lum. Lumens	Luminaire Watts	Arr. Watts	LLF
	F1	LEDRA BRANDS	NU4-RD-SW-25LM-30K-80-65D-HET-WH-WH	Single	2315	2315	21	21	0.900
	F2	LEDRA BRANDS	BETA-4R-SW-25LM-30K-80-65D-HET-WH-WH	Single	2315	2315	21	21	0.900
	F3	ILP	SWL-18L-U-30-T4FT	Single	18106	18106	133	133	0.900
	F5	Ecosense Lighting	L60-E-12-10-30-80-MULT-05X05	Single	878	878	9.7	9.7	0.900
	F6	BETA-CALCO	RARDxW01-BA75-CR80-CTAxx	Single	480	480	6.8	6.8	0.900

PG enlighten

DRAWN BY:
ERIC SISCO
eric.sisco@pg-enlighten.com
913.488.3072

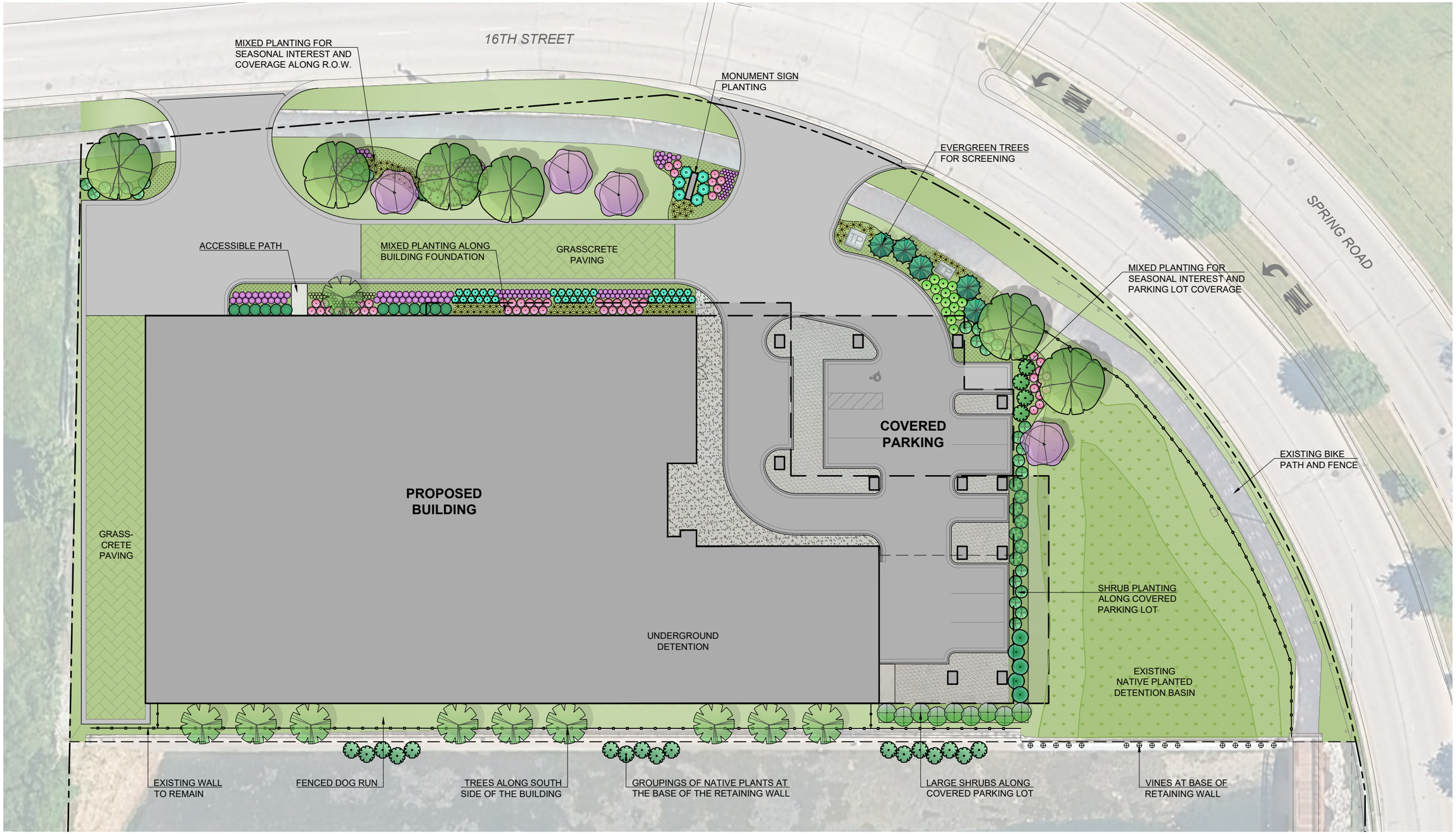
PG CONTACT:
JANINE EVERLY
janine.everly@pg-enlighten.com
773.682.8478

REVISIONS

PROJECT NAME:
1315 16TH STREET - OAK BROOK, IL

CLIENT NAME:
FITZGERALD

Date:3/18/2026



LANDSCAPE PLAN

SCALE: 1" = 30'-0"

N

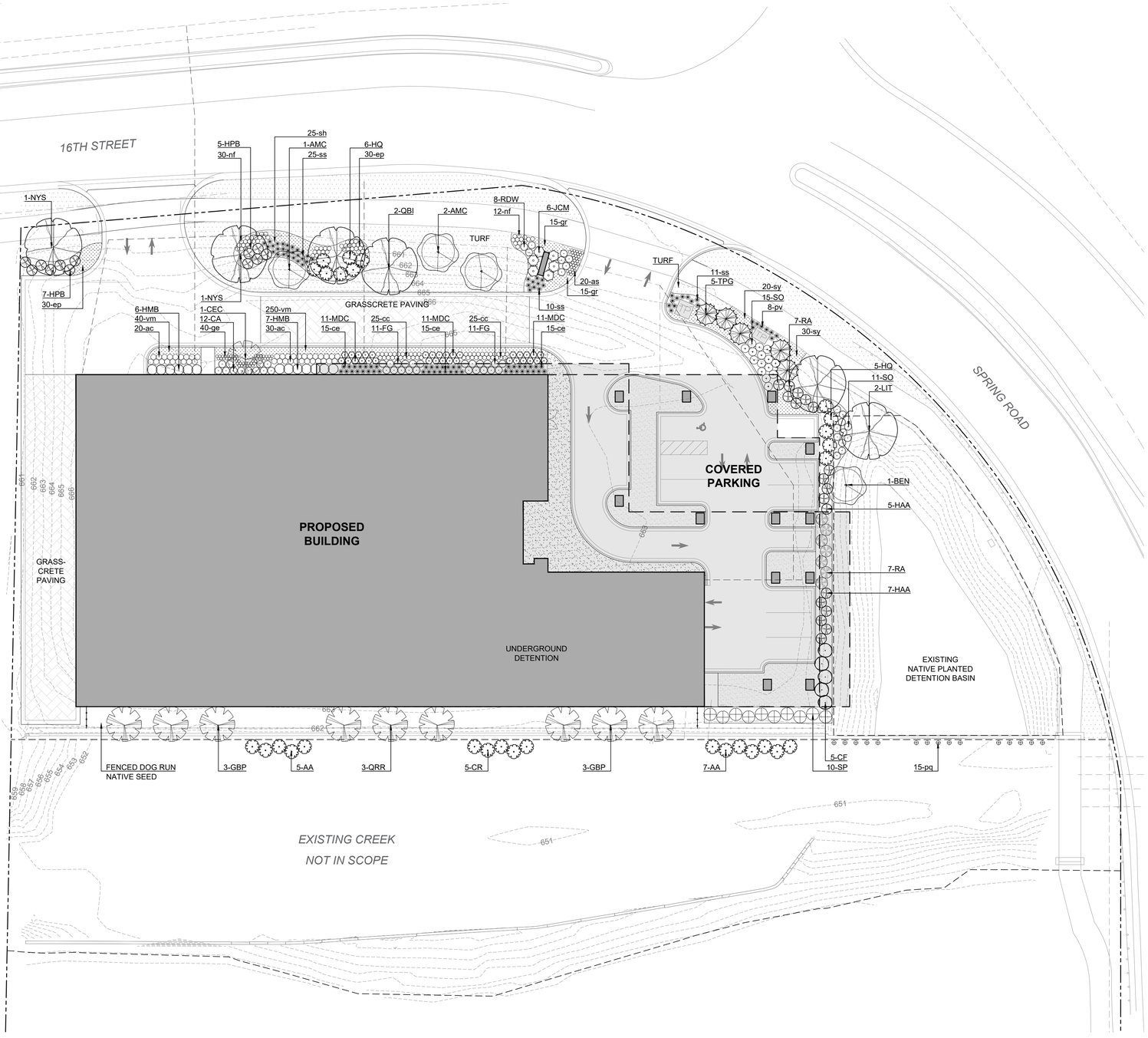
0 15' 30'

Kathryn Talty
landscape architecture
1926 Waukegan Road | Suite 340
Glenview, Illinois 60025
c 847.612.5154 | www.ktlandarch.com

1315 16TH ST

OAK BROOK, IL

DATE: 04-02-26



PRELIMINARY LANDSCAPE PLAN

SCALE: 1" = 20'-0"

N

0 10' 20' 40'

Master Plant List

Symbol	Quantity	Botanical Name	Common Name	Size	Origin	Notes
		Shade Trees				
BEN	1	BETULA NIGRA	RIVER BIRCH	10' BB	NATIVE	
GBP	6	GINKGO BILOBA 'PRINCETON SENTRY'	PRINCETON SENTRY GINKGO	3" BB		COLUMNAR, MALE SPE
LIT	2	LIRODENDRON TULIPIFERA	TULIPTREE	3" BB	NATIVE	
NYS	2	NYSSA SYLVATICA	TUPELO	3" BB	NATIVE	
QBI	2	QUERCUS BICOLOR	SWAMP WHITE OAK	3" BB	NATIVE	
QRR	3	QUERCUS ROBUR x BICOLOR 'LONG'	REGAL PRINCE OAK	3" BB		COLUMNAR
		Evergreen Trees				
TPG	5	THUJA PLICATA 'GREEN GIANT'	GREEN GIANT ARBORVITAE	8' BB		
		Ornamental Trees				
AMC	3	AMELANCHIER CANADENSIS	SHADBLOW SERVICEBERRY	6' BB	NATIVE	
CEC	1	CERCIS CANADENSIS	EASTERN REDBUD	8' BB	NATIVE	
		Evergreen Shrubs				
JCM	6	JUNIPERUS CHINENSIS 'MINT JULIP'	MINT JULIP SPREADING JUNIPER	24" BB		
MDC	33	MICROBIOTA DECUSSATA 'CELTIC PRIDE'	RUSSIAN ARBORVITAE	5 GAL		
		Deciduous Shrubs				
AA	12	ARONIA ARBUTIFOLIA 'BRILLIANTISSIMA'	RED CHOKEBERRY	5 GAL	NATIVAR	
CA	12	CLETHRA ALNIFOLIA 'HUMMINGBIRD'	HUMMINGBIRD CLETHRA	5 GAL	NATIVAR	
CF	5	CALYCANTHUS FLORIDUS	CAROLINA SWEETSHRUB	5 GAL		
FG	22	FOTHERGILLA GARDENII	DWARF FOTHERGILLA	3 GAL	NATIVE	
HAA	12	HYDRANGEA ARBORESCENS 'ANNABELLE'	ANNABELLE HYDRANGEA	5 GAL	NATIVAR	
HMB	13	HYDRANGEA MACROPHYLLA 'BLOOMSTRUCK'	BLOOMSTRUCK HYDRANGEA	3 GAL		
HPB	12	HYDRANGEA PANICULATA 'BOBO'	BOBO HYDRANGEA	3 GAL		
HQ	11	HYDRANGEA QUERCIFOLIA	OAKLEAF HYDRANGEA	36" BB		
RA	14	RIBIES ALPINUM	ALPINE CURRANT	5 GAL		
RDW	8	ROSA 'DRIFT WHITE'	GROUNDCOVER ROSE	2 GAL		WHITE FLOWER
SO	16	SORBARIA SORBIFOLIA 'SEM'	SEM URAL FALSE SPIREA	24" BB		
SP	10	SYRINGA PATULA 'MISS KIM'	MISS KIM LILAC	7 GAL		4
		Groundcover				
vm	300	VINCA MINOR	PERIWINKLE	3" POTS		
		Perennials				
as	20	ALLIUM 'SUMMER BEAUTY'	SUMMER BEAUTY ONION	1 GAL		
ac	50	ASTILBE CHINENSIS 'MAGGIE DALEY'	FALSE SPIREA	1 GAL		
cc	50	CAMPANULA CARPATICA 'PEARL DEEP BLUE'	BELLFLOWER	1 GAL		
ep	60	ECHINACEA PALLIDA	PALE PURPLE CONEFLOWER	1 GAL	NATIVE	
gj	30	GERANIUM 'ROZANNE'	ROZANNE GERANIUM	1 GAL		
nf	42	NEPETA X FAASSENII	FAASSEN'S CATMINT	1 GAL		
sy	50	SYMPHYOTRICHUM 'WOOD'S BLUE'	WOOD'S BLUE ASTER	1 GAL		
		Grasses				
ce	51	CAREX ELATA 'GURRE SOE'	NORDIC BLADE SEDGE	1 GAL		
pv	8	PANICUM VIRGATUM	SWITCH GRASS	3 GAL	NATIVE	
ss	46	SCHIZACHYRIUM SCOPARUM 'PRAIRIE BLUES'	LITTLE BLUESTEM	1 GAL	NATIVAR	
		Vines				
pq	15	PARTHENOCISSUS QUINQUEFOLIA	VIRGINIA CREEPER	2 GAL	NATIVE	

Kathryn Talty
landscape architecture
1926 Waukegan Road | Suite 340
Glenview, Illinois 60025
c 847.612.5154 | www.ktlandarch.com

REGISTERED LANDSCAPE ARCHITECT
KATHRYN MAXWELL TALTY
157-001196
STATE OF ILLINOIS

no.	revision description	initial	date
	ISSUED FOR REVIEW	DJW	04-03-26

1315 16TH ST
OAK BROOK, IL

OVERALL LANDSCAPE PLAN
LANDSCAPE REQUIREMENTS
GROUND TREATMENT KEY
CONSTRUCTION NOTES

date. 03-11-26
drawn DJW
checked KMT

job no. 26150

sheet no. L1.0

LANDSCAPE MAINTENANCE SPECIFICATIONS

THE CONTRACTOR SHALL PROVIDE AS A SEPARATE BID, MAINTENANCE FOR A PERIOD OF 1 YEAR AFTER FINAL ACCEPTANCE OF THE PROJECT LANDSCAPING. THE CONTRACTOR MUST BE ABLE TO PROVIDE CONTINUED MAINTENANCE IF REQUESTED BY THE OWNER OR PROVIDE THE NAME OF A REPUTABLE LANDSCAPE CONTRACTOR WHO CAN PROVIDE MAINTENANCE.

STANDARDS

ALL LANDSCAPE MAINTENANCE SERVICES SHALL BE PERFORMED BY TRAINED PERSONNEL USING CURRENT, ACCEPTABLE HORTICULTURAL PRACTICES.

ALL WORK SHALL BE PERFORMED IN A MANNER THAT MAINTAINS THE ORIGINAL INTENT OF THE LANDSCAPE DESIGN.

ALL CHEMICAL APPLICATIONS SHALL BE PERFORMED IN ACCORDANCE WITH CURRENT COUNTY, STATE AND FEDERAL LAWS, USING EPA REGISTERED MATERIALS AND METHODS OF APPLICATION. THESE APPLICATIONS SHALL BE PERFORMED UNDER THE SUPERVISION OF A LICENSED CERTIFIED APPLICATOR.

APPROVALS

ANY WORK PERFORMED IN ADDITION TO THAT WHICH IS OUTLINED IN THE CONTRACT SHALL ONLY BE DONE UPON WRITTEN APPROVAL BY THE OWNER'S REPRESENTATIVE.

ALL SEASONAL COLOR SELECTIONS SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO ORDERING AND INSTALLATION.

SOIL TESTING

THE MAINTENANCE CONTRACTOR SHALL PERFORM SOIL TESTS AS NEEDED TO IDENTIFY ANY IMBALANCES OR DEFICIENCIES CAUSING PLANT MATERIAL DECLINE. THE OWNER SHALL BE NOTIFIED OF THE RECOMMENDATION FOR APPROVAL, AND THE NECESSARY CORRECTIONS MADE AT AN ADDITIONAL COST TO THE OWNER.

ACCEPTABLE SOIL TEST RESULTS:

	LANDSCAPE TREES & SHRUBS	TURF
PH RANGE	5.0-7.0	6.0-7.0
ORGANIC MATTER	>1.5%	>2.5%
MAGNESIUM (MG)	100+LBS./ACRE	100+LBS./ACRE
PHOSPHORUS (P2O5)	150+LBS./ACRE	150+LBS./ACRE
POTASSIUM (K2O)	120+LBS./ACRE	120+LBS./ACRE
SOLUBLE SALTS	NOT TO EXCEED 900PPM/1.9 MMHOS/CM	NOT TO EXCEED 750PPM/0.75 MMHOS/CM
	IN SOIL; NOT TO EXCEED 1400 PPM/2.5	IN SOIL; NOT TO EXCEED 2000 PPM/2.0
	MMHOS/CM IN HIGH ORGANIC MIX	MMHOS/CM IN HIGH ORGANIC MIX

FOR UNUSUAL SOIL CONDITIONS, THE FOLLOWING OPTIONAL TESTS ARE RECOMMENDED WITH LEVELS NOT TO EXCEED:

BORON	3 POUNDS PER ACRE
MANGANESE	50 POUNDS PER ACRE
POTASSIUM (K2O)	450 POUNDS PER ACRE
SODIUM	20 POUNDS PER ACRE

WORKMANSHIP

DURING LANDSCAPE MAINTENANCE OPERATIONS, ALL AREAS SHALL BE KEPT NEAT AND CLEAN. PRECAUTIONS SHALL BE TAKEN TO AVOID DAMAGE TO EXISTING STRUCTURES. ALL WORK SHALL BE PERFORMED IN A SAFE MANNER TO THE OPERATORS, THE OCCUPANTS AND ANY PEDESTRIANS.

UPON COMPLETION OF MAINTENANCE OPERATIONS, ALL DEBRIS AND WASTE MATERIAL SHALL BE CLEANED UP AND REMOVED FROM THE SITE, UNLESS PROVISIONS HAVE BEEN GRANTED BY THE OWNER TO USE ON-SITE TRASH RECEPTACLES. ANY DAMAGE TO THE LANDSCAPE, STRUCTURES, OR IRRIGATION SYSTEMS CAUSED BY THE MAINTENANCE CONTRACTOR, SHALL BE REPAIRED BY THE MAINTENANCE CONTRACTOR WITHOUT CHARGE TO THE OWNER.

TURF

GENERAL CLEAN UP

PRIOR TO MOWING, ALL TRASH, STICKS, AND OTHER UNWANTED DEBRIS SHALL BE REMOVED FROM LAWNS, PLANT BEDS, AND PAVED AREAS.

MOWING

TURF GRASSES, INCLUDING BLUE GRASS, TALL FESCUE, PERENNIAL RYEGRASS, ETC., SHALL BE MAINTAINED AT A HEIGHT OF 2" TO 3" IN SPRING AND FALL. FROM JUNE THROUGH SEPTEMBER, MOWING HEIGHT SHALL BE MAINTAINED AT NO LESS THAN 3".

THE MOWING OPERATION INCLUDES TRIMMING AROUND ALL OBSTACLES, RAKING EXCESSIVE GRASS CLIPPINGS AND REMOVING DEBRIS FROM WALKS, CURBS, AND PARKING AREAS. CAUTION: MECHANICAL WEEDERS SHOULD NOT BE USED AROUND TREES BECAUSE OF POTENTIAL DAMAGE TO THE BARK.

EDGING

EDGING OF ALL SIDEWALKS, CURBS AND OTHER PAVED AREAS SHALL BE PERFORMED ONCE EVERY OTHER MOWING. DEBRIS FROM THE EDGING OPERATIONS SHALL BE REMOVED AND THE AREAS SWEPT CLEAN. CAUTION SHALL BE USED TO AVOID FLYING DEBRIS.

FERTILIZING

SEASONALLY STEPPED FERTILIZER SHALL BE APPLIED IN AREAS BASED ON THE EXISTING TURF SPECIES.

LAWN WEED CONTROL: HERBICIDES

SELECTION AND PROPER USE OF HERBICIDES SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY. ALL CHEMICAL APPLICATIONS SHALL BE PERFORMED UNDER THE SUPERVISION OF A LICENSED CERTIFIED APPLICATOR. READ THE LABEL PRIOR TO APPLYING ANY CHEMICAL.

INSECT & DISEASE CONTROL FOR TURF

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING THE SITE CONDITIONS ON EACH VISIT TO DETERMINE IF ANY INSECT PEST OR DISEASE PROBLEMS EXIST. THE CONTRACTOR SHALL IDENTIFY THE INSECT PEST OR DISEASE, AS WELL AS THE HOST PLANT, AND THEN CONSULT THE MOST CURRENT EDITION OF THE COOPERATIVE EXTENSION SERVICE'S "COMMERCIAL INSECTICIDE RECOMMENDATION FOR TURF" FOR CONTROL. THE LICENSED APPLICATOR SHALL BE FAMILIAR WITH THE LABEL PROVIDED FOR THE SELECTED PRODUCT PRIOR TO APPLICATION.

INSPECTION AND TREATMENT TO CONTROL INSECT PESTS SHALL BE INCLUDED IN THE CONTRACT PRICE.

TREES, SHRUBS, & GROUND COVER

PRUNING

ALL ORNAMENTAL TREES, SHRUBS AND GROUND COVER SHALL BE PRUNED WHEN APPROPRIATE TO REMOVE DEAD OR DAMAGED BRANCHES, DEVELOP THE NATURAL SHAPES. DO NOT SHEAR TREES OR SHRUBS. IF PREVIOUS MAINTENANCE PRACTICE HAS BEEN TO SHEAR AND BALL, THEN A NATURAL SHAPE WILL BE RESTORED GRADUALLY.

PRUNING GUIDELINES:

1. PRUNE PLANTS THAT FLOWER BEFORE THE END OF JUNE (SPRING BLOOMING) IMMEDIATELY AFTER FLOWERING. FLOWER BUDS DEVELOP DURING THE PREVIOUS GROWING SEASON. FALL, WINTER OR SPRING PRUNING WOULD REDUCE THE SPRING FLOWERING DISPLAY.
2. PRUNE PLANTS THAT FLOWER IN JULY – SEPTEMBER (SUMMER OR AUTUMN BLOOMING) IN WINTER OR SPRING BEFORE NEW GROWTH BEGINS, SINCE THESE PLANTS DEVELOP FLOWERS ON NEW GROWTH.
3. DELAY PRUNING PLANTS GROWN FOR ORNAMENTAL FRUITS, SUCH AS COTONEASTERS AND VIBURNUMS.
4. HOLLIES AND OTHER EVERGREENS MAY BE PRUNED DURING WINTER IN ORDER TO USE THEIR BRANCHES FOR SEASONAL DECORATION. HOWEVER, SEVERE PRUNING OF EVERGREENS SHOULD BE DONE IN EARLY SPRING ONLY.
5. BROADLEAF EVERGREEN SHRUBS SHALL BE HAND-PRUNED TO MAINTAIN THEIR NATURAL APPEARANCE AFTER THE NEW GROWTH HARDENS OFF.
6. HEDGES OR SHRUBS THAT REQUIRE SHEARING TO MAINTAIN A FORMAL APPEARANCE SHALL BE PRUNED AS REQUIRED. DEAD WOOD SHALL BE REMOVED FROM SHEARED PLANTS BEFORE THE FIRST SHEARING OF THE SEASON.
7. CONIFERS SHALL BE PRUNED, IF REQUIRED, ACCORDING TO THEIR GENUS.
   A. YEWS, JUNIPERS, HEMLOCKS AND ARBORVITAE MAY BE PRUNED AFTER NEW GROWTH HAS HARDENED OFF IN LATE SUMMER. IF SEVERE PRUNING IS NECESSARY, IT MUST BE DONE IN EARLY SPRING.
   B. FIRS AND SPRUCES MAY BE LIGHTLY PRUNED IN LATE SUMMER, FALL, OR WINTER AFTER COMPLETING GROWTH. LEAVE SIDE BUDS. NEVER CUT CENTRAL LEADER.
   C. PINES MAY BE LIGHTLY PRUNED IN EARLY JUNE BY REDUCING CANDLES.
8. GROUNDCOVER SHALL BE EDGED AND PRUNED AS NEEDED TO CONTAIN IT WITHIN ITS BORDERS.
9. THINNING: REMOVE BRANCHES AND WATER SPROUTS BY CUTTING THEM BACK TO THEIR POINT OF ORIGIN ON PARENT STEMS. THIS METHOD RESULTS IN A MORE OPEN PLANT, WITHOUT STIMULATING EXCESSIVE GROWTH. THINNING IS USED ON CRAB APPLES, LILACS, VIBURNUMS, ETC.
10. RENEWAL PRUNING: REMOVE OLDEST BRANCHES OF SHRUB AT GROUND, LEAVING THE YOUNGER, MORE VIGOROUS BRANCHES. ALSO REMOVE WEAK STEMS. ON OVERGROWN PLANTS, THIS METHOD MAY BE BEST DONE OVER A THREE-YEAR PERIOD. RENEWAL PRUNING MAY BE USED ON FORSYTHIA, HYDRANGEA, SPIRAEA, ETC.

PLANTS OVERHANGING PASSAGEWAYS AND PARKING AREAS AND DAMAGED PLANTS SHALL BE PRUNED AS NEEDED.

SHADE TREES THAT CANNOT BE ADEQUATELY PRUNED FROM THE GROUND SHALL NOT BE INCLUDED IN THE MAINTENANCE CONTRACT. A CERTIFIED ARBORIST UNDER A SEPARATE CONTRACT SHALL PERFORM THIS TYPE OF WORK.

SPRING CLEANUP

PLANT BEDS SHALL RECEIVE A GENERAL CLEANUP BEFORE FERTILIZING AND MULCHING. CLEANUP INCLUDES REMOVING DEBRIS AND TRASH FROM BEDS AND CUTTING BACK HERBACEOUS PERENNIALS LEFT STANDING THROUGH WINTER, E.G. ORNAMENTAL GRASSES, SEDUM AUTUMN JOY.

FERTILIZING

FOR TREES, THE RATE OF FERTILIZATION DEPENDS ON THE TREE SPECIES, TREE VIGOR, AREA AVAILABLE FOR FERTILIZATION, AND GROWTH STAGE OF THE TREE. MATURE SPECIMENS BENEFIT FROM FERTILIZATION EVERY 3 TO 4 YEARS; YOUNGER TREES SHALL BE FERTILIZED MORE OFTEN DURING RAPID GROWTH STAGES.

THE CURRENT RECOMMENDATION IS BASED ON THE RATE OF 1000 SQUARE FEET OF AREA UNDER THE TREE TO BE FERTILIZED. FOR DECIDUOUS TREES, 2 TO 6 POUNDS OF NITROGEN PER 1000 SQUARE FEET; FOR
NARROW-LEAF EVERGREENS, 1 TO 4 POUNDS OF NITROGEN PER 1000 SQUARE FEET; FOR BROADLEAF EVERGREENS, 1 TO 3 POUNDS OF NITROGEN PER 1000 SQUARE FEET.

SHRUBS AND GROUNDCOVER SHALL BE TOP-DRESSED WITH COMPOST 1" DEEP OR FERTILIZED ONCE IN MARCH WITH 10-6-4 ANALYSIS FERTILIZER AT THE RATE OF 3 POUNDS PER 100 SQUARE FEET OF BED AREA.
ERICACEOUS MATERIAL SHALL BE FERTILIZED WITH AN ERICACEOUS FERTILIZER AT THE MANUFACTURER'S RECOMMENDATION RATE. IF PLANTS ARE GROWING POORLY, A SOIL SAMPLE SHOULD BE TAKEN.

TREES, SHRUBS, & GROUND COVER (CONT.)

MULCHING

ANNUALLY, ALL TREE AND SHRUB BEDS WILL BE PREPARED AND MULCHED, TO A MINIMUM DEPTH OF 3" WITH QUALITY MULCH TO MATCH EXISTING. BED PREPARATION SHALL INCLUDE REMOVING ALL WEEDS, CLEANING UP SAID BED, EDGING AND CULTIVATING DECAYED MULCH INTO THE SOIL. DEBRIS FROM EDGING IS TO BE REMOVED FROM BEDS WHERE APPLICABLE. IF DEEMED NECESSARY, A PRE-EMERGENT HERBICIDE MAY BE APPLIED TO THE SOIL TO INHIBIT THE GROWTH OF FUTURE WEEDS.

ORGANICALLY MAINTAINED GARDENS SHALL NOT RECEIVE ANY PRE-EMERGENT HERBICIDES. MULCH IN EXCESS OF 4" WILL BE REMOVED FROM THE BED AREAS. SPECIAL CARE SHALL BE TAKEN IN THE MULCHING OPERATION NOT TO OVER-MULCH OR COVER THE BASE OF TREES AND SHRUBS. THIS CAN BE DETRIMENTAL TO THE HEALTH OF THE PLANTS.

WEEDING

ALL BEDS SHALL BE WEEDED ON A CONTINUOUS BASIS THROUGHOUT THE GROWING SEASON TO MAINTAIN A NEAT APPEARANCE AT ALL TIMES.

PRE-EMERGENT (SOIL-APPLIED) AND POST-EMERGENT (FOLIAR-APPLIED) HERBICIDES SHALL BE USED WHERE AND WHEN APPLICABLE AND IN ACCORDANCE WITH THE PRODUCT'S LABEL.

INSECT & DISEASE CONTROL: TREES, SHRUBS & GROUNDCOVER

THE MAINTENANCE CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING THE LANDSCAPE SITE ON A REGULAR BASIS. THE MONITORING FREQUENCY SHALL BE MONTHLY EXCEPT FOR GROWING SEASON, WHICH WILL BE EVERY OTHER WEEK. TRAINED PERSONNEL SHALL MONITOR FOR PLANT DAMAGING INSECT ACTIVITY, PLANT PATHOGENIC DISEASES AND POTENTIAL CULTURAL PROBLEMS IN THE LANDSCAPE. THE PEST OR CULTURAL PROBLEM WILL BE IDENTIFIED UNDER THE SUPERVISION OF THE CONTRACTOR.

FOR PLANT DAMAGING INSECTS AND MITES IDENTIFIED IN THE LANDSCAPE, THE CONTRACTOR SHALL CONSULT AND FOLLOW THE RECOMMENDATIONS OF THE MOST CURRENT EDITION OF THE STATE COOPERATIVE SERVICE PUBLICATION ON INSECT CONTROL ON LANDSCAPE PLANT MATERIAL.

PLANT PATHOGENIC DISEASE PROBLEMS IDENTIFIED BY THE CONTRACTOR THAT CAN BE RESOLVED BY PRUNING OR PHYSICAL REMOVAL OF DAMAGED PLANT PARTS WILL BE PERFORMED AS PART OF THE CONTRACT. FOR AN ADDITIONAL CHARGE, PLANT PATHOGENIC DISEASES THAT CAN BE RESOLVED THROUGH PROPERLY TIMED APPLICATIONS OF FUNGICIDES SHALL BE MADE WHEN THE OWNER AUTHORIZES IT.

IF THE CONTRACTOR NOTES AN ESPECIALLY INSECT-OR DISEASE-PRONE PLANT SPECIES IN THE LANDSCAPE, HE/SHE WILL SUGGEST REPLACEMENT WITH A MORE PEST-RESISTANT CULTIVAR OR SPECIES THAT IS CONSISTENT WITH THE INTENT OF THE LANDSCAPE DESIGN.

NOTE: FOR IDENTIFICATION OF PLANT-DAMAGING INSECTS AND MITES, A REFERENCE TEXTBOOK THAT CAN BE USED IS INSECTS THAT FEED ON TREES AND SHRUBS BY JOHNSON AND LYON, COMSTOCK PUBLISHING ASSOCIATES. FOR PLAN PATHOGENIC DISEASES, TWO REFERENCES ARE SUGGESTED: SCOUTING AND CONTROLLING WOODY ORNAMENTAL DISEASES IN LANDSCAPES AND NURSERIES, AUTHORIZED BY GARY MOORMAN, PUBLISHED BY PENN STATE COLLEGE OF AGRICULTURAL SCIENCES, AND DISEASES OF TREES AND SHRUBS BY SINCLAIR AND LYON, PUBLISHED BY COMSTOCK PUBLISHING PRESS.

TRASH REMOVAL

THE MAINTENANCE CONTRACTOR SHALL REMOVE TRASH FROM ALL SHRUB AND GROUNDCOVER BEDS WITH EACH VISIT.

LEAF REMOVAL

ALL FALLEN LEAVES SHALL BE REMOVED FROM THE SITE IN NOVEMBER AND ONCE IN DECEMBER. IF REQUESTED BY THE OWNER, THE MAINTENANCE CONTRACTOR, AT AN ADDITIONAL COST TO THE OWNER SHALL PERFORM SUPPLEMENTAL LEAF REMOVALS.

WINTER CLEAN-UP

THE PROJECT SHALL RECEIVE A GENERAL CLEAN-UP ONCE DURING EACH OF THE WINTER MONTHS, I.E., JANUARY, FEBRUARY, AND MARCH.

CLEAN-UP INCLUDES:

- CLEANING CURBS AND PARKING AREAS
- REMOVING ALL TRASH AND UNWANTED DEBRIS
- TURNING MULCH WHERE NECESSARY
- INSPECTION OF GROUNDS

SEASONAL COLOR: PERENNIALS, ANNUALS, AND BULBS

THE INSTALLATION OF PERENNIALS, ANNUALS, AND BULBS, UNLESS SPECIFIED HEREIN, SHALL BE REVIEWED WITH THE OWNER, AND, IF ACCEPTED, INSTALLED AND BILLED TO THE OWNER.

SEASONAL COLOR MAINTENANCE

PERENNIALIZATION OF BULBS:

1. AFTER FLOWERING, CUT OFF SPENT FLOWER HEADS.
2. ALLOW LEAVES OF DAFFODILS AND HYACINTHS TO REMAIN FOR SIX WEEKS AFTER FLOWERS HAVE FADED. CUT OFF AT BASE.
3. ALLOW LEAVES OF OTHER BULBS TO YELLOW NATURALLY AND THEN CUT OFF AT BASE.
4. APPLY FERTILIZER AFTER FLOWERING IN SPRING, POSSIBLY AGAIN IN FALL. APPLY 10-10-10 AT THE RATE OF 2 POUNDS PER 1000 SQUARE FEET OR TOP-DRESS WITH COMPOST 1" DEEP. FALL FERTILIZATION WITH A BULB FERTILIZER OR MULCHING WITH 1" OF COMPOST IS OPTIONAL.

FLOWER ROTATION:

1. BULBS: REMOVE THE ENTIRE PLANT AND BULB AFTER FLOWERS HAVE FADED OR AT THE DIRECTION OF THE OWNER AND INSTALL NEW PLANTS IF INCLUDED IN CONTRACT.
2. SUMMER ANNUALS OR FALL PLANTS:
   A. DEAD HEADING: PINCH AND REMOVE DEAD FLOWERS ON ANNUALS AS NECESSARY.
   B. FERTILIZING SUMMER ANNUALS: FERTILIZE USING ONE OR TWO METHODS: APPLY A SLOW-RELEASE FERTILIZER IN MAY FOLLOWING MANUFACTURER'S RECOMMENDATIONS. A BOOSTER SUCH AS 10-10-10 MAY BE NECESSARY IN LATE SUMMER, OR, APPLY LIQUID FERTILIZATIONS OF 20-20-20 WATER-SOLUBLE FERTILIZERS, NOT TO EXCEED 2 POUNDS OF 20-20-20 PER 100 GALLONS OF WATER, MONTHLY; OR MULCH WITH COMPOST 1" DEEP.
   C. REMOVAL: IF FALL PLANTS ARE TO BE INSTALLED, SUMMER ANNUALS SHALL BE LEFT IN THE GROUND UNTIL THE FIRST KILLING FROST AND THEN REMOVED, UNLESS OTHERWISE DIRECTED BY THE OWNER.

PERENNIALS:

1. AFTER INITIAL INSTALLATION, IF A TIME-RELEASED FERTILIZER HAS BEEN INCORPORATED DURING PLANT INSTALLATION, NO MORE FERTILIZER NEED BE APPLIED THE FIRST GROWING SEASON.
2. THE FOLLOWING YEAR:
   A. FERTILIZE PERENNIALS WITH A SLOW-RELEASE FERTILIZER OR ANY 50% ORGANIC FERTILIZER, OR MULCH PERENNIALS WITH COMPOST 1" DEEP.
   B. CUT ALL DECIDUOUS PERENNIALS FLUSH TO THE GROUND BY MARCH 1, IF THIS WAS NOT DONE THE PREVIOUS FALL, TO ALLOW NEW GROWTH TO DEVELOP FREELY.
   C. MULCH THE PERENNIAL BED ONCE IN EARLY SPRING AT 1"-2" DEPTH. IF SOIL IS BARED IN LATE FALL, RE-MULCH LIGHTLY AFTER GROUND IS FROZEN TO PROTECT PERENNIALS.
   D. INSPECT FOR INSECT OR DISEASE PROBLEMS ON PERENNIALS. MONITOR AND CONTROL SLUGS ON HOSTAS AND LIGULARIAS. POWDERY MILDEW ON PHLOX, MONARDAS, AND ASTERS CAN BE PREVENTED WITH PROPERLY TIMED FUNGICIDES OR USE OF DISEASE-RESISTANT VARIETIES.
   E. WEED PERENNIAL BED AS SPECIFIED IN "WEEDING" ABOVE.
   F. PRUNE BRANCHING SPECIES TO INCREASE DENSITY. CUT ONLY THE FLOWERING STEMS AFTER BLOOMING. DO NOT REMOVE THE FOLIAGE.
3. THE FOLLOWING FALL CUT BACK DETERIORATING PLANT PARTS UNLESS INSTRUCTED TO RETAIN FOR WINTER INTEREST, E.G. SEDUM AUTUMN JOY AND ORNAMENTAL GRASSES.
4. LONG-TERM CARE:
   A. DIVIDE PLANTS THAT OVERCROWD THE SPACE PROVIDED. DIVIDE ACCORDING TO THE SPECIES. SOME NEED FREQUENT DIVIDING, E.G. ASTERS AND YARROW EVERY TWO YEARS; OTHER RARELY, IF EVER, E.G. PEONIES, HOSTAS, AND ASTILBE.
   B. FOR DETAILED INFORMATION REGARDING THE CARE OF SPECIFIC PERENNIALS, REFER TO ALL ABOUT PERENNIALS BY ORTHO; PERENNIALS: HOW TO SELECT, GROW AND ENJOY BY PAMELA HARPER AND FREDERICK MCGOUTY, HP BOOKS PUBLISHER; HERBACEOUS PERENNIAL PLANTS: A TREATISE ON THEIR IDENTIFICATION, CULTURE AND GARDEN ATTRIBUTES BY ALLAN ARMITAGE, STIPES PUB LLC.

SUMMARY OF MAINTENANCE

LAWN MAINTENANCE

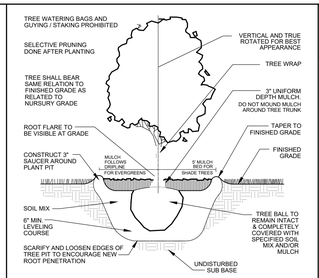
1. SOIL ANALYSIS PERFORMED ANNUALLY TO DETERMINE PH. IF PH DOES NOT FALL WITHIN SPECIFIED RANGE, ADJUST ACCORDING TO SOIL TEST RECOMMENDATIONS.
2. MAINTAIN PROPER FERTILITY AND PH LEVELS OF THE SOIL TO PROVIDE AN ENVIRONMENT CONDUCIVE TO TURF VITALITY FOR TURF GRASSES.
3. MOW TURF ON A REGULAR BASIS AND AS SEASON AND WEATHER DICTATES. REMOVE NO MORE THAN THE TOP 1/3 OF LEAF BLADE. CLIPPINGS ON PAVED AND BED AREAS WILL BE REMOVED.
4. AERATE WARM SEASON TURF AREAS TO MAINTAIN HIGH STANDARDS OF TURF APPEARANCE.
5. APPLY PRE-EMERGENT TO TURF IN TWO APPLICATIONS IN EARLY FEBRUARY AND EARLY APRIL TO EXTEND BARRIER.
6. APPLY POST EMERGENT AS NEEDED TO CONTROL WEEDS.
7. MECHANICALLY EDGE CURBS AND WALKS.
8. APPLY NON-SELECTIVE HERBICIDE, TO MULCHED BED AREAS AND PAVEMENT AND REMOVE EXCESS RUNNERS TO MAINTAIN CLEAN DEFINED BEDS.

TREE, GROUNDCOVER AND SHRUB BED MAINTENANCE

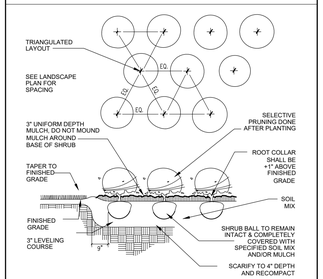
1. PRUNE SHRUBS, TREES AND GROUNDCOVER TO ENCOURAGE HEALTHY GROWTH AND CREATE A NATURAL APPEARANCE.
2. MULCH TO BE APPLIED IN FEBRUARY/MARCH WITH A HALF RATE IN LATE SUMMER TO TOP DRESS.
3. APPLY PRE-EMERGENT HERBICIDES IN FEBRUARY AND APRIL.
4. MANUAL WEED CONTROL TO MAINTAIN CLEAN BED APPEARANCE.
5. APPLY FUNGICIDES AND INSECTICIDES AS NEEDED TO CONTROL INSECTS AND DISEASE.
6. ORNAMENTAL SHRUBS, TREES AND GROUNDCOVERS TO BE FERTILIZED THREE (3) TIMES PER YEAR WITH A BALANCED MATERIAL (JANUARY/FEBRUARY, APRIL/MAY, AND OCTOBER/NOVEMBER)
7. EDGE ALL MULCHED BEDS.
8. REMOVE ALL LITTER AND DEBRIS.

GENERAL MAINTENANCE

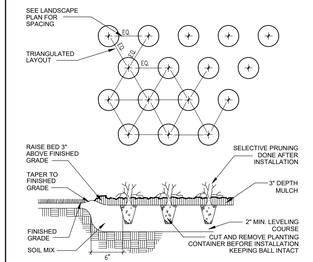
1. REMOVE ALL MAN-MADE DEBRIS, BLOW EDGES.
2. INSPECT GROUNDS ON A MONTHLY BASIS AND SCHEDULE INSPECTION WITH UNIT OPERATOR.



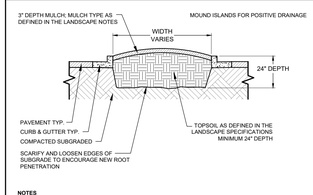
1 L2.0 TREE PLANTING DETAIL
SCALE: NO SCALE



2 L2.0 SHRUB PLANTING DETAIL
SCALE: NO SCALE



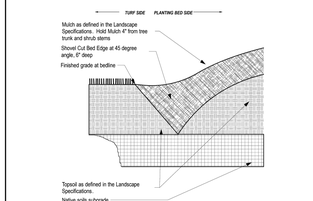
3 L2.0 GROUNDCOVER DETAIL
SCALE: NO SCALE



NOTES

1. CLEAN CONSTRUCTION DEBRIS FROM WITHIN LANDSAPE ISLAND AREAS (IE. CONCRETE, ROCKS, RUBBLE, BUILDING MATERIALS, ETC.) PRIOR TO INSTALLING TOPSOIL AND PLANT MATERIAL.
2. EXCAVATE EXISTING SUBGRADE TO A MINIMUM 24" DEPTH. BACKFILL AMENDED TOPSOIL TO MINIMUM HEIGHT EQUAL WITH CURBING. MOUND FOR POSITIVE DRAINAGE OF PLANTING AREA.
3. ISLAND PLANT MATERIAL AS PER THE LANDSCAPE PLAN.
4. INSTALL PLANT MATERIAL AS PER TREE, SHRUB, AND GROUND COVER PLANTING DETAILS, AND AS DEFINED IN THE LANDSCAPE SPECIFICATIONS.
5. INSTALL MULCH OR PLANT MATERIAL AS SPECIFIED ON THE LANDSCAPE PLAN, AND AS DEFINED IN THE LANDSCAPE SPECIFICATIONS.

4 L2.0 PARKING ISLAND DETAIL
SCALE: NO SCALE



5 L2.0 SPADED PLANTING BED EDGE DETAIL
SCALE: NO SCALE

GENERAL CONSTRUCTION NOTES

1. REQUIRED LANDSCAPE MATERIAL SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND BE STAKED, WRAPPED, WATERED AND MULCHED PER ORDINANCE.
2. BEFORE ANY EXCAVATION ON THE SITE, CALL TO LOCATE ANY EXISTING UTILITIES ON THE SITE. THE CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LOCATIONS OF ALL BURIED UTILITIES IN THE AREAS OF WORK BEFORE STARTING OPERATIONS. THE CONTRACTOR SHALL BE LIABLE FOR THE COST OF REPAIRING OR REPLACING ANY BURIED CONDUITS, CABLES OR PIPING DAMAGED DURING THE INSTALLATION OF THIS WORK.
3. FOUR FOOT HIGH FENCING OR OTHER RIGID MATERIAL IS TO BE ERECTED AROUND THE DRIP-LINE OF ALL TREES TO BE SAVED.
4. PLANT QUANTITIES ON PLANT LIST INTENDED TO BE A GUIDE. ALL QUANTITIES SHALL BE CHECKED AND VERIFIED ON PLANTING PLAN. ANY DISCREPANCIES SHALL BE DISCUSSED WITH THE LANDSCAPE ARCHITECT.
5. ANY DEVIATIONS FROM OR MODIFICATIONS TO THIS PLAN SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
6. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT UPON DELIVERY OF PLANT MATERIAL TO THE SITE. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL THAT DOESN'T MEET STANDARDS OR SPECIFICATIONS OF THE PROJECT.
7. ALL PLANT MATERIAL TO BE INSTALLED PER THE PLANTING DETAILS PROVIDED ON THIS PLAN SET.
8. ALL BED EDGES TO BE WELL SHAPED, SPADE CUT, WITH LINES AND CURVES AS SHOWN ON THIS PLAN SET.
9. ALL PLANTING BEDS TO BE PREPARED WITH PLANTING MIX: 50% TOPSOIL, 50% SOIL AMENDMENTS (3 PARTS PEATMOSS, 1 PART COMPOST, 1 PART SAND)
10. ALL PARKING LOT ISLANDS SHALL BE BACKFILLED WITH THE FOLLOWING: 2' OF BLENDED GARDEN SOIL MIX (60% TOPSOIL, 30% COMPOST, 10% SAND) OR 6" OF *ONE STEP* BY MIDWEST TRADING, TOP DRESSED AND TILLED INTO 18" OF TOPSOIL.
11. ALL SPECIFIED LANDSCAPE MATERIAL INDICATED ON THE CONSTRUCTION DOCUMENTS WILL BE REQUIRED TO BE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT AND MUST BE REPLACED SHOULD IT DIE OR BECOME DAMAGED.
12. ALL PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE FROM SUBSTANTIAL COMPLETION AS DETERMINED BY THE LANDSCAPE ARCHITECT, AND SHALL BE REPLACED SHOULD IT DIE WITHIN THAT PERIOD.
13. PROTECT STRUCTURES, SIDEWALKS, PAVEMENTS AND UTILITIES TO REMAIN FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS AND OTHER HAZARDS CAUSED BY SITE IMPROVEMENT OPERATIONS.
14. ALL LAWN AREAS TO BE SEEDED WITH STANDARD TURF GRASS SEED AND COVERED WITH EROSION CONTROL BLANKET. UNLESS OTHERWISE SPECIFIED ON THE PLAN.
15. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES, EXCLUDING SHRUB BEDS, TO BE RESTORED WITH TURF GRASS SEED AND COVERED WITH AN EROSION CONTROL BLANKET.
16. CAREFULLY MAINTAIN PRESENT GRADE AT BASE OF ALL EXISTING TREES TO REMAIN. PREVENT ANY DISTURBANCE OF EXISTING TREES INCLUDING ROOT ZONES. USE TREE PROTECTION BARRICADES WHERE INDICATED. PROTECT EXISTING TREES TO REMAIN AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, BRUISING OF BARK OR SMOTHERING OF TREES. DRIVING, PARKING, DUMPING, STOCKPILING AND/OR STORAGE OF VEHICLES, EQUIPMENT, SUPPLIES, MATERIALS OR DEBRIS ON TOP THE ROOT ZONES AND/OR WITHIN

Proposed: 13 stories; 115 units

145 feet tall (excluding parapet and Mechanical Penthouse)
Average Unit Area = 1,382 sf; 232 Residents' parking +18 Visitors' Parking



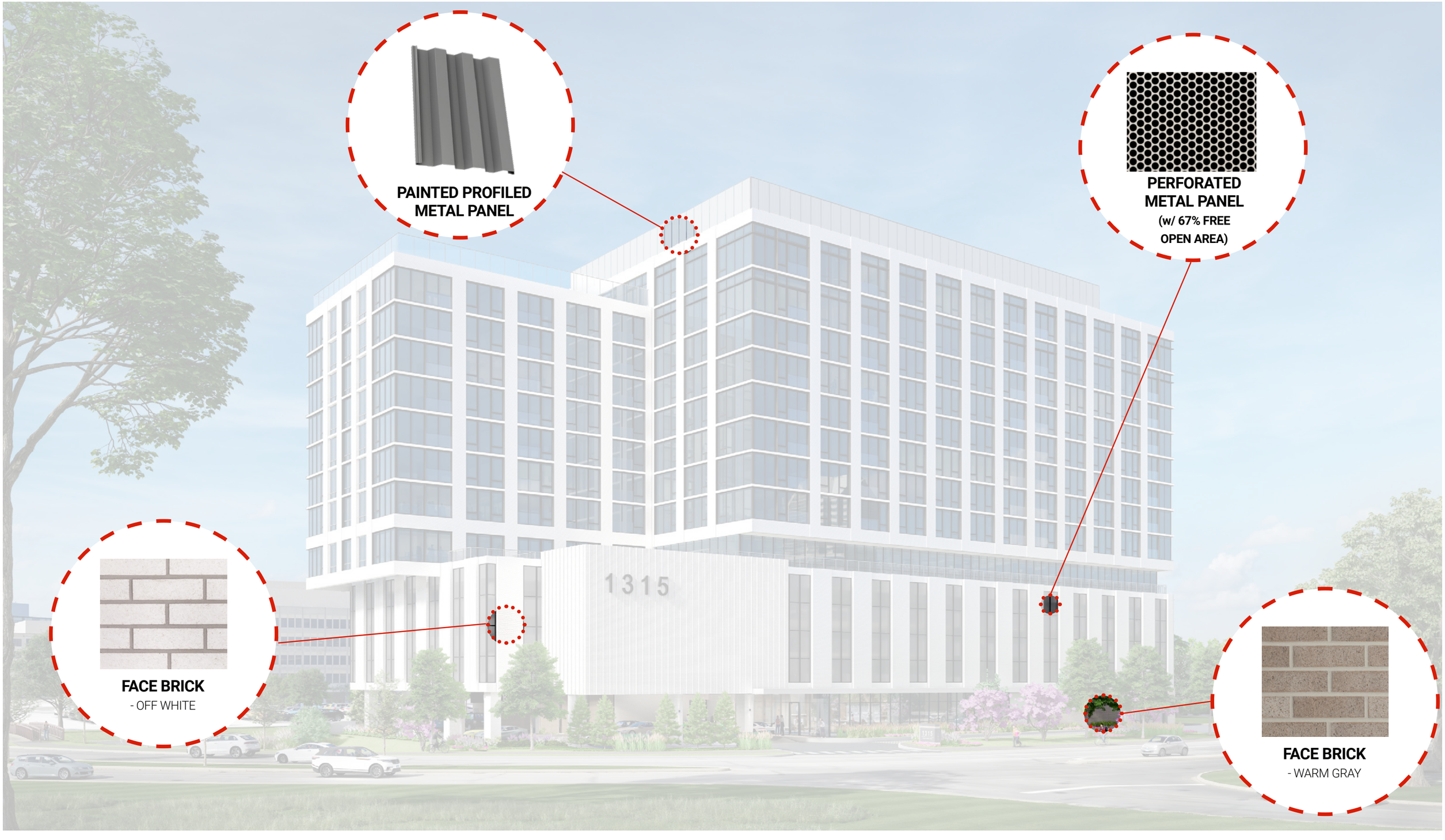
Murphy Real Estate Services, LLC.

Conceptual Rendering

FitzGerald

1315 16th Street

Oak Brook, Illinois | **April 2, 2026**



Murphy Real Estate Services, LLC.

Conceptual Rendering

FitzGerald

1315 16th Street

Oak Brook, Illinois | **April 2, 2026**



Murphy Real Estate Services, LLC.

Conceptual Rendering - Evening Scene

FitzGerald

1315 16th Street

Oak Brook, Illinois | **April 2, 2026**



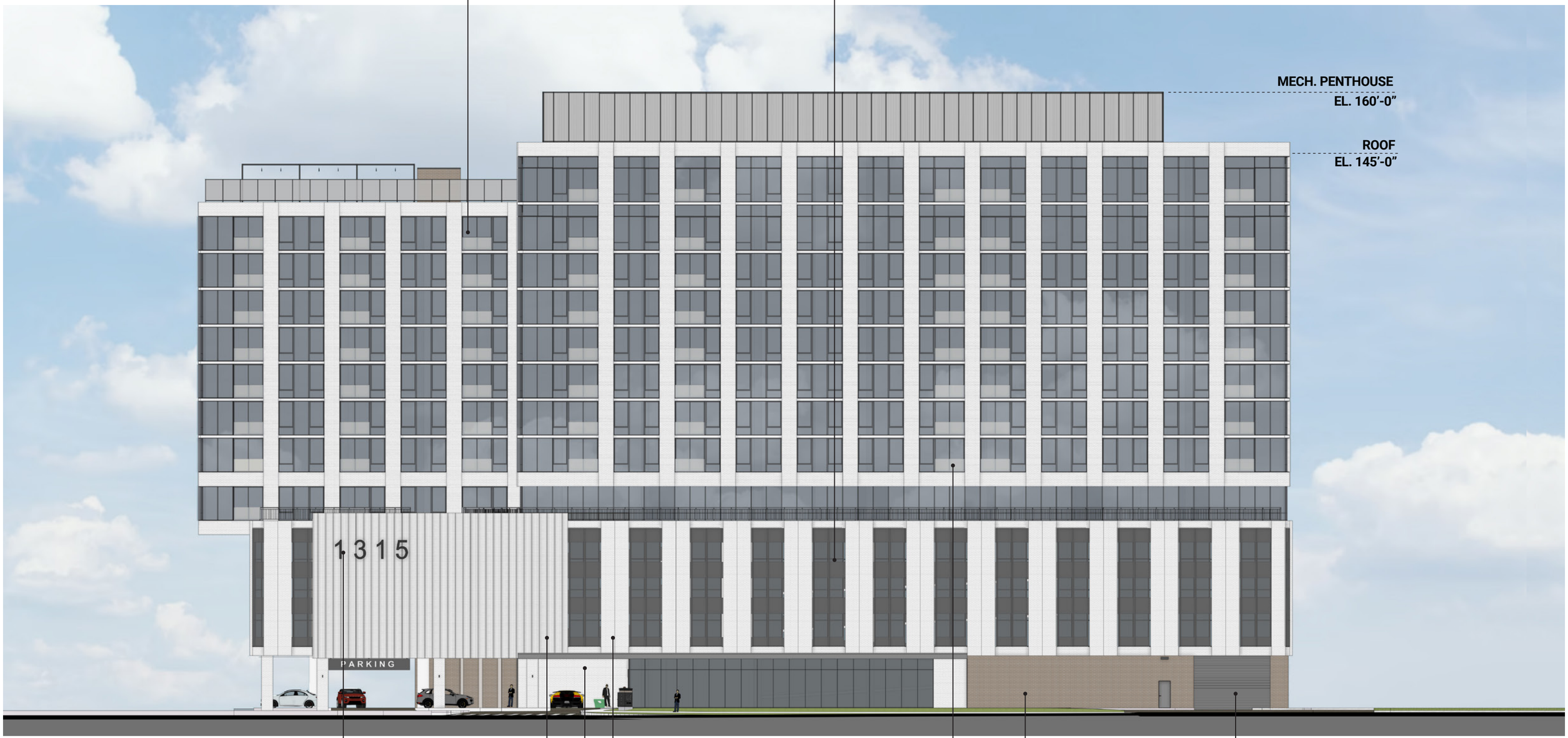
Murphy Real Estate Services, LLC.

Conceptual Vignette - Motor Court

FitzGerald

1315 16th Street

Oak Brook, Illinois | **April 2, 2026**



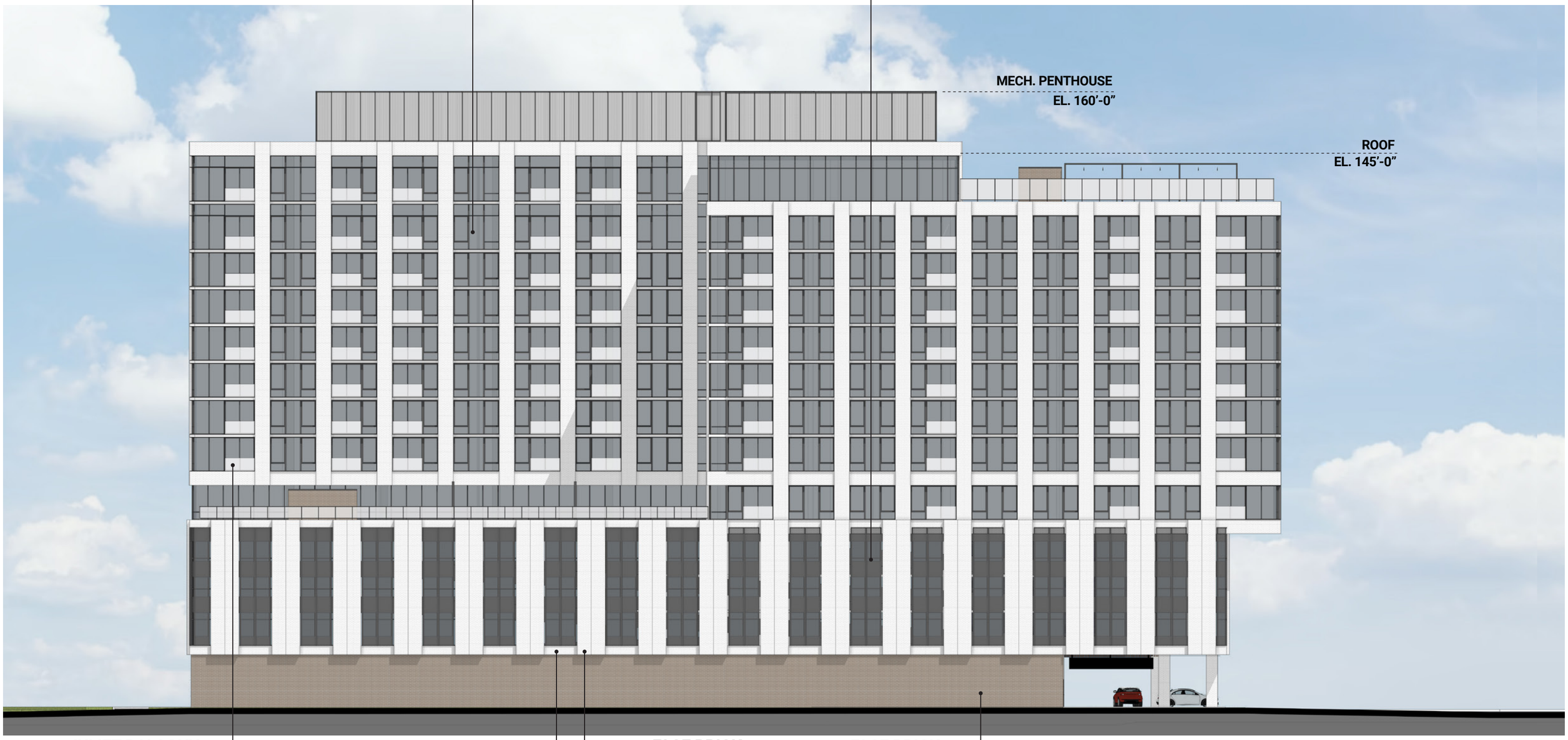
Murphy Real Estate Services, LLC.

North Elevation

FitzGerald

1315 16th Street

Oak Brook, Illinois | **April 2, 2026**



Murphy Real Estate Services, LLC.

FitzGerald

South Elevation

1315 16th Street

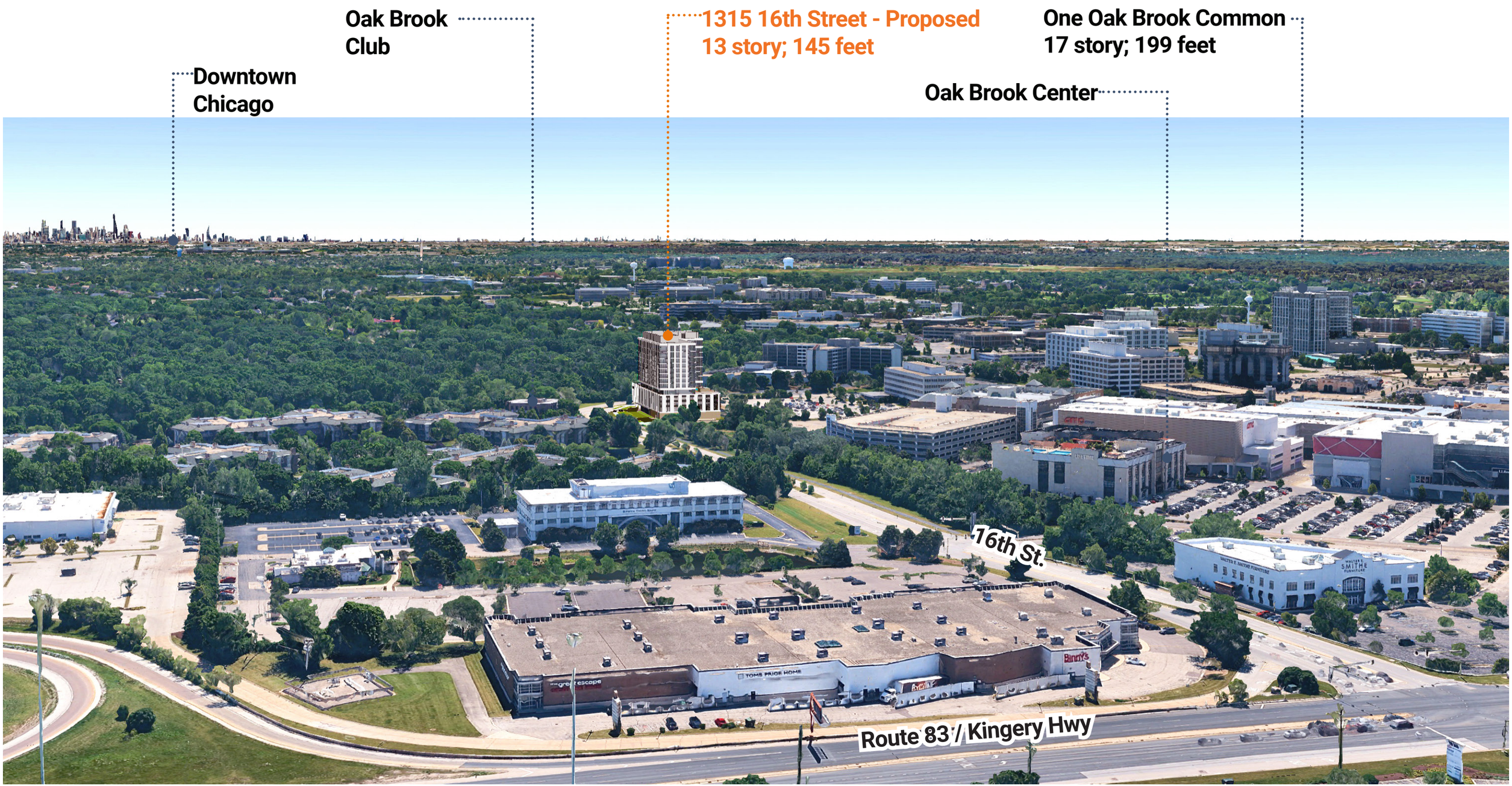
Oak Brook, Illinois | **April 2, 2026**



West Elevation

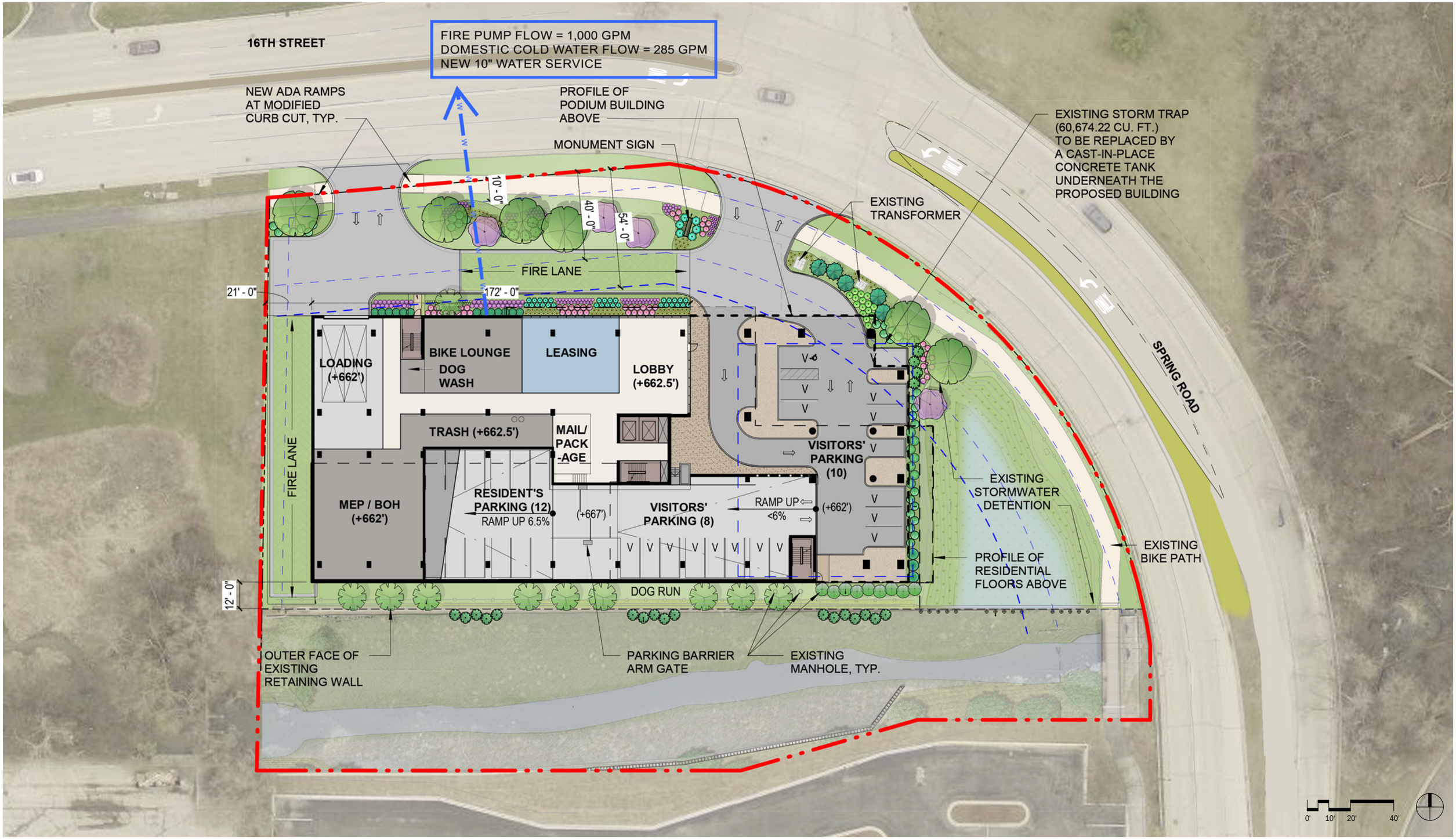


East Elevation


Oak Brook Club
1315 16th Street - Proposed
13 story; 145 feet
One Oak Brook Common
17 story; 199 feet
Downtown Chicago
Oak Brook Center
16th St.
Route 83 / Kingery Hwy
TOMS PRICE HOME
Binny's
SMITHE
FURNITURE


Spring Road


Spring Road
1315
16th St.



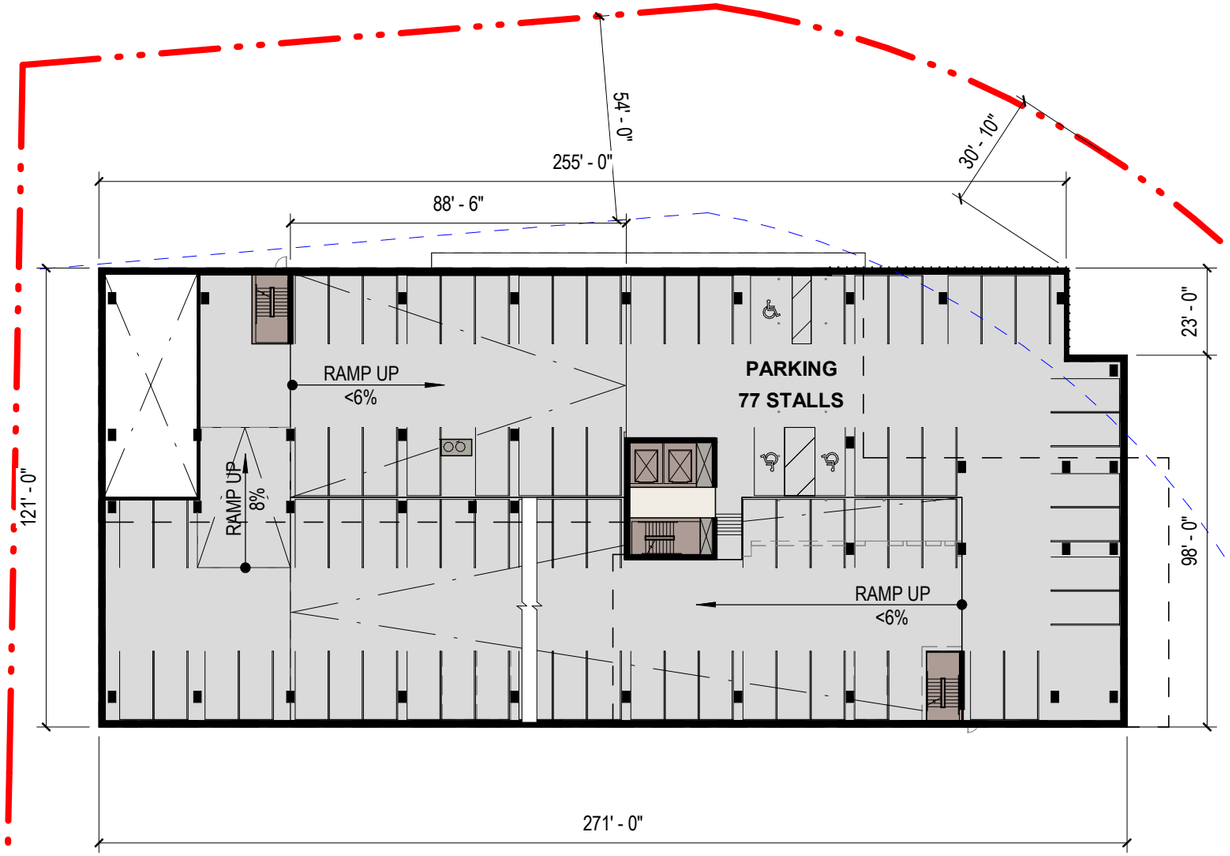
Murphy Real Estate Services, LLC.

Ground Floor Plan

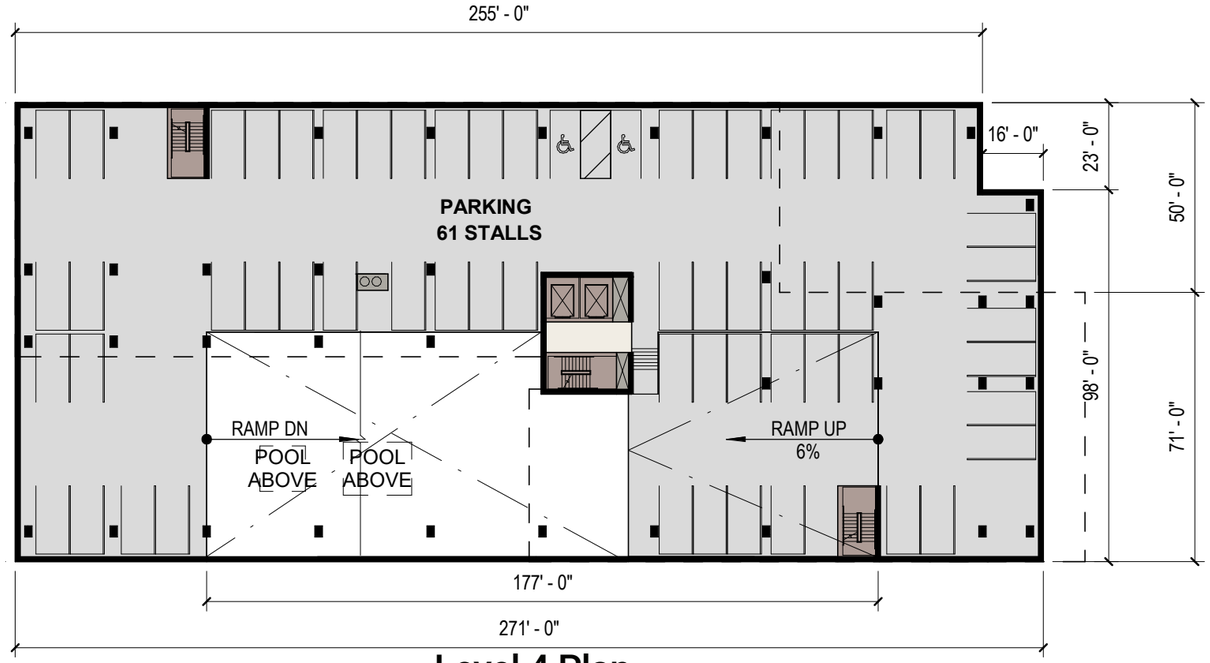
FitzGerald

1315 16th Street

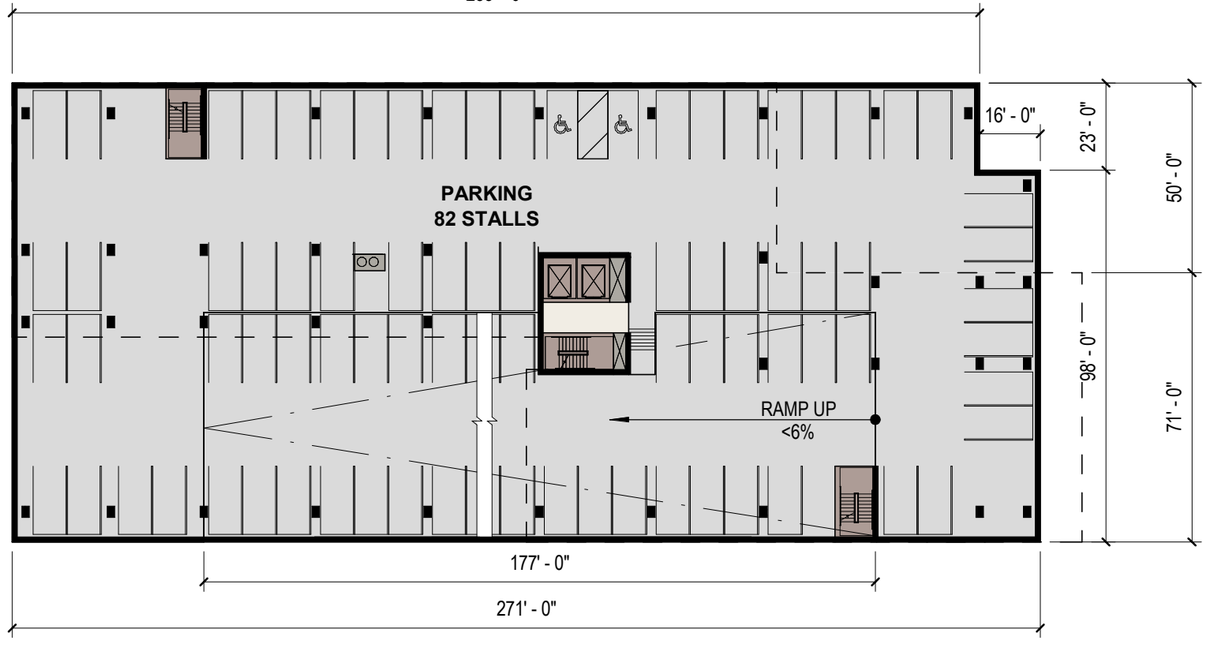
Oak Brook, Illinois | **April 2, 2026**



Level 2 Plan

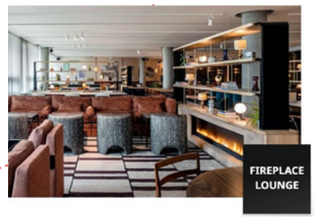


Level 4 Plan

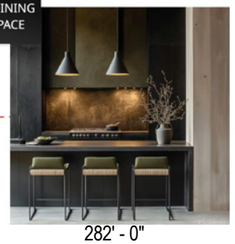


Level 3 Plan

0' 10' 20' 40'

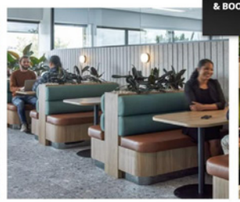


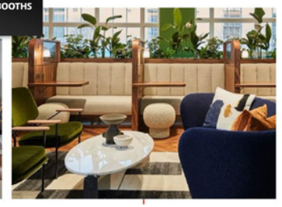
FIREPLACE LOUNGE



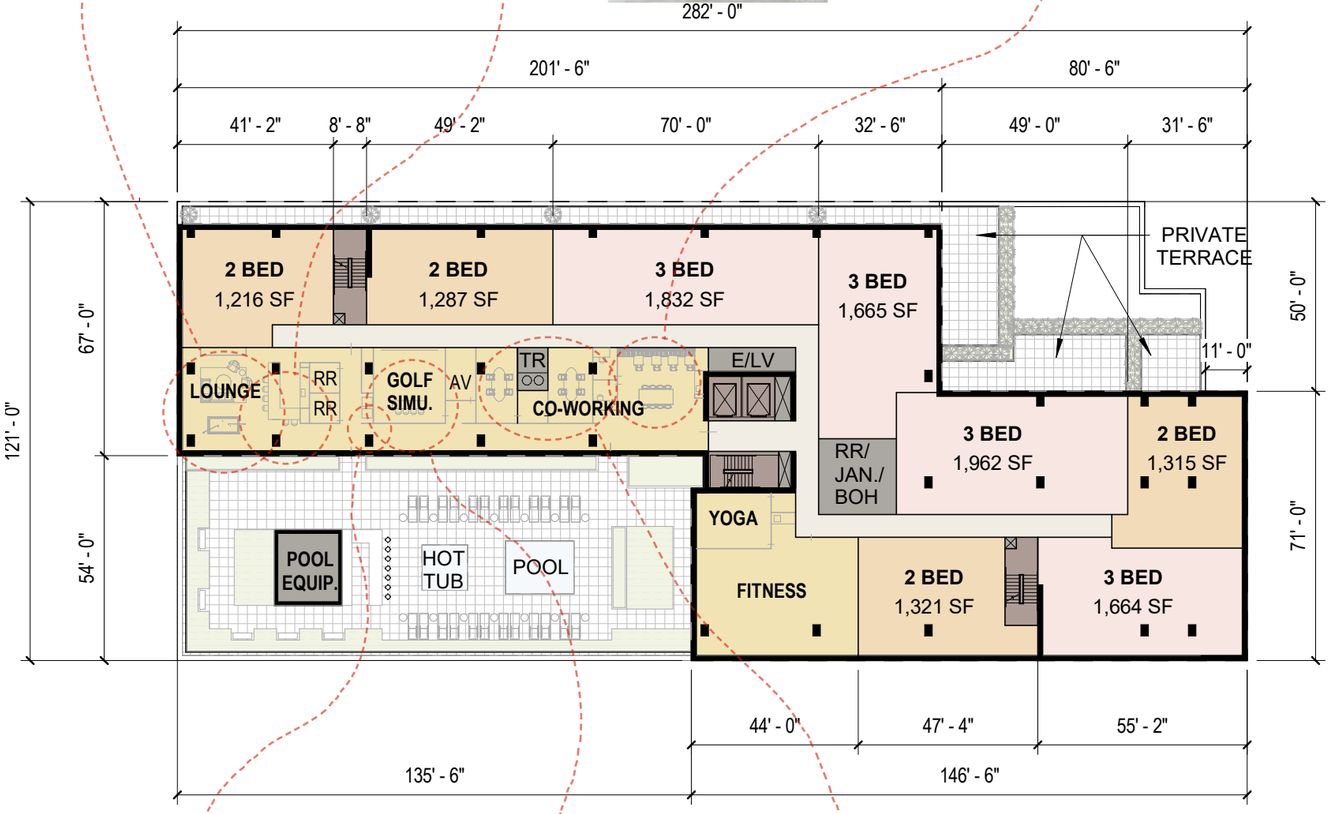
KITCHEN & DINING SPACE





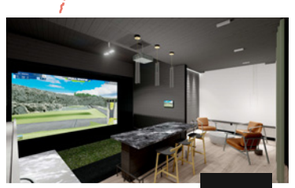


BANQUETTE & BOOTHS

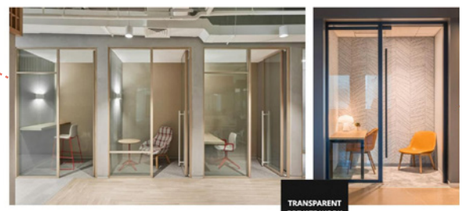




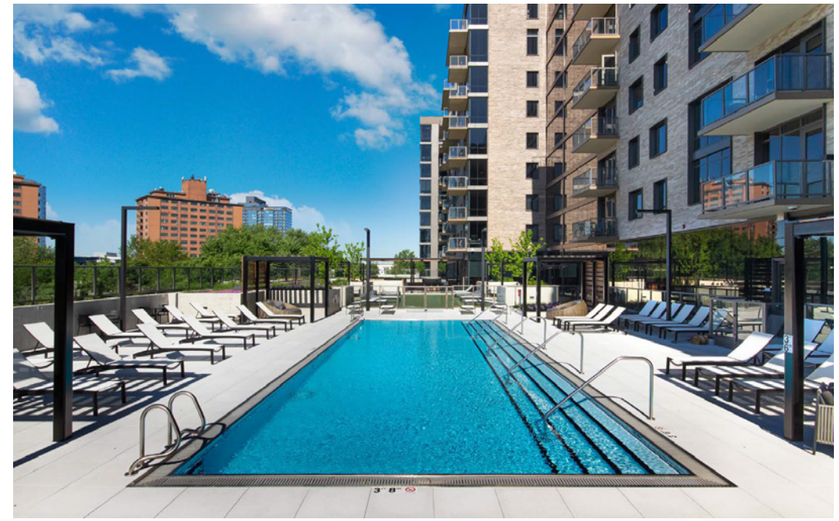
HYDRATION + VENDING



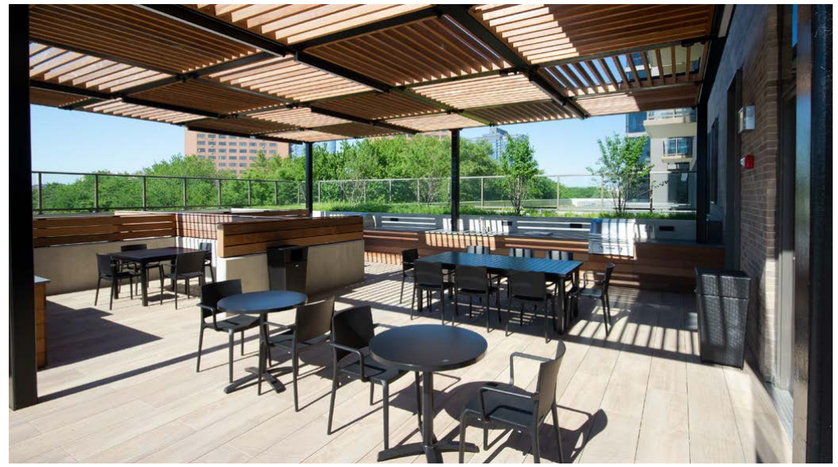
GOLF SIMULATOR



TRANSPARENT PRIVATE WORK ROOMS







0' 10' 20' 40'

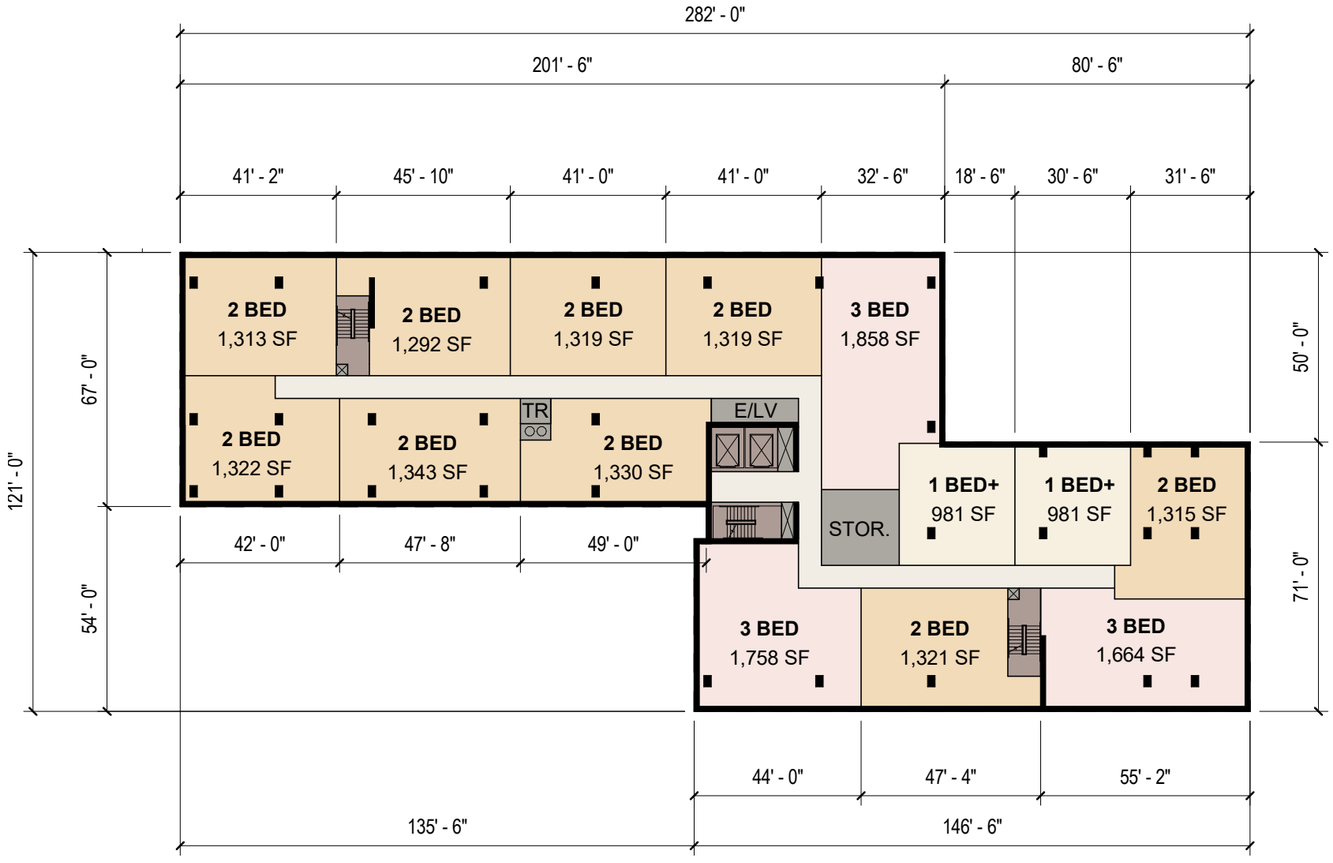
Murphy Real Estate Services, LLC.

Level 5 Plan - Dwelling & Amenity

FitzGerald

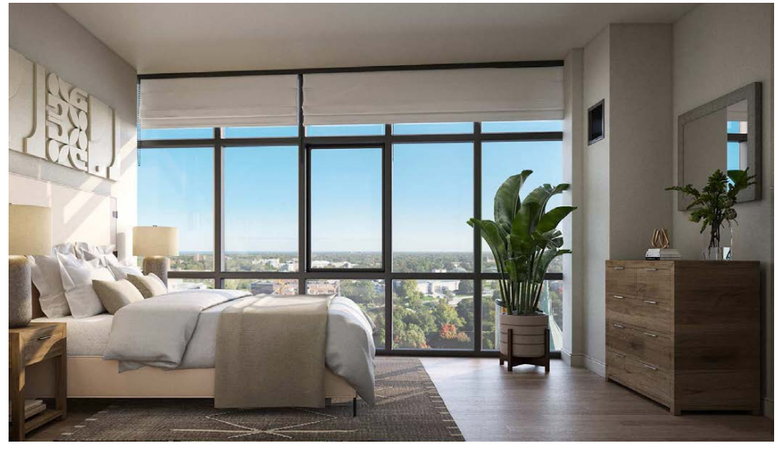
1315 16th Street

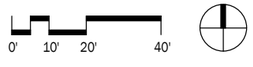
Oak Brook, Illinois | **April 2, 2026**

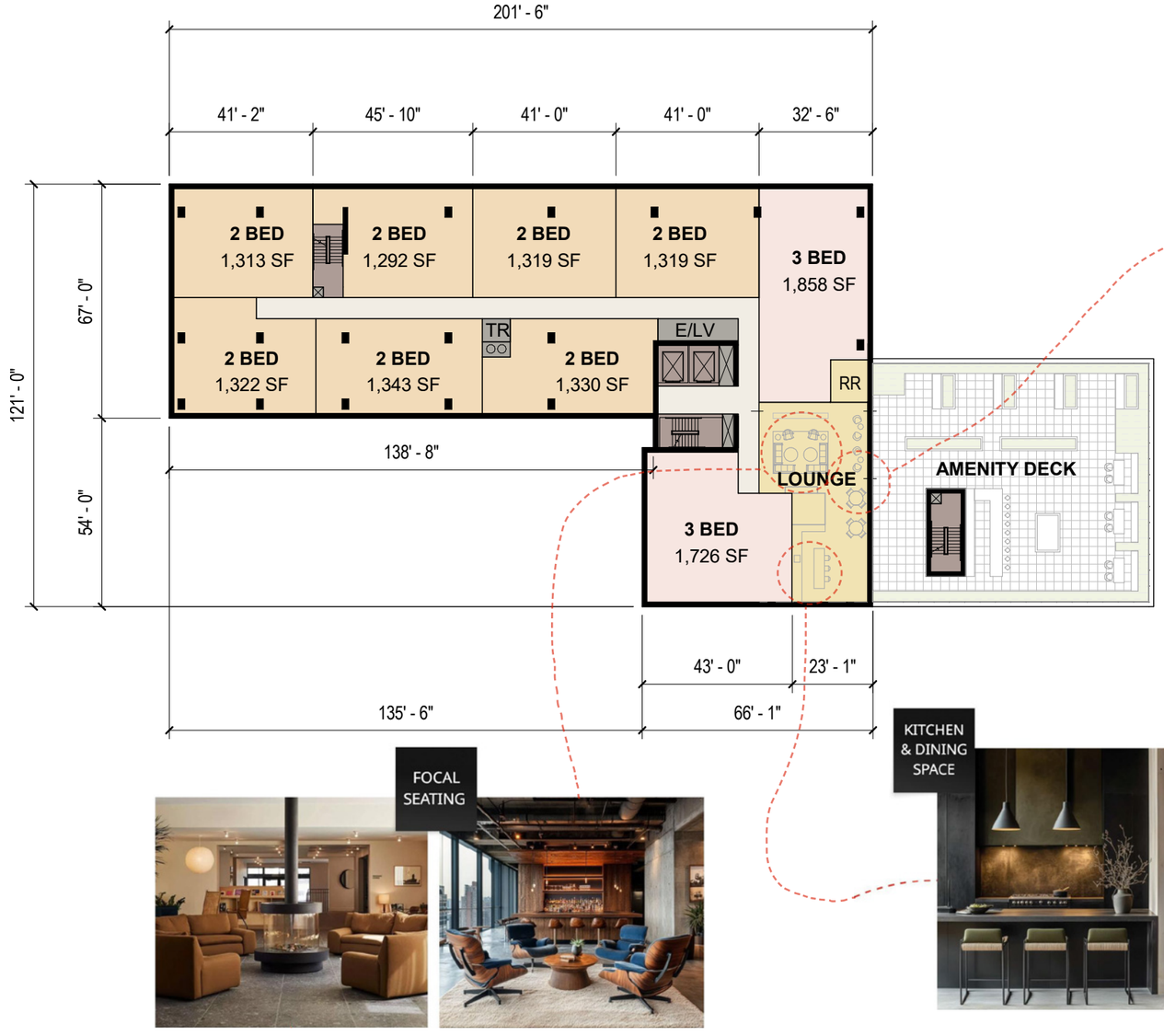

282' - 0"
201' - 6"
80' - 6"
41' - 2"
45' - 10"
41' - 0"
41' - 0"
32' - 6"
18' - 6"
30' - 6"
31' - 6"
67' - 0"
121' - 0"
54' - 0"
50' - 0"
71' - 0"
2 BED
1,313 SF
2 BED
1,292 SF
2 BED
1,319 SF
2 BED
1,319 SF
3 BED
1,858 SF
2 BED
1,322 SF
2 BED
1,343 SF
TR
2 BED
1,330 SF
E/LV
STOR.
1 BED+
981 SF
1 BED+
981 SF
2 BED
1,315 SF
3 BED
1,758 SF
2 BED
1,321 SF
3 BED
1,664 SF
42' - 0"
47' - 8"
49' - 0"
44' - 0"
47' - 4"
55' - 2"
135' - 6"
146' - 6"








0'
10'
20'
40'













0' 10' 20' 40'

Murphy Real Estate Services, LLC.

Level 13 Plan - Dwelling & Amenity

FitzGerald

1315 16th Street

Oak Brook, Illinois | **April 2, 2026**

Building Summary

Level	Areas: Total Gross	Areas: Total FAR	FAR: Dwelling	FAR: Amenity	FAR: Common Areas / Services	Non-FAR: Parking	Non-FAR: Open-Space	Units: 1 Bed	Units: 2 Bed	Units: 3 Bed	Units: Total	Unit: Average	Unit: Unit Efficiency	Interior Parking: Count	Floor Height
13	17,110	17,110	12,822	1,707	2,581		5,118		7	2	**9**	1,425	75%		12.67
12	22,487	22,487	19,116		3,371			2	9	3	**14**	1,365	85%		12.67
11	22,487	22,487	19,116		3,371			2	9	3	**14**	1,365	85%		9.67
10	22,487	22,487	19,116		3,371			2	9	3	**14**	1,365	85%		9.67
9	22,487	22,487	19,116		3,371			2	9	3	**14**	1,365	85%		9.67
8	22,487	22,487	19,116		3,371			2	9	3	**14**	1,365	85%		9.67
7	22,487	22,487	19,116		3,371			2	9	3	**14**	1,365	85%		9.67
6	22,487	22,487	19,116		3,371			2	9	3	**14**	1,365	85%		9.67
5	21,641	21,641	12,262	5,601	3,778		9,544		4	4	**8**	1,533	57%		12.67
4	26,073	1,239			1,239	24,834								61	16.33
3	32,423	1,233			1,233	31,190								82	9.33
2	30,850	1,209			1,209	29,641								77	10.33
1	23,289	14,931			14,931	8,358								12	15.00

			Dwelling	Amenity	Common Areas / Services	Parking	Open-Space	1 Bed	2 Bed	3 Bed	Total				
Totals	**308,795**	**214,772**	**158,896**	**7,308**	**48,568**	**94,023**	**14,662**	**14**	**74**	**27**	**115**	**1382**	**74%**	**232**	**147**
			1,382	64		405		12.2%	64.3%	23.5%				232	Resi
			Avg nsf / unit	sf / unit		Avg sf / Stall								8	Visitor (interior)
														10	Visitor (Surface)
			Residential Subtotal:		**214,772**									**250**	**Total**
					1,868										
					Avg gsf / unit										

Murphy Development Group, LLC
227 W Monroe | Suite 5200
[redacted]

NOTICE OF MEETING TO NEIGHBORS OF 1900 SPRING ROAD, OAK BROOK, ILLINOIS 60523

December 22, 2025

RE: 1900 Spring Road, Oak Brook, Illinois 60523
Request for Meeting with Neighbors

Dear Neighbor:

Murphy Development Group, LLC is under contract to purchase and develop the north lot at 1900 Spring Road and is proposing a Class A+ condominium quality rental community. The current concept includes a 13-story residential building with approximately 115 residences above structured parking and resident amenities. We are writing to invite nearby residents and property owners to a neighborhood meeting to review the proposal and address your questions and concerns.

The meeting will be held at the Samuel E. Dean Board Room of the Butler Government Center (1200 Oak Brook Road) on Wednesday, January 21st, 2026 at 5:00 p.m. The purpose of this meeting is to present the current concept for the project, including the building design, on-site parking and amenities, and the planned public improvements at Spring Road and 16th Street, and to discuss the anticipated entitlement process with the Village of Oak Brook.

It is our sincere hope that you will attend. We want to make sure we understand your interests and concerns, as your input is an important component of the project in advancing through the Village's review process.

If you have any questions in advance of the meeting, or are unable to attend and want your comments documented, please feel free to contact our office.

Respectfully yours,

Deirdre Clein
Murphy Development Group, LLC

cc: Village of Oak Brook (Community Development Department)
Ray Warner, Franklin Partners
Scott M. Day, Day Robert & Morrison

1900 Spring Road

Community Meeting Minutes

Location: Village Hall Board Room
Date: January 21, 2026
Time: 5:00 PM

Attendees

Development Team:

- John Murphy
- Chris Horney
- Dave Ariola
- Deirdre Clein
- Mike DeRouin
- Keith Lee

Neighborhood:

- Dave Barcus
- Karen & Dan Bryar
- Ramesh & Asha Chhablani
- Jonathan & Gianna Cohen
- Dennis Hiffman
- Andy Laux
- Jean & Luce Senese
- David Carlin (Oak Brook Chamber of Commerce)

Additional members of the community were present but did not provide their names or make a comment.

Presentation Overview

John Murphy of Murphy Development Group and Mike DeRouin of FitzGerald Architects presented the proposed redevelopment of 1900 Spring Road. The presentation included an overview of the architectural design, residential program, site layout, and building massing, as well as site access, loading, and infrastructure improvements. Murphy also discussed anticipated resident demographics and the targeted tenant base, emphasizing that the project is designed to serve a niche, high-quality residential market consistent with Oak Brook's character.

Project Overview & Residential Program

How many residents will live in the building?
At full lease-up, the project is expected to house approximately 230–250 residents for 115 units ranging 1-bedroom plus den to 3-bedroom.

Are the units rentals or for sale?
All units will be for rent. The building will be designed with flexibility to allow for a potential condominium conversion in the future, if market conditions support it.

What are the anticipated rental rates?
Monthly rents are currently projected to range from approximately $4,500 to $12,000, reflecting a high-quality, luxury product targeted to a specific market segment.

Design, Operations & Quality of Life

Will the building incorporate bird-friendly design features?
Bird-safe design strategies, including glass treatments and exterior lighting considerations, will be evaluated as part of the design process.

How will loading and trash be handled? Will Oak Brook Club have a view of the trash/loading area?
All loading and refuse functions will be fully enclosed within the building, minimizing visual and operational impacts on the surrounding area.

Will there be a sound study for the rooftop amenity space?
Rooftop amenity use will be governed by building rules and regulations, including limitations on hours of operation, to ensure compatibility with the surrounding neighborhood.

Traffic & Access

How will traffic at Spring Road and 16th Street be addressed?
The development team is sensitive to traffic flow concerns and will update the traffic study as the project advances to determine the exact traffic-calming measures needed. The Village has requested that the project driveway align with the existing intersection.

Concerns were raised regarding left-turn movements from Oak Brook Club and driver behavior at the intersection.
Potential improvements under consideration include a flashing signal and the addition of a crosswalk at Spring Road and 16th Street. It was noted that the Oak Brook Club driveway is outside the project limits and that existing traffic challenges at this location are not caused by the proposed development.

Schedule & Entitlements

What is the anticipated construction duration?
Construction is currently estimated to take approximately 17–18 months.

When would construction begin?
The earliest anticipated start is early 2027. Entitlements, design development, and permitting are expected to require roughly one year prior to construction.

What happens if the Village does not approve the proposal or rejects additional rental housing?
The project is not a conventional apartment development and is intended to meet a demonstrated demand for a unique residential offering in Oak Brook. The development team is committed to working collaboratively with the Village and making the strongest possible case for the project, recognizing that Village support is ultimately required.

Additional Comments

The President of Oak Brook Club read a statement into the record. The letter is attached herein.

President, Trustees, and Village Staff,

My name is Jonathan Cohen. I am the President of Club West at the Oak Brook Club, and our community is the only residential neighborhood directly adjacent to the proposed development at 1900 Spring Road.

I want to speak in support of the revised proposal before you tonight.

A couple years ago, our residents raised serious concerns about a much taller, 21–22 story high-rise that had been discussed for this site. In response to community feedback, the developer has significantly reduced the scale of the project. What is now being proposed is a 13-story, high-end residential building, which represents a meaningful and responsible change.

This is a Class A luxury rental development not a typical apartment building. The units are large, averaging approximately 1,380 square feet, with projected rents ranging from $4,000 to $10,000 per month, or nearly $5 per square foot. The building will include structured indoor parking, controlled access, professional on-site management, extensive amenities, and dedicated resident storage, including climate-controlled storage on residential floors and within the garage.

Importantly, the building is also designed to allow for a future condominium conversion, when market conditions permit.

I think it is also critical to understand the zoning context. Under the existing B-2 zoning, this property could be developed by right, without any variance or neighborhood input, for other commercial uses including, for example, a budget hotel, a convenience store such as a 7-Eleven–type use, or a gas station. In my opinion, those types of uses would raise far greater concerns for traffic, security, and compatibility with our residential community.

This proposal, by contrast, comes before you through a Planned Development process, allowing the Village to maintain oversight of design, height, traffic, access, landscaping, and security. That oversight matters.

I also want to be very clear on one point, because there has been misinformation circulating:

There is no low-income housing, no subsidized housing, and no affordable housing component in this project. This is a 100% market-rate, luxury residential building, with standard income, credit, and background screening.

After reviewing the realistic alternatives, I and many others who live in the Oakbrook Club believe this scaled-down, high-end residential proposal is a better outcome for Oak Brook, for Oak Brook Club residents, and for the long-term character of the Village.

Thank you for your time and consideration.

ITEM 3.A.
BOARD OF TRUSTEES MEETING
SAMUEL E. DEAN BOARD ROOM
BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS
630-368-5000

AGENDA ITEM

Board of Trustees Regular Meeting
of
December 9, 2025

SUBJECT: Presentation - Murphy Real Estate Services – Preliminary Board Review of Planned Development for Lot 2 of Franklin North Subdivision (1900 Spring Road)

FROM: Rebecca Von Drasek, Development Services Director

BUDGET SOURCE/BUDGET IMPACT:

RECOMMENDED MOTION: Provide comments, suggestions, and recommendations to Murphy Real Estate Services regarding the proposed 13-story, 115 unit residential building within the B-2, Regional Shopping Center District.

The preliminary Board review is outlined in the Planned Development regulations and is an important step in providing an applicant with early feedback on a project proposal (see Section 13-15-5).

Background/History:
Murphy Real Estate Services, with the consent of the property owner, Franklin Partners, is proposing to construct the 13-story building on Lot 2 of Franklin North Subdivision. This location was previously approved for the Butler condominium project. The applicant proposes to construct 115 rental units with an average size of 1,382 sq. ft., 239 interior parking spaces, and added amenities of a pool, gym, outdoor seating areas, a golf simulator, climate-controlled storage, and co-working spaces.

Staff Comments:

1. A Planned Development is required for this proposal. The intent and purpose of the planned development regulations is to provide an alternate zoning procedure under which land can be developed or redeveloped with innovation, imagination, and creative architectural design when sufficiently justified under the provisions of this chapter. The objective of the planned development is to encourage a higher level of design and amenity than is possible to achieve under standard zoning regulations.

2. A Final subdivision plat was approved for Lot 2 of the Franklin North Subdivision on December

13, 2022 by Resolution R-2055.

3. The subject property is currently zoned B-2, Regional Shopping Center District. Residential uses are not listed as a Permitted or Special Use in the B-2 District.

4. This type of residential building is not specifically listed as permitted in any other district within the Village Zoning Ordinance. The 1990 Comprehensive Plan does not anticipate this type of development within the Village of Oak Brook. However, a 17-story apartment building was allowed as part of the Oak Brook Commons Planned Development within the ORA-2, Office, Research, and Assembly District.

5. Section 13-15-2 General Provisions of the PD regulations does allow new residential development within a planned development overlay district. Section 13-15-2(B) further indicates that each PD shall be presented and reviewed on its own merits. As such, a new land use can be introduced into a zoning district through a PD if it is not currently permitted but the new use/project must still be reviewed on a case-by-case basis and provide tangible benefits to the community.

6. A separate neighborhood meeting is required as part of the outreach for this project. The neighborhood meeting is an element of the Planned Development process outlined in Section 13-15-5.B.1d.

7. The B-2 District permits a floor area ratio (FAR) not to exceed 0.5. The proposed building would have a Floor Area Ratio of 2.3. The FAR for the subdivision including Citibank, Shake Shack, Kids Urgent Care, and the proposed project would be 0.92 for the entire four-lot subdivision, under the original Butler Condominium proposal with a 0.99 FAR.

8. The approximately 2-acre property is in both the regulatory floodway and regulatory floodplain. The property owner has obtained a Letter of Map Revision (LOMR) and relocated the floodplain/floodway on-site to allow for development of the property.

Please see the narrative, project presentation slides, and an analysis of rental residences provided by the applicant for additional information and background.

Recommendation:

Staff requests the Village Board discuss the concept and provide the applicant with direction as to if the land use is appropriate in this location. Please provide comments, suggestions, and recommendations to the applicant concerning the proposed land use and the proposed location.
If the applicant decides to move forward with the project, the next step in the process is a *Prefiling Review and Transmittal of Application* in accordance with Section 13-15-5(B) of the Planned Development regulations.

Attachments:

1. 1900 Spring Road - Narrative - Revised
2. 2025-11-13 1900 Spring Road - Conceptual Design
3. 1900 Spring Road_Market and Financing Memorandum

MDG MURPHY DEVELOPMENT GROUP, LLC

December 1, 2025

Village of Oak Brook
Board of Trustees
1200 Oak Brook Road
Oak Brook, IL 60523

Re: 1900 Spring Road – Preliminary Village Board Review

Murphy Development Group, LLC is pleased to present the concept for 1900 Spring Road, a thoughtfully designed Class A+ rental condominium community proposed within a planned development in the Village of Oak Brook. The project represents a high-quality, residentially focused addition to the Village, consistent with Oak Brook's long-standing commitment to architectural excellence and thoughtful land use planning.

The proposed development envisions a 13-story residential tower rising from a four-story podium containing structured parking and resident amenities. The building will include 115 condominium rental units, with larger average sizes units of approximately 1,380 square feet, offering a mix of unit types ranging from one-bedroom plus den to three-bedrooms. The design emphasizes a low-intensity residential character with limited traffic generation, and ownership-level finishes intended to attract long-term residents seeking a maintenance-free lifestyle in Oak Brook.

The project's scale and design have been carefully planned to complement the surrounding uses along Spring Road and the nearby Oakbrook Center corridor. The exterior will feature a refined architectural palette of brick, stone, metal, and glass – materials consistent with the Village's tradition of enduring, high-quality architecture.

As part of the planned development, public infrastructure upgrades are proposed at the intersection of Spring Road and 16th Street, including the installation of a new traffic signal and a dedicated left-turn lane into the project. These improvements will enhance safety and circulation for both residents and the broader community. Consistent with the approach approved under the previous Planned Development for this site, the costs of these public improvements will be shared between Murphy Development Group, the Village of Oak Brook, and Oakbrook Terrace, reflecting a collaborative investment in community infrastructure.

Residents will enjoy an extensive amenity package, including an outdoor pool terrace, fitness and wellness center, co-working and lounge areas, and private gathering spaces. Each residential floor will also include extensive dedicated storage rooms for resident use, providing additional convenience and functionality. Additional enclosed storage will also be available throughout the garage. The building will provide enclosed structured parking for approximately 232 resident vehicles and 18 guest spaces, enclosed within the podium and screened from public view. Streetscape enhancements, upgraded landscaping, and a reconfigured underground stormwater system will further improve the property's integration with Spring Road and the surrounding neighborhood.

The interiors will be finished to luxury condominium standards, featuring designer kitchens with custom cabinetry, stone countertops, high-end appliance packages, spa-quality bathrooms, wide-plank flooring, extensive glazing, and soaring ceilings. The design intent is to deliver a level of craftsmanship and quality that aligns with Oak Brook's most distinguished residences.

The project represents a total investment of approximately $120 million, underscoring Murphy Development Group's commitment to delivering an exceptional residential product. Based on a third-party market study, the community is projected to achieve rental rates in the range of $4,000 to $10,000 per month, positioning it among the most luxurious residential offerings in the suburban Chicago market. The homes are designed to appeal to residents who value Oak Brook's premier location, refined retail and dining amenities, and strong sense of community, while maintaining the Village's high standards for design, construction, and quality of life. Upon stabilization, the project will be analyzed for condominium conversion.

As a Chicago-based developer with a proven record of successful multifamily, hospitality, and mixed-use projects, Murphy Development Group looks forward to working collaboratively with the Village of Oak Brook to advance this proposal through the public review process. Our goal is to deliver a timeless residential community that enhances the Spring Road corridor and contributes meaningfully to the Village's continued growth and excellence.
Sincerely,

[redacted]

John T. Murphy
[redacted]

Memorandum

To: Village President and Board of Trustees, Village of Oak Brook

From: Murphy Development Group

Date: December 1, 2025

Re: Market and Financing Rationale for Rental Residences at 1900 Spring Road

Introduction

Murphy Development Group is proposing a high-quality residential building at 1900 Spring Road that will function as rental condominiums: professionally managed, amenity rich homes designed and priced for households who could afford ownership but choose to rent for lifestyle and financial reasons. We understand that the Village has questions about why the homes are proposed as rentals rather than for sale condominiums and what this means for Oak Brook's long term character and property values.

This memorandum summarizes the structural changes in the condominium and apartment markets since the Great Financial Crisis, explains why lenders today are willing to finance this building as a luxury rental but not as a traditional condominium project, and addresses concerns that well designed, market rate rental housing will harm surrounding single family neighborhoods.

1. Why new condominium construction has declined so sharply

In the early 2000s, large parts of the Chicagoland multifamily pipeline were built as for sale condominiums. After the 2008 financial crisis, condominium construction in the region collapsed and has never recovered. The Downtown Development Activity chart that Integra Realty Resources provided shows that annual condominium deliveries in the Chicago area are now roughly 95 percent below pre 2008 levels, even though population and employment have grown over the same period.[1]

This is not just a Chicago phenomenon. A recent analysis by SPUR and the Terner Center for Housing Innovation finds that in California, a state with severe housing shortages, only about 3,000 condominiums are built each year and multifamily condos made up just 3 percent of new housing between 2011 and 2021. Developers there pay three to four times as much for insurance on condominium projects as on comparable rental apartments and receive roughly half as much coverage, primarily because construction defect liability laws expose condo developers to a decade of litigation risk. The litigation risk is the same in Illinois as in California. As a result, many builders have shifted almost entirely to rental product.[2]

A similar pattern has been documented in Colorado. A 2025 report from the Common Sense Institute concludes that construction defect laws and related insurance challenges have created what it calls a "de facto, uninsurable housing type" and that in 2021 only 5.4 percent of all multifamily development nationally was for sale, the lowest level in nearly fifty years.[3]

These legal and insurance risks are then reflected in the way banks and institutional investors underwrite new projects. A high rise or mid-rise condominium building requires much higher pre-sales, more equity, and significantly more risk capital than a comparable market rate rental because buyers can sue the developer and

association for construction defects for many years after completion. In contrast, lenders view a stabilized rental building with diversified tenants and professional management as a more predictable income producing asset.

For 1900 Spring Road, multiple lenders have made clear that they are willing to finance the project as a luxury rental community but not as a speculative condominium tower. Attempting to build it as for-sale condos would require materially more equity, a pre-sale campaign in a segment that is barely being built in the Chicago region, and would render the project infeasible.

2. Who lives in high quality suburban rentals today

There has also been a structural shift in who rents since the Great Financial Crisis. Renting is no longer primarily associated with young, low-income households. National data show that a growing share of higher income and older households are choosing to rent, often in suburban locations similar to Oak Brook.

- **Growth of high-income renters.** The Harvard Joint Center for Housing Studies reports that from 2009 to 2019, households earning at least $75,000 accounted for nearly 70 percent of total renter household growth. Over that decade, the number of renters making at least $75,000 increased by 48 percent to 11.3 million, and their share of all renter households rose from 20 percent to 26 percent.[4][5] Many of these households rent by choice, attracted to amenity rich buildings in desirable locations and prefer flexibility over tying up capital in a down payment.
- **Impact of housing costs and interest rates**. The Joint Center's 2025 State of the Nation's Housing analysis notes that as of early 2025, US home prices are up about 60 percent since 2019, and the median existing single family home price has reached roughly five times the median household income. Monthly mortgage payments on the median priced home have climbed to approximately $2,570, about 40 percent higher than in 1990, and a buyer now needs an income of around $126,700 to qualify. Only about 6 million of the nation's 46 million renters meet that benchmark. At the same time, existing home sales have fallen to a thirty-year low.[6] These conditions make it much harder for even well-paid professionals to buy and encourage many to remain in high quality rentals longer into their careers.
- **Older adults and empty nesters**. The Joint Center also finds that renter households headed by someone age 65 or older have already climbed to more than 7 million and will continue to increase over the coming decades.[7] A summary by the Pennsylvania Association of Realtors notes that between 2009 and 2019, the total number of renter households grew 14 percent, but the number headed by someone 65 or older jumped 43 percent, reflecting a large wave of older Americans who are downsizing and choosing the convenience of renting.[8]
- **Suburban and mixed-use locations**. New rental construction over the past decade has increasingly been concentrated in amenity rich, walkable locations and in suburban communities near jobs, shopping, and entertainment.[4] For households in both of the groups above young professionals and older empty nesters, the appeal of a turnkey, lock and leave apartment with on site parking, security, and services in a place like Oak Brook is very strong.

The residents of a building like 1900 Spring Road will reflect these national trends. With market rate rents and standard income and credit screening, the building will attract households who can afford to live in Oak Brook already, such as doctors, attorneys, executives, business owners, and downsizing empty nesters, many of whom are likely already working, shopping, or dining in the village.

3. Evidence on rental housing and single-family property values

We recognize that some residents worry that any new apartments might depress nearby single-family home values or bring in undesirable activity. A large body of empirical research on both market rate and affordable multifamily housing indicates that these fears are not supported when projects are well designed and professionally managed.

- A widely cited Urban Land Institute publication, "Higher Density Development: Myth and Fact," reviewed available research and concluded that there is no discernible difference in the appreciation rates of properties located near higher density development compared with those that are not. Some studies even find that higher quality multifamily development can increase nearby property values. The report also notes that people of all income groups choose higher density housing and that well designed higher density projects are compatible with existing suburban communities.[9]
- A literature review prepared at the University of North Carolina School of Government examined multiple quantitative studies and found that affordable housing is generally not a significant factor in nearby property values compared with other neighborhood characteristics. The author concludes that at worst, well designed projects have only a minimal negative impact, and in many cases, they have neutral or positive effects.[10]
- A 2016 national study by Trulia analyzed more than 3,000 Low Income Housing Tax Credit developments in the nation's twenty least affordable housing markets and found no significant difference in home price trends between properties located near the developments and those further away.[11]
- Academic work by economists Rebecca Diamond and Tim McQuade similarly finds that new subsidized multifamily developments can raise property values in lower income neighborhoods by improving local amenities and housing quality, while having little to no negative effect in higher income areas.[12]

Taken together, these studies indicate that the quality, design, and management of a development matter far more than whether the homes are rented or owned. In a high-income community like Oak Brook, a single, well-conceived luxury rental building with structured parking, limited access entrances, professional management, and careful resident screening is not expected to reduce surrounding property values. If anything, it can enhance the village's appeal by providing new housing options for existing residents who wish to downsize and for high earning employees who want to live near Oak Brook's employers and amenities.

4. Why 1900 Spring Road is proposed as luxury rentals

Given these national trends and local conditions, our proposal to build luxury rental residences at 1900 Spring Road reflects what is financeable, what is in demand in today's market, and what best supports the village's long-term goals.

- **Financing reality**. As described above, lenders and investors are willing to finance a high quality rental building at this site but are not prepared to finance a speculative condominium tower, particularly given the nearly complete halt in condominium construction regionally since the Great Financial Crisis.[1][3] Proceeding as rentals is what makes it possible to deliver any new housing on this long planned site.
- **Alignment with demand in Oak Brook and the North Shore**. Our firm's recent experience with similar high-end rental developments in Winnetka and Skokie demonstrates strong demand from both affluent younger households and empty nesters seeking walkable, service rich living without giving up the quality they expect in places like Oak Brook. The proposed building at 1900 Spring Road is intended to fill that same niche, with architecture and materials that match the standard of nearby Class A office, retail, and hospitality uses.
- **Resident profile and operations**. The building will be fully market rate. Prospective residents will be subject to income verification, credit checks, and background screening consistent with institutional lender and investor standards. The project will be professionally managed on site, with 24-hour maintenance response, controlled access, and clear rules regarding noise, conduct, and property upkeep. These factors are the primary

determinants of who lives in a community and how it feels day-to-day, rather than whether the homes are owned or rented.

- **Contribution to Oak Brook's tax base and vitality**. By adding a critical mass of households within walking distance of Oakbrook Center and nearby employers, the project will support local retailers and restaurants, help reduce regional traffic by allowing some workers to live close to their jobs, and broaden the village's housing options without expanding its boundaries. The property will also generate significant property tax revenue and utility fees over time, helping to support local schools and services without putting the same strain on infrastructure as lower density development.

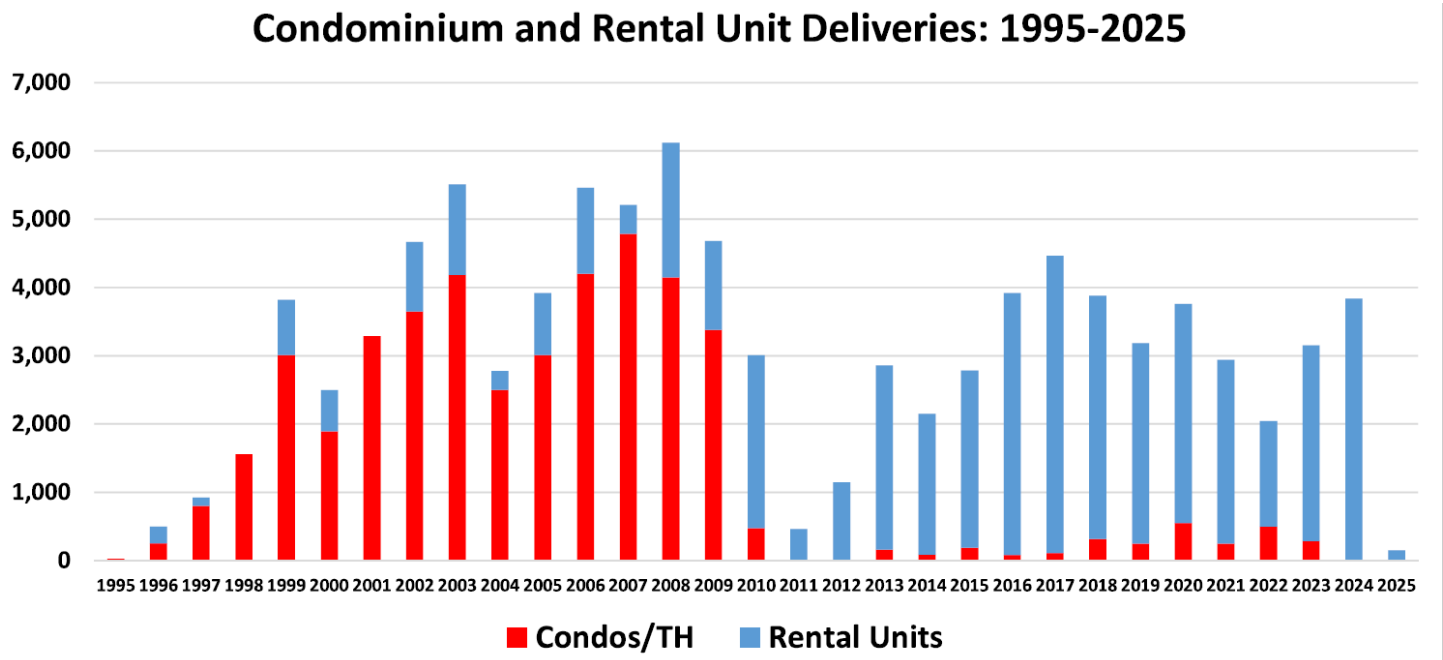
Conclusion

In summary, the decision to propose rental residences at 1900 Spring Road is driven by long-term structural changes in capital markets and housing demand, not by an effort to change the character of Oak Brook. Condominium construction across the country and in the Chicago region has become difficult to finance because of litigation risk and insurance costs, and new multifamily supply is overwhelmingly being built as rental housing. At the same time, a growing share of high-income professionals and older households are choosing to rent, and the best available research indicates that high-quality multifamily housing does not typically harm nearby single family property values.

The proposed building will be a well-managed, luxury asset that serves the same households who already live, work, and shop in Oak Brook today. Structuring it as rental condominiums allows us to secure financing, deliver the architecture and amenity package the village expects, and put a long-planned site to productive use in a way that supports Oak Brook's long-term fiscal health and community character.

Footnotes and Sources

[1] Downtown Development Activity chart for the Chicago region, Integra Realty Resources, 2025.



[2] Michael Lane, “Condos Provide Affordable Homeownership, So Why Doesn’t California Build More of Them?” SPUR, October 16, 2025, summarizing Economic & Planning Systems, “The Financial Impacts of Construction Defect Liability on Housing Development in California” (Terner Center for Housing Innovation at UC Berkeley, 2025), https://www.spur.org/news/2025-10-16/condos-provide-affordable-homeownership-so-why-doesnt-california-build-more-them and https://ternercenter.berkeley.edu/research-and-policy/the-financial-impacts-of-construction-defect-liability-on-housing-development-in-california/.

[3] Common Sense Institute, “The Decline of Condominium Construction in Colorado: Addressing Litigation Reform to Alleviate the Housing Affordability Crisis,” 2025, https://www.commonsenseinstituteus.org/colorado/research/housing-and-our-community/the-decline-of-condominium-construction-in-colorado-addressing-litigation-reform-to-alleviate-the-housing-affordability-crisis.

[4] Joint Center for Housing Studies of Harvard University, America’s Rental Housing 2022 (Cambridge, MA: 2022), pp. 5–7, https://www.jchs.harvard.edu/sites/default/files/reports/files/Harvard_JCHS_Americas_Rental_Housing_2022.pdf.

[5] Joint Center for Housing Studies of Harvard University, “New Report Shows America’s Rental Affordability Crisis Climbing the Income Ladder,” press release, January 31, 2019, https://www.jchs.harvard.edu/press-releases/new-report-shows-americas-rental-affordability-crisis-climbing-income-ladder.

[6] Chris Herbert, “Unease in the Housing Market Amid a Worsening Affordability Crisis,” Joint Center for Housing Studies of Harvard University, June 24, 2025, https://www.jchs.harvard.edu/blog/unease-housing-market-amid-worsening-affordability-crisis.

[7] Joint Center for Housing Studies of Harvard University, America’s Rental Housing 2022, p. 8 (discussion of renter households headed by a person age 65 and over), https://www.jchs.harvard.edu/sites/default/files/reports/files/Harvard_JCHS_Americas_Rental_Housing_2022.pdf.

[8] Hope Walborn, “Baby Boomers Enjoy Convenience of Renting,” Pennsylvania Association of Realtors, September 13, 2023, citing Harvard Joint Center for Housing Studies data, https://www.parealtors.org/blog/baby-boomers-enjoy-convenience-of-renting/.

[9] Together Colorado / Metonic Real Estate Solutions, “Dispelling the Myths About Affordable Housing,” 2024, summarizing Urban Land Institute, Higher-Density Development: Myth and Fact (National Multi Housing Council, Sierra Club, American Institute of Architects, 2005), https://www.togethercolorado.org/wp-content/uploads/2024/03/Dispelling-the-Myths-About-Affordable-housing-1.pdf.

[10] Omar Kashef, “Student Corner: Does Affordable Housing Negatively Impact Nearby Property Values?” Community and Economic Development blog, University of North Carolina School of Government, January 26, 2017, https://ced.sog.unc.edu/2017/01/26/does-affordable-housing-negatively-impact-nearby-property-values/.

[11] Cheryl Young, “There Doesn’t Go the Neighborhood: Low-Income Housing Has No Impact on Nearby Home Values,” Trulia Research, November 16, 2016, https://www.trulia.com/research/low-income-housing/.

[12] Rebecca Diamond and Tim McQuade, “Who Wants Affordable Housing in Their Backyard? An Equilibrium Analysis of Low Income Property Development,” Journal of Political Economy 127, no. 3 (2019); see also summary at Stanford Center on Poverty and Inequality, https://inequality.stanford.edu/publications/media/details/who-wants-affordable-housing-their-backyard-equilibrium-analysis-low.

Fee Breakdown

Fee Name	Total Fee	Paid	Due
Major Change to an Existing Planned Development	$0.00	$0.00	$0.00
Minor Change to an Approved/Existing Planned Development	$0.00	$0.00	$0.00
✔ New Planned Development	$1,500.00	$1,500.00	$0.00
✔ Number of Waivers and/or Variations	$2,500.00	$2,500.00	$0.00
✔ Daily Herald Legal Posting	$120.00	$120.00	$0.00
✔ Public Hearing Signs	$445.00	$445.00	$0.00
Total	**$4,565.00**	**$4,565.00**	**$0.00**

Payment History

Date	Method	Note	Paid
04/08/2026	Check	PD-26-2, 1315 16TH ST	$4,565.00

Village of Oak Brook, IL

April 30, 2026

Initial Escrow Deposit

Record No.**PD-26-2**

Status Completed

Type Payment

Assignee Deirdre Clein

Invoice ID 265445

Became Active April 8, 2026

Due Date None

Fee Breakdown

Fee Name	Total Fee	Paid	Due
Escrow	$5,000.00	$5,000.00	$0.00
Total	**$5,000.00**	**$5,000.00**	**$0.00**

Payment History

Date	Method	Note	Paid
04/10/2026	Check	PD-26-2 ESCROW	$5,000.00

ITEM 8.C.
BOARD OF TRUSTEES MEETING
SAMUEL E. DEAN BOARD ROOM
BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS
630-368-5000

AGENDA ITEM

Board of Trustees Regular Meeting
of
July 14, 2026

SUBJECT: Planned Development – GTZ – Amazon Project – Butterfield Road

FROM: Rebecca Von Drasek, Development Services Director

BUDGET SOURCE/BUDGET IMPACT: N/A

RECOMMENDED MOTION:

I move that the Village Board concur with the recommendation from the Planning & Zoning Commission approving the requested Planned Development with departures from standard for a retail redevelopment located at Butterfield Road and Meyers Road to permit and allow the construction of a 225,000 sq. ft. retail warehouse on 27-acres subject to the following:

1. Compliance with Plans: The development, maintenance, and operation of the property will be in substantial compliance with the plans and documents as submitted, except for minor changes approved by the Development Services Director and Village Manager in accordance with Section 13-15-8 of the Zoning Ordinance.

2. Architectural Components:

a. Exterior insulation finish systems ("EIFS"), stucco, and materials deemed comparable by Development Services Director, shall occupy no more than 25% of any building elevation, and shall comply with all Village Code requirements concerning maintenance and installation. The final design elevations shall be consistent with the design prototypes dated June 2026, which improved the facade appearance and added spandrel glass windows.
b. Trash enclosures and dumpsters shall be screened and of a building material to match the proposed building's materials incorporating brick, stone or a similar product for design consistency, aesthetics and long-term durability. Mechanical yard enclosures must be installed in the rear of the building and match the building in material and color.
c. All mechanical equipment, ground-based and roof-mounted and dumpsters must be fully screened from view at the property lines per Village code.
d. Separate sign permits are required for all signage. All sign proposals shall comply with applicable Village sign regulations unless specifically waived.

e. The applicant will commit to revising any illuminated signs at the written request of the Village of a nuisance sign.
f. All parking lot lights shall be full cutoff downward-facing lights and shall comply with Village Code. All parking lights shall be dimmed to 50% during non-retail operating hours, except for those lights in the designated employee parking area.

3. Construction:

a. A cross-access easement will be recorded on the future Plat of Consolidation.
b. Monitor water quality on site for Total Suspended Solids (TSS) throughout demolition and construction monthly and annually thereafter for three years past the Certificate of Occupancy issue date.
c. Dedicate a 20x20 foot corner easement (see Meyers/Butterfield) and construct a new Village monument sign per Village design specifications (including power and lighting).

4. Engineering:

a. Final engineering approval (including stormwater) shall be required prior to the issuance of the building permit for the Development.
b. Landscaping will be added to screen the vegetated basin to create a manicured landscaped appearance (i.e. native edge with formalized landscaping around it).
c. A Letter of Map Revision (LOMR) will be required.
d. Traffic improvements, including site access to a traffic signal as required for the development, are the responsibility of the applicant. Traffic plans must be approved by Illinois Department of Transportation (IDOT) and DuPage County Department Transportation (DuDOT).
e. Traffic study shall be approved prior to Building Permit Issuance. The study shall include a base count for Baybrook Lane/Meyers Rd traffic (Ginger Creek) and Midwest Road/Oak Brook Road(31st Street).
f. A median is required to be installed on Meyers Road to limit the driveway to right-in/right-out access only. The median is required to be installed on Meyers Road to limit the driveway access to the site.
g. Coordination with NICOR and ComEd shall continue throughout the site development.
h. The Village water main within project limits will be replaced to Village standards, including code required fire hydrants.
i. All future site plans shall reflect the total area of proposed improvements, including the intersection of Meyers and Butterfield, the improvements proposed on Butterfield, and the Nicor parcels.

5. Landscaping:

a. Final landscape plan approval shall be required prior to the issuance of the building permit for the Development. Specific emphasis shall be given to the perimeter landscape screening adjacent to Butterfield Road parking areas whereby a

continuous screen in the form of landscaping of at least 4' high shall be provided at the time of installation.

b. Sidewalk shall be provided along Butterfield Road for the entirety of the site, including a crosswalk across Meyers Road.to make the connection to the existing sidewalk to the west.

6. Deed/Covenants/Easements:

   a. Final Subdivision Plat approval for the development and vacation of easement shall be required prior to the issuance of any permits for the development. Said plat shall include all utility, stormwater detention, cross-access, shared parking and sidewalk easements, and otherwise comply with the Village's Subdivision Regulations. Cross-access and shared parking easements shall be provided within the development's surface parking lots. The cross-access and shared parking easements must be in a form approved by the Village Attorney prior to recordation and must be approved prior to approval of the final plat of consolidation for the property.
   b. Covenants. Covenants must be recorded against the property in connection with the development. The covenants must address the stormwater, property maintenance, cross-access, and other conditions imposed by the Ordinance approving the planned development or any agreement associated with the same. The covenants and/or declarations must be in a form approved by the Village Attorney prior to recordation. The covenants must be approved by the Village Attorney prior to approval of any future final plat of subdivision of the property.
   c. Include a corner easement for a Village sign (see condition 3.C).
   d. No deed restrictions shall be placed that prohibit future uses of the property. No deed restrictions related to uses will be permitted to be recorded against the site.
   e. Use of the site or building for warehousing is prohibited. Such operations shall be permitted only when integrated with a retail component. The property owner, through the Planned Development, shall voluntarily restrict warehousing and Amazon direct deliveries.

7. Operational Items:
   a. Delivery drivers will be limited to third-party providers, and Amazon-branded "blue-van" delivery vehicles will not be permitted.
   b. No drone deliveries shall be permitted to or from the site or building.
   c. To the extent permitted by law, point-of-sale for on-site retail sales, pick-up orders, and third-party delivery driver pick-ups shall be sourced in Oak Brook for sales tax purposes
   d. In its first year of operations, Amazon shall make an annual $25,000 security contribution to the Village for the Police Department's use to offset impacts from the site. Thereafter, the security contribution shall be made annually with a 3% per year escalator applied to the prior year's contribution amount.
   e. Amazon will closely coordinate with the Village regarding security and safety concerns. A store security plan shall be provided to the Village and approved by the Chief of Police.
   f. Designated storage space shall be required for shopping cart storage. All carts shall be stored in the designated space outside of business hours.

8. Comply with all other Village Ordinance requirements at time of Building Permit application except as specifically varied or waived.

Background/History:

Oak Brook TH, LLC ("GTZ"), submitted an application requesting approval of a Planned Development ("PD") to construct a 225,000 square foot, single story commercial retail building with surface parking and 9 loading docks on a 27-acre parcel. The proposed development includes a 1.70-acre future outlot to be located northeast of the proposed retail building.

A Preliminary Board Review of the application was conducted by the Village Board on March 10, 2026 as required in the Village's PD regulations.

The Planning & Zoning Commission held a public hearing on May 13, 2026 on a petition from Oak Brook TH, LLC ("GTZ") for the redevelopment of the Butterfield Road properties (2901 Butterfield Road, 2905 Butterfield Road, 2907 Butterfield Road, 2805 Butterfield Road, 2803 Butterfield Road, 2707 Butterfield Road, 2809 Butterfield Road).

Planned Development. The GTZ project is proposed as a Planned Development. The intent and purpose of the planned development regulations, standards and criteria is to provide an alternate zoning procedure under which land can be developed or redeveloped with innovation, imagination, and creative architectural design when sufficiently justified under the provisions of this chapter.

By a vote of 7 to 1, the Planning & Zoning Commission found that the applicant had addressed all of the required planned development standards and recommended approval of the proposed development subject to certain conditions.

At the public hearing, multiple members of the public spoke in favor or in opposition to the request.

Planning & Zoning Commission:

The P&Z Commission conducted a comprehensive review of the redevelopment proposal at their meeting on May 13th and raised questions about many aspects of the project including the following: architectural design, stormwater detention, traffic, landscaping, parking and site circulation, wall and ground signs, service areas (e.g. loading and trash enclosures), outdoor dining, and bicycle racks. The petitioner did provide responses to many of these questions at the meeting but also modified certain aspects of their plan to address these relevant comments. The revised submittal is included in your Board packet. More detail concerning the overall discussion is included in the P&Z meeting minutes that have been provided as part of the packet. Additional letters or other correspondence were submitted from the public concerning this planned development proposal.

Proposed Departures. Section 13-15-2.E of the PD regulations acknowledges that proposed planned developments need not comply with the density, dimension, area, bulk, use, and other zoning regulations that, but for the provisions of this chapter, would otherwise apply to the property on which the proposed planned development is intended. Modifications and departures from the standard provisions may be provided in accordance with the provisions of this chapter and to the extent that they will not be

detrimental to or endanger the public health, safety, morals, comfort or general welfare. The departures from standard being proposed as part of this PD application are identified as follows:

1. *Land Use*. Section 13-10A-1 to permit a retail use in an ORA-1, Office Research and Assembly zoning district. Retail use is not a permitted use nor a special use in this zoning district.

2. *Signage:* Section 13-11-10.C. 8. to permit more than one sign per street frontage.

3. *Signage:* Section 13-11-10.D. 2. c. to permit greater than 100 SF of area per individual wall signage.

4. *Parking: Section 13-12-5 to permit a reduction from the parking requirements of office and allow for a minimum of 871 spaces.*

Please see the case file for a more detailed description and the rationale for the requested departures for the land use, signs, and parking.

Recommendation:

I move that the Village Board concur with the recommendation from the Planning & Zoning Commission to approve the proposed Planned Development, subject to the conditions as written, and direct the Village Attorney to draft an Ordinance for action at a future Board meeting.

Attachments:

1. Exhibits - Amazon Project

SWCA®
ENVIRONMENTAL CONSULTANTS
Sound Science. Creative Solutions.®

200 West 22nd Street, Suite 220
Lombard, Illinois 60148
Tel 630.705.1762
www.swca.com

June 29, 2026

James Patterson
President
EZA Engineering PLLC
318 W. Half Day Road, #253
Buffalo Grove, Illinois 60089
Via email: jamie@ezaeng.com

Re: Wetland Boundary Verification, Amazon Site, Oakbrook Illinois

Dear James Patterson:

SWCA conducted a wetland boundary verification of the Amazon Site located in Oakbrook, Illinois, on Friday, June 26th, 2026. No changes to the delineated boundaries are required. SWCA requests the following items be added to the wetland delineation report.

1. MDNR or Ludwig wildlife assessment forms.
2. The EcoCAT and IPaC results for the project.

If you have any questions, please contact me at hailey.preston@swca.com or 734.277.3419.

Sincerely,

Hailey Preston

Hailey Preston, PWS

Project Manager | Lead Wetland Scientist

Civiltech Engineering, Inc.
www.civiltechinc.com

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Transportation Design

Traffic Engineering

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Environmental Studies

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Structural Design

Right of Way

Urban Design

Transportation Planning

Program Management

Technical Memorandum

Date: July 2, 2026

To: Jamie Patterson, P.E., CFM
EZA Engineering, PLLC

From: Steven A. Pautsch, P.E., PTOE
Civiltech Engineering, Inc.

Re: Proposed Commercial Development
2901 Butterfield Road
Traffic Impact Study Review-3rd Submittal
Oak Brook, IL

Civiltech has reviewed the Traffic Impact Study (TIS) dated June 22, 2026 prepared by KLOA, Inc. and the site plan dated June 10, 2026 2026 prepared by Kimley-Horn for the proposed commercial development located on the southeast corner of Butterfield Road and Meyers Road in Oak Brook, Illinois. This is the third submittal reviewed by Civiltech.

We offer the following transportation-related comments on this redevelopment proposal:

1. Provide permit correspondence with DuPage County Division of Transportation and Illinois Department of Transportation as it becomes available.

2. The disposition to comment #10 from March 9, 2026 states that a trip generation comparison between the old site and the proposed development was included in the TIS. This did not appear to be provided.

3. Comment #13 from March 9, 2026 requests limiting access between the West Access Drive and the east-west parking aisle closest to Butterfield Road to right-in/right-out to minimize issues cause by signal-generated queues. The disposition concurs. However, the site plan shows no access to this aisle. This will lead to a higher-than-necessary volume of traffic directed towards the drive aisle fronting the store, increasing conflict between vehicles and pedestrians. Provide a barrier median between the southbound entrance lane and northbound left turn lane. Provide a cut on the west side and if desired, a cut on the east side to allow right turn access to and from the West Access Drive.

4. Lengthen the taper for northbound exiting traffic on the West Access Drive so that the left turn lanes are equal length.


Tower Road
Meyers Road
N Tower Rd
N Tower Rd
N Tower Rd
N Tower Rd
Butterfield Rd
Butterfield Rd
Butterfield Rd
Butterfield Rd
Butterfield Rd
Butterfield Rd

June 29, 2026

VILLAGE OF OAK BROOK – PLANNED DEVELOPMENT ENGINEERING REVIEW

PROJECT	PERMIT NO.	REVIEW NO.	STATUS
2901 Butterfield Road – Amazon	PD 26 1	3	Not Approved

EZA Engineering received the following Planned Development submittal documents on June 10, 2026:

DOCUMENT	PREPARED BY	SHEETS	DATE
Preliminary Engineering Plans	Kimley Horn	4	6-10-26
Overall Landscape Plan	Kimley Horn	1	6-10-26
Stormwater Report	Kimley Horn	123	June 2026
Demand for Village Services	Kimley Horn	2	6-9-26
Response Letter	DLA Piper	8	6-16-26

The above documents have been reviewed for compliance with the Village Code of Oak Brook (Village Code) and the Village of Oak Brook Stormwater and Flood Plain Ordinance (VOBSFPO). Please consider the following comments:

GENERAL COMMENTS

1. Please note the following. A response to these comments is not necessary:
    - An NPDES ILR10 permit will be required from the IEPA.
    - An IDOT permit will be required due to proposed improvements within the Butterfield Road right-of-way.
    - A DuDOT permit will be required to proposed improvements within the Meyers Road right-of-way.
2. Provide a breakdown of different types of impervious areas in the existing and proposed conditions. The breakdown should include the overall area of the development site as well as the net new impervious area.
    - If the net new impervious area since 1992 is 25,000 SF or greater, stormwater detention will be required.
    - If the net new impervious area since 2013 is 2,500 SF or greater, Post Construction Best Management Practices (PCBMP) will be required.
    - The Site Data table on the Site Plan indicates a proposed impervious area of 736,455 SF (16.91 AC). The Stormwater Detention narrative states the impervious area is 18.46 AC. The impervious area in the existing condition is not provided. Please note that open water ponds are considered impervious surfaces (at NWL). Revise accordingly.
3. Per the 1977 stormwater calculations, stormwater detention was provided for the entire site with an exception for 6.93 acres (southwest portion of the development site). Revise the stormwater report to address as follows:
    - If stormwater detention will not be provided for the 6.93 acres, then include a statement to clarify and state what level of service (10 year, 25 year, 50 year, 100 year, etc.) the designed stormwater facilities will provide; or
    - If stormwater detention will be provided, revise the report and plans accordingly.

4. Based on the recent subdivision application, it appears a portion of the site (currently mostly impervious) will be excluded from the proposed stormwater design. This should be acceptable if this area will be converted from impervious to pervious. This area appears to be approximately 4-5 acres. Please includes this area in the stormwater analysis, especially as it relates to the aforementioned 6.93 acres.
5. The HydroCAD calculations indicate a runoff depth of 7.61" was used. It appears this corresponds to the level of service of the proposed detention facility, which is estimated at approximately 55 year level of service. Please confirm in the stormwater report. If this is incorrect, revise the stormwater report accordingly. All narratives require revisions if references to a 100-year storm are inaccurate.
6. Clearly state the existing (designed) release rate from the site and compare it to the proposed release rate from the site. This should include the offsite bypass flow from the adjacent site to the east.
7. The flowline of the Lombard Tributary (as shown on the FIRM) is not consistent with the actual condition. This error extends from the culvert under Meyers Road to the north pond (in the middle of the site). Provide a statement and any necessary calculations to address whether this error impacts the limits of the regulatory floodplain. It would appear the ditch along Butterfield Road may include regulatory floodplain.
8. Unless changed by the response to the previous comment, the conceptual compensatory storage design is acceptable and appears to be compliant. A full, detailed review of the floodplain will be conducted during the permit review. A response to this comment is not necessary.
9. The storm sewer system shall be designed to convey the 10-year rainfall event. Provide preliminary storm sewer calculations. Please note that review of final engineering plans with full calculations of all proposed storm sewers as well as inlet capacity calculations will be required during permit review.
10. Provide a stormwater narrative to discuss offsite flows from upstream of the development site and how those flows will be conveyed to ISTHA right-of-way (downstream of the site).
11. It should be noted that the east detention facility is proposed to be a basin planted with native vegetation (as opposed to an open water pond). The basin provides 1.05 AC-FT of storage, which is considered a Post Construction Best Management Practice (PCBMP), despite there being no requirement for PCBMPs.
12. It should be noted that a water quality structure is proposed downstream of both detention facilities. It will require revisions as treating unrestricted runoff from the adjacent property to the east will be extremely challenging and/or expensive.
13. The wetland and buffer impact submittals have been received and are currently under review. The wetland boundary verification was conducted on June 26, 2026. Any comments will be forwarded upon completion of the review.
14. It is noted a 10" diameter water service for domestic and fire requirements. Coordination with the Public Works Department is required for final water service sizing approval.
15. The revised Traffic Impact Study was received and is currently under review. Any comments will be forwarded upon completion of the review.
16. Address all comments on the RVi Landscape Plan Review dated June 24, 2026 (attached).
17. Provide a Preliminary Engineer's Opinion of Probable Construction Cost for all site work.
18. Provide an itemized comment response letter in the next submittal.

PRELIMINARY PLAT

19. The Preliminary Plat shall include sheets C2.0-C6.0 and L1.0. Please provide these sheets in a single PDF and title them together as the Preliminary Plat in the next submittal.
20. Title 14-3-3.A.2 – Indicate the legal description for the development site on the Preliminary Plat. The legal description on the ALTA/NSPS Land Title Survey will suffice.
21. Title 14-3-3.A.4 – Indicate the name(s) and address(es) of the owner and subdivider having control of the tract and the surveyor who prepared the plat.
22. Title 14-3-3.A.6 – Indicate the date of survey and preparation.
23. Title 14-3-3.B.1 – Add lengths of bearings/angles for all lots and lines of the subdivision.
24. Title 14-3-3.B.2 – Indicate the total acreage of the subdivision.
25. Title 14-3-3.B.3 – Indicate the existing zoning districts in the proposed subdivision as well as adjacent trats.
26. Title 14-3-3.B.4 – Provide a sheet showing only corporate lines of the Village of Oak Brook, public right-of-way, easements, and permanent buildings/structures on or within 200' of the development site.
27. Title 14-3-3.B.5 – Provide a sheet showing only the location and size of existing sewers, water mains, culverts, or other underground facilities within the tract and to a distance of at least 200' beyond the tract; also indicating such data as grades, invert elevations, and locations of catch basins, manholes, vaults, and hydrants.
28. Title 14-3-3.B.6 – Provide a location map, ideally on the cover sheet.
29. Title 14-3-3.B.7 – Provide a sheet showing topographic data including 1' contours.
30. Title 14-3-3.B.8 – Provide locations of or reference to locations of existing monuments or survey markers.
31. Title 14-3-3.C.2 – The proposed right-in-right-out and raised median on Meyers Road requires approval from DuDOT. Provide DuDOT approval upon receipt.
32. Title 14-3-3.C.3 – Provide locations of all proposed easements. This may include easements anticipated for stormwater detention, floodplain, public utility and drainage, ISTHA, IDOT, DuDOT, cross-access, etc. It is understood this is also being worked on under SD-26-3.
33. Title 14-3-3.C.3 – Do not show any existing easements proposed to be vacated under SD-26-3.
34. Title 14-3-3.C.4 – Indicate the layout, numbers, and typical dimensions of proposed lots to the nearest foot and areas of each lot.
35. Title 14-3-3.C.5 – Indicate proposed building setback lines, including dimensions.
36. Title 14-3-3.C.8 – Please note that the Village would prefer open water retention ponds, as opposed to native planted detention basins.
37. Title 14-3-3.C.8 – It is noted the site will require significant amounts of fill. In some areas, there will be 7-8' of fill. Assuming that existing asphalt material will be recycled, please note that any recycled material will require inspection reports, certifying the gradation is appropriate for the use. A response to this comment is not necessary.
38. Title 14-3-3.C.8 – Revise the Amazon water service as follows:
    - The water service will be looped around the building, but will be completely separated from the water service for the future outlot. The outlot service cannot be stubbed off the water service for the main lot.
    - The proposed hydrants will be privately owned. The hydrant leads shall be a maximum of 2'. Revise the water service location accordingly.
    - The (combined) water service shall enter the building and then can be split between fire and domestic.
    - The water meter and backflow preventer shall be located inside the building, not near the main.

- A 5’ diameter valve vault will be required as close to the water main on Butterfield as possible.

39. Title 14-3-3.C.8 – The future outlot water service can be removed from the Preliminary Plat. If it is desired to be shown, it shall be designed to conform to the requirements shown above for the Amazon water service.
40. Title 14-3-3.C.8 – Similarly to the future outlot water service, the sanitary service does not need to be shown on the Preliminary Plat. Approval for the proposed layout will require approval from the Flagg Creek Water Reclamation District.
41. Title 14-3-3.C.9 – Show the existing and proposed floodplain limits and Base Flood Elevation on sheet C5.0.
42. Title 14-3-3.C.10 – Monument signs are proposed in the Butterfield right-of-way. A permit from IDOT will be required prior to engineering approval of the sign locations.
43. Remove the speed tables in the drive aisle along the south property line. The speed tables are likely to damage the Village’s fire truck.

LANDSCAPE PLAN REVIEW

Date: June 24, 2026
Project Name: Oak Brook Commercial

TO: Jamie Patterson, EZA Engineering

FROM: Monica Goshorn-Maroney, RVi Planning + Landscape Architecture

SUBJECT: Landscape Plan Permit Review Comments #3

We have reviewed the Landscape Plan for the Oak Brook Commercial project prepared by Kimley-Horn and Associates, Inc., dated June 10, 2026. We offer the following comments based on the Village Ordinance:

Sec. 13-18-3 Landscape Requirements

1. **B) Landscape Plan Requirements:** Provide the following additional plans:
    a. Provide existing tree survey, noting trees proposed for removal and planned for preservation.
    b. Provide irrigation plan with system details and sprinkler head locations if applicable.
    c. Provide construction erosion control plan.

2. **B) Landscape Plan Requirements:** Provide schedule of existing trees to be removed and to be preserved (6" caliper or greater), and indicate caliper size, common name, and botanical name.

3. **C) Landscape Requirements:** No more than 25% of one genus shall be specified for each plan group. Indicate percentage of each genus specified on future plan submittals.

4. **C) Landscape Requirements:** Evergreens shall be incorporated into the landscape plan and treatment of a site, particularly in the screening of refuse-holding areas.

5. **D) Installation of Plant Materials:** As required by 425 ILCS 20 No object shall be constructed, maintained or installed within forty-eight inches (48") of a fire hydrant. Ensure there is adequate spacing between the hydrant within the planting beds in the parking lot and the proposed shrubs on future submittals.

6. **G) Interior Landscaping Requirements:** Landscaped dividers or continuous islands with a minimum width of six feet (6') shall be provided between every three (3) parking bays. Provide curbs and low landscaping on either side of pedestrian crosswalks in the center aisles to provide a buffer from parked vehicle overhang.

7. **I) Miscellaneous Landscape Requirements:** For every 1 square foot of total sign area, one square foot of landscaped area shall extend at least 3' beyond the sign faces in all directions at the monument entry signs. Provide landscaping around both monument signs.

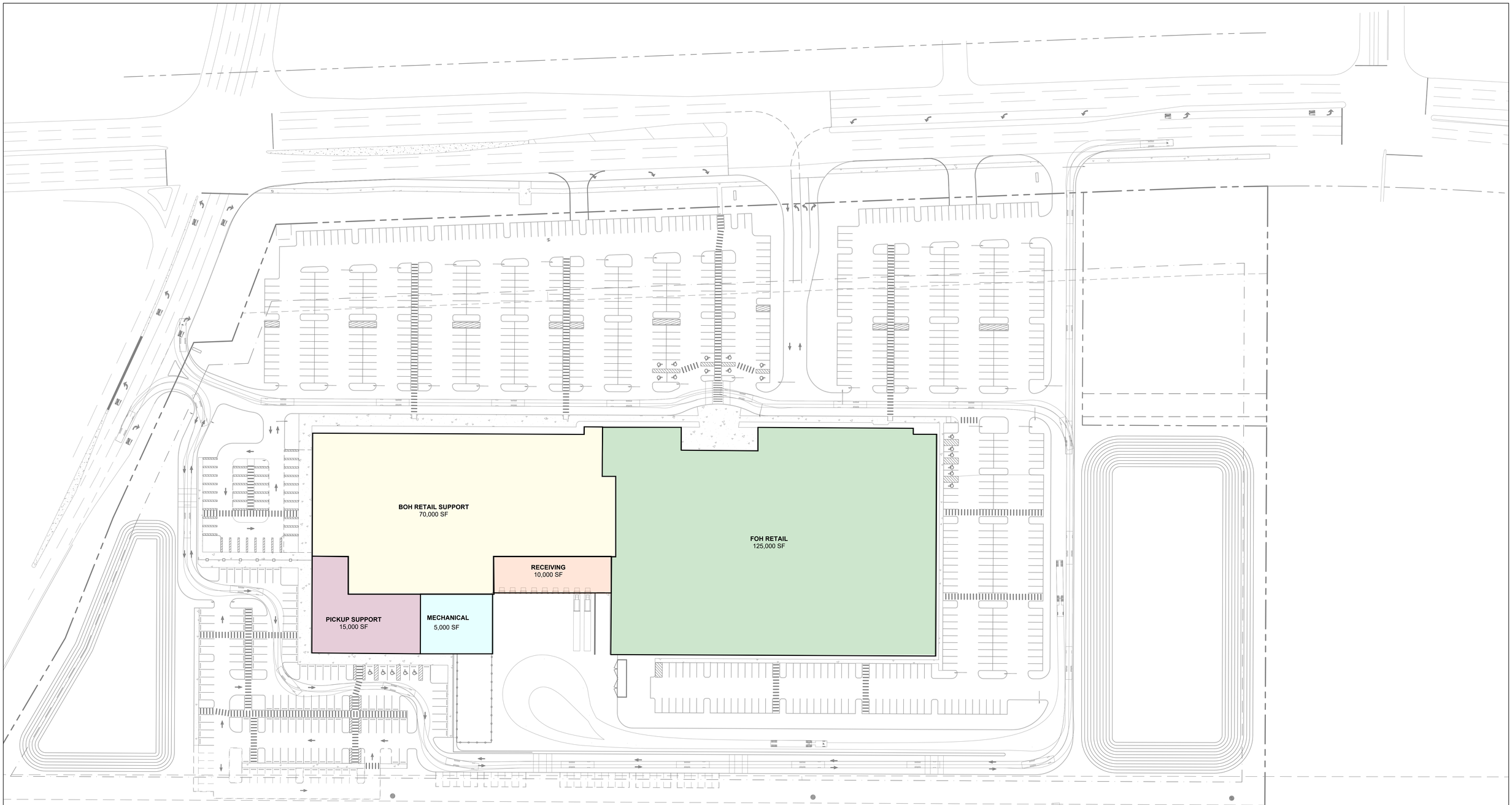
Sec. 13-18-4 Energy Conservation and Green Building Requirements:

1. **B) Site Design:** The incorporation of sustainable site design features and unique landscaping is encouraged within planned developments. Consider integrating green infrastructure elements such as bioswales, permeable pavement systems, naturalized stormwater management features, green roofs, and other unique landscape amenities into the site design.

General Comments:

1. Sheet C4.0 notes the area along the Ronald Reagan Memorial Tollway to be planted with native grasses. Show the area to be planted with native grasses on the landscape plan and indicate the proposed planting mix.
2. Demonstrate that future parking space banking will comply with all parking lot screening, landscape island, and planting bed requirements of the Zoning Ordinance.

3. There appears to be conflict with the tree canopy and the overhead parking structures at the customer pick up parking lot to the west of the building. Ensure that plants and trees are not under overhead structures and have adequate room to grow without conflicting with the canopy.



ILLUSTRATIVE BUILDING FOOTPRINT AND CONCEPTUAL USE ALLOCATION

Depicts overall building organization and anticipated operational zones. Final configuration subject to refinement during design development.

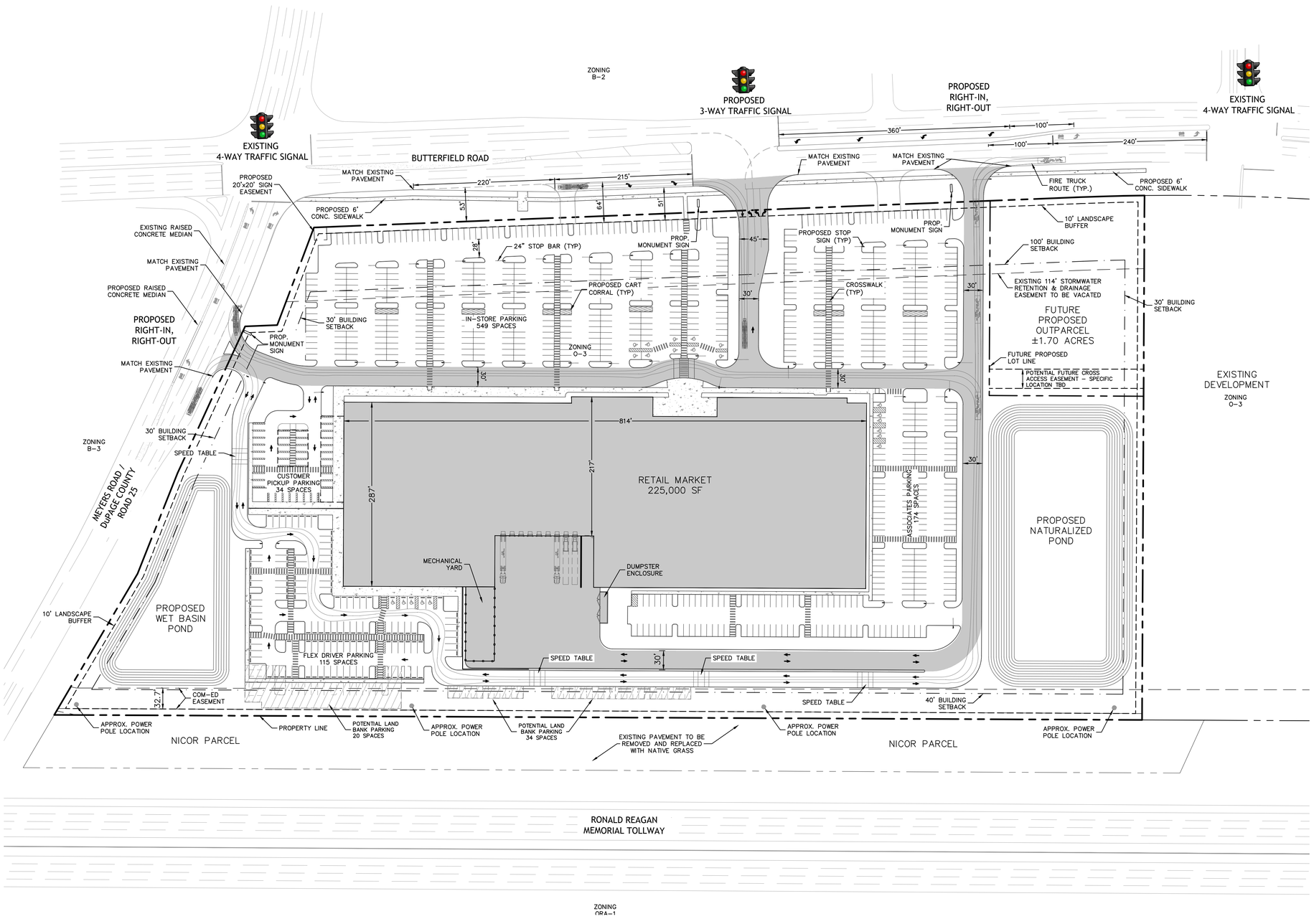
FRONT OF HOUSE (FOH) RETAIL	125,000 SF
BACK OF HOUSE (BOH) RETAIL SUPPORT	70,000 SF
PICKUP SUPPORT	15,000 SF
RECEIVING	10,000 SF
MECHANICAL	5,000 SF
ESTIMATED TOTAL	225,000 SF

Building configuration, floor areas, and operational zones are illustrative and subject to refinement during final design and permitting.

Butterfield Road Development Project

DESIGN REPRESENTATION ONLY - NOT FOR CONSTRUCTION

The images provided throughout this package area representation of the current design only. The images may not reflect variations in color, tone, hue, tint, shading, ambient light intensity, materials, texture, contrast, font style and construction variations required by building codes or inspectors, material availability or final design detailing. All images and artwork associated/provided should be reviewed by client with their print and/or production vendors and adjusted as needed during the proof and shop drawing submittals. Those client-approved drawings take precedence and provide final direction for design, printing and production.



GRAPHIC SCALE IN FEET
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SITE DATA

RETAIL MARKET:	±25.28 ACRES
OUTPARCEL:	±1.70 ACRES
TOTAL AREA:	±26.98 ACRES
RETAIL MARKET BUILDING AREA:	225,000 SF
LOT AREA:	1,175,249 SF
PROPOSED FAR:	0.19 (0.48 MAX.)
IMPERVIOUS COVER:	736,455 SF / 62.7%
BUILDING HEIGHT:	43 FEET (5 STORIES OR 76' MAX.)

PARKING REQUIRED: (VILLAGE OF OAK BROOK, IL)

13-12-5: OFF-STREET PARKING SPACES REQUIRED.
B2 REGIONAL SHOPPING CENTER DISTRICTS:
PARKING SPACES AND AISLES NOT LESS IN AREA THAN 2 ¼ TIMES THE FLOOR AREA OF BUILDINGS CONSTRUCTED.

PARKING AREA REQUIRED:	225,000 SF x 2.25 = 506,250 SF
PARKING AREA PROPOSED:	511,455 SF
PROPOSED PARKING (SEE NOTE):	872 SPACES

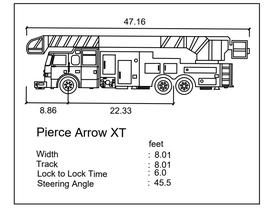
*NOTE: IF POTENTIAL LAND BANK PARKING IS REQUIRED, THE CURRENT DESIGN WILL LOSE 8 (EIGHT) PARKING SPACES BUT WILL ADD 54 (FIFTY FOUR) PARKING SPACES AS INDICATED IN THE POTENTIAL LAND BANK PARKING AREAS SHOWN ON THE SITE PLAN, FOR A TOTAL OF 918 PROPOSED PARKING SPACES.

PAVING LEGEND

- STANDARD DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- HEAVY DUTY CONCRETE PAVEMENT

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.



Pierce Arrow XT

	feet
Width	: 8.01
Track	: 8.01
Lock to Lock Time	: 6.0
Steering Angle	: 45.5

No.	REVISIONS	DATE	BY
1	RESPOND TO VILLAGE COMMENTS	03/04/26	KH

Kimley»Horn

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6876 MARWICK LANE, SUITE 350, ORLANDO, FL
PHONE: (407) 602-0423
WWW.KIMLEY-HORN.COM REGISTRY No. 35105

LICENSED PROFESSIONAL
LIC PROF 1
ILLINOIS LICENSE NUMBER
LIC PROF 1 #
DATE:

KHA PROJECT
149621091
DATE
JUNE 10, 2026
SCALE AS SHOWN
DESIGNED BY ---
DRAWN BY ---
CHECKED BY ---

SITE PLAN

BUTTERFIELD ROAD DEVELOPMENT PROJECT

ILLINOIS

VILLAGE OF OAK BROOK

SHEET NUMBER
C4.0

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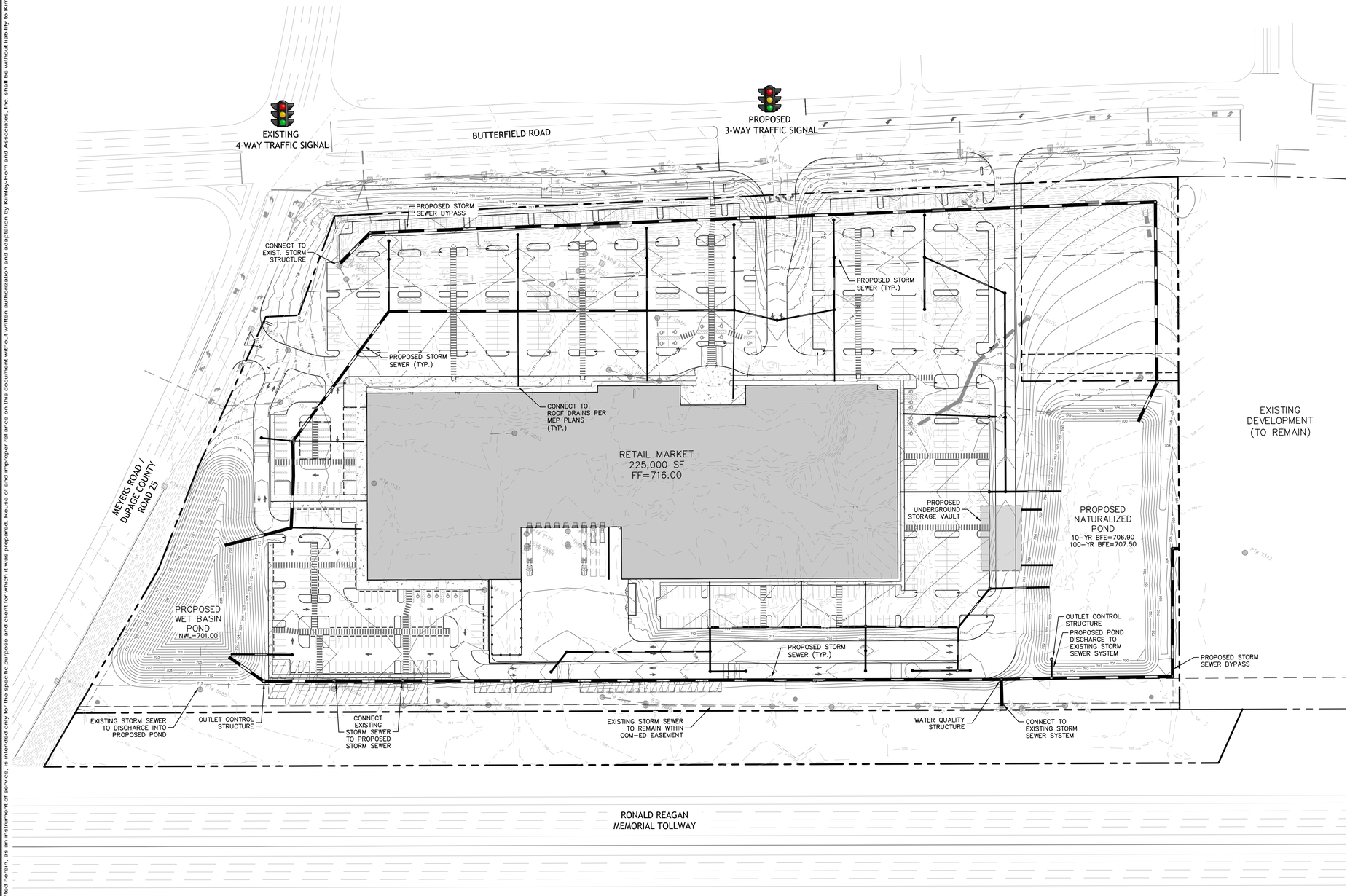

NORTH

GRAPHIC SCALE IN FEET
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PRELIMINARY STORMWATER CALCULATIONS

REQUIRED COMPENSATING VOLUME BELOW 10-YR BFE OF 706.90 =	±1.54 AC-FT
REQUIRED COMPENSATING VOLUME BETWEEN 10-YR BFE OF 706.90 AND 100-YR BFE OF 707.50 =	±1.20 AC-FT
TOTAL REQUIRED COMPENSATION TO MEET 1.5:1 RATIO =	±4.13 AC-FT

GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL ELEVATIONS SHOWN DEPICT PRELIMINARY FINISHED GRADE
3. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1 UNLESS OTHERWISE NOTED.
4. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2% IN ALL DIRECTIONS.
5. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
6. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
7. MATCH EXISTING ELEVATIONS AT PROPERTY LIMITS.

No.	REVISIONS	DATE	BY

Kimley»Horn

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LICENSED PROFESSIONAL
LIC PROF 1
ILLINOIS LICENSE NUMBER
LIC PROF 1 #
DATE: ---

KHA PROJECT	149621091
DATE	JUNE 10, 2026
SCALE	AS SHOWN
DESIGNED BY	---
DRAWN BY	---
CHECKED BY	---

PAVING, GRADING, AND DRAINAGE PLAN

BUTTERFIELD ROAD DEVELOPMENT PROJECT

VILLAGE OF OAK BROOK
ILLINOIS

SHEET NUMBER
C5.0

Plotted By: Teeters, Scott Sheet Set: BUTTERFIELD ROAD DEVELOPMENT PROJECT Layout: PGD June 22, 2026 01:16:16pm K:\Nrv_civil\149621091-oak brook #project folder\CADD\PUD\plansheets\C5.0-PG.dwg
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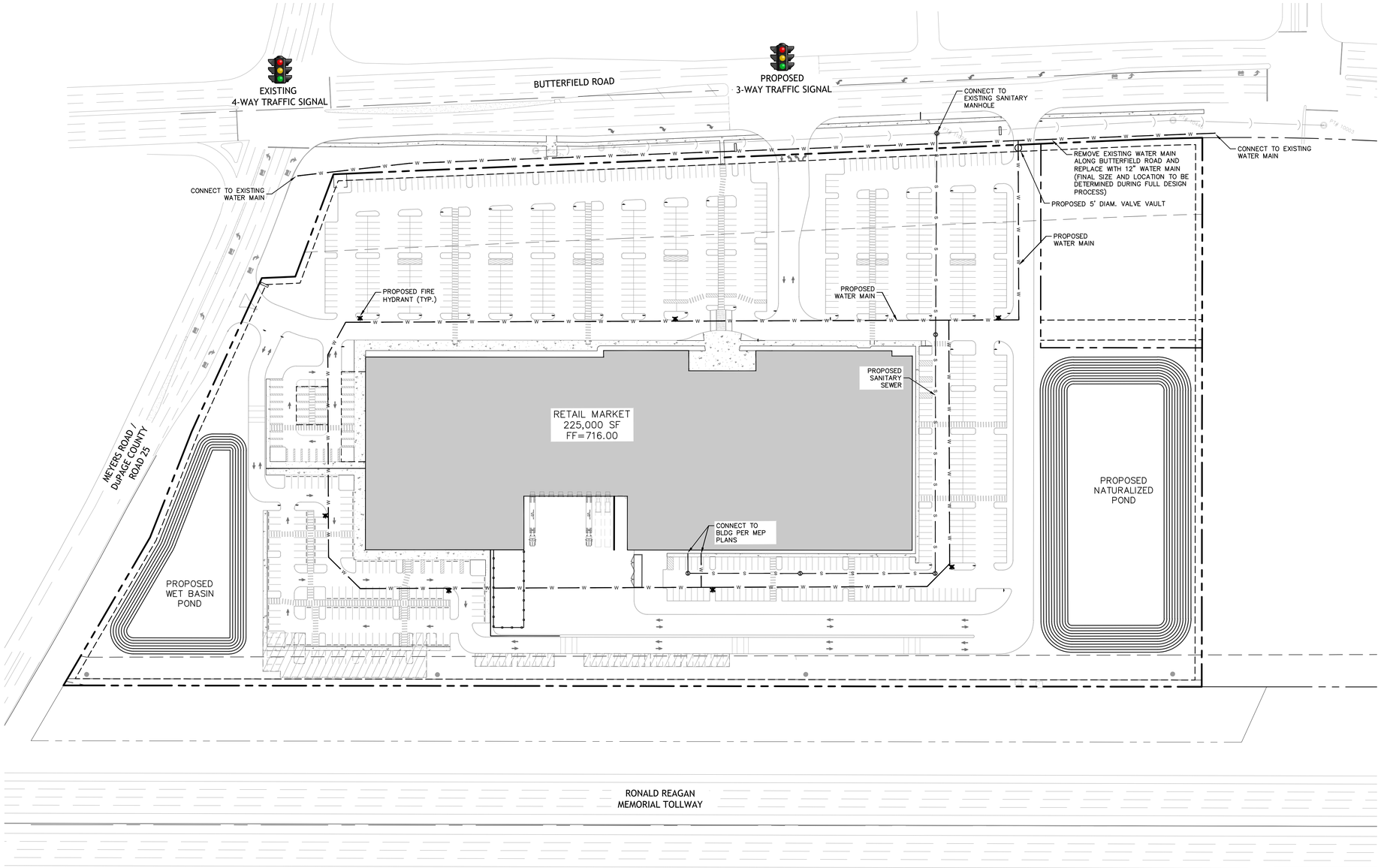

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UTILITY NOTES

1. ALL SANITARY SEWER LINES SHALL BE PVC MEETING, ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN, THIS PIPE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED). PROVIDE 42" MINIMUM COVER.
2. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
3. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
4. PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/ DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE VILLAGE OF OAK BROOK SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
5. CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
6. CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.

No.	REVISIONS	DATE	BY
1	RESPOND TO VILLAGE COMMENTS	03/04/26	KH

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LIC PROF 1

ILLINOIS LICENSE NUMBER
LIC PROF 1 #

DATE: ---

KHA PROJECT 149621091
DATE JUNE 10, 2026
SCALE AS SHOWN

DESIGNED BY ---
DRAWN BY ---
CHECKED BY ---

UTILITY PLAN

BUTTERFIELD ROAD DEVELOPMENT PROJECT

VILLAGE OF OAK BROOK ILLINOIS

SHEET NUMBER
C6.0

Plotted By:Teeters, Scott Sheet Set:BUTTERFIELD ROAD DEVELOPMENT PROJECT Layout:UTIL June 22, 2026 01:10:51pm K:\LKN_Civil\149621091-Oak Brook IL-Project Kobe\CADD\PUD\PlanSheets\06.0-UTIL.dwg
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Oak Brook Commercial

Stormwater Report

DuPage County, Illinois

June 2026



Kimley»Horn

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Appendices

Appendix A **Vicinity Map**
FEMA FIRM

Appendix B **Existing Permitted Stormwater Calculations**

Appendix C **Detention Analysis**
Proposed Land Use Map
Soil Map
HydroCAD Output

Appendix D **Compensatory Storage Analysis**
FEMA FIS Profile
Cross Section Map
Compensatory Storage Calculations

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Executive Summary

Kimley-Horn and Associates, Inc. (Kimley-Horn) has been contracted to perform a hydrologic and hydraulic analysis of a proposed development at the southeast corner of Butterfield Road and Meyers Road in Oak Brook, Illinois. The location of the proposed development is shown below in **Figure 1**.



Figure 1: Project Location

1.0 Introduction

1.1 PURPOSE OF STUDY

This hydrologic and hydraulic study summarizes the stormwater analysis approach and results used to meet local design criteria for the proposed development.

1.2 LOCATION

The proposed 26.98 acre development is in Oak Brook, Illinois, within DuPage County. The Lombard Tributary is conveyed within the roadside ditch from west to east along Butterfield Road. Lombard Tributary is associated with a regulatory Federal Emergency Management Agency (FEMA) Zone AE floodplain. There is no regulatory floodway associated with Lombard Tributary within the project site.

The site is located on FEMA Flood Insurance Rate Map (FIRM) Panel 17043C0178J as depicted in **Appendix A**. As noted above, the subject site resides within Zone AE floodplain

2.0 Existing Conditions

2.1 ON-SITE STORMWATER MANAGEMENT

The approximately 27-acre site is currently commercial use and mainly impervious. The ultimate outfall for the current development is the Tollway ditch south of the site where stormwater is conveyed underneath the Tollway to the confluence of Lombard Tributary and Ginger Creek.

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Permitted stormwater management calculations were provided by the Village of Oakbrook for the existing site. The calculations show that there is currently 13.17 acre-feet of storage within the site. This storage must be replaced, at a minimum, in the proposed condition. The calculations note an on-site storage volume of 5.22 acre-feet within the wet ponds. The remaining storage is provided within the Butterfield Road roadside ditch.

Table 1: Existing Stormwater Management

Area (ac)	Provided Detention (ac-ft)	Release Rate (cfs)
28	5.22	48

With the exception of a 6.93-acre area, the stormwater runoff from the site is conveyed to a system of wet bottom ponds where the release to the Tollway ditch is restricted. Currently, the 6.93-acre area is undetained and drains freely to the system outfall. Per the provided calculations, the release rate from the ponds is 48 cubic feet per second (cfs). The release rate from the undetained area is 52 cfs. There is an additional 74 cfs of bypass discharge within elliptical pipes that comes from the development to the east of the subject property within this report. This discharge bypasses the on-site storage and is conveyed to the same outfall as the wet ponds and undetained area. The total 100-year existing release rate for the site is 174 cfs. This release rate cannot be exceeded in the proposed condition.

Table 2: Existing Release Rates

Runoff Origin	Flow Rate (cfs)	On-Site / Off-Site
East Parcel	74	Off-Site
Subject Site (Detained)	48	On-Site
Subject Site (Undetained)	52	On-Site
Total	174	-

2.2 FEMA FLOODPLAIN

The Lombard Tributary of Ginger Creek is conveyed through a large culvert underneath Meyers Road where it flows east within the Butterfield Roadside ditch. At the eastern portion of the property, the roadside ditch turns south where flow is controlled via a notched weir and is conveyed to the on-site wet bottom ponds. This routing was confirmed via site visits and the permitted stormwater calculations from the original development. The effective FEMA FIRM panel does not show the correct routing. It is our understanding that as part of the permitting closeout process, a FEMA Letter of Map Revision will be required to address the incorrect routing of the Lombard Tributary.

Coordination with the Ginger Creek Homeowner's Association (HOA) that exists just downstream of the project site and Tollway resulted in the HOA noting water quality issues. Review of aerial imagery shows large algae blooms within the pond just west of Meyers Road upstream of the site.

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3.0 Proposed Conditions

3.1 STORMWATER DETENTION

Per the DuPage County Ordinance, detention is to be provided for the 100-year 24-hour storm event. A rainfall depth of 8.57 inches is utilized from Bulletin 75 rainfall data in the northeast zone. A third quartile Huff Distribution is used for the rainfall distribution due to the 24 hour design storm duration.

The site has a curve number of 92 and a time of concentration of 10-minutes was assumed due to the highly impervious nature of the site. There are approximately 18.46 acres of impervious area and 8.52 acres of pervious area. The site is mainly hydrologic soil group D with a small portion of group C/D, so the pervious area is given a curve number of 80 for good condition open space from the TR-55 manual. See Appendix C for the Soils Map and Proposed Land Use Map. Table 3 below contains the curve number summary.

Table 3: Curve Number Summary

Impervious Area (ac) CN 98	Pervious Area (ac) CN 80	Total Area (ac)	Weighted CN
18.46	8.52	26.98	92

Detention for the 26.98-acre site is proposed within two main stormwater basins on site. The western basin is proposed to be a wet bottom basin at the request of the Village for aesthetic purposes due to the close proximity to Meyers Road. The western basin provides 7.34 acre-feet of detention volume and releases stormwater to the outfall at a rate of 1.38 cfs. The eastern basin is proposed to be a naturalized bottom basin. The eastern basin provides 5.85 acre-feet of detention volume and releases on-site stormwater to the outfall at a rate of 2.18 cfs. The total release to the Tollway ditch from both basins is 3.55 cfs. The total release is measured as a sum of the basin outfall hydrographs and not a sum of the peak release rates. See Table 4 below for a summary of the detention information. Appendix C contains the HydroCAD output of the detention analysis.

Table 4: Detention Summary

Stormwater Basin	Orifice Information	100yr 24hr HWL (ft)	100yr 24hr Storage (ac-ft)	100yr Release Rate (cfs)
West	4.0” @ 701’	711.98	7.34	1.38
East	6.4” @ 700’	704.36	5.85	2.18

Per discussion with the Village, the original development pre-dates the effective DuPage County Stormwater and Floodplain Ordinance, and any redevelopment must maintain the existing required stormwater detention volume. It is our opinion that the current configuration of the two stormwater management basins provides sufficient stormwater storage volume to mee the previous development requirements.

3.2 WATER QUALITY

Water quality is proposed within the eastern basin at the bottom of the natural basin. There is 1-foot of depth between the basin bottom and the outfall elevation. The bottom of the basin is proposed to be native plantings to promote filtration of the stormwater before discharge to the Tollway. There is approximately 1.05 acre-feet of water quality volume within the eastern basin. This area will be planted with native

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vegetation to provide water quality benefits before discharging to off-site adjacent parcels. Although water quality is not required per the ordinance due to no new impervious area, approximately 1.05 ac-ft is being provided within the development to address downstream concerns. This volume treats 10.1 acres of impervious area, assuming 1.25" of precipitation over that impervious area. There is no water quality volume provided within the existing stormwater management system. Water quality volume cannot be provided within the west basin due to the request for the basin to be wet and contain a permanent pool for aesthetics.

3.3 COMPENSATORY STORAGE

The DuPage County Ordinance requires compensatory storage to be provided at a 1.5:1 ratio for any fill placed below the base flood elevation (BFE) within the floodplain. Compensatory storage must be provided at a 1:1 ratio between the normal and 10-year BFE. It must also be provided at a 1:1 ratio between the 10-year and 100-year BFE. The remaining 0.5 required volume can be placed above or below the 10-year BFE.

10- and 100-year BFEs were obtained from the effective FEMA Flood Insurance Study (FIS) profile. The 10-year BFE was found to be 706.9 feet. The 100-year BFE was found to be 707.5 feet. Cross sections through the floodplain were created based on the existing topography. The cross sections were then updated based on the proposed grading and overlaid on the existing cross sections to show the grading changes. In the cross sections, pink represents the proposed grading and black represents the existing topography. The 10- and 100-year BFEs were drafted onto the cross sections. Floodplain storage within the detention basins was not considered in the calculation due to the assumption that the basins are full to the high-water level during a 100-year event. For the existing ponds, this elevation corresponds to 706 feet according to the permitted calculations and all storage below the previous design high water level was assumed to be included as part of the required stormwater detention volume maintained as part of the development. Under proposed conditions, compensatory storage will be provided within the proposed east stormwater management basin above the elevation required to access the stormwater detention volume. This corresponds to the high water level of the east basin of 704.36 feet.

As previously mentioned, the FEMA stream routing is not accurate through the site. The Lombard Tributary flows through the Butterfield Road roadside ditch. In order to account for existing floodplain storage within the ditch, the 10- and 100-year BFEs were drafted onto cross sections through the ditch. All earthwork in the ditch is proposed to be fill.

See Table 5 below for a summary of the cut and fill within the floodplain. Appendix D contains detailed compensatory storage calculations.

Table 5: Compensatory Storage Summary

Location	Fill below 10-yr BFE	Cut below 10-yr BFE	Fill Between 10-yr and 100-yr BFE	Cut Between 10-yr and 100-yr BFE	Required Cut to Meet 1.5:1 Ratio	Cut Provided
Site	1.51 ac-ft	2.99 ac-ft	1.13 ac-ft	0.42 ac-ft	3.97 ac-ft	3.41 ac-ft
Ditch	0.03 ac-ft	0.00 ac-ft	0.07 ac-ft	0.00 ac-ft	0.16 ac-ft	0.00 ac-ft
Total	1.54 ac-ft	2.99 ac-ft	1.20 ac-ft	0.42 ac-ft	4.13 ac-ft	3.41 ac-ft

According to the compensatory storage calculations, the proposed site grading results in compensatory storage requirements being met between the normal water and 10-year BFE. The requirement between the 10- and 100-year BFE is not met with the site grading. There is 0.78 ac-ft of required storage between the

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10- and 100-year BFEs that is still necessary to meet the ordinance. This 0.78 ac-ft will satisfy both the 10- to 100-year storage requirements as well as the 1.5:1 total storage ratio requirement.

The small elevation difference of 0.6 feet between the 10- and 100-year BFEs poses challenges for obtaining the necessary compensatory storage volume. The additional 0.78 ac-ft of storage required to meet the ordinance is proposed to be provided within in a vault with hydraulic connection to the east stormwater basin. The intake from the stormwater basin to the vault will be set at 706.9 feet (the 10-year BFE) so that the storage is only accessible between the 10- and 100-year events for the Lombard Tributary. The outfall for the vault will connect to the junction of the east and west stormwater basin outfall pipes. A backflow preventer is proposed to prevent the vault from filling for events other than between the 10-year and 100-year events. The vault is proposed to be 100' x 62' with a depth of 7 feet to provide 1 ac-ft of additional storage.

3.4 OFF-SITE DRAINAGE

The Lombard Tributary is proposed to be rerouted through storm sewer along a similar alignment to the existing Butterfield Road ditch. The pipe will be larger than the Meyers Road culvert (72" CMP) crossing to provide additional capacity and allow for Butterfield Road drainage to be conveyed to the Tollway outfall.

There is existing storm sewer from the eastern property that enters the project site before discharging at the Tollway in existing conditions. This storm sewer is proposed to be picked up near the east property line and routed around the basin to the Tollway outfall. The existing storm sewer is a 24"x38" elliptical pipe and a 29"x45" elliptical pipe. The proposed pipe is anticipated to be a 48"-60" pipe that will provide equal or greater conveyance capacity to the sum of the existing pipes' conveyance capacities.

5.0 Conclusion

The approximately 27-acre site located at the southeast corner of Butterfield Road and Meyers Road is proposed to be redeveloped. There is no increase in impervious area as a result of the redevelopment.

Detention is being provided for the site to match the existing storage currently within the site. The release rate from the site is reduced due to the existing undetained area being routed through the stormwater basins in the proposed condition and a reduction in flow necessary to access the detention storage volume. Under the proposed plan, there is no undetained area freely releasing from the site.

All compensatory storage requirements are met for conditions below the 10-year BFE, between the 10- and 100-year BFE, and for the 1.5:1 total ratio for cut to fill. We are also proposing to provide approximately 1 acre-foot of water quality volume within the east basin to improve water quality downstream of the site.

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Appendix A
Vicinity Maps

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NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or flood plain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or flood plain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

In the State of Illinois, any portion of a stream or watercourse that lies within the **floodway fringe** of a studied (AE) stream may have a state regulated floodway. The FIRM may not depict these state regulated floodways.

Floodways restricted by anthropogenic features such as bridges and culverts are drawn to reflect natural conditions and may not agree with the model computed widths listed in the Floodway Data table in the Flood Insurance Study report.

Multiple **topographic sources** may have been used in the delineation of Special Flood Hazard Areas. See Flood Insurance Study report for details on source resolution and geographic extent.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 16. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

NGS Information Services, NOAA, N/NGS12
National Geodetic Survey SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at www.ngs.noaa.gov.

Base map information shown on this FIRM was provided in digital format by the Cook County Board of Commissioners. Color digital orthoimages with a 6-inch pixel resolution were photogrammetrically compiled from aerial photography acquired during the leaf-off period of spring 2012.

This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The Special Flood Hazard Areas and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

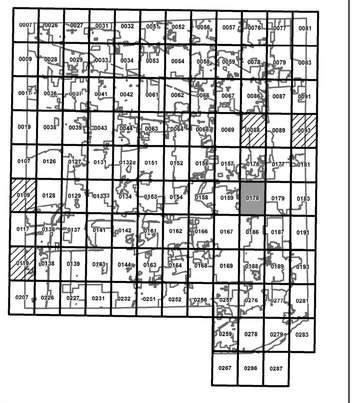
Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

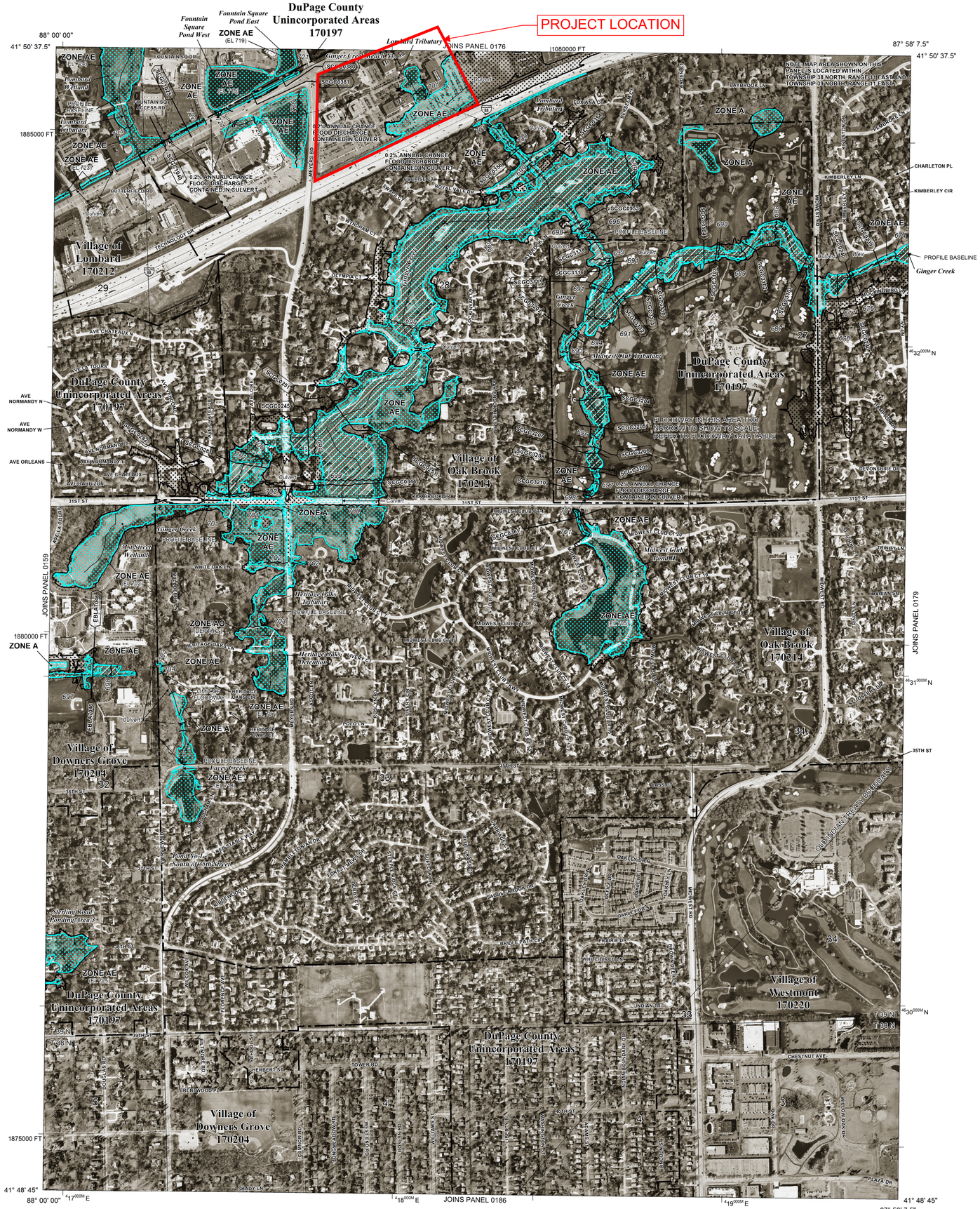
For information on available products associated with this FIRM visit the Map Service Center (MSC) website at http://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the MSC website.

If you have **questions about this map**, how to order products or the National Flood Insurance Program in general, please call the **FEMA Map Information eXchange (FMIX)** at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/business/nfip.

PANEL INDEX



Panel Not Printed



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

	1% annual chance floodplain boundary
	0.2% annual chance floodplain boundary
	Floodway boundary
	Zone D boundary
	CBRS and OPA boundary
	Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
513	Base Flood Elevation line and value; elevation in feet*
(EL 987)	Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988

A — A	Cross section line
23 — 23	Transect line
45° 02' 08", 93° 02' 12"	Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)
4889000m N	1000-meter Universal Transverse Mercator grid values, zone 16
1565000 FT	5000-foot grid tick: Illinois State Plane East Coordinate System, 3776 zone (FIPSZONE 1201) Transverse Mercator
DX5510	Bench mark (see explanation in Notes to Users section of this FIRM panel)
M1.5	River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
DECEMBER 16, 2004

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
August 1, 2019 - to change Special Flood Hazard Areas, to add Base Flood Elevations, and to incorporate previously issued Letters of Map Revision.

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

250 0 500 1000 FEET
150 0 150 300 METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0178J

FIRM

FLOOD INSURANCE RATE MAP

DU PAGE COUNTY, ILLINOIS

AND INCORPORATED AREAS

PANEL 178 OF 287

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
DOWNERS GROVE, VILLAGE OF	170204	0178	J
DU PAGE COUNTY	170197	0178	J
LOMBARD, VILLAGE OF	170212	0178	J
OAK BROOK, VILLAGE OF	170214	0178	J
WESTMONT, VILLAGE OF	170220	0178	J

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
17043C0178J

MAP REVISED
AUGUST 1, 2019

Federal Emergency Management Agency

Appendix B
Existing Permitted Stormwater Calculations

Kimley»Horn
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Oak Brook
International
Office Center

2905 Butterfield Road, Oak Brook, Illinois 60521 • 312-887-9666

September 29, 1977

RECEIVED
SEP 29 1977
VILLAGE OF OAK BROOK, IL.
ENGINEERING DEPT.

Ms. Marianne Lackasil
Village of Oak Brook
1212 Oak Brook Road
Oak Brook, Illinois 60521

Re: 2803 Butterfield
Landscape Plans

Dear Marianne;

Enclosed please find one copy of the landscape plans for the captioned building.

By copy of this letter I am transmitting one copy of the same landscape plan to Dale Durfey.

Very truly yours,
HAWTHORN MANAGEMENT CO. INC.

William T. Fuller, Jr.
Executive Vice President

WTF/mes
Enclosure

cc: Dale Durfey, Jr. ✓

R·C·GREAVES AND ASSOCIATES·INC·

LANDSCAPE ARCHITECTURE · PLANNING · SITE DEVELOPMENT



OAK BROOK INTERNATIONAL

PLANT LIST

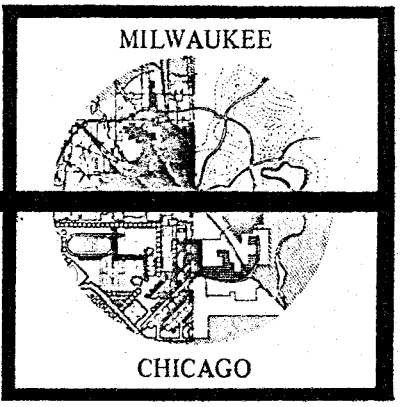
SHADE TREES	SIZE	QUANTITY
Gleditsia tri. Inermis Thornless Honey Locust	2 - 3"	14
Fraxinus pen. l. Marchall Marshall Seedless Ash	2 - 3"	11
Tilia redmond Redmond Linden	2 - 3"	6
Acer plat. Schwedleri Schwedleri Maple	2 - 3"	8
Salix niobe Weeping Willow	8 - 10'	6
Betula gracilis Laciniata	2"	4
EVERGREEN TREES		
Pinus sylvestris Scotch Pine	6 - 8'	13
Pinus nigra Austrian Pine	6 - 8'	8
ORNAMENTAL TREES		
Crataegus crusgaili Cockspur Hawthorn	2½"	6
Crataegus phaenopyrum Washington Hawthorn	2½ - 3"	18
Malus floribunda Japanese Crabapple	2½"	14
Malus zumi Zumi Crab	6 - 8'	1
Malus red silver Red Silver Crab	2½"	1
Elaeagnus angustifolia Russian Olive Tree	4 - 5'	48
EVERGREEN SHRUBS		
Juniperus ch. Pfitzeviana Pfitzer Juniper	24 - 30'	116
Juniperus ch. pfit. upright Upright Pfitzer Juniper	4 - 5'	19
Juniperus ch. Japonica San Jose Juniper	18 - 24'	31

710 WEST BENDER RD., MILWAUKEE, WISCONSIN 53217, 414-962-5010

2725 35th STREET, OAK BROOK, ILLINOIS 60521

R·C·GREAVES AND ASSOCIATES·INC·

LANDSCAPE ARCHITECTURE · PLANNING · SITE DEVELOPMENT



EVERGREEN SHRUBS	SIZE	QUANTITY
Taxus cuspidata intermedia Intermediate Yew	24 - 30'	67
Euonymus colorata Purpleleaf Wintercreeper	½ gal. 3 yr.	250
SHRUBS		
Berberis thunbergi Japanese Barberry	2 - 3'	110
Cotoneaster acutifolia Peking Cotoneaster	3 - 4'	195
Cotoneaster divaricata Spreading Cotoneaster	4 - 5'	40
Cotoneaster multiflora Multiflowered Cotoneaster	3 - 4'	75
Lonicera morrowi Morrow Honeysuckle	4 - 5'	215
Prunus tomentosa Nanking Cherry	4 - 5'	57
Rhus aromatica Fragrant Sumac	2 - 3'	126
Spiraea bumaida A. W. Anthony Waterer Spirea	2 - 3'	30
Viburnum dentatum Arrowwood	4 - 5'	48

Substitutions are acceptable within type, size and family depending upon availability. These sizes are minimum. Substitutions are subject to landscape architect's written approval.

710 WEST BENDER RD., MILWAUKEE, WISCONSIN 53217, 414-962-5010

2725 35th STREET, OAK BROOK, ILLINOIS 60521

TOUPS CORPORATION

1100 Jorie Boulevard, Suite 310, Oak Brook, Illinois 60521

Telephone (312) 654-8727

RECEIVED
AUG 5 1977
VILLAGE OF OAKBROOK
ENGINEERING DEPT.

Project No: 785-038

TRANSMITTAL

To: VILLAGE OF OAKBROOK

Date: 8/5/77

Subject: OAKBROOK INT'L. OFFICE CENTER

Attn: MARIANNE

The following items are transmitted: Herewith ☒ Under Separate Cover ☐ Via:

No. of Copies	Description
2	REVISED ENG. PLANS PER VILLAGE REVIEW
2	REVISED S.D. CALCS

The above items are submitted: At your request ☐ For your review ☐ For your files ☐ For your approval ☒ For your action ☒ For your information ☐

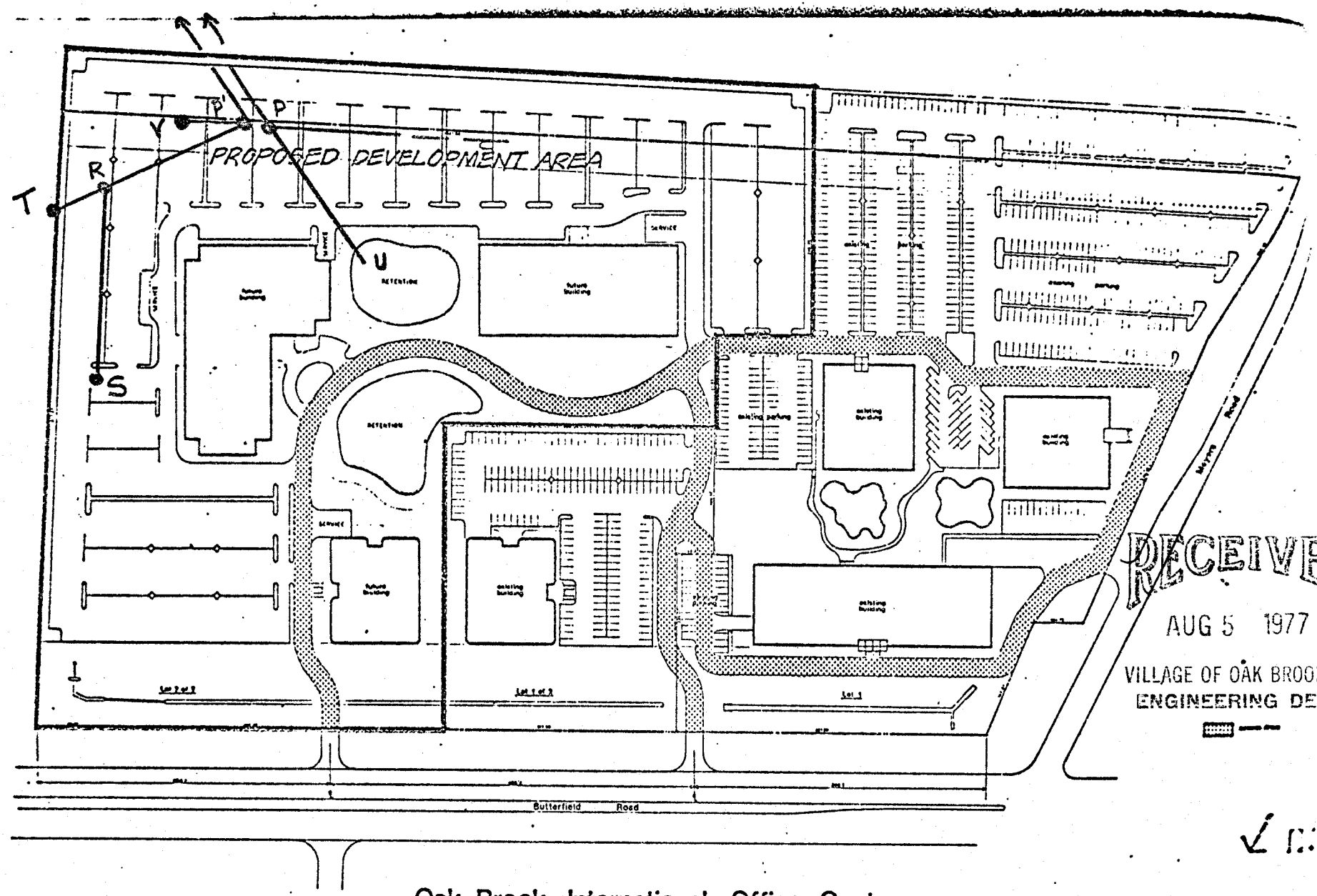
General remarks:

YOUR IMMEDIATE ACTION IN PROCESSING THESE PLANS WILL BE GREATLY APPRECIATED.

Enclosure: ☐

Copies to: CHUCK LITTLETON
DALE DURFEY

By: Michael W. Lach, P.E.



RECEIVED
AUG 5 1977
VILLAGE OF OAK BROOK, IL.
ENGINEERING DEPT.

Oak Brook International Office Center

REVISED S.D. ROUTING

8/4/77 MWL

TOUPS CORPORATION
1100 Jorie Boulevard
Oak Brook, Illinois 60521
Telephone (312) 654-8727

Client: [illegible] Storm Freq.: 10 YR By: [illegible] Job No.:

Job: OAKBROOK REVISED CALCS. Manning n: 0.013 Check: Page ___ of ___ 8/4/77

Line	Location	Type Structure	Drainage Area and Coefficient of Runoff: Acres ΔA	ΣA	C	CΔA	ΣCA	Time Min. ΔT	ΣT	Rain in/hr. I	Flow CFS: Runoff Q_R	Base Q_B	Tot Q_T	Des Q_d	Conduit: Dia.	Length	Elevation: Surf	Inv	Inv. Slope So	Full of Ink. Slope: Cap Q_f	Vel V_f	Flow in Conduit, Design Conditions: Flow Depth d	V	$\frac{V^2}{2g}$	Se	Head Loss: h_p	K	Δh	Grade Line Elev.: Ener.	Piez.	Remarks
	THESE CALCS WILL SUPERCEDE PREVIOUS CALCS DATED 6/3/77																														
T			—	—	—	—	—	—	—	—	—	74.0	74.0	74.0	48"	98'			0.26%	76.0	5.8										38"x60"
E			1.17	2.27	0.95	1.11	2.16	0.5	8.5	5.95	12.85	74.0	86.8	86.8	48"	190'			0.36%	88.0	6.7										38"x60"
P'			—	2.83	0.95	—	2.69	0.5	9.0	5.80	15.60	74.0	89.6	89.6	48"	135'			0.35%	88.0	6.7										38"x60"
U			—	—	—	—	—	—	—	—	—	20	—	—	18"	—																
P			0.71	4.10	0.95	0.67	3.89	0.5	10.0	5.5	21.0	20	41.0	41.0	36"	137'			0.36	41.0	5.5										

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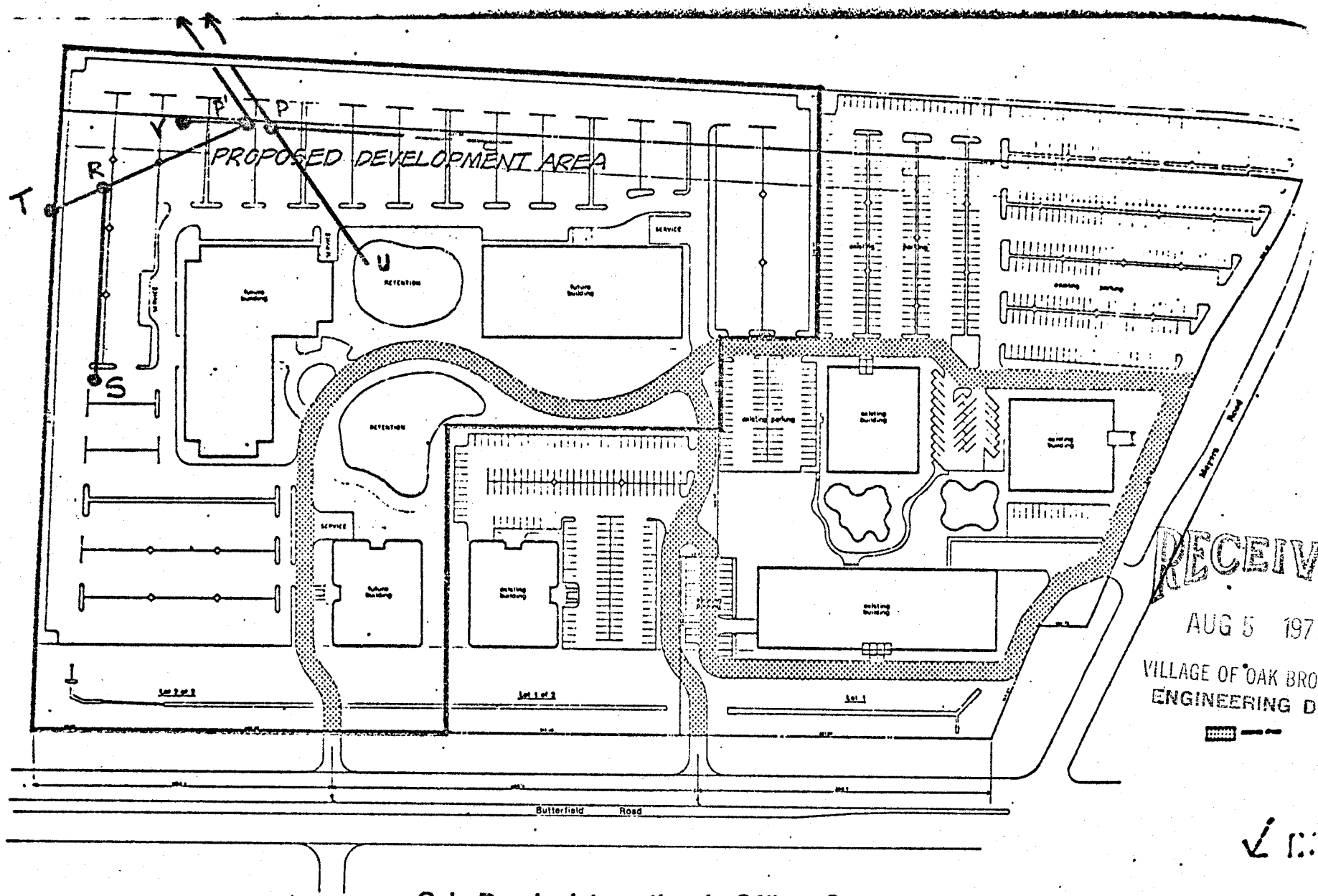

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Oak Brook International Office Center

REVISED S.D. ROUTING

8/4/77 MWL

TSCPS CORPORATION
1100 Jorie Boulevard
Oak Brook, Illinois 60521
Telephone (312) 654-8727

Client: [illegible] Storm Freq.: 10 YR By: [illegible] Job No.:

Job: OAKBROOK REVISED CALCS. Manning n: 0.013 Check: Page ___ of ___ 8/4/77

Line	Location	Type Structure	Drainage Area and Coefficient of Runoff: Acres ΔA	ΣA	C	CΔA	ΣCA	Time Min. ΔT	ΣT	Rain in/hr. I	Flow CFS: Runoff Q_R	Base Q_B	Tot Q_T	Des Q_d	Conduit: Dia.	Length	Elevation: Surf	Inv.	Inv. Slope S_o	Flow in Conduit: Full or Inv. Slope: Cap Q_f	Vel V_f	Design Conditions: Flow Depth d	V	$V^2/2g$	S_e	Head Loss: h_f	K	Δh	Grade Line Elev.: Ener.	Piez.	Remarks
	THESE CALCS WILL SUPERCEDE PREVIOUS CALCS DATED 6/8/77																														
TR			—	—	—	—	—	—	—	—	—	74.0	74.0	74.0	48"	98'			0.2%	75.0	5.8									38"x60"
RP'			1.17	2.27	0.95	1.11	2.16	0.5	8.5	5.95	12.85	74.0	86.8	86.8	48"	190'			0.3%	80	6.7									38"x60"
P'U			—	2.83	0.95	—	2.69	0.5	9.0	5.80	15.60	74.0	89.6	89.6	48"	135'			0.3%	89.0	6.7									38"x60"
U			—	—	—	—	—	—	—	—	—	20	—	—	18"	—															
UP			0.71	4.10	0.95	0.67	3.89	0.5	10.0	5.5	21.0	20	41.0	41.0	36"	137'			0.36	41.0	5.5										

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EXIST. BLDG.

PLANT LIST AND ANALYSIS

ITEM	DESCRIPTION	SIZE	QUAN
A	MAJOR SHADE TREES (ACER, FRAXINUS, GLEDITSIA	3"	15
B	MINOR SHADE TREES. GLEDITSIA. TILIA	2½-3"	7
E.	MAJOR EVERGREENS. (PINE. SPRUCE)	3"-6"	32.
O	ORNIMENTAL TREES (MALUS. CRATAEGUS. PRUNUS	2" and up	74
S	SCREENING BEDS. 3/4' and 4'-5' MASS on 4' centers.	4'-5' 4'OnC	468
B	GENERAL MASS BED 4'mC. LOW - MED - TALL	2-3-4' 4'OnC	329
EB	ENTRY BEDS. 3'onC LOW. MED. TALL. EVERGREEN.	24-30 3'onC	30

ALL BEDS will be MULCHED With GRAUEL or. PAYGRO or EQUIVILENT. (PLASTIC WEED CONTROL)

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VILLAGE OF OAK BROOK, IL.
ENGINEERING DEPT.

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PLANT LIST AND ANALYSIS

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S	SCREENING BEDS. 3/4' and 4'-5' MASS on 4' centers.	4'-5' 4'onc	468
B	GENERAL MASS BED 4'onc. LOW - MED - TALL	2-3-45 4'onc	329
EB	ENTRY BEDS. 3'onc LOW. MED. TALL. EVERGREEN.	24-30 3'onc	30

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EXIST. BLDG.

PLANT LIST AND ANALYSIS

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B	GENERAL MASS BED 4'o/c. LOW - MED - TALL	2-3-4' 4'o/c	329
EB	ENTRY BEDS. 3'o/c LOW. MED. TALL. EVERGREEN.	24-30 3'o/c	30

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JUL 8 1977
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ENGINEERING DEPT.

TOUPS CORPORATION

1100 Jorie Boulevard, Suite 310, Oak Brook, Illinois 60521

Telephone (312) 654-8727

Project No. 785-038

TRANSMITTAL

To: VILLAGE OF OAKBROOK

Date: 7/8/77

Subject: OAKBROOK

Attn: CHUCK LITTLETON

The following items are transmitted: Herewith ☒ Under Separate Cover ☐ Via:

No. of Copies	Description
2	STORM CALCS
2	STORM SEWER SIZING CALCS
2	MASTER STORM AREAS
2	EXIST. CONTROL STRUCTURE DETAIL

The above items are submitted: At your request ☐ For your review ☒ For your files ☐
For your approval ☒ For your action ☐ For your information ☐

General remarks:

PLEASE REVIEW, COMMENT AND APPROVE.

Enclosure: ☐

Copies to:

By: Michael W. Lach

TOUPS & OLSON 1100 Jorie Boulevard, Suite 310, Oak Brook, Illinois 60521 Telephone (312) 654-8727

Client HAWTHORNE Project Number. 1/1

Project _____ By _____ Date 6/30/77

OAKBROOK INTERNATIONAL OFFICE CENTER, LOT 2 OF 2

STORM WATER CALCS.

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ENGINEERING DEPT.

Sheet Number _____ of _____

TOUPS AND OLSON
ENGINEERS • PLANNERS
LANDSCAPE ARCHITECTS
3100 JORIE BOULEVARD · OAKBROOK ILLINOIS
312 654 8727

Client: HAWTHORNE Storm Freq.: 10 YR By: MWL Job No.: 785-025

Job: OAKBROOK Manning n: 0.013 Check: Page 1 of 1

WEATHER BUREAU TECH PAPER #25

6/8/77

Line	Location	Type Structure	Drainage Area and Coefficient of Runoff: Acres ΔA	EA	C	CΔA	ECA	Time Min. ΔT	ET	Rain in/hr. I	Flow CFS: Runoff Q_R	Base Q_B	Tot Q_T	Des Q_d	Conduit: Dia.	Length	Elevation: Surf	Inv	Inv. Slope S_o	Flow in Conduit: Full or Ink. Slope: Cap Q_f	Vel V_f	Design Conditions: Flow Depth d	V	$V^2/2g$	S_e	Head Loss: h_f	K	Δh	Grade Line Elev.: Ener.	Piez.	Remarks
	A		—	—	0.95	—	—	—	—	—	—	197	197	197	60"	238			0.50%	190	9.3										
	B		0.89	0.89	↓	0.86	0.86	8.0	8.0	6.1	5.25	197	202	202	60"	105			0.50%	190	9.3										
	C		0.23	1.12		0.22	0.96	0.5	8.5	5.95	5.71	197	203	203	60"	63			0.50%	190	9.3										
	E		0.29	0.29		0.28	0.28	5.0	5.0	7.0	1.96	—	1.96	1.96	12"	138			0.50%	2.6	3.1										
	F		0.41	0.41		0.39	0.39	8.0	8.0	6.1	2.38	—	2.38	2.38	12"	40			0.50%	2.6	3.1										
	D		0.21	2.03		0.20	1.93	8.0	8.0	6.1	11.7	197	209	209	60"	27			0.50%	190	9.3										
	G		0.27	2.30	0.95	0.26	2.19	8.0	8.0	6.1	13.4	197	210	210	60"	50			0.50%	190	9.3										
	I		0.40	0.40	0.95	0.38	0.38	5.0	5.0	7.0	2.66	—	2.66	2.66	12"	110			0.55%	2.7	3.3										
	J		—	0.40	↓	—	0.38	0.5	5.5	6.85	2.60	21.0	23.60	23.60	30"	216			0.82	33.0	7.0										
	K		—	0.40	0.95	—	0.38	0.5	6.0	6.70	2.55	21.0	23.55	23.55	30"	125			0.82	33.0	7.0										
	L		0.58	0.58	0.95	0.55	0.55	8.0	8.0	6.1	3.36	—	3.36	3.36	12"	160			0.95%	3.5	4.3										
	M		0.87	1.45		0.83	1.38	0.5	8.5	5.95	8.2	—	8.2	8.2	18"	197			0.60	8.3	4.5										
	N		1.00	2.45		0.95	2.33	0.5	9.0	5.80	13.51	—	13.51	13.51	21"	135			0.70	13.5	5.4										
	O		0.94	3.39		0.89	3.22	0.5	9.5	5.65	18.19	—	18.19	18.19	27"	132			0.33	18.2	4.5										
	U		—	—		—	—	—	—	—	—	48	—	—	27"	227															
	V		0.56	0.56		0.53	0.53	8.0	8.0	6.1	3.41	—	3.41	3.41	12"	100			0.88	3.4	4.1										
	S		1.10	1.10		1.05	1.05	8.0	8.0	6.1	6.37	—	6.37	6.37	15"	220			0.96	6.5	5.1										
	T		—	—		—	—	—	—	—	—	74.0	74.0	74.0	48"	90			0.26	75.0	5.8										38"x60"
	R		1.17	2.27		1.11	2.16	0.5	8.5	5.95	12.85	74.0	86.8	86.8	48"	125			0.30	85.0	6.4										38"x60"
	Q		—	2.27	↓	—	2.16	0.5	9.0	5.80	12.52	74.0	86.5	86.5	48"	97			0.30	85.0	6.4										38"x60"
	P		0.71	6.93	0.95	0.67	6.58	0.5	10.0	5.50	36.19	122.0	158.2	158.2	54"	137			0.36	120.9	7.4										43"x68"

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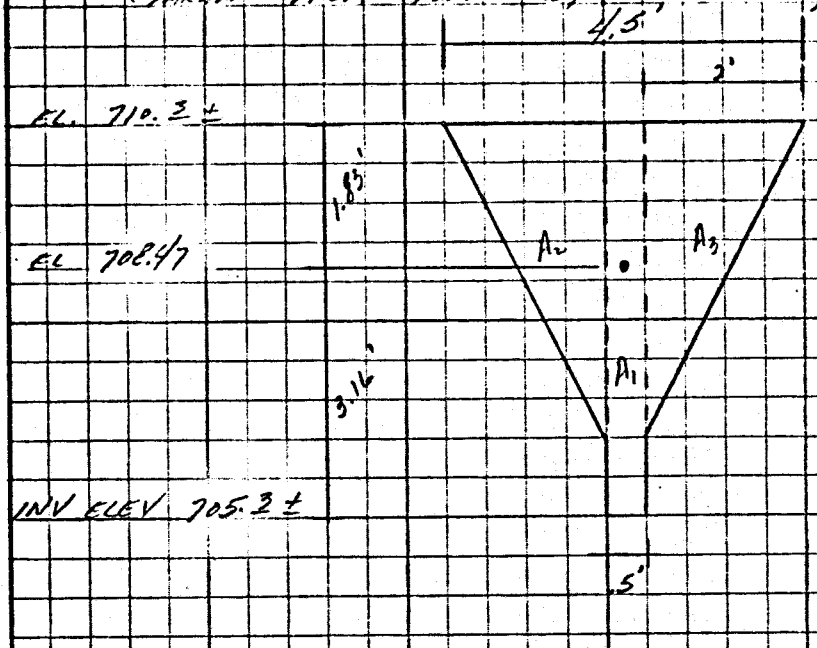
Client HAWTHORN REALTY GROUP Project Number 785-018

Project OAKBROOK OFFICE CENTER By JH Date 6-1-76

CROSS SECTION OF OUTLET CONTROL STRUCTURE
(TAKEN FROM PLANS BY BARANCIK, CONTE AND ASSOCIATES)



CENTER OF GRAVITY

$\frac{1}{3}(4) + \frac{1}{2}(1) = 1.83'$

TOTAL AREA

$.5(5) + 2\left[\frac{1}{2}4(2)\right] = 10.5\ ft^2$

WHEN WATER LEVEL IS ABOVE EL 710.3 STRUCTURE IS TREATED AS AN ORIFICE AND DISCHARGE IS COMPUTED FROM

$Q = CA\sqrt{2gh}$ ∴ WHERE A = AREA (FT^2)
C = ORIFICE COEF.
h = HEAD OVER CENTER OF GRAVITY IN FEET

IF ORIFICE IS SUBMERGED THEN

$Q = CA\sqrt{2g(h_1 - h_2)}$ WHERE h_2 = TAIL WATER

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THE FLOW INTO THE HORIZONTAL DROP OPENING IS GIVEN BY $Q = CLH^{3/2}$

WHERE C = DISCHARGE COEFFICIENT (VARIES)
L = WEIR LENGTH, FT.
H = HEADWATER DEPTH MEASURED WITH RESPECT TO WEIR, FT

WEIR LENGTH $L = 6.5 + 3 + 3 = 12.5$ ft

THE SPILLWAY CREST ELEVATION IS 712.3 ±

CRITICAL DEPTH ON WEIR

$$d_c = \left(\frac{Q^2}{L^2 g}\right)^{1/3}$$

IF THE DEPTH OF WATER IN THE VERTICAL RISER IS ABOVE THE CRITICAL DEPTH THE DROP INLET WILL BE SUBMERGED FLOW IS THEN DETERMINED BY

$$Q = \frac{\pi D^2}{4}\sqrt{\frac{2gH}{K_e + K_o + fL/D}}$$

H_t = HEAD ON OUTLET CULVERT CROWN.

K_e = ENTRANCE LOSS COEF.

K_o = OUTLET LOSS COEF. ASSUMED = 1.0

$f = \frac{125\, n^2}{D^{1/3}}$

L = LENGTH OF PIPE

Sheet Number 2 of _____

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Project _____ By MWL Date 6/30/77

THE MAXIMUM FLOW CONDITIONS THROUGH THE ORIFICE OCCUR JUST PRIOR TO WATER REACHING OVERFLOW SPILLWAY CREST ELEV OF 712.3±.

AT THIS POINT THE HEAD OVER THE CENTER OF GRAVITY OF THE TRIANGULAR ORIFICE IS

$$712.3 - 708.47 = 3.83'$$

USING AN ORIFICE COEF. = 0.6 THE THEORETICAL FLOW WOULD BE:

$$Q = (0.6)(10.5)\sqrt{64.4(3.83)} = 99 \text{ CFS}$$

DUE TO INLET CONTROL ON THE 60" SEWER (USING A "SQUARE EDGED" INLET NOMOGRAPH) THE

$$\frac{Hw}{D} = 0.85;$$

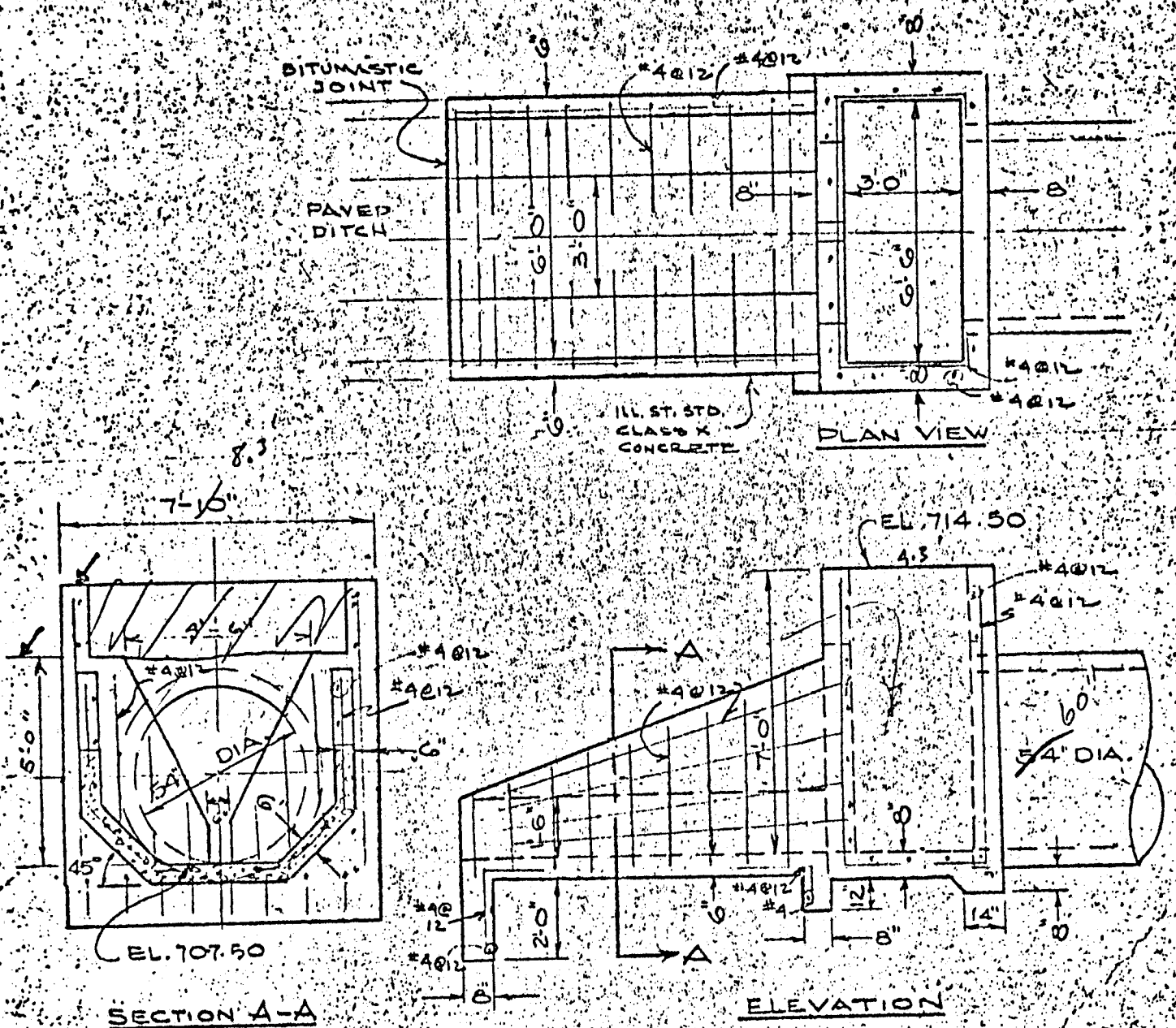
$$0.85\left(\frac{60''}{12''/ft}\right) - 3.16'' = 1.09'$$

THE ORIFICE WOULD BE SUBMERGED AND THE DISCHARGE WOULD BE

$$Q = (0.6)(10.5)\sqrt{64.4(3.83 - 1.09)} = 83.7 \text{ CFS}$$

WITH VARYING HEADWATERS AND TAILWATERS TAKEN INTO CONSIDERATION THE THEORETICAL DISCHARGE THROUGH THE ORIFICE WITH WATER LEVEL AT SPILLWAY CREST ELEV. WOULD BE APPROX 90 CFS.

Sheet Number 3 of _____



HEADWALL TYPE A

SCALE 3/8" 1'-0"

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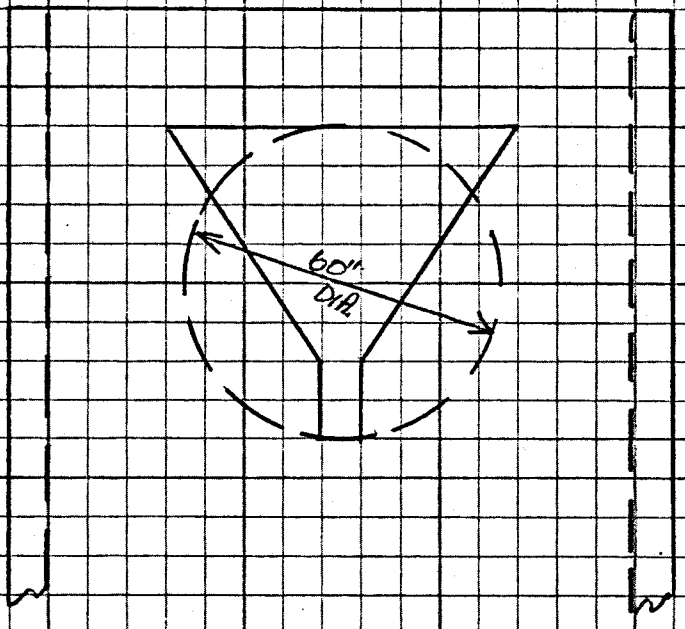
Project _____ By MWL Date 6/30/77



WATER ELEV	TRIANG. ORIFICE Q	OVERFLOW WEIR Q	TOTAL Q
712.3	90	0	90
713.3	111	42	153
714.0	81	116	197

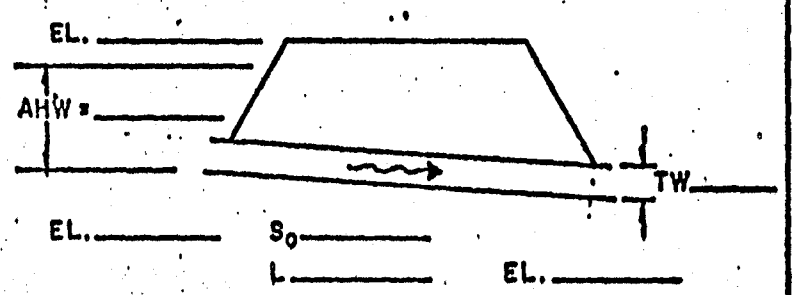
PROJECT OAKBROOK OFFICE CENTER DRIVEWAY CULVERTS ENGINEER JH DATE

Q_1 _____ TW_1 _____

Q_2 _____ TW_2 _____

Q_1 DESIGN DISCHARGE
Q_2 CHECK DISCHARGE

SKETCH STATION _____



CULVERT DESCRIPTION (ENTRANCE T.Y.)	Q	SIZE	HEADWATER COMPUTATION: INLET CONT. $\frac{HW}{D}$	INLET CONT. HW	OUTLET CONTROL $HW = H + h_o - LS_o$: K_e	H	d_c	$\frac{d_c+D}{2}$	TW	h_o	LS_o	HW	CONTROL HW	OUTLET VELOCITY	COST	COMMENTS
SQUARE EDGE w/HEADWALL	123.	48 x 76	1.05	4.2	.5	.98	2.6	3.3	8	8	.4	8.58	8.58			WATER ELEV 714.34
"			1.05	4.2	.5	.98			7.87	7.87	.56	8.29	8.29			WATER ELEV 715.32

713.3
54'
705.36
705.76
714.34
98'
706.47
707.0

1ST ENTRANCE DRIVE

2nd ENTRANCE DRIVE

SUMMARY & RECOMMENDATIONS

6

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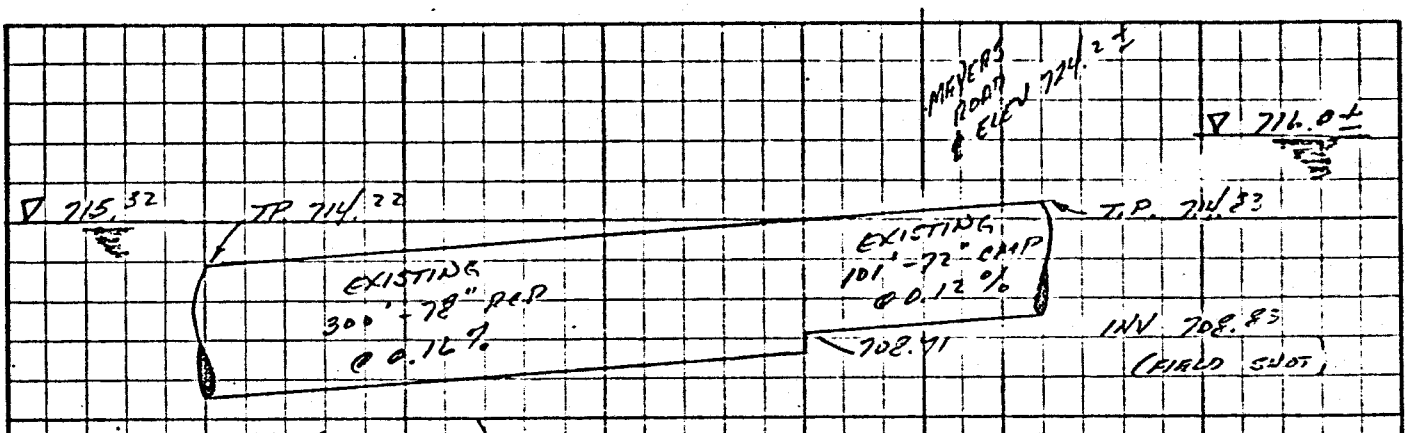
Client _____ Project Number _____

Project _____ By _____ Date _____



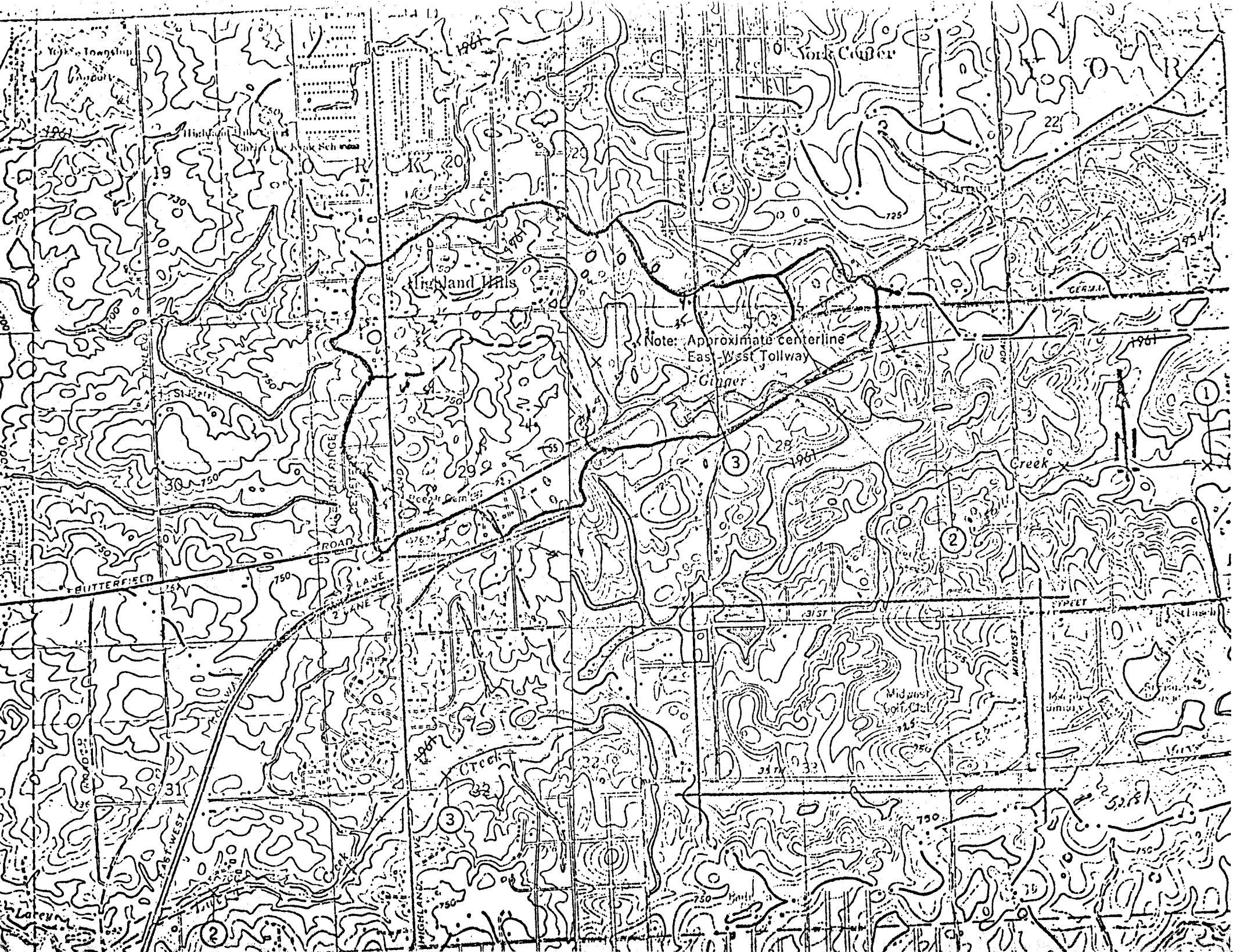
@ EL. 716.0 AND TAILWATERS CALCULATED THE 72" CMP UNDER MAYERS ROAD CARRIES APPROX. 80 cfs.

THE APPROX. DRAINAGE AREA CONTRIBUTING TO THIS FLOW IS 618 ACRES. BASED ON AN ALLOWABLE RELEASE RATE USING A C=0.1 AND A 1yr FREQUENCY STORM THE 80 cfs RELATES BACK TO STORM OF 45 min. DURATION.

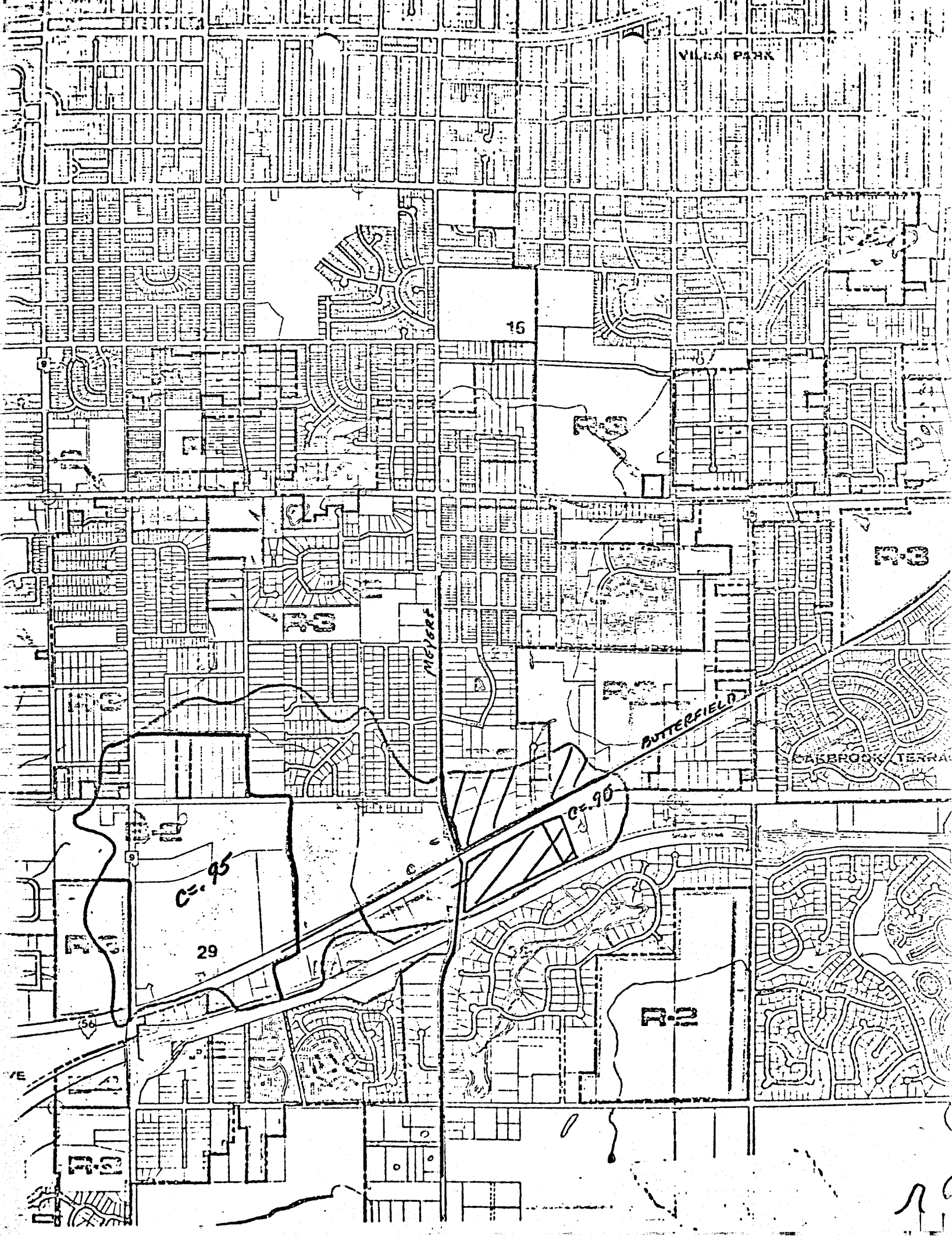
EX) $618 \text{ Ac} \times 0.10 \times i_{1yr} = 80$

$i_{1yr} = 1.29 \text{ in/hr} \longrightarrow 45 \text{ min.}$

Sheet Number 7 of _____



York Center
Highland Hills
Note: Approximate centerline
East-West Tollway
Ginger
Creek
BUTTERFIELD
ROAD
2 LANE
31ST
STREET
MIDWEST
Midwest Golf Club
EAST-WEST
HIGHLAND
AVE
Creek
Lacey


VILLA PARK
15
R-3
R-3
MEYERE
BUTTERFIELD
C=.90
C=.95
29
R-2
R-2
56
9

TOUPS AND O[illegible]ON
DATE 5 18 76

M. S. D. RETENTION-DETENTION COMPUTATIONS

AREA # 1
AREA = 28 ACRES
RUNOFF COEFF = .9
REL. RATE = 3.9 CFS BASED ON ODDFELLOWS PAD T_c = 40 min i_1 = 1.4
REL. RATE = 0.139 CFS/ACRE

A DURATION HRS	B 100YR. INT IN/HR	C AC*C*B CFS	D C - RR CFS	E AD/12 AC-FT
0.17	7.60	191.52	187.62	2.657
0.33	5.50	138.60	134.70	3.704
0.50	4.40	110.88	106.98	4.457
0.67	3.70	93.24	89.34	4.988
0.83	3.20	80.64	76.74	5.307
1.00	2.80	70.56	66.66	5.555
1.50	2.10	52.92	49.02	6.127
2.00	1.70	42.84	38.94	6.490
3.00	1.20	30.24	26.34	6.585
4.00	1.00	25.20	21.30	7.100
5.00	0.84	21.16	17.26	7.195
6.00	0.73	18.39	14.49	7.248
7.00	0.65	16.38	12.48	7.280
8.00	0.58	14.61	10.71	7.144
9.00	0.53	13.35	9.45	7.092

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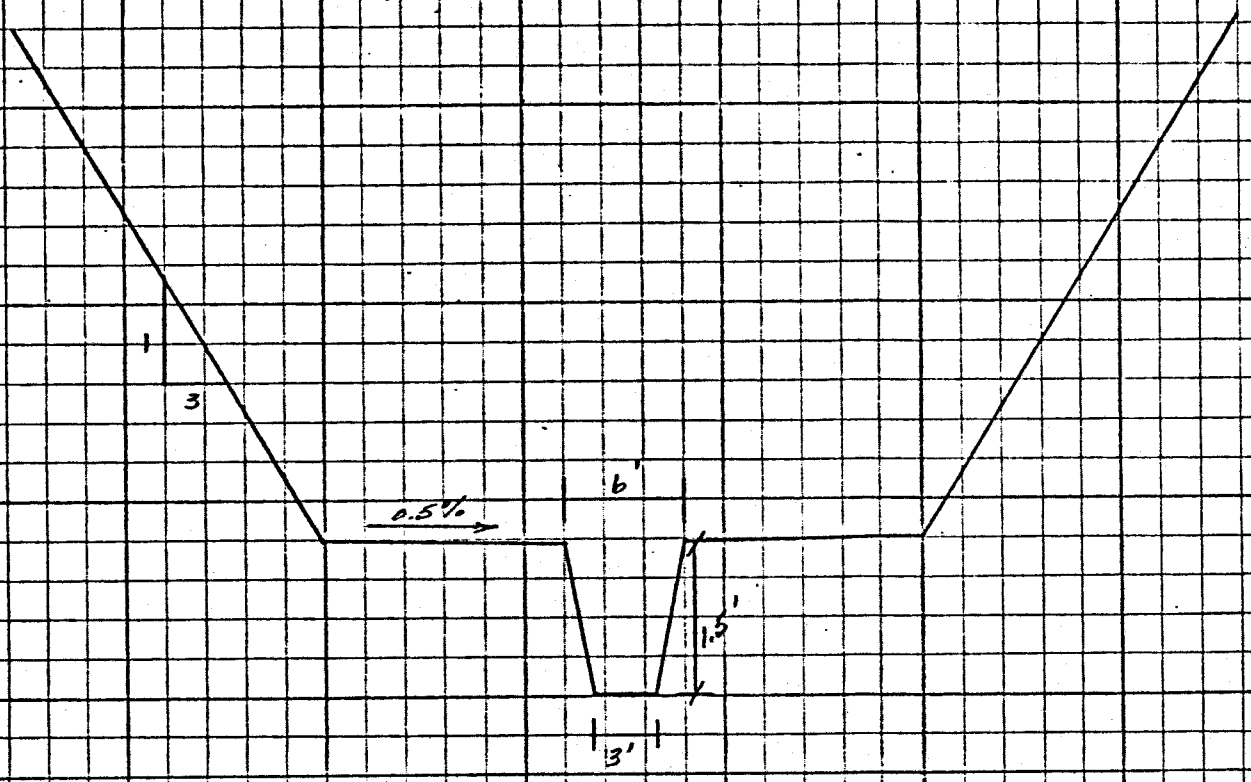
Project _____ By _____ Date _____

TYPICAL RETENTION – DITCH DETAIL TAKEN FROM PLANS BY BARANCIK, CONTE AND ASSOCIATES



RETENTION VOLUME

POND 1

AVG. AREAS $\frac{(45\times30)+(93\times78)}{2} = 4302\ ft^2$

DEPTH 713.3 − 705.3 = 8 ft

VOLUME $\frac{4302\times8}{43560} = 0.4$ AC-FT

POND 2

STA. 0+00 END AREA 365.91 } TO WATER EL. 714.34

7+10 END AREA 316.27 }

VOLUME $\frac{341.06\times710}{43,560} = 5.56$ AC-FT

POND 3

STA 0+00 END AREA 345.24 } TO WATER EL. 715.32

3+20 END AREA 298.11 }

VOLUME $\frac{321.68\times320}{43,560} = 2.36$ AC-FT

TOTAL RETENTION 8.32 AC-FT

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Client OAKBROOK OFFICE CENTER Project Number _____

Project _____ By _____ Date _____

STORAGE VOLUME REQUIRED FOR 28 AC (PER HINSDALE SAN. DISTRICT REQUIREMENTS) 7.28 AC-FT

FLOOD PLAIN COMPENSATION FOR 17 AC PARCEL TO BE DEVELOPED (TAKEN FROM HINSDALE QUADRANGLE U.S.G.S. MAP) 5.89 AC-FT

TOTAL 13.17 AC-FT

FROM PREVIOUS HYDRAULIC CALCULATIONS AND WATER LEVELS CALCULATED BY END AREA METHODS THE VOLUME CONTAINED IN THE RETENTION DITCH AT THE NORTH PROPERTY LINE IS 8.32 AC-FT

∴ TOTAL RETENTION REQUIRED 13.17 AC-FT

RETENTION PROVIDED 8.32

ADDITIONAL RETENTION REQUIRED 4.85 AC-FT

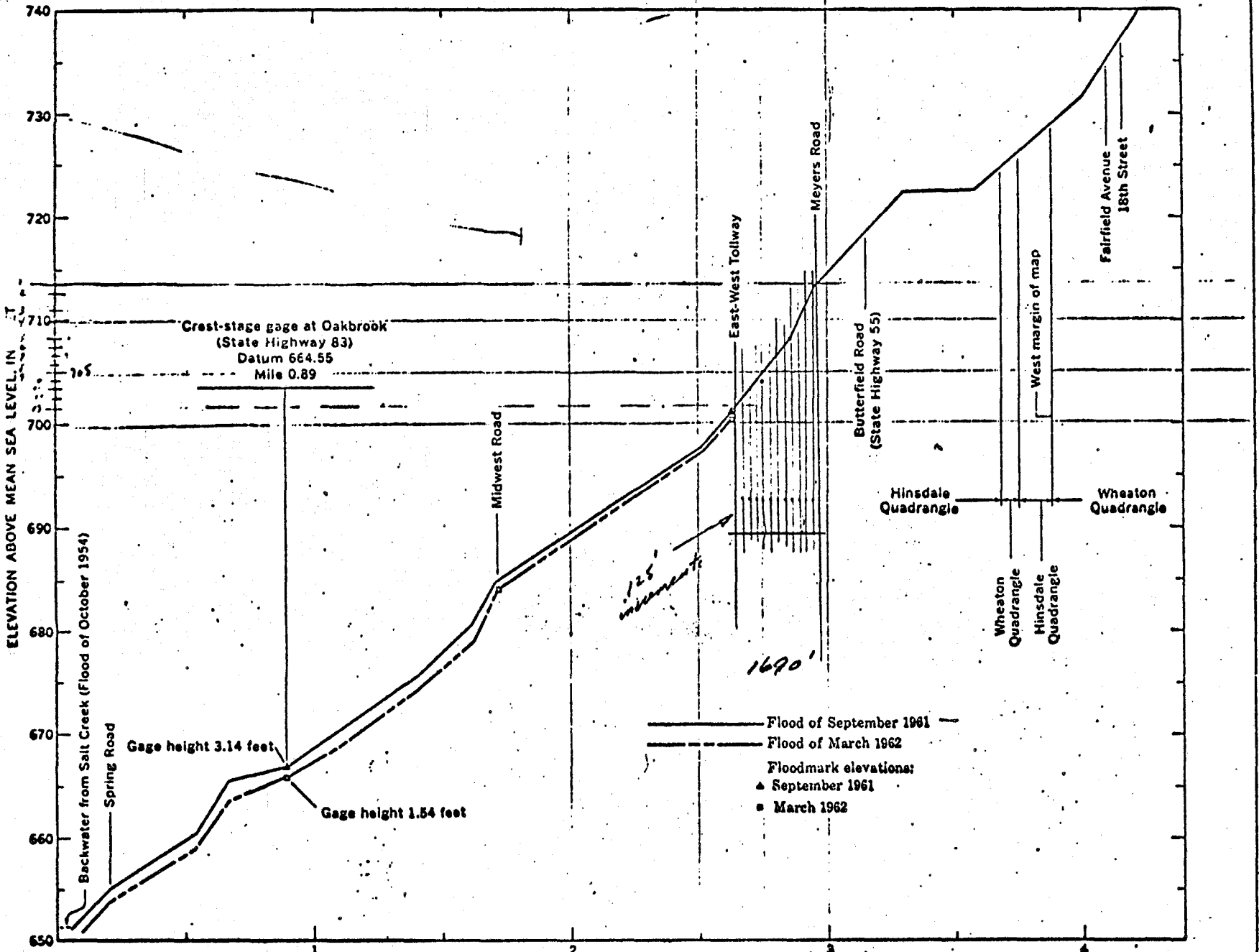

FIGURE 10—*Profiles of floods on Ginger Creek.*

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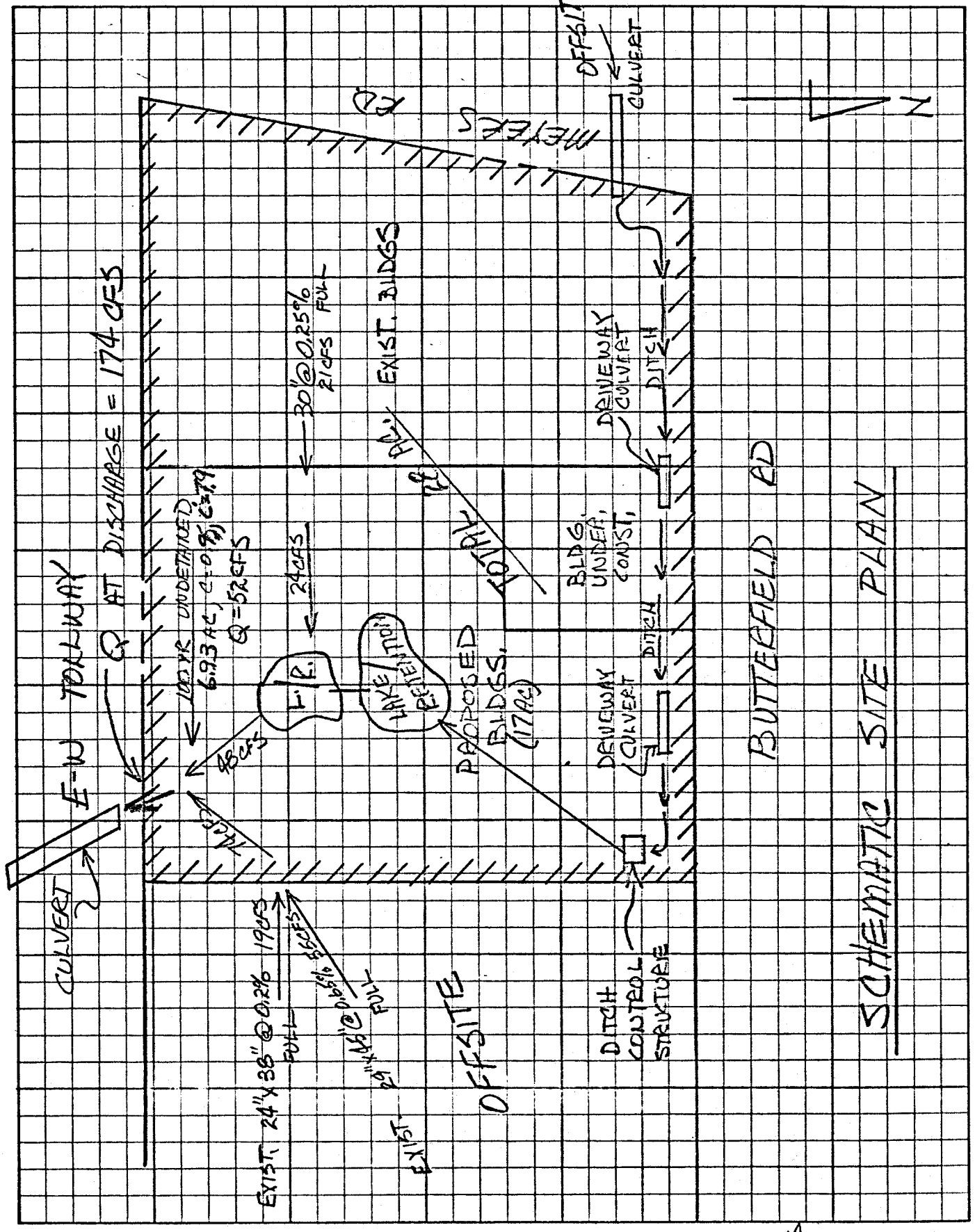
Client _____ Project Number _____

Project _____ By MWL Date 6/30/77



Sheet Number 14 of _____

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Client _____ Project Number _____

Project _____ By MWL Date 6/30/77

DETENTION VOLUME PROVIDED

AREA INSIDE HWL 706.0:

47,872 S.F.

AREA INSIDE NWL 700.0:

27,968 S.F.

VOLUME:

$$(6')\left(\frac{47,872 + 27,968}{2}\right) = 227,520 \text{ FT}^3$$

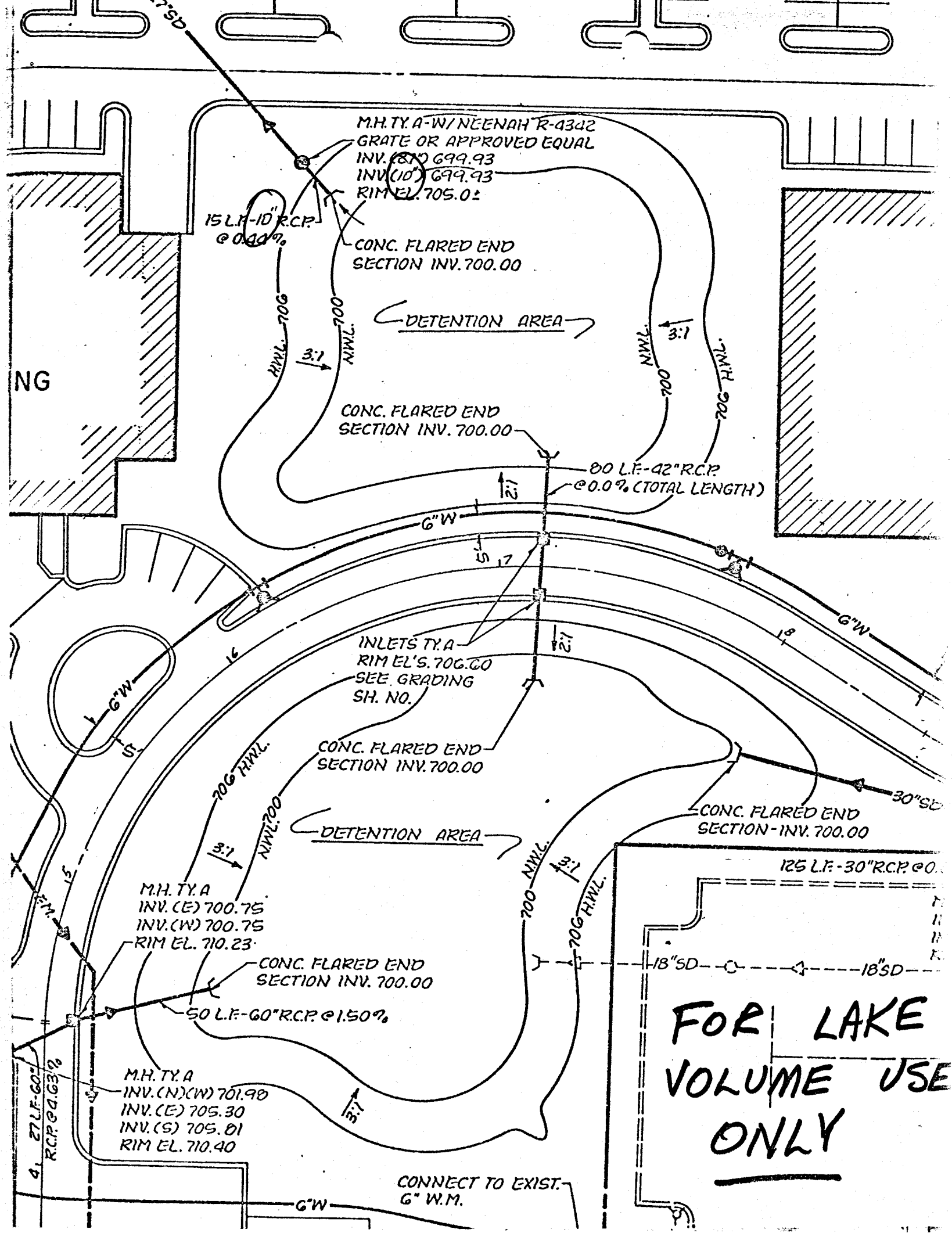
$$= 5.22 \text{ AC-FT}$$

REQ'D. DETENTION : 4.85 AC-FT ✓

THEREFORE SURPLUS DETENTION IS:

5.22 AC-FT − 4.85 AC-FT =

0.37 AC-FT


M.H. TY. A-W/ NEENAH R-4342
GRATE OR APPROVED EQUAL
INV. (18") 699.93
INV. (10") 699.93
RIM EL. 705.0±
15 L.F.-10" R.C.P.
@ 0.00%
CONC. FLARED END
SECTION INV. 700.00
DETENTION AREA
H.W.L. 706
N.W.L. 700
3:1
CONC. FLARED END
SECTION INV. 700.00
80 L.F.-42" R.C.P.
@ 0.0% (TOTAL LENGTH)
2:1
6"W
5'
17
INLETS TY. A
RIM EL'S. 706.00
SEE GRADING
SH. NO.
CONC. FLARED END
SECTION INV. 700.00
DETENTION AREA
M.H. TY. A
INV. (E) 700.75
INV. (W) 700.75
RIM EL. 710.23
CONC. FLARED END
SECTION INV. 700.00
50 L.F.-60" R.C.P. @ 1.50%
M.H. TY. A
INV. (N)(W) 701.90
INV. (E) 705.30
INV. (S) 705.81
RIM EL. 710.40
27 L.F.-60" R.C.P. @ 4.63%
CONNECT TO EXIST.
6" W.M.
CONC. FLARED END
SECTION - INV. 700.00
125 L.F.-30" R.C.P. @ 0.
18"SD
18"SD
30"SD
FOR LAKE
VOLUME USE
ONLY

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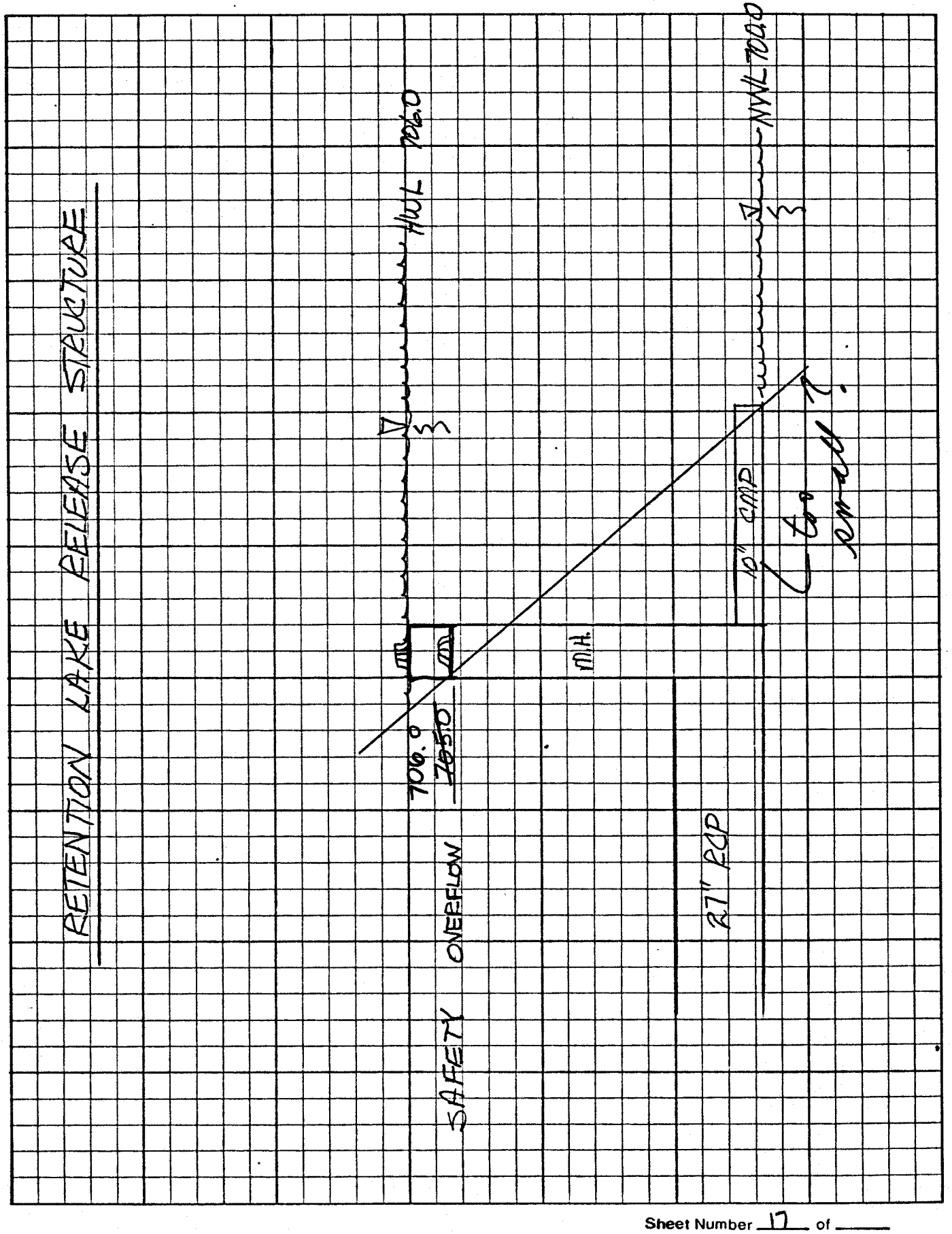
Client HAWTHORN
Project OAKBROOK OFFICE CENTER

Project Number 785-038
By MWL Date 6/30/77



Sheet Number 17 of ____

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Client _____ Project Number _____

Project _____ By MWL Date 6/30/77

ALLOWABLE RELEASE CONTROL

too small? s/B by-pass larger than this.

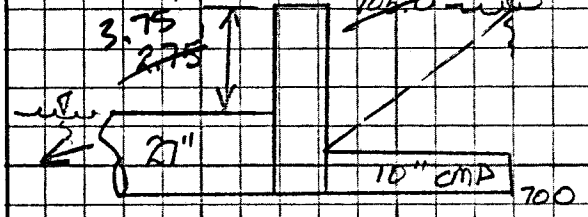
ALLOWABLE RELEASE RATE = 3.9 CFS

USING BERNOULLI THEOREM SUMMING HEAD LOSSES (VELOCITY HEAD, ENTRANCE LOSS, FRICTION LOSS):

$$H_L = \left(1 + K_e + \frac{29\,N^2 L}{R^{1.33}}\right)\frac{V^2}{2g} \quad *$$

USE CMP, HEADWALL, 27" ECP IS FULL AS ASSUMPTIONS.

706 - 700.76 = 5.24 ⇒ 29.11%



$H_L = 2.75'$

TRY 10" CMP:

SOLVING FOR V AND SUBSTITUTING IN $Q = AV$

$$2.75' = \left(1 + 0.5 + \frac{29\,(0.024)^2(15)}{(0.208)^{1.33}}\right)\frac{V^2}{2(32.2)}$$

$$2.75 = \left(1 + 0.5 + \frac{.25}{.12}\right)\frac{V^2}{64.4}$$

$$\frac{64.4}{3.56}(2.75) = V^2$$

$$49.47 = V^2$$

$$7.03 = V$$

SUBSTITUTING:

$$Q = (.55)(7.03)$$

$$Q = 3.87 \text{ CFS}$$ WHICH IS EQUAL TO ALLOWABLE

* FROM U.S. STEEL "HANDBOOK OF STEEL DRAINAGE AND HIGHWAY CONSTRUCTION PRODUCTS", P. 156

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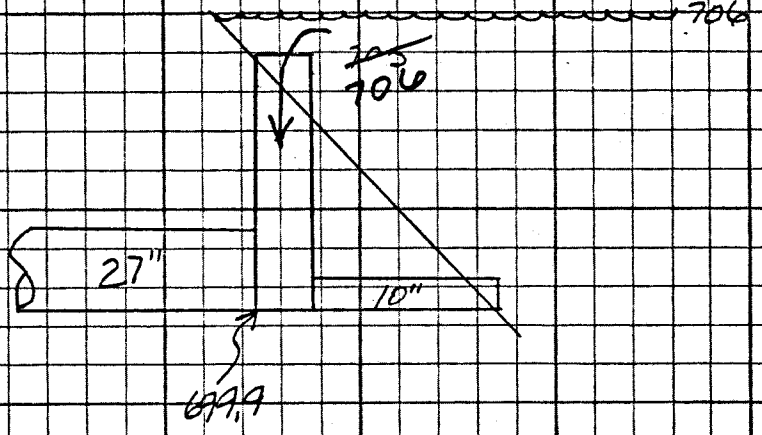
Client _____ Project Number _____

Project _____ By MWL Date 6/30/77

SAFETY OVERFLOW / 27" RCP



USING INLET CONTROL ON 27" RCP

$\frac{H}{D} = \frac{6.1'}{2.25'}$

$\frac{H}{D} = 2.71$

USING NOMOGRAPH:

$Q = 48$ CFS

INLET CONTROL
NOMOGRAPH FOR CONCRETE PIPE WITH HEADWALL
(Socket Opening)
AND
CONCRETE PIPE WITH HEADWALL AND 45° WINGWALLS
(Socket Opening)

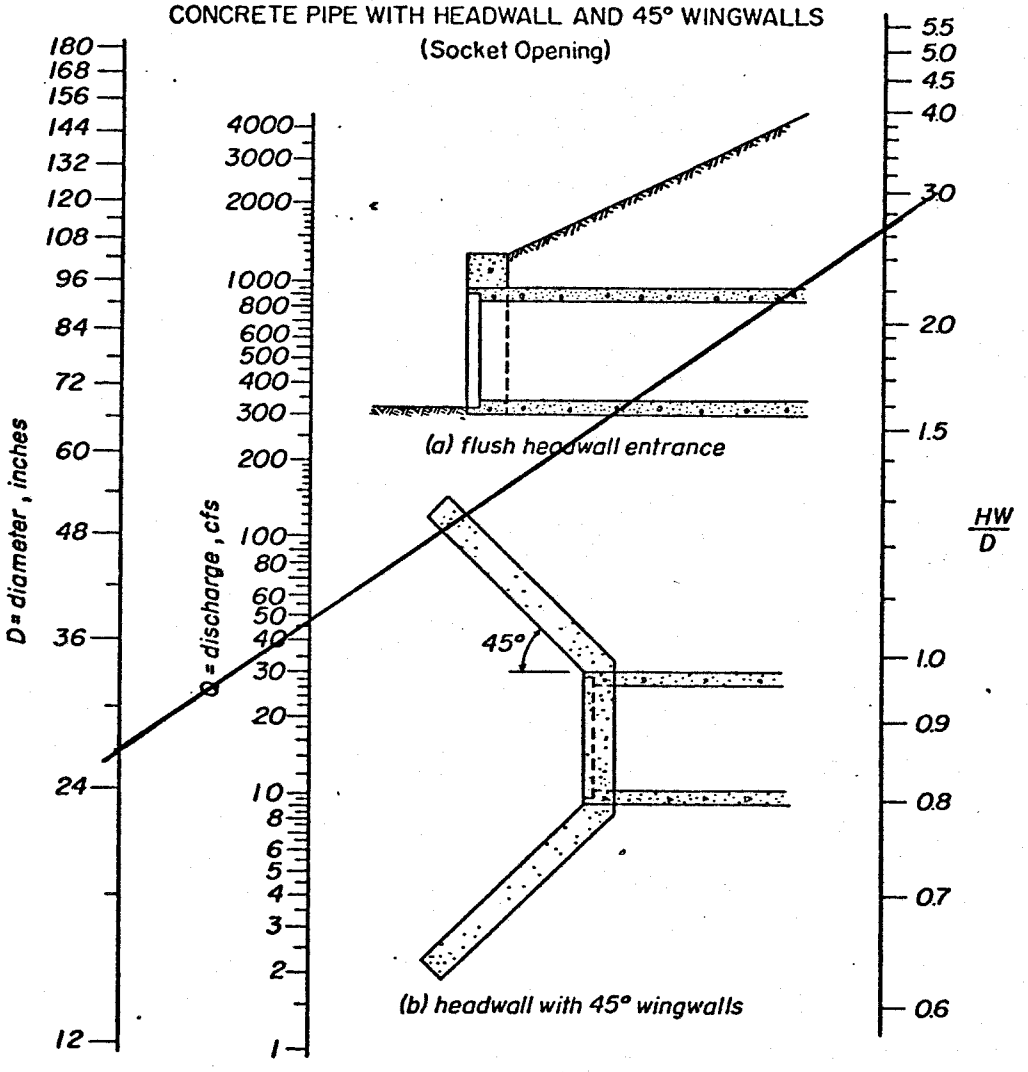


Fig. B-3

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Client HAWTHORNE Project Number

Project By Date 6/30/77

OAKBROOK INTERNATIONAL OFFICE CENTER, LOT 2 OF 2

STORM WATER CALCS.

RECEIVED
JUL 6 1977
VILLAGE OF OAK BROOK, IL.
ENGINEERING DEPT.

TOUPS AND OLSON
ENGINEERS • PLANNERS
LANDSCAPE ARCHITECTS
1220 JORIE BOULEVARD, OAKBROOK ILLINOIS
312 654 8727

Client: HAWTHORNE Storm Freq.: 10 YR By: MWL Job No.: 785-038
Job: OAKBROOK Manning n: 0.013 Check: Page 1 of 1
WEATHER BUREAU TECH PAPER #25 6/8/77

Line	Location	Type Structure	Drainage Area and Coefficient of Runoff: Acres ΔA	ΣA	C	CΔA	ΣCA	Time Min. ΔT	ΣT	Rain in/hr. I	Flow CFS: Runoff Q_R	Base Q_B	Tot Q_T	Des Q_d	Conduit: Dia.	Length	Elevation: Surf	Inv	Inv. Slope S_o	Flow in Conduit: Full or Inv. Slope: Cap Q_f	Vel V_f	Design Conditions: Flow Depth d	V	$V^2/2g$	S_e	Head Loss: h_e	K	Δh	Grade Line Elev.: Ener.	Piez.	Remarks
	A		—	—	0.95	—	—	—	—	—	—	197	197	197	60"	238			0.50%	190	9.3										
	B		0.89	0.89	↓	0.86	0.86	8.0	8.0	6.1	5.25	197	202	202	60"	105			0.50%	190	9.3										
	C		0.23	1.12		0.22	0.96	0.5	8.5	5.95	5.71	197	203	203	60"	63			0.50%	190	9.3										
	E		0.29	0.29		0.28	0.28	5.0	5.0	7.0	1.96	—	1.96	1.96	12"	138			0.50%	2.6	3.1										
	F		0.41	0.41		0.39	0.39	8.0	8.0	6.1	2.38	—	2.38	2.38	12"	40			0.50%	2.6	3.1										
	D		0.21	2.03		0.20	1.93	8.0	8.0	6.1	11.7	197	209	209	60"	27			0.50%	190	9.3										
	G		0.27	2.30	0.95	0.26	2.19	8.0	8.0	6.1	13.4	197	210	210	60"	50			0.50%	190	9.3										
	I		0.40	0.40	0.95	0.38	0.38	5.0	5.0	7.0	2.66	—	2.66	2.66	12"	110			0.55%	2.7	3.3										
	J		—	0.40	↓	—	0.38	0.5	5.5	6.85	2.60	21.0	23.60	23.60	30"	216			0.82	33.0	7.0										
	K		—	0.40	0.95	—	0.38	0.5	6.0	6.70	2.55	21.0	23.55	23.55	30"	125			0.82	33.0	7.0										
	L		0.58	0.58	0.95	0.55	0.55	8.0	8.0	6.1	3.36	—	3.36	3.36	12"	160			0.95%	3.5	4.3										
	M		0.87	1.45		0.83	1.38	0.5	8.5	5.95	8.2	—	8.2	8.2	18"	197			0.60	8.3	4.5										
	N		1.00	2.45		0.95	2.33	0.5	9.0	5.80	13.51	—	13.51	13.51	21"	135			0.70	13.5	5.4										
	O		0.94	3.39		0.89	3.22	0.5	9.5	5.65	18.19	—	18.19	18.19	27"	132			0.33	18.2	4.5										
	U		—	—		—	—	—	—	—	—	48	—	—	27"	227															
	V		0.56	0.56		0.53	0.53	8.0	8.0	6.1	3.41	—	3.41	3.41	12"	100			0.88	3.4	4.1										
	S		1.10	1.10		1.05	1.05	8.0	8.0	6.1	6.37	—	6.37	6.37	15"	220			0.96	6.5	5.1										
	T		—	—		—	—	—	—	—	—	74.0	74.0	74.0	48"	90			0.26	75.0	5.8										38"x60"
	R		1.17	2.27		1.11	2.16	0.5	8.5	5.95	12.85	74.0	86.8	86.8	48"	125			0.30	85.0	6.4										38"x60"
	Q		—	2.27	↓	—	2.16	0.5	9.0	5.80	12.52	74.0	86.5	86.5	48"	97			0.30	85.0	6.4										38"x60"
	P		0.71	6.93	0.95	0.67	6.58	0.5	10.0	5.50	36.19	122.0	158.2	158.2	54"	137			0.36	120.0	7.4										43"x68"

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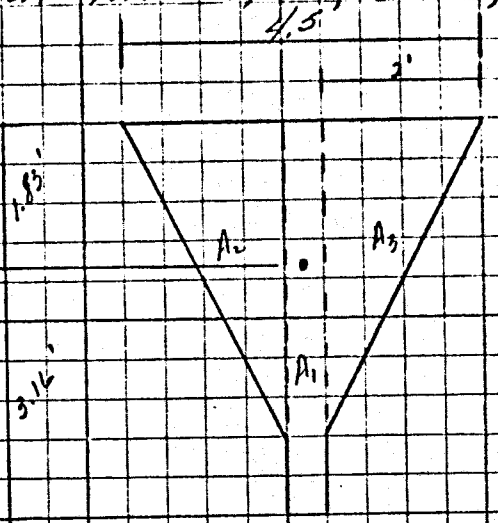
Client HAWTHORN REALTY GROUP
Project OAKBROOK OFFICE CENTER

Project Number 725-018
By JH Date 6-1-76

CROSS SECTION OF OUTLET CONTROL STRUCTURE
(TAKEN FROM PLANS BY BARANCIK, CONTE AND ASSOCIATES)



CENTER OF AREA

$\frac{1}{3}(4) + \frac{1}{3}(1) = 1.83'$

TOTAL AREA

$.5(5) + 2\left[\frac{1}{2}4(2)\right] = 10.5\ ft^2$

WHEN WATER LEVEL IS ABOVE EL 710.3 STRUCTURE IS TREATED AS AN ORIFACE AND DISCHARGE IS COMPUTED FROM

$Q = CA\sqrt{2gh}$ ∴ WHERE A = AREA (FT^2)
C = ORIFACE COEF.
h = HEAD OVER CENTER OF AREA IN FEET

IF ORIFACE IS SUBMERGED THEN

$Q = CA\sqrt{2g(h_1 - h_2)}$ WHERE h_2 = TAIL WATER

Sheet Number 1 of ____

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Client _____ Project Number _____

Project _____ By _____ Date _____

THE FLOW INTO THE HORIZONTAL DROP OPENING IS GIVEN BY $Q = CLH^{3/2}$

WHERE C = DISCHARGE COEFFICIENT (VARIES)

L = WEIR LENGTH, FT.

H = HEADWATER DEPTH MEASURE WITH RESPECT TO WEIR, FT

WEIR LENGTH $L = 6.5 + 3 + 3 = 12.5$ ft

THE SPILLWAY CREST ELEVATION IS 712.3 ±

CRITICAL DEPTH ON WEIR

$$d_c = \left(\frac{Q^2}{L^2 g}\right)^{1/3}$$

IF THE DEPTH OF WATER IN THE VERTICAL RISER IS ABOVE THE CRITICAL DEPTH THE DROP INLET WILL BE SUBMERGED FLOW IS THEN DETERMINED BY

$$Q = \frac{\pi D^2}{4}\sqrt{\frac{2gH}{K_e + K_o + fL/D}}$$

H_f = HEAD ON OUTLET CULVERT CROWN.

K_e = ENTRANCE LOSS COEF.

K_o = OUTLET LOSS COEF. ASSUMED = 1.0

$f = 185\,\frac{n^2}{D^{1/3}}$

L = LENGTH OF PIPE

Sheet Number 2 of _____

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Client _____ Project Number. _____

Project _____ By MWL Date 6/30/77

THE MAXIMUM FLOW CONDITIONS THROUGH THE ORIFICE OCCUR JUST PRIOR TO WATER REACHING OVERFLOW SPILLWAY CREST ELEV OF 712.3±.

AT THIS POINT THE HEAD OVER THE CENTER OF GRAVITY OF THE TRIANGULAR ORIFICE IS

$$712.3 - 708.47 = 3.83'$$

USING AN ORIFICE COEF. = 0.6 THE THEORETICAL FLOW WOULD BE:

$$Q = 0.6(10.5)\sqrt{64.4(3.83)} = 99 \text{ CFS}$$

DUE TO INLET CONTROL ON THE 60" SEWER (USING A "SQUARE EDGED" INLET NOMOGRAPH) THE

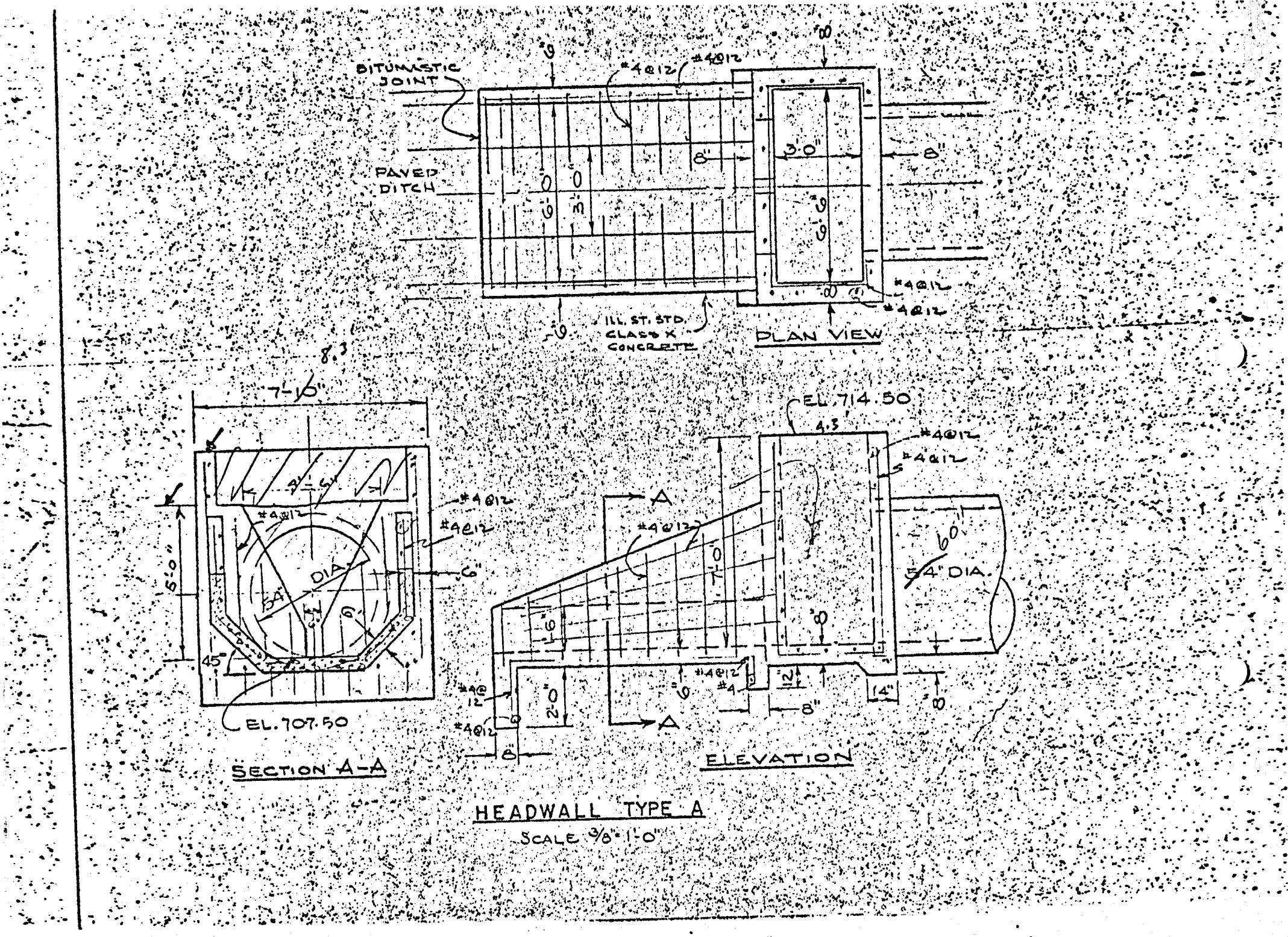
$$\frac{HW}{D} = 0.85;$$

$$0.85'\left(\frac{60"}{12"/FT.}\right) - 3.16" = 1.09'$$

THE ORIFICE WOULD BE SUBMERGED AND THE DISCHARGE WOULD BE

$$Q = (0.6)(10.5)\sqrt{64.4(3.83 - 1.09)} = 83.7 \text{ CFS}$$

WITH VARYING HEADWATERS AND TAILWATERS TAKEN INTO CONSIDERATION THE THEORETICAL DISCHARGE THROUGH THE ORIFICE WITH WATER LEVEL AT SPILLWAY CREST ELEV. WOULD BE APPROX 90 CFS.



HEADWALL TYPE A

SCALE 3/8" = 1'-0"

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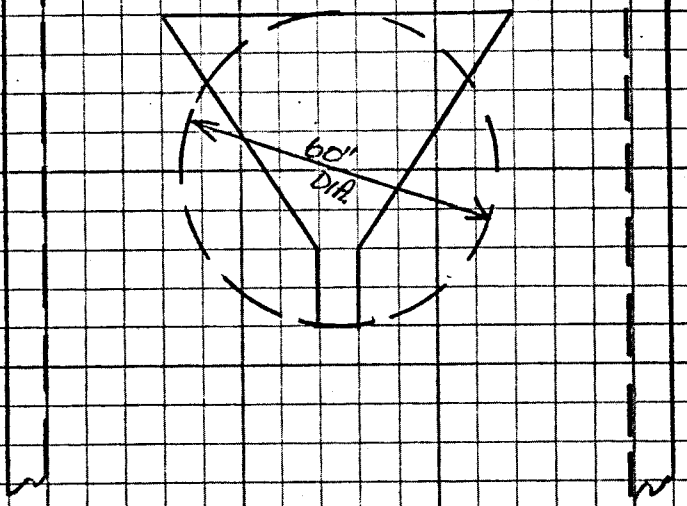


WATER ELEV	TRIANG. ORIFICE Q	OVERFLOW WEIR Q	TOTAL Q
712.3	90	0	90
713.3	111	42	153
714.0	81	116	197

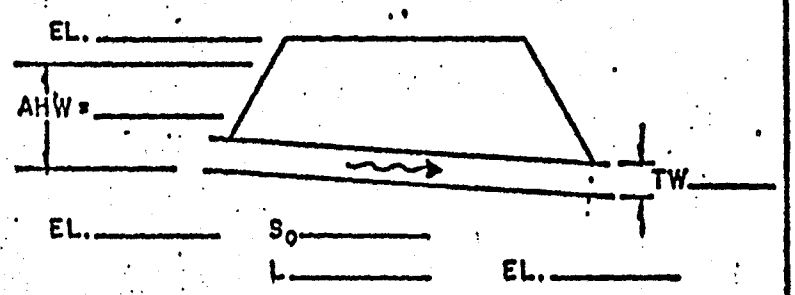
PROJECT OAKBROOK OFFICE CENTER DRIVEWAY CULVERTS ENGINEER JH DATE

Q_1 _____ TW_1 _____

Q_2 _____ TW_2 _____

Q_1 DESIGN DISCHARGE
Q_2 CHECK DISCHARGE

SKETCH
STATION _____



CULVERT DESCRIPTION (ENTRANCE TY.)	Q	SIZE	HEADWATER COMPUTATION										CONTROL. HW	OUTLET VELOCITY	COST	COMMENTS
			INLET CONT.		OUTLET CONTROL $HW = H + h_o - LS_o$											
			$\frac{HW}{D}$	HW	K_e	H	d_c	$\frac{d_c+D}{2}$	TW	h_o	LS_o	HW				
SQUARE EDGE w/HEADWALL	123.	48" X 76"	1.05	4.2	.5	.98	2.6	3.3	8	8	.4	8.58	8.58			WATER ELEV 714.34
"			1.05	4.2	.5	.68			7.87	7.87	.56	8.29	8.29			WATER ELEV 715.32

713.3
54'
705.76
705.34
714.34
92'
707.0
706.47

1ST ENTRANCE DRIVE

2ND ENTRANCE DRIVE

SUMMARY & RECOMMENDATIONS

9

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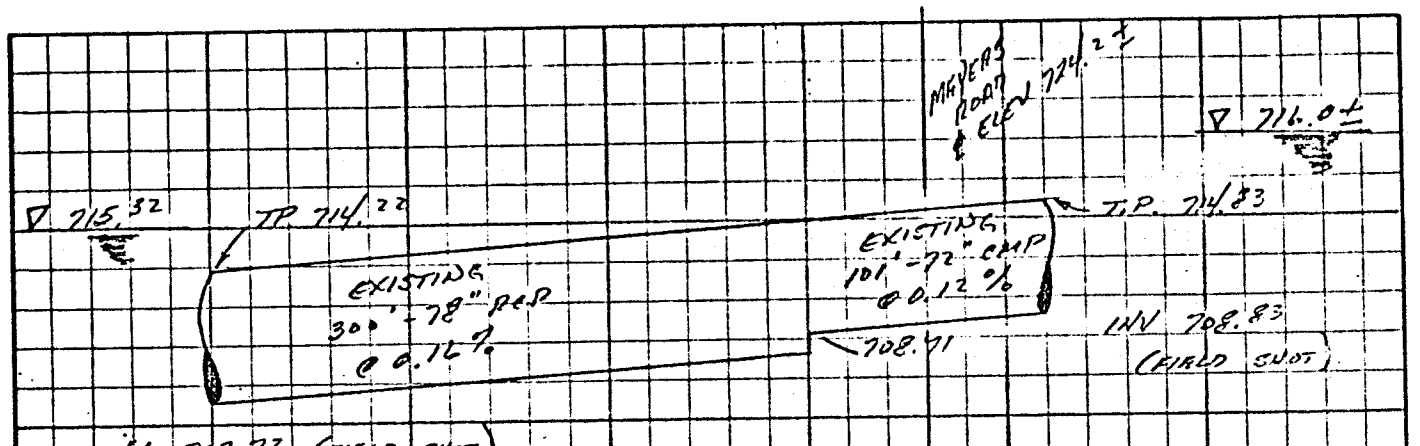
Client _____ Project Number _____

Project _____ By _____ Date _____

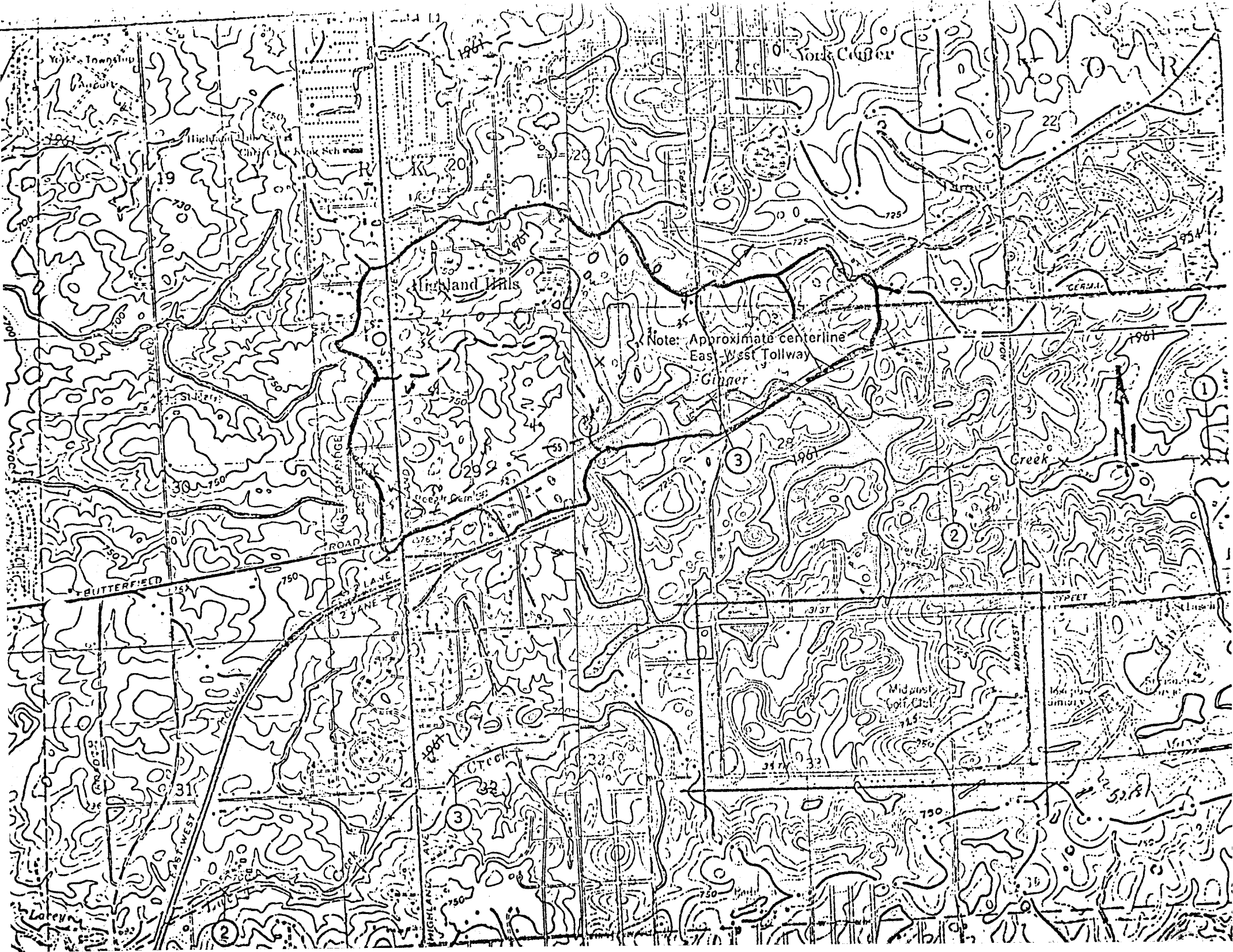


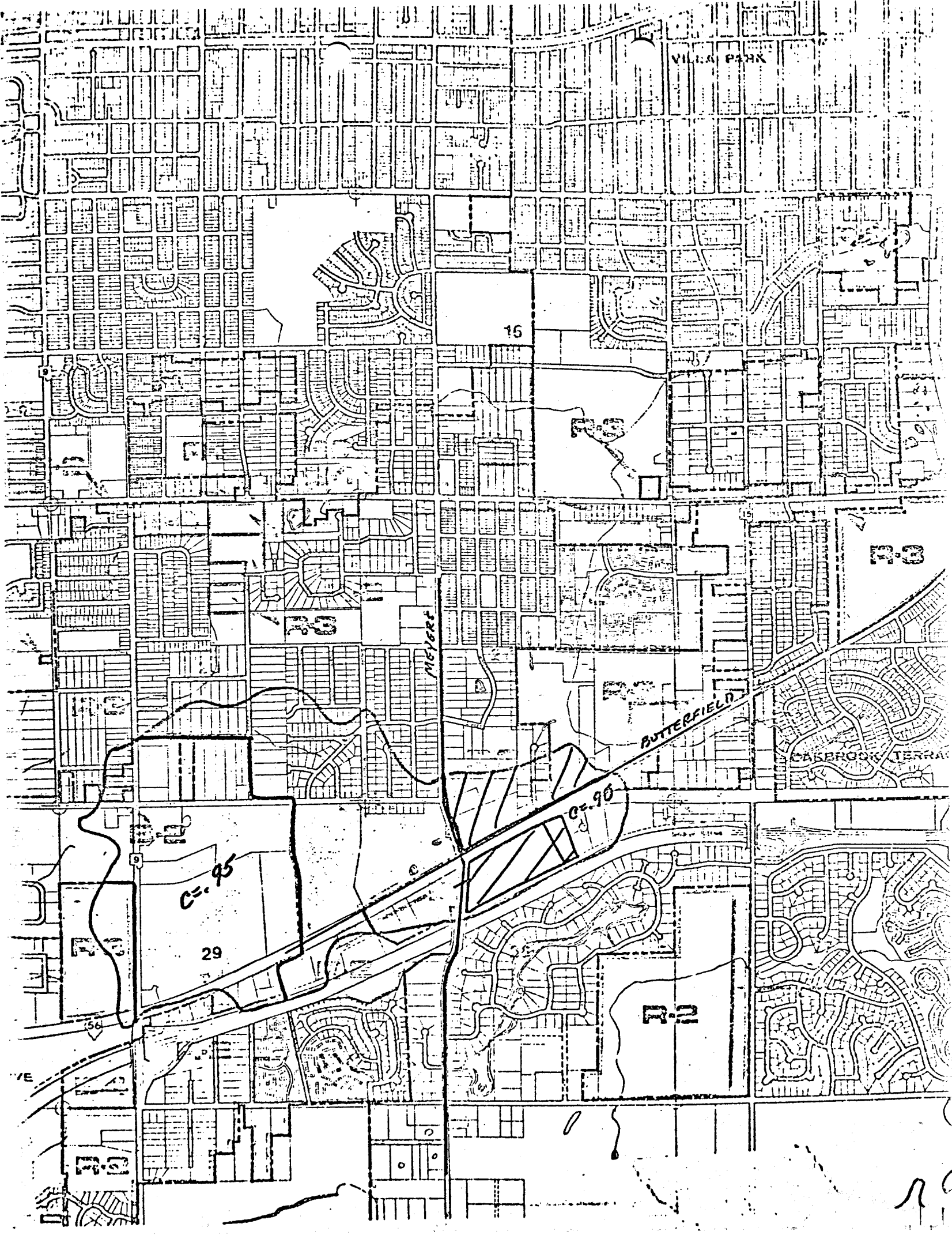
@ EL. 716.0 AND TAILWATERS CALCULATED THE 72" CMP UNDER MAYERS ROAD CARRIES APPROX. 80 c/s.

THE APPROX. DRAINAGE AREA CONTRIBUTING TO THIS FLOW IS 618 ACRES. BASED ON AN ALLOWABLE RELEASE RATE USING A C = 0.1 AND A 1yr FREQUENCY STORM THE 80 c/s RELATES BACK TO STORM OF 45 min. DURATION

EX) $618\ Ac \times 0.10 \times i_{1yr} = 80$

$i_{1yr} = 1.29$ in/hr ⟶ 45 min.


York Center
Highland Hills
Note: Approximate centerline
East-West Tollway
Ginger
Creek
BUTTERFIELD
ROAD
2 LANE
2 LANE
31 ST
STREET
MIDWEST
Midwest
Golf Club
EAST-WEST
HIGHLAND
AVE
Creek
Lacey
1961
1954
750
725
700
730
19
20
22
29
30
31
32
33
1
2
3


VILLA PARK
16
R-3
R-3
R-3
MEYERS
BUTTERFIELD
CARBROOK TERRA
C=.90
C=.95
29
R-2
R-2
R-2

TOUPS AND OLS
DATE 5 18 76

M. S. D. RETENTION-DETENTION COMPUTATIONS

AREA # 1
AREA = 28 ACRES
RUNOFF COEFF = .9
REL. RATE = 3.9 CFS BASED ON UNDEVELOPED T_c = 40 min i = 1.4
REL. RATE = 0.139 CFS/ACRE

A DURATION HRS	B 100YR. INT IN/HR	C AC*C*B CFS	D C - RR CFS	E AD/12 AC-FT
0.17	7.60	191.52	187.62	2.657
0.33	5.50	138.60	134.70	3.704
0.50	4.40	110.88	106.98	4.457
0.67	3.70	93.24	89.34	4.988
0.83	3.20	80.64	76.74	5.307
1.00	2.80	70.56	66.66	5.555
1.50	2.10	52.92	49.02	6.127
2.00	1.70	42.84	38.94	6.490
3.00	1.20	30.24	26.34	6.585
4.00	1.00	25.20	21.30	7.100
5.00	0.84	21.16	17.26	7.195
6.00	0.73	18.39	14.49	7.248
7.00	0.65	16.38	12.48	7.280
8.00	0.58	14.61	10.71	7.144
9.00	0.53	13.35	9.45	7.092

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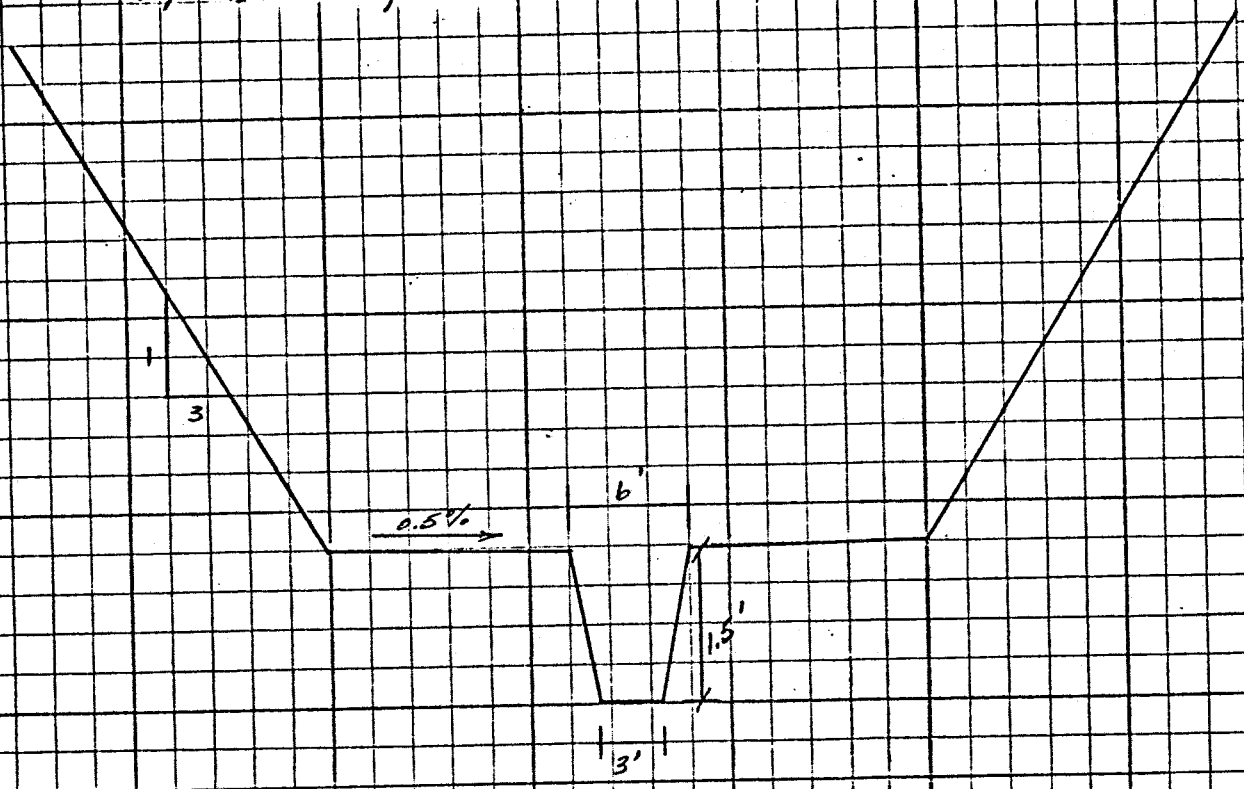
Client _____ Project Number. _____

Project _____ By _____ Date _____

TYPICAL RETENTION - DITCH DETAIL TAKEN FROM PLANS BY BARANCIK, CONTE AND ASSOCIATES



RETENTION VOLUME

POND 1

AVG. AREAS $\frac{(45\times30)+(93\times78)}{2}$ = 4302 ft²

DEPTH 713.3 - 705.3 = 8 ft

VOLUME $\frac{4302\times8}{43560}$ = 0.4 AC-FT

POND 2

STA. 0+00 END AREA 365.91 } TO WATER EL. 714.34

7+10 END AREA 316.27 }

VOLUME $\frac{341.06\times710}{43,560}$ = 5.56 AC-FT

POND 3

STA 0+00 END AREA 345.24 } TO WATER EL. 715.32

3+20 END AREA 298.14 }

VOLUME $\frac{321.68\times320}{43,560}$ = 2.36 AC-FT

TOTAL RETENTION 8.32 AC-FT

Sheet Number 11 of _____

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Client OAKBROOK OFFICE CENTER Project Number _____

Project _____ By _____ Date _____

STORAGE VOLUME REQUIRED FOR 28 AC (PER HINSDALE SAN. DISTRICT REQUIREMENTS) 7.28 AC-FT

FLOOD PLAIN COMPENSATION FOR 17 AC PARCEL TO BE DEVELOPED (TAKEN FROM HINSDALE QUADRANGLE U.S.G.S. MAP) 5.89 AC-FT

TOTAL 13.17 AC-FT

FROM PREVIOUS HYDRAULIC CALCULATIONS AND WATER LEVELS CALCULATED BY END AREA METHODS THE VOLUME CONTAINED IN THE RETENTION DITCH AT THE NORTH PROPERTY LINE IS 8.32 AC-FT

∴ TOTAL RETENTION REQUIRED 13.17 AC-FT

RETENTION PROVIDED 8.32

ADDITIONAL RETENTION REQUIRED 4.85 AC-FT

Sheet Number 12 of _____

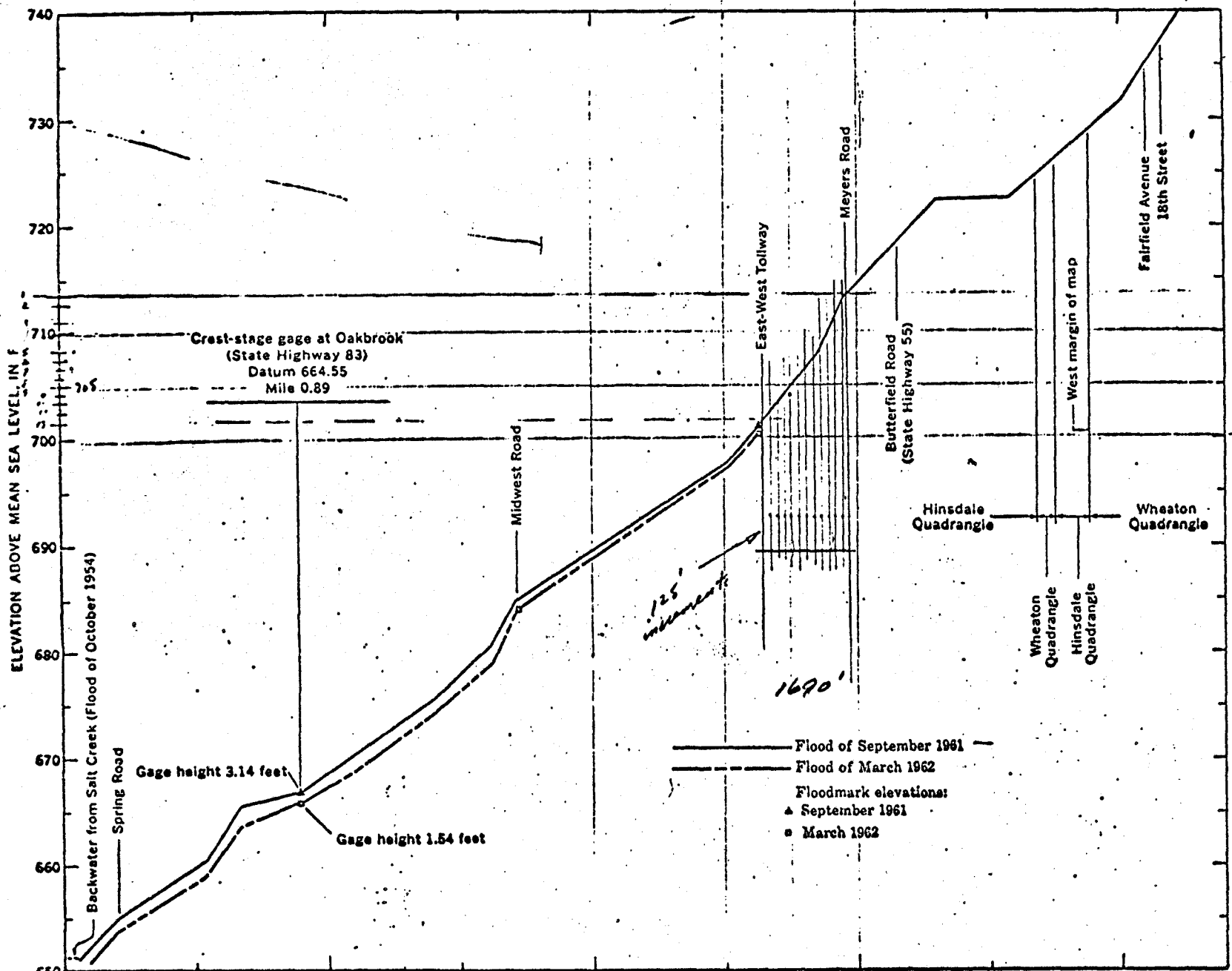

FIGURE 10.—*Profiles of floods on Ginger Creek.*

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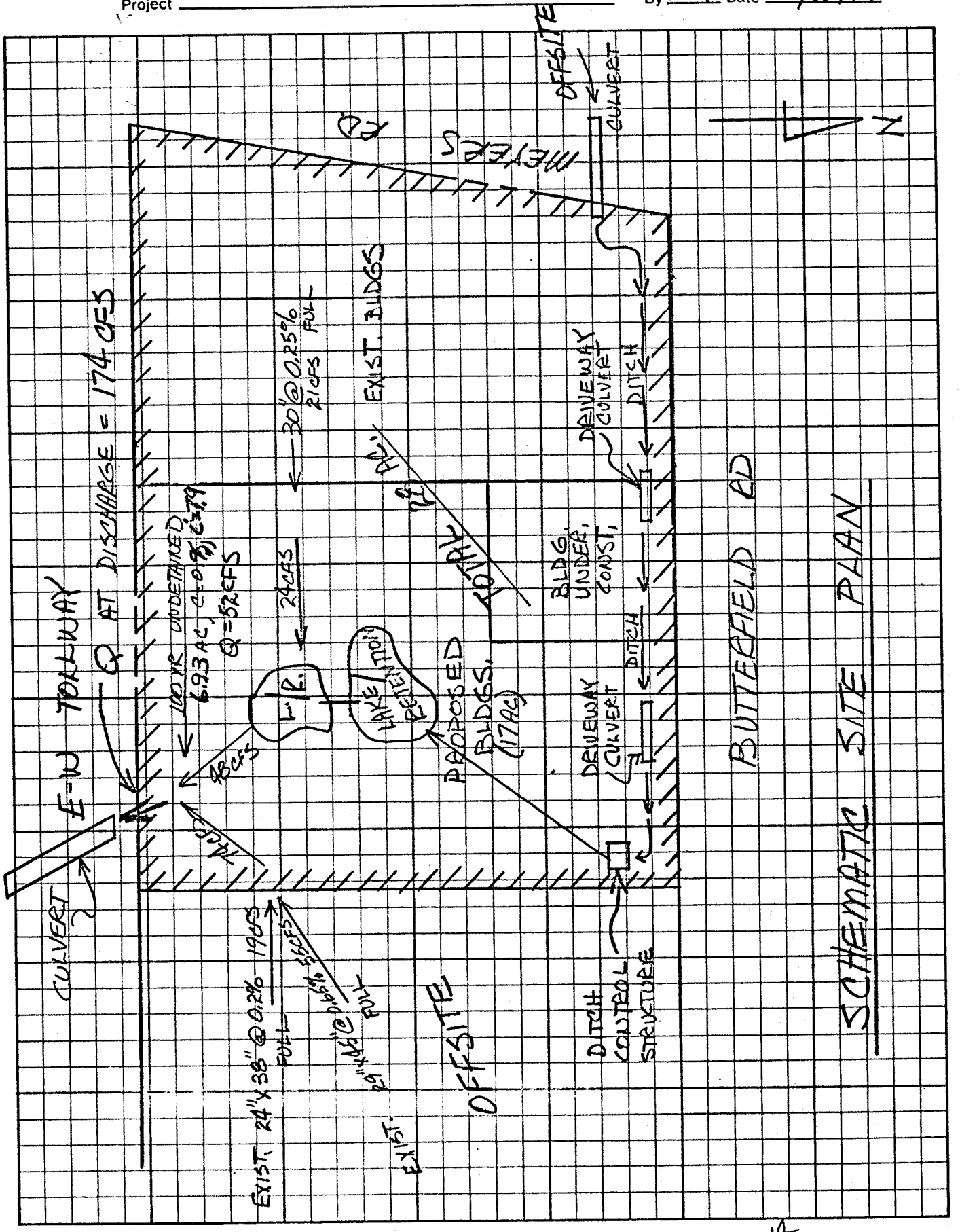
Client _____ Project Number. _____

Project _____ By MWL Date 6/30/77



Sheet Number 14 of _____

TOUPS & OLSON 1100 Jorie Boulevard, Suite 310, Oak Brook, Illinois 60521 Telephone (312) 654-8727

Client _____ Project Number. _____

Project _____ By MWL Date 6/30/77

RETENTION VOLUME PROVIDED

AREA INSIDE HWL 706.0:

47,872 S.F.

AREA INSIDE NWL 700.0:

27,968 S.F.

VOLUME:

$$(6')\left(\frac{47{,}872 + 27{,}968}{2}\right) = 227{,}520 \text{ FT}^3$$

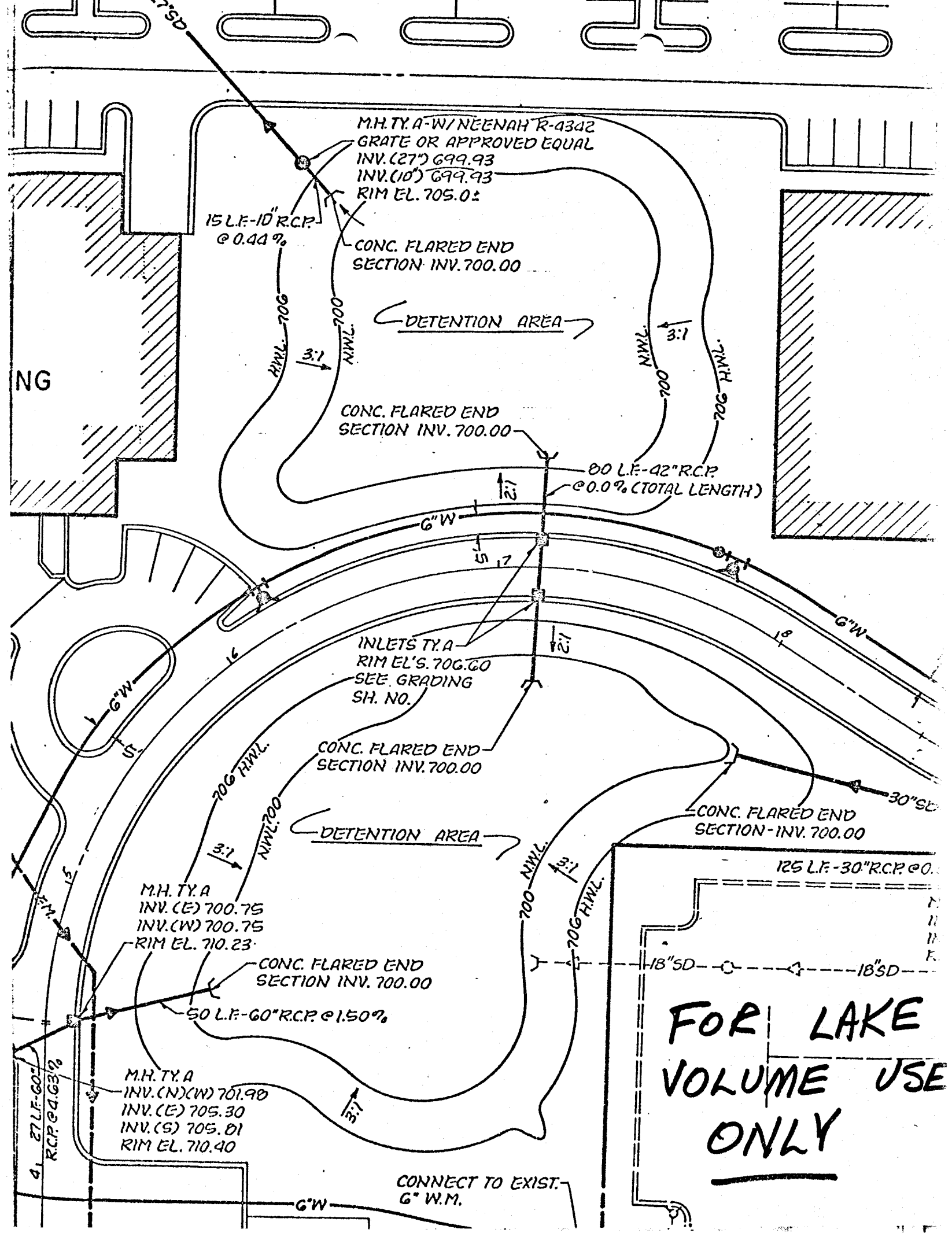
$$= 5.22 \text{ AC-FT}$$

REQ'D. DETENTION : 4.85 AC-FT

THEREFORE SURPLUS DETENTION IS:

5.22 AC-FT − 4.85 AC-FT =

0.37 AC-FT


M.H. TY. A-W/ NEENAH R-4342
GRATE OR APPROVED EQUAL
INV. (27") 699.93
INV. (10") 699.93
RIM EL. 705.0±
15 L.F.-10" R.C.P.
@ 0.44 %
CONC. FLARED END
SECTION INV. 700.00
DETENTION AREA
706 H.W.L.
700 N.W.L.
3:1
CONC. FLARED END
SECTION INV. 700.00
80 L.F.-42" R.C.P.
@ 0.0 % (TOTAL LENGTH)
2:1
6"W
5'
17
16
18
INLETS TY. A
RIM EL'S. 706.60
SEE GRADING
SH. NO.
CONC. FLARED END
SECTION INV. 700.00
30"SD
CONC. FLARED END
SECTION-INV. 700.00
DETENTION AREA
15
M.H. TY. A
INV. (E) 700.75
INV. (W) 700.75
RIM EL. 710.23
CONC. FLARED END
SECTION INV. 700.00
50 L.F.-60" R.C.P. @ 1.50 %
125 L.F.-30" R.C.P. @ 0.
18"SD
18"SD
M.H. TY. A
INV. (N)(W) 701.90
INV. (E) 705.30
INV. (S) 705.01
RIM EL. 710.40
41
27 L.F.-60"
R.C.P. @ 4.63 %
CONNECT TO EXIST.
6" W.M.
6"W
FOR LAKE
VOLUME USE
ONLY

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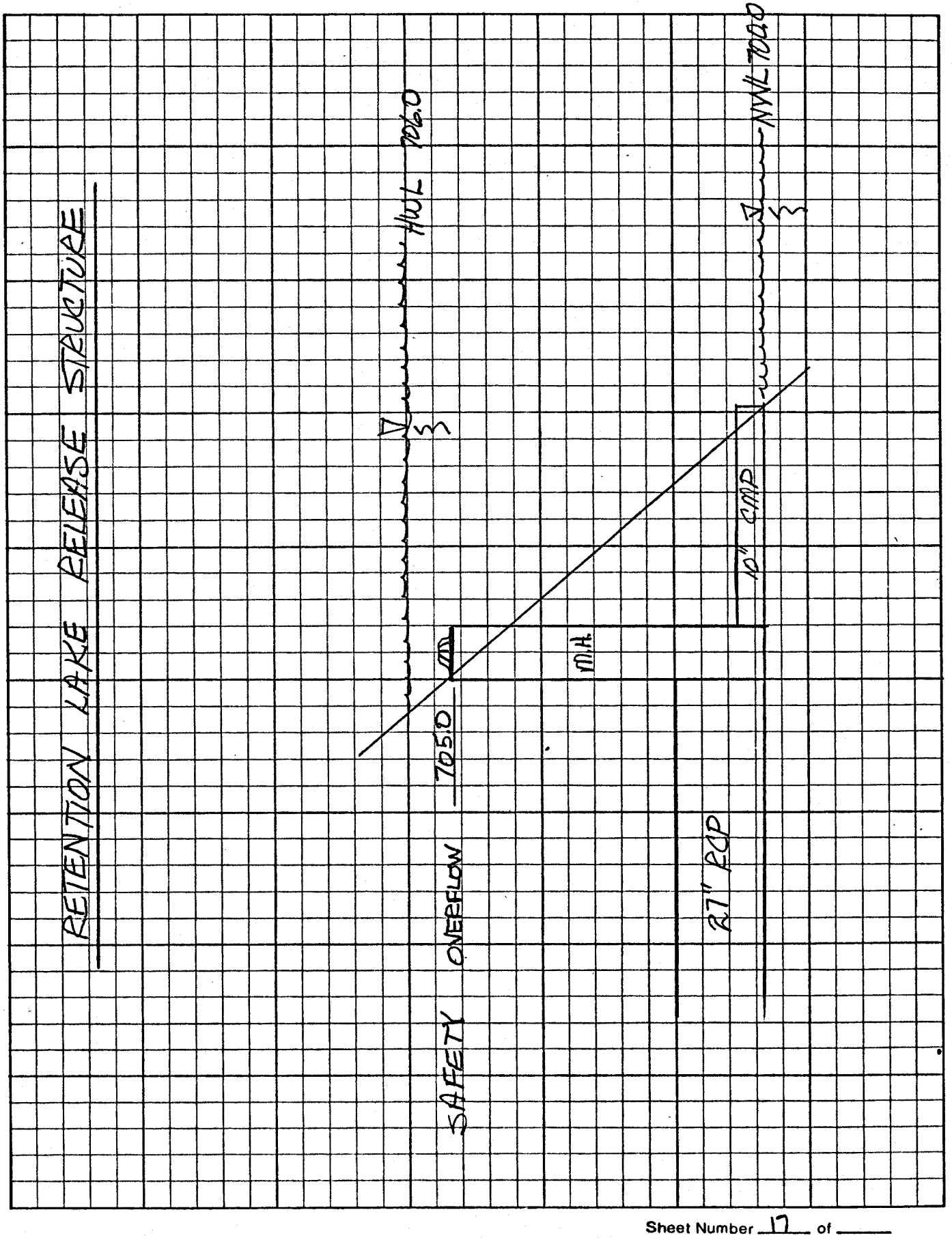
Client HAWTHORN
Project OAKBROOK OFFICE CENTER

Project Number 785-038
By MWL Date 6/30/77



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Client _____ Project Number. _____

Project _____ By MWL Date 6/30/77

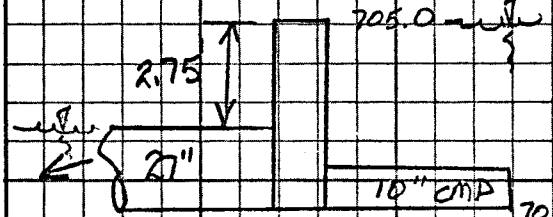
ALLOWABLE RELEASE CONTROL

ALLOWABLE RELEASE RATE = 3.9 CFS

USING BERNOULLI THEOREM SUMMING HEAD LOSSES (VELOCITY HEAD, ENTRANCE LOSS, FRICTION LOSS) :

$$H_L = \left(1 + K_e + \frac{29\,N^2 L}{R^{1.33}}\right)\frac{V^2}{2g} \quad *$$

USE CMP, HEADWALL, 27" RCP IS FULL AS ASSUMPTIONS.



$H_L = 2.75'$

TRY 10" CMP:
SOLVING FOR V AND SUBSTITUTING IN $Q = AV$

$$2.75' = \left(1 + 0.5 + \frac{29\,(.024)^2(15)}{(0.208)^{1.33}}\right)\frac{V^2}{2(32.2)}$$

$$2.75 = \left(1 + 0.5 + \frac{.25}{.12}\right)\frac{V^2}{64.4}$$

$$\frac{64.4}{3.58}(2.75) = V^2$$

$$49.47 = V^2$$

$$7.03 = V$$

SUBSTITUTING:

$$Q = (.55)(7.03)$$

$$Q = 3.87 \text{ CFS WHICH IS EQUAL TO ALLOWABLE}$$

* FROM U.S. STEEL "HANDBOOK OF STEEL DRAINAGE AND HIGHWAY CONSTRUCTION PRODUCTS", P. 156

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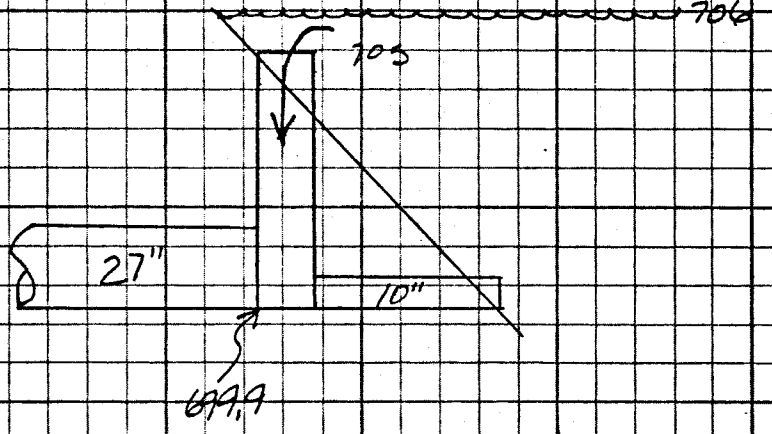
Client _____ Project Number _____

Project _____ By MWL Date 6/30/77

SAFETY OVERFLOW / 27" RCP



USING INLET CONTROL ON 27" RCP

$\frac{H}{D} = \frac{6.1'}{2.25'}$

$\frac{H}{D} = 2.71$

USING NOMOGRAPH:

$Q = 48$ CFS

INLET CONTROL
NOMOGRAPH FOR CONCRETE PIPE WITH HEADWALL
(Socket Opening)
AND
CONCRETE PIPE WITH HEADWALL AND 45° WINGWALLS
(Socket Opening)

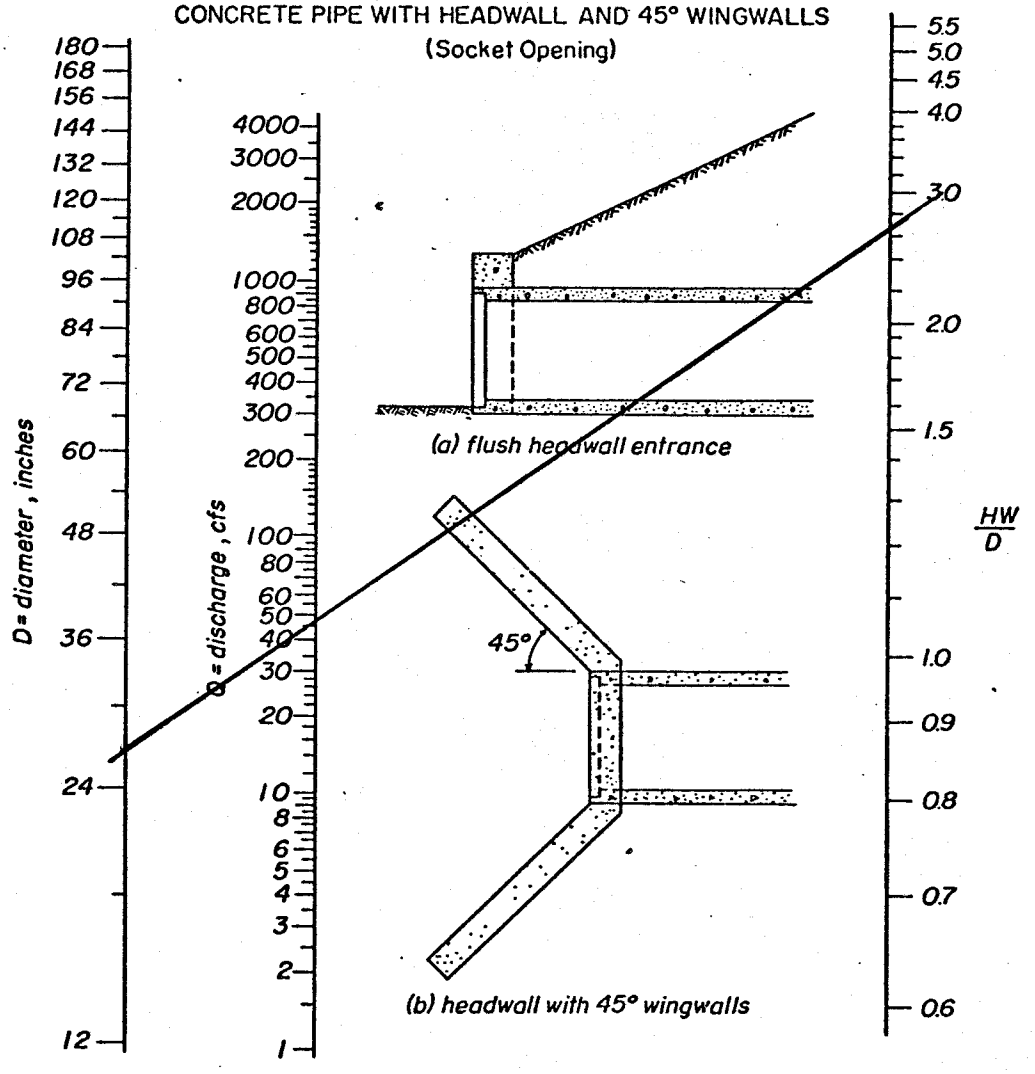


Fig. B-3

VILLAGE OF OAK BROOK

1200 OAK BROOK ROAD

OAK BROOK, ILLINOIS

July 7, 1977

654-2220

Memo To: Bureau of Inspection

Re: Oak Brook International Office Center - Lot 2 of Lot 2

I have reviewed the above captioned plans and have the following comments.

1. Need landscape plan.

2. Sheet 1: Add notes: Water Main shall be subjected to a minimum hydrostatic pressure test of 150 psi for a period of not less than two hours. The maximum allowable leakage will be one-half of that stated in Standard Drawing No. 18.

   Disinfection of water mains shall be through the use of chlorine gas-water mixture only.

3. Sheet 2: Need detail of structure connecting 48"x76" and 60" storm drains.

   Need detail of concrete foundation of pole/inlet.

   Need release pipe size with calculations. too small?

   Add an inlet at the nose of the northeast island (northeast of southeasterly building). SHT C-3 N.G.

   Without detailed hydraulic calculations showing that the 29"x45" and 24"x38" existing storm sewers will not back up if connected into this project, re-route their discharge to flow directly into the tollway ditch. Enclosed is one alternative route.

4. Sheet 3: Existing grades of parking lot to the east should be shown.

   A 3:1 slope is maximum permitted on a grassed slope by the entrance road.

5. Sheet 5: Water Valve Vault Detail:

   Class "X" concrete base not allowed.

   Typical Fire Hydrant Installation:

   Connect the valve directly to the hydrant.

   Headwall, Type B: Dimension length.

Curb Details:

✓ Curb height should be six inches.
✓ Depth of curb/gutter should extend the full depth of pavement.

Water Meter Vault:

Add note: ✓ Sump to be located below access hole.

✓ Use Neenah R6660-NH cover on meter vault.

Typical Drive Section:

✓ Pavement width to be a minimum of twenty-four feet edge to edge.

6. Will there be lighting?

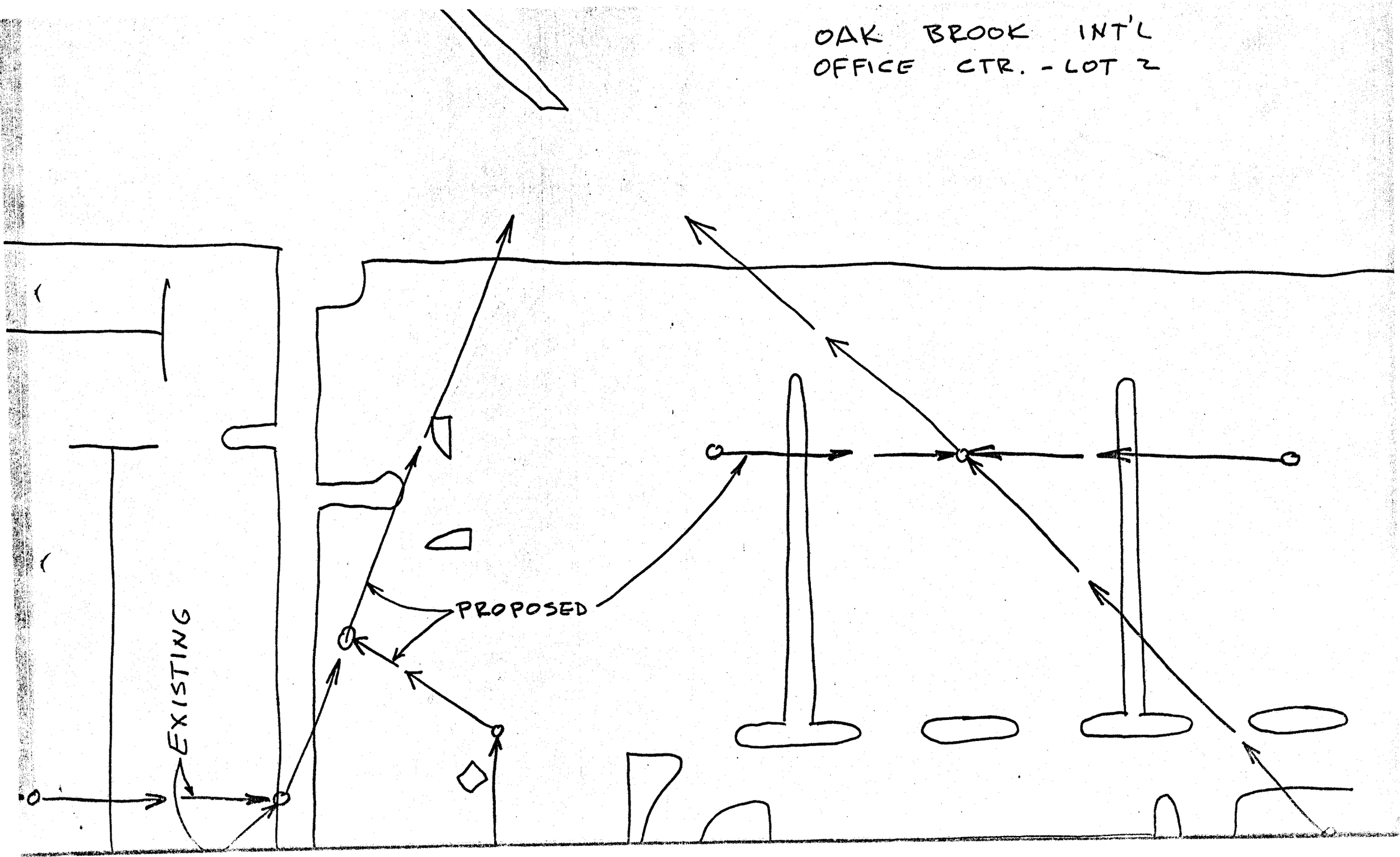
Dale

Dale L. Durfey, Jr., P.E.
Engineering Dept.

DLD/ee

Sht. C-3 : Pkg lot drainage along T-W @ low section will not work.

OAK BROOK INT'L
OFFICE CTR. - LOT 2



from the desk of

10 DALE DURFEY 6/29/17

TO ~~Floyd~~

Pls review.

Plans approved Subj to using Neenah R6660-NH Cover on Meter Vault.
Pressure Test spec. revision

F.M.

TOUPS CORPORATION

1100 Jorie Boulevard, Suite 310, Oak Brook, Illinois 60521

Telephone (312) 654-8727

RECEIVED
JUN 7 1977
VILLAGE OF OAK BROOK, IL.
ENGINEERING DEPT.

Project No. 785-038

TRANSMITTAL

To: VILLAGE OF OAKBROOK

Date: 6/17/77

Subject: OAKBROOK INTERNATIONAL

Attn: CHUCK LITTLETON

The following items are transmitted: Herewith [X] Under Separate Cover [ ] Via: MESSENGER

No. of Copies	Description
2	SETS OF ENG. IMPROVEMENT PLANS

The above items are submitted: At your request [ ] For your review [X] For your files [ ]
For your approval [X] For your action [ ] For your information [ ]

General remarks:

ADDITIONAL CALCS. WILL FOLLOW. IF YOU HAVE ANY QUESTIONS, PLEASE CALL THIS OFFICE.

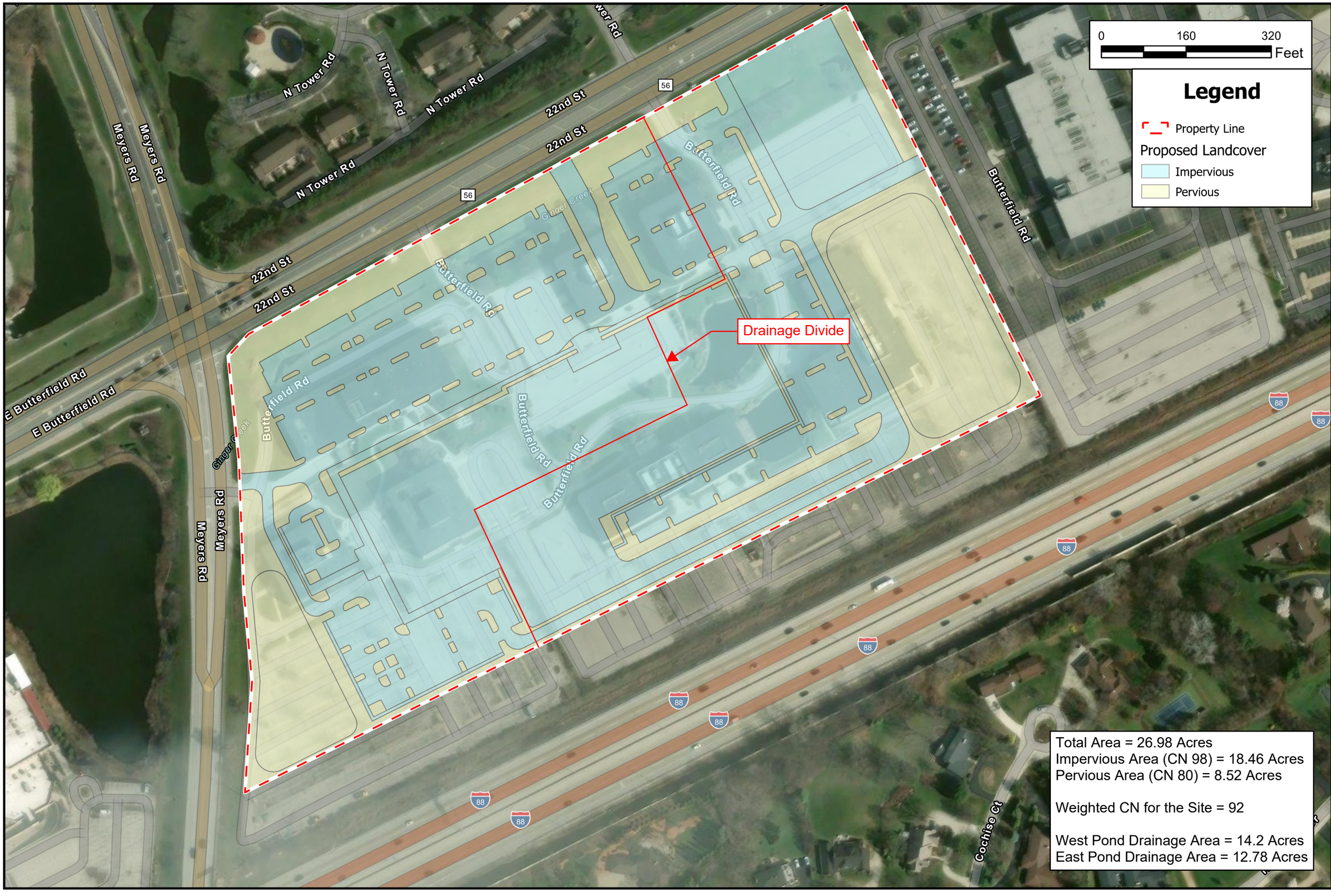
Enclosure: [ ]

Copies to:

By: Michael Lack

Appendix C
Detention Analysis

Kimley»Horn
Copyright © 2025 Kimley-Horn and Associates, Inc.



Kimley»Horn
570 Lake Cook Rd
Suite 200
Deerfield, IL 60015
(317) 218-9560

N

DuPage County, IL

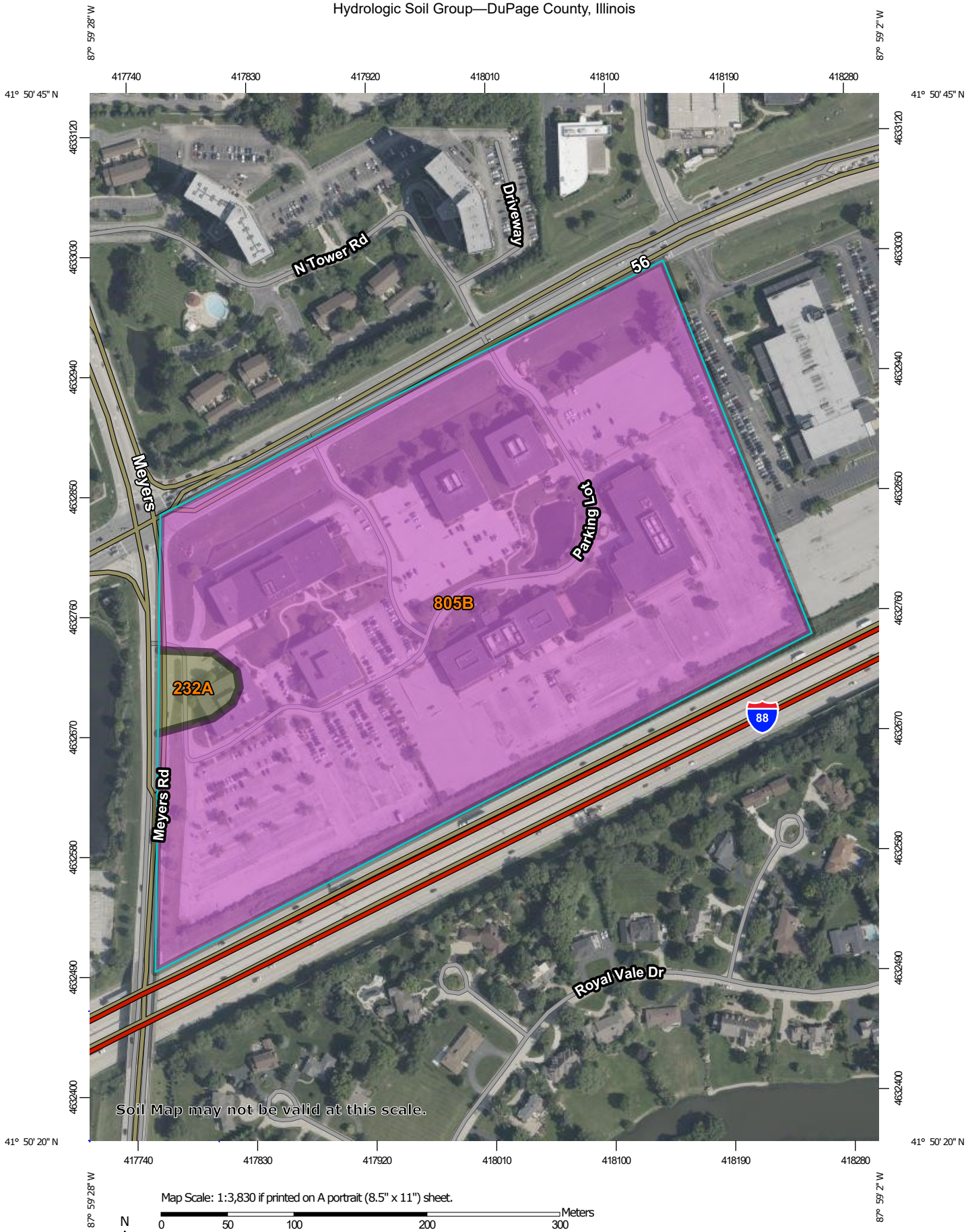
OAK BROOK RETAIL

PROPOSED CONDITIONS
LANDCOVER

DATE:	JUNE 2026
DESIGN:	EB
DRAWN:	EB
CHECKED:	WW
KH NO.:	-

FIGURE

Hydrologic Soil Group—DuPage County, Illinois



Map Scale: 1:3,830 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 50 100 200 300

Feet: 0 150 300 600 900

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

Soil Rating Polygons

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: DuPage County, Illinois
Survey Area Data: Version 21, Aug 31, 2025

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 1, 2023—Sep 1, 2023

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
232A	Ashkum silty clay loam, 0 to 2 percent slopes	C/D	0.7	2.0%
805B	Orthents, clayey, undulating	D	35.9	98.0%
Totals for Area of Interest			**36.7**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

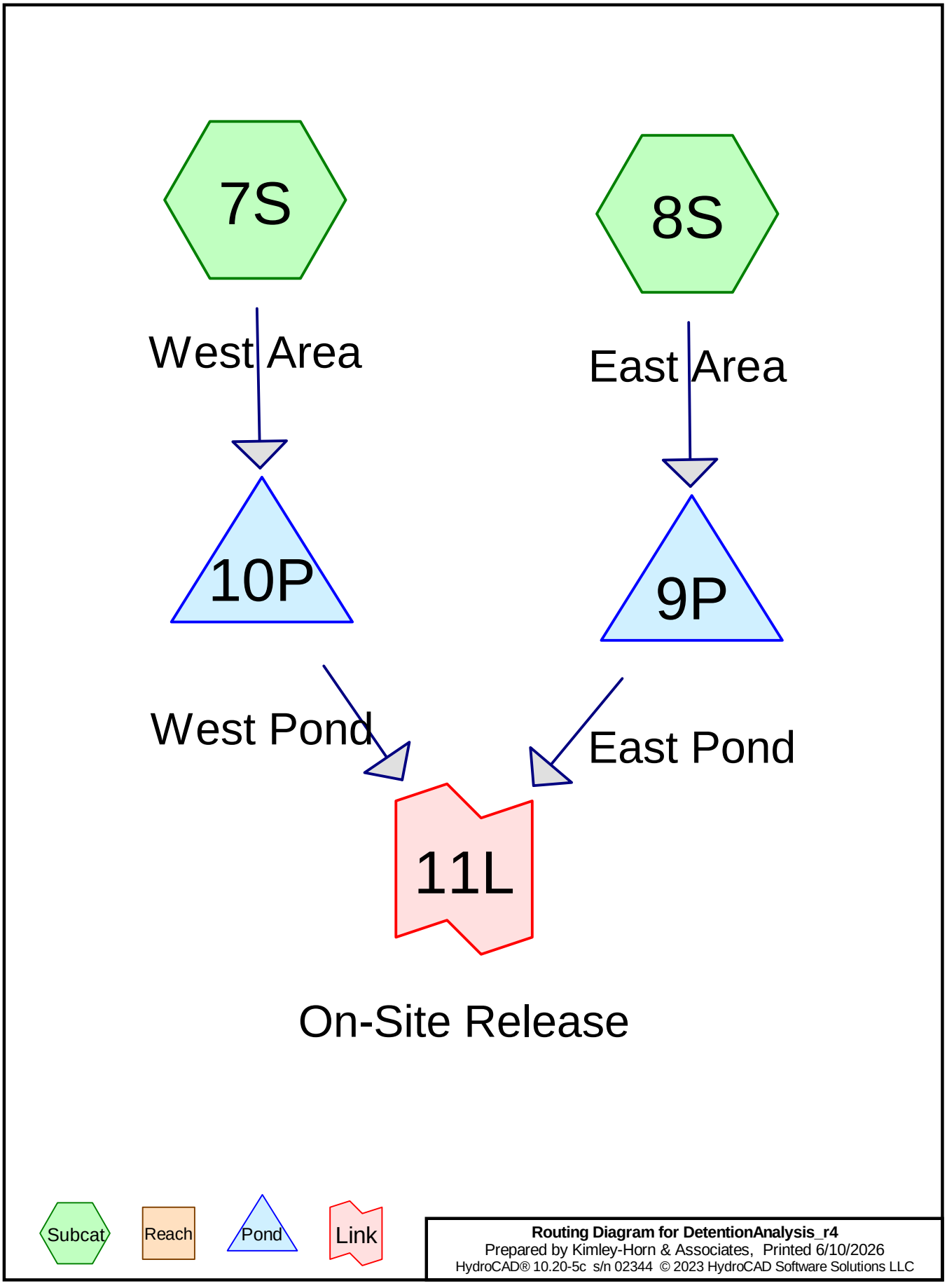
If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher



Routing Diagram for DetentionAnalysis_r4
Prepared by Kimley-Horn & Associates, Printed 6/10/2026
HydroCAD® 10.20-5c s/n 02344 © 2023 HydroCAD Software Solutions LLC

Time span=0.00-96.00 hrs, dt=0.01 hrs, 9601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

Subcatchment 7S: West Area Runoff Area=14.200 ac 0.00% Impervious Runoff Depth=7.61"
Tc=10.0 min CN=92 Runoff=10.76 cfs 9.003 af

Subcatchment 8S: East Area Runoff Area=12.780 ac 0.00% Impervious Runoff Depth=7.61"
Tc=10.0 min CN=92 Runoff=9.69 cfs 8.103 af

Pond 9P: East Pond Peak Elev=704.36' Storage=5.852 af Inflow=9.69 cfs 8.103 af
Outflow=2.18 cfs 7.945 af

Pond 10P: West Pond Peak Elev=711.98' Storage=7.339 af Inflow=10.76 cfs 9.003 af
Outflow=1.38 cfs 8.033 af

Link 11L: On-Site Release Inflow=3.55 cfs 15.978 af
Primary=3.55 cfs 15.978 af

Total Runoff Area = 26.980 ac Runoff Volume = 17.106 af Average Runoff Depth = 7.61"
100.00% Pervious = 26.980 ac 0.00% Impervious = 0.000 ac

Summary for Subcatchment 7S: West Area

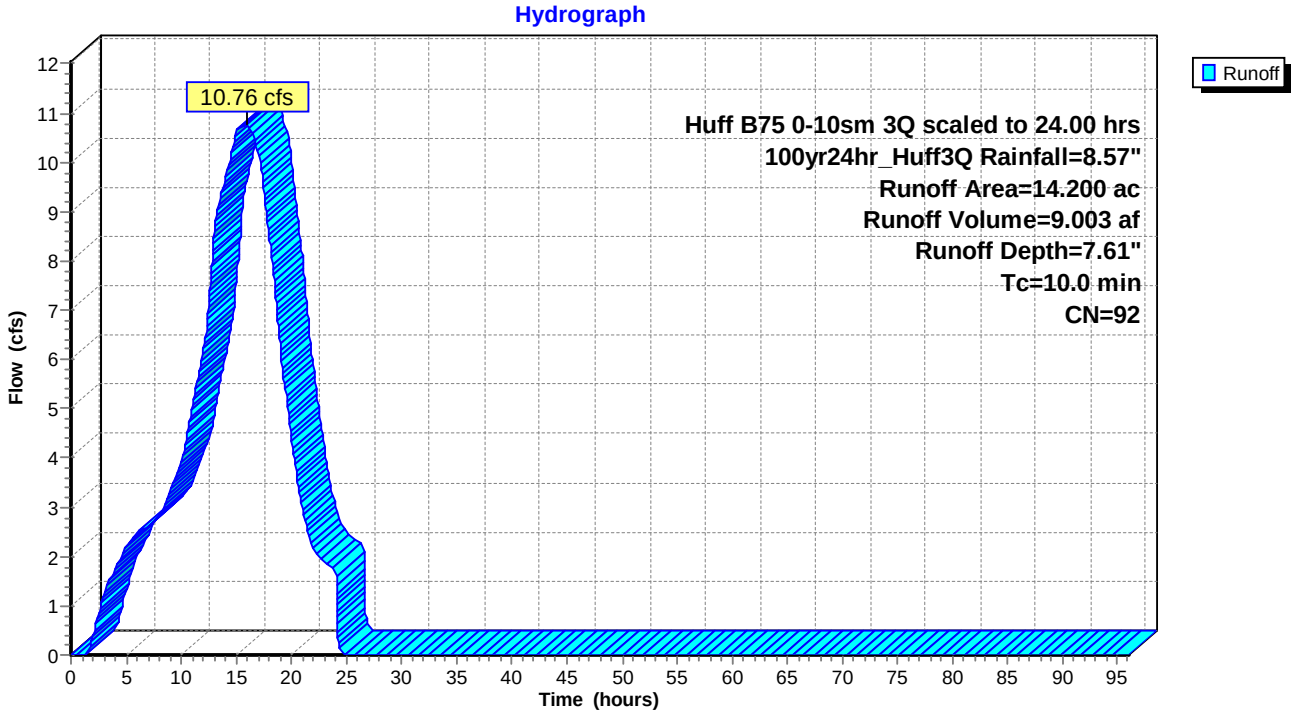
Runoff = 10.76 cfs @ 16.01 hrs, Volume= 9.003 af, Depth= 7.61"
Routed to Pond 10P : West Pond

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-96.00 hrs, dt= 0.01 hrs
Huff B75 0-10sm 3Q scaled to 24.00 hrs 100yr24hr_Huff3Q Rainfall=8.57"

	Area (ac)	CN	Description
*	14.200	92	Site Weighted CN
	14.200		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 7S: West Area



Summary for Subcatchment 8S: East Area

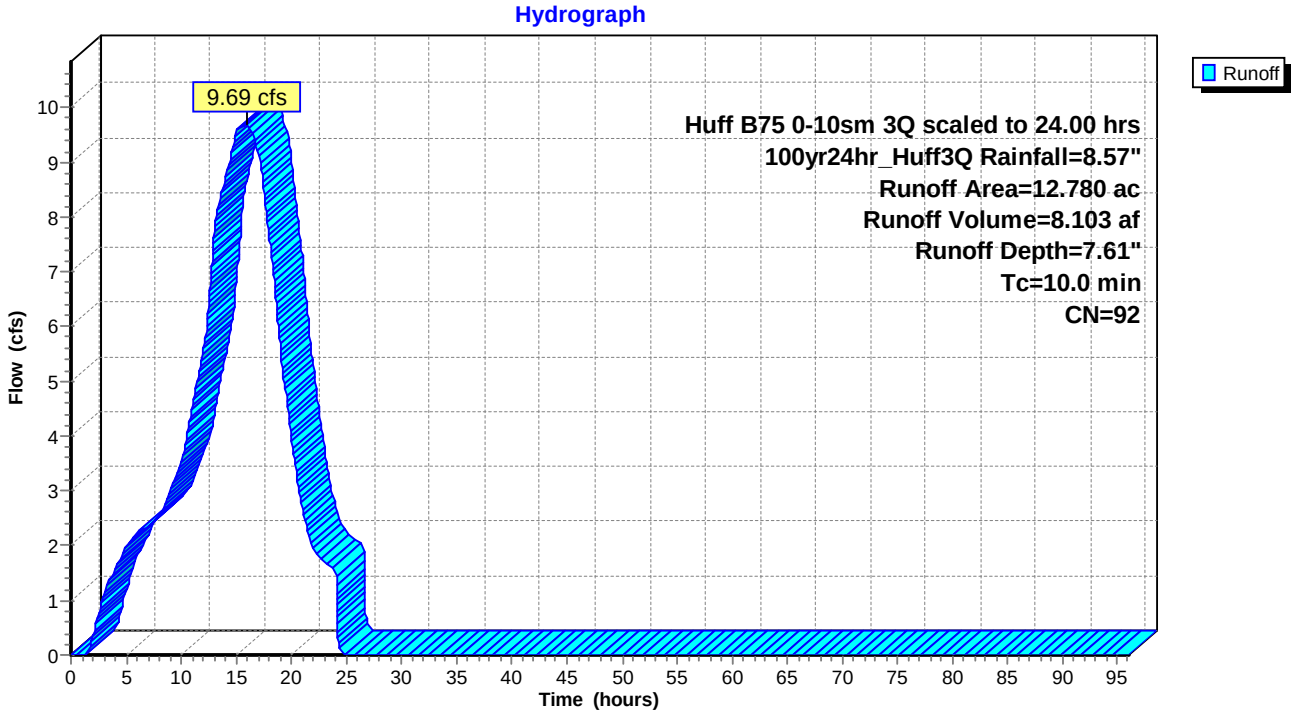
Runoff = 9.69 cfs @ 16.01 hrs, Volume= 8.103 af, Depth= 7.61"
Routed to Pond 9P : East Pond

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-96.00 hrs, dt= 0.01 hrs
Huff B75 0-10sm 3Q scaled to 24.00 hrs 100yr24hr_Huff3Q Rainfall=8.57"

	Area (ac)	CN	Description
*	12.780	92	Site Weighted CN
	12.780		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 8S: East Area



Summary for Pond 9P: East Pond

Inflow Area = 12.780 ac, 0.00% Impervious, Inflow Depth = 7.61" for 100yr24hr_Huff3Q event
Inflow = 9.69 cfs @ 16.01 hrs, Volume= 8.103 af
Outflow = 2.18 cfs @ 21.66 hrs, Volume= 7.945 af, Atten= 78%, Lag= 338.7 min
Primary = 2.18 cfs @ 21.66 hrs, Volume= 7.945 af
Routed to Link 11L : On-Site Release

Routing by Stor-Ind method, Time Span= 0.00-96.00 hrs, dt= 0.01 hrs
Peak Elev= 704.36' @ 21.66 hrs Surf.Area= 1.560 ac Storage= 5.852 af

Plug-Flow detention time= 1,355.1 min calculated for 7.945 af (98% of inflow)
Center-of-Mass det. time= 1,344.2 min (2,207.9 - 863.8)

Volume	Invert	Avail.Storage	Storage Description
#1	700.00'	6.877 af	**Custom Stage Data (Prismatic)** Listed below (Recalc)

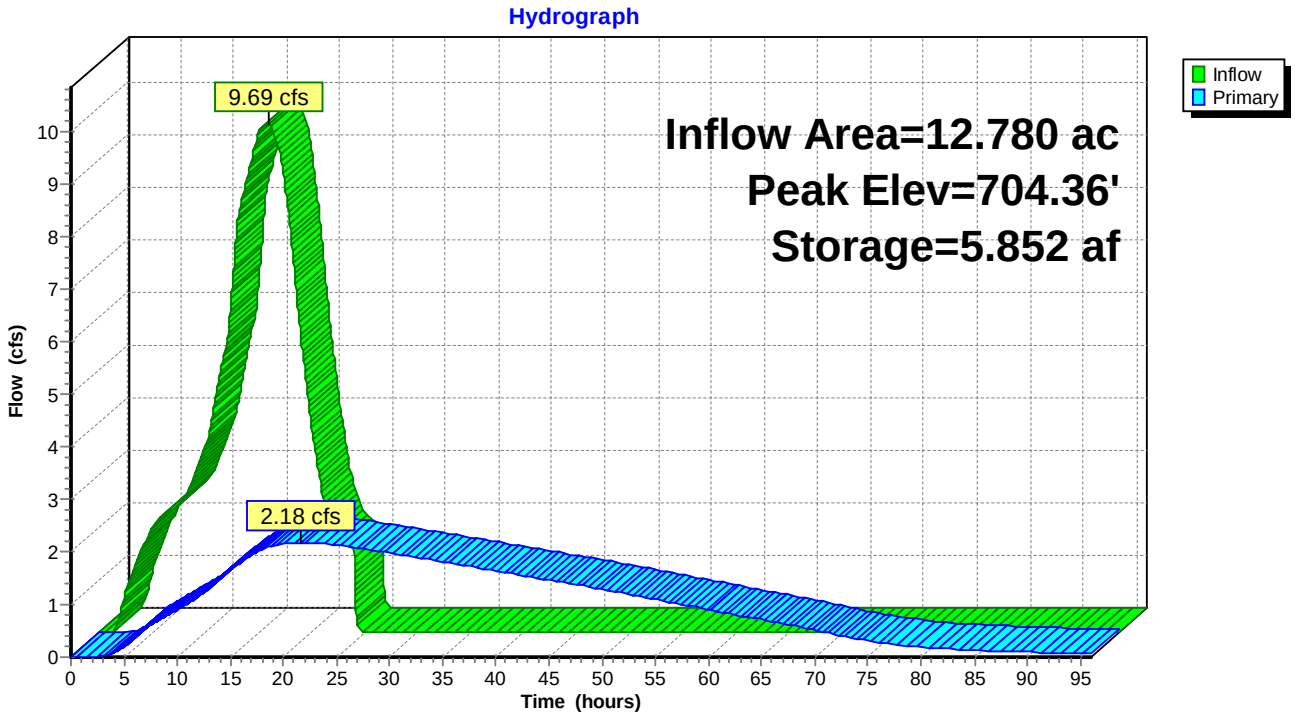
Elevation (feet)	Surf.Area (acres)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
700.00	1.134	0.000	0.000
701.00	1.228	1.181	1.181
702.00	1.324	1.276	2.457
703.00	1.422	1.373	3.830
704.00	1.523	1.473	5.302
705.00	1.626	1.574	6.877

Device	Routing	Invert	Outlet Devices
#1	Primary	700.00'	**6.4" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=2.18 cfs @ 21.66 hrs HW=704.36' (Free Discharge)
└**1=Orifice/Grate** (Orifice Controls 2.18 cfs @ 9.74 fps)

Detention HW = 704.36
Compensatory Storage Begins above this stage

Pond 9P: East Pond



Summary for Pond 10P: West Pond

Inflow Area = 14.200 ac, 0.00% Impervious, Inflow Depth = 7.61" for 100yr24hr_Huff3Q event
Inflow = 10.76 cfs @ 16.01 hrs, Volume= 9.003 af
Outflow = 1.38 cfs @ 24.10 hrs, Volume= 8.033 af, Atten= 87%, Lag= 485.3 min
Primary = 1.38 cfs @ 24.10 hrs, Volume= 8.033 af
Routed to Link 11L : On-Site Release

Routing by Stor-Ind method, Time Span= 0.00-96.00 hrs, dt= 0.01 hrs
Peak Elev= 711.98' @ 24.10 hrs Surf.Area= 1.096 ac Storage= 7.339 af

Plug-Flow detention time= 2,057.2 min calculated for 8.032 af (89% of inflow)
Center-of-Mass det. time= 2,006.0 min (2,869.7 - 863.8)

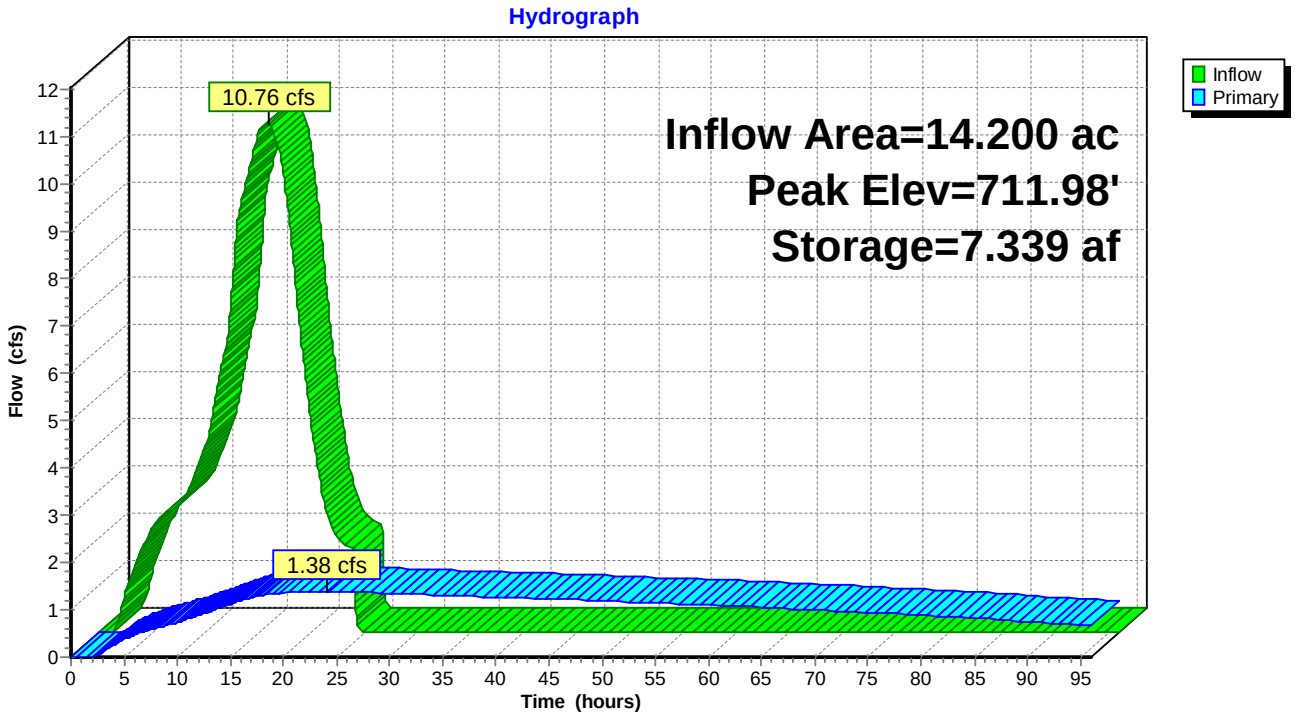
Volume	Invert	Avail.Storage	Storage Description
#1	701.00'	8.497 af	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (acres)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
701.00	0.291	0.000	0.000
702.00	0.349	0.320	0.320
703.00	0.413	0.381	0.701
704.00	0.480	0.447	1.148
705.00	0.549	0.514	1.662
706.00	0.620	0.584	2.247
707.00	0.694	0.657	2.904
708.00	0.770	0.732	3.635
709.00	0.848	0.809	4.444
710.00	0.929	0.888	5.333
711.00	1.011	0.970	6.303
712.00	1.097	1.054	7.357
713.00	1.184	1.140	8.497

Device	Routing	Invert	Outlet Devices
#1	Primary	701.00'	**4.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.38 cfs @ 24.10 hrs HW=711.98' (Free Discharge)
1=Orifice/Grate (Orifice Controls 1.38 cfs @ 15.84 fps)

Pond 10P: West Pond

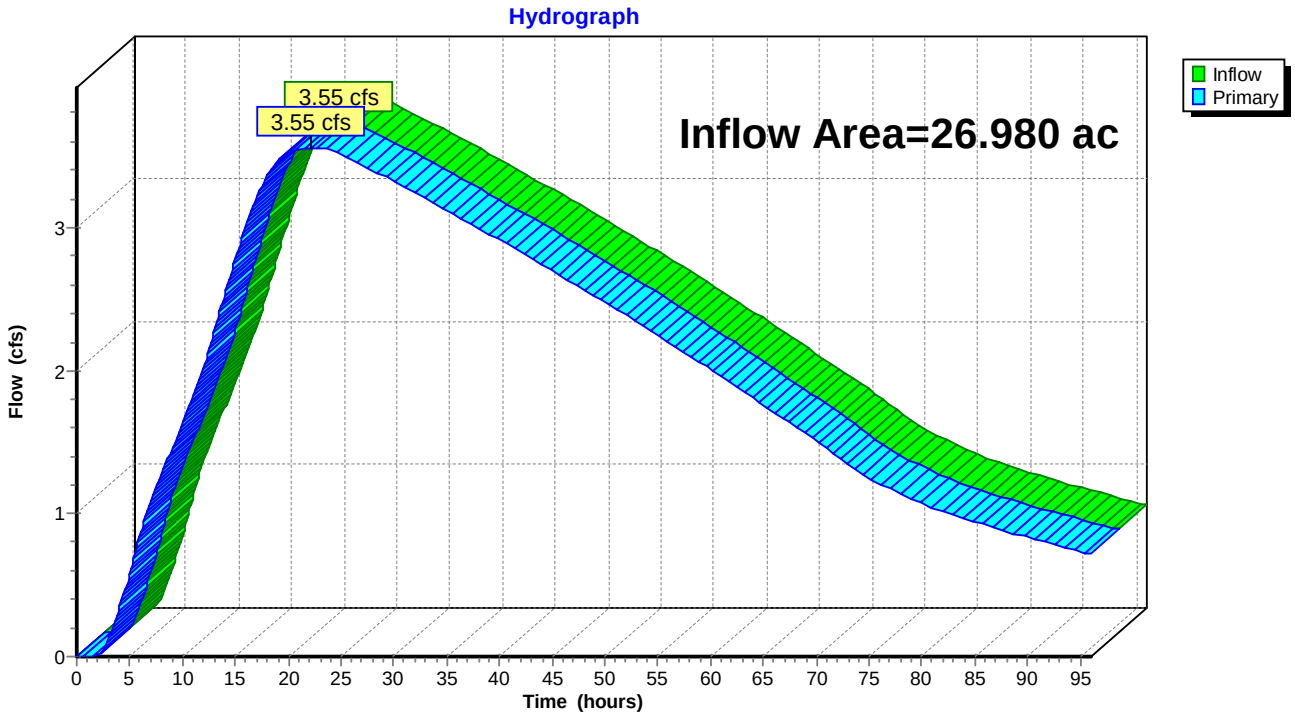


Summary for Link 11L: On-Site Release

Inflow Area = 26.980 ac, 0.00% Impervious, Inflow Depth > 7.11" for 100yr24hr_Huff3Q event
Inflow = 3.55 cfs @ 22.13 hrs, Volume= 15.978 af
Primary = 3.55 cfs @ 22.13 hrs, Volume= 15.978 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-96.00 hrs, dt= 0.01 hrs

Link 11L: On-Site Release



Appendix D
Compensatory Storage Analysis

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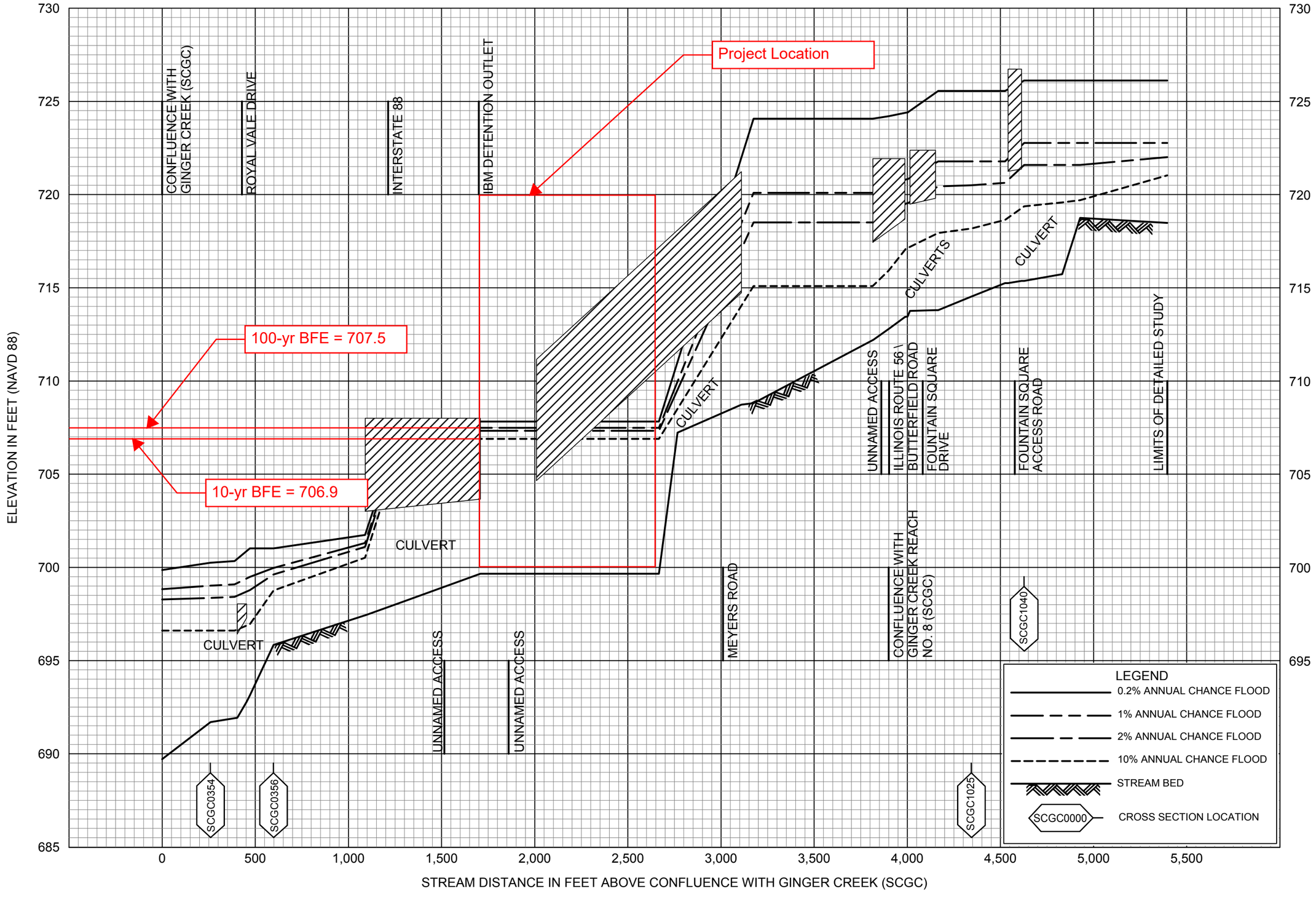


FLOOD PROFILES

LOMBARD TRIBUTARY (SCGC)

FEDERAL EMERGENCY MANAGEMENT AGENCY

DU PAGE COUNTY, IL

AND INCORPORATED AREAS

133P

0 150 300 Feet

Legend

- Property Line
- Reaches
- Cross Sections
- Existing 1-ft Contours
- Proposed 1-ft Contours

N

Kimley»Horn
570 Lake Cook Rd
Suite 200
Deerfield, IL 60015
(317) 218-9560

DuPage County, IL

OAK BROOK RETAIL

COMPENSATORY STORAGE EXHIBIT

DATE:	JUNE 2026	
DESIGN:	EB	
DRAWN:	EB	
CHECKED:	EB	
KH NO.:	-	

FIGURE 1

Site

Oakbrook Retail Earthwork Summary (CF)				
	0 to 10-Year		10-Year to 100-Year	
Location	Cut (-)	Fill (+)	Cut (-)	Fill (+)
	130130.1	65965.9	18263.7	49193.6
Balance (CF)	-64164.2		30929.9	

TOTAL FLOODPLAIN FILL = 115159.5 CF
REQUIRED CUT (1.5 x TOTAL FILL) = 172739.3 CF
TOTAL FLOODPLAIN CUT = 148393.8 CF

Additional Compensatory Storage to Meet 0.78 ac-ft Between 10- and 100-year BFE

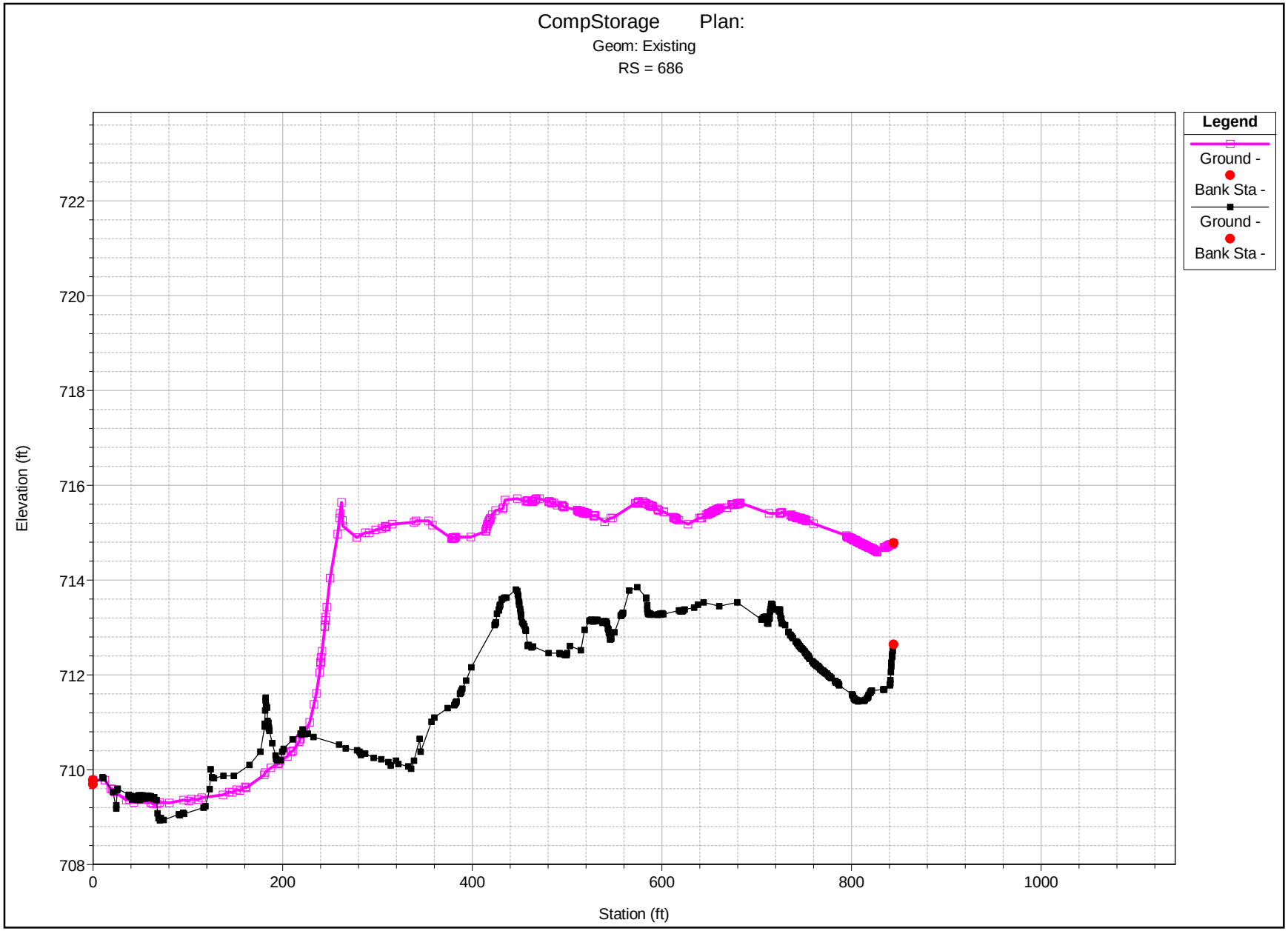
100' W x 62' L x 7'H Vault = 1.00 ac-ft

Oakbrook Retail Earthwork - Cut Below 10-Year WSEL					
Location	Cross Section	Area Cut (SF)	Average (SF)	Distance (FT)	Cut (CF)
	686	0.0			
			209.8	55.3	11600.0
	631	419.5			
			424.4	18.3	7765.7
	612	429.2			
			431.6	39.6	17090.2
	573	434.0			
			401.1	50.1	20093.6
	523	368.2			
			338.2	52.4	17720.4
	470	308.2			
			297.2	57.9	17209.3
	412	286.3			
			277.4	58.4	16198.4
	354	268.5			
			226.2	55.8	12622.8
	298	184.0			
			170.7	44.9	7665.3
	253	157.5			
			84.6	24.0	2031.1
	229	11.8			
			5.9	22.6	133.2
	207	0.0			
					130130.1 Total Cut (CF)

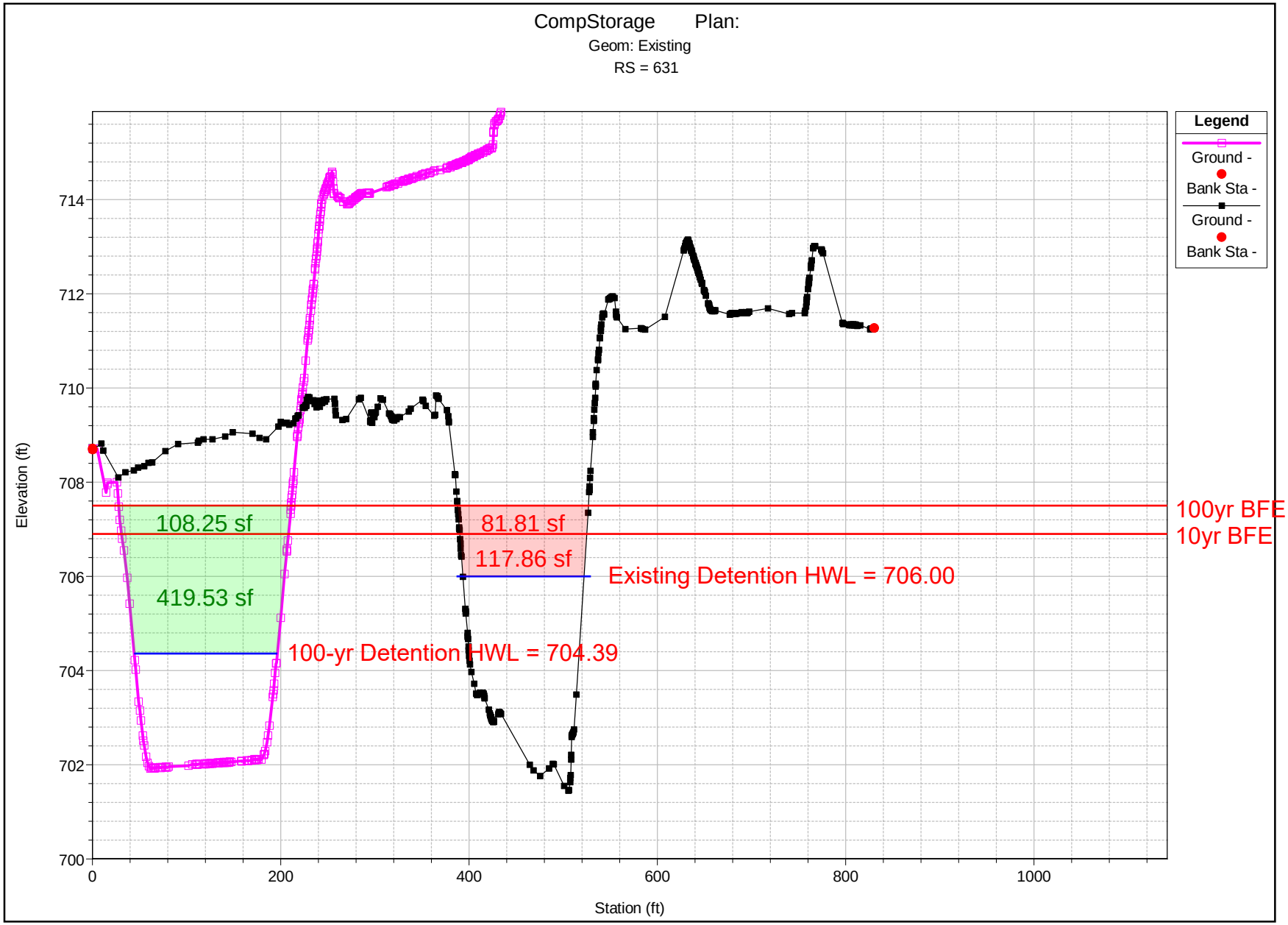
Oakbrook Retail Earthwork - Cut Between 10- and 100-Year WSEL					
Location	Cross Section	Area Cut (SF)	Average (SF)	Distance (FT)	Cut (CF)
	686	0.0			
			54.1	55.3	2993.1
	631	108.3			
			108.6	18.3	1986.6
	612	108.9			
			94.6	39.6	3744.2
	573	80.2			
			59.7	50.1	2989.0
	523	39.1			
			39.2	52.4	2053.6
	470	39.3			
			37.9	57.9	2193.3
	412	36.5			
			29.1	58.4	1698.6
	354	21.7			
			10.9	55.8	605.4
	298	0.0			
			0.0	44.9	0.0
	253	0.0			
			0.0	24.0	0.0
	229	0.0			
			0.0	22.6	0.0
	207	0.0			
					18263.7 Total Cut (CF)

Oakbrook Retail Earthwork - Fill Below 10-Year WSEL					
Location	Cross Section	Area Fill(SF)	Average (SF)	Distance (FT)	Fill (CF)
	686	0.0			
			58.9	55.3	3258.8
	631	117.9			
			118.9	18.3	2175.7
	612	119.9			
			125.1	39.6	4954.4
	573	130.3			
			132.0	50.1	6611.2
	523	133.6			
			74.0	52.4	3877.6
	470	14.4			
			47.7	57.9	2761.5
	412	81.0			
			73.4	58.4	4289.2
	354	65.9			
			116.6	55.8	6504.3
	298	167.3			
			298.2	44.9	13388.3
	253	429.1			
			493.4	24.0	11842.3
	229	557.8			
			278.9	22.6	6302.6
	207	0.0			
					65965.9 Total Fill(CF)

Oakbrook Retail Earthwork - Fill Between 10- and 100-Year WSEL					
Location	Cross Section	Area Fill(SF)	Average (SF)	Distance (FT)	Fill (CF)
	686	0.0			
			40.9	55.3	2262.0
	631	81.8			
			82.5	18.3	1509.8
	612	83.2			
			86.5	39.6	3427.0
	573	89.9			
			103.0	50.1	5159.0
	523	116.1			
			79.8	52.4	4181.3
	470	43.5			
			49.2	57.9	2846.4
	412	54.8			
			50.4	58.4	2941.9
	354	46.0			
			122.9	55.8	6858.4
	298	199.9			
			229.6	44.9	10308.8
	253	259.3			
			271.0	24.0	6504.4
	229	282.7			
			141.4	22.6	3194.6
	207	0.0			
					49193.6 Total Fill(CF)



1 in Horiz. = 150 ft 1 in Vert. = 3 ft



1 in Horiz. = 150 ft 1 in Vert. = 3 ft



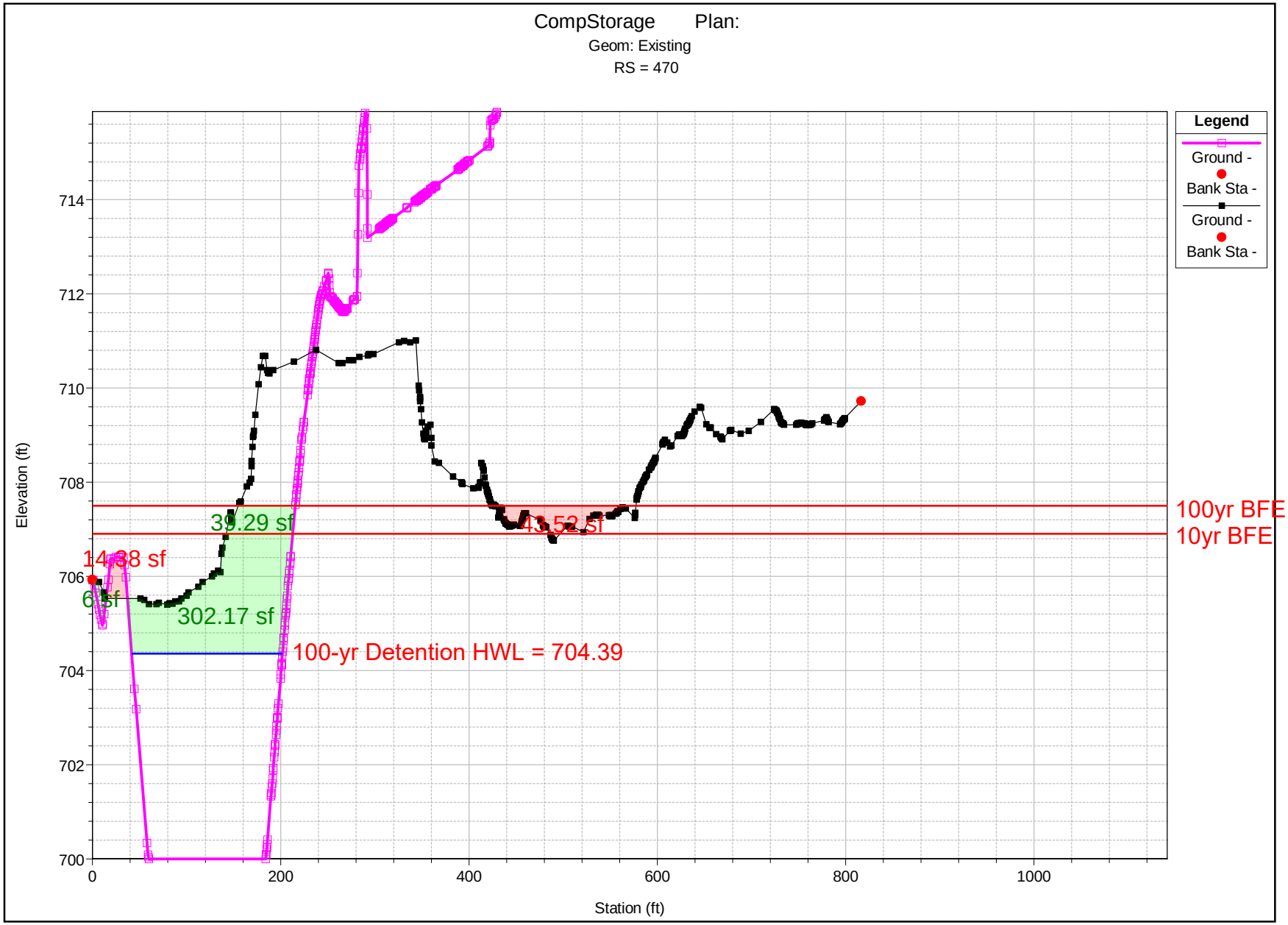
1 in Horiz. = 150 ft 1 in Vert. = 3 ft



1 in Horiz. = 150 ft 1 in Vert. = 3 ft



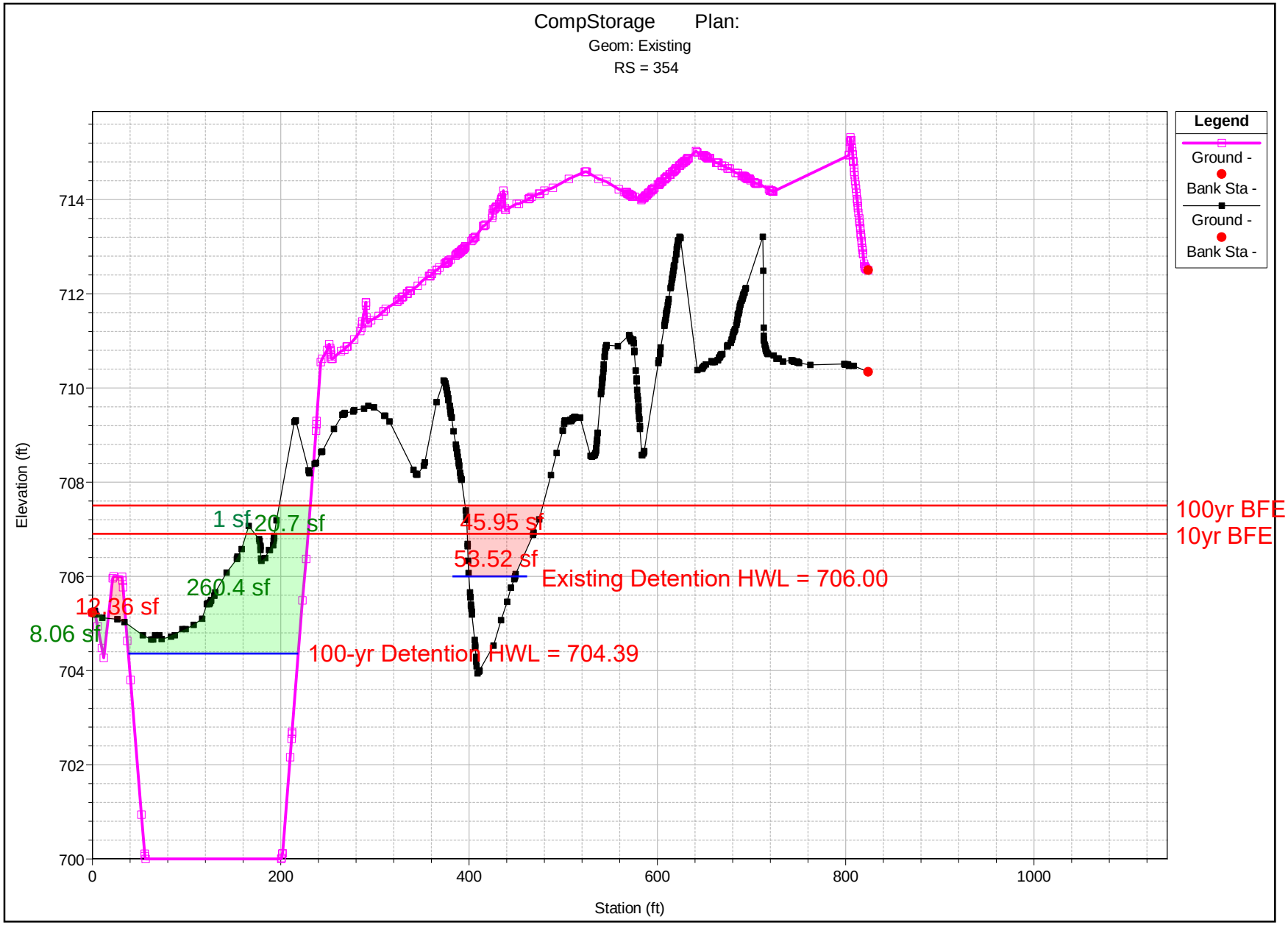
1 in Horiz. = 150 ft 1 in Vert. = 3 ft



1 in Horiz. = 150 ft 1 in Vert. = 3 ft



1 in Horiz. = 150 ft 1 in Vert. = 3 ft



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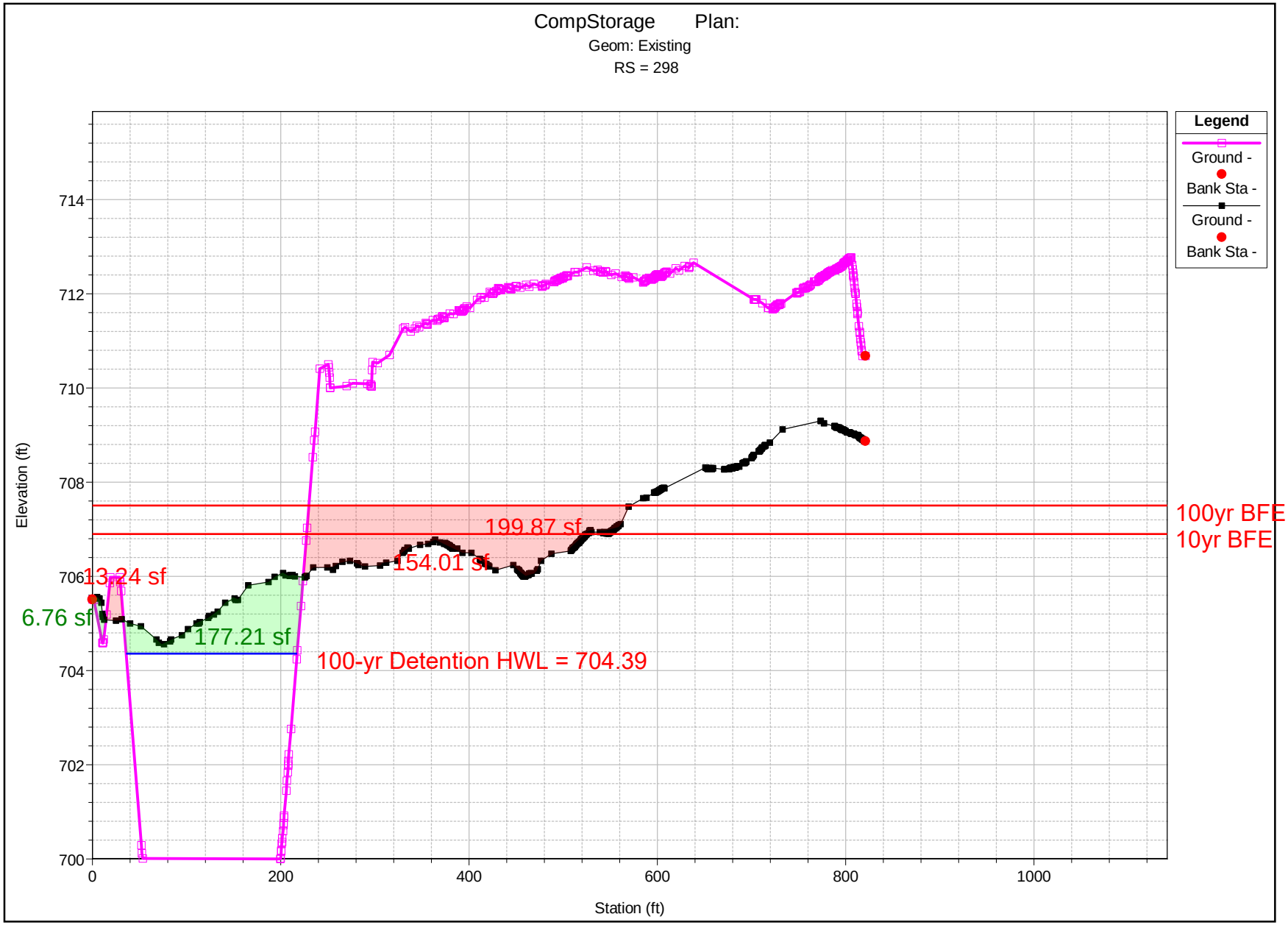
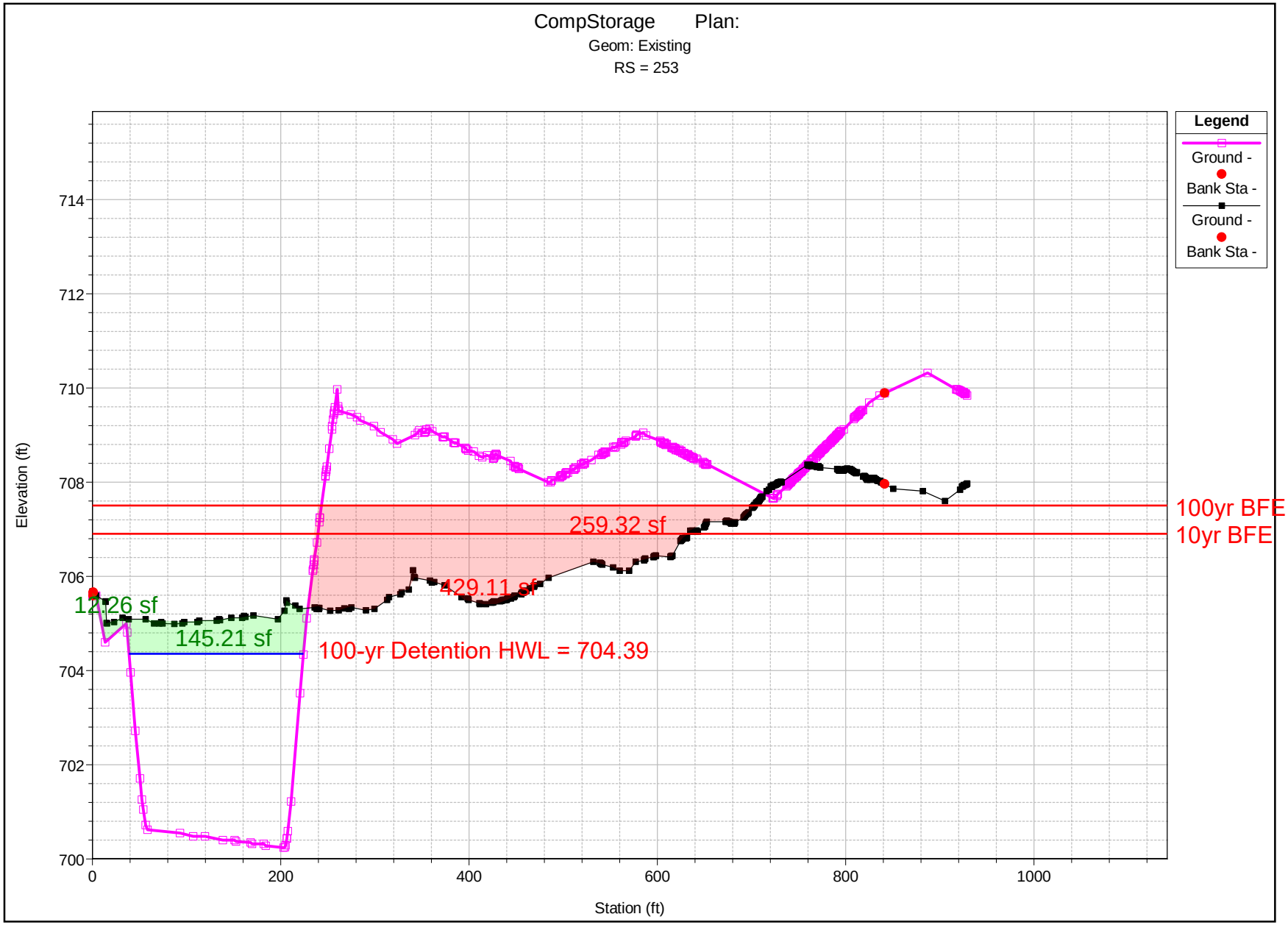
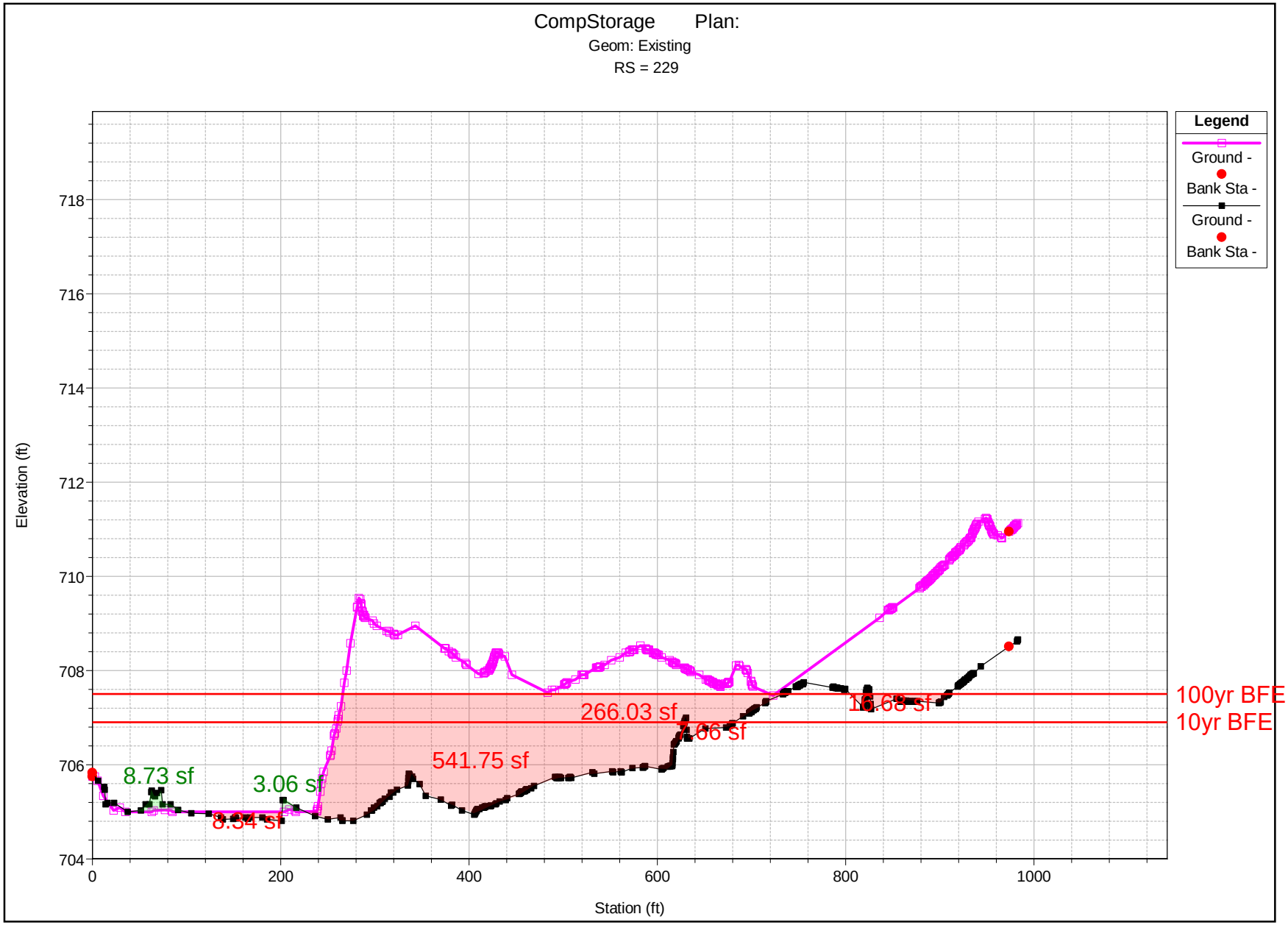


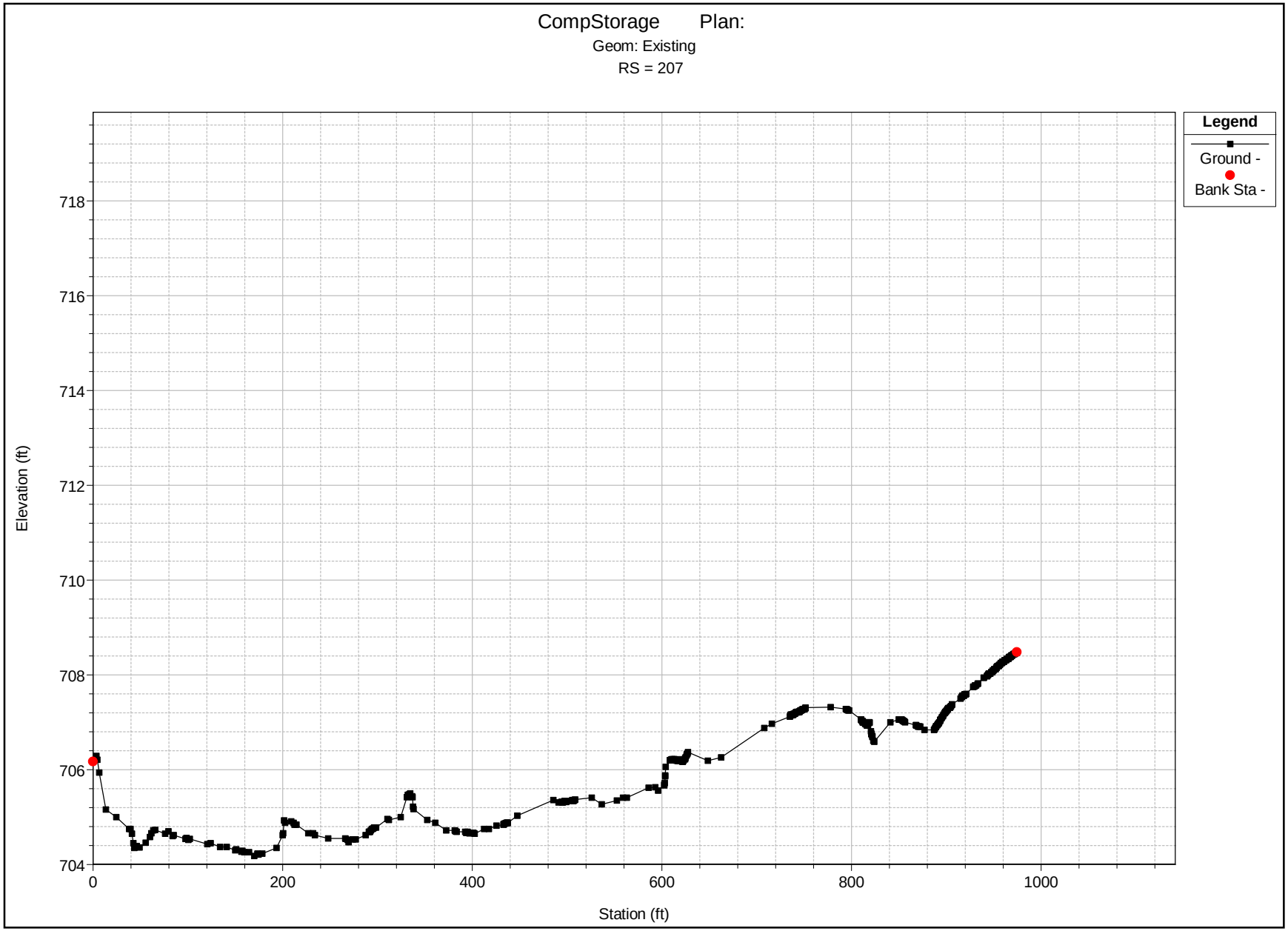
1 in Horiz. = 150 ft 1 in Vert. = 3 ft



1 in Horiz. = 150 ft 1 in Vert. = 3 ft



1 in Horiz. = 150 ft 1 in Vert. = 3 ft



1 in Horiz. = 150 ft 1 in Vert. = 3 ft

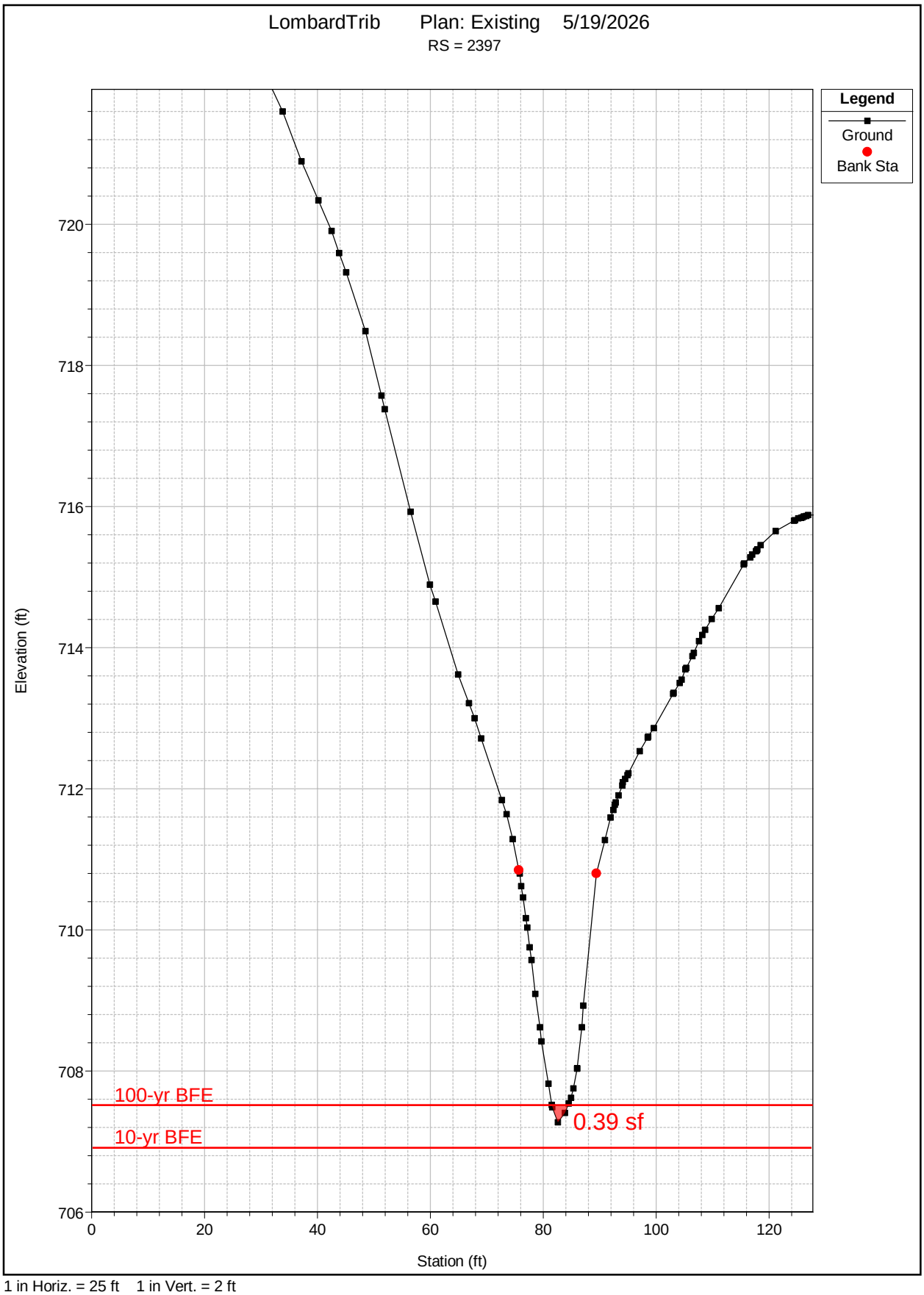
Butterfield Road Roadside Ditch

Oakbrook Retail Earthwork Summary (CF)				
	0 to 10-Year		10-Year to 100-Year	
Location	Cut (-)	Fill (+)	Cut (-)	Fill (+)
	0.0	1399.7	0.0	3240.4
Balance (CF)	1399.7		3240.4	

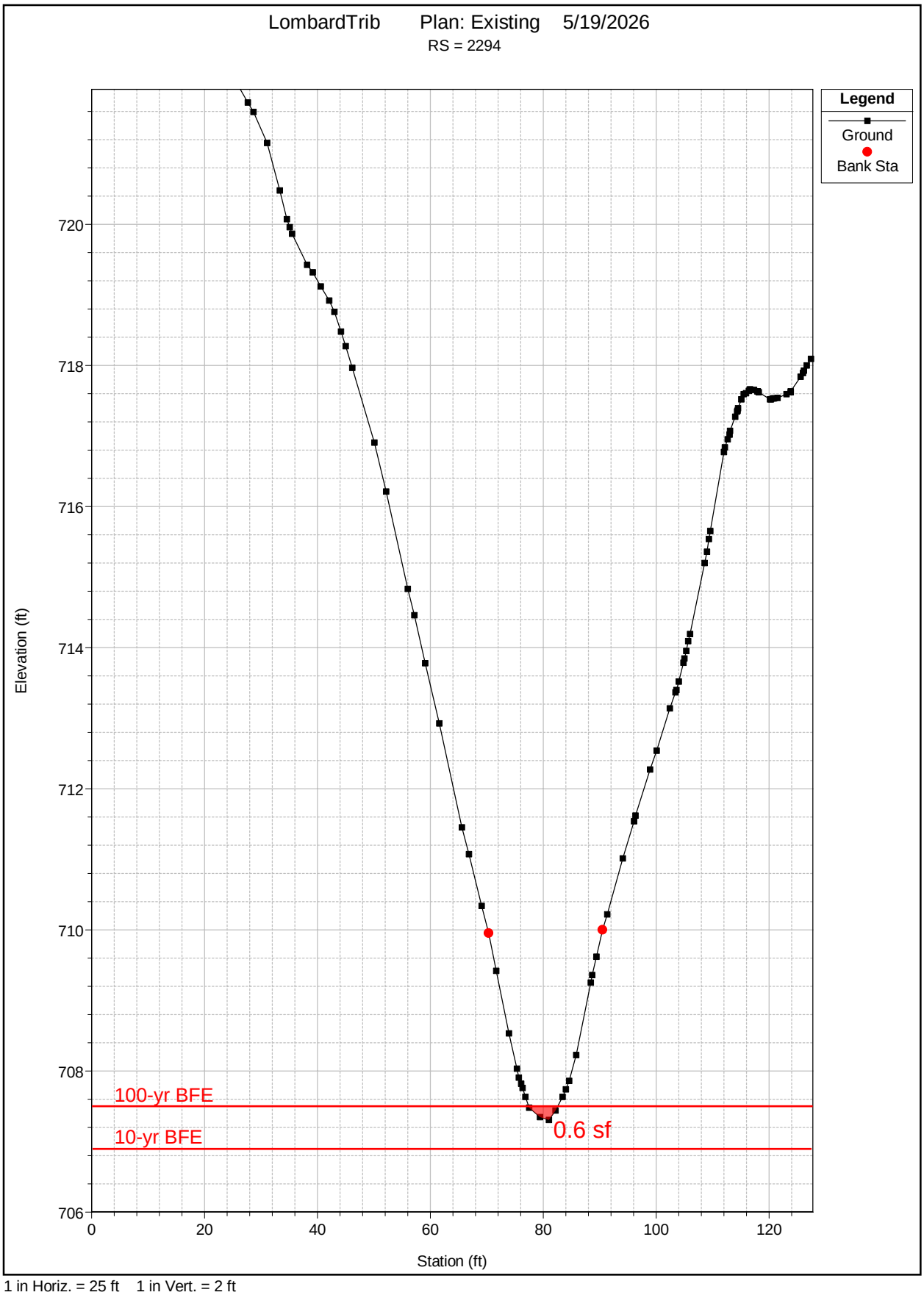
TOTAL FLOODPLAIN FILL =	4640.1	CF
REQUIRED CUT (1.5 x TOTAL FILL) =	6960.1	CF
TOTAL FLOODPLAIN CUT =	0.0	CF

Oakbrook Retail Earthwork - Fill Below 10-Year WSEL					
Location	Cross Section	Area Fill(SF)	Average (SF)	Distance (FT)	Fill (CF)
	2397	0.0			
			0.0	103.0	0.0
	2294	0.0			
			0.0	82.3	0.0
	2212	0.0			
			0.0	104.4	0.0
	2107	0.0			
			0.0	119.1	0.0
	1988	0.0			
			0.4	97.8	40.1
	1890	0.8			
			1.7	107.1	186.4
	1783	2.7			
			1.9	63.8	120.9
	1719	1.1			
			2.0	61.0	121.7
	1658	2.9			
			3.2	55.9	180.6
	1602	3.6			
			3.8	69.5	261.7
	1533	3.9			
			11.0	44.4	488.4
	1489	18.1			
					1399.7 Total Fill (CF)

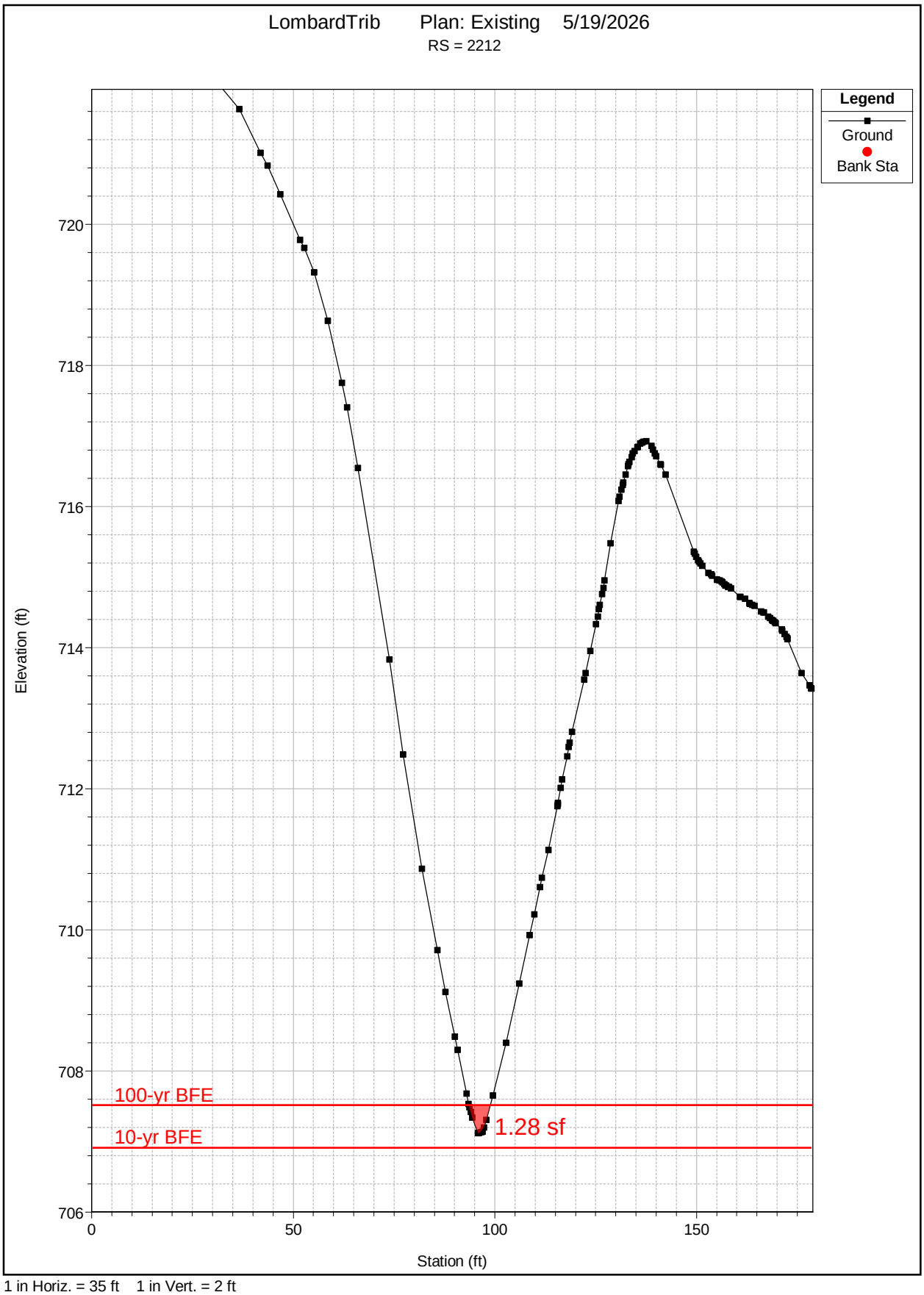
Oakbrook Retail Earthwork - Fill Between 10- and 100-Year WSEL					
Location	Cross Section	Area Fill (SF)	Average (SF)	Distance (FT)	Fill(CF)
	2397	0.4			
			0.5	103.0	51.0
	2294	0.6			
			0.9	82.3	77.4
	2212	1.3			
			1.6	104.4	170.7
	2107	2.0			
			2.5	119.1	303.1
	1988	3.1			
			3.6	97.8	349.1
	1890	4.0			
			5.6	107.1	596.0
	1783	7.1			
			5.7	63.8	364.3
	1719	4.3			
			4.6	61.0	281.5
	1658	4.9			
			5.0	55.9	281.7
	1602	5.2			
			6.0	69.5	417.0
	1533	6.8			
			7.9	44.4	348.5
	1489	8.9			
					3240.4 Total Fill (CF)



1 in Horiz. = 25 ft 1 in Vert. = 2 ft



1 in Horiz. = 25 ft 1 in Vert. = 2 ft



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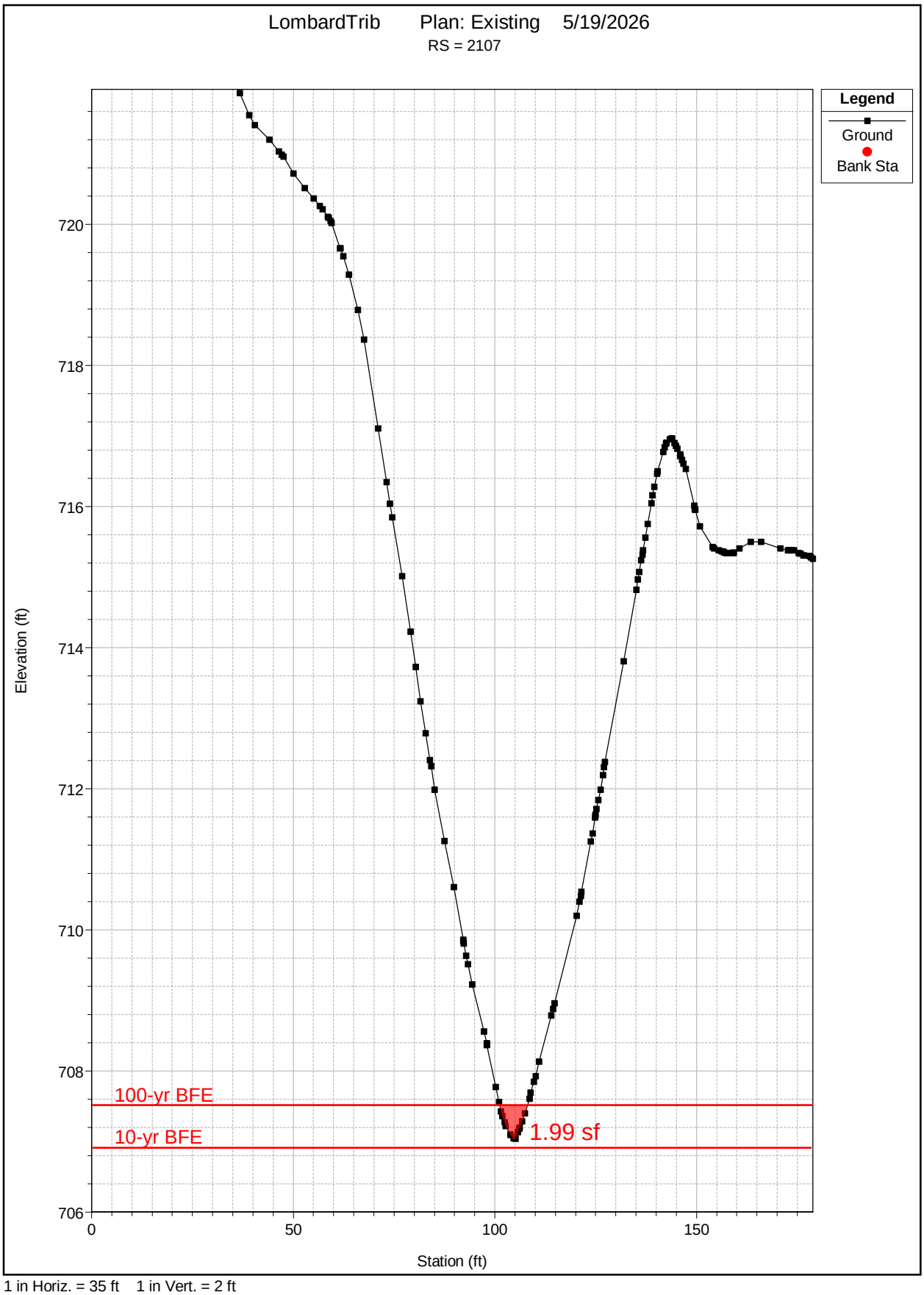
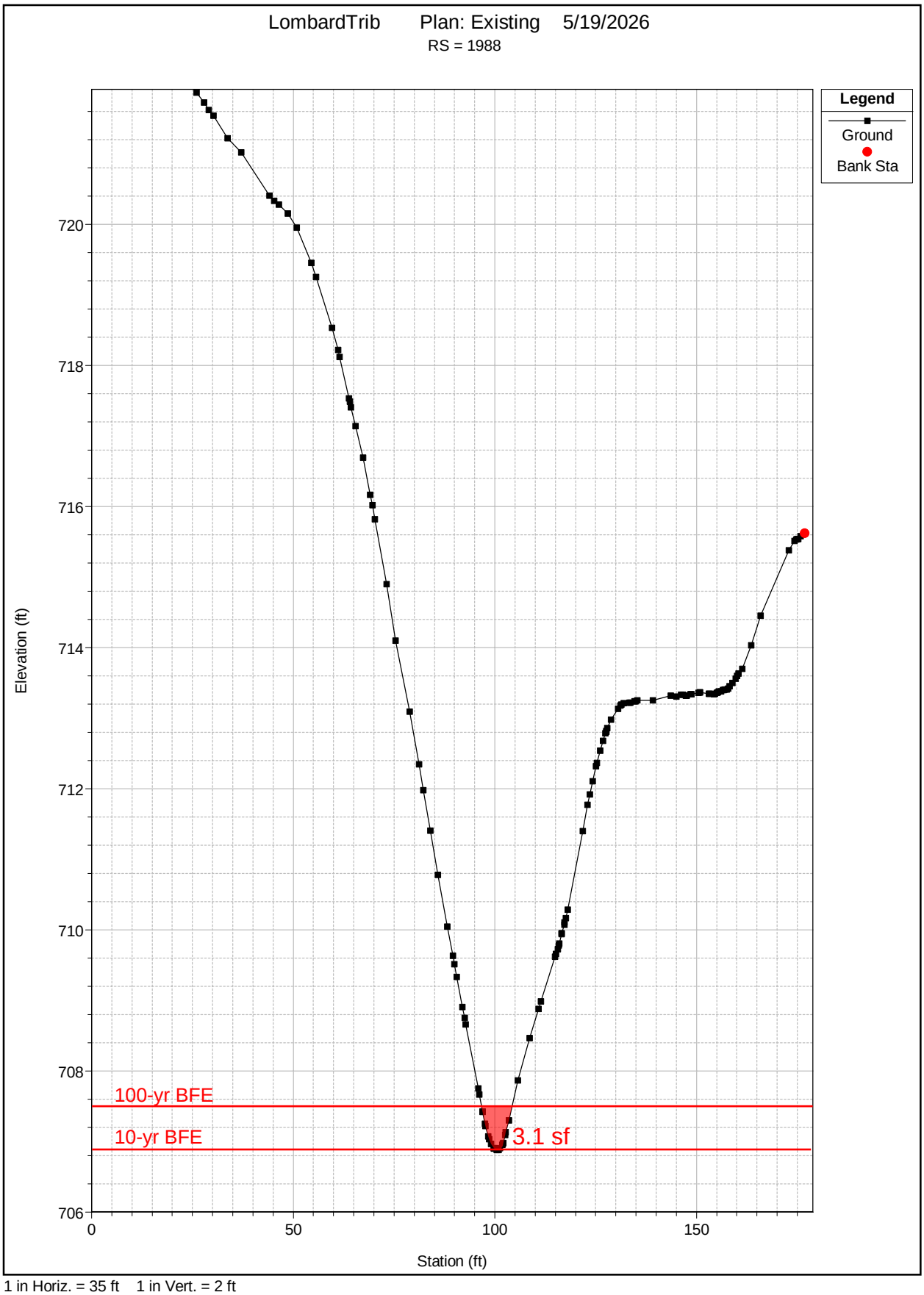
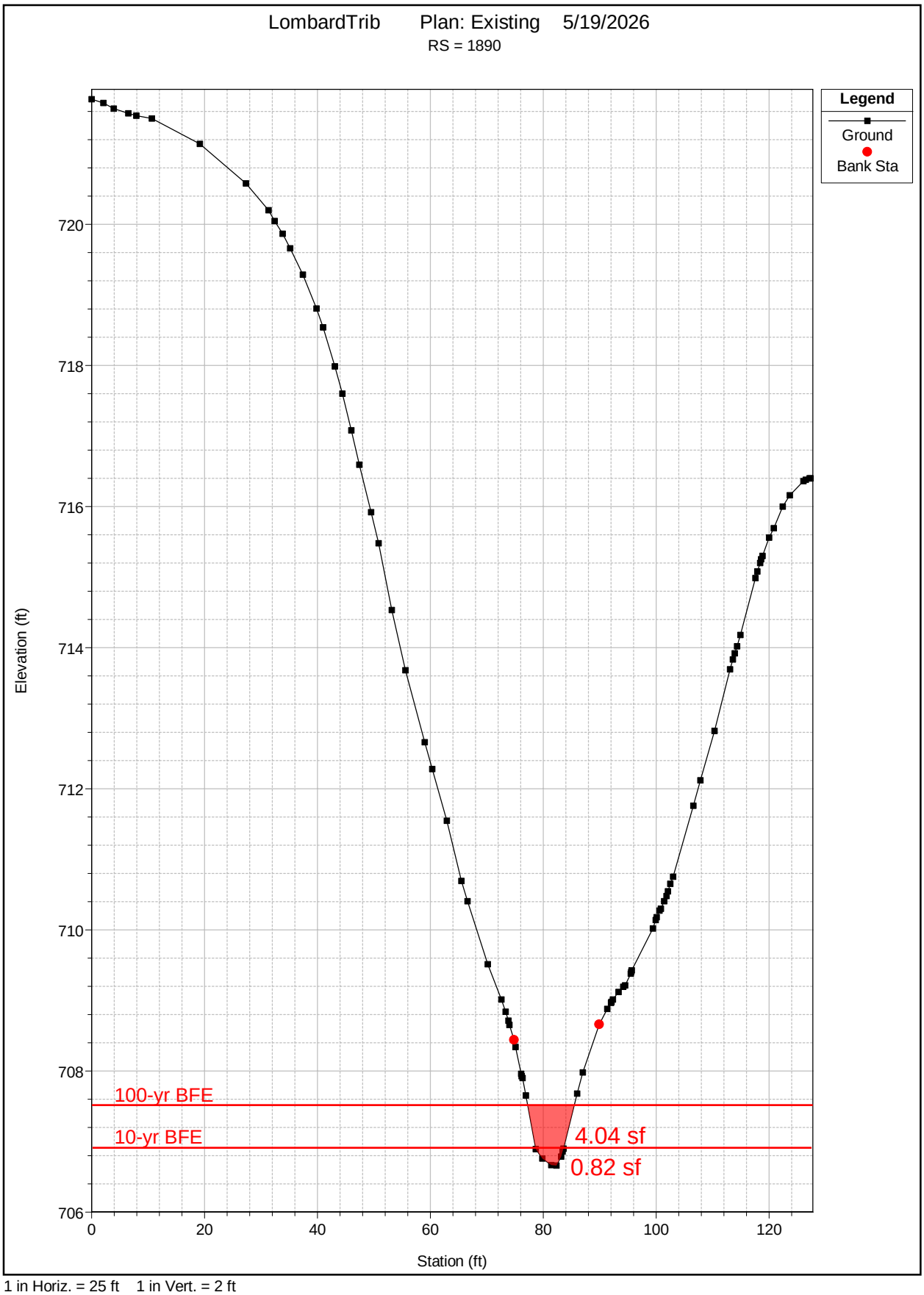


1 in Horiz. = 35 ft 1 in Vert. = 2 ft



1 in Horiz. = 35 ft 1 in Vert. = 2 ft



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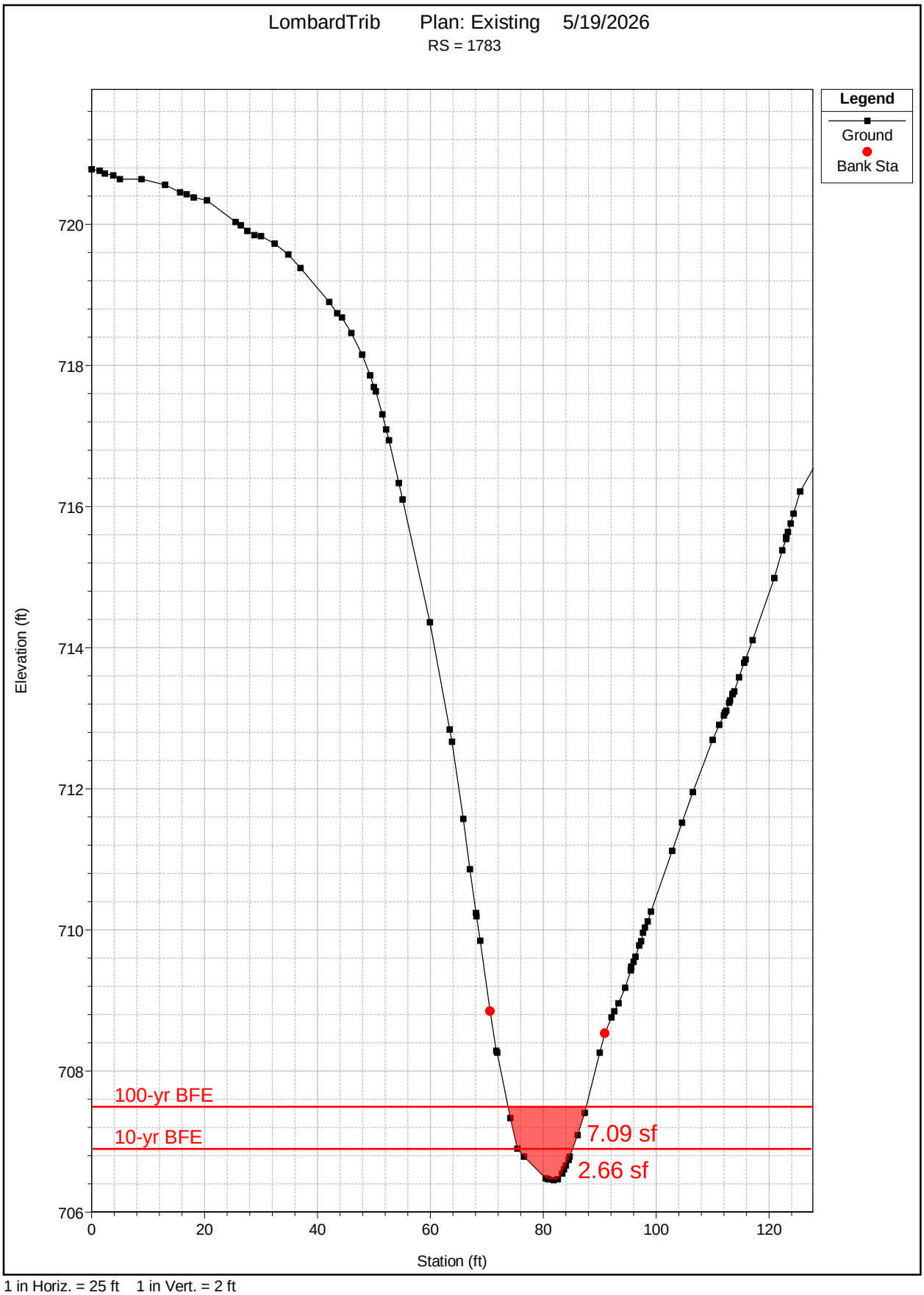
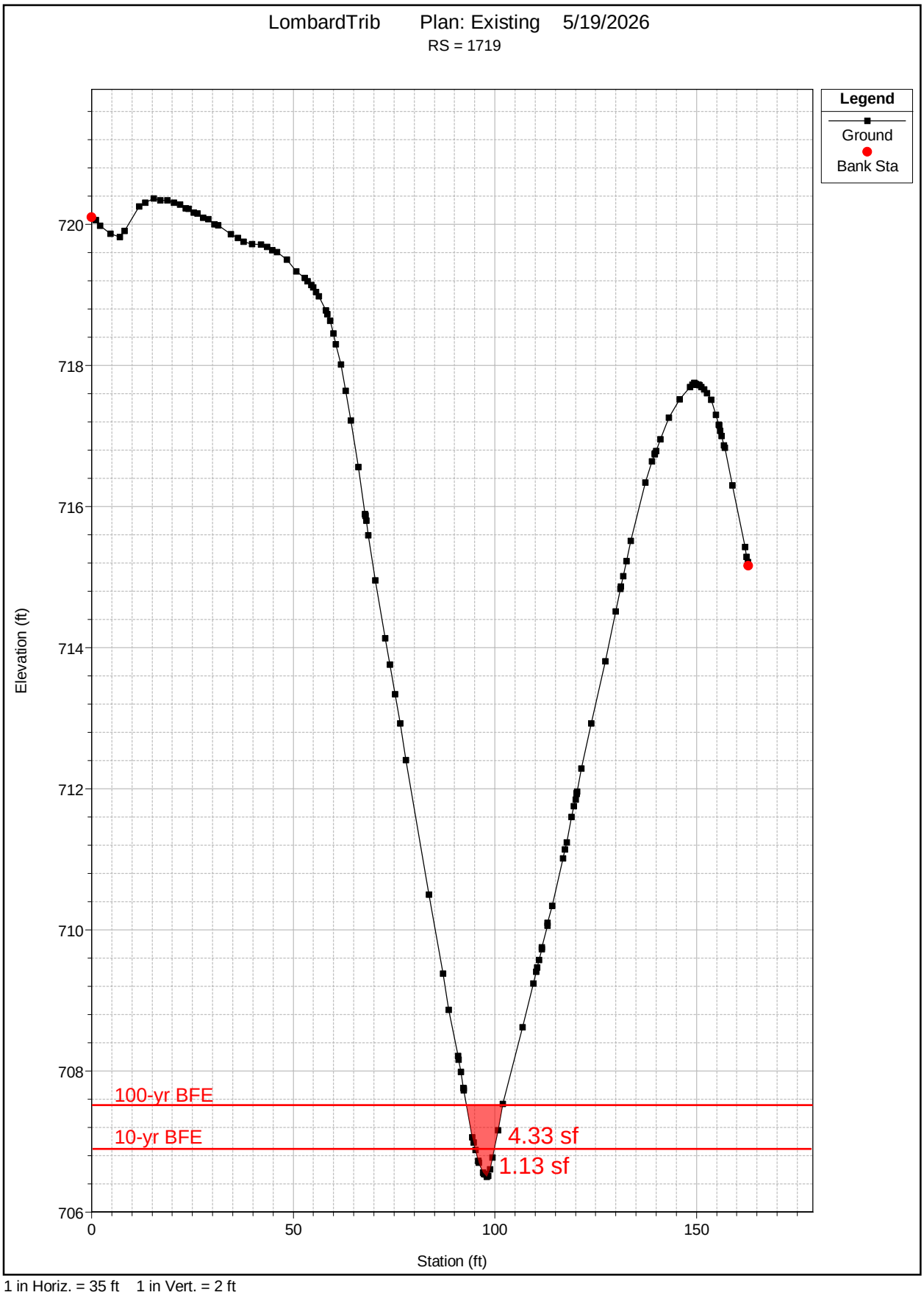
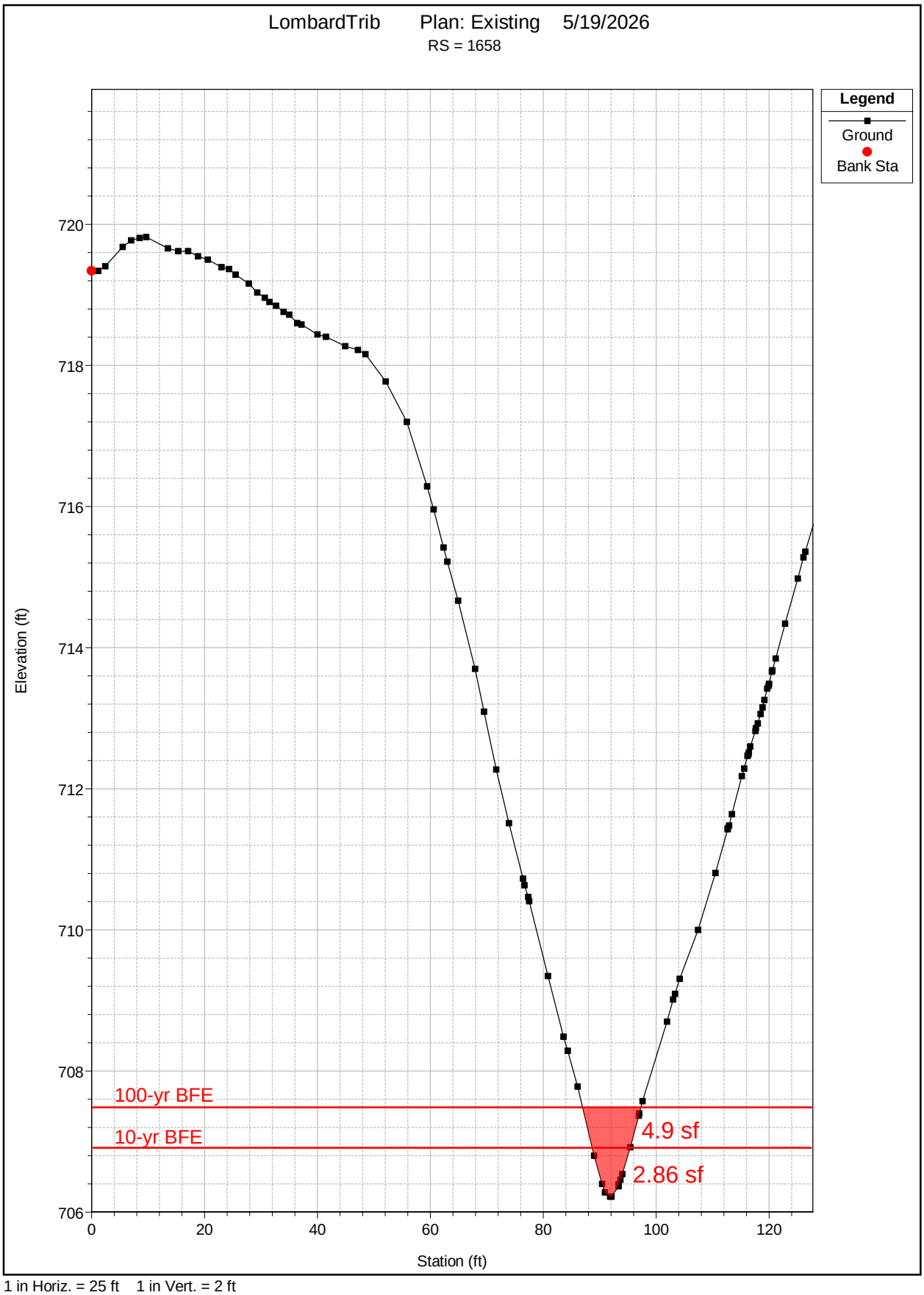


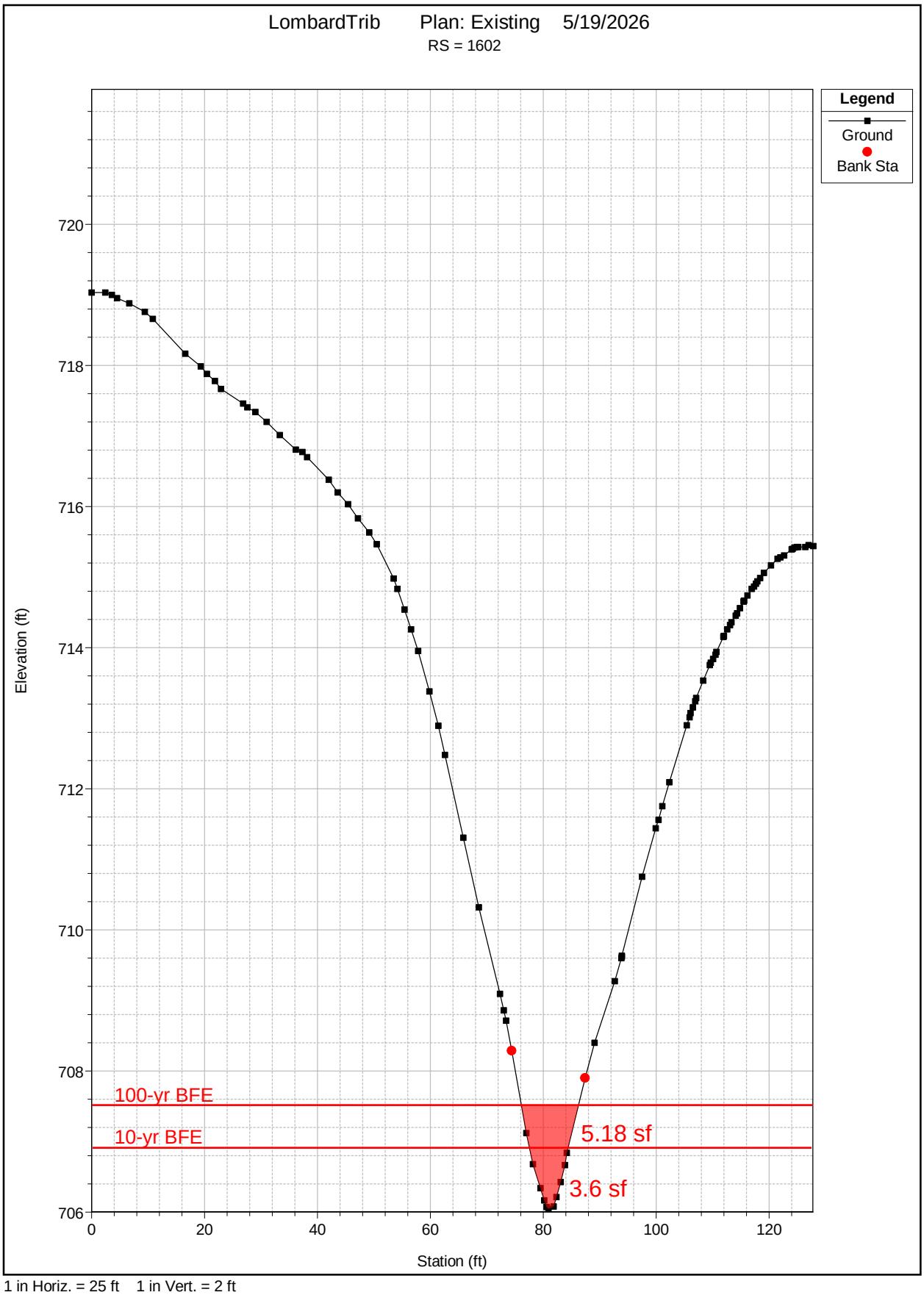
1 in Horiz. = 25 ft 1 in Vert. = 2 ft



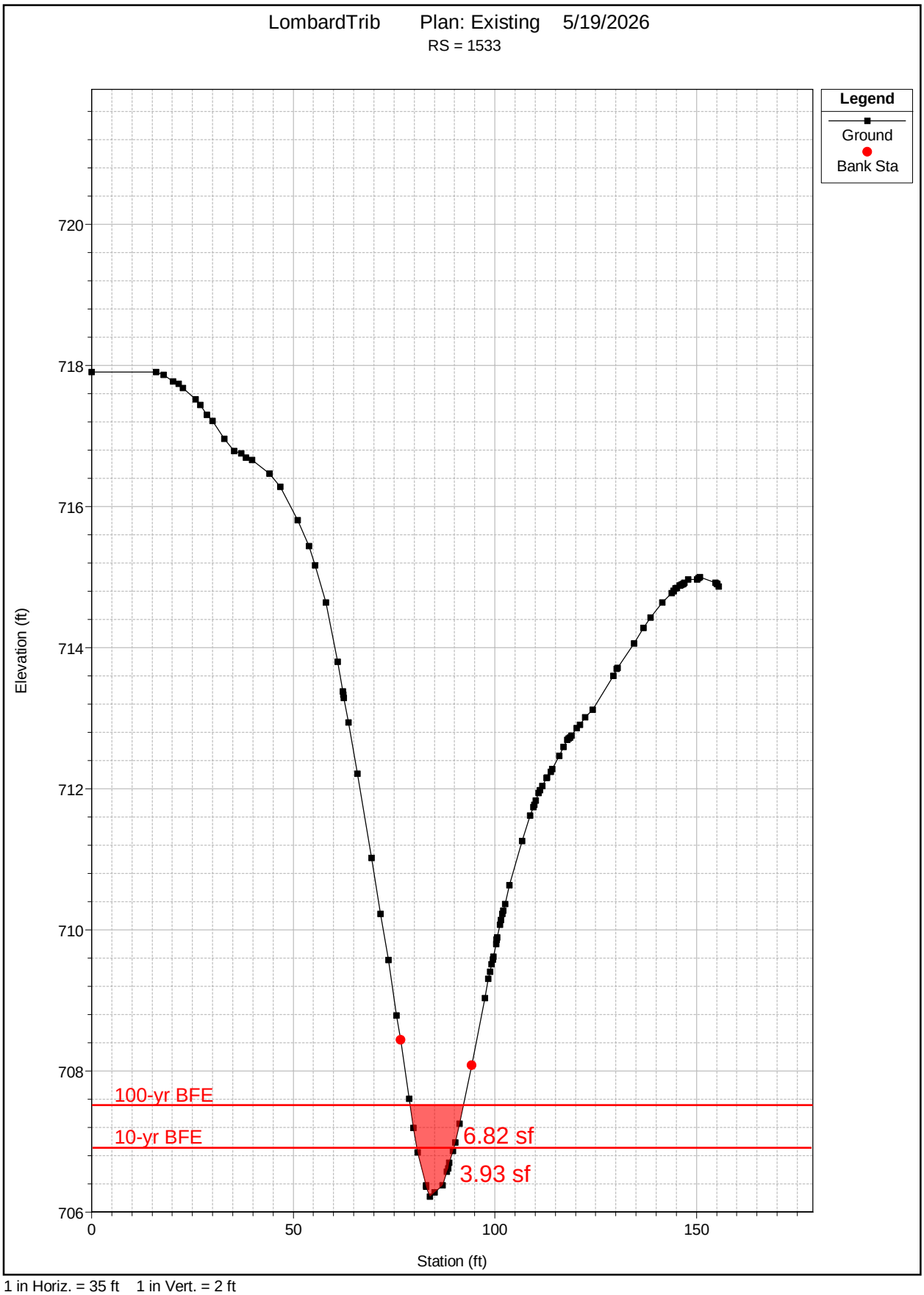
1 in Horiz. = 35 ft 1 in Vert. = 2 ft



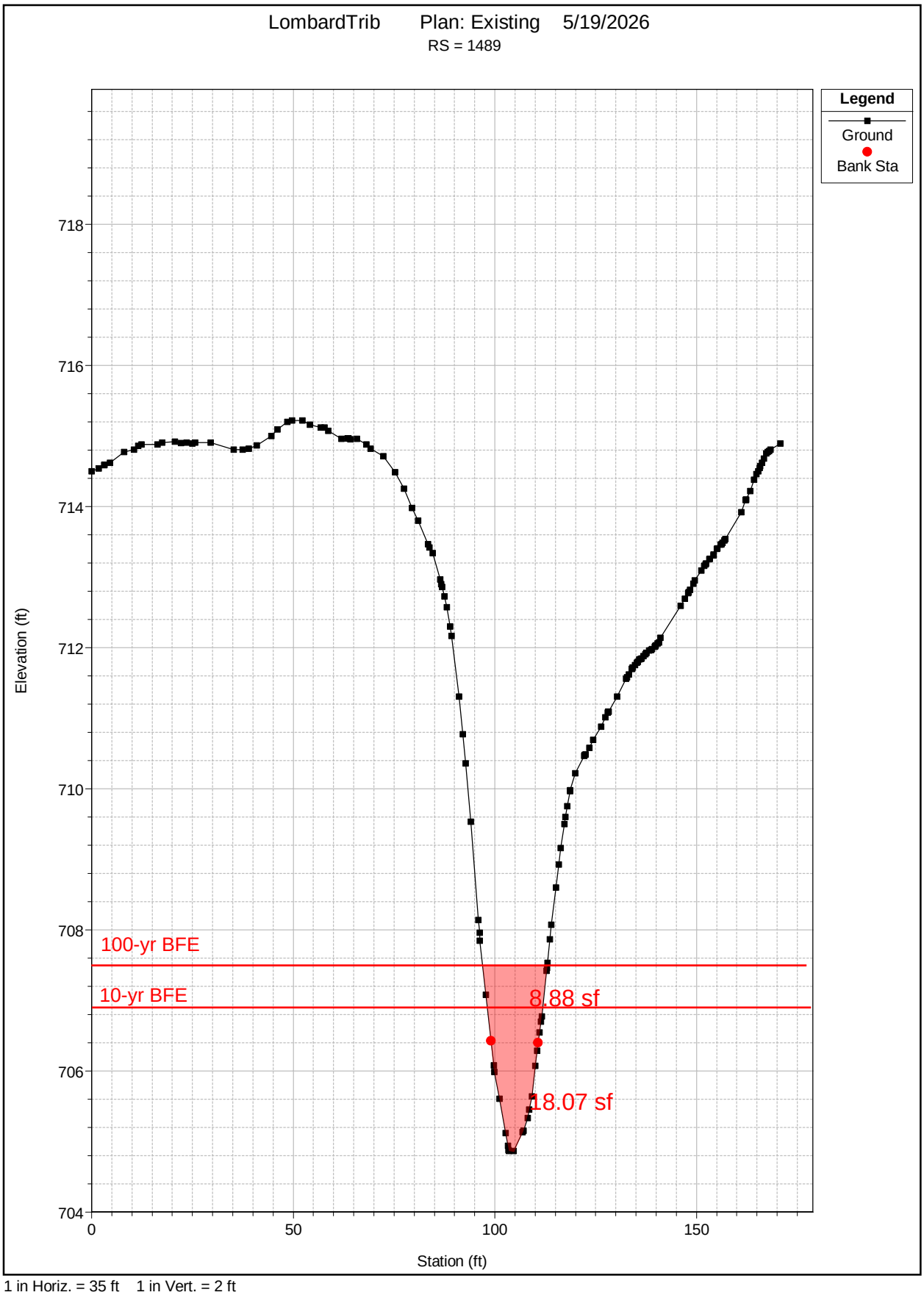
1 in Horiz. = 25 ft 1 in Vert. = 2 ft



1 in Horiz. = 25 ft 1 in Vert. = 2 ft



1 in Horiz. = 35 ft 1 in Vert. = 2 ft



1 in Horiz. = 35 ft 1 in Vert. = 2 ft

Kimley»Horn

June 9, 2026

Village of Oak Brook
1200 Oak Brook
Oak Brook, IL 60523

RE: Butterfield Road Development Project
Planned Development Oak Brook
Demand for Village Services

Dear Ms. Von Drasek,

The proposed project is anticipated to have the following impacts on village services:

1. **Water Service** – The proposed project is anticipated to require a 10-inch water service for domestic water and fire protection needs. A water main is proposed to be extended from Butterfield Road to the proposed building. The existing water main along Butterfield Road is also intended to be replaced by a proposed water main.

2. **Sanitary Sewer Service** – The proposed project is anticipated to require an 8-inch service for sanitary sewer discharge. A sanitary sewer main is proposed to be extended from an existing sanitary manhole in Butterfield Road to the rear of the building. A proposed stub will also be provided for the adjacent proposed development.

3. **Police Department Service** – The proposed retail use is not anticipated to cause an undue burden on the Oak Brook Police Department.

4. **Fire Department Service –** The proposed retail use is not anticipated to cause an undue burden on the Oak Brook Fire Department.

5. **School District –** The proposed project will have no impact on the school district. The increased assessment created by the project will generate additional property tax revenue for the school district.

6. **Library District –** The proposed project will have no impact on the library district. The increased assessment created by the project will generate additional property tax revenue for the library district.

We hope our responses address your concerns satisfactorily. Should you require further clarification or have additional questions, please do not hesitate to contact us.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Brooks Stickler, PE

Sr. Vice President

Email: Brooks.Stickler@kimley-horn.com

Phone: 407-427-1677

June 3, 2026

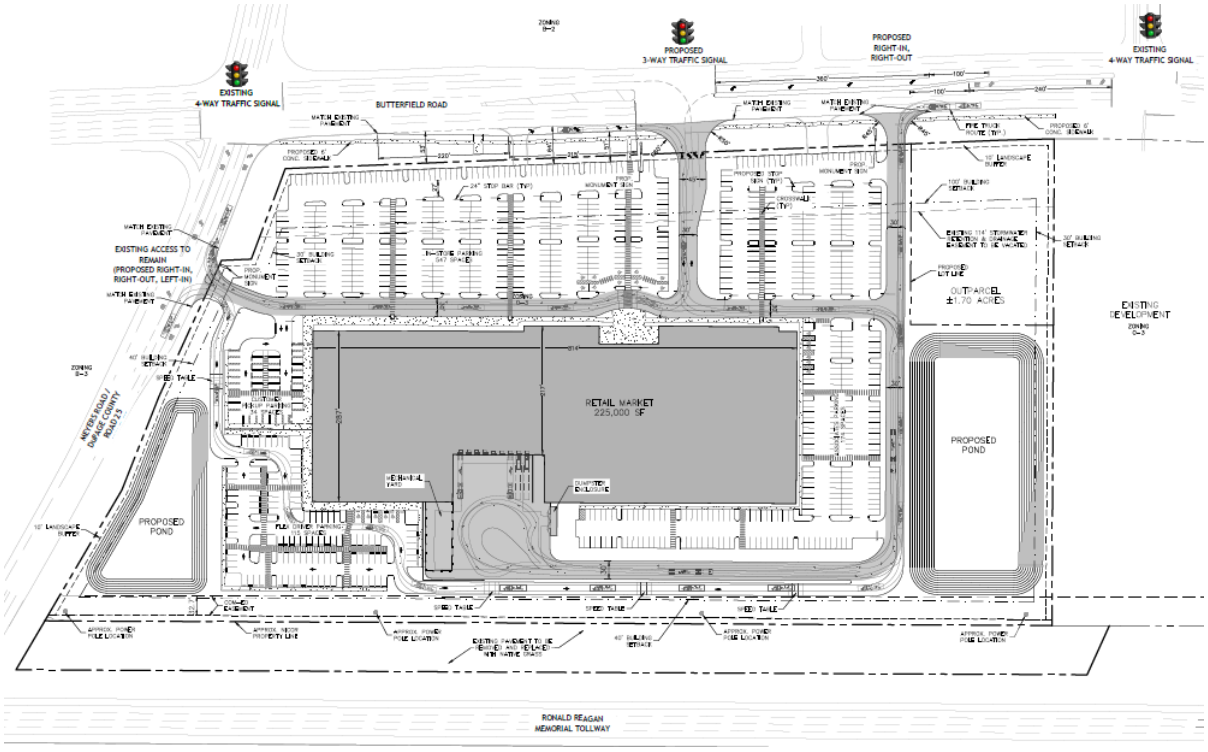
Subject: ***Butterfield Road Development Project - Noise Evaluation***
Village of Oak Brook, Illinois

Project Description

The proposed commercial or retail development is within the Village of Oak Brook, IL. It is approximately 5 miles southwest of Elmhurst, and approximately 9 miles east of Warrenville, and approximately 18 miles west of downtown Chicago. The site is generally located south of Butterfield Road, east of Dupage County Road 25 (Meyers Road), and north of I-88 (Ronald Reagan Memorial Tollway). The site will be located on commercial land with additional commercial land uses to the east and west. However, there are residential land uses to the north and south.

The proposed commercial or retail development will consist of an approximately 225,000 square-foot building with access provided from driveways off Butterfield Road and Meyers Road. The layout of the proposed commercial or retail development is shown in **Figure 1**.

Figure 1: Proposed Site Layout



Characteristics of Noise

Noise is generally defined as unwanted sound. It is emitted from many natural and man-made sources. Sound pressure levels are usually measured and expressed in decibels (dB). The decibel scale is logarithmic and expresses the ratio of the sound pressure unit being measured to a standard reference level. Most sounds occurring in the environment do not consist of a single frequency, but rather a broad band of differing frequencies. The intensities of each frequency add together to generate sound. Because the human ear does not respond to all frequencies equally, the method commonly used to quantify environmental noise consists of evaluating all of the frequencies of a sound according to a weighting system. It has been found that the A-weighted decibel [dB(A)] filter on a sound level meter, which includes circuits to differentially measure selected audible frequencies, best approximates the frequency response of the human ear.

The degree of disturbance from exposure to unwanted sound – noise – depends upon three factors:

1. The amount, nature, and duration of the intruding noise
2. The relationship between the intruding noise and the existing sound environment; and
3. The situation in which the disturbing noise is heard

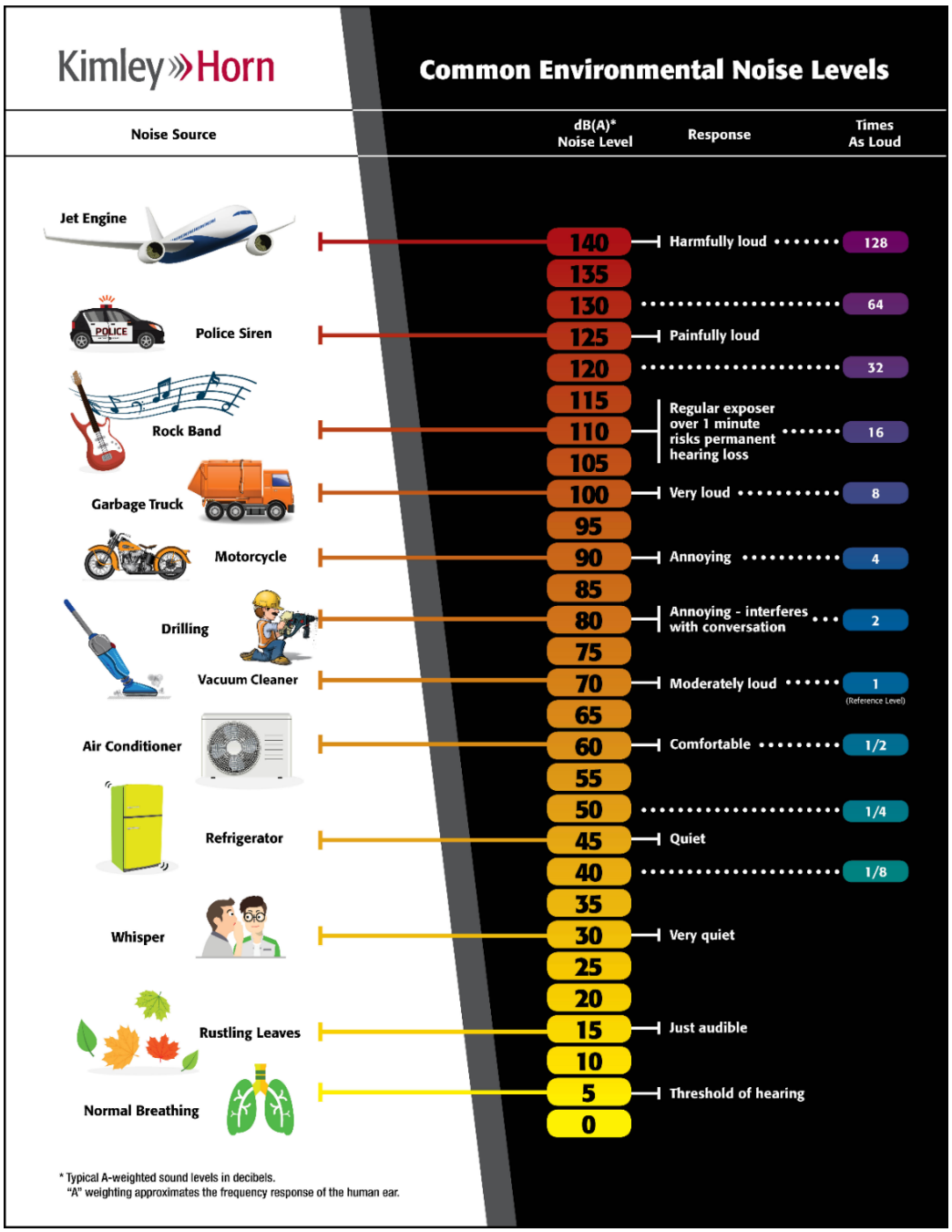
In considering the first of these factors, it is important to note that individuals have varying sensitivity to noise. Loud noises bother some people more than other people, and some individuals become increasingly upset if an unwanted noise persists. The time patterns and durations of noise(s) also affect perception as to whether or not it is offensive. For example, noises that occur during nighttime (sleeping) hours are typically considered to be more offensive than the same noises in the daytime.

With regard to the second factor, individuals tend to judge the annoyance of an unwanted noise in terms of its relationship to noise from other sources (background noise). A car horn blowing at night when background noise levels are low would generally be more objectionable than one blowing in the afternoon when background noise levels are typically higher. The response to noise stimulus is analogous to the response to turning on an interior light. During the daytime an illuminated bulb simply adds to the ambient light, but when eyes are conditioned to the dark of night, a suddenly illuminated bulb can be temporarily blinding.

The third factor – situational noise – is related to the interference of noise with activities of individuals. In a 60 dB(A) environment such as is commonly found in a large business office, normal conversation would be possible, while sleep might be difficult. Loud noises may easily interrupt activities that require a quiet setting for greater mental concentration or rest; however, the same loud noises may not interrupt activities requiring less mental focus or tranquility.

As shown in **Figure 2**, most individuals are exposed to fairly high noise levels from many sources on a regular basis. To perceive sounds of greatly varying pressure levels, human hearing has a non-linear sensitivity to sound pressure exposure. Doubling the sound pressure results in a three decibel change in the noise level; however, variations of three decibels [3 dB(A)] or less are commonly considered “barely perceptible” to normal human hearing. A five decibel [5 dB(A)] change is more readily noticeable. A ten-fold increase in the sound pressure level correlates to a 10 decibel [10 dB(A)] noise level increase; however, it is judged by most people as only sounding “twice as loud”.

Figure 2: Common Noise Levels



Over time, individuals tend to accept the noises that intrude into their lives on a regular basis. However, exposure to prolonged and/or extremely loud noise(s) can prevent use of exterior and interior spaces and has been theorized to pose health risks.

Noise Regulations

According to Title 6, Chapter 1, Section 6-1-1 of the Village of Oak Brook Code of Ordinances, "It shall be unlawful for any person to make, continue to cause to be made or continue any loud, unnecessary, prolonged or unusual noise which disturbs the peace of others."

Additionally, Title 13, Chapter 3, Section 13-3-10 of the Oak Brook Code states that "At any point on or beyond the boundary line of the district designated below, the sound pressure level of any operation or plant…shall not exceed the decibel limits in the table below:"

Time of Day	Maximum Permitted Decibel (dBA) Levels		
	Residential	Commercial	Industrial
Between 7:00 A.M. and 7:00 P.M.	65 dBA	70 dBA	70 dBA
Between 7:00 P.M. and 7:00 A.M.	55 dBA	60 dBA	65 dBA

Noise-Sensitive Areas

Noise-sensitive areas (i.e., residential, institutional, recreational, religious, etc.) in close proximity of the site were reviewed and evaluated for potential noise impacts. The proposed commercial or retail development was assumed to have passenger vehicles and heavy trucks, as well as HVAC equipment, on-site. For each source of noise, peak hourly equivalent noise levels of 75 dB(A) for truck traffic, 55 dB(A) for passenger vehicle traffic, and 60 dB(A) for HVAC equipment were assumed to occur at a distance of 50 feet. Estimated noise levels were calculated assuming that the hourly noise level from each source of noise would be reduced by approximately 6 dB(A) for each doubling of distance. Distances from closest area of use for each noise source to the surrounding noise-sensitive areas were measured.

Noise-Sensitive Area 1 - Multi-Family Residential (9 North Tower Road)

Noise-Sensitive Area 1 is a residential use. Therefore, the residential noise limits were assumed.

Noise-Sensitive Area 1 is approximately 855 feet northwest of the truck court on the southern façade of the proposed commercial or retail building and approximately 410 feet northwest of the passenger vehicle parking area located north of the proposed commercial or retail building. HVAC equipment located near the northwest corner of the proposed commercial or retail building would be as close as 730 feet from the noise-sensitive area.

Based on the general distances from each noise source to the noise-sensitive area, it is estimated that the anticipated hourly equivalent noise level at this receptor would be approximately 43 dB(A), which is below the daytime and nighttime noise limits for a residential use. It should be noted that a 10 dB(A) reduction was applied to truck traffic noise levels due to the proposed commercial or retail building completely blocking the line of sight between the truck court and the noise-sensitive area.

Noise-Sensitive Area 2 - Single-Family Residential (8 Wyndham Court)

Noise-Sensitive Area 2 is a residential use. Therefore, the residential noise limits were assumed.

Noise-Sensitive Area 2 is approximately 990 feet southwest of the truck court on the southern façade of the proposed commercial or retail building and approximately 1,510 feet southwest of the passenger vehicle parking area located on the southern façade of the proposed commercial or retail building. HVAC equipment located near the southwest corner of the proposed commercial or retail building would be as close as 1,085 feet from the noise-sensitive area.

Based on the general distances from each noise source to the noise-sensitive area, it is estimated that the anticipated hourly equivalent noise level at this receptor would be approximately 49 dB(A), which is below the daytime and nighttime noise limits for a residential use. It should be noted that this receptor is located on the other side of I-88, which has an existing noise barrier adjacent to the eastbound travel lanes.

Noise-Sensitive Area 3 - Single-Family Residential (8 Cochise Court)

Noise-Sensitive Area 3 is a residential use. Therefore, the residential noise limits were assumed.

Noise-Sensitive Area 3 is approximately 660 feet southeast of the truck court on the southern façade of the proposed commercial or retail building and approximately 380 feet south of the passenger vehicle parking area located on the southern façade of the proposed commercial or retail building. HVAC equipment located near the southeast corner of the proposed commercial or retail building would be as close as 590 feet from the noise-sensitive area.

Based on the general distances from each noise source to the noise-sensitive area, it is estimated that the anticipated hourly equivalent noise level at this receptor would be approximately 53 dB(A), which is below the daytime and nighttime noise limits for a residential use. It should be noted that this receptor is located on the other side of I-88, which has an existing noise barrier adjacent to the eastbound travel lanes.

Conclusions/Next Steps

The proposed commercial or retail development is generally located south of Butterfield Road, east of Dupage County Road 25 (Meyers Road), and north of I-88 (Ronald Reagan Memorial Tollway). The site will be located on commercial land with additional commercial land uses to the east and west. However, there are residential land uses to the north and south.

On-site operational noise levels at the residential land uses north and south of the site are anticipated to remain below the nighttime noise goal of 55 dB(A). In addition, noise generated by the proposed commercial or retail development is anticipated to be consistent with the existing noise levels expected to be generated by adjacent commercial land uses as well as traffic noise from nearby roadways. Therefore, noise abatement is not recommended at this time.

Date

Address of recipient
Style with No Spacing
Street Address
City, State 00000

RE: ***Project Name***
2026-4-ZO-PD
Address/Location
City, State

Dear Mr. /Mrs. _____,

We are in response of your review comments dated _____, for the proposed _____ located at _____ in CITY, STATE. Below is a summary of the actions taken in response to these comments.

Flagg Creek Water Reclamation District

1. Final design must provide additional details for sanitary sewer main extension and sewer services (laterals) for future buildings, such as pipe sizes, slopes, profiles, typical MH detail. etc.

   Response: Comment acknowledged.

2. A sewer line that serves only one building/account is considered a sewer service (or lateral sewer). When it serves two or more buildings/accounts, it is considered sewer main extension.

   Response: Comment acknowledged.

3. The segment from the proposed MH where two future buildings connect (one from the south side and stub from the east side) to the existing MH near Butterfield Rd. will be considered a sewer main extension. That MH and segment will be turned over to FCWRD to own, operate, and maintain. All other segments and MHs will remain private and are to be maintained by the owner.

   Response: The sewer service to the future outparcel has been removed. Future service for the outparcel will be extended from the existing sanitary sewer main along Butterfield Road.

4. FCWRD will require an exclusive easement for the extended sewer main and MH.

   Response: The revised sanitary layout provides for service to one building. Future outparcel will be served from the existing sanitary sewer main along Butterfield Road.

5. Any sewer main extension will require a permit from IEPA (Illinois Environmental Protection Agency) and from FCWRD.

   Response: Comment acknowledged.

6. Disconnection permit will be required for each existing building. The disconnections must be completed prior to demolition of each building.

   Response: Comment acknowledged.

7. Reconnection permit will be required of each future building.

   Response: Comment acknowledged.

8. **The fire truck turning radius seems to have little to no forgiveness and requires the driver/operator to either swerve into another lane to complete a turn, hang over curbs, or come very close to curbs to complete turns.**

   Response: The fire truck routing has been revised to better accommodate the turning movements. Additional refinements to the parking layout will be researched during the full design process.

9. **The FD would like to ensure adequate water availability and hydrants around the property for FD use/access.**

   Response: The Utility Plan indicates proposed water service and fire hydrant locations around the building. A full water design will be provided with the final engineering plans.

10. **The FD would like to confirm 360-degree access around the building.**

    Response: Comment acknowledged. The Fire Department will have access around the building.

11. **The FD would like to confirm all pavement/underground structures support the weight of a fire truck.**

    Response: Comment acknowledged. Pavement sections will be provided with the final engineering plans.

12. **The FD isn't sure of the comment regarding no undue burden to Fire/EMS services and on what basis that information is provided.**

    Response: The comment was to indicate that the operation of the proposed business would not require additional services in significant excess of other similar businesses.

13. **Further FD/fire protection concerns will be addressed during the plan submittal and review process.**

    Response: Comment acknowledged.

EZA General Comments

1. Please note the following. A response to these comments is not necessary:
   Response: Noted.
2. Provide a breakdown of different types of impervious areas in the existing and proposed conditions. The breakdown should include the overall area of the development site as well as the net new impervious area.
   a. If the net new impervious area since 1992 is 25,000 SF or greater, stormwater detention will be required.
   b. If the net new impervious area since 2013 is 2,500 SF or greater, Post Construction Best Management Practices (PCBMP) will be required.

Response: The overall existing impervious area is 940,030 sf, which includes the adjacent Nicor property. The proposed impervious area is 736,455 square feet. In addition, the parking lot on the adjacent Nicor property is being proposed to be removed. This would result in an overall reduction in impervious area of 203,575 square feet.

3. Per the 1977 stormwater calculations, it appears detention was provided for the entire site with an exception for 6.93 acres (southwest portion of the development site), which resulted in a flow of 52 CFS (C=0.95; i=7.9 in/hr). This is prior to 1992, so it is not yet known if stormwater detention (by today's standards) is required for the entire site. However, stormwater detention (by today's standards) is required for the 6.93 acres of undetained area.

   Response: Detention is to be provided for the full, proposed development. Refer to the preliminary Drainage Report for details.

4. Per the effective Flood Insurance Rate Map (FIRM), the development site is located within a 100-year regulatory floodplain. Provide the following information:
   a. The applicable FIRM and Flood Insurance Study (FIS) profile.
   b. The limits of the floodplain shall be shown on all applicable plan sheets.
   c. Compensatory storage calculations demonstrating compliance with Title 9-10.
   d. A full Floodplain Submittal will be required prior to approval of the Final Plat of Subdivision.
   e. Please note that the flowline of the Lombard Tributary (as shown on the FIRM) is not consistent with the actual condition. This error extends from the culvert under Meyers Road to the north pond (in the middle of the site). Provide a statement and any necessary calculations to address whether this error impacts the limits of the regulatory floodplain. It would appear the ditch along Butterfield Road may include regulatory floodplain.

   Response: The FIRM and FIS Profile have been included in the Stormwater Management Report. Refer to the preliminary Drainage Report for additional information.

5. The 100-year BFE of 707.5 and the 10-year BFE of 706.9 are confirmed. A response to this comment is not necessary.

   Response: Noted.

6. The storm sewer system shall be designed to convey the 10-year rainfall event. Provide preliminary storm sewer calculations. Please note that review of final engineering plans will full calculations of all proposed storm sewers as well as inlet capacity calculations.

   Response: The preliminary storm sewer calculations for the bypass sewers have been included with the Floodplain calculations. The storm sewer calculations for the on-site drainage areas will be sized for the 10-year event and included with the final engineering.

7. Provide a stormwater narrative to discuss offsite flows from upstream of the development site and how those flows will be conveyed to ISTHA right-of-way (downstream of the site).

   Response: A description of how the offsite flows are conveyed through the site has been included in the Drainage Report.

8. As noted in the Environmental Impact Study, a wetland delineation is required. Provide a wetland and buffer impact submittal.

   Response: The Wetland Delineation report has been included.

9. Provide water supply demand calculations. It is noted a 10" diameter water service is anticipated. The existing water main on Butterfield Road is 12" diameter and the existing (looped) water connections are 6" diameter. The calculations will be used in the Village's water model to determine if any upgrades to the Village's water distribution system are required in order to adequately service the development.

   Response: The watermain along Butterfield Road has been called out to be replaced. A full water system analysis will be provided with the final engineering plans.

10. **Provide a Preliminary Engineer's Opinion of Probable Construction Cost for all site work.**

    Response: An Opinion of Probably Construction Cost will be provided under separate cover as the design progresses.

EZA Preliminary Plat Comments

1. The Preliminary Plat includes sheets C3.0-C6.0 and L1.0. Please provide the full set of preliminary engineering drawings to be included in and titled as the Preliminary Plat.

   Response: The preliminary engineering plans Sheets C3.0-C6.0 and L1.0 are the full set requested by the Village for review.

2. Title 14-3-3.A.1 – Provide a proposed name for the subdivision.

   Response: The proposed name for the Plat has been provided.

3. Title 14-3-3.A.2 – Indicate the legal description for the development site on the Preliminary Plat. The legal description on the ALTA/NSPS Land Title Survey will suffice.

   Response: The legal description has been provided on the Plat.

4. Title 14-3-3.A.4 – Indicate the name(s) and address(es) of the owner and subdivider having control of the tract and the surveyor who prepared the plat.

   Response: The Owner information has been provided on the Plat.

5. Title 14-3-3.A.6 – Indicate the date of survey and preparation.

   Response: The date has been provided on the survey.

6. Title 14-3-3.B.1 – Add lengths of bearings/angles for all lots and lines of the subdivision.

   Response: Bearings/distances have been provided on the Plat.

7. Title 14-3-3.B.2 – Indicate the total acreage of the subdivision.

   Response: The acreages have been provided on the Plat.

8. Title 14-3-3.B.3 – Indicate the existing zoning districts in the proposed subdivision as well as adjacent tracts.

   Response: The zoning districts have been added to the Plat.

9. Title 14-3-3.B.4 – Provide a sheet showing only corporate lines of the Village of Oak Brook, public right-of-way, easements, and permanent buildings/structures on or within 200' of the development site.

   Response: This sheet will be provided under separate cover.

10. Title 14-3-3.B.5 – Provide a sheet showing only the location and size of existing sewers, water mains, culverts, or other underground facilities within the tract and to a distance of at least 200' beyond the tract; also indicating such data as grades, invert elevations, and locations of catch basins, manholes, vaults, and hydrants.

    Response: This sheet will be provided under separate cover.

11. Title 14-3-3.B.6 – Provide a location map, ideally on the cover sheet.

    Response: A location map has been provided on the Plat.

12. Title 14-3-3.B.7 – Provide a sheet showing topographic data including 1' contours.

    Response: Sheet C5.0 shows topographic data at 1' contours.

13. Title 14-3-3.B.8 – Provide locations of or reference to locations of existing monuments or survey markers.

    Response: Locations of survey markers are provided on the Plat.

14. Title 14-3-3.C.2 – It does not appear that the southbound left turn in from Meyers Road is feasible. Please extend the median to the south to block traffic from this movement. This comment will defer to any requirement or comment made by DuDOT or IDOT.

    Response: The median has been extended to block this movement.

15. Title 14-3-3.C.3 – Provide locations of all proposed easements. This may include easements anticipated for stormwater detention, floodplain, public utility and drainage, ISTHA, IDOT, DuDOT, cross-access, etc.

    Response: Proposed easements will be provided with the final engineering plans to accommodate any potential design changes.

16. 30. Title 14-3-3.C.3 – The Village is requesting an easement at the northwest corner of the development site for an Oak Brook Major Identifier monument. The easement would be 25' offset from the north and west property lines. It is noted that while this area was landscaped on the previous submittal and is now show to have the parking lot moved into this space.

    Response: This Village requested a 20'x20' sign easement and it has been provided on Sheet C3.0 – Site Plan.

17. Title 14-3-3.C.3 – Indicate all existing easements proposed to be vacated. Of particular note, the existing site plan will require the 114' easement for Stormwater Retention and Drainage to be vacated as well as the IDOT Drainage Easement.

Response: Preliminarily all onsite easements with the exception of the Com-Ed easement along the tollway are to be vacated.

18. 32. Title 14-3-3.C.4 – Indicate the layout, numbers, and typical dimensions of proposed lots to the nearest foot and areas of each lot.

Response: Dimensions have been provided on the Plat.

19. 33. Title 14-3-3.C.5 – Indicate proposed building setback lines, including dimensions.

Response: Proposed setbacks are indicated on Sheet C3.0 – Site Plan.

20. 34. Title 14-3-3.C.8 – The development site accepts significant amounts of stormwater runoff from three offsite sources:

 Butterfield Road right-of-way and storm sewer system;

 A 72”/78” diameter storm sewer under Meyers Road (from the Promenade). The upstream end (72”) of this storm sewer appears to be 708.75 (NAVD 29) and the downstream end (78”) appears to be 707.72. The upstream area to this storm sewer is approximately 618 acres. A combination of a 24”x45” HERCP and 24”x38” HERCP from 2625 Butterfield Road (designed to convey approximately 90 CFS (10-year)). The pipes combine into a junction chamber (INV 699.89) with a 53”x83” HERCP (66” diameter equivalent).

 Please note this system may need to be hydraulically separated from most of the rest of the development site to maintain existing drainage characteristics. This is not addressed in the plans. These sources of runoff do not appear to be considered on sheet C5.0. 100-year flows need to be maintained to avoid backups onto upstream properties.

Response: Refer to the preliminary Drainage Report for the proposed design.

21. Title 14-3-3.C.8 – The Detention section of the Drainage Memo states that the site requires approximately 13.6 ac-ft of storage in order to store the 100-year, 24-hour rainfall event and release it at the allowable rate of 0.1 cfs/acre per the DuPage County Ordinance. Provide calculations to support this statement.

Response: Refer to the preliminary Drainage Report for the proposed design.

22. Title 14-3-3.C.8 – The two proposed stormwater basins are stated contain a combined volume of 23.51 ac-ft, which is sufficient to meet detention requirements and compensatory storage requirements (7.95 ac-ft compensatory storage, 6.64 ac-ft west pond, 6.94 ac-ft east pond). However, detention basins in the regulatory floodplain shall comply with Title 9-9-4. Additionally, calculations are required to show each basin is sized proportional to the tributary area for each.

23. **Response: Refer to the preliminary Drainage Report for the proposed design.**

24. Title 14-3-3.C.8 – Per the 1977 stormwater calculations, it appears the designed release rate from the development site (at I-88 ROW) was 174 CFS. This is required to be maintained.

25. **Response: Refer to the preliminary Drainage Report for the proposed design.**

26. Title 14-3-3.C.8 – Please note that the Village would prefer open water retention ponds, as opposed to native planted detention basins.

Response: The proposed, preliminary design calls for two ponds with one being open water and the other being native planted.

27. Title 14-3-3.C.8 – It is noted the site will require significant amounts of fill. In some areas, there will be 7-8' of fill. Assuming that existing asphalt material will be recycled, please note that any recycled material will require inspection reports, certifying the gradation is appropriate for the use.

    Response: Noted.

28. Title 14-3-3.C.8 – The existing 12" diameter water mains (on Butterfield Road and on Meyers Road) are approximately 50-60 years old. Please show abandonment and replacement of the water mains with new 12" diameter water mains. If determined to be necessary by the water model, 16" diameter water mains may be required.

    Response: The Utility Plan calls for the existing water main on Butterfield to be replaced. Full water system design will be provided with final engineering plans.

29. Title 14-3-3.C.8 – Revise the Amazon water service as follows:

    □ Revise the cross into a tee. The water service will be looped around the building, but will be completely separated from the water service for the future outlot.

    □ The proposed hydrants will be privately owned. The hydrant leads shall be a maximum of 2'. Revise the water service location accordingly.

    □ The (combined) water service shall enter the building and then can be split between fire and domestic.

    □ The water meter and backflow preventer shall be located inside the building, not near the main.

    □ A 5' diameter valve vault will be required as close to the water main on Butterfield as possible.

    Response: The Utility Plan has been updated to incorporate these design changes.

30. Title 14-3-3.C.8 – The future outlot water service can be removed from the Preliminary Plat. If it is desired to be shown, it shall be designed to conform to the requirements shown above for the Amazon water service.

    Response: The Utility Plan has been revised to remove the future outparcel service. Future service will be provided from the main on Butterfield Road.

31. Title 14-3-3.C.8 – Similarly to the future outlot water service, the sanitary service does not need to be shown on the Preliminary Plat. Approval for the proposed layout will require approval from the Flagg Creek Water Reclamation District.

    Response: The Utility Plan has been revised to remove the future sanitary service.

32. Title 14-3-3.C.10 – Provide the proposed location and design of any subdivision gateway/sign.

    Response: Final location and design has not been completed at this time.

33. The fire truck turning movement from northbound Meyers into the site is not made from the right turn only lane. The right turn movement onto Butterfield Road enters the middle (of 3) lane. Revise accordingly.

    Response: The truck turning movements have been revised on the Site Plan.

34. Remove the speed tables in the drive aisle along the south property line. The speed tables are likely to damage the Village's fire truck.

Response: Further coordination required with Fire Department. Currently the speed tables are 3" in height. Due to safety concerns, the speed tables are required onsite. Design considerations for the Fire Department will be evaluated during the final engineering phase.

RVi Landscape Plan Review

B) Landscape Plan Requirements: Provide the following additional plans:

a. **Provide existing tree survey, noting trees proposed for removal and planned for preservation.**

   Response: A final tree survey has not been completed at this time. Currently, no existing trees onsite are expected to be saved.

b. **Provide irrigation plan with system details and sprinkler head locations if applicable.**

   Response: Irrigation plans have not been initiated at this point in the preliminary design. Final irrigation plans will be provided during the full design process.

c. **Provide construction erosion control plan.**

   Response: Full erosion control plans will be provided during the final design process.

2. B) Landscape Plan Requirements: Provide schedule of existing trees to be removed and to be preserved (6" caliper or greater), and indicate caliper size, common name, and botanical name.

Response: A final tree survey has not been completed at this time. Currently, no existing trees onsite are expected to be saved.

3. C) Landscape Requirements: No more than 25% of one genus shall be specified for each plan group. Indicate percentage of each genus specified on future plan submittals.

Response: Comment acknowledged. Final percentages will be provided with the final engineering plans.

4. D) Installation of Plant Materials: As required by 425 ILCS 20 No object shall be constructed, maintained or installed within forty-eight inches (48") of a fire hydrant. Ensure there is adequate spacing between the hydrant within the planting beds in the parking lot and the proposed shrubs on future submittals.

Response: Comment acknowledged. Landscaping will be revised as the full water design and hydrant locations are completed.

5. G) Interior Landscaping Requirements: Landscaped dividers or continuous islands with a minimum width of six feet (6') shall be provided between every three (3) parking bays. Provide curbs and low landscaping on either side of pedestrian crosswalks in the center aisles to provide a buffer from parked vehicle overhang.

Response: In order to meet parking required by the Village, this design change would not be feasible. Currently every third parking row has a 9-foot pedestrian access aisle.

6. H) Minimum Landscape Requirements for Foundations Plantings: A minimum building foundation landscape area of five feet (5') in width shall be located immediately along the front and sides of the building expect at entryways. Several areas along the building edge are less than 3' wide which will not support plant establishment.

Response: There are numerous entry points along each side of the building which require more sidewalk space. However, additional planting areas have been added around the building as well.

7. I) Miscellaneous Landscape Requirements: For every 1 square foot of total sign area, one square foot of landscaped area shall extend at least 3' beyond the sign faces in all directions at the monument entry signs. Provide landscaping around both monument signs.

Response: Additional landscaping will be provided around the monument signs during the final design process. Currently the final location and design of the signs have not been determined. Landscaping will be provided that best fits the aesthetic associated with the final design.

Sec. 13-3-17 Fence Regulations:

1. H) Commercial Fencing: Dumpsters shall be screened by a 6' high wall to match the color and material of the principal use building and include metal gates, oriented away from streets and sidewalks. Indicate the proposed location and screening of dumpsters on the plans.

Response: Refer to architecture plans for the design of the dumpster enclosures.eneral Comments:

2. Sheet C4.0 notes the area along the Ronald Reagan Memorial Tollway to be planted with native grasses. Show the area to be planted with native grasses on the landscape plan and indicate the proposed planting mix.

Response: Coordination is ongoing with Nicor to determine if this area can be removed and planted. No determination has been made as to the removal of the pavement or the planting mix at this time.

We trust these responses and the description of changes above adequately address your comments. If you have any questions or require any additional information, please contact me at PHONE NUMBER OF PM.

Sincerely,

(INSERT SIGNATURE)

Project Manager, P.E.
Kimley-Horn and Associates, Inc.
Phone: XXX
Email: XXX

DLA Piper LLP (US)
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Katherine C. Jahnke Dale
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T 312.368.2153
F 312.251.2856

June 16, 2026
VIA E-MAIL

Rebecca Von Drasek
Director – Development Services
Village of Oak Brook
1200 Oak Brook Road
Oak Brook, Illinois 60523

Re: Meyers / Butterfield Road Redevelopment
Response to Comments

Dear Ms. Von Drasek:

We are in receipt of your comments concerning the captioned project. Our responses to the Village's comments are set forth in bold italics below.

1. Add 47 more parking stalls to conform to the zoning code.
   Response: See attached revised site plan Exhibits 1a-1b, which shows 918 parking spaces comprised of 872 initial spaces plus an additional 46 future (land banked) parking spaces on the south portion of the site in the existing ComEd easement area. This parking could be added in the future, should the operations warrant it.

In addition, following are proposed revisions in blue to the conditions of approval recommended by the P&Z Commission on May 13th.

1. Compliance with Plans: The development, maintenance, and operation of the property will be in substantial compliance with the plans and documents as submitted, except for minor changes approved by the Development Services Director and Village Manager in accordance with Section 13-15-8 of the Zoning Ordinance.
   Response: Acknowledged. As noted at the P&Z Commission hearing, we request that the Village Board authorize the Development Services Director and Village Manager to approve additional minor changes to the site plan, landscape plan and elevations beyond those authorized by Section 13-15-8 to accommodate additional changes required during final design so long as such changes do not change the overall character of the approved development plan.

2. Architectural Components:
   a. Exterior insulation finish systems ("EIFS"), stucco, and materials deemed comparable by Development Services Director, shall occupy no more than 25% of any building elevation, and shall comply with all Village Code requirements concerning maintenance and installation. The final design elevations shall be consistent with the design prototypes included in the application materials, with improved facade openings to break up the solid wall appearance. Add wall articulation including pilasters or façade offsets and spandrel glass windows.
   Response: See the attached elevations and calculations in Exhibits 2a-2g demonstrating that these requirements are met.

   b. Trash enclosures and dumpsters shall be screened and of a building material to match the proposed building's materials incorporating brick, stone or a similar product for design consistency, aesthetics and long-term durability. Trash enclosures must be installed in the rear of the building and match the building in material and color.
   Response: Acknowledged. See the enclosed site plan Exhibit 1a and elevation Exhibit 2gshowing the necessary trash enclosures that comply with these requirements.

   c. All mechanical equipment ground-based and roof-mounted and dumpsters must be fully screened from view at the property lines per Village code.
   Response: Acknowledged. The project will comply with these requirements.

   d. Separate sign permits are required for all signage. All sign proposals shall comply with applicable Village sign regulations unless specifically waived. All illuminated building signage shall be turned off or dimmed to 50% after operational hours.
   Response: Please see signage plan Exhibit 3. Amazon will comply with the Village signage application process. Amazon will comply with Village codes and ordinances with respect to lighting. The operations team is concerned with the reduction in light being a safety/security issue on sight and feel that the distance of the signage sits far enough back from Butterfield Road to not be an issue. Amazon remains committed to working collaboratively with the Village once the building is open and operational to address any remining concerns regarding lighting levels on site.

   e. All parking lot lights shall be full cutoff downward facing lights and shall be dimmed to less than 0.5 footcandles after operational hours.

Response: All Parking lot lights will be full cutoff downward facing lights. Light levels at the property line will comply with Village code as shown on attached photometric plan and nighttime renderings in Exhibits 4a-4e. Amazon will comply with Village codes and ordinances with respect to lighting. The operations team is concerned with the reduction in light being a safety/security issue on sight and feel that any issues with footcandles will be mitigated based on the lower elevation of the site compared to Butterfield Road. See the enclosed cross-section plan showing how the parking lot will be screened from Butterfield Road with the parking lot lower than Butterfield Road and landscaping in between. Amazon remains committed to working collaboratively with the Village once the building is open and operational to address any remaining concerns regarding lighting levels on site.

3. Construction:
   a. Construct the interior road to eastern property line and secure cross access easement.
   Response: Amazon will reasonably cooperate with the property owner to the east to secure a cross-access easement. We are unaware of a current development plan for that property and, as such, a cross-access easement cannot be granted currently. However, the site plan shows how such cross access could be accommodated in the future, with the specific details of the location and terms for the easement to be confirmed at a later date.

   b. Monitor water quality on site for Total Suspended Solids (TSS) throughout demolition and construction monthly and annually thereafter.
   Response: Water quality will be monitored in accordance SWPP protocol by the general contractor during construction. After construction completion, Amazon will monitor in accordance with industry standards for period of two years.

   c. Dedicate 20x20 foot corner easement (see Meyers/Butterfield) and construct new Village monument sign per our design specifications including power and lighting).
   Response: See attached site plan, which includes the requested 20'x20' easement for the Village's requested monument sign.

4. Engineering:
   a. Final engineering approval (including stormwater) shall be required prior to the issuance of the building permit for the Development. Verify and correct all storm water detention volumes.
   Response: Acknowledged.

b. Revise open ponds to wet basins with aerators and match surrounding landscaping to the promenade (i.e. native edge with formalized landscaping around it).
Response: See the enclosed revised plan. A wet basin with aerator will be provided along Meyer Road and natural pond will be provided on the east to allow for better water quality.

c. A Letter of Map Revision (LOMR) will be required.
Response: Acknowledged.

d. Traffic improvements are the responsibility of the applicant. Traffic plans must be approved by Illinois Department of Transportation (IDOT) and DuPage County Department of Transportation (DuDOT).
Response: Acknowledged.

e. Traffic study shall be updated to include Meyers Road, Baybrook Drive, Midwest Road and 31st Street. Including a base count for Baybrook Lane/Meyers Rd traffic (Ginger Creek) and respond to the traffic review comments.
Response: Revised traffic study and response to traffic review comments will be provided under a separate cover by June 22, 2026.

f. A median is required to be installed on Meyers Road to limit the driveway to right-in/right-out access only. Update Meyers Road access to right-in/right-out only and update traffic counts accordingly. A median is required to be installed on Meyers Road to limit the driveway access.
Response: See the enclosed revised site plan with the Meyers Road median shown.

g. Coordination with NICOR and ComEd shall continue. Move the project south to avoid disruption to existing stormwater conveyance along Butterfield Road.
Response: Shifting the project south is not possible since it raises significant safety concerns given it would locate critical access drives and operations under high tension power lines and over natural gas pipelines. However, see the enclosed landscape plan and cross sections in Exhibits 5a-5f demonstrating the extensive screening of the building and parking lot from Butterfield Road.. To meet the Village's ask of increased parking to match Costco's parking calculation, we are comfortable landbanking 46 parking stalls within the ComEd easement area since this landbanked parking will not disrupt operations.

h. Replace Village water main throughout projects limits (to avoid future damage and disruption) including code required fire hydrants.
Response: Confirmed.

i. All future site plans shall reflect total area of proposed improvements, including the intersection of Meyers and Butterfield, the improvements proposed on Butterfield, and the Nicor parcels.
Response: See the enclosed site plan.

5. Landscaping:
   a. Final landscape plan approval shall be required prior to the issuance of the building permit for the Development. Specific emphasis shall be given to the perimeter landscape screening adjacent to Butterfield Road parking areas whereby a continuous screen in the form of an earth berm and landscaping of at least 4' high shall be provided at the time of installation. A continuous screen in the form of an earth berm and landscaping of at least 4' high shall be provided along Meyers Road and Butterfield Road.
   Response: Acknowledged. A 4' berm does not work with the proposed grading elevations. See the enclosed cross-section plans, landscape plan and landscape renderings in Exhibit 5a-5lshowing how the parking lot will be screened from Butterfield Road with the parking lot lower than Butterfield Road and landscaping in between. It is not possible to screen the parking lot from Meyers Road given the road is elevated to provide for the overpass at the Tollway.

   b. Sidewalk shall be provided along Butterfield Road for the entirety of the site.
   Response: Acknowledged- See the enclosed site plan.

6. Deed/Covenants/Easements:
   a. Final Subdivision Plat approval for the development and vacation of easement shall be required prior to the issuance of any permits for the development. Said plat shall include all utility, stormwater detention, cross-access, shared parking and sidewalk easements, and otherwise comply with the Village's Subdivision Regulations. Cross-access and shared parking easements shall be provided within the development's surface parking lots. The cross-access and shared parking easements must be in a form approved by the Village Attorney prior to recordation and must be approved prior to approval of the final plat of subdivision for the property.

Response: Cross-access easements with the neighboring property to the east and with the future proposed outlot will be coordinated, reviewed and approved with the Village in the future under a separate application when plans are known. Utility easements will be established after construction so the as-built condition is properly reflected in easement areas

b. Covenants. Covenants must be recorded against the property in connection with the development. The covenants must address the stormwater, property maintenance, cross-access, and other conditions imposed by the Ordinance approving the planned development or any agreement associated with the same. The covenants and/or declarations must be in a form approved by the Village Attorney prior to recordation. The covenants must be approved by the Village Attorney prior to approval of the final plat of subdivision for the property.
Response: Amazon has submitted a plat of consolidation which will create one lot for the +-27 acre property. Therefore, the entire property will be under unified ownership and no covenants should be necessary until the future outlot development, subdivision and/or redevelopment of the property to the east.

c. Corner easement for Village sign.
Response: Will be established with utility easements upon construction completion

d. No deed restrictions shall be placed that prohibit future uses of the property. No deed restrictions related to uses will be permitted to be recorded against the site.
Response: Acknowledged.

e. Use of the space as a warehouse alone is prohibited. Warehouse operations qualify as a by-right use only when integrated with a retail component. The property owner, through the PD, shall voluntarily restrict out warehousing and Amazon direct deliveries.
Response: Acknowledged.

7. Operational Items:
   a. Delivery drivers will be limited to third-party providers, and Amazon-branded delivery vehicles will not be permitted. Delivery drivers will be limited to third party providers, Amazon “blue van” delivery vehicles will not be permitted.
   Response: Acknowledged.

   b. No drones shall be permitted. No drone deliveries shall be permitted.

Response: Acknowledged.

c. Only retail sales shall be permitted and all sales form the building (whether picked up or delivered) shall be source the point of sale for sales tax purposes in Oak Brook.
Response: Amazon will comply with State laws regarding sales taxes.

d. Install LPR's and overwatch cameras at each site entrance and connect all exterior cameras through the Village's Fusus platform.
Response: We cannot commit to installing LPRs at this time, but will commit to closely coordinating with the Village with respect to our security plan. Amazon's security team is meeting with the Village police department with respect to LPRs, cameras and our overall security plan on June 22, 2026.

e. A store security plan shall be provided to the Village and approved by the Chief of Police.
Response: Noted.

f. Operational hours shall be limited to 7 am to 11 pm daily.
Response: Given this is a new concept, Amazon cannot agree to operational hour limitations as part of this project at this time. Similar to other commercial developments and approvals in the Village, Amazon will comply with Village codes and ordinances with respect to hours, operations, lighting and sound.

g. Designated interior storage space shall be required for shopping cart storage. All carts shall be stored in the designated space outside of business hours.
Response: The building plan does not accommodate interior storage space for shopping cart storage. Amazon proposes storing carts behind the large pillars flanking the building entrance outside of business hours as shown in Exhibits 6a-6e.

8. Comply with all other Village Ordinance requirements at time of Building Permit application except as specifically varied or waived.
Response: Acknowledged.

Please contact me with any questions or comments.

Very truly yours,

DLA Piper LLP (US)



Katherine C. Jahnke Dale

Traffic Impact Study
Proposed Retail Development

Oak Brook, Illinois



Prepared For:

GTZ PROPERTIES

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

June 22, 2026

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed retail development to be located in Oak Brook, Illinois. The site, which is occupied by approximately 600,000 square feet of office space, is located in the southeast quadrant of the intersection of Butterfield Road with Meyers Road.

As proposed, the site will contain a 225,000 square-foot commercial building that will contain a discount store and a second, approximately 10,000 square-foot outlot retail building. Primary access is proposed via a proposed signalized access drive and a right-in/right-out access drive off Butterfield Road, with additional access provided via a right-in/right-out movement access drive off Meyers Road. No cross-access to adjacent parcels will be provided.

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

The sections of this report present the following:

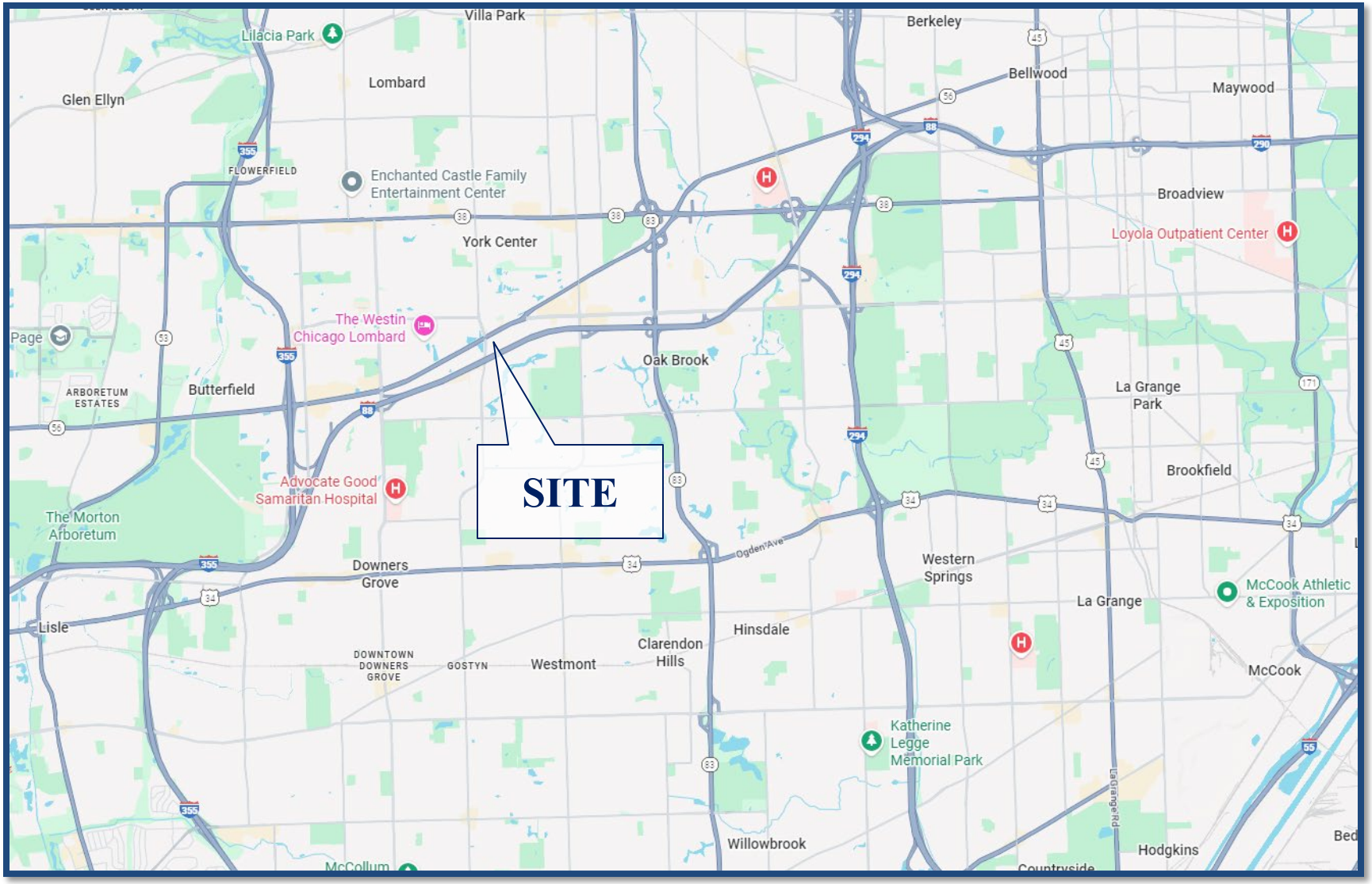
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development-generated traffic
- Vehicle generation for the proposed development
- Future traffic conditions including access to the development
- Traffic analysis for the weekday morning, weekday evening, and Saturday midday peak hours
- Recommendations with respect to the adequacy of the development's access system and adjacent roadway network
- A traffic signal warrant evaluation

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

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

2. No-Build Conditions - The future projected traffic volumes include the existing traffic volumes increased by an ambient area growth factor (growth not attributable to any particular development).

3. Total Projected Conditions - The future projected traffic volumes include the existing traffic volumes increased by an ambient area growth factor (growth not attributable to any particular development) and the traffic estimated to be generated by the proposed subject development reduced to account for pass-by trips.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

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

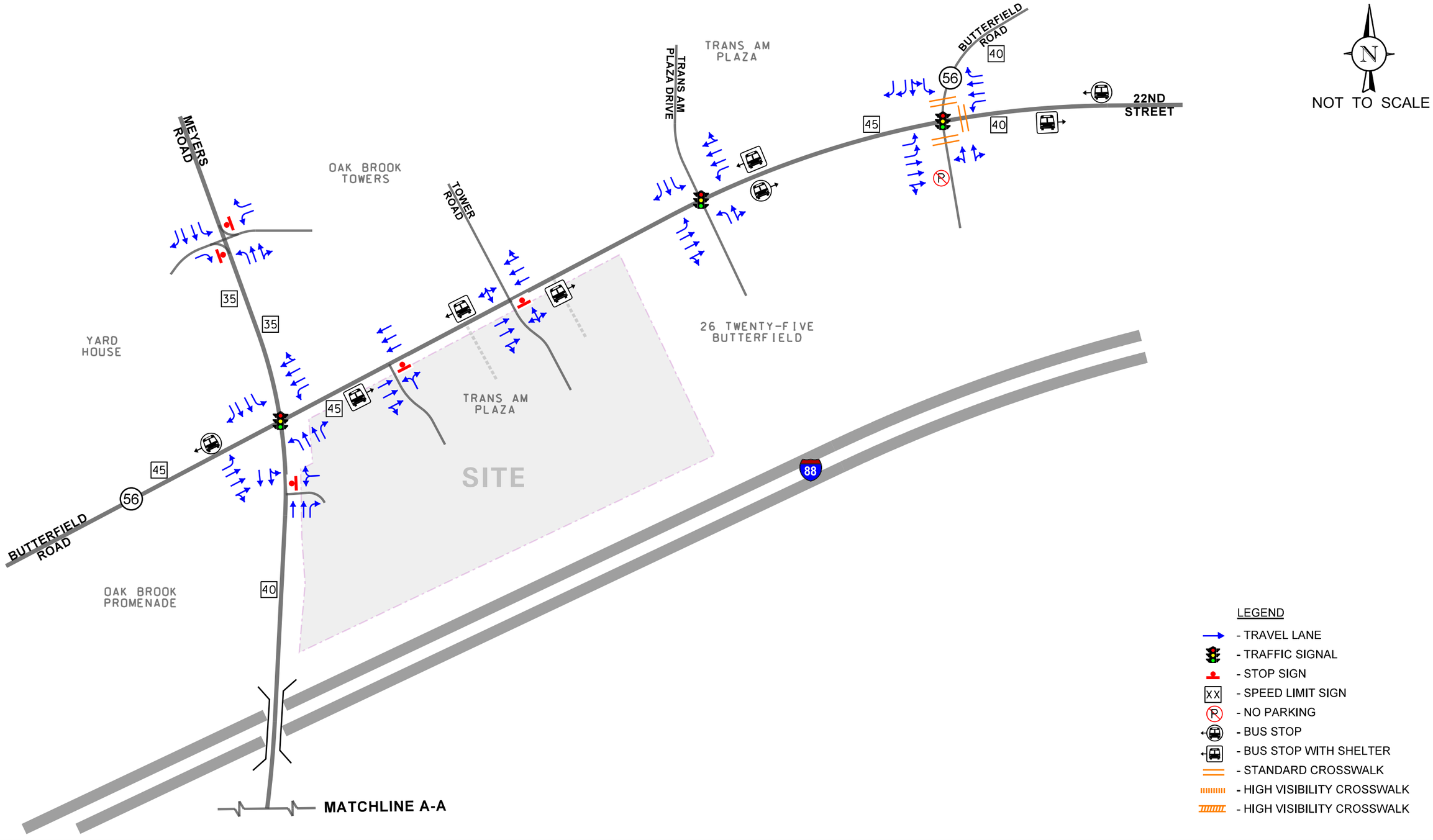
Site Location

The site, which is currently occupied by seven office buildings, totaling approximately 600,000 square feet, is located in the southeast quadrant of the intersection of Butterfield Road with Meyers Road. Land uses in the vicinity of the site are primarily commercial and office uses. Access to the site is currently provided via two full-movement access drives on Butterfield Road and a full-movement access drive on Meyers Road.

Existing Roadway System Characteristics

The characteristics of the existing roadways serving the subject property are described below and illustrated in **Figure 3**.

Butterfield Road is generally an east-west minor arterial roadway that provides three travel lanes in each direction. At its signalized intersection with Meyers Road, Butterfield Road provides an exclusive left-turn lane, three through lanes, and an exclusive right-turn lane on the eastbound and westbound approaches. At its signalized intersection with Trans Am Plaza Drive, Butterfield Road provides an exclusive left-turn lane, two through lanes, and a shared through/right-turn lane on the eastbound and westbound approaches. At its signalized intersection with 22nd Street, Butterfield Road consists of the west and north legs of the intersection while 22nd Street is the east leg of the intersection and an access drive creates the fourth (south) leg of the intersection. The eastbound approach provides two exclusive left-turn lanes, two through lanes, and a shared through/right-turn lane, the westbound approach provides an exclusive left-turn lane, two through lanes, and a shared through/right-turn lane, the southbound approach provides an exclusive left-turn lane, a shared left-turn/through lane, and dual right-turn lanes, and the northbound approach provides a shared left/through/right-turn lane. A standard crosswalk is provided on the north and south legs of the intersection. At its unsignalized intersections with the two existing site access drive, exclusive left-turn lanes are not provided along Butterfield Road, with left-turn movements occurring within the existing striped median/left-turn lanes serving the adjacent traffic signals. Butterfield Road is designated as a Strategic Regional Arterial (SRA) to the west of its intersection with 22nd Street, is under the jurisdiction of the Illinois Department of Transportation (IDOT) and carries an annual average daily traffic (AADT) of 41,000 vehicles west of 22nd Street (IDOT 2023) and 18,100 vehicles north of 22nd Street (IDOT 2023). Butterfield Road has a posted speed limit of 45 miles per hour.



RETAIL DEVELOPMENT
OAK BROOK, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

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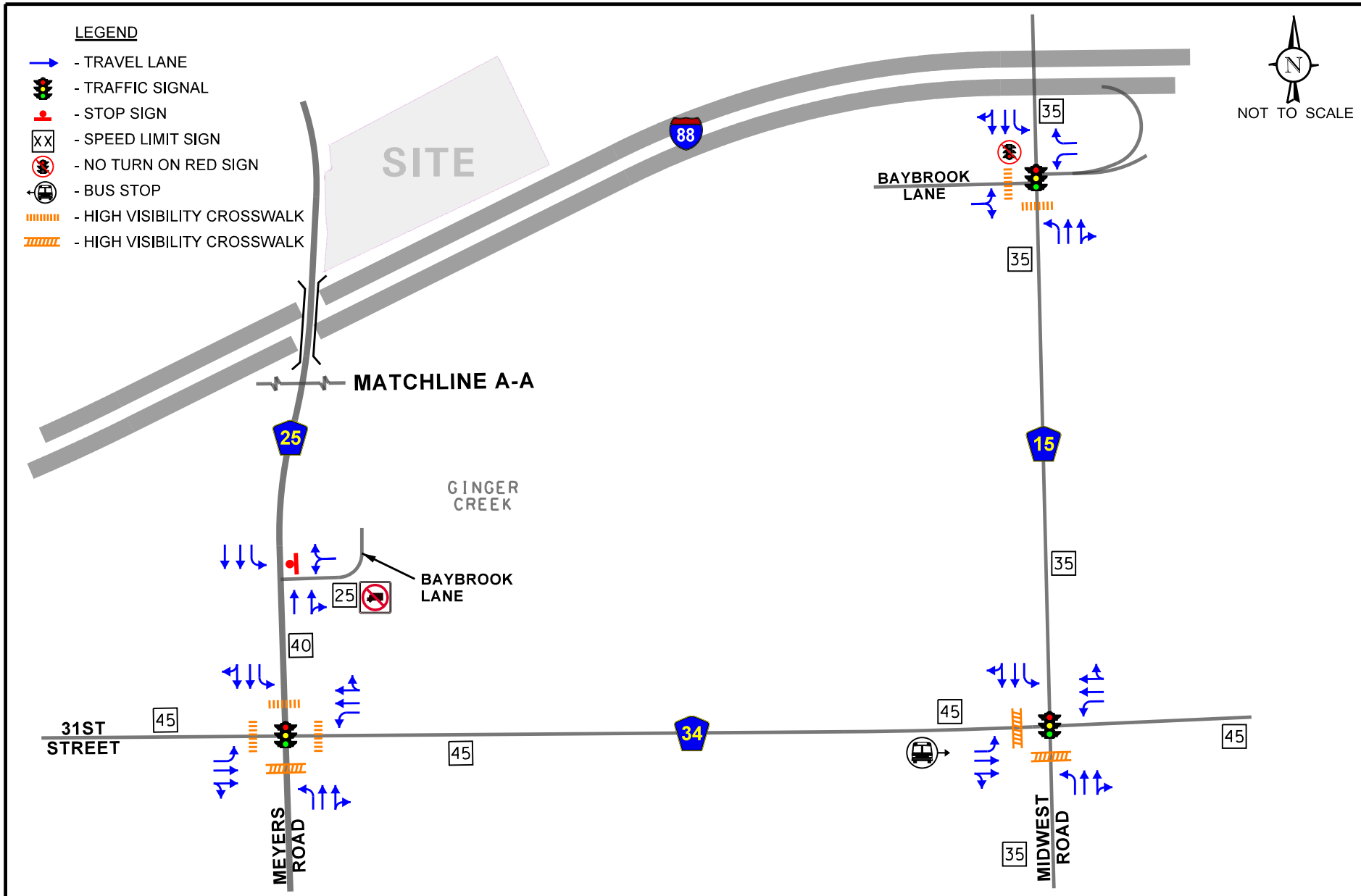


Retail Development
Oak Brook, Illinois

Existing Roadway Characteristics

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

Job No: 25-280 Figure: 3B

DuPage County Road 25 (Meyers Road) is a north-south minor arterial roadway that in the vicinity of the site provides two travel lanes in each direction. At its signalized intersection with Butterfield Road, Meyers Road provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the northbound and southbound approaches. At its signalized intersection with 31st Street, Meyers Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the northbound and southbound approaches. A high-visibility crosswalk is provided on both approaches. At its unsignalized intersection with the existing full-movement access drive, Meyers Road provides two through lanes and an exclusive right-turn lane on the northbound approach and a shared left-turn/through lane and an exclusive through lane on the southbound approach. At its unsignalized intersection with Tower Road, Meyers Road provides an exclusive left-turn lane, a through lane and a shared -turn/through lane on the northbound approach and an exclusive left-turn lane two through lanes, and an exclusive right-turn lane on the on the southbound approach. Meyers Road is under the jurisdiction of the DuPage County Division of Transportation (DuDOT), carries an AADT of 14,800 vehicles north of Butterfield Road (IDOT 2024) and 13,000 vehicles south of Butterfield Road (IDOT 2024), and has a posted speed limit of 35 miles per hour north of Butterfield Road and 40 miles per hour south of Butterfield Road. It should be noted that historic AADT information for Meyers Road indicates that in 2019, the roadway south of Butterfield Road had an AADT volume of 18,400 vehicles.

22nd Street is an east-west minor arterial roadway that extends east of Butterfield Road and provides three travel lanes in each direction. As previously indicated, at its signalized intersection with Butterfield Road (in which 22nd Street is the east leg of the intersection), 22nd Street provides an exclusive left-turn lane, two through lanes and a shared through/right-turn lane with right-turn channelization. A standard crosswalk is provided on 22nd Street approach. 22nd Street is under the jurisdiction of IDOT, carries an AADT of 31,500 vehicles (IDOT 2024), and has a posted speed limit of 40 miles per hour.

31st Street is an east-west minor arterial roadway that provides two travel lanes in each direction. At its signalized intersections with Meyers Road and Midwest Road, 31st Street provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the eastbound and westbound approaches. A high-visibility crosswalk is provided on both approaches. 31st Street is under the jurisdiction of DuDOT, carries an AADT of 17,700 vehicles east of Meyers Road (IDOT 2024) and 11,900 vehicles west of Meyers Road (IDOT 2024). Meyers Road has a posted speed limit of 45 miles per hour.

Midwest Road is a north-south minor arterial roadway that provides two travel lanes in each direction. At its signalized intersections with 31st Street and Baybrook Lane/I-88 Ramps, Midwest Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the northbound and southbound approaches. 31st Street is under the jurisdiction of DuDOT, carries an AADT of 13,400 vehicles and has a posted speed limit of 35 miles per hour.

Tower Road is a local roadway serving Oakbrook Towers that connects Butterfield Road to Meyers Road that provides one travel lane in each direction. At its unsignalized intersection with Butterfield Road, Tower Drive provides a shared left/right-turn lane. At its unsignalized intersection with Meyers Road, Tower Drive provides an exclusive left-turn lane and an exclusive right-turn lane.

Trans Am Plaza Drive is a local roadway serving various office developments including ComEd, the Chicago Automobile Trade Association, Lincoln Center, 1 Trans Am Plaza, and 2 Trans Am Plaza. At its signalized intersection with Butterfield Road, Trans Am Plaza Drive provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the southbound approach. The south leg of the intersection is the access drive serving 26 Twenty Five Butterfield which provides an exclusive left-turn lane and a shared through/right-turn lane.

Baybrook Lane is a local roadway serving the Ginger Creek neighborhood. At its signalized intersection with Midwest Road and unsignalized intersection with Meyers Road, Baybrook Lane provides a shared left-turn/through/right-turn lane.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Collection Units during the weekday morning (7:00 A.M. to 9:00 A.M.), weekday evening (4:00 P.M. to 6:00 P.M.), and Saturday midday (11:30 A.M. to 1:30 P.M.) peak period at the following intersections:

Thursday, October 16 and Saturday, October 18, 2025

- Butterfield Road with Meyers Road
- Butterfield Road with Tower Road
- Butterfield Road with Trans Am Plaza Drive
- Butterfield Road with 22nd Street
- Meyers Road with 31st Street
- Butterfield Road with the existing west site access drive
- Meyers Road with the existing access drive

Thursday, May 28 and Saturday, May 30, 2026

- Meyers Road with Tower Road
- Meyers Road with Baybrook Lane
- Midwest Road with 31st Street
- Midwest Road with Baybrook Lane/I-Ramps

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M., the weekday evening peak hour of traffic occurs from 4:15 P.M. to 5:15 P.M., and the Saturday midday peak hour of traffic occurs from 12:45 P.M. to 1:45 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Traffic Signal Interconnect

It should be noted that the intersections of Butterfield Road with Meyers Road, Tower Road, and Trans Am Plaza Drive are part of an eight-signal coordinated system that extends along Butterfield Road between Fairfield Avenue to the west to MacArthur Drive/Myrtle Avenue to the east.

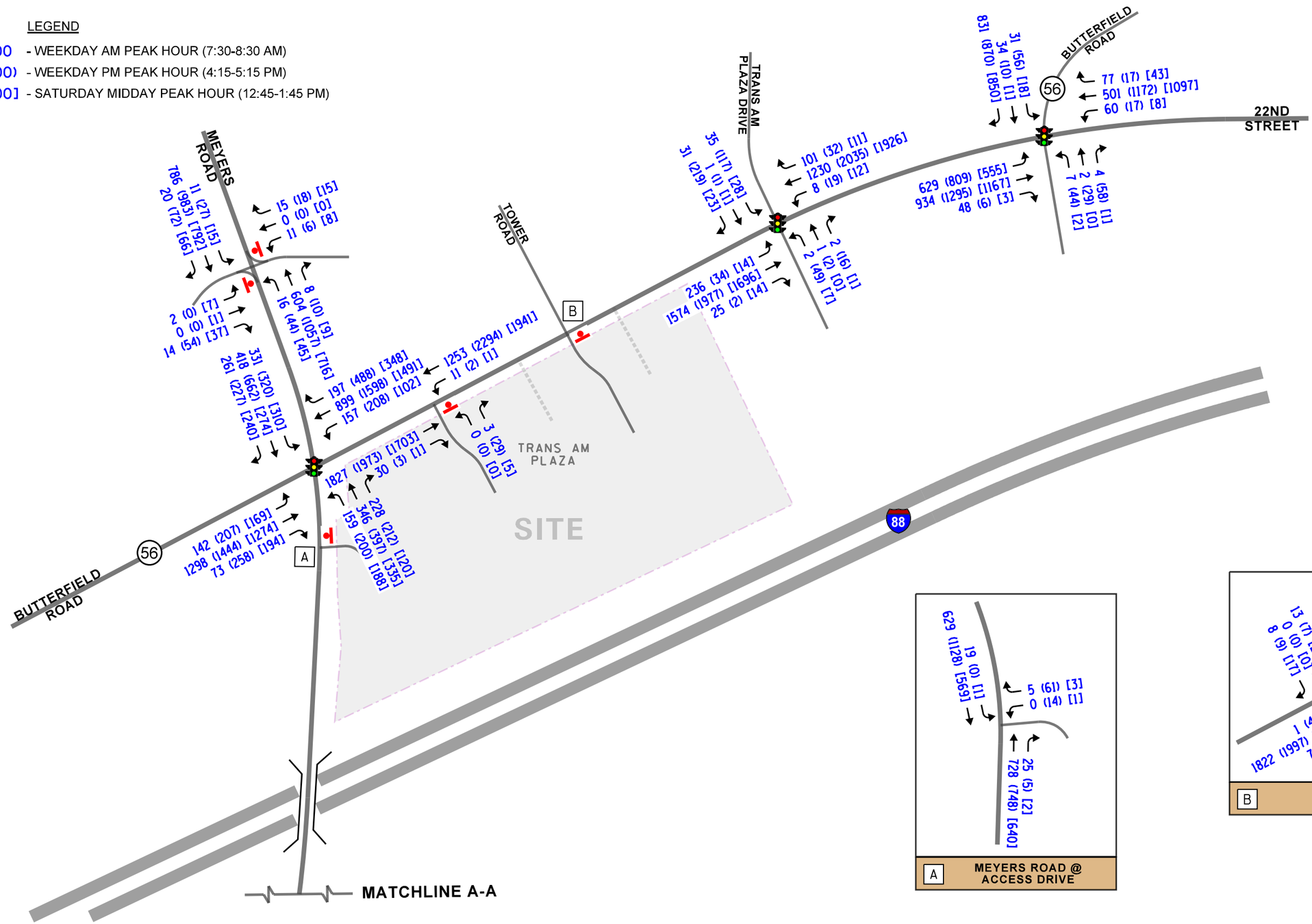
LEGEND

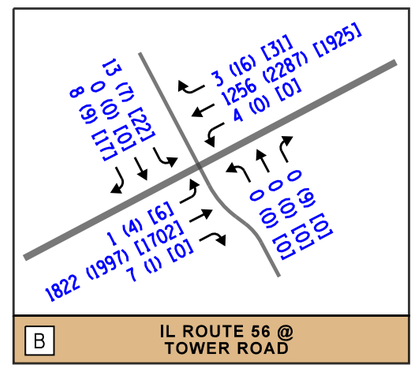
00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)

(00) - WEEKDAY PM PEAK HOUR (4:15-5:15 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:45-1:45 PM)

NOT TO SCALE





RETAIL DEVELOPMENT
OAK BROOK, ILLINOIS

EXISTING TRAFFIC VOLUMES

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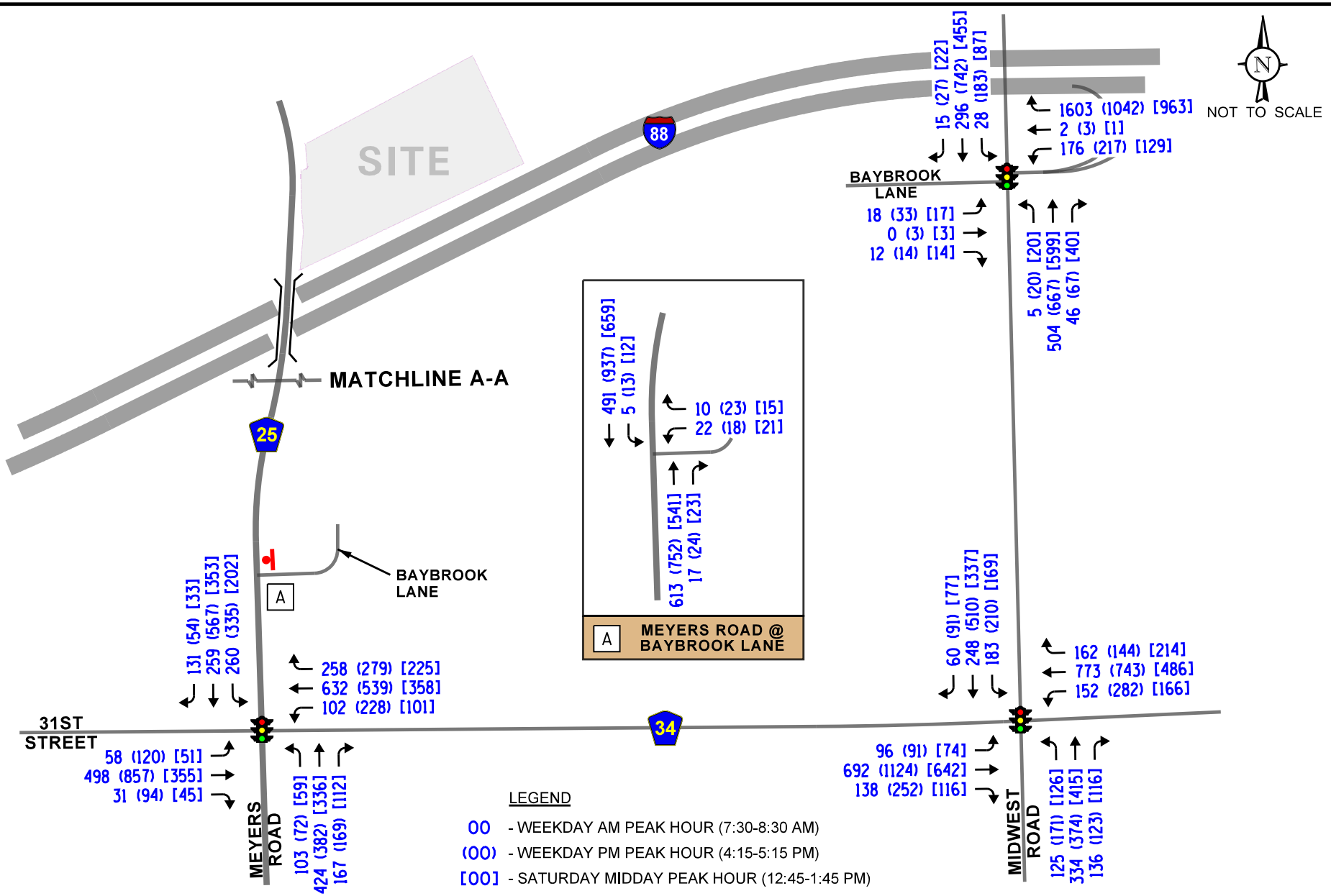
Job No: 25-280 Figure: 4A



Retail Development
Oak Brook, Illinois

Existing Traffic Volumes

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

Job No: 25-280 Figure: 4B

Crash Summary

KLOA, Inc. obtained crash data for the past five years (2020 to 2024)[1] for the intersections of Butterfield Road with Meyers Road, 22nd Street, Trans Am Plaza Drive, Tower Road/Trans Am Plaza Drive, and Meyers Road with 31st Street. It should be noted that the intersection of Butterfield Road with Tower Road/Trans Am Plaza Drive experienced an average of less than one crash per year. A summary of the crashes at the intersections of Butterfield Road with Meyers Road, 22nd Street, and Trans Am Plaza Drive and Meyers Road with 31st Street can be found in **Tables 1** through **4**. No fatalities were reported at the intersections.

Table 1
BUTTERFIELD ROAD WITH MEYERS ROAD - CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	1	0	1	0	2	1	1	0
2021	0	0	0	0	0	2	0	2	1	1	0
2022	0	0	1	0	0	2	0	3	3	0	0
2023	0	0	1	0	0	0	0	1	1	0	0
2024	0	0	0	0	0	1	0	1	1	0	0
Total	**0**	**0**	**2**	**1**	**0**	**6**	**0**	**9**	**7**	**2**	**0**
Avg	**--**	**--**	**<1.0**	**<1.0**	**--**	**1.2**	**--**	**1.8**	**1.4**	**<1.0**	**--**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

Table 2
BUTTERFIELD ROAD WITH 22ND STREET – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	2	16	1	9	0	28	23	5	0
2021	0	0	1	26	1	7	0	35	25	10	0
2022	0	0	0	13	2	5	0	20	16	4	0
2023	0	0	1	17	1	13	1	33	31	2	0
2024	0	0	2	13	2	9	1	27	23	4	0
Total	**0**	**0**	**6**	**85**	**7**	**43**	**2**	**143**	**118**	**25**	**0**
Avg	**--**	**--**	**1.2**	**17.0**	**1.4**	**8.6**	**<1.0**	**28.6**	**23.6**	**5.0**	**--**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

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

Table 3
MEYERS ROAD WITH 31ST STREET - CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	1	0	1	0	2	1	1	0
2021	0	0	1	0	0	4	0	5	4	1	0
2022	1	0	0	1	1	4	0	7	4	3	0
2023	1	0	0	2	0	1	0	4	3	1	0
2024	2	0	0	1	0	1	0	4	4	0	0
Total	**4**	**0**	**1**	**5**	**1**	**11**	**0**	**22**	**16**	**5**	**0**
Avg	**<1.0**	**--**	**<1.0**	**1.0**	**<1.0**	**2.2**	**<1.0**	**4.4**	**3.2**	**1.0**	**--**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

Table 4
BUTTERFIELD ROAD WITH TRANS AM PLAZA DRIVE – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	1	0	0	1	0	2	1	1	0
2021	1	0	0	0	1	2	0	4	4	0	0
2022	0	0	0	2	0	0	0	2	0	2	0
2023	0	0	0	5	0	0	1	6	5	1	0
2024	1	0	0	2	0	2	0	5	3	2	0
Total	**2**	**0**	**1**	**9**	**1**	**5**	**1**	**19**	**13**	**6**	**0**
Avg	**<1.0**	**--**	**<1.0**	**1.8**	**<1.0**	**1.0**	**<1.0**	**3.8**	**2.6**	**1.2**	**--**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

Butterfield Road (IL 56) SMART Corridor

As planned, the Butterfield Road and 22nd Street corridor from Illinois Route 59 in the west to York Road in the east will be integrated as one of IDOT's new SMART Corridor projects. This project includes all Butterfield Road signals studied in this report. The project will include implementation of multiple *Intelligent Transportation Systems* elements including the following:

- Signal Modernization, Traffic Signal Interconnect, Travel Time Monitoring, Closed-circuit television cameras, and Dynamic message signs which will be used to coordinate flow along the corridor and provide IDOT and drivers with real time information. This coordination and monitoring will allow for optimization of travel flow along the corridor.

- Transit signal priority and transit vehicle pre-emption which will allow for more efficient operations for transit vehicles along the corridor.

- Emergency vehicle preemption, which is already provided along a majority of the corridor, will be expanded to further improve travel times for emergency vehicles. This will include ambulance traffic destined for the proposed hospital.

- Pedestrian countdown signals to improve pedestrian safety at corridor intersections.

Some additional improvements will be provided with this project including ADA improvements and bus pad improvements.

3. Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

As proposed, the site will be redeveloped to contain an approximately 225,000 square-foot retail building to be occupied by a discount superstore and an approximately 10,000 square foot outlot retail building. Access to the site will be provided via the following:

- A proposed full-movement signalized access drive located approximately 755 feet east of Meyers Road and 750 feet west of Trans Am Plaza Drive. This access drive will provide one inbound lane and three outbound lanes striped to provide dual left-turn lanes and an exclusive right-turn lane. Furthermore, Butterfield Road's median will be restriped to provide an exclusive left-turn lane and the road will be widened to provide an exclusive eastbound right-turn lane. The cycle lengths and phasings utilized will be discussed in subsequent sections of this traffic impact study.

- The east access drive will be shifted 150 feet east of Tower Road and will be converted to a right-in/right-out access drive via a raised median that will be incorporated as part of the proposed signalized access drive. It should be noted that the provision of a raised median at this location will also result in the conversion of Tower Drive to a right-in/right-out intersection. However, vehicles accessing Tower Drive also have direct access to Meyers Road and can utilize the signalized access drive to travel east on Butterfield Road.

- The existing full-movement access drive on Meyers Road will be converted to a right-in/right-out access drive via the provision of a raised channelizing island on the access drive and the extension of the existing raised median on Meyers Road.

In addition, a potential future cross-access connection is proposed to be provided to the property to the east. Overall, the proposed access system will improve the operations of the site by eliminating unsignalized left-turn movements to/from the site via either (1) providing a signalized location for left-turn movements to occur or (2) converting an access point from full access to right-in/right-out movements. A thorough traffic signal warrant evaluation is included later in the report. A copy of the site plan is located in the Appendix.

Directional Distribution

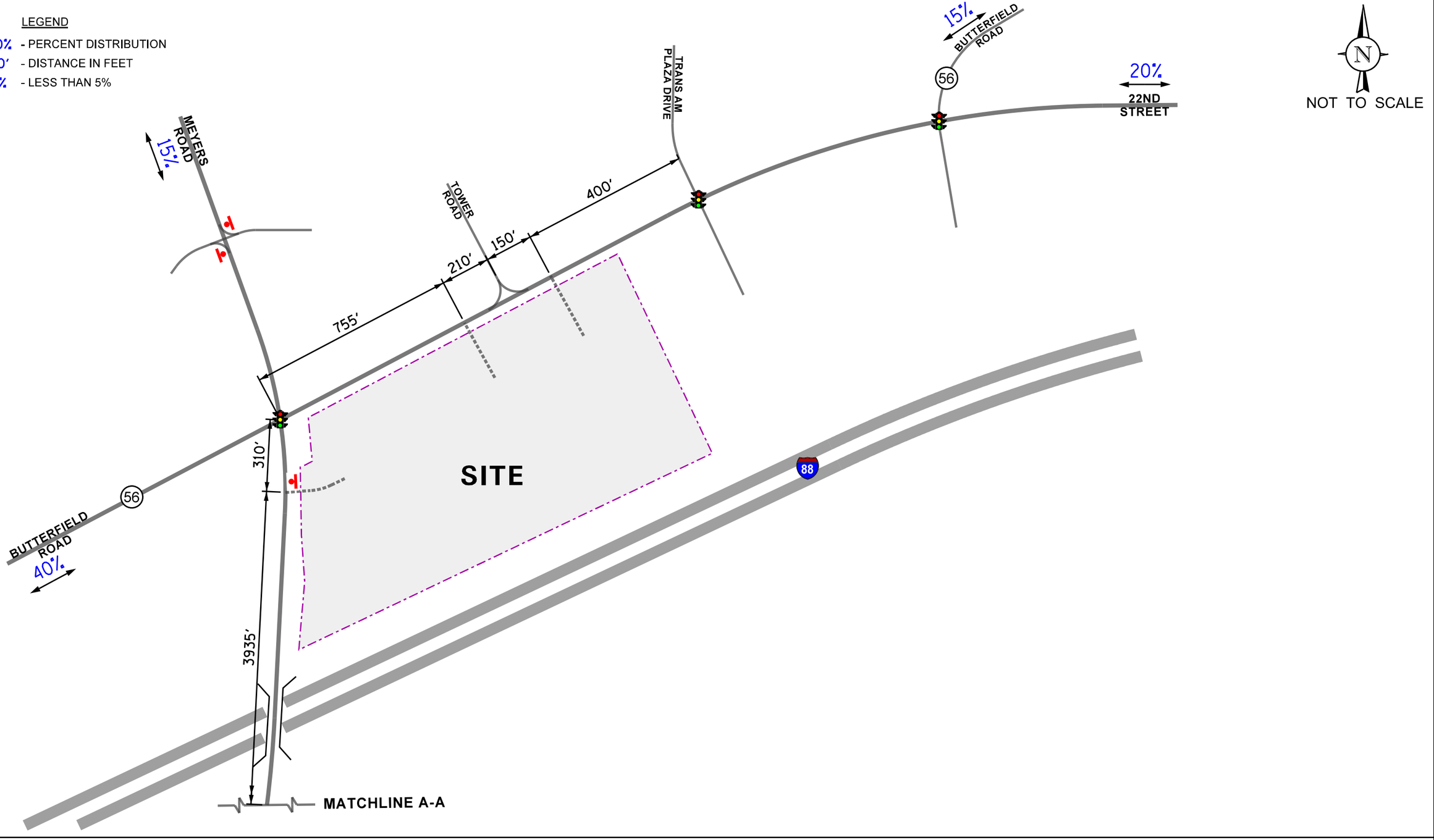
The directions from which vehicles will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic.

LEGEND

00% - PERCENT DISTRIBUTION

00′ - DISTANCE IN FEET

--% - LESS THAN 5%



RETAIL DEVELOPMENT
OAK BROOK, ILLINOIS

DIRECTIONAL DISTRIBUTION

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

Job No: 25-280 Figure: 5

Estimated Site Traffic Generation

The estimates of traffic to be generated by the development are based upon the proposed land use type and size. The volume of traffic generated for the development was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition. The "Free-Standing Discount Superstore" (Land-Use Code 813) and "Strip Retail Plaza (<40k)" (Land-Use Code 822) rates were utilized.

It should be noted that based on information published by ITE, up to 30 percent of trips made to Discount Superstores and approximately 20 percent of trips made to retail developments are diverted from the existing traffic on the area roadway system. This is particularly true during the weekday morning and weekday evening peak hours when traffic is diverted from home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. Therefore, a 20 percent pass by reduction was applied to the trips generated by both land-uses during all three peak hours.

Table 5 tabulates the weekday morning, weekday evening, and Saturday midday vehicle trips anticipated to be generated by this development.

Table 6 tabulates the weekday and Saturday daily vehicle trips anticipated to be generated by this development.

Table 5
ESTIMATED SITE-GENERATED PEAK HOUR TRIPS

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
815	Free-Standing Discount Store (225,000 s.f.)	186	80	266	472	471	943	808	776	1,584
822	Strip Retail Center (<40k) (10,000 s.f.)	22	17	39	38	38	76	34	32	66
	Subtotal	***208***	***97***	***305***	***510***	***509***	***1019***	***842***	***808***	***1650***
	Pass-By Reduction (20%)	*-31*	*-31*	*-62*	*-102*	*-102*	*-204*	*-165*	*-165*	*-330*
	Total New Trips	**177**	**66**	**243**	**408**	**407**	**815**	**677**	**643**	**1320**

Table 6
ESTIMATED SITE-GENERATED PEAK HOUR TRIPS

ITE Land-Use Code	Type/Size	Weekday Daily			Saturday Daily		
		In	Out	Total	In	Out	Total
815	Free-Standing Discount Store (225,000 s.f.)	5,051	5,051	10,102	7,149	7,149	14,298
822	Strip Retail Center (<40k) (10,000 s.f.)	326	326	652	461	461	922
	Subtotal	***5,377***	***5,377***	***10,754***	***7,610***	***7,610***	***15,220***
	Pass-By Reduction (20%)	*-1,075*	*-1,075*	*-2,150*	*-1,522*	*-1,522*	*-3,044*
	Total New Trips	4,302	4,302	8,604	6,088	6,088	12,176

4. Projected Traffic Conditions

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

Development Traffic Assignment

The estimated peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The traffic assignment for the new vehicle trips generated by the development is illustrated in **Figure 6**. The traffic assignment of pass-by trips generated by the development is illustrated in **Figure 7**.

Background Traffic Conditions

The existing traffic volumes (Figure 4) along the adjacent roadways were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by approximately 0.55 percent per year. Traffic volumes adjacent to the site were increased by a total of four percent (two-year buildout plus five years) to represent Year 2032 conditions. A copy of the CMAP projections letter is included in the Appendix. The no-build Year 2032 traffic volumes are illustrated in **Figure 8**.

Total Projected Traffic Volumes

The development-generated traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2032 total projected traffic volumes, as illustrated in **Figure 9**.

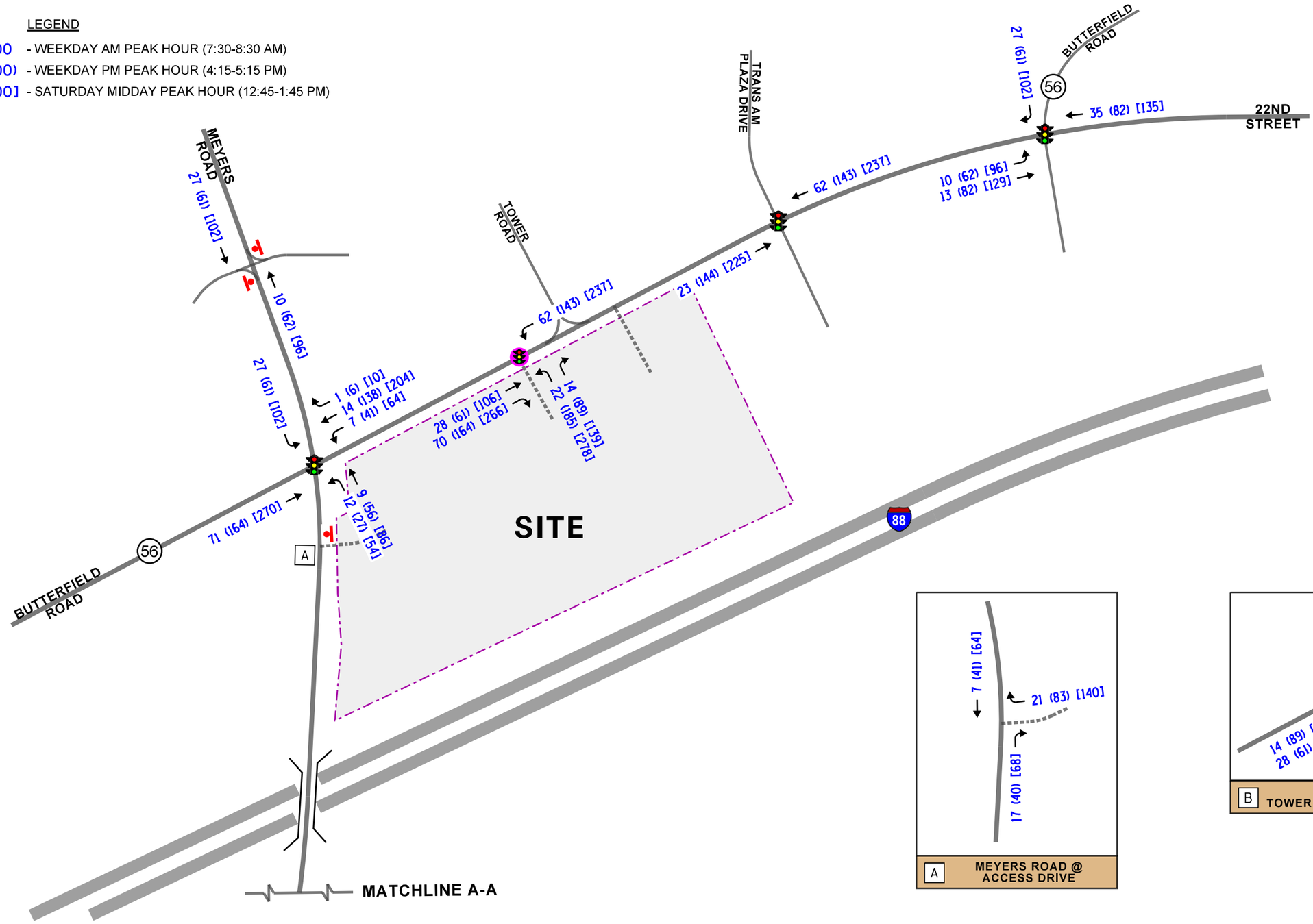
LEGEND

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

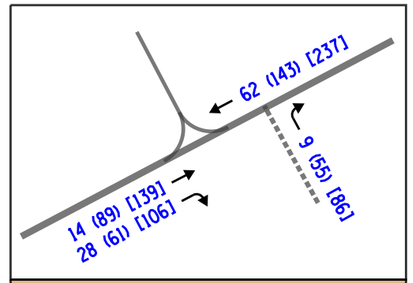
(00) - WEEKDAY PM PEAK HOUR (4:15-5:15 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:45-1:45 PM)

NOT TO SCALE



A MEYERS ROAD @ ACCESS DRIVE



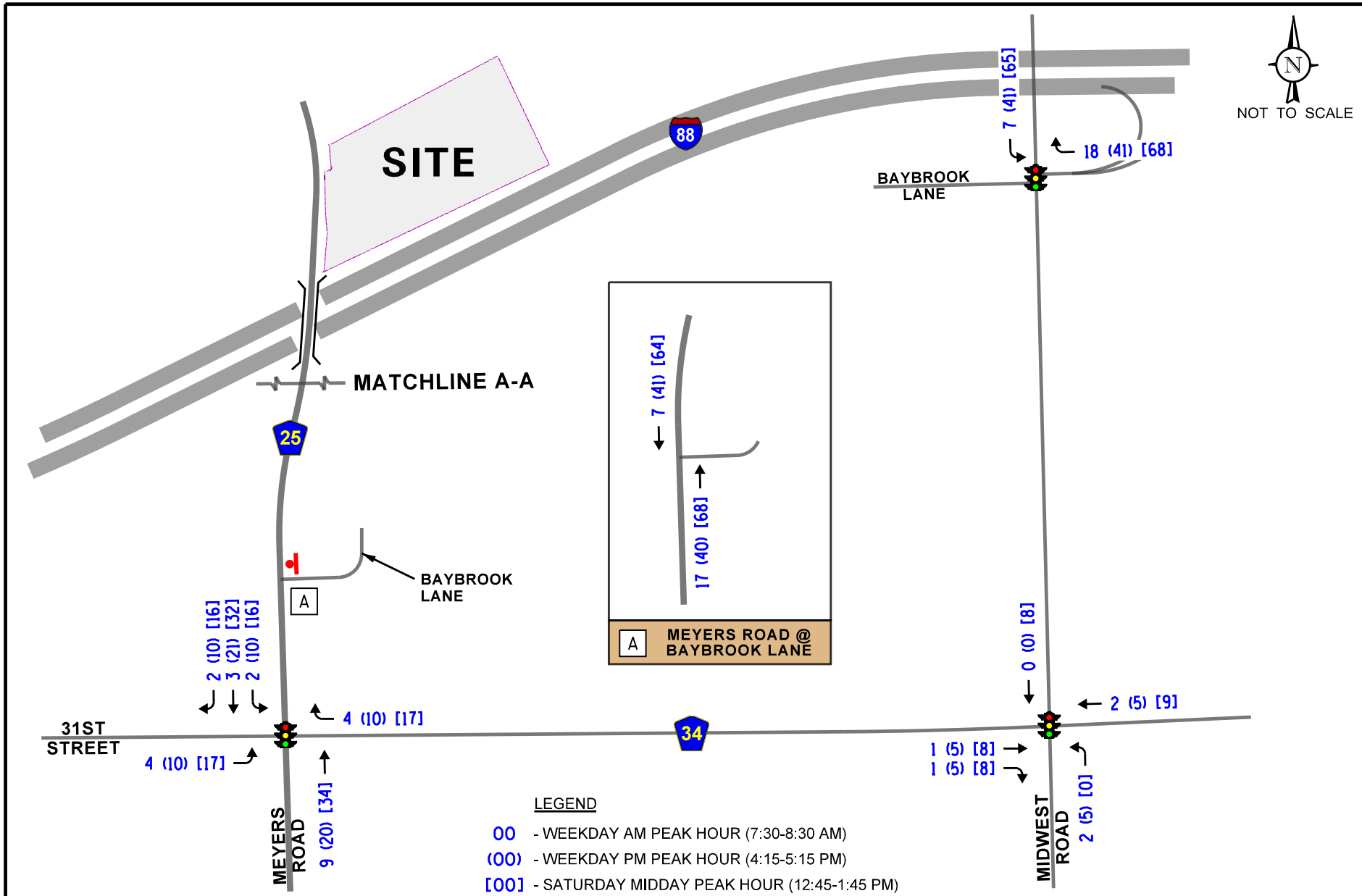
B IL ROUTE 56 @ TOWER ROAD/EAST ACCESS DRIVE

RETAIL DEVELOPMENT
OAK BROOK, ILLINOIS

NEW SITE TRAFFIC VOLUMES

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

Job No: 25-280 Figure: 6A



Retail Development
Oak Brook, Illinois

New Site Traffic Volumes

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

Job No: 25-280 Figure: 6B

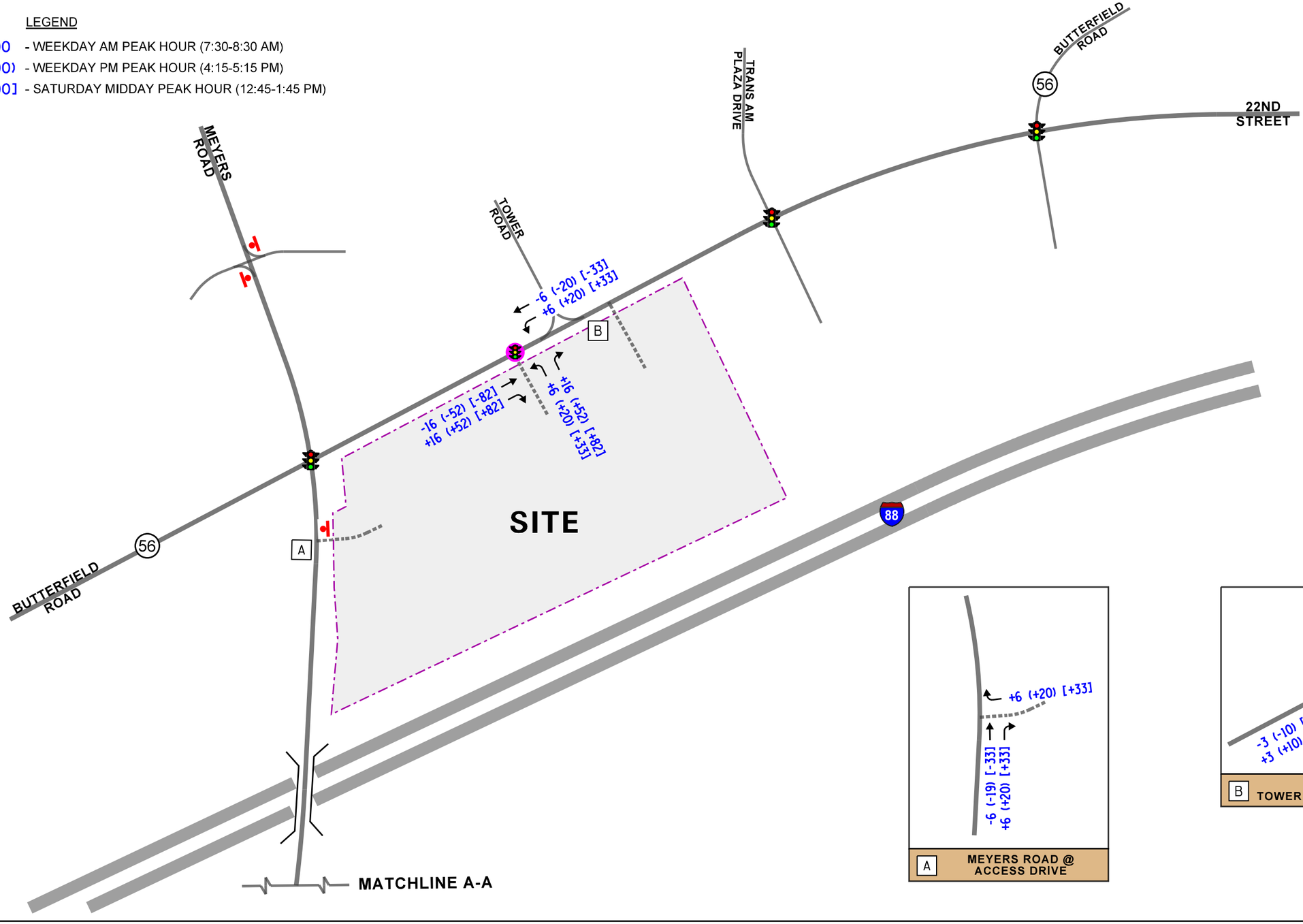
LEGEND

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

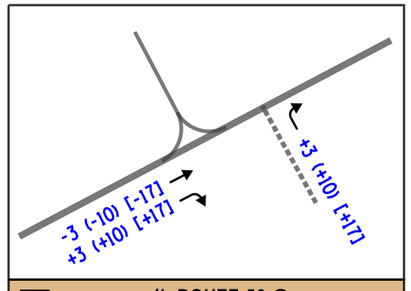
(00) - WEEKDAY PM PEAK HOUR (4:15-5:15 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:45-1:45 PM)

NOT TO SCALE



A MEYERS ROAD @ ACCESS DRIVE



B IL ROUTE 56 @ TOWER ROAD/EAST ACCESS DRIVE

RETAIL DEVELOPMENT
OAK BROOK, ILLINOIS

PASS-BY TRAFFIC VOLUMES

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

Job No: 25-280 Figure: 7

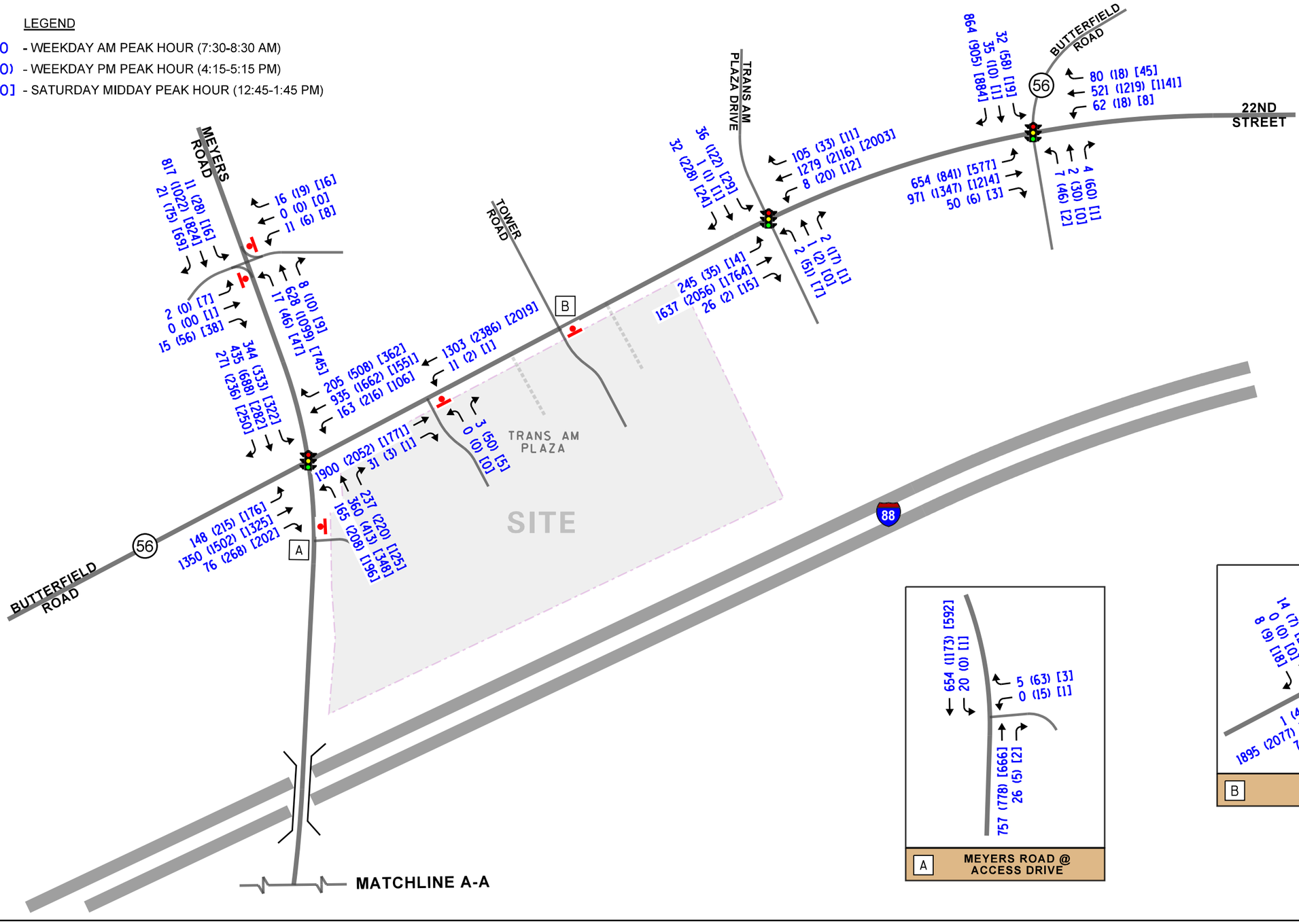
LEGEND

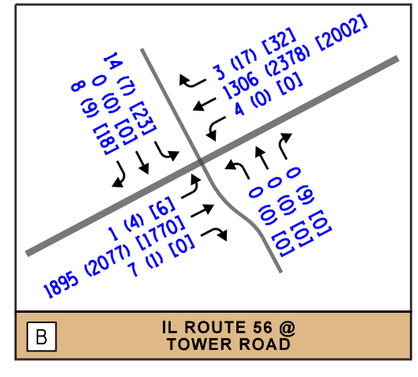
00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)

(00) - WEEKDAY PM PEAK HOUR (4:15-5:15 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:45-1:45 PM)

NOT TO SCALE



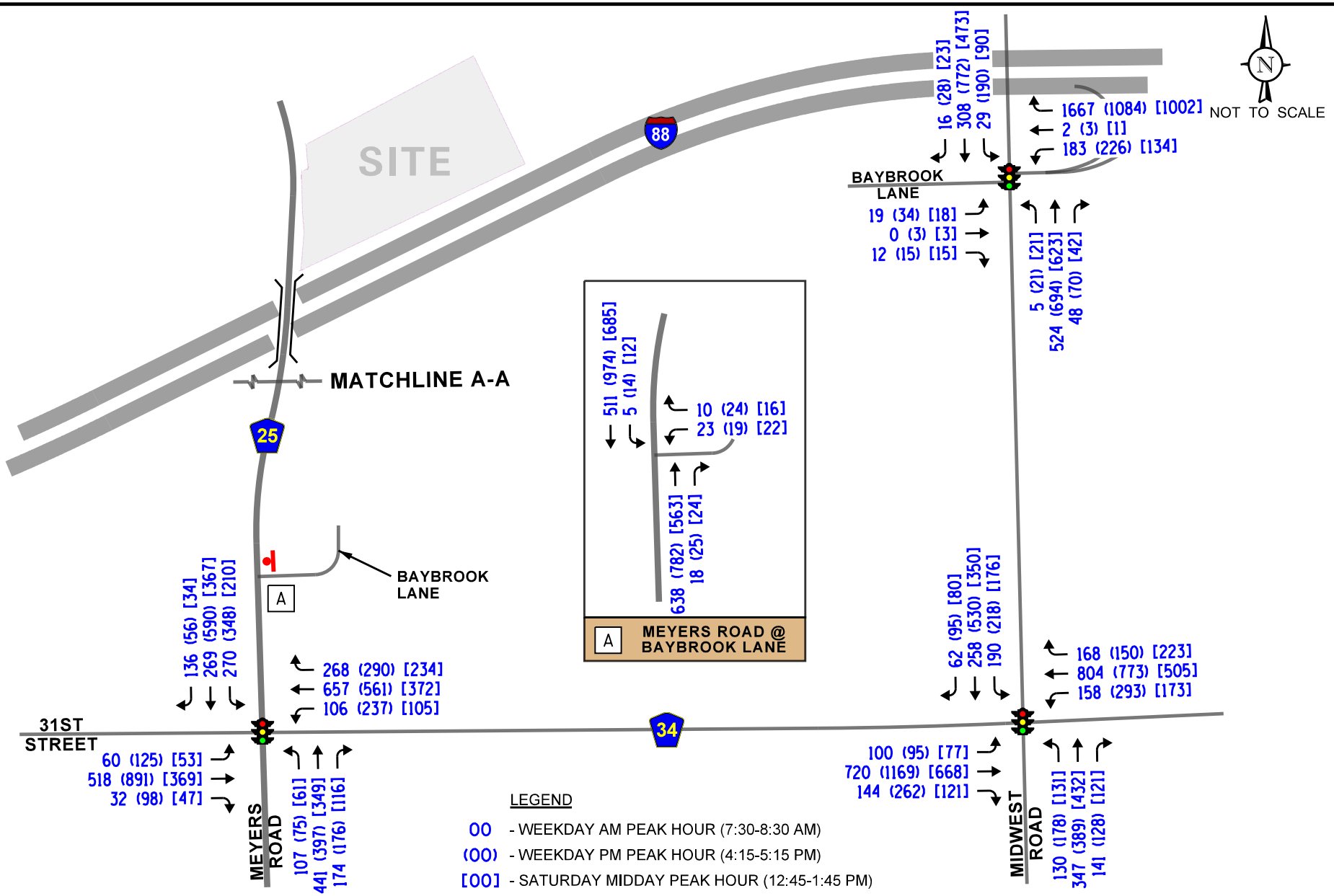


RETAIL DEVELOPMENT
OAK BROOK, ILLINOIS

YEAR 2032 NO-BUILD TRAFFIC VOLUMES

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

Job No: 25-280 Figure: 8A



Retail Development
Oak Brook, Illinois

Year 2032 No-Build Traffic Volumes

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

Job No: 25-280 Figure: 8B

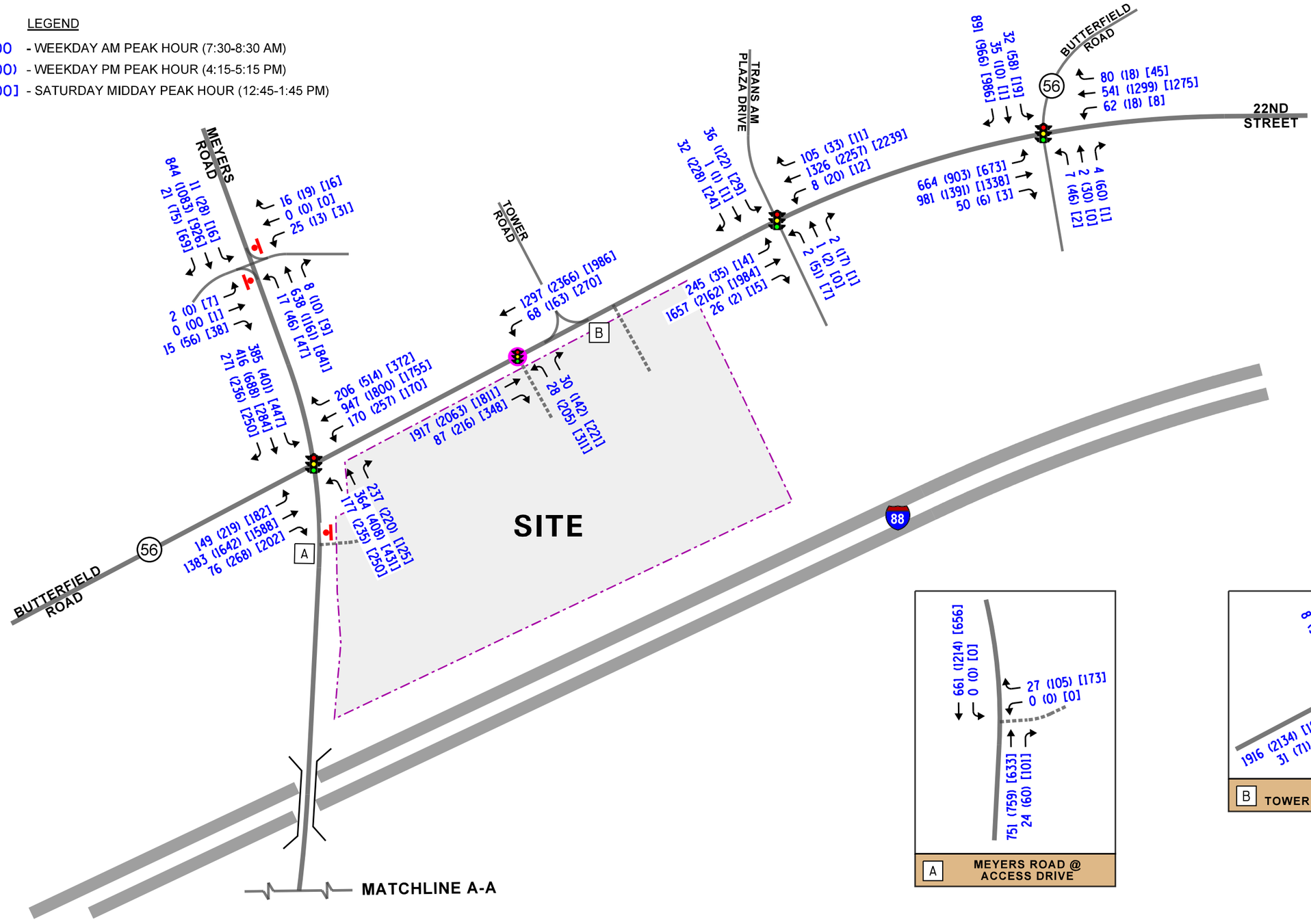
LEGEND

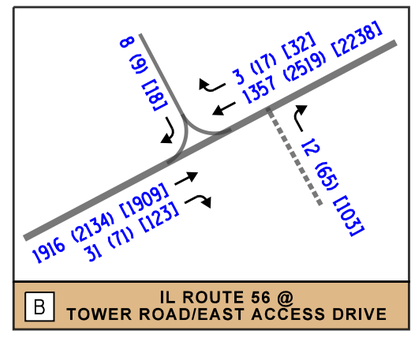
00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)

(00) - WEEKDAY PM PEAK HOUR (4:15-5:15 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:45-1:45 PM)

NOT TO SCALE



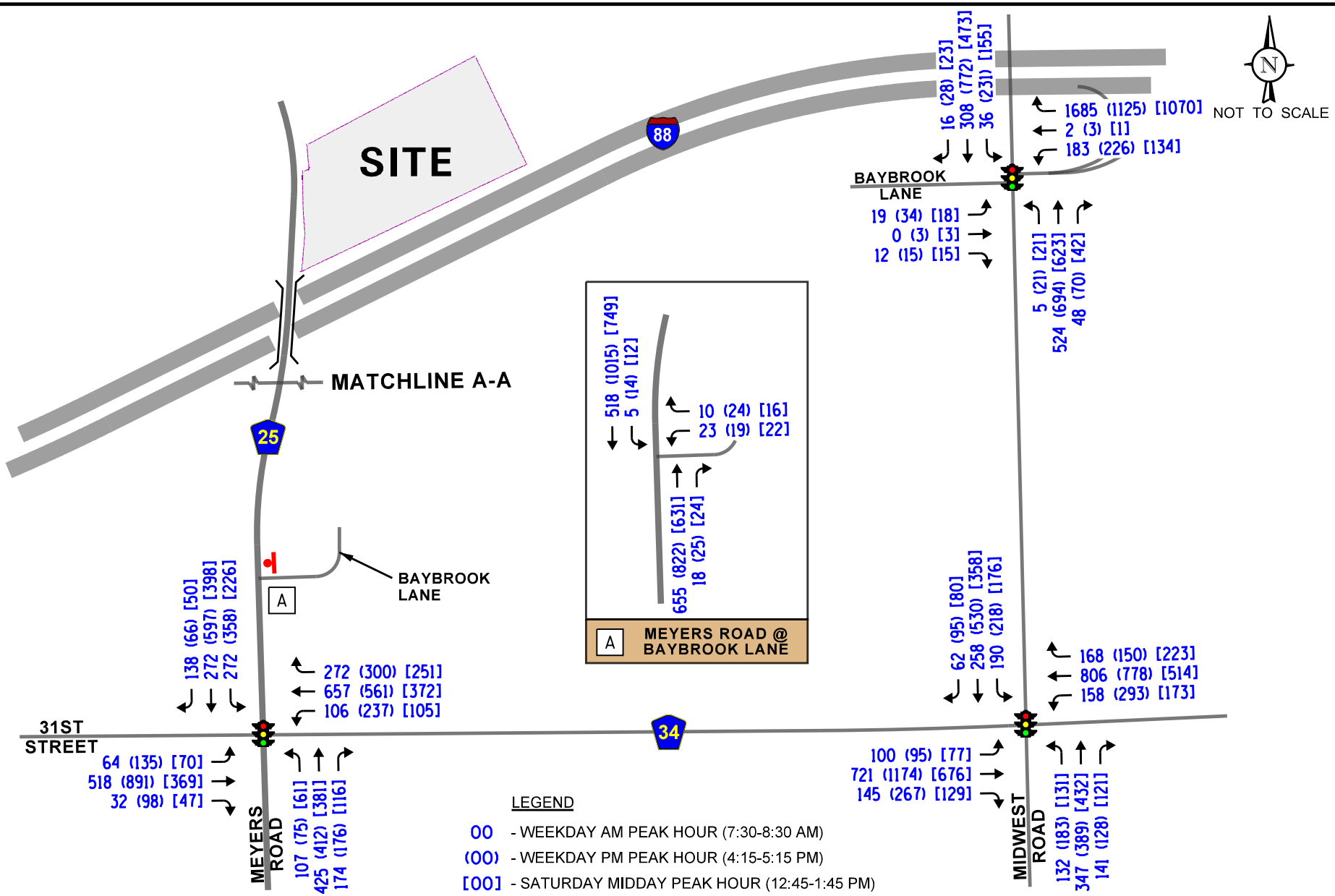


RETAIL DEVELOPMENT
OAK BROOK, ILLINOIS

YEAR 2032 TOTAL TRAFFIC VOLUMES

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

Job No: 25-280 Figure: 9A



Retail Development
Oak Brook, Illinois

Year 2032 Total Traffic Volumes

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

Job No: 25-280 Figure: 9B

5. Traffic Signal Warrant Analysis

A traffic signal warrant analysis was performed for the intersection of Butterfield Road with the proposed signalized access drive based on the Federal Highway Administration's *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD), 2009. The traffic signal requires that one or more of the nine signal warrants outlined in the *Manual on Uniform Traffic Control Devices* (MUTCD 2009) are met. However, as shown in **Figure 11**, Butterfield Road is classified as an SRA route and as such, SRA traffic signal warrant requirements established by the Illinois Department of Transportation (IDOT) were utilized. This criterion only takes into consideration traffic volume Warrant 1 (Eight-Hour Vehicular Volume).

Warrant 1, Eight-Hour Vehicular Volume states that the Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volumes on a major street are so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Given that Butterfield Road provides three lane approaches at this intersection, the required vehicles per hour on the major street is 600 (total of both approaches) and the required vehicles per hour on the minor street (one direction only) is 200 for Condition A. For Condition B, the required number of vehicles per hour on the major street is 900 (total of both approaches) and the required number of vehicles per hour on the minor street (one direction only) is 100.

However, for SRA routes, the requirements on the minor street for Condition B shall be increased from 100 vehicles per hour to 150 for a two-lane minor approach. Furthermore, based on IDOT's guidelines, the right-turn volume from the minor approach will be reduced by 75 percent. It should be noted that the 75 percent reduction does not take into consideration the mainline congestion factor that would reduce the right-turn on red reduction percentage, thus providing a conservatively low minor approach volume.

To determine if a traffic signal will be warranted under Year 2032 total projected conditions at the proposed access drive, the following was taken into consideration:

- 13-hour traffic counts conducted at the intersection of Butterfield Road with Meyers Road to determine the hourly traffic volumes along Butterfield Road.
- Hourly traffic volumes projected to be generated by the subject development.
- Regional background growth along Butterfield Road

Table 7 summarizes the 13-hour traffic counts for the intersection of Weber Road with Ryan Drive to reflect IDOT's required right-turn reduction for total projected traffic conditions.



Strategic Regional Arterial Map **Figure 11**

Table 7
BUTTERFIELD ROAD PROPOSED ACCESS DRIVE – PROJECTED 13-HOUR TRAFFIC VOLUMES – IDOT SRA CRITERIA

Time	Butterfield Road		Proposed Access Drive (Northbound)			Major Approach Total	Minor Approach Volume	Minimums Met?	
	EB Total	WB Total	L	R	Adj. Right			Condition A	Condition B
7:00 AM	1366	1185	13	14	4	2551	17	No	No
8:00 AM	1600	1328	28	30	8	2928	36	No	No
9:00 AM	1268	1235	91	97	24	2503	115	No	No
10:00 AM	1255	1446	120	128	32	2701	152	No	**Yes**
11:00 AM	1507	1780	147	157	39	3287	186	No	**Yes**
12:00 PM	1789	2124	214	146	37	3913	251	**Yes**	**Yes**
1:00 PM	1606	1982	224	153	38	3588	262	**Yes**	**Yes**
2:00 PM	1721	1942	218	149	37	3663	255	**Yes**	**Yes**
3:00 PM	1768	2254	196	134	34	4022	230	**Yes**	**Yes**
4:00 PM	2111	2490	204	139	35	4601	239	**Yes**	**Yes**
5:00 PM	1893	2311	171	117	29	4204	200	**Yes**	**Yes**

Warrant 1A requires a major approach volume of 600 vehicles and a minor approach volume of 200 vehicles.
Warrant 1B requires a major approach volume of 900 vehicles and a minor approach volume of 150 vehicles (increased per IDOT requirements for SRA Routes).
L – Left, T – Through, R – Right, NB – Northbound, SB – Southbound

As can be seen from Table 6, when the IDOT SRA traffic signal warrant criteria is applied to the traffic volumes projected at the proposed full-movement access drive on Butterfield Road, a traffic signal will be warranted at the intersection utilizing Condition B. Overall, a total of eight hours are met under total projected conditions and eight hours are required to meet the warrant. Therefore, a traffic signal should be installed at this intersection due to the following:

- The projected traffic volumes utilizing a full-movement access drive on Butterfield Road would require dual outbound left-turn lanes.

- It will provide protected access for vehicles turning to/from the proposed development via Butterfield Road.

- Based on KLOA, Inc's experience with the Butterfield Road corridor when the existing office buildings were occupied, police officers would be stationed at the existing access drives to facilitate traffic exiting the site during the weekday evening peak hour.

- The results of the capacity analysis (as discussed in the following chapter) indicate that this signal will provide efficient and flexible access to the development and would not negatively impact the progression of through traffic on Butterfield Road.

- While the spacing of the proposed traffic signal is less than 1000 feet, the signal spacing is consistent with other signalized intersections serving major commercial properties along the 22nd Street corridor, even those that are provided with cross access to parcels served with signalized access.

Overall, providing a signal at this intersection is imperative to ensure safe/protected full access to the proposed development via Butterfield Road, limiting the impact of the development on the area roadway network.

6. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the existing (Year 2025) traffic volumes as well as future no-build and total projected (Year 2032) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 7th* Edition and analyzed using the Synchro/SimTraffic 12 software. The analyses for the traffic-signal controlled intersections were accomplished using actual cycle lengths, phasings, and offsets to determine the average overall vehicle delay and levels of service. The analyses for the proposed signalized access drive were conducted assuming the same cycle length as the Butterfield Road coordinated system with optimized phasings and offsets.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2032 no-build, and Year 2032 total projected conditions are presented in **Tables 8** through **18**. 95th Percentile queues for signalized intersections are included in the appendix. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 8
CAPACITY ANALYSIS RESULTS – BUTTERFIELD ROAD WITH MEYERS ROAD – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning	E 70.6	C 34.5	B 13.5	F 93.6	D 53.7	B 17.6	D 35.9	E 61.6	D 45.1	D 53.8	D 50.6	C 32.6	D 45.9
		D-36.8			D-53.0			D-50.9			D-47.0			
	Weekday Evening	E 79.5	C 33.9	B 16.4	F 90.9	C 25.8	A 7.0	E 64.6	E 76.6	D 40.4	F 82.5	D 93.5	C 34.6	D 45.2
		D - 36.5			C - 27.7			E - 64.2			E - 79.5			
	Saturday Midday	E 65.3	C 28.1	B 11.6	F 75.0	C 25.1	A 7.1	C 34.9	E 59.9	D 35.8	D 49.0	D 48.5	C 32.2	C 32.4
		C - 30.0			C - 24.5			D - 48.1			D - 44.0			
No-Build Conditions	Weekday Morning	E 69.8	C 35.6	B 13.6	F 95.8	E 56.0	B 18.1	D 36.5	E 62.3	D 45.5	E 58.3	D 50.8	C 32.3	D 47.2
		D - 37.8			E - 55.0			D - 51.5			D - 48.5			
	Weekday Evening	F 81.2	C 34.8	B 16.6	F 90.5	C 27.5	A 7.1	E 68.1	F 80.2	D 40.6	F 91.9	F 99+	C 34.9	D 47.9
		D - 37.4			C - 28.9			E - 66.9			F - 88.0			
	Saturday Midday	E 66.0	C 28.9	B 11.8	E 74.8	C 26.5	A 7.3	D 35.1	E 60.4	D 35.8	D 52.0	D 48.6	C 32.2	C 33.4
		C - 30.7			C - 25.6			D - 48.4			D - 45.1			
Projected Conditions	Weekday Morning[1]	E 69.7	D 38.3	B 14.7	E 78.6	D 53.4	B 16.9	D 36.8	E 62.6	D 43.1	E 77.6	D 50.4	C 32.3	D 48.3
		D – 40.1			D – 51.0			D – 50.8			E– 55.6			
	Weekday Evening[1]	F 88.0	D 49.1	C 21.3	F 81.0	D 39.7	A 9.4	E 68.8	E 97.7	D 37.9	E 75.0	E 74.7	C 33.0	D 51.7
		D – 49.6			D – 37.8			E – 74.6			E – 67.4			
	Saturday Midday[1]	F 83.7	D 39.2	B 13.1	E 79.6	D 35.1	A 9.8	C 34.8	F 91.5	D 35.9	E 73.9	D 47.2	C 33.8	D 44.0
		D – 40.6			C – 34.2			E – 65.3			E – 56.0			

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through 1 – With traffic signal timing modifications

Table 9
CAPACITY ANALYSIS RESULTS – BUTTERFIELD ROAD WITH 22nd STREET – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound	Southbound			Overall
		L	T/R	L	T/R	L/T/R	L	T	R	
Existing Conditions	Weekday Morning	D 54.3	A 7.8	E 73.6	D 42.8	E 65.8	D 52.5	D 52.6		C 29.1
		C - 25.9		D - 45.7			C - 22.3			
	Weekday Evening	E 74.0	C 21.8	E 69.6	D 43.6	F 84.1	E 59.0	E 59.0		D 47.8
		D - 41.8		D - 44.1			E - 61.0			
	Saturday Midday	D 35.5	B 17.7	E 59.9	D 35.4	E 55.3	D 46.3	D 46.3		C 27.6
		C - 23.4		D - 35.7			C - 24.8			
No-Build Conditions	Weekday Morning	D 54.8	A 7.7	E 73.7	D 43.1	E 65.8	D 52.8	D 52.9		C 29.3
		C - 26.0		D - 46.0			C - 22.8			
	Weekday Evening	F 90.0	C 22.3	E 69.9	D 44.7	F 86.1	E 59.1	E 59.1		E 56.3
		D - 48.2		D - 45.1			F - 84.7			
	Saturday Midday	D 35.1	B 17.4	E 59.9	D 36.3	E 55.3	D 46.3	D 46.4		C 27.8
		C - 23.1		D - 36.7			C - 25.2			
Projected Conditions	Weekday Morning	E 55.3	A 6.9	E 73.7	D 43.5	E 65.8	D 53.1	D 53.2	C 21.0	C 29.4
		C – 25.9		D – 46.3			C – 23.3			
	Weekday Evening[1]	D 48.3	B 16.5	E 69.9	D 52.9	F 83.3	E 65.7	E 65.6	F 99.7	D 52.1
		C – 29.0		D – 53.2			F – 97.7			
	Saturday Midday	C 31.2	B 17.4	E 59.9	D 39.7	E 55.3	D 46.3	D 46.4	C 26.1	C 28.6
		C – 22.0		D – 39.9			C – 26.5			

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through 1 – With traffic signal timing modifications

Table 10
CAPACITY ANALYSIS RESULTS – BUTTERFIELD ROAD WITH TRANS AM PLAZA DRIVE – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound			Overall
		L	T/R	L	T/R	L	T/R	L	T	R	
Existing Conditions	Weekday Morning	F 85.3	A 3.9	E 75.0	B 13.5	E 63.0	E 63.3	E 60.0	D 54.0	E 62.6	B 15.2
		B - 14.4		B - 13.9		E - 63.2		E - 61.1			
	Weekday Evening	E 70.0	B 10.5	D 48.4	C 29.4	E 67.2	E 57.5	D 49.8	D 41.0	E 68.9	C 24.5
		B - 11.5		C - 29.6		E - 64.6		E - 62.2			
	Saturday Midday	E 58.2	A 3.5	E 66.4	A 4.6	E 56.3	D 54.0	D 50.8	D 47.0	D 52.6	A 5.3
		A - 4.0		A - 5.0		E - 56.0		D - 51.6			
No-Build Conditions	Weekday Morning	F 84.9	A 3.9	E 75.5	B 14.0	E 63.0	E 63.3	E 60.1	D 54.0	E 62.8	B 15.4
		B - 14.3		B - 14.4		E - 63.2		E - 61.2			
	Weekday Evening	E 69.7	B 11.4	D 48.1	C 31.1	E 66.5	E 56.8	D 49.4	D 40.0	E 69.1	C 25.6
		B - 12.4		C - 31.2		E - 63.9		E - 62.1			
	Saturday Midday	E 57.7	A 3.6	E 66.0	A 4.9	E 56.3	D 54.0	D 50.9	D 47.0	D 52.8	A 5.4
		A - 4.0		A - 5.2		E - 56.0		D - 51.6			
Projected Conditions	Weekday Morning[1]	F 83.4	A 1.9	E 75.8	B 15.9	E 63.0	E 63.3	E 60.1	D 54.0	E 62.8	B 15.0
		B – 12.2		B – 16.3		E – 63.2		E – 61.2			
	Weekday Evening	F 80.2	A 7.9	D 47.6	C 31.2	E 66.5	E 56.8	D 49.4	D 40.0	E 69.1	C 24.1
		A – 9.0		C – 31.4		E – 63.9		E – 62.1			
	Saturday Midday	D 52.8	A 4.0	E 65.3	A 5.6	E 56.3	D 54.0	D 50.9	D 47.0	D 52.8	A 5.9
		A – 4.4		A – 5.9		E – 56.0		D – 51.6			

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through 1 – With traffic signal timing modifications

Table 11
CAPACITY ANALYSIS RESULTS – MEYERS ROAD WITH 31st STREET – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	C 28.9	D 39.5	C 26.9	D 47.2	C 24.2	D 52.9	D 37.2	D 35.7	D 42.7
		D - 38.4		D - 45.1		D - 48.7		D - 36.3		
	Weekday Evening	C 23.5	D 49.7	D 43.9	D 36.3	C 34.8	F 86.3	F 80.7	D 50.4	D 53.6
		D - 46.8		D - 38.0		F - 80.3		E - 61.1		
	Saturday Midday	B 13.9	C 23.2	B 14.2	C 24.3	B 19.2	D 39.5	C 25.4	C 30.5	C 27.5
		C - 22.1		C - 22.8		D - 37.2		C - 28.7		
No-Build Conditions	Weekday Morning	C 30.7	D 40.6	C 27.8	D 50.1	C 24.0	D 53.1	D 40.4	D 35.5	D 44.1
		D - 39.7		D - 47.8		D - 48.8		D - 37.5		
	Weekday Evening	C 24.6	D 52.1	D 54.1	D 37.2	C 35.4	F 95.4	F 86.6	D 51.4	E 57.2
		D - 49.0		D - 40.9		F - 88.5		E - 63.7		
	Saturday Midday	B 14.0	C 24.4	B 14.5	C 24.8	B 19.2	D 40.0	C 26.0	C 30.5	C 28.0
		C - 23.2		C - 23.3		D - 37.6		C - 28.9		
Projected Conditions	Weekday Morning	C 31.9	D 40.3	C 27.5	D 52.4	C 24.3	D 52.4	D 40.0	D 35.9	D 44.7
		D – 39.4		D – 49.9		D – 48.8		D – 37.6		
	Weekday Evening	C 25.6	D 52.1	D 54.1	D 37.9	D 35.7	F 101.2	F 93.9	D 51.9	E 59.0
		D – 48.9		D – 41.4		F – 93.8		E – 67.7		
	Saturday Midday	B 14.4	C 24.5	B 14.5	C 21.5	B 19.3	D 41.1	C 28.0	C 31.0	C 27.6
		C – 23.0		C – 24.0		D – 38.7		C – 30.0		

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

Table 12
CAPACITY ANALYSIS RESULTS –MIDWEST ROAD WITH 31st STREET – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	B 16.7	C 30.1	C 21.3	C 29.6	C 24.3	D 39.1	C 34.3	C 34.3	C 30.9
		C - 28.7		C - 28.4		D - 36		C - 34.3		
	Weekday Evening	B 18.7	F 133.3	E 60.4	C 31.3	D 37.7	D 49.0	D 35.4	D 48.1	E 72.2
		F - 126.2		D - 38.4		D - 46.1		D - 44.8		
	Saturday Midday	B 12.7	C 28.9	C 20.8	C 26.3	C 23.2	D 37.6	C 28.8	C 34.4	C 29.5
		C - 27.5		C - 25.2		C - 34.8		C - 32.8		
No-Build Conditions	Weekday Morning	B 18.4	C 30.2	C 23.3	C 32.2	C 25.0	D 41	D 38.2	D 35.1	C 32.5
		C - 29		C - 30.9		D - 37.6		D - 36.3		
	Weekday Evening	B 19.2	F 155.2	E 63.1	C 32.0	D 41.6	D 50.2	D 37.6	D 49.6	F 80.5
		F - 146.8		D - 39.5		D - 48		D - 46.5		
	Saturday Midday	B 12.8	C 29.1	C 21.8	C 26.2	C 24.1	D 39.0	C 32.1	D 35.2	C 30.2
		C - 27.6		C - 25.3		D - 36.2		C - 34.3		
Projected Conditions	Weekday Morning	B 18.4	C 30.2	C 23.4	C 32.3	C 25.1	D 41.0	D 38.2	D 35.1	C 32.5
		C - 29		C - 31		D - 37.6		D - 36.3		
	Weekday Evening	B 19.3	F 159.5	E 63.1	C 32.1	D 42.7	D 50.2	D 37.7	D 49.7	F 82.1
		F - 150.8		D - 39.6		D - 48.2		D - 46.6		
	Saturday Midday	B 12.3	C 28.3	C 22.0	C 26.0	C 24.5	D 39.4	C 32.6	D 35.5	C 30.1
		C - 26.9		C - 25.2		D - 36.5		C - 34.7		

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

Table 13
CAPACITY ANALYSIS RESULTS –MIDWEST ROAD WITH BAYBROOK LANE AND I-88 RAMPS– SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L/T	R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	C 32.5		D 36.2	D 40.1	B 10.4	B 14.3	A 9.9	B 11.8	C 30.9
				D - 39.7		B - 14.3		B - 11.7		
	Weekday Evening	E 76.8		E 72.5	A 2.6	B 13.7	C 24.6	B 15.6	B 19.2	B 19.4
				B - 14.8		C - 24.3		B - 18.5		
	Saturday Midday	E 63.3		E 62.9	A 2.1	A 9.2	B 15.1	A 9.1	B 12.7	B 12.4
				A - 9.3		B - 15		B - 12.2		
No-Build Conditions	Weekday Morning	C 32.6		D 36.9	E 55.8	B 10.4	B 14.5	A 9.9	B 11.9	D 40.3
				D - 53.9		B - 14.4		B - 11.7		
	Weekday Evening	E 76.9		E 72.5	A 3.0	B 14.3	C 26.8	B 16.4	C 20.1	C 20.3
				B - 15.1		C - 26.5		B - 19.4		
	Saturday Midday	E 63.6		E 62.9	A 2.4	A 9.8	B 16.9	B 10.1	B 14	B 13.3
				A - 9.6		B - 16.7		B - 13.4		
Projected Conditions	Weekday Morning	C 32.6		D 36.9	E 60.4	B 10.4	B 15.7	A 9.9	B 11.9	D 43.3
				D – 58.0		B – 15.7		B - 11.7		
	Weekday Evening	E 76.9		E 72.5	A 3.4	B 14.8	C 29.8	B 17.6	C 20.1	C 21.0
				B - 15.1		C – 29.4		B - 19.5		
	Saturday Midday	E 63.6		E 62.9	A 2.9	A 10.0	B 18.3	B 11.1	B 14.0	B 13.6
				A - 9.7		B – 18.1		B - 13.3		

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

Table 14
CAPACITY ANALYSIS RESULTS
BUTTERFIELD ROAD WITH TOWER DRIVE – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Existing Conditions						
• Southbound Approach	F	67.1	F	+99	F	+99
• Eastbound Left Turn	C	18.1	F	53.8	E	35.9
Year 2032 No-Build Conditions						
• Southbound Approach	F	81.6	F	+99	F	+99
• Eastbound Left Turn	C	18.9	F	60.1	E	39.2
Year 2032 Total Projected Conditions						
• Southbound Approach	C	16.4	E	36.0	D	30.6

LOS = Level of Service Note: Two-way stop control
Delay is measured in seconds.

Table 15
CAPACITY ANALYSIS RESULTS
MEYERS ROAD WITH BAYBROOK LANE – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Existing Conditions						
• Westbound Approach	D	25.1	C	23.8	C	16.5
• Southbound Left Turn	A	9.1	A	9.6	A	8.7
Year 2032 No-Build Conditions						
• Westbound Approach	D	27.2	D	26.0	C	17.2
• Southbound Left Turn	A	9.2	A	9.8	A	8.7
Year 2032 Total Projected Conditions						
• Westbound Approach	D	27.2	D	28.4	C	17.2
• Southbound Left Turn	A	9.2	A	9.9	A	8.7

LOS = Level of Service Note: Two-way stop control
Delay is measured in seconds.

Table 16
CAPACITY ANALYSIS RESULTS
MEYERS ROAD WITH TOWER ROAD – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Existing Conditions						
• Eastbound Approach	B	11.1	B	13.4	B	11.6
• Westbound Left Turn	C	18.1	E	38.6	C	23.1
• Westbound Right Turn	B	10.5	B	13.3	B	11.0
• Northbound Left Turn	A	9.9	B	11.0	A	9.8
• Southbound Left Turn	A	8.8	B	12.1	A	9.3
Year 2032 No-Build Conditions						
• Eastbound Approach	B	11.3	B	13.8	B	12.5
• Westbound Left Turn	C	18.7	E	41.7	C	27.9
• Westbound Right Turn	B	10.7	B	13.6	B	11.7
• Northbound Left Turn	B	10.1	B	11.3	B	10.5
• Southbound Left Turn	A	8.9	B	12.5	A	9.9
Year 2032 Total Projected Conditions						
• Eastbound Approach	B	1143	B	14.3	B	12.5
• Westbound Left Turn	C	19.9	E	49.9	D	32.0
• Westbound Right Turn	B	10.7	B	14.1	B	11.7
• Northbound Left Turn	B	10.2	B	11.7	B	10.5
• Southbound Left Turn	A	8.9	B	13.0	A	9.9

LOS = Level of Service
Delay is measured in seconds.
Note: Two-way stop control

Table 17
CAPACITY ANALYSIS RESULTS
TOTAL PROJECTED CONDITIONS – BUTTERFIELD ROAD WITH SIGNALIZED ACCESS

	Peak Hour	Eastbound		Westbound		Northbound		Overall
		T	R	L	T	L	R	
Projected Conditions	Weekday Morning	A 4.2	A 1.5	E 56.6	A 2.0	E 64.0	D 47.6	A 5.2
		A – 4.1		A – 4.7		E – 55.1		
	Weekday Evening	A 8.7	A 2.2	E 78.5	A 2.4	E 69.0	D 41.4	B 10.9
		A – 7.7		A – 7.3		E – 57.7		
	Saturday Midday	B 14.7	A 3.3	E 72.9	A 3.8	E 57.2	C 27.5	B 15.9
		B – 12.9		B – 12.1		D – 44.9		

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

Table 17
CAPACITY ANALYSIS RESULTS
PROPOSED ACCESS SYSTEM – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Butterfield Road Right-In/Right-Out Access Drive						
• Northbound Approach	C	23.5	E	38.4	E	38.1
Meyers Road with Three-Quarter Access Drive						
• Westbound Approach	B	11.9	B	12.4	B	12.4

LOS = Level of Service Note: Two-way stop control
Delay is measured in seconds.

Discussion and Recommendations

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

Butterfield Road with Meyers Road

The results of the capacity analyses indicate that this intersection overall currently operates at Level of Service (LOS) D during the weekday morning and weekday evening peak hours and at LOS C during the Saturday midday peak hour.

- All of the approaches currently operate at LOS D or better during the peak hours except for the northbound and southbound approaches which operate at LOS E during the weekday evening peak hour.

- The northbound through movement operates at LOS E during all three peak hours, the northbound left-turn movement operates at LOS E during the weekday evening peak hour, and the southbound left-turn movement operates at LOS F during the weekday evening peak hour. These levels of service are a result of the long cycle length and prioritization of green time to the Butterfield Road (SRA) approaches.

- All left-turn movements currently operate at LOS D, E, or F during the peak hours except for the northbound left-turn movement during the Saturday midday peak hour which operates at LOS C. This is a result of the eastbound and westbound left-turn movements operating under a protected phase only and limited amount of green time allocated to the northbound and southbound left-turn movements.

In order to improve the operations at the intersection, it is recommended that the signal timings be adjusted as follows:

- During the weekday morning peak hour, three seconds of green time should be reallocated from the eastbound through movement to the westbound left-turn movement.

- During the weekday evening peak hour, five seconds of green time should be reallocated from the eastbound and westbound approaches to the southbound left-turn and through movements. Additionally, six seconds of green time should be reallocated from the eastbound through movement to the westbound left-turn movement.

- During the Saturday midday peak hour, five seconds of green time should be reallocated from the eastbound left-turn movement to the westbound through movement. Furthermore, four seconds of green time should be reallocated from the eastbound and westbound approaches to the northbound and southbound approaches.

With the recommended traffic signal timing adjustments, the signal is projected to operate as follows:

- The intersection overall is projected to operate at LOS D during all three peak hours.

- The eastbound and westbound approaches are projected to operate at LOS D or better during all three peak hours.

- The northbound and southbound approaches and through movements are projected to operate at LOS D/E during all three peak hours.

- All left-turn movements are projected to operate at LOS D, E, or F during the peak hours.

- All movements are projected to operate with a volume to capacity (v/c) ratio of less than one.

- The 95th percentile queue for the westbound approach is not projected to exceed 560 feet, which is not projected to extend beyond the location of the proposed signalized access drive serving the site.

- The 95th percentile queue for the southbound approach is not projected to exceed 540 feet, which is not projected to extend to the location of Towe Drive.

As previously discussed, this intersection is part of IDOT's ongoing SMART corridor project along the Butterfield corridor. The new corridor improvements should generally improve coordination and traffic flow through this intersection and the recommended signal timing optimization could be implemented by IDOT as part of the corridor project.

Butterfield Road with 22nd Street

The results of the capacity analyses indicate that this intersection overall currently operates at LOS C during the weekday morning and Saturday midday peak hours and at LOS D during the weekday evening peak hour.

- The eastbound and westbound approaches currently operate at LOS D or better during the peak hours and the eastbound and westbound left-turn movements operate at LOS D/E during the peak hours.

- The northbound approach operates at LOS E or F during all three peak hours, which is expected for a minor driveway that has a signalized intersection with a major arterial roadway such as Butterfield Road or 22nd Street. Additionally, it is a result of the split phase operation of the northbound and southbound approaches and limited amount of green time allocated to the northbound approach.

- The southbound approach operates at LOS C during the weekday morning and Saturday midday peak hours and LOS E during the weekday evening peak hour. Further, the southbound left-turn and through movements operate at LOS E during the weekday evening peak hour.

It should be noted that the results of the capacity analyses are reflective of no right turn on red for all approaches per IDOT capacity analysis criteria, which is particularly impactful for the heavy southbound right-turn volume and ability for right turns on red to occur from the curbside lane only. In order to mitigate the impact of the proposed development, it is recommended that the signal timings be adjusted as follows:

- During the weekday evening peak hour, four seconds of green time from the southbound left-turn/through movement and three seconds from the westbound through movement should be reallocated to the eastbound left-turn movement.

With the recommended traffic signal timing adjustments, the signal is projected to operate as follows:

- The intersection is projected to continue to operate at LOS C during the weekday morning and Saturday midday peak hours and LOS D during the weekday evening peak hour.

- The eastbound approach is projected to continue to operate at LOS C during all three peak hours. This is an improvement from LOS D during the weekday evening peak hour.

- The westbound and northbound approaches are projected to continue to operate at existing levels of service during all three peak hours.

- The southbound approach is projected to continue to operate at LOS C during the weekday morning and Saturday midday peak hours and operate at LOS F during the weekday evening peak hour.

As previously discussed, this intersection is part of IDOT's ongoing SMART corridor project along the Butterfield corridor. The new corridor improvements should generally improve coordination and traffic flow through this intersection and the recommended signal timing optimization could be implemented by IDOT as part of the corridor project.

Butterfield Road with Trans Am Plaza Drive

The results of the capacity analyses indicate that this intersection overall currently operates at LOS B during the weekday morning peak hour, LOS C during the weekday evening peak hour, and LOS A during the Saturday midday peak hour.

- The eastbound and westbound approaches operate at LOS C or better during all three peak hours.

- The eastbound and westbound left-turn movements can operate at LOS E/F during the peak hours, which is a result of the long cycle length and operation of these movements under a protected phase only.

- The northbound and southbound approaches operate at LOS D or E during all three peak hours. Further, the southbound left-turn movement operates at LOS E during the weekday

morning peak hour and the southbound right-turn movement operates at LOS E during the weekday morning and weekday evening peak hours, which is expected for a minor leg approach with a major arterial roadway such as Butterfield Road.

Overall the intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development. However, in order to minimize the eastbound left-turn queue during the weekday morning peak hour, it is recommended that two seconds of additional green time be reallocated from the westbound green phase to the eastbound left-turn phase. With the recommended traffic signal timing adjustments, the signal is projected to operate as follows:

- The intersection is projected to continue to operate at existing levels of service during all three peak hours.

- The all of the approaches are projected to continue to operate at existing or acceptable levels of service during all three peak hours.

As previously discussed, this intersection is part of IDOT's ongoing SMART corridor project along the Butterfield corridor. The new corridor improvements should generally improve coordination and traffic flow through this intersection and the recommended signal timing optimization could be implemented by IDOT as part of the corridor project.

Meyers Road with 31st Street

The results of the capacity analyses indicate that this intersection overall and all movements currently operate at the acceptable LOS D or better during the peak hours except for northbound through movements and southbound left-turn movements during the weekday evening peak hour. Under Year 2032 no-build conditions, the intersection overall and all movements are projected to continue to operate at LOS D or better during the peak hours except for the weekday evening peak hour, which is projected to operate at an overall LOS E. This is a result of the northbound through movement and southbound left-turn movement, which are projected to continue operating at LOS F during the peak hours.

Under Year 2032 total projected conditions, the intersection overall and all of the approaches are projected to operate at no-build levels of service. Overall, the proposed development will have a limited impact on the operations of this intersection.

Additionally, as previously indicated, Meyers Road south of Butterfield Road as of 2024 carries an AADT volume of 13,000 vehicles, whereas in 2019 the roadway carried an AADT volume of 18,400 vehicles. As proposed, the development is anticipated to increase the daily traffic on Meyers Road by less than 1,000 vehicles and as such, the projected AADT volume along the roadway will continue to be less than the historic AADT volumes for the roadway.

Midwest Road with 31st Street

The results of the capacity analyses indicate that this intersection overall operates at the acceptable LOS C during the weekday morning and Saturday midday peak hours. The intersection operates at LOS F during the weekday evening peak hour as a result of the high volume of eastbound through movements.

Under Year 2032 no-build and total projected conditions, the intersection is projected to operate with a similar delay as existing conditions This intersection is not anticipated to carry significant volumes of regional traffic approaching the proposed development. The proposed development is projected to increase the volume of traffic at this intersection by less than one half of one percent during the weekday peak hours and approximately one percent during the Saturday midday peak hour. As such, the proposed development will have a limited impact on this intersection.

Midwest Road with Baybrook Lane and the I-88 Ramps

The results of the capacity analyses indicate that this intersection overall and all movements currently operate at the acceptable LOS D or better during the peak hours except for the eastbound and westbound movements. The eastbound and westbound movement experience some additional delay due to the split phase configuration but have more than sufficient capacity for existing and projected volumes.

Under Year 2032 no-build and total projected conditions, the intersection is projected to continue to operate at LOS D or better during the peak hours. It is important to not that the development is only projected to increase the volume of westbound right turn movements, which is a free-flow movement, and southbound left turn movements, which operates at a good LOS B or better during all three peak hours. As such, the proposed development will have a limited impact on this intersection.

Butterfield Road with Tower Drive

The results of the capacity analyses indicate that the southbound approach currently operates at LOS F during all three peak hours, which is primarily the result of the southbound left-turn movement. Furthermore, the eastbound left-turn movement operates at LOS C, F, and E during the weekday morning, weekday evening, and Saturday midday peak hours respectively. Under Year 2032 no-build conditions, the approaches and movements are projected to continue operating at existing levels of service.

Under total projected conditions with the provision of a center barrier median, Tower Road will be restricted to right-in/right-out movements only. As a result, the southbound approach is projected to operate at LOS C, E, and D during the weekday morning, weekday evening, and Saturday midday peak hours. As previously indicated, with the proposed restriction of Tower Road to right-turn movements only, the land uses that are served by Tower Road will continue to have a full-movement intersection with Meyers Road which will allow access to eastbound Butterfield Road. Alternatively, vehicles are able to perform U-turn maneuvers at the proposed signalized access drive.

Butterfield Road with Baybrook Lane

The results of the capacity analyses indicate that the westbound approach (Baybrook Lane) currently operates at LOS D or better during all three peak hours. Furthermore, the southbound left-turn movement operates at LOS A during tall three peak hours.

Under Year 2032 no-build conditions and total projected conditions the westbound approach is projected to continue to operate at LOS D or better and the southbound left turn movement is projected to continue to operate at LOS A during all three peak hours. It is important to note that the development is not projected to increase the volume turning movements at this intersection. As such, the proposed development will have a limited impact on this intersection.

Meyers Road with Tower Drive

The results of the capacity analyses indicate that the all critical turning movements at this intersection operate at LOS C or better except for the westbound left-turn movement which is projected to operate at LOS E or better.

As previously indicated, with the proposed restriction of Tower Road at its intersection with Butterfield Road to right-turn movements only, the land uses that are served by Tower Road will be able to use this intersection to access the roadway network. In the capacity analysis, all outbound left-turn traffic from Tower Road was reassigned to this intersection.

Under Year 2032 no-build and total projected conditions, all critical turning movements at this intersection will continue to operate at LOS C or better except for the westbound left-turn movement which will continue to operate at LOS E or better. Further, all movements will operate with a volume to capacity ratio (v/c) of less than one. As such, this intersection will be able to adequately accommodate the reassigned traffic.

Butterfield Road with Proposed Signalized Access Drive

Primary access to the development will be provided via a proposed full-movement signalized intersection on Butterfield Road, which will be constructed to provide the following:

- One inbound lane, three outbound lanes striped for dual left-turn lanes, and an exclusive right-turn lane.

- Butterfield Road will be restriped to provide an exclusive westbound left-turn lane with 360 feet of storage which can accommodate projected 95th percentile left-turn queues of up to 300 feet. This turn lane will be a back-to-back left-turn lane with a restriping of the eastbound left-turn lane serving Trans Am Plaza Drive which will provide 240 feet of storage. The back-to-back left-turn lanes will have approximately 100 feet of taper.

- Butterfield Road will be widened to provide an exclusive eastbound right-turn lane that should provide 215 feet of storage and 220 feet of taper.

- The traffic signal will provide northbound and eastbound right-turn overlap phases and the westbound left-turn movement will operate under a protected phase.

- The signal will have a 140-second cycle during the weekday morning and weekday evening peak hours and a 125-second cycle during the Saturday midday peak hour, consistent with other signals along Butterfield Road.

- The traffic signal will be interconnected with the existing signalized intersections to the east and west.

The results of the capacity analyses indicate that the intersection overall is projected to operate at LOS A during the weekday morning peak hour and at LOS B during the weekday evening and Saturday midday peak hours. Eastbound and westbound through movements are projected to operate at LOS B or better during the peak hours.

The westbound left-turn movement is projected to operate at LOS E during the peak hours, which is expected given the operation of the movement under a protected phase only. Additionally, the northbound approach is projected to operate at LOS E during the weekday morning and weekday evening peak hours and at LOS D during the Saturday midday peak hour. Northbound left-turn movements are projected to operate at LOS E during all three peak hours. However, this is expected given the long cycle lengths and prioritization of green time to the Butterfield Road approaches. The 95th percentile queues for proposed intersection are as follows:

- The eastbound approach queues are projected to be approximately 540 feet or less, which will not extend to the signalized intersection of Butterfield Road with Meyers Road.

- The westbound approach queues are projected to be approximately 125 feet, which will not extend to the signalized intersection of Butterfield Road with Trans Am Plaza Drive.

- The westbound left-turn queues are projected to be 300 feet, which will be contained with the left-turn lane storage proposed.

As such, this intersection will be adequate in accommodating the traffic estimated to be generated by the proposed development, will ensure efficient access is provided, and will be designed to minimize the impact of the signal on the progression of through traffic along the Butterfield Road corridor.

Proposed Unsignalized Access Drives

The results of the capacity analyses indicate that outbound movements from the proposed right-in/right-out access drive onto Butterfield Road are projected to operate at LOS C during the weekday morning peak hour and LOS E during the weekday evening and Saturday midday peak hours. However, this is expected for an access drive with an unsignalized intersection with a major arterial roadway. Outbound movements from the right-in/right-out access drive onto Meyers Road are projected to operate at LOS B during all three peak hours.

Ginger Creek Neighborhood

The Ginger Creek Neighborhood is located on the south side of the I-88 between Meyers Road and Midwest Road. Access to the neighborhood is provided via the intersections of Meyers Road with Baybrook Lane, Midwest Road with Baybrook Lake/I-88 Ramps, and Oakbrook Hills Road with 31st Street. It is unlikely that development-generated traffic will traverse this neighborhood when accessing the development given the following:

- A majority of development traffic (80 percent) is estimated to approach the site from north of I-88 via Butterfield Road, 22nd Street, and Meyers Road. This traffic has no reason to travel south of I-88.

- Traffic leaving the site and traveling east and/or south will prioritize Butterfield Road/22nd Street:

    - The access drive on Meyers Road will be restricted to right-turn only movements. As such, vehicles would need to take a circuitous route to reach the neighborhood to travel east.

    - The development will provide multiple access points with direct access to eastbound Butterfield Road.

    - The southbound left-turn movement from Midwest Road to the I-88 ramps operates at a good LOS during all three peak hours. Vehicles will experience limited delays when traveling along Butterfield Road and Midwest Road to I-88.

- Traffic approaching the site and from the west will prioritize Butterfield Road/22nd Street:

    - The development will provide a signalized intersection on Butterfield Road which will accommodate vehicles turning left into the site.

    - Traffic approaching from the west on I-88 will likely exit at Highland Avenue and travel east on Butterfield Road to access the site (approximately 1.4 miles). This will provide a more direct access to the site versus continuing on I-88 past the site and exiting onto Midwest Road (3.5 miles).

    - Vehicles exiting from I-88 onto Midwest Road will be able to make a free-flow right-turn. Traveling straight onto Baybrook Lane requires waiting for the traffic signal. Further, the I-88 ramps and Baybrook Lane are not aligned at this intersection further discouraging this movement.
- The Ginger Creek neighborhood is not designed for cut through traffic:

    - The posted speed limit is 25 miles per hour.
    - Baybrook Lane does not connect from one side of the development to the other. Vehicles would need to turn a minimum of three times within the neighborhood and may need to stop for cross traffic.

- The roads within the neighborhood are curved and not straight leading to reduced travel speeds
- The roads within the neighborhood are narrower than area collector and arterial roads leading to reduced travel speeds

6. Conclusion

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

- As proposed, the site will contain a 225,000 square-foot retail building that will contain a discount store and a second, approximately 86,798 square-foot retail building.

- Access to the proposed development will be provided via the following:

  - A proposed full-movement signalized access drive located approximately 750 feet east of Meyers Road and 750 feet west of Trans Am Plaza Drive. This access drive will provide one inbound lane and three outbound lanes striped to provide dual left-turn lanes and an exclusive right-turn lane. Furthermore, Butterfield Road will be modified to provide an exclusive left-turn lane and an exclusive right-turn lane.

  - The east access drive will remain but will be converted to a right-in/right-out access drive via a raised median that will be incorporated as part of the proposed signalized access drive. It should be noted that the provision of a raised median at this location will also result in the conversion of Tower Drive to a right-in/right-out intersection. However, vehicles accessing Tower Drive also have direct access to Meyers Road and can utilize the signalized access drive to travel east on Butterfield Road.

  - The existing full-movement access drive on Meyers Road will be converted to a three-quarter movement (left-in/right-in/right-out) access drive via the provision of a half-raised channelizing island restricting outbound movements to right-turns only.

- The volume of traffic estimated to be generated by the proposed development, which will result in new trips at the existing signalized intersections along the Butterfield Road corridor, will be reduced due to pass-by trips. Conservatively, only a 20 percent pass-by reduction was applied where industry standard data indicates up to a 30 percent reduction could apply to the proposed land uses.

- The traffic estimated to be generated by the proposed development will warrant a traffic signal based on IDOT SRA guidelines including right turn on red reductions and increased minor volume approach minimum thresholds.

- Providing signalized access to the development will be beneficial given that:
    - The projected traffic volumes utilizing a full-movement access drive on Butterfield Road would require dual outbound left-turn lanes.
    - It will provide protected access for vehicles turning to/from the proposed development via Butterfield Road.
    - Based on KLOA, Inc's experience with the Butterfield Road corridor when the existing office buildings were occupied, police officers would be stationed at the existing access drives allowing traffic to exit the site during the weekday evening peak hour.
    - The results of the capacity analysis (as discussed in the following chapter) indicate that this signal will provide efficient and flexible access to the development.
    - While the spacing of the proposed traffic signal is less than 1000 feet, the signal spacing is consistent with other major commercial properties along the 22nd Street corridor, even those that are provided with cross-access to parcels served with signalized access.
- The proposed signalized access drive with associated geometric improvements and recommended phasings and timings will be adequate in accommodating the traffic estimated to be generated by the proposed development and will not result in queue spillover to the adjacent signalized intersections along the Butterfield Road corridor.
- The traffic impacts of the proposed development at the adjacent signalized intersections along the Butterfield Road corridor are mitigated with traffic signal timings modifications.
    - The results of the capacity analyses are conservative as no right turn on red was assumed, per IDOT requirements.
    - IDOT's ongoing SMART corridor project along the Butterfield Road corridor should generally improve coordination and traffic flow through area intersections.
    - The recommended signal timing optimizations could be implemented by IDOT as part of their ongoing corridor project.
- Development-generated traffic is not expected to traverse the Ginger Creek neighborhood when accessing the development.

Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Sheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets
95th Percentile Queues Tables

Traffic Count Summary Sheets

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: Butterfield Road with Meyers Road - Full
Site Code:
Start Date: 10/16/2025

Turning Movement Data

Start Time	Butterfield Road Eastbound						Butterfield Road Westbound						Meyers Road Northbound						Meyers 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	
7:00 AM	1	21	215	11	0	248	0	26	140	32	0	198	0	21	47	40	0	108	0	55	36	34	0	125	679
7:15 AM	0	27	299	23	0	349	0	28	209	45	0	282	0	19	56	45	0	120	0	61	82	60	0	203	954
7:30 AM	0	25	302	26	0	353	0	33	225	52	0	310	0	42	97	50	0	189	1	101	92	68	0	262	1114
7:45 AM	0	40	284	24	0	348	0	57	219	61	0	337	0	43	109	86	0	238	0	72	120	82	0	274	1197
Hourly Total	1	113	1100	84	0	1298	0	144	793	190	0	1127	0	125	309	221	0	655	1	289	330	244	0	864	3944
8:00 AM	0	42	328	15	0	385	0	29	220	42	0	291	0	27	62	35	0	124	0	74	77	61	0	212	1012
8:15 AM	0	35	340	8	0	383	1	38	210	42	0	291	0	47	78	57	0	182	0	84	70	50	0	204	1060
8:30 AM	0	52	295	25	0	372	0	21	251	58	0	330	0	51	52	47	0	150	0	79	79	36	0	194	1046
8:45 AM	1	23	283	13	0	320	0	25	216	59	0	300	0	37	67	53	0	157	0	72	84	39	0	195	972
Hourly Total	1	152	1246	61	0	1460	1	113	897	201	0	1212	0	162	259	192	0	613	0	309	310	186	0	805	4090
9:00 AM	0	30	233	16	0	279	0	18	231	39	0	288	0	31	62	37	0	130	0	65	60	50	0	175	872
9:15 AM	0	28	253	18	0	299	0	29	179	38	0	246	0	41	47	32	0	120	0	61	55	38	0	154	819
9:30 AM	0	29	198	14	1	241	0	23	216	47	0	286	0	37	64	35	1	136	0	65	57	51	0	173	836
9:45 AM	0	34	230	28	0	292	1	27	197	52	0	277	0	34	65	33	0	132	0	69	61	44	0	174	875
Hourly Total	0	121	914	76	1	1111	1	97	823	176	0	1097	0	143	238	137	1	518	0	260	233	183	0	676	3402
10:00 AM	0	22	207	29	0	258	0	26	248	55	0	329	0	34	46	37	0	117	2	60	42	33	0	137	841
10:15 AM	0	34	209	29	0	272	0	20	235	39	0	294	0	32	65	29	0	126	0	63	57	42	0	162	854
10:30 AM	0	22	206	26	0	254	0	20	214	65	0	299	0	44	62	28	0	134	0	73	58	47	0	178	865
10:45 AM	0	41	215	23	1	279	0	29	251	69	0	349	0	56	70	36	0	162	0	69	50	35	0	154	944
Hourly Total	0	119	837	107	1	1063	0	95	948	228	0	1271	0	166	243	130	0	539	2	265	207	157	0	631	3504
11:00 AM	1	33	245	37	0	316	1	19	274	60	0	354	0	35	55	35	0	125	1	60	54	33	0	148	943
11:15 AM	0	32	274	24	0	330	0	20	296	61	0	377	0	46	70	30	0	146	0	68	55	41	1	164	1017
11:30 AM	0	30	255	34	0	319	0	19	278	76	0	373	0	45	59	34	0	138	0	77	51	50	0	178	1008
11:45 AM	0	43	234	31	0	308	1	24	342	94	0	461	0	42	83	32	0	157	0	79	74	49	0	202	1128
Hourly Total	1	138	1008	126	0	1273	2	82	1190	291	0	1565	0	168	267	131	0	566	1	284	234	173	1	692	4096
12:00 PM	1	34	296	43	0	374	1	25	352	84	0	462	0	55	67	47	0	169	0	79	67	43	0	189	1194
12:15 PM	1	32	300	46	1	379	3	30	359	85	0	477	0	47	61	33	0	141	1	81	72	64	0	218	1215
12:30 PM	1	36	328	48	1	413	1	34	366	82	1	483	0	51	57	20	1	128	0	86	72	60	0	218	1242
12:45 PM	0	39	290	41	0	370	2	35	337	97	0	471	0	53	64	28	0	145	1	93	81	39	0	214	1200
Hourly Total	3	141	1214	178	2	1536	7	124	1414	348	1	1893	0	206	249	128	1	583	2	339	292	206	0	839	4851
1:00 PM	0	33	254	42	0	329	1	39	331	93	0	464	0	48	54	39	0	141	0	95	71	56	0	222	1156
1:15 PM	1	38	288	43	0	370	0	20	329	65	0	414	0	39	74	24	0	137	0	58	55	49	0	162	1083
1:30 PM	1	32	254	43	0	330	2	36	304	85	0	427	0	29	69	30	0	128	1	70	51	47	0	169	1054
1:45 PM	0	34	246	42	0	322	1	25	336	83	0	445	0	45	64	33	0	142	1	82	71	56	2	210	1119
Hourly Total	2	137	1042	170	0	1351	4	120	1300	326	0	1750	0	161	261	126	0	548	2	305	248	208	2	763	4412

2:00 PM	0	30	257	37	0	324	1	33	290	83	0	407	0	34	80	28	0	142	1	87	82	73	0	243	1116
2:15 PM	0	45	291	43	0	379	0	31	332	91	0	454	0	43	78	33	0	154	1	91	100	51	0	243	1230
2:30 PM	1	61	268	44	0	374	0	25	304	70	0	399	0	32	81	37	0	150	0	74	67	42	0	183	1106
2:45 PM	0	68	287	34	1	389	1	34	343	77	0	455	0	44	66	29	0	139	0	66	91	43	0	200	1183
Hourly Total	1	204	1103	158	1	1466	2	123	1269	321	0	1715	0	153	305	127	0	585	2	318	340	209	0	869	4635
3:00 PM	0	59	261	58	0	378	0	35	336	82	0	453	0	49	58	27	0	134	0	78	85	46	0	209	1174
3:15 PM	0	35	287	46	0	368	3	57	401	86	0	547	0	42	82	35	0	159	2	63	70	61	0	196	1270
3:30 PM	0	38	272	52	0	362	0	38	376	79	0	493	0	45	79	39	0	163	0	73	113	56	0	242	1260
3:45 PM	0	48	315	60	0	423	0	49	384	105	0	538	0	50	78	37	0	165	0	69	81	64	0	214	1340
Hourly Total	0	180	1135	216	0	1531	3	179	1497	352	0	2031	0	186	297	138	0	621	2	283	349	227	0	861	5044
4:00 PM	0	57	295	71	0	423	0	43	398	120	0	561	0	56	113	45	0	214	0	77	194	67	0	338	1536
4:15 PM	0	39	350	74	0	463	0	49	417	96	0	562	0	54	103	43	0	200	0	74	144	43	0	261	1486
4:30 PM	1	56	357	63	0	477	0	53	364	114	0	531	0	45	123	53	0	221	0	84	220	57	0	361	1590
4:45 PM	0	54	384	53	0	491	2	58	392	146	0	598	0	45	85	62	0	192	0	75	185	52	0	312	1593
Hourly Total	1	206	1386	261	0	1854	2	203	1571	476	0	2252	0	200	424	203	0	827	0	310	743	219	0	1272	6205
5:00 PM	0	58	353	68	0	479	0	48	417	132	0	597	0	56	86	54	0	196	0	87	113	75	0	275	1547
5:15 PM	0	59	303	52	0	414	1	53	367	94	0	515	0	53	103	34	0	190	0	69	96	75	0	240	1359
5:30 PM	0	39	296	69	0	404	0	55	345	115	0	515	0	52	77	25	0	154	0	82	78	55	0	215	1288
5:45 PM	0	49	275	51	0	375	0	40	342	94	0	476	0	49	94	22	0	165	0	74	90	58	0	222	1238
Hourly Total	0	205	1227	240	0	1672	1	196	1471	435	0	2103	0	210	360	135	0	705	0	312	377	263	0	952	5432
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	0	25	261	42	0	328	1	26	361	69	0	457	0	54	70	27	0	151	1	72	61	39	0	173	1109
11:45 AM	1	31	295	39	0	366	0	21	338	58	0	417	0	52	51	29	1	132	1	78	38	46	0	163	1078
Hourly Total	1	56	556	81	0	694	1	47	699	127	0	874	0	106	121	56	1	283	2	150	99	85	0	336	2187
12:00 PM	0	34	284	47	0	365	1	23	340	70	0	434	0	35	59	27	0	121	0	83	46	53	0	182	1102
12:15 PM	0	39	280	41	0	360	0	27	371	78	0	476	0	39	88	34	0	161	0	71	46	53	0	170	1167
12:30 PM	0	56	268	42	0	366	0	34	350	71	0	455	0	66	91	35	0	192	1	78	57	74	0	210	1223
12:45 PM	1	47	345	46	0	439	1	24	375	79	0	479	0	52	82	25	0	159	1	70	54	54	0	179	1256
Hourly Total	1	176	1177	176	0	1530	2	108	1436	298	0	1844	0	192	320	121	0	633	2	302	203	234	0	741	4748
1:00 PM	0	35	319	40	0	394	0	37	403	92	0	532	0	42	72	32	0	146	0	83	62	70	0	215	1287
1:15 PM	0	45	302	57	0	404	0	19	355	75	0	449	0	60	85	22	0	167	3	68	73	62	0	206	1226
1:30 PM	0	42	308	51	0	401	0	22	358	102	0	482	0	34	96	41	0	171	0	89	72	54	0	215	1269
1:45 PM	0	45	315	69	0	429	0	29	340	83	0	452	0	52	59	29	0	140	2	85	81	67	0	235	1256
Hourly Total	0	167	1244	217	0	1628	0	107	1456	352	0	1915	0	188	312	124	0	624	5	325	288	253	0	871	5038
Grand Total	12	2115	15189	2151	5	19467	26	1738	16764	4121	1	22649	0	2366	3965	1969	3	8300	21	4051	4253	2847	3	11172	61588
Approach %	0.1	10.9	78.0	11.0	-	-	0.1	7.7	74.0	18.2	-	-	0.0	28.5	47.8	23.7	-	-	0.2	36.3	38.1	25.5	-	-	-
Total %	0.0	3.4	24.7	3.5	-	31.6	0.0	2.8	27.2	6.7	-	36.8	0.0	3.8	6.4	3.2	-	13.5	0.0	6.6	6.9	4.6	-	18.1	-
Lights	12	2087	14907	2137	-	19143	26	1717	16416	4072	-	22231	0	2342	3906	1937	-	8185	19	4011	4207	2799	-	11036	60595
% Lights	100.0	98.7	98.1	99.3	-	98.3	100.0	98.8	97.9	98.8	-	98.2	-	99.0	98.5	98.4	-	98.6	90.5	99.0	98.9	98.3	-	98.8	98.4
Buses	0	5	74	1	-	80	0	2	73	5	-	80	0	2	7	3	-	12	0	7	4	8	-	19	191
% Buses	0.0	0.2	0.5	0.0	-	0.4	0.0	0.1	0.4	0.1	-	0.4	-	0.1	0.2	0.2	-	0.1	0.0	0.2	0.1	0.3	-	0.2	0.3
Single-Unit Trucks	0	19	141	12	-	172	0	15	185	32	-	232	0	16	40	26	-	82	2	30	37	35	-	104	590
% Single-Unit Trucks	0.0	0.9	0.9	0.6	-	0.9	0.0	0.9	1.1	0.8	-	1.0	-	0.7	1.0	1.3	-	1.0	9.5	0.7	0.9	1.2	-	0.9	1.0
Articulated Trucks	0	4	67	0	-	71	0	3	90	11	-	104	0	6	8	3	-	17	0	3	4	5	-	12	204
% Articulated Trucks	0.0	0.2	0.4	0.0	-	0.4	0.0	0.2	0.5	0.3	-	0.5	-	0.3	0.2	0.2	-	0.2	0.0	0.1	0.1	0.2	-	0.1	0.3
Bicycles on Road	0	0	0	1	-	1	0	1	0	1	-	2	0	0	4	0	-	4	0	0	1	0	-	1	8
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Butterfield Road with Meyers Road - Full
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Butterfield Road Eastbound						Butterfield Road Westbound						Meyers Road Northbound						Meyers Road Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	25	302	26	0	353	0	33	225	52	0	310	0	42	97	50	0	189	1	101	92	68	0	262	1114
7:45 AM	0	40	284	24	0	348	0	57	219	61	0	337	0	43	109	86	0	238	0	72	120	82	0	274	1197
8:00 AM	0	42	328	15	0	385	0	29	220	42	0	291	0	27	62	35	0	124	0	74	77	61	0	212	1012
8:15 AM	0	35	340	8	0	383	1	38	210	42	0	291	0	47	78	57	0	182	0	84	70	50	0	204	1060
Total	0	142	1254	73	0	1469	1	157	874	197	0	1229	0	159	346	228	0	733	1	331	359	261	0	952	4383
Approach %	0.0	9.7	85.4	5.0	-	-	0.1	12.8	71.1	16.0	-	-	0.0	21.7	47.2	31.1	-	-	0.1	34.8	37.7	27.4	-	-	-
Total %	0.0	3.2	28.6	1.7	-	33.5	0.0	3.6	19.9	4.5	-	28.0	0.0	3.6	7.9	5.2	-	16.7	0.0	7.6	8.2	6.0	-	21.7	-
PHF	0.000	0.845	0.922	0.702	-	0.954	0.250	0.689	0.971	0.807	-	0.912	0.000	0.846	0.794	0.663	-	0.770	0.250	0.819	0.748	0.796	-	0.869	0.915
Lights	0	139	1219	73	-	1431	1	155	836	195	-	1187	0	157	342	225	-	724	1	327	356	257	-	941	4283
% Lights	-	97.9	97.2	100.0	-	97.4	100.0	98.7	95.7	99.0	-	96.6	-	98.7	98.8	98.7	-	98.8	100.0	98.8	99.2	98.5	-	98.8	97.7
Buses	0	1	7	0	-	8	0	0	7	1	-	8	0	0	1	2	-	3	0	1	2	2	-	5	24
% Buses	-	0.7	0.6	0.0	-	0.5	0.0	0.0	0.8	0.5	-	0.7	-	0.0	0.3	0.9	-	0.4	0.0	0.3	0.6	0.8	-	0.5	0.5
Single-Unit Trucks	0	2	22	0	-	24	0	2	24	1	-	27	0	2	3	1	-	6	0	3	0	2	-	5	62
% Single-Unit Trucks	-	1.4	1.8	0.0	-	1.6	0.0	1.3	2.7	0.5	-	2.2	-	1.3	0.9	0.4	-	0.8	0.0	0.9	0.0	0.8	-	0.5	1.4
Articulated Trucks	0	0	6	0	-	6	0	0	7	0	-	7	0	0	0	0	-	0	0	0	1	0	-	1	14
% Articulated Trucks	-	0.0	0.5	0.0	-	0.4	0.0	0.0	0.8	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.1	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Butterfield Road with Meyers Road - Full
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Butterfield Road Eastbound						Butterfield Road Westbound						Meyers Road Northbound						Meyers Road Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:15 PM	0	39	350	74	0	463	0	49	417	96	0	562	0	54	103	43	0	200	0	74	144	43	0	261	1486
4:30 PM	1	56	357	63	0	477	0	53	364	114	0	531	0	45	123	53	0	221	0	84	220	57	0	361	1590
4:45 PM	0	54	384	53	0	491	2	58	392	146	0	598	0	45	85	62	0	192	0	75	185	52	0	312	1593
5:00 PM	0	58	353	68	0	479	0	48	417	132	0	597	0	56	86	54	0	196	0	87	113	75	0	275	1547
Total	1	207	1444	258	0	1910	2	208	1590	488	0	2288	0	200	397	212	0	809	0	320	662	227	0	1209	6216
Approach %	0.1	10.8	75.6	13.5	-	-	0.1	9.1	69.5	21.3	-	-	0.0	24.7	49.1	26.2	-	-	0.0	26.5	54.8	18.8	-	-	-
Total %	0.0	3.3	23.2	4.2	-	30.7	0.0	3.3	25.6	7.9	-	36.8	0.0	3.2	6.4	3.4	-	13.0	0.0	5.1	10.6	3.7	-	19.4	-
PHF	0.250	0.892	0.940	0.872	-	0.973	0.250	0.897	0.953	0.836	-	0.957	0.000	0.893	0.807	0.855	-	0.915	0.000	0.920	0.752	0.757	-	0.837	0.976
Lights	1	206	1427	257	-	1891	2	207	1570	487	-	2266	0	199	396	207	-	802	0	318	658	225	-	1201	6160
% Lights	100.0	99.5	98.8	99.6	-	99.0	100.0	99.5	98.7	99.8	-	99.0	-	99.5	99.7	97.6	-	99.1	-	99.4	99.4	99.1	-	99.3	99.1
Buses	0	1	6	0	-	7	0	0	4	0	-	4	0	0	1	0	-	1	0	0	1	0	-	1	13
% Buses	0.0	0.5	0.4	0.0	-	0.4	0.0	0.0	0.3	0.0	-	0.2	-	0.0	0.3	0.0	-	0.1	-	0.0	0.2	0.0	-	0.1	0.2
Single-Unit Trucks	0	0	6	1	-	7	0	1	15	1	-	17	0	1	0	5	-	6	0	2	2	2	-	6	36
% Single-Unit Trucks	0.0	0.0	0.4	0.4	-	0.4	0.0	0.5	0.9	0.2	-	0.7	-	0.5	0.0	2.4	-	0.7	-	0.6	0.3	0.9	-	0.5	0.6
Articulated Trucks	0	0	5	0	-	5	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	7
% Articulated Trucks	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.1	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.1	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Butterfield Road with Meyers Road - Full
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	Butterfield Road Eastbound						Butterfield Road Westbound						Meyers Road Northbound						Meyers Road Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
12:45 PM	1	47	345	46	0	439	1	24	375	79	0	479	0	52	82	25	0	159	1	70	54	54	0	179	1256
1:00 PM	0	35	319	40	0	394	0	37	403	92	0	532	0	42	72	32	0	146	0	83	62	70	0	215	1287
1:15 PM	0	45	302	57	0	404	0	19	355	75	0	449	0	60	85	22	0	167	3	68	73	62	0	206	1226
1:30 PM	0	42	308	51	0	401	0	22	358	102	0	482	0	34	96	41	0	171	0	89	72	54	0	215	1269
Total	1	169	1274	194	0	1638	1	102	1491	348	0	1942	0	188	335	120	0	643	4	310	261	240	0	815	5038
Approach %	0.1	10.3	77.8	11.8	-	-	0.1	5.3	76.8	17.9	-	-	0.0	29.2	52.1	18.7	-	-	0.5	38.0	32.0	29.4	-	-	-
Total %	0.0	3.4	25.3	3.9	-	32.5	0.0	2.0	29.6	6.9	-	38.5	0.0	3.7	6.6	2.4	-	12.8	0.1	6.2	5.2	4.8	-	16.2	-
PHF	0.250	0.899	0.923	0.851	-	0.933	0.250	0.689	0.925	0.853	-	0.913	0.000	0.783	0.872	0.732	-	0.940	0.333	0.871	0.894	0.857	-	0.948	0.979
Lights	1	167	1262	193	-	1623	1	102	1483	348	-	1934	0	188	331	119	-	638	4	309	257	238	-	808	5003
% Lights	100.0	98.8	99.1	99.5	-	99.1	100.0	100.0	99.5	100.0	-	99.6	-	100.0	98.8	99.2	-	99.2	100.0	99.7	98.5	99.2	-	99.1	99.3
Buses	0	0	5	0	-	5	0	0	3	0	-	3	0	0	0	0	-	0	0	1	0	0	-	1	9
% Buses	0.0	0.0	0.4	0.0	-	0.3	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	0.0	0.3	0.0	0.0	-	0.1	0.2
Single-Unit Trucks	0	2	7	1	-	10	0	0	5	0	-	5	0	0	3	1	-	4	0	0	4	2	-	6	25
% Single-Unit Trucks	0.0	1.2	0.5	0.5	-	0.6	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.9	0.8	-	0.6	0.0	0.0	1.5	0.8	-	0.7	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Butterfiled rd and TransAm Plaza Dr TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Data

Start Time	22nd St Eastbound					22nd St Westbound					TransAm Plaza Dr Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	1	317	1	0	319	0	1	215	0	216	0	0	0	0	0	535
7:15 AM	0	374	2	0	376	0	0	268	0	268	0	0	1	0	1	645
7:30 AM	0	456	9	0	465	0	1	309	0	310	0	0	1	0	1	776
7:45 AM	0	436	5	0	441	0	2	353	0	355	0	0	1	0	1	797
Hourly Total	1	1583	17	0	1601	0	4	1145	0	1149	0	0	3	0	3	2753
8:00 AM	0	433	6	0	439	0	3	272	0	275	0	0	1	0	1	715
8:15 AM	0	502	10	0	512	0	5	319	0	324	0	0	0	0	0	836
8:30 AM	0	399	7	0	406	0	6	318	0	324	0	0	0	0	0	730
8:45 AM	0	389	16	0	405	0	2	302	0	304	0	0	0	0	0	709
Hourly Total	0	1723	39	0	1762	0	16	1211	0	1227	0	0	1	0	1	2990
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	419	0	0	419	1	0	583	0	584	0	1	8	0	9	1012
4:15 PM	0	433	0	0	433	0	1	533	0	534	0	0	6	0	6	973
4:30 PM	0	517	0	0	517	0	0	554	0	554	0	0	2	0	2	1073
4:45 PM	0	477	3	0	480	0	1	562	0	563	0	0	9	0	9	1052
Hourly Total	0	1846	3	0	1849	1	2	2232	0	2235	0	1	25	0	26	4110
5:00 PM	0	538	0	0	538	0	0	609	0	609	0	0	12	0	12	1159
5:15 PM	0	415	4	0	419	0	0	510	0	510	0	1	5	0	6	935
5:30 PM	0	415	2	0	417	0	2	510	0	512	0	0	3	0	3	932
5:45 PM	0	387	3	0	390	0	0	470	0	470	0	1	7	0	8	868
Hourly Total	0	1755	9	0	1764	0	2	2099	0	2101	0	2	27	0	29	3894
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	0	361	0	0	361	0	1	436	0	437	0	1	2	0	3	801
11:45 AM	0	400	2	0	402	0	0	432	0	432	0	0	0	1	0	834
Hourly Total	0	761	2	0	763	0	1	868	0	869	0	1	2	1	3	1635
12:00 PM	0	405	0	0	405	0	0	460	0	460	0	0	2	0	2	867
12:15 PM	0	376	0	0	376	0	0	467	0	467	0	0	1	0	1	844
12:30 PM	0	376	1	0	377	0	1	425	0	426	0	1	2	0	3	806
12:45 PM	0	445	1	0	446	0	0	490	0	490	0	0	0	0	0	936
Hourly Total	0	1602	2	0	1604	0	1	1842	0	1843	0	1	5	0	6	3453
1:00 PM	0	440	0	0	440	0	1	496	0	497	0	0	2	0	2	939
1:15 PM	0	384	0	0	384	0	0	438	0	438	0	0	0	0	0	822
1:30 PM	0	425	0	0	425	0	0	490	0	490	0	0	3	0	3	918
1:45 PM	0	411	0	0	411	0	0	464	0	464	0	0	0	0	0	875
Hourly Total	0	1660	0	0	1660	0	1	1888	0	1889	0	0	5	0	5	3554
Grand Total	1	10930	72	0	11003	1	27	11285	0	11313	0	5	68	1	73	22389

Approach %	0.0	99.3	0.7	-	-	0.0	0.2	99.8	-	-	0.0	6.8	93.2	-	-	-
Total %	0.0	48.8	0.3	-	49.1	0.0	0.1	50.4	-	50.5	0.0	0.0	0.3	-	0.3	-
Lights	1	10795	72	-	10868	1	27	11138	-	11166	0	5	68	-	73	22107
% Lights	100.0	98.8	100.0	-	98.8	100.0	100.0	98.7	-	98.7	-	100.0	100.0	-	100.0	98.7
Buses	0	33	0	-	33	0	0	33	-	33	0	0	0	-	0	66
% Buses	0.0	0.3	0.0	-	0.3	0.0	0.0	0.3	-	0.3	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	82	0	-	82	0	0	86	-	86	0	0	0	-	0	168
% Single-Unit Trucks	0.0	0.8	0.0	-	0.7	0.0	0.0	0.8	-	0.8	-	0.0	0.0	-	0.0	0.8
Articulated Trucks	0	19	0	-	19	0	0	27	-	27	0	0	0	-	0	46
% Articulated Trucks	0.0	0.2	0.0	-	0.2	0.0	0.0	0.2	-	0.2	-	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	1	0	-	1	0	0	1	-	1	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Butterfiled rd and TransAm Plaza Dr TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	22nd St Eastbound					22nd St Westbound					TransAm Plaza Dr Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:30 AM	0	456	9	0	465	0	1	309	0	310	0	0	1	0	1	776
7:45 AM	0	436	5	0	441	0	2	353	0	355	0	0	1	0	1	797
8:00 AM	0	433	6	0	439	0	3	272	0	275	0	0	1	0	1	715
8:15 AM	0	502	10	0	512	0	5	319	0	324	0	0	0	0	0	836
Total	0	1827	30	0	1857	0	11	1253	0	1264	0	0	3	0	3	3124
Approach %	0.0	98.4	1.6	-	-	0.0	0.9	99.1	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	58.5	1.0	-	59.4	0.0	0.4	40.1	-	40.5	0.0	0.0	0.1	-	0.1	-
PHF	0.000	0.910	0.750	-	0.907	0.000	0.550	0.887	-	0.890	0.000	0.000	0.750	-	0.750	0.934
Lights	0	1790	30	-	1820	0	11	1210	-	1221	0	0	3	-	3	3044
% Lights	-	98.0	100.0	-	98.0	-	100.0	96.6	-	96.6	-	-	100.0	-	100.0	97.4
Buses	0	9	0	-	9	0	0	6	-	6	0	0	0	-	0	15
% Buses	-	0.5	0.0	-	0.5	-	0.0	0.5	-	0.5	-	-	0.0	-	0.0	0.5
Single-Unit Trucks	0	23	0	-	23	0	0	25	-	25	0	0	0	-	0	48
% Single-Unit Trucks	-	1.3	0.0	-	1.2	-	0.0	2.0	-	2.0	-	-	0.0	-	0.0	1.5
Articulated Trucks	0	5	0	-	5	0	0	11	-	11	0	0	0	-	0	16
% Articulated Trucks	-	0.3	0.0	-	0.3	-	0.0	0.9	-	0.9	-	-	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.1	-	0.1	-	-	0.0	-	0.0	0.0
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 bmay@kloainc.com

Count Name: Butterfiled rd and TransAm Plaza Dr TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	22nd St Eastbound					22nd St Westbound					TransAm Plaza Dr Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:15 PM	0	433	0	0	433	0	1	533	0	534	0	0	6	0	6	973
4:30 PM	0	517	0	0	517	0	0	554	0	554	0	0	2	0	2	1073
4:45 PM	0	477	3	0	480	0	1	562	0	563	0	0	9	0	9	1052
5:00 PM	0	538	0	0	538	0	0	609	0	609	0	0	12	0	12	1159
Total	0	1965	3	0	1968	0	2	2258	0	2260	0	0	29	0	29	4257
Approach %	0.0	99.8	0.2	-	-	0.0	0.1	99.9	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	46.2	0.1	-	46.2	0.0	0.0	53.0	-	53.1	0.0	0.0	0.7	-	0.7	-
PHF	0.000	0.913	0.250	-	0.914	0.000	0.500	0.927	-	0.928	0.000	0.000	0.604	-	0.604	0.918
Lights	0	1938	3	-	1941	0	2	2238	-	2240	0	0	29	-	29	4210
% Lights	-	98.6	100.0	-	98.6	-	100.0	99.1	-	99.1	-	-	100.0	-	100.0	98.9
Buses	0	6	0	-	6	0	0	5	-	5	0	0	0	-	0	11
% Buses	-	0.3	0.0	-	0.3	-	0.0	0.2	-	0.2	-	-	0.0	-	0.0	0.3
Single-Unit Trucks	0	15	0	-	15	0	0	15	-	15	0	0	0	-	0	30
% Single-Unit Trucks	-	0.8	0.0	-	0.8	-	0.0	0.7	-	0.7	-	-	0.0	-	0.0	0.7
Articulated Trucks	0	6	0	-	6	0	0	0	-	0	0	0	0	-	0	6
% Articulated Trucks	-	0.3	0.0	-	0.3	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Butterfiled rd and TransAm Plaza Dr TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	22nd St Eastbound					22nd St Westbound					TransAm Plaza Dr Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
12:45 PM	0	445	1	0	446	0	0	490	0	490	0	0	0	0	0	936
1:00 PM	0	440	0	0	440	0	1	496	0	497	0	0	2	0	2	939
1:15 PM	0	384	0	0	384	0	0	438	0	438	0	0	0	0	0	822
1:30 PM	0	425	0	0	425	0	0	490	0	490	0	0	3	0	3	918
Total	0	1694	1	0	1695	0	1	1914	0	1915	0	0	5	0	5	3615
Approach %	0.0	99.9	0.1	-	-	0.0	0.1	99.9	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	46.9	0.0	-	46.9	0.0	0.0	52.9	-	53.0	0.0	0.0	0.1	-	0.1	-
PHF	0.000	0.952	0.250	-	0.950	0.000	0.250	0.965	-	0.963	0.000	0.000	0.417	-	0.417	0.962
Lights	0	1682	1	-	1683	0	1	1906	-	1907	0	0	5	-	5	3595
% Lights	-	99.3	100.0	-	99.3	-	100.0	99.6	-	99.6	-	-	100.0	-	100.0	99.4
Buses	0	5	0	-	5	0	0	3	-	3	0	0	0	-	0	8
% Buses	-	0.3	0.0	-	0.3	-	0.0	0.2	-	0.2	-	-	0.0	-	0.0	0.2
Single-Unit Trucks	0	7	0	-	7	0	0	5	-	5	0	0	0	-	0	12
% Single-Unit Trucks	-	0.4	0.0	-	0.4	-	0.0	0.3	-	0.3	-	-	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Butterfield Rd and 22nd St TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Data

Start Time	22nd ST Eastbound						22nd ST Westbound						Camden RD Northbound						Butterfield RD Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	129	133	3	0	265	0	10	74	6	0	90	0	0	0	1	0	1	0	0	5	143	0	148	504
7:15 AM	0	173	178	10	0	361	1	11	96	12	0	120	0	1	0	0	0	1	0	7	5	144	0	156	638
7:30 AM	0	148	197	7	0	352	0	10	149	23	0	182	0	3	0	0	0	3	0	8	12	178	0	198	735
7:45 AM	0	184	208	8	0	400	0	18	106	18	0	142	0	1	0	0	0	1	0	8	6	240	1	254	797
Hourly Total	0	634	716	28	0	1378	1	49	425	59	0	534	0	5	0	1	0	6	0	23	28	705	1	756	2674
8:00 AM	0	122	231	16	0	369	1	17	123	19	0	160	0	1	1	4	0	6	0	11	8	147	0	166	701
8:15 AM	0	175	226	17	0	418	0	15	123	17	0	155	0	2	1	0	0	3	0	4	8	196	0	208	784
8:30 AM	0	117	213	17	0	347	0	18	161	19	0	198	0	1	3	2	0	6	0	12	8	167	0	187	738
8:45 AM	0	141	154	9	0	304	0	2	141	27	0	170	0	3	2	1	0	6	0	6	10	142	0	158	638
Hourly Total	0	555	824	59	0	1438	1	52	548	82	0	683	0	7	7	7	0	21	0	33	34	652	0	719	2861
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	175	225	2	0	402	0	3	221	1	0	225	0	9	6	5	0	20	0	16	2	199	0	217	864
4:15 PM	0	216	290	0	0	506	1	6	285	1	0	293	0	1	3	15	0	19	0	13	1	179	0	193	1011
4:30 PM	0	177	258	1	0	436	1	3	315	2	0	321	0	6	10	10	0	26	0	17	2	159	0	178	961
4:45 PM	0	215	303	0	0	518	1	6	261	4	0	272	0	10	7	15	0	32	0	7	5	188	0	200	1022
Hourly Total	0	783	1076	3	0	1862	3	18	1082	8	0	1111	0	26	26	45	0	97	0	53	10	725	0	788	3858
5:00 PM	0	201	334	5	0	540	2	2	311	10	1	325	0	27	9	18	0	54	0	19	2	192	0	213	1132
5:15 PM	0	216	288	2	0	506	2	2	263	8	0	275	0	9	4	4	0	17	0	10	0	209	0	219	1017
5:30 PM	0	191	232	2	0	425	5	3	274	6	0	288	0	4	4	9	0	17	0	8	2	221	0	231	961
5:45 PM	0	171	201	5	0	377	2	2	261	15	0	280	0	6	1	6	0	13	0	11	1	141	0	153	823
Hourly Total	0	779	1055	14	0	1848	11	9	1109	39	1	1168	0	46	18	37	0	101	0	48	5	763	0	816	3933
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	0	116	255	1	0	372	3	0	231	3	0	237	0	0	0	2	1	2	0	7	0	168	0	175	786
11:45 AM	0	108	262	1	0	371	0	0	232	3	0	235	0	0	0	2	0	2	0	6	0	147	0	153	761
Hourly Total	0	224	517	2	0	743	3	0	463	6	0	472	0	0	0	4	1	4	0	13	0	315	0	328	1547
12:00 PM	0	109	278	0	0	387	1	0	209	6	0	216	0	0	1	1	1	2	0	13	0	184	0	197	802
12:15 PM	0	99	272	0	0	371	0	1	226	1	0	228	0	0	0	1	0	1	0	7	0	190	0	197	797
12:30 PM	1	138	265	0	0	404	3	0	220	12	0	235	0	1	7	0	0	8	0	11	0	179	0	190	837
12:45 PM	0	171	289	0	0	460	6	5	249	9	0	269	0	0	0	0	0	0	0	4	1	168	0	173	902
Hourly Total	1	517	1104	0	0	1622	10	6	904	28	0	948	0	1	8	2	1	11	0	35	1	721	0	757	3338
1:00 PM	0	138	290	2	0	430	0	0	299	11	0	310	0	1	0	1	0	2	0	4	0	153	0	157	899
1:15 PM	0	144	270	0	0	414	1	3	259	10	0	273	0	0	0	0	0	0	0	3	0	151	0	154	841
1:30 PM	0	102	270	1	0	373	2	0	290	13	0	305	0	1	0	0	0	1	0	7	0	184	0	191	870
1:45 PM	0	114	276	0	0	390	0	1	282	29	0	312	0	0	0	2	0	2	0	9	0	170	0	179	883
Hourly Total	0	498	1106	3	0	1607	3	4	1130	63	0	1200	0	2	0	3	0	5	0	23	0	658	0	681	3493

Grand Total	1	3990	6398	109	0	10498	32	138	5661	285	1	6116	0	87	59	99	2	245	0	228	78	4539	1	4845	21704
Approach %	0.0	38.0	60.9	1.0	-	-	0.5	2.3	92.6	4.7	-	-	0.0	35.5	24.1	40.4	-	-	0.0	4.7	1.6	93.7	-	-	-
Total %	0.0	18.4	29.5	0.5	-	48.4	0.1	0.6	26.1	1.3	-	28.2	0.0	0.4	0.3	0.5	-	1.1	0.0	1.1	0.4	20.9	-	22.3	-
Lights	1	3922	6330	109	-	10362	32	137	5582	278	-	6029	0	86	58	99	-	243	0	225	78	4499	-	4802	21436
% Lights	100.0	98.3	98.9	100.0	-	98.7	100.0	99.3	98.6	97.5	-	98.6	-	98.9	98.3	100.0	-	99.2	-	98.7	100.0	99.1	-	99.1	98.8
Buses	0	15	28	0	-	43	0	0	31	1	-	32	0	0	0	0	-	0	0	0	0	5	-	5	80
% Buses	0.0	0.4	0.4	0.0	-	0.4	0.0	0.0	0.5	0.4	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.1	-	0.1	0.4
Single-Unit Trucks	0	25	32	0	-	57	0	1	38	5	-	44	0	1	1	0	-	2	0	3	0	21	-	24	127
% Single-Unit Trucks	0.0	0.6	0.5	0.0	-	0.5	0.0	0.7	0.7	1.8	-	0.7	-	1.1	1.7	0.0	-	0.8	-	1.3	0.0	0.5	-	0.5	0.6
Articulated Trucks	0	27	8	0	-	35	0	0	10	1	-	11	0	0	0	0	-	0	0	0	0	14	-	14	60
% Articulated Trucks	0.0	0.7	0.1	0.0	-	0.3	0.0	0.0	0.2	0.4	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.3	-	0.3	0.3
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Butterfield Rd and 22nd St TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	22nd ST Eastbound						22nd ST Westbound						Camden RD Northbound						Butterfield RD Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	148	197	7	0	352	0	10	149	23	0	182	0	3	0	0	0	3	0	8	12	178	0	198	735
7:45 AM	0	184	208	8	0	400	0	18	106	18	0	142	0	1	0	0	0	1	0	8	6	240	1	254	797
8:00 AM	0	122	231	16	0	369	1	17	123	19	0	160	0	1	1	4	0	6	0	11	8	147	0	166	701
8:15 AM	0	175	226	17	0	418	0	15	123	17	0	155	0	2	1	0	0	3	0	4	8	196	0	208	784
Total	0	629	862	48	0	1539	1	60	501	77	0	639	0	7	2	4	0	13	0	31	34	761	1	826	3017
Approach %	0.0	40.9	56.0	3.1	-	-	0.2	9.4	78.4	12.1	-	-	0.0	53.8	15.4	30.8	-	-	0.0	3.8	4.1	92.1	-	-	-
Total %	0.0	20.8	28.6	1.6	-	51.0	0.0	2.0	16.6	2.6	-	21.2	0.0	0.2	0.1	0.1	-	0.4	0.0	1.0	1.1	25.2	-	27.4	-
PHF	0.000	0.855	0.933	0.706	-	0.920	0.250	0.833	0.841	0.837	-	0.878	0.000	0.583	0.500	0.250	-	0.542	0.000	0.705	0.708	0.793	-	0.813	0.946
Lights	0	601	843	48	-	1492	1	60	477	76	-	614	0	7	2	4	-	13	0	30	34	744	-	808	2927
% Lights	-	95.5	97.8	100.0	-	96.9	100.0	100.0	95.2	98.7	-	96.1	-	100.0	100.0	100.0	-	100.0	-	96.8	100.0	97.8	-	97.8	97.0
Buses	0	4	5	0	-	9	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	2	-	2	18
% Buses	-	0.6	0.6	0.0	-	0.6	0.0	0.0	1.4	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.3	-	0.2	0.6
Single-Unit Trucks	0	11	13	0	-	24	0	0	14	1	-	15	0	0	0	0	-	0	0	1	0	10	-	11	50
% Single-Unit Trucks	-	1.7	1.5	0.0	-	1.6	0.0	0.0	2.8	1.3	-	2.3	-	0.0	0.0	0.0	-	0.0	-	3.2	0.0	1.3	-	1.3	1.7
Articulated Trucks	0	13	1	0	-	14	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	5	-	5	22
% Articulated Trucks	-	2.1	0.1	0.0	-	0.9	0.0	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.7	-	0.6	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Butterfield Rd and 22nd St TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	22nd ST Eastbound						22nd ST Westbound						Camden RD Northbound						Butterfield RD Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:15 PM	0	216	290	0	0	506	1	6	285	1	0	293	0	1	3	15	0	19	0	13	1	179	0	193	1011
4:30 PM	0	177	258	1	0	436	1	3	315	2	0	321	0	6	10	10	0	26	0	17	2	159	0	178	961
4:45 PM	0	215	303	0	0	518	1	6	261	4	0	272	0	10	7	15	0	32	0	7	5	188	0	200	1022
5:00 PM	0	201	334	5	0	540	2	2	311	10	1	325	0	27	9	18	0	54	0	19	2	192	0	213	1132
Total	0	809	1185	6	0	2000	5	17	1172	17	1	1211	0	44	29	58	0	131	0	56	10	718	0	784	4126
Approach %	0.0	40.5	59.3	0.3	-	-	0.4	1.4	96.8	1.4	-	-	0.0	33.6	22.1	44.3	-	-	0.0	7.1	1.3	91.6	-	-	-
Total %	0.0	19.6	28.7	0.1	-	48.5	0.1	0.4	28.4	0.4	-	29.4	0.0	1.1	0.7	1.4	-	3.2	0.0	1.4	0.2	17.4	-	19.0	-
PHF	0.000	0.936	0.887	0.300	-	0.926	0.625	0.708	0.930	0.425	-	0.932	0.000	0.407	0.725	0.806	-	0.606	0.000	0.737	0.500	0.935	-	0.920	0.911
Lights	0	796	1173	6	-	1975	5	17	1168	17	-	1207	0	44	29	58	-	131	0	55	10	715	-	780	4093
% Lights	-	98.4	99.0	100.0	-	98.8	100.0	100.0	99.7	100.0	-	99.7	-	100.0	100.0	100.0	-	100.0	-	98.2	100.0	99.6	-	99.5	99.2
Buses	0	3	5	0	-	8	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	1	-	1	11
% Buses	-	0.4	0.4	0.0	-	0.4	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.1	-	0.1	0.3
Single-Unit Trucks	0	4	6	0	-	10	0	0	1	0	-	1	0	0	0	0	-	0	0	1	0	2	-	3	14
% Single-Unit Trucks	-	0.5	0.5	0.0	-	0.5	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	1.8	0.0	0.3	-	0.4	0.3
Articulated Trucks	0	5	1	0	-	6	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	7
% Articulated Trucks	-	0.6	0.1	0.0	-	0.3	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Butterfield Rd and 22nd St TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	22nd ST Eastbound						22nd ST Westbound						Camden RD Northbound						Butterfield RD 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	
12:45 PM	0	171	289	0	0	460	6	5	249	9	0	269	0	0	0	0	0	0	0	4	1	168	0	173	902
1:00 PM	0	138	290	2	0	430	0	0	299	11	0	310	0	1	0	1	0	2	0	4	0	153	0	157	899
1:15 PM	0	144	270	0	0	414	1	3	259	10	0	273	0	0	0	0	0	0	0	3	0	151	0	154	841
1:30 PM	0	102	270	1	0	373	2	0	290	13	0	305	0	1	0	0	0	1	0	7	0	184	0	191	870
Total	0	555	1119	3	0	1677	9	8	1097	43	0	1157	0	2	0	1	0	3	0	18	1	656	0	675	3512
Approach %	0.0	33.1	66.7	0.2	-	-	0.8	0.7	94.8	3.7	-	-	0.0	66.7	0.0	33.3	-	-	0.0	2.7	0.1	97.2	-	-	-
Total %	0.0	15.8	31.9	0.1	-	47.8	0.3	0.2	31.2	1.2	-	32.9	0.0	0.1	0.0	0.0	-	0.1	0.0	0.5	0.0	18.7	-	19.2	-
PHF	0.000	0.811	0.965	0.375	-	0.911	0.375	0.400	0.917	0.827	-	0.933	0.000	0.500	0.000	0.250	-	0.375	0.000	0.643	0.250	0.891	-	0.884	0.973
Lights	0	550	1115	3	-	1668	9	8	1091	43	-	1151	0	2	0	1	-	3	0	18	1	655	-	674	3496
% Lights	-	99.1	99.6	100.0	-	99.5	100.0	100.0	99.5	100.0	-	99.5	-	100.0	-	100.0	-	100.0	-	100.0	100.0	99.8	-	99.9	99.5
Buses	0	2	3	0	-	5	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	9
% Buses	-	0.4	0.3	0.0	-	0.3	0.0	0.0	0.4	0.0	-	0.3	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	3	1	0	-	4	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	1	-	1	7
% Single-Unit Trucks	-	0.5	0.1	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.2	-	0.1	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
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Count Name: Meyers rd and 31st St Rd TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Data

Start Time	Meyers Rd Eastbound						Meyers Rd Westbound						31st St Northbound						31st St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	7	93	6	0	106	0	16	95	32	1	143	0	10	66	26	0	102	0	30	42	19	0	91	442
7:15 AM	0	12	119	10	0	141	0	29	104	48	1	181	0	18	81	43	0	142	0	46	55	23	0	124	588
7:30 AM	0	15	142	11	0	168	0	25	161	69	0	255	0	27	114	37	0	178	0	66	60	25	0	151	752
7:45 AM	0	20	141	13	0	174	0	28	157	70	0	255	0	27	127	42	0	196	0	89	69	52	0	210	835
Hourly Total	0	54	495	40	0	589	0	98	517	219	2	834	0	82	388	148	0	618	0	231	226	119	0	576	2617
8:00 AM	0	11	110	5	0	126	0	27	141	54	0	222	0	24	79	47	0	150	0	53	65	27	0	145	643
8:15 AM	0	12	105	2	0	119	0	22	173	65	0	260	0	25	104	41	0	170	0	52	65	27	0	144	693
8:30 AM	0	13	105	7	0	125	0	24	125	54	0	203	0	20	97	43	1	160	0	63	46	10	0	119	607
8:45 AM	0	18	110	13	0	141	0	16	151	61	0	228	0	19	84	37	0	140	0	47	67	17	0	131	640
Hourly Total	0	54	430	27	0	511	0	89	590	234	0	913	0	88	364	168	1	620	0	215	243	81	0	539	2583
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	31	207	21	0	259	0	41	139	87	1	267	0	30	79	28	0	137	0	104	122	10	0	236	899
4:15 PM	0	18	181	14	0	213	0	56	124	70	1	250	0	21	99	45	0	165	0	80	142	13	1	235	863
4:30 PM	0	37	192	27	0	256	0	57	122	74	1	253	0	15	86	41	0	142	0	93	149	17	0	259	910
4:45 PM	0	27	264	28	0	319	0	52	138	75	0	265	0	22	85	34	0	141	0	78	124	15	0	217	942
Hourly Total	0	113	844	90	0	1047	0	206	523	306	3	1035	0	88	349	148	0	585	0	355	537	55	1	947	3614
5:00 PM	0	38	220	25	0	283	0	63	155	60	0	278	0	14	112	49	0	175	0	84	152	9	0	245	981
5:15 PM	0	22	205	22	0	249	0	37	132	64	0	233	0	21	94	22	0	137	0	79	152	16	0	247	866
5:30 PM	0	12	168	16	0	196	0	51	126	54	0	231	0	19	99	33	0	151	0	83	138	7	0	228	806
5:45 PM	0	18	156	12	0	186	0	28	121	62	2	211	0	11	81	39	0	131	0	80	117	18	0	215	743
Hourly Total	0	90	749	75	0	914	0	179	534	240	2	953	0	65	386	143	0	594	0	326	559	50	0	935	3396
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	0	11	83	9	0	103	0	23	84	52	0	159	0	21	86	24	0	131	0	48	62	19	0	129	522
11:45 AM	0	10	90	14	0	114	0	21	67	48	0	136	0	12	76	24	0	112	0	46	58	10	0	114	476
Hourly Total	0	21	173	23	0	217	0	44	151	100	0	295	0	33	162	48	0	243	0	94	120	29	0	243	998
12:00 PM	0	10	79	12	0	101	0	34	95	41	0	170	0	14	61	18	0	93	0	38	78	5	0	121	485
12:15 PM	0	11	88	14	0	113	0	25	85	62	1	172	0	21	92	20	0	133	0	41	85	8	0	134	552
12:30 PM	0	6	73	19	0	98	0	20	92	65	0	177	0	12	116	20	0	148	0	41	69	11	0	121	544
12:45 PM	0	9	76	13	0	98	0	22	86	65	1	173	0	15	88	32	0	135	0	44	80	7	0	131	537
Hourly Total	0	36	316	58	0	410	0	101	358	233	2	692	0	62	357	90	0	509	0	164	312	31	0	507	2118
1:00 PM	0	14	92	14	0	120	0	20	90	59	0	169	0	8	77	22	0	107	0	51	85	12	0	148	544
1:15 PM	0	13	77	8	0	98	0	33	88	47	0	168	0	17	113	30	0	160	0	53	90	7	0	150	576
1:30 PM	0	15	110	10	0	135	1	26	94	54	0	175	0	19	58	28	0	105	0	54	98	7	0	159	574
1:45 PM	0	7	83	14	0	104	0	34	97	45	0	176	0	17	87	25	0	129	0	75	82	8	0	165	574
Hourly Total	0	49	362	46	0	457	1	113	369	205	0	688	0	61	335	105	0	501	0	233	355	34	0	622	2268

Grand Total	0	417	3369	359	0	4145	1	830	3042	1537	9	5410	0	479	2341	850	1	3670	0	1618	2352	399	1	4369	17594
Approach %	0.0	10.1	81.3	8.7	-	-	0.0	15.3	56.2	28.4	-	-	0.0	13.1	63.8	23.2	-	-	0.0	37.0	53.8	9.1	-	-	-
Total %	0.0	2.4	19.1	2.0	-	23.6	0.0	4.7	17.3	8.7	-	30.7	0.0	2.7	13.3	4.8	-	20.9	0.0	9.2	13.4	2.3	-	24.8	-
Lights	0	410	3324	348	-	4082	1	827	3003	1521	-	5352	0	475	2316	844	-	3635	0	1608	2331	387	-	4326	17395
% Lights	-	98.3	98.7	96.9	-	98.5	100.0	99.6	98.7	99.0	-	98.9	-	99.2	98.9	99.3	-	99.0	-	99.4	99.1	97.0	-	99.0	98.9
Buses	0	1	12	5	-	18	0	0	15	4	-	19	0	2	10	2	-	14	0	1	5	4	-	10	61
% Buses	-	0.2	0.4	1.4	-	0.4	0.0	0.0	0.5	0.3	-	0.4	-	0.4	0.4	0.2	-	0.4	-	0.1	0.2	1.0	-	0.2	0.3
Single-Unit Trucks	0	5	24	6	-	35	0	1	14	11	-	26	0	2	13	3	-	18	0	7	13	6	-	26	105
% Single-Unit Trucks	-	1.2	0.7	1.7	-	0.8	0.0	0.1	0.5	0.7	-	0.5	-	0.4	0.6	0.4	-	0.5	-	0.4	0.6	1.5	-	0.6	0.6
Articulated Trucks	0	1	9	0	-	10	0	2	9	1	-	12	0	0	1	1	-	2	0	1	2	2	-	5	29
% Articulated Trucks	-	0.2	0.3	0.0	-	0.2	0.0	0.2	0.3	0.1	-	0.2	-	0.0	0.0	0.1	-	0.1	-	0.1	0.1	0.5	-	0.1	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	0	1	1	0	-	2	4
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.1	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Meyers rd and 31st St Rd TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Meyers Rd Eastbound						Meyers Rd Westbound						31st St Northbound						31st St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	15	142	11	0	168	0	25	161	69	0	255	0	27	114	37	0	178	0	66	60	25	0	151	752
7:45 AM	0	20	141	13	0	174	0	28	157	70	0	255	0	27	127	42	0	196	0	89	69	52	0	210	835
8:00 AM	0	11	110	5	0	126	0	27	141	54	0	222	0	24	79	47	0	150	0	53	65	27	0	145	643
8:15 AM	0	12	105	2	0	119	0	22	173	65	0	260	0	25	104	41	0	170	0	52	65	27	0	144	693
Total	0	58	498	31	0	587	0	102	632	258	0	992	0	103	424	167	0	694	0	260	259	131	0	650	2923
Approach %	0.0	9.9	84.8	5.3	-	-	0.0	10.3	63.7	26.0	-	-	0.0	14.8	61.1	24.1	-	-	0.0	40.0	39.8	20.2	-	-	-
Total %	0.0	2.0	17.0	1.1	-	20.1	0.0	3.5	21.6	8.8	-	33.9	0.0	3.5	14.5	5.7	-	23.7	0.0	8.9	8.9	4.5	-	22.2	-
PHF	0.000	0.725	0.877	0.596	-	0.843	0.000	0.911	0.913	0.921	-	0.954	0.000	0.954	0.835	0.888	-	0.885	0.000	0.730	0.938	0.630	-	0.774	0.875
Lights	0	57	486	28	-	571	0	101	617	251	-	969	0	100	421	167	-	688	0	260	255	127	-	642	2870
% Lights	-	98.3	97.6	90.3	-	97.3	-	99.0	97.6	97.3	-	97.7	-	97.1	99.3	100.0	-	99.1	-	100.0	98.5	96.9	-	98.8	98.2
Buses	0	1	5	2	-	8	0	0	6	2	-	8	0	2	2	0	-	4	0	0	2	2	-	4	24
% Buses	-	1.7	1.0	6.5	-	1.4	-	0.0	0.9	0.8	-	0.8	-	1.9	0.5	0.0	-	0.6	-	0.0	0.8	1.5	-	0.6	0.8
Single-Unit Trucks	0	0	5	1	-	6	0	1	3	4	-	8	0	1	1	0	-	2	0	0	2	1	-	3	19
% Single-Unit Trucks	-	0.0	1.0	3.2	-	1.0	-	1.0	0.5	1.6	-	0.8	-	1.0	0.2	0.0	-	0.3	-	0.0	0.8	0.8	-	0.5	0.7
Articulated Trucks	0	0	2	0	-	2	0	0	6	1	-	7	0	0	0	0	-	0	0	0	0	1	-	1	10
% Articulated Trucks	-	0.0	0.4	0.0	-	0.3	-	0.0	0.9	0.4	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.8	-	0.2	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Rosemont, Illinois, United States 60018
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Count Name: Meyers rd and 31st St Rd TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Meyers Rd Eastbound						Meyers Rd Westbound						31st St Northbound						31st St 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	
4:15 PM	0	18	181	14	0	213	0	56	124	70	1	250	0	21	99	45	0	165	0	80	142	13	1	235	863
4:30 PM	0	37	192	27	0	256	0	57	122	74	1	253	0	15	86	41	0	142	0	93	149	17	0	259	910
4:45 PM	0	27	264	28	0	319	0	52	138	75	0	265	0	22	85	34	0	141	0	78	124	15	0	217	942
5:00 PM	0	38	220	25	0	283	0	63	155	60	0	278	0	14	112	49	0	175	0	84	152	9	0	245	981
Total	0	120	857	94	0	1071	0	228	539	279	2	1046	0	72	382	169	0	623	0	335	567	54	1	956	3696
Approach %	0.0	11.2	80.0	8.8	-	-	0.0	21.8	51.5	26.7	-	-	0.0	11.6	61.3	27.1	-	-	0.0	35.0	59.3	5.6	-	-	-
Total %	0.0	3.2	23.2	2.5	-	29.0	0.0	6.2	14.6	7.5	-	28.3	0.0	1.9	10.3	4.6	-	16.9	0.0	9.1	15.3	1.5	-	25.9	-
PHF	0.000	0.789	0.812	0.839	-	0.839	0.000	0.905	0.869	0.930	-	0.941	0.000	0.818	0.853	0.862	-	0.890	0.000	0.901	0.933	0.794	-	0.923	0.942
Lights	0	119	846	93	-	1058	0	228	534	277	-	1039	0	72	378	168	-	618	0	334	563	51	-	948	3663
% Lights	-	99.2	98.7	98.9	-	98.8	-	100.0	99.1	99.3	-	99.3	-	100.0	99.0	99.4	-	99.2	-	99.7	99.3	94.4	-	99.2	99.1
Buses	0	0	4	0	-	4	0	0	3	0	-	3	0	0	1	1	-	2	0	0	2	0	-	2	11
% Buses	-	0.0	0.5	0.0	-	0.4	-	0.0	0.6	0.0	-	0.3	-	0.0	0.3	0.6	-	0.3	-	0.0	0.4	0.0	-	0.2	0.3
Single-Unit Trucks	0	1	6	1	-	8	0	0	2	2	-	4	0	0	3	0	-	3	0	1	2	3	-	6	21
% Single-Unit Trucks	-	0.8	0.7	1.1	-	0.7	-	0.0	0.4	0.7	-	0.4	-	0.0	0.8	0.0	-	0.5	-	0.3	0.4	5.6	-	0.6	0.6
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Meyers rd and 31st St Rd TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	Meyers Rd Eastbound						Meyers Rd Westbound						31st St Northbound						31st St 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	
12:45 PM	0	9	76	13	0	98	0	22	86	65	1	173	0	15	88	32	0	135	0	44	80	7	0	131	537
1:00 PM	0	14	92	14	0	120	0	20	90	59	0	169	0	8	77	22	0	107	0	51	85	12	0	148	544
1:15 PM	0	13	77	8	0	98	0	33	88	47	0	168	0	17	113	30	0	160	0	53	90	7	0	150	576
1:30 PM	0	15	110	10	0	135	1	26	94	54	0	175	0	19	58	28	0	105	0	54	98	7	0	159	574
Total	0	51	355	45	0	451	1	101	358	225	1	685	0	59	336	112	0	507	0	202	353	33	0	588	2231
Approach %	0.0	11.3	78.7	10.0	-	-	0.1	14.7	52.3	32.8	-	-	0.0	11.6	66.3	22.1	-	-	0.0	34.4	60.0	5.6	-	-	-
Total %	0.0	2.3	15.9	2.0	-	20.2	0.0	4.5	16.0	10.1	-	30.7	0.0	2.6	15.1	5.0	-	22.7	0.0	9.1	15.8	1.5	-	26.4	-
PHF	0.000	0.850	0.807	0.804	-	0.835	0.250	0.765	0.952	0.865	-	0.979	0.000	0.776	0.743	0.875	-	0.792	0.000	0.935	0.901	0.688	-	0.925	0.968
Lights	0	51	353	45	-	449	1	101	356	224	-	682	0	59	335	111	-	505	0	198	352	32	-	582	2218
% Lights	-	100.0	99.4	100.0	-	99.6	100.0	100.0	99.4	99.6	-	99.6	-	100.0	99.7	99.1	-	99.6	-	98.0	99.7	97.0	-	99.0	99.4
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	2	0	-	2	0	0	0	1	-	1	0	0	1	1	-	2	0	3	1	1	-	5	10
% Single-Unit Trucks	-	0.0	0.6	0.0	-	0.4	0.0	0.0	0.0	0.4	-	0.1	-	0.0	0.3	0.9	-	0.4	-	1.5	0.3	3.0	-	0.9	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.5	0.0	0.0	-	0.2	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Rosemont, Illinois, United States 60018
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Count Name: Butterfield Rd and TransAm
Middle RD TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Data

Start Time	22nd St Eastbound						22nd St Westbound						TransAm Rd Northbound						TransAm Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	299	1	0	300	0	0	221	2	0	223	0	0	0	0	0	0	0	4	0	1	0	5	528
7:15 AM	0	2	383	0	0	385	0	0	232	2	0	234	0	0	0	0	0	0	0	2	0	3	0	5	624
7:30 AM	0	1	435	0	0	436	0	0	324	2	0	326	0	0	0	0	0	0	0	3	0	2	0	5	767
7:45 AM	0	0	413	2	0	415	0	0	298	1	0	299	0	0	0	0	0	0	0	2	0	4	0	6	720
Hourly Total	0	3	1530	3	0	1536	0	0	1075	7	0	1082	0	0	0	0	0	0	0	11	0	10	0	21	2639
8:00 AM	0	0	459	1	0	460	0	0	297	0	0	297	0	0	0	0	0	0	0	5	0	1	0	6	763
8:15 AM	0	0	480	4	0	484	0	4	310	0	0	314	0	0	0	0	0	0	0	3	0	1	0	4	802
8:30 AM	0	1	421	1	0	423	0	0	304	3	0	307	0	0	0	0	0	0	0	3	0	4	0	7	737
8:45 AM	0	2	394	1	0	397	0	2	311	2	0	315	0	0	0	3	0	3	0	4	0	7	0	11	726
Hourly Total	0	3	1754	7	0	1764	0	6	1222	5	0	1233	0	0	0	3	0	3	0	15	0	13	0	28	3028
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	2	412	0	0	414	0	0	541	2	0	543	0	1	0	1	0	2	0	2	0	5	0	7	966
4:15 PM	0	1	460	0	0	461	0	0	511	4	0	515	0	0	0	2	0	2	0	1	0	1	0	2	980
4:30 PM	0	0	468	0	0	468	0	0	505	3	0	508	0	0	0	2	0	2	0	5	0	3	0	8	986
4:45 PM	0	2	500	1	0	503	0	0	570	4	0	574	0	0	0	3	0	3	0	0	0	4	0	4	1084
Hourly Total	0	5	1840	1	0	1846	0	0	2127	13	0	2140	0	1	0	8	0	9	0	8	0	13	0	21	4016
5:00 PM	0	1	516	0	0	517	0	0	532	5	0	537	0	0	0	2	0	2	0	1	0	1	0	2	1058
5:15 PM	0	1	435	0	0	436	0	0	476	10	0	486	0	0	0	0	0	0	0	1	0	2	0	3	925
5:30 PM	0	0	415	1	0	416	0	1	427	5	0	433	0	0	0	2	0	2	0	3	0	3	0	6	857
5:45 PM	0	0	404	0	0	404	0	0	436	12	0	448	0	0	0	0	0	0	0	1	0	2	0	3	855
Hourly Total	0	2	1770	1	0	1773	0	1	1871	32	0	1904	0	0	0	4	0	4	0	6	0	8	0	14	3695
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	0	2	304	2	0	308	0	0	416	9	0	425	0	0	0	1	0	1	0	1	0	6	0	7	741
11:45 AM	0	1	359	0	0	360	0	0	410	8	0	418	0	0	0	1	1	1	0	3	0	4	0	7	786
Hourly Total	0	3	663	2	0	668	0	0	826	17	0	843	0	0	0	2	1	2	0	4	0	10	0	14	1527
12:00 PM	0	1	335	1	0	337	0	0	451	2	0	453	0	0	0	0	0	0	0	2	0	2	0	4	794
12:15 PM	0	1	297	0	0	298	0	1	490	18	0	509	0	1	0	0	0	1	0	3	0	3	0	6	814
12:30 PM	0	2	398	0	0	400	0	0	446	3	0	449	0	1	0	0	0	1	0	1	0	1	0	2	852
12:45 PM	0	2	420	0	0	422	0	0	450	8	0	458	0	0	0	0	0	0	0	5	0	3	1	8	888
Hourly Total	0	6	1450	1	0	1457	0	1	1837	31	0	1869	0	2	0	0	0	2	0	11	0	9	1	20	3348
1:00 PM	0	2	426	0	0	428	0	0	461	11	0	472	0	0	0	0	0	0	0	2	0	4	0	6	906
1:15 PM	0	1	382	0	0	383	0	0	439	8	0	447	0	0	0	0	0	0	0	5	0	2	1	7	837
1:30 PM	0	1	417	0	0	418	0	0	492	4	0	496	0	0	0	0	0	0	0	10	0	8	0	18	932
1:45 PM	0	0	427	0	0	427	0	0	451	13	0	464	0	0	0	0	0	0	0	5	0	1	1	6	897
Hourly Total	0	4	1652	0	0	1656	0	0	1843	36	0	1879	0	0	0	0	0	0	0	22	0	15	2	37	3572

Grand Total	0	26	10659	15	0	10700	0	8	10801	141	0	10950	0	3	0	17	1	20	0	77	0	78	3	155	21825
Approach %	0.0	0.2	99.6	0.1	-	-	0.0	0.1	98.6	1.3	-	-	0.0	15.0	0.0	85.0	-	-	0.0	49.7	0.0	50.3	-	-	-
Total %	0.0	0.1	48.8	0.1	-	49.0	0.0	0.0	49.5	0.6	-	50.2	0.0	0.0	0.0	0.1	-	0.1	0.0	0.4	0.0	0.4	-	0.7	-
Lights	0	26	10522	14	-	10562	0	8	10666	138	-	10812	0	3	0	17	-	20	0	75	0	78	-	153	21547
% Lights	-	100.0	98.7	93.3	-	98.7	-	100.0	98.8	97.9	-	98.7	-	100.0	-	100.0	-	100.0	-	97.4	-	100.0	-	98.7	98.7
Buses	0	0	38	1	-	39	0	0	33	2	-	35	0	0	0	0	-	0	0	0	0	0	-	0	74
% Buses	-	0.0	0.4	6.7	-	0.4	-	0.0	0.3	1.4	-	0.3	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	71	0	-	71	0	0	81	1	-	82	0	0	0	0	-	0	0	2	0	0	-	2	155
% Single-Unit Trucks	-	0.0	0.7	0.0	-	0.7	-	0.0	0.7	0.7	-	0.7	-	0.0	-	0.0	-	0.0	-	2.6	-	0.0	-	1.3	0.7
Articulated Trucks	0	0	27	0	-	27	0	0	20	0	-	20	0	0	0	0	-	0	0	0	0	0	-	0	47
% Articulated Trucks	-	0.0	0.3	0.0	-	0.3	-	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Bicycles on Road	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
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Count Name: Butterfield Rd and TransAm
Middle RD TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	22nd St Eastbound						22nd St Westbound						TransAm Rd Northbound						TransAm Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	1	435	0	0	436	0	0	324	2	0	326	0	0	0	0	0	0	0	3	0	2	0	5	767
7:45 AM	0	0	413	2	0	415	0	0	298	1	0	299	0	0	0	0	0	0	0	2	0	4	0	6	720
8:00 AM	0	0	459	1	0	460	0	0	297	0	0	297	0	0	0	0	0	0	0	5	0	1	0	6	763
8:15 AM	0	0	480	4	0	484	0	4	310	0	0	314	0	0	0	0	0	0	0	3	0	1	0	4	802
Total	0	1	1787	7	0	1795	0	4	1229	3	0	1236	0	0	0	0	0	0	0	13	0	8	0	21	3052
Approach %	0.0	0.1	99.6	0.4	-	-	0.0	0.3	99.4	0.2	-	-	0.0	0.0	0.0	0.0	-	-	0.0	61.9	0.0	38.1	-	-	-
Total %	0.0	0.0	58.6	0.2	-	58.8	0.0	0.1	40.3	0.1	-	40.5	0.0	0.0	0.0	0.0	-	0.0	0.0	0.4	0.0	0.3	-	0.7	-
PHF	0.000	0.250	0.931	0.438	-	0.927	0.000	0.250	0.948	0.375	-	0.948	0.000	0.000	0.000	0.000	-	0.000	0.000	0.650	0.000	0.500	-	0.875	0.951
Lights	0	1	1747	6	-	1754	0	4	1186	2	-	1192	0	0	0	0	-	0	0	13	0	8	-	21	2967
% Lights	-	100.0	97.8	85.7	-	97.7	-	100.0	96.5	66.7	-	96.4	-	-	-	-	-	-	-	100.0	-	100.0	-	100.0	97.2
Buses	0	0	10	1	-	11	0	0	9	1	-	10	0	0	0	0	-	0	0	0	0	0	-	0	21
% Buses	-	0.0	0.6	14.3	-	0.6	-	0.0	0.7	33.3	-	0.8	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.7
Single-Unit Trucks	0	0	23	0	-	23	0	0	30	0	-	30	0	0	0	0	-	0	0	0	0	0	-	0	53
% Single-Unit Trucks	-	0.0	1.3	0.0	-	1.3	-	0.0	2.4	0.0	-	2.4	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	1.7
Articulated Trucks	0	0	7	0	-	7	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	11
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	-	0.0	0.3	0.0	-	0.3	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
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Count Name: Butterfield Rd and TransAm
Middle RD TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	22nd St Eastbound						22nd St Westbound						TransAm Rd Northbound						TransAm Rd 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	
4:15 PM	0	1	460	0	0	461	0	0	511	4	0	515	0	0	0	2	0	2	0	1	0	1	0	2	980
4:30 PM	0	0	468	0	0	468	0	0	505	3	0	508	0	0	0	2	0	2	0	5	0	3	0	8	986
4:45 PM	0	2	500	1	0	503	0	0	570	4	0	574	0	0	0	3	0	3	0	0	0	4	0	4	1084
5:00 PM	0	1	516	0	0	517	0	0	532	5	0	537	0	0	0	2	0	2	0	1	0	1	0	2	1058
Total	0	4	1944	1	0	1949	0	0	2118	16	0	2134	0	0	0	9	0	9	0	7	0	9	0	16	4108
Approach %	0.0	0.2	99.7	0.1	-	-	0.0	0.0	99.3	0.7	-	-	0.0	0.0	0.0	100.0	-	-	0.0	43.8	0.0	56.3	-	-	-
Total %	0.0	0.1	47.3	0.0	-	47.4	0.0	0.0	51.6	0.4	-	51.9	0.0	0.0	0.0	0.2	-	0.2	0.0	0.2	0.0	0.2	-	0.4	-
PHF	0.000	0.500	0.942	0.250	-	0.942	0.000	0.000	0.929	0.800	-	0.929	0.000	0.000	0.000	0.750	-	0.750	0.000	0.350	0.000	0.563	-	0.500	0.947
Lights	0	4	1916	1	-	1921	0	0	2101	15	-	2116	0	0	0	9	-	9	0	7	0	9	-	16	4062
% Lights	-	100.0	98.6	100.0	-	98.6	-	-	99.2	93.8	-	99.2	-	-	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	98.9
Buses	0	0	6	0	-	6	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	11
% Buses	-	0.0	0.3	0.0	-	0.3	-	-	0.2	0.0	-	0.2	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	16	0	-	16	0	0	10	1	-	11	0	0	0	0	-	0	0	0	0	0	-	0	27
% Single-Unit Trucks	-	0.0	0.8	0.0	-	0.8	-	-	0.5	6.3	-	0.5	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.7
Articulated Trucks	0	0	6	0	-	6	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	8
% Articulated Trucks	-	0.0	0.3	0.0	-	0.3	-	-	0.1	0.0	-	0.1	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
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 bmay@kloainc.com

Count Name: Butterfield Rd and TransAm
Middle RD TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	22nd St Eastbound						22nd St Westbound						TransAm Rd Northbound						TransAm Rd 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	
12:45 PM	0	2	420	0	0	422	0	0	450	8	0	458	0	0	0	0	0	0	0	5	0	3	1	8	888
1:00 PM	0	2	426	0	0	428	0	0	461	11	0	472	0	0	0	0	0	0	0	2	0	4	0	6	906
1:15 PM	0	1	382	0	0	383	0	0	439	8	0	447	0	0	0	0	0	0	0	5	0	2	1	7	837
1:30 PM	0	1	417	0	0	418	0	0	492	4	0	496	0	0	0	0	0	0	0	10	0	8	0	18	932
Total	0	6	1645	0	0	1651	0	0	1842	31	0	1873	0	0	0	0	0	0	0	22	0	17	2	39	3563
Approach %	0.0	0.4	99.6	0.0	-	-	0.0	0.0	98.3	1.7	-	-	0.0	0.0	0.0	0.0	-	-	0.0	56.4	0.0	43.6	-	-	-
Total %	0.0	0.2	46.2	0.0	-	46.3	0.0	0.0	51.7	0.9	-	52.6	0.0	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	0.5	-	1.1	-
PHF	0.000	0.750	0.965	0.000	-	0.964	0.000	0.000	0.936	0.705	-	0.944	0.000	0.000	0.000	0.000	-	0.000	0.000	0.550	0.000	0.531	-	0.542	0.956
Lights	0	6	1633	0	-	1639	0	0	1834	31	-	1865	0	0	0	0	-	0	0	21	0	17	-	38	3542
% Lights	-	100.0	99.3	-	-	99.3	-	-	99.6	100.0	-	99.6	-	-	-	-	-	-	-	95.5	-	100.0	-	97.4	99.4
Buses	0	0	5	0	-	5	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	8
% Buses	-	0.0	0.3	-	-	0.3	-	-	0.2	0.0	-	0.2	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	7	0	-	7	0	0	5	0	-	5	0	0	0	0	-	0	0	1	0	0	-	1	13
% Single-Unit Trucks	-	0.0	0.4	-	-	0.4	-	-	0.3	0.0	-	0.3	-	-	-	-	-	-	-	4.5	-	0.0	-	2.6	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: 22nd St and TransAm Plaza TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Data

Start Time	22nd St Eastbound						22nd St Westbound						TransAm Plaza Rd Northbound						TransAm Plaza Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	41	279	3	0	323	0	0	226	17	0	243	0	0	0	0	0	0	0	14	0	1	0	15	581
7:15 AM	0	41	311	3	0	355	0	1	225	17	0	243	0	0	0	0	0	0	0	7	0	5	0	12	610
7:30 AM	0	56	366	3	0	425	1	4	283	19	1	307	0	1	0	1	1	2	0	8	0	8	0	16	750
7:45 AM	0	49	388	2	0	439	1	0	329	26	0	356	0	0	1	0	0	1	0	13	0	8	0	21	817
Hourly Total	0	187	1344	11	0	1542	2	5	1063	79	1	1149	0	1	1	1	1	3	0	42	0	22	0	64	2758
8:00 AM	0	66	349	13	0	428	0	3	262	21	0	286	0	0	0	0	2	0	0	7	1	8	0	16	730
8:15 AM	0	65	394	7	0	466	0	1	326	35	0	362	0	1	0	1	4	2	0	7	0	7	0	14	844
8:30 AM	0	71	296	11	0	378	1	5	295	44	0	345	0	2	0	0	1	2	0	3	1	13	0	17	742
8:45 AM	0	70	300	12	0	382	0	3	302	41	0	346	0	0	0	0	0	0	0	3	0	7	0	10	738
Hourly Total	0	272	1339	43	0	1654	1	12	1185	141	0	1339	0	3	0	1	7	4	0	20	2	35	0	57	3054
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	4	379	0	0	384	0	0	473	11	0	484	0	10	0	3	0	13	0	21	0	77	0	98	979
4:15 PM	0	5	402	0	0	407	0	6	487	9	0	502	0	7	0	4	0	11	0	21	0	54	0	75	995
4:30 PM	0	9	425	0	0	434	0	5	482	7	0	494	0	14	0	2	0	16	0	29	0	53	0	82	1026
4:45 PM	3	11	413	1	0	428	1	7	510	9	0	527	0	11	2	3	0	16	0	22	0	48	0	70	1041
Hourly Total	4	29	1619	1	0	1653	1	18	1952	36	0	2007	0	42	2	12	0	56	0	93	0	232	0	325	4041
5:00 PM	0	9	476	1	0	486	1	1	556	7	0	565	0	17	0	7	0	24	0	45	1	64	0	110	1185
5:15 PM	0	9	422	0	0	431	0	1	462	16	0	479	0	4	0	2	0	6	0	26	0	38	0	64	980
5:30 PM	0	2	415	1	0	418	0	0	473	9	0	482	0	2	0	5	0	7	0	15	0	36	0	51	958
5:45 PM	0	4	352	0	0	356	0	1	461	5	0	467	0	4	1	4	0	9	1	12	0	28	0	41	873
Hourly Total	0	24	1665	2	0	1691	1	3	1952	37	0	1993	0	27	1	18	0	46	1	98	1	166	0	266	3996
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	1	2	342	1	0	346	1	0	440	3	0	444	0	2	0	9	0	11	0	4	0	3	0	7	808
11:45 AM	0	6	387	2	0	395	1	0	436	4	0	441	0	2	0	1	0	3	0	4	0	3	0	7	846
Hourly Total	1	8	729	3	0	741	2	0	876	7	0	885	0	4	0	10	0	14	0	8	0	6	0	14	1654
12:00 PM	1	2	375	0	0	378	0	2	389	4	0	395	0	9	0	9	1	18	0	7	0	4	0	11	802
12:15 PM	2	1	356	2	0	361	1	2	421	3	0	427	0	7	0	8	0	15	0	3	0	3	0	6	809
12:30 PM	1	10	386	5	0	402	0	1	437	2	0	440	0	7	3	10	0	20	0	5	0	9	0	14	876
12:45 PM	0	3	413	8	0	424	0	8	521	4	0	533	0	1	0	1	0	2	0	6	1	4	1	11	970
Hourly Total	4	16	1530	15	0	1565	1	13	1768	13	0	1795	0	24	3	28	1	55	0	21	1	20	1	42	3457
1:00 PM	0	4	413	3	0	420	0	3	474	4	0	481	0	2	0	0	0	2	0	9	0	7	0	16	919
1:15 PM	1	4	388	0	0	393	0	0	429	1	0	430	0	2	0	0	0	2	0	5	0	9	2	14	839
1:30 PM	0	3	361	3	0	367	1	1	502	2	1	506	0	2	0	0	2	2	1	8	0	3	0	12	887
1:45 PM	0	2	368	1	0	371	0	0	454	3	0	457	0	4	0	1	0	5	0	7	0	5	1	12	845
Hourly Total	1	13	1530	7	0	1551	1	4	1859	10	1	1874	0	10	0	1	2	11	1	29	0	24	3	54	3490

Grand Total	10	549	9756	82	0	10397	9	55	10655	323	2	11042	0	111	7	71	11	189	2	311	4	505	4	822	22450
Approach %	0.1	5.3	93.8	0.8	-	-	0.1	0.5	96.5	2.9	-	-	0.0	58.7	3.7	37.6	-	-	0.2	37.8	0.5	61.4	-	-	-
Total %	0.0	2.4	43.5	0.4	-	46.3	0.0	0.2	47.5	1.4	-	49.2	0.0	0.5	0.0	0.3	-	0.8	0.0	1.4	0.0	2.2	-	3.7	-
Lights	10	547	9615	82	-	10254	9	55	10517	320	-	10901	0	110	7	71	-	188	2	307	3	502	-	814	22157
% Lights	100.0	99.6	98.6	100.0	-	98.6	100.0	100.0	98.7	99.1	-	98.7	-	99.1	100.0	100.0	-	99.5	100.0	98.7	75.0	99.4	-	99.0	98.7
Buses	0	0	34	0	-	34	0	0	37	0	-	37	0	0	0	0	-	0	0	0	0	0	-	0	71
% Buses	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	2	84	0	-	86	0	0	74	3	-	77	0	1	0	0	-	1	0	4	1	3	-	8	172
% Single-Unit Trucks	0.0	0.4	0.9	0.0	-	0.8	0.0	0.0	0.7	0.9	-	0.7	-	0.9	0.0	0.0	-	0.5	0.0	1.3	25.0	0.6	-	1.0	0.8
Articulated Trucks	0	0	23	0	-	23	0	0	25	0	-	25	0	0	0	0	-	0	0	0	0	0	-	0	48
% Articulated Trucks	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	11	-	-	-	-	-	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 bmay@kloainc.com

Count Name: 22nd St and TransAm Plaza TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	22nd St Eastbound						22nd St Westbound						TransAm Plaza Rd Northbound						TransAm Plaza Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	56	366	3	0	425	1	4	283	19	1	307	0	1	0	1	1	2	0	8	0	8	0	16	750
7:45 AM	0	49	388	2	0	439	1	0	329	26	0	356	0	0	1	0	0	1	0	13	0	8	0	21	817
8:00 AM	0	66	349	13	0	428	0	3	262	21	0	286	0	0	0	0	2	0	0	7	1	8	0	16	730
8:15 AM	0	65	394	7	0	466	0	1	326	35	0	362	0	1	0	1	4	2	0	7	0	7	0	14	844
Total	0	236	1497	25	0	1758	2	8	1200	101	1	1311	0	2	1	2	7	5	0	35	1	31	0	67	3141
Approach %	0.0	13.4	85.2	1.4	-	-	0.2	0.6	91.5	7.7	-	-	0.0	40.0	20.0	40.0	-	-	0.0	52.2	1.5	46.3	-	-	-
Total %	0.0	7.5	47.7	0.8	-	56.0	0.1	0.3	38.2	3.2	-	41.7	0.0	0.1	0.0	0.1	-	0.2	0.0	1.1	0.0	1.0	-	2.1	-
PHF	0.000	0.894	0.950	0.481	-	0.943	0.500	0.500	0.912	0.721	-	0.905	0.000	0.500	0.250	0.500	-	0.625	0.000	0.673	0.250	0.969	-	0.798	0.930
Lights	0	235	1458	25	-	1718	2	8	1159	99	-	1268	0	2	1	2	-	5	0	32	1	30	-	63	3054
% Lights	-	99.6	97.4	100.0	-	97.7	100.0	100.0	96.6	98.0	-	96.7	-	100.0	100.0	100.0	-	100.0	-	91.4	100.0	96.8	-	94.0	97.2
Buses	0	0	10	0	-	10	0	0	9	0	-	9	0	0	0	0	-	0	0	0	0	0	-	0	19
% Buses	-	0.0	0.7	0.0	-	0.6	0.0	0.0	0.8	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	1	23	0	-	24	0	0	24	2	-	26	0	0	0	0	-	0	0	3	0	1	-	4	54
% Single-Unit Trucks	-	0.4	1.5	0.0	-	1.4	0.0	0.0	2.0	2.0	-	2.0	-	0.0	0.0	0.0	-	0.0	-	8.6	0.0	3.2	-	6.0	1.7
Articulated Trucks	0	0	6	0	-	6	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	13
% Articulated Trucks	-	0.0	0.4	0.0	-	0.3	0.0	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: 22nd St and TransAm Plaza TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	22nd St Eastbound						22nd St Westbound						TransAm Plaza Rd Northbound						TransAm Plaza Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:15 PM	0	5	402	0	0	407	0	6	487	9	0	502	0	7	0	4	0	11	0	21	0	54	0	75	995
4:30 PM	0	9	425	0	0	434	0	5	482	7	0	494	0	14	0	2	0	16	0	29	0	53	0	82	1026
4:45 PM	3	11	413	1	0	428	1	7	510	9	0	527	0	11	2	3	0	16	0	22	0	48	0	70	1041
5:00 PM	0	9	476	1	0	486	1	1	556	7	0	565	0	17	0	7	0	24	0	45	1	64	0	110	1185
Total	3	34	1716	2	0	1755	2	19	2035	32	0	2088	0	49	2	16	0	67	0	117	1	219	0	337	4247
Approach %	0.2	1.9	97.8	0.1	-	-	0.1	0.9	97.5	1.5	-	-	0.0	73.1	3.0	23.9	-	-	0.0	34.7	0.3	65.0	-	-	-
Total %	0.1	0.8	40.4	0.0	-	41.3	0.0	0.4	47.9	0.8	-	49.2	0.0	1.2	0.0	0.4	-	1.6	0.0	2.8	0.0	5.2	-	7.9	-
PHF	0.250	0.773	0.901	0.500	-	0.903	0.500	0.679	0.915	0.889	-	0.924	0.000	0.721	0.250	0.571	-	0.698	0.000	0.650	0.250	0.855	-	0.766	0.896
Lights	3	34	1691	2	-	1730	2	19	2016	32	-	2069	0	49	2	16	-	67	0	117	1	219	-	337	4203
% Lights	100.0	100.0	98.5	100.0	-	98.6	100.0	100.0	99.1	100.0	-	99.1	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.0
Buses	0	0	6	0	-	6	0	0	6	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	12
% Buses	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	14	0	-	14	0	0	10	0	-	10	0	0	0	0	-	0	0	0	0	0	-	0	24
% Single-Unit Trucks	0.0	0.0	0.8	0.0	-	0.8	0.0	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Articulated Trucks	0	0	5	0	-	5	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	8
% Articulated Trucks	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: 22nd St and TransAm Plaza TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	22nd St Eastbound						22nd St Westbound						TransAm Plaza Rd Northbound						TransAm Plaza Rd 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	
12:45 PM	0	3	413	8	0	424	0	8	521	4	0	533	0	1	0	1	0	2	0	6	1	4	1	11	970
1:00 PM	0	4	413	3	0	420	0	3	474	4	0	481	0	2	0	0	0	2	0	9	0	7	0	16	919
1:15 PM	1	4	388	0	0	393	0	0	429	1	0	430	0	2	0	0	0	2	0	5	0	9	2	14	839
1:30 PM	0	3	361	3	0	367	1	1	502	2	1	506	0	2	0	0	2	2	1	8	0	3	0	12	887
Total	1	14	1575	14	0	1604	1	12	1926	11	1	1950	0	7	0	1	2	8	1	28	1	23	3	53	3615
Approach %	0.1	0.9	98.2	0.9	-	-	0.1	0.6	98.8	0.6	-	-	0.0	87.5	0.0	12.5	-	-	1.9	52.8	1.9	43.4	-	-	-
Total %	0.0	0.4	43.6	0.4	-	44.4	0.0	0.3	53.3	0.3	-	53.9	0.0	0.2	0.0	0.0	-	0.2	0.0	0.8	0.0	0.6	-	1.5	-
PHF	0.250	0.875	0.953	0.438	-	0.946	0.250	0.375	0.924	0.688	-	0.915	0.000	0.875	0.000	0.250	-	1.000	0.250	0.778	0.250	0.639	-	0.828	0.932
Lights	1	14	1561	14	-	1590	1	12	1919	11	-	1943	0	6	0	1	-	7	1	28	0	23	-	52	3592
% Lights	100.0	100.0	99.1	100.0	-	99.1	100.0	100.0	99.6	100.0	-	99.6	-	85.7	-	100.0	-	87.5	100.0	100.0	0.0	100.0	-	98.1	99.4
Buses	0	0	4	0	-	4	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	7
% Buses	0.0	0.0	0.3	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	10	0	-	10	0	0	4	0	-	4	0	1	0	0	-	1	0	0	1	0	-	1	16
% Single-Unit Trucks	0.0	0.0	0.6	0.0	-	0.6	0.0	0.0	0.2	0.0	-	0.2	-	14.3	-	0.0	-	12.5	0.0	0.0	100.0	0.0	-	1.9	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Meyers Rd and Access Rd TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Data

Start Time	access dr Westbound					Meyers Rd Northbound					Meyers Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	96	3	0	99	0	0	84	0	84	183
7:15 AM	0	0	0	0	0	0	127	2	0	129	0	4	115	0	119	248
7:30 AM	0	0	1	0	1	0	192	3	0	195	0	7	157	0	164	360
7:45 AM	0	0	1	0	1	0	221	7	0	228	0	7	185	0	192	421
Hourly Total	0	0	2	0	2	0	636	15	0	651	0	18	541	0	559	1212
8:00 AM	0	0	2	0	2	0	138	8	0	146	0	1	157	0	158	306
8:15 AM	0	0	1	0	1	0	165	7	0	172	0	4	130	0	134	307
8:30 AM	0	1	0	0	1	0	173	8	0	181	0	18	112	0	130	312
8:45 AM	0	0	1	0	1	0	152	11	0	163	0	5	137	0	142	306
Hourly Total	0	1	4	0	5	0	628	34	0	662	0	28	536	0	564	1231
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	5	13	0	18	0	201	0	0	201	0	0	236	0	236	455
4:15 PM	0	1	11	0	12	0	179	0	0	179	0	0	240	0	240	431
4:30 PM	0	0	13	0	13	0	200	2	0	202	0	0	277	0	277	492
4:45 PM	0	3	14	0	17	0	182	3	0	185	1	0	246	0	247	449
Hourly Total	0	9	51	0	60	0	762	5	0	767	1	0	999	0	1000	1827
5:00 PM	0	10	23	0	33	0	182	0	0	182	0	0	244	0	244	459
5:15 PM	0	6	9	0	15	0	191	2	0	193	0	1	215	0	216	424
5:30 PM	0	2	6	0	8	0	173	0	0	173	0	0	256	0	256	437
5:45 PM	0	2	2	0	4	0	171	1	0	172	0	1	185	0	186	362
Hourly Total	0	20	40	0	60	0	717	3	0	720	0	2	900	0	902	1682
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	0	1	0	0	1	0	158	0	0	158	0	0	142	0	142	301
11:45 AM	0	0	0	0	0	0	136	0	0	136	0	0	110	0	110	246
Hourly Total	0	1	0	0	1	0	294	0	0	294	0	0	252	0	252	547
12:00 PM	0	0	0	0	0	0	132	1	0	133	0	0	115	0	115	248
12:15 PM	0	0	4	0	4	0	155	0	0	155	0	0	125	0	125	284
12:30 PM	0	0	1	0	1	0	235	0	0	235	1	0	137	0	138	374
12:45 PM	0	0	0	0	0	0	185	0	0	185	0	0	125	0	125	310
Hourly Total	0	0	5	0	5	0	707	1	0	708	1	0	502	0	503	1216
1:00 PM	0	1	2	0	3	0	186	2	0	188	0	1	147	0	148	339
1:15 PM	0	0	1	0	1	0	195	0	0	195	1	0	143	0	144	340
1:30 PM	0	0	0	0	0	0	152	0	0	152	0	0	154	0	154	306
1:45 PM	0	1	1	0	2	0	135	0	0	135	1	0	169	0	170	307
Hourly Total	0	2	4	0	6	0	668	2	0	670	2	1	613	0	616	1292
Grand Total	0	33	106	0	139	0	4412	60	0	4472	4	49	4343	0	4396	9007

Approach %	0.0	23.7	76.3	-	-	0.0	98.7	1.3	-	-	0.1	1.1	98.8	-	-	-
Total %	0.0	0.4	1.2	-	1.5	0.0	49.0	0.7	-	49.7	0.0	0.5	48.2	-	48.8	-
Lights	0	33	106	-	139	0	4368	60	-	4428	4	49	4320	-	4373	8940
% Lights	-	100.0	100.0	-	100.0	-	99.0	100.0	-	99.0	100.0	100.0	99.5	-	99.5	99.3
Buses	0	0	0	-	0	0	7	0	-	7	0	0	8	-	8	15
% Buses	-	0.0	0.0	-	0.0	-	0.2	0.0	-	0.2	0.0	0.0	0.2	-	0.2	0.2
Single-Unit Trucks	0	0	0	-	0	0	31	0	-	31	0	0	14	-	14	45
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.7	0.0	-	0.7	0.0	0.0	0.3	-	0.3	0.5
Articulated Trucks	0	0	0	-	0	0	3	0	-	3	0	0	1	-	1	4
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.1	0.0	-	0.1	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	3	0	-	3	0	0	0	-	0	3
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.1	0.0	-	0.1	0.0	0.0	0.0	-	0.0	0.0
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 bmay@kloainc.com

Count Name: Meyers Rd and Access Rd TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	access dr Westbound					Meyers Rd Northbound					Meyers Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:30 AM	0	0	1	0	1	0	192	3	0	195	0	7	157	0	164	360
7:45 AM	0	0	1	0	1	0	221	7	0	228	0	7	185	0	192	421
8:00 AM	0	0	2	0	2	0	138	8	0	146	0	1	157	0	158	306
8:15 AM	0	0	1	0	1	0	165	7	0	172	0	4	130	0	134	307
Total	0	0	5	0	5	0	716	25	0	741	0	19	629	0	648	1394
Approach %	0.0	0.0	100.0	-	-	0.0	96.6	3.4	-	-	0.0	2.9	97.1	-	-	-
Total %	0.0	0.0	0.4	-	0.4	0.0	51.4	1.8	-	53.2	0.0	1.4	45.1	-	46.5	-
PHF	0.000	0.000	0.625	-	0.625	0.000	0.810	0.781	-	0.813	0.000	0.679	0.850	-	0.844	0.828
Lights	0	0	5	-	5	0	707	25	-	732	0	19	623	-	642	1379
% Lights	-	-	100.0	-	100.0	-	98.7	100.0	-	98.8	-	100.0	99.0	-	99.1	98.9
Buses	0	0	0	-	0	0	3	0	-	3	0	0	4	-	4	7
% Buses	-	-	0.0	-	0.0	-	0.4	0.0	-	0.4	-	0.0	0.6	-	0.6	0.5
Single-Unit Trucks	0	0	0	-	0	0	6	0	-	6	0	0	1	-	1	7
% Single-Unit Trucks	-	-	0.0	-	0.0	-	0.8	0.0	-	0.8	-	0.0	0.2	-	0.2	0.5
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	0.2	-	0.2	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Meyers Rd and Access Rd TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	access dr Westbound					Meyers Rd Northbound					Meyers Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:15 PM	0	1	11	0	12	0	179	0	0	179	0	0	240	0	240	431
4:30 PM	0	0	13	0	13	0	200	2	0	202	0	0	277	0	277	492
4:45 PM	0	3	14	0	17	0	182	3	0	185	1	0	246	0	247	449
5:00 PM	0	10	23	0	33	0	182	0	0	182	0	0	244	0	244	459
Total	0	14	61	0	75	0	743	5	0	748	1	0	1007	0	1008	1831
Approach %	0.0	18.7	81.3	-	-	0.0	99.3	0.7	-	-	0.1	0.0	99.9	-	-	-
Total %	0.0	0.8	3.3	-	4.1	0.0	40.6	0.3	-	40.9	0.1	0.0	55.0	-	55.1	-
PHF	0.000	0.350	0.663	-	0.568	0.000	0.929	0.417	-	0.926	0.250	0.000	0.909	-	0.910	0.930
Lights	0	14	61	-	75	0	735	5	-	740	1	0	1001	-	1002	1817
% Lights	-	100.0	100.0	-	100.0	-	98.9	100.0	-	98.9	100.0	-	99.4	-	99.4	99.2
Buses	0	0	0	-	0	0	1	0	-	1	0	0	3	-	3	4
% Buses	-	0.0	0.0	-	0.0	-	0.1	0.0	-	0.1	0.0	-	0.3	-	0.3	0.2
Single-Unit Trucks	0	0	0	-	0	0	6	0	-	6	0	0	3	-	3	9
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.8	0.0	-	0.8	0.0	-	0.3	-	0.3	0.5
Articulated Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.1	0.0	-	0.1	0.0	-	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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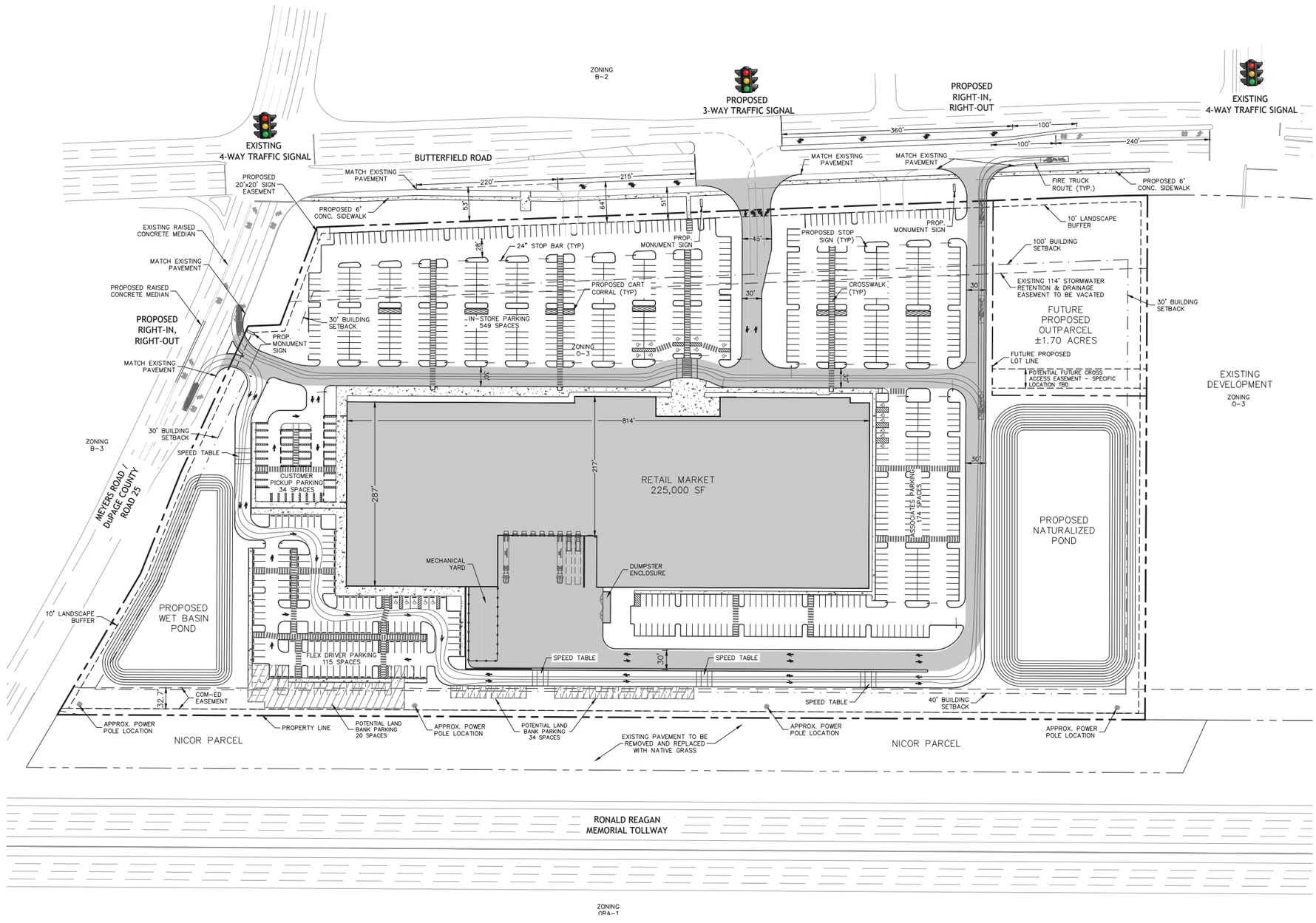
Count Name: Meyers Rd and Access Rd TMC
Site Code:
Start Date: 10/16/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	access dr Westbound					Meyers Rd Northbound					Meyers Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
12:45 PM	0	0	0	0	0	0	185	0	0	185	0	0	125	0	125	310
1:00 PM	0	1	2	0	3	0	186	2	0	188	0	1	147	0	148	339
1:15 PM	0	0	1	0	1	0	195	0	0	195	1	0	143	0	144	340
1:30 PM	0	0	0	0	0	0	152	0	0	152	0	0	154	0	154	306
Total	0	1	3	0	4	0	718	2	0	720	1	1	569	0	571	1295
Approach %	0.0	25.0	75.0	-	-	0.0	99.7	0.3	-	-	0.2	0.2	99.6	-	-	-
Total %	0.0	0.1	0.2	-	0.3	0.0	55.4	0.2	-	55.6	0.1	0.1	43.9	-	44.1	-
PHF	0.000	0.250	0.375	-	0.333	0.000	0.921	0.250	-	0.923	0.250	0.250	0.924	-	0.927	0.952
Lights	0	1	3	-	4	0	716	2	-	718	1	1	565	-	567	1289
% Lights	-	100.0	100.0	-	100.0	-	99.7	100.0	-	99.7	100.0	100.0	99.3	-	99.3	99.5
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	0	-	0	0	2	0	-	2	0	0	4	-	4	6
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.3	0.0	-	0.3	0.0	0.0	0.7	-	0.7	0.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Site Plan



GRAPHIC SCALE IN FEET
0 40 80 160

SITE DATA

RETAIL MARKET:	±25.28 ACRES
OUTPARCEL:	±1.70 ACRES
TOTAL AREA:	±26.98 ACRES
RETAIL MARKET BUILDING AREA:	225,000 SF
LOT AREA:	1,175,249 SF
PROPOSED FAR:	0.19 (0.48 MAX.)
IMPERVIOUS COVER:	736,455 SF / 62.7%
BUILDING HEIGHT:	43 FEET (5 STORIES OR 76' MAX.)

PARKING REQUIRED: (VILLAGE OF OAK BROOK, IL)

13-12-5: OFF-STREET PARKING SPACES REQUIRED.
B2 REGIONAL SHOPPING CENTER DISTRICTS:
PARKING SPACES AND AISLES NOT LESS IN AREA THAN 2 ½ TIMES THE FLOOR AREA OF BUILDINGS CONSTRUCTED.

PARKING AREA REQUIRED:	225,000 SF x 2.25 = 506,250 SF
PARKING AREA PROPOSED:	511,455 SF
PROPOSED PARKING (SEE NOTE):	872 SPACES

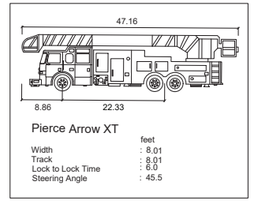
*NOTE: IF POTENTIAL LAND BANK PARKING IS REQUIRED, THE CURRENT DESIGN WILL LOSE 8 (EIGHT) PARKING SPACES BUT WILL ADD 54 (FIFTY FOUR) PARKING SPACES AS INDICATED IN THE POTENTIAL LAND BANK PARKING AREAS SHOWN ON THE SITE PLAN, FOR A TOTAL OF 918 PROPOSED PARKING SPACES.

PAVING LEGEND

- STANDARD DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- HEAVY DUTY CONCRETE PAVEMENT

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.



No	REVISIONS	DATE	BY
1	RESPOND TO VILLAGE COMMENTS	03/04/26	KH

Kimley»Horn
© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
6876 MARWICK LANE, SUITE 350, ORLANDO, FL
PHONE: (407) 602-0423
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL ENGINEER
LIC PROF 1
ILLINOIS LICENSE NUMBER
LIC PROF 1 #
DATE

KHA PROJECT 149821091
DATE JUNE 10, 2026
SCALE AS SHOWN
DESIGNED BY ---
DRAWN BY ---
CHECKED BY ---

SITE PLAN

BUTTERFIELD ROAD DEVELOPMENT PROJECT

ILLINOIS
VILLAGE OF OAK BROOK

SHEET NUMBER
C4.0

Plotted By:Treaters, Scott Sheet Set:BUTTERFIELD ROAD DEVELOPMENT PROJECT Layout:Layout1 June 10, 2026 01:22:25pm K:\lkn_civil\149821091-oak brook il-project kobe\CADD\PUD\plansheets\C4.0-SITE.dwg
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

ITE Trip Generation Sheets

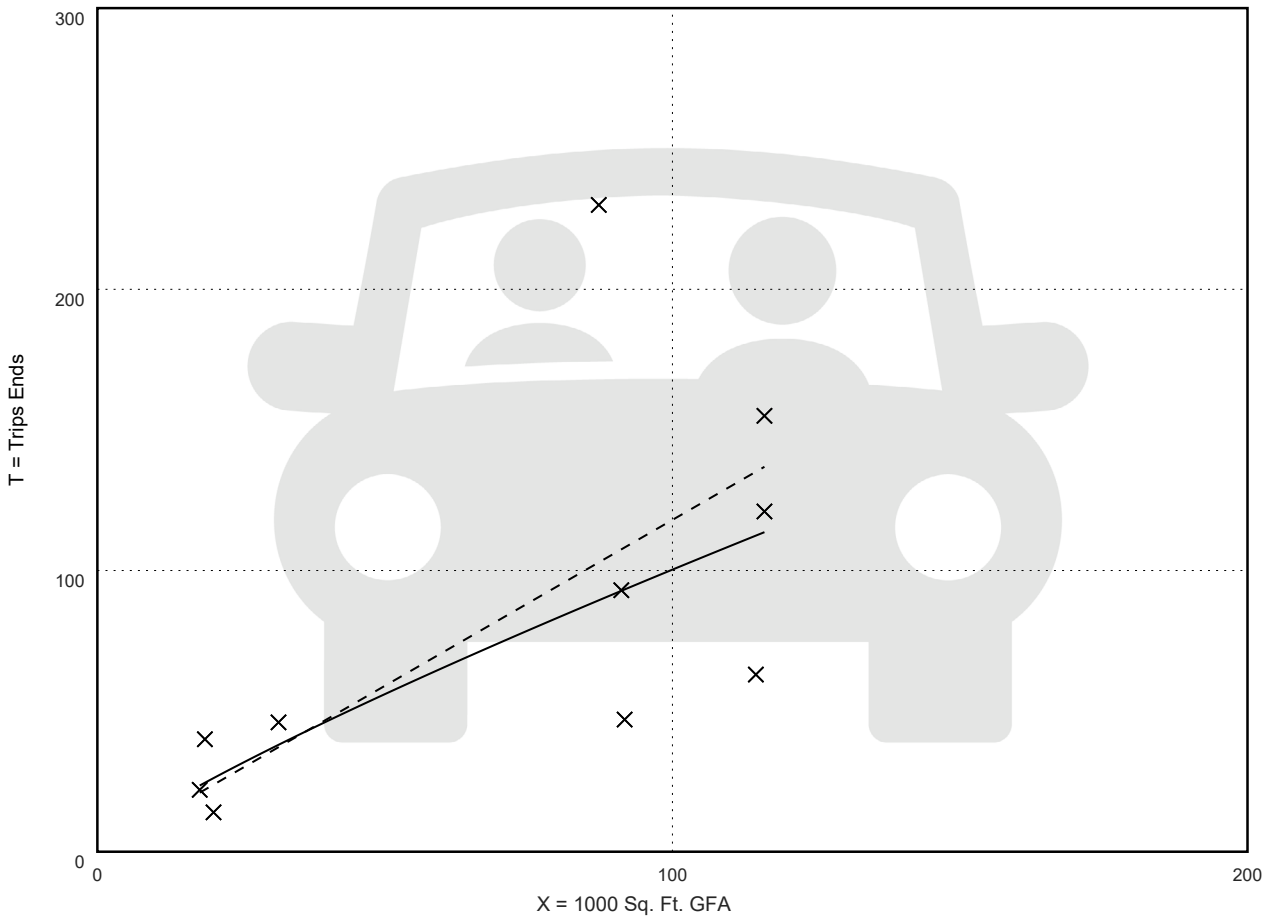
Free-Standing Discount Store
(815)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	10
Avg. 1000 Sq. Ft. GFA:	70
Directional Distribution:	70% entering, 30% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.18	0.51 - 2.64	0.69

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.84 Ln(X) + 0.74

R^2= 0.64

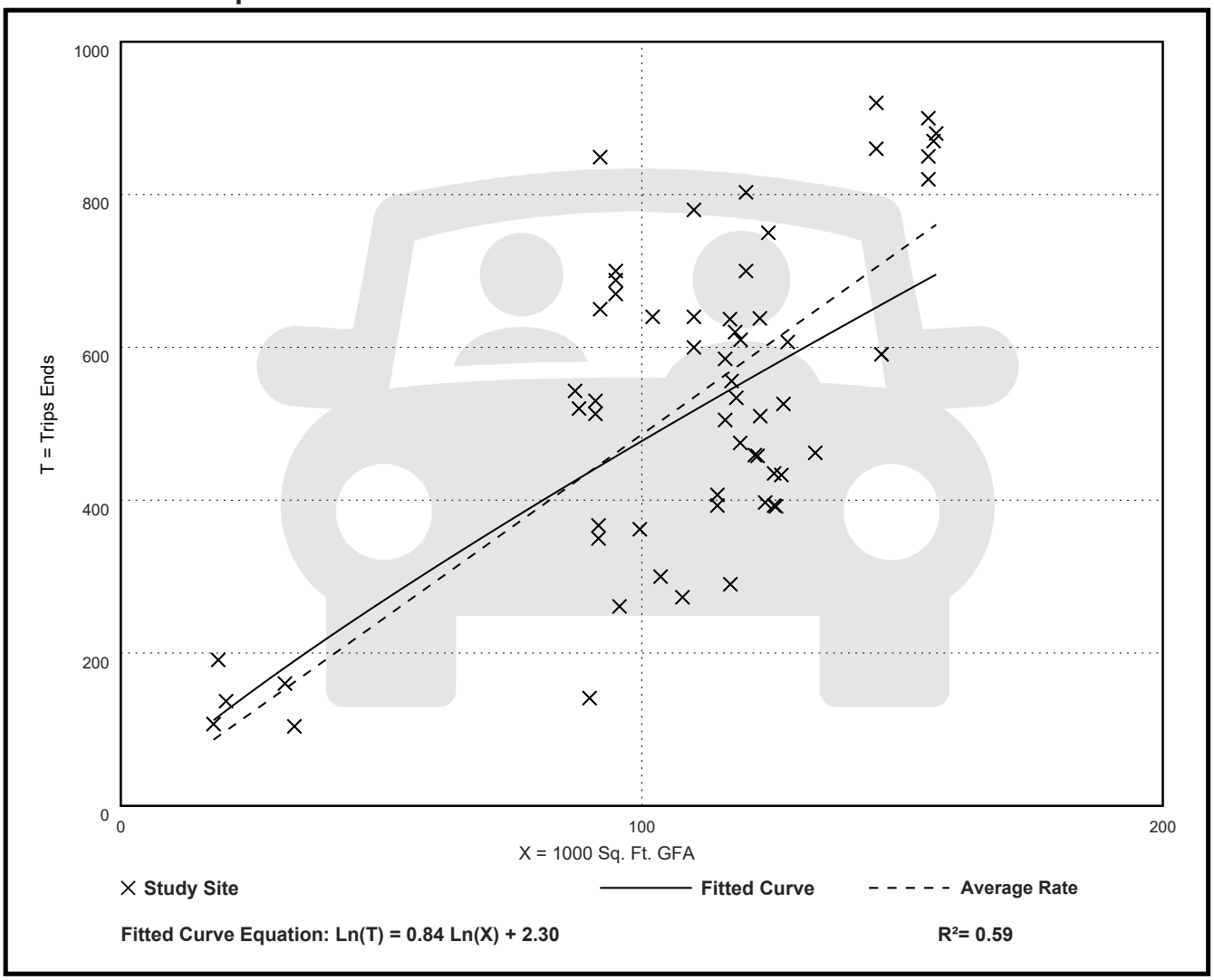
Free-Standing Discount Store
(815)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	60
Avg. 1000 Sq. Ft. GFA:	110
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.86	1.57 - 10.21	1.47

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.84 Ln(X) + 2.30

R^2= 0.59

Free-Standing Discount Store
(815)

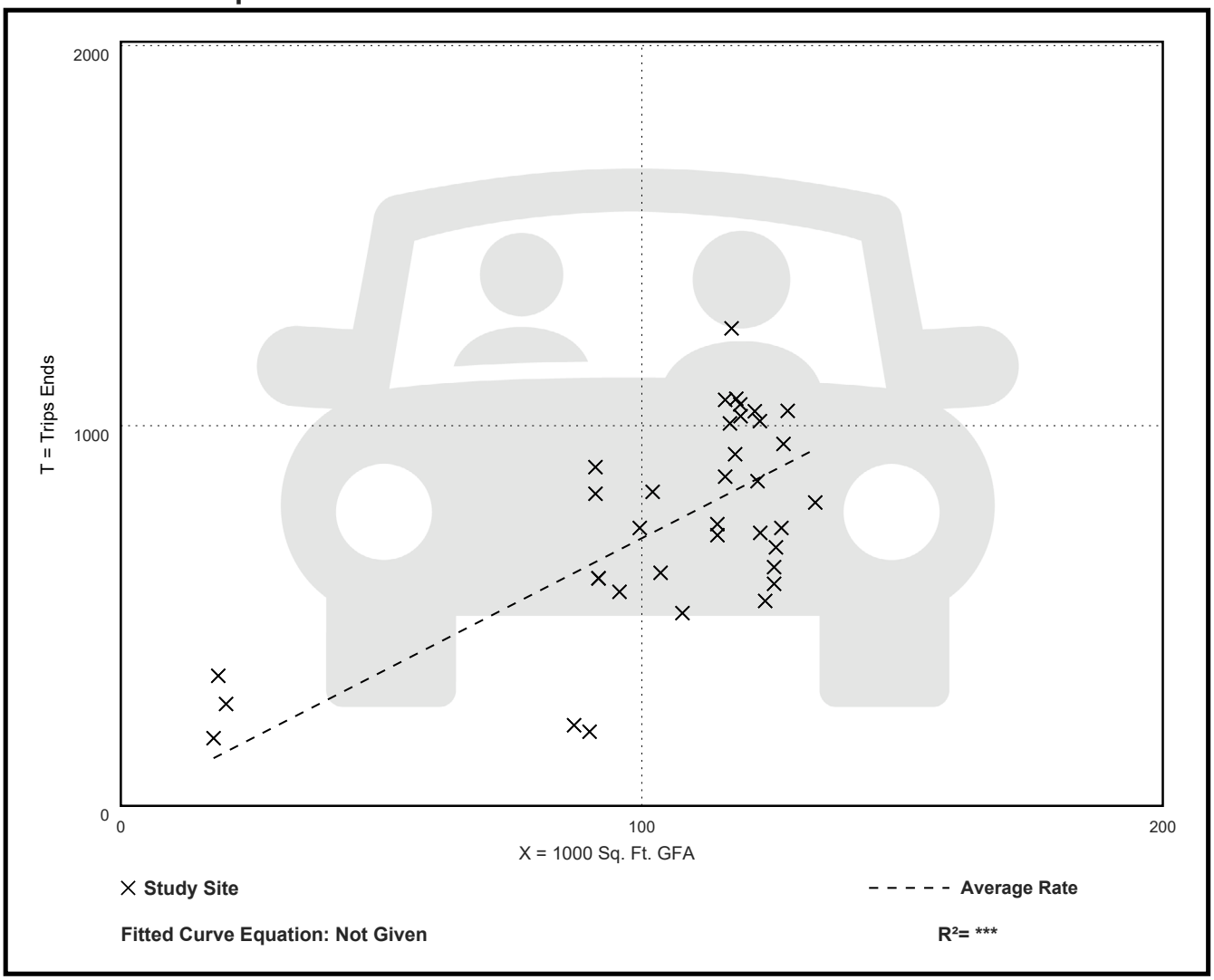
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 36
Avg. 1000 Sq. Ft. GFA: 105
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.04	2.17 - 18.29	2.13

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

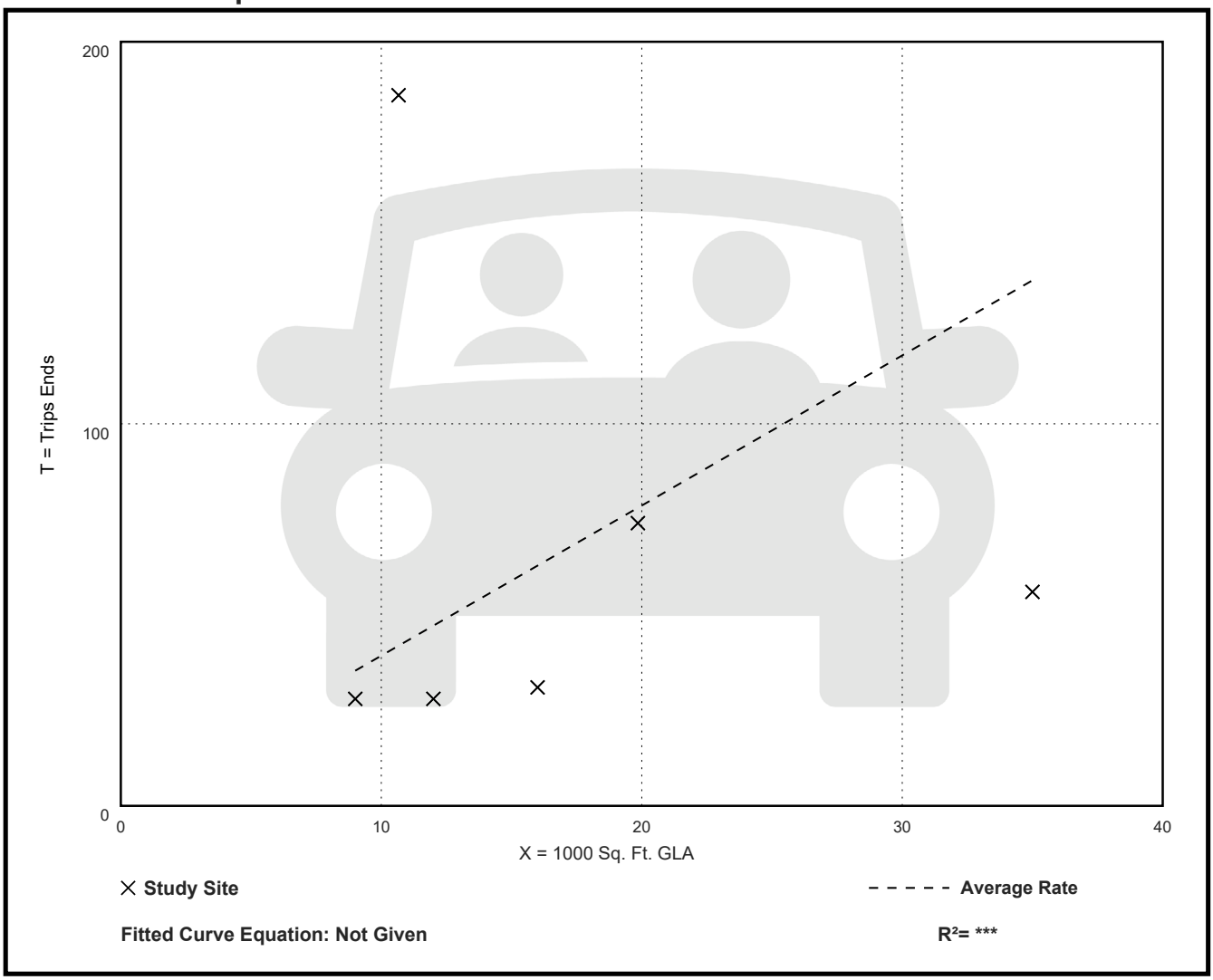
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. 1000 Sq. Ft. GLA: 17
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.93	1.60 - 17.44	5.12

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

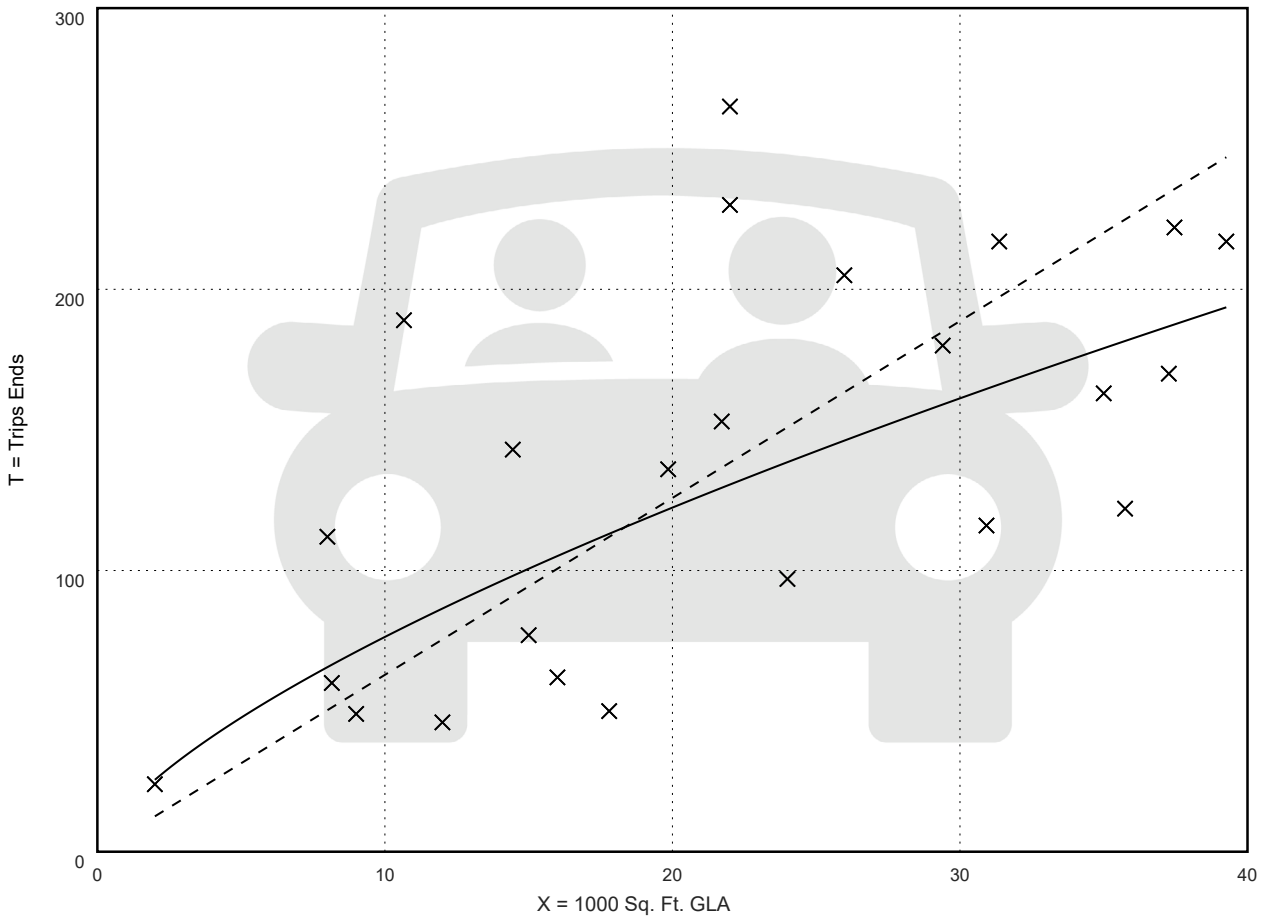
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	24
Avg. 1000 Sq. Ft. GLA:	22
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.29	2.81 - 17.72	3.02

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.68 Ln(X) + 2.77

R^2= 0.54

Strip Retail Plaza (<40k)
(822)

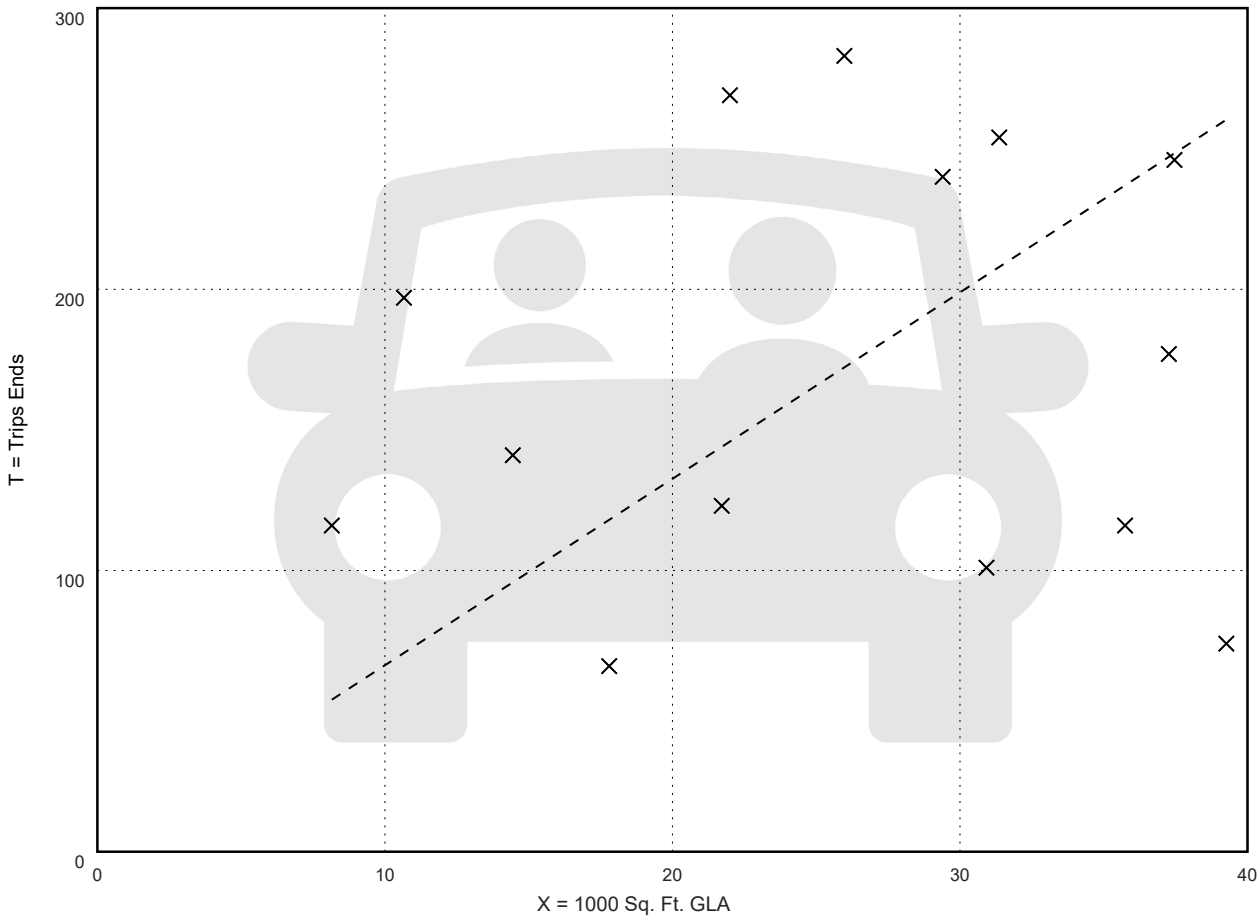
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 14
Avg. 1000 Sq. Ft. GLA: 26
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.63	1.88 - 18.48	3.99

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607

cmap.illinois.gov | 312-454-0400

December 4, 2025

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Butterfield Rd and DuPage County Rd
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated December 1, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
DuPage County Rd north of Butterfield Rd	14,800	**17,000**
DuPage County Rd south of Butterfield Rd	13,000	**14,900**
Butterfield Rd at DuPage County Rd	41,000	**47,000**
22nd St at Butterfield Rd	31,500	**36,600**
Butterfield Rd south of 22nd St	18,100	**20,300**
31st St west of Butterfield Rd	11,900	**14,100**
31st St east of Butterfield Rd	17,700	**21,000**

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2025 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

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

cc: Rios (IDOT)
S:\AdminGroups\ResearchAnalysis\2025_trafficForecasts\Oakbrook\du-60-25\du-60-25.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

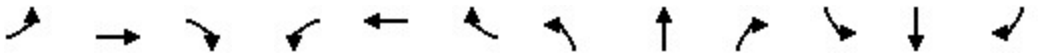
Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level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

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

Source: *Highway Capacity Manual*, 7th Edition.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

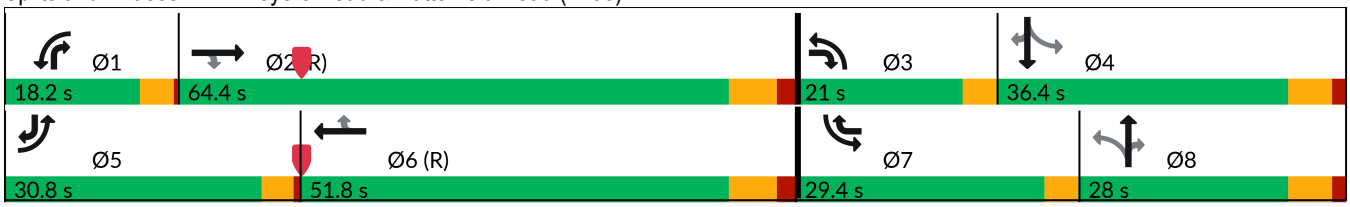


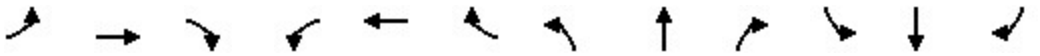
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	1298	73	157	899	197	159	346	228	331	418	261
Future Volume (vph)	142	1298	73	157	899	197	159	346	228	331	418	261
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	330		320	310		360	375		215
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	215			195			100			205		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5301	1615	1787	5250	1599	1787	3762	1599	1787	3762	1583
Flt Permitted	0.950			0.950			0.481			0.271		
Satd. Flow (perm)	1770	5301	1615	1787	5250	1599	905	3762	1599	510	3762	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			35	
Link Distance (ft)		1016			460			300			687	
Travel Time (s)		15.4			7.0			5.1			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	0%	1%	4%	1%	1%	1%	1%	1%	1%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	1411	79	171	977	214	173	376	248	360	454	284
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.0	22.0	6.5	7.0	22.0	6.5	6.5	21.0	7.0	6.5	21.0	7.0
Total Split (s)	30.8	64.4	21.0	18.2	51.8	29.4	21.0	28.0	18.2	29.4	36.4	30.8
Total Split (%)	22.0%	46.0%	15.0%	13.0%	37.0%	21.0%	15.0%	20.0%	13.0%	21.0%	26.0%	22.0%
Yellow Time (s)	3.5	5.0	3.5	3.5	5.0	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.5	2.0	0.0	0.5	2.0	0.0	0.0	1.5	0.5	0.0	1.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	3.5	4.0	7.0	3.5	3.5	6.0	4.0	3.5	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	18.5	58.1	80.2	14.7	54.2	86.5	39.1	21.4	42.1	52.8	31.6	56.1
Actuated g/C Ratio	0.13	0.42	0.57	0.11	0.39	0.62	0.28	0.15	0.30	0.38	0.23	0.40

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.66	0.64	0.09	0.91	0.48	0.22	0.50	0.65	0.52	0.85	0.53	0.45
Control Delay (s/veh)	70.6	34.5	13.5	93.6	53.7	17.6	35.9	61.6	45.1	53.8	50.6	32.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.6	34.5	13.5	93.6	53.7	17.6	35.9	61.6	45.1	53.8	50.6	32.6
LOS	E	C	B	F	D	B	D	E	D	D	D	C
Approach Delay (s/veh)		36.8			53.0			50.9			47.0	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	138	383	31	149	310	92	107	172	189	253	193	189
Queue Length 95th (ft)	205	438	55	#309	407	174	167	229	279	#376	255	257
Internal Link Dist (ft)		936			380			220			607	
Turn Bay Length (ft)	250		250	330		320	310		360	375		215
Base Capacity (vph)	338	2199	952	187	2033	995	377	591	480	428	849	728
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.64	0.08	0.91	0.48	0.22	0.46	0.64	0.52	0.84	0.53	0.39

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 60.2 (43%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay (s/veh): 45.9		Intersection LOS: D	
Intersection Capacity Utilization 80.9%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Meyers Road & Butterfield Road (IL 56)





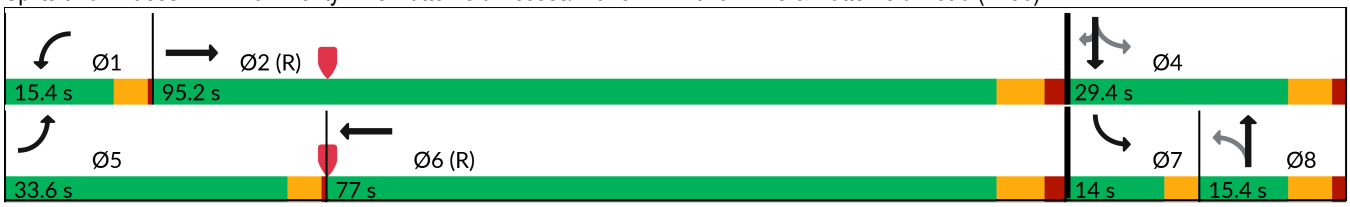
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	1574	25	8	1230	101	2	1	2	35	1	31
Future Volume (vph)	236	1574	25	8	1230	101	2	1	2	35	1	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	155		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	175			205			25			105		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.989			0.900				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5028	0	1805	4984	0	1805	1710	0	1656	2000	1568
Flt Permitted	0.950			0.950						0.784		
Satd. Flow (perm)	1787	5028	0	1805	4984	0	1900	1710	0	1367	2000	1568
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		560			795			463			549	
Travel Time (s)		8.5			12.0			12.6			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	0%	0%	3%	2%	0%	0%	0%	9%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	254	1719	0	9	1432	0	2	3	0	38	1	33
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		8.0	8.0		3.0	8.0	8.0
Minimum Split (s)	8.0	22.0		8.0	22.0		14.0	14.0		6.5	14.0	14.0
Total Split (s)	33.6	95.2		15.4	77.0		15.4	15.4		14.0	29.4	29.4
Total Split (%)	24.0%	68.0%		11.0%	55.0%		11.0%	11.0%		10.0%	21.0%	21.0%
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	24.7	117.3		6.3	89.6		8.0	8.0		13.1	11.6	11.6
Actuated g/C Ratio	0.18	0.84		0.05	0.64		0.06	0.06		0.09	0.08	0.08

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.81	0.41		0.11	0.45		0.02	0.03		0.26	0.01	0.26
Control Delay (s/veh)	85.3	3.9		75.0	13.5		63.0	63.3		60.0	54.0	62.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	85.3	3.9		75.0	13.5		63.0	63.3		60.0	54.0	62.6
LOS	F	A		E	B		E	E		E	D	E
Approach Delay (s/veh)		14.4			13.9			63.2			61.1	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	238	82		8	157		2	3		35	1	30
Queue Length 95th (ft)	m239	321		m17	483		12	13		69	6	61
Internal Link Dist (ft)		480			715			383			469	
Turn Bay Length (ft)	425			155						140		
Base Capacity (vph)	381	4212		146	3188		127	114		160	334	262
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.67	0.41		0.06	0.45		0.02	0.03		0.24	0.00	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 95.2 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 15.2		Intersection LOS: B	
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: 26 Twenty Five Butterfield Access/Trans Am Plaza Drive & Butterfield Road (IL 56)



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	629	934	48	1	60	501	77	7	2	4	31	34
Future Volume (vph)	629	934	48	1	60	501	77	7	2	4	31	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	240		0		320		0	0		0	75	
Storage Lanes	2		0		1		0	0		0	1	
Taper Length (ft)	270				150			25			125	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.993				0.980			0.958			
Flt Protected	0.950				0.950				0.974		0.950	0.996
Satd. Flow (prot)	3367	5055	0	0	1804	4866	0	0	1773	0	1665	1794
Flt Permitted	0.950				0.950				0.962		0.950	0.996
Satd. Flow (perm)	3367	5055	0	0	1804	4866	0	0	1751	0	1665	1794
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45				40			25			40
Link Distance (ft)		795				1424			363			1269
Travel Time (s)		12.0				24.3			9.9			21.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	2%	0%	2%	0%	5%	1%	0%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)											10%	
Lane Group Flow (vph)	662	1034	0	0	64	608	0	0	13	0	30	39
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Split	NA
Protected Phases	5	2		1	1	6			8		4	4
Permitted Phases								8				
Detector Phase	5	2		1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	7.5	21.5		7.5	7.5	21.5		14.5	14.5		14.5	14.5
Total Split (s)	50.4	81.2		19.6	19.6	50.4		14.5	14.5		24.7	24.7
Total Split (%)	36.0%	58.0%		14.0%	14.0%	36.0%		10.4%	10.4%		17.6%	17.6%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.0	2.0		1.0	1.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)	4.5	6.5			4.5	6.5			6.5		6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	51.7	82.5			10.3	38.9			8.0		26.1	26.1
Actuated g/C Ratio	0.37	0.59			0.07	0.28			0.06		0.19	0.19

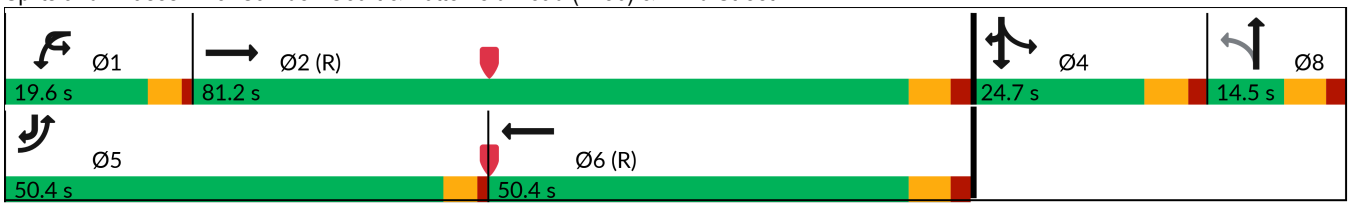


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	831
Future Volume (vph)	831
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2787
Flt Permitted	
Satd. Flow (perm)	2787
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.95
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	875
Turn Type	pt+ov
Protected Phases	4 5
Permitted Phases	
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	79.7
Actuated g/C Ratio	0.57

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.53	0.35			0.48	0.45			0.13		0.10	0.12
Control Delay (s/veh)	54.3	7.8			73.6	42.8			65.8		52.5	52.6
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Delay (s/veh)	54.3	7.8			73.6	42.8			65.8		52.5	52.6
LOS	D	A			E	D			E		D	D
Approach Delay (s/veh)		25.9				45.7			65.8			22.3
Approach LOS		C				D			E			C
Queue Length 50th (ft)	234	79			57	183			12		24	30
Queue Length 95th (ft)	359	72			105	205			35		61	72
Internal Link Dist (ft)		715				1344			283			1189
Turn Bay Length (ft)	240				320						75	
Base Capacity (vph)	1244	2978			194	1525			100		310	334
Starvation Cap Reductn	0	0			0	0			0		0	0
Spillback Cap Reductn	0	0			0	0			0		0	0
Storage Cap Reductn	0	0			0	0			0		0	0
Reduced v/c Ratio	0.53	0.35			0.33	0.40			0.13		0.10	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 95.2 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay (s/veh): 29.1		Intersection LOS: C	
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			

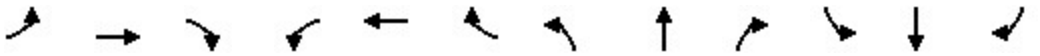
Splits and Phases: 3: Camden Court & Butterfield Road (IL 56) & 22nd Street





Lane Group	SBR
v/c Ratio	0.55
Control Delay (s/veh)	19.9
Queue Delay	0.0
Total Delay (s/veh)	19.9
LOS	B
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	210
Queue Length 95th (ft)	323
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	1587
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.55

Intersection Summary

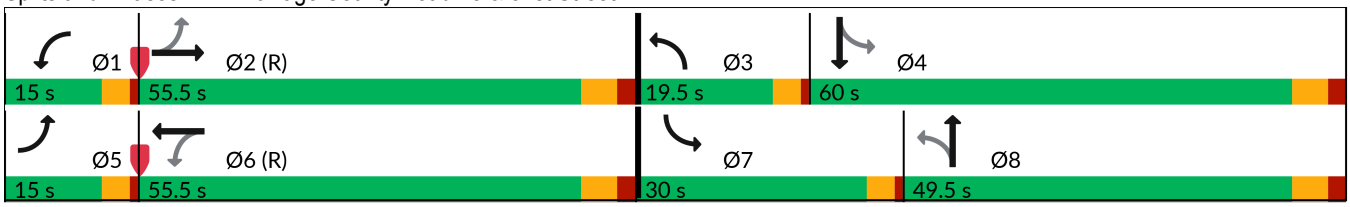


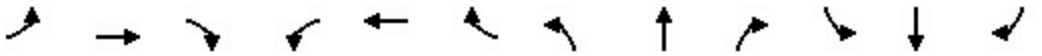
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	498	31	102	632	258	103	424	167	260	259	131
Future Volume (vph)	58	498	31	102	632	258	103	424	167	260	259	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	200			190			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.991			0.957			0.958			0.950	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3491	0	1787	3377	0	1752	3434	0	1805	3351	0
Flt Permitted	0.125			0.298			0.495			0.184		
Satd. Flow (perm)	233	3491	0	561	3377	0	913	3434	0	350	3351	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1391			5294			1164			1171	
Travel Time (s)		21.1			80.2			19.8			20.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	10%	1%	2%	3%	3%	1%	0%	0%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	601	0	116	1011	0	117	672	0	295	443	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		7.0	21.0		7.0	21.0	
Total Split (s)	15.0	55.5		15.0	55.5		19.5	49.5		30.0	60.0	
Total Split (%)	10.0%	37.0%		10.0%	37.0%		13.0%	33.0%		20.0%	40.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effct Green (s)	65.0	54.4		68.3	57.8		54.8	41.7		71.6	54.5	
Actuated g/C Ratio	0.43	0.36		0.46	0.39		0.37	0.28		0.48	0.36	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.35	0.47		0.35	0.78		0.30	0.70		0.74	0.36	
Control Delay (s/veh)	28.9	39.5		26.9	47.2		24.2	52.9		37.2	35.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	28.9	39.5		26.9	47.2		24.2	52.9		37.2	35.7	
LOS	C	D		C	D		C	D		D	D	
Approach Delay (s/veh)		38.4			45.1			48.7			36.3	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	38	254		67	494		61	309		168	162	
Queue Length 95th (ft)	67	308		108	#585		98	370		243	211	
Internal Link Dist (ft)		1311			5214			1084			1091	
Turn Bay Length (ft)	220			250			200			200		
Base Capacity (vph)	217	1267		346	1301		446	995		419	1252	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.30	0.47		0.34	0.78		0.26	0.68		0.70	0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 145.5 (97%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 42.7		Intersection LOS: D	
Intersection Capacity Utilization 77.2%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: DuPage County Road 25 & 31st Street





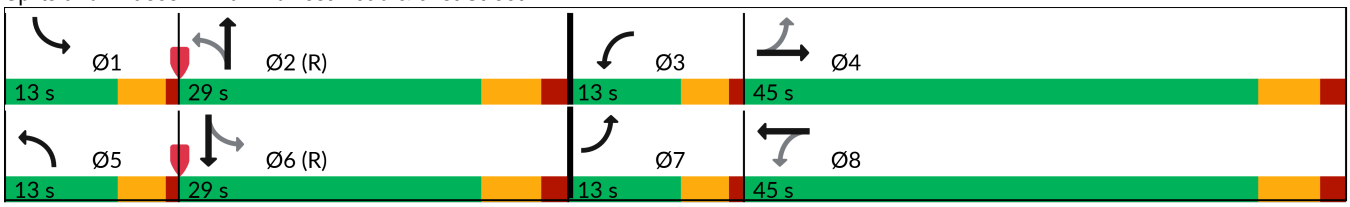
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	692	138	152	773	162	125	334	136	183	248	60
Future Volume (vph)	96	692	138	152	773	162	125	334	136	183	248	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	285		0	220		0	315		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	150			200			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.975			0.974			0.957			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3412	0	1770	3481	0	1703	3350	0	1770	3430	0
Flt Permitted	0.157			0.179			0.513			0.317		
Satd. Flow (perm)	298	3412	0	333	3481	0	920	3350	0	590	3430	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		5294			1859			1649			4138	
Travel Time (s)		80.2			28.2			32.1			80.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	4%	2%	1%	1%	6%	4%	1%	2%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	902	0	165	1016	0	136	511	0	199	335	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.5	21.5		7.5	21.5		7.5	21.5		7.5	21.5	
Total Split (s)	13.0	45.0		13.0	45.0		13.0	29.0		13.0	29.0	
Total Split (%)	13.0%	45.0%		13.0%	45.0%		13.0%	29.0%		13.0%	29.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.5		4.5	6.5		4.5	6.5		4.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	47.2	37.4		48.9	40.1		34.0	23.8		34.6	24.1	
Actuated g/C Ratio	0.47	0.37		0.49	0.40		0.34	0.24		0.35	0.24	

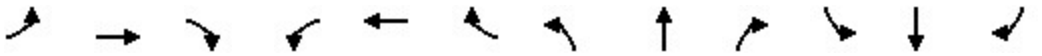
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.40	0.71		0.59	0.73		0.36	0.64		0.65	0.41	
Control Delay (s/veh)	16.7	30.1		21.3	29.6		24.3	39.1		34.3	34.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	16.7	30.1		21.3	29.6		24.3	39.1		34.3	34.3	
LOS	B	C		C	C		C	D		C	C	
Approach Delay (s/veh)		28.7			28.4			36.0			34.3	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	31	255		52	292		61	162		89	98	
Queue Length 95th (ft)	58	327		88	373		107	222		#153	142	
Internal Link Dist (ft)		5214			1779			1569			4058	
Turn Bay Length (ft)	280			285			220			315		
Base Capacity (vph)	271	1313		284	1394		382	796		305	826	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.38	0.69		0.58	0.73		0.36	0.64		0.65	0.41	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay (s/veh): 30.9 Intersection LOS: C
Intersection Capacity Utilization 74.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Midwest Road & 31st Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	12	176	2	1603	5	514	46	28	296	15
Future Volume (vph)	18	0	12	176	2	1603	5	514	46	28	296	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		140	530		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			185		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.948				0.850		0.988			0.993	
Flt Protected		0.970			0.953		0.950			0.950		
Satd. Flow (prot)	0	1639	0	0	1742	1583	1504	3497	0	1736	3506	0
Flt Permitted		0.970			0.953		0.558			0.371		
Satd. Flow (perm)	0	1639	0	0	1742	1583	884	3497	0	678	3506	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		578			405			4138			1311	
Travel Time (s)		13.1			9.2			80.6			25.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	17%	4%	0%	2%	20%	2%	2%	4%	2%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	183	1653	5	577	0	29	320	0
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		10.0	10.0		5.0	15.0		3.0	15.0	
Minimum Split (s)	12.0	12.0		16.0	16.0		9.5	20.0		7.5	21.0	
Total Split (s)	15.7	15.7		20.2	20.2		12.7	26.3		12.8	26.3	
Total Split (%)	20.9%	20.9%		26.9%	26.9%		16.9%	35.1%		17.1%	35.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.5		1.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		4.5	5.0		4.5	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)		7.9			13.4	75.0	42.8	39.9		44.3	41.4	
Actuated g/C Ratio		0.11			0.18	1.00	0.57	0.53		0.59	0.55	

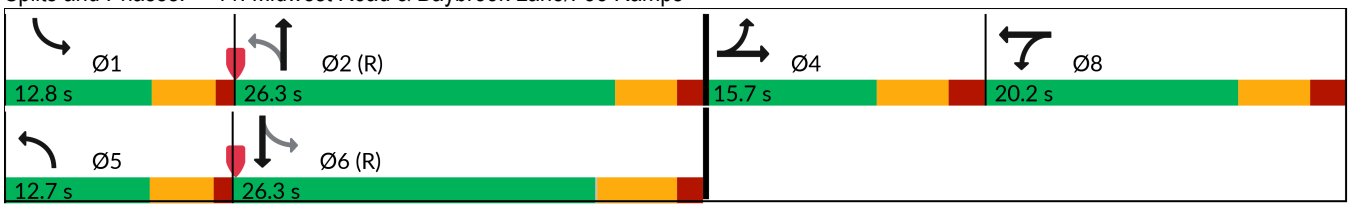
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.18			0.59	1.04	0.01	0.31		0.06	0.17	
Control Delay (s/veh)		32.5			36.2	40.1	10.4	14.3		9.9	11.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		32.5			36.2	40.1	10.4	14.3		9.9	11.8	
LOS		C			D	D	B	B		A	B	
Approach Delay (s/veh)		32.5			39.7			14.3			11.7	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)		13			77	~70	1	50		4	27	
Queue Length 95th (ft)		37			140	#322	8	170		21	94	
Internal Link Dist (ft)		498			325			4058			1231	
Turn Bay Length (ft)										530		
Base Capacity (vph)		211			337	1583	582	1861		519	1934	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.15			0.54	1.04	0.01	0.31		0.06	0.17	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 9.8 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay (s/veh): 30.9 Intersection LOS: C
Intersection Capacity Utilization 46.6% ICU Level of Service A
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: Midwest Road & Baybrook Lane/I-88 Ramps



Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1822	7	4	1256	3	0	0	0	13	0	8
Future Vol, veh/h	1	1822	7	4	1256	3	0	0	0	13	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	14	0	3	33	0	0	0	0	0	0
Mvmt Flow	1	1918	7	4	1322	3	0	0	0	14	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1325	0	-	1918	0	0	2457	3254	959	2101	3252	663
Stage 1	-	-	-	-	-	-	1920	1920	-	1332	1332	-
Stage 2	-	-	-	-	-	-	537	1334	-	769	1920	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	277	-	0	141	-	-	34	9	224	56	9	350
Stage 1	-	-	0	-	-	-	45	116	-	118	225	-
Stage 2	-	-	0	-	-	-	457	225	-	331	116	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	277	-	-	141	-	-	31	9	224	54	9	350
Mov Cap-2 Maneuver	-	-	-	-	-	-	31	9	-	54	9	-
Stage 1	-	-	-	-	-	-	45	115	-	114	216	-
Stage 2	-	-	-	-	-	-	428	216	-	329	115	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.12	1.32	0	67.1
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	3	-	17	-	-	79
HCM Lane V/C Ratio	-	0.004	-	0.03	-	-	0.279
HCM Ctrl Dly (s/v)	0	18.1	0.1	31.3	1.2	-	67.1
HCM Lane LOS	A	C	A	D	A	-	F
HCM 95th %tile Q(veh)	-	0	-	0.1	-	-	1

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1827	30	11	1253	0	3
Future Vol, veh/h	1827	30	11	1253	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	3	0	0
Mvmt Flow	1965	32	12	1347	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1997	0	2543	998
Stage 1	-	-	-	-	1981	-
Stage 2	-	-	-	-	563	-
Critical Hdwy	-	-	5.3	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	3.1	-	3.8	3.9
Pot Cap-1 Maneuver	-	-	129	-	49	211
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	492	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	129	-	44	211
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	447	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.31	22.34
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	211	-	-	129	-
HCM Lane V/C Ratio	0.015	-	-	0.092	-
HCM Ctrl Dly (s/v)	22.3	-	-	35.8	-
HCM Lane LOS	C	-	-	E	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	728	25	19	629
Future Vol, veh/h	0	5	728	25	19	629
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	80	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	6	877	30	23	758

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1302	439	0	0	907	0
Stage 1	877	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	155	572	-	-	759	-
Stage 1	372	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	149	572	-	-	759	-
Mov Cap-2 Maneuver	149	-	-	-	-	-
Stage 1	372	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.36	0	0.64
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	572	106	-
HCM Lane V/C Ratio	-	-	0.011	0.03	-
HCM Ctrl Dly (s/v)	-	-	11.4	9.9	0.4
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	10	613	17	5	491
Future Vol, veh/h	22	10	613	17	5	491
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	1
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	55	0	1	18	0	2
Mvmt Flow	25	11	697	19	6	558

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	997	358	0	0	716	0
Stage 1	706	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Critical Hdwy	7.9	6.9	-	-	4.1	-
Critical Hdwy Stg 1	6.9	-	-	-	-	-
Critical Hdwy Stg 2	6.9	-	-	-	-	-
Follow-up Hdwy	4.05	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	166	644	-	-	894	-
Stage 1	333	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	165	644	-	-	894	-
Mov Cap-2 Maneuver	165	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	25.14	0	0.15
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	215	36	-
HCM Lane V/C Ratio	-	-	0.169	0.006	-
HCM Ctrl Dly (s/v)	-	-	25.1	9.1	0.1
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	14	11	0	15	16	604	8	11	786	20
Future Vol, veh/h	0	0	14	11	0	15	16	604	8	11	786	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	0	-	0	120	-	-	30	-	160
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	7	13	1	0	0	2	0
Mvmt Flow	0	0	14	11	0	15	16	623	8	11	810	21

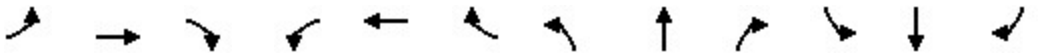
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	405	1088	-	315	810	0	0	631	0	0
Stage 1	-	-	-	660	-	-	-	-	-	-	-	-
Stage 2	-	-	-	428	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	7.5	-	7.04	4.36	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	3.5	-	3.37	2.33	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	601	173	0	666	744	-	-	961	-	0
Stage 1	0	0	-	423	0	-	-	-	-	-	-	0
Stage 2	0	0	-	581	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	601	163	-	666	744	-	-	961	-	-
Mov Cap-2 Maneuver	-	-	-	287	-	-	-	-	-	-	-	-
Stage 1	-	-	-	414	-	-	-	-	-	-	-	-
Stage 2	-	-	-	560	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.14	13.72	0.25	0.12
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	744	-	-	601	287	666	961	-
HCM Lane V/C Ratio	0.022	-	-	0.024	0.04	0.023	0.012	-
HCM Ctrl Dly (s/v)	9.9	-	-	11.1	18.1	10.5	8.8	-
HCM Lane LOS	A	-	-	B	C	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0.1	0	-

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour



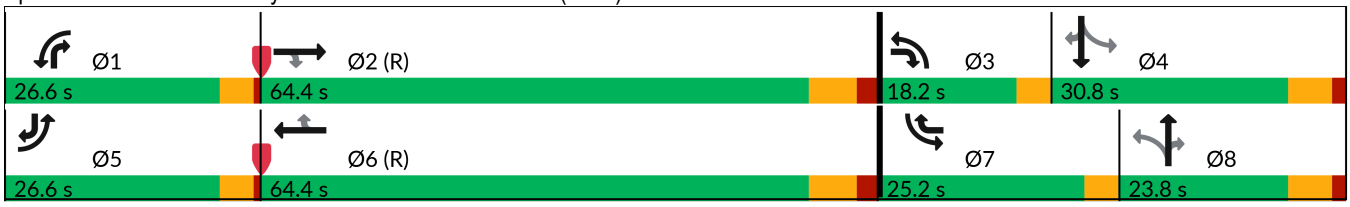
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	1444	258	208	1598	488	200	397	212	320	662	227
Future Volume (vph)	207	1444	258	208	1598	488	200	397	212	320	662	227
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	330		320	310		360	375		215
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	215			195			100			205		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5406	1599	1787	5406	1599	1787	3762	1583	1787	3762	1599
Flt Permitted	0.950			0.950			0.225			0.188		
Satd. Flow (perm)	1787	5406	1599	1787	5406	1599	423	3762	1583	354	3762	1599
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			35	
Link Distance (ft)		1016			462			303			687	
Travel Time (s)		15.4			7.0			5.2			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	211	1473	263	212	1631	498	204	405	216	327	676	232
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.0	22.0	6.5	7.0	22.0	6.5	6.5	21.0	7.0	6.5	21.0	7.0
Total Split (s)	26.6	64.4	18.2	26.6	64.4	25.2	18.2	23.8	26.6	25.2	30.8	26.6
Total Split (%)	19.0%	46.0%	13.0%	19.0%	46.0%	18.0%	13.0%	17.0%	19.0%	18.0%	22.0%	19.0%
Yellow Time (s)	3.5	5.0	3.5	3.5	5.0	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.5	2.0	0.0	0.5	2.0	0.0	0.0	1.5	0.5	0.0	1.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	3.5	4.0	7.0	3.5	3.5	6.0	4.0	3.5	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	20.7	59.3	80.8	20.7	59.3	88.0	34.8	17.8	44.5	45.5	25.0	51.6
Actuated g/C Ratio	0.15	0.42	0.58	0.15	0.42	0.63	0.25	0.13	0.32	0.33	0.18	0.37

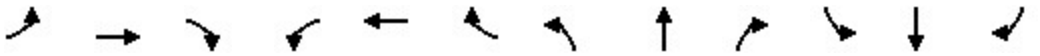
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.80	0.64	0.28	0.80	0.71	0.50	0.83	0.85	0.43	0.97	1.01	0.39
Control Delay (s/veh)	79.5	33.9	16.4	90.9	25.8	7.0	64.6	76.6	40.4	82.5	93.5	34.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.5	33.9	16.4	90.9	25.8	7.0	64.6	76.6	40.4	82.5	93.5	34.6
LOS	E	C	B	F	C	A	E	E	D	F	F	C
Approach Delay (s/veh)		36.5			27.7			64.2			79.5	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	187	397	121	207	321	72	143	194	155	248	~337	153
Queue Length 95th (ft)	#295	452	177	#305	328	82	#257	#277	234	#442	#472	229
Internal Link Dist (ft)		936			382			223			607	
Turn Bay Length (ft)	250		250	330		320	310		360	375		215
Base Capacity (vph)	288	2289	925	288	2290	1005	248	478	524	337	670	611
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.64	0.28	0.74	0.71	0.50	0.82	0.85	0.41	0.97	1.01	0.38

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 98 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay (s/veh): 45.2 Intersection LOS: D
Intersection Capacity Utilization 88.5% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyers Road & Butterfield Road (IL 56)





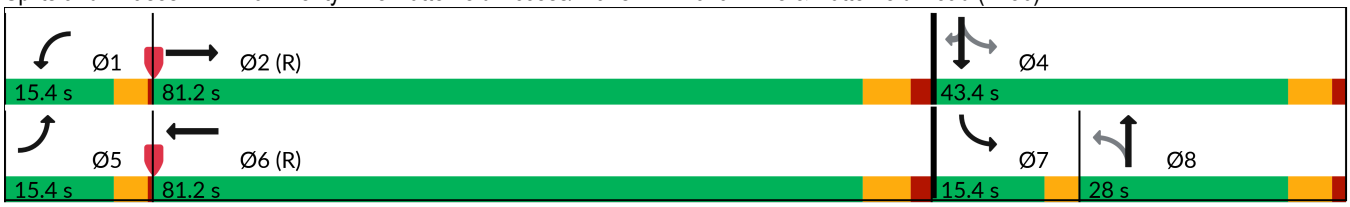
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	1977	2	19	2035	32	49	2	16	117	1	219
Future Volume (vph)	34	1977	2	19	2035	32	49	2	16	117	1	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	155		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	175			205			25			105		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.865				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5085	0	1805	5126	0	1805	1644	0	1805	2000	1615
Flt Permitted	0.950			0.950			0.757			0.569		
Satd. Flow (perm)	1805	5085	0	1805	5126	0	1438	1644	0	1081	2000	1615
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		560			795			463			549	
Travel Time (s)		8.5			12.0			12.6			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	2199	0	21	2297	0	54	20	0	130	1	243
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		8.0	8.0		3.0	8.0	8.0
Minimum Split (s)	8.0	22.0		8.0	22.0		14.0	14.0		6.5	14.0	14.0
Total Split (s)	15.4	81.2		15.4	81.2		28.0	28.0		15.4	43.4	43.4
Total Split (%)	11.0%	58.0%		11.0%	58.0%		20.0%	20.0%		11.0%	31.0%	31.0%
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	8.4	92.3		7.2	89.1		13.0	13.0		29.9	27.4	27.4
Actuated g/C Ratio	0.06	0.66		0.05	0.64		0.09	0.09		0.21	0.20	0.20

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.36	0.66		0.23	0.70		0.41	0.13		0.43	0.00	0.77
Control Delay (s/veh)	70.0	10.5		48.4	28.9		67.2	57.5		49.8	41.0	68.9
Queue Delay	0.0	0.0		0.0	0.5		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	70.0	10.5		48.4	29.4		67.2	57.5		49.8	41.0	68.9
LOS	E	B		D	C		E	E		D	D	E
Approach Delay (s/veh)		11.5			29.6			64.6			62.2	
Approach LOS		B			C			E			E	
Queue Length 50th (ft)	35	276		17	643		48	17		102	1	213
Queue Length 95th (ft)	m55	m312		m22	m686		89	42		153	6	290
Internal Link Dist (ft)		480			715			383			469	
Turn Bay Length (ft)	425			155						140		
Base Capacity (vph)	146	3353		146	3262		225	258		302	534	431
Starvation Cap Reductn	0	0		0	467		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.26	0.66		0.14	0.82		0.24	0.08		0.43	0.00	0.56

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 88.2 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 24.4		Intersection LOS: C	
Intersection Capacity Utilization 76.1%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: 26 Twenty Five Butterfield Access/Trans Am Plaza Drive & Butterfield Road (IL 56)



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	809	1295	6	5	17	1172	17	44	29	58	56	10
Future Volume (vph)	809	1295	6	5	17	1172	17	44	29	58	56	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	240		0		320		0	0		0	75	
Storage Lanes	2		0		1		0	0		0	1	
Taper Length (ft)	270				150			25			125	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.999				0.998			0.940			
Flt Protected	0.950				0.950				0.984		0.950	0.966
Satd. Flow (prot)	3433	5131	0	0	1798	5126	0	0	1757	0	1681	1719
Flt Permitted	0.950				0.950				0.874		0.950	0.966
Satd. Flow (perm)	3433	5131	0	0	1798	5126	0	0	1561	0	1681	1719
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45				40			25			40
Link Distance (ft)		795				1424			363			1269
Travel Time (s)		12.0				24.3			9.9			21.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.92	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	0%	2%	0%	1%	0%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)											42%	
Lane Group Flow (vph)	889	1430	0	0	24	1307	0	0	144	0	36	37
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Split	NA
Protected Phases	5	2		1	1	6			8		4	4
Permitted Phases								8				
Detector Phase	5	2		1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	7.5	21.5		7.5	7.5	21.5		14.5	14.5		14.5	14.5
Total Split (s)	37.8	78.4		14.0	14.0	54.6		25.2	25.2		22.4	22.4
Total Split (%)	27.0%	56.0%		10.0%	10.0%	39.0%		18.0%	18.0%		16.0%	16.0%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.0	2.0		1.0	1.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)	4.5	6.5			4.5	6.5			6.5		6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	35.0	79.9			7.4	48.1			17.0		15.9	15.9
Actuated g/C Ratio	0.25	0.57			0.05	0.34			0.12		0.11	0.11



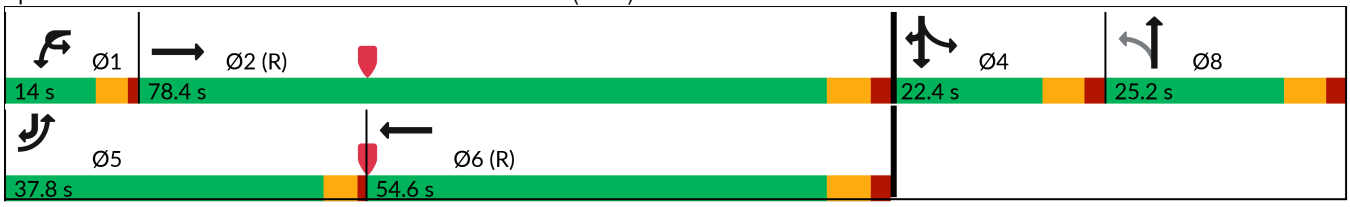
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	870
Future Volume (vph)	870
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2814
Flt Permitted	
Satd. Flow (perm)	2814
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.91
Growth Factor	100%
Heavy Vehicles (%)	1%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	956
Turn Type	pt+ov
Protected Phases	4 5
Permitted Phases	
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	48.9
Actuated g/C Ratio	0.35

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	1.04	0.49			0.26	0.74			0.76		0.19	0.19
Control Delay (s/veh)	74.0	21.8			69.6	43.6			84.1		59.0	59.0
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Delay (s/veh)	74.0	21.8			69.6	43.6			84.1		59.0	59.0
LOS	E	C			E	D			F		E	E
Approach Delay (s/veh)		41.8				44.1			84.1			60.4
Approach LOS		D				D			F			E
Queue Length 50th (ft)	~462	469			21	386			127		32	32
Queue Length 95th (ft)	#599	532			53	444			#219		70	71
Internal Link Dist (ft)		715				1344			283			1189
Turn Bay Length (ft)	240				320						75	
Base Capacity (vph)	857	2926			122	1761			208		190	195
Starvation Cap Reductn	0	0			0	0			0		0	0
Spillback Cap Reductn	0	0			0	0			0		0	0
Storage Cap Reductn	0	0			0	0			0		0	0
Reduced v/c Ratio	1.04	0.49			0.20	0.74			0.69		0.19	0.19

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 25.2 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay (s/veh): 47.7 Intersection LOS: D
Intersection Capacity Utilization 77.2% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

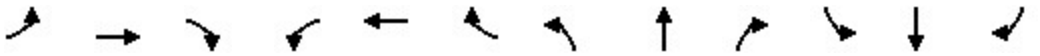
Splits and Phases: 3: Camden Court & Butterfield Road (IL 56) & 22nd Street





Lane Group	SBR
v/c Ratio	0.97
Control Delay (s/veh)	58.0
Queue Delay	2.5
Total Delay (s/veh)	60.5
LOS	E
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	~322
Queue Length 95th (ft)	#510
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	982
Starvation Cap Reductn	0
Spillback Cap Reductn	14
Storage Cap Reductn	0
Reduced v/c Ratio	0.99

Intersection Summary

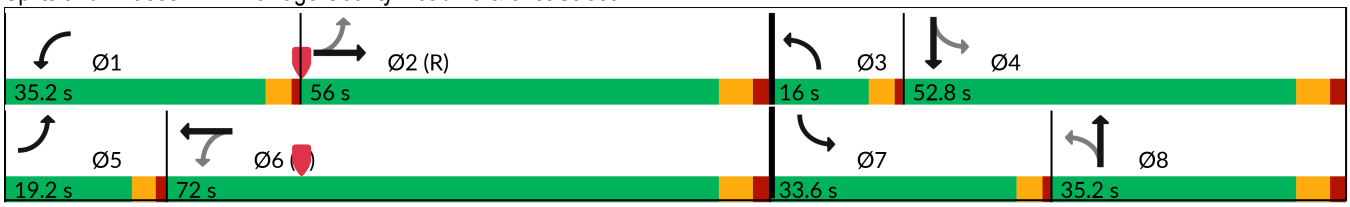


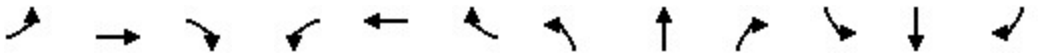
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	857	94	228	539	279	72	382	169	335	567	54
Future Volume (vph)	120	857	94	228	539	279	72	382	169	335	567	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	200			190			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.985			0.949			0.954			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3521	0	1805	3392	0	1805	3410	0	1787	3513	0
Flt Permitted	0.248			0.105			0.390			0.119		
Satd. Flow (perm)	467	3521	0	200	3392	0	741	3410	0	224	3513	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1391			5294			1164			1162	
Travel Time (s)		21.1			80.2			19.8			19.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	1%	1%	0%	1%	1%	1%	1%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	1012	0	243	870	0	77	586	0	356	660	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		7.0	21.0		7.0	21.0	
Total Split (s)	19.2	56.0		35.2	72.0		16.0	35.2		33.6	52.8	
Total Split (%)	12.0%	35.0%		22.0%	45.0%		10.0%	22.0%		21.0%	33.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effct Green (s)	72.8	59.7		87.2	70.1		41.1	29.5		64.8	49.2	
Actuated g/C Ratio	0.46	0.37		0.55	0.44		0.26	0.18		0.41	0.31	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.42	0.77		0.75	0.59		0.30	0.93		0.95	0.61	
Control Delay (s/veh)	23.5	49.7		43.9	36.3		34.8	86.3		80.7	50.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	23.5	49.7		43.9	36.3		34.8	86.3		80.7	50.4	
LOS	C	D		D	D		C	F		F	D	
Approach Delay (s/veh)		46.8			38.0			80.3			61.1	
Approach LOS		D			D			F			E	
Queue Length 50th (ft)	64	493		153	361		50	325		318	314	
Queue Length 95th (ft)	102	#644		249	450		88	#444		#522	392	
Internal Link Dist (ft)		1311			5214			1084			1082	
Turn Bay Length (ft)	220			250			200			200		
Base Capacity (vph)	349	1312		421	1485		281	629		379	1081	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.37	0.77		0.58	0.59		0.27	0.93		0.94	0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 126.4 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 53.6		Intersection LOS: D	
Intersection Capacity Utilization 90.5%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: DuPage County Road 25 & 31st Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	1124	252	282	743	144	171	374	123	210	510	91
Future Volume (vph)	91	1124	252	282	743	144	171	374	123	210	510	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	285		0	220		0	315		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	150			200			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.973			0.976			0.963			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3471	0	1787	3523	0	1770	3434	0	1805	3497	0
Flt Permitted	0.240			0.085			0.253			0.267		
Satd. Flow (perm)	451	3471	0	160	3523	0	471	3434	0	507	3497	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		5294			1859			1649			4138	
Travel Time (s)		80.2			28.2			32.1			80.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	1%	0%	0%	2%	1%	2%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	1404	0	288	905	0	174	508	0	214	613	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.5	21.5		7.5	21.5		7.5	21.5		7.5	21.5	
Total Split (s)	16.2	46.2		25.0	55.0		16.3	33.8		20.0	37.5	
Total Split (%)	13.0%	37.0%		20.0%	44.0%		13.0%	27.0%		16.0%	30.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.5		4.5	6.5		4.5	6.5		4.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	53.0	42.3		67.2	52.0		41.4	28.1		47.1	31.0	
Actuated g/C Ratio	0.42	0.34		0.54	0.42		0.33	0.22		0.38	0.25	

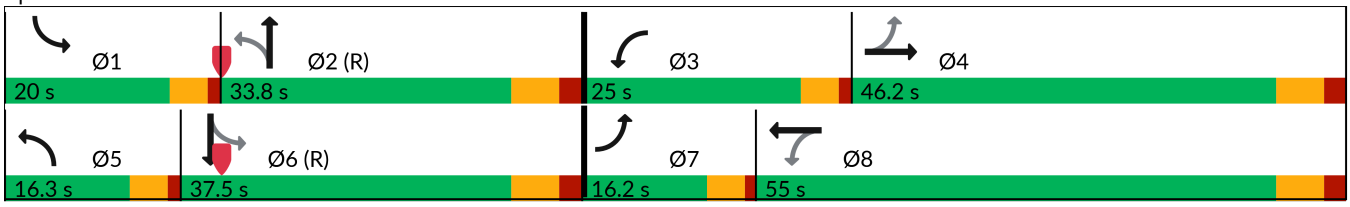
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.33	1.19		0.89	0.62		0.64	0.66		0.64	0.71	
Control Delay (s/veh)	18.7	133.3		60.4	31.3		37.7	49.0		35.4	48.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	18.7	133.3		60.4	31.3		37.7	49.0		35.4	48.1	
LOS	B	F		E	C		D	D		D	D	
Approach Delay (s/veh)		126.2			38.4			46.1			44.8	
Approach LOS		F			D			D			D	
Queue Length 50th (ft)	36	~760		175	301		95	201		118	241	
Queue Length 95th (ft)	64	#901		#319	384		151	263		181	309	
Internal Link Dist (ft)		5214			1779			1569			4058	
Turn Bay Length (ft)	280			285			220			315		
Base Capacity (vph)	327	1175		353	1466		280	772		356	867	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.28	1.19		0.82	0.62		0.62	0.66		0.60	0.71	

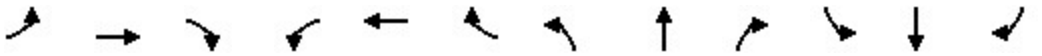
Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 125
Offset: 81.8 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay (s/veh): 72.2 Intersection LOS: E
Intersection Capacity Utilization 99.5% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Midwest Road & 31st Street



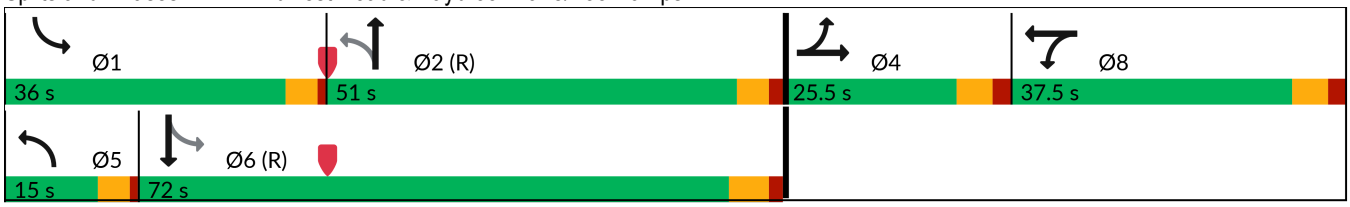


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	3	14	217	3	1042	20	667	67	183	742	27
Future Volume (vph)	33	3	14	217	3	1042	20	667	67	183	742	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		140	530		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			185		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.962				0.850		0.986			0.995	
Flt Protected		0.968			0.953		0.950			0.950		
Satd. Flow (prot)	0	1610	0	0	1759	1583	1805	3508	0	1787	3553	0
Flt Permitted		0.968			0.953		0.321			0.268		
Satd. Flow (perm)	0	1610	0	0	1759	1583	610	3508	0	504	3553	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		578			405			4138			1311	
Travel Time (s)		13.1			9.2			80.6			25.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	0%	14%	3%	0%	2%	0%	1%	6%	1%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	234	1109	21	781	0	195	818	0
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		10.0	10.0		5.0	15.0		3.0	15.0	
Minimum Split (s)	12.0	12.0		16.0	16.0		9.5	20.0		7.5	21.0	
Total Split (s)	25.5	25.5		37.5	37.5		15.0	51.0		36.0	72.0	
Total Split (%)	17.0%	17.0%		25.0%	25.0%		10.0%	34.0%		24.0%	48.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.5		1.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		4.5	5.0		4.5	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)		11.3			26.8	150.0	87.1	80.4		98.1	89.9	
Actuated g/C Ratio		0.08			0.18	1.00	0.58	0.54		0.65	0.60	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.44			0.75	0.70	0.05	0.42		0.45	0.38	
Control Delay (s/veh)		76.8			72.5	2.6	13.7	24.6		15.6	19.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		76.8			72.5	2.6	13.7	24.6		15.6	19.2	
LOS		E			E	A	B	C		B	B	
Approach Delay (s/veh)		76.8			14.8			24.3			18.5	
Approach LOS		E			B			C			B	
Queue Length 50th (ft)		51			219	0	7	243		75	237	
Queue Length 95th (ft)		96			299	0	22	379		139	348	
Internal Link Dist (ft)		498			325			4058			1231	
Turn Bay Length (ft)										530		
Base Capacity (vph)		209			376	1583	455	1879		598	2128	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.25			0.62	0.70	0.05	0.42		0.33	0.38	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 100 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 19.4		Intersection LOS: B	
Intersection Capacity Utilization 60.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: Midwest Road & Baybrook Lane/I-88 Ramps



Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1997	1	0	2287	16	0	0	9	7	0	9
Future Vol, veh/h	4	1997	1	0	2287	16	0	0	9	7	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	1	6	0	0	0	0	0	0
Mvmt Flow	4	2102	1	0	2407	17	0	0	9	7	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2424	0	-	2102	0	0	3073	4535	1051	3265	4526	1212
Stage 1	-	-	-	-	-	-	2111	2111	-	2416	2416	-
Stage 2	-	-	-	-	-	-	963	2424	-	849	2111	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	78	-	0	114	-	-	14	1	195	10	1	152
Stage 1	-	-	0	-	-	-	33	93	-	20	65	-
Stage 2	-	-	0	-	-	-	251	64	-	295	93	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	78	-	-	114	-	-	12	1	195	9	1	152
Mov Cap-2 Maneuver	-	-	-	-	-	-	12	1	-	9	1	-
Stage 1	-	-	-	-	-	-	30	85	-	20	65	-
Stage 2	-	-	-	-	-	-	236	64	-	256	85	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	4.79	0	24.45	$ 453.31
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	195	11	-	114	-	-	19
HCM Lane V/C Ratio	0.049	0.054	-	-	-	-	0.898
HCM Ctrl Dly (s/v)	24.4	53.8	4.7	0	-	-	$ 453.3
HCM Lane LOS	C	F	A	A	-	-	F
HCM 95th %tile Q(veh)	0.2	0.2	-	0	-	-	2.4

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1973	3	2	2294	0	29
Future Vol, veh/h	1973	3	2	2294	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	2145	3	2	2493	0	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2148	0	3148	1074
Stage 1	-	-	-	-	2146	-
Stage 2	-	-	-	-	1002	-
Critical Hdwy	-	-	5.3	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	3.1	-	3.8	3.9
Pot Cap-1 Maneuver	-	-	108	-	22	188
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	289	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	108	-	22	188
Mov Cap-2 Maneuver	-	-	-	-	22	-
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	283	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	27.99
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	188	-	-	108	-
HCM Lane V/C Ratio	0.168	-	-	0.02	-
HCM Ctrl Dly (s/v)	28	-	-	39	-
HCM Lane LOS	D	-	-	E	-
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	61	748	5	0	1128
Future Vol, veh/h	14	61	748	5	0	1128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	80	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	15	66	804	5	0	1213

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1411	402	0	0	810	0
Stage 1	804	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	132	603	-	-	825	-
Stage 1	406	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	132	603	-	-	825	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	512	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	361	825	-
HCM Lane V/C Ratio	-	-	0.223	-	-
HCM Ctrl Dly (s/v)	-	-	17.8	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	23	752	24	13	937
Future Vol, veh/h	18	23	752	24	13	937
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	4	1	4	0	1
Mvmt Flow	20	25	826	26	14	1030

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1383	426	0	0	853	0
Stage 1	840	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Critical Hdwy	6.8	6.98	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.34	-	-	2.2	-
Pot Cap-1 Maneuver	137	571	-	-	795	-
Stage 1	389	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	135	571	-	-	795	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	389	-	-	-	-	-
Stage 2	542	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	23.83	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	236	49	-
HCM Lane V/C Ratio	-	-	0.191	0.018	-
HCM Ctrl Dly (s/v)	-	-	23.8	9.6	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	54	6	0	18	44	1057	10	27	983	72
Future Vol, veh/h	0	0	54	6	0	18	44	1057	10	27	983	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	0	-	0	120	-	-	30	-	160
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	11	0	0
Mvmt Flow	0	0	60	7	0	20	49	1174	11	30	1092	80

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	546	1884	-	593	1092	0	0	1186	0	0
Stage 1	-	-	-	1278	-	-	-	-	-	-	-	-
Stage 2	-	-	-	606	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	7.5	-	6.9	4.1	-	-	4.32	-	-
Critical Hdwy Stg 1	-	-	-	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	3.5	-	3.3	2.2	-	-	2.31	-	-
Pot Cap-1 Maneuver	0	0	487	44	0	454	646	-	-	537	-	0
Stage 1	0	0	-	179	0	-	-	-	-	-	-	0
Stage 2	0	0	-	456	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	487	34	-	454	646	-	-	537	-	-
Mov Cap-2 Maneuver	-	-	-	114	-	-	-	-	-	-	-	-
Stage 1	-	-	-	165	-	-	-	-	-	-	-	-
Stage 2	-	-	-	377	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.43	19.61	0.44	0.32
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	646	-	-	487	114	454	537	-
HCM Lane V/C Ratio	0.076	-	-	0.123	0.059	0.044	0.056	-
HCM Ctrl Dly (s/v)	11	-	-	13.4	38.6	13.3	12.1	-
HCM Lane LOS	B	-	-	B	E	B	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.2	0.1	0.2	-

Capacity Analysis Summary Sheets

Existing Saturday Midday Peak Hour

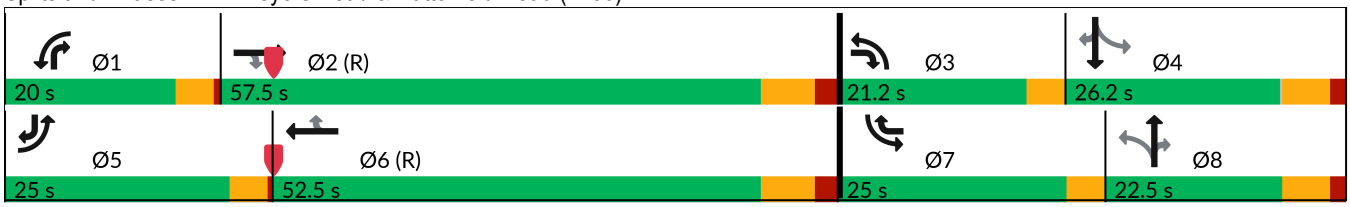
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	1274	194	102	1491	348	188	335	120	310	274	240
Future Volume (vph)	169	1274	194	102	1491	348	188	335	120	310	274	240
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	330		320	310		360	375		215
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	215			195			100			205		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5406	1599	1805	5406	1615	1805	3762	1599	1787	3762	1599
Flt Permitted	0.950			0.950			0.580			0.285		
Satd. Flow (perm)	1787	5406	1599	1805	5406	1615	1102	3762	1599	536	3762	1599
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			35	
Link Distance (ft)		1016			453			305			687	
Travel Time (s)		15.4			6.9			5.2			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	1%	0%	0%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	1300	198	104	1521	355	192	342	122	316	280	245
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.0	22.0	6.5	7.0	22.0	6.5	6.5	21.0	7.0	6.5	21.0	7.0
Total Split (s)	25.0	57.5	21.2	20.0	52.5	25.0	21.2	22.5	20.0	25.0	26.2	25.0
Total Split (%)	20.0%	46.0%	17.0%	16.0%	42.0%	20.0%	17.0%	18.0%	16.0%	20.0%	21.0%	20.0%
Yellow Time (s)	3.5	5.0	3.5	3.5	5.0	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.5	2.0	0.0	0.5	2.0	0.0	0.0	1.5	0.5	0.0	1.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	3.5	4.0	7.0	3.5	3.5	6.0	4.0	3.5	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	17.5	54.2	76.5	13.0	49.7	77.6	34.3	16.4	35.4	43.3	22.0	45.4
Actuated g/C Ratio	0.14	0.43	0.61	0.10	0.40	0.62	0.27	0.13	0.28	0.35	0.18	0.36

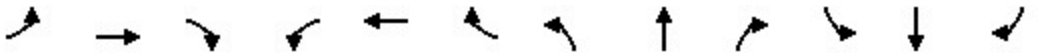
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.69	0.55	0.20	0.56	0.71	0.35	0.49	0.69	0.27	0.80	0.42	0.42
Control Delay (s/veh)	65.3	28.1	11.6	75.0	25.1	7.1	34.9	59.9	35.8	49.0	48.5	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.3	28.1	11.6	75.0	25.1	7.1	34.9	59.9	35.8	49.0	48.5	32.2
LOS	E	C	B	E	C	A	C	E	D	D	D	C
Approach Delay (s/veh)		30.0			24.5			48.1			44.0	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	134	289	68	80	239	86	112	142	77	202	108	148
Queue Length 95th (ft)	208	350	109	151	210	24	175	195	127	#296	155	221
Internal Link Dist (ft)		936			373			225			607	
Turn Bay Length (ft)	250		250	330		320	310		360	375		215
Base Capacity (vph)	300	2343	1008	231	2150	1010	422	496	491	400	660	626
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.55	0.20	0.45	0.71	0.35	0.45	0.69	0.25	0.79	0.42	0.39

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 125
Offset: 82.5 (66%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay (s/veh): 32.4 Intersection LOS: C
Intersection Capacity Utilization 83.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyers Road & Butterfield Road (IL 56)





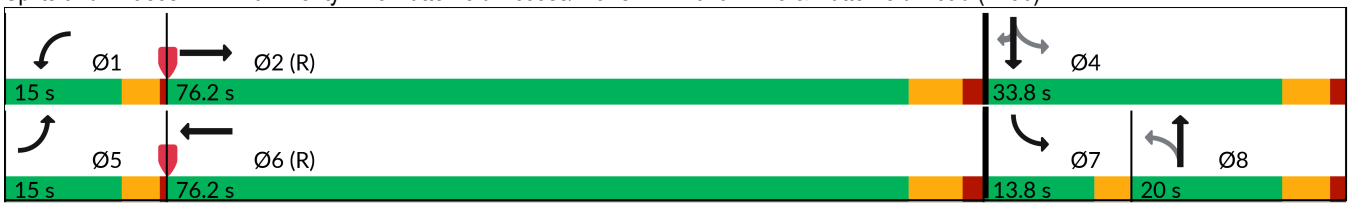
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1696	14	12	1926	11	7	0	1	28	1	23
Future Volume (vph)	14	1696	14	12	1926	11	7	0	1	28	1	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	155		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	175			205			25			105		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.999			0.850				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5131	0	1805	5131	0	1583	1615	0	1805	1000	1615
Flt Permitted	0.950			0.950						0.755		
Satd. Flow (perm)	1805	5131	0	1805	5131	0	1667	1615	0	1434	1000	1615
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		560			795			463			549	
Travel Time (s)		8.5			12.0			12.6			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	14%	0%	0%	0%	100%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	1839	0	13	2083	0	8	1	0	30	1	25
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		8.0	8.0		3.0	8.0	8.0
Minimum Split (s)	8.0	22.0		8.0	22.0		14.0	14.0		6.5	14.0	14.0
Total Split (s)	15.0	76.2		15.0	76.2		20.0	20.0		13.8	33.8	33.8
Total Split (%)	12.0%	61.0%		12.0%	61.0%		16.0%	16.0%		11.0%	27.0%	27.0%
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	6.6	104.6		6.5	104.5		8.2	8.2		11.9	11.2	11.2
Actuated g/C Ratio	0.05	0.84		0.05	0.84		0.07	0.07		0.10	0.09	0.09

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.16	0.43		0.14	0.49		0.07	0.01		0.19	0.01	0.17
Control Delay (s/veh)	58.2	3.5		66.4	4.5		56.3	54.0		50.8	47.0	52.6
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	58.2	3.5		66.4	4.6		56.3	54.0		50.8	47.0	52.6
LOS	E	A		E	A		E	D		D	D	D
Approach Delay (s/veh)		4.0			5.0			56.0			51.6	
Approach LOS		A			A			E			D	
Queue Length 50th (ft)	12	54		11	51		7	1		23	1	20
Queue Length 95th (ft)	m23	183		m17	560		26	7		48	11	43
Internal Link Dist (ft)		480			715			383			469	
Turn Bay Length (ft)	425			155						140		
Base Capacity (vph)	158	4293		158	4289		186	180		187	222	359
Starvation Cap Reductn	0	0		0	638		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.09	0.43		0.08	0.57		0.04	0.01		0.16	0.00	0.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 75 (60%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay (s/veh): 5.3		Intersection LOS: A	
Intersection Capacity Utilization 66.6%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: 26 Twenty Five Butterfield Access/Trans Am Plaza Drive & Butterfield Road (IL 56)



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	555	1167	3	9	8	1097	43	2	0	1	18	1
Future Volume (vph)	555	1167	3	9	8	1097	43	2	0	1	18	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	240		0		320		0	0		0	75	
Storage Lanes	2		0		1		0	0		0	1	
Taper Length (ft)	270				150			25			125	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt						0.994			0.955			
Flt Protected	0.950				0.950				0.968		0.950	0.957
Satd. Flow (prot)	3467	5136	0	0	1805	5107	0	0	1756	0	1715	1727
Flt Permitted	0.950				0.950						0.950	0.957
Satd. Flow (perm)	3467	5136	0	0	1805	5107	0	0	1814	0	1715	1727
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45				40			25			40
Link Distance (ft)		795				1424			363			1269
Travel Time (s)		12.0				24.3			9.9			21.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)											47%	
Lane Group Flow (vph)	572	1206	0	0	17	1175	0	0	3	0	10	10
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Split	NA
Protected Phases	5	2		1	1	6			8		4	4
Permitted Phases								8				
Detector Phase	5	2		1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	7.5	21.5		7.5	7.5	21.5		14.5	14.5		14.5	14.5
Total Split (s)	30.0	65.0		15.0	15.0	50.0		20.0	20.0		25.0	25.0
Total Split (%)	24.0%	52.0%		12.0%	12.0%	40.0%		16.0%	16.0%		20.0%	20.0%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.0	2.0		1.0	1.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)	4.5	6.5			4.5	6.5			6.5		6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	40.8	85.6			6.8	45.3			8.0		18.5	18.5
Actuated g/C Ratio	0.33	0.68			0.05	0.36			0.06		0.15	0.15

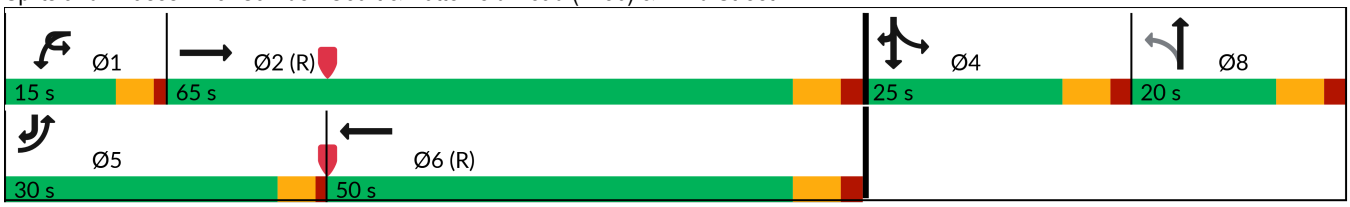


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	850
Future Volume (vph)	850
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2814
Flt Permitted	
Satd. Flow (perm)	2814
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.97
Growth Factor	100%
Heavy Vehicles (%)	1%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	876
Turn Type	pt+ov
Protected Phases	4 5
Permitted Phases	
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	62.5
Actuated g/C Ratio	0.50

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.51	0.34			0.18	0.64			0.03		0.04	0.04
Control Delay (s/veh)	35.5	17.7			59.9	35.4			55.3		46.3	46.3
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Delay (s/veh)	35.5	17.7			59.9	35.4			55.3		46.3	46.3
LOS	D	B			E	D			E		D	D
Approach Delay (s/veh)		23.4				35.7			55.3			24.8
Approach LOS		C				D			E			C
Queue Length 50th (ft)	234	235			13	295			2		7	7
Queue Length 95th (ft)	315	304			38	347			12		25	25
Internal Link Dist (ft)		715				1344			283			1189
Turn Bay Length (ft)	240				320						75	
Base Capacity (vph)	1131	3517			151	1850			195		253	255
Starvation Cap Reductn	0	0			0	0			0		0	0
Spillback Cap Reductn	0	0			0	0			0		0	0
Storage Cap Reductn	0	0			0	0			0		0	0
Reduced v/c Ratio	0.51	0.34			0.11	0.64			0.02		0.04	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 57.5 (46%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 27.6		Intersection LOS: C	
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			

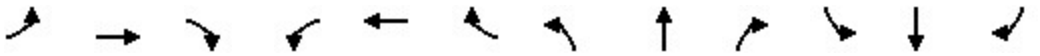
Splits and Phases: 3: Camden Court & Butterfield Road (IL 56) & 22nd Street





Lane Group	SBR
v/c Ratio	0.62
Control Delay (s/veh)	24.3
Queue Delay	0.0
Total Delay (s/veh)	24.3
LOS	C
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	255
Queue Length 95th (ft)	322
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	1407
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.62

Intersection Summary

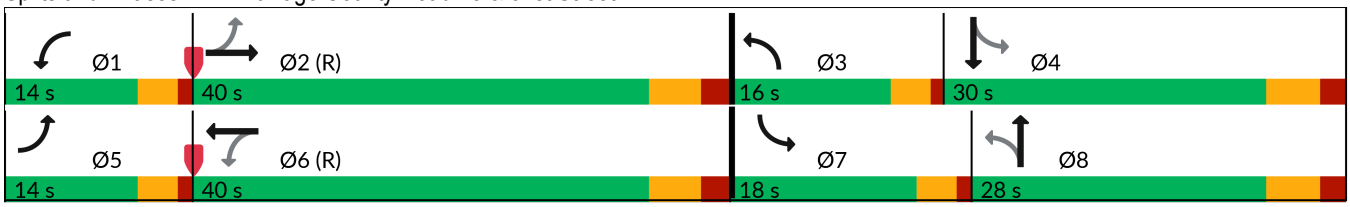


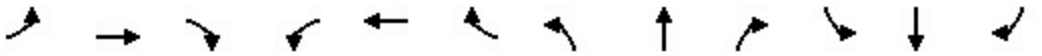
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	355	45	101	358	225	59	336	112	202	353	33
Future Volume (vph)	51	355	45	101	358	225	59	336	112	202	353	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	200			190			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.983			0.942			0.963			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3517	0	1805	3367	0	1805	3442	0	1770	3528	0
Flt Permitted	0.359			0.461			0.517			0.301		
Satd. Flow (perm)	682	3517	0	876	3367	0	982	3442	0	561	3528	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1391			5294			1164			1172	
Travel Time (s)		21.1			80.2			19.8			20.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	1%	1%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	412	0	104	601	0	61	461	0	208	398	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		7.0	21.0		7.0	21.0	
Total Split (s)	14.0	40.0		14.0	40.0		16.0	28.0		18.0	30.0	
Total Split (%)	14.0%	40.0%		14.0%	40.0%		16.0%	28.0%		18.0%	30.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effct Green (s)	47.1	39.2		49.5	40.4		31.1	21.6		40.5	28.9	
Actuated g/C Ratio	0.47	0.39		0.50	0.40		0.31	0.22		0.41	0.29	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.13	0.30		0.20	0.44		0.17	0.62		0.54	0.39	
Control Delay (s/veh)	13.9	23.2		9.1	20.0		19.2	39.5		25.4	30.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.9	23.2		9.1	20.0		19.2	39.5		25.4	30.5	
LOS	B	C		A	B		B	D		C	C	
Approach Delay (s/veh)		22.1			18.4			37.2			28.7	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	17	100		23	177		23	141		87	108	
Queue Length 95th (ft)	37	144		38	234		48	195		141	157	
Internal Link Dist (ft)		1311			5214			1084			1092	
Turn Bay Length (ft)	220			250			200			200		
Base Capacity (vph)	447	1378		534	1359		448	762		396	1018	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.12	0.30		0.19	0.44		0.14	0.60		0.53	0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 67 (67%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 26.1		Intersection LOS: C	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: DuPage County Road 25 & 31st Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	642	116	166	486	214	126	415	116	169	337	77
Future Volume (vph)	74	642	116	166	486	214	126	415	116	169	337	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	285		0	220		0	315		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	150			200			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.977			0.954			0.967			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3497	0	1787	3444	0	1787	3491	0	1787	3509	0
Flt Permitted	0.290			0.216			0.423			0.293		
Satd. Flow (perm)	551	3497	0	406	3444	0	796	3491	0	551	3509	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		5294			1859			1649			4138	
Travel Time (s)		80.2			28.2			32.1			80.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	790	0	173	729	0	131	553	0	176	431	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.5	21.5		7.5	21.5		7.5	21.5		7.5	21.5	
Total Split (s)	13.0	45.0		13.0	45.0		13.0	29.0		13.0	29.0	
Total Split (%)	13.0%	45.0%		13.0%	45.0%		13.0%	29.0%		13.0%	29.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.5		4.5	6.5		4.5	6.5		4.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min		None	Min		None	C-Max		None	C-Max	
Act Effct Green (s)	44.5	35.1		47.0	38.2		36.0	25.5		37.0	26.0	
Actuated g/C Ratio	0.45	0.35		0.47	0.38		0.36	0.26		0.37	0.26	

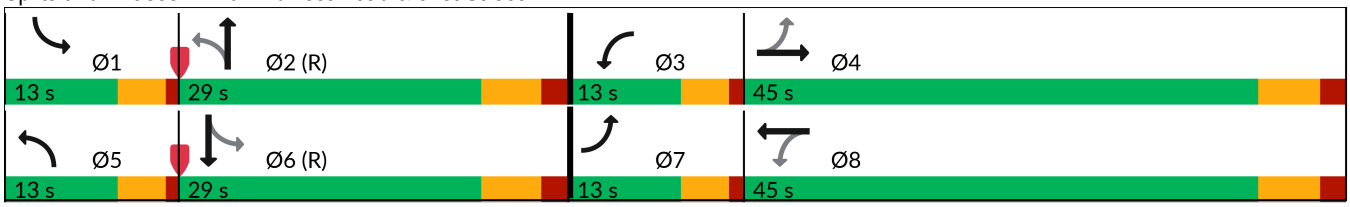
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.23	0.64		0.57	0.55		0.35	0.62		0.56	0.47	
Control Delay (s/veh)	12.7	28.9		20.8	26.3		23.2	37.6		28.8	34.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.7	28.9		20.8	26.3		23.2	37.6		28.8	34.4	
LOS	B	C		C	C		C	D		C	C	
Approach Delay (s/veh)		27.5			25.2			34.8			32.8	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	19	218		57	190		54	171		75	128	
Queue Length 95th (ft)	m31	272		91	245		99	231		129	178	
Internal Link Dist (ft)		5214			1779			1569			4058	
Turn Bay Length (ft)	280			285			220			315		
Base Capacity (vph)	357	1346		308	1344		377	889		317	910	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.59		0.56	0.54		0.35	0.62		0.56	0.47	

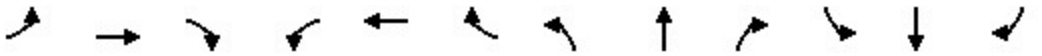
Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay (s/veh): 29.5 Intersection LOS: C
Intersection Capacity Utilization 73.5% ICU Level of Service D
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Midwest Road & 31st Street



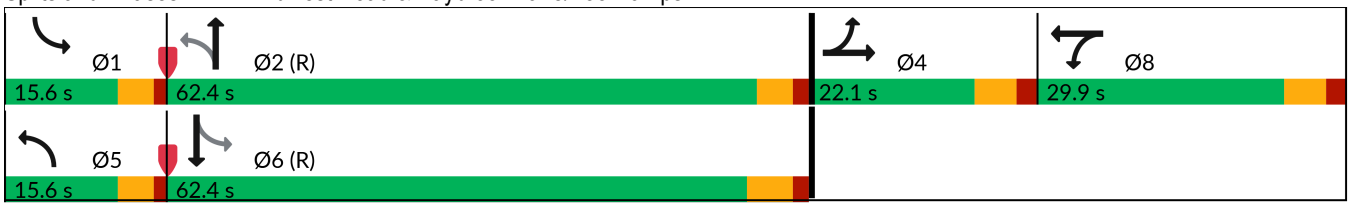


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	3	14	129	1	963	20	599	40	87	455	22
Future Volume (vph)	17	3	14	129	1	963	20	599	40	87	455	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		140	530		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			185		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.944				0.850		0.991			0.993	
Flt Protected		0.976			0.953		0.950			0.950		
Satd. Flow (prot)	0	1654	0	0	1742	1599	1719	3571	0	1787	3551	0
Flt Permitted		0.976			0.953		0.460			0.326		
Satd. Flow (perm)	0	1654	0	0	1742	1599	832	3571	0	613	3551	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		578			405			4138			1311	
Travel Time (s)		13.1			9.2			80.6			25.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	14%	4%	0%	1%	5%	0%	3%	1%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	141	1047	22	694	0	95	519	0
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		10.0	10.0		5.0	15.0		3.0	15.0	
Minimum Split (s)	12.0	12.0		16.0	16.0		9.5	20.0		7.5	21.0	
Total Split (s)	22.1	22.1		29.9	29.9		15.6	62.4		15.6	62.4	
Total Split (%)	17.0%	17.0%		23.0%	23.0%		12.0%	48.0%		12.0%	48.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.5		1.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		4.5	5.0		4.5	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)		9.3			17.6	130.0	85.6	79.0		90.8	83.8	
Actuated g/C Ratio		0.07			0.14	1.00	0.66	0.61		0.70	0.64	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.31			0.60	0.65	0.04	0.32		0.19	0.23	
Control Delay (s/veh)		63.3			62.9	2.1	9.2	15.1		9.1	12.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		63.3			62.9	2.1	9.2	15.1		9.1	12.7	
LOS		E			E	A	A	B		A	B	
Approach Delay (s/veh)		63.3			9.3			15.0			12.2	
Approach LOS		E			A			B			B	
Queue Length 50th (ft)		29			113	0	6	157		26	110	
Queue Length 95th (ft)		64			176	0	20	243		57	171	
Internal Link Dist (ft)		498			325			4058			1231	
Turn Bay Length (ft)										530		
Base Capacity (vph)		204			320	1599	654	2170		533	2290	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.18			0.44	0.65	0.03	0.32		0.18	0.23	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 93.6 (72%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 12.4		Intersection LOS: B	
Intersection Capacity Utilization 48.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Midwest Road & Baybrook Lane/I-88 Ramps



Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1702	0	0	1925	31	0	0	0	22	0	17
Future Vol, veh/h	6	1702	0	0	1925	31	0	0	0	22	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	5	0	0
Mvmt Flow	6	1773	0	0	2005	32	0	0	0	23	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2038	0	-	1773	0	0	2588	3823	886	2743	3807	1019
Stage 1	-	-	-	-	-	-	1785	1785	-	2021	2021	-
Stage 2	-	-	-	-	-	-	802	2038	-	722	1785	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.5	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.8	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.85	4	3.9
Pot Cap-1 Maneuver	123	-	0	167	-	-	28	4	250	~ 20	4	204
Stage 1	-	-	0	-	-	-	56	135	-	36	103	-
Stage 2	-	-	0	-	-	-	316	101	-	343	135	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	123	-	-	167	-	-	23	4	250	~ 19	4	204
Mov Cap-2 Maneuver	-	-	-	-	-	-	23	4	-	~ 19	4	-
Stage 1	-	-	-	-	-	-	52	125	-	36	103	-
Stage 2	-	-	-	-	-	-	288	101	-	317	125	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.8	0	0	$ 454.64
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	19	-	167	-	-	31
HCM Lane V/C Ratio	-	0.051	-	-	-	-	1.298
HCM Ctrl Dly (s/v)	0	35.9	2.7	0	-	-	$ 454.6
HCM Lane LOS	A	E	A	A	-	-	F
HCM 95th %tile Q(veh)	-	0.2	-	0	-	-	4.5

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1703	1	1	1941	0	5
Future Vol, veh/h	1703	1	1	1941	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1774	1	1	2022	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1775	0	2585	888
Stage 1	-	-	-	-	1774	-
Stage 2	-	-	-	-	811	-
Critical Hdwy	-	-	5.3	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	3.1	-	3.8	3.9
Pot Cap-1 Maneuver	-	-	166	-	46	250
Stage 1	-	-	-	-	81	-
Stage 2	-	-	-	-	365	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	166	-	46	250
Mov Cap-2 Maneuver	-	-	-	-	46	-
Stage 1	-	-	-	-	81	-
Stage 2	-	-	-	-	363	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	19.73
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	250	-	-	166	-
HCM Lane V/C Ratio	0.021	-	-	0.006	-
HCM Ctrl Dly (s/v)	19.7	-	-	26.8	-
HCM Lane LOS	C	-	-	D	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	640	2	1	569
Future Vol, veh/h	1	3	640	2	1	569
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	80	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	1	3	674	2	1	599

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	975	337	0	0	676	0
Stage 1	674	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	252	665	-	-	925	-
Stage 1	474	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	252	665	-	-	925	-
Mov Cap-2 Maneuver	252	-	-	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	729	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.7	0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	472	6	-
HCM Lane V/C Ratio	-	-	0.009	0.001	-
HCM Ctrl Dly (s/v)	-	-	12.7	8.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	15	541	23	12	659
Future Vol, veh/h	21	15	541	23	12	659
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	22	16	569	24	13	694

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	954	297	0	0	594	0
Stage 1	582	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	260	705	-	-	992	-
Stage 1	528	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	257	705	-	-	992	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	665	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.54	0	0.26
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	350	64	-
HCM Lane V/C Ratio	-	-	0.108	0.013	-
HCM Ctrl Dly (s/v)	-	-	16.5	8.7	0.1
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	37	8	0	15	45	716	9	15	792	66
Future Vol, veh/h	0	0	37	8	0	15	45	716	9	15	792	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	0	-	0	120	-	-	30	-	160
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	2
Mvmt Flow	0	0	40	9	0	16	48	770	10	16	852	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	426	1330	-	390	852	0	0	780	0	0
Stage 1	-	-	-	872	-	-	-	-	-	-	-	-
Stage 2	-	-	-	458	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	7.5	-	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	3.5	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	583	115	0	615	796	-	-	847	-	0
Stage 1	0	0	-	316	0	-	-	-	-	-	-	0
Stage 2	0	0	-	557	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	583	99	-	615	796	-	-	847	-	-
Mov Cap-2 Maneuver	-	-	-	207	-	-	-	-	-	-	-	-
Stage 1	-	-	-	297	-	-	-	-	-	-	-	-
Stage 2	-	-	-	509	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.63	15.23	0.57	0.17
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	796	-	-	583	207	615	847	-
HCM Lane V/C Ratio	0.061	-	-	0.068	0.042	0.026	0.019	-
HCM Ctrl Dly (s/v)	9.8	-	-	11.6	23.1	11	9.3	-
HCM Lane LOS	A	-	-	B	C	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.1	0.1	0.1	-

Capacity Analysis Summary Sheets

Year 2032 No-Build Weekday Morning Peak Hour

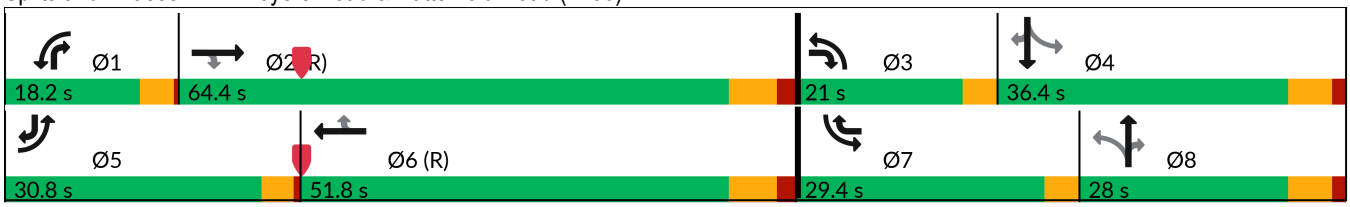
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	1350	76	163	935	205	165	360	237	344	435	271
Future Volume (vph)	148	1350	76	163	935	205	165	360	237	344	435	271
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	330		320	310		360	375		215
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	215			195			100			205		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5301	1615	1787	5250	1599	1787	3762	1599	1787	3762	1583
Flt Permitted	0.950			0.950			0.458			0.256		
Satd. Flow (perm)	1770	5301	1615	1787	5250	1599	862	3762	1599	482	3762	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			35	
Link Distance (ft)		1016			460			300			687	
Travel Time (s)		15.4			7.0			5.1			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	0%	1%	4%	1%	1%	1%	1%	1%	1%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	161	1467	83	177	1016	223	179	391	258	374	473	295
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.0	22.0	6.5	7.0	22.0	6.5	6.5	21.0	7.0	6.5	21.0	7.0
Total Split (s)	30.8	64.4	21.0	18.2	51.8	29.4	21.0	28.0	18.2	29.4	36.4	30.8
Total Split (%)	22.0%	46.0%	15.0%	13.0%	37.0%	21.0%	15.0%	20.0%	13.0%	21.0%	26.0%	22.0%
Yellow Time (s)	3.5	5.0	3.5	3.5	5.0	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.5	2.0	0.0	0.5	2.0	0.0	0.0	1.5	0.5	0.0	1.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	3.5	4.0	7.0	3.5	3.5	6.0	4.0	3.5	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	19.2	57.4	79.7	14.9	53.1	85.7	39.3	21.5	42.5	53.2	31.9	57.1
Actuated g/C Ratio	0.14	0.41	0.57	0.11	0.38	0.61	0.28	0.15	0.30	0.38	0.23	0.41

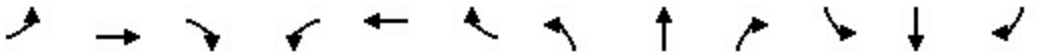
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.66	0.68	0.09	0.93	0.51	0.23	0.52	0.68	0.53	0.89	0.55	0.46
Control Delay (s/veh)	69.8	35.6	13.6	95.8	56.0	18.1	36.5	62.3	45.5	58.3	50.8	32.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.8	35.6	13.6	95.8	56.0	18.1	36.5	62.3	45.5	58.3	50.8	32.3
LOS	E	D	B	F	E	B	D	E	D	E	D	C
Approach Delay (s/veh)		37.8			55.0			51.5			48.5	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	144	404	33	157	330	94	111	180	198	265	203	197
Queue Length 95th (ft)	212	460	57	#322	422	184	172	237	291	#417	266	265
Internal Link Dist (ft)		936			380			220			607	
Turn Bay Length (ft)	250		250	330		320	310		360	375		215
Base Capacity (vph)	338	2173	944	190	1991	982	371	591	484	424	857	731
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.68	0.09	0.93	0.51	0.23	0.48	0.66	0.53	0.88	0.55	0.40

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 60.2 (43%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 47.2 Intersection LOS: D
Intersection Capacity Utilization 82.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyers Road & Butterfield Road (IL 56)





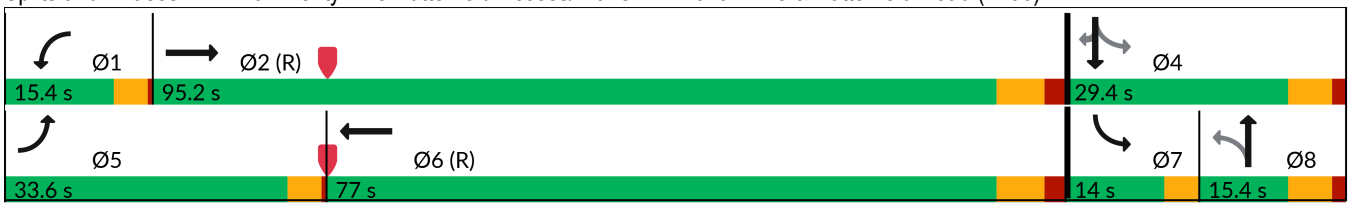
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	1637	26	8	1279	105	2	1	2	36	1	32
Future Volume (vph)	245	1637	26	8	1279	105	2	1	2	36	1	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	155		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	175			205			25			105		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.989			0.900				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5028	0	1805	4984	0	1805	1710	0	1656	2000	1568
Flt Permitted	0.950			0.950						0.784		
Satd. Flow (perm)	1787	5028	0	1805	4984	0	1900	1710	0	1367	2000	1568
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		560			795			463			549	
Travel Time (s)		8.5			12.0			12.6			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	0%	0%	3%	2%	0%	0%	0%	9%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	263	1788	0	9	1488	0	2	3	0	39	1	34
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		8.0	8.0		3.0	8.0	8.0
Minimum Split (s)	8.0	22.0		8.0	22.0		14.0	14.0		6.5	14.0	14.0
Total Split (s)	33.6	95.2		15.4	77.0		15.4	15.4		14.0	29.4	29.4
Total Split (%)	24.0%	68.0%		11.0%	55.0%		11.0%	11.0%		10.0%	21.0%	21.0%
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	25.2	117.2		6.3	89.0		8.0	8.0		13.1	11.6	11.6
Actuated g/C Ratio	0.18	0.84		0.05	0.64		0.06	0.06		0.09	0.08	0.08

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.82	0.42		0.11	0.47		0.02	0.03		0.26	0.01	0.26
Control Delay (s/veh)	84.9	3.9		75.5	14.0		63.0	63.3		60.1	54.0	62.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	84.9	3.9		75.5	14.0		63.0	63.3		60.1	54.0	62.8
LOS	F	A		E	B		E	E		E	D	E
Approach Delay (s/veh)		14.3			14.4			63.2			61.2	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	245	86		8	180		2	3		36	1	31
Queue Length 95th (ft)	m256	334		m17	504		12	13		70	6	63
Internal Link Dist (ft)		480			715			383			469	
Turn Bay Length (ft)	425			155						140		
Base Capacity (vph)	381	4209		146	3168		127	114		161	334	262
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.69	0.42		0.06	0.47		0.02	0.03		0.24	0.00	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 95.2 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 15.4		Intersection LOS: B	
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: 26 Twenty Five Butterfield Access/Trans Am Plaza Drive & Butterfield Road (IL 56)



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	654	971	50	1	62	521	80	7	2	4	32	35
Future Volume (vph)	654	971	50	1	62	521	80	7	2	4	32	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	240		0		320		0	0		0	75	
Storage Lanes	2		0		1		0	0		0	1	
Taper Length (ft)	270				150			25			125	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.993				0.980			0.958			
Flt Protected	0.950				0.950				0.974		0.950	0.996
Satd. Flow (prot)	3367	5055	0	0	1804	4866	0	0	1773	0	1665	1794
Flt Permitted	0.950				0.950				0.962		0.950	0.996
Satd. Flow (perm)	3367	5055	0	0	1804	4866	0	0	1751	0	1665	1794
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45				40			25			40
Link Distance (ft)		795				1424			363			1269
Travel Time (s)		12.0				24.3			9.9			21.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	2%	0%	2%	0%	5%	1%	0%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)											10%	
Lane Group Flow (vph)	688	1075	0	0	66	632	0	0	13	0	31	40
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Split	NA
Protected Phases	5	2		1	1	6			8		4	4
Permitted Phases								8				
Detector Phase	5	2		1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	7.5	21.5		7.5	7.5	21.5		14.5	14.5		14.5	14.5
Total Split (s)	50.4	81.2		19.6	19.6	50.4		14.5	14.5		24.7	24.7
Total Split (%)	36.0%	58.0%		14.0%	14.0%	36.0%		10.4%	10.4%		17.6%	17.6%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.0	2.0		1.0	1.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)	4.5	6.5			4.5	6.5			6.5		6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	52.4	82.7			10.5	38.7			8.0		25.7	25.7
Actuated g/C Ratio	0.37	0.59			0.08	0.28			0.06		0.18	0.18

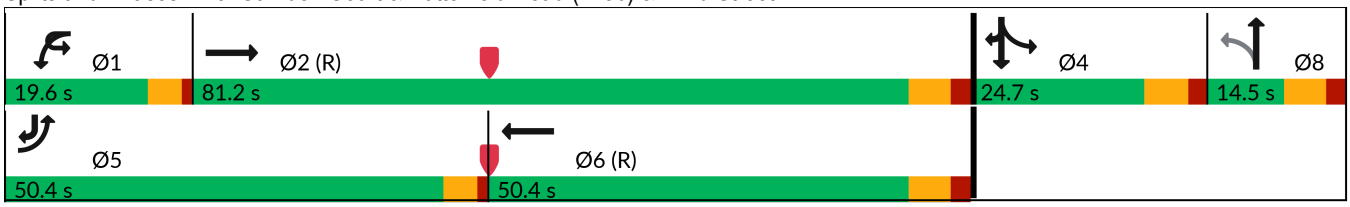


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	864
Future Volume (vph)	864
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2787
Flt Permitted	
Satd. Flow (perm)	2787
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.95
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	909
Turn Type	pt+ov
Protected Phases	4 5
Permitted Phases	
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	79.9
Actuated g/C Ratio	0.57

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.55	0.36			0.49	0.47			0.13		0.10	0.12
Control Delay (s/veh)	54.8	7.7			73.7	43.1			65.8		52.8	52.9
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Delay (s/veh)	54.8	7.7			73.7	43.1			65.8		52.8	52.9
LOS	D	A			E	D			E		D	D
Approach Delay (s/veh)		26.0				46.0			65.8			22.8
Approach LOS		C				D			E			C
Queue Length 50th (ft)	245	82			59	190			12		25	31
Queue Length 95th (ft)	373	76			108	213			35		62	74
Internal Link Dist (ft)		715				1344			283			1189
Turn Bay Length (ft)	240				320						75	
Base Capacity (vph)	1259	2987			194	1525			100		305	329
Starvation Cap Reductn	0	0			0	0			0		0	0
Spillback Cap Reductn	0	0			0	0			0		0	0
Storage Cap Reductn	0	0			0	0			0		0	0
Reduced v/c Ratio	0.55	0.36			0.34	0.41			0.13		0.10	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 95.2 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 29.3		Intersection LOS: C	
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

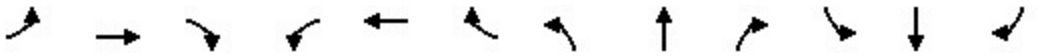
Splits and Phases: 3: Camden Court & Butterfield Road (IL 56) & 22nd Street





Lane Group	SBR
v/c Ratio	0.57
Control Delay (s/veh)	20.5
Queue Delay	0.0
Total Delay (s/veh)	20.5
LOS	C
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	227
Queue Length 95th (ft)	340
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	1591
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.57

Intersection Summary

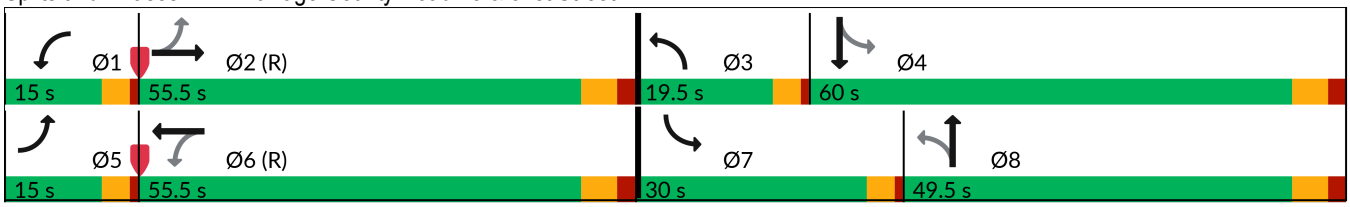


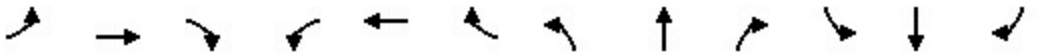
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	518	32	106	657	268	107	441	174	270	269	136
Future Volume (vph)	60	518	32	106	657	268	107	441	174	270	269	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	200			190			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.991			0.957			0.958			0.950	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3492	0	1787	3377	0	1752	3434	0	1805	3351	0
Flt Permitted	0.103			0.280			0.487			0.173		
Satd. Flow (perm)	192	3492	0	527	3377	0	898	3434	0	329	3351	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1391			5294			1164			1178	
Travel Time (s)		21.1			80.2			19.8			20.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	10%	1%	2%	3%	3%	1%	0%	0%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	625	0	120	1052	0	122	699	0	307	461	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		7.0	21.0		7.0	21.0	
Total Split (s)	15.0	55.5		15.0	55.5		19.5	49.5		30.0	60.0	
Total Split (%)	10.0%	37.0%		10.0%	37.0%		13.0%	33.0%		20.0%	40.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effct Green (s)	64.0	53.3		67.3	56.7		55.7	42.4		72.6	55.3	
Actuated g/C Ratio	0.43	0.36		0.45	0.38		0.37	0.28		0.48	0.37	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.39	0.50		0.38	0.82		0.31	0.72		0.77	0.37	
Control Delay (s/veh)	30.7	40.6		27.8	50.1		24.0	53.1		40.4	35.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	30.7	40.6		27.8	50.1		24.0	53.1		40.4	35.5	
LOS	C	D		C	D		C	D		D	D	
Approach Delay (s/veh)		39.7			47.8			48.8			37.5	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	39	267		70	523		64	325		176	170	
Queue Length 95th (ft)	69	322		111	#648		101	388		268	221	
Internal Link Dist (ft)		1311			5214			1084			1098	
Turn Bay Length (ft)	220			250			200			200		
Base Capacity (vph)	200	1241		329	1276		447	997		415	1259	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.34	0.50		0.36	0.82		0.27	0.70		0.74	0.37	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 145.5 (97%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 44.1		Intersection LOS: D	
Intersection Capacity Utilization 79.4%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: DuPage County Road 25 & 31st Street





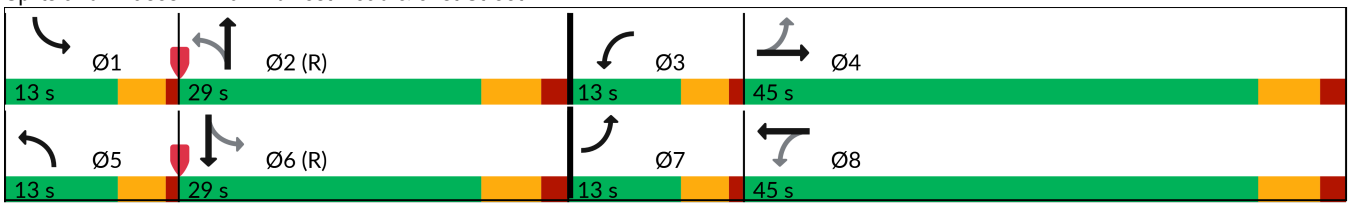
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	720	144	158	804	168	130	347	141	190	258	62
Future Volume (vph)	100	720	144	158	804	168	130	347	141	190	258	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	285		0	220		0	315		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	150			200			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.975			0.974			0.957			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3412	0	1770	3481	0	1703	3350	0	1770	3430	0
Flt Permitted	0.126			0.167			0.501			0.297		
Satd. Flow (perm)	239	3412	0	311	3481	0	898	3350	0	553	3430	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		5294			1859			1649			4138	
Travel Time (s)		80.2			28.2			32.1			80.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	4%	2%	1%	1%	6%	4%	1%	2%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	940	0	172	1057	0	141	530	0	207	347	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.5	21.5		7.5	21.5		7.5	21.5		7.5	21.5	
Total Split (s)	13.0	45.0		13.0	45.0		13.0	29.0		13.0	29.0	
Total Split (%)	13.0%	45.0%		13.0%	45.0%		13.0%	29.0%		13.0%	29.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.5		4.5	6.5		4.5	6.5		4.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	48.0	38.2		48.9	38.6		33.1	22.9		34.0	23.3	
Actuated g/C Ratio	0.48	0.38		0.49	0.39		0.33	0.23		0.34	0.23	

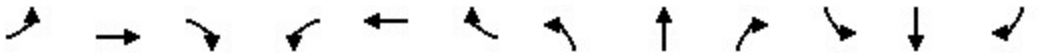
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.46	0.72		0.63	0.79		0.39	0.69		0.71	0.43	
Control Delay (s/veh)	18.4	30.2		23.3	32.2		25.0	41.0		38.2	35.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	18.4	30.2		23.3	32.2		25.0	41.0		38.2	35.1	
LOS	B	C		C	C		C	D		D	D	
Approach Delay (s/veh)		29.0			30.9			37.6			36.3	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	33	269		55	310		63	170		93	102	
Queue Length 95th (ft)	60	346		91	394		111	230		#174	147	
Internal Link Dist (ft)		5214			1779			1569			4058	
Turn Bay Length (ft)	280			285			220			315		
Base Capacity (vph)	249	1313		276	1347		367	765		293	798	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.72		0.62	0.78		0.38	0.69		0.71	0.43	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay (s/veh): 32.5 Intersection LOS: C
Intersection Capacity Utilization 76.2% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Midwest Road & 31st Street



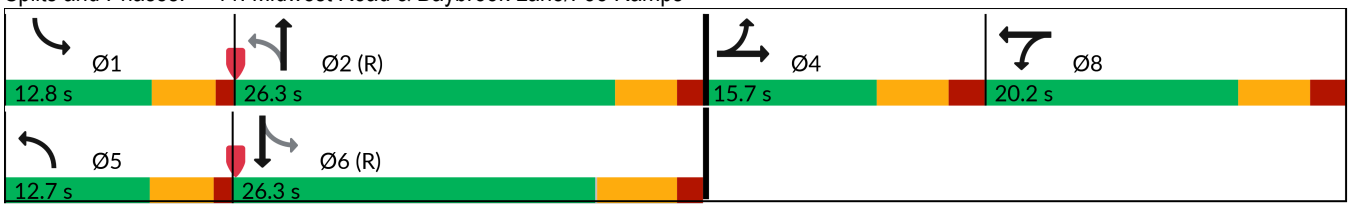


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	0	12	183	2	1667	5	524	48	29	308	16
Future Volume (vph)	19	0	12	183	2	1667	5	524	48	29	308	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		140	530		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			185		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.949				0.850		0.988			0.993	
Flt Protected		0.970			0.953		0.950			0.950		
Satd. Flow (prot)	0	1644	0	0	1742	1583	1504	3497	0	1736	3506	0
Flt Permitted		0.970			0.953		0.550			0.363		
Satd. Flow (perm)	0	1644	0	0	1742	1583	871	3497	0	663	3506	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		578			405			4138			1311	
Travel Time (s)		13.1			9.2			80.6			25.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	17%	4%	0%	2%	20%	2%	2%	4%	2%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	191	1719	5	589	0	30	334	0
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		10.0	10.0		5.0	15.0		3.0	15.0	
Minimum Split (s)	12.0	12.0		16.0	16.0		9.5	20.0		7.5	21.0	
Total Split (s)	15.7	15.7		20.2	20.2		12.7	26.3		12.8	26.3	
Total Split (%)	20.9%	20.9%		26.9%	26.9%		16.9%	35.1%		17.1%	35.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.5		1.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		4.5	5.0		4.5	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)		7.9			13.6	75.0	42.6	39.8		44.2	41.2	
Actuated g/C Ratio		0.11			0.18	1.00	0.57	0.53		0.59	0.55	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.18			0.61	1.09	0.01	0.32		0.06	0.17	
Control Delay (s/veh)		32.6			36.9	55.8	10.4	14.5		9.9	11.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		32.6			36.9	55.8	10.4	14.5		9.9	11.9	
LOS		C			D	E	B	B		A	B	
Approach Delay (s/veh)		32.6			53.9			14.4			11.7	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)		14			80	~136	1	52		4	28	
Queue Length 95th (ft)		37			146	#391	8	174		22	97	
Internal Link Dist (ft)		498			325			4058			1231	
Turn Bay Length (ft)										530		
Base Capacity (vph)		212			338	1583	574	1854		511	1927	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.15			0.57	1.09	0.01	0.32		0.06	0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 9.8 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay (s/veh): 40.3		Intersection LOS: D	
Intersection Capacity Utilization 47.3%		ICU Level of Service A	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 11: Midwest Road & Baybrook Lane/I-88 Ramps



Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1895	7	4	1306	3	0	0	0	14	0	8
Future Vol, veh/h	1	1895	7	4	1306	3	0	0	0	14	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	14	0	3	33	0	0	0	0	0	0
Mvmt Flow	1	1995	7	4	1375	3	0	0	0	15	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1378	0	-	1995	0	0	2555	3383	997	2185	3382	689
Stage 1	-	-	-	-	-	-	1997	1997	-	1385	1385	-
Stage 2	-	-	-	-	-	-	558	1386	-	800	1997	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	261	-	0	129	-	-	29	8	211	50	8	337
Stage 1	-	-	0	-	-	-	40	106	-	109	213	-
Stage 2	-	-	0	-	-	-	444	212	-	317	106	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	261	-	-	129	-	-	27	7	211	47	7	337
Mov Cap-2 Maneuver	-	-	-	-	-	-	27	7	-	47	7	-
Stage 1	-	-	-	-	-	-	39	105	-	104	203	-
Stage 2	-	-	-	-	-	-	414	203	-	315	105	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	1.56	0	81.58
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	3	-	16	-	-	69
HCM Lane V/C Ratio	-	0.004	-	0.033	-	-	0.336
HCM Ctrl Dly (s/v)	0	18.9	0.1	33.9	1.5	-	81.6
HCM Lane LOS	A	C	A	D	A	-	F
HCM 95th %tile Q(veh)	-	0	-	0.1	-	-	1.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1900	31	11	1303	0	3
Future Vol, veh/h	1900	31	11	1303	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	3	0	0
Mvmt Flow	2043	33	12	1401	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2076	0	2644	1038
Stage 1	-	-	-	-	2060	-
Stage 2	-	-	-	-	584	-
Critical Hdwy	-	-	5.3	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	3.1	-	3.8	3.9
Pot Cap-1 Maneuver	-	-	117	-	43	198
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	479	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	117	-	39	198
Mov Cap-2 Maneuver	-	-	-	-	39	-
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	431	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.33	23.44
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	198	-	-	117	-
HCM Lane V/C Ratio	0.016	-	-	0.101	-
HCM Ctrl Dly (s/v)	23.4	-	-	39.1	-
HCM Lane LOS	C	-	-	E	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	757	26	20	654
Future Vol, veh/h	0	5	757	26	20	654
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	80	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	6	912	31	24	788

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1354	456	0	0	943	0
Stage 1	912	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	143	557	-	-	735	-
Stage 1	357	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	137	557	-	-	735	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	357	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.53	0	0.68
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	557	107	-
HCM Lane V/C Ratio	-	-	0.011	0.033	-
HCM Ctrl Dly (s/v)	-	-	11.5	10.1	0.4
HCM Lane LOS	-	-	B	B	A
HCM 95th %tile Q(veh)	-	-	0	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	10	638	18	5	511
Future Vol, veh/h	23	10	638	18	5	511
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	55	0	1	18	0	2
Mvmt Flow	26	11	725	20	6	581

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1037	373	0	0	745	0
Stage 1	735	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	7.9	6.9	-	-	4.1	-
Critical Hdwy Stg 1	6.9	-	-	-	-	-
Critical Hdwy Stg 2	6.9	-	-	-	-	-
Follow-up Hdwy	4.05	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	155	630	-	-	872	-
Stage 1	319	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	154	630	-	-	872	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	319	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	27.19	0	0.15
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	199	35	-
HCM Lane V/C Ratio	-	-	0.188	0.007	-
HCM Ctrl Dly (s/v)	-	-	27.2	9.2	0.1
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	15	11	0	16	17	628	8	11	817	21
Future Vol, veh/h	0	0	15	11	0	16	17	628	8	11	817	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	0	-	0	120	-	-	30	-	160
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	7	13	1	0	0	2	0
Mvmt Flow	0	0	15	11	0	16	18	647	8	11	842	22

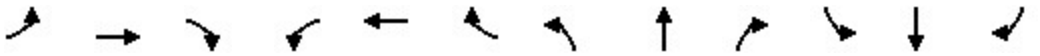
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	421	1130	-	328	842	0	0	656	0	0
Stage 1	-	-	-	687	-	-	-	-	-	-	-	-
Stage 2	-	-	-	444	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	7.5	-	7.04	4.36	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	3.5	-	3.37	2.33	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	587	161	0	653	723	-	-	941	-	0
Stage 1	0	0	-	408	0	-	-	-	-	-	-	0
Stage 2	0	0	-	568	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	587	151	-	653	723	-	-	941	-	-
Mov Cap-2 Maneuver	-	-	-	274	-	-	-	-	-	-	-	-
Stage 1	-	-	-	398	-	-	-	-	-	-	-	-
Stage 2	-	-	-	547	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.3	13.93	0.26	0.12
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	723	-	-	587	274	653	941	-
HCM Lane V/C Ratio	0.024	-	-	0.026	0.041	0.025	0.012	-
HCM Ctrl Dly (s/v)	10.1	-	-	11.3	18.7	10.7	8.9	-
HCM Lane LOS	B	-	-	B	C	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0.1	0	-

Capacity Analysis Summary Sheets

Year 2032 No-Build Weekday Evening Peak Hour



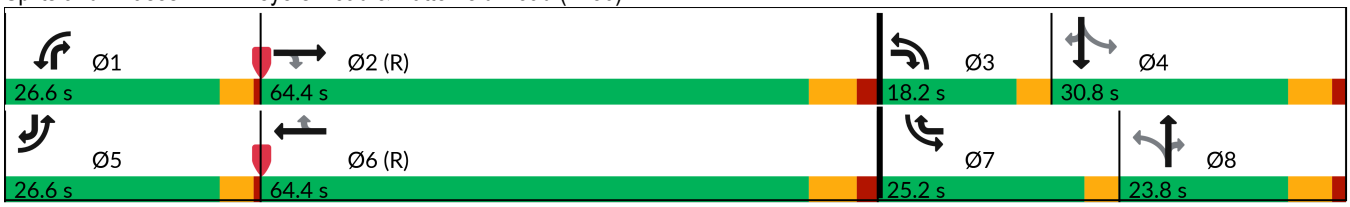
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	1325	202	106	1551	362	196	348	125	322	285	250
Future Volume (vph)	176	1325	202	106	1551	362	196	348	125	322	285	250
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	330		320	310		360	375		215
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	215			195			100			205		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5406	1599	1805	5406	1615	1805	3762	1599	1787	3762	1599
Flt Permitted	0.950			0.950			0.574			0.244		
Satd. Flow (perm)	1787	5406	1599	1805	5406	1615	1091	3762	1599	459	3762	1599
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			35	
Link Distance (ft)		1016			462			303			687	
Travel Time (s)		15.4			7.0			5.2			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	1%	0%	0%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	1352	206	108	1583	369	200	355	128	329	291	255
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.0	22.0	6.5	7.0	22.0	6.5	6.5	21.0	7.0	6.5	21.0	7.0
Total Split (s)	26.6	64.4	18.2	26.6	64.4	25.2	18.2	23.8	26.6	25.2	30.8	26.6
Total Split (%)	19.0%	46.0%	13.0%	19.0%	46.0%	18.0%	13.0%	17.0%	19.0%	18.0%	22.0%	19.0%
Yellow Time (s)	3.5	5.0	3.5	3.5	5.0	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.5	2.0	0.0	0.5	2.0	0.0	0.0	1.5	0.5	0.0	1.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	3.5	4.0	7.0	3.5	3.5	6.0	4.0	3.5	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	19.3	65.4	86.7	14.6	60.7	89.4	34.6	17.8	38.4	45.5	25.2	50.5
Actuated g/C Ratio	0.14	0.47	0.62	0.10	0.43	0.64	0.25	0.13	0.27	0.33	0.18	0.36

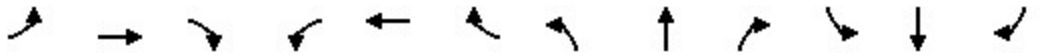
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.73	0.54	0.21	0.57	0.68	0.36	0.59	0.74	0.29	0.93	0.43	0.44
Control Delay (s/veh)	75.1	27.9	12.8	85.8	23.2	9.2	44.7	69.2	41.2	72.9	53.4	36.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.1	27.9	12.8	85.8	23.2	9.2	44.7	69.2	41.2	72.9	53.4	36.4
LOS	E	C	B	F	C	A	D	E	D	E	D	D
Approach Delay (s/veh)		31.0			24.0			56.8			55.8	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	160	317	78	80	417	212	138	167	93	250	126	176
Queue Length 95th (ft)	241	389	131	171	393	12	209	224	145	#408	175	252
Internal Link Dist (ft)		936			382			223			607	
Turn Bay Length (ft)	250		250	330		320	310		360	375		215
Base Capacity (vph)	288	2525	994	291	2344	1031	347	478	529	355	678	614
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.54	0.21	0.37	0.68	0.36	0.58	0.74	0.24	0.93	0.43	0.42

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 98 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 35.7 Intersection LOS: D
Intersection Capacity Utilization 86.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyers Road & Butterfield Road (IL 56)





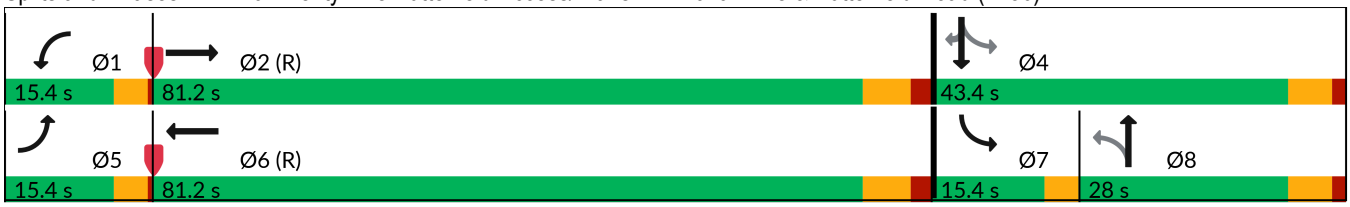
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1764	15	12	2003	11	7	0	1	29	1	24
Future Volume (vph)	14	1764	15	12	2003	11	7	0	1	29	1	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	155		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	175			205			25			105		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.999			0.850				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5131	0	1805	5131	0	1583	1615	0	1805	1000	1615
Flt Permitted	0.950			0.950						0.571		
Satd. Flow (perm)	1805	5131	0	1805	5131	0	1667	1615	0	1085	1000	1615
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		560			795			463			549	
Travel Time (s)		8.5			12.0			12.6			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	14%	0%	0%	0%	100%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	1913	0	13	2166	0	8	1	0	31	1	26
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		8.0	8.0		3.0	8.0	8.0
Minimum Split (s)	8.0	22.0		8.0	22.0		14.0	14.0		6.5	14.0	14.0
Total Split (s)	15.4	81.2		15.4	81.2		28.0	28.0		15.4	43.4	43.4
Total Split (%)	11.0%	58.0%		11.0%	58.0%		20.0%	20.0%		11.0%	31.0%	31.0%
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	6.7	117.1		6.6	117.0		8.3	8.3		14.4	13.6	13.6
Actuated g/C Ratio	0.05	0.84		0.05	0.84		0.06	0.06		0.10	0.10	0.10

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.17	0.45		0.15	0.51		0.08	0.01		0.20	0.01	0.17
Control Delay (s/veh)	65.1	4.4		62.2	10.8		63.9	62.0		55.7	51.0	56.7
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	65.1	4.4		62.2	10.9		63.9	62.0		55.7	51.0	56.7
LOS	E	A		E	B		E	E		E	D	E
Approach Delay (s/veh)		4.9			11.2			63.7			56.1	
Approach LOS		A			B			E			E	
Queue Length 50th (ft)	14	61		10	398		8	1		27	2	23
Queue Length 95th (ft)	m26	224		m18	601		28	7		54	11	50
Internal Link Dist (ft)		480			715			383			469	
Turn Bay Length (ft)	425			155						140		
Base Capacity (vph)	146	4291		146	4288		261	253		191	267	431
Starvation Cap Reductn	0	0		0	808		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.10	0.45		0.09	0.62		0.03	0.00		0.16	0.00	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 88.2 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 9.0		Intersection LOS: A	
Intersection Capacity Utilization 68.1%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: 26 Twenty Five Butterfield Access/Trans Am Plaza Drive & Butterfield Road (IL 56)



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	577	1214	3	9	8	1141	45	2	0	1	19	1
Future Volume (vph)	577	1214	3	9	8	1141	45	2	0	1	19	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	240		0		320		0	0		0	75	
Storage Lanes	2		0		1		0	0		0	1	
Taper Length (ft)	270				150			25			125	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt						0.994			0.955			
Flt Protected	0.950				0.950				0.968		0.950	0.957
Satd. Flow (prot)	3467	5136	0	0	1805	5107	0	0	1756	0	1715	1727
Flt Permitted	0.950				0.950						0.950	0.957
Satd. Flow (perm)	3467	5136	0	0	1805	5107	0	0	1814	0	1715	1727
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45				40			25			40
Link Distance (ft)		795				1424			363			1269
Travel Time (s)		12.0				24.3			9.9			21.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)											48%	
Lane Group Flow (vph)	595	1255	0	0	17	1222	0	0	3	0	10	11
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Split	NA
Protected Phases	5	2		1	1	6			8		4	4
Permitted Phases								8				
Detector Phase	5	2		1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	7.5	21.5		7.5	7.5	21.5		14.5	14.5		14.5	14.5
Total Split (s)	37.8	78.4		14.0	14.0	54.6		25.2	25.2		22.4	22.4
Total Split (%)	27.0%	56.0%		10.0%	10.0%	39.0%		18.0%	18.0%		16.0%	16.0%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.0	2.0		1.0	1.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)	4.5	6.5			4.5	6.5			6.5		6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	52.6	103.1			6.9	51.1			8.0		15.9	15.9
Actuated g/C Ratio	0.38	0.74			0.05	0.37			0.06		0.11	0.11

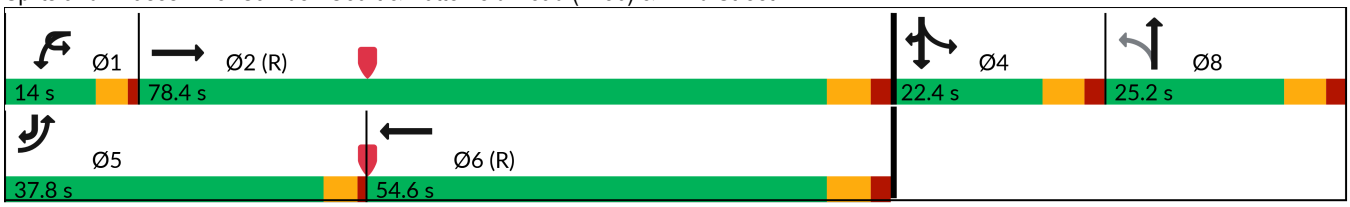


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	884
Future Volume (vph)	884
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2814
Flt Permitted	
Satd. Flow (perm)	2814
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.97
Growth Factor	100%
Heavy Vehicles (%)	1%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	911
Turn Type	pt+ov
Protected Phases	4 5
Permitted Phases	
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	71.7
Actuated g/C Ratio	0.51

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.46	0.33			0.19	0.66			0.03		0.05	0.06
Control Delay (s/veh)	21.7	8.5			68.2	39.9			63.0		56.2	56.3
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Delay (s/veh)	21.7	8.5			68.2	39.9			63.0		56.2	56.3
LOS	C	A			E	D			E		E	E
Approach Delay (s/veh)		12.8				40.3			63.0			27.2
Approach LOS		B				D			E			C
Queue Length 50th (ft)	128	58			15	353			3		8	9
Queue Length 95th (ft)	179	340			41	409			13		28	30
Internal Link Dist (ft)		715				1344			283			1189
Turn Bay Length (ft)	240				320						75	
Base Capacity (vph)	1302	3782			122	1863			242		194	196
Starvation Cap Reductn	0	0			0	0			0		0	0
Spillback Cap Reductn	0	0			0	0			0		0	0
Storage Cap Reductn	0	0			0	0			0		0	0
Reduced v/c Ratio	0.46	0.33			0.14	0.66			0.01		0.05	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 25.2 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 24.6		Intersection LOS: C	
Intersection Capacity Utilization 76.9%		ICU Level of Service D	
Analysis Period (min) 15			

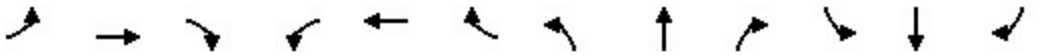
Splits and Phases: 3: Camden Court & Butterfield Road (IL 56) & 22nd Street





Lane Group	SBR
v/c Ratio	0.63
Control Delay (s/veh)	26.5
Queue Delay	0.0
Total Delay (s/veh)	26.5
LOS	C
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	295
Queue Length 95th (ft)	365
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	1441
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.63

Intersection Summary

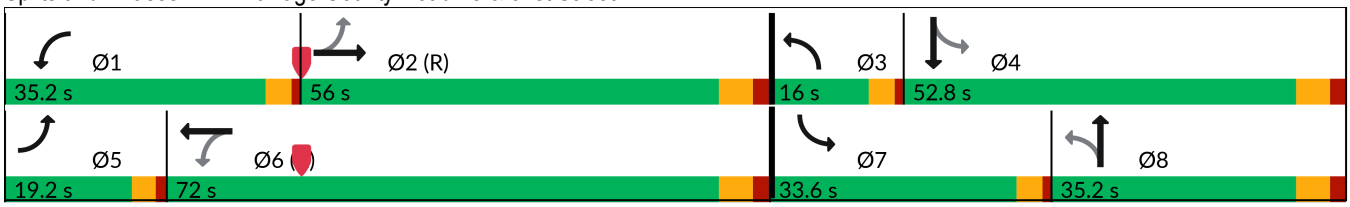


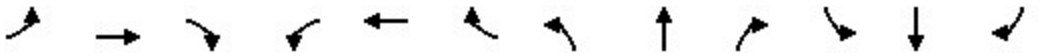
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	369	47	105	372	234	61	349	116	210	367	34
Future Volume (vph)	53	369	47	105	372	234	61	349	116	210	367	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	200			190			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.983			0.942			0.962			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3517	0	1805	3367	0	1805	3438	0	1770	3528	0
Flt Permitted	0.367			0.443			0.510			0.233		
Satd. Flow (perm)	697	3517	0	842	3367	0	969	3438	0	434	3528	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1391			5294			1164			1180	
Travel Time (s)		21.1			80.2			19.8			20.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	1%	1%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	428	0	108	625	0	63	480	0	216	413	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		7.0	21.0		7.0	21.0	
Total Split (s)	19.2	56.0		35.2	72.0		16.0	35.2		33.6	52.8	
Total Split (%)	12.0%	35.0%		22.0%	45.0%		10.0%	22.0%		21.0%	33.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effct Green (s)	86.2	76.5		91.3	80.7		42.9	31.9		59.5	46.6	
Actuated g/C Ratio	0.54	0.48		0.57	0.50		0.27	0.20		0.37	0.29	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.13	0.25		0.20	0.37		0.21	0.70		0.63	0.40	
Control Delay (s/veh)	17.1	26.6		17.3	26.5		33.7	65.5		43.8	46.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	17.1	26.6		17.3	26.5		33.7	65.5		43.8	46.8	
LOS	B	C		B	C		C	E		D	D	
Approach Delay (s/veh)		25.5			25.1			61.8			45.8	
Approach LOS		C			C			E			D	
Queue Length 50th (ft)	26	144		52	221		42	244		159	183	
Queue Length 95th (ft)	50	197		87	287		75	318		225	237	
Internal Link Dist (ft)		1311			5214			1084			1100	
Turn Bay Length (ft)	220			250			200			200		
Base Capacity (vph)	506	1682		674	1699		341	696		408	1045	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.25		0.16	0.37		0.18	0.69		0.53	0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 126.4 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 39.0		Intersection LOS: D	
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: DuPage County Road 25 & 31st Street



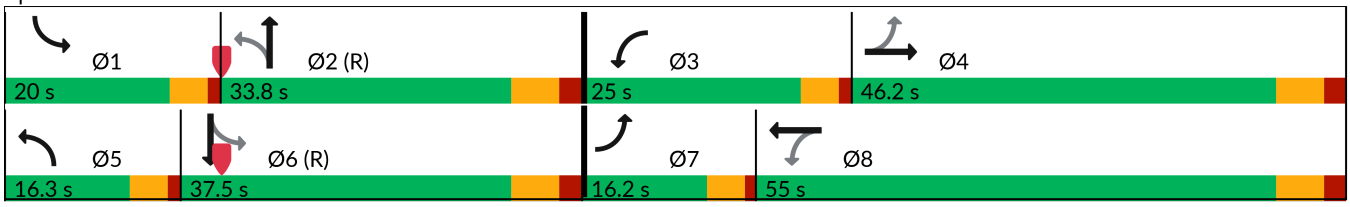


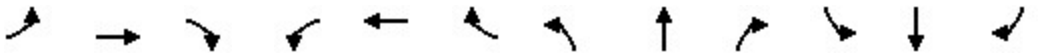
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1169	262	293	773	150	178	389	128	218	530	95
Future Volume (vph)	95	1169	262	293	773	150	178	389	128	218	530	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	285		0	220		0	315		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	150			200			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.973			0.976			0.963			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3471	0	1787	3523	0	1770	3434	0	1805	3497	0
Flt Permitted	0.223			0.086			0.229			0.246		
Satd. Flow (perm)	420	3471	0	162	3523	0	427	3434	0	467	3497	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		5294			1859			1649			4138	
Travel Time (s)		80.2			28.2			32.1			80.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	1%	0%	0%	2%	1%	2%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	1460	0	299	942	0	182	528	0	222	638	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.5	21.5		7.5	21.5		7.5	21.5		7.5	21.5	
Total Split (s)	16.2	46.2		25.0	55.0		16.3	33.8		20.0	37.5	
Total Split (%)	13.0%	37.0%		20.0%	44.0%		13.0%	27.0%		16.0%	30.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.5		4.5	6.5		4.5	6.5		4.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	53.0	42.1		67.4	52.1		41.2	27.8		47.0	30.7	
Actuated g/C Ratio	0.42	0.34		0.54	0.42		0.33	0.22		0.38	0.25	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.35	1.25		0.90	0.64		0.69	0.69		0.68	0.74	
Control Delay (s/veh)	19.2	155.2		63.1	32.0		41.6	50.2		37.6	49.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	19.2	155.2		63.1	32.0		41.6	50.2		37.6	49.6	
LOS	B	F		E	C		D	D		D	D	
Approach Delay (s/veh)		146.8			39.5			48.0			46.5	
Approach LOS		F			D			D			D	
Queue Length 50th (ft)	38	~810		185	317		100	210		123	253	
Queue Length 95th (ft)	67	#950		#340	406		#161	275		188	322	
Internal Link Dist (ft)		5214			1779			1569			4058	
Turn Bay Length (ft)	280			285			220			315		
Base Capacity (vph)	315	1169		353	1467		269	763		345	867	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.31	1.25		0.85	0.64		0.68	0.69		0.64	0.74	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 81.8 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.25			
Intersection Signal Delay (s/veh): 80.5		Intersection LOS: F	
Intersection Capacity Utilization 102.8%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Midwest Road & 31st Street



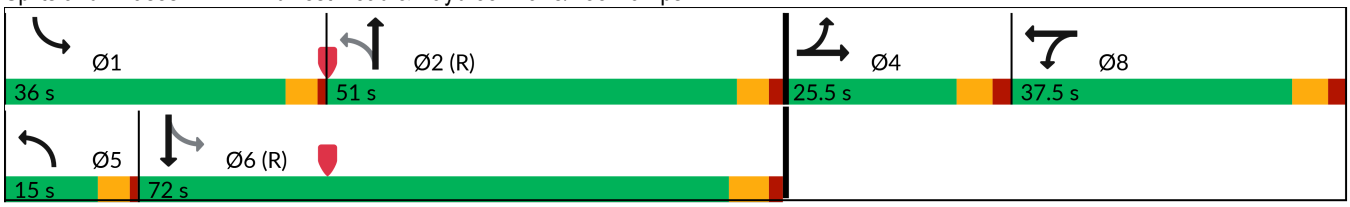


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	3	15	226	3	1084	21	694	70	190	772	28
Future Volume (vph)	34	3	15	226	3	1084	21	694	70	190	772	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		140	530		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			185		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.961				0.850		0.986			0.995	
Flt Protected		0.968			0.953		0.950			0.950		
Satd. Flow (prot)	0	1607	0	0	1759	1583	1805	3508	0	1787	3553	0
Flt Permitted		0.968			0.953		0.312			0.249		
Satd. Flow (perm)	0	1607	0	0	1759	1583	593	3508	0	468	3553	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		578			405			4138			1311	
Travel Time (s)		13.1			9.2			80.6			25.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	0%	14%	3%	0%	2%	0%	1%	6%	1%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	0	243	1153	22	812	0	202	851	0
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		10.0	10.0		5.0	15.0		3.0	15.0	
Minimum Split (s)	12.0	12.0		16.0	16.0		9.5	20.0		7.5	21.0	
Total Split (s)	25.5	25.5		37.5	37.5		15.0	51.0		36.0	72.0	
Total Split (%)	17.0%	17.0%		25.0%	25.0%		10.0%	34.0%		24.0%	48.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.5		1.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		4.5	5.0		4.5	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)		11.5			27.5	150.0	84.4	77.7		97.2	89.0	
Actuated g/C Ratio		0.08			0.18	1.00	0.56	0.52		0.65	0.59	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.45			0.75	0.73	0.06	0.45		0.47	0.40	
Control Delay (s/veh)		76.9			72.5	3.0	14.3	26.8		16.4	20.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		76.9			72.5	3.0	14.3	26.8		16.4	20.1	
LOS		E			E	A	B	C		B	C	
Approach Delay (s/veh)		76.9			15.1			26.5			19.4	
Approach LOS		E			B			C			B	
Queue Length 50th (ft)		52			228	0	8	267		79	254	
Queue Length 95th (ft)		99			309	0	24	413		146	372	
Internal Link Dist (ft)		498			325			4058			1231	
Turn Bay Length (ft)										530		
Base Capacity (vph)		208			378	1583	435	1816		580	2107	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.26			0.64	0.73	0.05	0.45		0.35	0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 100 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 20.3		Intersection LOS: C	
Intersection Capacity Utilization 62.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: Midwest Road & Baybrook Lane/I-88 Ramps



Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1770	0	0	2002	32	0	0	0	23	0	18
Future Vol, veh/h	6	1770	0	0	2002	32	0	0	0	23	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	5	0	0
Mvmt Flow	6	1844	0	0	2085	33	0	0	0	24	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2119	0	-	1844	0	0	2690	3975	922	2852	3958	1059
Stage 1	-	-	-	-	-	-	1856	1856	-	2102	2102	-
Stage 2	-	-	-	-	-	-	834	2119	-	750	1856	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.5	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.8	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.85	4	3.9
Pot Cap-1 Maneuver	112	-	0	154	-	-	24	3	237	~ 17	3	192
Stage 1	-	-	0	-	-	-	50	125	-	31	94	-
Stage 2	-	-	0	-	-	-	302	92	-	330	125	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	112	-	-	154	-	-	20	3	237	~ 16	3	192
Mov Cap-2 Maneuver	-	-	-	-	-	-	20	3	-	~ 16	3	-
Stage 1	-	-	-	-	-	-	46	114	-	31	94	-
Stage 2	-	-	-	-	-	-	272	92	-	302	114	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.4	0	0	$ 617
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	18	-	154	-	-	27
HCM Lane V/C Ratio	-	0.056	-	-	-	-	1.604
HCM Ctrl Dly (s/v)	0	39.2	3.3	0	-	-	$ 617
HCM Lane LOS	A	E	A	A	-	-	F
HCM 95th %tile Q(veh)	-	0.2	-	0	-	-	5.1

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1771	1	1	2019	0	5
Future Vol, veh/h	1771	1	1	2019	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1845	1	1	2103	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1846	0	2689	923
Stage 1	-	-	-	-	1845	-
Stage 2	-	-	-	-	843	-
Critical Hdwy	-	-	5.3	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	3.1	-	3.8	3.9
Pot Cap-1 Maneuver	-	-	153	-	40	237
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	351	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	153	-	40	237
Mov Cap-2 Maneuver	-	-	-	-	40	-
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	348	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	20.56
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	237	-	-	153	-
HCM Lane V/C Ratio	0.022	-	-	0.007	-
HCM Ctrl Dly (s/v)	20.6	-	-	28.7	-
HCM Lane LOS	C	-	-	D	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	666	2	1	592
Future Vol, veh/h	1	3	666	2	1	592
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	80	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	1	3	701	2	1	623

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1015	351	0	0	703	0
Stage 1	701	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	238	652	-	-	904	-
Stage 1	458	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	238	652	-	-	904	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	458	-	-	-	-	-
Stage 2	719	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.01	0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	454	6	-
HCM Lane V/C Ratio	-	-	0.009	0.001	-
HCM Ctrl Dly (s/v)	-	-	13	9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	24	782	25	14	974
Future Vol, veh/h	19	24	782	25	14	974
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	4	1	4	0	1
Mvmt Flow	21	26	859	27	15	1070

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1439	443	0	0	887	0
Stage 1	873	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Critical Hdwy	6.8	6.98	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.34	-	-	2.2	-
Pot Cap-1 Maneuver	126	556	-	-	772	-
Stage 1	374	-	-	-	-	-
Stage 2	537	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	124	556	-	-	772	-
Mov Cap-2 Maneuver	124	-	-	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	527	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	25.97	0	0.32
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	218	51	-
HCM Lane V/C Ratio	-	-	0.216	0.02	-
HCM Ctrl Dly (s/v)	-	-	26	9.8	0.2
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	56	6	0	19	46	1099	10	28	1022	75
Future Vol, veh/h	0	0	56	6	0	19	46	1099	10	28	1022	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	0	-	0	120	-	-	30	-	160
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	11	0	0
Mvmt Flow	0	0	62	7	0	21	51	1221	11	31	1136	83

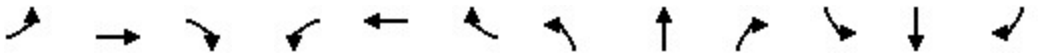
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	568	1959	-	616	1136	0	0	1232	0	0
Stage 1	-	-	-	1329	-	-	-	-	-	-	-	-
Stage 2	-	-	-	630	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	7.5	-	6.9	4.1	-	-	4.32	-	-
Critical Hdwy Stg 1	-	-	-	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	3.5	-	3.3	2.2	-	-	2.31	-	-
Pot Cap-1 Maneuver	0	0	471	39	0	438	623	-	-	514	-	0
Stage 1	0	0	-	166	0	-	-	-	-	-	-	0
Stage 2	0	0	-	441	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	471	29	-	438	623	-	-	514	-	-
Mov Cap-2 Maneuver	-	-	-	105	-	-	-	-	-	-	-	-
Stage 1	-	-	-	153	-	-	-	-	-	-	-	-
Stage 2	-	-	-	360	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.8	20.36	0.45	0.33
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	623	-	-	471	105	438	514	-
HCM Lane V/C Ratio	0.082	-	-	0.132	0.064	0.048	0.061	-
HCM Ctrl Dly (s/v)	11.3	-	-	13.8	41.7	13.6	12.5	-
HCM Lane LOS	B	-	-	B	E	B	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	0.2	0.2	0.2	-

Capacity Analysis Summary Sheets

Year 2032 No-Build Saturday Midday Peak Hour



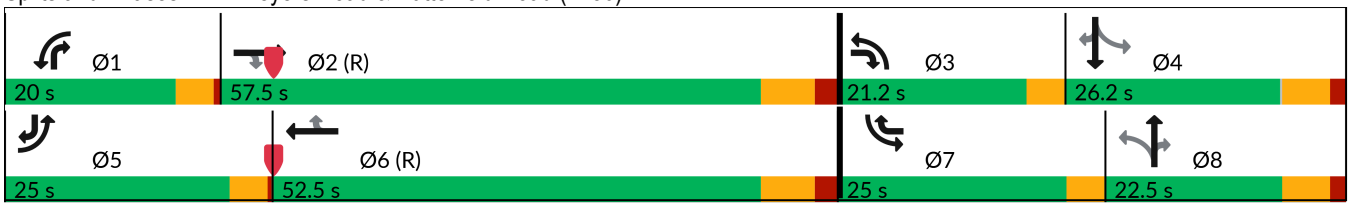
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	1274	194	102	1491	348	188	335	120	310	274	240
Future Volume (vph)	169	1274	194	102	1491	348	188	335	120	310	274	240
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	330		320	310		360	375		215
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	215			195			100			205		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5406	1599	1805	5406	1615	1805	3762	1599	1787	3762	1599
Flt Permitted	0.950			0.950			0.580			0.285		
Satd. Flow (perm)	1787	5406	1599	1805	5406	1615	1102	3762	1599	536	3762	1599
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			35	
Link Distance (ft)		1016			453			305			687	
Travel Time (s)		15.4			6.9			5.2			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	1%	0%	0%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	1300	198	104	1521	355	192	342	122	316	280	245
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.0	22.0	6.5	7.0	22.0	6.5	6.5	21.0	7.0	6.5	21.0	7.0
Total Split (s)	25.0	57.5	21.2	20.0	52.5	25.0	21.2	22.5	20.0	25.0	26.2	25.0
Total Split (%)	20.0%	46.0%	17.0%	16.0%	42.0%	20.0%	17.0%	18.0%	16.0%	20.0%	21.0%	20.0%
Yellow Time (s)	3.5	5.0	3.5	3.5	5.0	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.5	2.0	0.0	0.5	2.0	0.0	0.0	1.5	0.5	0.0	1.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	3.5	4.0	7.0	3.5	3.5	6.0	4.0	3.5	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	17.5	54.2	76.5	13.0	49.7	77.6	34.3	16.4	35.4	43.3	22.0	45.4
Actuated g/C Ratio	0.14	0.43	0.61	0.10	0.40	0.62	0.27	0.13	0.28	0.35	0.18	0.36

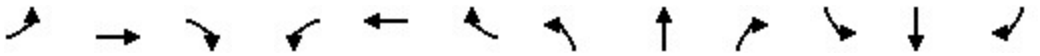
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.69	0.55	0.20	0.56	0.71	0.35	0.49	0.69	0.27	0.80	0.42	0.42
Control Delay (s/veh)	65.3	28.1	11.6	75.0	25.1	7.1	34.9	59.9	35.8	49.0	48.5	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.3	28.1	11.6	75.0	25.1	7.1	34.9	59.9	35.8	49.0	48.5	32.2
LOS	E	C	B	E	C	A	C	E	D	D	D	C
Approach Delay (s/veh)		30.0			24.5			48.1			44.0	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	134	289	68	80	239	86	112	142	77	202	108	148
Queue Length 95th (ft)	208	350	109	151	210	24	175	195	127	#296	155	221
Internal Link Dist (ft)		936			373			225			607	
Turn Bay Length (ft)	250		250	330		320	310		360	375		215
Base Capacity (vph)	300	2343	1008	231	2150	1010	422	496	491	400	660	626
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.55	0.20	0.45	0.71	0.35	0.45	0.69	0.25	0.79	0.42	0.39

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 125
Offset: 82.5 (66%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay (s/veh): 32.4 Intersection LOS: C
Intersection Capacity Utilization 83.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyers Road & Butterfield Road (IL 56)





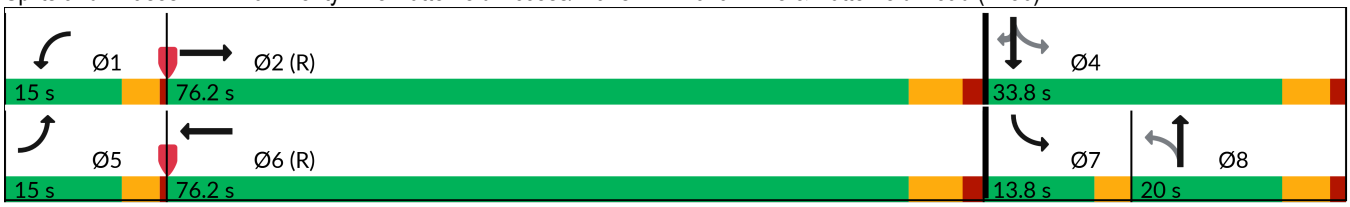
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1696	14	12	1926	11	7	0	1	28	1	23
Future Volume (vph)	14	1696	14	12	1926	11	7	0	1	28	1	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	155		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	175			205			25			105		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.999			0.850				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5131	0	1805	5131	0	1583	1615	0	1805	1000	1615
Flt Permitted	0.950			0.950						0.755		
Satd. Flow (perm)	1805	5131	0	1805	5131	0	1667	1615	0	1434	1000	1615
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		560			795			463			549	
Travel Time (s)		8.5			12.0			12.6			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	14%	0%	0%	0%	100%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	1839	0	13	2083	0	8	1	0	30	1	25
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		8.0	8.0		3.0	8.0	8.0
Minimum Split (s)	8.0	22.0		8.0	22.0		14.0	14.0		6.5	14.0	14.0
Total Split (s)	15.0	76.2		15.0	76.2		20.0	20.0		13.8	33.8	33.8
Total Split (%)	12.0%	61.0%		12.0%	61.0%		16.0%	16.0%		11.0%	27.0%	27.0%
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	6.6	104.6		6.5	104.5		8.2	8.2		11.9	11.2	11.2
Actuated g/C Ratio	0.05	0.84		0.05	0.84		0.07	0.07		0.10	0.09	0.09

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.16	0.43		0.14	0.49		0.07	0.01		0.19	0.01	0.17
Control Delay (s/veh)	58.2	3.5		66.4	4.5		56.3	54.0		50.8	47.0	52.6
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	58.2	3.5		66.4	4.6		56.3	54.0		50.8	47.0	52.6
LOS	E	A		E	A		E	D		D	D	D
Approach Delay (s/veh)		4.0			5.0			56.0			51.6	
Approach LOS		A			A			E			D	
Queue Length 50th (ft)	12	54		11	51		7	1		23	1	20
Queue Length 95th (ft)	m23	183		m17	560		26	7		48	11	43
Internal Link Dist (ft)		480			715			383			469	
Turn Bay Length (ft)	425			155						140		
Base Capacity (vph)	158	4293		158	4289		186	180		187	222	359
Starvation Cap Reductn	0	0		0	638		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.09	0.43		0.08	0.57		0.04	0.01		0.16	0.00	0.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 75 (60%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay (s/veh): 5.3		Intersection LOS: A	
Intersection Capacity Utilization 66.6%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: 26 Twenty Five Butterfield Access/Trans Am Plaza Drive & Butterfield Road (IL 56)



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	555	1167	3	9	8	1097	43	2	0	1	18	1
Future Volume (vph)	555	1167	3	9	8	1097	43	2	0	1	18	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	240		0		320		0	0		0	75	
Storage Lanes	2		0		1		0	0		0	1	
Taper Length (ft)	270				150			25			125	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt						0.994			0.955			
Flt Protected	0.950				0.950				0.968		0.950	0.957
Satd. Flow (prot)	3467	5136	0	0	1805	5107	0	0	1756	0	1715	1727
Flt Permitted	0.950				0.950						0.950	0.957
Satd. Flow (perm)	3467	5136	0	0	1805	5107	0	0	1814	0	1715	1727
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45				40			25			40
Link Distance (ft)		795				1424			363			1269
Travel Time (s)		12.0				24.3			9.9			21.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)											47%	
Lane Group Flow (vph)	572	1206	0	0	17	1175	0	0	3	0	10	10
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Split	NA
Protected Phases	5	2		1	1	6			8		4	4
Permitted Phases								8				
Detector Phase	5	2		1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	7.5	21.5		7.5	7.5	21.5		14.5	14.5		14.5	14.5
Total Split (s)	30.0	65.0		15.0	15.0	50.0		20.0	20.0		25.0	25.0
Total Split (%)	24.0%	52.0%		12.0%	12.0%	40.0%		16.0%	16.0%		20.0%	20.0%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.0	2.0		1.0	1.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)	4.5	6.5			4.5	6.5			6.5		6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	40.8	85.6			6.8	45.3			8.0		18.5	18.5
Actuated g/C Ratio	0.33	0.68			0.05	0.36			0.06		0.15	0.15

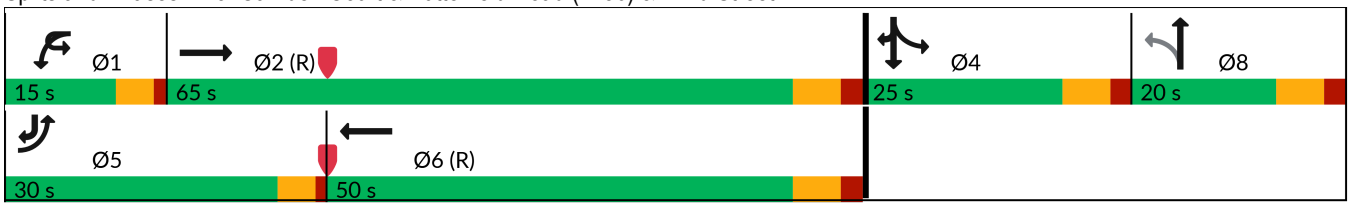


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	850
Future Volume (vph)	850
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2814
Flt Permitted	
Satd. Flow (perm)	2814
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.97
Growth Factor	100%
Heavy Vehicles (%)	1%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	876
Turn Type	pt+ov
Protected Phases	4 5
Permitted Phases	
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	62.5
Actuated g/C Ratio	0.50

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.51	0.34			0.18	0.64			0.03		0.04	0.04
Control Delay (s/veh)	35.5	17.7			59.9	35.4			55.3		46.3	46.3
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Delay (s/veh)	35.5	17.7			59.9	35.4			55.3		46.3	46.3
LOS	D	B			E	D			E		D	D
Approach Delay (s/veh)		23.4				35.7			55.3			24.8
Approach LOS		C				D			E			C
Queue Length 50th (ft)	234	235			13	295			2		7	7
Queue Length 95th (ft)	315	304			38	347			12		25	25
Internal Link Dist (ft)		715				1344			283			1189
Turn Bay Length (ft)	240				320						75	
Base Capacity (vph)	1131	3517			151	1850			195		253	255
Starvation Cap Reductn	0	0			0	0			0		0	0
Spillback Cap Reductn	0	0			0	0			0		0	0
Storage Cap Reductn	0	0			0	0			0		0	0
Reduced v/c Ratio	0.51	0.34			0.11	0.64			0.02		0.04	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 57.5 (46%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 27.6		Intersection LOS: C	
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			

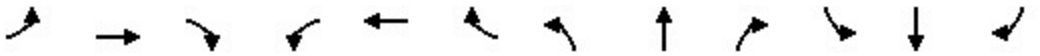
Splits and Phases: 3: Camden Court & Butterfield Road (IL 56) & 22nd Street





Lane Group	SBR
v/c Ratio	0.62
Control Delay (s/veh)	24.3
Queue Delay	0.0
Total Delay (s/veh)	24.3
LOS	C
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	255
Queue Length 95th (ft)	322
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	1407
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.62

Intersection Summary

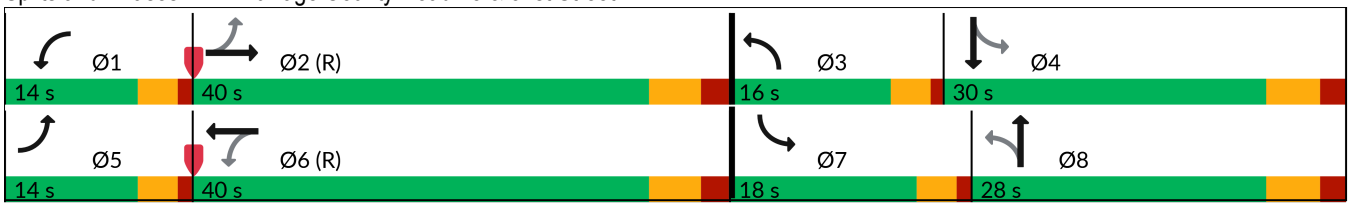


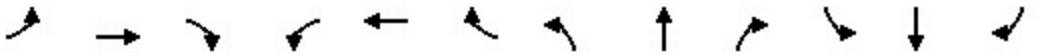
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	355	45	101	358	225	59	336	112	202	353	33
Future Volume (vph)	51	355	45	101	358	225	59	336	112	202	353	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	200			190			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.983			0.942			0.963			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3517	0	1805	3367	0	1805	3442	0	1770	3528	0
Flt Permitted	0.359			0.461			0.517			0.301		
Satd. Flow (perm)	682	3517	0	876	3367	0	982	3442	0	561	3528	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1391			5294			1164			1177	
Travel Time (s)		21.1			80.2			19.8			20.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	1%	1%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	412	0	104	601	0	61	461	0	208	398	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		7.0	21.0		7.0	21.0	
Total Split (s)	14.0	40.0		14.0	40.0		16.0	28.0		18.0	30.0	
Total Split (%)	14.0%	40.0%		14.0%	40.0%		16.0%	28.0%		18.0%	30.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effct Green (s)	47.1	39.2		49.5	40.4		31.1	21.6		40.5	28.9	
Actuated g/C Ratio	0.47	0.39		0.50	0.40		0.31	0.22		0.41	0.29	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.13	0.30		0.20	0.44		0.17	0.62		0.54	0.39	
Control Delay (s/veh)	13.9	23.2		9.2	20.1		19.2	39.5		25.4	30.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.9	23.2		9.2	20.1		19.2	39.5		25.4	30.5	
LOS	B	C		A	C		B	D		C	C	
Approach Delay (s/veh)		22.1			18.5			37.2			28.7	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	17	100		22	175		23	141		87	108	
Queue Length 95th (ft)	37	144		38	235		48	195		141	157	
Internal Link Dist (ft)		1311			5214			1084			1097	
Turn Bay Length (ft)	220			250			200			200		
Base Capacity (vph)	447	1378		534	1359		448	762		396	1018	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.12	0.30		0.19	0.44		0.14	0.60		0.53	0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 67 (67%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 26.2		Intersection LOS: C	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: DuPage County Road 25 & 31st Street





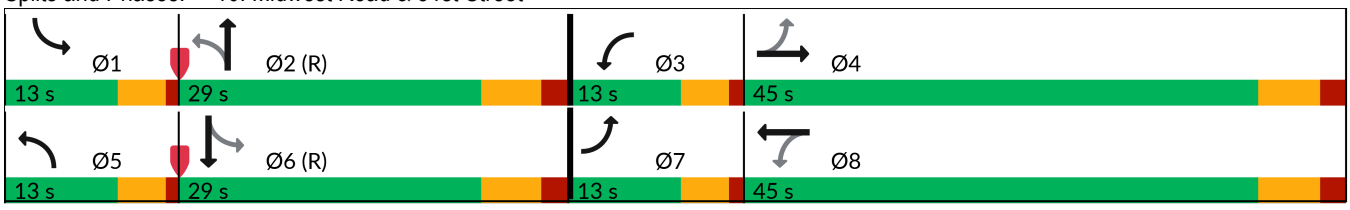
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	668	121	173	505	223	131	432	121	176	350	80
Future Volume (vph)	77	668	121	173	505	223	131	432	121	176	350	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	285		0	220		0	315		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	150			200			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.977			0.954			0.967			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3497	0	1787	3444	0	1787	3491	0	1787	3509	0
Flt Permitted	0.277			0.205			0.405			0.266		
Satd. Flow (perm)	526	3497	0	386	3444	0	762	3491	0	500	3509	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		5294			1859			1649			4138	
Travel Time (s)		80.2			28.2			32.1			80.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	822	0	180	758	0	136	576	0	183	448	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.5	21.5		7.5	21.5		7.5	21.5		7.5	21.5	
Total Split (s)	13.0	45.0		13.0	45.0		13.0	29.0		13.0	29.0	
Total Split (%)	13.0%	45.0%		13.0%	45.0%		13.0%	29.0%		13.0%	29.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.5		4.5	6.5		4.5	6.5		4.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min		None	Min		None	C-Max		None	C-Max	
Act Effct Green (s)	45.3	35.8		47.7	38.9		35.1	24.8		36.4	25.5	
Actuated g/C Ratio	0.45	0.36		0.48	0.39		0.35	0.25		0.36	0.26	

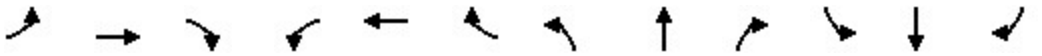
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.24	0.66		0.60	0.57		0.39	0.66		0.62	0.50	
Control Delay (s/veh)	12.8	29.1		21.8	26.2		24.1	39.0		32.1	35.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.8	29.1		21.8	26.2		24.1	39.0		32.1	35.2	
LOS	B	C		C	C		C	D		C	D	
Approach Delay (s/veh)		27.6			25.3			36.2			34.3	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	19	226		57	194		58	180		80	134	
Queue Length 95th (ft)	m33	284		95	257		102	242		#142	185	
Internal Link Dist (ft)		5214			1779			1569			4058	
Turn Bay Length (ft)	280			285			220			315		
Base Capacity (vph)	352	1346		303	1353		358	867		298	893	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.23	0.61		0.59	0.56		0.38	0.66		0.61	0.50	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay (s/veh): 30.2 Intersection LOS: C
Intersection Capacity Utilization 75.8% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Midwest Road & 31st Street



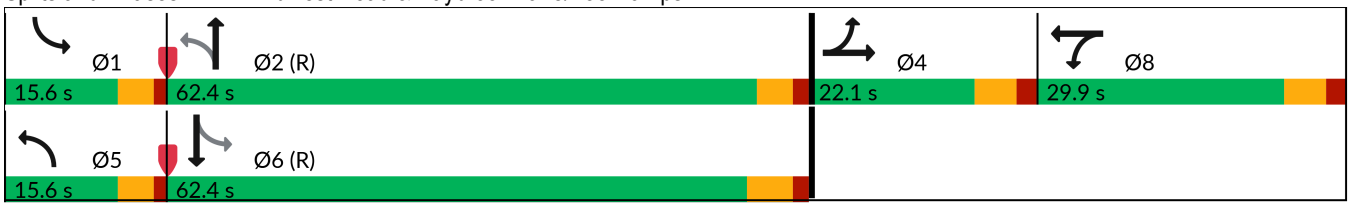


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	3	15	134	1	1002	21	623	42	90	473	23
Future Volume (vph)	18	3	15	134	1	1002	21	623	42	90	473	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		140	530		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			185		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.945				0.850		0.990			0.993	
Flt Protected		0.975			0.953		0.950			0.950		
Satd. Flow (prot)	0	1656	0	0	1742	1599	1719	3567	0	1787	3551	0
Flt Permitted		0.975			0.953		0.451			0.308		
Satd. Flow (perm)	0	1656	0	0	1742	1599	816	3567	0	579	3551	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		578			405			4138			1311	
Travel Time (s)		13.1			9.2			80.6			25.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	14%	4%	0%	1%	5%	0%	3%	1%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	147	1089	23	723	0	98	539	0
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		10.0	10.0		5.0	15.0		3.0	15.0	
Minimum Split (s)	12.0	12.0		16.0	16.0		9.5	20.0		7.5	21.0	
Total Split (s)	22.1	22.1		29.9	29.9		15.6	62.4		15.6	62.4	
Total Split (%)	17.0%	17.0%		23.0%	23.0%		12.0%	48.0%		12.0%	48.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.5		1.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		4.5	5.0		4.5	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)		9.5			18.0	130.0	82.1	75.4		87.4	80.4	
Actuated g/C Ratio		0.07			0.14	1.00	0.63	0.58		0.67	0.62	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.33			0.61	0.68	0.04	0.35		0.21	0.25	
Control Delay (s/veh)		63.6			62.9	2.4	9.8	16.9		10.1	14.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		63.6			62.9	2.4	9.8	16.9		10.1	14.0	
LOS		E			E	A	A	B		B	B	
Approach Delay (s/veh)		63.6			9.6			16.7			13.4	
Approach LOS		E			A			B			B	
Queue Length 50th (ft)		32			118	0	6	168		28	116	
Queue Length 95th (ft)		68			181	0	21	260		60	181	
Internal Link Dist (ft)		498			325			4058			1231	
Turn Bay Length (ft)										530		
Base Capacity (vph)		205			320	1599	622	2068		496	2195	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.19			0.46	0.68	0.04	0.35		0.20	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 93.6 (72%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 13.3		Intersection LOS: B	
Intersection Capacity Utilization 49.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Midwest Road & Baybrook Lane/I-88 Ramps



Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1702	0	0	1925	31	0	0	0	22	0	17
Future Vol, veh/h	6	1702	0	0	1925	31	0	0	0	22	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	5	0	0
Mvmt Flow	6	1773	0	0	2005	32	0	0	0	23	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2038	0	-	1773	0	0	2588	3823	886	2743	3807	1019
Stage 1	-	-	-	-	-	-	1785	1785	-	2021	2021	-
Stage 2	-	-	-	-	-	-	802	2038	-	722	1785	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.5	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.8	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.85	4	3.9
Pot Cap-1 Maneuver	123	-	0	167	-	-	28	4	250	~ 20	4	204
Stage 1	-	-	0	-	-	-	56	135	-	36	103	-
Stage 2	-	-	0	-	-	-	316	101	-	343	135	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	123	-	-	167	-	-	23	4	250	~ 19	4	204
Mov Cap-2 Maneuver	-	-	-	-	-	-	23	4	-	~ 19	4	-
Stage 1	-	-	-	-	-	-	52	125	-	36	103	-
Stage 2	-	-	-	-	-	-	288	101	-	317	125	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.8	0	0	$ 454.64
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	19	-	167	-	-	31
HCM Lane V/C Ratio	-	0.051	-	-	-	-	1.298
HCM Ctrl Dly (s/v)	0	35.9	2.7	0	-	-	$ 454.6
HCM Lane LOS	A	E	A	A	-	-	F
HCM 95th %tile Q(veh)	-	0.2	-	0	-	-	4.5

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1703	1	1	1941	0	5
Future Vol, veh/h	1703	1	1	1941	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1774	1	1	2022	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1775	0	2585	888
Stage 1	-	-	-	-	1774	-
Stage 2	-	-	-	-	811	-
Critical Hdwy	-	-	5.3	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	3.1	-	3.8	3.9
Pot Cap-1 Maneuver	-	-	166	-	46	250
Stage 1	-	-	-	-	81	-
Stage 2	-	-	-	-	365	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	166	-	46	250
Mov Cap-2 Maneuver	-	-	-	-	46	-
Stage 1	-	-	-	-	81	-
Stage 2	-	-	-	-	363	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	19.73
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	250	-	-	166	-
HCM Lane V/C Ratio	0.021	-	-	0.006	-
HCM Ctrl Dly (s/v)	19.7	-	-	26.8	-
HCM Lane LOS	C	-	-	D	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	640	2	1	569
Future Vol, veh/h	1	3	640	2	1	569
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	80	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	1	3	674	2	1	599

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	975	337	0	0	676	0
Stage 1	674	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	252	665	-	-	925	-
Stage 1	474	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	252	665	-	-	925	-
Mov Cap-2 Maneuver	252	-	-	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	729	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.7	0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	472	6	-
HCM Lane V/C Ratio	-	-	0.009	0.001	-
HCM Ctrl Dly (s/v)	-	-	12.7	8.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	16	563	21	12	685
Future Vol, veh/h	22	16	563	21	12	685
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	23	17	593	22	13	721

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	989	307	0	0	615	0
Stage 1	604	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	247	695	-	-	975	-
Stage 1	514	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	244	695	-	-	975	-
Mov Cap-2 Maneuver	244	-	-	-	-	-
Stage 1	514	-	-	-	-	-
Stage 2	654	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.18	0	0.26
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	336	62	-
HCM Lane V/C Ratio	-	-	0.119	0.013	-
HCM Ctrl Dly (s/v)	-	-	17.2	8.7	0.1
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	38	8	0	16	47	841	9	16	926	69
Future Vol, veh/h	0	0	38	8	0	16	47	841	9	16	926	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	0	-	0	120	-	-	30	-	160
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	2
Mvmt Flow	0	0	41	9	0	17	51	904	10	17	996	74

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	498	1542	-	457	996	0	0	914	0	0
Stage 1	-	-	-	1010	-	-	-	-	-	-	-	-
Stage 2	-	-	-	532	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	7.5	-	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	3.5	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	523	80	0	556	703	-	-	754	-	0
Stage 1	0	0	-	261	0	-	-	-	-	-	-	0
Stage 2	0	0	-	504	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	523	67	-	556	703	-	-	754	-	-
Mov Cap-2 Maneuver	-	-	-	166	-	-	-	-	-	-	-	-
Stage 1	-	-	-	242	-	-	-	-	-	-	-	-
Stage 2	-	-	-	454	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.46	17.07	0.55	0.17
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	703	-	-	523	166	556	754	-
HCM Lane V/C Ratio	0.072	-	-	0.078	0.052	0.031	0.023	-
HCM Ctrl Dly (s/v)	10.5	-	-	12.5	27.9	11.7	9.9	-
HCM Lane LOS	B	-	-	B	D	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.2	0.1	0.1	-

Capacity Analysis Summary Sheets

Year 2032 Total Projected Weekday Morning Peak Hour

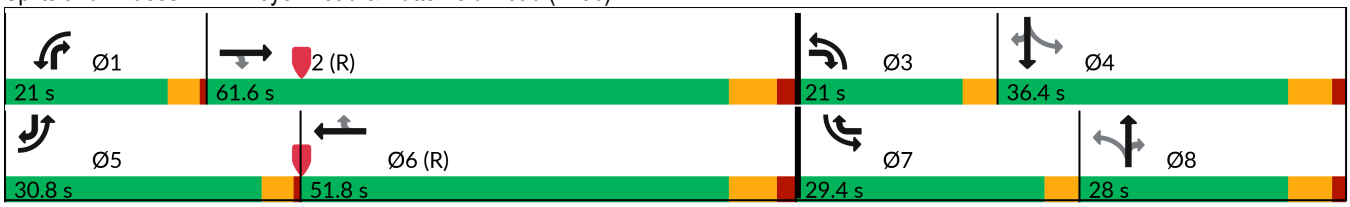
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	1383	76	170	947	206	177	364	237	385	416	271
Future Volume (vph)	149	1383	76	170	947	206	177	364	237	385	416	271
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	330		320	310		360	375		215
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	215			195			100			205		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5301	1615	1787	5250	1599	1787	3762	1599	1787	3762	1583
Flt Permitted	0.950			0.950			0.487			0.250		
Satd. Flow (perm)	1770	5301	1615	1787	5250	1599	916	3762	1599	470	3762	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			35	
Link Distance (ft)		1016			704			300			687	
Travel Time (s)		15.4			10.7			5.1			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	0%	1%	4%	1%	1%	1%	1%	1%	1%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	162	1503	83	185	1029	224	192	396	258	418	452	295
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.0	22.0	6.5	7.0	22.0	6.5	6.5	21.0	7.0	6.5	21.0	7.0
Total Split (s)	30.8	61.6	21.0	21.0	51.8	29.4	21.0	28.0	21.0	29.4	36.4	30.8
Total Split (%)	22.0%	44.0%	15.0%	15.0%	37.0%	21.0%	15.0%	20.0%	15.0%	21.0%	26.0%	22.0%
Yellow Time (s)	3.5	5.0	3.5	3.5	5.0	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.5	2.0	0.0	0.5	2.0	0.0	0.0	1.5	0.5	0.0	1.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	3.5	4.0	7.0	3.5	3.5	6.0	4.0	3.5	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	19.3	55.3	78.0	16.7	52.7	85.6	39.7	21.6	44.3	53.5	31.8	57.2
Actuated g/C Ratio	0.14	0.40	0.56	0.12	0.38	0.61	0.28	0.15	0.32	0.38	0.23	0.41

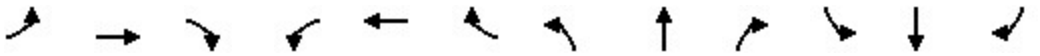
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.66	0.72	0.09	0.87	0.52	0.23	0.54	0.68	0.51	0.99	0.53	0.46
Control Delay (s/veh)	69.7	38.3	14.7	78.6	53.4	16.9	36.8	62.6	43.1	77.6	50.4	32.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.7	38.3	14.7	78.6	53.4	16.9	36.8	62.6	43.1	77.6	50.4	32.3
LOS	E	D	B	E	D	B	D	E	D	E	D	C
Approach Delay (s/veh)		40.1			51.0			50.8			55.6	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	145	434	34	158	318	89	121	182	192	306	194	199
Queue Length 95th (ft)	212	492	60	#291	426	191	184	241	282	#516	254	264
Internal Link Dist (ft)		936			624			220			607	
Turn Bay Length (ft)	250		250	330		320	310		360	375		215
Base Capacity (vph)	338	2095	921	216	1976	977	380	591	508	423	854	730
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.72	0.09	0.86	0.52	0.23	0.51	0.67	0.51	0.99	0.53	0.40

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 60.2 (43%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay (s/veh): 48.3 Intersection LOS: D
Intersection Capacity Utilization 86.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyer Road & Butterfield Road (IL 56)





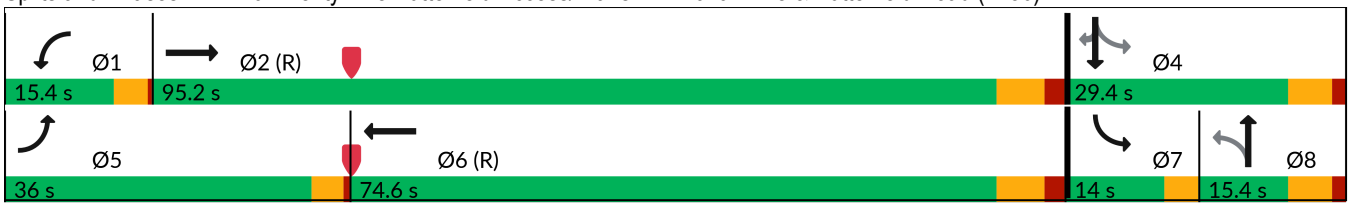
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	1657	26	8	1326	105	2	1	2	36	1	32
Future Volume (vph)	245	1657	26	8	1326	105	2	1	2	36	1	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	240		0	155		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			205			25			105		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.989			0.900				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5028	0	1805	4984	0	1805	1710	0	1656	2000	1568
Flt Permitted	0.950			0.950						0.784		
Satd. Flow (perm)	1787	5028	0	1805	4984	0	1900	1710	0	1367	2000	1568
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		560			795			463			549	
Travel Time (s)		8.5			12.0			12.6			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	0%	0%	3%	2%	0%	0%	0%	9%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	263	1810	0	9	1539	0	2	3	0	39	1	34
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		8.0	8.0		3.0	8.0	8.0
Minimum Split (s)	8.0	22.0		8.0	22.0		14.0	14.0		6.5	14.0	14.0
Total Split (s)	36.0	95.2		15.4	74.6		15.4	15.4		14.0	29.4	29.4
Total Split (%)	25.7%	68.0%		11.0%	53.3%		11.0%	11.0%		10.0%	21.0%	21.0%
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	25.7	117.2		6.3	88.5		8.0	8.0		13.1	11.6	11.6
Actuated g/C Ratio	0.18	0.84		0.05	0.63		0.06	0.06		0.09	0.08	0.08

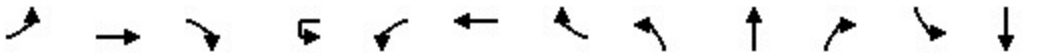
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.80	0.43		0.11	0.49		0.02	0.03		0.26	0.01	0.26
Control Delay (s/veh)	83.4	1.8		75.8	15.9		63.0	63.3		60.1	54.0	62.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	83.4	1.9		75.8	15.9		63.0	63.3		60.1	54.0	62.8
LOS	F	A		E	B		E	E		E	D	E
Approach Delay (s/veh)		12.2			16.3			63.2			61.2	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	250	6		8	219		2	3		36	1	31
Queue Length 95th (ft)	261	209		m16	541		12	13		70	6	63
Internal Link Dist (ft)		480			715			383			469	
Turn Bay Length (ft)	240			155						140		
Base Capacity (vph)	412	4209		146	3149		127	114		161	334	262
Starvation Cap Reductn	0	371		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.64	0.47		0.06	0.49		0.02	0.03		0.24	0.00	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 95.2 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 15.0		Intersection LOS: B	
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: 26 Twenty Five Butterfield Access/Trans Am Plaza Drive & Butterfield Road (IL 56)





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	664	981	50	1	62	541	80	7	2	4	32	35
Future Volume (vph)	664	981	50	1	62	541	80	7	2	4	32	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	240		0		320		0	0		0	75	
Storage Lanes	2		0		1		0	0		0	1	
Taper Length (ft)	270				150			25			125	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.993				0.981			0.958			
Flt Protected	0.950				0.950				0.974		0.950	0.996
Satd. Flow (prot)	3367	5055	0	0	1804	4870	0	0	1773	0	1665	1794
Flt Permitted	0.950				0.950				0.962		0.950	0.996
Satd. Flow (perm)	3367	5055	0	0	1804	4870	0	0	1751	0	1665	1794
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45				40			25			40
Link Distance (ft)		795				1424			363			1269
Travel Time (s)		12.0				24.3			9.9			21.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	2%	0%	2%	0%	5%	1%	0%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)											10%	
Lane Group Flow (vph)	699	1086	0	0	66	653	0	0	13	0	31	40
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Split	NA
Protected Phases	5	2		1	1	6			8		4	4
Permitted Phases								8				
Detector Phase	5	2		1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	7.5	21.5		7.5	7.5	21.5		14.5	14.5		14.5	14.5
Total Split (s)	50.4	81.2		19.6	19.6	50.4		14.5	14.5		24.7	24.7
Total Split (%)	36.0%	58.0%		14.0%	14.0%	36.0%		10.4%	10.4%		17.6%	17.6%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.0	2.0		1.0	1.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)	4.5	6.5			4.5	6.5			6.5		6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	52.9	83.0			10.5	38.4			8.0		25.4	25.4
Actuated g/C Ratio	0.38	0.59			0.08	0.27			0.06		0.18	0.18

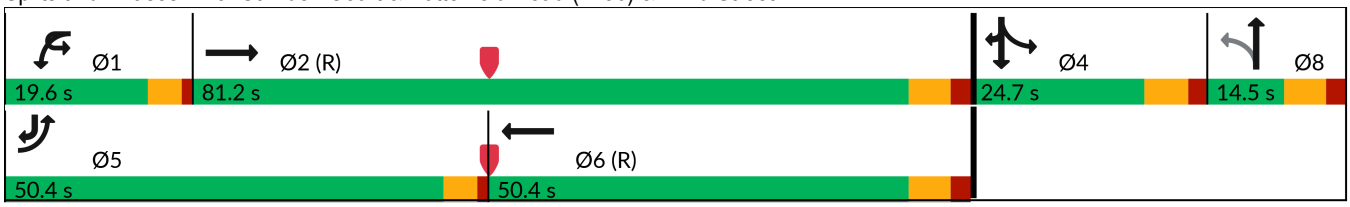


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	891
Future Volume (vph)	891
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2787
Flt Permitted	
Satd. Flow (perm)	2787
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.95
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	938
Turn Type	pt+ov
Protected Phases	4 5
Permitted Phases	
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	80.2
Actuated g/C Ratio	0.57

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.55	0.36			0.49	0.49			0.13		0.10	0.12
Control Delay (s/veh)	55.3	6.9			73.7	43.5			65.8		53.1	53.2
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Delay (s/veh)	55.3	6.9			73.7	43.5			65.8		53.1	53.2
LOS	E	A			E	D			E		D	D
Approach Delay (s/veh)		25.9				46.3			65.8			23.3
Approach LOS		C				D			E			C
Queue Length 50th (ft)	259	73			59	194			12		25	32
Queue Length 95th (ft)	361	64			108	220			35		62	74
Internal Link Dist (ft)		715				1344			283			1189
Turn Bay Length (ft)	240				320						75	
Base Capacity (vph)	1272	2998			194	1527			100		301	325
Starvation Cap Reductn	0	0			0	0			0		0	0
Spillback Cap Reductn	0	0			0	0			0		0	0
Storage Cap Reductn	0	0			0	0			0		0	0
Reduced v/c Ratio	0.55	0.36			0.34	0.43			0.13		0.10	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 95.2 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 29.4		Intersection LOS: C	
Intersection Capacity Utilization 66.6%		ICU Level of Service C	
Analysis Period (min) 15			

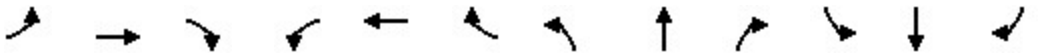
Splits and Phases: 3: Camden Court & Butterfield Road (IL 56) & 22nd Street





Lane Group	SBR
v/c Ratio	0.59
Control Delay (s/veh)	21.0
Queue Delay	0.0
Total Delay (s/veh)	21.0
LOS	C
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	246
Queue Length 95th (ft)	356
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	1596
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.59

Intersection Summary



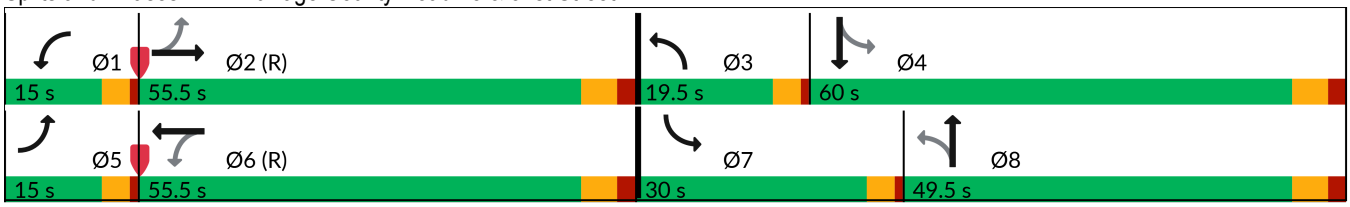
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	518	32	106	657	272	107	425	174	272	272	138
Future Volume (vph)	64	518	32	106	657	272	107	425	174	272	272	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	200			190			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.991			0.956			0.956			0.949	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3492	0	1787	3374	0	1752	3427	0	1805	3348	0
Flt Permitted	0.094			0.288			0.484			0.180		
Satd. Flow (perm)	175	3492	0	542	3374	0	893	3427	0	342	3348	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1391			5294			1164			1160	
Travel Time (s)		21.1			80.2			19.8			19.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	10%	1%	2%	3%	3%	1%	0%	0%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	625	0	120	1056	0	122	681	0	309	466	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		7.0	21.0		7.0	21.0	
Total Split (s)	15.0	55.5		15.0	55.5		19.5	49.5		30.0	60.0	
Total Split (%)	10.0%	37.0%		10.0%	37.0%		13.0%	33.0%		20.0%	40.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effct Green (s)	64.7	53.9		67.2	55.1		55.2	41.9		72.1	54.7	
Actuated g/C Ratio	0.43	0.36		0.45	0.37		0.37	0.28		0.48	0.36	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.43	0.50		0.37	0.85		0.31	0.71		0.77	0.38	
Control Delay (s/veh)	31.9	40.3		27.5	52.4		24.3	53.2		40.0	35.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	31.9	40.3		27.5	52.4		24.3	53.2		40.0	35.9	
LOS	C	D		C	D		C	D		D	D	
Approach Delay (s/veh)		39.4			49.9			48.8			37.6	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	42	267		70	527		64	314		177	171	
Queue Length 95th (ft)	74	322		111	#654		101	376		266	224	
Internal Link Dist (ft)		1311			5214			1084			1080	
Turn Bay Length (ft)	220			250			200			200		
Base Capacity (vph)	194	1254		336	1239		441	993		417	1251	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.38	0.50		0.36	0.85		0.28	0.69		0.74	0.37	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 145.5 (97%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay (s/veh): 44.7 Intersection LOS: D
Intersection Capacity Utilization 79.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: DuPage County Road 25 & 31st Street



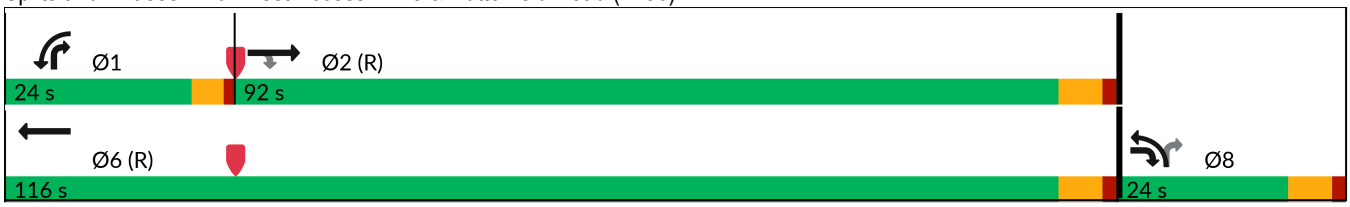
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1917	87	68	1297	26	30
Future Volume (vph)	1917	87	68	1297	26	30
Ideal Flow (vphpl)	2000	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		215	360		0	0
Storage Lanes		1	1		2	1
Taper Length (ft)			100		25	
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5353	1615	1805	5301	3502	1615
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5353	1615	1805	5301	3502	1615
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	25	
Link Distance (ft)	704			250	553	
Travel Time (s)	10.7			3.8	15.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2018	92	72	1365	27	32
Turn Type	NA	pm+ov	Prot	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2				8
Detector Phase	2	8	1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0	8.0	3.0	15.0	8.0	3.0
Minimum Split (s)	24.0	24.0	9.5	24.0	24.0	9.5
Total Split (s)	92.0	24.0	24.0	116.0	24.0	24.0
Total Split (%)	65.7%	17.1%	17.1%	82.9%	17.1%	17.1%
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	3.5
All-Red Time (s)	1.5	1.5	1.0	1.5	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	4.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Min	None	None	C-Min	None	None
Act Effct Green (s)	106.7	122.0	10.9	119.8	8.2	25.1
Actuated g/C Ratio	0.76	0.87	0.08	0.86	0.06	0.18

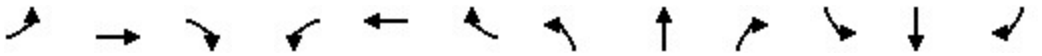
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.49	0.07	0.51	0.30	0.13	0.11
Control Delay (s/veh)	4.1	1.5	56.5	2.0	64.0	47.6
Queue Delay	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.2	1.5	56.5	2.0	64.0	47.6
LOS	A	A	E	A	E	D
Approach Delay (s/veh)	4.1			4.7	55.1	
Approach LOS	A			A	E	
Queue Length 50th (ft)	130	9	60	18	12	25
Queue Length 95th (ft)	m143	m13	119	127	28	54
Internal Link Dist (ft)	624			170	473	
Turn Bay Length (ft)		215	360			
Base Capacity (vph)	4078	1498	251	4537	450	388
Starvation Cap Reductn	901	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.06	0.29	0.30	0.06	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 57 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 5.2		Intersection LOS: A	
Intersection Capacity Utilization 59.4%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: West Access Drive & Butterfield Road (IL 56)



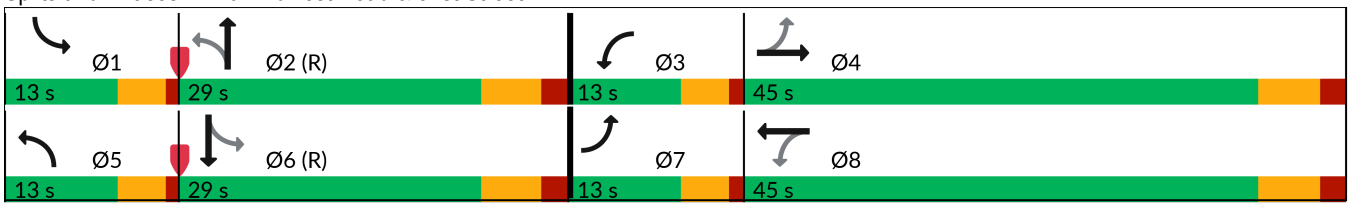


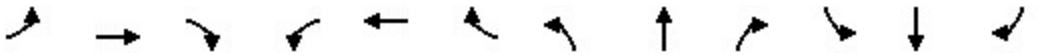
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	721	145	158	806	168	132	347	141	190	258	62
Future Volume (vph)	100	721	145	158	806	168	132	347	141	190	258	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	285		0	220		0	315		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	150			200			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.975			0.974			0.957			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3412	0	1770	3481	0	1703	3350	0	1770	3430	0
Flt Permitted	0.125			0.166			0.501			0.297		
Satd. Flow (perm)	238	3412	0	309	3481	0	898	3350	0	553	3430	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		5294			1859			1649			4138	
Travel Time (s)		80.2			28.2			32.1			80.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	4%	2%	1%	1%	6%	4%	1%	2%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	942	0	172	1059	0	143	530	0	207	347	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.5	21.5		7.5	21.5		7.5	21.5		7.5	21.5	
Total Split (s)	13.0	45.0		13.0	45.0		13.0	29.0		13.0	29.0	
Total Split (%)	13.0%	45.0%		13.0%	45.0%		13.0%	29.0%		13.0%	29.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.5		4.5	6.5		4.5	6.5		4.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	48.0	38.2		48.9	38.6		33.1	22.9		34.0	23.3	
Actuated g/C Ratio	0.48	0.38		0.49	0.39		0.33	0.23		0.34	0.23	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.46	0.72		0.63	0.79		0.39	0.69		0.71	0.43	
Control Delay (s/veh)	18.4	30.2		23.4	32.3		25.1	41.0		38.2	35.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	18.4	30.2		23.4	32.3		25.1	41.0		38.2	35.1	
LOS	B	C		C	C		C	D		D	D	
Approach Delay (s/veh)		29.0			31.0			37.6			36.3	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	33	270		55	310		64	170		93	102	
Queue Length 95th (ft)	60	346		91	395		112	230		#174	147	
Internal Link Dist (ft)		5214			1779			1569			4058	
Turn Bay Length (ft)	280			285			220			315		
Base Capacity (vph)	248	1313		275	1347		367	765		293	798	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.72		0.63	0.79		0.39	0.69		0.71	0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 23 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 32.5		Intersection LOS: C	
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Midwest Road & 31st Street



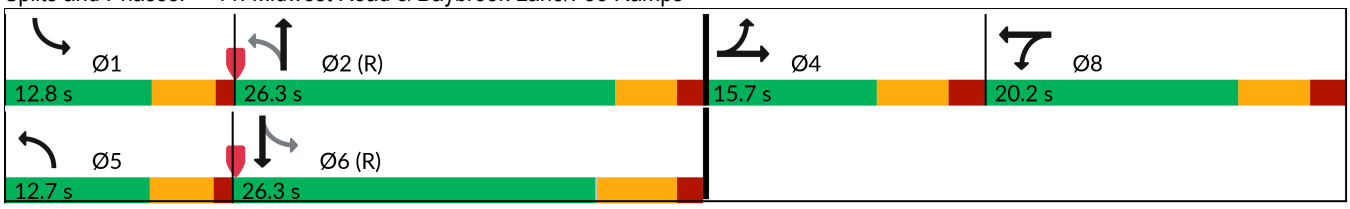


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	0	12	183	2	1685	5	524	48	36	308	16
Future Volume (vph)	19	0	12	183	2	1685	5	524	48	36	308	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		140	530		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			185		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.949				0.850		0.988			0.993	
Flt Protected		0.970			0.953		0.950			0.950		
Satd. Flow (prot)	0	1644	0	0	1742	1583	1504	3497	0	1736	3506	0
Flt Permitted		0.970			0.953		0.550			0.343		
Satd. Flow (perm)	0	1644	0	0	1742	1583	871	3497	0	627	3506	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		578			405			4138			1311	
Travel Time (s)		13.1			9.2			80.6			25.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	17%	4%	0%	2%	20%	2%	2%	4%	2%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	191	1737	5	589	0	37	334	0
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		10.0	10.0		5.0	15.0		3.0	15.0	
Minimum Split (s)	12.0	12.0		16.0	16.0		9.5	20.0		7.5	21.0	
Total Split (s)	15.7	15.7		20.2	20.2		12.7	26.3		12.8	26.3	
Total Split (%)	20.9%	20.9%		26.9%	26.9%		16.9%	35.1%		17.1%	35.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.5		1.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		4.5	5.0		4.5	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)		7.9			13.6	75.0	41.5	37.5		44.3	41.2	
Actuated g/C Ratio		0.11			0.18	1.00	0.55	0.50		0.59	0.55	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.18			0.61	1.10	0.01	0.34		0.08	0.17	
Control Delay (s/veh)		32.6			36.9	60.4	10.4	15.7		9.9	11.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		32.6			36.9	60.4	10.4	15.7		9.9	11.9	
LOS		C			D	E	B	B		A	B	
Approach Delay (s/veh)		32.6			58.0			15.7			11.7	
Approach LOS		C			E			B			B	
Queue Length 50th (ft)		14			80	~154	1	80		5	28	
Queue Length 95th (ft)		37			146	#409	8	175		25	97	
Internal Link Dist (ft)		498			325			4058			1231	
Turn Bay Length (ft)										530		
Base Capacity (vph)		212			338	1583	568	1750		493	1927	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.15			0.57	1.10	0.01	0.34		0.08	0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 9.8 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay (s/veh): 43.3		Intersection LOS: D	
Intersection Capacity Utilization 47.3%		ICU Level of Service A	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 11: Midwest Road & Baybrook Lane/I-88 Ramps



Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1916	31	0	1357	3	0	0	12	0	0	8
Future Vol, veh/h	0	1916	31	0	1357	3	0	0	12	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	3	33	0	0	0	0	0	0
Mvmt Flow	0	2017	33	0	1428	3	0	0	13	0	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	1008	-	-	716
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.1	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.9	-	-	3.9
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	208	0	0	323
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	208	-	-	323
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	23.46	16.43
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	208	-	-	-	323
HCM Lane V/C Ratio	0.061	-	-	-	0.026
HCM Ctrl Dly (s/v)	23.5	-	-	-	16.4
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	29	751	24	0	661
Future Vol, veh/h	0	29	751	24	0	661
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	80	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	35	905	29	0	796

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	452	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	560	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	560	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.86	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	560	-
HCM Lane V/C Ratio	-	-	0.062	-
HCM Ctrl Dly (s/v)	-	-	11.9	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	10	638	18	5	511
Future Vol, veh/h	23	10	638	18	5	511
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	55	0	1	18	0	2
Mvmt Flow	26	11	725	20	6	581

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1037	373	0	0	745	0
Stage 1	735	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	7.9	6.9	-	-	4.1	-
Critical Hdwy Stg 1	6.9	-	-	-	-	-
Critical Hdwy Stg 2	6.9	-	-	-	-	-
Follow-up Hdwy	4.05	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	155	630	-	-	872	-
Stage 1	319	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	154	630	-	-	872	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	319	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	27.19	0	0.15
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	199	35	-
HCM Lane V/C Ratio	-	-	0.188	0.007	-
HCM Ctrl Dly (s/v)	-	-	27.2	9.2	0.1
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	15	25	0	16	17	638	8	11	844	21
Future Vol, veh/h	0	0	15	25	0	16	17	638	8	11	844	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	0	-	0	120	-	-	30	-	160
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	7	13	1	0	0	2	0
Mvmt Flow	0	0	15	26	0	16	18	658	8	11	870	22

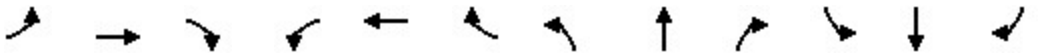
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	435	1155	-	333	870	0	0	666	0	0
Stage 1	-	-	-	697	-	-	-	-	-	-	-	-
Stage 2	-	-	-	458	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	7.5	-	7.04	4.36	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	3.5	-	3.37	2.33	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	575	154	0	648	704	-	-	933	-	0
Stage 1	0	0	-	402	0	-	-	-	-	-	-	0
Stage 2	0	0	-	558	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	575	145	-	648	704	-	-	933	-	-
Mov Cap-2 Maneuver	-	-	-	268	-	-	-	-	-	-	-	-
Stage 1	-	-	-	392	-	-	-	-	-	-	-	-
Stage 2	-	-	-	536	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.44	16.28	0.26	0.11
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	704	-	-	575	268	648	933	-
HCM Lane V/C Ratio	0.025	-	-	0.027	0.096	0.025	0.012	-
HCM Ctrl Dly (s/v)	10.2	-	-	11.4	19.9	10.7	8.9	-
HCM Lane LOS	B	-	-	B	C	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0.1	0	-

Capacity Analysis Summary Sheets

Year 2032 Total Projected Weekday Evening Peak Hour



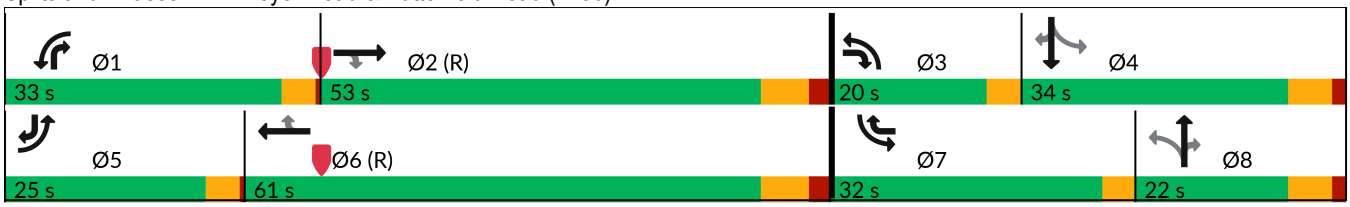
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	1658	268	257	1800	514	235	408	220	401	688	236
Future Volume (vph)	219	1658	268	257	1800	514	235	408	220	401	688	236
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	330		320	310		360	375		215
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	215			195			100			205		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5406	1599	1787	5406	1599	1787	3762	1583	1787	3762	1599
Flt Permitted	0.950			0.950			0.250			0.205		
Satd. Flow (perm)	1787	5406	1599	1787	5406	1599	470	3762	1583	386	3762	1599
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			35	
Link Distance (ft)		1016			704			303			687	
Travel Time (s)		15.4			10.7			5.2			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	1692	273	262	1837	524	240	416	224	409	702	241
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.0	22.0	6.5	7.0	22.0	6.5	6.5	21.0	7.0	6.5	21.0	7.0
Total Split (s)	25.0	53.0	20.0	33.0	61.0	32.0	20.0	22.0	33.0	32.0	34.0	25.0
Total Split (%)	17.9%	37.9%	14.3%	23.6%	43.6%	22.9%	14.3%	15.7%	23.6%	22.9%	24.3%	17.9%
Yellow Time (s)	3.5	5.0	3.5	3.5	5.0	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.5	2.0	0.0	0.5	2.0	0.0	0.0	1.5	0.5	0.0	1.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	3.5	4.0	7.0	3.5	3.5	6.0	4.0	3.5	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	20.3	49.8	73.2	25.2	54.7	90.2	34.9	16.0	47.2	50.5	28.1	54.3
Actuated g/C Ratio	0.15	0.36	0.52	0.18	0.39	0.64	0.25	0.11	0.34	0.36	0.20	0.39

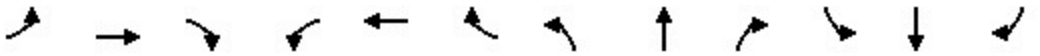
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.86	0.88	0.33	0.81	0.87	0.51	0.89	0.97	0.42	0.96	0.93	0.39
Control Delay (s/veh)	88.0	49.1	21.3	81.0	39.3	9.1	68.8	97.7	37.9	75.0	74.7	33.0
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.0	49.1	21.3	81.0	39.7	9.4	68.8	97.7	37.9	75.0	74.7	33.0
LOS	F	D	C	F	D	A	E	F	D	E	E	C
Approach Delay (s/veh)		49.6			37.8			74.6			67.4	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	202	539	143	257	442	115	162	203	157	315	336	157
Queue Length 95th (ft)	#341	#658	217	349	556	158	#311	#312	229	#529	#455	233
Internal Link Dist (ft)		936			624			223			607	
Turn Bay Length (ft)	250		250	330		320	310		360	375		215
Base Capacity (vph)	268	1921	836	370	2114	1030	272	429	576	424	754	629
Starvation Cap Reductn	0	0	0	0	55	124	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.88	0.33	0.71	0.89	0.58	0.88	0.97	0.39	0.96	0.93	0.38

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 98 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay (s/veh): 51.7 Intersection LOS: D
Intersection Capacity Utilization 97.4% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyer Road & Butterfield Road (IL 56)





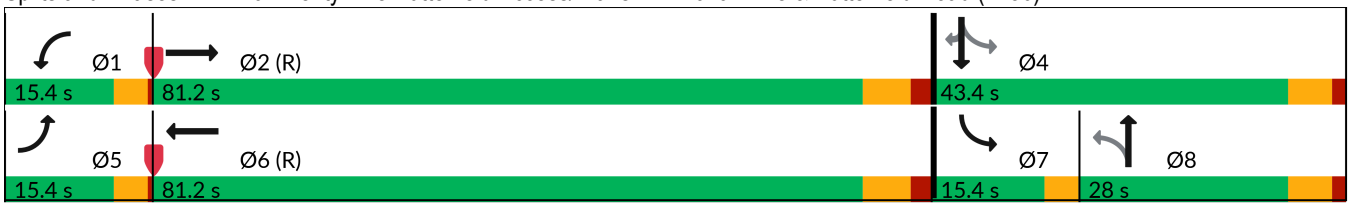
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	2162	2	20	2257	33	51	2	17	122	1	228
Future Volume (vph)	35	2162	2	20	2257	33	51	2	17	122	1	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	240		0	155		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			205			25			105		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.864				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5085	0	1805	5126	0	1805	1642	0	1805	2000	1615
Flt Permitted	0.950			0.950			0.757			0.576		
Satd. Flow (perm)	1805	5085	0	1805	5126	0	1438	1642	0	1094	2000	1615
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		560			795			463			549	
Travel Time (s)		8.5			12.0			12.6			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	2404	0	22	2545	0	57	21	0	136	1	253
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		8.0	8.0		3.0	8.0	8.0
Minimum Split (s)	8.0	22.0		8.0	22.0		14.0	14.0		6.5	14.0	14.0
Total Split (s)	15.4	81.2		15.4	81.2		28.0	28.0		15.4	43.4	43.4
Total Split (%)	11.0%	58.0%		11.0%	58.0%		20.0%	20.0%		11.0%	31.0%	31.0%
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	8.4	91.6		7.2	88.3		13.6	13.6		30.6	28.1	28.1
Actuated g/C Ratio	0.06	0.65		0.05	0.63		0.10	0.10		0.22	0.20	0.20

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.36	0.72		0.24	0.79		0.41	0.13		0.44	0.00	0.78
Control Delay (s/veh)	80.2	7.9		47.6	30.3		66.5	56.8		49.4	40.0	69.1
Queue Delay	0.0	0.0		0.0	0.9		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	80.2	7.9		47.6	31.2		66.5	56.8		49.4	40.0	69.1
LOS	F	A		D	C		E	E		D	D	E
Approach Delay (s/veh)		9.0			31.4			63.9			62.1	
Approach LOS		A			C			E			E	
Queue Length 50th (ft)	37	124		17	682		50	18		106	1	221
Queue Length 95th (ft)	m63	176		m20	m742		92	43		157	5	299
Internal Link Dist (ft)		480			715			383			469	
Turn Bay Length (ft)	240			155						140		
Base Capacity (vph)	146	3325		146	3233		225	258		309	534	431
Starvation Cap Reductn	0	0		0	384		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.27	0.72		0.15	0.89		0.25	0.08		0.44	0.00	0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 88.2 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 24.1		Intersection LOS: C	
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: 26 Twenty Five Butterfield Access/Trans Am Plaza Drive & Butterfield Road (IL 56)



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	903	1391	6	5	18	1299	18	46	30	60	58	10
Future Volume (vph)	903	1391	6	5	18	1299	18	46	30	60	58	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	240		0		320		0	0		0	75	
Storage Lanes	2		0		1		0	0		0	1	
Taper Length (ft)	270				150			25			125	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.999				0.998			0.941			
Flt Protected	0.950				0.950				0.983		0.950	0.966
Satd. Flow (prot)	3433	5131	0	0	1798	5126	0	0	1758	0	1681	1719
Flt Permitted	0.950				0.950				0.871		0.950	0.966
Satd. Flow (perm)	3433	5131	0	0	1798	5126	0	0	1557	0	1681	1719
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45				40			25			40
Link Distance (ft)		795				1424			363			1269
Travel Time (s)		12.0				24.3			9.9			21.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.92	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	0%	2%	0%	1%	0%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)											42%	
Lane Group Flow (vph)	992	1536	0	0	25	1447	0	0	150	0	37	38
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Split	NA
Protected Phases	5	2		1	1	6			8		4	4
Permitted Phases								8				
Detector Phase	5	2		1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	7.5	21.5		7.5	7.5	21.5		14.5	14.5		14.5	14.5
Total Split (s)	45.0	82.0		14.0	14.0	51.0		26.0	26.0		18.0	18.0
Total Split (%)	32.1%	58.6%		10.0%	10.0%	36.4%		18.6%	18.6%		12.9%	12.9%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.0	2.0		1.0	1.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)	4.5	6.5			4.5	6.5			6.5		6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	42.3	83.6			7.4	44.5			17.7		11.5	11.5
Actuated g/C Ratio	0.30	0.60			0.05	0.32			0.13		0.08	0.08

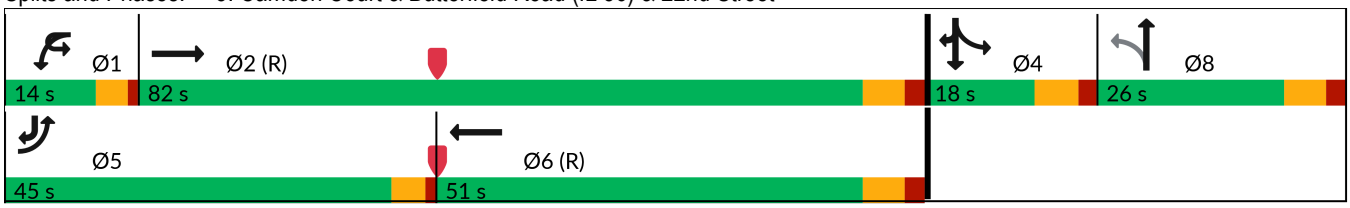


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	966
Future Volume (vph)	966
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2814
Flt Permitted	
Satd. Flow (perm)	2814
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.91
Growth Factor	100%
Heavy Vehicles (%)	1%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	1062
Turn Type	pt+ov
Protected Phases	4 5
Permitted Phases	
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	51.8
Actuated g/C Ratio	0.37

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.96	0.50			0.26	0.89			0.77		0.27	0.27
Control Delay (s/veh)	48.3	16.5			69.9	53.2			83.3		65.7	65.6
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Delay (s/veh)	48.3	16.5			69.9	53.2			83.3		65.7	65.6
LOS	D	B			E	D			F		E	E
Approach Delay (s/veh)		29.0				53.5			83.3			97.5
Approach LOS		C				D			F			F
Queue Length 50th (ft)	409	393			22	463			132		34	34
Queue Length 95th (ft)	#616	521			54	527			#224		75	74
Internal Link Dist (ft)		715				1344			283			1189
Turn Bay Length (ft)	240				320						75	
Base Capacity (vph)	1037	3063			122	1629			216		138	141
Starvation Cap Reductn	0	0			0	0			0		0	0
Spillback Cap Reductn	0	0			0	0			0		0	0
Storage Cap Reductn	0	0			0	0			0		0	0
Reduced v/c Ratio	0.96	0.50			0.20	0.89			0.69		0.27	0.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 25.2 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay (s/veh): 52.1		Intersection LOS: D	
Intersection Capacity Utilization 83.3%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

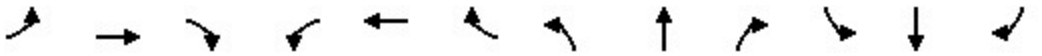
Splits and Phases: 3: Camden Court & Butterfield Road (IL 56) & 22nd Street





Lane Group	SBR
v/c Ratio	1.02
Control Delay (s/veh)	69.8
Queue Delay	29.9
Total Delay (s/veh)	99.7
LOS	F
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	~467
Queue Length 95th (ft)	#613
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	1041
Starvation Cap Reductn	0
Spillback Cap Reductn	89
Storage Cap Reductn	0
Reduced v/c Ratio	1.12

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	891	98	237	561	300	75	412	176	358	597	66
Future Volume (vph)	135	891	98	237	561	300	75	412	176	358	597	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	200			190			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.985			0.948			0.955			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3521	0	1805	3388	0	1805	3413	0	1787	3503	0
Flt Permitted	0.223			0.086			0.346			0.120		
Satd. Flow (perm)	420	3521	0	163	3388	0	657	3413	0	226	3503	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1391			5294			1164			1174	
Travel Time (s)		21.1			80.2			19.8			20.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	1%	1%	0%	1%	1%	1%	1%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	1052	0	252	916	0	80	625	0	381	705	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		7.0	21.0		7.0	21.0	
Total Split (s)	19.2	56.0		35.2	72.0		16.0	35.2		33.6	52.8	
Total Split (%)	12.0%	35.0%		22.0%	45.0%		10.0%	22.0%		21.0%	33.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effct Green (s)	72.7	58.9		87.2	69.4		40.9	29.2		64.8	49.1	
Actuated g/C Ratio	0.45	0.37		0.55	0.43		0.26	0.18		0.41	0.31	

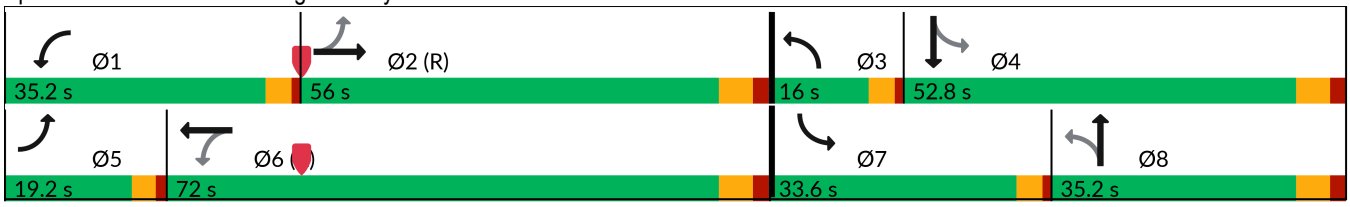
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.49	0.81		0.79	0.62		0.34	1.00		1.00	0.66	
Control Delay (s/veh)	25.6	52.1		54.1	37.9		35.7	101.2		93.9	51.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	25.6	52.1		54.1	37.9		35.7	101.2		93.9	51.9	
LOS	C	D		D	D		D	F		F	D	
Approach Delay (s/veh)		48.9			41.4			93.8			66.7	
Approach LOS		D			D			F			E	
Queue Length 50th (ft)	73	525		183	391		52	~353		~352	341	
Queue Length 95th (ft)	114	#718		277	484		90	#490		#580	423	
Internal Link Dist (ft)		1311			5214			1084			1094	
Turn Bay Length (ft)	220			250			200			200		
Base Capacity (vph)	329	1295		409	1468		263	622		380	1075	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.81		0.62	0.62		0.30	1.00		1.00	0.66	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 126.4 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay (s/veh): 59.0 Intersection LOS: E
Intersection Capacity Utilization 94.4% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: DuPage County Road 25 & 31st Street





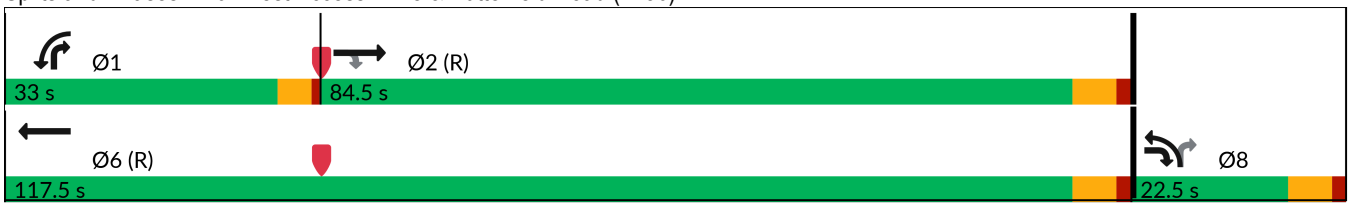
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2063	216	163	2366	205	142
Future Volume (vph)	2063	216	163	2366	205	142
Ideal Flow (vphpl)	2000	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		215	360		0	0
Storage Lanes		1	1		2	1
Taper Length (ft)			100		25	
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5406	1615	1805	5406	3502	1615
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5406	1615	1805	5406	3502	1615
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	25	
Link Distance (ft)	704			250	553	
Travel Time (s)	10.7			3.8	15.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2172	227	172	2491	216	149
Turn Type	NA	pm+ov	Prot	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2				8
Detector Phase	2	8	1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0	8.0	3.0	15.0	8.0	3.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	9.5
Total Split (s)	84.5	22.5	33.0	117.5	22.5	33.0
Total Split (%)	60.4%	16.1%	23.6%	83.9%	16.1%	23.6%
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	3.5
All-Red Time (s)	1.5	1.5	1.0	1.5	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	4.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Min	None	None	C-Min	None	None
Act Effct Green (s)	91.2	110.9	18.6	114.3	13.7	38.3
Actuated g/C Ratio	0.65	0.79	0.13	0.82	0.10	0.27

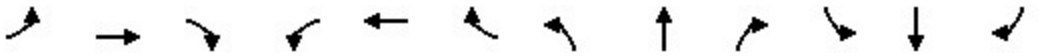
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.62	0.18	0.72	0.56	0.63	0.34
Control Delay (s/veh)	8.0	2.2	78.5	2.3	69.0	41.4
Queue Delay	0.2	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	8.3	2.2	78.5	2.4	69.0	41.4
LOS	A	A	E	A	E	D
Approach Delay (s/veh)	7.7			7.3	57.7	
Approach LOS	A			A	E	
Queue Length 50th (ft)	178	24	165	90	98	109
Queue Length 95th (ft)	m195	m28	m214	125	140	158
Internal Link Dist (ft)	624			170	473	
Turn Bay Length (ft)		215	360			
Base Capacity (vph)	3522	1311	367	4414	412	555
Starvation Cap Reductn	532	0	0	374	0	0
Spillback Cap Reductn	0	0	0	56	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.17	0.47	0.62	0.52	0.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 90 (64%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 10.9		Intersection LOS: B	
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: West Access Drive & Butterfield Road (IL 56)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1174	267	293	778	150	183	389	128	218	530	95
Future Volume (vph)	95	1174	267	293	778	150	183	389	128	218	530	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	285		0	220		0	315		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	150			200			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.972			0.976			0.963			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3468	0	1787	3523	0	1770	3434	0	1805	3497	0
Flt Permitted	0.220			0.086			0.229			0.246		
Satd. Flow (perm)	414	3468	0	162	3523	0	427	3434	0	467	3497	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		5294			1859			1649			4138	
Travel Time (s)		80.2			28.2			32.1			80.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	1%	0%	0%	2%	1%	2%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	1470	0	299	947	0	187	528	0	222	638	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.5	21.5		7.5	21.5		7.5	21.5		7.5	21.5	
Total Split (s)	16.2	46.2		25.0	55.0		16.3	33.8		20.0	37.5	
Total Split (%)	13.0%	37.0%		20.0%	44.0%		13.0%	27.0%		16.0%	30.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.5		4.5	6.5		4.5	6.5		4.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	52.9	42.1		67.4	52.1		41.3	27.8		46.9	30.7	
Actuated g/C Ratio	0.42	0.34		0.54	0.42		0.33	0.22		0.38	0.25	

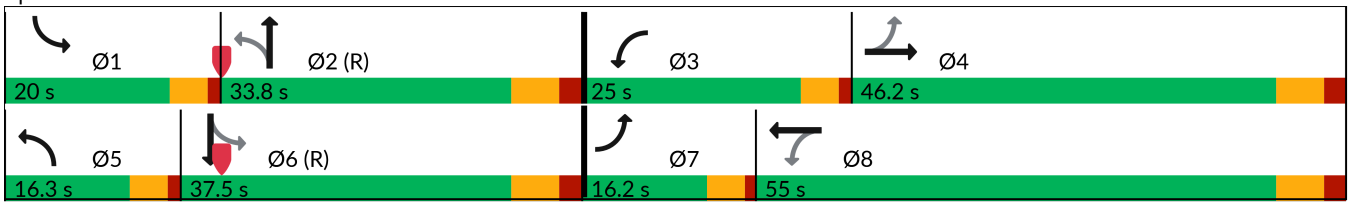
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.36	1.26		0.90	0.65		0.71	0.69		0.68	0.74	
Control Delay (s/veh)	19.3	159.5		63.1	32.1		42.7	50.2		37.7	49.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	19.3	159.5		63.1	32.1		42.7	50.2		37.7	49.7	
LOS	B	F		E	C		D	D		D	D	
Approach Delay (s/veh)		150.8			39.6			48.2			46.6	
Approach LOS		F			D			D			D	
Queue Length 50th (ft)	38	~820		185	320		103	210		123	253	
Queue Length 95th (ft)	67	#960		#340	408		#171	275		188	322	
Internal Link Dist (ft)		5214			1779			1569			4058	
Turn Bay Length (ft)	280			285			220			315		
Base Capacity (vph)	313	1168		353	1467		269	764		345	867	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.31	1.26		0.85	0.65		0.70	0.69		0.64	0.74	

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 125
Offset: 81.8 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay (s/veh): 82.1 Intersection LOS: F
Intersection Capacity Utilization 103.4% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Midwest Road & 31st Street

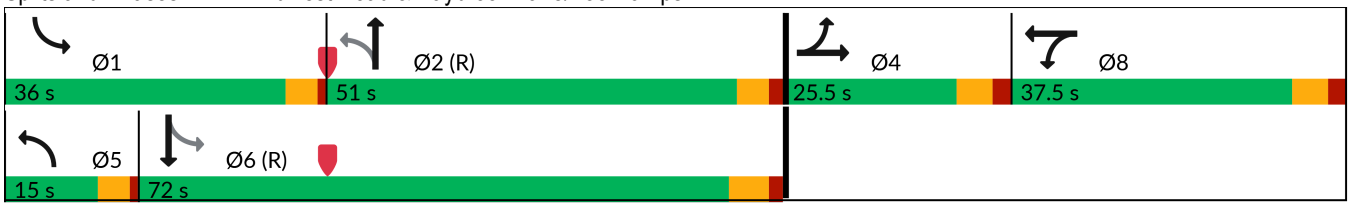


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	3	15	226	3	1125	21	694	70	231	772	28
Future Volume (vph)	34	3	15	226	3	1125	21	694	70	231	772	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		140	530		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			185		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.961				0.850		0.986			0.995	
Flt Protected		0.968			0.953		0.950			0.950		
Satd. Flow (prot)	0	1607	0	0	1759	1583	1805	3508	0	1787	3553	0
Flt Permitted		0.968			0.953		0.329			0.238		
Satd. Flow (perm)	0	1607	0	0	1759	1583	625	3508	0	448	3553	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		578			405			4138			1311	
Travel Time (s)		13.1			9.2			80.6			25.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	0%	14%	3%	0%	2%	0%	1%	6%	1%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	0	243	1197	22	812	0	246	851	0
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		10.0	10.0		5.0	15.0		3.0	15.0	
Minimum Split (s)	12.0	12.0		16.0	16.0		9.5	20.0		7.5	21.0	
Total Split (s)	25.5	25.5		37.5	37.5		15.0	51.0		36.0	72.0	
Total Split (%)	17.0%	17.0%		25.0%	25.0%		10.0%	34.0%		24.0%	48.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.5		1.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		4.5	5.0		4.5	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)		11.5			27.5	150.0	80.6	73.8		97.2	89.0	
Actuated g/C Ratio		0.08			0.18	1.00	0.54	0.49		0.65	0.59	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.45			0.75	0.76	0.06	0.47		0.54	0.40	
Control Delay (s/veh)		76.9			72.5	3.4	14.8	29.8		17.6	20.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		76.9			72.5	3.4	14.8	29.8		17.6	20.1	
LOS		E			E	A	B	C		B	C	
Approach Delay (s/veh)		76.9			15.1			29.4			19.5	
Approach LOS		E			B			C			B	
Queue Length 50th (ft)		52			228	0	8	282		99	254	
Queue Length 95th (ft)		99			309	0	24	437		177	372	
Internal Link Dist (ft)		498			325			4058			1231	
Turn Bay Length (ft)										530		
Base Capacity (vph)		208			378	1583	436	1725		571	2107	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.26			0.64	0.76	0.05	0.47		0.43	0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 100 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 21.0		Intersection LOS: C	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 11: Midwest Road & Baybrook Lane/I-88 Ramps



Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2134	71	0	2519	17	0	0	65	0	0	9
Future Vol, veh/h	0	2134	71	0	2519	17	0	0	65	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	1	6	0	0	0	0	0	0
Mvmt Flow	0	2246	75	0	2652	18	0	0	68	0	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	1123	-	-	1335
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.1	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.9	-	-	3.9
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	174	0	0	126
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	174	-	-	126
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	38.45	36
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	174	-	-	-	126
HCM Lane V/C Ratio	0.393	-	-	-	0.075
HCM Ctrl Dly (s/v)	38.4	-	-	-	36
HCM Lane LOS	E	-	-	-	E
HCM 95th %tile Q(veh)	1.7	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	105	759	60	0	1214
Future Vol, veh/h	0	105	759	60	0	1214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	80	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	113	816	65	0	1305

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	408	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	598	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	598	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.41	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	598	-
HCM Lane V/C Ratio	-	-	0.189	-
HCM Ctrl Dly (s/v)	-	-	12.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.7	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	24	822	25	14	1015
Future Vol, veh/h	19	24	822	25	14	1015
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	4	1	4	0	1
Mvmt Flow	21	26	903	27	15	1115

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1505	465	0	0	931	0
Stage 1	917	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Critical Hdwy	6.8	6.98	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.34	-	-	2.2	-
Pot Cap-1 Maneuver	114	538	-	-	743	-
Stage 1	355	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	112	538	-	-	743	-
Mov Cap-2 Maneuver	112	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	513	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	28.45	0	0.33
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	200	49	-
HCM Lane V/C Ratio	-	-	0.236	0.021	-
HCM Ctrl Dly (s/v)	-	-	28.4	9.9	0.2
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	56	13	0	19	46	1161	10	28	1083	75
Future Vol, veh/h	0	0	56	13	0	19	46	1161	10	28	1083	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	0	-	0	120	-	-	30	-	160
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	11	0	0
Mvmt Flow	0	0	62	14	0	21	51	1290	11	31	1203	83

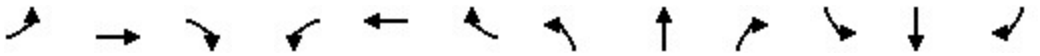
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	602	2062	-	651	1203	0	0	1301	0	0
Stage 1	-	-	-	1398	-	-	-	-	-	-	-	-
Stage 2	-	-	-	664	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	7.5	-	6.9	4.1	-	-	4.32	-	-
Critical Hdwy Stg 1	-	-	-	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	3.5	-	3.3	2.2	-	-	2.31	-	-
Pot Cap-1 Maneuver	0	0	448	32	0	416	587	-	-	482	-	0
Stage 1	0	0	-	151	0	-	-	-	-	-	-	0
Stage 2	0	0	-	421	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	448	24	-	416	587	-	-	482	-	-
Mov Cap-2 Maneuver	-	-	-	94	-	-	-	-	-	-	-	-
Stage 1	-	-	-	138	-	-	-	-	-	-	-	-
Stage 2	-	-	-	339	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.33	28.65	0.44	0.33
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	587	-	-	448	94	416	482	-
HCM Lane V/C Ratio	0.087	-	-	0.139	0.153	0.051	0.064	-
HCM Ctrl Dly (s/v)	11.7	-	-	14.3	49.9	14.1	13	-
HCM Lane LOS	B	-	-	B	E	B	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	0.5	0.2	0.2	-

Capacity Analysis Summary Sheets

Year 2032 Total Projected Saturday Midday Peak Hour



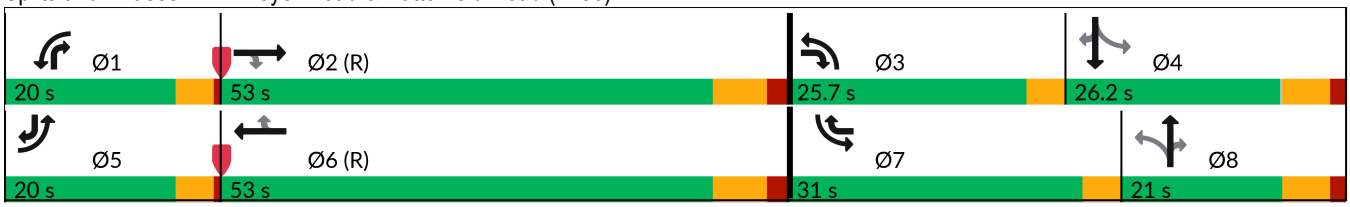
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	1588	202	170	1755	372	250	431	125	447	284	250
Future Volume (vph)	182	1588	202	170	1755	372	250	431	125	447	284	250
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	330		320	310		360	375		215
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	215			195			100			205		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5406	1599	1805	5406	1615	1805	3762	1599	1787	3762	1599
Flt Permitted	0.950			0.950			0.574			0.216		
Satd. Flow (perm)	1787	5406	1599	1805	5406	1615	1091	3762	1599	406	3762	1599
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			35	
Link Distance (ft)		1016			704			305			687	
Travel Time (s)		15.4			10.7			5.2			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	1%	0%	0%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	1620	206	173	1791	380	255	440	128	456	290	255
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.0	22.0	6.5	7.0	22.0	6.5	6.5	21.0	7.0	6.5	21.0	7.0
Total Split (s)	20.0	53.0	25.7	20.0	53.0	31.0	25.7	21.0	20.0	31.0	26.2	20.0
Total Split (%)	16.0%	42.4%	20.6%	16.0%	42.4%	24.8%	20.6%	16.8%	16.0%	24.8%	21.0%	16.0%
Yellow Time (s)	3.5	5.0	3.5	3.5	5.0	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.5	2.0	0.0	0.5	2.0	0.0	0.0	1.5	0.5	0.0	1.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	3.5	4.0	7.0	3.5	3.5	6.0	4.0	3.5	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	15.6	46.7	72.3	15.3	46.4	80.9	36.1	15.0	36.3	48.5	23.9	45.5
Actuated g/C Ratio	0.12	0.37	0.58	0.12	0.37	0.65	0.29	0.12	0.29	0.39	0.19	0.36

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.84	0.80	0.22	0.78	0.89	0.36	0.61	0.98	0.28	0.99	0.40	0.44
Control Delay (s/veh)	83.7	39.0	13.1	79.6	35.1	9.8	34.8	91.5	35.9	73.9	47.2	33.8
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.7	39.2	13.1	79.6	35.1	9.8	34.8	91.5	35.9	73.9	47.2	33.8
LOS	F	D	B	E	D	A	C	F	D	E	D	C
Approach Delay (s/veh)		40.6			34.2			65.3			56.0	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	150	432	78	131	461	131	145	191	80	312	110	156
Queue Length 95th (ft)	#272	496	113	#251	499	79	217	#301	135	#537	161	246
Internal Link Dist (ft)		936			624			225			607	
Turn Bay Length (ft)	250		250	330		320	310		360	375		215
Base Capacity (vph)	228	2018	970	231	2008	1046	473	451	473	461	719	587
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	56	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.83	0.21	0.75	0.89	0.36	0.54	0.98	0.27	0.99	0.40	0.43

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 125
Offset: 82.5 (66%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay (s/veh): 44.0 Intersection LOS: D
Intersection Capacity Utilization 97.1% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyer Road & Butterfield Road (IL 56)



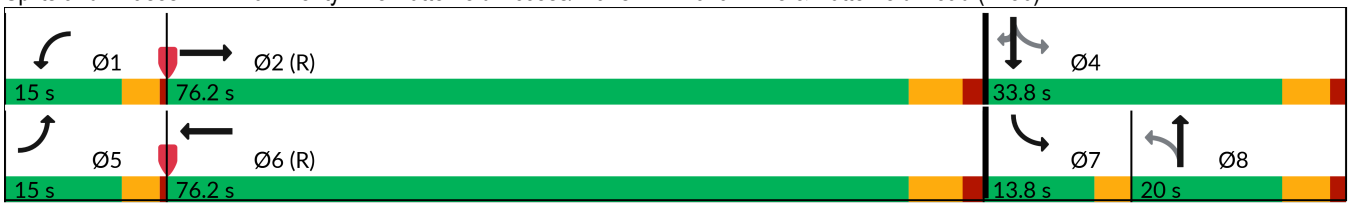
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1984	15	12	2239	11	7	0	1	29	1	24
Future Volume (vph)	14	1984	15	12	2239	11	7	0	1	29	1	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	240		0	155		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			205			25			105		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.999			0.850				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5131	0	1805	5131	0	1583	1615	0	1805	1000	1615
Flt Permitted	0.950			0.950						0.755		
Satd. Flow (perm)	1805	5131	0	1805	5131	0	1667	1615	0	1434	1000	1615
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		560			795			463			549	
Travel Time (s)		8.5			12.0			12.6			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	14%	0%	0%	0%	100%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	2149	0	13	2420	0	8	1	0	31	1	26
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		8.0	8.0		3.0	8.0	8.0
Minimum Split (s)	8.0	22.0		8.0	22.0		14.0	14.0		6.5	14.0	14.0
Total Split (s)	15.0	76.2		15.0	76.2		20.0	20.0		13.8	33.8	33.8
Total Split (%)	12.0%	61.0%		12.0%	61.0%		16.0%	16.0%		11.0%	27.0%	27.0%
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	6.6	104.5		6.5	104.4		8.2	8.2		12.0	11.3	11.3
Actuated g/C Ratio	0.05	0.84		0.05	0.84		0.07	0.07		0.10	0.09	0.09

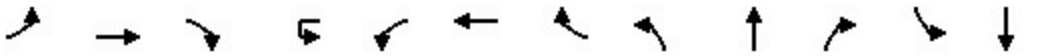
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.16	0.50		0.14	0.56		0.07	0.01		0.19	0.01	0.18
Control Delay (s/veh)	52.8	4.0		65.3	5.5		56.3	54.0		50.9	47.0	52.8
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	52.8	4.0		65.3	5.6		56.3	54.0		50.9	47.0	52.8
LOS	D	A		E	A		E	D		D	D	D
Approach Delay (s/veh)		4.3			5.9			56.0			51.6	
Approach LOS		A			A			E			D	
Queue Length 50th (ft)	12	33		11	98		7	1		24	1	20
Queue Length 95th (ft)	m21	228		m15	679		26	7		49	11	45
Internal Link Dist (ft)		480			715			383			469	
Turn Bay Length (ft)	240			155						140		
Base Capacity (vph)	158	4291		158	4287		186	180		188	222	359
Starvation Cap Reductn	0	58		0	631		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.09	0.51		0.08	0.66		0.04	0.01		0.16	0.00	0.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 75 (60%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 5.9		Intersection LOS: A	
Intersection Capacity Utilization 72.7%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: 26 Twenty Five Butterfield Access/Trans Am Plaza Drive & Butterfield Road (IL 56)





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	673	1338	3	9	8	1275	45	2	0	1	19	1
Future Volume (vph)	673	1338	3	9	8	1275	45	2	0	1	19	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	240		0		320		0	0		0	75	
Storage Lanes	2		0		1		0	0		0	1	
Taper Length (ft)	270				150			25			125	
Lane Util. Factor	0.97	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt						0.995			0.955			
Flt Protected	0.950				0.950				0.968		0.950	0.957
Satd. Flow (prot)	3467	5136	0	0	1805	5112	0	0	1756	0	1715	1727
Flt Permitted	0.950				0.950						0.950	0.957
Satd. Flow (perm)	3467	5136	0	0	1805	5112	0	0	1814	0	1715	1727
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45				40			25			40
Link Distance (ft)		795				1424			363			1269
Travel Time (s)		12.0				24.3			9.9			21.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)											48%	
Lane Group Flow (vph)	694	1382	0	0	17	1360	0	0	3	0	10	11
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Split	NA
Protected Phases	5	2		1	1	6			8		4	4
Permitted Phases								8				
Detector Phase	5	2		1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	7.5	21.5		7.5	7.5	21.5		14.5	14.5		14.5	14.5
Total Split (s)	30.0	65.0		15.0	15.0	50.0		20.0	20.0		25.0	25.0
Total Split (%)	24.0%	52.0%		12.0%	12.0%	40.0%		16.0%	16.0%		20.0%	20.0%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.0	2.0		1.0	1.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)	4.5	6.5			4.5	6.5			6.5		6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	42.6	85.6			6.8	43.5			8.0		18.5	18.5
Actuated g/C Ratio	0.34	0.68			0.05	0.35			0.06		0.15	0.15



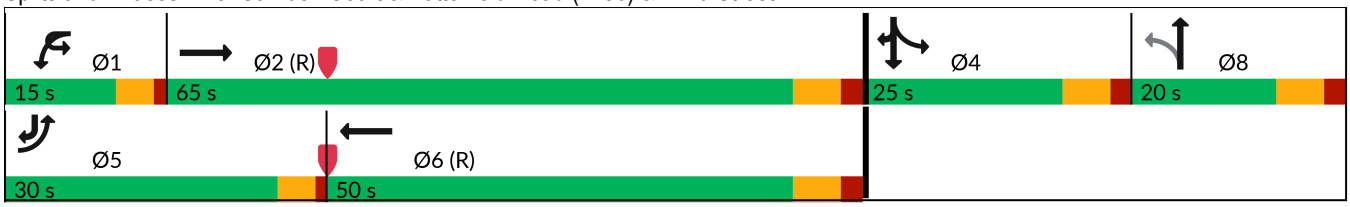
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	986
Future Volume (vph)	986
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2814
Flt Permitted	
Satd. Flow (perm)	2814
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.97
Growth Factor	100%
Heavy Vehicles (%)	1%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	1016
Turn Type	pt+ov
Protected Phases	4 5
Permitted Phases	
Detector Phase	4 5
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	64.3
Actuated g/C Ratio	0.51

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.59	0.39			0.18	0.76			0.03		0.04	0.04
Control Delay (s/veh)	31.2	17.4			59.9	39.7			55.3		46.3	46.4
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Total Delay (s/veh)	31.2	17.4			59.9	39.7			55.3		46.3	46.4
LOS	C	B			E	D			E		D	D
Approach Delay (s/veh)		22.0				39.9			55.3			26.5
Approach LOS		C				D			E			C
Queue Length 50th (ft)	289	349			13	358			2		7	8
Queue Length 95th (ft)	375	334			38	417			12		25	27
Internal Link Dist (ft)		715				1344			283			1189
Turn Bay Length (ft)	240				320						75	
Base Capacity (vph)	1181	3517			151	1778			195		253	255
Starvation Cap Reductn	0	0			0	0			0		0	0
Spillback Cap Reductn	0	0			0	0			0		0	0
Storage Cap Reductn	0	0			0	0			0		0	0
Reduced v/c Ratio	0.59	0.39			0.11	0.76			0.02		0.04	0.04

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 125
Offset: 57.5 (46%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay (s/veh): 28.6 Intersection LOS: C
Intersection Capacity Utilization 83.0% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

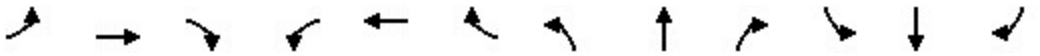
Splits and Phases: 3: Camden Court & Butterfield Road (IL 56) & 22nd Street





Lane Group	SBR
v/c Ratio	0.70
Control Delay (s/veh)	26.1
Queue Delay	0.0
Total Delay (s/veh)	26.1
LOS	C
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	319
Queue Length 95th (ft)	#475
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	1447
Starvation Cap Reductn	0
Spillback Cap Reductn	4
Storage Cap Reductn	0
Reduced v/c Ratio	0.70

Intersection Summary

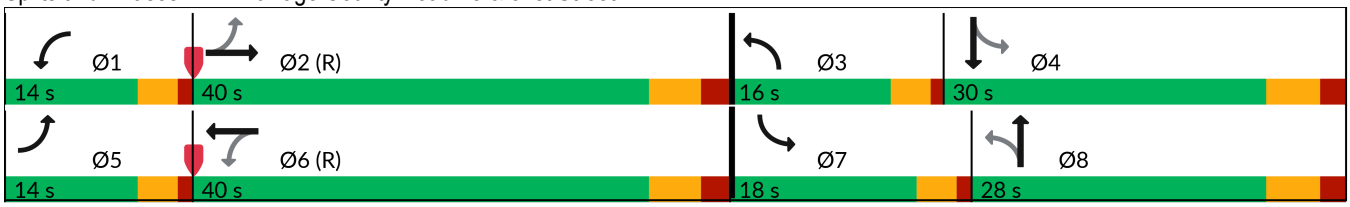


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	369	47	105	372	251	61	381	116	226	398	50
Future Volume (vph)	70	369	47	105	372	251	61	381	116	226	398	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	200			190			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.983			0.940			0.965			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3517	0	1805	3360	0	1805	3449	0	1770	3513	0
Flt Permitted	0.334			0.433			0.486			0.261		
Satd. Flow (perm)	635	3517	0	823	3360	0	923	3449	0	486	3513	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1391			5294			1164			1171	
Travel Time (s)		21.1			80.2			19.8			20.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	1%	1%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	428	0	108	643	0	63	513	0	233	462	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		7.0	21.0		7.0	21.0	
Total Split (s)	14.0	40.0		14.0	40.0		16.0	28.0		18.0	30.0	
Total Split (%)	14.0%	40.0%		14.0%	40.0%		16.0%	28.0%		18.0%	30.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effct Green (s)	46.0	36.5		48.4	39.3		31.4	21.9		41.1	29.4	
Actuated g/C Ratio	0.46	0.37		0.48	0.39		0.31	0.22		0.41	0.29	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.19	0.33		0.22	0.49		0.18	0.68		0.63	0.45	
Control Delay (s/veh)	14.4	24.5		9.5	21.5		19.3	41.1		28.0	31.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	14.4	24.5		9.5	21.5		19.3	41.1		28.0	31.0	
LOS	B	C		A	C		B	D		C	C	
Approach Delay (s/veh)		23.0			19.7			38.7			30.0	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	23	105		23	190		24	160		98	128	
Queue Length 95th (ft)	46	150		39	255		49	217		158	183	
Internal Link Dist (ft)		1311			5214			1084			1091	
Turn Bay Length (ft)	220			250			200			200		
Base Capacity (vph)	424	1283		503	1319		437	764		379	1034	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.17	0.33		0.21	0.49		0.14	0.67		0.61	0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 67 (67%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 27.6		Intersection LOS: C	
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: DuPage County Road 25 & 31st Street





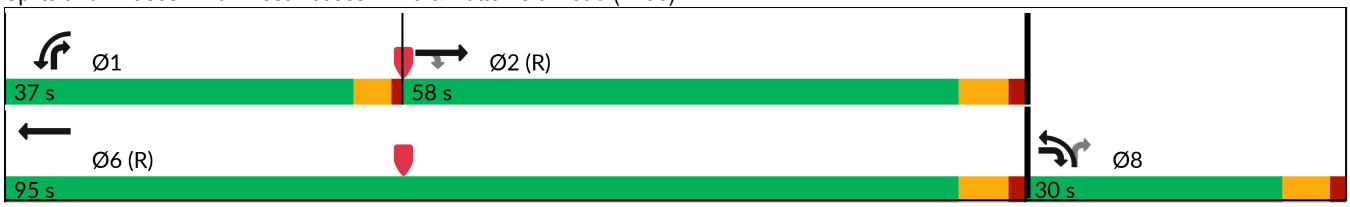
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1811	348	270	1986	311	221
Future Volume (vph)	1811	348	270	1986	311	221
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		215	360		0	0
Storage Lanes		1	1		2	1
Taper Length (ft)			100		25	
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5136	1615	1805	5406	3502	1615
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5136	1615	1805	5406	3502	1615
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	25	
Link Distance (ft)	704			250	553	
Travel Time (s)	10.7			3.8	15.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1906	366	284	2091	327	233
Turn Type	NA	pm+ov	Prot	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2				8
Detector Phase	2	8	1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0	8.0	3.0	15.0	8.0	3.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	9.5
Total Split (s)	58.0	30.0	37.0	95.0	30.0	37.0
Total Split (%)	46.4%	24.0%	29.6%	76.0%	24.0%	29.6%
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	3.5
All-Red Time (s)	1.5	1.5	1.0	1.5	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	4.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Min	None	None	C-Min	None	None
Act Effct Green (s)	65.9	89.5	25.0	95.4	17.6	48.6
Actuated g/C Ratio	0.53	0.72	0.20	0.76	0.14	0.39

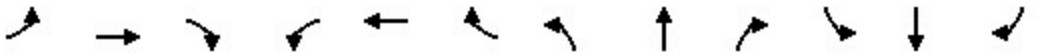
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.70	0.32	0.79	0.51	0.66	0.37
Control Delay (s/veh)	14.5	3.3	72.9	3.8	57.2	27.5
Queue Delay	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.7	3.3	72.9	3.8	57.2	27.5
LOS	B	A	E	A	E	C
Approach Delay (s/veh)	12.9			12.1	44.9	
Approach LOS	B			B	D	
Queue Length 50th (ft)	165	39	234	88	130	133
Queue Length 95th (ft)	m538	m38	298	52	172	165
Internal Link Dist (ft)	624			170	473	
Turn Bay Length (ft)		215	360			
Base Capacity (vph)	2708	1239	471	4125	672	726
Starvation Cap Reductn	159	0	0	301	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.30	0.60	0.55	0.49	0.32

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 92 (74%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 15.9		Intersection LOS: B	
Intersection Capacity Utilization 72.6%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: West Access Drive & Butterfield Road (IL 56)





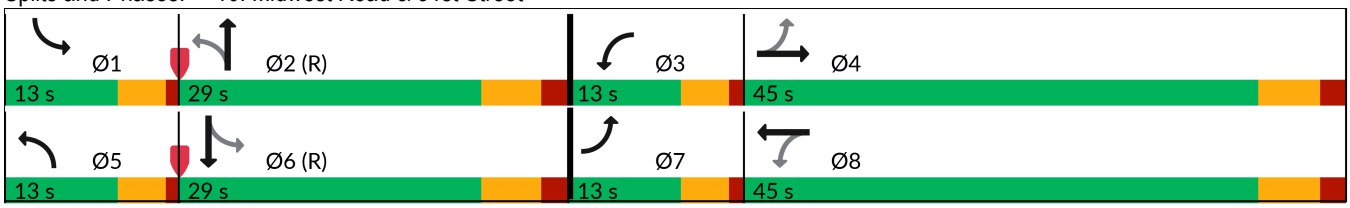
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	676	129	173	514	223	131	432	121	176	358	80
Future Volume (vph)	77	676	129	173	514	223	131	432	121	176	358	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	285		0	220		0	315		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	150			200			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.976			0.955			0.967			0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3494	0	1787	3448	0	1787	3491	0	1787	3513	0
Flt Permitted	0.274			0.199			0.395			0.263		
Satd. Flow (perm)	521	3494	0	374	3448	0	743	3491	0	495	3513	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		5294			1859			1649			4138	
Travel Time (s)		80.2			28.2			32.1			80.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	838	0	180	767	0	136	576	0	183	456	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.5	21.5		7.5	21.5		7.5	21.5		7.5	21.5	
Total Split (s)	13.0	45.0		13.0	45.0		13.0	29.0		13.0	29.0	
Total Split (%)	13.0%	45.0%		13.0%	45.0%		13.0%	29.0%		13.0%	29.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.5		4.5	6.5		4.5	6.5		4.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min		None	Min		None	C-Max		None	C-Max	
Act Effct Green (s)	45.6	36.2		48.0	39.2		34.8	24.5		36.0	25.1	
Actuated g/C Ratio	0.46	0.36		0.48	0.39		0.35	0.25		0.36	0.25	

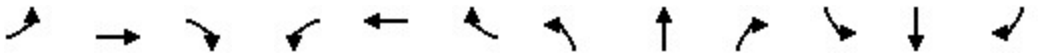
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.24	0.66		0.60	0.57		0.40	0.67		0.62	0.52	
Control Delay (s/veh)	12.3	28.3		22.0	26.0		24.5	39.4		32.6	35.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.3	28.3		22.0	26.0		24.5	39.4		32.6	35.5	
LOS	B	C		C	C		C	D		C	D	
Approach Delay (s/veh)		26.9			25.2			36.5			34.7	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	18	228		57	196		58	180		81	136	
Queue Length 95th (ft)	m30	286		95	261		102	242		#143	188	
Internal Link Dist (ft)		5214			1779			1569			4058	
Turn Bay Length (ft)	280			285			220			315		
Base Capacity (vph)	352	1345		299	1364		350	856		294	883	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.23	0.62		0.60	0.56		0.39	0.67		0.62	0.52	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay (s/veh): 30.1 Intersection LOS: C
Intersection Capacity Utilization 76.3% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Midwest Road & 31st Street



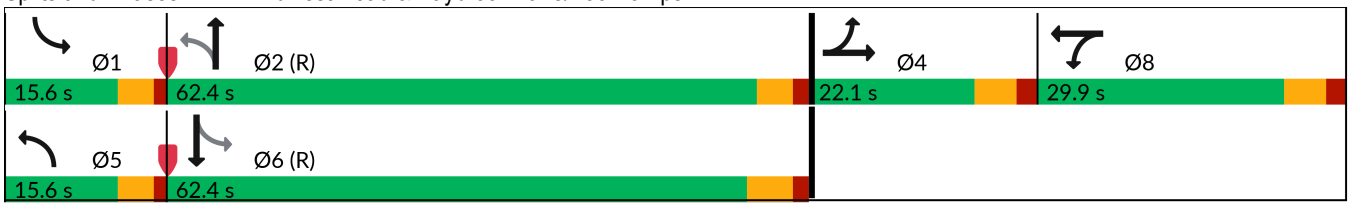


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	3	15	134	1	1070	21	623	42	155	473	23
Future Volume (vph)	18	3	15	134	1	1070	21	623	42	155	473	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		140	530		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			185		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.945				0.850		0.990			0.993	
Flt Protected		0.975			0.953		0.950			0.950		
Satd. Flow (prot)	0	1656	0	0	1742	1599	1719	3567	0	1787	3551	0
Flt Permitted		0.975			0.953		0.451			0.302		
Satd. Flow (perm)	0	1656	0	0	1742	1599	816	3567	0	568	3551	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		578			405			4138			1311	
Travel Time (s)		13.1			9.2			80.6			25.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	14%	4%	0%	1%	5%	0%	3%	1%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	147	1163	23	723	0	168	539	0
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		10.0	10.0		5.0	15.0		3.0	15.0	
Minimum Split (s)	12.0	12.0		16.0	16.0		9.5	20.0		7.5	21.0	
Total Split (s)	22.1	22.1		29.9	29.9		15.6	62.4		15.6	62.4	
Total Split (%)	17.0%	17.0%		23.0%	23.0%		12.0%	48.0%		12.0%	48.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.5		1.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		4.5	5.0		4.5	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)		9.5			18.0	130.0	80.0	73.3		88.4	80.4	
Actuated g/C Ratio		0.07			0.14	1.00	0.62	0.56		0.68	0.62	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.33			0.61	0.73	0.04	0.36		0.35	0.25	
Control Delay (s/veh)		63.6			62.9	2.9	10.0	18.3		11.1	14.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		63.6			62.9	2.9	10.0	18.3		11.1	14.0	
LOS		E			E	A	A	B		B	B	
Approach Delay (s/veh)		63.6			9.7			18.1			13.3	
Approach LOS		E			A			B			B	
Queue Length 50th (ft)		32			118	0	6	175		49	116	
Queue Length 95th (ft)		68			181	0	21	274		97	181	
Internal Link Dist (ft)		498			325			4058			1231	
Turn Bay Length (ft)										530		
Base Capacity (vph)		205			320	1599	609	2011		497	2195	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.19			0.46	0.73	0.04	0.36		0.34	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 93.6 (72%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 13.6		Intersection LOS: B	
Intersection Capacity Utilization 53.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Midwest Road & Baybrook Lane/I-88 Ramps



Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1909	123	0	2238	32	0	0	103	0	0	18
Future Vol, veh/h	0	1909	123	0	2238	32	0	0	103	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	5	0	0
Mvmt Flow	0	1989	128	0	2331	33	0	0	107	0	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	994	-	-	1182
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.1	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.9	-	-	3.9
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	212	0	0	159
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	212	-	-	159
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	38.14	30.64
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	212	-	-	-	159
HCM Lane V/C Ratio	0.506	-	-	-	0.118
HCM Ctrl Dly (s/v)	38.1	-	-	-	30.6
HCM Lane LOS	E	-	-	-	D
HCM 95th %tile Q(veh)	2.6	-	-	-	0.4

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	173	633	101	0	0
Future Vol, veh/h	0	173	633	101	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	80	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	182	666	106	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	333	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	668	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	668	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.39	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	668	-
HCM Lane V/C Ratio	-	-	0.272	-
HCM Ctrl Dly (s/v)	-	-	12.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	1.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	16	631	24	12	749
Future Vol, veh/h	22	16	631	24	12	749
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	23	17	664	25	13	788

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1096	345	0	0	689	0
Stage 1	677	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	211	657	-	-	914	-
Stage 1	472	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	208	657	-	-	914	-
Mov Cap-2 Maneuver	208	-	-	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	628	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.28	0	0.26
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	292	57	-
HCM Lane V/C Ratio	-	-	0.137	0.014	-
HCM Ctrl Dly (s/v)	-	-	19.3	9	0.1
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	38	31	0	16	47	841	9	16	926	69
Future Vol, veh/h	0	0	38	31	0	16	47	841	9	16	926	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	0	-	0	120	-	-	30	-	160
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	2
Mvmt Flow	0	0	41	33	0	17	51	904	10	17	996	74

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	498	1542	-	457	996	0	0	914	0	0
Stage 1	-	-	-	1010	-	-	-	-	-	-	-	-
Stage 2	-	-	-	532	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	7.5	-	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	3.5	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	523	80	0	556	703	-	-	754	-	0
Stage 1	0	0	-	261	0	-	-	-	-	-	-	0
Stage 2	0	0	-	504	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	523	67	-	556	703	-	-	754	-	-
Mov Cap-2 Maneuver	-	-	-	166	-	-	-	-	-	-	-	-
Stage 1	-	-	-	242	-	-	-	-	-	-	-	-
Stage 2	-	-	-	454	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.46	25.11	0.55	0.17
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	703	-	-	523	166	556	754	-
HCM Lane V/C Ratio	0.072	-	-	0.078	0.201	0.031	0.023	-
HCM Ctrl Dly (s/v)	10.5	-	-	12.5	32	11.7	9.9	-
HCM Lane LOS	B	-	-	B	D	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.7	0.1	0.1	-

95th Percentile Queues Tables

Table A
95th PERCENTILE QUEUES – BUTTERFIELD ROAD WITH MEYERS ROAD

	Peak Hour	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Existing Conditions	Weekday Morning	205	438	55	309	407	147	167	229	279	376	255	257
	Weekday Evening	295	452	177	305	328	82	257	277	234	442	472	229
	Saturday Midday	208	350	109	151	210	24	175	195	127	296	155	221
No-Build Conditions	Weekday Morning	212	460	57	322	422	184	172	237	291	417	266	265
	Weekday Evening	241	389	131	171	393	12	209	224	145	408	175	252
	Saturday Midday	208	350	109	151	210	24	175	195	127	296	155	221
Projected Conditions	Weekday Morning[1]	212	492	60	291	426	191	184	241	282	516	254	264
	Weekday Evening[1]	341	658	217	349	556	158	311	312	229	529	455	233
	Saturday Midday[1]	272	496	113	251	499	79	217	301	135	537	161	246

Queue is measured in feet.
L – Left Turn R – Right Turn
T – Through 1 – With traffic signal timing modifications

Table B
95th PERCENTILE QUEUES – BUTTERFIELD ROAD WITH 22ND STREET

	Peak Hour	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Existing Conditions	Weekday Morning	359	72		105	205		35			61	72	323
	Weekday Evening	599	532		53	444		219			70	71	510
	Saturday Midday	315	304		38	347		12			25	25	322
No-Build Conditions	Weekday Morning	373	76		108	213		35			62	74	340
	Weekday Evening	179	340		41	409		13			28	30	365
	Saturday Midday	315	304		38	347		12			25	25	322
Projected Conditions	Weekday Morning	361	64		108	220		35			62	74	356
	Weekday Evening	616	521		54	527		224			75	74	613
	Saturday Midday	375	334		38	417		12			25	27	475

Queue is measured in feet.

L – Left Turn R – Right Turn
T – Through

Table C
95th PERCENTILE QUEUES – BUTTERFIELD ROAD WITH PROPOSED SIGNALIZED ACCESS DRIVE

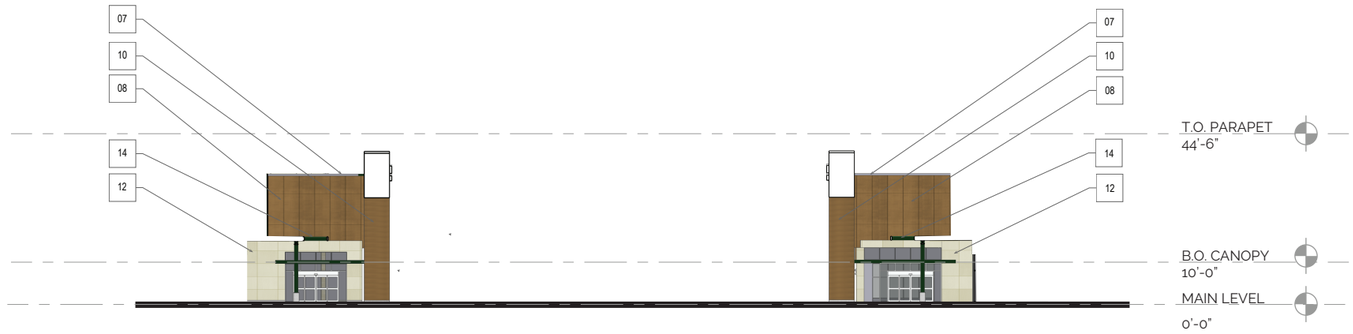
	Peak Hour	Eastbound		Westbound		Southbound	
		T	R	L	T	L	R
Projected Conditions	Weekday Morning	143	13	119	127	28	54
	Weekday Evening	195	28	214	125	140	158
	Saturday Midday	538	38	298	52	172	165

Queue is measured in feet.

L – Left Turn
T – Through
R – Right Turn

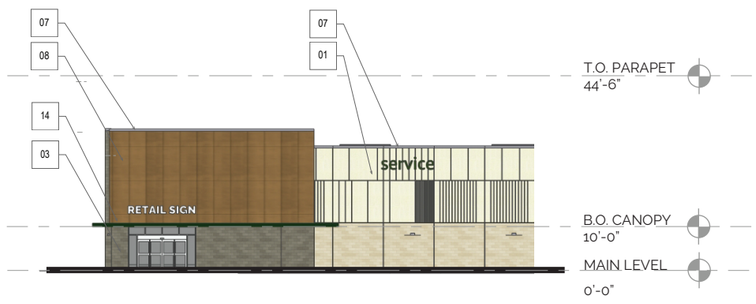
PERCENTAGE OF EIFS
EAST ELEVATION 2956 SF EIFS/ TOTAL13332 SF = 22% EIFS
NORTH ELEVATION 392 SF EIFS/ TOTAL 28934 SF = 1% EIFS

	ELEVATION KEYNOTES
01	PRECAST CONCRETE PANEL - COLOR: WARM GRAY
02	PRECAST CONCRETE PANEL - COLOR: DARK WARM GRAY
03	MASONRY - COLOR: GRAY
04	MASONRY - COLOR: GRAY
05	METAL PANEL - COLOR: DARK GREEN
06	METAL COPING - COLOR: DARK GREEN
07	METAL COPING - COLOR: GRAY
08	METAL PANEL - COLOR: WOOD APPEARANCE
09	METAL PANEL PORTAL - COLOR: WHITE
10	METAL PANEL PORTAL ACCENT - COLOR: WOOD APPEARANCE
11	METAL PANEL - COLOR: GREEN
12	METAL PANEL - COLOR: CREAM
13	METAL PANEL ENTRY SOFFIT - COLOR: WOOD APPEARANCE
14	CANTILEVERED PREFINISHED CANOPIES - COLOR: DARK GREEN
15	EIFS
16	TRASH ENCLOSURE



Enlarged Plaza Elevation

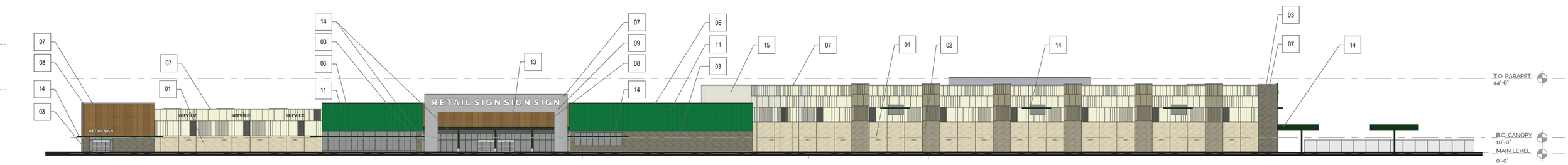
Enlarged Plaza Elevation



Enlarged Tenant Elevation



Enlarged Entry Elevation



Front Elevation - North

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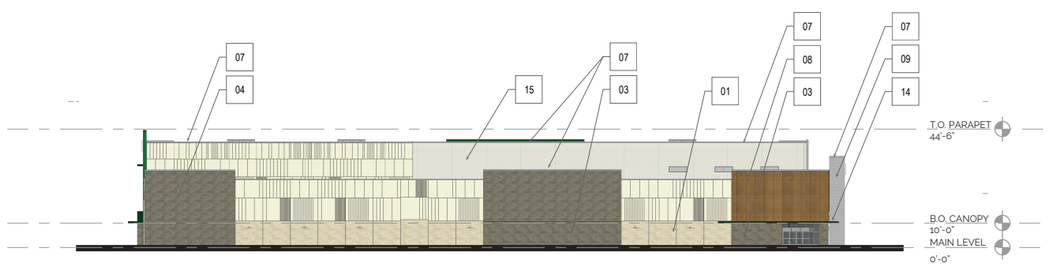
PERCENTAGE OF EIFS
EAST ELEVATION 2956 SF EIFS/ TOTAL13332 SF = 22% EIFS
NORTH ELEVATION 392 SF EIFS/ TOTAL 28934 SF = 1% EIFS

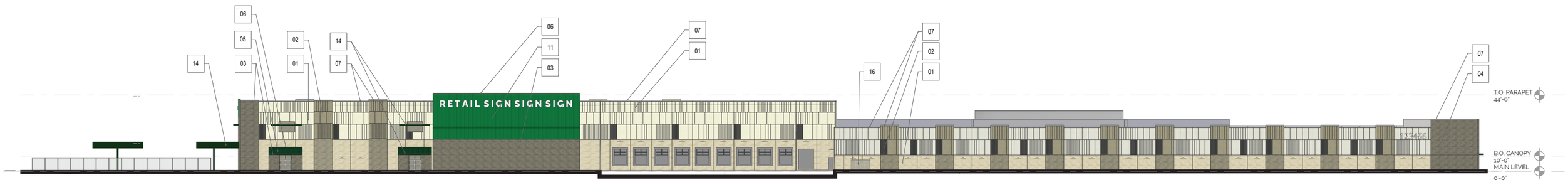
	ELEVATION KEYNOTES
01	PRECAST CONCRETE PANEL - COLOR: WARM GRAY
02	PRECAST CONCRETE PANEL - COLOR: DARK WARM GRAY
03	MASONRY - COLOR: GRAY
04	MASONRY - COLOR: GRAY
05	METAL PANEL - COLOR: DARK GREEN
06	METAL COPING - COLOR: DARK GREEN
07	METAL COPING - COLOR: GRAY
08	METAL PANEL - COLOR: WOOD APPEARANCE
09	METAL PANEL PORTAL - COLOR: WHITE
10	METAL PANEL PORTAL ACCENT - COLOR: WOOD APPEARANCE
11	METAL PANEL - COLOR: GREEN
12	METAL PANEL - COLOR: CREAM
13	METAL PANEL ENTRY SOFFIT - COLOR: WOOD APPEARANCE
14	CANTILEVERED PREFINISHED CANOPIES - COLOR: DARK GREEN
15	EIFS
16	TRASH ENCLOSURE



Side Elevation - West



Side Elevation - East



Back Elevation - South

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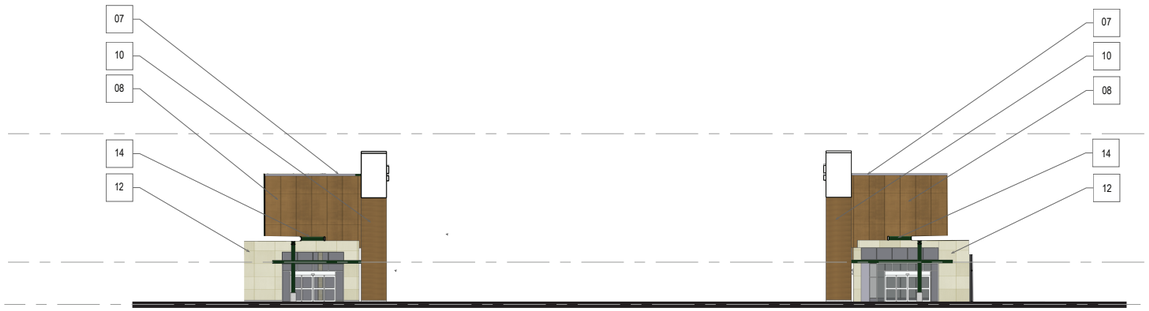
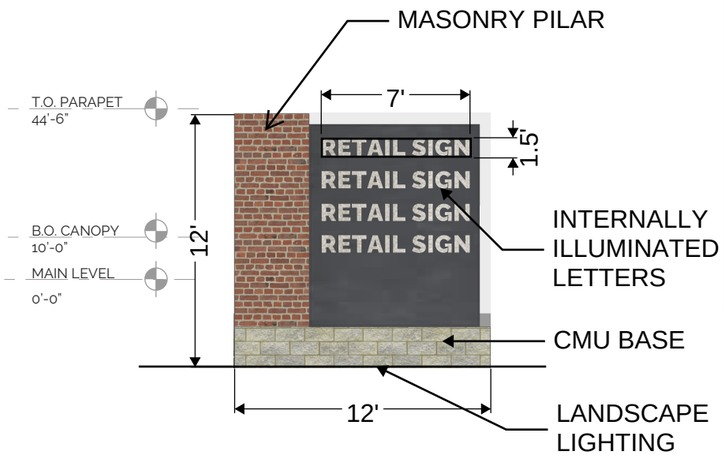


Enlarged Plaza Elevation

Enlarged Plaza Elevation

PERCENTAGE OF EIFS
EAST ELEVATION 2956 SF EIFS/ TOTAL13332 SF = 22% EIFS
NORTH ELEVATION 392 SF EIFS/ TOTAL 28934 SF = 1% EIFS



Monument Sign

	ELEVATION KEYNOTES
01	PRECAST CONCRETE PANEL - COLOR: WARM GRAY
02	PRECAST CONCRETE PANEL - COLOR: DARK WARM GRAY
03	MASONRY - COLOR: GRAY
04	MASONRY - COLOR: GRAY
05	METAL PANEL - COLOR: DARK GREEN
06	METAL COPING - COLOR: DARK GREEN
07	METAL COPING - COLOR: GRAY
08	METAL PANEL - COLOR: WOOD APPEARANCE
09	METAL PANEL PORTAL - COLOR: WHITE
10	METAL PANEL PORTAL ACCENT - COLOR: WOOD APPEARANCE
11	METAL PANEL - COLOR: GREEN
12	METAL PANEL - COLOR: GREEN
13	METAL PANEL ENTRY SOFFIT - COLOR: WOOD APPEARANCE
14	CANTILEVERED PREFINISHED CANOPIES - COLOR: DARK GREEN
15	EIFS

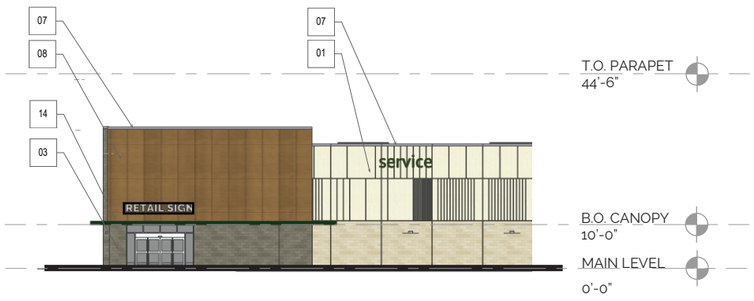
MONUMENT SIGNAGE CALCULATIONS

#7.C area:
10.5 sf per sign x 4 signs = 42 sf x 2 sides= 84 sf

#8.C area:
10.5 sf per sign x 4 signs = 42 sf x 2 sides= 84 sf

TOTAL ALLOWED: 200 sf
TOTAL PROPOSED: 168 sf

PER SIDE ALLOWED: 100 sf
PER SIDE PROPOSED: 42 sf



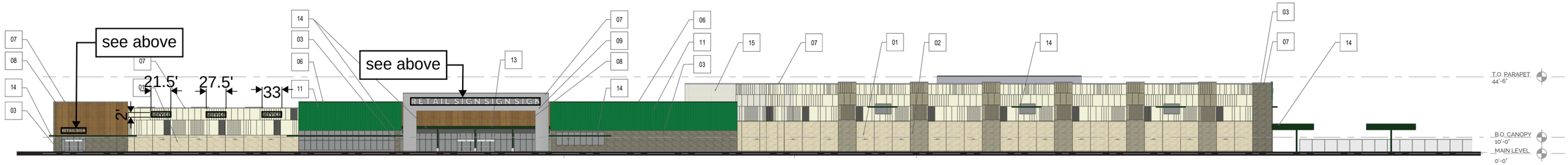
Enlarged Tenant Elevation

#2.B area: 32 sf



Enlarged Entry Elevation

#1.A area: 381sf



Front Elevation - North

#3.D area: 43 sf
#4.D area: 55 sf
#5.D area: 66 sf

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PERCENTAGE OF EIFS
EAST ELEVATION 2956 SF EIFS
NORTH ELEVATION 392 SF EIFS

ELEVATION KEYNOTES
CAST
CAST
ONRY
ONRY
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Wall Sign

TOTAL WALL SIGNAGE AREA:
#Sign Number. Sign Type @ Area

#1.A @ 381 sf
#2.B @ 32 sf
#3.D @ 43 sf
#4.D @ 55 sf
#5.D @ 66 sf
#6.A @ 381 sf
#7.C @ 84 sf
#8.C @ 84 sf
#9.E @ 126 sf

TOTAL ALLOWED: 1500 sf
TOTAL PROPOSED: 1252 sf

WAIVERS AND VARIATIONS

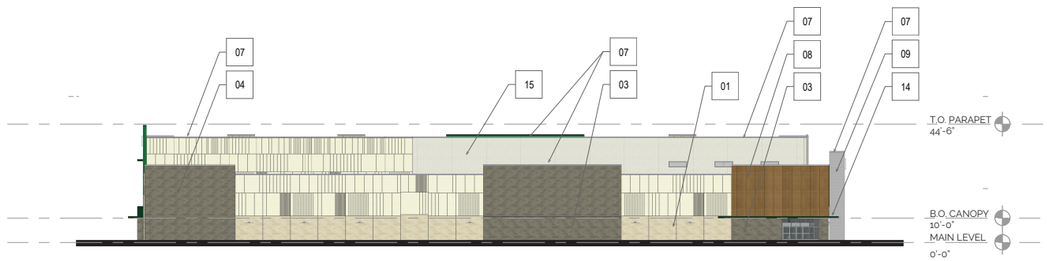
1. Variance for individual signage area, Zoning Ordinance Section 13-11-10(D)(2)(c)
Not to exceed 100 sf per sign face for signs mounted less than 50' high
Proposed: 381 sf, which meets requirements that apply to office buildings on 22nd Street. 250 sf up to 10 letters plus 17.5 sf per additional letter up to 385 sf

2. Variance for number of wall signs per street, Zoning Ordinance Section 13-11-10(C)(8)
One wall sign per street frontage per building, limit two (2) per building
Proposed: (1) sign per tenant (2 signs) plus (3) service signs on north elevation. (1) sign per frontage on west elevation and (1) sign on south elevation. Total of (7) wall signs proposed.

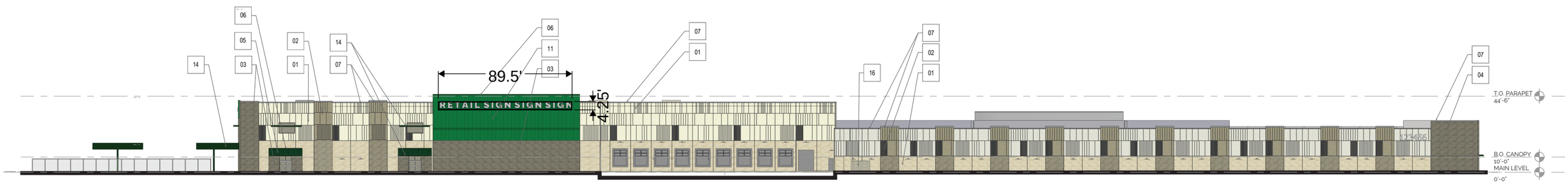


Side Elevation - West

#9.E area: 126 sf



Side Elevation - East



Back Elevation - South

#6.A area: 381 sf

Butterfield Road Development Project

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service
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service




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LEGEND

- POLE MOUNTED LIGHT FIXTURE
- BUILDING MOUNTED LIGHT FIXTURE (DESIGNED BY OTHERS)
- *X.X — CALCULATION POINT
- PROPERTY BOUNDARY
- COMED UTILITY SETBACK

SHEET NOTES

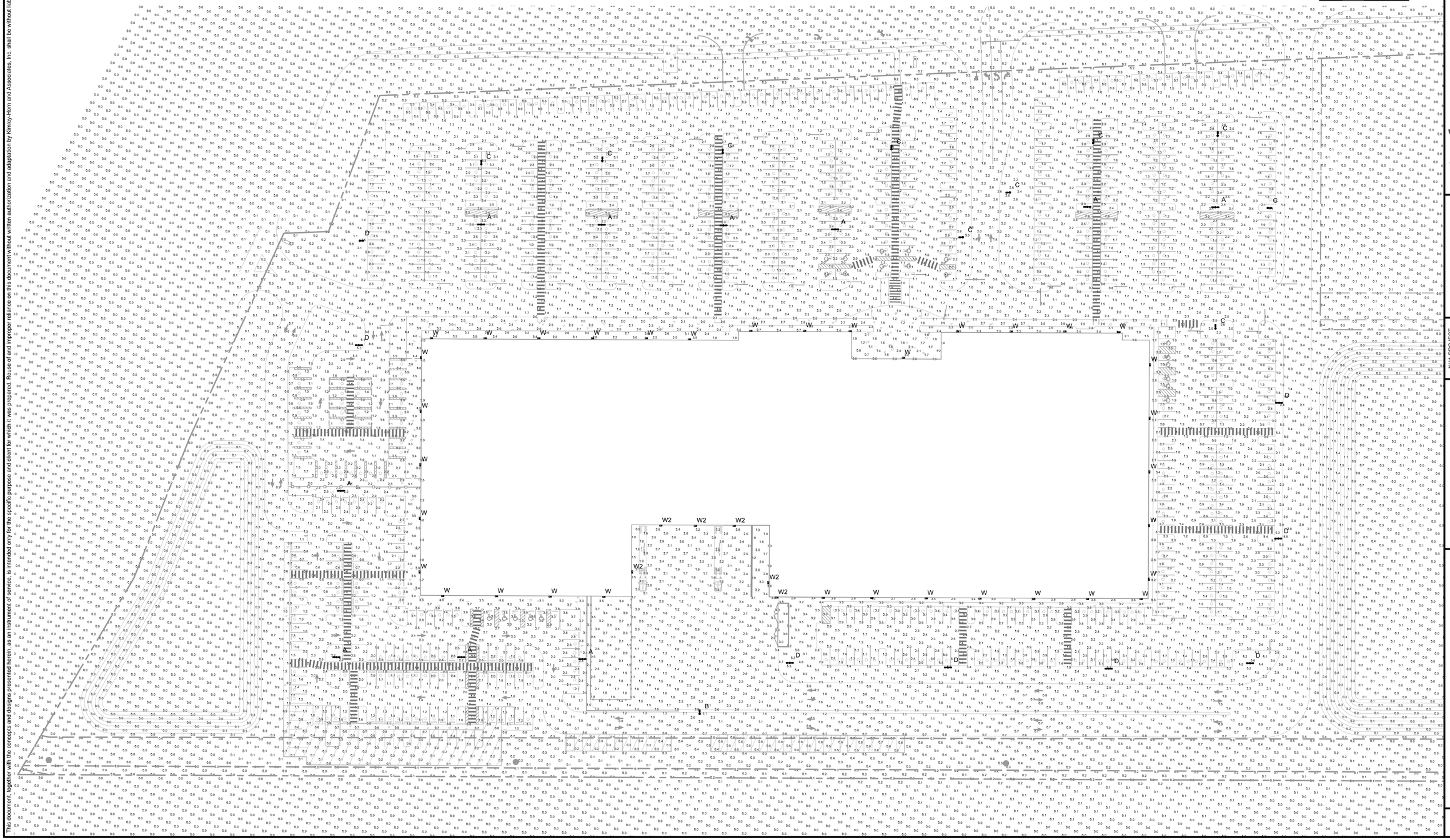
1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY/STATE REGULATION AND CODES.
2. ALL PHOTOMETRIC VALUES SHOWN ON SITE PLAN IN TABLES ARE IN FOOTCANDLES (FC). 1FC = 10.76 LUX.
3. CALCULATED VALUES ARE DERIVED THROUGH A COMPUTER BASED MODEL WITH LIGHT FIXTURE DATA AS SUPPLIED BY MANUFACTURER THROUGH IES FILES.
4. ANY DEVIATION FROM SPECIFIED FIXTURE MODELS AND MOUNTING HEIGHTS IN THIS EXHIBIT WILL DISCOUNT THE VALIDITY OF THESE CALCULATIONS.
5. THE PHOTOMETRIC ANALYSIS EXCLUDES ALL EXISTING PROPOSED OFF SITE STREET LIGHTING AND LANDSCAPE LIGHTING.
6. ALL LUMINAIRE SYMBOLS ARE DIAGRAMMATIC ONLY. CONTRACTOR TO FIELD COORDINATE EXACT LOCATIONS AND SETBACKS AGAINST UNDERGROUND UTILITY AND OTHER OBSTRUCTIONS.
7. PROPOSED POLE MOUNTED LIGHTS TO BE MOUNTED ON 27' POLE WITH 3' CONCRETE FOUNDATION.
8. PROPOSED BUILDING MOUNTED LIGHTS ARE SHOWN MOUNTED AT 20'.
9. ALL FIXTURES ARE 100% CUTOFF WITH 0 TILT ANGLE. EACH FIXTURE WILL INCLUDE A DIMMING OPTION. POLE MOUNTED FIXTURES WILL INCLUDE THE BL50 BI-LEVEL DIMMING OPTION.

CALCULATION SUMMARY

LABEL	CALC TYPE	UNITS	AVERAGE	MAX	MIN	AVG/MIN	MAX/MIN
Perimeter	ILLUMINANCE	FC	0.1	0.3	N.A.	N.A.	N.A.
North East Parking	ILLUMINANCE	FC	1.6	4.7	0.5	3.3	9.4
Front of Building Drive	ILLUMINANCE	FC	1.8	3.3	0.4	4.6	8.3
North Drive	ILLUMINANCE	FC	1.6	2.7	0.5	3.2	5.4
North Parking	ILLUMINANCE	FC	1.8	3.3	0.4	6.0	11.0
South Drive	ILLUMINANCE	FC	1.3	3.1	0.4	3.1	7.8
South Parking	ILLUMINANCE	FC	2.3	4.6	0.8	2.9	5.8
Truck Lot	ILLUMINANCE	FC	2.2	4.7	0.9	2.4	5.2
West Parking	ILLUMINANCE	FC	1.9	5.7	0.6	3.2	9.5

LIGHTING FIXTURE SCHEDULE

LABEL	QTY	ARRANGEMENT	DESCRIPTION	MOUNTING HEIGHT (FT)	TOTAL ARR. WATTS	TOTAL ARR. LUMENS	LLF	BUG RATING
A	10	Back-Back	DSX1 LED P7 30K 70CRI T5M	30	369	44,498	0.9	B5-U0-G3
B	1	Single	DSX1 LED P8 30K 70CRI TFTM HS	30	216	23,048	0.9	B2-U0-G4
C	11	Single	DSX1 LED P8 30K 70CRI T2M HS	30	216	23,067	0.9	B2-U0-G4
D	7	Back-Back	DSX1 LED P8 30K 70CRI T4M	30	432	54,588	0.9	B3-U0-G5
W	35	Single	WDGE3 LED P1 70CRI R3 40K	20	51	7,524	0.9	B1-U0-G2
W2	6	Single	DSXW1 P7 30K 80CRI TFTM	20	73	8,973	0.9	B2-U0-G3



No.	REVISIONS	DATE	BY

Kimley»Horn
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PHONE: (916) 858-5800
WWW.KIMLEY-HORN.COM

KHA PROJECT

DATE	06/18/2026
SCALE	AS NOTED
DESIGNED BY	GAD
DRAWN BY	GAD
CHECKED BY	

SITE PLAN

BUTTERFIELD ROAD DEVELOPMENT
PROJECT PHOTOMETRICS PLAN
PREPARED FOR
CLIENT NAME
VILLAGE OF OAK BROOK ILLINOIS

SHEET NUMBER
E-100

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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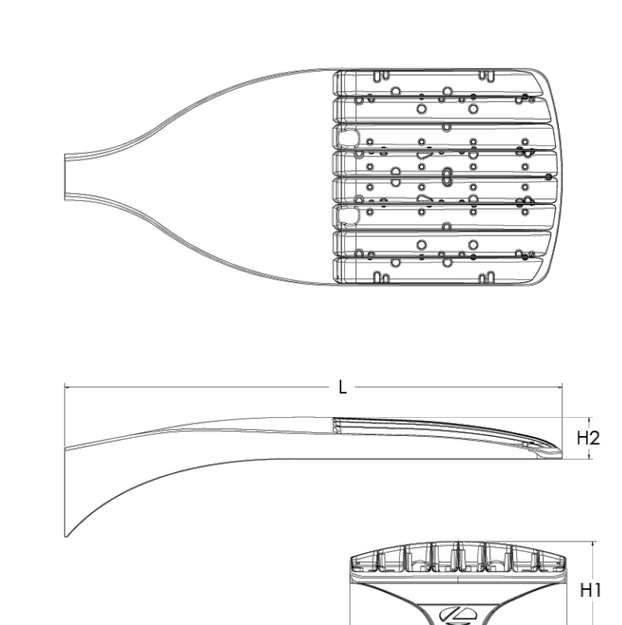
D-Series Size 1
LED Area Luminaire

Catalog Number
Notes
Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA:	0.69 ft² (0.06 m²)
Length:	32.71" (83.1 cm)
Width:	14.26" (36.2 cm)
Height H1:	7.88" (20.0 cm)
Height H2:	2.73" (6.9 cm)
Weight:	34 lbs (15.4 kg)



Design Select options indicated by this color background.

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

Ordering Information

EXAMPLE: DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series	LEDs	Color temperature[2]	Color Rendering Index[2]	Distribution		Voltage	Mounting
DSX1 LED	**Forward optics** P1 P6 P2 P7 P3 P8 P4 P9 P5 **Rotated optics** P10[1] P12[1] P11[1] P13[1]	(this section 70CRI only) 30K 3000K 40K 4000K 50K 5000K 27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	70CRI 70CRI 70CRI 80CRI 80CRI 80CRI 80CRI 80CRI	AFR Automotive front row T1S Type I short T2M Type II medium T3M Type III medium T3LG Type III low glare[3] T4M Type IV medium T4LG Type IV low glare[3] TFTM Forward throw medium	T5M Type V medium T5LG Type V low glare T5W Type V wide BLC3 Type III backlight control[3] BLC4 Type IV backlight control[3] LCCO Left corner cutoff[3] RCCO Right corner cutoff[3]	MVOLT (120V-277V)[4] HVOLT (347V-480V)[5,6] XVOLT (277V - 480V)[7,8] 120[16,26] 208[16,26] 240[16,26] 277[16,26] 347[16,26] 480[16,26]	**Shipped included** SPA Square pole mounting (#8 drilling) RPA Round pole mounting (#8 drilling) SPA5 Square pole mounting #5 drilling[9] RPA5 Round pole mounting #5 drilling[9] SPA8N Square narrow pole mounting #8 drilling WBA Wall bracket[10] MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)

Control options		Other options	Finish (required)
Shipped installed NLTAIR2 PIRHN nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc.[11,12,20,21] PIR High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc.[13,20,21] PER NEMA twist-lock receptacle only (controls ordered separate)[14] PER5 Five-pin receptacle only (controls ordered separate)[14,21]	PER7 Seven-pin receptacle only (controls ordered separate)[14,21] FAO Field adjustable output[15,21] BL30 Bi-level switched dimming, 30%[16,21] BL50 Bi-level switched dimming, 50%[16,21] DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[17] DS Dual switching[18,19,21]	**Shipped installed** SPD20KV 20KV surge protection HS Houseside shield (black finish standard)[22] L90 Left rotated optics[1] R90 Right rotated optics[1] CCE Coastal Construction[23] HA 50°C ambient operation[24] BAA Buy America(n) Act and/or Build America Buy America Qualified SF Single fuse (120, 277, 347V)[26] DF Double fuse (208, 240, 480V)[26] **Shipped separately** EGSR External Glare Shield (reversible, field install required, matches housing finish) BSDB Bird Spikes (field install required)	DDBXD Dark Bronze DBLXD Black DNAXD Natural Aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

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Ordering Information

Accessories
Ordered and shipped separately.

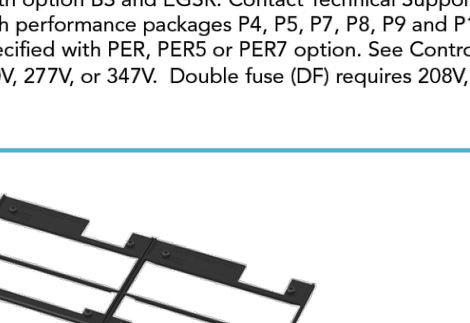
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V)[25]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V)[25]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V)[25]
DSHORT SBK	Shorting cap[25]
DSX1HS P#	House-side shield (enter package number 1-13 in place of #)
DSXRPA (FINISH)	Round pole adapter (#8 drilling, specify finish)
DSXSPA5 (FINISH)	Square pole adapter #5 drilling (specify finish)
DSXRPA5 (FINISH)	Round pole adapter #5 drilling (specify finish)
DSX1EGSR (FINISH)	External glare shield (specify finish)
DSX1BSDB (FINISH)	Bird spike deterrent bracket (specify finish)

NOTES
1. Rotated optics available with packages P10, P11, P12 and P13. Must be combined with option L90 or R90.
2. 30K, 40K, and 50K available in 70CRI and 80CRI. 27K and 35K only available with 80CRI. Contact Technical Support for other possible combinations.
3. T3LG, T4LG, BLC3, BLC4, LCCO, RCCO not available with option HS.
4. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
5. HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
6. HVOLT not available with package P1 and P10 when combined with option NLTAIR2 PIRHN or option PIR.
7. XVOLT operates with any voltage between 277V and 480V (50/60 Hz).
8. XVOLT not available in packages P1 or P10. XVOLT not available with P1 ,P2, P5, P7, P9, P10, P11 and P13 when combined with option NLTAIR2 PIRHN or PIR. XVOLT not available with fusing (SF or DF).
9. SPA5 and RPA5 for use with #5 drilling only (Not for use with #8 drilling).
10. WBA cannot be combined with Type 5 distributions plus photocell (PER).
11. NLTAIR2 and PIRHN must be ordered together. For more information on nLight AIR2 visit this link
12. NLTAIR2 PIRHN not available with other controls including PIR, PER, PER5, PER7, FAO, BL30, BL50, DMG and DS. NLTAIR2 PIRHN not available with P1 and P10 using HVOLT.
13. PIR not available with NLTAIR2 PIRHN, PER, PER5, PER7, FAO BL30, BL50, DMG and DS.
14. PER/PER5/PER7 not available with NLTAIR2 PIRHN, PIR, BL30, BL50, FAO, DMG and DS. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
15. FAO not available with other dimming control options NLTAIR2 PIRHN, PIR, PER5, PER7, BL30, BL50, DMG and DS.
16. BL30 and BL50 are not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, FAO, DMG and DS. BL30 or BL50 must specify 120 or 277V.
17. DMG not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, FAO and DS.
18. DS not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, FAO and DMG.
19. DS requires (2) separately switched circuits. DS provides 50/50 fixture operation via (2) different sets of leads using (2) drivers. DS only available with packages P8, P9, P10, P11, P12 and P13.
20. Reference Motion Sensor Default Settings table on page 4 to see functionality.
21. Reference Controls Options table on page 4.
22. HS not available with T3LG, T4LG, BLC3, BLC4, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
23. CCE option not available with option BS and EGSR. Contact Technical Support for availability.
24. Option HA not available with performance packages P4, P5, P7, P8, P9 and P13.
25. Requires luminaire to be specified with PER, PER5 or PER7 option. See Controls Table on page 4.
26. Single fuse (SF) requires 120V, 277V, or 347V. Double fuse (DF) requires 208V, 240V or 480V. XVOLT not available with fusing (SF or DF).

Shield Accessories



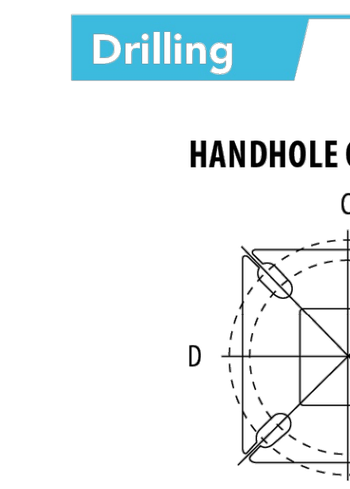
External Glare Shield (EGSR)

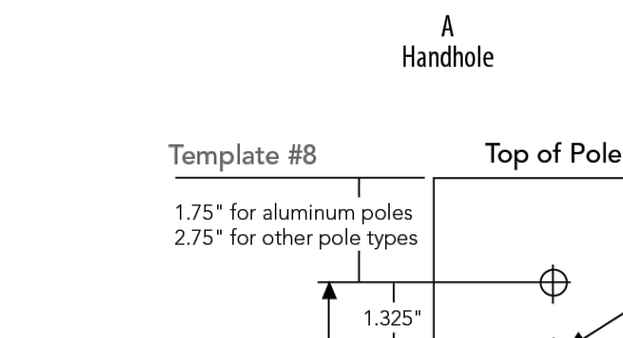


House Side Shield (HS)

Drilling

HANDHOLE ORIENTATION





Tenon Mounting Slipfitter

Tenon O.D.	Mounting	Single Unit	2 @ 180	2 @ 90	3 @ 90	3 @120	4 @ 90
2-3/8"	RPA	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 390	AS3-5 320	AS3-5 490
2-7/8"	RPA	AST25-190	AST25-280	AST25-290	AST25-390	AST25-320	AST25-490
4"	RPA	AST35-190	AST35-280	AST35-290	AST35-390	AST35-320	AST35-490

Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS
Minimum Acceptable Outside Pole Dimension							
SPA	#8	3.5"	3.5"	3.5"	3.5"		3.5"
RPA	#8	3"	3"	3"	3"	3"	3"
SPA5	#5	3"	3"	3"	3"		3"
RPA5	#5	3"	3"	3"	3"	3"	3"
SPA8N	#8	3"	3"	3"	3"		3"

DSX1 Area Luminaire - EPA

*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration	Single DM19	2 @ 180 DM28	2 @ 90 DM29	3 @ 90 DM39	3 @ 120 DM32	4 @ 90 DM49
Mounting Type						
DSX1 with SPA	0.69	1.38	1.23	1.54	---	1.58
DSX1 with SPA5, SPA8N	0.70	1.40	1.30	1.66	---	1.68
DSX1 with RPA, RPA5	0.70	1.40	1.30	1.66	1.60	1.68
DSX1 with MA	0.83	1.66	1.50	2.09	2.09	2.09

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1 DSX1 LIGHTING FIXTURES
NTS



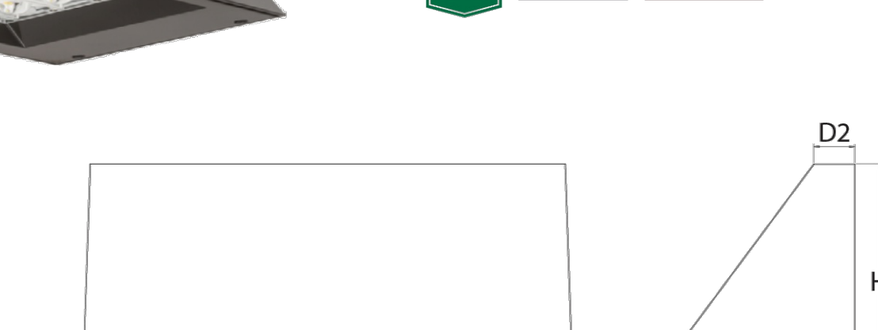
WDGE3 LED
Architectural Wall Sconce

Catalog Number
Notes
Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

Depth (D1):	8"
Depth (D2):	1.5"
Height:	9"
Width:	18"
Weight: (without options)	19.5 lbs



Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing a true site-wide solution. Embedded with nLight® AIR wireless controls, the WDGE family provides additional energy savings and code compliance.

WDGE3 has been designed to deliver up to 12,000 lumens through a precision refractive lens with wide distribution, perfect for augmenting the lighting from pole mounted luminaires.

design select — Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

WDGE LED Family Overview

Luminaire	Optics	Standard EM, 0°C	Cold EM, -20°C	Sensor	P0	P1	P2	P3	P4	P5	P6
					Approximate Lumens (4000K, 80CRI)						
WDGE1 LED	Visual Comfort	4W		--	750	1,200	2,000	--	--	--	--
WDGE2 LED	Visual Comfort	10W	18W	Standalone / nLight	--	1,200	2,000	3,000	4,500	6,000	--
WDGE2 LED	Precision Refractive	10W	18W	Standalone / nLight	700	1,200	2,000	3,200	4,200	--	--
WDGE3 LED	Precision Refractive	15W	18W	Standalone / nLight	6,000	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	Precision Refractive			Standalone / nLight	--	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE3 LED P3 40K 70CRI R3 MVOLT SRM DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting	
WDGE3 LED	P0 P1 P2 P3 P4	30K 3000K 40K 4000K 50K 5000K	70CRI 80CRI	R2 Type 2 R3 Type 3 R4 Type 4 RFT Forward Throw	MVOLT 347[1] 480[1]	**Shipped included** SRM Surface mounting bracket ICW Indirect Canopy/Ceiling Washer bracket (dry/damp locations only)[2]	**Shipped separately** AWS 3/8 inch Architectural wall spacer[3] PBBW Surface-mounted back box (top, left, right conduit entry). Use when there is no junction box available.[3]

Options			Finish
E15WH Emergency battery backup, Certified in CA Title 20 MAEDBS (15W, 5°C min) E20WC Emergency battery backup, Certified in CA Title 20 MAEDBS (18W, -20°C min) PE Photocell, Button Type[4] DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)[5] BCE Bottom conduit entry for back box (PBBW). Total of 4 entry points. SPD10KV 10kV Surge pack[6] CCE Coastal Construction[3]	**Standalone Sensors/Controls** PIR PIRH PIR1FC3V PIRH1FC3V **Networked Sensors/Controls** NLTAIR2 PIR NLTAIR2 PIRH NLTAIREM2 PIR NLTAIREM2 PIRH See page 4 for out of box functionality	 Bi-level (100/35%) motion sensor for 8-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching. Bi-level (100/35%) motion sensor for 15-30' mounting heights. Intended for use on switched circuits with external dusk to dawn switching Bi-level (100/35%) motion sensor for 8-15'mounting heights with photocell pre-programmed for dusk to dawn operation. Bi-level (100/35%) motion sensor for 15-30'mounting heights with photocell pre-programmed for dusk to dawn operation. Embedded wireless controls by nLight with Passive Infrared Occ sensor and on/off photocell for 8-15' mounting heights. Embedded wireless controls by nLight with Passive Infrared Occ sensor and on/off photocell for 15'-30' mounting heights. Embedded wireless controls by nLight with UL924 listed emegency operation, Passive Infrared Occ sensor and on/off photocell for 8-15' mounting heights[7] Embedded wireless controls by nLight with UL924 listed emegency operation, Passive Infrared Occ sensor and on/off photocell for 15'-30' mounting heights	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone

Accessories
Ordered and shipped separately.

WDGEAWS DDBXD	WDGE 3/8inch Architectural Wall Spacer (specify finish)
WDGE3PBBW DDBXD U	WDGE3 surface-mounted back box (specify finish)

NOTES
1. 347V and 480V not available with E15WH and E20WC.
2. Not qualified for DLC. Not available with emergency battery backup or sensors/controls.
3. For PBBW and AWS with CCE option, require an RFA.
4. PE not available in 480V and with sensors/controls.
5. DMG option not available with sensors/controls.
6. Not available with E20WC option.
7. Available with MVOLT only and only rated to 25C ambient.

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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Performance Package	System Watts	Dist. Type	30K (3000K, 70 CRI) Lumens	LPW	B	U	G	40K (4000K, 70 CRI) Lumens	LPW	B	U	G	50K (5000K, 70 CRI) Lumens	LPW	B	U	G
P0	41W	R2	6,172	151	1	0	1	6,104	149	2	0	1	6,394	156	2	0	1
		R3	6,071	148	1	0	2	6,004	146	1	0	2	6,290	153	1	0	2
		R4	6,256	153	1	0	2	6,187	151	1	0	2	6,481	158	1	0	2
		RFT	6,126	149	1	0	2	6,058	148	1	0	2	6,347	155	1	0	2
P1	52W	R2	7,037	136	1	0	1	7,649	148	2	0	1	7,649	148	2	0	1
		R3	6,922	134	1	0	2	7,524	145	1	0	2	7,524	145	1	0	2
		R4	7,133	138	1	0	2	7,753	150	1	0	2	7,753	150	1	0	2
		RFT	6,985	135	1	0	2	7,592	147	1	0	2	7,592	147	1	0	2
P2	59W	R2	7,968	135	2	0	1	8,661	147	2	0	1	8,661	147	2	0	1
		R3	7,838	133	1	0	2	8,519	144	1	0	2	8,519	144	1	0	2
		R4	8,077	137	1	0	2	8,779	149	1	0	2	8,779	149	1	0	2
		RFT	7,909	134	1	0	2	8,597	146	2	0	2	8,597	146	2	0	2
P3	71W	R2	9,404	132	2	0	1	10,221	143	2	0	1	10,221	143	2	0	1
		R3	9,250	130	2	0	2	10,054	141	2	0	2	10,054	141	2	0	2
		R4	9,532	134	2	0	2	10,361	145	2	0	2	10,361	145	2	0	2
		RFT	9,334	131	2	0	2	10,146	142	2	0	2	10,146	142	2	0	2
P4	88W	R2	11,380	129	2	0	1	12,369	140	2	0	1	12,369	140	2	0	1
		R3	11,194	127	2	0	2	12,167	138	2	0	2	12,167	138	2	0	2
		R4	11,535	131	2	0	2	12,538	142	2	0	2	12,538	142	2	0	2
		RFT	11,295	128	2	0	2	12,277	139	2	0	2	12,277	139	2	0	2

Lumen Output in Emergency Mode (4000K, 70 CRI)

Option	Dist. Type	Lumens
E15WH	R2	3,185
	R3	3,133
	R4	3,229
	RFT	3,162
E20WC	R2	3,669
	R3	3,609
	R4	3,719
	RFT	3,642

Electrical Load

Performance Package	System Watts	Current (A) 120V	208V	240V	277V	347V	480V
P1	52W	0.437	0.246	0.213	0.186	0.150	0.110
P2	59W	0.498	0.287	0.251	0.220	0.175	0.126
P3	71W	0.598	0.344	0.300	0.262	0.210	0.152
P4	88W	0.727	0.424	0.373	0.333	0.260	0.190

Lumen Multiplier for 80CRI

CCT	Multiplier
30K	0.891
40K	0.906
50K	0.906

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.05
10°C	50°F	1.03
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	>0.98	>0.97	>0.92

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2 WDGE3 LIGHTING FIXTURES
NTS

No.	REVISIONS	DATE	BY

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KHA PROJECT
DATE 06/09/2026
SCALE AS NOTED
DESIGNED BY GAD
DRAWN BY GAD
CHECKED BY

DATA SHEETS

BUTTERFIELD ROAD DEVELOPMENT
PROJECT PHOTOMETRICS PLAN
PREPARED FOR
CLIENT NAME
VILLAGE OF OAK BROOK ILLINOIS

SHEET NUMBER
E-110



BUTTERFIELD ROAD DEVELOPMENT PROJECT | COLOR RENDERING

VILLAGE OF OAK BROOK, IL | JUNE 2026

0 30 60 120 N

Kimley»Horn

Plotted By: Teeters, Scott Sheet Set: BUTTERFIELD ROAD DEVELOPMENT PROJECT Layout: L1.0 June 10, 2026 10:49:08am K:\LEN_Civil\149621091-Oak Brook IL-Project Kobe\CADD\PUD\PlanSheets\L1.0-OVERALL LANDSCAPE PLAN.dwg
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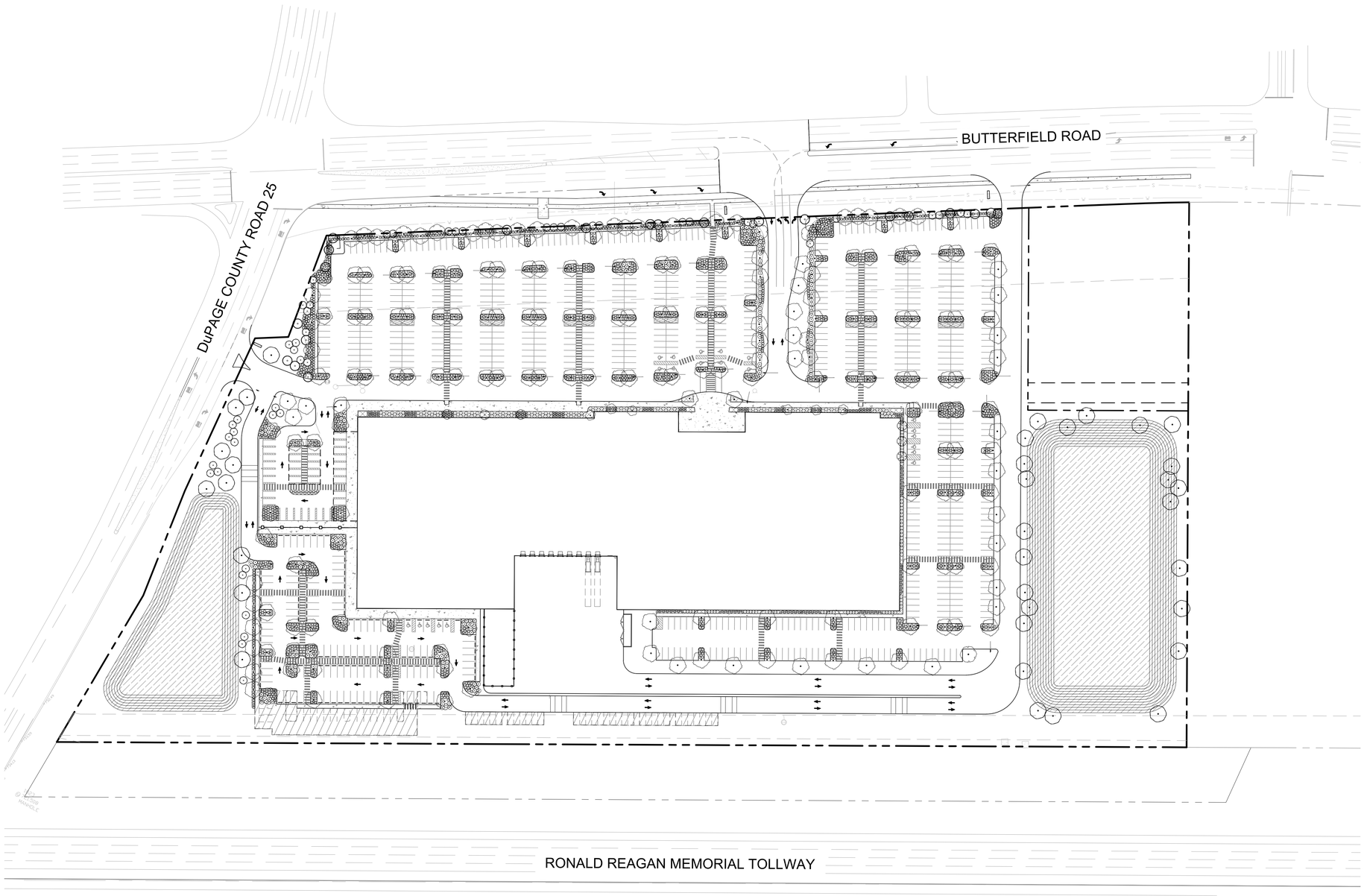

NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

CONCEPT PLANT SCHEDULE

	SHADE TREE 3" CAL, 12` HT MIN.	34
	INTERIOR PARKING LOT SHADE TREE 3" CAL, 12` HT MIN.	191
	PERIMETER SHADE TREE 3" CAL, 12` HT MIN.	30
	PERIMITER EVERGREEN TREE 5` HT MIN.	47
	PERIMETER ORNAMENTAL TREE 2" CAL, 6` HT MIN.	21
	FOUNDATION COLUMNAR SHADE TREE 3" CAL, 12` HT MIN.	6
	FOUNDATION ORNAMENTAL TREE 2" CAL, 6` HT MIN.	6
	PERIMETER EVERGREEN SHRUB 3` HT MIN.	391
	PERIMETER DECIDUOUS SHRUB 3` HT MIN.	157
	SMALL SHRUB 18" HT MIN.	1,613
	LARGE SHRUB 3` HT MIN.	172
	FOUNDATION LARGE SHRUB 3` HT MIN.	212
	FOUNDATION SMALL SHRUB 18" HT MIN.	285
	LOW SHRUBS AND PERRENIALS	
	DETENTION BASIN PLANTING	

NOTE:
ALL AREAS NOT PLANTED WITH LANDSCAPE BEDS OR NATURALIZED PLANTINGS SHALL BE PLANTED WITH TURF SOD. ALL DISTURBED AREAS SHALL BE RESTORED IN KIND.

Call Before You Dig
JULIE
1-800-892-0123

No.	REVISIONS	DATE	BY
1	RESPOND TO VILLAGE COMMENTS	03/04/26	KH

Kimley»Horn

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6876 MARWICK LANE, SUITE 350, ORLANDO, FL
PHONE: (407) 602-0423
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL
LIC PROF 1
ILLINOIS LICENSE NUMBER
LIC PROF 1 #
DATE: ---

KHA PROJECT 149621091
DATE JUNE 10, 2026
SCALE AS SHOWN
DESIGNED BY ---
DRAWN BY ---
CHECKED BY ---

OVERALL LANDSCAPE PLAN

BUTTERFIELD ROAD DEVELOPMENT PROJECT

VILLAGE OF OAK BROOK
ILLINOIS

SHEET NUMBER
L1.0

Plotted By: Teeters, Scott Sheet Set: BUTTERFIELD ROAD DEVELOPMENT PROJECT Layout: L1.0 June 15, 2026 01:20:40pm K:\LKN_Civil\149621091-Oak Brook IL-Project Kobe\CADD\PUD\PlanSheets\L1.1-LANDSCAPE RENDERING.dwg

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

SHEET NUMBER
L1.1

BUTTERFIELD ROAD DEVELOPMENT PROJECT

VILLAGE OF OAK BROOK ILLINOIS

ENHANCED LANDSCAPE PLAN

KHA PROJECT	149621091
DATE	JUNE 10, 2026
SCALE	AS SHOWN
DESIGNED BY	---
DRAWN BY	---
CHECKED BY	---

LICENSED PROFESSIONAL

LIC PROF 1

ILLINOIS LICENSE NUMBER
LIC PROF 1 #

DATE: ____

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No.	REVISIONS	DATE	BY
1	RESPOND TO VILLAGE COMMENTS	03/04/26	KH





Oak Brook Site Section

880 - OAK BROOK TOWERS



brr

Oak Brook Site Section

760 - PROPOSED BUILDING HEIGHT



brr

Application for Planned Development
Oakbrook TH LLC
Village of Oak Brook, Illinois

Anticipated Effect on Village Services

It is not anticipated that the proposed development will create a significant marginal burden on Village services over and above the current draw on services required by established comparable uses in the vicinity of the Property. The site plan includes adequate stormwater management facilities. The proposal also includes traffic management and mitigation strategies developed in light of a traffic study of the proposed development. The Applicant and retail operators will work closely with the Village before and during development and throughout the life of the retail locations to mitigate the project's burden on Village resources and facilitate Village services as needed.

Statement of Viability and Economic Benefits

The Applicant is submitting this application in cooperation with the eventual operators of the Amazon Retail Building and the Furniture Outlet, which occupants will underwrite development costs. The proposed Amazon Retail Building is a key and highly publicized initiative of the retail division of Amazon.com, Inc. As one of the largest and best capitalized corporations in the world and the owner of several national retail chains, including Whole Foods Markets, Amazon clearly has the financial wherewithal and operational experience to reasonably project the viability of the proposed development. Likewise, the Furniture Outlet has been planned in cooperation with an established national furniture retailer with an extensive record of successfully funding and operating stores similar to the Furniture Outlet throughout the United States.

The Amazon Retail Building is expected to generate approximately 500 permanent jobs. The proposed development will also generate considerable new municipal sales tax revenue.

VILLAGE OF OAK BROOK
Illinois

BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS 60523

June 2, 2026

Village President and Board of Trustees
Village of Oak Brook
1200 Oak Brook Road
Oak Brook, IL 60523

Subject: Case No: 2026-04-ZO-PUD – (PD-26-1) – GTZ – Amazon – Butterfield-Meyers – Commercial Retail – Planned Development

Dear Village President and Board of Trustees:

Background

On May 13, 2026, the Planning & Zoning Commission held the required public hearing and completed its review and deliberations on an application for GTZ – Amazon Project – Butterfield-Meyers Roads seeking approval of a Planned Development ("PD") to construct a 225,000 square foot, single story commercial retail building with 871 surface parking and 9 loading docks on a 27-acre parcel. The proposed development includes a 1.70-acre future out lot to be located northeast of the proposed retail building.

The applicant provided a preliminary presentation on the proposed project before the President and Board of Trustees on March 10, 2026 and comments were provided to the applicant by the Village Board. The application moved forward pending a thorough review and recommendation by the Planning & Zoning Commission. They presented again as a referral on April 14, 2026.

Specifically, this planned development will include the following elements:

Waivers and Variations: The Planned Development process allows an applicant to request waiver of and variations from Village zoning laws that are necessary for the construction of the desired project. The following waivers and variations were requested.

1. *Land Use.* Section 13-10A-1 to permit a retail use in an ORA-1, Office Research and Assembly zoning district. Retail use is not a permitted use nor a special use in this zoning district.

2. *Signage:* Section 13-11-10.C. 8. to permit more than one sign per street frontage.

3. *Signage:* Section 13-11-10.D. 2. c. to permit greater than 100 SF of area per individual wall signage.

4. *Parking: Section 13-12-5 to permit a reduction from the parking requirements of office and allow for a minimum of 871 spaces.*

Public Comment

All interested parties were notified by certified mail of the public hearing and public hearing signs were posted on the property. There were several people in the audience who spoke in support of or in opposition to the request.

Planned Development Recommendation

The standards for a planned development were addressed as part of the presentation at the public hearing and were addressed in detail in writing in the case file.

The Planning & Zoning Commission reviewed and deliberated on the applicant's request and

By a vote of 7 to 1, the Planning & Zoning Commission found that the applicant had addressed all of the required planned development standards and recommended approval of the proposed development subject to certain conditions below.

These conditions were contained in the Staff Report of the case file.

1. Compliance with Plans: The development, maintenance, and operation of the property will be in substantial compliance with the plans and documents as submitted, except for minor changes approved by the Development Services Director and Village Manager in accordance with Section 13-15-8 of the Zoning Ordinance.

2. Architectural Components:
    a. Exterior insulation finish systems ("EIFS"), stucco, and materials deemed comparable by Development Services Director, shall occupy no more than 25% of any building elevation, and shall comply with all Village Code requirements concerning maintenance and installation. The final design elevations shall be consistent with the design prototypes included in the application materials, with improved facade openings to break up the solid wall appearance.
    b. Trash enclosures and dumpsters shall be screened and of a building material to match the proposed building's materials incorporating brick, stone or a similar product for design consistency, aesthetics and long-term durability.
    c. All mechanical equipment ground-based and roof-mounted and dumpsters must be fully screened from view at the property lines per Village code.
    d. Separate sign permits are required for all signage. All sign proposals shall comply with applicable Village sign regulations unless specifically waived.

3. Engineering:
    a. Final engineering approval (including stormwater) shall be required prior to the issuance of the building permit for the Development.
    b. A Letter of Map Revision (LOMR) will be required.
    c. Traffic improvements are the responsibility of the applicant. Traffic plans must be approved by Illinois Department of Transportation (IDOT) and DuPage County Department of Transportation (DuDOT).
    d. A median is required to be installed on Meyers Road to limit the driveway to right-in/right-out access only.
    e. Coordination with NICOR and ComEd shall continue.
    f. All future site plans shall reflect total area of proposed improvements, including the intersection of Meyers and Butterfield, the improvements proposed on Butterfield, and the Nicor parcels.

4. Landscaping:
    a. Final landscape plan approval shall be required prior to the issuance of the building permit for the Development. Specific emphasis shall be given to the perimeter landscape screening adjacent to Butterfield Road parking areas whereby a continuous screen in the form of an earth berm and landscaping of at least 4' high shall be provided at the time of installation.
    b. Sidewalk shall be provided along Butterfield Road for the entirety of the site.

5. Deed/Covenants/Easements:
    a. Final Subdivision Plat approval for the development and vacation of easement shall be required prior to the issuance of any permits for the development. Said plat shall include all utility, stormwater detention, cross-access, shared parking and sidewalk easements, and otherwise comply with the Village's Subdivision Regulations. Cross-access and shared parking easements shall be provided within the development's surface parking lots. The cross-access and shared parking easements must be in a form approved by the Village Attorney prior to recordation and must be approved prior to approval of the final plat of subdivision for the property.
    b. Covenants. Covenants must be recorded against the property in connection with the development. The covenants must address the stormwater, property maintenance, cross-access, and other conditions imposed by the Ordinance approving the planned development or any agreement associated with the same. The covenants and/or declarations must be in a form approved by the Village Attorney prior to recordation. The covenants must be approved by the Village Attorney prior to approval of the final plat of subdivision for the property
    c. No deed restrictions shall be placed that prohibit future uses of the property.
    d. Use of the space as a warehouse alone is prohibited. Warehouse operations qualify as a by-right use only when integrated with a retail component.

6. Operational Items:
    a. Delivery drivers will be limited to third-party providers, and Amazon-branded delivery vehicles will not be permitted.
    b. No drones shall be permitted.

7. Comply with all other Village Ordinance requirements at time of Building Permit application except as specifically varied or waived.

Very truly yours,

Kenneth Wilczak
Vice Chairman
Planning & Zoning Commission

MINUTES OF THE MAY 13, 2026
SPECIAL MEETING OF THE
PLANNING & ZONING COMMISSION OF THE
VILLAGE OF OAK BROOK
APPROVED AS WRITTEN ON JUNE 3, 2026

1. CALL TO ORDER:

CALL TO ORDER

The Meeting of the Planning & Zoning Commission was called to order by Vice Chairman Kenneth Wilczak at 6:30 p.m.

2. ROLL CALL:

ROLL CALL

Rama Raman called the roll with the following persons:
PRESENT: Chairman Wayne Ziemer (attended remotely), Vice Chairman Kenneth Wilczak, Members Jeff Bulin, Richard DiBernardo, Natalie Cappetta, Rahma Hasan, Baker Nimry and Marc Simon
IN ATTENDANCE: Village Attorney Michael Castaldo III, Director Rebecca Von Drasek, Chief Kevin Fleege, Field Operations Supervisor Shawn Rice, Village Engineer James Patterson, Deputy Chief Erica Huff, Civiltech Engineering Consultant Steven Pautsch and Village Planner Rama Raman

3. APPROVAL OF MINUTES

MINUTES

REGULAR PLANNING & ZONING COMMISSION MEETING OF MARCH 4, 2026

MARCH 4, 2026

Motion by Member Hasan, seconded by Member Bulin to approve the minutes of the March 4, 2026 Regular Planning & Zoning Commission meeting as written. VOICE VOTE: Motion Carried.

4. UNFINISHED BUSINESS

UNFINISHED BUSINESS

There was no unfinished business.

5.

A. 2901 BUTTERFIELD RD – PLANNED DEVELOPMENT – GTZ AMAZON PROJECT

2901 BUTTERFIEL RD – PLANNE DEVELOPMENT GTZ AMAZO PROJECT

Vice Chairman Wilczak announced the commencement of the public hearing for the petition and swore in everyone that was presenting for the petition.

R.G.V.

Director Von Drasek provided an overview the application. She indicated the 27-Acre property comprised of 7 office buildings and was in the ORA-1 District.

Katie Jahnke Dale, DLA Piper, 444 W Lake St., Chicago, attorney for Amazon thanked the commission and staff and introduced the other project representatives. She reviewed a PowerPoint including the site plan, engineering plans and elevations. She described the existing and proposed building square-footage as well as the retail concept. She said their plans would reduce building square-footage by nearly 375,000 square-feet.

Kyle Smith, Manager of Economic Development and Public Policy, Amazon, 410 Terry Ave. Seattle, WA mentioned that Amazon wanted to purchase the property not just lease it, which was something they didn't often do. The store would be one of the first of its kind in the country.

Jared Kenyon, Civil Engineer for Kimley Horn, 4201 Winfield Road, Warrenville described the traffic flow from the entrances using the PowerPoint presentation.

Luay Aboona, Principal at KLOA, Inc., 9575 W Higgins Rd, Rosemont explained the traffic patterns and why their plans were selected for each entrance and exit. He said their plans and traffic studies had been submitted to Illinois Department of Transportation (IDOT), and they were awaiting final results.

Greg Nakata, Architect, BRR, 2200 6th Ave Settle, WA described the building elevations in detail as provided on the PowerPoint.

Several people spoke in favor of and in opposition to the project. The list can be found under Agenda Item 7, Public Comments.

Chief Fleege was concerned about the available water and fire hydrants locations. He mentioned that the circulation aisles for the fire trucks appeared smaller than standard and requested that they be widened. He also disagreed with the traffic report regarding the number of accidents listed.

Deputy Chief Huff was pleased that the traffic study will be reviewed by IDOT as she saw inconsistencies. She requested that Amazon install LPRs at entrances and exits and a robust camera system.

Field Operations Supervisor Rice requested that Amazon install a new watermain and add fire hydrants.

Civiltech Pautsch, village traffic study engineer, commented that the Amazon engineers had resolved the access issue on Meyers Road by restricting it to right-in, right-out traffic movements. However, he noted that there were still additional matters to be resolved with Illinois Department of Transportation (IDOT).

Village engineer, Patterson mentioned the floodplain on the property and noted that Kimley-Horn had agreed to provide compensatory storage. He discussed the existing detention facilities and requested additional detention to increase stormwater storage capacity. According to Patterson, significant questions remained unanswered regarding the stormwater issues and the reviews by DuPage County Division of Transportation (DDOT) and Illinois Department of Transportation (IDOT).

Monica with RVI Planning & Landscaping Architecture said they continue to work with the applicant regarding green space and plantings on the property.

Chairman Ziemer questioned the detention ponds, the watermain requirement, the parking, signage, liquor license, outdoor dining and cart corrals.

All questions were answered. The exact detention ponds, the liquor licensing, outdoor dining and cart corrals are to be determined. The watermain would be a condition in the ordinance, the parking and signage required waivers.

Member DiBernardo was concerned with the traffic study and questioned the traffic effect on the Towers condominiums. He was also concerned with the possibility of Amazon closing the store at a later date.

Civiltech Mr. Pautsch noted the Towers would be limited to right-in right-out on Butterfield Road.

Member Nimry was concerned with the Meyers Road ingress/egress points. He mentioned Amazon's competition with Costco.

Member Hasan appreciated that Amazon chose Oak Brook as one of the first locations for this retail model. She advised against the public and commissioners dictating how a business should be operated.

Member Bulin stressed the importance of creating cross-access with the neighboring property. He felt that the out-lot shown on the site plan should be used for additional parking or green space and also mentioned adding bicycle racks. He wanted the site plan to include berms along roads as required.

Member Cappetta went through pages of the application and asked staff if their questions outlined on page 5 of the Staff Report had been answered by Amazon. She also asked the applicant to reply.

R.B.V.

Several staff members responded to the question.

Ms. Jahnke Dale approached the podium stating she did not see any issues with the comments or conditions other than having their security team work with the police department on the LPRs and security cameras.

Member Cappetta questioned the staff comments and requirements – fire, police, public works, etc. and asked each department representative if their concerns had been addressed. For any items that had not yet been addressed, she asked Ms. Jahnke Dale whether they would be addressed.

Ms. Jahnke Dale replied that they would.

Member Cappetta went through the requirements for a planned development.

Ms. Jahnke Dale noted there would be a significant upgrade to the mostly impervious current lots.

Mr. Kenyon said the landscape plan was still evolving, but they were working with Nicor to create a more naturalized, prairie-style landscape on their lots.

Member Cappetta disagreed with the answers provided by the applicant regarding the Planned Development Standards. Also, she did not like the look of the building, the signs, the lighting examples and the fact that the parking lot was not concealed from the street.

Mr. Kenyon addressed Member Cappetta's concerns regarding the concealed parking – elevations. He explained that the parking lots are 5 feet lower than Butterfield Road.

Member Simon asked the applicant about their final offerings and when they plan to have them finalized. He also inquired about the traffic study and asked if it included Ginger Creek's concerns regarding Baybrook Lane.

Mr. Smith replied that they were very close to finalizing the offerings, retail, grocery, fresh food, etc.

Mr. Pautsch noted Civiltech believed they conducted a comprehensive review of the traffic study and it did not include Ginger Creek.

Director Von Drasek offered that it could be included in an updated traffic study.

Member Simon questioned light pollution.

Mr. Smith referred to a light study that was included in the application.

Member Bulin asked why the parking lot was shifted north toward Butterfield Road and removed from the southern area near Interstate 88.

Mr. Kenyon replied that the parking lot was shifted to eliminate potential conflicts Nicor and ComEd since the existing parking is over their easements and to be removed from the floodplain.

Vice Chairman Wilczak said the Amazon project was well suited for what he described as an economic corridor, replacing vacant office buildings that he believed would not return to their previous use due to COVID-19. He added that the outstanding issues could be managed.

Members discussed the outstanding items and the next steps.

Motioned by Member Hasan, seconded by Chairman Ziemer to recommend approval of the setback variations, subject to the following conditions:

1. Compliance with Plans: The development, maintenance, and operation of the property will be in substantial compliance with the plans and documents as submitted, except for minor changes approved by the Development Services Director and Village Manager in accordance with Section 13-15-8 of the Zoning Ordinance.

2. Architectural Components:

    a. Exterior insulation finish systems ("EIFS"), stucco, and materials deemed comparable by Development Services Director, shall occupy no more than 25% of any building elevation, and shall comply with all Village Code requirements concerning maintenance and installation. The final design elevations shall be consistent with the design prototypes included in the application materials, with improved facade openings to break up the solid wall appearance.
    b. Trash enclosures and dumpsters shall be screened and of a building material to match the proposed building's materials incorporating brick, stone or a similar product for design consistency, aesthetics and long-term durability.
    c. All mechanical equipment ground-based and roof-mounted and dumpsters must be fully screened from view at the property lines per Village code.
    d. Separate sign permits are required for all signage. All sign proposals shall comply with applicable Village sign regulations unless specifically waived.

R.G.V.

3. Engineering:

    a. Final engineering approval (including stormwater) shall be required prior to the issuance of the building permit for the Development.
    b. A Letter of Map Revision (LOMR) will be required.
    c. Traffic improvements are the responsibility of the applicant. Traffic plans must be approved by Illinois Department of Transportation (IDOT) and DuPage County Department of Transportation (DuDOT).

    d. A median is required to be installed on Meyers Road to limit the driveway to right-in/right-out access only.
    e. Coordination with NICOR and ComEd shall continue.
    f. All future site plans shall reflect total area of proposed improvements, including the intersection of Meyers and Butterfield, the improvements proposed on Butterfield, and the Nicor parcels.

4. Landscaping:

    a. Final landscape plan approval shall be required prior to the issuance of the building permit for the Development. Specific emphasis shall be given to the perimeter landscape screening adjacent to Butterfield Road parking areas whereby a continuous screen in the form of an earth berm and landscaping of at least 4' high shall be provided at the time of installation.
    b. Sidewalk shall be provided along Butterfield Road for the entirety of the site.

5. Deed/Covenants/Easements:

    a. Final Subdivision Plat approval for the development and vacation of easement shall be required prior to the issuance of any permits for the development. Said plat shall include all utility, stormwater detention, cross-access, shared parking and sidewalk easements, and otherwise comply with the Village's Subdivision Regulations. Cross-access and shared parking easements shall be provided within the development's surface parking lots. The cross-access and shared parking easements must be in a form approved by the Village Attorney prior to recordation and must be approved prior to approval of the final plat of subdivision for the property.

R.G.V.

b. Covenants. Covenants must be recorded against the property in connection with the development. The covenants must address the stormwater, property maintenance, cross-access, and other conditions imposed by the Ordinance approving the planned development or any agreement associated with the same. The covenants and/or declarations must be in a form approved by the Village Attorney prior to recordation. The covenants must be approved by the Village Attorney prior to approval of the final plat of subdivision for the property
c. No deed restrictions shall be placed that prohibit future uses of the property.
d. Use of the space as a warehouse alone is prohibited. Warehouse operations qualify as a by-right use only when integrated with a retail component.

6. Operational Items:

   a. Delivery drivers will be limited to third-party providers, and Amazon-branded delivery vehicles will not be permitted.
   b. No drones shall be permitted.

7. Comply with all other Village Ordinance requirements at time of Building Permit application except as specifically varied or waived.

ROLL CALL:

Ayes:	7	–	Chairman Ziemer, Vice Chairman Wilczak, Members Bulin, DiBernardo, Hasan, Nimry and Simon. Motion carried.
Nayes:	1	-	Member Cappetta
Absent:	1	-	James Pontrelli

Vice Chairman Wilczak announced that the public hearing for this matter was concluded.

OTHER BUSINESS

6. OTHER BUSINESS

Director Von Drasek discussed future applications.

PUBLIC COMMENT

7. PUBLIC COMMENT

COMMENTS ON AMAZON PROJECT
Mary Mufti
Martin Lewis
Al Knuth
Linda Flajnik
Mohamed Askar
Rolf Burckhardt
Marshall Jackson

Ray Cesca
Dolton Barker
Maggie Bennett
Lou Smeja
Liz White
Patricia Kepich
Susan Cho
Kathy Person
Victor Ciardelli
Ted Gray
Ed Castellan
Lou Paskalides
Joe Sabers
Michael Wencel
Wei Min Huang

ADJOURNMENT

8. ADJOURNMENT:

Motion by Member Hasan, seconded by Member Cappetta to adjourn the meeting at 10:17PM. VOICE VOTE: Motion carried.

ATTEST:

/s/ Rebecca Von Drasek
Rebecca Von Drasek
Director of Development Services

R.B.V.




INLAND
2901


INLAND





Good Evening, Oak Brook Commissioners,

We respectfully request that this Commission decline to approve the proposed Amazon Superstore development at the corner of Meyers and Butterfield Roads unless and until comprehensive independent studies and appropriate environmental safeguards are completed and fully vetted by the community.

A superstore is fundamentally different from a typical commercial development. It presents unique and far-reaching impacts on surrounding neighborhoods, municipal infrastructure, emergency services, traffic patterns, local businesses, and the environment. These impacts require heightened scrutiny and extraordinary care from municipal planning and zoning bodies. Failure to adequately evaluate these consequences before approval would constitute a serious failure of public stewardship.

One of the primary concerns is the misconception that superstores generate substantial new sales tax revenue for municipalities. Research and experience in other jurisdictions suggest otherwise. Studies referenced by the California State Legislature concluded that much of the sales tax growth attributed to superstores merely reflects a transfer of consumer spending away from existing local retailers rather than the creation of new economic activity. In other words, the municipality often experiences a redistribution of tax revenue rather than meaningful economic expansion, while long-established local businesses suffer the consequences.

Additionally, Amazon's history with brick-and-mortar retail raises substantial concerns about the long-term viability of this proposal. Amazon has repeatedly struggled to sustain physical retail concepts nationwide and has closed numerous brick-and-mortar locations throughout the United States. At present, there are no operational Amazon Superstores of this type, meaning there is little to no reliable data demonstrating the success, sustainability, or long-term community impact of such a development. Even Oak Brook Village President Larry Herman acknowledged during the May 4, 2026, Town Hall meeting that there is a possibility Amazon could ultimately abandon the site.

This concern is amplified by the fact that Amazon's core business model is built upon the convenience of online shopping. Amazon's unparalleled success stems from allowing

consumers to avoid traveling to physical retail locations altogether. In many respects, Amazon's online business directly competes with its own brick-and-mortar ambitions. The concept of a massive destination superstore appears fundamentally inconsistent with the company's own proven retail philosophy.

Municipalities considering projects of this magnitude have an obligation to conduct extensive and independent analyses regarding environmental impact, stormwater management, traffic congestion, air quality, lighting, noise, and public safety. These studies should not only be transparent but should also involve meaningful discussion with both Oak Brook residents and neighboring communities that will inevitably experience significant secondary impacts. While this Commission may not technically be responsible for impacts beyond Village boundaries, it is both morally and ethically appropriate to consider the effects this development will have on adjacent communities, including Oakbrook Towers and surrounding residential areas.

Of particular concern is the fact that the engineering and stormwater management plans for this site remain incomplete. Hydrologist Ted Gray of Living Waters has outlined best-practice stormwater protections necessary to safeguard the Ginger Creek watershed system, which extends from the proposed development site into Salt Creek. Although Mr. Gray's recommendations have reportedly been recognized by engineers as sound environmental practices, they have not yet been fully incorporated into the project plans. Failure to implement these protections could negatively impact Oak Brook's waterways, wildlife habitats, and broader ecosystem for generations. Oak Brook has long valued environmental preservation and responsible stewardship of its lakes, streams, fish, fowl, and natural habitats. Those values must not be compromised.

There are also serious concerns regarding the October 2025 traffic study prepared by KLOA. Discussions with a KLOA consultant on May 1, 2026, raised significant questions regarding the assumptions and methodology underlying the study. The analysis does not appear to adequately account for Oak Brook's unique traffic patterns, nor do its projections align with actual traffic volumes observed at comparable high-volume retail destinations such as Costco. An independent traffic study is therefore essential.

Importantly, during the May 4, 2026, Town Hall meeting, Village President Larry Herman publicly stated that the Village would commission an independent traffic study. This commitment is also referenced in the President's published Q&A materials. Residents

deserve clarity regarding when the independent traffic study will begin, who will conduct it, and when its findings will be made available to the public.

Superstores can generate revenue, but they can also impose long-term and irreversible consequences on municipalities, existing businesses, infrastructure, and the environment. Projects of this scale demand careful deliberation, independent analysis, transparency, and broad community support. If proper safeguards are ignored, and the superstore ultimately fails or becomes abandoned, the negative impacts on Oak Brook and surrounding communities could persist for decades.

We therefore respectfully urge this Commission to proceed cautiously, require comprehensive independent studies, ensure full environmental protections are incorporated into the final plans, and prioritize the long-term well-being of Oak Brook and its neighboring communities over speculative short-term gains.

Respectfully submitted,

Margaret Bennett, Linda Hall and Lou Smeja

Community Association Board of Directors
c/o 211 W. Chicago Avenue, Suite 211
Hinsdale Illinois 60521 | 630-323-8810
gingercreekoakbrook.com

Proposed Amazon Development – Meyers Road & Butterfield Road

To: Oak Brook Planning and Zoning Committee
From: Mohamed Askar, President, Ginger Creek Homeowners Association
Date: May 13, 2026

Dear Members of the Planning and Zoning Committee,

On behalf of the Ginger Creek Homeowners Association, I submit this letter as a formal statement of record and objection regarding the proposed Amazon development at Meyers Road and Butterfield Road.

Ginger Creek is the residential community most directly and materially impacted by this development. Accordingly, we have a significant interest in ensuring that this proposal is evaluated in full compliance with the Village's zoning authority under the Illinois Municipal Code (65 ILCS 5/11-13-1 et seq.), as well as established planning principles and Illinois zoning case law.

At the outset, we emphasize that—despite public perception—this project is not a foregone conclusion. The Committee has an independent legal obligation to ensure that any decision is based on a complete, accurate, and defensible evidentiary record, and that it promotes the public health, safety, and general welfare.

Legal Framework

Under 65 ILCS 5/11-13-1 and 65 ILCS 5/11-13-3, zoning decisions must:

- Promote public health, safety, and welfare
- Lessen congestion in the streets
- Secure safety from fire and other dangers
- Ensure adequate infrastructure and public services
- Be consistent with a comprehensive plan

Additionally, 65 ILCS 5/11-13-13 requires that zoning decisions be supported by substantial evidence and not based on speculation or incomplete analysis.

Illinois Supreme Court precedent, including La Salle National Bank v. County of Cook and Sinclair Pipe Line Co. v. Village of Richton Park, requires balancing:

- Public benefit vs. private harm
- Impact on property values
- Compatibility with surrounding uses
- The extent of adverse impacts

Failure to satisfy these standards may render a zoning decision arbitrary, unreasonable, and subject to judicial challenge.

Substantive Concerns

1. Stormwater and Environmental Risk

The Ginger Creek Homeowners Association retained Mr. Ted Gray of Living Waters Consultants to evaluate stormwater impacts. Mr. Gray submitted detailed technical recommendations to the developer.

To date, Amazon has not provided a formal response, nor demonstrated that these concerns have been incorporated into the design.

This creates significant technical uncertainty regarding:

- Increased runoff coefficients (C-values) due to expanded impervious surfaces
- Insufficient verification of 100-year storm detention capacity
- Reduced time of concentration (Tc) increasing peak discharge rates
- Elevated risk of hydrocarbons, heavy metals, and roadway pollutants entering Ginger Creek
- Potential for downstream erosion, flooding, and sediment transport
- Reduced groundwater recharge and infiltration
- Lack of cumulative watershed impact analysis

Approval without a documented response to Mr. Gray's findings and independent validation of stormwater modeling would be premature and inconsistent with 65 ILCS 5/11-13-3.

2. **Traffic Study Deficiencies**

The traffic study presents both procedural and substantive deficiencies.

Procedurally, the study was conducted in October 2025, prior to the project being introduced to Village Trustees in December 2025. As such, it was prepared before engagement with the Village, its consultants, or affected stakeholders, raising concerns that it reflects a pre-determined development approach rather than an objective evaluation.

Substantively, the study:

- Ignores cut-through traffic through Ginger Creek, despite historical evidence
- Fails to fully assess truck and delivery traffic impacts
- Underestimates regional traffic draw
- Does not analyze hazardous multi-lane turning conflicts
- Lacks coordination with neighboring municipalities

Additionally, assumptions regarding control of navigation systems (Google Maps, Waze) are unsupported and contradicted by the applicant.

This study does not meet statutory requirements under 65 ILCS 5/11-13-3 and 65 ILCS 5/11-13-13.

3. Public Safety and Municipal Capacity

The development will significantly increase demand on police, fire, and emergency services.

There is no documented evidence that current capacity can absorb this demand without:

- Increased staffing
- Additional fiscal burden
- Reduced response times

Critically, impacted intersections are shared with neighboring municipalities. Any proper analysis must include formal coordination with all affected jurisdictions, including adjacent municipalities, township authorities, and regional service providers.

Failure to do so creates risks of:

- Jurisdictional response gaps
- Delayed emergency response
- Inconsistent traffic enforcement

Additional risks include:

- Unauthorized use of parking areas (e.g., street racing)
- Increased residential crime exposure

Approval without a multi-jurisdictional safety assessment is inconsistent with statutory obligations.

4. I-88 Ramp Proposal – Speculative and Contradictory Assumptions

Statements regarding new I-88 ramps at Meyers Road are inconsistent with physical constraints:

- There is no available land to support an I-88 entrance ramp at Meyers Road, contradicting representations made by Village leadership
- The only available land—owned by the Illinois Tollway Authority south of I-88—could support only a limited eastbound exit ramp

Such a ramp would:

- Increase traffic volumes on Meyers Road
- Introduce additional turning conflicts
- Increase noise and pollution impacting nearby homes
- Exacerbate existing congestion and safety concerns

There is no documented coordination with the Tollway Authority.

Reliance on speculative infrastructure violates evidentiary requirements under 65 ILCS 5/11-13-13.

5. Amazon Operational Model and Long-Term Risk

The proposed development represents an omnichannel logistics operation, combining:

- In-store retail
- Customer pickup
- Last-mile delivery
- Warehousing and distribution

This model introduces multiple, overlapping traffic streams at different times of day, increasing operational complexity and impact.

Additionally, Amazon has a documented history of entering and exiting retail formats, raising concerns regarding long-term use stability.

A critical issue remains:

What enforceable safeguards exist to prevent this site from being converted into a full-scale wholesale fulfillment or distribution center if the retail concept is discontinued?

Currently, there is no evidence of:

- Binding land use restrictions
- Operational limitations
- Prohibitions against conversion to high-intensity logistics use

Such a conversion would result in:

- Increased truck traffic and 24-hour operations
- Higher noise and emissions
- Greater infrastructure strain
- Increased public safety demands

Under 65 ILCS 5/11-13-3, foreseeable future uses must be considered.

Any approval must include enforceable conditions that:

- Restrict permissible uses
- Prohibit conversion without additional review
- Limit operational intensity (hours, truck volumes)
- Establish ongoing oversight and enforcement mechanisms

Absent these protections, long-term risks remain unmitigated and legally significant.

6. Incompatibility with Oak Brook Character

The scale and intensity of the development raise concerns regarding compatibility with Oak Brook’s identity as a premier residential and commercial community.

7. **Property Value Impact and Required Independent Analysis**

The proposed development presents a material and foreseeable risk of diminution in property values for surrounding residential communities, including but not limited to Ginger Creek and Chateau Woods.

Under Illinois zoning law, including the standards articulated in *La Salle National Bank v. County of Cook*, the impact on property values is a central factor in determining whether a proposed use promotes the public welfare or imposes undue harm on neighboring property owners.

At present, the evidentiary record contains no independent, professionally prepared property value impact analysis. This omission is particularly significant given the nature of the proposed development, which combines:

- Large-scale retail
- Logistics and distribution activity
- High-volume traffic generation
- Proximity to premium residential neighborhoods

Given these characteristics, the potential for adverse impact is not speculative—it is reasonably foreseeable and measurable.

A proper evaluation requires a comprehensive, independent study conducted by a qualified real estate valuation expert, with demonstrated experience in:

- High-value residential markets
- Impact analysis of large-scale commercial and logistics developments
- Paired-sales analysis
- Hedonic pricing / regression modeling
- Market sensitivity to traffic, noise, environmental, and safety externalities

The absence of such analysis creates a critical evidentiary gap, preventing the Committee from making a legally defensible determination as to whether:

- The public benefit outweighs the private harm
- The proposed use is compatible with surrounding land uses
- The development meets the statutory requirement to protect the general welfare under 65 ILCS 5/11-13-3

Accordingly, the Committee cannot reasonably proceed with approval without first obtaining a formal, independent property value impact assessment.

We respectfully request that the Committee require, as a condition of further consideration:

- A comprehensive property value impact study prepared by an independent, licensed real estate appraiser
- Application of recognized valuation methodologies (paired-sales, regression modeling, comparable market analysis)
- Evaluation of both short-term and long-term impacts, including downside scenarios

- Consideration of cumulative effects in conjunction with traffic, environmental, and operational impacts
- Independent review or validation to ensure objectivity

Approval of the proposed development in the absence of such analysis would be inconsistent with Illinois zoning standards and would materially weaken the evidentiary basis of any decision, rendering it vulnerable to legal challenge.

8. Procedural Concerns

The Committee must ensure compliance with 65 ILCS 5/11-13-14, including:

- Proper notice
- Transparent hearings
- Full evidentiary review

9. Statement for the Record and Request for Formal Consideration

The Ginger Creek Homeowners Association respectfully submits the foregoing concerns as a formal statement for the record in connection with the review of the proposed Amazon development.

These concerns are presented to ensure that they are:

- Fully incorporated into the official record of proceedings before the Planning and Zoning Committee
- Considered as part of the evidentiary basis for any recommendation or decision
- Addressed directly, substantively, and transparently by the applicant and the Village

Given the scope, scale, and potential long-term impacts of this development, it is essential that each of the issues raised in this submission be formally evaluated and responded to prior to any determination.

Accordingly, we respectfully request that:

- The Committee acknowledge receipt of these concerns as part of the official record
- The applicant be required to provide written, technical responses addressing each issue raised
- Any recommendation or approval include specific findings demonstrating how these concerns were considered and resolved
- The final decision reflect a clear, documented balancing of public benefit against the impact on surrounding residential communities, consistent with applicable law

This request is made to ensure that the decision-making process is:

- Transparent
- Evidence-based
- Procedurally sound and legally defensible

Failure to address these concerns as part of the formal record may result in an incomplete evidentiary basis for decision-making and may expose the process to legal challenge.

10. Closing Statement

As residents of the Village of Oak Brook, we fully support and welcome responsible development that enhances the quality of life of our community, strengthens the Village's long-term vision, and aligns with its reputation as a premier residential and commercial destination.

We also recognize the importance of redeveloping the subject site and do not support maintaining it in its current condition as a vacant and deteriorating office property. Thoughtful redevelopment is both necessary and desirable.

However, such redevelopment must be undertaken in a manner that is:

- Consistent with the Village's planning objectives
- Protective of surrounding residential communities
- Supported by complete, accurate, and independently verified analysis

We respectfully submit that the current proposal, as presented, does not yet meet these standards.

We remain committed to working constructively with the Village, the Committee, and the applicant to ensure that any redevelopment of this site is properly planned, responsibly executed, and beneficial to the community as a whole.

Absent these findings, approval would be premature and legally vulnerable.

Respectfully submitted,

Mohamed Askar
President, Ginger Creek Homeowners Association

Oak Brook Towers
Homeowners & Townhome Associations
Oak Brook, Illinois

May 13, 2026

RE: OBT Public Comments on Proposed GTZ/Amazon Development Site

Dear Oak Brook Planning & Zoning Commission,

As the President of the Oak Brook Towers (OBT) Homeowners and Townhome Associations, I believe the planned GTZ development will have a profound impact on the quality of our lives and the values of our homes. As mentioned during the April 14th Trustee meeting, OBT is a unique property established over 50 years ago with extensive open space. It is home to well over 500 individuals and families, is on almost 20 square acres, and has undergone $10M in self-funded infrastructure improvements in the past 3 years alone. We will now be separated from the proposed GTZ development project by only about 300 feet (on the NE corner of Butterfield and Meyers Roads).

Our property is located in unincorporated DuPage County and unfortunately wasn't part of some of the earlier communications and considerations for studies and impact. However, our community firmly believes the increase in congestion, noise, and vehicle & overhead lights require our concerns be taken seriously.

The specific areas that our community is particularly troubled by are organized under the following headings:

Traffic & Noise

The GTZ development envisions 2 new entrances to the existing site from Butterfield Road. Both access points will bring significant new traffic to the area directly across the street from our homes. The new traffic light proposed between Meyers Road and TransAm Plaza, in particular, will result in significant vehicle/truck traffic turning in front of our property, cascading headlights and auto noise along the south side of OBT and our homes. We therefore believe it's essential that a hard barrier be provided along the north side of Butterfield Road, to reduce traffic sound, lighting, and potential damage from accidents.

In addition to the noise and safety concerns already mentioned, we would like to see a prohibition on the use of drones for deliveries to and from the Amazon site. We ask that the Village ensure that the site not be allowed to implement BVLOS or other drone transport without first obtaining express approval from the proper authorities.

Independent traffic and sound/noise studies should be conducted now (for a baseline), as well as periodically after development to ensure reasonable mitigation efforts are undertaken. Air quality

measurements should also be taken to monitor potential health impacts.

Parking & Lighting

Almost all the 900 parking spaces that are planned for the GTZ site will be placed directly across Butterfield Road from the OBT property. This represents a complete reconfiguration of the parking layout that exists on the 27-acre property today. Thousands of vehicles will now be moving in and out of parking lots daily that are <300 feet from the south side of the OBT property, visible and audible to residents in both the townhomes and condominium towers alike. Even with the current grading/elevation plan, light and noise pollution will be almost constant during the anticipated 7am-11pm operating hours. It will be critical to install mature and contiguous landscaping along the north edge of the GTZ property, between the parking lots and Butterfield Road.

Air Quality

We have hundreds of balconies, dozens of patios/backyards, two retention ponds, and an outdoor pool on the OBT property. What mitigating actions will be taken during the demolition of the buildings to prevent the release of potentially dangerous materials into the air? Many of the structures on the Inland property were built in the early 1970s, when knowledge and regulation of construction materials were much different (less) than today. Independent air quality studies should be mandated during and after the demolition.

Safety

Cut-through traffic on our property will almost certainly become an issue, as increased congestion makes shortcuts from westbound Butterfield to northbound Meyers more tempting. OBT has regular pedestrian, bicycle, and school bus traffic. We have broad demographic features, including a significant elderly population, families with small children, and disabled owners. What proactive efforts can be made to mitigate this otherwise undesirable impact of the GTZ project?

The latest site plans maintain the use of a west-facing exit from the development onto Meyers Road about 150' south of Butterfield Road. The result will be even more "cut across" traffic on Meyers Road as vehicles exiting there and wanting to travel westbound on Butterfield Road block traffic just before the intersection. This configuration should be reconsidered/eliminated to avoid congestion and dangerous traffic patterns.

Traffic patterns to/from our property will be significantly affected by the new development. Eastbound exits onto Butterfield Road will no longer be possible from Tower Road due to new proposed medians. Reaching the far left-hand turn lane for a U-turn (at westbound Butterfield and Meyers) may not always be possible from our property, given the expected traffic flows. While exiting Tower Road onto Meyers will still be allowed, increased congestion will undoubtedly make southbound travel from OBT even more difficult and dangerous than today. These issues should be resolved immediately, given the various complexities involved: multiple neighboring municipalities, unincorporated areas, State and County roadways, York Center EMS traffic, etc.

Conclusion

Oak Brook Towers is without a doubt the community that will be most directly affected by the proposed GTZ/Amazon development project. We will be your closest neighbors. We support your efforts and sincerely want you to succeed. But we implore you to ask yourselves: What would you do if such a project took place across the street from your home? How would you want to be treated and what should be done to reasonably address these concerns?

We look forward to continuing the dialogue begun by this process. And we sincerely hope to have our concerns resolved in a transparent and prompt manner. Thank you very much for your consideration.

Respectfully,

Rolf Burckhardt
Board President
Oak Brook Towers
Homeowner & Townhome Associations

Attachments:
Select OBT Photos of GTZ Site

Memo to the Village of Oak Brook
2901 Butterfield Road Redevelopment Concept

From: Joe Bakhos
Subject: Long-Term Flexibility & Site Planning Considerations

I wanted to share a few additional thoughts regarding the proposed redevelopment concept currently being reviewed for 2901 Butterfield Road.

While I am not involved with the project itself, one of the items that immediately came to mind when reviewing the concept was the potential value of approaching both the architecture and site planning in a way that preserves long-term flexibility for the Village and future ownership.

My assumption is that many of these conversations are likely already occurring internally, but I thought it may still be worthwhile to mention.

Conceptually, it would seem beneficial for any large-format retail or Amazon-oriented plan to be designed in a manner that allows the building and site to evolve over time should market conditions or tenancy ever change in the future. This could include things such as:

- Architectural façade articulation that creates natural future demising points
- Varied massing and storefront rhythm that avoids a monolithic appearance along 22nd Street
- Parking and circulation layouts capable of supporting either a single user or multiple future tenants
- Concentrating loading and warehouse functions toward the rear and away from primary public frontages
- Designing portions of the building with varying depths to accommodate a future mix of larger and smaller retail users if ever needed

One item that stood out to me specifically was the potential advantage of locating the warehouse/loading component primarily within one corner of the building, rather than extending it uniformly across the rear façade. Conceptually, this could create significantly more flexibility in future unit sizing and tenant depths by allowing some future spaces to remain deeper large-format boxes while others could transition into shallower retail configurations over time.

Separately, I also wanted to note that the conceptual elevation studies I shared were intended purely as illustrative examples to demonstrate how façade variation, massing changes, and architectural articulation could help break down the scale of a large-format

building and support future flexibility. I am certain there are many architectural approaches that could ultimately be even more attractive and better tailored to Oak Brook's character and long-term vision.

From a planning standpoint, that type of flexibility could help reduce long-term downside risk while also creating a more durable and adaptable project for the corridor.

I'm confident the Village and development team will carefully approach the architecture, zoning, landscaping, and operational planning to create the best possible outcome for Oak Brook and its residents. I simply wanted to share the thought, as I believe long-term adaptability is becoming increasingly important with projects of this scale.

Appreciate all the time and effort that goes into reviewing these types of proposals.

Best regards,

Joe Bakhos

Conceptual Site Planning Illustration



Conceptual Architectural Flexibility Illustration

AMAZON SUPERSTORE – 250,000 SF | 2901 BUTTERFIELD RD, OAK BROOK, IL 60523

FRONT ELEVATION CONCEPT – MODERN FARMHOUSE REFRESHED

Contemporary Farmhouse – Soft Whites & Warm Neutrals – Enhanced Articulation & Massing

DESIGN GOAL

The goal of this concept is to create a visually dynamic, contemporary big box retail facade that establishes a strong identity for the Amazon Superstore while planning ahead for future flexibility. The design uses variation in height, material, and projection to break down the scale of the 250,000 SF building into a series of distinct tenant-ready modules, enhancing the customer experience and creating long-term value.



CONCEPT SUMMARY

This front elevation concept uses a softer, modern farmhouse aesthetic to create a welcoming and timeless presence along 22nd Street. The facade combines warm whites, light stone, and wood-look accents to break down the scale of the building into a collection of smaller, human-scaled bays.

- Clean vertical board-and-batten, stone, and natural textures create warmth and visual interest.
- Gabled elements and varied rooflines add rhythm and residential character.
- Recessed entries, canopies, and glazing enhance tenant visibility and customer access.
- Consistent architectural language ties the facade together while allowing each tenant to establish its own identity.

FUTURE FLEXIBILITY

The design is intentionally organized to support future demising into 5–6 large-format retail spaces. Vertical massing breaks, material changes, and signage zones align with future demising lines, allowing each tenant to have a clear identity and dedicated storefront.

FUTURE DEMISING READY
Vertical elements and material transitions align with typical demising locations, minimizing future rework.

INDEPENDENT TENANT IDENTITIES
Each future tenant bay features its own entry, signage zone, and architectural expression.

ADAPTABLE & VERSATILE
The modular facade system can accommodate a wide range of tenant sizes and brand looks.

FLEXIBLE LAYOUT OPTIONS

The building can be demised into 5–6 big box spaces with minimal impact to the overall façade and operations.



Example Demising Configurations:

- 5 Spaces: ~50,000 SF each
- 6 Spaces: ~41,600 SF each
- Custom sizes available to meet market demand

LONG-TERM VALUE

ENHANCED MARKETABILITY
A high-quality, timeless facade attracts top-tier tenants and increases long-term leasing potential.

INVESTMENT PROTECTION
Designing for flexibility today reduces costly renovations tomorrow and extends the life of the asset.

CUSTOMER EXPERIENCE
A well-articulated facade with clear entries, landscaping, and signage improves wayfinding and overall appeal.

SUSTAINABLE DESIGN
Durable materials and efficient design support long-term performance and environmental responsibility.

KEY TAKEAWAY

This concept delivers a strong, contemporary farmhouse presence today while preserving the ability to transform the building for multiple tenants in the future—maximizing flexibility, value, and performance for years to come.

AMAZON SUPERSTORE – 250,000 SF | 2901 BUTTERFIELD RD, OAK BROOK, IL 60523

FRONT ELEVATION CONCEPT – OPTION 2 REFINED

Contemporary Stone & Metal – Enhanced Vertical Variation & Massing

DESIGN GOAL

The goal of this concept is to create a visually dynamic, contemporary big box retail façade that establishes a strong identity for the Amazon Superstore while planning ahead for future flexibility. The design uses variation in height, material, and projection to break down the scale of the 250,000 SF building into a series of distinct tenant-ready modules, enhancing the customer experience and creating long-term value.



CONCEPT SUMMARY

This refined front elevation concept uses contemporary stone, metal, and warm wood-look accents to create a modern and inviting presence along 22nd Street. The façade is designed with strong vertical elements, varied parapets, and projecting masses to establish a rhythm and hierarchy that visually breaks down the large building into a series of future-ready retail spaces.

- Strong vertical elements and varied massing create visual interest and human scale.
- Durable, high-quality materials provide a premium, timeless look.
- Recessed entries, canopies, and glazing enhance tenant visibility and customer access.
- Consistent architectural language ties the façade together while allowing each tenant to establish its own identity.

FUTURE FLEXIBILITY

The design is intentionally organized to support future demising into 5–6 large-format retail spaces. Vertical massing breaks, material changes, and signage zones align with future demising lines, allowing each tenant to have a clear identity and dedicated storefront.

FUTURE DEMISING READY
Vertical elements and material transitions align with typical demising locations, minimizing future rework.

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This concept delivers a strong, contemporary presence today while preserving the ability to transform the building for multiple tenants in the future—maximizing flexibility, value, and performance for years to come.

VILLAGE OF OAK BROOK
Planning & Zoning Commission

STAFF REPORT

DATE: May 8, 2026

CASE FILE NO: 2026-4-ZO-PD

DESCRIPTION: Planned Development proposal for the property consisting of commercial retail building on approximately 27 acres of property.

PETITIONER & PROPERTY OWNER: Oak Brook TH, LLC c/o GTZ Properties
4221 N. Elston, Suite 304
Chicago, IL 60614

ADDRESS: 2901 Butterfield Road, 2905 Butterfield Road, 2907 Butterfield Road, 2805 Butterfield Road, 2803 Butterfield Road, 2707 Butterfield Road, 2809 Butterfield Road

EXISTING ZONING/USE: ORA-1 Office-Research-Assembly District consisting of 7 office buildings with surface parking and above-ground storm water detention facilities.

ZONING/USE OF SURROUNDING PROPERTY:

North: Butterfield Road and unincorporated Oak Brook improved with residential use, Oak Brook Towers

South: **R-2** Single-Family Residence District and improved with single family homes in the Ginger Creek Subdivision. The Reagan Memorial Tollway (I-88) is located immediately south of the subject property.

East: **ORA-1** Office-Research-Assembly District, improved with office building.

West: **B-1** Local Shopping Center District improved with commercial mixed use shopping center (Oak Brook Promenade). Meyers Road is located immediately west of the subject property.

LOCATION:
The subject property is located at the southeast corner of Meyers Road and Butterfield Road. The property is bounded by Butterfield Road to the north, the Reagan Memorial Tollway (I-88) to the south and Meyers Road to the west.

CONTROLLING AGREEMENTS:

Ordinance 1958-S-4 – Annexing Property, 05/13/1958
Ordinance 1959-S-16 – Annexing Property, 07/14/1959
Ordinance 2010-S-1293 – To operate a non-residential school on 2809 Butterfield Road



2901 Butterfield Road

BACKGROUND:

Oak Brook TH, LLC ("GTZ"), has submitted an application requesting approval of a Planned Development ("PD") to construct a 225,000 square foot, single story commercial retail building with 871 surface parking and 9 loading docks on a 27-acre parcel. The proposed development includes a 1.70-acre future out lot to be located northeast of the proposed retail building.

A Preliminary Board Review of the application was conducted by the Village Board on March 10, 2026 as required in the Village's PD regulations. Section 13-15-5 Procedures of the PD regulations provides an applicant the opportunity to submit for Preliminary Board Review. The intent and purpose of this review is to provide the Village Board with an overview of a development project in the initial conceptual phases in order to provide preliminary comments, suggestions and recommendations to the applicant on the development project. The Preliminary Board Review is the first step in the process outlined in the PD regulations and is intended to provide an applicant with early feedback.

The applicant teleconferenced separately with Oak Brook Towers and Ginger Creek. The Village President held a Town Hall meeting with residents to answer questions without the applicant on May 4th. The item was referred to P&Z Commission on April 14th by the Village Board.

Historically, the parcels were annexed into the Village in 1958 and 1959 (S-4, S-16) and were improved with office buildings in the 1970s. Ordinance (S-1293) was approved for a special use to allow and operate a non-residential school at the property 2809 Butterfield Road.

Planned Development. The GTZ project is proposed as a Planned Development. The intent and purpose of the planned development regulations, standards and criteria is to provide an alternate zoning procedure under which land can be developed or redeveloped with innovation, imagination, and creative architectural design when sufficiently justified under the provisions of this chapter.

The objective of the planned development is to encourage a higher level of design and amenity than is possible to achieve under standard zoning regulations. The end result is intended to be a product which fulfills the objectives of the Village of Oak Brook and planning policies of the village while allowing flexibility from the standard application of the use and bulk regulations of the zoning regulations. The planned development is intended to permit and encourage flexibility and to accomplish the following:

1. To stimulate creative approaches to commercial, nonsingle-family residential, and commercial/ mixed-use development of land;

2. To provide more efficient use of land;

3. To preserve natural features and provide open space areas and recreation in excess of those required under standard zoning regulations;

4. To develop and implement new approaches to the living environment through variety in type, design and layout of buildings, transportation systems, and public facilities;

5. To unify building and structures through design; and

6. To promote long term planning pursuant to the Village's Comprehensive plan to ensure harmonious and compatible land uses or combination of uses with surrounding areas.

Proposed Departures. Section 13-15-2.E of the PD regulations acknowledges that proposed planned developments need not comply with the density, dimension, area, bulk, use, and other zoning regulations that, but for the provisions of this chapter, would otherwise apply to the property on which the proposed planned development is intended. Modifications and departures from the standard provisions may be provided in accordance with the provisions of this chapter and to the extent that they will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare. The departures from standard being proposed as part of this PD application are identified as follows:

1. *Land Use*. Section 13-10A-1 to permit a retail use in an ORA-1, Office Research and Assembly zoning district. Retail use is not a permitted use nor a special use in this zoning district.

2. *Signage:* Section 13-11-10.C. 8. to permit more than one sign per street frontage.

3. *Signage:* Section 13-11-10.D. 2. c. to permit greater than 100 SF of area per individual wall signage.

4. *Parking: Section 13-12-5 to permit a reduction from the parking requirements of office and allow for a minimum of 871 spaces.*

STAFF ANALYSIS:
As part of this review, the following commentary should be considered as part of the P&Z Commission's analysis and deliberations on the request.

Planned Development Project. The proposed project is intended to redevelop the 27-acre area to construct a commercial retail building. The use is neither a permitted nor a special use in the ORA-1 district and therefore is required to go through a Planned Development process.

> Section 13-15-2A General Provisions of the PD regulations does allow redevelopment within a planned development overlay district. Section 13-15-2B further indicates that each PD shall be presented and reviewed on its own merits. As such, a request for several departures to bulk standards can be introduced into the zoning request through a PD entitlement process if waivers are being requested but the new project must still be reviewed on a case-by-case basis and provide tangible benefits to the community.

As such, a PD application has been provided for this commercial project. The petition indicates that the developer expects to construct as one comprehensive project as described and depicted in the application material. Demolition of the existing buildings and site improvements to the majority of the property including the perimeter parking lot areas along Butterfield Road, Meyers Road and Tollway. The improvements will consist of grading, site preparation, utility work, parking, sidewalks, landscaping, and lighting.

Consistency with the Planned Development Regulations. The applicant has provided documentation, plans and other review materials for their PD application.

Planned Development Standards. The applicant has addressed and responded in detail to the Planned Development Standards as required in Section 13-15-3 of the Regulations.

Consistency with the Comprehensive Plan**.** The 1990 Comprehensive Plan does not anticipate this type of development within the Village of Oak Brook. However, Planning District 5 anticipated that this area of the Village would continue to have commercial improvements along Butterfield Road, and that the Village would "maintain the standards in the developed commercial areas to prevent deterioration".

ORA-1 Zoning. The ORA-1 District permits a maximum floor area ratio (FAR) not to exceed .48. The FAR for the proposed 225,000 square foot building on the 27-acre property is 0.19. The structure height in the ORA-1 District permits a maximum building height of 5 stories or 76', whichever is greater. The proposed building will be one-story in height and 43 feet high (to the top of the parapet). Both the FAR and structure height appear code compliant.

Operations. The proposed retail includes several components and is described by the applicant as groceries and general merchandise, with accessory services, dining locations for food prepared and sold on-site and medical services (One Medical). Site circulation will need to accommodate in-store shoppers, delivery-order pickups, and merchandise deliveries, requiring coordinated ingress and egress operations. Staff has the following questions regarding the operations;

1. Will alcohol be sold? If so, which liquor license will be requested?
2. Will grocery carts be utilized, if so where is cart storage and collection onsite?
3. Will plastic bags be provided with purchases?
4. Outdoor dining appears within the renderings, is this proposed?
5. What are the proposed hours of operations?
6. Customer pickup has been assigned a separate parking lot. Does Amazon have previous examples of pickup locations which have been considered in the traffic analysis?

Stormwater and Floodplain. The 27-acre property is located in a regulatory floodplain and any development proposal shall comply with the Village's adopted storm water ordinance requirements. The project proposes two stormwater detention basins to meet detention requirements and compensatory storage requirements. Village Engineer has provided detailed review comments.

1. Staff notes that the engineering review highlights the pond design as vegetated basins. The aesthetic and debris collection of these features may not be suitable to Village standards. Staff requests consideration to make the pond near Meyers a wet-bottom pond.

2. The Department of Police, Public Works and Fire have provided preliminary comments (attached);

    - The Police comments require LPR's at every entrance/exit as well as overview cameras to be tied into their FUSUS platform.

    - Public Works has provided preliminary comments regarding water utility including, replacement of watermain, proximity of watermain to sanitary and storm sewers.

    - Fire comments include truck turning ability, access to the building, adequate water availability, Fire/EMS service etc.

3. The Village encourages the use of best management practices to improve water quality on site.

Water and Sanitary Utilities. The property has an existing 12" diameter cast iron watermain from 1959 along Butterfield Road which will require full replacement.

1. Staff suggests that the watermain on Meyers Road be reviewed for possible replacement.

2. Sanitary service is provided by the Flagg Creek Water Reclamation District (FCWRD). Comments from FCWRD (attached) require additional details for sanitary sewer main extension and sewer services, easement for extended sewer, IEPA permits etc.

Site Lighting. A photometric plan is included in this submittal to show the proposed lighting levels throughout the site. Lighting design must emphasize controlling backlighting, uplighting, glare, aesthetics, and potential nuisance impacts to ensure that skyglow and light trespass are minimized.

Landscaping. The proposed preliminary landscape plan provides landscaping for perimeter/buffer areas, parking lot islands, parkway areas and foundation landscaping for buildings. The landscape plan includes shade trees, evergreen trees, ornamental trees, deciduous shrubs, evergreen shrubs, and perennials. Preliminary review comments have been provided.

Architectural Plans. Exterior building elevations, color renderings and site plan is provided for the commercial retail building. The exterior building elevations include conceptual building material information and some of these materials are as follows: precast concrete panel, masonry, metal panel, metal coping and cantilevered prefinished canopies. The exterior material colors are greens, browns, grays and tans. In accordance with the Village code requirements, a condition is being recommended for the planned development concerning Exterior insulation finish systems ("EIFS"). EIFS, stucco and materials deemed comparable by the Development Services Director, shall not occupy more than 25% of any building elevation and shall comply with all Village Code requirements concerning maintenance and installation. Planned Development requirements encourage overall building to have innovation, imagination, and creative architectural design. It is recommended that the building's exterior design incorporate additional depth and modulation such as articulated window openings or other architectural elements to break up the visual monotony of the long span of walls.

1. Building Setbacks. Staff establishes that applicant must provide setback dimensions on the engineering plan to show compliance with Village code. Setbacks are measured to eaves per Village code.
2. Corner elevation toward Meyers/Butterfield is not a focal point although not an entrance this location's visibility should be considered in final architectural design.

Signage. The project proposes multiple wall signs on north elevation and one wall sign on both south and west elevation. Two monuments signs are proposed along Butterflied Road. The total area of all signs complies with the ORA-1 sign regulations. The applicant is requesting waiver from Village regulations to allow more than one sign per street frontage and to exceed the maximum permitted area for individual wall signs.

Traffic and Access Considerations. A traffic study has been prepared and provided by KLOA. The project proposes adding access to the site via a new signalized intersection on Butterfield Road, relocation of right-in/ right-out access and modifying the existing access to the west on Meyers Road. Customer in-store access is proposed to be from Butterfield Road while customers picking up online orders and third-party delivery drivers will utilize the west entrance from Meyers Road. The Village Engineer has provided a detailed review including the requirement of approval from Illinois Department of Transportation (IDOT) and DuPage County Division of Transportation (DuDOT). Ingress and egress to the proposed use must be in a manner that minimizes traffic congestion in the public streets, provide appropriate cross access to adjacent properties and parking areas, and provide adequate access for emergency vehicles.

1. Median barrier should be extended on Meyers Road to prevent the left turn off of Meyers onto the site.

Pedestrian Access and Circulation. A six (6) feet concrete pedestrian walkway was recently constructed by IDOT along the property line on Butterfield Road. However, the sidewalk is disconnected to the east end to the existing sidewalks. The sidewalks need to be extended to the east to provide continuous pedestrian access along Butterfield Road. All developments should provide pedestrian circulation between buildings on the same site. The commercial areas are generally auto-oriented; but safe and attractive pedestrian circulation should be provided on every site.

Parking. The applicant proposes providing 871 parking spaces per requirement of B-2 zoning district requirement of 2.25 times the floor area of the building. The only existing use in the Village that is comparable to the proposed Amazon retail use is Costco. Costco's current parking ratio is 1 space per 245 square feet. Applying this ratio to a 225,000-square-foot building results in a requirement of 918 parking spaces. Since the applicant is proposing 871 spaces, an additional 47 spaces would be needed to meet the comparable standard. The applicant may either provide the additional parking or request a waiver from the Village's parking requirements. The proposal must comply with Illinois accessible parking spaces requirement.

Preliminary/Final Plat of Subdivision. A plat of subdivision is required that would divide the 27 acre property into two new parcels, the commercial retail building and the 1.7 acre outlot. The subdivision plat will be subject to P&Z Commission review and recommendation and final approval by the Village Board of Trustees.

RESPONSIBILITIES OF HEARING BODY:
As part of the Planned Development Regulations, the P&Z Commission shall review the application, the standards and requirements, the report of the Development Services Director, and any oral and written comments and testimony received by the P&Z Commission before and at the public hearing. The P&Z Commission shall recommend approval, approval with conditions, or denial of the proposed planned development.

Every recommendation of the Commission upon any application filed pursuant to the Planned Development Regulations shall include such findings of fact and conclusions as the Commission shall

deem necessary. The ordinances shall generally refer to the evidence in the record and to the exhibits, plans, or specifications upon which the recommendation is based. The ordinance shall generally specify the reason or reasons for the recommendation and shall contain a conclusion or statement separate from the findings setting forth the recommendation of the commission. Every ordinance shall expressly set forth any limitations or conditions recommended by the commission. In order to make a recommendation to approve (with or without conditions) or a recommendation to deny a proposed planned development or an amendment to an existing planned development, the affirmative vote of a majority of all members of the commission then holding office shall be required.

When appropriate, please include in your consideration, findings with respect to the standards specified in the Planned Development Regulations for approval of the planned development. The materials submitted by the applicant specifically address each of these standards.

CONCLUSION:
Staff would like the P&Z Commission's feedback on the proposed petition and the departures from the standards that are being requested.

Staff is providing the accompanying conditions for the Planning & Zoning Commission's review and discussion. If the Commission is prepared to make a recommendation, I would ask that you consider the conditions, incorporate any new recommendations and include the planned development findings (as identified in the petitioner's application materials) in your motion.

1. Compliance with Plans: The development, maintenance, and operation of the property will be in substantial compliance with the plans and documents as submitted, except for minor changes approved by the Development Services Director and Village Manager in accordance with Section 13-15-8 of the Zoning Ordinance.

2. Architectural Components:
    a. Exterior insulation finish systems ("EIFS"), stucco, and materials deemed comparable by Development Services Director, shall occupy no more than 25% of any building elevation, and shall comply with all Village Code requirements concerning maintenance and installation. The final design elevations shall be consistent with the design prototypes included in the application materials, with improved facade openings to break up the solid wall appearance.
    b. Trash enclosures and dumpsters shall be screened and of a building material to match the proposed building's materials incorporating brick, stone or a similar product for design consistency, aesthetics and long-term durability.
    c. All mechanical equipment ground-based and roof-mounted and dumpsters must be fully screened from view at the property lines per Village code.
    d. Separate sign permits are required for all signage. All sign proposals shall comply with applicable Village sign regulations unless specifically waived.

3. Engineering:
    a. Final engineering approval (including stormwater) shall be required prior to the issuance of the building permit for the Development.
    b. A Letter of Map Revision (LOMR) will be required.
    c. Traffic improvements are the responsibility of the applicant. Traffic plans must be approved by Illinois Department of Transportation (IDOT) and DuPage County Department of Transportation (DuDOT).
    d. A median is required to be installed on Meyers Road to limit the driveway to right-in/right-out access only.
    e. Coordination with NICOR and ComEd shall continue.
    f. All future site plans shall reflect total area of proposed improvements, including the intersection of Meyers and Butterfield, the improvements proposed on Butterfield, and the Nicor parcels.

4. Landscaping:
    a. Final landscape plan approval shall be required prior to the issuance of the building permit for the Development. Specific emphasis shall be given to the perimeter landscape screening adjacent to Butterfield Road parking areas whereby a continuous screen in the form of an earth berm and landscaping of at least 4' high shall be provided at the time of installation.
    b. Sidewalk shall be provided along Butterfield Road for the entirety of the site.

5. Deed/Covenants/Easements:
    a. Final Subdivision Plat approval for the development and vacation of easement shall be required prior to the issuance of any permits for the development. Said plat shall include all utility, stormwater detention, cross-access, shared parking and sidewalk easements, and otherwise comply with the Village's Subdivision Regulations. Cross-access and shared parking easements shall be provided within the development's surface parking lots. The cross-access and shared parking easements must be in a form approved by the Village Attorney prior to recordation and must be approved prior to approval of the final plat of subdivision for the property.
    b. Covenants. Covenants must be recorded against the property in connection with the development. The covenants must address the stormwater, property maintenance, cross-access, and other conditions imposed by the Ordinance approving the planned development or any agreement associated with the same. The covenants and/or declarations must be in a form approved by the Village Attorney prior to recordation. The covenants must be approved by the Village Attorney prior to approval of the final plat of subdivision for the property
    c. No deed restrictions shall be placed that prohibit future uses of the property.
    d. Use of the space as a warehouse alone is prohibited. Warehouse operations qualify as a by-right use only when integrated with a retail component.

6. Operational Items:
    a. Delivery drivers will be limited to third-party providers, and Amazon-branded delivery vehicles will not be permitted.
    b. No drones shall be permitted.

7. Comply with all other Village Ordinance requirements at time of Building Permit application except as specifically varied or waived.

Please contact me if you have any questions.

Respectfully Submitted,



Rebecca Von Drasek
Development Services Director

Amazon Planned Development-Review comments from Departments

4/23/2026

My only comments are to require LPR's at every entrance/exit as well as overview cameras to be tied into our FUSUS platform.

Thank you,

Brian Strockis

4/30/26

I will not be able to attend the meeting, however Shawn Rice will be in attendance representing Public Works. I would like to note that there are several concerns regarding the water utility. Ultimately, we would like full replacement of the 1959 cast iron watermain from property line to property line with new hydrants and valves . if not, the current locations of the private main connections along 22nd should become new hydrant locations with multiple cut-in valves. Also, the proximity of the watermain must be separated from sanitary sewers, storm sewers, and combined sewers by a minimum of 10 feet horizontally. If this horizontal distance cannot be maintained, the water main must be placed at least 18 inches vertically above (currently below) the sewer crown, with the water main located in a separate trench or on an undisturbed earth shelf.

Jamie, I'm not sure how far in the weeds they intend on getting this first meeting, but please confer with Shawn. We met to discuss prior to the meeting, thanks.

Thanks,

TIM O'MALLEY

Director - Public Works Department

VILLAGE OF OAK BROOK

1200 Oak Brook Road | Oak Brook, IL 60523

Office: (630) 368-5276

www.Oak-brook.org

Rama/Cathy,

Sorry for the delay in providing our initial comments. Conceptually the proposed plan is acceptable, however the comments/requirements will need to be addressed when submitting for a full review:

- Final design must provide additional details for sanitary sewer main extension and sewer services (laterals) for future buildings, such as pipe sizes, slopes, profiles, typical MH detail. etc.
- A sewer line that serves only one building/account is considered a sewer service (or lateral sewer). When it serves two or more buildings/accounts, it is considered sewer main extension.
- The segment from the proposed MH where two future buildings connect (one from the south side and stub from the east side) to the existing MH near Butterfield Rd. will be considered a sewer main extension. That MH and segment will be turned over to FCWRD to own, operate, and maintain. All other segments and MHs will remain private and are to be maintained by the owner.
- FCWRD will require an exclusive easement for the extended sewer main and MH.
- Any sewer main extension will require a permit from IEPA (Illinois Environmental Protection Agency) and from FCWRD.
- Disconnection permit will be required for each existing building. The disconnections must be completed prior to demolition of each building.
- Reconnection permit will be required of each future building.

Added Dan Stevenson of FCWRD to this email.

Thanks,

Vahid Kacila

Engineer

Flagg Creek Water Reclamation District

Office: 630-323-3299, ext. 107

www.flaggcreekwrd.org

For FD, we have a few general comments:

- The fire truck turning radius seems to have little to no forgiveness and requires the driver/operator to either swerve into another lane to complete a turn, hang over curbs, or come very close to curbs to complete turns.
- The FD would like to ensure adequate water availability and hydrants around the property for FD use/access.
- The FD would like to confirm 360-degree access around the building.
- The FD would like to confirm all pavement/underground structures support the weight of a fire truck.
- The FD isn't sure of the comment regarding no undue burden to Fire/EMS services and on what basis that information is provided.
- Further FD/fire protection concerns will be addressed during the plan submittal and review process.

Best regards,

Kevin

Amazon Planned Development-Review comments from Residents

<u>Opposed</u>

Virginia Navarrete – Call Received 4/14/26

Cathy Chiarelli

From: Ken Landego <
Sent: Friday, May 8, 2026 8:41 AM
To: Cathy Chiarelli
Subject: Amazon Superstore

You don't often get email from [redacted] Learn why this is important

CAUTION: This email message originated from outside of the Village's email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Cathy,

Kim and I live in Ginger Creek, and I am writing to you regarding the Amazon Superstore that is proposed for the southeast corner of Meyer and Butterfield. We feel that putting this large retail operation in that location, along with the amount of activity it would generate, would be detrimental to our Ginger Creek community. I would appreciate if you would share with the zoning commissioners that we respectfully ask that this proposed redevelopment in that specific space not move forward.

Thanks for your consideration.

Ken

Record No: PD-26-1

Planned Development

Status: Active

Submitted On: 2/6/2026

Primary Location

2901 BUTTERFIELD RD
OAK BROOK, IL 60523

Owner

INLAND 2901 BUTTERFIELD
P O BOX 3666 OAK BROOK
, IL 60622

Applicant

katie.dale@us.dlapiper.com

Project Information

Type of Property*

Commercial

Development Type*

New Planned Development

Number of Waivers and/or Variations requested*

3

Number of Street Frontages*

2

General Location - Legal Address/s

Zoning District*

ORA-1

Property Interest of the Applicant*

Contract Purchaser

Owner of Record*

Inland 2905 & 2907 Butterfield Road L.L.C. and Inland 2901 Butterfield Road L.L.C.

Phone*

(773) 382-0590

Owner Address*

210 Skokie Valley Rd. Suite A, Highland Park, IL 60035

Owner Email Address*

mitch@gtzproperties.com

Name of Applicant*

Oakbrook TH LLC c/o GTZ Properties

Applicant's Phone*

312-368-2153

Applicant's Address*

444 West Lake Street, Suite 900,
Chicago, IL 60606

Applicant Email Address*

katie.dale@us.dlapiper.com

Acknowledgement

I (we) certify that all of the above statements and the statements contained in any papers or plans submitted herewith are true to the best of my (our) knowledge and belief. I (we) give permission to the Village to install public hearing signs on the lot frontages of the above subject property as described in the Village Code. In addition to the above fees, applicant agrees to reimburse the Village for all recoverable costs within 30 days of billing.

Signature of Applicant*

Mitch Goltz
Feb 6, 2026

Date*

02/06/2026

If the applicant/Agent is not the owner of record, a written statement authorizing approval of the proposed planned development application is required from the property owner in addition to their signature above and supporting documents. * Note: Plus all applicable third party costs and recoverable expenses. ** List each waiver or variation on a separate sheet with applicable fees calculated.

Subject Property Verification

Permanent Index Number*

0

Common Address*

See below

Legal Description-* Contact DuPage County: 630-407-5401 to cross-check and verify the accuracy of the PIN number, legal and common address. (can copy/paste if available)*

Common Addresses
2707 BUTTERFIELD RD., OAK BROOK IL 60523
2803 BUTTERFIELD RD., OAK BROOK IL 60523
2805 BUTTERFIELD RD., OAK BROOK IL 60523
2809 BUTTERFIELD RD., OAK BROOK IL 60523
2901 BUTTERFIELD RD., OAK BROOK IL 60523
2905 BUTTERFIELD RD., OAK BROOK IL 60523
2907 BUTTERFIELD RD., OAK BROOK IL 60523

PINs
06-28-104-009
06-28-202-020
06-28-104-015
06-28-104-011
06-28-104-013
06-28-104-014
06-28-202-010

LEGAL DESCRIPTION
PARCEL 1: LOTS 1 AND 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTH
1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED AS DOCUMENT NUMBER
R76-78775 IN DUPAGE COUNTY, ILLINOIS.
PARCEL 2: PERPETUAL EASEMENT FOR THE BENEFIT OF A PORTION OF LOT 2, PARCEL 1, LYING EAST OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT A POINT ON
THE SOUTHEASTERLY MOST CORNER OF LOT 2 OF SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE SOUTH 65
DEGREES 27 MINUTES 37 SECONDS WEST ALONG THE SOUTHEASTERLY LINE OF SAID LOT 2 OF THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE
CENTER SUBDIVISION FOR A DISTANCE OF 398.41 FEET; THENCE NORTH 27

Application for Planned Development
Butterfield Road Retail Development
Village of Oak Brook, Illinois
Updated: April 20, 2026

Project Narrative

Oakbrook TH LLC (the "**Applicant**") seeks approval of a planned development to authorize the redevelopment of the approximately 27-acre site generally located at 2901 Butterfield Road (the "**Property**"). The Applicant proposes to construct a one-story, approximately 225,000 square-foot commercial retail building served by 871 accessory parking spaces and 9 loading docks (the "**Amazon Retail Building**"). The 27-acre development includes an area for a future 1.70 acre oultot to be subdivided at a later date (the "Future Outlot"). The Future Outlot will be located north and east of the proposed site of the Amazon Retail Building. The proposed development includes two large stormwater management areas and significant open space, buffering the retail buildings from surrounding roadways.

The proposed Amazon Retail Building will provide a wide selection of products, including groceries and general merchandise, with accessory services and, possibly, dining locations for food prepared and sold on-site. The Amazon Retail Building will offer in-store shopping as well as fulfillment of individual online retail orders for pickup or local delivery, meeting consumer demand for online ordering without compromising an in-store customer experience.

Ingress and egress to the Amazon Retail Building has been carefully planned to enhance safety and coordinate in-store shopping, delivery pickup, and merchandise deliveries. In-store customers will access the Property from Butterfield Road and park on the north side of the building and enter through the north entrance. Customers collecting online orders will use parking spaces dedicated to customer pickup along the building's western façade. The site plan dedicates space along the southern façade of the Amazon Retail Building for third-party delivery drivers, who will enter and leave that parking area via a designated route to and from County Road 25. This separation of uses promotes safe traffic flow and facilitates easy movement of merchandise from the store to waiting flex drivers. Trucks will enter and leave the site via a modified right-in/right-out intersection with Butterfield Road located at the western end of the Property.

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Legal Description

PARCEL 1: LOTS 1 AND 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED AS DOCUMENT NUMBER R76-78775 IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2: PERPETUAL EASEMENT FOR THE BENEFIT OF A PORTION OF LOT 2, PARCEL 1, LYING EAST OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT A POINT ON THE SOUTHEASTERLY MOST CORNER OF LOT 2 OF SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG THE SOUTHEASTERLY LINE OF SAID LOT 2 OF THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR A DISTANCE OF 398.41 FEET; THENCE NORTH 27 DEGREES 04 MINUTES 28 SECONDS WEST FOR A DISTANCE OF 410.90 FEET; THENCE SOUTH 54 DEGREES 55 MINUTES 07 SECONDS WEST FOR A DISTANCE OF 125.02 FEET TO THE SOUTHEAST CORNER OF LOT 1 IN SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE NORTH 26 DEGREES 44 MINUTES 28 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF SAID LOT 1 FOR A DISTANCE OF 407.01 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF BUTTERFIELD ROAD, SAID POINT BEING ALSO ON THE NORTH MOST NORTHWESTERLY CORNER OF SAID LOT 2 OF SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR TERMINATION OF SAID LINE, TO ENTER UPON THE FOLLOWING DESCRIBED REAL ESTATE TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE THEREOF FOR LANDSCAPING PURPOSES AND TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE OF THE SURFACE THEREOF FOR CONSTRUCTION, RECONSTRUCTION, MAINTENANCE, REPAIR AND USE OF SERVICE AND PRIVATE DRIVES AND AREAS FOR PARKING OF VEHICLES INCLUDING THE PAVING AND IMPROVING OF SUCH SURFACE AREAS FOR SAID PURPOSES AND FOR NO OTHER PURPOSES, AS CREATED BY AN INSTRUMENT RECORDED ON JANUARY 19, 1961, IN DUPAGE COUNTY, ILLINOIS, AS DOCUMENT 993993,AND ASSIGNMENT RECORDED AS DOCUMENT R67-9069 AND AUTHORIZATION RECORDED AS DOCUMENT R73-62108, OVER THE FOLLOWING DESCRIBED REAL ESTATE:

THAT PART OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY, AS SHOWN ON THE NORTHERN ILLINOIS GAS COMPANY YORK TOWNSHIP ASSESSMENT PLAT NUMBER 1 SHOWING RIGHT OF WAY OF NORTHERN ILLINOIS GAS COMPANY THROUGH PART OF SECTIONS 31, 30, 29, 28, 27, 26 AND 25 IN TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS,

RECORDED AS DOCUMENT NUMBER R64-28042, IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE SOUTHEASTERLY CORNER OF LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION BEING A SUBDIVISION IN PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER R76-78775 IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, SAID POINT BEING ALSO ON THE NORTHWESTERLY LINE OF SAID NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; THENCE SOUTH 24 DEGREES 32 MINUTES 23 SECONDS EAST ALONG THE PROLONGATION OF THE NORTHEASTERLY LINE OF LOT 2 IN SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR A DISTANCE OF 82.50 FEET TO THE SOUTHEASTERLY LINE OF SAID NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; THENCE SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG SAID SOUTHEASTERLY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY FOR A DISTANCE OF 457.82 FEET; THENCE NORTH 27 DEGREES 04 MINUTES 28 SECONDS WEST ALONG A LINE FOR A DISTANCE OF 82.58 FEET TO A POINT ON SAID NORTHWESTERLY RIGHT OF WAY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY, SAID POINT BEING ALSO ON THE SOUTHEASTERLY LINE OF SAID LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE NORTH 65 DEGREES 27 MINUTES 37 SECONDS EAST ALONG SAID NORTHWESTERLY RIGHT OF WAY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY BEING SAID SOUTHEASTERLY LINE OF LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR A DISTANCE OF 461.47 FEET TO SAID POINT OF BEGINNING.

PARCEL 3: A PERPETUAL EASEMENT FOR THE BENEFIT OF A PORTION OF LOT 2, PARCEL 1, LYING WEST OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT A POINT ON THE SOUTHEASTERLY MOST CORNER OF LOT 2 OF SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG THE SOUTHEASTERLY LINE OF SAID LOT 2 OF THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION, FOR A DISTANCE OF 398.41 FEET; THENCE NORTH 27 DEGREES 04 MINUTES 28 SECONDS WEST FOR A DISTANCE OF 410.90 FEET; THENCE SOUTH 54 DEGREES 55 MINUTES 07 SECONDS WEST FOR A DISTANCE OF 125.02 FEET TO THE SOUTHEAST CORNER OF LOT 1 IN SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE NORTH 26 DEGREES 44 MINUTES 28 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF SAID LOT 1 FOR A DISTANCE OF 407.00 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF BUTTERFIELD ROAD, SAID POINT BEING ALSO ON THE NORTH MOST NORTHWESTERLY CORNER OF SAID LOT 2 OF SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR THE TERMINATION OF SAID

LINE, TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE THEREOF FOR LANDSCAPING PURPOSES AND TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE OF THE SURFACE THEREOF FOR CONSTRUCTION, RECONSTRUCTION, MAINTENANCE, REPAIR AND USE OF SERVICE AND PRIVATE DRIVES AND AREAS FOR PARKING OF VEHICLES INCLUDING THE PAVING AND IMPROVING OF SUCH SURFACE AREAS FOR SAID PURPOSES AND FOR NO OTHER PURPOSES, AS CREATED BY AN INSTRUMENT RECORDED ON JANUARY 19, 1961, IN DUPAGE COUNTY, ILLINOIS, AS DOCUMENT 993993, AND ASSIGNMENT RECORDED AS DOCUMENT R67-9069 AND AUTHORIZATION RECORDED AS DOCUMENT R73-62108, THE FOLLOWING DESCRIBED REAL ESTATE: THAT PART OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY, AS SHOWN ON THE NORTHERN ILLINOIS GAS COMPANY YORK TOWNSHIP ASSESSMENT PLAT NUMBER 1 SHOWING RIGHT OF WAY OF NORTHERN ILLINOIS GAS COMPANY THROUGH PART OF SECTIONS 31, 30, 29, 28, 27, 26 AND 25 IN TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER R64-28042 IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON THE SOUTHEASTERLY CORNER OF LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION BEING A SUBDIVISION IN PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS RECORDED AS DOCUMENT R76-78775 IN THE RECORDER'S OFFICE IN DUPAGE COUNTY, ILLINOIS; SAID POINT BEING ALSO ON THE NORTHWESTERLY LINE OF SAID NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; THENCE SOUTH 24 DEGREES 32 MINUTES 23 SECONDS EAST ALONG THE PROLONGTION OF THE NORTHEASTERLY LINE OF LOT 2 IN SAID SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION FOR A DISTANCE OF 82.50 FEET TO THE SOUTHEASTERLY LINE OF SAID NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; THENCE SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG SAID SOUTHEASTERLY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY FOR A DISTANCE OF 457.82 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 65 DEGREES 27 MINUTES 37 SECONDS WEST ALONG THE LAST DESCRIBED LINE FOR A DISTANCE OF 560.85 FEET; THENCE NORTH 26 DEGREES 44 MINUTES 28 SECONDS WEST FOR A DISTANCE OF 82.56 FEET TO A POINT ON SAID NORTHWESTERLY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY; SAID POINT BEING ALSO ON THE SOUTHEASTERLY LINE OF SAID LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION; THENCE NORTH 65 DEGREES 27 MINUTES 37 SECONDS EAST ALONG SAID NORTHWESTERLY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY BEING SAID SOUTHEASTERLY LINE OF LOT 2 IN THE SUBDIVISION OF LOT 2 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION, FOR A DISTANCE OF 560.37 FEET; THENCE SOUTH 27 DEGREES 04 MINUTES 28 SECONDS EAST FOR A DISTANCE OF 82.58 FEET TO SAID POINT OF BEGINNING.

PARCEL 4: EASEMENT FOR THE BENEFIT OF PARCEL 1, AS CREATED BY DECLARATION

AND GRANT OF EASEMENTS MADE BY LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 3, 1971 AND KNOWN AS TRUST NUMBER 43529; LA SALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED SEPTEMBER 4, 1973 AND KNOWN AS TRUST NUMBER 46570; AND LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 27, 1976 AND KNOWN AS TRUST NUMBER 51894, DATED MAY 27, 1977 AND RECORDED ON NOVEMBER 1, 1977 AS DOCUMENT R77-100235 OVER AND UPON ALL DRIVEWAYS AS IDENTIFIED IN SAID GRANT OF EASEMENTS ON THE LAND DESCRIBED AS FOLLOWS: LOT 1 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION OF PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 3, 1972 AS DOCUMENT R72-00004, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 5: LOT 1 IN OAK BROOK INTERNATIONAL SUBDIVISION, BEING A RESUBDIVISION OF LOT 1 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION OF PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 14, 1995 AS DOCUMENT NO. R95-072664, IN DUPAGE COUNTY, ILLINOIS. EXCEPTING THEREFROM THAT PART DESCRIBED AS BEGINNING AT THE MOST WESTERLY NORTHWEST CORNER OF SAID LOT 1 (SAIDPOINT ALSO BEING THE NORTHEAST CORNER OF ILLINOIS STATE TOLL HIGHWAY COMMISSION PERMANENT EASEMENT E-2-63.1); THENCE NORTH 63 DEGREES 11 MINUTES 33 SECONDS EAST ALONG A NORTHERLY LINE OF SAID LOT 1 A DISTANCE OF 14.71 FEET (4.4830M); THENCE SOUTH 00 DEGREES 14 MINUTES 08 SECONDS WEST TO A SOUTHERLY LINE OF SAID LOT 1 A DISTANCE OF 47.55 FEET (14.4920M); THENCE SOUTH 87 DEGREES 10 MINUTES 30 SECONDS WEST ALONG SAID SOUTHERLY LINE A DISTANCE OF 10.90 FEET (3.3223M) TO THE MOST WESTERLY LINE OF SAID LOT 1 (ALSO BEING THEEAST LINE OF AFORESAID PERMANENT EASEMENT E-2-63.1); THENCE NORTH 02 DEGREES 49 MINUTES 30 SECONDS WEST ALONG THE MOST WESTERLY LINE OF SAID LOT 1 A DISTANCE OF 41.50 FEET (12.6492M) TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 6: LOTS 2 AND 3 IN OAK BROOK INTERNATIONAL SUBDIVISION, BEING A RESUBDIVISION OF LOT 1 IN OAK BROOK INTERNATIONAL OFFICE CENTER SUBDIVISION OF PART OF THE NORTH 1/2 OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 14, 1995 AS DOCUMENT NO. R95-072664, (EXCEPTING THEREFROM THAT PART OF LOT 3 DESCRIBED AS BEGINNING AT THE MOST NORTHWEST CORNER OF SAID LOT 3; THENCE NORTH 87 DEGREES 10 MINUTES 30 SECONDS EAST ALONG A NORTH LINE OF SAID LOT 3 A DISTANCE OF 10.90 FEET; THENCE SOUTH 00 DEGREES 14 MINUTES 08 SECONDS WEST A DISTANCE OF 204.16 FEET TO A POINT ON THE WEST LINE OF SAID LOT 3 (ALSO BEING THE EAST LINE

OF ILLINOIS STATE TOLL HIGHWAY COMMISSION PERMANENT EASEMENT E-2-63.1); THENCE NORTH 02 DEGREES 49 MINUTES 30 SECONDS WEST ALONG THE WEST LINE OF SAID LOT 3 A DISTANCE OF 203.87 FEET TO THE POINT OF BEGINNING), IN DUPAGE COUNTY, ILLINOIS.

PARCEL 7: PERPETUAL EASEMENT FOR THE BENEFIT OF PARCELS 5 AND 6 AS CREATED BY AN INSTRUMENT RECORDED ON JANUARY 19, 1961, IN DUPAGE COUNTY, ILLINOIS, AS DOCUMENT 993993, AND ASSIGNMENT RECORDED AS DOCUMENT NO. R67-9069 AND AUTHORIZATION RECORDED AS DOCUMENT NO. R74-03288 TO ENTER UPON THE PROPERTY DESCRIBED DESCRIBED THEREIN TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE THEREOF FOR LANDSCAPING PURPOSES AND TOGETHER WITH THE RIGHT OF FREE ACCESS TO AND USE OF THE SURFACE THEREOF FOR CONSTRUCTION, RECONSTRUCTION, MAINTENANCE, REPAIR AND USE OF

SERVICE AND PRIVATE DRIVES AND AREAS FOR PARKING OF VEHICLES INCLUDING THE PAVING AND IMPROVING OF SUCH SURFACE AREAS FOR SAID PURPOSES AND FOR NO OTHER PURPOSE.

PARCEL 8: EASEMENT FOR THE BENEFIT OF PARCELS 5 AND 6 AS CREATED BY DECLARATION AND GRANT OF EASEMENTS MADE BY LA SALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 3, 1971 AND KNOWN AS TRUST NUMBER 43529, LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 4, 1973 AND KNOWN AS TRUST NUMBER 46570 AND LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 27, 1976 AND KNOWN AS TRUST NUMBER 51894, DATED MAY 27, 1977 AND RECORDED NOVEMBER 1, 1977 AS DOCUMENT NO. R77-100235, OVER AND UPON ALL DRIVEWAYS AS IDENTIFIED ON EXHIBIT "D" ATTACHED THERETO.

PARCEL 9: NON-EXCLUSIVE, PERPETUAL EASEMENT FOR THE BENEFIT OF PARCELS 5 AND 6 FOR INGRESS AND EGRESS AND PARKING, UNDER AND BY VIRTUE OF THEEASEMENTS, COVENANTS AND RESTRICTIONS AGREEMENT RECORDED JUNE 20, 1995 AS DOCUMENT NO. R95-075460, ON, OVER AND ACROSS THOSE PORTIONS OF THE PROPERTY DESCRIBED THEREIN.

PINs: 06-28-104-009; 06-28-202-020; 06-28-104-015; 06-28-104-011; 06-28-104-013

Inland 2901 Butterfield Road, L.L.C.
Inland 2905-2907 Butterfield Road, L.L.C.
2901 Butterfield Road
Oak Brook, Illinois 660523

February 4, 2024

Planning & Development Department
Village of Oak Brook
1200 Oak Brook Road,
Oak Brook, IL 60523

RE: Owner Authorization to Submit Development Plans to the Village of Oak Brook for the addresses 2905 and 2907 Butterfield Road, Oak Brook, IL 60523 ("2905-2907 Property") and 2901 Butterfield Road, Oak Brook, IL 60523 ("2901 Property"). The 2905-2907 Property and the 2901 Property are collectively referred to as the "Property".

Dear Village of Oak Brook,

Inland 2905-2907 Butterfield Road, L.L.C., a Delaware limited liability company, owner of the 2905-2907 Property and Inland 2901 Butterfield Road, L.L.C., a Delaware limited liability company, owner of the 2901 Property (collectively referred to as the "Owners") hereby grant to GTZ Properties, acting as authorized agent on behalf of Oakbrook TH LLC, an Illinois limited liability company, the contract purchaser of the Properties (the "Contract Purchaser"), the authority to submit any applications to the Village of Oak Brook for approval as needed for the proposed development, provided however, this authorization does not permit nor extend to any application or action taken by or on behalf of Contract Purchaser which may be binding on the Property or the Owners at any time prior to the Contract Purchaser acquiring title and ownership of the Property.

Respectfully Submitted,

Inland 2905 & 2907 Butterfield Road L.L.C, a
Delaware limited liability company

By: Illinois Transactions Group, LLC, a Delaware limited liability company, its sole member

By: [redacted]
Cathleen M. Hrtanek, President

Inland 2901 Butterfield Road L.L.C, a
Delaware limited liability company

By: Illinois Transactions Group, LLC, a Delaware limited liability company, its sole member

By: [redacted]
Cathleen M. Hrtanek, President

Printable page

PARCEL NUMBER: 06-28-104-009
NBHD: 06B22
OAKBROOK TH LLC
Tax Year: 2024 (Taxes Payable in 2025).

COUNTY #: 022
ROLL: RP
2707 BUTTERFIELD RD
OAK BROOK

Taxes Billed

Tax Year	Tax
2024	$91,545.76
Total:	$91,545.76

Property Tax by Entity

Entities	Rate:	Amount:
COLLEGE DU PAGE 502	0.179400	$3,322.66
COUNTY OF DU PAGE	0.136100	$2,520.72
DU PAGE AIRPORT AUTH	0.012200	$225.96
FOREST PRESERVE DIST	0.131000	$2,426.26
GRADE SCHOOL DIST 58	2.236800	$41,427.84
HIGH SCHOOL DIST 99	1.851600	$34,293.54
OAK BROOK PARK DIST	0.306100	$5,669.30
YORK TOWNSHIP	0.044500	$824.18
YORK TWP ROAD	0.045100	$835.30
Total:	4.942800	$91,545.76

Printable page

PARCEL NUMBER: 06-28-202-010
NBHD: 06NIG
NICOR GAS / SOUTHERN CO
Tax Year: 2024 (Taxes Payable in 2025).

COUNTY #: 022
ROLL: RP

OAK BROOK

Taxes Billed

Tax Year	Tax
2024	$1,102.14
Total:	$1,102.14

Property Tax by Entity

Entities	Rate:	Amount:
COLLEGE DU PAGE 502	0.179400	$40.00
COUNTY OF DU PAGE	0.136100	$30.34
DU PAGE AIRPORT AUTH	0.012200	$2.72
FOREST PRESERVE DIST	0.131000	$29.22
GRADE SCHOOL DIST 58	2.236800	$498.76
HIGH SCHOOL DIST 99	1.851600	$412.86
OAK BROOK PARK DIST	0.306100	$68.26
YORK TOWNSHIP	0.044500	$9.92
YORK TWP ROAD	0.045100	$10.06
Total:	4.942800	$1,102.14

Printable page

PARCEL NUMBER: 06-28-202-020
NBHD: 06B22
OAKBROOK TH LLC
Tax Year: 2024 (Taxes Payable in 2025).

COUNTY #: 022
ROLL: RP
2805 BUTTERFIELD RD
OAK BROOK

Taxes Billed

Tax Year	Tax
2024	$487,511.34
Total:	$487,511.34

Property Tax by Entity

Entities	Rate:	Amount:
COLLEGE DU PAGE 502	0.179400	$17,694.32
COUNTY OF DU PAGE	0.136100	$13,423.62
DU PAGE AIRPORT AUTH	0.012200	$1,203.30
FOREST PRESERVE DIST	0.131000	$12,920.60
GRADE SCHOOL DIST 58	2.236800	$220,616.94
HIGH SCHOOL DIST 99	1.851600	$182,624.42
OAK BROOK PARK DIST	0.306100	$30,190.84
YORK TOWNSHIP	0.044500	$4,389.06
YORK TWP ROAD	0.045100	$4,448.24
Total:	4.942800	$487,511.34

Printable page

PARCEL NUMBER: 06-28-104-013
NBHD: 06B22
INLAND 2905 & 2907 BUTTER
Tax Year: 2024 (Taxes Payable in 2025).

COUNTY #: 022
ROLL: RP
2905-7 BUTTERFIELD
OAK BROOK

Taxes Billed

Tax Year	Tax
2024	$50,676.56
Total:	$50,676.56

Property Tax by Entity

Entities	Rate:	Amount:
COLLEGE DU PAGE 502	0.179400	$1,839.32
COUNTY OF DU PAGE	0.136100	$1,395.38
DU PAGE AIRPORT AUTH	0.012200	$125.08
FOREST PRESERVE DIST	0.131000	$1,343.10
GRADE SCHOOL DIST 58	2.236800	$22,933.02
HIGH SCHOOL DIST 99	1.851600	$18,983.70
OAK BROOK PARK DIST	0.306100	$3,138.32
YORK TOWNSHIP	0.044500	$456.24
YORK TWP ROAD	0.045100	$462.40
Total:	4.942800	$50,676.56

Printable page

PARCEL NUMBER: 06-28-104-015
NBHD: 06B22
INLAND 2901 BUTTERFIELD
Tax Year: 2024 (Taxes Payable in 2025).

COUNTY #: 022
ROLL: RP
2901 BUTTERFIELD RD
OAK BROOK

Taxes Billed

Tax Year	Tax
2024	$99,587.54
Total:	$99,587.54

Property Tax by Entity

Entities	Rate:	Amount:
COLLEGE DU PAGE 502	0.179400	$3,614.54
COUNTY OF DU PAGE	0.136100	$2,742.14
DU PAGE AIRPORT AUTH	0.012200	$245.82
FOREST PRESERVE DIST	0.131000	$2,639.38
GRADE SCHOOL DIST 58	2.236800	$45,067.06
HIGH SCHOOL DIST 99	1.851600	$37,306.04
OAK BROOK PARK DIST	0.306100	$6,167.30
YORK TOWNSHIP	0.044500	$896.60
YORK TWP ROAD	0.045100	$908.66
Total:	4.942800	$99,587.54

Printable page

PARCEL NUMBER: 06-28-104-014
NBHD: 06NIG
NICOR GAS / SOUTHERN CO
Tax Year: 2024 (Taxes Payable in 2025).

COUNTY #: 022
ROLL: RP
MEYERS RD
OAK BROOK

Taxes Billed

Tax Year	Tax
2024	$1,175.94
Total:	$1,175.94

Property Tax by Entity

Entities	Rate:	Amount:
COLLEGE DU PAGE 502	0.179400	$42.68
COUNTY OF DU PAGE	0.136100	$32.38
DU PAGE AIRPORT AUTH	0.012200	$2.90
FOREST PRESERVE DIST	0.131000	$31.18
GRADE SCHOOL DIST 58	2.236800	$532.16
HIGH SCHOOL DIST 99	1.851600	$440.50
OAK BROOK PARK DIST	0.306100	$72.82
YORK TOWNSHIP	0.044500	$10.60
YORK TWP ROAD	0.045100	$10.72
Total:	4.942800	$1,175.94

Printable page

PARCEL NUMBER: 06-28-104-011
NBHD: 06B22
INLAND 2905 & 2907 BUTTER
Tax Year: 2024 (Taxes Payable in 2025).

COUNTY #: 022
ROLL: RP
2905-7 BUTTERFIELD
OAK BROOK

Taxes Billed

Tax Year	Tax
2024	$49,231.78
Total:	$49,231.78

Property Tax by Entity

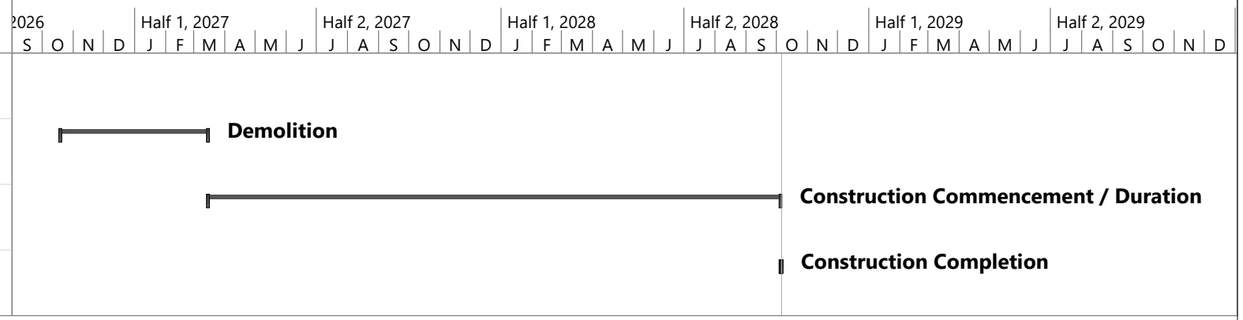
Entities	Rate:	Amount:
COLLEGE DU PAGE 502	0.179400	$1,786.88
COUNTY OF DU PAGE	0.136100	$1,355.60
DU PAGE AIRPORT AUTH	0.012200	$121.52
FOREST PRESERVE DIST	0.131000	$1,304.80
GRADE SCHOOL DIST 58	2.236800	$22,279.20
HIGH SCHOOL DIST 99	1.851600	$18,442.50
OAK BROOK PARK DIST	0.306100	$3,048.84
YORK TOWNSHIP	0.044500	$443.24
YORK TWP ROAD	0.045100	$449.20
Total:	4.942800	$49,231.78

SEEFRIED INDUSTRIAL PROPERTIES

Butterfield Road Development Project
Oak Brook, IL
Construction Schedule

April 20, 2026

ID	Task Mode	Task Name	Start	Finish
1				
2		**Demolition**	**Mon 10/19/26**	**Mon 3/15/27**
4		**Construction Commencement / Duration**	**Mon 3/15/27**	**Wed 10/4/28**
6		**Construction Completion**	**Thu 10/5/28**	**Thu 10/5/28**



Task	Inactive Task	Manual Summary Rollup	External Milestone	Manual Progress
Split	Inactive Milestone	Manual Summary	Deadline	
Milestone	Inactive Summary	Start-only	Critical	
Summary	Manual Task	Finish-only	Critical Split	
Project Summary	Duration-only	External Tasks	Progress	

April 27, 2026

VILLAGE OF OAK BROOK – PLANNED DEVELOPMENT ENGINEERING REVIEW

PROJECT	PERMIT NO.	REVIEW NO.	STATUS
2901 Butterfield Road – Amazon	PD 26 1	2	Not Approved

EZA Engineering received the following Planned Development submittal documents on February 26, 2026:

DOCUMENT	PREPARED BY	SHEETS	DATE
Preliminary Engineering Plans	Kimley Horn	6	4-20-26
Overall Landscape Plan	Kimley Horn	1	4-20-26
Preliminary Drainage Report	Kimley Horn	3	4-20-26
Final Plat of Consolidation	Kimley Horn	2	4-17-26
Environmental Impact Study	Kimley Horn	38	2-2-26
Demand for Village Services	Kimley Horn	2	4-16-26
Traffic Impact Study	KLOA	220	4-20-26

The above documents have been reviewed for compliance with the Village Code of Oak Brook (Village Code) and the Village of Oak Brook Stormwater and Flood Plain Ordinance (VOBSFPO). Please consider the following comments:

GENERAL COMMENTS

1. Please note the following. A response to these comments is not necessary:
    - Four (4) civil drawings (Aerial Plan, Site Plan, Paving Grading and Drainage Plan, and Utility Plan) were included in the submittal. Collectively, these drawings will comprise the Preliminary Plat, as defined in Title 14-3 of the Village Code. It should be noted that plan sheets must be provided at full size. Three of the plan sheets were provided on 8.5”x11”. The Preliminary Plat shall be signed and sealed by a Professional Engineer licensed in the State of Illinois.
        - The dimensions of the subdivision are not able to be verified. Property lines are not proportional to each other (using the ALTA as reference). The shape of the subdivision does not match the ALTA.
        - Is a portion of the site being subdivided and sold to Nicor?
    - The disturbed area for the proposed development site will be greater than 1 acre. Therefore, an NPDES ILR10 permit will be required from the IEPA. This permit will be required prior to issuance of the subdivision improvements permit (after Planned Development approval by the Village Board).
    - A permit from the Illinois Department of Transportation (IDOT) will be required due to proposed improvements within the Butterfield Road right-of-way. It is noted KLOA emailed files to IDOT for review on April 22, 2026.
    - A permit from the DuPage County Division of Transportation (DuDOT) is required to proposed improvements within the Meyers Road right-of-way. It is noted KLOA emailed files to DuDOT for review on April 22, 2026.

2. Provide a breakdown of different types of impervious areas in the existing and proposed conditions. The breakdown should include the overall area of the development site as well as the net new impervious area.
    - If the net new impervious area since 1992 is 25,000 SF or greater, stormwater detention will be required.
    - If the net new impervious area since 2013 is 2,500 SF or greater, Post Construction Best Management Practices (PCBMP) will be required.
3. Per the 1977 stormwater calculations, it appears detention was provided for the entire site with an exception for 6.93 acres (southwest portion of the development site), which resulted in a flow of 52 CFS (C=0.95; i=7.9 in/hr). This is prior to 1992, so it is not yet known if stormwater detention (by today's standards) is required for the entire site. However, stormwater detention (by today's standards) is required for the 6.93 acres of undetained area.
4. Per the effective Flood Insurance Rate Map (FIRM), the development site is located within a 100-year regulatory floodplain. Provide the following information:
    - The applicable FIRM and Flood Insurance Study (FIS) profile.
    - The limits of the floodplain shall be shown on all applicable plan sheets.
    - Compensatory storage calculations demonstrating compliance with Title 9-10.
    - A full Floodplain Submittal will be required prior to approval of the Final Plat of Subdivision.
    - Please note that the flowline of the Lombard Tributary (as shown on the FIRM) is not consistent with the actual condition. This error extends from the culvert under Meyers Road to the north pond (in the middle of the site). Provide a statement and any necessary calculations to address whether this error impacts the limits of the regulatory floodplain. It would appear the ditch along Butterfield Road may include regulatory floodplain.
5. The 100-year BFE of 707.5 and the 10-year BFE of 706.9 are confirmed. A response to this comment is not necessary.
6. The storm sewer system shall be designed to convey the 10-year rainfall event. Provide preliminary storm sewer calculations. Please note that review of final engineering plans will full calculations of all proposed storm sewers as well as inlet capacity calculations.
7. Provide a stormwater narrative to discuss offsite flows from upstream of the development site and how those flows will be conveyed to ISTHA right-of-way (downstream of the site).
8. As noted in the Environmental Impact Study, a wetland delineation is required. Provide a wetland and buffer impact submittal.
9. Provide water supply demand calculations. It is noted a 10" diameter water service is anticipated. The existing water main on Butterfield Road is 12" diameter and the existing (looped) water connections are 6" diameter. The calculations will be used in the Village's water model to determine if any upgrades to the Village's water distribution system are required in order to adequately service the development.
10. Address all comments on the Civiltech Technical Memorandum dated April 27, 2026 (attached).
11. Address all comments on the RVi Landscape Plan Review dated April 27, 2026 (attached).
12. Provide a Preliminary Engineer's Opinion of Probable Construction Cost for all site work.
13. Please note that deed restrictions will not be approved. If any deed restrictions are desired, please contact Village staff to discuss.
14. Provide an itemized comment response letter in the next submittal.

PRELIMINARY PLAT

15. The Preliminary Plat includes sheets C3.0-C6.0 and L1.0. Please provide the full set of preliminary engineering drawings to be included in and titled as the Preliminary Plat.
16. Title 14-3-3.A.1 – Provide a proposed name for the subdivision.
17. Title 14-3-3.A.2 – Indicate the legal description for the development site on the Preliminary Plat. The legal description on the ALTA/NSPS Land Title Survey will suffice.
18. Title 14-3-3.A.4 – Indicate the name(s) and address(es) of the owner and subdivider having control of the tract and the surveyor who prepared the plat.
19. Title 14-3-3.A.6 – Indicate the date of survey and preparation.
20. Title 14-3-3.B.1 – Add lengths of bearings/angles for all lots and lines of the subdivision.
21. Title 14-3-3.B.2 – Indicate the total acreage of the subdivision.
22. Title 14-3-3.B.3 – Indicate the existing zoning districts in the proposed subdivision as well as adjacent trats.
23. Title 14-3-3.B.4 – Provide a sheet showing only corporate lines of the Village of Oak Brook, public right-of-way, easements, and permanent buildings/structures on or within 200' of the development site.
24. Title 14-3-3.B.5 – Provide a sheet showing only the location and size of existing sewers, water mains, culverts, or other underground facilities within the tract and to a distance of at least 200' beyond the tract; also indicating such data as grades, invert elevations, and locations of catch basins, manholes, vaults, and hydrants.
25. Title 14-3-3.B.6 – Provide a location map, ideally on the cover sheet.
26. Title 14-3-3.B.7 – Provide a sheet showing topographic data including 1' contours.
27. Title 14-3-3.B.8 – Provide locations of or reference to locations of existing monuments or survey markers.
28. Title 14-3-3.C.2 – It does not appear that the southbound left turn in from Meyers Road is feasible. Please extend the median to the south to block traffic from this movement. This comment will defer to any requirement or comment made by DuDOT or IDOT.
29. Title 14-3-3.C.3 – Provide locations of all proposed easements. This may include easements anticipated for stormwater detention, floodplain, public utility and drainage, ISTHA, IDOT, DuDOT, cross-access, etc.
30. Title 14-3-3.C.3 – The Village is requesting an easement at the northwest corner of the development site for an Oak Brook Major Identifier monument. The easement would be 25' offset from the north and west property lines. It is noted that while this area was landscaped on the previous submittal and is now show to have the parking lot moved into this space.
31. Title 14-3-3.C.3 – Indicate all existing easements proposed to be vacated. Of particular note, the existing site plan will require the 114' easement for Stormwater Retention and Drainage to be vacated as well as the IDOT Drainage Easement.
32. Title 14-3-3.C.4 – Indicate the layout, numbers, and typical dimensions of proposed lots to the nearest foot and areas of each lot.
33. Title 14-3-3.C.5 – Indicate proposed building setback lines, including dimensions.
34. Title 14-3-3.C.8 – The development site accepts significant amounts of stormwater runoff from three offsite sources:
    - Butterfield Road right-of-way and storm sewer system;
    - A 72"/78" diameter storm sewer under Meyers Road (from the Promenade). The upstream end (72") of this storm sewer appears to be 708.75 (NAVD 29) and the downstream end (78") appears to be 707.72. The upstream area to this storm sewer is approximately 618 acres.

- A combination of a 24”x45” HERCP and 24”x38” HERCP from 2625 Butterfield Road (designed to convey approximately 90 CFS (10-year)). The pipes combine into a junction chamber (INV 699.89) with a 53”x83” HERCP (66” diameter equivalent).
    - Please note this system may need to be hydraulically separated from most of the rest of the development site to maintain existing drainage characteristics. ***This is not addressed in the plans*.**

These sources of runoff do not appear to be considered on sheet C5.0. 100-year flows need to be maintained to avoid backups onto upstream properties.

35. Title 14-3-3.C.8 – The Detention section of the Drainage Memo states that the site requires approximately 13.6 ac-ft of storage in order to store the 100-year, 24-hour rainfall event and release it at the allowable rate of 0.1 cfs/acre per the DuPage County Ordinance. Provide calculations to support this statement.
36. Title 14-3-3.C.8 – The two proposed stormwater basins are stated contain a combined volume of 23.51 ac-ft, which is sufficient to meet detention requirements and compensatory storage requirements (7.95 ac-ft compensatory storage, 6.64 ac-ft west pond, 6.94 ac-ft east pond). However, detention basins in the regulatory floodplain shall comply with Title 9-9-4. Additionally, calculations are required to show each basin is sized proportional to the tributary area for each.
37. Title 14-3-3.C.8 – Per the 1977 stormwater calculations, it appears the designed release rate from the development site (at I-88 ROW) was 174 CFS. This is required to be maintained.
38. Title 14-3-3.C.8 – Please note that the Village would prefer open water retention ponds, as opposed to native planted detention basins.
39. Title 14-3-3.C.8 – It is noted the site will require significant amounts of fill. In some areas, there will be 7-8’ of fill. Assuming that existing asphalt material will be recycled, please note that any recycled material will require inspection reports, certifying the gradation is appropriate for the use.
40. Title 14-3-3.C.8 – The existing 12” diameter water mains (on Butterfield Road and on Meyers Road) are approximately 50-60 years old. Please show abandonment and replacement of the water mains with new 12” diameter water mains. If determined to be necessary by the water model, 16” diameter water mains may be required.
41. Title 14-3-3.C.8 – Revise the Amazon water service as follows:
    - Revise the cross into a tee. The water service will be looped around the building, but will be completely separated from the water service for the future outlot.
    - The proposed hydrants will be privately owned. The hydrant leads shall be a maximum of 2’. Revise the water service location accordingly.
    - The (combined) water service shall enter the building and then can be split between fire and domestic.
    - The water meter and backflow preventer shall be located inside the building, not near the main.
    - A 5’ diameter valve vault will be required as close to the water main on Butterfield as possible.
42. Title 14-3-3.C.8 – The future outlot water service can be removed from the Preliminary Plat. If it is desired to be shown, it shall be designed to conform to the requirements shown above for the Amazon water service.
43. Title 14-3-3.C.8 – Similarly to the future outlot water service, the sanitary service does not need to be shown on the Preliminary Plat. Approval for the proposed layout will require approval from the Flagg Creek Water Reclamation District.
44. Title 14-3-3.C.10 – Provide the proposed location and design of any subdivision gateway/sign.

45. The fire truck turning movement from northbound Meyers into the site is not made from the right turn only lane. The right turn movement onto Butterfield Road enters the middle (of 3) lane. Revise accordingly.
46. Remove the speed tables in the drive aisle along the south property line. The speed tables are likely to damage the Village's fire truck.

Civiltech Engineering, Inc.
www.civiltechinc.com

Two Pierce Place, Suite 1400
Itasca, IL 60143
Phone: 630.773.3900
Fax: 630.773.3975

30 N LaSalle Street, Suite 3220
Chicago, IL 60602
Phone: 312.726.5910
Fax: 312.726.5911

Transportation Design

Traffic Engineering

Civil Engineering

Construction Engineering

Environmental Studies

Water Resources

Structural Design

Right of Way

Urban Design

Transportation Planning

Program Management

Technical Memorandum

Date: April 27, 2026

To: Jamie Patterson, P.E., CFM
EZA Engineering, PLLC

From: Steven A. Pautsch, P.E., PTOE
Civiltech Engineering, Inc.

Re: Proposed Commercial Development
2901 Butterfield Road
Traffic Impact Study Review-2nd Submittal
Oak Brook, IL

Civiltech has reviewed the Traffic Impact Study (TIS) dated April 20, 2026 prepared by KLOA, Inc. and the site plan dated April 20, 2026 2026 prepared by Kimley-Horn for the proposed commercial development located on the southeast corner of Butterfield Road and Meyers Road in Oak Brook, Illinois. This is the second submittal reviewed by Civiltech

We offer the following transportation-related comments on this redevelopment proposal:

Traffic Study

1. Provide a disposition of comments from Civiltech memo dated March 9, 2026

2. Provide permit correspondence with DuPage County Division of Transportation and Illinois Department of Transportation as it becomes available.

3. The direction distribution percentages do not add up to 100%. Is the percentage of traffic assigned to Meyers Road between the site and 31st Street supposed to be 10%?

4. The weekday evening peak hour trip generation projections for the free-standing discount store (898) use do not match the ITE calculations (943 total vehicles).

5. In the trip generation table, provide data for total 24-hour trips projected to be generated on a weekday and Saturday. How many of these trips are anticipated to travel on Meyers Road south of the site?

6. Meyers Road Access

   a. It appears that the proposed southbound left turn volume from Meyers Road to the site driveway is under-projected. This driveway is the most direct access to the flex driver parking and customer pick up parking, which will be high-turnover spaces. The projected outbound right turn volume from this driveway is indicative of the demand for the inbound left turn movement. Finally, the southbound left on Meyers/Butterfield is over capacity which will cause more traffic to use the Meyers Road site driveway to avoid delays.

   b. Regardless of the amount of traffic projected to make southbound left turns in from this driveway, we have concerns regarding the safety of this movement, given there is no southbound left turn lane and given the close proximity to the Butterfield Road traffic signal.

7. Butterfield Road/Meyers Road Intersection
   a. The southbound left turn volume from Meyers Road onto Butterfield Road is very high and the proposed site will contribute to a significant increase in this left turn volume. Analyses indicate deficient capacity in the future condition, with long delays and queues spilling out of the southbound left turn bay, which is a safety concern. Coordinate with IDOT to determine recommended mitigation for this movement. Provide a concept geometric plan for review.
   b. In the weekday evening and Saturday midday peak, the eastbound left turn queues exceed the storage of the left turn lane. Coordinate with IDOT to determine recommended mitigation for this movement.

8. Tower Road
   a. The proposed traffic signal at Butterfield Road/Tower Road causes the north leg (Tower Road) to become right-in/right-out. Has this been coordinated with the residents north of Butterfield? Consider realigning Tower Road west via a new frontage road in the Butterfield Road right-of-way to line up with the proposed traffic signal.
   b. Access modifications will cause Tower Road traffic to be redirected to Meyers Road. Incorporate the intersection of Meyers Road/Tower Road into the traffic study.

9. Butterfield Road/Signalized Site Access
   a. We concur that the main site driveway at Butterfield Road meets *Manual on Uniform Traffic Control Devices (MUTCD)* warrants to install a traffic signal. However, the ultimate decision whether a new traffic signal can be installed on Butterfield Road will be made by the Illinois Department of Transportation. Because Butterfield Road is a Strategic Regional Arterial (SRA), IDOT will consider stricter volume and spacing criteria. It appears that the proposed traffic signal does not meet IDOT's minimum ¼ mile spacing criteria for SRA routes.

10. On page 20 of the TIS, the second bullet indicates that hourly traffic volumes for the development were projected. How was this completed? Provide backup information in the TIS.

11. The TIS must provide 95th percentile queueing tables (similar to Table 14) for all analyzed movements.

12. On page 33 of the TIS, provide a discussion of the shortening of the eastbound left turn lane at Trans Am Plaza Drive to accommodate the new left turn lane serving the site.

13. On page 37 of the TIS, the second sub-bullet states that drivers can use the signalized access drive to travel east on Butterfield Road. Is this by making U-turns? Please clarify.

14. Provide the Synchro files for review.

Site Plan

15. The fire truck turn encroaches over a landscape parking islands in the southwest corner of the site. Eliminate this encroachment.

16. The inbound fire truck right turn encroaches over the northbound left turn lane at the proposed signalized access driveway. This may be able to be corrected by reducing the width of the outbound lanes to 10 feet.

17. Provide provisions for future cross access to the adjacent property to the east to enhance circulation and site access.

18. Long-term plans propose new ramps at I-88/Meyers Road, which could affect geometry and traffic circulation to and from the site.

LANDSCAPE PLAN REVIEW

Date: April 27, 2026
Project Name: Oak Brook Commercial

TO: Jamie Patterson, EZA Engineering

FROM: Monica Goshorn-Maroney, RVi Planning + Landscape Architecture

SUBJECT: Landscape Plan Permit Review Comments #2

We have reviewed the Landscape Plan for the Oak Brook Commercial project prepared by Kimley-Horn and Associates, Inc., dated April 20, 2026. We offer the following comments based on the Village Ordinance:

Sec. 13-18-3 Landscape Requirements

1. **B) Landscape Plan Requirements:** Provide the following additional plans:
    a. Provide existing tree survey, noting trees proposed for removal and planned for preservation.
    b. Provide irrigation plan with system details and sprinkler head locations if applicable.
    c. Provide construction erosion control plan.

2. **B) Landscape Plan Requirements:** Provide schedule of existing trees to be removed and to be preserved (6" caliper or greater), and indicate caliper size, common name, and botanical name.

3. **C) Landscape Requirements:** No more than 25% of one genus shall be specified for each plan group. Indicate percentage of each genus specified on future plan submittals.

4. **D) Installation of Plant Materials:** As required by 425 ILCS 20 No object shall be constructed, maintained or installed within forty-eight inches (48") of a fire hydrant. Ensure there is adequate spacing between the hydrant within the planting beds in the parking lot and the proposed shrubs on future submittals.

5. **G) Interior Landscaping Requirements:** Landscaped dividers or continuous islands with a minimum width of six feet (6') shall be provided between every three (3) parking bays. Provide curbs and low landscaping on either side of pedestrian crosswalks in the center aisles to provide a buffer from parked vehicle overhang.

6. **H) Minimum Landscape Requirements for Foundations Plantings:** A minimum building foundation landscape area of five feet (5') in width shall be located immediately along the front and sides of the building expect at entryways. Several areas along the building edge are less than 3' wide which will not support plant establishment.

7. **I) Miscellaneous Landscape Requirements:** For every 1 square foot of total sign area, one square foot of landscaped area shall extend at least 3' beyond the sign faces in all directions at the monument entry signs. Provide landscaping around both monument signs.

Sec. 13-3-17 Fence Regulations:

1. **H) Commercial Fencing:** Dumpsters shall be screened by a 6' high wall to match the color and material of the principal use building and include metal gates, oriented away from streets and sidewalks. Indicate the proposed location and screening of dumpsters on the plans.

General Comments:

1. Sheet C4.0 notes the area along the Ronald Reagan Memorial Tollway to be planted with native grasses. Show the area to be planted with native grasses on the landscape plan and indicate the proposed planting mix.

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

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

April 21, 2026

Mr. Jonathan Karabowicz, PE
Traffic Permit Engineer
Region 1/District 1
Illinois Department of Transportation
201 W. Center Court
Schaumburg, Illinois 60196

Re: Proposed Retail Development
Oak Brook, Illinois

Dear Jon:

Enclosed please find the following documents regarding the proposed retail development to be located in Oak Brook, Illinois:

- Traffic Impact Study prepared by KLOA, Inc. dated April 20, 2026
- Preliminary Site Plan prepared by Kimley Horn dated April 16, 2026

The site, which is occupied by approximately 600,000 square feet of office space, is located in the southeast quadrant of the intersection of Butterfield Road with Meyers Road. As proposed, the site will contain a 225,000 square-foot commercial building that will contain a discount store and a second, approximately 10,000 square-foot outlot retail building. Primary access is proposed via a proposed signalized access drive and a right-in/right-out access drive off Butterfield Road, with additional access provided via a three-quarter movement access drive off Meyers Road.

Should you have any questions or require additional information, please let me know. I look forward to receiving the review comments at your earliest convenience.

Sincerely,

[redacted]

Luay R. Aboona, PE, PTOE
Principal

C: Mitch Goltz, GTZ Properties
Brain Novak, Seefried Industrial Properties
James Patterson, P.E., Village of Oak Brook

Enc.

VOTE "NO" TO USING PARCEL CONSOLIDATION TO ISOLATE A NEW SEPARATE OUTLOT

Members of the Planning and Zoning Commission:

Tonight's proposed removal of the 1.7-acre parcel from the northeast corner of the Planned Development should be denied as contrary to Best Stormwater Management Practices.[1] Here's why:

1. Retaining the 1.7-acre parcel within the Planned Development provides additional capacity to detain stormwater, remove sediment, reduce pollutant loading, and protect the long-term health of the Ginger Creek watershed. That acreage serves an important environmental function by providing stormwater detention, water quality treatment, sediment storage, and flood volume control. Preserving this area helps ensure that cleaner water is discharged into the 26.5-acre Ginger Creek Lake and, ultimately, the downstream creeks, streams, and rivers connected to this watershed. Although cutting 1.7 acres is technically allowed by the DuPage County Stormwater ordinance only because the amount of impervious parking lot area is being reduced, serious water quality measures have been left unaddressed.[2]

2. Our PUD ordinance provides this Commission with both authority and responsibility to require standards exceeding bare minimum requirements where necessary to achieve meaningful public benefits.[3] Merely reducing paved parking area is not enough here to address water quality issues. Consolidating the parcels by removing the outlot takes away area needed for water quality improvement.

   Section 13-15-1 states that the purpose of a Planned Development is:

   "...to encourage a higher level of design and amenity than is possible to achieve under standard zoning regulations..."

---

[1] Or "BMP" for short.

[2] Large parking lots are significant sources of nonpoint source pollution. Rainfall and snowmelt carry oil, grease, gasoline, heavy metals from vehicle brakes and tires, road salt, and other contaminants into nearby waterways. Impervious asphalt surfaces also absorb and retain heat, creating the "urban heat island" effect. Stormwater flowing across these heated surfaces can significantly elevate water temperatures before entering lakes and streams, contributing to thermal pollution that stresses fish and other aquatic life.

[3] While zoning decisions often focus on buildings, parking, and land use, this Commission also serves as a steward of one of Oak Brook's most valuable natural resources—the Oak Brook Riverine and ecosystem which flows all the way to the Mississippi River and beyond. Oak Brook is uniquely defined by Ginger Creek, which meanders throughout the Village and forms the headwaters of an interconnected river system that ultimately flows through numerous downstream communities before reaching the Mississippi River. The quality of the decisions made here directly affects not only Oak Brook, but also neighboring municipalities, conservation areas, recreational users, agricultural interests, wildlife, and the aquatic ecosystems that depend upon clean water.

Section 13-15-1(C) further provides:

"To preserve natural features and provide open space areas and recreational areas **in excess of those required under standard zoning regulations."**

Section 13-15-1(F) reinforces this:

"To promote long-term planning pursuant to the Village's Comprehensive Plan, **which will allow harmonious and compatible land uses with surrounding areas**."[4]

Likewise, Section 13-15-3(A) provides that Planned Developments are **not permitted as of right**, but only when they produce tangible public benefits, including:

- **conservation of natural features;** and
- other public benefits **beyond what conventional zoning would otherwise require.**

Section 13-15-3(B)(1) further requires that every Planned Development be consistent with the Village's **Comprehensive Plan**[5] and the intent and spirit of Oak Brook's planning policies. **That very plan stresses the importance of water quality as a "prized resource."**

The applicant has not demonstrated that removing the 1.7-acre stormwater area accomplishes these purposes. To the contrary, eliminating land from the Amazon development removes it from the calculations for stormwater management. This will diminish the quality of the water pouring into Ginger Creek.

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[4] **This tributary source pouring into the Ginger Creek watershed is a key part of the Oak Brook Riverine and ecosystem which flows all the way to the Mississippi River**. Oak Brook is uniquely defined by Ginger Creek, which meanders throughout the Village and forms the headwaters of an interconnected river system that ultimately flows through numerous downstream communities. The quality of the decisions made here directly affects not only Oak Brook, but also neighboring municipalities, conservation areas, recreational users, agricultural interests, wildlife, and the aquatic ecosystems that depend upon clean water.

[5] Oak Brook's comprehensive plan describes "a small network of lakes, swamps and waterways formed by the Salt Creek drainage area. **Uniquely, the developers of Oak Brook have prized these resources and have led the way for their preservation through design**. The core of the proposed water element of the design concept is the Salt Creek channel from the point that it joins Salt Creek westward through the Sports Core, the Central Park, Briarwood Lakes, Brook Forest, Butterfield Country Club **and the Ginger Creed subdivision**. Along the primary Salt Creek channel, beginning at the Sports Core, the natural channel is preserved as a small river rather than as an enlarged storm sewer. **It is here that the feeling of life emerges to create what is most unique to Oak Brook, a natural environment of water,** forest, marsh plants and a mill race." Oak Brook Comp. Plan (June 1969, Amended Feb 1973, May, 1978 and June, 1990), Ch. 7 "Generalized Urban Design Concept" at p. 74

The PUD process exists precisely to allow the Village to require higher standards when necessary to protect the public interest. You have all the authority you need to insist upon higher standards to include these 1.7 acres to address water quality.

If you nevertheless proceed to recommend creating an orphaned 1.7 acre outlot in the guise of "consolidation," you may at the same time add a condition to impose a fee in lieu of water quality Best Management Practices in an amount to compensate Ginger Creek HOA for the predictable incremental degradation of our creek and pond system[6] caused by the additional silt that will pass through due to deletion of this acreage. The extra market value of this outlot to the developer should be offset by a fee in lieu paid to the Village of Oak Brook to be allocated to the Ginger Creek Restoration Project now in the planning stages with the Stormwater Commission. You can require that as part of PUD approval.

Respectfully submitted,

James A. Regas
Margaret A. Bennett
Roberto Miceli

Ginger Creek Residents

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[6] This incremental silt pass-thru degradation can be quantified into the impact on Ginger Creek with standard engineering tables, and the additional cost to mitigate and remove that silt can also be quantified.

Living Waters
CONSULTANTS
MAKING A DIFFERENCE FOR STREAMS, RIVERS & LAKES
Stream Restoration • Lake and Wetland Management
Water Quality Control • Stormwater Engineering

June 23, 2026

Mr. Mohamed Askar
President, Ginger Creek Homeowners Association
c/o Community Association Board of Directors
211 W. Chicago Ave., Suite 211
Hinsdale, IL 60521

RE: WATER QUALITY IMPACTS RELATED TO THE AMAZON DEVELOPMENT
VILLAGE OF OAK BROOK, ILLINOIS

Dear Mr. Askar:

Thank you for the opportunity to evaluate anticipated water quality impacts from the proposed Amazon development on Ginger Creek (GC). Please find enclosed preliminary evaluations of water quality impacts based on the information received to date.

Please contact me at 630-321-1133 if there are any questions. We look forward to working with Ginger Creek and the Village of Oak Brook to mitigate the water quality impacts from the proposed 27-acre Amazon development.

Best Regards,

Ted Gray

Ted Gray, P.E., CFM, CPESC
Engineer / Eco-Hydrologist
Living Waters Consultants, Inc.

cc: Members of the Village of Oak Brook Planning and Zoning Commission

Rebecca von Drasek, Community Development Director,
Village of Oak Brook

EXECUTIVE SUMMARY of WATER QUALITIY IMPACTS RELATED TO THE AMAZON DEVELOPMENT VILLAGE OF OAK BROOK, ILLINOIS

The Village of Oak Brook has received a proposal for the development of a 27-acre site by DLA Piper, with property owner, GTZ. The proposed development is an Amazon retail facility. Based on available data and past experience, Living Waters Consultants, Inc. (LWC) estimates significant water quality impacts and related costs may be anticipated to occur at Ginger Creek located downstream of the development. The table below describes recommendations to mitigate water quality impacts, with estimated costs over a 20-year time period.

Summary of Water Quality Recommendations and Estimated Costs for the Amazon Development to Mitigate Impacts to the Ginger Creek Community

Item Number	Description	Estimated Cost
1	Recommendation to Apply Stormwater Ordinance Water Quality PCBMP controls to the Amazon development (currently exempt).	N/A
2	Sediment Forebay 5.5 acre-feet to store sediment and prevent downstream transport to Ginger Creek.	$400,000
3	Recommendation to expand area of detention and water quality treatment (currently less than 14% of developed area).	N/A
4	Recommendation to use 1.70-acre northeast Outlot Parcel for water quality practices, to prevent downstream impacts.	$1,700,000
5	Dredging costs at Ginger Creek after 20 years due to anticipated impacts from Amazon development.	$500,000
6	Phosphorus impacts (1.175M pounds of algae) on Ginger Creek after 20 years due to Amazon impacts.	See # 7.
7	Commercial SePro SATT automated phosphorus dosing system to deactivate phosphorus over 20 years.	$550,000
8	Parking Lot Bioswale BMPs (treatment train process).	$275,000
9	Street sweeping on a weekly basis.	N/A
10	SWPPP erosion and sediment control disclosures.	N/A
11	Cleanout schedule for trash control (Snout structures).	N/A
	Total Costs Over a 20-Year Time Period	**$3,425,000**

Note: supporting calculations are available upon request.

Below is a more is a brief narrative description of water quality impacts (per the enumerated format in the table above).

WATER QUALITY IMPACTS
RELATED TO THE AMAZON DEVELOPMENT
VILLAGE OF OAK BROOK ILLINOIS

Project Understanding

The Village of Oak Brook has received a proposal for the development of a 27-acre site by DLA Piper, with property owner, GTZ. The proposed development is an Amazon retail facility. The development includes but is not limited to a 5.2-acre building rooftop, with approximately 21.8 acres of parking lot area (estimated by scaling from engineering plans). The following information was reviewed in preparation of this letter.

- Butterfield Road Development Project (engineering plans) by Kimley Horn. Engineering Plan Sheets C4.0 Site Plan, C5.0 Paving, Grading and Drainage Plan, and C6.0 Utility Plan. Revision date of 03/04/2026.

History and Impacts at Ginger Creek

Ginger Creek is a 30-acre riverine system (reservoir) that was constructed by installing a dam on a tributary of Salt Creek between 1939 and 1961. Since impoundment, the inundated area of Ginger Creek has become severely impacted by sedimentation, nuisance algae blooms, and other water quality impacts.

Sedimentation from the 1,485 acre watershed has reduced water depths in GC from original estimates of 8 to 10 feet, to currently 1 to 3 feet of water depth in most areas. Ginger Creek is extremely interested in preventing and/or mitigating further anticipated water quality impacts from the proposed 27-acre Amazon development. To this end, Living Waters Consultants, Inc. (LWC) prepared an email with preliminary recommendations to prevent anticipated water quality impacts. The LWC email was sent to Rebecca Von Drasek on 04/02/2026, and thereafter forwarded to the Amazon development team. Subsequently, a zoom call was held with the Amazon team, the Village of Oak Brook, GC, and LWC on May 1, 2026 in part to discuss the water quality (and traffic) concerns of GC.

However, despite the downstream community of Ginger Creek presenting its water quality concerns, it appears that very limited consideration is being given by the Amazon team and/or the Village of Oak Brook to address the Ginger Creek concerns in a significant manner.

Water Quality Impacts from the Amazon Development

Based on apparently the most current 03/04/2026 Amazon development plan, the following in our opinion should be considered to prevent and/or mitigate additional water quality impacts to Ginger Creek. Supporting calculations can be provided upon request.

1. We understand that the permit review indicates that the Amazon development will be required to meet current stormwater detention standards. However, the DuPage County Stormwater Ordinance exempts the project from any required "BMPs" (water quality best management practices). Per the Ordinance, this is because the development will have less impervious area (rooftops, parking lot, paved surfaces) in the proposed condition compared to the existing condition.

   In our opinion, the Village of Oak Brook should consider applying current standards for DuPage County Ordinance water quality BMPs (PCBMPs) for the proposed major re-development project. That will enable the project to better mitigate water quality impacts to downstream waters. In our opinion, if it is reasonable for a new development to meet volume control standards, then it is also reasonable that a new development would be required to meet current water quality standards.

2. The LWC email on 04/02/2026 recommended that at least 1 sediment forebay with a volume of 5.5 acre-feet be provided. Sediment forebays are important to store sediment onsite. This also prevents sediment to downstream waters such as Ginger Creek, Butterfield Country Club, and other downstream waters. However, the development plans do not contain any designated sediment forebays.

   A proposed 1-foot water depth in the east pond, is nearly deep enough to store and detain sediment. It is possible that it is so shallow, that it may simply mobilize sediment during flood events (without adequate design for storage). This would cause sediment transport to downstream areas. (If heavier, non-clay particles becomes deposited, it may otherwise fill in the near future.) In summary, the small sediment storage volume available may reach an equilibrium for sediment transport to downstream areas either during or soon after construction (regardless of whether the bottom 1-foot water column accrues sediment or not). After that time, sediment transport to downstream waters would likely occur.

   Based on a 5.5-acre-foot volume of the LWC recommended sediment forebay, the preliminary estimated cost to install an adequately sized sediment forebay may range from approximately:

   $300,000 to $400,000.

3. The east proposed east basin is indicated to be naturalized, as a wetland basin. However, the surface area at the normal water level (NWL) is 1.0 to 1.25 acres. This is a very small area, considering the total development is 27 acres.

   If we include both the west "wet basin" (0.29 acre) and the east basin (1.25 ac), the total area at the NWL is only 1.43 acres. This is only 5% of the 27-acre development. The combined area at the high water level area is approximately only 3.69 acres. This is less than 14% of the development area. In contrast, stormwater planning recommendations generally suggest that approximately 30% of the development should be anticipated to be set aside for stormwater detention and water quality treatment (rather than 14% of the development).

4. LWC suggested in the email 04/02/2026 and in the 05/01/2026 zoom call with Amazon that the northeast "outlot parcel" of 1.70 acres should be considered to be added to the development for water quality treatment. The 1.70 acre area could provide the sediment forebay, expand wetland water quality treatment with depth variability, and help to protect downstream waters. However, the outlot is not only not being used for water quality, its development will expand impervious area draining into the two basins in the development.

   If we assume that the value of the 1.7-acre outlet (after adjacent improvements) is $1M per acre, then the value of the parcel lost for water quality purposes is estimated as $1.7M.

5. Given that there is insignificant proposed sediment storage (per # 2, 3 and 4 above) in either basin, it can be expected that sediment-laden runoff from the 18.46 acres of impervious area and 8.52 acres of sewered "pervious" area will discharge downstream into Ginger Creek.

   Regional studies provide estimates of rates of pollutant discharge from development. Based on a past Illinois Urban Manual, estimates of sediment discharge from commercial / industrial rooftops and parking lots applied to the 27-acre development over the next 20 years can be expected to be at least 2,200 cubic yards (CY). Much of this sediment would be deposited in Ginger Creek.

   Based on recent dredging cost estimates obtained by Ginger Creek, dredging is estimated at $114 per CY in 2026. By applying a 3% annual inflation cost, with sediment accumulation over the next 20 years, the

cost to dredge the sediment from Ginger Creek after 20 years may range from:

$400,000 to $500,000.

6. Phosphorus is a nutrient in polluted runoff that causes nuisance algae blooms in lakes. Based on a past Illinois Urban Manual, estimates of total phosphorus discharge from the Amazon development will be over 1,150 pounds of phosphorus over the next 20 years. Commercial lake weed control companies often suggest that "1 pound of phosphorus produces 1,000 pounds of algae." If this is correct, then this additional phosphorus loading into Ginger Creek along would contribute to 1,175,000 pounds of algae produced over 20 years. Again, LWC recommends that the proposed development be required, at a minimum to meet the DuPage County Stormwater Ordinance requirements for water quality control (PCBMPs).

   See # 7 below for phosphorus control.

7. LWC has worked with SePro to develop an automated water quality treatment system that could be installed in the Amazon detention facility. This would provide dosing of environmentally safe chemicals to bind up phosphorus nutrients, that cause algae blooms in GC. The estimated cost for this system (SATT flow-weighted discharge to deactivate phosphorus, with automated lab testing and housing) over the next 20 years with maintenance may range from:

   $450,000 to $550,000

8. We have recommended a "treatment train" approach to improve water quality, with multiple sequential BMPs. For example, LWC recommended parking lot bioswales to infiltrate and filter runoff before it is discharged into the basins or other downstream waters. Based on the Amazon plans, there is approximately 16,000 square feet of parking lot "island" area that is proposed. These areas can be converted into bioswales. The estimated cost to install bioswales in these areas may range from:

   $175,000 to $275,000

9. LWC recommended street sweeping for the approximately 16.7 acres of parking lots at the Amazon development. This can reduce not only sediment but also phosphorus discharge to downstream waters including Ginger Creek. Street sweeping is considered to be relatively inexpensive. It should occur on at least a weekly basis, during closed business hours, to minimize the vehicles present within the impervious

road and parking areas to be swept. Street sweeping will significantly reduce downstream transport of suspended sediment, total phosphorus, and other pollutants that will impact Ginger Creek.

10. Construction runoff is a major concern. During construction, runoff events can discharge large quantities of sediment, phosphorus, nitrogen, and other pollutants downstream. LWC with GC would like to receive a copy of an approved Stormwater Pollution Prevention Plan (SWPPP) and SWPPP monitoring reports. We would request that rainfall inspections occur with 0.25 inches of rain or more (rather than 0.5 inches or more).

11. We understand that Snout-type commercial products will be used to attempt to provide trash control. We would request the proposed schedule for maintenance inspections and cleanout to occur at least once per week (or more often as needed) as these structures can be overcome by debris accumulations.

The table below summarizes recommendations to mitigate water quality impacts, with estimated costs over a 20-year time period.

Summary of Water Quality Recommendations and Estimated Costs for the Amazon Development to Mitigate Impacts to the Ginger Creek Community

Item Number	Description	Estimated Cost
1	Recommendation to Apply Stormwater Ordinance Water Quality PCBMP controls to the Amazon development (currently exempt).	N/A
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9	Street sweeping on a weekly basis.	N/A
10	SWPPP erosion and sediment control disclosures.	N/A
11	Cleanout schedule for trash control (Snout structures).	N/A
	Total Costs Over a 20-Year Time Period	**$3,425,000**

VILLAGE OF OAK BROOK
1200 OAK BROOK ROAD
OAK BROOK, IL 60523

The Amazon Store Proposal – Version: 4/9/2026

A new Amazon retail superstore is proposed to replace the seven outdated and largely empty office buildings at the southeast corner of Butterfield and Meyers Roads. The Amazon store will be a new format…offering a huge array of merchandise and a full grocery store with elements of Whole Foods (which is owned by Amazon) and is anticipated to significantly increase Village revenues used to serve our public without a local property tax. Our proactive efforts landed this powerhouse retailer in a competitive real estate market that no doubt included neighboring Lombard and other nearby locations.

This redevelopment will be a huge win for Oak Brook but it has been the subject of much misinformation. In order to facilitate a factual analysis of the proposal, the Village has prepared the following Q&A document with non-biased information to assist the community in reviewing and understanding the proposal for a brand new concept from one of the premiere retailers in the nation.

It is important to understand that Amazon continues to adapt the site plan based upon feedback received from the Village Board, staff, and members of the public. For this reason, we anticipate that this document will need to be updated as the project makes its way through the Village's approval process. We therefore encourage all members of the public to periodically obtain the latest update of this document from the Village's website.

Q: Where will this store be built?

A: There are currently seven office buildings on 22-acres at the Southeast corner of Butterfield and Meyers Road that will be replaced by the proposed Amazon store. Many of the buildings are currently vacant, and four of them had been taken back by the lender. These properties are zoned ORA-1 (Office/Research/Assembly). The market has demonstrated that office uses are no longer viable in this location.

Q: What is permitted on this site as a matter of right; does our existing zoning allow Amazon to instead build a traditional distribution warehouse using it's "last mile blue van" delivery model?

A: Unfortunately, yes. The current ORA-1 (Office/Research/Assembly) zoning would allow that use as a matter of right without any ability for the Village to preclude it. The present zoning includes uses such as manufacturing, outdoor storage yards, distribution facilities, data centers, electric and gas substations, churches, and office buildings. This stretch of Butterfield Road was originally developed in the 1970's as a light industrial, warehouse, and office area, and the ORA-1 zoning in place since then permits these uses, but not retail uses, as a matter of right. For example, the Room and Board furniture store which was originally built as a Champion Parts Rebuilders manufacturing and distribution facility with 10 semi-truck bays was permitted only because the retail was considered accessory to the primary use of furniture distribution. Costco was originally a large office and warehouse distribution facility for Eastman Kodak.

Q: What is Amazon requesting approval for?

A: Amazon is requesting Village zoning approval to allow for *retail sales* at the site – consistent with the Promenade to the west and Room and Board, the Shops of Oak Brook, and Costco to the east of this site. The proposed Amazon *retail use* does require new planned development zoning approval and with such approval the Village can preclude the ability for the parcel to be used for warehouse distribution. We should also be able to include similar prohibitions for neighboring parcels as they are redeveloped.

Q: What options were considered for this redevelopment?

A: Village leadership has been actively pursuing redevelopment options for this underutilized site for the last couple of years. Several developers wanted to build large scale rental apartment buildings which we rejected. Data center construction was considered but dismissed for a variety of reasons. Retail use is the most compatible use with the surrounding existing retail usage on Butterfield Road (both east and west of the site), and with Oak Brook's sales tax driven economic model. We also expect that this development will be the catalyst for future transformational development that will revitalize this mostly vacant and blighted stretch of Butterfield Road.

In the absence of a viable redevelopment project, the existing office buildings will remain blighted and continue to decay or may be replaced by a use currently permitted under our zoning such as warehouses, industrial, or distribution.

Q: What kind of store will this be?

A: This is a new concept for Amazon. The store will be about 225,000 square feet, which is about 50% larger than Costco. The sales floor will be closer in size to Costco with the remaining space dedicated to inventory storage, unlike Costco which stores its inventory on ceiling high racks within the retail sales area. It will be the first full-service grocery store in Oak Brook since the Jewel closed at Oakbrook Center in the early 1970's. It will incorporate some of the best elements of Whole Foods and this model might even eventually replace traditional Whole Foods stores. In addition to groceries, the store will offer a pharmacy, household goods, electronics, and a wide range of other popular merchandise.

Q: Will this be a traditional Amazon warehouse with Amazon "last mile blue van" deliveries?

A: No. Amazon will not conduct traditional distribution from this store. Customers will be able to place online orders for groceries and merchandise to be delivered from this store to their home through popular third-party delivery services such as Door Dash, Uber, etc., just as consumers do from traditional grocery and other large retailers, such as Target. Any Village zoning approval will be carefully tailored to preclude a future change to warehouse or distribution.

Q: How will Oak Brook benefit financially from this store?

A: All the merchandise sold from this store will be subject to Oak Brook sales taxes. We expect the store to generate several million dollars annually for Oak Brook, which should place it among the very top sales tax generators for the Village. This new source of sales tax will diversify our sales tax base which currently is heavily dependent on luxury goods from the mall which tend to be cyclical. The store will also be a catalyst for further retail redevelopment of existing outdated office buildings along this stretch of Butterfield Road which will drive further sales tax growth.

The expected sales tax boost from this project and anticipated future redevelopment of this blighted stretch will allow the Village to tackle its aging

infrastructure and pension liability challenges without the threat of a future property tax. For too long, our infrastructure has deteriorated because of the lack of available funds. The boost in revenue may be so significant as to allow the Village to invest in new amenities and services for its residents.

Q: Is it correct that the grocery sales portion will not generate any local sales tax to benefit the Village?

A: No, despite much hype from Governor Pritzker last year, all grocery sales still generate local sales taxes in Oak Brook.

Q: How will this store impact other area retailers such as Costco?

A: Amazon's deep well of retail intelligence has identified this area as a key market with extensive unmet consumer demand. Costco relies on high sales demand of a limited number of items and bulk sales, whereas Amazon will operate by carrying a vast selection of items and smaller quantity sales. Additionally, if Amazon does not build on this site, they will likely build on other nearby parcels adjacent to or near Oak Brook resulting in similar impacts but without sales tax coming to Oak Brook. This is not unlike Oak Brook refusing the opportunity in the 1970's to annex what is now the Home Depot and other sites on the north side of 22nd Street in Oakbrook Terrace and Butterfield Road in Lombard which today generate considerable sales tax revenue for those cities.

Notably, Costco is in the midst of a large expansion project that will convert existing office space into additional retail floor space, which they expect to result in substantial sales growth.

Q: How will this store impact area traffic?

A: While traffic counts from the project will increase over the current mostly vacant office building traffic, the flow of traffic will improve and be spread more evenly throughout the day. The rush hour crush of traffic that existed when these offices were fully utilized will be reduced. New westbound on-and-off ramps to I-88 are planned near the site, which is expected to remove a considerable amount of the current traffic off Butterfield Road. The Illinois Department of Transportation is currently rebuilding and coordinating all the traffic signals on 22nd Street and Butterfield Roads through Oak Brook and Lombard to also improve traffic flow.

The traffic flow reconfiguration of the development will be designed to continue to drive traffic away from our residential areas, including southbound Meyers Road. The Oak Brook portion of Meyers Road was widened from two lanes to four lanes to accommodate traffic growth, yet traffic on this portion of Meyers Road has declined precipitously since Covid. Pre-Covid, 18,400 cars per day traversed this section of Meyers Road versus only 13,000 cars today…a roughly 30% drop in traffic as a result of post-Covid office building trends which directly impacted the office buildings on the Amazon site. While over 90% of the traffic to and from the Amazon site will funnel in from the Butterfield Road corridor, Amazon's traffic engineer projects that their proposed store will add only about 400 additional cars daily through the Oak Brook portion of Meyers Road, which is a 3% increase in current traffic, but a decline of 27% in traffic from the pre-Covid office building usage. Oak Brook will retain our own traffic consultant, at Amazon's expense, to verify the accuracy of their traffic consultant's estimates.

Q: How will expected traffic to and from the proposed store compare to the prior use of the site, and to other stores?

A: The seven office buildings being replaced by the proposed Amazon store have a distinct traffic pattern that places peak demand in the morning and even rush hour periods, just when Butterfield Road traffic is at its worst. In fact, when these office buildings operated at or near capacity, they required Police Department traffic direction (stopping Butterfield Road traffic) just to let evening office traffic exit from the site. Conversely, while it is likely that Amazon will generate up to 10,000 visitors per day, this will be distributed much more evenly throughout the day, easing peak period bottlenecks and operating in a fashion much more comparable to the nearby Target store in Lombard, which is also likely to be the store most impacted by the Amazon store.

Q: Will the Amazon project negatively impact stormwater management at this site and/or downstream?

A: No. It will improve stormwater management. The current site has stormwater facilities built in the early 1970's under the more lenient regulations then in effect, and is grandfathered under these regulations. Any new development must comply with today's more stringent stormwater regulations which will improve stormwater management for the benefit of downstream areas such as Ginger Creek and Brook Forest. Stormwater improvements will be paid for by the developer. Absent any

large-scale redevelopment, there is unlikely to be material improvements in the site's currently outdated stormwater management.

The stormwater management plans for the site are continuing to evolve to reflect input received from various parties, including the Ginger Creek HOA board, as Ginger Creek is downstream from the site. We expect to have new and improved plans in this regard before this item proceeds to the Planning and Zoning Commission.

Q: Will the Amazon project increase the density of the new development compared to the existing office buildings?

A: No. At 225,000 square feet of building space, the Amazon store will be about 57% less dense than the combined 527,000 square feet of current office space being replaced.

Q: Will the Village provide any financial incentives to the developer, such as a Tax Increment Financing District (TIF)?

A: No. The project will be entirely funded by Amazon. Unlike the Oak Brook Promenade development across Meyers Road which received TIF funding from the Village, we are not providing any financial incentives to Amazon. The avoidance of a TIF means that the schools and Park District will receive the full benefit of the increased property tax valuation. Increased property tax revenue to the schools and Park District should also result in a decrease in the relative property tax burden to the homes in those taxing jurisdictions.

The only other Amazon store of this type yet announced and approved is to be built in Orland Park. Unlike in Oak Brook, while Orland Park has stated that it is not providing direct financial incentives for their Amazon store, they are using a TIF district to fund an adjoining roadway extension and new traffic signal to serve the site for Amazon. Oak Brook will not provide any subsidies to Amazon.

Q: What are the next steps and how will the public be able to participate in the zoning approval process?

A: Most Oak Brook development projects start with a presentation to the Village Board, followed at the same meeting by a referral by the Board to the Planning and Zoning Commission. This project has divided the presentation and Board referral into two separate meetings to facilitate more feedback.

At the March 10, 2026 Village Board meeting, Amazon made its initial public conceptual presentation and received feedback from the Village Board. Members of the public also shared comments about the project at that meeting. The next step is for Amazon to request the Village Board (currently planned for the April 14, 2026 Board meeting) to refer their plan to the Planning and Zoning Commission for its public hearing and review process.

The Commission meeting is currently scheduled for May 6, 2026. Members of the public will have an opportunity to express their comments about the project at that meeting. The Commission will either make a recommendation at the meeting, or continue the discussion to a future meeting, The Commission's recommendation will then be considered by the Village Board at a future Board meeting, likely to be held in the summer or early fall of 2026. . Members of the public will again have an opportunity to express their comments at that meeting before the Board deliberates and votes on the project approval.

We encourage residents to sign up on the Village's website for Village communications, which include advance notice of Commission and Board meetings.

Assuming the proposal is approved by the Village Board, Amazon expects to commence demolition of the existing office buildings in fall of 2026, followed by construction commencement in 2027 with an anticipated store opening date in 2028.

VILLAGE OF OAK BROOK

EDWARD N. TIESENGA
Village Trustee

To: My fellow Trustees, Village President and capable Staff

Re: Amazon and Our Little Creek

Date: March 9, 2026

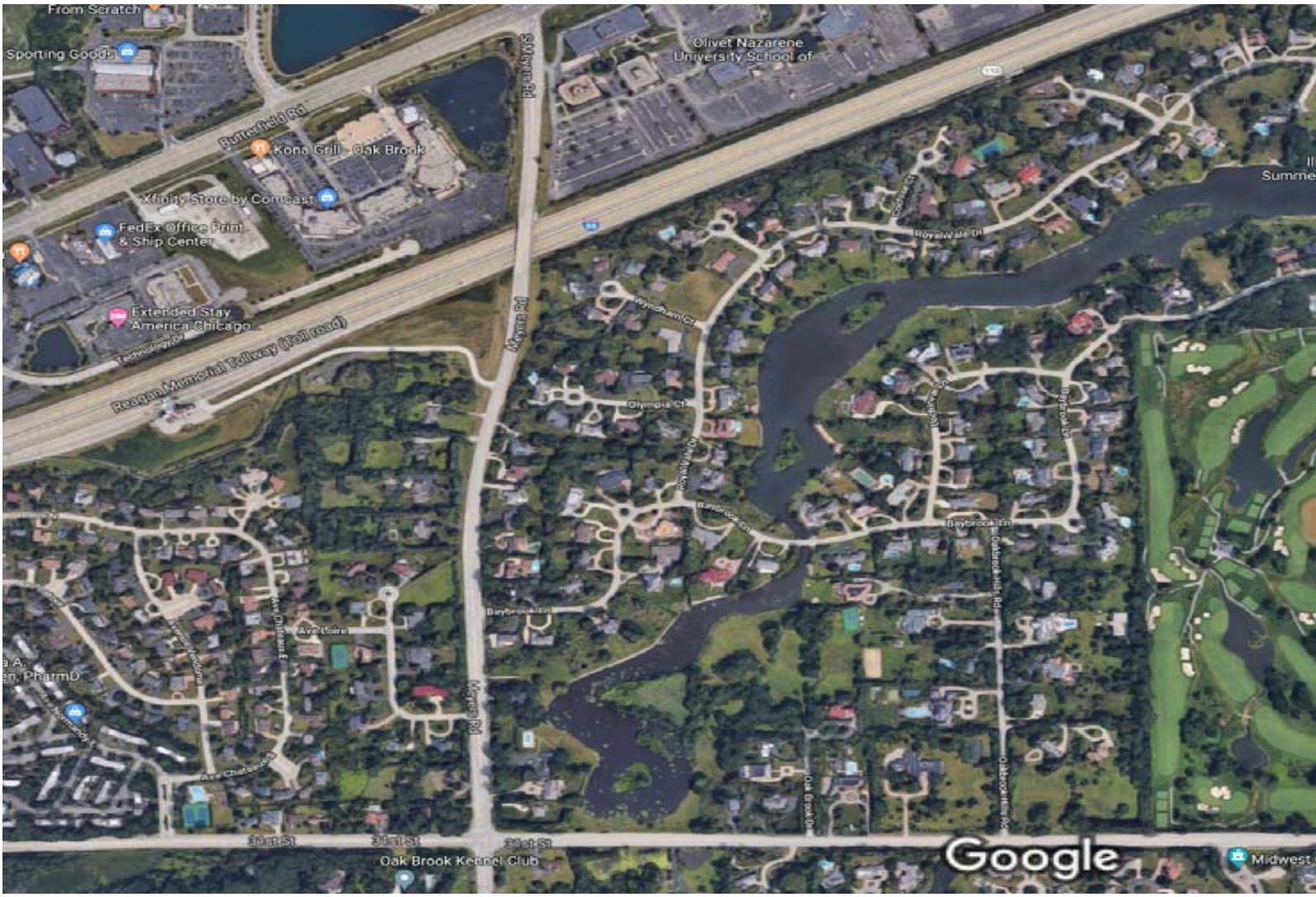
Introduction

The noblest approach to New Orleans and the Gulf leads from virtually Canadian shield glacial-fed waters welling up from Minnesota's Lake Itasca, through over 1,000 lakes comprising the Mississippi Headwaters watershed. The next best way of reaching the end of the 2,552 mile Mississippi river is from the parking lot of the parking lot of the blighted Yorktown Shopping Center, draining the impervious pavement that collects engine drippings, seasonal salt, various granularities of trash and silt, and whatever anyone else tosses into the drains that take the water out of Lombard along its tedious route through an algae-crusted retention pond just East of the Oak Brook Promenade, under a street and down a culvert alongside the once-mighty Inland Real Estate headquarters, before taking a deep anerobic breath and diving under the East-West Tollway, where it arrives gasping at a crumbled outflow to make it under the sound wall and into the deliberately zoned man-made lakes of Ginger Creek, where the mind is kept continually active by the historical memory those lakes awaken—visions of bulldozers and steam shovels crafting the shoreline and making the depths required to sell the littoral lots to eager buyers who one day will comprise Oak Brook. What was once 8 feet deep has silted in to an average depth of 66 inches.



1200 Oak Brook Rd., Oak Brook, IL 60523 Phone: 630-645-9881 Fax: 630-645-9804 Email: etiesenga@oak-brook.org

There, the water kisses those crumbled, eroded shores of today, and slow to a baffled, eutrophic state depleted of oxygen and supplemented with fertilizer, before pooling with other water seeping into the same two little lakes from the 250 acre watershed area draining large areas of unincorporated Du Page County. With its volume thus increased, our water proceeds through the Ginger Creek subdivision outflow into the noble, unincorporated 285-acre confines of the Butterfield Country Club, where it may or may not afflict that society with a bad case of the same hydrilla weeds that somehow made it all the way over here from Asia, to threaten our downstream subdivision of Brook Forest, the lakes of Briarwood, the canalized Park District soccer field stretch of water, and the former Lake Fred and Lake Ed in the middle of John Paul DeJoria's "Reserve" before dipping into Salt Creek. And onto the Mississippi without stopping to decay further in the old Graue Mill estuary now quickened with the recommended modifications specified, funded and approved by the Conservation Foundation, the DuPage Forest Preserve District, and with the blessing of the Sierra Club, if not the old guard of Fullersburg bitterly clinging the memory of the now-lost dam.



The familiar units of government sparkle in the records of the studies and recommendations bearing upon this complex water system relying on those two Ginger Creek lakes for their passage to the sea: The Illinois Department of Natural Resources; the DuPage River Salt Creek Workgroup; The DuPage County Stormwater Committee; The Illinois Tollway Authority with its own Environmental Policy & Program staff; The Illinois EPA. To these agencies are added consultants including V3 and Restorative Life Sciences, who have produced reports with recommendations addressing the segment of the Mississippi River passing into and through Ginger Creek, which gets us to Oak Brook.

What Does it Mean to Be a Waterway Running Through Oak Brook?

The Oak Brook Comprehensive Plan[1] sets a standard for our waterways, to "[e]ncourage and support the dredging of Salt Creek for its entire length through the Village, *including other streams as necessary* to protect both public and private property." (page 68, emphasis added). On a related note, the Comprehensive Plan specifically includes as one of its "Comprehensive Plan Objectives" on page 57 to "[e]ncourage the improvement of the streams and creeks, namely Salt Creek and Ginger Creek and other tributaries, which pass within the Oak Brook Village limits." Later adding in the next point "…and ensure that further development complies with the characteristics of the environment so that stream flow and underground water of satisfactory quality will continue to be available."

The plan goes on to specifically require that efforts be made to "[p]rotect the Village from possible damage by increased rainwater run-off due to urbanization, through actively supporting area-wide programs for the entire DuPage County and appropriate retainage areas within the Village." (p.57).

We are responsible for our water, to protect its quality and to do what we can to improve it for our own benefit, and for those downstream all the way to the sea. And we start with what we have, where we are, to do what we can.

Ginger Creek's Efforts to Date

Since coming into office as a Trustee in 2015, I have learned about Ginger Creek mainly from residents of the Ginger Creek HOA, who have retained expert consultants to assist them with their water drainage and quality concerns. Early on I learned that the Village has no significant support to offer the HOA, since we have over 125 ponds in Oak Brook, and the implication is that if we pay for the area of the Ginger Creek waterflow including the two lakes of the HOA, all of the other pond owners will scream "unfair." The number of those other ponds directly linked to watersheds flowing through Ginger Creek into Salt Creek, of course, is not nearly 125. This standard fallback reflex argument against funding is therefore not on all fours in terms of even it's own self-referential infirmity. But that's not my point here.

Fast forward to 2025, when I was appointed by President Herman and Elmhurst Mayor Scott Levin to replace Asif Yusuf as the District 2 Commissioner to the DuPage County Stormwater Commission, which meets the first Tuesday of each month at 7:30 a.m. out in Wheaton at the County Building. The meetings run fast, typically over in 20 minutes. In the interstices of approving minutes and agenda items, I observe and get to know the staff and employees. This leads me to the next phase of Ginger Creek HOA efforts.

[1] Citations are to Comprehensive Plan Village of Oak Brook, Counties of DuPage and Cook, State of Illinois (June, 1969), Amended February, 1973; May, 1978; and June, 1990. Members of the group of Village Officials contributing to this plan included Village President Wence Cerne, Trustee Karen Bushy, Plan Commission Member Kerry M. Krafthefer, and Zoning Board of Appeals Member Elaine Herman.

I have met with Stormwater Commission Staff Director Sarah Hunn and with Jamie Lock, the engineering department head (and York Woods resident) who evaluates water projects and assists with funding proposals. In our latest meeting, I presented the Ginger Creek lakes degradation issues, and set the context by also telling them that although the Village of Oak Brook has not agreed to contribute any funds to work with the HOA to restore the water flow and address the quality problems of the water coming into Ginger Creek, the HOA itself would like to do a cost-share arrangement with the County, if any funding sources were available. I learned that there are several possible funding sources and that the County may be able to pay a portion, with the HOA assessing money from its own residents to pay the balance. So far so good.

One of the aspects of the studies the HOA has already commissioned looks to the quality of that Yorktown parking lot water as it bravely makes its way to us, through exactly the 22 acres that Amazon proposes to redevelop. Could the Amazon PUD proposal become a strategic factor to help manage that water in a way that complements Ginger Creek's HOA objectives, and also fulfills the objectives of our Comprehensive Plan?

What I learned at my "2X2" with the Amazon Reps and Their Attorney

During my "2X2" Trustee Zoom, along with Trustee Melissa Martin, I met with Greg Summers, an Amazon representative, an Amazon attorney from one of the largest firms in the world—DLA Piper—and Mitch Goltz, who famously developed the very problematic "Overlook" strip mall-esque area at Rt. 83 and 22nd Street. Here are boiled down bullet points from my notes of that meeting:

1. No one could describe any plan to deal with the flow of water across the Inland acreage to insure that environmental quality and natural waterflows would be addressed, much less preserved or enhanced.
2. The Amazon guy had no knowledge at all of Amazon's prior and discontinued effort to open a "commonly bought items" Amazon store in the Oakbrook Mall. He could not answer my question about what Amazon learned from that experiment that could inform their new vision for this big development. "I was not with Amazon at that time" was all I got.
3. No one could explain traffic flow for all of the elements to be constructed (retail, storage, food store, pharmacy, parcel pickup). There was no illustration of how traffic would actually move.
4. There had been no thought given to changing the way traffic would go in and out of the new development at access points to Myers Road or Butterfield Road. I offered the comparative example of new development on plain old Rt. 47 in Huntley, where cars to into access roads and the stores are set back behind green spaces. Would there be any of that? They did not know. Their plans showed the same old Inland access points with cars pausing on Myers or 22nd to directly go into the property, and leaving the same way. I pointed out that this is not how the Oakbrook Mall works, and is not the developmental norm in Oak Brook to dump cars directly onto major arteries.

So I saw a very big money company with their developer and lawyer, evincing no real understanding of Oak Brook.

Now Let's Look at How Amazon Sees its Responsibility to the Ginger Creek/Salt Creek Watershed

In our packet for tomorrow's 3/10/2026 meeting, at PDF page 25, Brooks Stickler, PE with the firm of Kimley Horn out of Orlando, FL describes what appears to be the extent of Amazon's plans for stormwater drainage and quality. Here are those portions of that 2/25/2026 letter to Rebecca Von Drasek:

Detention

- Preliminary calculations (based on current rainfall data) to meet the County 0.1 cfs/acre release rate show an approximate required storage volume of 0.6 ac-ft/acre of development. The Retail Market parcel (+/-20.27 acres) requires approximately 12 ac-ft of storage. The Proposed Retail parcel (+/-6.75 acres) requires about 4.2 ac-ft of storage.
- A StormTrap underground detention system is proposed under the front parking lots for the Retail Market and Proposed Retail developments. The StormTrap system will be designed to capture, detain, and release an allowable release rate back into the existing system located at the rear of the site.

FEMA

- After detailed review of the survey, FIRM panel, and surrounding area, we believe that the FEMA mapping is incorrect in terms of where the waterway is being conveyed. We believe that flow from west of County Rd 25 is conveyed east and north to the roadside ditch along the eastbound Butterfield Road lanes. The flow is conveyed within the ditch to the east end of the Proposed Retail parcel where it enters a headwall and moves southwest into the existing ponds within the site. This pipe runs through the Proposed Retail parcel. Coordination with the Village of Oak Brook is required to verify this information and determine what is needed/required to address the error/discrepancy in the regulatory information.
- The amount of fill within the floodplain on site is approximately 14.7 ac-ft. County code requires compensatory storage below the 10yr BFE as well as between the 10yr and 100yr BFE. The total compensatory storage must be 1.5x the amount of fill proposed.
- Required Comp below 10yr BFE of 706.9 = 11.4 ac-ft
- Required Comp between 10yr BFE of 706.9 and 100yr BFE of 707.5 = 3.3 ac-ft
- Total required comp to meet 1.5:1 ratio = 22.1 ac-ft
- Ongoing coordination with the Village and the County is required to ensure the design meets the regulatory requirements.

Plainly, Amazon's water engineering firm proposes to do the bare minimum to bottle up that water into an underground detention system, and to quibble with FEMA about "where the waterway is being conveyed." That's all. No linkage to our broader concern for our water quality, or for the impairments of that water that makes its way from Yorktown all the way to Salt Creek.

A Trustee Has to See Opportunity in Time

The hardest part of being a Trustee is to see things before it's too late to do anything about them. The next hardest thing is to realize later that I failed to see it clearly enough to even know it was going to be too late, until it was irrevocably done. That is how experience accumulates. My experience with these developments includes:

1. Developers always cash out and leave, especially those who emphatically promise to understand us and stick around for the long term;
2. Parking consultants are either all incompetent or are serial liars;
3. Trustees always miss something.

Within these constraints, we are charged to develop opportunities. Progress emerges from this matrix of real estate operators, parking impresarios, and Trustees with always more to read. My hope here is that as part of our PUD initial review, and continuing on to our consideration of the work of the Planning and Zoning Commission, we urge and require that Amazon add to their submission detailed proposals to creatively interact with the drainage, watershed and water quality issues facing not only the Ginger Creek HOA, but everyone else downstream at the Butterfield Country Club, Brook Forest, Briarwood Lakes, the Park District, John Paul DeJoria, Fullersburg, and finally New Orleans.

If the Trustees don't require this, Amazon won't do it. They are not even aware of what they themselves did a few years ago at the Mall. This is our opportunity to require something from Mitch before he moves on to his next deal; to meet some environmental people who we can introduce to our engineers, as well as to the state, county and conservation stakeholders all dedicated to improving the Salt Creek Watershed. It's too important to bottle up in a "StormTrap" and dump it out into some ditch. Amazon is more than capable of working with us to do that, if we don't miss this opportunity to look with them in the same direction as their development partner.

I look forward to working with all of you to further develop and implement these objectives, and to improve them together with you.

Proposed New Development – Amazon Retail and Ashley Showroom

The Opportunity and Challenge

The land in question has been zoned ORA-1 which is office, research, and assembly district. The properties in question have high un-occupancy (30-40%) and as such were purchased by the developer in foreclosure at 70% discount. That said, the village needs a solution for this area and developer has proposed a development that is a combination of Amazon Retail (approx. 70% retail and 30% warehousing) and Ashley furniture showroom. This obviously offers opportunity for sales tax revenue estimated around $2M + per year for the village. Furthermore, my understanding is that we have not offered any incentives so far which is a good thing.

With every opportunity comes some challenges and our role as a board is to stress test these potential challenges with facts and studies to make sure we make a well-educated decision.

We also need to bring-along our residents so that they understand the details and we can get their buy-in. Majority of the residents outside Ginger creek do not know about this.

Learnings from Past

Some of the past projects that have been approved have not really come out as originally approved. It is critical that we analyze this development holistically and with diligence so we can make smart decisions and establish guard-rails that will protect us in the future. This project needs "strong diligence" and "process" for review of every detail and challenge and associated facts and details reviewed.

Challenges that need to be assessed – "building the guard rails."

1. **Zoning –** We must rezone. This is the best opportunity we have to put guard-rails related to potential future usage. I understand that we must rezone retail, but we need to be clear what retail is allowed? What is not allowed? What is the warehousing and logistics mix and why? Do we give some of the logistics and warehousing permissions as a "special use" or a blanket authority for the future to the builder. What if Amazon fails in a few years and how we prevent this being a warehousing/logistics-oriented business. **Request to PUD** - We need to assess the zoning approval and associated guard rails for the future in details, well-articulated (what is allowed and what is not) and maintain future approval authority by giving special use approvals now for any specific things related to Amazon asks.
2. **Traffic** – From my research this development will be different than Costco or Walmart or others in the sense that the deliveries and such activities can be 24/7 and not only during store opening times like others. Furthermore, we will have large Semi's, delivery trucks and consumer traffic. Estimates point to 6-10 semi's, 70-90 delivery trucks and 2,000 to 4,000 consumer vehicles per day. We need to understand 1) routing for each of these and by time of day 2) stacking issues related to these vehicles 3) safety issues on Meyers and Butterfield 4) additional policing

requirements etc. So may estimates are floating around and we need to have an independent study to validate these.

3. **Highway access** – can off-load lot of truck traffic away from neighborhood roads. We need to be clear and have things in writing 1) is this IDOT or Illinois highway authority issue 2) what commitment do we have from them 3) who will pay for these 4) what is the realistic timeframe 4) how will this change the traffic flows and patterns.
4. **Water Quality** – This is a well understood issue. We need to have detailed understanding of 1) filtration needs and opportunities 2) will we have underground storage 3) who will maintain these in the future 4) what leverage do we have as a village to enforce the right future maintenance.
5. **The Aesthetics** – The box look is boring and non-innovative. The colors shown are scary and do not reflect the character of oak brook. Landscaping is just pictures. We need a 1) thorough design review including color palate, facility design and a formal landscaping design with clear specifications. Yes, this is relevant to the village and in our control.

Recommendations

Process

1. Village has open town hall meetings to collect resident opinions and objections that then becomes input to PUD process, or the PUD process should start with this as a first step.
2. PUD discussion meetings need to be categorized clearly – concept review, traffic review, Water quality review, Zoning review, Aesthetics review, Final design review etc. and then WIDELY and OPENLY communicated to residents.
3. Once the final concept is approved by PUD have a village open house to share and review with village residents.
4. Board approval and review meeting

The last thing we want as a board of trustees is that we are forced to decide without all these areas thoroughly vetted out and facts and details collected from independent sources (not the word of the developer alone). Trying to decide fast in one or two meetings is not the goal . . . the goal is to make a smart decision that has been thoroughly evaluated. We are chasing a good decision that will make us money and not just chasing money.

Please distribute my thoughts to all the trustees and Village leadership that will be involved in this review process. Please formally communicate this to the PUD chairman and Committee as a trustee input. Thanks

From: Rebecca Von Drasek, MPA
To: "Jahnke Dale, Katie"; "Mitch Goltz"
Cc: "Stickler, Brooks"; "jared.kenyon@kimley-horn.com"; James Patterson; Cathy Chiarelli; Illiana.Silva@us.dlapiper.com
Subject: FW: Ginger Creek HOA
Date: Tuesday, April 7, 2026 4:06:00 PM
Attachments: image001.png

Good afternoon,

Staff received additional comments from Ginger Creek HOA regarding the Butterfield/Meyers Road proposal. Please let me know if you have any questions or concerns. Thank you!

REBECCA VON DRASEK
Director – Development Services

VILLAGE OF OAK BROOK
1200 Oak Brook Road | Oak Brook, IL 60523
Office: (630) 368-5104
www.Oak-brook.org

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Think Green! Please consider our environment before printing this electronic message.

From: Ted Gray [redacted]
Sent: Tuesday, April 7, 2026 10:13 AM
To: Rebecca Von Drasek, MPA <rvondrasek@oak-brook.org>
Cc: Margaret Bennett [redacted]; Mohamed Askar [redacted]; Roberto Miceli [redacted]>; George Gatto [redacted]
Subject: RE: Ginger Creek HOA

You don't often get email from tgray@lwc-inc.com. Learn why this is important

CAUTION: This email message originated from outside of the Village's email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Rebecca,
We would prefer wetland detention with sediment forebays as described below. However, if some form of subsurface stormwater detention storage is being considered, then in addition to the items below (other than wetland detention) we would request the following. We would request either an open or a fully pervious bottom for the structures, that freely allows subsurface drainage and infiltration. The below-ground detention device should have a minimum 3-foot depth of additional over-excavation below the proposed base design bottom of aggregate. The soil at

the bottom of the excavated area should not be compacted but rather be scarified to a depth of 12 inches using mechanized equipment. The over-excavated area should then be backfilled with aggregate (we assume a void ratio of 0.30 to 0.40). The over-excavated area should not be counted towards the required detention storage or first flush treatment. Rather, the below-ground infiltration is recommended as an additional water quality control measure, to reduce the volume of polluted runoff prior to discharge to downstream waters including Ginger Creek. You may contact me or Maggie Bennett with questions.
Thank you.
Ted Gray
C: [redacted]

From: Ted Gray
Sent: Thursday, April 2, 2026 9:49 AM
To: 'rvondrasek@oak-brook.org' <rvondrasek@oak-brook.org>
Cc: Margaret Bennett [redacted]; 'Mohamed Askar' [redacted]>; 'Roberto Miceli' [redacted]>; 'George Gatto' [redacted]>
Subject: Ginger Creek HOA

Hello Rebecca,
Can you please confirm this is received? On behalf of the Ginger Creek HOA, we would like to provide specific recommendations for the proposed Amazon development site. Our intent is that these measures may be incorporated into the revised engineering plans before they are re-submitted on or after April 20. These measures are provided in order to protect Ginger Creek from water quality impacts associated with the proposed development. It would be appreciated if these measures can be incorporated by the engineering team. You may contact me or Maggie Bennett with questions. On behalf of the Ginger Creek HOA, we look forward to hearing back from you.

Best Regards,
Ted Gray
C: [redacted]

Ted Gray, PE, CFM, CPESC
Engineer / Eco-Hydrologist
Living Waters Consultants, Inc.
Making a Difference for Streams, Lakes and Wetlands
www.LivingWatersConsultants.com
Office: 630-321-1133

- Several of the following practices are described in the DuPage County Water Quality BMP Technical Guidance Manual. We have some additional considerations as follows.

- It is our understanding that the Storm Trap devices are no longer being considered for stormwater

management. If Storm Traps are still being considered, please contact us, because we would have very site-specific recommendations to retrofit the Storm Trap installation.

- It is recommended that wetland detention be considered for stormwater management at the proposed development. It is suggested that the wetland detention system contain least 1 sediment forebay be provided, with a static water volume of at least 0.25 acre-feet of runoff volume per acre of development area. For example, with a 22-acre development site, this would equate to a static volume of 5.5 acre-feet. The average water depth in the forebay / sediment trap area(s) should be at least 3 feet. This will facilitate sediment entrapment, and improve water quality prior to discharge downstream. The remaining surface area of the wetland detention system can have shallow and/or more variable depths to support the growth of native emergent and aquatic plant species tolerant of the site conditions, and capable of taking up phosphorus, nitrogen, and other pollutants prior to discharge to downstream waters.

- It is highly recommended that the proposed expansive parking lot contain depressed islands (rather than domed islands) with curb cuts in order to collect and infiltration runoff. The islands should be converted into bioswales. The proposed bioswales should contain native plant species. Over-excavation of at least 3 feet of depth below the bottom of the bioswales should occur. The cut area should be backfilled with aggregate materials to facilitate infiltration. Overflow pipes, if any, should be placed with inverts at or above the top of the 3-foot deep aggregate (gravel and sand mix) medium. We would suggest that at least 5% of the impervious surface area of the parking lot contain bioswales with the over-excavated area as described, meeting these criteria.

- In addition, parking lot bioswale sand media should also be modified to contain iron-enhanced filters. Iron enhanced sand filters are most efficient and successful when the iron content is between 3% and 8% iron by weight. Using > 8% iron by weight can result in iron solidification and reduced hydraulic and sorption capacity.
https://urldefense.proofpoint.com/v2/url?u=https-3A__stormwater.pca.state.mn.us_overview-5Ffor-5Firon-5Fenhanced-5Fsand-5Ffilter&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=hhlAqUeQzQ1p5AuiKk5RS8YCC9UN5ATrMhLLUEvApA4&m=3Xxzv7gcU87Uo15WyVnIpOMHVR8jjwltpIgYy8DvxMMHUqnxSQgCXW6r3-vEgG6E&s=GTLF2Yc4YJAuWCplqDr-AAieDWbJ4EDJSlG6ED0DiDc&e=

- Street sweeping is a simple practice that should be provided at least once every two weeks for all parking lot, road, and/or other impervious surfaces. Sweeping should occur during closed business hours, to minimize the vehicles present within the impervious road and parking areas to be swept. Street sweeping will significantly reduce downstream transport of suspended sediment, total phosphorus, and other pollutants that will impact Ginger Creek.

- Phosphorus is a critical nutrient that contributes to nuisance algae blooms in lakes, potentially

including toxic / harmful blue-green algae blooms, also knows as "HABs". Blue-green algae blooms can be toxic to pets upon ingestion, wildlife, and other organisms. Alum is a compound used in municipal drinking water treatment systems and other applications to remove pollutants such as phosphorus. (Other products similar to alum are also commercially available.) It is recommended to install an engineered, automated and flow-weighted alum (or similar) dosing system at the downstream end of the proposed development. The automated alum dosing system would inject alum based on real-time basis according to outflows from the stormwater management system. The higher the water level, the more alum would be injected. Automated alum injections during flood events would help to ensure that polluted runoff from the proposed development does not further elevate phosphorus levels in Ginger Creek. This will help to prevent nuisance algae blooms, and to reduce the potential for toxic algae blooms. The automated alum dosing system would include onsite alum storage building with tanks at the proposed development, an enclosure for water and alum pumps, buried lines for alum injection, water level sensor in manhole at outlet of stormwater detention system, and other mechanical equipment, as required. Alum (or other relatively comparable products approved by GC) levels would be required to be replenished as needed based on runoff volumes. Please contact us for further information. Also, SePro may also be contacted to provide consulting and technical support for flow-weighted dosing. Example municipal alum dosing equipment is below. However, additional engineering would be required to adapt the equipment for the subject application.
https://urldefense.proofpoint.com/v2/url?u=https-3A__www.uniquedosing.com_alum-2Ddosing-2Dsystems.php&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=hhlAqUeQzQ1p5AuiKk5RS8YCC9UN5ATrMhLLUEvApA4&m=3Xxzv7gcU87Uo15WyVnIpOMHVR8jjwltpIgYy8DvxMMHUqnxSQgCXW6r3-vEgG6E&s=ECU_hqR4Wh6V3wJnuAdecYPlqSZfRIqSnlBD_qUNb-U&e=

- Trash and debris is a substantial concern for downstream impacts, as well. It is suggested that a trash rack be installed across the width of the outflow channel, on the development's stormwater management system to trap and detain debris prior to discharge to downstream waters. Moreover, landscaping around the development should contain shrubs, evergreens, and/or taller native plants that can physically screen and retain wind-blown debris before it is discharged into the drainage system leading to Ginger Creek.

- Construction is also a major concern. At that time, flood events can discharge large quantities of sediment, phosphorus, nitrogen, and other pollutants downstream since the ground surface is disturbed. We would like to receive a copy of the approved Stormwater Pollution Prevention Plan (SWPPP). As is typically required with a SWPPP, we assume all stormwater practices and erosion control will be installed prior to other site disturbance. Moreover, we would like to request that rainfall inspections occur with 0.3 inches of rain or more (rather than 0.5 inches or more). Finally, Ginger Creek would request to receive a copy of the weekly SWPPP reports, including site photographs, as they are completed.

From: Diane Discipio
To: Cathy Chiarelli
Subject: Amazon proposal
Date: Thursday, April 9, 2026 2:46:28 PM

[You don't often get email from dianediscipio@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

CAUTION: This email message originated from outside of the Village's email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am a Ginger Creek homeowner and am opposed to the construction of the Amazon Superstore. My primary concerns are for the traffic that will cut through my subdivision and for the strangers that will be coming into the area. Rush hour already brings a tremendous amount of traffic.
Sent from my iPhone

Hello, and good evening. My name is Rolf Burckhardt.

For the past 7 years, I've lived in a townhome on the Oak Brook Towers property that's located on the *northeast* corner of Butterfield and Meyers Rds. I am one of *over 500 individuals* who reside on that property, which is just under *20 square acres* in size and which has been at that location for *over 50 years*.

Oak Brook Towers (or OBT) is a particularly unique property for this neighborhood, with large landscaped common areas, two multi-story condominium towers, an outdoor pool, extensive parking for over 300 vehicles, and two retention ponds. It's also worth noting that in the past 3 years alone, OBT owners have invested almost $10M on various infrastructure improvements to the property.

In addition to being one of those owners myself, I am also the President of the HOA and Townhome Associations at Oak Brook Towers. I'm joined here tonight by several fellow OBT owners and residents to voice some concerns about the proposed GTZ project.

All of us here will have a front row seat – *and a bird's eye view* – of the *massive* development project that is proposed *directly across the street from our homes*.

Let me start by saying: we *certainly* appreciate the *effort* and *need* to redevelop the Inland property and recognize the improvement this proposal would represent to the Village of Oak Brook – both in the form of increased sales tax revenues and as a catalyst for additional future development along Butterfield Road.

However, we also have several *major* concerns about the impact of the GTZ project on our *quality of life* and *property values* – both during

the large demolition/construction phase and, more importantly, on the final developed property….namely:

- The height and look of the proposed buildings (predicted to be between 4-6 stories tall) with an oversized green/tacky façade.
- The sheer number of parking spaces (at 900+ spots), and lighting from numerous overhead lamps, building signs, and vehicles.
- The installation of new/additional traffic lights, including one directly facing northward onto the Oak Brook Towers property across Butterfield Rd.
- Additional truck and traffic noise, volume, and harsh lighting into our windows/yards. The proposed new interchange with westbound I-88 is also a significant concern.

Therefore, we expect the Planning & Zoning Commission to include us in their discussions, particularly since this is being treated as a special Planned Development project. We ask that our *property (*that *OBT)* be specifically considered for storm water/drainage impact, sound and lighting studies, for noise/light barriers, optimized traffic flow (including mitigation of short-cuts across our property), and additional landscaping on *both* sides of Butterfield Road.

So, in short: *We* will be your *neighbors*. We *want* you to *succeed*. And we *support* your efforts. But *please* ask yourselves: What would *you* do if such a project took place across the street from *your* home? How would *you* want to be *treated* and what should be done to *reasonably* address these concerns?

Thank you very much for your time and attention.

NOTICE OF PUBLIC HEARING

VILLAGE OF OAK BROOK PLANNING & ZONING COMMISSION
MAY 13, 2026 AT 6:30 P.M.

NOTICE IS HEREBY GIVEN that on May 13, 2026 at 6:30 pm. the Planning & Zoning Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois, will be hold a Special meeting to conduct a public hearing in the Samuel E. Dean Board Room of the Butler Government Center, Village of Oak Brook, 1200 Oak Brook Road, Oak Brook, Illinois 60523 for the purpose of considering the application from the Applicant and Owner, Oakbrook TH LLC c/o GTZ Properties, the owner of the property known as 2901 Butterfield Road, Oak Brook, IL 60523, seeks approval of a planned development to authorize the redevelopment of the approximately 27-acre site generally located at 2901 Butterfield Road.

Applicant/Owner have submitted an application, case number 2026-4-ZO-PUD, seeking approval of a planned development on property located at 2901 Butterfield Road, Oak Brook, IL 60523 as described below:

Project Description: Applicant/Owner have applied to the Village for planned development approval to authorize the redevelopment of the approximately 27-acre site generally located at 2901 Butterfield Road (the "**Property**"). The Applicant proposes to construct a one-story, approximately 225,000 square-foot commercial retail building served by 871 accessory parking spaces and 9 loading docks (the "**Amazon Retail Building**"). The 27-acre development includes an area for a future 1.70-acre outlot to be subdivided at a later date (the "Future Outlot"). The Future Outlot will be located north and east of the proposed Amazon Retail Building. The proposed development includes two large stormwater management areas and significant open space, buffering the retail buildings from surrounding roadways.

In accordance with the zoning regulations, as part of the planned development, Applicant/Owner have requested certain departures as provided in the Zoning Ordinance.

The subject property is generally described as 2901 Butterfield Road, Oak Brook, IL 60523 (permanent index numbers: 06-28-104-009; 06-28-202-020; 06-28-104-015; 06-28-104-011; 06-28-104-013), located at the corner of Butterfield Road and Meyers Road.



Questions about the proposed project can be directed to Katie Jahnke Dale, DLA Piper LLP (US) 444 W. Lake Street, Ste. 900, Chicago, Illinois 60606; (312) 368-2153; katie.dale@dlapiper.com.

In accordance with the provisions of the American with Disabilities Act, any individual who needs a reasonable accommodation in order to participate in or benefit from attendance at this public meeting should contact the Butler Government Center (Village Hall) at (630) 368-5010 as soon as possible before the meeting date.

ITEM 9.A.1.
BOARD OF TRUSTEES MEETING
SAMUEL E. DEAN BOARD ROOM
BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS
630-368-5000

AGENDA ITEM

Board of Trustees Regular Meeting
of
July 14, 2026

SUBJECT: Award of Contract - Route 83 at I-88 Water Main Replacement Project.

FROM: Tim O'Malley, Public Works Director

BUDGET SOURCE/BUDGET IMPACT: This project was originally in the Village's FY2023 Budget for $500,000. Due to circumstances outside of the Village's control, the project could not proceed as planned. As a result, staff will be requesting a budget amendment from the Water Fund using account # 451-91000 to fully fund the Route 83 and I-88 Water Main Replacement project's updated cost of $458,916.00.

RECOMMENDED MOTION: I move that the Village Board approve Resolution R-2362, a Resolution authorizing the award of contract to the lowest responsible bidder with the lowest responsive bid, Fox Excavating, Batavia, Illinois, for the Route 83 & I-88 Water Main Replacement Project based on the unit prices in the attached tabulation, for an estimated project cost of $458,916.00, pending final attorney review and approval.

Background/History:

The Village's Route 83 and I-88 Water Main Replacement project was originally let in 2023. However, due to the lengthy negotiation process for easements, the project was re-bid this year. The project consists of a water main replacement for approximately 1,100 feet of water main. It is anticipated that the method of replacement shall be a combination of horizontal directional drilling and open-cut trenches. Disturbed areas shall be restored in kind. The location of the improvement is on the east side of Route 83, from Kensington Road to the I-88 ramp subdivisions.

Staff posted the Route 83-I-88 Water Main Replacement Project for Bids on the Village's e-Procurement site on Friday, May 15, 2026. Forty-seven (47) vendors downloaded the bid package, and eight (8) vendors applied to bid on the project. Of the eight (8) vendors who applied, five (5) submitted sealed bids that were opened on Friday, June 5, 2026. Trotter and Associates (TAI), Inc. (our consulting engineer) recommends that we award the contract to the lowest responsible bidder with the lowest responsive bid, Fox Excavating, Batavia, Illinois. (see attached letter). References were received and reviewed, to the satisfaction of the staff.

Fox Excavating, Inc.	Archon Construction	Swallow Construction	Martam Construction	Trine Construction
$458,916.00	**$548,201.00**	**$742,477.00**	**$963,558.00**	**$973,070.00**

Recommendation:

Staff recommends that the Village Board approve Resolution R-2362, a Resolution authorizing the award of contract to the lowest responsible bidder with the lowest responsive bid, Fox Excavating, Batavia, Illinois, for the Route 83 & I-88 Water Main Replacement Project based on the unit prices in the attached tabulation, for an estimated project cost of $458,916.00, pending final attorney review and approval.

Attachments:

1. 2026-PW-WTRMAIN-RPLCMNT-CNTRCT-R-2362
2. Route83I88WMReplacementProj
3. Rt. 83 & I-88 WM Replacement - Recommendation to Award
4. Rte 83 I88 WM Replacement Bid Tabulation

THE VILLAGE OF OAK BROOK
COOK AND DUPAGE COUNTIES, ILLINOIS

RESOLUTION
2026-PW-WTRMAIN-RPLCMNT-CNTRCT-R-2362

A RESOLUTION
AUTHORIZING AND APPROVING THE AWARD OF CONTRACT TO FOX EXCAVATING, BATAVIA, ILLINOIS FOR THE ROUTE 83 AT I-88 WATER MAIN REPLACEMENT PROJECT

LAURENCE E. HERMAN, Village President
NETASHA SCARPINITI, Village Clerk

JOHN ANOS
NAVEEN JAIN
MICHAEL MANZO
MELISSA MARTIN
A. SURESH REDDY
EDWARD TIESENGA
Village Board

Published in pamphlet form by authority of the
President and the Board of Trustees of the Village of Oak Brook
on this 14th day of July 2026

RESOLUTION NO. 2026-PW-WTRMAIN-RPLCMNT-CNTRCT-R-2362

A RESOLUTION
AUTHORIZING AND APPROVING THE AWARD OF CONTRACT TO FOX EXCAVATING, BATAVIA, ILLINOIS FOR THE ROUTE 83 AT I-88 WATER MAIN REPLACEMENT PROJECT

WHEREAS, the Village of Oak Brook is a municipal corporation with authority provided for and granted pursuant to the Illinois Municipal Code to exercise certain powers and perform certain functions pertaining to its local government and affairs;

WHEREAS, the Village of Oak Brook (hereinafter referred to as "Village") upon approval of the Village President and Board of Trustees (collectively, the "Corporate Authorities") may enter into an agreement with another party pursuant to Illinois Statute;

WHEREAS, The Village's Route 83 and I-88 Water Main Replacement project (the "Project") was originally set out for bid in 2023, however due to certain complications outside of the Village's scope of control, the Project did not proceed and on May 15, 2026, Staff re-posted the request for bids for through the Village's e-procurement portal;

WHEREAS, forty-seven (47) vendors downloaded the bid package and eight (8) applied to bid the Project; of which, five (5) vendors submitted sealed bids that were opened on Friday June 5, 2026;

WHEREAS, of the five (5) bids the Village received, Staff worked with the Village's consulting engineer, Trotter & Associates, and has identified the bid package submitted by Fox Excavating, of Batavia, Illinois, ("Company") to be the lowest responsible bid and provides the best overall value to the Village;

WHEREAS, Staff recommends the Corporate Authorities authorize and approve the award of contract for the Project (the "Agreement") to the Company in the amount of $458,916.00, as further detailed in the attached Agreement incorporated herein as Exhibit A;

WHEREAS, the Village of Oak Brook Corporate Authorities are of the opinion that it is in the best interests of the Village of Oak Brook to authorize the foregoing actions.

NOW, THEREFORE, BE IT RESOLVED, in open meeting assembled, by the Village President and Board of Trustees of the Village of Oak Brook, DuPage and Cook Counties, Illinois as follows:

Section One – Recitals

The Corporate Authorities hereby find that all of the recitals hereinbefore stated as contained in the preamble to this Resolution are full, true, and correct and do hereby, by reference, incorporate and make them part of this Resolution as legislative findings.

Section Two – Approval and Award

The Corporate Authorities hereby approves the award of contract to Company, substantially in the form attached hereto and made a part hereof as Exhibit A.

Section Three – Authorization and Direction

The Village Manager is hereby authorized to execute the Agreement, substantially in the form attached hereto as Exhibit A, with such changes therein as shall be approved by the Village attorney and the officials of the Village executing the same, their execution thereof to constitute exclusive evidence of their approval to any and all changes or revisions therein from and after the execution and delivery of such Agreement.

Section Four - Other Actions Authorized

The officers, employees and/or agents of the Village shall take all actions necessary or reasonably required to carry out and give effect to the intent of this Resolution and otherwise to consummate the transactions contemplated herein, and shall take all actions necessary in conformity therewith including, without limitation, the execution and delivery of all documents required to be delivered in connection with the transaction contemplated herein.

Section Five - Authorization of Expenditures

The Corporate Authorities hereby authorize and direct the expenditure of all costs related to the execution of the Agreement, additionally, the Village is authorized and directed to allocate and spend all necessary funds to fulfill the requirements of the attached Agreement.

Section Six - Acts of Village Officials

That all past, present and future acts and doings of the officials of the Village that are in conformity with the purpose and intent of this resolution are hereby, in all respects, ratified, approved, authorized and confirmed.

Section Seven– Effective Date

This resolution shall be in full force and effect from and after its passage, approval and publication as provided by law.

Section Eight - Publication

This resolution shall be published in book or pamphlet form as provided by the Illinois Municipal Code.

Section Nine – Conflict Clause

All resolutions, parts of resolutions or board actions in conflict herewith are hereby repealed to the extent of such conflict.

Section Ten – Saving Clause

If any section, paragraph, clause or provision of this resolution is declared by a court of law to be invalid or unconstitutional, the invalidity or unconstitutionality thereof shall not affect the validity of any other provisions of this resolution, which are hereby declared to be separable.

Section Eleven – Recording

This resolution shall be entered into the minutes and upon the journals of the Board of Trustees of the Village of Oak Brook.

PASSED THIS 14th day of July 2026.

Ayes: _____

Nays: _____

Absent: _____

APPROVED THIS 14th day of July 2026.

_____
LAURENCE E. HERMAN,
Village President

ATTEST:

_____
NETASHA SCARPINITI,
Village Clerk

EXHIBIT A

Agreement

REVIEW OF CONTRACTS

Awarding Agency: VOB

Type of Contract: Construction Srvs.

Department: PW

Program/Account Number: 451-91000

Awarded Contract Price: $458,916.00

Budgeted Amount: $458,916.00 (BA)

CONTRACT AMOUNT

- ☐ Up To $20,000
- ☒ $20,000 - $500,000
- ☐ $500,001 - $1,000,000
- ☐ Over $1,000,000

NOTES

Route 83 & I-88 Water Main Replacement Project

DEPARTMENT DIRECTOR SIGNATURE

Name: Timothy O'Malley Date: 6/5/26

INITIAL REVIEWING ATTORNEY SIGNATURE

Name: Date:

APPROVED BY VILLAGE MANAGER

Name: Date:

FINAL REVIEW AS TO FORM ATTORNEY SIGNATURE

Name: Date:

- ☐ Three (3) Originals signed by other party Date/Initials _____
- ☐ Original provided to staff member for other party Date/Initials _____
- ☐ Original provided to Official Files Date/Initials _____

Village of Oak Brook
Procurement
Rania Serences, Purchasing & Budgeting Coordinator
1200 Oak Brook Road, Oak Brook, IL 60523

[FOX EXCAVATING INC] RESPONSE DOCUMENT REPORT

RFB No. TBD

Route 83 and I-88 Water Main Replacement Project

RESPONSE DEADLINE: June 5, 2026 at 11:00 am

Report Generated: Friday, June 5, 2026

Fox Excavating Inc Response

CONTACT INFORMATION

Company:
Fox Excavating Inc

Email:
brandon@foxdig.com

Contact:
Brandon Jafari

Address:
1305 S River Street
Batavia, IL 60510

Phone:
(630) 364-6976

Website:
www.foxdig.com

Submission Date:
Jun 5, 2026 7:26 AM (Central Time)

ADDENDA CONFIRMATION

No addenda issued

QUESTIONNAIRE

1. Bid Agreement Form*
Please download the below documents, complete, and upload.

- 83-88_bid_agreement_form.pdf

Agreement_Form.pdf

2. NON-COLLUSION AFFIDAVIT*
Please download the below documents, complete and have notarized. An online notarization option will be provided for you when responding.

- non_collusion_affidavit.pdf

Non-Collusion.pdf

3. Contractor Certification*
Please download the below documents, complete and have notarized. An online notarization option will be provided for you when responding.

- contractor_cert..pdf

Certification_for_Contract.pdf

4. Certification of Contract*
Please download the below documents, complete, and upload.

- Cert_of_cont..pdf

Certification_for_Contract.pdf

5. CERTIFICATE OF COMPLIANCE WITH SECTION 11-42-.1*
Please download the below documents, complete and have notarized. An online notarization option will be provided for you when responding.

- Cert_of_Compl.pdf

Compliance_with_Section_11-42-1.pdf

6. BID BOND*
Please download the below documents, complete and have notarized. An online notarization option will be provided for you when responding.

- Bid_bond.pdf

Bid_Bond.pdf

7. Affidavit of Availability*
Please download the below documents, complete and have notarized. An online notarization option will be provided for you when responding.

- Affidavit_of_Availability.pdf

Availability.pdf

8. Apprenticeship and Training Program Certification*
Please download the below documents, complete and have notarized. An online notarization option will be provided for you when responding.

- Apprenticeship_and.pdf

Training_Program_Certification.pdf

9. OAK BROOK CONTRACT*

Please download the below documents, complete, and upload.

- OB_CONTRACT.pdf

Contract.pdf

10. CONTRACT BOND*

Please download the below documents, complete and have notarized. An online notarization option will be provided for you when responding.

- CONTRACT_BOND.pdf

PROOF_OF_INSURANCE_Fox_Excavating_Inc._2627_Primary_3-27-2026_23093309.pdf

11. CERTIFICATION OF PAYROLL*

Please download the below documents, complete and have notarized. An online notarization option will be provided for you when responding.

- CERTIFICATION_OF_PAYROLL_RE...

Certification_for_Payroll.pdf

12. Prevailing Wages*

Please download the below documents, complete and have notarized. An online notarization option will be provided for you when responding.

- PREVAILING_WAGE_AFFIDAVIT_8...

Prevailing_Wage.pdf

13. BID CERTIFICATION*

Please download the below documents, complete and have notarized. An online notarization option will be provided for you when responding.

- bid_certification.pdf

Bid_Certification.pdf

14. STATEMENT OF BIDDER'S QUALIFICATIONS*
Please download the below documents, complete, and upload.

- STATEMENT_OF_BIDDER'S_QUALI...

Clients_List_of_Projects_Completed_2025-2026.pdf
FOX_CREDIT_REFERENCES_2026.pdf
IDOT_Certificate_2-2027.pdf
Bid_Bond.pdf
Certification_for_Contract.pdf
Compliance_with_Section_11-42-1.pdf
Non-Collusion.pdf
Availability.pdf
Training_Program_Certification.pdf
Sexual_Harassment.pdf
Bid_Certification.pdf
Certification_for_Payroll.pdf
Prevailing_Wage.pdf
_Laborer_Apprentice_Program.pdf
Fox_Excavating_ERM_Letter_2026.pdf

15. SEXUAL HARASSMENT CERTIFICATE *
Please download the below documents, complete and have notarized. An online notarization option will be provided for you when responding.

- sexual_harassment_cert.pdf

Sexual_Harassment.pdf

16. REFERENCES*

The contractor must submit with the bid proposal five (5) references including the name, address, phone and contact name for which the bidder has supplied a similar type of commodities, service, or construction.

Please see Attached

PRICE TABLES

SCHEDULE OF PRICES

Line Item	Description	Unit of Measure	Quantity	Unit Cost	Total
1	Water Main PVC C-900 Certa- Lok, 12"	LF	1,141	$280.00	$319,480.00
2	Water Main PVC C-900, 8"	LF	8	$400.00	$3,200.00
3	Fire Hydrant Assembly	EA	1	$10,000.00	$10,000.00
4	Connection to Existing Water Main	EA	5	$2,500.00	$12,500.00
5	Gate Valve, 12" in 5' Diameter Valve Vault	EA	3	$9,000.00	$27,000.00
6	Gate Valve, 8" in 5' Diameter Valve Vault	EA	1	$8,000.00	$8,000.00
7	Tracer Wire Access Box	EA	3	$500.00	$1,500.00
8	Valve Vault Removal	EA	6	$1,000.00	$6,000.00
9	Abandon Existing Water Main	LUMP SUM	1	$10,000.00	$10,000.00
10	Catch Basin Type C, 2' Dia. w/ Type 1 Lid (Closed), Remove and Replace	EA	1	$2,500.00	$2,500.00

Line Item	Description	Unit of Measure	Quantity	Unit Cost	Total
11	Catch Basin Type C, 2' Dia. w/ Type 8 Grate, Remove and Replace	EA	1	$2,200.00	$2,200.00
12	Storm Drain, 1'x1', Remove and Replace	EA	1	$750.00	$750.00
13	Storm Sewer PVC C-900, 8", Remove and Replace	LF	102	$135.00	$13,770.00
14	Metal FES, 8", Remove and Replace	EA	1	$850.00	$850.00
15	Chain-Link Fence, Remove and Replace	LF	120	$85.00	$10,200.00
16	Topsoil, Seeding, and Erosion Control Blanket	SY	668	$12.00	$8,016.00
17	Class D Patch, 6"	SY	24	$250.00	$6,000.00
18	HMA Bike Path, Remove and Replace	SY	94	$75.00	$7,050.00
19	Rip-Rap, RR-3, Remove and Replace	SY	58	$150.00	$8,700.00
20	Washed River Rock, Remove and Replace	SY	6	$200.00	$1,200.00
TOTAL					**$458,916.00**

Fox Excavating
1305 S. River St.
Batavia, IL 60510

SECTION 00 50 00
BID/AGREEMENT FORM FOR CONSTRUCTION CONTRACT

The terms used in this Bid/Agreement Form with initial capital letters have the meanings stated in the Instructions to Bidders, Supplemental Instructions to Bidders (if applicable), the General Conditions, and the Supplementary Conditions.

ARTICLE 1 – BID/AGREEMENT SIGNATURES AND BID

1.01 By signing this Bid Proposal, Contractor acknowledges that this Bid Form becomes an Agreement upon acceptance and signature of Owner below in Article 2.

1.02 Receipt of Addenda – Bidder hereby acknowledges receipt of the following Addenda:
Attach sheet if more rows are needed.

Addendum Number	Addendum Date	SIGNATURE -Addendum Received

1.03 Base Bid – Bidder will complete the Work in accordance with the Contract Documents, including all labor and material, for the following Total price which is the Sum of prices from the Schedule of Values. Section 00 54 00:

Four Hundred Fifty Eight Thousand Nine Hundred Sixteen $458,916.00

Lump Sum Prices are based on the Schedule of Values – Section 00 54 00.

Unit Prices have been computed in accordance with the General Conditions and listed in Schedule of Values.

Bidder acknowledges that estimated quantities are not guaranteed and are solely for the purpose of comparison of Bids, and final payment for all Unit Price Bid items will be based on actual quantities, determined as provided in the ContractDocuments.

Bidder acknowledges that Lump Sum bids are actually itemized bids based on the Schedule of Values, and further agrees and acknowledges the alternatives and conditions set forth in the Schedule of Values.

1.04 This Bid will remain subject to acceptance for 60 days after the Bid opening, or for such longer period of time that Bidder may agree to in writing upon request of Owner.

1.05 Bidder agrees that no less than the prevailing rate of wages as found by Owner or the Department of Labor or determined by the court on review, is to be paid to all laborers, workmen, and mechanics performing work under this Contract.

Fox Excavating
1305 S. River St.
Batavia, IL 60510

1.06 BIDDER hereby submits this Bid to:

Owner: Village of Oak Brook

Owner Address: 1200 Oak Brook Road, Oak Brook, Illinois 60523

Bidder: Fox Excavating Inc
(typed or printed name of organization)

By: _____
(individual's signature)

Name: Gary Martin

Title: President

Date: 6/4/26

If Bidder is a corporation, a partnership, or a joint venture, attach evidence of authority to sign.

Attest: _____
(individual's signature)

OFFICIAL SEAL
CHRISTINE ANN NIGHTINGALE
Notary Public, State of Illinois
Commission No.
My Commission Expires June 16, 2027

Name: _____

Title: _____

Date: _____

Address for giving notices:
Fox Excavating Inc. 1305 S. River St
Batavia, IL 60510

Bidder's Contact and Agent for Service of Process:

Name: Michael Schuckert

Title: Sr. Project Manager

Phone: 630/879-2674

Email: michaelschuckert@foxdig.com
(Email will be used for Electronic Document Transfer Protocol)

All Business Entities
Date of Qualification to do business in Oak Brook, IL *[State Where Project is Located]* is
6/4/26

ARTICLE 2 – AGREEMENT SIGNATURES

2.01 Owner's signature as Party to Agreement, Changes Bidder's Status to Second Party to Agreement, Contractor.

AGREEMENT: IN WITNESS WHEREOF, Contractor has signed this Agreement as Bidder. Owner has signed Agreement in duplicate and one counterpart each has been delivered to Owner and Contractor. All portions of the Contract Documents have been signed or identified by Owner and Contractor or on their behalf. (a third copy or original has been delivered to Trotter and Associates)

This Agreement will be effective on,_____,_____(which is the Effective Date of the Agreement)

OWNER: _____

By: _____

Title: _____

Fox Excavating
1[illegible] River St.
[illegible]a, IL 60510

ARTICLE 3 – BIDDER TO CONTRACTOR

3.01 The above signed Bidder proposes and agrees, if this Bid is accepted, to enter into an Agreement with Owner by Owner signing above and transforming this Document into a combined Bid/Agreement Form and Bidder:

A. Agrees to perform all Work as specified or indicated in the Bidding Documents for the prices and within the times indicated in this Bid and in accordance with the other terms and conditions of the Bidding Documents.
   1. Bidding Documents include:
      a. Bid/Agreement Form
      b. Notice to Bidders
      c. Instructions to Bidders
      d. Supplemental Instructions to Bidders
      e. All Contract Document Sections as defined in Article 13.01A.1

B. Agrees to accept all of the terms and conditions of the Instructions to Bidders, including without limitation those dealing with the disposition of Bid security.

C. Accepts all the terms and conditions of the combined Bid/Agreement form. (The Bid/Agreement form is an attempt to shorten the time period between submittal and award.) Bidder's signature is an acceptance of all terms of the Bid and Agreement sections.

ARTICLE 4 – ATTACHMENTS TO THIS BID

4.01 The following documents are submitted with and made a condition of this bid:

A. Required bid security, including evidence of authority to do business in the state of the project; or a written covenant to obtain such authority within the time for acceptance of bids.

B. Contractor's license number as evidence of bidder's state contractor's license or a covenant by bidder to obtain said license within the time for acceptance of bids.

C. Submit your firm's written Substance Abuse Prevention Program as detailed and required by Illinois Public Act 095-0635 Section 15.

ARTICLE 5 – TIME OF COMPLETION

5.01 Bidder agrees that the Work will be substantially complete and will be completed and Ready for Final Payment in accordance with the General Conditions on or before the dates or within the number of calendar days indicated in this Bid Agreement, or in the Project Summary.

5.02 Bidder accepts the provisions of the Agreement as to Liquidated Damages, Special Damages, and Set-offs in the event of failure to complete the Work within the Contract Times, or within Milestone dates or in compliance with the specifications and General Conditions.

ARTICLE 6 – BIDDER'S REPRESENTATIONS AND CERTIFICATIONS

6.01 Bidder's Representations

A. In submitting this Bid, Bidder represents the following:

1. Bidder has examined and carefully studied the Bidding Documents, including Addenda.
2. Bidder has visited the Site, conducted a thorough visual examination of the Site and adjacent areas, and become familiar with the general, local, and Site conditions that may affect cost, progress, and performance of the Work.
3. Bidder is familiar with all Laws and Regulations that may affect cost, progress, and performance of the Work.
4. Bidder has carefully studied the reports of explorations and tests of subsurface conditions at or adjacent to the Site and the drawings of physical conditions relating to existing surface or subsurface structures at the Site that have been identified in the Supplementary Conditions, with respect to the Technical Data in such reports and drawings, if any.
5. Bidder has carefully studied the reports and drawings relating to Hazardous Environmental Conditions, if any, at or adjacent to the Site that have been identified in the Supplementary Conditions, with respect to Technical Data in such reports and drawings.
6. Bidder has considered the information known to Bidder itself; information commonly known to contractors doing business in the locality of the Site; information and observations obtained from visits to the Site; the Bidding Documents; and the Technical Data identified in the Supplementary Conditions or by definition, with respect to the effect of such information, observations, and Technical Data on (a) the cost, progress, and performance of the Work; (b) the means, methods, techniques, sequences, and procedures of construction to be employed by Bidder, if selected as Contractor; and (c) Bidder's (Contractor's) safety precautions and programs.
7. Based on the information and observations referred to in the preceding paragraph, Bidder agrees that no further examinations, investigations, explorations, tests, studies, or data are necessary for the performance of the Work at the Contract Price, within the Contract Times, and in accordance with the other terms and conditions of the Contract.
8. Bidder is aware of the general nature of work to be performed by Owner and others at the Site that relates to the Work as indicated in the Bidding Documents.
9. Bidder has given Engineer written notice of all conflicts, errors, ambiguities, or discrepancies that Bidder has discovered in the Bidding Documents, and of

discrepancies between Site conditions and the Contract Documents, and the written resolution thereof by Engineer is acceptable to Contractor.

10. The Bidding Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.
11. The submission of this Bid constitutes an incontrovertible representation by Bidder that without exception the Bid and all prices in the Bid are premised upon performing and furnishing the Work in the State required by the Bidding Documents (Project).

6.02 Bidder's Certifications

A. The Bidder certifies the following:
   1. This Bid is genuine and not made in the interest of or on behalf of any undisclosed individual or entity and is not submitted in conformity with any collusive agreement or rules of any group, association, organization, or corporation.
   2. Bidder has not directly or indirectly induced or solicited any other Bidder to submit a false or sham Bid.
   3. Bidder has not solicited or induced any individual or entity to refrain from bidding.
   4. Bidder has not engaged in corrupt, fraudulent, collusive, or coercive practices in competing for the Contract. For the purposes of this Paragraph:
      a. Corrupt practice means the offering, giving, receiving, or soliciting of anything of value likely to influence the action of a public official in the bidding process.
      b. Fraudulent practice means an intentional misrepresentation of facts made (a) to influence the bidding process to the detriment of Owner, (b) to establish bid prices at artificial non-competitive levels, or (c) to deprive Owner of the benefits of free and open competition.
      c. Collusive practice means a scheme or arrangement between two or more Bidders, with or without the knowledge of Owner, a purpose of which is to establish bid prices at artificial, non-competitive levels.
      d. Coercive practice means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in the bidding process or affect the execution of the Contract.

6.03 Affirmations of Bidder Transferred to Contractor

A. All references to Bidder in Paragraph 6.01 and 6.02 in these affirmations, representations, and certifications will change to the term Contractor if this Bid becomes an Agreement.

ARTICLE 7 – TIME REQUIRED TO EXECUTE AGREEMENT

7.01 Time Framework for Award Execution – The Owner will open bids on the bid date. After opening, no bid may be withdrawn or altered for sixty days, unless specifically stated elsewhere. The Owner may negotiate with the low Bidder and mutually both parties may alter bid (i.e., partial award of project).

The Bidder will be notified of award within sixty days of bid date, unless stated elsewhere or mutually extended. Notice of Award form will be sent by fax, mail, or email. Within ten business days of Notice of Award, supply the Engineer with three original sets of

separate Payment, Performance, and Maintenance Bonds. Supply three original sets of Certificates of Insurance meeting requirements of Supplementary Conditions 6.02 – 6.07. Insurance companies and insurance forms must be standard to the industry and acceptable to the Owner. Failure to submit bonds and/or insurance within the time frame will be considered a default, a failure to perform as required by the Bid Bond. The Owner, at his option, may waive default, delay default, or proceed with capture of the Bid Bond as Liquidated Damages which will become the Owner's property.

Bonds and insurances are to be submitted to the Engineer for review. The Owner will within twenty days of receipt of approved bonds and insurances from the Engineer execute the Agreement and send a signed copy to the Contractor.

The executed copy will be accompanied by three copies of the Notice to Proceed. Within five days of the date on the Notice to Proceed, the Bidder is to sign the Notice to Proceed and return a copy to the Engineer. If the Engineer does not receive the accepted Notice to Proceed in five days, then the Notice to Proceed will be considered accepted by default.

The Notice to Proceed will be dated on or around the Effective Date of Agreement.

ARTICLE 8 – BID ACCEPTANCE

8.01 Bid Acceptance:

A. The above Bid is accepted by the Owner and is to become a Contract Agreement binding on all parties after signing by an authorized representative of the Owner in Article 2 of this Bid/Agreement Form.

B. All references in the second portion of this form are Agreement terminology. Bidder is now referred to as Contractor. Where appropriate, the term Bidder in the Bid/Agreement form is changed to Contractor.

ARTICLE 9 – ENGINEER

9.01 The Owner has retained Trotter and Associates, Inc. (TAI) to act as Owner's representative, assume all duties and responsibilities of Engineer, and RPR, and have the rights, limitations of responsibility, and authority assigned to Engineer in the Contract.

ARTICLE 10 – CONTRACT TIMES

10.01 Time is of the essence:

A. All time limits for Milestones, if any, Substantial Completion, and completion and Readiness for Final Payment as stated in the Project Summary and these Contract Documents are of the essence of the Contract.

B. The Work is to be Substantially Completed and completed and ready for Final Payment on or before the dates or time period as required by the Project Summary.

10.02 Liquidated Damages

A. Contractor and Owner recognize that time is of the essence of this Agreement and that Owner will suffer financial loss if the Work is not completed within the times specified in the Project Summary 00 00 40, plus any extensions thereof allowed in accordance with the General Conditions and approved Change Order. The parties also recognize the delays, expense, and difficulties involved in proving in a legal or arbitration proceeding the actual loss suffered by Owner if the Work is not completed on time. Accordingly, instead of requiring any such proof, Owner and Contractor agree that

Liquidated Damages are for delay (but not as a penalty) and agree to the Liquidated Damages listed in the Project Summary 00 00 40.

B. If Milestones are identified in the Project Summary 00 00 40 as essential to the proper sequencing/or coordination of work with others, or to the successful compliance with the project Substantial Completion date, Liquidated Damages are identified in the Project Summary.

C. Liquidated damages for failing to timely attain Milestones, Substantial Completion, and final completion are additive, and will be imposed concurrently.

10.03 Special Damages

A. Contractor is to reimburse Owner (1) for any fines or penalties imposed on Owner as a direct result of the Contractor's failure to attain Substantial Completion according to the Contract Times, and (2) for the actual costs reasonably incurred by Owner for engineering, construction observation, inspection, and administrative services needed after the time specified in the Project Summary for Substantial Completion (as duly adjusted pursuant to the Contract), until the Work is substantially complete.

B. After Contractor achieves Substantial Completion, if Contractor is to neglect, refuse, or fail to complete the remaining Work within the Contract Times, Contractor is to reimburse Owner for the actual costs reasonably incurred by Owner for engineering, construction observation, and administrative services needed after the time specified in Paragraph 4.02 for Work to be completed and ready for final payment (as duly adjusted pursuant to the Contract), and if necessary to hire other Contractors to complete portions of the Work, until the Work is completed and ready for final payment.

C. The Special Damages imposed in this paragraph are supplemental, in addition to, any Liquidated Damages for delayed completion established in this Agreement.

ARTICLE 11 – CONTRACT PRICE

11.01 Owner is to pay Contractor for completion of the Work in accordance with the Contract Documents an amount in current funds equal to the sum of the amounts determined pursuant to this Bid/Agreement.

ARTICLE 12 – PAYMENT PROCEDURES

12.01 Submittal and Processing of Payments

A. Contractor is to submit Applications for Payment in accordance with the General Conditions. Applications for Payment will be processed by Trotter and Associates as provided in the General Conditions.

12.02 Progress Payments; Retainage

A. Owner is to make progress payments based on Contractor's Applications for Payment once each month during performance of the Work as provided in Paragraphs

12.02.A.1 through 12.02.A.5 below, provided that such Applications for Payment have been submitted in a timely manner and otherwise meet the requirements of the Contract. All such payments will be measured by the Schedule of Values established and by protocol as provided in the General Conditions (and in the case of Unit Price Work based on the number of units completed) or, in the event there is no Schedule of Values, as provided in the General Conditions.

B. Prior to Substantial Completion, progress payments will be made in an amount equal to the value of Work completed but, in each case, less the aggregate of payments previously made and less such amounts as Engineer may determine or Owner may

withhold, including but not limited to Liquidated Damages, in accordance with the Contract. Retainage to be held as follows: 10% of the dollar value through 50% completion; 5% of the dollar value through 100% completion.

C. Upon Substantial Completion, Owner is to pay an amount sufficient to increase total payments to Contractor to 90 percent of the Work completed, less such amounts set off by Owner pursuant to the General Conditions, and less 150 percent of Engineer's estimate of the value of Work to be completed or corrected as shown on the punch list of items to be completed or corrected prior to final payment.

12.03 Final Payment, Consent of Surety

A. Upon final completion and acceptance of the Work in accordance with the General Conditions, Owner is to pay the remainder of the Contract Price as recommended by Engineer.

B. Owner reserves the right to not make final payment or return or release retainage at Substantial Completion or any other time, unless Contractor submits written consent of the surety to such payment, return, or release. Determination to require Consent will be based on the Engineer's sole decision as to the level of confidence in Contractor's Work practices, their payment of employees, certified payrolls (when required), or the potential of future claims against the Owner or Contractor.

C. Nothing in this Article 12 imposes a requirement on the Contractor to submit once monthly invoices or statements. This article establishes the protocol to follow if requesting Partial Payments. The Contractor, at their option may submit one final pay request per Article 15 of the General Conditions Section 00 72 00.

ARTICLE 13 - CONTRACT DOCUMENTS

13.01 Contents

A. The Contract Documents consist of the following:

1. Contractor's Completed Bid/Agreement Form including all certifications and required forms, and:
   a) Project Summary.
   b) Addenda as listed on page 1 of this Contractor's Completed Bid Agreement Form. Prebid meeting (if any) is not part of the Contract Documents. Any changes necessitated because of the Prebid Meeting would result in the issuance of an Addendum.
   c) General Conditions and Supplementary Conditions.
   d) Technical Specifications and Drawings (if any) as listed in the table of contents for Technical Specifications.
2. Documents submitted by Contractor as a Condition precedent to award:
   a) Performance bond.
   b) Payment bond.
   c) Maintenance (Warranty) bond.
   d) Certificate of Insurance.
3. Exhibits to this Agreement which were part of the Bid Documents:
   Non-Collusion Affidavit, Contractor Certification, Certification for Contract, Certificate of Compliance with Section 11-42-.1 of the Illinois Municipal Code.
4. The following which may be delivered or issued on or after the Effective Date of the Agreement and are not attached hereto:
   a) Notice to Proceed.
   b) Preconstruction Meeting Minutes
   c) Work Change Directive(s).

d) Change Order(s).
e) Field Order(s).

B. There are no Contract Documents other than those listed above in this Article 13.

C. The Contract Documents may only be amended, modified, or supplemented as provided in the General Conditions.

ARTICLE 14 – MISCELLANEOUS

14.01 Assignment of Contract

A. No assignment by a party hereto of any payment rights under or interests in the Contract will be binding on the Owner hereto without the written consent of the Owner; and, specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

14.02 Successors

A. Owner and Contractor each binds itself, its partners, successors, and legal representatives to the other party hereto, its partners, successors, and legal representatives in respect to all covenants, agreements, and obligations contained in the Contract Documents.

14.03 Severability

A. Any provision or part of the Contract Documents held to be void or unenforceable under any Law or Regulation is to be deemed stricken, and all remaining provisions is to continue to be valid and binding upon Owner and Contractor, who agree that the Contract Documents are to be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

NON-COLLUSION AFFIDAVIT

The Bidder is required to execute and submit with his Bid, the Non-Collusion Affidavit:

State of: Illinois

County of: Kane

Fox Excavating
1305 S. River St.
Batavia, IL 60510

Bid Identification: _____

CONTRACTOR Fox Excavating Inc being first duly sworn, deposes and says that he is (sole owner, a partner, president, secretary, etc.) of the party making the foregoing BID; that such BID is not made in the interest of or on behalf of any undisclosed person, partnership, company, association, organization, or corporation; that such BID is genuine and not collusive or sham; that said BIDDER has not directly or indirectly induced or solicited any other BIDDER to put in a false or sham BID, and has not directly or indirectly colluded, conspired, connived, or agreed with any BIDDER or anyone else to put in a sham BID, or that anyone shall refrain from bidding; that said BIDDER has not in any manner, directly or indirectly, sought by agreement, communication or conference with anyone to fix the BID price of said BIDDER or of any other BIDDER, or to fix any overhead, profit, or cost element of such BID price, or that of any other BIDDER, or to secure any advantage against the OWNER awarding the CONTRACT or anyone interested in the proposed CONTRACT; that all statements contained in such BID are true; and, further, that said BIDDER has not, directly or indirectly, submitted his BID price or any breakdown thereof, or the contents thereof, of divulged information or data relative thereto, or paid and will not pay any fee in connection therewith, to any corporation, partnership, company, association, organization, BID depository, or to any member or agent thereof, or to any other individual except to such person or persons as have a partnership or other financial interest with said BIDDER in his general business.

Signed: _____ 6/4/26

Subscribed and sworn to before me this the day of:
6/4/26

Seal of Notary: _____

OFFICIAL SEAL
CHRISTINE ANN NIGHTINGALE
Notary Public, State of Illinois
Commission No.
My Commission Expires June 16, 2027

CERTIFICATION FOR CONTRACT

The undersigned, as a duly authorized representative of the Contractor, hereby certified to the (Client) _____ Illinois, that the Contractor is fully aware of and able to comply with all Local, State, and Federal Safety Laws and Regulations applicable for the construction of the Project known as (Project):

_____

Gary Martin President

Name

Fox Excavating Inc

Company

6/4/26

Date

Fox Excavating
1305 S. River St.
Batavia, IL 60510

CERTIFICATION FOR CONTRACT

The undersigned, as a duly authorized representative of the Contractor, hereby certified to the (Client) _____ Illinois, that the Contractor is fully aware of and able to comply with all Local, State, and Federal Safety Laws and Regulations applicable for the construction of the Project known as (Project):

_____

Gary Martin President

Name

Fox Excavating Inc

Company

6/4/26

Date

Fox Excavating
1305 S. River St.
Batavia, IL 60510

Fox Excavating
1305 S. River St.
Batavia, IL 60510

CERTIFICATE OF COMPLIANCE WITH SECTION 11-42-.1

OF THE ILLINOIS MUNICIPAL CODE

The undersigned, upon being first duly sworn, hereby certifies to the (Client)_____, that Fox Excavating Inc (Contractor) is not currently delinquent in the payment of any tax administered by or owed to the Illinois Department of Revenue, or otherwise in default upon any such tax as defined under Chapter 24, Section 11-42-.1 Illinois Revised Statutes.

_____

Name of Contractor

_____

By

Gary Martin, President

Title

Subscribed and sworn to before me this 4 day of June, 2026

_____

Notary Public

OFFICIAL SEAL
CHRISTINE ANN NIGHTINGALE
Notary Public, State of Illinois
Commission No.
My Commission Expires June 16, 2027

OHIO FARMERS INSURANCE COMPANY

Westfield Center, Ohio 44251-5001

Bid Bond

KNOW ALL MEN BY THESE PRESENTS, that we **Fox Excavating Inc.**
1305 S. River Street, Batavia, IL 60510-9648

as Principal, hereinafter called the Principal, and OHIO FARMERS INSURANCE COMPANY, Westfield Center, Ohio 44251 a corporation duly organized under the laws of the State of Ohio as Surety, hereinafter called the Surety, are held and firmly bound unto **Village of Oak Brook,**
1200 Oak Brook Rd., Oak Brook, IL 60523

as Obligee, hereinafter called the Obligee, in the sum of **Ten Percent of the attached bid** Dollars (**$10% of Bid**),

for the payment of which sum well and truly to be made, the said Principal and the said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for **Route 83 and I-88 Water Main Replacement**

NOW, THEREFORE, if the Obligee shall accept the bid of the Principal and the Principal shall enter into a Contract with the Obligee in accordance with the terms of such bid, and give such bond or bonds as may be specified in the bidding or Contract Documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof, or in the event of the failure of the Principal to enter such Contract and give such bond or bonds, if the Principal shall pay to the Obligee the difference not to exceed the penalty hereof between the amount specified in said bid and such larger amount for which the Obligee may in good faith contract with another party to perform the Work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect.

Signed and sealed this **5th** day of **June , 2026** .

Fox Excavating, Inc.
(Principal) *(Seal)*

By: _____
(Title)

Ohio Farmers Insurance Company
(Surety) *(Seal)*

Veronica O'Connor
Veronica O'Connor *(Title)* **Attorney-in-Fact**

OHIO FARMERS INSURANCE COMPANY ★ CHARTERED ★ 1848

Printed in cooperation with the American Institute of Architects (AIA) by the Ohio Farmers Insurance Company. The language in this document conforms exactly to the language used in AIA Document A310, February 1970 edition.

THIS POWER OF ATTORNEY SUPERCEDES ANY PREVIOUS POWER BEARING THIS SAME POWER # AND ISSUED PRIOR TO 05/16/24, FOR ANY PERSON OR PERSONS NAMED BELOW.

General Power of Attorney

CERTIFIED COPY

POWER NO. **1212962 02**

Westfield Insurance Co.
Westfield National Insurance Co.
Ohio Farmers Insurance Co.
Westfield Center, Ohio

presents make, constitute and appoint
WILLIAM H. HAYES, HOWARD A. WEISS, JOEL C. EDSON, VERONICA O'CONNOR, MAGGIE GRANHOLM, JOINTLY OR SEVERALLY

suretyship in any penal limit. . . . . . .

LIMITATION: THIS POWER OF ATTORNEY CANNOT BE USED TO EXECUTE NOTE GUARANTEE, MORTGAGE DEFICIENCY, MORTGAGE GUARANTEE, OR BANK DEPOSITORY BONDS.

WESTFIELD INSURANCE COMPANY, WESTFIELD NATIONAL INSURANCE COMPANY and OHIO FARMERS INSURANCE COMPANY:

and on behalf of the Company subject to the following provisions:

notices and documents canceling or terminating the Company's liability thereunder, and any such instruments so executed by any such Attorney-in-Fact shall be as binding upon the Company as if signed by the President and sealed and attested by the Corporate Secretary."

"Be it Further Resolved, that the signature of any such designated person and the seal of the Company heretofore or hereafter affixed to any power of attorney or any certificate relating thereto by facsimile, and any power of attorney or certificate bearing facsimile signatures or facsimile seal shall be valid and binding upon the Company with respect to any bond or undertaking to which it is attached." (Each adopted at a meeting held on February 8, 2000).

In Witness Whereof, WESTFIELD INSURANCE COMPANY, WESTFIELD NATIONAL INSURANCE COMPANY and OHIO FARMERS INSURANCE COMPANY have caused these presents to be signed by their **National Surety Leader** and **Senior Executive** and their corporate seals to be hereto affixed this **16th** day of **MAY** A.D., **2024** .

Corporate Seals Affixed

WESTFIELD INSURANCE COMPANY
WESTFIELD NATIONAL INSURANCE COMPANY
OHIO FARMERS INSURANCE COMPANY

By: **Gary W. Stumper**, *National Surety Leader* and *Senior Executive*

State of Ohio
County of Medina ss.:

On this **16th** day of **MAY** A.D., **2024** , before me personally came **Gary W. Stumper** to me known, who, being by me duly sworn, did depose and say, that he resides in **Medina, OH;** that he is **National Surety Leader** and **Senior Executive** of WESTFIELD INSURANCE COMPANY, WESTFIELD NATIONAL INSURANCE COMPANY and OHIO FARMERS INSURANCE COMPANY, the companies described in and which executed the above instrument; that he knows the seals of said Companies; that the seals affixed to said instrument are such corporate seals; that they were so affixed by order of the Boards of Directors of said Companies; and that he signed his name thereto by like order.

Notarial Seal Affixed

State of Ohio
County of Medina ss.:

David A. Kotnik, Attorney at Law, *Notary Public*
My Commission Does Not Expire (Sec. 147.03 Ohio Revised Code)

I, **Frank A. Carrino,** Secretary of WESTFIELD INSURANCE COMPANY, WESTFIELD NATIONAL INSURANCE COMPANY and OHIO FARMERS INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney, executed by said Companies, which is still in full force and effect; and furthermore, the resolutions of the Boards of Directors, set out in the Power of Attorney are in full force and effect.

In Witness Whereof, I have hereunto set my hand and affixed the seals of said Companies at Westfield Center, Ohio, this 5th day of June A.D., 2026 .

Frank A. Carrino, *Secretary*

BPOAC2 (combined) (03-22)

Illinois Department of Transportation

Affidavit of Availability

For the Letting of

Fox Excavating
1305 S. River St.
Batavia, IL 60510

Bureau of Construction
2300 South Dirksen Parkway/Room 322
Springfield, IL 62764

Instructions: Complete this form by either typing or using black ink. "Authorization to Bid" will not be issued unless both sides of this form are completed in detail. Use additional forms as needed to list all work.

Part I. Work Under Contract None

List below all work you have under contract as either a prime contractor or a subcontractor. It is required to include all pending low bids not yet awarded or rejected. In a joint venture, list only that portion of the work which is the responsibility of your company. The uncompleted dollar value is to be based upon the most recent engineer's or owners estimate, and must include work subcontracted to others. If no work is contracted, show NONE.

	1	2	3	4	Awards Pending	Accumulated Totals
Contract Number						
Contract With						
Estimated Completion Date						
Total Contract Price						
Uncompleted Dollar Value if Firm is the Prime Contractor						
Uncompleted Dollar Value if Firm is the Subcontractor						
					Total Value of All Work	0

Part II. Awards Pending and Uncompleted Work to be done with your own forces. None

List below the uncompleted dollar value of work for each contract and awards pending to be completed with your own forces. All work subcontracted to others will be listed on the reverse of this form. In a joint venture, list only that portion of the work to be done by your company. If no work is contracted, show NONE.

Earthwork						
Portland Cement Concrete Paving						
HMA Plant Mix						
HMA Paving						
Clean & Seal Cracks/Joints						
Aggregate Bases, Surfaces						
Highway, R.R., Waterway Struc.						
Drainage						
Electrical						
Cover and Seal Coats						
Concrete Construction						
Landscaping						
Fencing						
Guardrail						
Painting						
Signing						
Cold Milling, Planning, Rotomilling						
Demolition						
Pavement Markings (Paint)						
Other Construction (List)						
Totals						0

Disclosure of this information is REQUIRED to accomplish the statutory purpose as outlined in the "Illinois Procurement Code." Failure to comply will result in non-issuance of an "Authorization To Bid." This form has been approved by the State Forms Management Center.

Part III. Work Subcontracted to Others.

For each contract described in Part I, list all the work you have subcontracted to others.

	1	2	3	4	Awards Pending
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Total Uncompleted	0				

Fox Excavating
1305 S. River St.
Batavia, IL 60510

Notary

I, being duly sworn, do hereby declare this affidavit is a true and correct statement relating to ALL uncompleted contracts of the undersigned for Federal, State, County, City and private work, including ALL subcontract work, ALL pending low bids not yet awarded or rejected and ALL estimated completion dates.

Officer or Director: Gary Martin

Title: President

Signature: [signature] Date: 6/4/26

Company: Fox Excavating Inc

Address: 1305 S. River St

City: Batavia State: IL Zip Code: 60510

Subscribed and sworn to before me this 4 day of June, 20 26

[signature] (Signature of Notary Public)

My commission expires 4/14/27

OFFICIAL SEAL
CHRISTINE ANN NIGHTINGALE
Notary Public, State of Illinois
Commission No.
My Commission Expires June 16, 2027

(Notary Seal)

☐ Add pages for additional contracts

Illinois Department of Transportation

Apprenticeship and Training Program Certification

Local Public Agency	County	Street Name/Road Name	Section Number
Village of Oak Brook	DuPage	83/I88 Water main	N/A

All contractors are required to complete the following certification

☒ For this contract proposal or for all bidding groups in this deliver and install proposal.

☐ For the following deliver and install bidding groups in this material proposal.

Fox Excavating
1305 S. River St.
Batavia, IL 60510

Illinois Department of Transportation policy, adopted in accordance with the provisions of the Illinois Highway Code, requires this contract to be awarded to the lowest responsive and responsible bidder. The award decision is subject to approval by the Department. In addition to all other responsibility factors, this contract or deliver and install proposal requires all bidders and all bidder's subcontractors to disclose participation in apprenticeship or training programs that are (1) approved by and registered with the United States Department of Labor's Bureau of Apprenticeship and Training, and (2) applicable to the work of the above indicated proposals or groups. Therefore, all bidders are required to complete the following certification:

1. Except as provided in paragraph 4 below, the undersigned bidder certifies that it is a participant, either as an individual or as part of a group program, in an approved apprenticeship or training program applicable to each type of work or craft that the bidder will perform with its own employees.

2. The undersigned bidder further certifies, for work to be performed by subcontract, that each of its subcontractors either (A) is, at the time of such bid, participating in an approved, applicable apprenticeship or training program; or (B) will, prior to commencement of performance of work pursuant to this contract, establish participation in an approved apprenticeship or training program applicable to the work of the subcontract.

3. The undersigned bidder, by inclusion in the list in the space below, certifies the official name of each program sponsor holding the Certificate of Registration for all of the types of work or crafts in which the bidder is a participant and that will be performed with the bidder's employees. Types of work or craft that will be subcontracted shall be included and listed as subcontract work. The list shall also indicate any type of work or craft job category for which there is no applicable apprenticeship or training program available.

4. Except for any work identified above, if any bidder or subcontractor shall perform all or part of the work of the contract or deliver and install proposal solely by individual owners, partners or members and not by employees to whom the payment of prevailing rates of wages would be required, check the following box, and identify the owner/operator workforces and positions of ownership. ☐

The requirements of this certification and disclosure are a material part of the contract, and the contractor shall require this certification provision to be included in all approved subcontracts. The bidder is responsible for making a complete report and shall make certain that each type of work or craft job category that will be utilized on the project is accounted for and listed. The Department at any time before or afterward may require the production of a copy of each applicable Certificate of Registration issued by the United States Department of Labor evidencing such participation by the contractor and any or all of its subcontractors. In order to fulfill the participation requirement, it shall not be necessary that any applicable program sponsor be currently taking or that it will take applications for apprenticeship, training or employment during the performance of the work of this contract or deliver and install proposal.

Bidder: Fox Excavating Inc

Signature & Date: 6/4/26

Title: Gary Martin, President

Address: 1305 S River St.

City: Batavia

State: IL

Zip Code: 60510

VILLAGE OF OAK BROOK
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS 60523

CONTRACT

THIS AGREEMENT made this _____ day of _____, 2026 by and between the Village of Oak Brook, an Illinois municipal corporation hereinafter called the "Owner"

and Fox Excavating Inc.

located at 1305 S. River St, Batavia 60510 hereinafter called the "Contractor". **WITNESSETH:**

WHEREAS, the Owner has heretofore solicited Bid Proposals for all labor and materials necessary to complete the work specified in the **Route 83- I-88 Water Main Replacement Project** bid documents.

WHEREAS, the Owner has found that the Contractor is the lowest responsible bidder for said work and has awarded the Contractor this contract for said work.

NOW, THEREFORE, for and in consideration of their mutual promises and agreements, the parties hereto do hereby agree as follows:

1. The Contractor agrees to furnish all materials, supplies, tools, equipment, labor and other services necessary to commence and complete the **Route 83- I-88 Water Main Replacement Project** in accordance with the conditions and prices stated in the Invitation to Bid, Instructions to Bidders, Insurance Requirements, Specifications, Special Provisions, IDOT Details, Proposal, Contract Form, and Plans, all of which are made a part hereof and herein called the "Contract Documents".
2. The Owner will pay the Contractor in the amounts, manner and at times as set forth in the Contract Documents.

IN WITNESS WHEREOF, the parties hereto have executed, or caused to be executed by their duly authorized officials, this Contract as of the day and year first above written:

OWNER: VILLAGE OF OAK BROOK

BY: _____
Greg Summers, Village Manager

ATTEST:

_____
Netasha Scarpiniti, Village Clerk

CONTRACTOR: Fox Excavating
1305 S. River St.
Batavia, IL 60510

BY: _____
Signature

Print Name and Title: Gary Martin, President

IF CORPORATION ATTEST AND SEAL BELOW

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 3/27/2026

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER AssuredPartners of Illinois, LLC 4350 Weaver Pkwy Warrenville IL 60555	**CONTACT NAME:** Certificate Team **PHONE (A/C, No, Ext):** 630-355-2077 **FAX (A/C, No):** 630-355-7996 **E-MAIL ADDRESS:** certs.apil@assuredpartners.com
INSURED FOXEXCA-01 Fox Excavating Inc. 1305 S. River St. Batavia IL 60510-9648	**INSURER(S) AFFORDING COVERAGE** — **NAIC #** **INSURER A :** SECURA Insurance, A Mutual Co. — 22543 **INSURER B :** Accident Fund Insurance Company of America — 10166 **INSURER C :** **INSURER D :** **INSURER E :** **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** 23093309 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:			3458392	3/31/2026	3/31/2027	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG $	$ 1,000,000 $ 500,000 $ 15,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $
A	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY X HIRED AUTOS ONLY SCHEDULED AUTOS X NON-OWNED AUTOS ONLY			3458394	3/31/2026	3/31/2027	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) $	$ 1,000,000 $ $ $ $
A	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED X RETENTION $ 0			3458395	3/31/2026	3/31/2027	EACH OCCURRENCE AGGREGATE $	$ 5,000,000 $ 5,000,000 $
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N: Y If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		100017313	3/31/2026	3/31/2027	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
A	Leased/Rented Equipment			3458392	3/31/2026	3/31/2027	Limit: $160,000	Ded: $1,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

PROOF OF INSURANCE

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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CERTIFICATION OF PAYROLL RECORDS

I, Gary Martin (name of person executing this certificate), do hereby certify that I am the duly qualified and acting President (title) for Fox Excavating Inc (name of contractor) and, as such, am authorized to certify payroll records as true and accurate for such company in accordance with the requirements of Section 5 of the Prevailing Wage Act (820 ILCS 130/5) (the "Act").

I do hereby further certify that the following document is a true and accurate copy of the records of all laborers, mechanics, and other workers employed by Fox Excavating Inc (name of contractor) on the Route 83- I-88 Water Main Replacement Project (the "Project") for the Village of Oak Brook (the "Village"), including each such worker's name, address, telephone number, social security number, classification or classifications; and the hourly wages paid in each pay period, hours worked each day, and the starting and ending times of work each day for each such worker on such Project.

I do hereby further certify that the hourly rate paid to each worker is not less than the general prevailing rate of hourly wages required by the Act, and that Fox Excavating Inc (name of contractor), and I on behalf of such contractor, are fully aware that filing a certified payroll that we know to be false is a Class B misdemeanor. I further certify that upon two (2) business days' notice, if requested, we and any subcontractor hired by us shall make available for inspection the records required in the Act to the District, its officers, and agents, and to the Director of Labor, his deputies, and agents, at reasonable hours at a location within the State of Illinois.

Fox Excavating
1305 S. River St.
Batavia, IL 60510

Date: 6/4/, 2026

Fox Excavating Inc

(Name of Contractor)

Gary Martin

(Signature)

Gary Martin

(Printed Name)

President

(Title)

Subscribed and sworn to before me.

this 4th day of June, 2026.

Notary Public

OFFICIAL SEAL
LORI SALETRI-PARKIN
Notary Public - State of Illinois
My Commission Expires Mar. 13, 2027

PREVAILING WAGE AFFIDAVIT

I, Gary Martin (name of signatory), on oath hereby state and certify that Fox Excavating Inc (name of Contractor), pursuant to a Contract dated _____ 2026, with the Village of Oak Brook for the Route 83/ I-88 Water main Replacement Project, has complied and will comply with all laws, including those relating to the employment of labor, the payment of the current general prevailing rate of hourly wages for each craft or type of worker or mechanic needed to execute the Contract or perform such work, and also the current general prevailing rate for legal holiday and overtime work, as ascertained by the Illinois Department of Labor for DuPage County, Illinois, and those prevailing rates are paid and shall be paid for each craft or type of worker or mechanic needed to execute the aforesaid Contract or to perform such work.

Fox Excavating Inc (name of Contractor) has also complied and will comply with all record keeping requirements established in the Prevailing Wage Act 820 ILCS 130/0.01, *et seq.*

CONTRACTOR:

By: Fox Excavating Inc

Gary Martin

Title: Gary Martin, President

Fox Excavating
1305 S. River St.
Batavia, IL 60510

SUBSCRIBED AND SWORN TO BEFORE
ME THIS 4th DAY OF June, 2026

NOTARY PUBLIC

OFFICIAL SEAL
LORI SALETRI-PARKIN
Notary Public - State of Illinois
My Commission Expires Mar. 13, 2027

Bid Certification

The undersigned, being first duly sworn an oath, deposes and states that he has the authority to make this certification on behalf of the bidder for the construction, product, commodity, or service briefly described as follows:

"Route 83- I-88 Water Main Replacement Project"

(A) The undersigned certifies that, pursuant to Chapter 720, Section 5/33E of the Illinois Compiled Statutes, 1993, the bidder is not barred from bidding on this contract as a result of a conviction for the violation of State of Illinois laws prohibiting bid-rigging or bidrotating.

(B) The undersigned states under oath that, pursuant to Chapter 65, Section 5/11-42.1-1 of the Illinois Compiled Statutes, 1993, the bidder is not delinquent in the payment of any tax administered by the Illinois Department of Revenue.

(C) The undersigned certifies that, pursuant to Chapter 775, Section 5/2-105. of the Illinois Compiled Statutes, 1993, the bidder has a written sexual harassment policy in place including the following information:

1. An acknowledgment of the illegality of sexual harassment.
2. The definition of sexual harassment under State law.
3. A description of sexual harassment, utilizing examples.
4. The contractor's internal complaint process including penalties.
5. The legal recourse, investigative and complaint process available through the Illinois Department of Human Rights and the Human Rights Commission.
6. Directions on how to contact the Department or the Commission.

Fox Excavating
1305 S. River St.
Batavia, IL 60510

This business firm is: (check one)

X Corporation _____ Partnership _____ Individual

Firm Name: Fox Excavating Inc

Address: 1305 S. River St

City, State, ZIP: Batavia, IL 60510

Signature: [signature]

Name Printed: Gary Martin

Title: President

Telephone: 630/879-2674 Date: 6/4/26

Fox Excavating
1305 S. River St.
Batavia, IL 60510

ATTEST:

[signature]

BRANDON M JAFRIL PM

-SEAL-

SUBSCRIBED AND SWORN TO
before me this 4 day
of June, 2026

[signature]
Notary Public

OFFICIAL SEAL
CHRISTINE ANN NIGHTINGALE
Notary Public, State of Illinois
Commission No.
My Commission Expires June 16, 2027

Fox Excavating, Inc
Completed/Current Projects
References

2022

City of Elgin
2021 Water Main Improvements
Various Locations
Site Utilities- 1100 L.F. New Water Main
$527,400.00

Culver's Wheaton
908 E. Roosevelt Rd.
Wheaton, IL 60187
McCon Building Corp.
Building Demo, Sitework, Site Utilities
$619,500.00

City of St. Charles
Stirup Cup Court
Watermain Replacement
1-12 Stirup Cup Court
$203,000.00

East Maine School Dist. 63
Washington Elem. School
2710 Golf Rd.
Glenview, IL 60016
F.H. Paschen
Sitework & Site Utilities
$290,000.00

East Maine School Dist. 63
Apollo Elem. School
10100 Dee Rd.
Des Plaines, IL 60016
Site Utilities
$93,500.00

City of North Aurora
Cherry Tree Sanitary Improvements
16 & 18 N. Cherrytree Court
North Aurora, IL
Site Utilities
$136,000.00

Troy CCSD 30C
Troy Administration Building Addition
5800 Theodore St.
Plainfield, IL 60586
Sitework, Excavation and Site Utilities
$275,000.00

2023

City of Wheaton
Droset Drive Flood Improvements
2033-2066 Dorset Dr.
Wheaton, IL 60187
Site Utilities
$553,600.00

Elgin Community College
Building H Additions
1700 Spartan Dr.
Elgin, IL
Lamp, Inc.
Sitework, Excavation and Site Utilities
$434,800.00

Wheatlands Park
1270 Spinnaker Dr.
Aurora, IL
Sitework and Underground
$279,700.00

ALDI Headquarters
Water Main Improvements
A.M. King Construction
1200 N. Hubbard Rd.
Batavia, IL
$95,000.00

2023 CONT.

Queen Bee School District 16
QBSD 16 Operations Center & District Office
1560 Bloomingdale Rd.
Glendale Heights, IL 60139
Riely Construction
Select Demo, Sitework & Excavation
$547,000.00

Well No. 13 Water Treatment Plant
City of Warrenville
SW Corner of Barkley Ave & Estes St.
Warrenville, IL
Sitework & Underground
$436,131.00

Naperville Wheaton Townhomes
5S275 Naperville Wheaton Rd.
Naperville, IL 60510
Sitework, Excavation and Underground Utilities
$410,000

2024

North Aurora Fire Station
23 N. Lincolnway St.
North Aurora, IL 60542
Sitework & Excavation
$489,800

Rite Bite Fundraising
824 E. North St.
Elburn, IL 60119
Sitework, Excavation and Underground Utilities
$234,000

Indian Trail Splash Pad
Indian Trail Road
Aurora, IL
Sitework and Underground Utilities
$212,850

2024 CONT

Hoyles and Jackson Watermain
City of Aurora
Storm and Watermain-Lead Service Replacement
420 Hoyles St.
Aurora, IL
$939,285.00

City of Aurora Public Works Phase 2
Geneva Construction- Sitework and Underground
2185 E. Liberty St.
Aurora, IL 60505
$289,800.00

Scarlet Oak Drainage Improvements
Village of Lisle
2116 Scarlet Oak Ln.
Lisle, IL
Back Yard Drainage Improvements
$491,910.00

2025

Illinois Tollway
Contract I-23-4895
Fox Excavating, Inc- General Contractor
Watermain Improvements
At LaGrange Road Mile Post 20.9
$455,239

ALDI Headquarters
Building D Addition
A.M. King Construction
1200 N. Kirk Rd.
Batavia, IL 60510
Demo, Sitework, Excavation and Underground Utility
$1,265,000

ALDI Headquarters
BCI Parking Deck-
A.M King Construction
1200 N. Kirk Rd.
Batavia, IL 60510
Demo, Sitework, Excavation and Underground Utility
$2,914,000

Hampshire Public Works
Lamp, Inc.
Underground Sanitary, Water & Storm Improvements
$419,000

Delnor Hospital Watermain Improvements
City of Geneva-
Hampton, Lenzini and Renwick, Inc
Underground Water and Storm Improvements
$497,735

2025 Projects Currently Under Contract- NOT COMPLETED

Wing Park Clubhouse
Lamp, Inc.
1012 Wing St.
Elgin, IL 60123
Sitework & Utility Improvements
$299,000

Fox Valley Watermain Improvements
City of Aurora
Fox Valley Mall Circle
Aurora, IL
Watermain
$185,000

Client References
Lamp, Inc.- Greg Bohlin- 224-629-0551
Boman Consulting Group- Fred Nazar 773-418-2955
Leopardo Companies- Jeff Montanari- 331-210-1534
City of Aurora- Kurt Muth- 630-701-4125
Village of Oakbrook Terrace- Craig Ward- Director of Public Works (630) 941-1651
Village of North Aurora- Brandon Tonarelli- Village Engineer (331) 385-6432

Bank References
US Bank
21 North Third Street
Geneva, IL 60134
(630) 232-7475

Trade References
Lafarge NA, Inc.- 847-514-0912
Welch Brothers, Inc.- 847-741-6134
Water Product Co.- 630-898-6100

FOX EXCAVATING, INC.
Est. 1992
1305 S. River Street, Batavia, IL 60510-9648
Phone: (630) 879-2674 • Fax: (630) 879-2025

CREDIT REFERENCES

January 2, 2026
Fox Excavating, Inc.
FEIN# 36-3824067

U.S. Bank
21 N. Third Street - Geneva, IL 60134
Phone: 630-232-6700 Fax: 630-232-6761
Account Number: 422596 705
Contact: Hermann Schmidt

Lafarge-Holcim
1300 State Route 31
South Elgin, Illinois 60177
(815) 331-7200 ext 61162
(847) 742-6015 Fax
ghofmann@meyermaterial.com

Water Products Co.
P.O. Box 50
Aurora IL 60507
(630) 898-6100
(630) 898-1067 Fax
linda@waterproductscompany.com

Welch Brothers, Inc.
1050 St. Charles Street
P. O. Box 749
Elgin, IL 60121-0749
(847) 741-6134, Ext. 310
(847) 741-6195 Fax
gparker@welchbrothers.com

Superior Asphalt Materials, LLC
PO Box 998
Aurora, IL 60507
Ph 630-892-4357
Fax 630-892-7738
bobbis@genevaconstruction.net

FOX EXCAVATING, INC.
Est. 1992
1305 S. River Street, Batavia, IL 60510-9648
Phone: (630) 879-2674 • Fax: (630) 879-2025

CLIENT REFERENCES

Lamp, Inc.- Greg Bohlin- 224-629-0551
Boman Consulting Group- Fred Nazar 773-418-2955
Leopardo Companies- Jeff Montanari- 331-210-1534
City of Aurora- Kurt Muth- 630-701-4125

Village of Oakbrook Terrace- Craig Ward- Director of Public Works (630) 941-1651
cward@oakbrookterrace.net

Village of North Aurora- Brandon Tonarelli- Village Engineer (331) 385-6432
btonarelli@northaurora.org

City Of Aurora- Gerardo Licon- Village Engineer (630-777-4325)
licong@aurora.il.us

Illinois Department of Transportation

Certificate of Eligibility

Contractor No 566C

Fox Excavating, Inc.
1305 South River Street BATAVIA, IL 60510

WHO HAS FILED WITH THE DEPARTMENT AN APPLICATION FOR PREQUALIFICATION STATEMENT OF EXPERIENCE, EQUIPMENT AND FINANCIAL CONDITION IS HEREBY QUALIFIED TO BID AT ANY OF DEPARTMENT OF TRANSPORTATION LETTINGS IN THE CLASSES OF WORK AND WITHIN THE AMOUNT AND OTHER LIMITATIONS OF EACH CLASSIFICATION, AS LISTED BELOW, FOR SUCH PERIOD AS THE UNCOMPLETED WORK FROM ALL SOURCES DOES NOT EXCEED $1,500,000.00

001	EARTHWORK	$1,500,000
012	DRAINAGE	$1,500,000
034	DEMOLITION	$950,000

THIS CERTIFICATE OF ELIGIBILITY IS VALID FROM 2/27/2026 TO 2/28/2027 INCLUSIVE, AND SUPERSEDES ANY CERTIFICATE PREVIOUSLY ISSUED, BUT IS SUBJECT TO REVISION OR REVOCATION, IF AND WHEN CHANGES IN THE FINANCIAL CONDITION OF THE CONTRACTING FIRM OR OTHER FACTS JUSTIFY SUCH REVISIONS OR REVOCATION.
ISSUED AT SPRINGFIELD, ILLINOIS ON 2/27/2026.

Engineer of Construction

IL 494-0645

OHIO FARMERS INSURANCE COMPANY

Westfield Center, Ohio 44251-5001

Bid Bond

KNOW ALL MEN BY THESE PRESENTS, that we **Fox Excavating Inc.**
1305 S. River Street, Batavia, IL 60510-9648

as Principal, hereinafter called the Principal, and OHIO FARMERS INSURANCE COMPANY, Westfield Center, Ohio 44251 a corporation duly organized under the laws of the State of Ohio as Surety, hereinafter called the Surety, are held and firmly bound unto **Village of Oak Brook,**
1200 Oak Brook Rd., Oak Brook, IL 60523

as Obligee, hereinafter called the Obligee, in the sum of **Ten Percent of the attached bid** Dollars (**$10% of Bid**),

for the payment of which sum well and truly to be made, the said Principal and the said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for **Route 83 and I-88 Water Main Replacement**

NOW, THEREFORE, if the Obligee shall accept the bid of the Principal and the Principal shall enter into a Contract with the Obligee in accordance with the terms of such bid, and give such bond or bonds as may be specified in the bidding or Contract Documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof, or in the event of the failure of the Principal to enter such Contract and give such bond or bonds, if the Principal shall pay to the Obligee the difference not to exceed the penalty hereof between the amount specified in said bid and such larger amount for which the Obligee may in good faith contract with another party to perform the Work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect.

Signed and sealed this **5th** day of **June**, **2026**.

Fox Excavating, Inc.
(Principal) *(Seal)*
By: _____
(Title)

Ohio Farmers Insurance Company
(Surety) *(Seal)*
Veronica O'Connor
Veronica O'Connor *(Title)* **Attorney-in-Fact**

Printed in cooperation with the American Institute of Architects (AIA) by the Ohio Farmers Insurance Company. The language in this document conforms exactly to the language used in AIA Document A310, February 1970 edition.

THIS POWER OF ATTORNEY SUPERCEDES ANY PREVIOUS POWER BEARING THIS SAME POWER # AND ISSUED PRIOR TO 05/16/24, FOR ANY PERSON OR PERSONS NAMED BELOW.

General Power of Attorney

CERTIFIED COPY

POWER NO. **1212962 02**

Westfield Insurance Co.
Westfield National Insurance Co.
Ohio Farmers Insurance Co.
Westfield Center, Ohio

presents make, constitute and appoint
WILLIAM H. HAYES, HOWARD A. WEISS, JOEL C. EDSON, VERONICA O'CONNOR, MAGGIE GRANHOLM, JOINTLY OR SEVERALLY

suretyship in any penal limit. - - -

CERTIFICATION FOR CONTRACT

The undersigned, as a duly authorized representative of the Contractor, hereby certified to the (Client) _____ Illinois, that the Contractor is fully aware of and able to comply with all Local, State, and Federal Safety Laws and Regulations applicable for the construction of the Project known as (Project):

Gary Martin President

Name

Fox Excavating Inc

Company

6/4/26

Date

Fox Excavating
1305 S. River St.
Batavia, IL 60510

Fox Excavating
1305 S. River St.
Batavia, IL 60510

CERTIFICATE OF COMPLIANCE WITH SECTION 11-42-.1

OF THE ILLINOIS MUNICIPAL CODE

The undersigned, upon being first duly sworn, hereby certifies to the (Client)_____,
that Fox Excavating Inc (Contractor) is not currently delinquent in the payment of any tax administered by or owed to the Illinois Department of Revenue, or otherwise in default upon any such tax as defined under Chapter 24, Section 11-42-.1 Illinois Revised Statutes.

_____

Name of Contractor

Gary W

By

Gary Martin, President

Title

Subscribed and sworn to before me this 4 day of June, 20 26

Christine Nightingale

Notary Public

OFFICIAL SEAL
CHRISTINE ANN NIGHTINGALE
Notary Public, State of Illinois
Commission No.
My Commission Expires June 16, 2027

NON-COLLUSION AFFIDAVIT

The Bidder is required to execute and submit with his Bid, the Non-Collusion Affidavit:

State of: Illinois

County of: Kane

Fox Excavating
1305 S. River St.
Batavia, IL 60510

Bid Identification: _____

CONTRACTOR Fox Excavating Inc being first duly sworn, deposes and says that he is (sole owner, a partner, president, secretary, etc.) of the party making the foregoing BID; that such BID is not made in the interest of or on behalf of any undisclosed person, partnership, company, association, organization, or corporation; that such BID is genuine and not collusive or sham; that said BIDDER has not directly or indirectly induced or solicited any other BIDDER to put in a false or sham BID, and has not directly or indirectly colluded, conspired, connived, or agreed with any BIDDER or anyone else to put in a sham BID, or that anyone shall refrain from bidding; that said BIDDER has not in any manner, directly or indirectly, sought by agreement, communication or conference with anyone to fix the BID price of said BIDDER or of any other BIDDER, or to fix any overhead, profit, or cost element of such BID price, or that of any other BIDDER, or to secure any advantage against the OWNER awarding the CONTRACT or anyone interested in the proposed CONTRACT; that all statements contained in such BID are true; and, further, that said BIDDER has not, directly or indirectly, submitted his BID price or any breakdown thereof, or the contents thereof, of divulged information or data relative thereto, or paid and will not pay any fee in connection therewith, to any corporation, partnership, company, association, organization, BID depository, or to any member or agent thereof, or to any other individual except to such person or persons as have a partnership or other financial interest with said BIDDER in his general business.

Signed: _____ 6/4/26

Subscribed and sworn to before me this the day of:
6/4/26

Seal of Notary: _____

OFFICIAL SEAL
CHRISTINE ANN NIGHTINGALE
Notary Public, State of Illinois
Commission No.
My Commission Expires June 16, 2027

Illinois Department of Transportation

Affidavit of Availability

For the Letting of

Fox Excavating
1305 S. River St.
Batavia, IL 60510

Bureau of Construction
2300 South Dirksen Parkway/Room 322
Springfield, IL 62764

Instructions: Complete this form by either typing or using black ink. "Authorization to Bid" will not be issued unless both sides of this form are completed in detail. Use additional forms as needed to list all work.

Part I. Work Under Contract None

List below all work you have under contract as either a prime contractor or a subcontractor. It is required to include all pending low bids not yet awarded or rejected. In a joint venture, list only that portion of the work which is the responsibility of your company. The uncompleted dollar value is to be based upon the most recent engineer's or owners estimate, and must include work subcontracted to others. If no work is contracted, show NONE.

	1	2	3	4	Awards Pending	Accumulated Totals
Contract Number						
Contract With						
Estimated Completion Date						
Total Contract Price						
Uncompleted Dollar Value if Firm is the Prime Contractor						
Uncompleted Dollar Value if Firm is the Subcontractor						
					Total Value of All Work	0

Part II. Awards Pending and Uncompleted Work to be done with your own forces. None

List below the uncompleted dollar value of work for each contract and awards pending to be completed with your own forces. All work subcontracted to others will be listed on the reverse of this form. In a joint venture, list only that portion of the work to be done by your company. If no work is contracted, show NONE.

Earthwork						
Portland Cement Concrete Paving						
HMA Plant Mix						
HMA Paving						
Clean & Seal Cracks/Joints						
Aggregate Bases, Surfaces						
Highway, R.R., Waterway Struc.						
Drainage						
Electrical						
Cover and Seal Coats						
Concrete Construction						
Landscaping						
Fencing						
Guardrail						
Painting						
Signing						
Cold Milling, Planning, Rotomilling						
Demolition						
Pavement Markings (Paint)						
Other Construction (List)						
Totals						0

Disclosure of this information is REQUIRED to accomplish the statutory purpose as outlined in the "Illinois Procurement Code." Failure to comply will result in non-issuance of an "Authorization To Bid." This form has been approved by the State Forms Management Center.

Part III. Work Subcontracted to Others.

For each contract described in Part I, list all the work you have subcontracted to others.

	1	2	3	4	Awards Pending
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Total Uncompleted	0				

Fox Excavating
1305 S. River St.
Batavia, IL 60510

Notary

I, being duly sworn, do hereby declare this affidavit is a true and correct statement relating to ALL uncompleted contracts of the undersigned for Federal, State, County, City and private work, including ALL subcontract work, ALL pending low bids not yet awarded or rejected and ALL estimated completion dates.

Officer or Director: Gary Martin

Title: President

Signature: Gary M

Date: 6/4/26

Company: Fox Excavating Inc

Address: 1305 S. River St

City: Batavia State: IL Zip Code: 60510

Subscribed and sworn to before me this 4 day of June, 20 26

(Signature of Notary Public)

My commission expires 6/14/27

OFFICIAL SEAL
CHRISTINE ANN NIGHTINGALE
Notary Public, State of Illinois
Commission No.
My Commission Expires June 16, 2027

(Notary Seal)

☐ Add pages for additional contracts

Illinois Department of Transportation

Apprenticeship and Training Program Certification

Local Public Agency	County	Street Name/Road Name	Section Number
Village of Oak Brook	DuPage	83/I88 Water main	N/A

All contractors are required to complete the following certification

☒ For this contract proposal or for all bidding groups in this deliver and install proposal.

☐ For the following deliver and install bidding groups in this material proposal.

Fox Excavating
1305 S. River St.
Batavia, IL 60510

Illinois Department of Transportation policy, adopted in accordance with the provisions of the Illinois Highway Code, requires this contract to be awarded to the lowest responsive and responsible bidder. The award decision is subject to approval by the Department. In addition to all other responsibility factors, this contract or deliver and install proposal requires all bidders and all bidder's subcontractors to disclose participation in apprenticeship or training programs that are (1) approved by and registered with the United States Department of Labor's Bureau of Apprenticeship and Training, and (2) applicable to the work of the above indicated proposals or groups. Therefore, all bidders are required to complete the following certification:

1. Except as provided in paragraph 4 below, the undersigned bidder certifies that it is a participant, either as an individual or as part of a group program, in an approved apprenticeship or training program applicable to each type of work or craft that the bidder will perform with its own employees.

2. The undersigned bidder further certifies, for work to be performed by subcontract, that each of its subcontractors either (A) is, at the time of such bid, participating in an approved, applicable apprenticeship or training program; or (B) will, prior to commencement of performance of work pursuant to this contract, establish participation in an approved apprenticeship or training program applicable to the work of the subcontract.

3. The undersigned bidder, by inclusion in the list in the space below, certifies the official name of each program sponsor holding the Certificate of Registration for all of the types of work or crafts in which the bidder is a participant and that will be performed with the bidder's employees. Types of work or craft that will be subcontracted shall be included and listed as subcontract work. The list shall also indicate any type of work or craft job category for which there is no applicable apprenticeship or training program available.

4. Except for any work identified above, if any bidder or subcontractor shall perform all or part of the work of the contract or deliver and install proposal solely by individual owners, partners or members and not by employees to whom the payment of prevailing rates of wages would be required, check the following box, and identify the owner/operator workforces and positions of ownership. ☐

The requirements of this certification and disclosure are a material part of the contract, and the contractor shall require this certification provision to be included in all approved subcontracts. The bidder is responsible for making a complete report and shall make certain that each type of work or craft job category that will be utilized on the project is accounted for and listed. The Department at any time before or afterward may require the production of a copy of each applicable Certificate of Registration issued by the United States Department of Labor evidencing such participation by the contractor and any or all of its subcontractors. In order to fulfill the participation requirement, it shall not be necessary that any applicable program sponsor be currently taking or that it will take applications for apprenticeship, training or employment during the performance of the work of this contract or deliver and install proposal.

Bidder: Fox Excavating Inc

Signature & Date: 6/4/26

Title: Gary Martin, President

Address: 1305 S River St.

City: Batavia

State: IL

Zip Code: 60510

SEXUAL HARASSMENT CERTIFICATE

Fox Excavating Inc hereinafter referred to as "Contractor" having submitted a bid/proposal for RT83 & I-88 Water Main to the Village of Oak Brook, DuPage/Cook Counties, Illinois, hereby certifies that said Contractor has a written sexual harassment policy in place in full compliance with 775 ILCS 5/2-105(A)(4) including the following information:

1. An acknowledgment of the illegality of sexual harassment.
2. The definition of sexual harassment under State law.
3. A description of sexual harassment, utilizing examples.
4. The contractor's internal complaint process including penalties.
5. The legal recourse, investigative and complaint process available through the Illinois Department of Human Rights and the Human Rights Commission.
6. Directions on how to contact the Department or the Commission.
7. An acknowledgment of protection of a complaint against retaliation as provided in Section 6-101 of the Human Rights Act.

Each contractor must provide a copy of such written policy to the Illinois Department of Human Rights upon request.

By: _____
Authorized Agent of Contractor

Fox Excavating
1305 S. River St.
Batavia, IL 60510

Subscribed and sworn to
before me this 4 day
of June, 2026

_____
Notary Public

OFFICIAL SEAL
CHRISTINE ANN NIGHTINGALE
Notary Public, State of Illinois
Commission No.
My Commission Expires June 16, 2027

Bid Certification

The undersigned, being first duly sworn an oath, deposes and states that he has the authority to make this certification on behalf of the bidder for the construction, product, commodity, or service briefly described as follows:

"Route 83- I-88 Water Main Replacement Project"

(A) The undersigned certifies that, pursuant to Chapter 720, Section 5/33E of the Illinois Compiled Statutes, 1993, the bidder is not barred from bidding on this contract as a result of a conviction for the violation of State of Illinois laws prohibiting bid-rigging or bidrotating.

(B) The undersigned states under oath that, pursuant to Chapter 65, Section 5/11-42.1-1 of the Illinois Compiled Statutes, 1993, the bidder is not delinquent in the payment of any tax administered by the Illinois Department of Revenue.

(C) The undersigned certifies that, pursuant to Chapter 775, Section 5/2-105. of the Illinois Compiled Statutes, 1993, the bidder has a written sexual harassment policy in place including the following information:

1. An acknowledgment of the illegality of sexual harassment.
2. The definition of sexual harassment under State law.
3. A description of sexual harassment, utilizing examples.
4. The contractor's internal complaint process including penalties.
5. The legal recourse, investigative and complaint process available through the Illinois Department of Human Rights and the Human Rights Commission.
6. Directions on how to contact the Department or the Commission.

Fox Excavating
1305 S. River St.
Batavia, IL 60510

This business firm is: (check one)

X Corporation _____ Partnership _____ Individual

Firm Name: Fox Excavating Inc

Address: 1305 S. River St

City, State, ZIP: Batavia, IL 60510

Signature: [signature]

Name Printed: Gary Martin

Title: President

Telephone: 630/879-2674 Date: 6/4/26

Fox Excavating
1305 S. River St.
Batavia, IL 60510

ATTEST:

[signature]

BRANDON A JAFRI, PM -SEAL-

SUBSCRIBED AND SWORN TO
before me this 4 day
of June, 2026

[signature]
Notary Public

OFFICIAL SEAL
CHRISTINE ANN NIGHTINGALE
Notary Public, State of Illinois
Commission No.
My Commission Expires June 16, 2027

CERTIFICATION OF PAYROLL RECORDS

I, Gary Martin (name of person executing this certificate), do hereby certify that I am the duly qualified and acting President (title) for Fox Excavating Inc (name of contractor) and, as such, am authorized to certify payroll records as true and accurate for such company in accordance with the requirements of Section 5 of the Prevailing Wage Act (820 ILCS 130/5) (the "Act").

I do hereby further certify that the following document is a true and accurate copy of the records of all laborers, mechanics, and other workers employed by Fox Excavating Inc (name of contractor) on the Route 83- I-88 Water Main Replacement Project (the "Project") for the Village of Oak Brook (the "Village"), including each such worker's name, address, telephone number, social security number, classification or classifications; and the hourly wages paid in each pay period, hours worked each day, and the starting and ending times of work each day for each such worker on such Project.

I do hereby further certify that the hourly rate paid to each worker is not less than the general prevailing rate of hourly wages required by the Act, and that Fox Excavating Inc (name of contractor), and I on behalf of such contractor, are fully aware that filing a certified payroll that we know to be false is a Class B misdemeanor. I further certify that upon two (2) business days' notice, if requested, we and any subcontractor hired by us shall make available for inspection the records required in the Act to the District, its officers, and agents, and to the Director of Labor, his deputies, and agents, at reasonable hours at a location within the State of Illinois.

Fox Excavating
1305 S. River St.
Batavia, IL 60510

Date: 6/4/, 2026

Fox Excavating Inc
(Name of Contractor)

Gary M
(Signature)

Gary Martin
(Printed Name)

President
(Title)

Subscribed and sworn to before me.

this 4th day of June, 2026.

Notary Public

OFFICIAL SEAL
LORI SALETRI-PARKIN
Notary Public - State of Illinois
My Commission Expires Mar. 13, 2027

PREVAILING WAGE AFFIDAVIT

I, Gary Martin (name of signatory), on oath hereby state and certify that Fox Excavating Inc (name of Contractor), pursuant to a Contract dated _____ 2026, with the Village of Oak Brook for the Route 83/ I-88 Water main Replacement Project, has complied and will comply with all laws, including those relating to the employment of labor, the payment of the current general prevailing rate of hourly wages for each craft or type of worker or mechanic needed to execute the Contract or perform such work, and also the current general prevailing rate for legal holiday and overtime work, as ascertained by the Illinois Department of Labor for DuPage County, Illinois, and those prevailing rates are paid and shall be paid for each craft or type of worker or mechanic needed to execute the aforesaid Contract or to perform such work.

Fox Excavating Inc (name of Contractor) has also complied and will comply with all record keeping requirements established in the Prevailing Wage Act 820 ILCS 130/0.01, *et seq.*

CONTRACTOR:

By: Fox Excavating Inc

Gary Martin

Title: Gary Martin, President

Fox Excavating
1305 S. River St.
Batavia, IL 60510

SUBSCRIBED AND SWORN TO BEFORE
ME THIS 4th DAY OF June, 2026

NOTARY PUBLIC

OFFICIAL SEAL
LORI SALETRI-PARKIN
Notary Public - State of Illinois
My Commission Expires Mar. 13, 2027

LiUNA!
Chicagoland
LABORERS'
District Council Training & Apprentice Fund

(630) 653-0006
chicagolaborers.org

February 13, 2025

Fox Excavating, Inc.

1305 S River Street
Batavia, IL 60510-9648

To Whom It May Concern:

Enclosed you will please find a copy of the Department of Labor certification that you requested recently.

You may also use this letter as verification that Fox Excavating, Inc.
is indeed signatory to the Fox Valley Laborers' Health & Welfare Fund and contributes to the Laborers Apprenticeship Fund and their active account is current.

Our Mandatory Apprentice Program has successfully trained and graduated hundreds of apprentices providing safe, efficient and hard-working employees for signatory employers. The LIUNA Chicagoland Laborers' District Council Training and Apprenticeship Fund has graduated the following number of apprentices within the last five years:

2024: 265
2023: 190
2022: 125
2021: 86
2020: 94

Regards,

John Retondo

John Retondo
Director of Apprenticeship

Carol Stream
1200 Old Gary Avenue
Carol Stream, IL 60188

Labor Trustees
James P. Connolly, *Chairman*
Michael Bivins
Shawn Fitzgerald
Martin Flanagan
Joseph V. Healy
Loyd "Curly" Vaughn

Executive Director
Keith Vitale

LiUNA!
Feel the Power
42-L

Management Trustees
David Lorig, *Secretary*
Seth Gudeman
Shane Higgins
Joseph Koppers
Robert G. Krug
William Vignocchi

Chicago
5700 West Homer St.
Chicago, IL 60639

The United States Department of Labor

Office of Apprenticeship

Certificate of Registration of Apprenticeship Program

Chicagoland Laborers

Carol Stream, IL

For the occupation of CONSTRUCTION CRAFT LABORER

Registered as part of the National Apprenticeship System in accordance with the basic standards of apprenticeship established by the Secretary of Labor

April 12, 1999

Date

IL017990001

Registration No.

Administrator, Office of Apprenticeship

ApprenticeshipUSA

STANDARDS OF APPRENTICESHIP

Developed by

LiUNA Chicagoland Laborers' District Council Training & Apprentice Fund and Board of Trustees

AND

Construction and General Laborers' District Council of Chicago and Vicinity, Laborers' International Union of North America

For the occupation of

Construction Craft Laborer

O*NET-SOC CODE: 47-2061.00

RAPIDS CODE: 0661HY

REGISTERED AS PART OF THE NATIONAL APPRENTICESHIP PROGRAM IN ACCORDANCE WITH THE BASIC STANDARDS OF APPRENTICESHIP ESTABLISHED BY THE SECRETARY OF LABOR

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LEGEND

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Appendix A - Work Process Schedule and Related Instruction Outline
Appendix B - Apprenticeship Agreement
Appendix C - Affirmative Action Plan
Appendix D - Qualifications and Selection Procedures

FOREWORD

These LiUNA **Chicagoland Laborers' District Council Training & Apprentice Fund and Board of Trustees AND Construction and General Laborers' District Council of Chicago and Vicinity, Laborers' International Union of North America** Standards of Apprenticeship have as their objective the training of **laborers** skilled in all phases of the industry. The Sponsor recognizes that in order to accomplish this, there must be well-developed On-the-Job Learning (OJL) combined with Related Instruction.

This recognition has resulted in the development of these Standards of Apprenticeship. They were developed in accordance with the basic standards recommended by the U.S. Department of Labor, Office of Apprenticeship, as a basis from which the Sponsor can work to establish an apprenticeship training program that meets the particular needs of the area.

Geographic Area of Coverage

The Standards apply in the geographic areas of the State of Illinois, including Lake, McHenry, Kane, DuPage, Kendall, Cook, Will, Grundy and Boone counties.

Participation/Jurisdiction

These Standards apply to the signatory Employer and employee organizations, their members, to other Employers who subscribe to them in writing or are a party to the Collective Bargaining Agreement, and to all Apprenticeship Agreements resulting from these Standards of Apprenticeship (Standards).

SECTION I - PROGRAM ADMINISTRATION

Program Sponsors are responsible for the administration of all aspects of a Registered Apprenticeship program. Sponsor means any person, association, committee, or organization operating an apprenticeship program and in whose name the program is (or is to be) registered or approved. Sponsors will establish a Joint Apprenticeship Training Committee (JATC) to carry out the responsibilities and duties required of a Program Sponsor as described in these Standards of Apprenticeship.

Responsibilities of the JATC

A. Cooperate in the selection of Apprentices as outlined in this Apprenticeship Program (or Program).

B. Ensure that all Apprentices are under written Apprenticeship Agreements.

C. Review and recommend apprenticeship activities in accordance with this Program.

D. Establish the minimum standards of education and experience required of Apprentices.

E. Register the Standards with the Registration Agency.

F. Arrange evaluations of Apprentices' progress in manipulative skills and technical knowledge.

G. Maintain records of all Apprentices, showing their education, experience, and progress in learning the occupation.

H. Certify to the Registration Agency that Apprentices have successfully completed their Apprenticeship Program.

I. Notify, within 45 days, the Registration Agency of all new Apprentices to be registered, credit granted, suspensions for any reason, reinstatements, extensions, completions, and cancellations with explanation of causes.

J. Supervise all the provisions of the Standards and be responsible, in general, for the successful operation of the Standards by performing the duties here listed. Cooperate with public and private agencies, which can be of assistance in obtaining publicity to develop public support of apprenticeship. Keep in contact with all parties concerned, including Apprentices, Employers, and Journeyworkers.

K. Provide each Apprentice with a copy of these Standards, along with any applicable written rules and policies. Require the Apprentice to sign an acknowledgment receipt of same. Follow this procedure whenever revisions or modifications are made to the rules and policies.

L. When notified that an Apprentice's Related Instruction or on-the-job progress is found to be unsatisfactory, the Sponsor will determine whether the Apprentice should continue in a probationary status and may require the Apprentice to repeat a process or series of

processes before advancing to the next wage classification. Should it be found in the course of this determination that the Apprentice does not have the ability or desire to continue the training to become a Journeyworker, the Sponsor will, after the Apprentice has been given adequate assistance and opportunity for corrective action, terminate the Apprenticeship Agreement, as provided in 29 CFR § 29.7(h)(1)(2)(i) and (ii).

M. The Sponsor will provide each registered Apprentice with continuous employment, insofar as possible, sufficient to provide the opportunity for completion of his or her Apprenticeship Program. If the Sponsor is unable to fulfill its training and/or employment obligation in conformance with these Standards, the Sponsor will, per Section XXII of these Standards and with the Apprentice's consent, make a good-faith effort to facilitate a transfer of the Apprentice to another registered sponsor for completion of the apprenticeship.

If conditions of business make it necessary to temporarily suspend the period of apprenticeship, Apprentices suspended for this reason will be given the opportunity to resume their active apprenticeships before any additional Apprentices are employed. The suspension and reinstatement of Apprentices shall be done in relation to retention of the most advanced Apprentice and in accordance with the company policy for breaks in seniority.

N. Assess the current and prospective need for Apprentices and trainees in the area covered by the Program and adjust intake and recruiting efforts accordingly.

O. Review qualifications and employ instructors and staff as needed.

P. Coordinate the Training Program and Apprentice Program as appropriate for support in all aspects of program management. Cooperate with the National JATC in research and evaluation studies, report test results and participate in certification programs.

Q. Hear and judge all complaints and/or violations of Apprenticeship Agreements, rendering decisions as required by majority vote and maintaining the written record of any such dispute. In its discretion, the JATC shall exercise its disciplinary authority to withhold periodic wage advancements or to cancel the Apprenticeship Agreement for causes such as unsatisfactory progress on the job or in related study, unwillingness/inability to learn, unreliability, lack of interest, insubordination, improper conduct, and drug and/or alcohol use at work or during related study. The Director of Apprenticeship has the authority to request an illegal substance or alcohol test. Allegations involving matters of Equal Employment Opportunity in apprenticeship shall be processed consistent with the requirements of the federal regulations 29 CFR 30.

R. Determine the quality and quantity of experience on the job which Apprentices should have and to make every effort toward their obtaining it.

S. Advise Apprentices on the need for accident prevention and provide instruction with respect to safety in the workplace.

T. Notify the appropriate Registration Agency of all new Apprentices to be registered, credit granted, suspensions for any reason, reinstatements, extensions, completions and cancellations with explanation of causes and notice of completions of Apprenticeship Agreements.

Structure of the Joint Apprenticeship and Training Committee (JATC)

A. Members of the JATC will be selected by the groups they represent.

B. Membership will be composed of an equal number of representatives of the Employer(s) and of the employees represented by a bona fide collective bargaining agent(s). The JATC shall be composed of 12 members, six appointed by the Construction and General Laborers' District Council of Chicago and Vicinity and six appointed by the Employer associations.

C. Technical Assistance - such as that from the U.S. Department of Labor, Office of Apprenticeship and vocational schools - may be requested to advise the JATC.

Administrative Procedures

A. The JATC will select a chairperson and a secretary, one representing Labor and the other representing Employers and will determine the time and place of regular meetings. Meetings will be held as frequently as needed to effectively manage the Program. Written minutes of the meetings will be kept. The Union and MARBA shall designate three Union and three Employer Trustees, respectively, to serve on the Joint Apprentice Subcommittee. The term of membership on the JATC shall be three years subject to the right of the appointing Associations and District Council to remove and appoint Trustees.

B. The chairperson and secretary will have the power to vote on all questions affecting apprenticeship.

C. The offices of chairperson and secretary should rotate among members of the JATC.

D. The JATC shall meet quarterly or more often if necessary to conduct its business. Special meetings may be called by the Chair or by the Secretary. A quorum at any meeting shall consist of three members with at least one from the Union trustees and one from the Employers trustees. Each interest group shall always maintain the authority to cast an

equal number of votes at JATC meetings. A record of the business conducted at each meeting shall be made.

E. The JATC may delegate authority to the Executive Director of the Fund, Director of Apprenticeship and/or to the Coordinators of the Apprenticeship Program to carry out any of the responsibilities listed above in this Section I.

SECTION II - EQUAL OPPORTUNITY PLEDGE - 29 CFR §§ 29.5(b)(21) and 30.3(b)

The recruitment, selection, employment, and training of Apprentices during their apprenticeship shall be without discrimination because of race, color, religion, national origin, sex (including pregnancy and gender identity), sexual orientation, genetic information, or because they are an individual with a disability or a person 40 years old or older. The Sponsor will take affirmative action to provide equal opportunity in apprenticeship and will operate the Apprenticeship Program as required under 29 CFR § 30.

SECTION III - AFFIRMATIVE ACTION PLAN AND SELECTION PROCEDURES - 29 CFR §§ 29.5(b)(21), 30.4, and 30.5

Sponsors with five or more registered Apprentices are required to adopt an affirmative action plan (Appendix C) and selection procedures (Appendix D), which will become part of these Standards of apprenticeship. However, the Office of Apprenticeship encourages the development of these two plans for all programs regardless of Apprentice numbers. For programs with fewer than five Apprentices, these plans are not required, and the Sponsor may continue to select Apprentices in conformance with its current human resources and equal employment opportunity hiring policies.

SECTION IV - QUALIFICATIONS FOR APPRENTICESHIP - 29 CFR § 29.5(b)(10)

Applicants will meet the following minimum qualifications:

A. Age

Applicants must be 18 years or age or older..

B. Education

Applicants must have a tenth grade education or higher or must have completed a General Educational Development (GED) program or other high school equivalency program. Applicants must provide an official transcript(s) for high school showing completion of tenth grade or higher or a GED certificate or other high school equivalency credential if applicable.

C. Physical

Applicants must physically be able to perform the work of the trade.

D. Communication

Applicants must have a reading, understanding, writing and communicating ability that would enable the applicant to perform the tasks of the Construction Craft Laborer in a safe manner and would allow the applicant to comprehend the subject matter taught, in English only, in Related Instruction.

E. Driver's License

Applicants must have a valid driver's license.

F. Substance Abuse Testing

Applicants will pass a screen for the current illegal use of drugs and alcohol on acceptance into the Program and prior to being employed.

G. Legally Eligible

Applicants must legally be eligible to work in the United States.

All applicants will be required to complete an application form and provide substantiating evidence for the above qualifications. (See Appendix D.)

SECTION V - APPRENTICESHIP AGREEMENT – 29 CFR §§ 29.3(d), 29.3(e), and 29.5(b)(11)

After an applicant for apprenticeship has been selected, but before employment as an Apprentice or enrollment in Related Instruction, the Apprentice will be covered by a written Apprenticeship Agreement (Appendix B) which can be submitted electronically through the RAPIDS, using the Apprentice Electronic Registration process. Such agreement will contain a statement making the terms and conditions of these Standards a part of the agreement as though expressly written therein. The Sponsor shall provide a copy of the Apprenticeship Agreement to the Apprentice, the Registration Agency, the Employer, and the Union. An additional copy will be provided to the veteran's state approving agency for those veteran Apprentices desiring access to any benefits to which they are entitled.

Prior to signing the Apprenticeship Agreement, each selected applicant will be given an opportunity to read and review these Standards, the Sponsor's written rules and policies, the Apprenticeship Agreement, and the sections of the Collective Bargaining Agreement (CBA) that pertain to apprenticeship.

The Registration Agency will be advised within 45 days of the execution of each Apprenticeship Agreement and will be given all the information required for registering the Apprentice.

The Apprenticeship Agreement shall contain a provision making these Standards a part thereof including consent by the Apprentice to the authority of the Sponsor to transfer the Apprentice from one participating Employer to another for just cause. However, it is understood that an Apprentice who has entered the Program directly as a result of an Employer referral and offer of employment will not be transferred by the Sponsor from the referring Employer to another Employer unless the referring Employer cannot provide continuous employment or adequate OJL or unless the Employer refuses to release the employee to attend Apprenticeship Program classes. Furthermore, Apprentices who have entered the Program directly as a result of a referral and offer of employment shall not change Employers in violation of the rules of Sponsor. The Agreement Form shall identify any credit granted for previous experience, if any, and the entrance wage rate for the Apprentice as a percentage of the Journeyworker wage. The Sponsor will promptly notify the

Registration Agency of all cancellations or termination of agreements. The Apprentice shall be required to pay back a percentage of training costs if he/she leaves the Apprenticeship Program early to either accept a journeywork position or work in non-union jobs within the Laborers' work jurisdiction. Apprentices cannot be on Local Union Journeymen's Out of Work List until the completion of the Program.

If an Apprentice is temporarily released due to business conditions, he/she shall be given the opportunity to be reinstated before any additional Apprentice is employed by the same sponsoring Employer. The Sponsor may arrange for the transfer of the Apprenticeship Agreement to another Sponsor after receiving the consent of the Apprentice and the new Sponsor.

SECTION VI - SUPERVISION OF APPRENTICES AND RATIOS – 29 CFR § 29.5(b)(14) and 29 CFR § 29.5(b)(7)

No Apprentice shall work without proper or adequate supervision of a Journeyworker.

For the purpose of these Standards, adequate or proper supervision of the Apprentice means the Apprentice is under the supervision of a fully qualified Journeyworker or supervisor at all times who is responsible for making work assignments, providing OJL, and ensuring safety at the worksite.

To adequately or properly supervise an Apprentice does not mean the Apprentice must be within eyesight or reach of the supervisor, but that the supervisor knows what the Apprentice is working on; is readily available to the Apprentice; and is making sure the Apprentice has the necessary instruction and guidance to perform tasks safely, correctly, and efficiently.

The sponsor shall establish a numeric ratio of Apprentices to fully proficient workers (Journeyworkers) consistent with proper supervision, training, safety, continuity of employment, and applicable provisions in CBAs, except where such ratios are expressly prohibited by the CBAs.

The ratio language must be specific and clearly described as to its application to the jobsite, workforce, department, or plant. The ratio of Apprentices to fully proficient workers (Journeyworkers) will be as noted in Appendix A.

The Sponsor will be responsible for the training of the Apprentice on the job. Apprentices will be under the general supervision of the Sponsor and under the direct supervision of the Journeyworker to whom they are assigned. The Supervisor of Apprentice(s) designated by the Employer will be responsible for the Apprentice's work assignments and will ensure the Apprentice is working under the supervision of a skilled Journeyworker. The supervisor will also evaluate the Apprentice's work performance and will complete and submit progress reports to the Sponsor.

The ratio of Journeyworkers to Apprentices shall be six (6) Laborer Journeyworkers to one (1) Laborer Apprentice on a company-wide basis, with no more than twenty percent (20%) of Laborers

being Apprentices on any one job site of the Employer. Employers who employ a maximum of between one (1) and five (5) Laborer journeyworkers shall be entitled to one (1) Laborer Apprentice, who may be assigned to job sites irrespective of the twenty percent (20%) job site maximum specified in this provision per the CBA.

Apprentices shall work under the supervision of competent and qualified Journeyworkers on the job. Instruction in safety and safe work practices should be a part of job instruction in addition to that included in related OSHA regulations and in special off-job courses.

SECTION VII - TERM OF APPRENTICESHIP -29 CFR § 29.5(b)(2)

The term of the occupation will be two (2) years with an (OJL) attainment of 2,400 hours supplemented by the required hours of Related Instruction as stated on the Work Process Schedule and Related Instruction Outline (Appendix A). Full credit will be given for the probationary period.

The initial minimum requirement shall be 600 hours per six months, which amount may be met by up to 50 hours of added classroom instruction, where relevant work experience is unavailable and which amount may be reduced by the Joint Committee, if less than 90% of Apprentices are able to obtain 600 hours of OJL. In no case shall the on the job learning requirement be less than 500 hours per six months, regardless of work availability.

When credit is granted, the remaining term of apprenticeship shall be reduced. The term may also be reduced by the Committee for individual Apprentices demonstrating exceptional skill and technical knowledge competencies in any module or major component of the work processes.

SECTION VIII - PROBATIONARY PERIOD - 29 CFR §§ 29.5(b)(8), and 29.5(b)(20)

Every applicant selected for apprenticeship will serve a probationary period. The probationary period cannot exceed 25 percent of the length of the Program or 1 year, whichever is shorter. The probationary period shall be 500 hours of OJL hours.

The first 500 hours of employment for all entering Apprentices, without respect to any advanced standing awarded, shall constitute a probationary period, which shall be a part of the term of apprenticeship.

During the probationary period, either the Apprentice or the Sponsor may terminate the Apprenticeship Agreement, without stated cause, by notifying the other party in writing. The records for each probationary Apprentice will be reviewed prior to the end of the probationary period. Records may consist of periodic reports regarding progression made in both the OJL and Related Instruction, and any disciplinary action taken during the probationary period.

Any probationary Apprentice evaluated as satisfactory after a review of the probationary period will be given full credit for the probationary period and continue in the Program.

After the probationary period, the Apprenticeship Agreement may be cancelled at the request of the apprentice or may be suspended or cancelled by the Sponsor for reasonable cause after documented due notice to the Apprentice and a reasonable opportunity for corrective action. In such cases, the Sponsor will provide written notice to the Apprentice and to the Registration Agency of the final action taken.

SECTION IX - HOURS OF WORK

Apprentices will generally work the same hours as fully proficient workers (Journeyworkers), except that no Apprentice will be allowed to work overtime if it interferes with attendance in Related Instruction classes.

Apprentices who do not complete the required hours of OJL during a given segment will have the term of that segment extended until they have accrued the required number of hours of training.

Apprentices also shall be subject to the same overtime or travel requirements as Journeyworkers but not to the degree that either conflicts with required Related Instruction. Apprentices may be discharged by the Employer for cause, including irresponsible work habits such as absences, late arrival, early departures, which may also result in termination from the Program by the Sponsor.

SECTION X - APPRENTICE WAGE PROGRESSION – 29 CFR § 29.5(b)(5)

Apprentices will be paid a progressively increasing schedule of wages and fringe benefits during their apprenticeship based on the acquisition of increased skill and competence on the job and in Related Instruction. Before an Apprentice is advanced to the next segment of training or to fully proficient or Journeyworker status, the Sponsor will evaluate all progress to determine whether advancement has been earned by satisfactory performance in OJL and in Related Instruction courses. In determining whether satisfactory progress has been made, the Sponsor will be guided by the work experience and Related Instruction records and reports.

The progressive wage schedule and fringe benefits will be an increasing percentage of the fully proficient or Journeyworker wage rate as established in the CBA. The percentages that will be applied to the applicable fully proficient or Journeyworker rate are shown on the attached Work Process Schedule and Related Instruction Outline (Appendix A). In no case will the starting wages of Apprentices be less than that required by any minimum wage law that may be applicable.

SECTION XI - CREDIT FOR PREVIOUS EXPERIENCE – 29 CFR §§ 29.5(b)(12) and 30.4(c)(8)

The Sponsor may grant credit toward the term of apprenticeship to new Apprentices. Credit will be based on demonstration of previous skills or knowledge equivalent to those identified in these Standards.

Apprentice applicants seeking credit for previous experience gained outside the supervision of the Sponsor must submit the request at the time of application and furnish such records and affidavits to substantiate the claim. An applicant who is a veteran and who wishes to receive consideration for military training and/or experience must submit a DD-214 form. Applicants requesting credit for previous experience who are selected into the Apprenticeship Program will start at the beginning wage rate. The request for credit will be evaluated and a determination made by the Sponsor during the probationary period, when actual on-the-job and Related Instruction performance can be examined. Prior to completion of the probationary period, the amount of credit to be awarded will be determined after review of the Apprentice's previous work and training/education record and evaluation of the Apprentice's performance and demonstrated skill and knowledge during the probationary period.

An Apprentice granted credit will be advanced to the wage rate designated for the period to which such credit accrues. The Registration Agency will be advised of any credit granted and the wage rate to which the Apprentice is advanced.

The granting of advanced standing will be uniformly applied to all Apprentices. The Sponsor will be the sole judge of the amount of credit to be granted, if any. Credit awarded shall advance the Apprentice to the wage period such credit entitles the Apprentice.

SECTION XII - WORK EXPERIENCE – 29 CFR § 29.5(b)(3)

During the apprenticeship, the Apprentice will receive OJL and Related Instruction in all phases of the occupation necessary to develop the skill and proficiency of a skilled Journeyworker. The OJL will be under the direction and guidance of the Apprentice's supervisor.

The work of the Construction Craft Laborer occupation is diverse; therefore, care must be taken to ensure that the families of tasks and clusters of job skills are organized so that the Sponsor can track the experience and training being received by the Apprentice.

While modifications may be required from time to time to accommodate the type of construction work available in the area, Apprentices are encouraged to gain experience in all of the commonly accepted major industry divisions. The four industry divisions are: (a) environmental remediation, (b) building construction, (c) heavy/highway construction and (d) underground construction. It is to be noted that the skills used are not necessarily discrete to one grouping.

The Sponsor will identify those skill clusters most important to success at the Journeyworker level in the locality in which the Program operates. The Sponsor will plan rotation and off-site instruction to meet those particular requirements.

Participation by the Apprentice in off-job and skill center manipulative skill training is particularly relevant to rounding out the skills acquired as noted above. It is the only viable alternative in dangerous, hazardous work. Moreover, the time spent in this form of tutoring skills is almost totally 100% training time as contrasted with the reverse in normal work time with its focus on productive output. It is for this reason the Sponsor may give added value to the time spent in such controlled training environments when determining the completion of a major component of the work processes and group skill modules.

SECTION XIII - RELATED INSTRUCTION – 29 CFR § 29.5(b)(4)

Every Apprentice is required to participate in coursework related to the job as outlined in Appendix A. A minimum of 144 hours of Related Instruction is recommended for each year of the apprenticeship. Apprentices agree to take such courses as the Sponsor deems advisable. The Sponsor will secure the instructional aids and equipment it deems necessary to provide quality instruction. In cities, towns, or areas having no vocational schools or other schools that can furnish Related Instruction, the Sponsor may require Apprentices to complete the Related Instruction requirement through Electronic Media or other instruction approved by the Registration Agency.

Each Apprentice may be paid a Trainee Allowance as determined by the Sponsor, while attending the required hours of related training.

The Sponsor will inform each Apprentice of the availability of college credit (if applicable).

Any Apprentice who is absent from Related Instruction will satisfactorily complete all coursework missed before being advanced to the next period of training. In cases of failure of an Apprentice to fulfill the obligations regarding Related Instruction without due cause, the Sponsor will take appropriate disciplinary action and may terminate the Apprenticeship Agreement after due notice to the Apprentice and opportunity for corrective action.

To the extent possible, Related Instruction will be closely correlated with the practical experience and training received on the job. The Sponsor will monitor and document the Apprentice's progress in Related Instruction classes.

The Sponsor will secure competent instructors whose knowledge, experience, and ability to teach will be carefully examined and monitored. The Sponsor may require the instructors to attend instructor training to meet the requirements of 29 CFR § 29.5(b)(4)(i)(ii) or state regulations.

Related Instruction provided by the Sponsor is identified in Appendix B.

SECTION XIV - SAFETY AND HEALTH TRAINING – 29 CFR § 29.5(b)(9)

All Apprentices will receive instruction in safe and healthful work practices both on the job and in Related Instruction that are in compliance with the Occupational Safety and Health Administration standards promulgated by the Secretary of Labor under 29 U.S.C. 651 et seq., as amended, or state standards that have been found to be at least as effective as the federal standards.

Apprentices will be taught that accident prevention is very largely a matter of education, vigilance, and cooperation and that they should strive at all times to conduct themselves in their work to ensure their own safety and that of their fellow workers.

SECTION XV - MAINTENANCE OF RECORDS – 29 CFR §§ 29.5(b)(6), 29.5(b)(23), and 30.8

Program Sponsors are responsible for maintaining, at a minimum, the following records:

- summary of the qualifications of each applicant;
- basis for evaluation and for selection or rejection of each applicant;
- records pertaining to the applicant's qualifications;
- the original application;
- records of each Apprentice's OJL;
- Related Instruction reviews and evaluations;
- progress evaluations;
- record of job assignments, promotions, demotions, layoffs, or terminations, rates of pay; and
- any other actions pertaining to the apprenticeship

Program Sponsors will also maintain all records relating to apprenticeship applications (whether selected or not), including, but not limited to, the Sponsor's outreach, recruitment, and selection process. Such records will clearly identify minority and female (minority and nonminority) applicants and must include, among other things, the basis for evaluation and for selection or rejection of each applicant. For a complete list of records that each sponsor is required to maintain under 29 CFR § 30, please refer to 29 CFR § 30.8. Sponsoring Employers must maintain records of applicants and apprentices as required by law.

All such records are the property of the Sponsor and will be maintained for a period of 5 years from the date of last action. They will be made available to the Registration Agency upon request.

The Sponsor will maintain for a period of five (5) years from the date of last action, all records relating to Apprentice applications (whether selected or not), the employment and training of apprentices, and any other information relevant to the operation of the program. This includes, but is not limited to, records on the recruitment, application and selection of apprentices, and records on the apprentice's job assignments, promotions, demotions, layoffs, terminations, rate of pay, or other forms of compensation, hours of work and training, evaluations, and other relevant data. The records will permit identification of minority and female (minority and non-minority) participants. These records will be made available on request to the Registration Agency.

Apprentice Work Records: The Apprentice will maintain a work record showing the amount and type of work being performed classified in accordance with the designations of the work processes as shown in Appendix A. Work record forms will be provided to each apprentice. Work records are to be submitted to the Committee at one month intervals to be recorded in the apprentices' master record. Work records together with off-site instruction and training reports will be used by the JATC in determining advancements, completions, and reassignment needs.

Committee Records: The JATC shall maintain descriptive records on all equal employment opportunity and affirmative action matters. These include documentation of outreach efforts, application notices, applications and their disposition, and actions taken.

The JATC shall also maintain records of disciplinary or adverse actions, hearings and decisions made, involuntary actions relative to the Program, enrolled Apprentices, participating employers, Registration Agency, or any legal proceedings involving the Committee.

The Apprentice will authorize an effective release of their completed Related Instruction records from the local school authorities to the JATC. The record cards and all data, written records of progress evaluations, corrective and final actions pertaining to the apprenticeship, will be maintained by and will be the property of the JATC. This record will be included in each apprentice's record file maintained by the JATC.

Before each period of advancement, or at any other time when conditions warrant, the JATC will evaluate the apprentice's record to determine whether he/she has made satisfactory progress. If an apprentice's Related Instruction or on-the-job progress is found to be unsatisfactory, the JATC may determine whether the Apprentice will continue in a probationary status, or require the Apprentice to repeat a process or series of processes before advancing to the next wage classification. In such cases, the JATC will initiate a performance improvement plan with the apprentice.

Should it be found that the Apprentice does not have the ability or desire to continue the training to become a Journeyworker, the JATC will, after the Apprentice has been given adequate assistance and opportunity for corrective action, terminate the Apprenticeship Agreement.

SECTION XVI - CERTIFICATE OF COMPLETION OF APPRENTICESHIP – 29 CFR § 29.5(b)(15), and Circular 2015-02

Upon satisfactory completion of the requirements of the Apprenticeship Program as established in these Standards, the Sponsor will so certify to the Registration Agency and request the awarding of a Certificate of Completion of Apprenticeship to the completing apprentice(s). Such requests may be completed electronically using the supplied U. S. Department of Labor, ETA, Office of Apprenticeship, Application for Certification of Completion of Apprenticeship Form in (Appendix B), accompanied by the appropriate documentation for both OJL and the Related Instruction as may be required by the Registration Agency.

SECTION XVII - NOTICE TO REGISTRATION AGENCY – 29 CFR §§ 29.3(d), 29.3(e), and 29.5(b)(19)

The Registration Agency must be notified within 45 days of any Apprentice action - e.g., registered, reinstated, extended, modified, granted credit, completed, transferred, suspended, canceled - and a statement of the reasons therefor.

SECTION XVIII - REGISTRATION, CANCELLATION, AND DEREGISTRATION – 29 CFR §§ 29.5(b)(18), 29.8(a)(2), and 29.8(b)(8)

These Standards will, upon adoption by the Sponsor, be submitted to the Registration Agency for approval. Such approval will be acquired before implementation of the program.

The Sponsor reserves the right to discontinue at any time the Apprenticeship Program set forth herein. The Sponsor will notify the Registration Agency within 45 days in writing of any decision to cancel the Program.

The Registration Agency may initiate deregistration of these Standards for failure of the Sponsor to abide by the provisions herein. Such deregistration will be in accordance with the Registration Agency's regulations and procedures.

The Sponsor will notify each Apprentice of the cancellation of the Program and the effect of same. If the Apprenticeship Program is cancelled at the Sponsor's request, the Sponsor will notify the apprentice(s) within 15 days of the date of the Registration Agency's acknowledgment of the Sponsor's request. If the Registration Agency orders the deregistration of the Apprenticeship Program, the Sponsor will notify the apprentice(s) within 15 days of the effective date of the order. This notification will conform to the requirements of 29 CFR § 29.8.

SECTION XIX - AMENDMENTS AND MODIFICATIONS – 29 CFR § 29.5(b)(18)

These Standards may be amended or modified at any time by the Sponsor provided that no amendment or modification adopted will alter any Apprenticeship Agreement in force at the time without the consent of all parties. Such amendment or modification will be submitted to the Registration Agency for approval and registration prior to being placed in effect. A copy of each amendment or modification adopted will be furnished to each Apprentice to whom the amendment or modification applies.

SECTION XX - ADJUSTING DIFFERENCES; COMPLAINT PROCEDURE – 29 CFR §§ 29.5(b)(22), 29.7(k), and 30.11

The Sponsor will have full authority to enforce these Standards. Its decision will be final and binding on the Employer, the Sponsor, and the apprentice, unless otherwise noted below.

If an applicant or an Apprentice believes an issue exists that adversely affects his/her participation in the Apprenticeship Program or violates the provisions of the Apprenticeship Agreement or Standards, the applicant or Apprentice may seek relief through one or more of the following avenues, based on the nature of the issue:

29 CFR § 29.7(k)

For issues regarding wages, hours, working conditions, and other issues covered by the CBA, apprentices may seek resolution through the applicable grievance and arbitration procedures contained in the CBA.

The Sponsor will hear and resolve all complaints of violations concerning the Apprenticeship Agreement or Standards for which written notification is received within 15 days of the alleged violations. The Sponsor will make such rulings, as it deems necessary, in each individual case within 30 days of receiving the written notification. Either party to the Apprenticeship Agreement may consult with the Registration Agency for an interpretation of any provision of these Standards over which differences occur. The name and address of the appropriate authority to receive, process, and dispose of complaints is: The LiUNA Chicagoland Laborers' District Council Training & Apprentice Fund located at 1200 Old Gary Ave. Carol Stream, Illinois, 60188.

Discrimination Complaints **(29 CFR Part 30)**

Any Apprentice or applicant for apprenticeship who believes that he/she has been discriminated against based on race, color, religion, national origin, sex, sexual orientation, age (40 or older), genetic information, or disability with regard to apprenticeship, or who believes he or she has been retaliated against as described in 29 CFR § 30.17, may personally or through an authorized representative, file a written complaint with the Registration Agency with whom the Apprenticeship Program is registered or EEOC.

Registration agency is the US/DOL/OA, Jose Velazquez, Deputy Administrator, Frances Perkins Building, 200 Constitution Avenue, NW, Washington, DC 20210. E-mail: Velazquez.jose.a@dol.gov Office phone number: 202.693.2909.

Generally, a complaint must be filed within 300 days of the alleged discrimination or specified failure to follow the equal opportunity standards. However, for good cause shown, the Registration Agency may extend the filing time. The time period for filing is for the administrative convenience of the Registration Agency and does not create a defense for the respondent.

Each complaint must be made in writing and must contain the following information:

i The complainant's name, address and telephone number, or other means for contacting the complainant;

ii The identity of the respondent (the individual or entity that the complainant alleges is responsible for the discrimination)

iii A short description of the events that the complainant believes were discriminatory, including but not limited to when the events took place, what occurred, and why complainant believes the actions were discriminatory.

iv The complainant's signature or the signature of the complainant's authorized representative.

Complaints of discrimination in the Apprenticeship Program may be filed and processed under Title 29, CFR part 30, and the procedures as set forth above.

The JATC will provide written notice of its complaint procedure to all applicants for apprenticeship and all apprentices.

On any dispute or complaint appealed to the registration agency, the Committee's further action will conform to the procedures published by that agency.

Neither the JATC; the JATC's sponsoring Employer and union organizations; nor their officers, members, employees, or agents; shall be liable financially or otherwise for actions taken by the JATC, or the consequences of such actions, with respect to:

1. Withholding apprenticeship from any individual because of the individual's lack of qualifications, or because of the unavailability of employment or training opportunities; or

2. Cancellation of the Apprenticeship Agreement for cause; or

3. Non-referral of Apprentices to an Employer that fails to comply with the requirements of these Standards or the JATC, and/or removal of currently-employed Apprentices from such Employer; or

4. Inability of the JATC to provide employment opportunities and OJL; or

5. Failure of an Employer or an Apprentice to comply with legal requirements such as workers compensation, safety and health regulations, regulations relating to the employment of legal minors, or other federal, state or local mandates.

SECTION XXI - COLLECTIVE BARGAINING AGREEMENTS – 29 CFR § 29.11

Nothing in this part or in any Apprenticeship Agreement will operate to invalidate:

(a) Any apprenticeship provision in any CBA between Employers and employees establishing higher apprenticeship standards; or

(b) Any special provision for veterans, minority persons, or women in the standards, Apprentice qualifications or operation of the Program, or in the Apprenticeship Agreement, which is not otherwise prohibited by law, executive order, or authorized regulation.

SECTION XXII - TRANSFER OF AN APPRENTICE AND TRAINING OBLIGATION – 29 CFR § 29.5(13)

The Transfer of an Apprentice between apprenticeship programs and within an apprenticeship program must be based on agreement between the Apprentice and the affected Apprenticeship Committees or Program Sponsors and must comply with the following requirements:

i. The transferring Apprentice must be provided a transcript of Related Instruction and OJL by the committee or program sponsor;
ii. Transfer must be to the same occupation; and
iii. A new Apprenticeship Agreement must be executed when the Transfer occurs between the program sponsors.

The Apprentice must receive credit from the new sponsor for the training already satisfactorily completed.

It is the responsibility of the JATC to provide, insofar as possible, reasonably continuous employment for all Apprentices in the Program. Where the business of a participating Employer is not able to sustain reasonably continuous employment for the assigned apprentices, the JATC will attempt to arrange Transfer of apprentices to another participating Employer. An Apprentice who has entered the Program directly as a result of an Employer referral and offer of employment will not be transferred by the JATC from the referring Employer to another unless the referring Employer cannot provide continuous employment. If an Apprentice is laid off by a referring Employer, the Apprentice may accept employment from another Employer. If, however, after layoff an Apprentice accepts re-employment with the referring Employer, the Apprentice may not transfer to another Employer without permission of the JATC. Furthermore, if the nature of the participating Employer's business does not offer the diversity of work experience in the various processes of the trade or adequate OJL, the Committee may transfer apprentices to another participating Employer. Where there is an allegation of inadequate OJL, the JATC will provide the Employer with notice of any deficiencies and will provide the Employer a reasonable opportunity to correct deficiencies. The JATC shall determine whether there are deficiencies and the reasonableness of the Employer's action in correcting deficiencies. The Apprentice must receive credit from the new Employer for the training already satisfactorily completed. If conditions of business make it necessary to temporarily suspend the period of apprenticeship, Apprentices suspended for this reason will be given the opportunity to resume their active apprenticeships before any additional apprentices are employed.

An Employer that obtains the services of an Apprentice by a direct referral shall release the employee to attend Apprenticeship Program Classes and shall continue to employ the Apprentice as long as there is sufficient work, and as long as the Employer has the resources to provide OJL, provided the Apprentice has not given cause for termination. An Employer who violates this rule may be excluded by the JATC from using apprentices in the future. Notwithstanding the foregoing, the referring Employer may reject an applicant without cause only during the first thirty (30) days of the applicant's employment. However, an Employer shall not be required to continue to employ Apprentices whose attendance, cooperation or other work habits are cause for discharge, but shall not be permitted to reject an applicant based solely upon the applicant's lack of training or experience. Employers shall not employ an Apprentice who is required to remain in the employment of a referring Employer.

SECTION XXIII - RESPONSIBILITIES OF THE APPRENTICE

Apprentices, having read these Standards formulated by the Sponsor, agree to all the terms and conditions contained herein and agree to abide by the Sponsor's rules and policies, including any

amendments, and to serve such time, perform such manual training, and study such subjects as the Sponsor may deem necessary to become a skilled Journeyworker.

In signing the Apprenticeship Agreement, apprentices assume the following responsibilities and obligations under the Apprenticeship Program:

A. Maintain and make available such records of work experience and training received on the job and in Related Instruction as may be required by the Sponsor.

B. Develop and practice safe working habits and work in such a manner as to assure his/her personal safety and that of fellow workers.

C. Work for the Employer to whom the Apprentice is assigned for the duration of the apprenticeship, unless the Apprentice is reassigned to another Employer or the Apprenticeship Agreement is terminated by the Sponsor.

Apprentice Responsibilities: The Committee shall impress upon each entering Apprentice that in signing the Apprenticeship Agreement, he or she voluntarily agrees to abide by the provisions of the Standards. The major responsibilities and obligations of the Apprentice follow:

(1) Perform diligently and faithfully the work of the trade and other pertinent duties as assigned by the Employer.

(2) Respect the property of the Employer and abide by the working rules and regulations of the Employer and the Committee.

(3) Get along with other apprentices and Journeyworkers and carry out the instruction given by supervisors.

(4) Attend regularly and complete satisfactorily the required hours of instruction and/or home study as stipulated in the Standards.

(5) Conduct oneself at all times in a creditable, ethical and moral manner striving to enhance the dignity and craft worker status of the Construction Craft Laborer.

Failure to demonstrate willingness or ability to acquire the knowledge and skills of this craft, or failure to meet the Apprentice responsibilities and obligations as outlined in these Standards and in the rules and regulations of the Committee, may result in cancellation of the Apprenticeship Agreement.

SECTION XXIV - TECHNICAL ASSISTANCE

Technical assistance, such as that from the U.S. Department of Labor's Office of Apprenticeship and vocational schools, may be requested to advise the Sponsor.

The Sponsor is encouraged to invite representatives from industry, education, business, private organizations, and public agencies to provide consultation and advice for the successful operation of its training program.

SECTION XXV - CONFORMANCE WITH FEDERAL LAWS AND REGULATIONS

No Section of these Standards of Apprenticeship shall be construed as permitting violation of any Federal Law or Regulation.

SECTION XXVI - DEFINITIONS

APPRENTICE: Any individual employed by the Employer meeting the qualifications described in the Standards of Apprenticeship who has signed an Apprenticeship Agreement with the Sponsor providing for training and Related Instruction under these Standards and who registers with the Registration Agency.

APPRENTICE ELECTRONIC REGISTRATION (AER): An electronic tool that allows for instantaneous transmission of apprentice data for more efficient registration of apprentices and provides program sponsors with a faster turnaround on their submissions and access to their Apprenticeship Program data.

APPRENTICESHIP AGREEMENT: The written agreement between the Apprentice and the Sponsor setting forth the responsibilities and obligations of all parties to the Apprenticeship Agreement with respect to the Apprentice's employment and training under these Standards. Each Apprenticeship Agreement must be registered with the Registration Agency.

APPRENTICESHIP COMMITTEE (COMMITTEE): Those persons designated by the Sponsor to act as agents for the Sponsor in the administration of the program. A joint committee is composed of an equal number of representatives of the Employer(s) and of the employees represented by a bona fide collective bargaining agent(s).

CERTIFICATE OF COMPLETION OF APPRENTICESHIP: The credential issued by the Registration Agency to those registered Apprentices certified and documented as having successfully completed the Apprentice training requirements outlined in these Standards of Apprenticeship.

COLLECTIVE BARGAINING AGREEMENT: The negotiated agreement between the signatory Union and signatory Employer(s) that sets forth the terms and conditions of employment.

ELECTRONIC MEDIA: Media that utilize electronics or electromechanical energy for the end user (audience) to access the content. Includes, but is not limited to, electronic storage media, transmission media, the Internet, extranets, lease lines, dial-up lines, private networks, and the physical movement of removable/transportable electronic media and/or interactive distance learning.

EMPLOYER: Any person, business, organization or company signatory to this Sponsor's Standards employing an Apprentice (whether or not such an entity is a party to an Apprenticeship Agreement with the Apprentice) that is responsible for providing hours of work, supervision, wages, and/or benefits to apprentices in its employ as registered under these Standards.

HYBRID OCCUPATION (HY): An occupation using an apprenticeship approach that measures the individual apprentice's skill acquisition through a combination of a specified minimum number of hours of OJL and the successful demonstration of competency as described in a work process schedule.

JOURNEYWORKER: A worker who has attained a level of skills, abilities, and competencies recognized within an industry as mastery of the skills and competencies required for the occupation. The term may also refer to a mentor, technician, specialist, or other skilled worker who

has documented sufficient skills and knowledge of an occupation, either through formal apprenticeship or through practical on-the-job experience and formal training.

O*NET-SOC CODE: The Occupational Information Network (O*NET) codes and titles are based on the new Standard Occupational Classification (SOC) system mandated by the federal Office of Management and Budget for use in collecting statistical information on occupations. The O*NET classification uses an 8-digit O*NET-SOC code.

ON-THE-JOB LEARNING (OJL): Tasks learned on-the-job in which the Apprentice must become proficient before a completion certificate is awarded. The learning must be through structured, supervised work experience.

REGISTERED APPRENTICESHIP PARTNERS INFORMATION DATA SYSTEM (RAPIDS): A federal system that provides for the automated collection, retention, updating, retrieval, and summarization of information related to apprentices and apprenticeship programs.

REGISTRATION AGENCY: The U.S. Department of Labor's Office of Apprenticeship that has responsibility for registering apprenticeship programs and apprentices, providing technical assistance, conducting reviews for compliance with 29 CFR §§ 29 and 30, and conducting quality assurance assessments.

RELATED INSTRUCTION: An organized and systematic form of instruction designed to provide the Apprentice with knowledge of the theoretical and technical subjects related to the Apprentice's occupation. Such instruction may be given in a classroom, through occupational or industrial courses, or by correspondence courses of equivalent value, Electronic Media, or other forms of self-study approved by the Registration Agency.

SPONSOR OR PROGRAM SPONSOR: Any person, association, committee, or organization that operates an apprenticeship program and in whose name the program is registered that assumes the full responsibility for administration and operation of the apprenticeship program. The Sponsor of this Apprenticeship Program is the LiUNA Chicagoland Laborers' District Council Training & Apprentice Fund.

STANDARDS OF APPRENTICESHIP (STANDARDS): This entire document, including all appendices and attachments hereto, and any future modifications and additions approved by the Registration Agency.

SUPERVISOR OF APPRENTICE(S): An individual designated by the program sponsor to supervise or have charge and direction of an apprentice.

TRANSFER: A shift of apprenticeship registration from one program to another or from one employer within a program to another employer within that same program, where there is agreement between the Apprentice and the affected Apprenticeship Committees or Program Sponsors.

UNION: The signatory union and any of its affiliated local unions party to a labor agreement with the signatory employer(s). The Union is the Construction and General Laborers' District Council of Chicago and Vicinity, Laborers' International Union of North America

SECTION XXVII - OFFICIAL ADOPTION OF APPRENTICESHIP STANDARDS AND ALL APPENDICES

The LiUNA Chicagoland Laborers' District Council Training & Apprentice Fund and Board of Trustees AND Construction and General Laborers' District Council of Chicago and Vicinity, Laborers' International Union of North America hereby adopt these Standards of apprenticeship on this 5th day of September, 2018 to be effective on and after January 1, 2019.

Illinois Road Builders Assn.
Lake County Contractors Assn.
Underground Contractors Assn.
MARBA

Employer Trustees

Shane Higgins

Joseph Koppers

David Lorig

Robert G. Krug

William Vignocchi

Seth Gudeman

Construction and General Laborers' District Council of Chicago and Vicinity, Laborers Union International of North America

Union Trustees

James P. Connolly

Martin Flanagan

Charles LoVerde III

Joseph Healy

William Martin

Martin Dwyer

Officially registered as incorporating the Standards of the
Office of Apprenticeship
United States Department of Labor

Kim Jones, Illinois State Director
Office of Apprenticeship

April 12, 1999
Date of Registration

IL017990001
Registration Number

Revised: February 1, 2019

Appendix A

WORK PROCESS SCHEDULE

AND

RELATED INSTRUCTION OUTLINE

Appendix A

WORK PROCESS SCHEDULE
Construction Craft Laborer
O*NET-SOC CODE: 47-2061.00 RAPIDS CODE: 0661HY

This schedule is attached to and a part of these Standards for the above identified occupation.

1. **TYPE OF OCCUPATION**

The hybrid approach measures skill acquisition through a combination of specified minimum number of hours of on-the-job learning (OJL) and the successful demonstration of competency as described in a work process schedule.

2. **TERM OF APPRENTICESHIP**

The term of the occupation shall be minimum two (2) years with an OJL attainment of 2,400 hours supplemented by 360 hours of Related Instruction.

3. **RATIO OF APPRENTICES TO JOURNEYWORKERS**

The ratio of Journeyworkers to Apprentices shall be six (6) Laborer Journeyworkers to one (1) Laborer Apprentice on a company-wide basis, with no more than twenty percent (20%) of Laborers being Apprentices on any one job site of the Employer. Employers who employ a maximum of between one (1) and five (5) Laborer Journeyworkers shall be entitled to one (1) Laborer Apprentice, who may be assigned to job sites irrespective of the twenty percent (20%) job site maximum specified in this provision per the CBA.

4. **APPRENTICE WAGE SCHEDULE**

Apprentices shall be paid a progressively increasing schedule of wages based on a percentage of the current Journeyworker wage rate. Journeyworker Scale is $42.72 per hour plus benefits as of June 1, 2018.

The work and training schedule is as follows:

1st 6 months + 600 Hours OJL +120 Hours Related Instruction
2nd 6 months + 1200 Cumulative Hours OJL + 80 Hours Relation Instruction
3rd 6 months + 1800 Cumulative Hours OJL + 80 Hours Related Instruction
4th 6 months + 2400 Cumulative Hours OJL + 80 Hours Related Instruction

5. **WORK PROCESS SCHEDULE** (See attached Work Process Schedule)

   The Sponsor may modify the work processes to meet local needs prior to submitting these Standards to the appropriate Registration Agency for approval.

6. **RELATED INSTRUCTION OUTLINE** (See attached Related Instruction Outline)

WORK PROCESS SCHEDULE
Construction Craft Laborer
O*NET-SOC CODE: RAPIDS CODE: 0661HY

Work Process Schedule for Construction Craft Laborer

The following list of general and specialty tasks represent skills required by a Construction Craft Laborer (CCL) in a high performance industry. In general, the skills represent competencies in managing and understanding resources, information, technology, systems, and interpersonal relations.
Where consistent with the available work, the following general skills should be mastered by all Construction Craft Laborers.

		APPROXIMATE HOURS
I.	**General Skills**	600 - 1600 hours
A.	**Site/Project Preparation & Maintenance** • Transportation, erecting, dismantling and stockpiling of scaffolding and work platforms • Grading and compaction • Rigging & signaling for work traditionally performed by Construction Craft Laborers • Site preparation, clearing, clean-up and security	200 - 600 hours
B.	**Tools, Equipment and Materials** • Tool, equipment and material recognition and preparation • Hand, electric, gas, pneumatic and power tools • Tool/equipment use and maintenance • Tool, equipment and material storage and security	200 - 600 hours
C.	**Safety** (continuous throughout all phases of on-the-job learning and related instruction) • Confined space safety • Flagging, signing and traffic awareness • Hazard material recognition • Trenching and site excavation safety	200 - 400 hours

II.	**Specific Skills**	1400 – 2600 hours
	Where available and required for the job, we expect the Apprentice to gain experience in each of the following specific groups	
A.	**Building Construction**	440 – 700 hours
	Concrete (placement and removal) Landscaping Mason/plasterer tending	
B.	**Heavy/Highway Construction**	440 – 800 hours
	Concrete (placement and removal) Asphalt (placement and removal)	
C.	**Underground Construction**	440 – 800 hours
	Pipe laying for work traditionally performed By Construction Craft laborers Tunnel and Shaft Drilling and blasting Concrete (placement and removal) Utility work	
D.	**Environmental**	80 – 100 hours
	Rules and regulations (lead, asbestos and hazardous waste) Hazard awareness (lead, asbestos and hazardous waste) Personal protective equipment EPA, Illinois regulations	
	Total Hours	2000 – 4000 hours

2400
TOTAL MINIMUM HOURS

RELATED INSTRUCTION OUTLINE
Occupation Title
O*NET-SOC CODE: RAPIDS CODE: 0661 HY

Related instruction - This instruction shall include, but not be limited to:

Related Education Schedule	**Approximate Hours**
FIRST YEAR APPRENTICE RELATED TRAINING SCHEDULE	
First Week of Training:	
Apprentice Program Benefits Orientation	2 Hours
Apprentice and Union Orientation	4 Hours
Back Safety	4 Hours
Hazard Communication Training	2 Hours
First Aid/CPR/AED	6 Hours
Employability Skills	4 Hours
Construction Math	8 Hours
Work Zone Safety/Flagger Certification	10 Hours
Total	**40 Hours**

The remaining 320 hours of additional required Apprentice Related Training, of which, 200 hours are mandatory during the first year of the Program and the outstanding 160 hours to be completed during the second year of the Program, will consist of the following courses:

Scaffold Builder	40 Hours
Concrete	40 Hours
30 Hour OSHA	40 Hours
Mason Tending	40 Hours
Pipelaying	40 Hours
Environmental Awareness	40 Hours
Blueprint Reading	40 Hours
Burning	16 Hours
Pneumatic Tools	32 Hours
Total	**320 Hours**

Total Training Hours 360 Hours

Appendix B

CONSTRUCTION CRAFT LABORER APPRENTICE PROGRAM

APPRENTICESHIP AGREEMENT

CONSTRUCTION CRAFT LABORER APPRENTICE PROGRAM

APPRENTICESHIP AGREEMENT

UNION OBLIGATIONS OF THE APPRENTICE

Participation in the apprentice program is contingent upon the apprentice meeting obligations to the Local Union to which he/she is assigned. Any apprentice not in good standing with the Local Union to which they were assigned, is not eligible for employment or to attend off-the-job related instruction or training.

OFF THE JOB RELATED INSTRUCTION AND TRAINING

All scheduled training classes will be conducted at the LiUNA Chicagoland Laborers' District Council Training and Apprentice Fund (or "Fund") in either the Carol Stream or the City of Chicago Training Facility, Monday through Friday, 7 am to 3:30 pm. It is the responsibility of the apprentice to verify which location each class will be taught.

ATTENDANCE

Apprentices must attend all off-the-job instruction and training as assigned and scheduled **whether they are working or not**. Appropriate notice will be given by mail to the apprentice of scheduled training dates. The apprentice **must confirm training dates with the training office and give their employer notice of the training dates as soon as possible.**

Apprentices must be on time for training classes and must be appropriately dressed. Appropriate work clothing includes work pants (no shorts), shirts with sleeves (long or short) and safety-toe boots. Apprentices should also dress appropriately for the weather conditions (hot, cold, etc.). Training will be conducted indoors and outdoors. Once hard hats, gloves and safety glasses are assigned to the apprentice they are responsible for bringing them to class each day.

VIOLATION ASSESSMENTS

An apprentice shall be considered **late** for training classes if the apprentice arrives 1–10 minutes past the starting time of the scheduled class.

An apprentice shall be considered **tardy** for training classes if the apprentice arrives 11-60 minutes past the starting time of the scheduled class.

An apprentice shall be considered **absent-unexcused** for training classes if the apprentice arrives more than 60 minutes past the starting time of the scheduled class; or does not attend a day of scheduled training; or leaves class without authorization.

An apprentice shall be considered **absent-excused** if the apprentice's absence from scheduled class is for personal medical reasons, a death in the immediate family, a court appearance or because of military obligations. **Written documentation substantiating the reason for the absence must be submitted to the Joint Apprenticeship and Training Committee (JATC) within one week of the absence.**

Any missed training will require the apprentice to promptly make up the time missed or repeat the entire class at the discretion of the Apprenticeship Directorship or Apprentice Coordinator. Certificates, training stipends and wage increases cannot be awarded until the apprentice completes the required training.

ASSESSMENT OF POINTS FOR RULE VIOLATIONS

POINTS	VIOLATION
1	Late hour reports (received after the 10th of the month)
5	Late for scheduled class
10	Tardy for scheduled class
15	Absent-unexcused for scheduled class
10	Violation of JATC rule
10	Violation of CLTAF rule.

An apprentice will be placed on probation if 20 or more points are accumulated during a period of apprenticeship. An apprentice will be terminated from the apprenticeship program if 31 or more points are accumulated during a period of apprenticeship.

The first 500 hours of employment for all entering apprentices shall constitute a probationary period, which shall be a part of the term of apprenticeship. During the probationary period the Apprenticeship Agreement may be terminated by the JATC or apprentice without stating a cause or hearing. After the probationary period, the agreement may be cancelled with good cause by the JATC.

PERIODS OF APPRENTICESHIP

An apprentice begins their two year term as an apprentice at 60% of Journeyworker wages.

They are required to complete 40 hours of initial training and:

In order to advance to the next level, first year, second 6 months (70%) the apprentice needs to have completed:

- 600 hours of on-the-job learning (OJL)
- 6 months from their acceptance date into the program
- And an additional 80 hours of instruction
- And must attend one Union meeting per quarter

In order to advance to the second year, first 6 months (80%) the apprentice needs to have completed:

- A total of 1200 hours (cumulative) of OJL
- 6 months from their last level increase
- And an additional 80 hours of instruction
- And must attend one Union meeting per quarter

In order to advance to the second year, second 6 months (90%) the apprentice needs to have completed:

- A total of 1800 hours (cumulative) of OJL
- 6 months from their last level increase
- And an additional 80 hours of instruction
- And must attend one Union meeting per quarter

In order to complete the apprentice program and advance to 100% Journeyworker rate, the apprentice needs to have completed:

- A total of 2400 hours (cumulative) OJL
- 6 months from their last level increase
- And their last 80 hours of instruction
- And must attend one Union meeting per quarter
- Introduction to Labor History I
- Introduction to Labor History II

RESPONSIBILITIES OF AN APPRENTICE

Apprentices, having read these standards formulated by the sponsor, agree to all the terms and conditions contained herein and agree to abide by the sponsor's rules and policies, including any amendments, and to serve such time, perform such manual training, and study such subjects as the sponsor may deem necessary to become a skilled journeyworker.

In signing the Apprenticeship Agreement, apprentices assume the following responsibilities and obligations under the apprenticeship program:

A. Maintain and make available such records of work experience and training received on the job and in related instruction as may be required by the sponsor.

B. Develop and practice safe working habits and work in such a manner as to assure his/her personal safety and that of fellow workers.

C. Work for the employer to whom the apprentice is assigned for the duration of the apprenticeship, unless the apprentice is reassigned to another employer or the Apprenticeship Agreement is terminated by the sponsor.

D. Perform diligently and faithfully the work of the trade and other pertinent duties as assigned by the employer.

E. Respect the property of the employer and abide by the working rules and regulations of the employer and the Committee.

F. Get along with other apprentices and journeyworkers and carry out the instruction given by supervisors.

G. Attend regularly and complete satisfactorily the required hours of instruction and/or home study as stipulated in the standards.

H. Conduct oneself at all times in a creditable, ethical and moral manner striving to enhance the dignity and craft worker status of the Construction Craft Laborer.

Failure to demonstrate willingness or ability to acquire the knowledge and skills of this craft, or failure to meet the apprentice responsibilities and obligations as outlined in these Standards and in the rules and regulations of the Committee, may result in cancellation of the Apprenticeship Agreement.

*Affirmative action statement, work process schedule statement, training allowance and apprentice related instructional hour statement can be referenced in the Apprenticeship Standards for LiUNA Chicagoland Laborers' District Council Training & Apprentice Fund.

MISCELLANEOUS RULES

Apprentices shall immediately notify the LiUNA Chicagoland Laborers' District Council Training & Apprentice Fund by mail, in person or by calling 1-630-653-0006 of any change in address or telephone number.

If an apprentice fails to notify the Fund of a change of address and, as a result, does not attend scheduled classes because of not receiving notification to attend, that apprentice's absence from those classes shall be considered absent-unexcused.

An apprentice may not quit a job with a contractor, nor change contractors without approval from the Directorship of Apprenticeship.

An apprentice may be discharged from employment because of unsatisfactory work, improper conduct, indifference to rules and regulations or insubordination. During the apprentice's probationary period, such discharge will automatically result in termination from the apprentice program.

Apprentices laid off by their employer due to lack of work or reduction in workforce shall immediately notify the Director of Apprenticeship and their Local of such lay off.

Apprentices called back to work by the employer shall immediately notify the Apprentice Coordinator and their Local.

Apprentices shall complete monthly employment work reports and submit them by the 10th day of the following month to the Joint Apprenticeship Training Committee.

Apprentices must abide by all rules, regulations and conditions of application of the Fund.

Apprentices must abide by all requirements of the Apprenticeship Standards for Construction Craft Laborer (DOL #869-463-580).

Apprentices who fail to fulfill their mandatory quarterly union meeting attendance obligation will be assessed 10 violation points per quarter and will not receive any corresponding training stipends.

STATEMENT OF UNDERSTANDING

I have read these rules and been given an opportunity to ask questions regarding further classifications. I understand that a copy of these rules will be given to me and a signed copy placed in my apprenticeship file. I have received, understand and accept the rules, regulations and conditions of the LiUNA Chicagoland Laborers' District Council Training & Apprentice Fund and Apprenticeship Standards. I understand that violation of these rules, regulations, conditions or standards is just cause for me to be terminated from the apprenticeship program.

Date of Birth: _____ Social Security Number (optional) _____-___-____

Apprentice Signature: _____ Date_____

Program Sponsor Signature: _____ Date_____

Program Sponsor:

LiUNA Chicagoland Laborers' District Council Training & Apprentice Fund
Paul Hoetzer
Director of Apprenticeship
1200 Old Gary Avenue
Carol Stream, Illinois 60188
630-653-0006 ext. 235
paul.hoetzer@chicagolaborers.org

Registration Agency:

United States Department of Labor Office of Apprenticeship
Marlene Budge
USDOL/OA/ATR
230 South Dearborn St.
Chicago, Illinois 60604
312-596-5504
budge.marlene@dol.gov

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Appendix C

AFFIRMATIVE ACTION

PLAN

AFFIRMATIVE ACTION PLAN

ADOPTED BY

LiUNA Chicagoland Laborers' District Council Training & Apprentice Fund and Board of Trustees

Chicago District Council, Laborers International Union of North America

AS REQUIRED UNDER TITLE 29, CODE OF FEDERAL REGULATIONS, PART 30
AMENDED MAY 12, 1978

DEVELOPED IN COOPERATION WITH THE
U. S. DEPARTMENT OF LABOR
OFFICE OF APPRENTICESHIP

SECTION I - INTRODUCTION

The JATC enters this Affirmative Action Plan (AAP) with good faith for the purpose of promoting equality of opportunity into its Registered Apprenticeship Program. The JATC seeks to increase the recruitment of qualified women and/or minorities for possible selection into the apprenticeship program in the event women and/or minorities are underutilized in the apprenticeship program. The JATC hereby adopts the following nondiscriminatory pledge and the AAP.

This AAP is a supplement to the Apprenticeship Standards. Any changes made by the JATC will become part of this written AAP, once approved by the Registration Agency.

SECTION II - EQUAL OPPORTUNITY PLEDGE

The JATC commits to the following Equal Opportunity Pledge:

LiUNA Chicagoland Laborers' District Council Training & Apprenticeship Fund will not discriminate against apprenticeship applicants or apprentices based on race, color, religion, national origin, sex,(including pregnancy and gender identity) sexual orientation, genetic information, or because they are an individual with a disability or a person 40 years old or older. LiUNA Chicagoland Laborers' District Council Training & Apprenticeship Fund will take affirmative action to provide equal opportunity in apprenticeship and will operate the apprenticeship program as required under Title 29 of the Code of Federal Regulations, part 30, Section 5 (c)(1).

SECTION III - UTILIZATION AND ANALYSIS, GOALS AND TIMETABLES

In order to allow positive recruitment and full utilization of minorities and women in the apprenticeship program, the JATC pledges to identify outreach efforts under Section IV which will be undertaken. The purpose of the analysis is to determine the minority and women's labor force in the JATC's labor market area. Once the labor force is determined, the JATC can determine if deficiencies exist in terms of underutilization of minorities and/or women in the occupations registered with the Registration Agency. (See attached Affirmative Action Plan Workforce Analysis Worksheet.)

SECTION IV - OUTREACH AND POSITIVE RECRUITMENT

The JATC's AAP includes the following "checked" outreach and positive recruitment efforts that would reasonably be expected to increase minority and women's participation in apprenticeship by expanding the opportunity of minorities and women to become eligible for apprenticeship selection. **Once those efforts have been checked, the JATC will set forth the specific steps they intend to take under each identified effort.** The JATC will identify **a significant number of activities** in order to enable it to meet its obligation under Title 29, CFR part 30.4(c).

A. X An announcement of specific apprenticeship openings must be disseminated thirty (30) days in advance of the earliest date for application at each interval to the following agencies/organizations:

- Registration Agency
- Women's Organizations/Centers
- Local Schools
- Employment Service Centers
- One Stop Centers
- Vocational Education Schools
- Other Organizations/Centers (which can effectively reach minorities and women)
- Newspapers (which are circulated in the minority community and among women)

The announcement will include the nature of the apprenticeship, requirements for admission to apprenticeship, availability of apprenticeship opportunities, sources of apprenticeship applications, and the JATC's equal opportunity policy. The period for accepting applications as established by the JATC is: _____

B. X Participation in annual workshops conducted by employment service agencies for the purpose of familiarizing school, employment service and other appropriate personnel with the apprenticeship program and current opportunities.

C. ☐ Cooperation with school boards and vocational educational systems to develop programs for preparing students to meet the standards and criteria required to qualify for entry into the apprenticeship program.

D. X Internal communication of the JATC's equal opportunity policy should be conducted in such a manner to foster understanding, acceptance, and support among the JATC's various officers, supervisors, employees, and members, and to encourage such persons to take the necessary action to aid in meeting its obligation under Title 29, CFR part 30.

E. X Engaging in programs such as outreach for the positive recruitment and preparation of potential applicants for apprenticeships; where appropriate and feasible, such programs will provide for pre-testing experience and training. In initiating and conducting these programs, the JATC may be required to work with other JATCs and appropriate community organizations. The JATC will also initiate programs to prepare women and encourage women to enter traditionally male programs.

F. ☐ Encouraging the establishment and utilization of programs of pre-apprenticeship, preparatory trade training, or others designed to afford related work experience or prepare candidates for apprenticeship. The JATC will make appropriate provisions in its AAP to assure that those who complete such programs are afforded full and equal opportunity for admission into the apprenticeship program.

G. ☐ Utilizing journeyworkers to assist in the implementation of affirmative action in the apprenticeship program.

H. X Granting advance standing or credit on the basis of previously acquired experience, training, skills, or aptitude for all applicants equally.

I. ☐ Other appropriate action to ensure that the recruitment, selection, employment, and training of apprentices during their apprenticeship will be without discrimination because of race, color, religion, national origin, or sex (e.g., general publication of apprenticeship opportunities and advantages in advertisements, industry reports, articles, etc., use of present minority and women apprentices and journeyworkers as recruiters; career counseling; development of reasonable procedures to ensure employment opportunity, including reporting systems, on-site reviews, briefing sessions).

The Sponsor shall:

1) Participate in workshops for school and employment service counselors.
2) Cooperate and counsel with secondary and vocational school administrators concerning needs of the industry and how transition of female and minority group students from school to apprenticeship can best be accomplished.
3) Disseminate information within the industry to acquaint all involved with the goals of the apprenticeship program and to effect cooperation.
4) Cooperate with concerned minority and female organizations. They shall disseminate information to the general public detailing procedures for applying for admission to apprenticeship and how to respond.
5) Run newspaper advertisements in major newspapers and minority newspapers in all areas of jurisdiction, bi-annually.
6) Attempt to secure on public service time on radio and/or TV commonly identified with the minority community.
7) Adopt other acts deemed necessary by the sponsor to accomplish the goals desired.

SECTION V - ANNUAL REVIEW OF AFFIRMATIVE ACTION PLAN

The JATC will make an annual review of its current AAP and its overall effectiveness and institute any revisions or modifications warranted. The review will analyze (independently and collectively) the affirmative action steps taken by the JATC for evaluating the positive impact, as well as the adverse impact in the areas of outreach and recruitment, selection, employment, and training. They will work diligently to identify the cause and affect that result from their affirmative action measures. The JATC will continually monitor these processes in order to identify the need for a new affirmative action effort and/or deletion of ineffective existing activities. All changes to the AAP must be submitted to the Registration Agency for approval. The JATC will continually monitor the participation rates of minorities and women in the apprenticeship program in an effort to identify any type of underutilization. If underutilization exists, corrective action will be immediately implemented. The goals and timetables also will be reviewed periodically as determined by the Registration Agency and updated where necessary.

AFFIRMATIVE ACTION PLAN
WORKFORCE ANALYSIS WORKSHEET

A. SPONSOR INFORMATION

Program Number:	IL017990001	
Name of Sponsor:	Chicagoland Laborers Training & Apprentice Fund	
Address:	1200 Old Gary Ave	
City/State/Zip Code:	Carol Stream, IL 60188	
Contact Person:	Paul Hoetzer	
Phone Number: 630-653-0006 Ext. 235		FAX Number: 630-653-2762
E-Mail Address:	paul.hoetzer@chicagolaborers.org	

B. OCCUPATIONAL INFORMATION

Occupational Title: *	Construction Craft Laborer
RAPIDS Code:0661	O*NET/SOC Code: 47-2061.00
Type of selection method used: Employer Referral	
Labor Market Area description: All 9 Counties in the Northeastern corner of Illinois	

C. LABOR MARKET AREA & OCCUPATIONAL PARTICIPATION DATA

C.1 Total Labor Force in Labor Market Area * 4,451,902		
Number of Women:	2,048,014	23 % of labor force
Number of Minorities:	1,848,591	42 % of labor force
C.2 Working Age Population in Labor Market Area *		
Number of Women:		% of labor force
Number of Minorities:		% of labor force
C.3 Apprentice Participation in Craft/Occupation in National Apprenticeship System **		
Number of Women:	31	16 % of apprentices
Number of Minorities:	81	42 % of apprentices
C.4 The General Availability of Minorities and Women with the Present or Potential Capacity for Apprenticeship in Program Sponsor's Labor Market Area. ***		
Number of Women:		
Number of Minorities:		

Resources for obtaining labor market information.

* http://www.census.gov/hhes/www/eeoindex/page_c.html

** RAPIDS Data available from Registration Agency.

*** Program Sponsors may use any reasonable method for determining the general availability of minorities and women with the present or potential capacity for apprenticeship, including relying on the data recorded in Section C.1 for "Total Labor Force", C.2 for "Working Age Population", and C.3 "Apprentice Participation in Particular Craft/Occupation" to propose the entries for "The General Availability of Minorities and Women."

D. SPONSOR'S WORKFORCE DATA

D.1	Total Number of Journey/Craft Workers Employed:	10,000	
	Number of Women:		% of work force
	Number of Minorities:		% of work force
D.2	Total Percentage of Apprentices or of Applicant Pool (depending on selection method used)		
	Numerical percentage of Women apprentices or women in applicant pool:		%
	Numerical percentage of Minority apprentices or minorities in applicant pool:		%

E. ADDITIONAL RESOURCE DATA FOR CONSIDERATION IN ESTABLISHING GOALS

Industry Source Data	Minority rate of participation	Female rate of participation
E.1 Registered Apprenticeship Partners Information Data System (RAPIDS): *		
E.2 EEOC Occupational Employment Data: **		

* Data available from Registration Agency

** http://www.eeoc.gov/stats/jobpat/jobpat.html

F. DETERMINATION OF UTILIZATION

Analysis	Yes	No
Minority Underutilization:		
Female Underutilization:		

G. SPONSOR'S GOALS:

The program sponsor proposes and agrees to make a good faith effort to attain the goal of selecting 31 % minorities and 24% women during the next EEO Review cycle. These goals will not be used to discriminate against any qualified applicant on the basis or race, color, religion, national origin or sex.

The number of new apprentices to be hired during the next year (or selection period) is estimated to be: 60

Appendix D

QUALIFICATIONS AND SELECTION PROCEDURES

QUALIFICATIONS AND SELECTION PROCEDURES

ADOPTED BY

LiUNA Chicagoland Laborers' District Council Training & Apprentice Fund and Board of Trustees

Chicago District Council, Laborers International Union of North America

DEVELOPED IN COOPERATION WITH THE
U. S. DEPARTMENT OF LABOR
OFFICE OF APPRENTICESHIP

The certification of this selection procedure is not a determination that, when implemented, it meets the requirements of the Uniform Guidelines on Employee Selection Procedures (41 CFR, part 60-3) or 29 CFR part 30. Note that selection procedures may need to be modified to provide reasonable accommodations to qualified individuals with disabilities.

SECTION I. - MINIMUM QUALIFICATIONS

Applicants seeking acceptance into the Apprentice Program of the LiUNA Chicagoland Laborers' District Council Training & Apprentice Fund (the "Fund") must meet the following minimum qualifications:

A. Age

Applicants must be 18 years of age or older.

B. Education

Applicants must have at least a tenth grade education or higher or a GED or other high school equivalency.

C. Physical

Applicants must physically be able to perform the work of the trade.

D. Communication

Applicants must have a reading, understanding, writing and communicating ability that would enable the applicant to perform the tasks of the Construction Craft Laborer in a safe manner and would allow the applicant to comprehend the subject matter taught, in English only, in related instruction.

E. Driver's License

Applicants must have a valid driver's license.

F. Substance Abuse Testing

Applicants must pass a substance abuse test to be accepted into the Program.

G. Legally Eligible

Applicants must legally be eligible to work in the United States.

SECTION II. - APPLICATION and SELECTION PROCEDURES

An employer must refer newly hired employees for selection into the Apprenticeship Program consistent with the Collective Bargaining Agreement. Any employees referred to the Apprenticeship Program must meet the minimum qualifications identified above.

An employer may refer more than one new employee to the Apprenticeship Program provided that they do not exceed the specified ratio of six journeyworkers to one apprentice. The JATC may accept into the Program an individual who has been referred by an employer provided the employer has agreed to employ the individual and the employer further agrees to provide the on-the-job learning required by the Apprenticeship Program. An employee who is referred to the Apprenticeship Program and is accepted into the program must participate in an initial one-week safety training orientation at the first opportunity offered by the Apprenticeship Program. The offering of safety training orientation to new apprentices does not substitute for an employer's ordinary obligation to provide safe working conditions and appropriate direction to apprentices and journeyworkers in order to minimize the chance of injury.

Sponsoring employers must submit to the Fund the following documentation for all applicants prior to the date the applicant completes the Fund's application and submits to a substance abuse test:

1. Valid driver's license
2. Social Security card
3. Transcripts from high school showing completion of tenth grade or higher or, if applicable, other documentation demonstrating completion of a GED or other high school equivalency
4. Sponsorship letter from signatory employer

Applications will be accepted at locations within the jurisdiction of the Program as determined by the JATC. All applicants will be required to complete an application form. After completion of the application, the applicant will submit to a substance abuse test. After the applicant has taken the substance abuse test and completed the application and accompanying documentation, the Fund staff will review all the documentation and test results to determine whether the applicant satisfies the minimum qualifications set forth in Section I. Applicants who do not meet such qualifications or who cannot provide substantiating evidence for meeting such qualifications will be rejected from the Apprentice Program. A notice will be provided to the employer and the applicant if the applicant is rejected from the Program.

Applicants who are military veterans and who wish to receive credit for military training or experience must submit a form DD-214 to verify such military training and/or experience.

SECTION III. - NON-DISCRIMINATION POLICY, NON-HARASSMENT POLICY AND COMPLAINT PROCEDURES

A. Non-Discrimination Policy

The Fund will not discriminate against apprenticeship applicants or apprentices based on race, color, religion, national origin, sex,(including pregnancy and gender identity) sexual orientation, genetic information, or because they are an individual with a disability or a person 40 years old or older. The Fund will take affirmative action to provide equal opportunity in apprenticeship and will operate the

Apprenticeship Program as required under Title 29 of the Code of Federal Regulations, part 30, Section 5 (c)(1). Any applicant or apprentice who feels the Fund discriminated against him or her may file a complaint under the procedures outlined below.

B. Non-Harassment Policy

The Fund will work to promote an environment in which all apprentices (1) feel safe, welcomed and treated fairly, (2) are not harassed because of their race, color, religion, national origin, sex (including pregnancy and gender identify), sexual orientation, age (40 or older), genetic information, or disability and (3) are free from intimidation and retaliation. To that end, harassing conduct shall not be tolerated. Harassing conduct is unwelcome conduct that is based on race, color, religion, sex (including pregnancy and gender identity), national origin, age (40 or older), disability or genetic information. Harassment becomes unlawful where 1) enduring the offensive conduct becomes a condition of continued employment or apprenticeship, or 2) the conduct is severe or pervasive enough to create an environment that a reasonable person would consider intimidating, hostile, or abusive. Offensive conduct may include, but is not limited to, offensive jokes, slurs, epithets or name calling, physical assaults or threats, intimidation, ridicule or mockery, insults or put-downs, offensive objects or pictures, and interference with work performance. Any apprentice who is harassed, intimidated or retaliated against because of their protected status may file a complaint under the procedures outlined below.

C. Complaint Procedure

The Fund has established the following procedure for lodging a complaint of harassment, discrimination or retaliation. The Fund will treat all aspects of the procedure confidentially to the extent reasonably possible.

1. An apprentice who feels harassed or intimidated or discriminated against based on race, color, religion, national origin, sex (including pregnancy and gender identity), sexual orientation, age (40 or older), genetic information, or disability may initiate the complaint process by filing a complaint in writing with the Director of Apprenticeship. This complaint process is also available to any apprentice who feels he or she has been intimidated, threatened, coerced, retaliated against or discriminated against because he or she has (a) filed a complaint alleging a violation of Part 30 of Title 29 , Subtitle A of the Federal Regulations ("Part 30"), (b) opposed a practice prohibited by the provisions of Part 30 or any other Federal or State equal opportunity law, (c) furnished information to, or assisted or participated in any manner, in any investigation, compliance review, proceeding, or hearing under Part 30 or any Federal or State equal opportunity law; or (d) otherwise exercised any rights and privileges under the provisions of Part 30. (The provisions of Part 30 shall be available upon request. Part 30 is the part of the Federal Regulations dealing with equal employment opportunity in Apprenticeship.)

2. No formal action will be taken against any person under this policy unless the Director of Apprenticeship has received a written and signed complaint containing sufficient details to determine if the policy may have been violated. If an instructor or other Fund staff becomes aware that harassment or discrimination is occurring,

either from personal observation or as a result of an apprentice's coming forward, the instructor should immediately report it to the Director of Apprenticeship.

3. Upon receiving a complaint or being advised by an instructor or other Fund staff that a violation of this policy may be occurring, the Director of Apprenticeship will notify the Fund and review the complaint with Fund counsel.

4. Within five working days of receiving the complaint, the Director of Apprenticeship will notify the person(s) charged [hereafter referred to as "respondent(s)"] of a complaint and initiate the investigation to determine whether there is a reasonable basis for believing that the alleged violation of this policy occurred.

5. During the investigation, the Director of Apprenticeship, together with Fund counsel or other Fund employees, will interview the complainant, the respondent and any witnesses to determine whether the alleged conduct occurred.

6. Within 15 business days of the complaint being filed (or the matter being referred to the Director of Apprenticeship), the Director of Apprenticeship or other person conducting the investigation will conclude the investigation and submit a written report of his or her findings to the Executive Director.

7. If it is determined that harassment or discrimination in violation of this policy has occurred, the Executive Director will recommend appropriate disciplinary action. The appropriate action will depend on the following factors: a) the severity, frequency and pervasiveness of the conduct; b) prior complaints made by the complainant; c) prior complaints made against the respondent; and d) the quality of the evidence (e.g., first-hand knowledge, credible corroboration).

8. If the investigation is inconclusive or if it is determined that there has been no violation of policy but potentially problematic conduct may have occurred, the Director of Apprenticeship may recommend appropriate preventive action.

9. Within five days after the investigation is concluded, the Director of Apprenticeship will meet with the complainant and the respondent separately, notify them of the findings of the investigation, and inform them of the action being recommended.

10. The complainant and the respondent may submit statements to the Director of Apprenticeship challenging the factual basis of the findings. Any such statement must be submitted no later than five working days after the meeting with the Director of Apprenticeship in which the findings of the investigation are discussed.

11. Within 10 days from the date the Director of Apprenticeship meets with the complainant and respondent, the Executive Director will review the investigative report and any statements submitted by the complainant or respondent, discuss results of the investigation with the Director of Apprenticeship and/or other Fund staff as may be appropriate, and decide what action, if any, will be taken. The Director of Apprenticeship will report the Executive Director's decision to the complainant, the respondent and the instructors of the complainant and respondent. The Executive Director's decision will be in writing and will include findings of fact and a

statement for or against disciplinary action. If disciplinary action is to be taken, the respondent will be informed of the nature of the discipline and how it will be executed.

D. Alternative legal remedies

Nothing in this policy may prevent the complainant or the respondent from pursuing formal legal remedies or resolution through local, state or federal agencies or the courts, including the Office of Apprenticeship of the DOL as described below.

E. Right to Equal Opportunity

It is against the law for a sponsor of an Apprenticeship Program registered for Federal purposes to discriminate against an apprenticeship applicant or apprentice based on race, color, religion, national origin, sex, sexual orientation, age (40 years or older), genetic information, or disability. The sponsor must ensure equal opportunity with regard to all terms, conditions, and privileges associated with apprenticeship. If applicant or apprentice thinks that he or she has been subjected to discrimination, he or she may file a complaint within 300 days from the date of the alleged discrimination or failure to follow the equal opportunity standards with the US Department of Labor Office of Apprenticeship.

By Mail:
U.S. Department of Labor Office of Apprenticeship 200 Constitution Ave., NW Washington, DC 20210
Att'n: Apprenticeship EEO Complaints

Or

Scan it and email it to ApprenticeshipEEOcomplaints@dol.gov.

Complainants may also contact the following individual:
Dean Guido
Acting State Director
USDOL/ETA/OA
230 South Dearborn Street, Rm. 656
Chicago, IL 60604
Telephone: 312-596-5500
FAX: 312-596-5501
E-Mail: Guido.Dean@dol.gov

Complainants may also be able to file complaints directly with the EEOC, or State fair employment practices agency. If those offices have jurisdiction over the sponsor/employer, their contact information is listed below.

The U.S. Equal Employment Opportunity Commission (EEOC), 1-800-669-4000 (toll-free) or 1-800-669-6820 (toll-free TTY number for individuals with hearing impairments). EEOC field office information is available at www.eeoc.gov or in most telephone directories in the U.S. Government or Federal Government

section. Additional information about EEOC, including information about charge filing, is available at www.eeoc.gov.

Each complaint filed must be made in writing and include the following information:

1. Complainant's name, address and telephone number, or other means for contacting the complainant;

2. The identity of the respondent (i.e. the name, address, and telephone number of the individual or entity that the complainant alleges is responsible for the discrimination);

3. A short description of the events that the complainant believes were discriminatory, including but not limited to when the events took place, what occurred, and why the complainant believes the actions were discriminatory (for example, because of his/her race, color, religion, sex, sexual orientation, national origin, age (40 or older), genetic information, or disability);

4. The complainant's signature or the signature of the complainant's authorized representative.

Who may file a complaint: Any individual who believes that he or she has been or is being discriminated against on the basis of race, color, religion, national origin, sex, sexual orientation, age (40 or older), genetic information, or disability with regard to apprenticeship, or who believes he or she has been retaliated against as described in 29 CFR § 30.17, may, personally or through an authorized representative, file a written complaint as described above.

SECTION IV. - MAINTENANCE OF RECORDS

The JATC will keep adequate records including a summary of the qualifications of each applicant, the basis for evaluation and for selection or rejection of each applicant, the original application for each applicant, information relative to the operation of the Apprenticeship Program, including, but not limited to, job assignment, promotion, demotion, layoff, or termination, rates of pay or other forms of compensation or conditions of work, hours including hours of work and, separately, hours of training provided, and any other records pertinent to a determination of compliance with the regulations at Title 29, CFR part 30, as may be required by the U.S. Department of Labor. Sponsoring employers shall maintain employment-related records of applicants and apprentices as required by law. The records pertaining to individual applicants, selected or rejected, will be maintained by the JATC in such manner as to permit the identification of minority and women (minority and non-minority) participants.

Each JATC must retain a statement of its AAP for the prompt achievement of full and equal opportunity in apprenticeship, including all data and analysis made pursuant to the requirements of Title 29, CFR part 30.4. Each JATC also must maintain evidence that its qualification standards have been validated in accordance with the requirements set forth in Title 29, CFR part 30.5(b).

Records related to each applicant and apprentice will be maintained for five (5) years from the date

of last action and made available upon request to the U.S. Department of Labor or other authorized representative.

AssuredPartners

February 3, 2026

Fox Excavating Inc.
1305 S River Street
Batavia, IL 60510

To Whom It May Concern,

This letter is verification of the Workers Compensation Experience modification history for Fox Excavating Inc. is as follows:

03/31/2025 0.89

03/31/2024 0.89

03/31/2023 0.90

If you have any questions, please do not hesitate to give our office a call.

Sincerely,

Missy Padilla

Missy Padilla
Team Lead, Senior Account Manager

SEXUAL HARASSMENT CERTIFICATE

Fox Excavating Inc hereinafter referred to as "Contractor" having submitted a bid/proposal for RT83 & I-88 Water Main to the Village of Oak Brook, DuPage/Cook Counties, Illinois, hereby certifies that said Contractor has a written sexual harassment policy in place in full compliance with 775 ILCS 5/2-105(A)(4) including the following information:

1. An acknowledgment of the illegality of sexual harassment.
2. The definition of sexual harassment under State law.
3. A description of sexual harassment, utilizing examples.
4. The contractor's internal complaint process including penalties.
5. The legal recourse, investigative and complaint process available through the Illinois Department of Human Rights and the Human Rights Commission.
6. Directions on how to contact the Department or the Commission.
7. An acknowledgment of protection of a complaint against retaliation as provided in Section 6-101 of the Human Rights Act.

Each contractor must provide a copy of such written policy to the Illinois Department of Human Rights upon request.

By: _____
Authorized Agent of Contractor

Fox Excavating
1305 S. River St.
Batavia, IL 60510

Subscribed and sworn to
before me this 4 day
of June, 2026

_____
Notary Public

OFFICIAL SEAL
CHRISTINE ANN NIGHTINGALE
Notary Public, State of Illinois
Commission No.
My Commission Expires June 16, 2027

TROTTER and ASSOCIATES, INC.
ENGINEERS AND SURVEYORS

June 16th, 2026

Village of Oak Brook
Attn: Tim O'Malley
Public Works Director
1200 Oak Brook Road
Oak Brook, IL 60523

Re: Recommendation to Award
IL Route 83 & I-88 Water Main Replacement

Dear Mr. O'Malley,

The Village of Oak Brook advertised the above reference project in accordance with local, state, and federal guidelines on May 15th, 2026. The Village received bids until 11:00 a.m. on Friday, June 5th, 2026. Four bids were received for the project and were immediately opened with the electronic bidding software. The following is a tabulation of the bids received:

Company	**Total Bid Amount**	**Percent Above Low Bid**
Engineer's Opinion of Probable Cost	*$ 661,865.00*	-
Fox Excavating Inc.	$ 458,916.00	-
Archon Construction Company	$ 548,201.00	19.5%
Swallow Construction Corp.	$ 742,477.00	61.8%
Martam Construction	$ 963,558.00	110.0%
Trine Construction Corp.	*$ 973,070.00*	112.0%

Fox Excavating, Inc. of Batavia, Illinois was the apparent low bidder with a total bid amount of $458,916.00. Trotter and Associates (TAI) has reviewed the bidding documents, required certifications, and confirmed that Fox Excavating has provided a complete bid package. TAI has not worked directly with Fox Excavating previously, but multiple references found them to be a quality contractor with whom they would work with again without hesitation.

It is therefore the recommendation of TAI that the Village award the Route 83 & I-88 Water Main Replacement contract to Fox Excavating Inc. for the amount of $458,916.00. If you should have any questions or wish to discuss this further, please contact me at your earliest convenience.

Sincerely,

Scott Trotter, P.E. BCEE
President

Route 83 & I-88 Water Main Replacement Project Bid Tabulation				Fox Excavating Inc		Archon Construction Company Inc.		Swallow Construction		Martam Construction		Trine Construction Corp	
Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
1	Water Main PVC C-900 Certa- Lok, 12"	1141	LF	$280.00	$319,480.00	$271.00	$309,211.00	$403.00	$459,823.00	$544.00	$620,704.00	$604.83	$690,111.03
2	Water Main PVC C-900, 8"	8	LF	$400.00	$3,200.00	$159.00	$1,272.00	$250.00	$2,000.00	$521.00	$4,168.00	$828.26	$6,626.08
3	Fire Hydrant Assembly	1	EA	$10,000.00	$10,000.00	$13,490.00	$13,490.00	$17,500.00	$17,500.00	$13,680.00	$13,680.00	$14,107.66	$14,107.66
4	Connection to Existing Water Main	5	EA	$2,500.00	$12,500.00	$10,234.00	$51,170.00	$11,500.00	$57,500.00	$8,680.00	$43,400.00	$11,932.44	$59,662.20
5	Gate Valve, 12" in 5' Diameter Valve Vault	3	EA	$9,000.00	$27,000.00	$13,309.00	$39,927.00	$14,500.00	$43,500.00	$17,380.00	$52,140.00	$13,777.86	$41,333.58
6	Gate Valve, 8" in 5' Diameter Valve Vault	1	EA	$8,000.00	$8,000.00	$10,541.00	$10,541.00	$11,500.00	$11,500.00	$12,860.00	$12,860.00	$10,414.76	$10,414.76
7	Tracer Wire Access Box	3	EA	$500.00	$1,500.00	$780.00	$2,340.00	$500.00	$1,500.00	$850.00	$2,550.00	$2,009.86	$6,029.58
8	Valve Vault Removal	6	EA	$1,000.00	$6,000.00	$1,207.00	$7,242.00	$325.00	$1,950.00	$780.00	$4,680.00	$366.90	$2,201.40
9	Abandon Existing Water Main	1	LUMP SUM	$10,000.00	$10,000.00	$26,435.00	$26,435.00	$56,950.00	$56,950.00	$100,000.00	$100,000.00	$19,410.90	$19,410.90
10	Catch Basin Type C, 2' Dia. w/ Type 1 Lid (Closed), Remove and Replace	1	EA	$2,500.00	$2,500.00	$2,576.00	$2,576.00	$3,650.00	$3,650.00	$3,340.00	$3,340.00	$4,636.91	$4,636.91
11	Catch Basin Type C, 2' Dia. w/ Type 8 Grate, Remove and Replace	1	EA	$2,200.00	$2,200.00	$2,447.00	$2,447.00	$3,500.00	$3,500.00	$3,160.00	$3,160.00	$4,840.20	$4,840.20
12	Storm Drain, 1'x1', Remove and Replace	1	EA	$750.00	$750.00	$1,123.00	$1,123.00	$2,500.00	$2,500.00	$3,680.00	$3,680.00	$2,026.50	$2,026.50
13	Storm Sewer PVC C-900, 8", Remove and Replace	102	LF	$135.00	$13,770.00	$149.00	$15,198.00	$215.00	$21,930.00	$144.00	$14,688.00	$216.14	$22,046.28
14	Metal FES, 8", Remove and Replace	1	EA	$850.00	$850.00	$571.00	$571.00	$300.00	$300.00	$890.00	$890.00	$1,587.08	$1,587.08
15	Chain-Link Fence, Remove and Replace	120	LF	$85.00	$10,200.00	$95.00	$11,400.00	$20.00	$2,400.00	$166.00	$19,920.00	$134.40	$16,128.00
16	Topsoil, Seeding, and Erosion Control Blanket	668	SY	$12.00	$8,016.00	$26.00	$17,368.00	$14.00	$9,352.00	$32.00	$21,376.00	$26.88	$17,955.84
17	Class D Patch, 6"	24	SY	$250.00	$6,000.00	$179.00	$4,296.00	$676.00	$16,224.00	$288.00	$6,912.00	$384.00	$9,216.00
18	HMA Bike Path, Remove and Replace	94	SY	$75.00	$7,050.00	$224.00	$21,056.00	$180.00	$16,920.00	$188.00	$17,672.00	$320.00	$30,080.00
19	Rip-Rap, RR-3, Remove and Replace	58	SY	$150.00	$8,700.00	$164.00	$9,512.00	$191.00	$11,078.00	$221.00	$12,818.00	$160.00	$9,280.00
20	Washed River Rock, Remove and Replace	6	SY	$200.00	$1,200.00	$171.00	$1,026.00	$400.00	$2,400.00	$820.00	$4,920.00	$896.00	$5,376.00
	Total				**$458,916.00**		**$548,201.00**		**$742,477.00**		**$963,558.00**		**$973,070.00**

ITEM 9.A.2.
BOARD OF TRUSTEES MEETING
SAMUEL E. DEAN BOARD ROOM
BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS
630-368-5000

AGENDA ITEM

Board of Trustees Regular Meeting
of
July 14, 2026

SUBJECT: Award of Contract - Replacement of SkyJack 26' Indoor Scissor Lift SJ3226

FROM: Tim O'Malley, Public Works Director

BUDGET SOURCE/BUDGET IMPACT: $30,000 is budgeted for FY2026 using account #342-90200.

RECOMMENDED MOTION: I move that the Village Board approve Resolution R-2375, a resolution waiving further bidding through a cooperative purchasing program and authorize staff to issue a purchase order to O'Leary's Contractors Equipment and Supply, Chicago, Illinois, for one SkyJack SJ3226 Scissor Lift in the amount of $21,213.55, pending attorney review and approval.

Background/History:

This purchase is for the replacement of Public Works Unit 412, a 2006 SkyJack SJ3226 scissor lift that has exceeded its expected service life. Due to its age, the lift has become increasingly unreliable and requires more frequent maintenance, making replacement the most cost-effective and dependable option. The scissor lift is used by multiple divisions within the Public Works Department, including the Building Maintenance Division, Fleet Maintenance, and other Public Works staff as needed for work requiring elevated access.

The lift is routinely used to service building ceilings, lighting, HVAC equipment, roof systems, and to safely perform a variety of maintenance and repair projects throughout Village facilities. Replacement of this equipment is consistent with the Public Works Department's equipment replacement program, which is intended to replace aging equipment before reliability, maintenance costs, and downtime significantly impact operations.

As part of this purchase, the existing 2006 scissor lift will be traded in, reducing the overall cost of the replacement. A new scissor lift will improve employee safety, increase equipment reliability, reduce maintenance costs and downtime, and ensure Public Works staff can continue to efficiently perform essential maintenance activities throughout Village facilities. The proposed purchase will be made through a cooperative purchasing program, allowing the Village to waive the formal bidding process while obtaining competitively procured pricing.

Recommendation:

Staff recommends that the Village Board approve Resolution R-2375, waiving further bidding through a cooperative purchasing program, and authorize staff to issue a purchase order to O'Leary's Contractors Equipment and Supply, Chicago, Illinois, for one SkyJack SJ3226 Scissor Lift in the amount of $21,213.55, pending attorney review and approval.

Attachments:

1. Resolution # 2026-PW-R-2375
2. Oak Brook SkyJack - Revised Quote
3. NA_ENG_EDRIVE_SCISSORS_FB_BROCHURE
4. SJ3220_26 - ACCESSORIES AND FEATURES
5. NA_ENG_SJ3220_26E_TEAR_SHEET

THE VILLAGE OF OAK BROOK
COOK AND DUPAGE COUNTIES, ILLINOIS

RESOLUTION
2026-PW-EQ-SJ-R-2375

A RESOLUTION TO WAIVE FURTHER BIDDING AND AUTHORIZE STAFF TO ISSUE A PURCHASE ORDER TO O'LEARY'S CONTRACTORS EQUIPMENT AND SUPPLY, OF CHICAGO, ILLINOIS, FOR ONE SKYJACK SCISSOR LIFT

LAURENCE E. HERMAN, Village President
NETASHA SCARPINITI, Village Clerk

JOHN ANOS
NAVEEN JAIN
MICHAEL MANZO
MELISSA MARTIN
A. SURESH REDDY
EDWARD TIESENGA

Village Board

Published in pamphlet form by authority of the
President and the Board of Trustees of the Village of Oak Brook
on the 14th day of July 2026

RESOLUTION NO. 2026-PW-EQ-SJ-R-2375

A RESOLUTION
TO WAIVE FURTHER BIDDING AND AUTHORIZE STAFF TO ISSUE A PURCHASE ORDER TO O'LEARY'S CONTRACTORS EQUIPMENT AND SUPPLY, OF CHICAGO, ILLINOIS, FOR ONE SKYJACK SCISSOR LIFT

WHEREAS, the Village of Oak Brook is a municipal corporation with authority provided for and granted pursuant to the Illinois Municipal Code to exercise certain powers and perform certain functions pertaining to its local government and affairs;

WHEREAS, the Village of Oak Brook (hereinafter referred to as "Village") upon approval of the Village President and Board of Trustees (collectively, the "Corporate Authorities") may enter into an Purchase Order with another party pursuant to Illinois Statute;

WHEREAS, pursuant to Section 1-7-10 of the Village Code, the Village shall have the authority to join with other units of government in cooperative purchasing plans when the best interests of the Village will be served by engaging in such cooperative purchasing plans;

WHEREAS, Public Works Unit 412, a 2006 SkyJack SJ3226 scissor lift has exceeded its expected service life and is now in need of replacement;

WHEREAS, Sourcewell has solicited bids for certain public works equipment and has awarded the relevant contract to O'Leary's Contractors Equipment and Supply, of Chicago, Illinois ("Company");

WHEREAS, pursuant to the awarded contract, Sourcewell has agreed to sell the Village one SkyJack SJ3226 Scissor Lift ("Equipment") in the amount of $21,213.55;

WHEREAS, to the extent the Village were to engage in a competitive bid process to secure pricing for such equipment, the Village would be unable to secure pricing at or lower than the prices secured by the Sourcewell agreement; and

WHEREAS, the Village President and the Board of Trustees have determined that it is in the best interest of the Village to participate in the cooperative purchasing of the Equipment and hereby approve the bulk purchase of the same from Company at the prices provided herein and pursuant to the Purchase Order, attached hereto and incorporated herein as Exhibit A.

NOW, THEREFORE, BE IT RESOLVED, in open meeting assembled, by the Village President and Board of Trustees of the Village of Oak Brook, DuPage and Cook Counties, Illinois as follows:

Section One – Recitals

The Corporate Authorities hereby find that all of the recitals hereinbefore stated as contained in the preamble to this Resolution are full, true, and correct and do hereby, by reference, incorporate and make them part of this Resolution as legislative findings.

Section Two – Approval of Purchase Order

The President and Board of Trustees hereby approve the Purchase Order to Company in substantially the same form attached as Exhibit A.

Section Three – Authorization and Direction

The Village Manager is hereby authorized to execute the Purchase Order, substantially in the form of such attached hereto as Exhibit A.

Section Four - Other Actions Authorized

The officers, employees and/or agents of the Village shall take all actions necessary or reasonably required to carry out and give effect to the intent of the Purchase Order and otherwise to consummate the transactions contemplated herein, and shall take all actions necessary in conformity therewith including, without limitation, the execution and delivery of all documents required to be delivered in connection with the transaction contemplated herein.

Section Five - Authorization of Expenditures

The Corporate Authorities hereby authorize and direct the expenditure of all costs related to the execution of the Purchase Order, additionally, the Village is authorized and directed to allocate and spend all necessary funds to fulfill the requirements of the Purchase Order and of this Resolution.

Section Six – Waiver of Bidding Process

To the extent that any requirement of bidding would be applicable to the transactions contemplated hereunder, the same is hereby waived.

Section Seven - Acts of Village Officials

That all past, present and future acts and doings of the officials of the Village that are in conformity with the purpose and intent of this Resolution are hereby, in all respects, ratified, approved, authorized and confirmed.

Section Eight – Effective Date

This resolution shall be in full force and effect from and after its passage, approval and publication as provided by law.

Section Nine - Publication

This resolution shall be published in book or pamphlet form as provided by the Illinois Municipal Code.

Section ten – Conflict Clause

All resolutions, parts of resolutions or board actions in conflict herewith are hereby repealed to the extent of such conflict.

Section Eleven – Saving Clause

If any section, paragraph, clause or provision of this resolution is declared by a court of law to be invalid or unconstitutional, the invalidity or unconstitutionality thereof shall not affect the validity of any other provisions of this resolution, which are hereby declared to be separable.

Section Twelve – Recording

This resolution shall be entered into the minutes and upon the journals of the Board of Trustees of the Village of Oak Brook.

PASSED THIS 14th day of July 2026.

Ayes: _____

Nays: _____

Absent: _____

APPROVED THIS 14th day of July 2026.

_____
LAURENCE E. HERMAN,
Village President

ATTEST:

_____
NETASHA SCARPINITI,
Village Clerk

EXHIBIT A

[Purchase Order]

O'LEARY'S CONTRACTORS EQUIPMENT AND SUPPLY
1031 N. Cicero Ave.
Chicago, Illinois 60651
OFFICE: 773-252-6600
FAX: 773-252-6650
CELL : 773-619-3626
E-Mail: brian.alesia@olearysinc.net

QUOTATION

1949 — 77th Anniversary — 2026

Oak Brook Public Works
3001 Jorie Blvd
Oak Brook, IL

PHONE:
FAX:
ATTN: John Temes

QUOTATION DATE	SALESPERSON
	Brian Alesia
	QUOTATION NUMBER

Availability	Shipped VIA	F.O.B.	Terms
Dec-26	O'Leary's		

SOURCEWELL PRICING	.
SkyJack 26' indoor scissor lift SJ3226	$18,335.70
Factory Freight	$650.00
Tariff Surcharge	$1,247.85
Prep, PDI, & final delivery	$980.00
TOTAL	$21,213.55
Trade In of Unit you currently have As credit towards the purchase of the new lift	$2,000.00
Final Price after trade in credit	$19,213.55

WE ARE PLEASED TO SUBMIT THE ABOVE QUOTATION FOR YOUR CONSIDERATION. SHOULD YOU PLACE AN ORDER, BE ASSURED IT WILL RECEIVE OUR PROMPT ATTENTION. THIS QUOTATION IS VALID FOR 30 DAYS, THEREAFTER IT IS SUBJECT TO CHANGE WITHOUT NOTICE. THE PRICES AND TERMS ON THIS QUOTATION ARE NOT SUBJECT TO VERBAL CHANGES OR OTHER AGREEMENTS UNLESS APPROVED IN WRITING BY THE HOME OFFICE OF THE SELLER. ALL QUOTATIONS AND AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, FIRES, AVAILABILITY OF MATERIALS AND ALL OTHER CAUSES BEYOND OUR CONTROL.

BY_____ ACCEPTED_____
DATE_____

ELEVATE LIVE

On each Skyjack machine a QR code provides operators access to critical machine information, including the machine's current state of health, pre-use inspection guides, and familiarization materials.



OPTIONAL FEATURES

ELEVATE

MORE THAN TELEMATICS

ELEVATE provides the actionable insights to make your business more efficient. Information specific to Skyjack machines communicated through ELEVATE include:

- Ready to operate
- Overload detection and reporting
- True machine utilization (time loaded at height)
- CAN data and alerts
- Full data access

ECOTRAY

ECOTRAY has been designed with essential machine functionality in mind. It prevents potential leaks from hydraulic systems dripping onto floors and other internal components.

- Protects against entire hydraulic system and steering cylinders
- Capable of containing ALL machine oil by volume
- Avoids cumbersome diaper attachment
- Prioritizes machine functionality
- Factory fit or field install option
- Installed in less than 10 minutes, absorbent pads changed in seconds



ACCESSORYZERS™

Skyjack's approved accessories are designed to add functionality to your machine and convenience for the operator.







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Guelph, ON Canada N1H 1B9

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Main Switchboard: 1-800-265-2738
Tel: 519-837-0888
Fax: 519-837-8104
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www.skyjack.com

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NA 01/26

NEW
SJ3232 E & SJ5545 E

COMPACT AND CONVENTIONAL

ELECTRIC SCISSOR LIFTS



SKYJACK
simply reliable

SIMPLY ELECTRIC, SIMPLY MORE

Skyjack's **electric scissor lifts** are designed with an AC drive system that gives you more: **more** runtime per charge, more profit from lower maintenance costs, **more** resale value, and **more** return on investment.

E-Drive models provide a quiet and versatile package with zero emissions. E-Drive models boast exceptional maneuverability and reliability, making these scissor lifts an ideal choice for a wide range of indoor and outdoor construction, maintenance, and industrial applications.

DESIGNED FOR RENTAL

Skyjack became an industry leader by providing machine features that combine durability, quality, and serviceability, making our products world renowned for product reliability.

Our team understands the importance of maximum uptime, so our equipment is designed to provide just that.
All major service points are easily accessible, enabling straightforward troubleshooting and repairs.

Rental companies and major contractors face increasing demands for sustainability information. Skyjack has introduced its ECO mark to support our customers by providing products that deliver benefits in environmental performance and long-term sustainability. Skyjack's E-Drive scissors ECO benefits include:

- Up to 20% improvement in duty cycle compared to hydraulic drive machine
- ZERO emissions
- <70 dB inherently quiet machine operation (excl. alarms)
- White noise/broadband alarms - *optional*
- 90% recyclable (by weight)
- 60% less hydraulic connections – reduces leak potential
- ECOTRAY leak containment - *optional*
- Bio-degradeable hydraulic oil - *optional*
- Telematics – remote diagnostics reduces site visits (operational carbon foot print)

MODEL										
SJ3215 E	20' 7" (6.27 m)	14' 7" (4.44 m)	32" (0.81 m)	71" (1.80 m)	600 lbs (272 kg)	3' (0.91 m)	✓	2,570 lbs (1,166 kg)	25%	
SJ3219 E	24' 6" (7.47 m)	18' 6" (5.64 m)	32" (0.81 m)	71" (1.80 m)	500 lbs (227 kg)	3' (0.91 m)	✓	3,236 lbs (1,468 kg)	25%	
SJ3220 E	25' 6" (7.77 m)	19' 6" (5.95 m)	32" (0.81 m)	91.6" (2.32 m)	900 lbs (408 kg)	3' (0.91 m)	✓	3,917 lbs (1,776 kg)	25%	
SJ3226 E	31' 7" (9.63 m)	25' 7" (7.79 m)	32" (0.81 m)	91.6" (2.32 m)	500 lbs (227 kg)	3' (0.91 m)	✓ Up to 18' 6" (5.63 m)	4,200 lbs (1,905 kg)	25%	
NEW SJ3232 E	37' 7" (11.46 m)	31' 7" (9.63 m)	32" (0.81 m)	91.6" (2.33 m)	550 lbs (249 kg)	3' (0.91 m)	✓ Up to 23' 6" (7.1 m)	5,850 lbs (2,654 kg)	25%	
SJ4726 E	31' 8" (9.65 m)	25' 8" (7.82 m)	47" (1.19 m)	91.6" (2.32 m)	1,000 lbs (454 kg)	4' (1.22 m)	✓	4,362 lbs (1,979 kg)	25%	
SJ4732 E	37' 8" (11.48 m)	31' 8" (9.65 m)	47" (1.19 m)	91.6" (2.32 m)	700 lbs (318 kg)	4' (1.22 m)	✓	5,478 lbs (2,485 kg)	25%	
SJ4740 E	44' 11" (13.69 m)	38' 11" (11.86 m)	47" (1.19 m)	94.5" (2.40 m)	770 lbs (349 kg)	3' (0.91 m)	✓ Up to 24' (7.3 m)	6,470 lbs (2,935 kg)	25%	
NEW SJ5545 E	51' (15.54 m)	45' (13.72 m)	55" (1.4 m)	115" (2.92 m)	770 lbs (350 kg)	3' (0.91 m)	✓ Up to 22' (6.7 m)	7,675 lbs (3,481 kg)	25%	

ELECTRIC DRIVE: MORE PRODUCTIVITY, PERFORMANCE AND MANEUVERABILITY

Variable speed brushless AC electric drive provides exceptional duty cycles. Fully proportional drive and lift controls offer more efficiency, controllability, and improved torque.

E-drive models are up to 20% more efficient when compared to hydraulic drive, meaning you will get more done per charge.

E-Drive improves controllability and provides consistent power, torque, and traction. With 25% gradeability climbing loading ramps is easy and excellent all-round job site performance and maneuverability is achieved.

Skyjack's focus on improving productivity and reducing lifetime maintenance expenditure improves your cost of ownership.

- More return on investment with maintenance free brushless AC Electric Drive motors
- More runtime per charge with less power consumption and lower battery maintenance
- More sustainability with zero leakage drive motors, for clean operation
- More profitability with optimized hydraulic lift and steer manifold reduces hydraulic connections by 60%, reducing the potential for ground contamination & associated clean-up costs
- More flexibility and utilization with low GVW and wide non-marking tires providing low ground pressures and help protect finished flooring
- More control with spring applied, electrically released brakes

E-LOWERING

Single location, single step, valve actuated emergency lowering toggle switch integrated on the outside rear of the machine next to base controls. Easy to use and locate with built in redundancy.





SKYCODED™

Skyjack's standard color-coded and numbered wiring now combines with an externally visible onboard diagnostic system. This provides real-time data, easy to understand machine faults, written in plain and simple language, without the need to open service trays. No plug-in calibration is necessary for day-to-day troubleshooting, including load sensing information. The New CAN bus based control system provides increased data points for telematics integration.



POTHOLE PROTECTION

Mechanical design mounted directly to the chassis. Easy to service with simplified bolt on design, sweep and ground clearance for ease of loading onto trucks and travelling over site debris.



LARGE WORK AREA

All steel platform design incorporates a manually operated roll out for an increased work area and up-and-over capability.

- Permanent anti-slip checker plate floors
- Modular rail system easily folds down, to reduce stowed height for transportation and to pass through standard doorways
- Standard self-closing gate provides easy entry into the platform
- Multiple lanyard attachment points are provided around the platform
- The SJ3219 E features Skyjack's RAPIDFOLD rail system which, in seconds, reduces the overall height of the machine to under 80" for access through standard doorways
- Optional AC power to the platform provides a power source for tools and eliminates hanging cords



SIMPLE ROBUST CONTROLS

Removable, high strength and impact resistant composite upper control box with integrated shroud:

- Fully protected proportional CAN joystick with a safety enable trigger, thumb steer, selector switches, low battery light indication, horn and emergency stop
- A generous 6 ft (1.2 m) control cable for ease of walking through entrances or doorways
- Common control box is interchangeable with E-Drive series machines
- Lift/drive switch timed-out delay to prevent inadvertent operation
- A lockable battery disconnect switch, located at the base controls, prevents unauthorized operation



OPERATOR COMFORT AND CONFIDENCE

Operator comfort and confidence through a scissor stack design with fully welded cross bracing increases rigidity and improves operator comfort at height.

- Heavy duty steel tube scissor arms with welded cross member bracing
- Scissor design increases operator comfort and stack rigidity
- Zinc plated pivot pins minimize corrosion and long life dry bushings eliminate the need for lubrication
- Trunnion mount lift cylinders allows quick removal



SJIII 3220/26 ELECTRIC SCISSOR LIFTS



STANDARD FEATURES

- DC motor controller
- Drivable at full height
- Variable speed, rear two wheel hydraulic drive
- Dual holding brakes
- Proportional controls for drive & lift functions
- 3’ (0.91 m) Roll out extension deck
- 24V DC power source
- Low voltage battery protection
- 30% Gradeability
- Solid rubber, non-marking tires
- Pothole protection system
- 110V AC outlet on platform with GFI
- 28 mph wind rating (12.5 m/s)
- Tilt alarm with drive & lift cut-out
- All motion audible alarm
- Lanyard attachment points
- Operator horn
- Hinged railing system (SJIII 3226)
- Forklift pockets and tie down/lift lugs
- Relay based control system
- SKYCODED™ color coded and numbered wiring system
- Telematics ready
- 2 Year Gold Leaf Warranty (5 year structural warranty)

ACCESSORIES AND OPTIONS

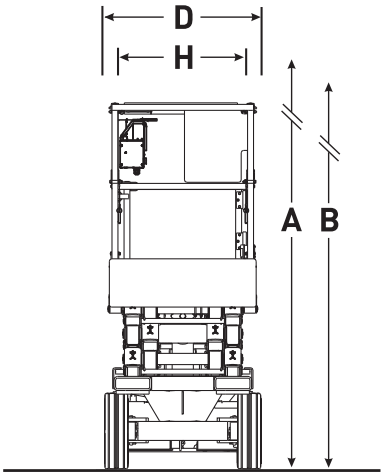
- Light duty pipe rack (SJIII 3220)
- Heavy duty pipe rack
- Board carrier (SJIII 3226)
- Tool caddy
- Flashing light
- Dual flashing lights
- Extended control box cable
- 6’ (1.8 m) Powered ext. deck (SJIII 3220)*
  *adds 280 lbs to unit weight and reduces overall capacity to 800 lbs
- 800W AC inverter
- 250 Ah batteries (cannot be combined with EE rating package)
- AGM Batteries
- EE rating package
- Hinged railing system (SJIII 3220)
- Half height spring hinged gate
- Full height spring hinged gate*
- Bio oil
- Shroud-style control box guard
- Non destructive testing
- ELEVATE telematics package
- Warranty Options (3 year or 5 year plans available)
- Secondary Guarding Lift Enable (SGLE) w/ shroud

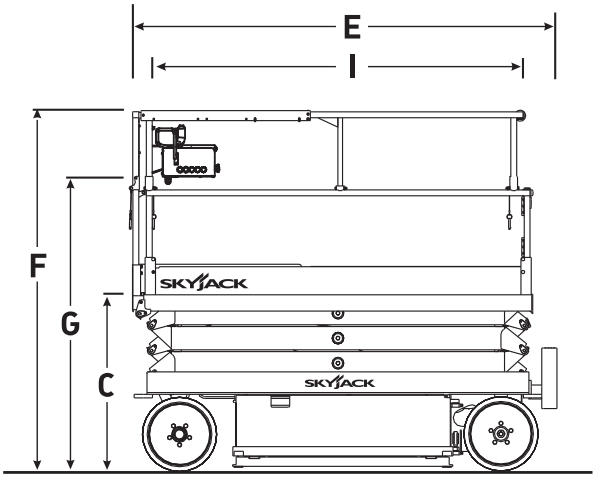
* Not available with hinged railing system.
† Standard lead times may be increased when optional equipment is added, consult factory.
‡ Capacities, and machine weights may differ when options are added.

NA/ENG/01/2019

SJIII 3220/26 ELECTRIC SCISSOR LIFTS

Dimensions	SJIII 3220	SJIII 3226
A Work Height	26’ (7.92 m)	32’ (9.75 m)
B Raised Platform Height	20’ (6.10 m)	26’ (7.92 m)
C Lowered Platform Height	38” (0.97 m)	45” (1.14 m)
D Overall Width	32” (0.81 m)	32” (0.81 m)
E Overall Length	91.5” (2.32 m)	91.5” (2.32 m)
F Stowed Height (Rails Up)	77.5” (1.97 m)	84.7” (2.15 m)
G Stowed Height (Rails Down)	OPT 63.5” (1.61 m)	70.6” (1.79 m)
H Platform Width (Inside Dimension)	28” (0.71 m)	28” (0.71 m)
I Platform Length (Inside Dimension)	84” (2.13 m)	84” (2.13 m)
Specifications	**SJIII 3220**	**SJIII 3226**
Extension Deck (Roll Out)	3’ (0.91 m)	3’ (0.91 m)
Ground Clearance (Stowed)	3.5” (8.89 cm)	3.5” (8.89 cm)
Ground Clearance (Raised)	0.75” (1.90 cm)	0.75” (1.90 cm)
Wheelbase	69” (1.75 m)	69” (1.75 m)
Weight	3,510 lbs (1,592 kg)	4,135 lbs (1,876 kg)
Gradeability	30%	30%
Turning Radius (Inside)	50” (1.27 m)	50” (1.27 m)
Turning Radius (Outside)	108” (2.74 m)	108” (2.74 m)
Lift Time (With Rated Load)	33 sec	56 sec
Lower time (With Rated Load)	29 sec	42 sec
Drive Speed (Stowed)	2 mph (3.2 km/h)	2.4 mph (3.9 km/h)
Drive Speed (Raised)	0.7 mph (1.1 km/h)	0.7 mph (1.1 km/h)
Maximum Drive Height	Full Height	Full Height
Capacity (Overall)	900 lbs (408 kg)	500 lbs (227 kg)
Distributed Capacity (Main Platform)	600 lbs (273 kg)	250 lbs (113 kg)
Distributed Capacity (Extension Deck)	300 lbs (136 kg)	250 lbs (113 kg)
Local Floor Load (With Rated Load)	130 psi (897 kPa)	130 psi (897 kPa)
Overall Floor Load (With Rated Load)	245 psf (12 kPa)	235 psf (12 kPa)
Maximum # of Persons	2	2
Wind Rating	28 mph (12.5 m/s)	28 mph (12.5 m/s)
Tire Type	Solid, N/M	Solid, N/M
Tire Size	16 x 5 x 12	16 x 5 x 12





Skyjack Head Office
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Main Switchboard: 1-800-265-2738
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SJ3220/26 E
ELECTRIC SCISSORS



STANDARD FEATURES

- Drivable at full height
- Variable speed, dual rear wheel electric drive
- Dual holding brakes
- SKYCODED™ Color coded and numbered wiring system
- On-board visual interface with diagnostic capabilities
- Shroud style, impact resistant composite control box with extended cable
- Low battery indicator light on control box
- Proportional controls for drive & lift functions
- 3' (0.91 m) Roll out extension deck
- 24V DC Power source
- 110V AC Outlet on platform with GFI
- Low voltage battery protection
- 25% Gradeability
- Solid rubber, non-marking tires
- Pothole protection system
- Tilt alarm with drive & lift cut-out (3.5° x 1.5°)
- All motion audible alarm
- 28 mph (12.5 m/s) Wind rating (SJ3226 E up to 18' 6" (5.63 m))
- Lanyard attachment points
- Operator horn
- Forklift pockets and tie down / lift lugs
- Overload sensing system
- Fold down hinged railing system
- Half height spring hinged entry gate
- Telematics ready
- 2-Year Gold Leaf Warranty (5-year structural warranty)

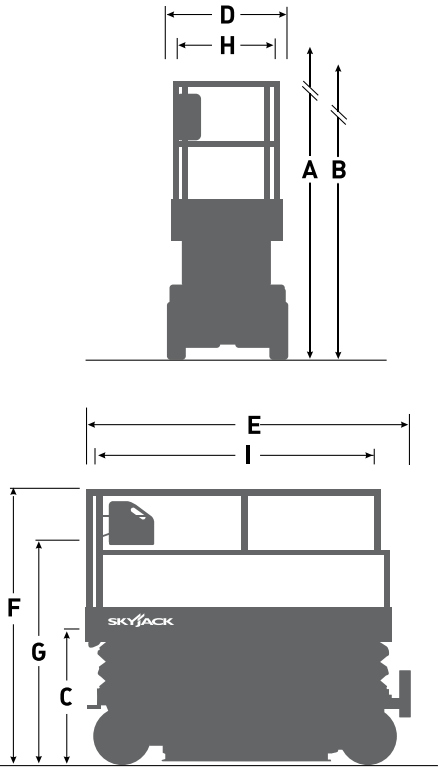
- 16% operational carbon saving compared to previous model
- Up to 20% improvement in duty cycle
- ZERO emissions
- <70 dB inherently quiet machine operation (excl. alarms)
- White noise/broadband alarms - *optional*
- 90% recyclable (by weight)
- 60% less hydraulic connections – reduces leak potential
- ECOTRAY leak containment - *optional*
- Bio-degradeable hydraulic oil - *optional*
- Telematics – remote diagnostics reduces site visits (operational carbon foot print)

SKYJACK simply reliable

NA/ENG 04/2025

SJ3220/26 E ELECTRIC SCISSORS

Dimensions	SJ3220 E	SJ3226 E
A Work Height	25’ 6” (7.77 m)	31’ 7” (9.63 m)
B Raised Platform Height	19’ 6” (5.95 m)	25’ 7” (7.79 m)
C Lowered Platform Height	39” (0.99 m)	46” (1.17 m)
D Overall Width	32” (0.81 m)	32” (0.81 m)
E Overall Length	91.6” (2.32 m)	91.6” (2.32 m)
F Stowed Height (Rails Up)	83” (2.10 m)	90” (2.29 m)
G Stowed Height (Rails Down)	69” (1.75 m)	76” (1.93 m)
H Platform Width (Inside Dimension)	28” (0.71 m)	28” (0.71 m)
I Platform Length (Inside Dimension)	83” (2.11 m)	83” (2.11 m)
Specifications	**SJ3220 E**	**SJ3226 E**
Extension Deck (Roll Out)	3’ (0.91 m)	3’ (0.91 m)
Ground Clearance (Pothole Raised)	4.0” (10.2 cm)	4.0” (10.2 cm)
Ground Clearance (Pothole Deployed)	0.5” (1.3 cm)	0.5” (1.3 cm)
Wheelbase	69” (1.75 m)	69” (1.75 m)
Weight	3,917 lbs (1,776 kg)	4,200 lbs (1,905 kg)
Gradeability	25%	25%
Turning Radius (Inside)	43” (1.09 m)	43” (1.09 m)
Turning Radius (Outside)	104” (2.64 m)	104” (2.64 m)
Lift Time (With Rated Load)	34 sec	55 sec
Lower time (With Rated Load)	24 sec	55 sec
Drive Speed (Stowed)	2.1 mph (3.4 km/h)	2.1 mph (3.4 km/h)
Drive Speed (Raised)	0.6 mph (1.0 km/h)	0.6 mph (1.0 km/h)
Maximum Drive Height	Full Height	Full Height
Capacity (Overall)	900 lbs (408 kg)	500 lbs (227 kg)
Distributed Capacity (Main Platform)	600 lbs (272 kg)	250 lbs (113 kg)
Distributed Capacity (Extension Deck)	300 lbs (136 kg)	250 lbs (113 kg)
Local Floor Load (With Rated Load)	109 psi (749 kPa)	104 psi (718 kPa)
Overall Floor Load (With Rated Load)	248 psf (1,209 kg/m^2)	223 psf (1,089 kg/m^2)
Maximum # of persons at 0 mph (0 m/s) wind rating	2	2
Maximum # of persons up to 28 mph (12.5 m/s) wind rating	1	1 (Up to 18’ 6” (5.63 m))
Tire Type	Solid, N/M	Solid, N/M
Tire Size	16 x 5 x 12	16 x 5 x 12



ACCESSORYZERS ‡

- Light duty pipe rack
- Heavy duty pipe rack
- Board carrier
- Tool caddy
- ECOTRAY leak containment system
- Secondary Guarding Lift Enable (SGLE)
- Perimeter lights (Cannot be combined with dual flashing lights)

OPTIONS †

- Flashing light
- Dual flashing lights
- White noise alarm
- 250 Ah Batteries
- AGM Batteries
- Lockable swingout trays
- EE Rating package
  (Cannot be combined with telematics keypad, 250 Ah or AGM batteries, single or dual flashing lights, perimeter lights, white noise alarm or ECOTRAY)
- 6’ (1.8 m) Powered ext. deck (SJ3220 E)
  Adds 387 lbs (176 kg) to unit weight and reduces overall capacity to 800 lbs (363 kg)
- Full height spring hinged entry gate
- Bio oil
- Non-destructive testing
- ELEVATE telematics (1-year, 3-year or 5-year plans available)
- Extended warranty (3-year or 5-year plans available)

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‡ Capacities and machine weights may differ when accessories and options are added.

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ITEM 9.A.3.
BOARD OF TRUSTEES MEETING
SAMUEL E. DEAN BOARD ROOM
BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS
630-368-5000

AGENDA ITEM

Board of Trustees Regular Meeting
of
July 14, 2026

SUBJECT: LUCAS Chest Compression System

FROM: Kevin Fleege, Fire Chief

BUDGET SOURCE/BUDGET IMPACT: Equipment 731-90100 (Purchase will be grant funded)

RECOMMENDED MOTION: I move that the Village Board approve Resolution R-2376, a resolution directing staff to issue a Purchase Order to Stryker Emergency Care, Kalamazoo, MI, for the purchase of one (1) LUCAS 3, v3.1 Chest Compression System, associated accessories, and standard one year warranty for the amount of $21,749.04.

Background/History:
Since October of 2023, the Oak Brook Fire Department has used the LUCAS automatic CPR device, replacing the Zoll AutoPulse Resuscitation System, which had been in service since 2007, to provide "Resuscitation on the move" or continuous, consistent and uninterrupted CPR. With an automatic CPR device, patients can be moved without potentially compromising CPR through tilts and turns, going down stairs, around corners and into cramped elevators. Automatic CPR devices also ensure patients receive nonstop compressions as recommended by the American Heart Association throughout their pre-hospital transport.

The LUCAS device has a streamlined operation, is easy to deploy and has few possible points of failure. The fire department currently operates three automatic CPR devices and one is ready to be deployed on each front-line ambulance and the ALS rescue-engine. Due to the desire to provide a uniform level of service across all front-line apparatus, the fire department requested a fourth LUCAS automatic CPR device for the ALS ladder truck, insuring like equipment capabilities on all of the fire department's ALS units, in the 2026 operational budget.

In May, the fire department was awarded $21,760.00 by the Illinois Office of the State Fire Marshal's Small Tools Equipment Grant Program for the purchase of one (1) cardiac thumper, automatic CPR device. This purchase will be 100% funded by the grant award and will not impact the Village's FY2026 budget.

Stryker Emergency Care is a member of Sourcwell #041823-STY.

Recommendation:
Staff recommends the approval of Resolution R-2376 authorizing the purchase of one (1) LUCAS 3, v3.1 Chest Compression system with delivery expected by September.

Attachments:
1. R-2376 Resolution
2. Village of Oak Brook FD ILOSFM Grant Award
3. LUCAS 3.1 Brochure
4. Oak Brook FD 1 LUCAS W STD Warranty 6-16-26

THE VILLAGE OF OAK BROOK
COOK AND DUPAGE COUNTIES, ILLINOIS

RESOLUTION
2026-FD-CPR-PO-R-2376

A RESOLUTION APPROVING AND AUTHORIZING STAFF TO ISSUE A PURCHASE ORDER TO STRYKER EMERGENCY CARE, KALAMAZOO, MI, FOR THE PURCHASE OF ONE (1) LUCAS 3, V3.1 CHEST COMPRESSION, ASSOCIATED ACCESSORIES, AND STANDARD ONE-YEAR WARRANTY

LAURENCE E. HERMAN, Village President
NETASHA SCARPINITI, Village Clerk

JOHN ANOS
NAVEEN JAIN
MICHAEL MANZO
MELISSA MARTIN
A. SURESH REDDY
EDWARD TIESENGA

Village Board

Published in pamphlet form by authority of the
President and the Board of Trustees of the Village of Oak Brook
on this the 14th day of July, 2026

RESOLUTION NO. 2026-FD-CPR-PO-R2376

A RESOLUTION APPROVING AND AUTHORIZING STAFF TO ISSUE A PURCHASE ORDER TO STRYKER EMERGENCY CARE, KALAMAZOO, MI, FOR THE PURCHASE OF ONE (1) LUCAS 3, V3.1 CHEST COMPRESSION, ASSOCIATED ACCESSORIES, AND STANDARD ONE-YEAR WARRANTY

WHEREAS, the Village of Oak Brook is a municipal corporation with authority provided for and granted pursuant to the Illinois Municipal Code to exercise certain powers and perform certain functions pertaining to its local government and affairs;

WHEREAS, the Village of Oak Brook (hereinafter referred to as "Village") upon approval of the corporate authorities may enter into an Agreement with another party pursuant to Illinois Statute;

WHEREAS, Since 2023 the Oak Brook Fire Department has used the LUCAS automatic CPR System to provide "Resuscitation on the move" or continuous, consistent and uninterrupted CPR;

WHEREAS, there is a need to have a fourth automatic CPR device to provide a consistent level of service across all of the fire department's frontline advanced life support vehicles;

WHEREAS, to remain consistent with the Fire Department's existing equipment, staff obtained a proposal from Stryker Emergency Care, a member of Sourcewell (#041823-STY), in the amount of $21,749.04;

WHEREAS, the Oak Brook Fire Department was awarded the Small Equipment Grant by the Illinois Office of the State Fire Marshal in the amount of $21,760.00 for (1) Cardiac Thumper to cover the cost of the equipment;

WHEREAS, Staff recommends authorization by the Corporate Authorities to issue the purchase order (the "Purchase Order"), substantially in the form attached hereto and incorporated herein as EXHIBIT A, for the purchase of one (1) LUCAS 3, v3.1 Chest Compression system, with associated accessories and a standard one-year warranty; and

WHEREAS, the Village of Oak Brook Corporate Authorities are of the opinion that it is in the best interests of the Village to authorize the attached Purchase Order for the reasons referenced herein.

NOW, THEREFORE, BE IT RESOLVED by the Village President and Board of Trustees of the Village of Oak Brook, DuPage and Cook Counties, Illinois as follows:

Section One – Recitals

The Corporate Authorities hereby find that all of the recitals hereinbefore stated as contained in the preamble to this resolution are full, true and correct and do hereby, by reference, incorporate and make them part of this resolution as legislative findings.

Section Two – Approval of Purchase Order

The Village hereby approves the Purchase Order substantially in the form attached hereto and made a part hereof as Exhibit A.

Section Three – Authorization and Direction

The Village Manager is hereby authorized to execute, and the Village Clerk is hereby authorized to attest the Purchase Order, substantially in the form attached hereto as Exhibit A, with such changes therein as shall be approved by the Village Attorney and the officials of the Village executing the same, their execution thereof to constitute exclusive evidence of their approval to any and all changes or revisions therein from and after the execution and delivery of such Agreement.

Section Four - Other Actions Authorized

The officers, employees and/or agents of the Village shall take all actions necessary or reasonably required to carry out and give effect to the intent of this resolution and otherwise to consummate the transactions contemplated herein, and shall take all actions necessary in conformity therewith including, without limitation, the execution and delivery of all documents required to be delivered in connection with the transaction contemplated herein.

Section Five - Authorization of Expenditures

The Corporate Authorities hereby authorize and direct the expenditure of all costs related to the execution of the attached, additionally, the Village is authorized and directed to allocate and spend all necessary funds to fulfill the requirements of the Purchase Order and of this Resolution.

Section Six – Waiver of Bidding Process

To the extent that any requirement of bidding would be applicable to the transactions contemplated hereunder, the same is hereby waived.

Section Seven - Acts of Village Officials

That all past, present and future acts and doings of the officials of the Village that are in conformity with the purpose and intent of this Resolution are hereby, in all respects, ratified, approved, authorized and confirmed.

Section Eight – Effective Date

This resolution shall be in full force and effect from and after its passage, approval and publication as provided by law.

Section Nine - Publication

This resolution shall be published in book or pamphlet form as provided by the Illinois Municipal Code.

Section ten – Conflict Clause

All resolutions, parts of resolutions or board actions in conflict herewith are hereby repealed to the extent of such conflict.

Section Eleven – Saving Clause

If any section, paragraph, clause or provision of this resolution is declared by a court of law to be invalid or unconstitutional, the invalidity or unconstitutionality thereof shall not affect the validity of any other provisions of this resolution, which are hereby declared to be separable.

Section Twelve – Recording

This resolution shall be entered into the minutes and upon the journals of the Board of Trustees of the Village of Oak Brook.

The Remainder of this Page has been Intentionally Left Blank / Roll Call Vote follows:

PASSED THIS 14th day of July, 2026.

Ayes: _____

Nays: _____

Absent: _____

APPROVED THIS 14th day of July, 2026.

_____
Laurence E. Herman
Village President

ATTEST:

_____
Netasha Scarpiniti,
Village Clerk

Exhibit A

Purchase Order

OFFICE OF THE ILLINOIS
STATE FIRE MARSHAL

JB Pritzker, Governor
Michele L. Pankow, State Fire Marshal

May 22, 2026

Village of Oak Brook FD
1200 Oak Brook Rd.
Oak Brook, IL 60523

Dear Chief,

Congratulations! I would like to take this opportunity to thank you for your participation in the Small Equipment Grant Program. Your department has been selected as a recipient of a grant from the Office of the Illinois State Fire Marshal (OSFM) in the amount of **$21,760.00**. This grant money is awarded for the purchase of:

(1) Cardiac Thumper

Please be aware that disbursement of these funds could take up to 90 days. Shortly you will receive a Grant Agreement to sign via DocuSign. **Please provide a contact name and e-mail address to Roger.D.Branson@illinois.gov so that we may send the Agreement for signature**. You must do this as soon as possible to avoid delays in receiving your grant. Failure to provide the necessary contact information or to timely sign the Agreement in DocuSign could result in forfeiture of the grant.

The attached Expenditure Report along with all purchase receipts for requested items must be submitted to our office no later than nine months from receipt of the grant to: Illinois State Fire Marshal, 1035 Stevenson Drive, Springfield, IL 62703. Do not submit quotes, estimates, or purchase authorizations, but actual receipts and a copy of your cancelled check. Unused funds are to be returned to (OSFM) within 45 days.

Please contact Roger Branson at 217-785-4717 or Roger.D.Branson@Illinois.gov if you have any questions.

Again, thank you for your interest and participation in the program.

Sincerely,

Michele L. Pankow
Illinois State Fire Marshal

stryker

LUCAS® 3, v3.1

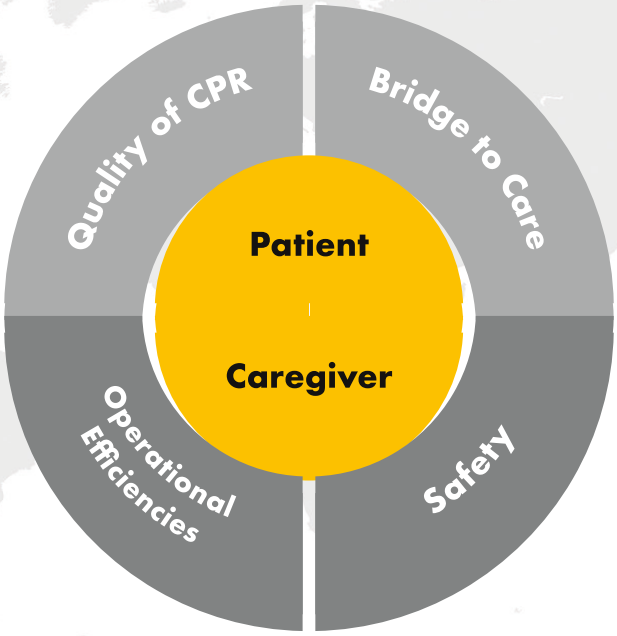
Chest Compression System



Your partner in life support

Consistency. It's a powerful thing.

The LUCAS Chest Compression System helps emergency care teams around the world do what they do best — save lives. With high-quality chest compressions and fewer interruptions than manual CPR, LUCAS is your partner that will administer Guidelines-consistent, high-quality compressions until the job is done.[26]



CPR quality

- Delivers Guidelines-consistent, high-quality chest compressions at recommended rate and depth while allowing for full chest recoil[6,24,25]
- Fewer interruptions, compared to manual CPR, leading to higher chest compression fraction[1,2] and increased blood flow to the brain[3,4]
- Higher $EtCO_2$ values, compared to manual CPR, which can be indicative of higher chance of ROSC[5]

Bridge to care

- Overcomes caregiver fatigue by providing Guidelines-consistent chest compressions for multiple hours if required*[26]
- Allows for hands-free, high-quality chest compressions during transport[1,6]
- Extends reach of care and allows for treatment of underlying cause during CPR (e.g. ECMO/PCI)[22]

Operational efficiencies

- Calms the event and reduces stress by eliminating the need to manage a compression rotation schedule[24]
- Frees up care givers to focus on other tasks[24]
- Utilizes data integration capabilities to enhance post event analysis and quality improvement efforts[29]

Safety

- Rescuers can avoid awkward and potentially dangerous situations when performing CPR during patient transport[26]
- Potential to reduce CPR-related injuries to the CPR provider[26]
- Reduces X-ray exposure of CPR provider during PCI[27]

* When using multiple batteries or an external power source. Battery typically lasts for 45 minutes of operation

Proven. Safe. Effective.



For over 15 years the LUCAS Chest Compression System has been helping lifesaving teams around the world deliver high performance, Guidelines-consistent chest compressions to cardiac arrest patient in the field, on the move and in the hospital.

The LUCAS device has been proven safe and effective in a large randomized controlled trial, the highest level of clinical evidence.[10]

LUCAS by the numbers

50,000+

With over 50,000 devices in the global market, a patient is treated approximately every 2 minutes[7,8]

16,830

In a successful 2 hour 45 minute resuscitation, LUCAS administered 16,830 Guidelines-consistent compressions[9]

>99%

Operational reliability in clinical use[10]

+60%

Increased blood flow to the brain vs. manual CPR[3]

>99%

of survivors had good neurological outcomes in large randomized LINC trial[10]

95%

of patients fit in the LUCAS device[10,11]



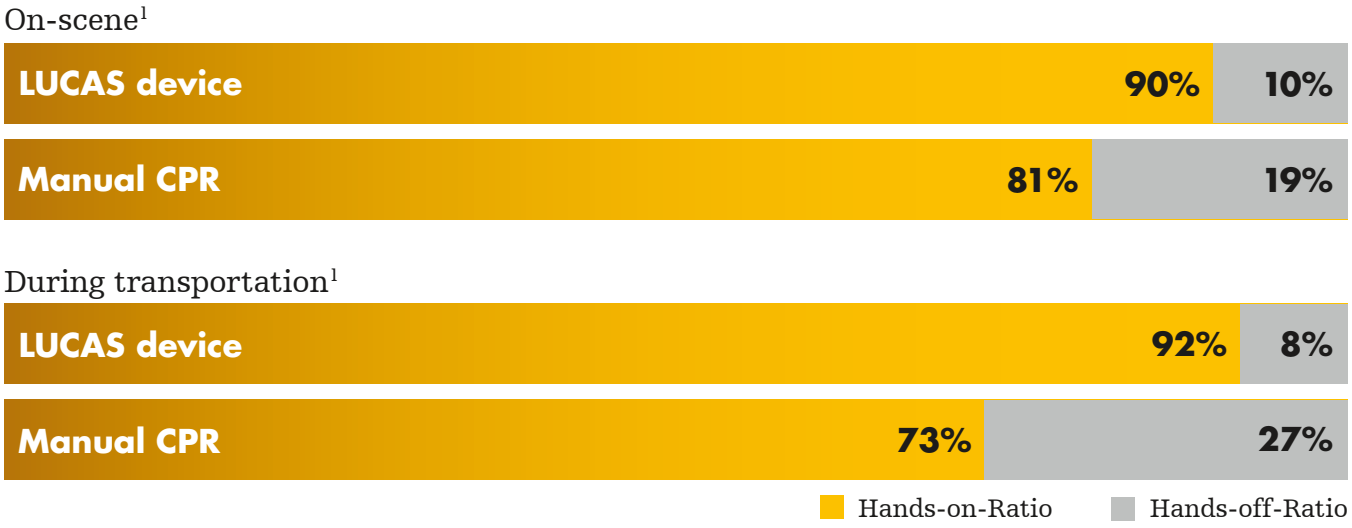
"We know CPR is difficult to do well. People slow down. They don't always do it appropriately — even professional rescuers. A machine doesn't get tired; it is consistent, and consistency is key."

—Charles Lick, MD Medical Director, Allina Medical Transport & Emergency Department Director, Buffalo Hospital[23]

Your power to improve CPR quality

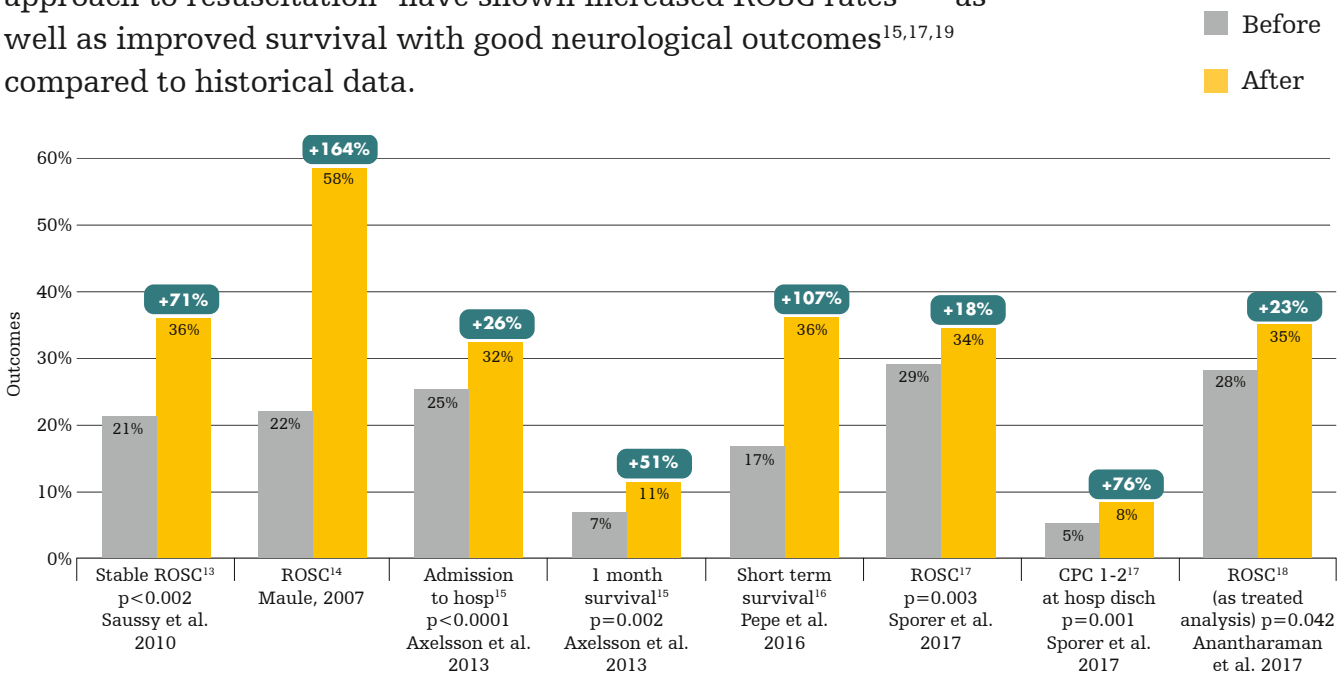
Less interruptions to CPR on the scene and during transport

30-40% of patients who have achieved return of spontaneous circulation (ROSC) on the scene will re-arrest prior to hospital arrival and may require CPR during transportation.[20,21]



LUCAS can contribute to improved outcomes

Systems of care implementing LUCAS together with a comprehensive approach to resuscitation* have shown increased ROSC rates[13-17] as well as improved survival with good neurological outcomes[15,17,19] compared to historical data.



*May include additional therapies or changes of protocols

LUCAS 3, v3.1 at a glance

7 seconds

The two-step application (back plate, then upper part) makes the LUCAS device quick and easy to deploy, as short as a median 7 second interruption time when transitioning from manual CPR.[12]

Battery allows for 45 min continuous run time. Plug in the external power supply for prolonged operation/charging



Check Battery charge status through the Carrying Case top window

Compact, lightweight carrying case included with every device





The carbon fiber LUCAS PCI back plate (optional) is intended specifically for use in the cath lab, with its radiotranslucent material minimizing image shadows



Wi-Fi® connectivity for device Post-Event reports and asset notifications over e-mail

Comprehensive post-event analysis of LUCAS and LIFEPAK® data in CODE-STAT™ 11 data review software

Patient straps secure patient arms during transport

Release rings to remove the upper part from the back plate

Disposable suction cup with optional pressure pad release during ventilations

Compression rate can be set at 102, 111 or 120 to meet unique protocols

Stabilization strap helps keep device in correct position on patient

Standard low profile back plate, easy to place

High-quality CPR

If the patient is lying on a soft surface, the LUCAS device delivers Guidelines-consistent depth, overcoming the “mattress effect”.

LUCAS 3, 3.1 setup options*

The LUCAS 3, v3.1 was designed with enhanced data capabilities to allow for better post-event reporting and asset management. With Wi-Fi and Bluetooth connectivity, your LUCAS device can be configured to meet your protocols within your LIFENET account. Integration with CODE-STAT 11 now allows for precise and timely post-event reviews that can help with training and quality improvements.



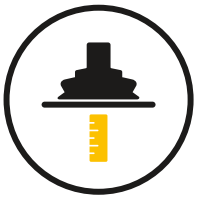
Increase compression rate **without** sacrificing depth.[3,17,28] Compression rate can be fixed or variable during operation at 102, 111, or 120 compressions per minute while still maintaining desired depth between 1.8 to 2.1 inches/45 to 53mm (depth fixed during operation).



Adjust ventilation alerts, pause length and count



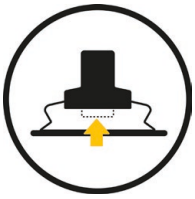
Auto-lowering of piston (AutoFit or QuickFit)



Adjustable depth: 1.8 and 2.1 ± 0.1 inches / 45 to 53 ± 2mm (fixed during operation)



Audible CPR timer: 1-15 minutes (in 1 min. increments)



Optional pressure pad release (0.4 inches/10 mm) allows for chest rise during ventilation

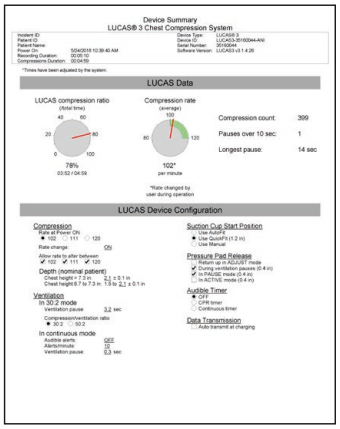
* Setup options should be changed only under the direction of a physician knowledgeable in cardiopulmonary resuscitation who is familiar with the literature in this area

Connected care

Post-Event reporting

Key metrics and dashboards:

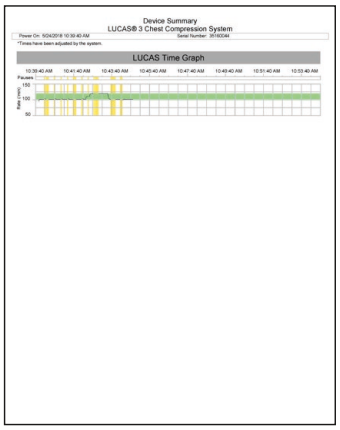
- Compression time, ratio, and rate
- Count, number of pauses > 10 sec.
- Duration of longest compression pauses
- Visual timeline of the event



Post-Event reporting

CODE-STAT 11 allows for LUCAS Post-Event Reports to be merged with reports from LIFEPAK 15 and LIFEPAK 20/20e devices.

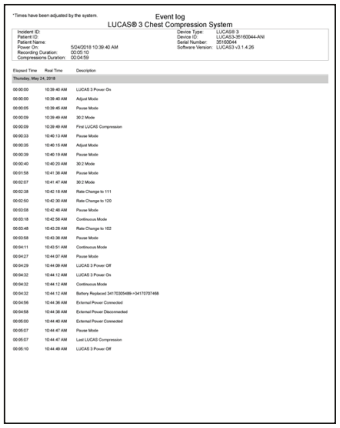
Merged reports give a comprehensive view of cardiac arrest cases and can be used in quality improvement and training efforts.



Asset management

LIFENET offers easily accessible asset dashboard for fleet status at latest device check-in.

Gives notifications of expiring and expired LUCAS batteries.



Selected specifications

For further details on specifications, please see the LUCAS 3, v3.1 Data Sheet (GDR 3336665) or LUCAS 3, v3.1 Instructions for Use.

Therapy

- Rate: 102 ± 2 compressions per minute
- Depth: 2.1 ± 0.1 inches / 53 ± 2 mm*
- Compression duty cycle: 50 ± 5%
- ACTIVE 30:2 mode: 30:2 compression to ventilation ratio
- ACTIVE Continuous mode
- Ventilation alerts and pauses

Above specifications are factory default settings and for nominal patients. The LUCAS 3, v3.1 setup options allows you to tailor rate, depth and ventilation alerts and pauses within certain values, as well as setting up an optional audible timer, sending device data reports and connecting to Wi-Fi networks.

*For smaller patients with sternum height less than 7.3 inches / 185 mm: 1.5 to 2.1 ± 0.1 inches / 40 to 53 ± 2 mm

Device

Dimension

- Assembled (HxWxD): 22.0 x 20.5 x 9.4 inches / 56 x 52 x 24 cm
- In carrying case (HxWxD): 22.8 x 13.0 x 10.2 inches / 58 x 33 x 26 cm

Weight

- Device with Battery (no straps): 17.7 lbs / 8.0 kg
- Battery: 1.3 lbs / 0.6 kg

Environment

- Operating temperature: +32°F to +104°F / +0°C to +40°C -4°F / -20°C for 1 hour after storage at room temperature
- Storage temperature: -4°F to +158°F / -20°C to +70°C
- Device IP classification (IEC 60529): IP43

Eligible patients

- No patient weight limitation
- Chest height: 6.7 to 11.9 inches / 17.0 to 30.3 cm
- Maximum chest width: 17.7 inches / 44.9 cm

Power specifications

Power source: Proprietary battery alone or with external power supply or car power cable

Battery

- Type: Rechargeable Lithium-ion Polymer (LiPo)
- Capacity: 3300 mAh (typical), 86 Wh
- Voltage (nominal): 25.9 V
- Run time (nominal patient): 45 minutes (typical). Extended run time connecting to external power supply
- Service life: Recommendation to replace battery every 3 to 4 years or after 200 uses

Power supply

- Input: 100-240VAC, 50/60Hz, 2.3A, Class II
- Output: 24VDC, 4.2A
- Car power cable: 12-28VDC/0-10A
- Charging (at room temperature, +72°F / +22°C) Using external power supply:
  - Less than two hours
- Using external battery charger:
  - Less than four hours

Your partner in life support



—in the **field**



—on the **move**



—in the **hospital**

Reference:

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29. CODE-STAT 11 User Guide. 2018. Stryker.

The LUCAS 3 device is for use as an adjunct to manual CPR when effective manual CPR is not possible (e.g., transport, extended CPR, fatigue, insufficient personnel).

For further information, please contact Stryker at 800 442 1142 (U.S.), 800 668 8323 (Canada) or visit our website at stryker.com

Emergency Care

This document is intended solely for the use of healthcare professionals. A healthcare professional must always rely on his or her own professional clinical judgment when deciding whether to use a particular product when treating a particular patient. Stryker does not dispense medical advice and recommends that healthcare professionals be trained in the use of any particular product before using it.

The information presented is intended to demonstrate Stryker's product offerings. A healthcare professional must always refer to operating instructions for complete directions for use indications, contraindications, warnings, cautions, and potential adverse events, before using any of Stryker's products. Products may not be available in all markets because product availability is subject to the regulatory and/or medical practices in individual markets. Please contact your representative if you have questions about the availability of Stryker's products in your area. Specifications subject to change without notice.

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Manufactured by:
Jolife AB
Scheelevägen 17
Ideon Science Park
SE-223 70 Lund
Sweden

Distributed by:
Physio-Control, Inc.
11811 Willows Road NE
Redmond, WA, 98052
U.S.A.
Toll free 800 442 1142
stryker.com

Distributed by:
Stryker Canada
2 Medicorum Place
Waterdown, Ontario
L8B 1W2
Canada
Toll free 800 668 8323

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stryker

1 LUCAS 3.1 MECHANICAL CPR DEVICE W 1-YR STANDARD WARRANTY

Quote Number: 11205935

Version: 1

Prepared For: OAK BROOK FIRE DEPT
Attn: JEFF MARCINIAK
jmarciniak@oak-brook.org
(630) 368-5211

Quote Date: 06/16/2026

Expiration Date: 07/15/2026

Remit to: Stryker Sales, LLC
21343 NETWORK PLACE
CHICAGO IL 60673-1213
USA

Division: Medical

Rep: John Fischer

Email: john.fischer@stryker.com

Phone Number:

Mobile: (847) 989-4536

Delivery Address		Sold To - Shipping		Bill To Account	
Name:	OAK BROOK FIRE DEPT	Name:	OAK BROOK FIRE DEPT	Name:	OAK BROOK FIRE DEPT
Account #:	20013579	Account #:	20013579	Account #:	20013579
Address:	1200 OAK BROOK RD	Address:	1200 OAK BROOK RD	Address:	1200 OAK BROOK RD
	OAK BROOK		OAK BROOK		OAK BROOK
	Illinois 60523-2203		Illinois 60523-2203		Illinois 60523-2203
Attn:	JEFF MARCINIAK				

Equipment Products:

#	Product	Description	Qty	Sell Price	Total
1.0	99576-000063	LUCAS 3, v3.1 Chest Compression System, Includes Hard Shell Case, Slim Back Plate, (2) Patient Straps, (1) Stabilization Strap, (2) Suction Cups, (1) Rechargeable Battery and Instructions for use With Each Device	1	$20,292.44	$20,292.44
2.0	11576-000071	LUCAS External Power Supply	1	$424.00	$424.00
3.0	11576-000080	LUCAS 3 Battery - Dark Grey - Rechargeable LiPo	1	$796.80	$796.80
4.0	11576-000046	LUCAS Disposable Suction Cup (3 pack)	1	$160.80	$160.80
			Equipment Total:		$21,674.04

Price Totals:

Estimated Sales Tax (0.000%):	$0.00
Shipping and Handling:	$75.00
Grand Total:	$21,749.04

Comments:

STANDARD 1-YR FACTORY WARRANTY.

Stryker Medical - Accounts Receivable - accountsreceivable@stryker.com - 21343 NETWORK PLACE - Chicago, IL 60673-1213

1 LUCAS 3.1 MECHANICAL CPR DEVICE W 1-YR STANDARD WARRANTY

Quote Number:	11205935	Remit to:	Stryker Sales, LLC 21343 NETWORK PLACE CHICAGO IL 60673-1213 USA
Version:	1	Division:	Medical
Prepared For:	OAK BROOK FIRE DEPT	Rep:	John Fischer
	Attn: JEFF MARCINIAK	Email:	john.fischer@stryker.com
	jmarciniak@oak-brook.org	Phone Number:	
	(630) 368-5211	Mobile:	(847) 989-4536
Quote Date:	06/16/2026		
Expiration Date:	07/15/2026		

Shipping & Handling Includes:
Standard freight, special packaging, semi rigging cranes, labor & delivery of equipment to final location, removal of all packaging, pre-delivery site check, education/training

Terms and Conditions:
Deal Consummation: This is a quote and not a commitment. This quote is subject to final credit, pricing, and documentation approval. Legal documentation must be signed before your equipment can be delivered. Documentation will be provided upon completion of our review process and your selection of a payment schedule. Confidentiality Notice: Recipient will not disclose to any third party the terms of this quote or any other information, including any pricing or discounts, offered to be provided by Stryker to Recipient in connection with this quote, without Stryker's prior written approval, except as may be requested by law or by lawful order of any applicable government agency. A copy of Stryker Medical's terms and conditions can be found at https://techweb.stryker.com/Terms_Conditions/index.html.

Purchase Order Form

Account Manager : John Fischer

Cell Phone : (847) 989-4536

Purchase Order Date : 06-16-2026 14:49:00 -0500

Expected Delivery Date :

Stryker Quote Number : 11205935

Customer PO Number :

Bill To	Customer # : 20013579
Company Name :	OAK BROOK FIRE DEPT
Contact or Department :	
Street Address :	1200 OAK BROOK RD
Addt'l Address Line :	
City, ST, ZIP :	OAK BROOK, Illinois, 60523-2203
Phone :	

Authorized Customer Initials _____

Sold To / End User	Customer # : 20013579
Company Name :	OAK BROOK FIRE DEPT
Contact or Department :	
Street Address :	1200 OAK BROOK RD
Addt'l Address Line :	
City, ST, ZIP :	OAK BROOK, Illinois, 60523-2203
Phone :	

Authorized Customer Initials _____

Deliver To	Customer # : 20013579
Company Name :	OAK BROOK FIRE DEPT
Contact or Department :	
Street Address :	1200 OAK BROOK RD
Addt'l Address Line :	
City, ST, ZIP :	OAK BROOK, Illinois , 60523-2203
Phone :	

Authorized Customer Initials _____

Description	Total
1 LUCAS 3.1 MECHANICAL CPR DEVICE W 1-YR STANDARD WARRANTY	$21,749.04

Total : $21,749.04

Attachment: Stryker Quote Number : 11205935

Stryker Terms and Conditions
www.strykeremergencycare.com/terms

Purchase Order Form

Accounts Payable Contact Information

Name :

Email :

Phone :

Authorized Customer Signature

Name :

Title :

Signature : _____

Date : _____

Attachment: Stryker Quote Number : 11205935

Stryker Terms and Conditions
www.strykeremergencycare.com/terms