COMMUNITY DEVELOPMENT COMMISSION Village of Bensenville VILLAGE HALL July 3, 2018 6:30 PM

- I. Call Meeting to Order
- II. Roll Call and Quorum
- III. Pledge of Allegiance
- IV. Public Comment
- V. Approval of Minutes

June 5, 2018 Community Development Commission Minutes

- VI. Action Items:
- 1. Consideration of a Preliminary & Final Plat of Subdivision and Variance (Rear Yard Setback) for Ismail Tchatalbashev at 121 E. Pine Avenue.
- 2. Consideration of an Ammedment to Final Planned Unit Development to install signage for MTR LLC at 900-930 County Line Road.
- 3. CONTINUED TO NEXT MEETING Consideration of an Amendment to Conditional Use Permit for Thorntons, Inc., located at 601 N IL Route 83.
- VII. Report from Community and Economic Development
- VIII. Adjournment

Any individual with a disability requiring a reasonable accommodation in order to participate in a Community Development Commission Meeting should contact the Village Clerk, Village of Bensenville, 12 S. Center Street, Bensenville, Illinois, 60106 (630-350-3404)

TYPE: Minutes SUBMITTED BY: Corey Williamsen DEPARTMENT: Village Clerk's Office **DATE:** July 3, 2018

DESCRIPTION:

June 5, 2018 Community Development Commission Minutes

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

REQUEST:

SUMMARY:

RECOMMENDATION:

ATTACHMENTS: Description DRAFT_180605_CDC

Upload Date 6/27/2018

Type Cover Memo Village of Bensenville Board Room 12 South Center Street DuPage and Cook Counties Bensenville, IL, 60106

MINUTES OF THE COMMUNITY DEVELOPMENT COMMISSION

June 5, 2018

CALL TO ORDER: The meeting was called to order by Chairman Rowe at 6:30p.m.

ROLL CALL : Upon roll call the following Commissioners were present: Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz Absent: Czarnecki A quorum was present.

STAFF PRESENT: K. Pozsgay, S. Viger, C. Williamsen,

JOURNAL OF

PROCEEDINGS:	The minutes of the Community Development Commission
	Meeting of April 3, 2018 were presented.

Motion: Commissioner King made a motion to approve the minutes as presented. Commissioner Marcotte seconded the motion.

All were in favor. Motion carried.

PUBLIC COMMENT:	There was no Public Comment
Public Hearing:	CDC Case Number 2018-08
Petitioner:	Thornton's, Inc.
Location:	601 N. IL Route 83
Request:	A Conditional Use Permit Amendment to Ordinance Ord. No. 53A-2012 t allow for the construction of two additional truck fueling stations, and Variance, stacking; Municipal Code Section $10 - 11 - 11$.
Motion:	Commissioner Marcotte made a motion to open CDC Case No. 2018-08. Commissioner King seconded the motion.
ROLL CALL :	Upon roll call the following Commissioners were present: Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz Absent: Czarnecki A quorum was present.

Chairman Rowe opened the Public Hearing at 6:32 p.m.

	Chairman Rowe swore in Village Planner, Kurtis Pozsgay and Director of Community and Economic Development, Scott Viger.			
Motion:	Commissioner Marcotte made a motion to continue CDC Case No, 2018-08 until July 3, 2018. Chairman Rowe seconded the motion.			
ROLL CALL:	Ayes: Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz			
	Nays: None			
Public Hearing:	All were in favor. Motion carried. CDC Case Number 2018-09			
Petitioner: Location:	Image FX Corp / Amoco 101 West Irving Park Road			
Request:	Conditional Use Permit; Electronic Message Center sign			
	Municipal Code Section $10 - 18 - 6 - 1$ and;			
	Variance, Monument Sign Number Permitted Municipal Code Section 10 – 18 – 11A – 2b – 1 and;			
	Variance, Monument Sign Height			
	Municipal Code Section $10 - 18 - 11A - 2d - 1$ and;			
	Variance, Wall Signs Number Permitted			
	Municipal Code Section $10 - 18 - 11A - 2b - 2$.			
Motion:	Commissioner Marcotte made a motion to open CDC Case No. 2018-09. Commissioner King seconded the motion.			
ROLL CALL :	Upon roll call the following Commissioners were present:			
	Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz			
	Absent: Czarnecki			
	A quorum was present.			
	Chairman Rowe opened the Public Hearing at 6:34 p.m.			
	Village Planner, Kurtis Pozsgay, was present and previously sworn in by Chairman Rowe. Mr. Pozsgay stated a Legal Notice was published in the Bensenville Independent on May 17, 2018. Mr. Pozsgay stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Mr. Pozsgay stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on May 18, 2018.			

Mr. Pozsgay stated on May 18, 2018 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Mr. Pozsgay stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours. Mr. Pozsgay stated the Petitioner is seeking a Conditional Use Permit for an Electronic Message Board sign and Variances for additional signage at 101 W Irving Park Road. Mr. Pozsgay stated the property was recently purchased and is being rebranded as an Amoco. Mr. Pozsgay stated the wish to install a 14 foot monument sign, including electronic message center, at the south east corner of the site along Irving Park Road. Mr. Pozsgay stated the applicant also needs variances for canopy signage.

Mr. Jim Williams of Image FC Corp and Mr. Thomas Williamson of Mackin Land. Co. were both present and sworn in by Chairman Rowe. Mr. Williams reviewed the proposed plans for the new sign with the Commission.

Commissioner Rodriguez raised concern with the positioning of the sign and the possible danger for vehicles exiting the property. Mr. Williams indicated the proposed sign will be placed on the same spot as the current sign and sit two feet higher. Mr. Williams also indicated the site has yet to see an accident as a result of the current sign.

Commissioner Ciula asked if the base of the proposed sign could be open to allow for vehicles exiting the property the ability to see oncoming traffic. Mr. Williams stated it was against Village Code to have the base of the sign open.

Public Comment:

Chairman Rowe asked if there was any member of the Public that would like to speak on behalf of the case. There were none.

Mr. Pozsgay reviewed the approval criteria for the proposed conditional use request consisting of:

1. **Traffic:** The proposed use will not create any adverse impact of types or volumes of traffic flow not otherwise typical of permitted uses in the zoning district has been minimized.

Applicant's Response: There will be no adverse impact on traffic. This sign will be easy to read and consistent with other signs in the area.

2. Environmental Nuisance: The proposed use will not have negative effects of noise, glare, odor, dust, waste disposal, blockage of light or air or other adverse environmental effects of a type or degree not characteristic of the historic use of the property or permitted uses in the district.

Applicant's Response: There will be not be any Environmental Nuisance that is different from other signs in the area.

3. **Neighborhood Character:** The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized.

Applicant's Response: This proposed sign will fit harmoniously with the existing character of all the business around and possibly encourage other business in the area to upgrade and maintain their look and feel.

4. Use of Public Services and Facilities: The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

Applicant's Response: The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of Allowed Uses in the district, nor generate disproportionate demand for new services or facilities, in such a way as to place undue burdens upon existing development in the area.

5. Public Necessity: The proposed use at the particular location requested is necessary to provide a service or a facility, which is in the interest of public convenience, and will contribute to the general welfare of the neighborhood or community.

Applicant's Response: The Village of Bensenville only benefit from the upgraded look of this facility. The overall site has been updated from top to bottom with a fresh new look and new equipment all the way down to new concrete. 6. **Other Factors:** The use is in harmony with any other elements of compatibility pertinent in the judgment of the commission to the conditional use in its proposed location.

Applicant's Response: When we took over the building the site was run down and in a state of disrepair. All the new equipment and imaging show our commitment to providing a clean, bright and well-maintained look of the new business.

Mr. Pozsgay reviewed the approval criteria for the proposed variance request consisting of:

1. **Special Circumstances:** Special circumstances exist that are peculiar to the property for which the variances are sought and that do not apply generally to other properties in the same zoning district. Also, these circumstances are not of so general or recurrent a nature as to make it reasonable and practical to provide a general amendment to this Title to cover them.

Response: With the conversion of this gas station from CITGO to Amoco, new plans were drawn up to meet brand standards and to incorporate signage relevant to the offerings of the new owners. In doing so to keep the sign in its current location and all elements visible to oncoming traffic required us to apply for a variance to go from 12' to 14'. Also, as part of the imaging of the canopy it is requested that we brand the sides of the canopy with the corporate logo.

2. **Hardship or Practical Difficulties:** For reasons set forth in the findings, the literal application of the provisions of this Title would result in unnecessary and undue hardship or practical difficulties for the applicant as distinguished from mere inconvenience.

Response: If we must reconfigure the sign, we would have to remove elements from it that are vital to our business operations. It is also possible that we may have to move the sign to another location on the property which would be extremely costly and less affective of a location. We will also lose the ability to meet brand standards of having logo's on the sides of the canopy. 3. **Circumstances Relate to Property**: The special circumstances and hardship relate only to the physical character of the land or buildings, such as dimensions, topography or soil conditions. They do not concern any business or activity of present or prospective owner or occupant carries on, or seeks to carry on, therein, nor to the personal, business or financial circumstances of any party with interest in the property.

Response: The sole reason we are applying for the variance on the ID Sign is the height limitation allowed by the Village Ordinance. The reason we are applying for the variance on the sides of the canopy is to meet brand standards.

4. Not Resulting from Applicant Action: The special circumstances and practical difficulties or hardship that are the basis for the variance have not resulted from any act, undertaken subsequent to the adoption of this Title or any applicable amendment thereto, of the applicant or of any other party with a present interest in the property. Knowingly authorizing or proceeding with construction, or development requiring any variance, permit, certificate, or approval hereunder prior to its approval shall be considered such an act.

Response: There has not been any action taken on our part to proceed with ordering the sign as we know a variance is needed.

5. Preserve Rights Conferred by District: A variance is necessary for the applicant to enjoy a substantial property right possessed by other properties in the same zoning district and does not confer a special privilege ordinarily denied to such other properties.

Response: There are other businesses in our area that have signs are taller than the 12' ordinance allows, and have signs on the non-street sides of the canopy.

6. Necessary for Use of Property: The grant of a variance is necessary not because it will increase the applicant's economic return, although it may have this effect, but because without a variance the applicant will be deprived of reasonable use or enjoyment of, or reasonable economic return from, the property.

Response: If the variance is not granted, we will not be able to display all the logo's or products that pertain to our business.

7. Not Alter Local Character: The granting of the variance will not alter the essential character of the locality nor substantially impair environmental quality, property values or public safety or welfare in the vicinity.

Response: We believe the signage will only enhance the area with a cleaner and more well-maintained signage.

8. **Consistent with Title and Plan:** The granting of a variance will be in harmony with the general purpose and intent of this Title and of the general development plan and other applicable adopted plans of the Village, as viewed in light of any changed conditions since their adoption, and will not serve in effect to substantially invalidate or nullify any part thereof.

Response: If the variance is granted it will in no way interfere with the General Development Plan adopted by the Village of Bensenville.

9. **Minimum Variance Needed:** The variance approved is the minimum required to provide the applicant with relief from undue hardship or practical difficulties and with reasonable use and enjoyment of the property.

Response: If the variance is approved, we will be able to proceed with our plans to obtain a permit and begin construction without incurring additional costs.

Mr. Pozsgay stated Staff recommends the approval of the findings of fact as they appear above and therefor recommend approval of the request with the following conditions:

	 The Conditional Use Permit for Electronic Message Center sign be granted solely to Amoco and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of change in tenancy of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Conditional Use Permit, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit. The monument sign be developed in substantial compliance with the plans submitted Image FX. dated 01.25.18 and revised 03.23.18; Applicant verifies that the monument sign will be set back 5 feet from the property line, according to code; The electronic message center sign shall have all the appropriate controls for brightness, flashing, timer, etc so that modifications can be made as necessary. A six-month review of the sign by staff will determine if any changes are needed. All other features of EMC shall conform to ordinance, particularly section 10-18-7C Sign Illumination.
	There were no questions from the Commission.
Motion:	Commissioner Rodriguez made a motion to close CDC Case No. 2018-09. Commissioner Marcotte seconded the motion.
ROLL CALL:	Ayes: Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz
	Nays: None
	All were in favor. Motion carried.
	Chairman Rowe closed the Public Hearing at 6:49 p.m.
Motion:	Commissioner Rodriguez made a combined motion to approve the Findings of Fact for CDC Case No. 2018-09 as presented by Staff and to approve the Conditional Use Request for an EMC sign. Commissioner Marcotte seconded the motion.

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ROLL CALL:	Ayes: Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz			
	Nays: None			
	All were in favor. Motion carried.			
Motion:	Commissioner Rodriguez made a combined motion to approve the Findings of Fact for CDC Case No. 2018-09 as presented by Staff and to approve the variance for number of signs permitted. Commissioner Marcotte seconded the motion.			
ROLL CALL:	Ayes: Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz			
	Nays: None			
	All were in favor. Motion carried.			
Motion:	Commissioner Rodriguez made a combined motion to approve the Findings of Fact for CDC Case No. 2018-09 as presented by Staff and to approve the variance for sign height. Chairman Rowe seconded the motion.			
ROLL CALL:	Ayes: Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz			
	Nays: None			
	All were in favor. Motion carried.			
Motion:	Commissioner Rodriguez made a combined motion to approve the Findings of Fact for CDC Case No. 2018-09 as presented by Staff and to approve the variance for wall signs permitted. Commissioner Marcotte seconded the motion.			
ROLL CALL:	Ayes: Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz			
	Nays: None			
	All were in favor. Motion carried.			
Public Hearing: Petitioner: Location: Request:	CDC Case Number 2018-11 Celia Fernandez 202 South Mason Street Variance; Fence in corner side yard Municipal Code Section 10 – 14 – 11E – 1b.			

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Commissioner Marcotte made a motion to open CDC Case No. Motion: 2018-11. Commissioner Rodriguez seconded the motion. **ROLL CALL :** Upon roll call the following Commissioners were present: Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz Absent: Czarnecki A quorum was present. Chairman Rowe opened the Public Hearing at 6:52 p.m. Village Planner, Kurtis Pozsgay, was present and previously sworn in by Chairman Rowe. Mr. Pozsgay stated a Legal Notice was published in the Bensenville Independent on May 17, 2018. Mr. Pozsgay stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Mr. Pozsgay stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on May 18, 2018. Mr. Pozsgay stated on May 18, 2018 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Mr. Pozsgay stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours. Mr. Pozsgav stated the Petitioner is seeking a Variance to put a 6-foot privacy fence in their corner side yard. Mr. Pozsgay stated the family has a young child and dog and have concerns about safety. Mr. Julian Fernandez, owner was present and sworn in by

Mr. Julian Fernandez, owner was present and sworn in by Chairman Rowe. Mr. Fernandez reviewed the proposed plans and stated the main reason for the fence is for the safety of his son and family dog.

Commissioner Rodriguez asked what the setback would be off Wood Street. Mr. Pozsgay stated it would be five feet.

Public Comment:

Chairman Rowe asked if there was any member of the Public that would like to speak on behalf of the case. There were none.

Mr. Pozsgay reviewed the approval criteria for the proposed request consisting of:

1. **Special Circumstances:** Special circumstances exist that are peculiar to the property for which the variances are sought and that do not apply generally to other properties in the same zoning district. Also, these circumstances are not of so general or recurrent a nature as to make it reasonable and practical to provide a general amendment to this Title to cover them.

Response: Due to living on corner property, there has been a rise in concern of safety due to having a toddler and pet dog. Having privacy fence would allow for peace of mind that my son will be safe especially during those high traffic times.

2. Hardship or Practical Difficulties: For reasons set forth in the findings, the literal application of the provisions of this Title would result in unnecessary and undue hardship or practical difficulties for the applicant as distinguished from mere inconvenience.

Response: For practical reasons of safety, it is my duty as a mother to request that the village of Bensenville allow me to fence our property to allow my son the freedom of free play without having concerns of having him run into the street or having unfamiliar pets put a potential threat to harming my toddler and pet dog.

3. **Circumstances Relate to Property**: The special circumstances and hardship relate only to the physical character of the land or buildings, such as dimensions, topography or soil conditions. They do not concern any business or activity of present or prospective owner or occupant carries on, or seeks to carry on, therein, nor to the personal, business or financial circumstances of any party with interest in the property.

Response: By allowing fencing on my property, I will be providing safety to my family.

4. Not Resulting from Applicant Action: The special circumstances and practical difficulties or hardship that are the basis for the variance have not resulted from any act, undertaken subsequent to the adoption of this Title or any applicable amendment thereto, of the applicant or of any other party with a present interest in the property. Knowingly authorizing or proceeding with construction, or development requiring any variance, permit, certificate, or approval hereunder prior to its approval shall be considered such an act.

Response: While there has been no specific incident that has occurred that had resulted in negative result, there have been many restrictions placed on my toddler son to ensure his safety. These restrictions worked well while my son was younger, but while he ages and our family grows it has resulted in hardship to my family.

5. Preserve Rights Conferred by District: A variance is necessary for the applicant to enjoy a substantial property right possessed by other properties in the same zoning district and does not confer a special privilege ordinarily denied to such other properties.

Response: As property owner, I feel I have the right to request permit to put up a fence for the safety of our toddler son. In certain instances we have noted that cars are driving about speed limit or are doing incomplete stops which have raised my concern for our safety. While I remain with my toddler son at all times, it is impossible to be holding his hand while he is trying to free play. Placing fence will allow him to enjoy his toddler play while giving me reinsurance he will be safe within our home.

6. Necessary for Use of Property: The grant of a variance is necessary not because it will increase the applicant's economic return, although it may have this effect, but because without a variance the applicant will be deprived of reasonable use or enjoyment of, or reasonable economic return from, the property.

Response: This project is being requested solely for the safety of our family needs and not for any economic return.

7. Not Alter Local Character: The granting of the variance will not alter the essential character of the locality nor substantially impair environmental quality, property values or public safety or welfare in the vicinity.

Response: Providing us the approval for variances, will not impair the environmental quality of our property. All codes will be followed as indicated to us.

8. **Consistent with Title and Plan:** The granting of a variance will be in harmony with the general purpose and intent of this Title and of the general development plan and other applicable adopted plans of the Village, as viewed in light of any changed conditions since their adoption, and will not serve in effect to substantially invalidate or nullify any part thereof.

Response: The granting of the variance will be in harmony with the general purpose the this ordinance and will not change any general development of the Village of Bensenville.

9. **Minimum Variance Needed:** The variance approved is the minimum required to provide the applicant with relief from undue hardship or practical difficulties and with reasonable use and enjoyment of the property.

Response: Having our property fenced is the minimum variance needed in order to keep my son and pets out of danger from crossing into main streets. By fencing our yard I will be allowed to have my son have freedom without having to be holding his hand at all times when playing. It also keeps our family safe from unfriendly animals that come across our yard.

Mr. Pozsgay stated Staff recommends the approval of the findings of fact as they appear above and therefor recommend approval of the request with the following conditions:

1. The property be developed in substantial compliance with the plans submitted by Des Plaines, Fence Company. Inc. dated 05.07.18.

There were no questions from the Commission.

Commissioner Marcotte made a motion to close CDC Case No. 2018-11. Commissioner King seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz

Nays: None

Motion:

All were in favor. Motion carried.

Chairman Rowe closed the Public Hearing at 7:05 p.m.

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Motion:	Commissioner King made a combined motion to approve the Findings of Fact for CDC Case No. 2018-11as presented by Staff and to approve the variance for a fence. Commissioner Rodriguez seconded the motion.	
ROLL CALL:	Ayes: Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz	
	Nays: None	
	All were in favor. Motion carried.	
Public Hearing: Petitioner: Location: Request:	CDC Case Number 2018-13 Zion Evangelical Lutheran Church 865 South Church Road Conditional Use Permit, Electronic Message Center sign Municipal Code Section $10 - 18 - 6 - 1B$ and; Variance, Percentage Municipal Code Section $10 - 18 - 6 - 1A - 2$.	
Motion:	Commissioner Marcotte made a motion to open CDC Case No. 2018-13. Commissioner Rodriguez seconded the motion.	
ROLL CALL :	Upon roll call the following Commissioners were present: Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz Absent: Czarnecki A quorum was present.	
	Chairman Rowe opened the Public Hearing at 7:06 p.m.	
	Village Planner, Kurtis Pozsgay, was present and previously sworn in by Chairman Rowe. Mr. Pozsgay stated a Legal Notice was published in the Bensenville Independent on May 17, 2018. Mr. Pozsgay stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Mr. Pozsgay stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on May 18, 2018. Mr. Pozsgay stated on May 18, 2018 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Mr. Pozsgay stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.	

Mr. Pozsgay stated the Petitioner is seeking a Conditional Use Permit for an Electronic Message Center sign. Mr. Pozsgay stated the EMC will be placed in an existing monument sign on the church property. Mr. Pozsgay stated their proposed sign will also require a variance as the EMC portion goes above the allowed 50% of the total signage area.

Mr. Ronald Herff, Chairman of the Board, was present and sworn in by Chairman Rowe. Mr. Rowe reviewed the proposed sign with the Commission. Mr. Rowe stated the Church had received a generous donation to purchase the sign.

There were no questions from the Commissioners.

Public Comment:

Chairman Rowe asked if there was any member of the Public that would like to speak on behalf of the case. There were none.

Mr. Pozsgay reviewed the approval criteria for the proposed conditional use permit request consisting of:

1. **Traffic:** The proposed use will not create any adverse impact of types or volumes of traffic flow not otherwise typical of permitted uses in the zoning district has been minimized.

Applicant's Response: There will be no adverse impact on South Church Rd.

2. Environmental Nuisance: The proposed use will not have negative effects of noise, glare, odor, dust, waste disposal, blockage of light or air or other adverse environmental effects of a type or degree not characteristic of the historic use of the property or permitted uses in the district.

Applicant's Response: There will not be any environmental nuisance.

3. Neighborhood Character: The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized. Applicant's Response: The proposed use will fit harmoniously with the existing character on the existing sign. Will not have any adverse effects to the surrounding area.

4. Use of Public Services and Facilities: The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

Applicant's Response: The proposed use will not put a strain or disproportionate strain on public services beyond what is normally provided for in an I-1 Permitted Use.

5. Public Necessity: The proposed use at the particular location requested is necessary to provide a service or a facility, which is in the interest of public convenience, and will contribute to the general welfare of the neighborhood or community.

Applicant's Response: There is a need for the Village of Bensenville to keep its Churches and Schools occupied.

6. **Other Factors:** The use is in harmony with any other elements of compatibility pertinent in the judgment of the commission to the conditional use in its proposed location.

Applicant's Response: The building is approximate 175 years old and one the oldest Lutheran Churches in the area. The EMC sign will allow the church and school to draw new members. Will also make it easier to show upcoming events which will benefit Zion Lutheran Church-Concord Lutheran School and the Community.

Mr. Pozsgay reviewed the approval criteria for the proposed variance request consisting of:

1. **Special Circumstances:** Special circumstances exist that are peculiar to the property for which the variances are sought and that do not apply generally to other properties in the same zoning district. Also, these circumstances are not of so general or recurrent a nature as to make it reasonable and practical to provide a general amendment to this Title to cover them.

Response: Plans were drawn up by our sign company over the past 2 months, The plan is to replace the existing back lit sign with a new EMC sign. We plan to have the top section of the sign with static lettering. We are requesting to have the bulk of the sign to use as the EMC section to make changes as needed.

2. Hardship or Practical Difficulties: For reasons set forth in the findings, the literal application of the provisions of this Title would result in unnecessary and undue hardship or practical difficulties for the applicant as distinguished from mere inconvenience.

Response: Without a coverage variance for the sign it will severely limit the information that can be displayed on the sign.

3. Circumstances Relate to Property: The special circumstances and hardship relate only to the physical character of the land or buildings, such as dimensions, topography or soil conditions. They do not concern any business or activity of present or prospective owner or occupant carries on, or seeks to carry on, therein, nor to the personal, business or financial circumstances of any party with interest in the property.

Response: The sole reason we are applying for the Variance is because we are requesting the EMC portion of the sign is over the 50% requirement.

4. Not Resulting from Applicant Action: The special circumstances and practical difficulties or hardship that are the basis for the variance have not resulted from any act, undertaken subsequent to the adoption of this Title or any applicable amendment thereto, of the applicant or of any other party with a present interest in the property. Knowingly authorizing or proceeding with construction, or development requiring any variance, permit, certificate, or approval hereunder prior to its approval shall be considered such an act.

Response: There has not been any action taken, on our part, to proceed with construction. We now know that a Variance is needed in order to proceed with obtaining the permit, for construction to begin. 5. Preserve Rights Conferred by District: A variance is necessary for the applicant to enjoy a substantial property right possessed by other properties in the same zoning district and does not confer a special privilege ordinarily denied to such other properties.

Response: There are a few signs in the Village were the EMC sign is more than 50% of the overall size of the sign.

6. Necessary for Use of Property: The grant of a variance is necessary not because it will increase the applicant's economic return, although it may have this effect, but because without a variance the applicant will be deprived of reasonable use or enjoyment of, or reasonable economic return from, the property.

Response: Without the Variance, we will not be able to enjoy the additional space needed to pass on information to the public as it relates to Zion Lutheran Church/Concord Lutheran School.

7. Not Alter Local Character: The granting of the variance will not alter the essential character of the locality nor substantially impair environmental quality, property values or public safety or welfare in the vicinity.

Response: The sign that we plan on to replace, will not in any way impair the environmental quality or welfare of the vicinity in which we live.

8. **Consistent with Title and Plan:** The granting of a variance will be in harmony with the general purpose and intent of this Title and of the general development plan and other applicable adopted plans of the Village, as viewed in light of any changed conditions since their adoption, and will not serve in effect to substantially invalidate or nullify any part thereof.

Response: If this Variance is granted, it will, in no way, interfere with the General Development Plan adopted by the Village of Bensenville.

9. **Minimum Variance Needed:** The variance approved is the minimum required to provide the applicant with relief from undue hardship or practical difficulties and with reasonable use and enjoyment of the property.

	Response: If the Variance is approved, we will be able to proceed with our plans to obtain a permit and begin construction without incurring additional costs.		
	Mr. Pozsgay stated Staff recommends the approval of the findings of fact as they appear above and therefor recommend approval of the request with the following conditions:		
	 The plans and aesthetics of the sign to be in substantial compliance with the plans submitted with this application. Sign should be turned off/deactivated after 10pm, unless a special event is being held, at which point it should be deactivated immediately following event. All other features of EMC shall conform to ordinance, particularly section 10-18-7C Sign Illumination. 		
	There were no questions from the Commission.		
Motion:	Commissioner Marcotte made a motion to close CDC Case No. 2018-13. Commissioner Rodriguez seconded the motion.		
ROLL CALL:	Ayes: Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz		
	Nays: None		
	All were in favor. Motion carried.		
	Chairman Rowe closed the Public Hearing at 7:11 p.m.		
Motion:	Commissioner Marcotte made a combined motion to approve the Findings of Fact for CDC Case No. 2018-11as presented by Staff and to approve the conditional use permit for an EMC sign. Commissioner Ciula seconded the motion.		
ROLL CALL:	Ayes: Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz		
	Nays: None		
	All were in favor. Motion carried.		
Motion:	Commissioner Marcotte made a combined motion to approve the Findings of Fact for CDC Case No. 2018-11as presented by Staff and to approve the variance for percentage. Commissioner Wasowicz seconded the motion.		

Community Development Commission Meeting Minutes June 5, 2018 Page 20

ROLL CALL:	Ayes: Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz			
	Nays: None			
	All were in favor. Motion carried.			
Public Hearing: Petitioner: Location: Request:	CDC Case Number 2016-16 Valinvest Holding, LLC/Amerifreight 720 East Green Street An Amendment to Preliminary Planned Unit Development and Final Planned Unit Development.			
Motion:	Commissioner Marcotte made a motion to open CDC Case No. 2016-16. Commissioner Ciula seconded the motion.			
ROLL CALL :	Upon roll call the following Commissioners were present: Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz Absent: Czarnecki A quorum was present.			
	Chairman Rowe opened the Public Hearing at 7:13 p.m.			
	Village Planner, Kurtis Pozsgay, was present and previously sworn in by Chairman Rowe. Mr. Pozsgay stated a Legal Notice was published in the Bensenville Independent on May 17, 2018. Mr. Pozsgay stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Mr. Pozsgay stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on May 18, 2018. Mr. Pozsgay stated on May 18, 2018 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Mr. Pozsgay stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.			
	Mr. Pozsgay stated in 2014, Village Board approved the preliminary plans for Valinvest Holding's Planned Unit Development at 720 E. Green Street. Mr. Pozsgay stated on March 6, 2018, this commission recommended approval of the final plans for the Planned Unit Development.			

Mr. Pozsgay stated on March 13, 2018, Village Board Committee of the Whole remanded the case back to the CDC. There were three items that they wanted to have updated and reconsidered: 1) Traffic Study; 2) Landscaping; 3) Security. Mr. Pozsgay stated AmeriFreight has submitted the requested information and is back in front of the Commission to discuss those items.

Mr. Ron Ambrose of Ambrose Design was present and sworn in by Chairman Rowe. Mr. Ambrose stated a up to date traffic study was submitted to the Commissioners in their packets. Mr. Ambrose reviewed the revised landscaping plan with the Commission. Mr. Ambrose stated there will be a manned person sitting in the booth for trucks entering and exiting the property 24 hours a day. Mr. Ambrose stated this would be an employee and not a security guard. Mr. Ambrose also stated additional lights and cameras would be installed on site.

Commissioner Wasowicz asked is Mr. Ambrose's client anticipates any changes to Green Street due to future possible IDOT projects. Mr. Ambrose stated he was unaware of any changes to the current Green Street but would work with IDOT is a proposal came fourth in the future.

Public Comment:

Chairman Rowe asked if there was any member of the Public that would like to speak on behalf of the case. There were none.

Mr. Pozsgay reviewed the approval criteria for the proposed planned unit development request consisting of:

1. **Superior Design:** The PUD represents a more creative approach to the unified planning of development and incorporates a higher standard of integrated design and amenity than could be achieved under otherwise applicable regulations, and solely on this basis modifications to such regulations are warranted.

Applicant's Response: The Exterior Building design will be based on using Aluminum panels and glass to create a sleek and modern appearance. The Aluminum panel colors will be silver, white red and yellow which will be used on the Buildings and Fueling Canopies. The site has been developed to maximize the potential use of the property while adhering strictly to the wetlands criteria, creeks and other engineering design features the property presents. 2. **Meet PUD Requirements:** The PUD meets the requirements for planned unit developments set forth in this Title, and no modifications to the use and design standards otherwise applicable are allowed other than those permitted herein.

Applicant's Response: We are not seeking any modifications to the use and design standards as required. The site provides the necessary setbacks for all proposed structures. There is ample on-site circulation for the proposed truck and vehicle traffic anticipated for this use.

3. **Consistent with Village Plan:** The PUD is generally consistent with the objectives of the Village general development plan as viewed in light of any changed conditions since its adoption.

Applicant's Response: This site is located in the I-3 Heavy Industrial Zoning District. This use will fit in well with the Industrial Park properties surrounding this site. Our facility with its uniquely genuine Building and Canopy Architecture will bring an upscale feel to the site and enhance this vacant property.

4. **Public Welfare:** The PUD will not be detrimental to the public health, safety or general welfare.

Applicant's Response: By building this proposed facility we will be cleaning up a vacated old industrial site. This Use will incorporate all the most current safety design features required for Truck fueling and Gas facilities of this type. New curb cuts and site lighting will also enhance the safety and general welfare of the development.

5. **Compatible with Environs:** Neither the PUD nor any portion thereof will be injurious to the use and enjoyment of other properties in its vicinity, seriously impair property values or environmental quality in the neighborhood, nor impede the orderly development of surrounding property.

Applicant's Response: Development of this site as it is being proposed adds a clean and modern facility to the Industrial neighborhood. We expect that the Truck Fueling, Gas Fueling and Convenience Store will add a Use that will greatly benefit the area and provide an offering that is currently not immediately available. 6. **Natural Features:** The design of the PUD is as consistent as practical with preservation of any natural features such as flood plains, wooded areas, natural drainage-ways or other areas of sensitive or valuable environmental character.

Applicant's Response: We have worked closely with staff and DuPage County to meet the criteria for detention, wetlands and natural drainage ways. The shape of this property presented the possibility to make the best use of this site but to also work through all the engineering design challenges without sacrificing in the site design intent. All the major drainage and wetland issues have been addressed in the south portion of the site where we can make the best use of our engineering design. By improving this drainage and wetland area we anticipate any future growth adjacent to this site will gain those benefits of the work we are proposing.

7. Circulation: Streets, sidewalks, pedestrian-ways, bicycle paths and off-street parking and loading are provided as appropriate to planned land uses. They are adequate in location, size, capacity and design to ensure safe and efficient circulation of automobiles, trucks, bicycles, pedestrians, fire trucks, garbage trucks and snow plows, as appropriate, without blocking traffic, creating unnecessary pedestrian-vehicular conflict, creating unnecessary through traffic within the PUD or unduly interfering with the safety or capacity of adjacent streets. Applicant's Response: The proposed site development will revise the existing access to this property. We plan to install three separate access points along Green Street. The drive furthest to the west will be intended for Car Traffic and the Fuel truck bringing product to the site. This drive will be 35'-0" wide to allow access for the Tanker truck. These trucks are generally 55'-0" to include cab and trailer. The next drive to the east or middle drive will be an approach for trucks marked to be Entrance Only for vehicles entering from the east or west. This drive will be 44'-0" to allow for the larger 73'-0" trucks to enter the site. The far East approached will be marked as Exit Only allowing trucks to travel east or west. This drive will be 42'-0"allowing for right and left turns out of the site.

Sidewalks currently exist along Green street and we will upgrade these areas with the relocation of the abovementioned driveways. parking has been provided as sufficient for the Convenience Store and Car fueling area. truck parking will be provided to the South end of the property. The site has been designed to provide separate circulation areas for Cars and Trucks. The truck flow is anticipated to travel in a North-South direction in a clockwise movement. This allows the circulation as needed for this facility.

8. **Open Spaces and Landscaping:** The quality and quantity of common open spaces or landscaping provided are consistent with the higher standards of design and amenity required of a PUD. The size, shape and location of a substantial portion of any common open space provided in residential areas render it usable for recreation purposes.

Applicant's Response: The site has provided open space and green space to meet the requirements of the PUD Ordinance. The landscape plan has been developed following the criteria for wetland areas along with the standard requirements of the village Code. Decorative retaining walls and Landscape pavers are elements included in the design plans.

- 9. **Covenants:** Adequate provision has been made in the form of deed restrictions, homeowners or condominium associations or the like for:
 - a. The presentation and regular maintenance of any open spaces, thoroughfares, utilities, water retention or detention areas and other common elements not to be dedicated to the Village or to another public body.
 - b. Such control of the use and exterior design of individual structures, if any, as is necessary for continuing conformance to the PUD plan, such provision to be binding on all future ownerships.

Applicant's Response: All required utility and drainage easements will be included as part of the Final Engineering Design plans. We have reviewed these issues with staff and are in agreement as to providing the necessary documentation to Bensenville. 10. Public Services: The land uses, intensities and phasing of the PUD are consistent with the anticipated ability of the Village, the school system and other public bodies to provide and economically support police and fire protection, water supply, sewage disposal, schools and other public facilities and services without placing undue burden on existing residents and businesses.

Applicant's Response: The site will have updated utilities for Water, Sanitary and Storm so that no undue burden would be placed on any existing Village Utilities.

11. **Phasing**: Each development phase of the PUD can, together with any phases that preceded it, exist as an independent unit that meets all of the foregoing criteria and all other applicable regulations herein even if no subsequent phase should ever be completed.

Applicant's Response: The projected Phasing of the project would begin with clearing the existing site and prepping for installation of all drainage and utilities. Upon completion of the infrastructure the site and building construction would continue until completion of the project.

Mr. Pozsgay reviewed the approval criteria for the proposed conditional use permit request consisting of:

1. **Traffic:** The proposed use will not create any adverse impact of types or volumes of traffic flow not otherwise typical of permitted uses in the zoning district has been minimized.

Applicant's Response: The proposed site development will revise the existing access to this property. We plan to install three separate access points along Green Street. The drive furthest to the west will be intended for Car Traffic and the Fuel truck bringing product to the site. This drive will be 35'-0" wide to allow access for the Tanker truck. These trucks are generally 55'-0" to include cab and trailer. The next drive to the east or middle drive will be an approach for trucks marked to be Entrance Only for vehicles entering from the east or west. This drive will be 44'-0" to allow for the larger 73'-0" trucks to enter the site. The far East approached will be marked as Exit Only allowing trucks to travel east or west. This drive will be 42'-0"allowing for right and left turns out of the site. 2. Environmental Nuisance: The proposed use will not have negative effects of noise, glare, odor, dust, waste disposal, blockage of light or air or other adverse environmental effects of a type or degree not characteristic of the historic use of the property or permitted uses in the district.

Applicant's Response: We are proposing large green areas along the frontage of Green Street for various types of landscape in these areas. The truck fueling will be located as far off Green Street as possible but still allowing trucks enough circulation area to exit out to the east curb cut on Green street. All the Canopy lighting is intended to be LED so as to minimize the light levels beyond the Canopy. The entire site is to be paved in concrete and asphalt. Our Civil Engineering plans have gone into great detail to incorporate all the drainage requirements of DuPage County.

3. **Neighborhood Character:** The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized.

Applicant's Response: This site is located in the 1-3 Heavy Industrial Zoning District. This use will fit in well with the Industrial Park properties surrounding this site. Our facility with its uniquely genuine Building and Canopy Architecture will bring an upscale feel to the site and enhance this vacant site.

4. Use of Public Services and Facilities: The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area. Applicant's Response: The proposed development will be designed with use of the existing Utilities already located around the property. The development will not alter the proportionate use of Sanitary and Water demand then what has been utilized for many years at this location. Storm water detention will be provided to further assist the effectiveness of the existing storm sewers. Based on the redevelopment of the site and the requirements for storm water run-off we will be greatly improving the site in this regard. The Truck wash will be designed to utilize a water reclaim system so as to minimize the amount of fresh water being needed for each truck wash.

5. Public Necessity: The proposed use at the particular location requested is necessary to provide a service or a facility, which is in the interest of public convenience, and will contribute to the general welfare of the neighborhood or community.

Applicant's Response: The development will provide a convenience to the community and area which currently does not exist. Truck fueling will be available for the Industrial area as well as the large volume of trucks that traverse Green Street on a daily basis. The Gas fueling and Convenience Store offerings will be beneficial to the public and all who utilize this site as there are no such type facilities in this industrial section of town.

6. **Other Factors:** The use is in harmony with any other elements of compatibility pertinent in the judgment of the commission to the conditional use in its proposed location.

Applicant's Response: In such a large industrial area with vast amounts of Truck traffic this project would expect to be a boon for the Village of Bensenville and provide amenities that are important to the general public. This development has the ability to bring the Village of Bensenville a larger generation of tax dollars then this vacant site is currently generating.

Mr. Pozsgay stated Staff recommends the approval of the findings of fact as they appear above and therefor recommend approval of the request with the following conditions:

- The Conditional Use Permit for Outdoor Storage be granted solely to Valinvest Holding, LLC/Amerifreight and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of change in tenancy of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Conditional Use Permit, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit; and
- 2. The property be developed in substantial compliance with the plans submitted A Design Group, LLC revised 11.10.15; and
- 3. Final plans must be submitted within 12 months of approval. A development schedule should be submitted to staff at that time; and
- 4. Final signage plans should be submitted and approved by staff to not include the 40 foot High Rise Sign and to correct the canopy signage; and
- 5. Final Site Plan should be submitted and approved by staff that shows a solution for the turning movement into the truck scale; and
- 6. Gambling or gaming machines shall not be allowed; and
- 7. Final architectural plans should be submitted and approved by staff; and
- 8. Final landscaping should be submitted and approved by staff; and
- 9. Overhead utility lines along Green Street shall be buried.
- 10. AmeriFreight must sign up for Bensenville Police's SECUREWATCH.

Commissioner Rodriguez asked is left turns off Green Street to enter the property were a concern to Staff. Mr. Pozsgay stated there were no concerns.

Motion:Commissioner Marcotte made a motion to close CDC Case No.
2016-16. Commissioner Rodriguez seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz

Nays: None

All were in favor. Motion carried.

Community Development Commission Meeting Minutes June 5, 2018 Page 29

Chairman Rowe closed the Public Hearing at 7:36 p.m.

- Motion: Commissioner Marcotte made a combined motion to approve the Findings of Fact for CDC Case No. 2016-16 as presented by Staff and to approve proposed request. Commissioner King seconded the motion.
- ROLL CALL: Ayes: Rowe, Ciula, Marcotte, King, Rodriguez, Wasowicz

Nays: None

All were in favor. Motion carried.

Report from Community

Development: Mr. Pozsgay reviewed both recent CDC cases along with upcoming cases.

ADJOURNMENT: There being no further business before the Community Development Commission, Commissioner Marcotte made a motion to adjourn the meeting. Commissioner King seconded the motion.

All were in favor. Motion carried.

The meeting was adjourned at 7:40 p.m.

TYPE: Public Hearing

SUBMITTED BY: K. Pozsgay

DEPARTMENT: CED

DATE: 07.03.18

DESCRIPTION:

Consideration of a Preliminary & Final Plat of Subdivision and Variance (Rear Yard Setback) for Ismail Tchatalbashev at 121 E. Pine Avenue.

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

Financially Sound Village Quality Customer Oriented Services Safe and Beautiful Village

Enrich the lives of Residents Major Business/Corporate Center Vibrant Major Corridors

REQUEST:

Preliminary & Final Plat of Subdivision into two single-family lots,

Municipal Code Section 11 - 3 and;

Variance, Rear Yard Setback

Municipal Code Section 10 - 5E - 4.

SUMMARY:

- 1. The Petitioner would like to subdivide his lot at northwest corner of E Pine Ave and Rose St.
- 2. The Petitioner supplied a plat that says the current lot is 12,000 SF, making a subdivision possible, as the minimum lot required is 6,000 SF.
- 3. If approved, the Petitioner plans to build two new homes on the lots. He would also like a variance to reduce the rear yard setback on the new northern-most parcel.

RECOMMENDATION:

Staff recommends the Denial of the above Findings of Fact and therefore the Denial of the Plat of Subdivision and Variance for Ismail Tchatalbashev. Should the Commission decide to approve, staff recommends the following condition:

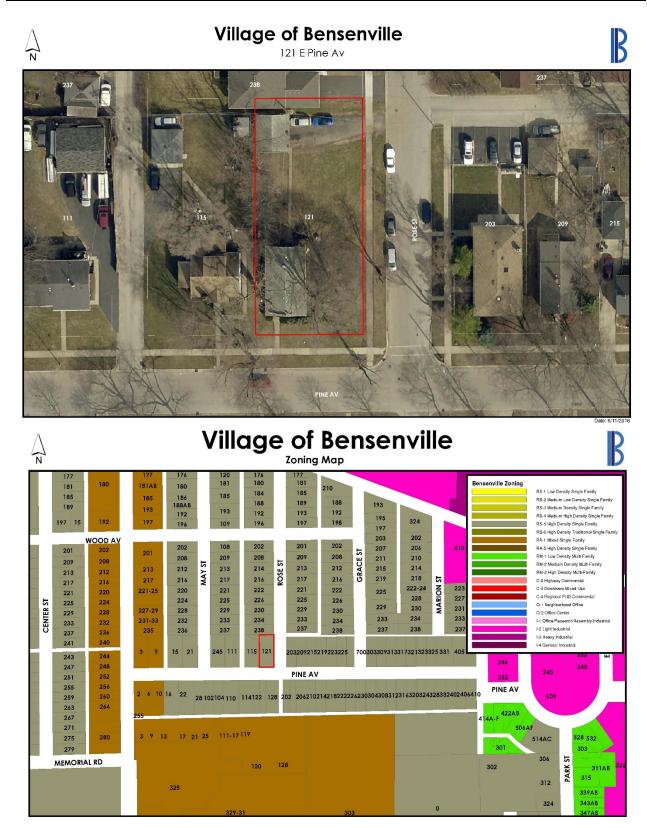
1. The Final Plat of Subdivision be in substantial compliance with the one submitted by Nekola Survey, Inc. job no. 18-05-0906.

ATTACHMENTS:		
Description	Upload Date	Туре
Aerial & Zoning Maps	6/28/2018	Backup Material
Legal Notice	6/28/2018	Backup Material
Application	6/28/2018	Backup Material
Staff Report	6/28/2018	Executive Summary
Plat of Survey	6/28/2018	Backup Material
Plat of Subdivision	6/28/2018	Backup Material
Plans	6/28/2018	Backup Material

CDC#2018 - 14

121 E Pine Ave Ismail Tchatalbashev

Preliminary & Final Plat of Subdivision into two single-family lots, and Rear Yard Setback; reduce from 25 feet to 20 feet



LEGAL NOTICE/PUBLIC NOTICE NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on Tuesday, July 3, 2018 at 6:30 P.M., the Community Development Commission of the Village of Bensenville, Du Page and Cook Counties, will hold a Public Hearing to review Case No. 2018 – 14 to consider a request for:

Preliminary & Final Plat of Subdivision into two single-family lots, Municipal Code Section 11 – 3 and;

> Variance, Rear Yard Setback Municipal Code Section 10 - 5E - 4.

121 East Pine Avenue is in a RS – 5 High Density Single Family District. The Public Hearing will be held in the Village Board Room at Village Hall, 12 S. Center Street, Bensenville, IL.

The Legal Description is as follows:

LOT 8 IN F.W. FRANZEN'S PINE AVENUE SUBDIVISION, BEING A SUBDIVISION IN THE SOUTHWEST ¹/₄ OF SECTION 13, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 3, 1910 AS DOCUMENT 102648, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as 121 East Pine Avenue, Bensenville, IL 60106.

Ismail Tchatalbashev of 4 Oakwood Drive, Elk Grove Village, IL 60007 is the owner and Lev Izakson of 29738 Butterfly Court, Lake Bluff, IL 60044 the applicant for the subject property.

Any individual with a disability requiring a reasonable accommodation in order to participate in any public meeting held under the authority of the Village of Bensenville should contact the Village Clerk, Village of Bensenville, 12 S. Center St., Bensenville, IL 60106, (630) 766-8200, at least three (3) days in advance of the meeting.

Applicant's application and supporting documentation may be examined by any interested parties in the office of the Community and Economic Development Department, Monday through Friday, in the Village Hall, 12 South Center Street, Bensenville, IL 60106. All interested parties may attend and will be heard at the Public Hearing. Written comments will be accepted by the Community and Economic Development Department through July 3, 2018 until 5:00 P.M.

Office of the Village Clerk Village of Bensenville

TO BE PUBLISHED IN THE BENSENVILLE INDEPENDENT June 14, 2018

Date of Submission: MUNIS AC	r Office Use Only count#: $3/q$ co	CCase#:
By COMMUNITY DEVELOPM	ENT COMMISSIO	ON APPLICATION
Address: <u>121 E Pine</u> , Bensenville, L		
Property Index Number(s) (PIN): 03-13-318-022		
A. PROPERTY OWNER: Tchatalbashev, Ismail		
Name	Corporation (if applied	cable)
4 Oakwood Dr. Street		
Elk Grove Village	L	60007
City	State	Zip Code
Tchataslbashev, Ismail	847.903.8519	mishoc@gmail.com
Contact Person	Telephone Number &	& Email Address
If Owner is a Land Trust, list the names and addresses of t	the beneficiaries of the T	rust.
Property Owner Signatur.:	<u> </u>	Date: <u><u><u>A</u>! I J<u>/</u> <u>L</u>_<u>d</u>''''</u></u>
8. APPLICANT: Check box if same as owner Lev Izakson Name	Corporation (if applic	aphla)
29738 Butterfly Ct	Corporation (11 applie	
Street		
Lake_Bluff	State	60044 Zip Code
	lizakson@comcast.ne	
Contact Person	Telephone Number &	
Architect Relationship of Applicant to subject property		
Applicant Signature:		Date:
 C. ACTION REQUESTED (Check applicable): 0 Annexation 0 Conditional Use Permit 0 Master Sign Plan 0 Planned Unit Development** (21)Plat of Subdivision 0 Rezoning (Map Amendment) 0 Site Plan Review 0 Variance *Item located within this application packet. *See staff for additional information on PUD requests 	each): 121Affiday 111Applic Approv g Legal I Plat of Site Pla 0 Buildir □Engine 0 Landsc 00 Review 0 Escrow 0 Digital mater	L REQUIREMENTS (I original & 1 copy of vit of Ownership* (signed/notarized) cation* val Criteria Description of Property Survey
	4	

Brief Description of Request(s): (Submit separate sheet if necessary)

Requested subdivision of 12,000 sf lot into (2) two 6,000sf lots

D. PROJECTDATA:

-]. General description of the site:__ RS-5ZoningDistrictlot
- Acreage of the site: __0275_ (120,00 Sf Building Size (if applicable): (2)@1,a oo sf 2.
- 3. Is this property within the Village Limits? (Check applicable below) _X Yes
 - No, requesting annexation
 - No, it is under review by another governmental agency and requires review due to 15 mile jurisdiction requirements.
- List any controlling agreements (annexation agreements, Village Ordinances, site plans, etc.) 4.

	Zoning	Existing Land Use	Jurisdiction
Site:	RS-5	RS-5	Bensenville
North:	RS-5	RS-5	Bensenville
South:	RS-5	RS-5	Bensenville
East:	RS-5	RS-5	Bensenville
West:	RS-5	RS-5	Bensenville

5. Character of the site and surrounding area:

E. DEVELOPER'S STAFF (ifapplieable	:(:
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ARCHITECT Name: Lev lzakson		ENGINEER: Name:	
Telephone:	847-910-1473	Telephone:	
Email:	lev@levelarchitects.com	Email:	
ATTORNEY Name:		OTHER Name:	
Telephone:		Telephone:	
Email:		Email:	

F. APPROVAL CRITERIA: Attached with this application

The applicant must compose a letter describing bow the request(s) specifically meets the inruvidual criteria from the Approval Criteria. The CDC will be unable to recommend approval of a request without a response to the pertinent "Approval Criteria."

121 E pine Street

Municipal Code Section 10-3-5: Approval Criteria for Zoning Map Amendments

1. Support for Classification:

a. Compatible with use or Zoning

Requested subdivision is compatible with existing use and Zoning classification: Single Family Residential RS-5 District.

b. Supported by Trend of Development

Proposed subdivision is consistent with the intent of zoning of existing single family detached residential neighborhood with densities not exceeding (7.3) dwelling units per acre. The minimum site area is limited to 6,000 sf, the subdivided proposed site area for each of two lots is 6,000 sf.

c. Consistent with Village Plans

Requested subdivision is not detrimental to Village plan and is consistent with use and zoning intent of the neighborhood.

2. Furthers Public Interest

The proposed subdivision promotes the public interest It does not solely further the interest of the applicant but serves community by removing outdated 864 sf with detached garage structure built in 1927 and set condition for building two (2) single family houses.

3. Public Services Available

Adequate services such as water supply, sewage disposal, fire protection, and street capacity are anticipated to be available to support proposed subdivision by anticipated date of issuance of a Certificate of Occupancy.

		F	or Office Use Only			1
	Date of Submission:		Account#:	COCCase#:		
	COMMUNITY	DEVELOPN	IENT COMM	IISSION APPL	ICATION	
Address:12_	<u>1E. Pine',Bensenvik</u>	<u>-, IL</u>				
Property Index	Number(s) (PIN):					
A. PROPERT						_
	talbashev, Ismail					
Name	swood Dr.		Corporation	n (ifapplicable)		
4 Oal	kwood Dr.					
	rove Village		L		60007	
City			State		Zip Code	
Tchat	aslbashev, Ismail		847.903		c@gmail.com	
Contact Perso	n		Telephone 1	Number & Email Addro	ess	
If Owner is a	a Land Trust, list the name	s and addresses of	f the beneficiaries	of the Trust.		
	$\overline{\mathcal{O}}$	Ren			Date: 5/1	\$ /18
Property Owner	r Signature:	V		E	Date:	0/10
B. APPLICAN	NT: Check box if sa	me as owner				
Levlza	kson					
Name	Butterfly Ct		Corporation	(if applicable)		
29738_ Street	butterny or					
Lake B	luff		L		60044	
City		47 010 1472	State		Zip Code	
Levlzal	43011	347-910-1473	lizakson@cor			
Contact Person Architect	n		Telephone I	Number & Email Addre	ess	
Relationship o	of Applicant to subject proper	ty				
Applicant Si	ature			Г)oto:	
Applicant org n	ature:			J.	Date:	
	TION REQUESTED (CAnnexation	Check applicable): SUBN each):		EMENTS (I o	riginal & I copy of
	Conditional Use Permit		cucii)	Affidavit of Own	ership* (signed	l/notarized)
	Master Sign Plan			Application*	I (gii	,
	Planned Unit Developm	ent**		Approval Criteria		
	Plat of Subdivision		Ι	Legal Description	of Property	
□ Rezoning (Map Amendment) Plat of Survey						
	Site Plan Review Variance			Site Plan	Elevations	
	em located within this ap	plication packet		Building Plans & Engineering Plans		
	See staff for additional in			Landscape Plan	5	
	D requests	Information On		81Review Fee (App	lication Fee+	Escrow)
10.	1			Escrow agreemen		
				Digital Submissio		ation
				materials (CD)	11	

Brief Description of Request(s): (submit sepante sheet if necessary)

Requested variance for 242 Rose Street property for 5ft reduction of rear yard setback

D. 1.	PROJECT DATA: General description of the site: RS-szoningDistrictlot
2.	Acreage of the site: $\frac{138}{528}$ (6, $\frac{000}{518}$ Building Size (if applicable): $\frac{1200}{518}$ sf TBD
3.	Is this property within the Village limits? (Check applicable below) X_Yes No, requesting annexation No, it is under review by another governmental agency and requires review due to 15 mile jurisdiction requirements.
4.	List any controlling agreements (annexation agreements, Village Ordinances, site plans, etc.)
5.	Character of the site and surrounding area:
Γ	Zoning Existing Land Use Jurisdiction

	Zoning	Existing Land Use	Jurisdiction
Site:	RS-5	RS-5	Bensenville
North:	RS-5	RS-5	Bensenville
South:	RS-5	RS-5	Bensenville
East:	RS-5	RS-5	Bensenville
West:	RS-5	RS-5	Bensenville

E.	DEVELOPER'S	STAFF	(ifapplicable)):
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ARCHITECT Name: Lev lzakson		ENGINEER: Name:	
Telephone:	847-910-1473	Telephone:	
Email:	lev@levelarchitects.com	Email:	
ATTORNEY Name:		OTHER Name:	
Telephone:		Telephone:	
Email:		Email:	

F. APPROVAL CRITERIA: Attached with this application

The applicant must compose a letter describing how the request(s) specifically meets the individual criteria from the Approval Criteria. The CDC will be unable to recommend approval of a request without a response to the pertinent "Approval Criteria."

Municipal Code Section 10-3-3.B: Approval Criteria for Variances

1. Special Circumstances

This particular parcel facing Rose Street has the depth of 75 ft. Per Zoning Ordinance with the 30 ft front yard and 25 ft rear yard the overall depth of buildable footprint of the new building can only be 20 ft max. Adjacent corner lot facing Pine Street has interior side yard of only 6 ft abutting rear yard of property in question, and a corner yard of 10 ft along the Rose Street. All other neighboring properties facing Rose Street have standard depth of 150 ft and per Zoning Ordinance have rear yard of 25 ft facing alley and only 6 ft side yard setbacks. It is obviously that all owners in the area have opportunity to build wider houses, then the applicant.

2. Hardship or practical Difficulties

The new house on Rose street if following Zoning setback regulations will have a depth of (20) feet only. This will impose significant hardship for planning leaving areas and make it impossible to have attached garage with depth satisfying modern days criteria.

3. Circumstances relate to property

The new property on Rose street will have the depth of 75 feet in oppose to other lots along the Rose Street, which all have depth of 150 feet. The adjacent property on Pine street on the other side will have an interior side yard setback of 6 feet abutting required 25 feet rear yard of new property on Rose street.

4. Not resulting from applicant action

The property in question satisfy requirements of the Zoning Ordinance. The seeking variance is only relating to (5) feet reduction of the rear yard setback for the lot on 242 Rose Street to offset the hardship of planning a single-family building on the 75 ft - deep lot in neighborhood of 150 ft deep properties.

5. Preserves Rights Conferred by District

The Variance is necessary for applicant to enjoy the right to have a possibility to have the garage of 25 feet deeph is deep to park same type of vehicles as most neighbors in this zoning district may park in their garages. The Applicant does not confer a special privilege ordinarily denied to such other properties.

6. Necessary for use of property

The Granting of Variance is necessary because without it the Applicant will be deprived of reasonable use or reasonable return from developing the property having insufficient depth of attached garage and width of the living areas.

7. Not Alter Local Character

The Granting of the Variance will not alter the essential character of the locality nor substantially impair environmental quality, property values, or public safety or welfare in the vicinity. The new Variance if granted will not affect front and side yard setbacks, building height and overall floor area requirements for the zoning district.

8. Consistent with the Ordinance and Plan

The Granting of Variance will be in harmony with the general purpose and intent of this Ordinance and of the General Development plan and with other applicable adopted plans of the Village of Bensenville, as viewed in light of any changed conditions since their adoption, and will not serve in effect to substantially invalidate or nullify any part thereof.

9. Minimum Variance Needed

The Variance approved is the minimum required to provide with relief from undue hardship or practical difficulties and with reasonable use and enjoyment of the property because it will allow to build a 24 ft clear deep garage and to have 24 ft wide living space.



STAFF REPORT	
HEARING DATE:	July 3, 2018
CASE #:	2018 - 14
PROPERTY:	121 E Pine Avenue
PROPERTY OWNER:	Ismail Tchatalbashev
APPLICANT	same
SITE SIZE:	12,000 SF
BUILDING SIZE:	1,200 SF
PIN NUMBERS:	03-13-318-022
ZONING:	RS – 5 High Density Single Family District
REQUEST:	Preliminary & Final Plat of Subdivision into two single-family lots,
	Municipal Code Section $11 - 3$ and;
	Variance, Rear Yard Setback
	Municipal Code Section $10 - 5E - 4$.

PUBLIC NOTICE:

- 1. A Legal Notice was published in the Bensenville Independent on Thursday June 14, 2018. A Certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours.
- 2. Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on Friday June 15, 2018.
- 3. On Friday June 15, 2018, Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. An Affidavit of Mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

SUMMARY:

The Petitioner would like to subdivide his lot at northwest corner of E Pine Ave and Rose St. The Petitioner supplied a plat that says the current lot is 12,000 SF, making a subdivision possible, as the minimum lot required is 6,000 SF. If approved, the Petitioner plans to build two new homes on the lots. He would also like a variance to reduce the rear yard setback on the new northern-most parcel.

	Zoning	Land Use	Comprehensive Plan	Jurisdiction
Site	RS - 5	Residential	Single Family Residential	Village of Bensenville
North	RS - 5	Residential	Single Family Residential	Village of Bensenville
South	RS - 5	Residential	Single Family Residential	Village of Bensenville
West	RS - 5	Residential	Single Family Residential	Village of Bensenville
East	RS - 5	Residential	Single Family Residential	Village of Bensenville

SURROUNDING LAND USES:

DEPARTMENT COMMENTS:

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

Financially Sound Village
Quality Customer Oriented Services
Safe and Beautiful Village
Enrich the lives of Residents
Major Business/Corporate Center
Vibrant Major Corridors

<u>Finance</u>: No issues.

Police: No police issues.

Engineering and Public Works: Public Works: No comments.

Engineering:

Actively seeking to obtain some CDBG funding to install a major storm sewer on the alley across from Rose St at Pine Ave. There are some storm sewer improvements along Pine Ave as well. No time frame if and when we will get the funding but if successful it will help address some major flooding issues in this neighborhood which occurs in the heavy and quick rainfalls..

Community & Economic Development:

Economic Development: Generally supportive of this requested subdivision, as it creates additional new housing stock for prospective residents in the Village.

Fire Safety: No comments.

Building:

New construction shall be in accordance with all adopted Village Codes and Ordinances.

Planning:

- 1) The 2015 Comprehensive Plan indicates "Single Family Residential" for this property.
- 2) The lot is currently zoned RS-5. The minimum lot size is 6,000SF. The current lot is 12,000SF.
- 3) This would be the only lot on Pine Ave to be split in such a manner. All the other lots along this stretch of Pine are "long".
- 4) The corner lot needs a 20% width increase to meet Municipal Code Section 11-4-5B: Lot Standards.

"B. Width and area of lots shall conform with lot width and area requirements set forth in the zoning ordinance of the Village or that of DuPage/Cook County in the unincorporated areas beyond the Village limits. Corner lots shall be increased in width by twenty percent (20%) over the width of typical interior lots, except that corner lots need not exceed ninety feet (90') in width, if the ninety feet (90') in width is greater than the width of the typical lot, except the Community Development Commission may require a greater width to provide for the proper development of intersection design and traffic safety. (Ord. 11-86, 4-17-1986)"

- 5) The standard right of way dedication in town is 66 feet. The Rose Street right of way is only 60 feet. It is possible that 3 feet of the proposed lots would be required dedication.
 - a. Municipal Code Section 11-4-1A requires a minor residential street to have a 66' Right of Way.
 - b. The existing Rose Street ROW is only 60'
 - c. A 3' right of way dedication is required.
 - d. Unless waived, this dedication will result in two Lots that do not meet the minimum lot size in the existing RS 5 Zoning District.
- 6) Although the new parcels meet the minimum requirements, there concern about what can be built on the newly created lots, particularly with the newly created corner side lot.
- 7) The applicant is also requesting a 5-foot Variance for the rear yard setback in the newly created northern parcel.
- 8) Staff does not believe this meets the requirement for a Variance as it was an issue caused by the applicant's proposed subdivision of the existing lot.
- 9) There is concern about future requests to these properties, including possible decks, fences, or accessory structures.

APPROVAL PROCESS AND CRITERIA:

Rezoning / Support for Classification: (Bold responses are from the Applicant/Petitioner)

1. Compatible with Use or Zoning: The uses permitted under the proposed district are compatible with existing uses or existing zoning of property in the environs; or

Applicant Response: Requested subdivision is compatible with existing use and Zoning classification: Single Family Residential RS-5 District.

2. Supported By Trend Of Development: The trend of development in the general area since the original zoning was established supports the proposed classification; or

Applicant Response: Proposed subdivision is consistent with the intent of zoning of existing single-family detached residential neighborhood with densities not exceeding (7.3) dwelling units per acre. The minimum site area is limited to 6,000 sf, the subdivided proposed site area for each of two lots is 6,000 sf.

3. Consistent with Village Plans: The proposed classification is in harmony with objectives of the general development plan and other applicable Village plans as viewed in light of any changed conditions since their adoption.

Applicant Response: Requested subdivision is not detrimental to Village plan and is consistent with use and zoning intent of the neighborhood.

4. Furthers Public Interest: The proposed zoning classification promotes the public interest does not solely further the interest of the applicant.

Applicant Response: The proposed subdivision promotes the public interest It does not solely further the interest of the applicant but serves community by removing

outdated 864 sf with detached garage structure built in 1927 and set condition for building two (2) single family houses.

5. Public Services Available: Adequate public services, such as water supply, sewage disposal, fire protection and street capacity, are anticipated to be available to support the proposed classification by the anticipated date of issuance of a certificate of occupancy.

Applicant Response: Adequate services such as water supply, sewage disposal, fire protection, and street capacity are anticipated to be available to support proposed subdivision by anticipated date of issuance of a Certificate of Occupancy.

Staff Response: The corner lot does not meet the increased width standards in the code. The right of way is not wide enough according to the subdivision regulations.

		Criteria
Approval Criteria	Yes	No
1. Compatible with Use or Zoning		Х
2. Supported By Trend Of Development	Х	
3. Consistent with Village Plans		Х
4. Furthers Public Interest		X
5. Public Services Available	Х	

APPROVAL CRITERIA FOR VARIANCES:

The Community Development Commission shall not recommend nor shall the Village Board grant a variance unless it shall make findings based upon the evidence presented to it in each specific case that:

1. Special Circumstances: Special circumstances exist that are peculiar to the property for which the variances are sought and that do not apply generally to other properties in the same zoning district. Also, these circumstances are not of so general or recurrent a nature as to make it reasonable and practical to provide a general amendment to this Title to cover them.

Response: This particular parcel facing Rose Street has the depth of 75 ft. Per Zoning Ordinance with the 30 ft front yard and 25 ft rear yard the overall depth of buildable footprint of the new building can only be 20 ft max. Adjacent corner lot facing Pine Street has interior side yard of only 6 ft abutting rear yard of property in question, and a corner yard of 10 ft along the Rose Street. All other neighboring properties facing Rose Street have standard depth of 150 ft and per Zoning Ordinance have rear yard of 25 ft facing alley and only 6 ft side yard setbacks. It is obviously that all owners in the area have opportunity to build wider houses, then the applicant.

Hardship or Practical Difficulties: For reasons set forth in the findings, the literal application of the provisions of this Title would result in unnecessary and undue hardship or practical difficulties for the applicant as distinguished from mere inconvenience.
 Response: The new house on Rose street if following Zoning setback regulations will have a depth of (20) feet only. This will impose significant hardship for planning

leaving areas and make it impossible to have attached garage with depth satisfying modern days criteria.

3. Circumstances Relate to Property: The special circumstances and hardship relate only to the physical character of the land or buildings, such as dimensions, topography or soil conditions. They do not concern any business or activity of present or prospective owner or occupant carries on, or seeks to carry on, therein, nor to the personal, business or financial circumstances of any party with interest in the property.

Response: The new property on Rose street will have the depth of 75 feet in oppose to other lots along the Rose Street, which all have depth of 150 feet. The adjacent property on Pine street on the other side will have an interior side yard setback of 6 feet abutting required 25 feet rear yard of new property on Rose street.

4. Not Resulting from Applicant Action: The special circumstances and practical difficulties or hardship that are the basis for the variance have not resulted from any act, undertaken subsequent to the adoption of this Title or any applicable amendment thereto, of the applicant or of any other party with a present interest in the property. Knowingly authorizing or proceeding with construction, or development requiring any variance, permit, certificate, or approval hereunder prior to its approval shall be considered such an act.

Response: The property in question satisfy requirements of the Zoning Ordinance. The seeking variance is only relating to (5) feet reduction of the rear yard setback for the lot on 242 Rose Street to offset the hardship of planning a singlefamily building on the 75 ft -deep lot in neighborhood of 150 ft deep properties.

5. Preserve Rights Conferred by District: A variance is necessary for the applicant to enjoy a substantial property right possessed by other properties in the same zoning district and does not confer a special privilege ordinarily denied to such other properties.

Response: The Variance is necessary for applicant to enjoy the right to have a possibility to have the garage of 25 feet deep is deep to park same type of vehicles as most neighbors in this zoning district may park in their garages. The Applicant does not confer a special privilege ordinarily denied to such other properties.

6. Necessary for Use of Property: The grant of a variance is necessary not because it will increase the applicant's economic return, although it may have this effect, but because without a variance the applicant will be deprived of reasonable use or enjoyment of, or reasonable economic return from, the property.

Response: The Granting of Variance is necessary because without it the Applicant will be deprived of reasonable use or reasonable return from developing the property having insufficient depth of attached garage and width of the living areas.

7. Not Alter Local Character: The granting of the variance will not alter the essential character of the locality nor substantially impair environmental quality, property values or public safety or welfare in the vicinity.

Response: The Granting of the Variance will not alter the essential character of the locality nor substantially impair environmental quality, property values, or public safety or welfare in the vicinity. The new Variance if granted will not affect front and side yard setbacks, building height and overall floor area requirements for the zoning district.

8. Consistent with Title and Plan: The granting of a variance will be in harmony with the general purpose and intent of this Title and of the general development plan and other applicable adopted plans of the Village, as viewed in light of any changed conditions since their adoption, and will not serve in effect to substantially invalidate or nullify any part thereof.

Response: The Granting of Variance will be in harmony with the general purpose and intent of this Ordinance and of the General Development plan and with other applicable adopted plans of the Village of Bensenville, as viewed in light of any changed conditions since their adoption, and will not serve in effect to substantially invalidate or nullify any part thereof.

9. Minimum Variance Needed: The variance approved is the minimum required to provide the applicant with relief from undue hardship or practical difficulties and with reasonable use and enjoyment of the property.

Response: The Variance approved is the minimum required to provide with relief from undue hardship or practical difficulties and with reasonable use and enjoyment of the property because it will allow to build a 24 ft clear deep garage and to have 24 ft wide living space.

Staff Response: The applicant created the issue with the lot split. Staff does not feel the criteria is met for variance.

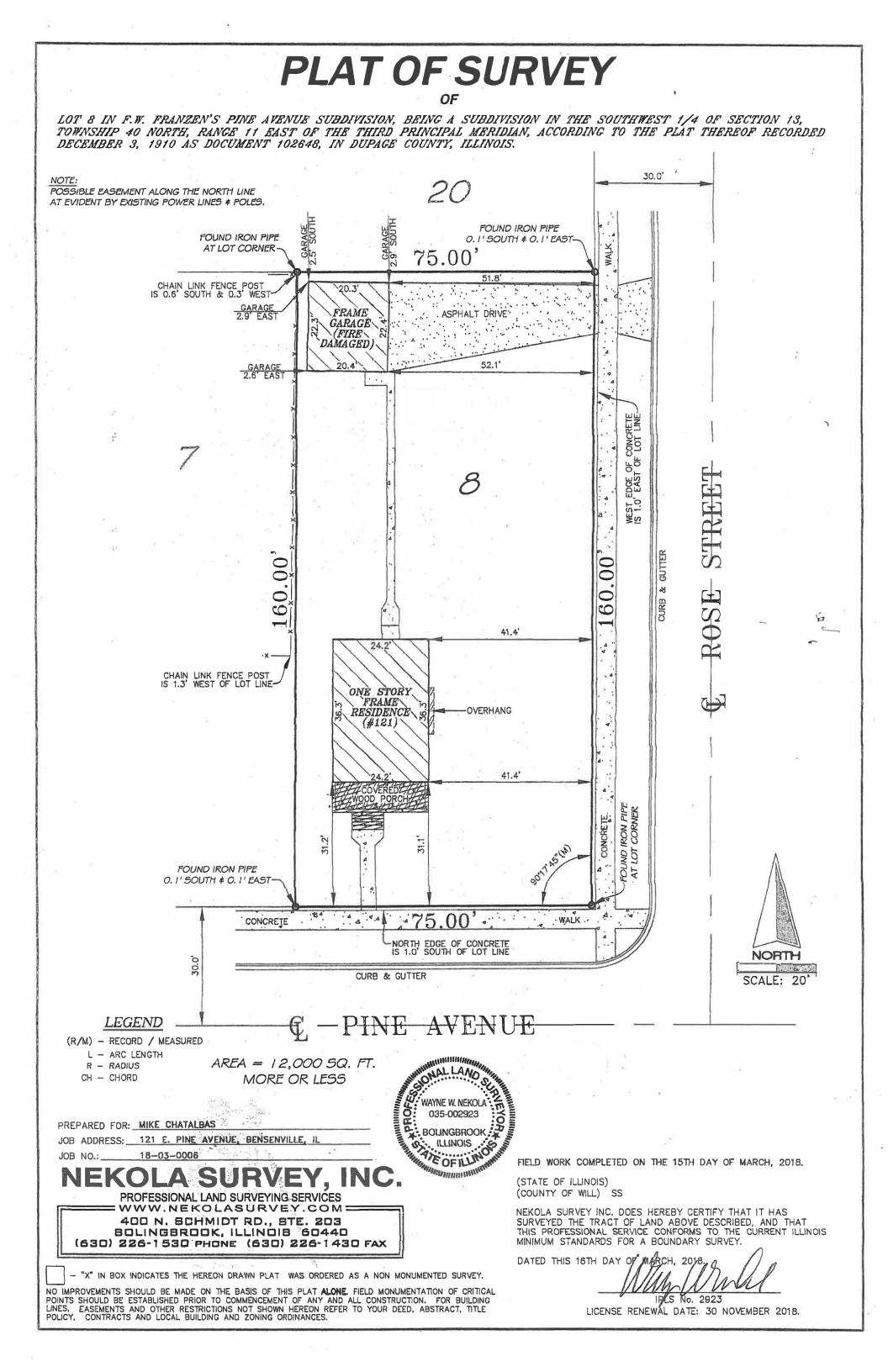
	Meets	Meets Criteria		
Variances Approval Criteria	Yes	No		
1. Special Circumstances	X			
2. Hardship		Х		
3. Circumstances relate to the Property	X			
4. Not Resulting from Applicant Actions		Х		
5. Preserve Rights Conferred By District	X			
6. Necessary for the Use of the Property		Х		
7. Not Alter Local Character	X			
8. Consistent with Title and Plan	X			
9. Minimum Variance Needed	X			

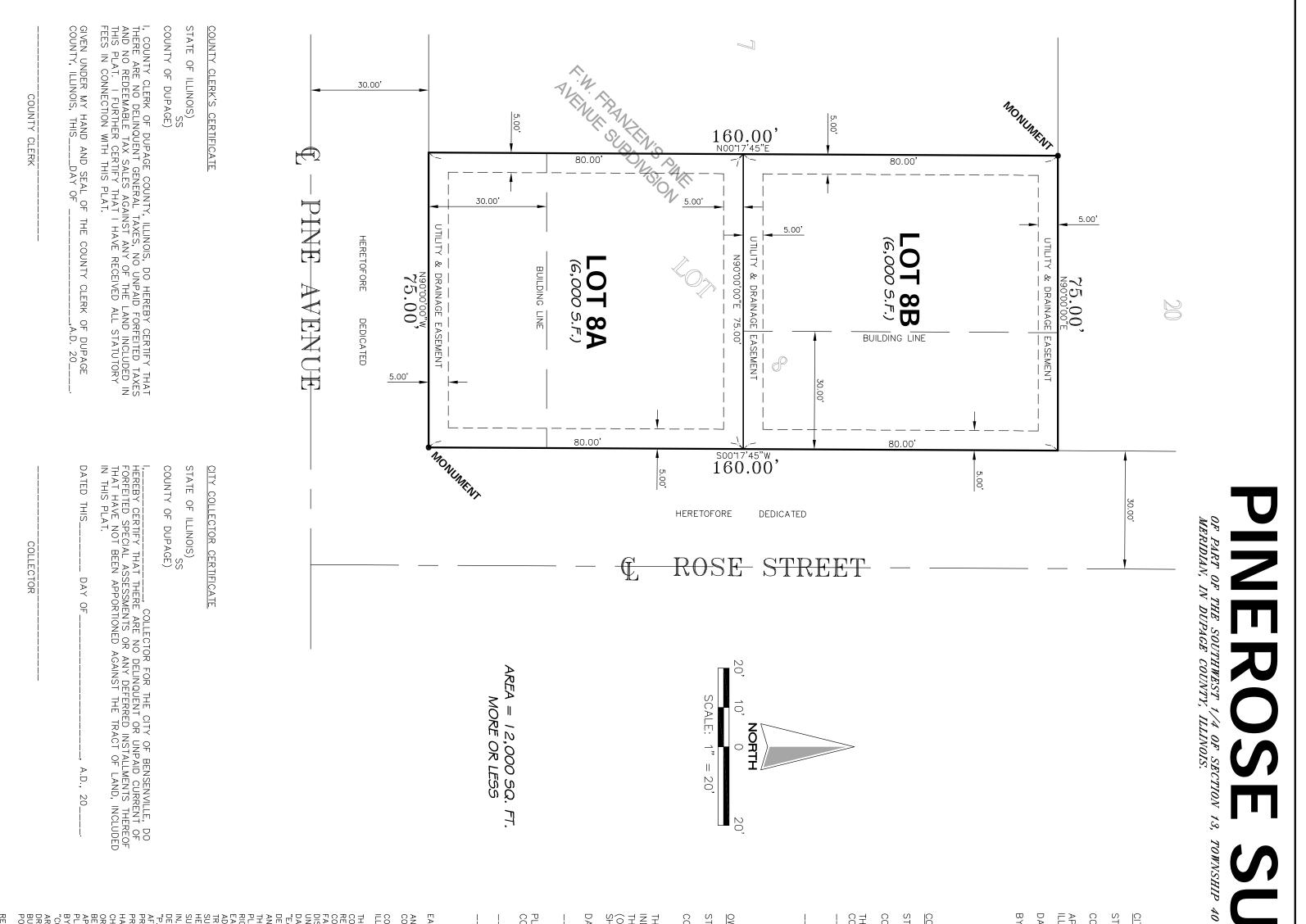
RECOMMENDATIONS:

Staff recommends the Denial of the above Findings of Fact and therefore the Denial of the Plat of Subdivision and Variance for Ismail Tchatalbashev. Should the Commission decide to approve, staff recommends the following condition:

1. The Final Plat of Subdivision be in substantial compliance with the one submitted by Nekola Survey, Inc. job no. 18-05-0906.

Respectfully Submitted, Department of Community & Economic Development



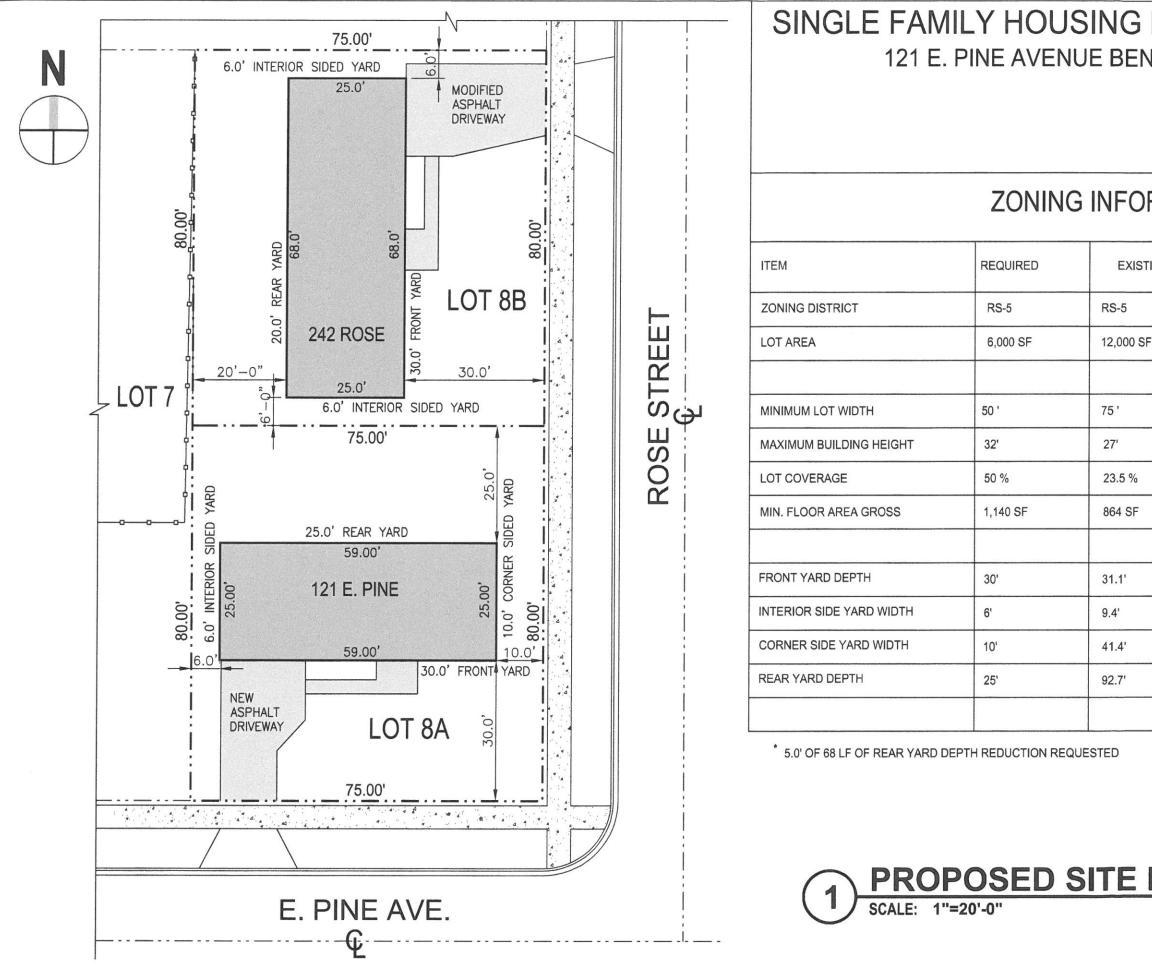


NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL /

PIN NO. 03-13-318-022

EXERCIT PROVISION ALLASTERIT FOR SERVICE THE SERVICE AND CIFER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE THE REAST RESERVICE AND CONSTRUCT AND SERVICE PROPERTY. THE REAST CONSTRUCT AND SERVICE AND CONSTRUCT AND SERVICE CONSTRUCT PREPARE. REAST RESERVICE AND CONSTRUCT AND SERVICE PROPERTY. THE REAST CONSTRUCT AND SERVICE AND CONSTRUCT AND SERVICE CONSTRUCT AND SERVICE AND CONSTRUCT AND SERVICE AND CONSTRUCT AND SERVICE AND CONSTRUCT AND SERVICE PROPERTY. NAME AND SERVICE AND CONSTRUCT AND SERVICE PROPERTY. THE REAST CONSTRUCT AND SERVICE AND CONSTRUCT AND SERVICE AND CONSTRUCT AND SERVICE PROPERTY. THE REAST AND CONSTRUCT AND SERVICE PROPERTY. THE REAST AND ALLESS AND CONSTRUCT AND SERVICE PROPERTY. THE REAST AND ALLESS AND ALLESS AND CONSTRUCT AND SERVICE PROPERTY. THE REAST AND ALLESS AND ALLESS AND THE REPORT OF DECLARATION OF THE SERVICE PROPERTY. THE REPORT OF CONSTRUCT AND SERVICE PROPERTY SERVICE AND ALLESS	ATURE IVIDUAL'S NAME, TITLE, D ADDRESS: SURVEYORS CERTIFICATE	HIS IS TO CERTIFY THAT, HEREBY CERTIFY THAT THEY (OR IT) ARE UDIVIDUALS (OR CORPORATION), HEREBY CERTIFY THAT THEY (OR IT) ARE HE OWNERS (OR OWNER) OF THE ABOVE DESCRIBED PROPERTY AND THEY OR IT) HAVE CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS	I, THE UNDERSIGNED, A NOTARY AND STATE, DO HEREBY CERTIFY OWNER'S CERTIFICATE IS PERSON OWNER'S CERTIFICATE IS PERSON PERSON WHOSE NAME IS SUBSCE THAT SAID INDIVIDUAL APPEARED SS COUNTY OF DUPAGE)	STATE OF ILLINOIS) STATE OF ILLINOIS COUNTY OF DUPAGE THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, ON THE DAY OF DAY OF NUMBERA.D. 20ATO'CLOCKM. AS DOCUMENT NUMBERA.D. 20 STATE OF ILLINOIS) RECORDER OF DEEDS RECORDER OF DEEDS RECORDER OF DEEDS	OUNTY F	APPROVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF BENSENVILLE, THIS IS TO CERTIFY, AS OWNER (LLINOIS. Content of the city of bensenville, This is to certify, as owner (DATED THISDAY OFATTEST: A.D., 20 OF MY KNOWLEDGE AND BELIEF TO AND BELIEF TO AND BELIEF TO AND
CCOUNTY OF WILLINGS CCOUNTY OF WILLING THS IS TO CERTFY THAT I, WAYNE W. NEKOLA, AN ILLING'S PROFESSIONAL LAND SURVEYOR, HAS SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED <i>BULLING SUBDIVISSION IN THE SOUTHWEST 17.4.07</i> <i>SECTION 13. TOWNSHIP AD NORTH, RANGE 17 EASO PLAT THEREON DRAWN IN THE AD NORTH, RANGE 17 EASO PLAT THEREON DRAWN IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY AND ACCURATELY DEPICTS THE ABOVE DESCRIBED PROPERTY. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF. GIVEN UNDER MY HAND AND SEAL THIS 28TH DAY OF APRIL, 2015. MAYNE W. NEKOLA LP.L.S. NO.: 2923 EXPIRES 11/30/2016 DESIGN FIRM NO. 18-05-0906 A000 N. SCHIMIDT RD., STE. 203 BOLLINGBBROOK, ILLIND'S GOVERNMENT WAYNE W. NEKOLA LP.L.S. NO.: STE. 203 BOLLINGBBROOK, ILLIND'S GOVERNMENT WAYNE W. NEKOLA SURVEY ING. 2018 "ALL RIGHTS RESERVED"</i>		NOTARIAL SEAL THIS DAY OF A.D., 20	I, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE AFORESAID COUNTY AND STATE, DO HEREBY CERTIFY THAT THE FOREGOING SIGNATURE OF THE OWNER'S CERTIFICATE IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, AND THAT SAID INDIVIDUAL APPEARED AND DELIVERED SAID INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH IN THE AFORESAID INSTRUMENT.		A.D., 20	THIS IS TO CERTIFY, AS OWNER OF THE PROPERTY DESCRIBED HEREIN AND LEGALLY DESCRIBED ON THE PLAT, THAT I HAVE DETERMINED TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT EACH OF THE SUBJECT LOTS LIE WHOLLY WITHIN THE BOUNDARIES OF BENSENVILLE COMMUNITY UNIT SCHOOL DISTRICT NO, IN DUPAGE COUNTY, ILLINOIS.

© COPYRIGHT NEKOLA SURVEY INC. 2018 "ALL RIGHTS RESERVED"



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TYPE:

SUBMITTED BY: K. Pozsgay

Public Hearing

DEPARTMENT: CED **DATE:** 07.03.18

DESCRIPTION:

Consideration of an Ammedment to Final Planned Unit Development to install signage for MTR LLC at 900-930 County Line Road.

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

Х

Financially Sound Village Quality Customer Oriented Services Safe and Beautiful Village Enrich the lives of Residents

X Major Business/Corporate Center

X Vibrant Major Corridors

REQUEST:

An Ammedment to Final Planned Unit Development, Municipal Code Section 10 – 10 including departures from Municipal Code to include:

Conditional Use Permit, Electronic Message Center Sign,

Municipal Code Section 10 - 18 - 6 - 1B; and

Variance, Wall Signs Number Permitted,

Municipal Code Section 10 - 18 - 12.

SUMMARY:

- 1. The Petitioner would like to amend their previously approved PUD to include deviations from the code for signage, to include: an Electronic Message Center Sign and three (3) wall signs.
- 2. Electronic Message Center signs are conditional uses.
- 3. Code only allows one wall sign per business frontage. The applicant would like to install an additional two.

RECOMMENDATION:

Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Conditional Use Permit and Variance for MTR, with the following conditions:

- 1. The plans and aesthetics of the sign to be in substantial compliance with the plans submitted by Monsibic Signs & Graphic dated 05.11.18.
- 2. All other features of EMC shall conform to ordinance, particularly section 10-18-7C Sign Illumination.

ATTACHMENTS:		
Description	Upload Date	Туре
Aerial & Zoning Maps	6/28/2018	Backup Material
Legal Notice	6/28/2018	Backup Material
Application	6/28/2018	Backup Material
Staff Report	6/28/2018	Executive Summary
Plans	6/28/2018	Backup Material
Plat of Survey	6/28/2018	Backup Material

900-930 County Line Road MTR

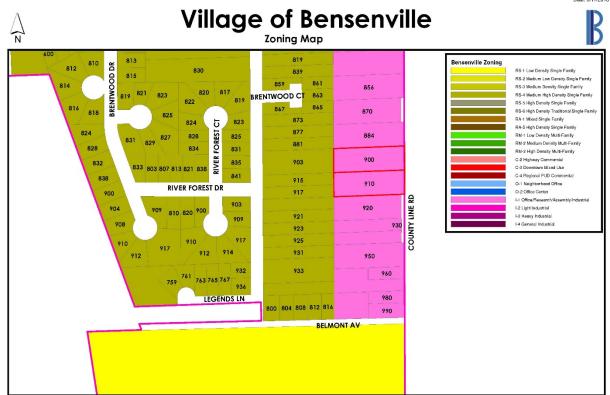
Amendment to Planned Unit Development

Conditional Use Permit; EMC and Variance; Wall Sign Number Permitted



Village of Bensenville 900 S County Line Rd





LEGAL NOTICE/PUBLIC NOTICE NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on Tuesday, July 3, 2018 at 6:30 P.M., the Community Development Commission of the Village of Bensenville, Du Page and Cook Counties, will hold a Public Hearing to review Case No. 2018 – 15 to consider a request for:

An Ammedment to Final Planned Unit Development, Municipal Code Section 10 – 10 including departures from Municipal Code to include:

Conditional Use Permit, Electronic Message Center Sign, Municipal Code Section 10 – 18 – 6 - 1B; and

> Variance, Wall Signs Number Permitted, Municipal Code Section 10 – 18 – 12.

900-930 County Line Road is in an I – 1 Office/Research/Assembly/Industrial District. The Public Hearing will be held in the Village Board Room at Village Hall, 12 S. Center Street, Bensenville, IL.

The Legal Description is as follows:

LOT 11, LOT 12, LOT 13 (EXCEPT THE EAST 17 FEET THEREOF), AND THE NORTH HALF OF LOT 14 (EXCEPT THE EAST 17 FEET THEREOF) IN BLOCK 3 IN BENSENVILLE FARMS, BEING A SUBDIVISION IN SECTION 24, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 7, 1923 AS DOCUMENT 171311, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as 900-930 County Line Road, Bensenville, DuPage County, Illinois (Permanent Index Nos. 03-24-406-037, -038, -072, -076).

MTR LLC of 135 East George Street, Bensenville, IL 60106 is the owner and applicant for the subject property.

Any individual with a disability requiring a reasonable accommodation in order to participate in any public meeting held under the authority of the Village of Bensenville should contact the Village Clerk, Village of Bensenville, 12 S. Center St., Bensenville, IL 60106, (630) 766-8200, at least three (3) days in advance of the meeting.

Applicant's application and supporting documentation may be examined by any interested parties in the office of the Community and Economic Development Department, Monday through Friday, in the Village Hall, 12 South Center Street, Bensenville, IL 60106. All interested parties may attend and will be heard at the Public Hearing. Written comments will be accepted by the Community and Economic Development Department through July 3, 2018 until 5:00 P.M.

Office of the Village Clerk Village of Bensenville

TO BE PUBLISHED IN THE BENSENVILLE INDEPENDENT June 14, 2018

l.	- 085 11 0-1		
Date of Submission	r Office Use Only	DC Case # 2018	- 15
COMMUNITY DEVELOPM	ENT COMMISSI	ON APPLICA	TION
Address: 900 - 920 County Line Road			
Property Index Number(s) (PIN): 03 - 24 - 406 - 037, -	038,072, -076		
 A. OWNER: MTR LLC, Eduardo Loya, Daniel Loya 			
Name 135 East George Street	Corporation (if app	licable)	
Street			
Bensenville	Illinois	6010	16
City	State	Zip Co	1
Edvardo Loya	773-57	15 - 6067	Mahila Tracele A
Contact Person	Telephone Number		MobileTruck 1
If Owner is a Lond Track Part			5
If Owner is a Land Trust, list the pames and addresses of th	ne beneficiaries of the 7	Frust.	
Owner Signature:	1.	••• 1 /2	OF DIS 2016
· · · · · · · · · · · · · · · · · · ·		Date: _	05-31-2018
Name	Corporation (if appli-	cable)	
Street			
City	State	Zip Co	de
Contact Person			
	Telephone Number &	Email Address	
Relationship of Applicant to subject property			
oplicant Signature:		Date:	
C. ACTION REQUESTED (Check applicable):	SUBMITTAL		
LAnnexation	each):	. REQUIREMEN	TS (1 original & 1 copy of
Conditional Use Permit		vit of Ownershin*	* (signed/notarized)
□ Master Sign Plan	🗏 Applica	ation**	(orgineumotalized)
Planned Unit Development*	Approv	al Criteria	
Plat of Subdivision	🔳 Legal 🛙	Description of Pro	perty
Rezoning (Map Amendment) Site Plan Review	Plat of 1	Survey	
□ Variance	□ Site Pla		
*See staff for additional information on	🛢 Buildin	g Plans & Elevati	ons
PUD requests		ering Plans	
**Item located within this application	□ Landsca	TO I	
packet.		ape Plan	
	CReview	Fee (Application	Fee + Escrow)
I man	□ Review □ Escrow	Fee (Application agreement and de	eposit**
L	□ Review □ Escrow □ Digital S	Fee (Application	eposit**

Brief Description of Request(s): (submit separate sheet if necessary)

Amend Planned Unit Development, Conditional Use Permit

for various signage; three wall signs (one permitted) and a freestanding Electronic Message Center sign

- D. PROJECT DATA:
- 1. General description of the site: Industrial site developed with two freestanding buildings, parking and detention
- 2. Acreage of the site: 3.31 Acres Building Size (if applicable): 11.954 SQFT & 12.637 SQFT
- 3. Is this property within the Village limits? (Check applicable below)
 - <u>×</u>Yes
 - ___No, requesting annexation
 - No, it is under review by another governmental agency and requires review due to 1.5 mile jurisdiction requirements.
- 4. List any controlling agreements (annexation agreements, Village Ordinances, site plans, etc.) PUD Ordinance #32 - 2016

5.	Charac	ter of the site and surrounding are	ea:		
		Zoning	Existing Land Use		Jurisdiction
	Site:	1 - 1	Industrial		Bensenville
	North:	I - 1	Industrial		Bensenville
	East:	1-2	Industrial		Franklin Park
1	South:	1 - 1	Industrial		Bensenville
1	West:	RS - 4	Single Family Residential		Bensenville
E. D	ARCH Nam			ENGINEER: Name:	
	Telephone: 630-788-5536 Email:		Telephone:		
			Email:		
	ATTO	RNEY		OTHER	

Name:	Name:
Telephone:	Telephone:
Email:	Email:

F. APPROVAL CRITERIA:

1. Select the "Approval Criteria" from the list(s) found on the pg. 6 – 7 pertaining to the applicant's request(s).

2. The applicant must compose a letter describing how the request(s) specifically meets the individual criteria from the list. The CDC will be unable to recommend approval of a request without a response to the pertinent "Approval Criteria."



STAFF REPORT

HEARING DATE:	July 3, 2018
CASE #:	2018 - 15
PROPERTY:	900-930 County Line Road
PROPERTY OWNER:	MTR
APPLICANT	same
SITE SIZE:	84,000 SF
BUILDING SIZE:	12,000 SF
PIN NUMBERS:	03-24-406-037, -038, -072, -076
ZONING:	RS – 5 High Density Single Family District
REQUEST:	An Ammedment to Final Planned Unit Development,
	Municipal Code Section 10 – 10 including departures
	from Municipal Code to include:
	Conditional Use Permit, Electronic Message Center Sign,
	Municipal Code Section $10 - 18 - 6 - 1B$; and
	Variance, Wall Signs Number Permitted,
	Municipal Code Section $10 - 18 - 12$.

PUBLIC NOTICE:

- 1. A Legal Notice was published in the Bensenville Independent on Thursday June 14, 2018. A Certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours.
- 2. Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on Friday June 15, 2018.
- 3. On Friday June 15, 2018, Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. An Affidavit of Mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

SUMMARY:

The Petitioner would like to amend their previously approved PUD to include deviations from the code for signage, to include: an Electronic Message Center Sign and three (3) wall signs. Electronic Message Center signs are conditional uses. Code only allows one wall sign per business frontage. The applicant would like to install an additional two.

SURROUNDING LAND USES:

	Zoning	Land Use	Comprehensive Plan	Jurisdiction
Site	I – 1	Industrial	Commercial/Industrial Flex	Village of Bensenville
North	I – 1	Industrial	Commercial/Industrial Flex	Village of Bensenville
South	I – 1	Industrial	Commercial/Industrial Flex	Village of Bensenville
West	RS-4	Residential	Single Family Residential	Village of Bensenville
East	I-2	Industrial	Industrial	Franklin Park

DEPARTMENT COMMENTS:

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

- X Financially Sound Village
- Quality Customer Oriented Services
- Safe and Beautiful Village
- Enrich the lives of Residents
- X Major Business/Corporate Center

X Vibrant Major Corridors

<u>Finance</u>: No issues.

<u>Police</u>: No police issues.

Engineering and Public Works: Public Works: No comments.

Engineering: No comments.

Community & Economic Development:

Economic Development:

Generally supportive of the amendment for the Electronic Message Center sign and three wall signs. Additional clear signage will assist customers locate the facility, helping to drive sales and ultimately sales tax for the Village.

Fire Safety: No comments.

Building: No comments.

Planning:

- 1) The 2015 Comprehensive Plan indicates "Commercial/Industrial Flex" for this property.
- 2) This project was approved for a Planned Unit Development in 2016.
- 3) There was a prior freestanding sign was removed to facilitate the pathway along County Line Road.

- 4) The request for an electronic message center sign is a common request and appropriate for this use and area.
- 5) The sign should have all the controls that allow for medications to brightness, on/off, etc.
- 6) All other features of EMC shall conform to ordinance, particularly section 10-18-7C Sign Illumination.
- 7) Maximum permitted height for monument signs is 8 feet. This proposal is 8 feet.
- 8) Maximum permitted area for monument signs is one-half (1/2) square foot of sign area per one linear foot of street frontage, up to a maximum of fifty (50) square feet. This proposed area is 46.6 square feet.
- 9) EMC are allowed to be a maximum of 50% of the sign area. The proposed EMC is at 50%.
- 10) Variances for number of wall signs have been requested and granted prior.
- 11) The number of wall signs requested is appropriate for this type of use.
- 12) The combined maximum gross sign area for all wall, awning/canopy, and permanent window signs, for each business establishment shall not exceed one and one-half (1 ¹/₂) square feet of sign area per one linear foot of building frontage for a maximum allowed of 137 square feet for this site. They are proposing 74 combined square feet of wall signs.

APPROVAL CRITERIA FOR CONDITIONAL USES:

The Community Development Commission shall not recommend approval of the Conditional Use Permit without determining that the request meets the following approval criteria and making certain findings of fact. The Applicant has provided the following Findings of Fact:

1. Traffic: The proposed use will not create any adverse impact of types or volumes of traffic flow not otherwise typical of permitted uses in the zoning district has been minimized.

Applicant's Response: There will be no adverse impact.

2. Environmental Nuisance: The proposed use will not have negative effects of noise, glare, odor, dust, waste disposal, blockage of light or air or other adverse environmental effects of a type or degree not characteristic of the historic use of the property or permitted uses in the district.

Applicant's Response: There will not be any environmental nuisance.

3. Neighborhood Character: The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized.

Applicant's Response: The proposed use will fit harmoniously with the existing character on the existing sign. Will not have any adverse effects to the surrounding area.

4. Use of Public Services and Facilities: The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

Applicant's Response: The proposed use will not put a strain or disproportionate strain on public services beyond what is normally provided for in an I-1 District.

5. Public Necessity: The proposed use at the particular location requested is necessary to provide a service or a facility, which is in the interest of public convenience, and will contribute to the general welfare of the neighborhood or community.

Applicant's Response: There is a need for the Village of Bensenville to keep its commercial properties occupied.

6. Other Factors: The use is in harmony with any other elements of compatibility pertinent in the judgment of the commission to the conditional use in its proposed location.

Applicant's Response: The EMC sign will allow the business to draw new customers, increasing sales and tax to the Village.

	Meets (Criteria
Conditional Use Approval Criteria	Yes	No
1. Traffic	Х	
2. Environmental Nuisance	X	
3. Neighborhood Character	X	
4. Public Services and Facilities	X	
5. Public Necessity	X	
6. Other Factors	X	

APPROVAL CRITERIA FOR VARIANCES:

The Community Development Commission shall not recommend nor shall the Village Board grant a variance unless it shall make findings based upon the evidence presented to it in each specific case that:

1. Special Circumstances: Special circumstances exist that are peculiar to the property for which the variances are sought and that do not apply generally to other properties in the same zoning district. Also, these circumstances are not of so general or recurrent a nature as to make it reasonable and practical to provide a general amendment to this Title to cover them.

Response: Fuso is the brand of trucks we sell. The two additional signs allow us to advertise our name and the truck brand we sell while also giving a the building a symmetrical look.

2. Hardship or Practical Difficulties: For reasons set forth in the findings, the literal application of the provisions of this Title would result in unnecessary and undue hardship or practical difficulties for the applicant as distinguished from mere inconvenience.

Response: Not having the additional signs for the truck brand could decrease sales, causing undue hardship.

3. Circumstances Relate to Property: The special circumstances and hardship relate only to the physical character of the land or buildings, such as dimensions, topography or soil conditions. They do not concern any business or activity of present or prospective owner or occupant carries on, or seeks to carry on, therein, nor to the personal, business or financial circumstances of any party with interest in the property.

Response: One wall sign would not effectively advertise our business.

4. Not Resulting from Applicant Action: The special circumstances and practical difficulties or hardship that are the basis for the variance have not resulted from any act, undertaken subsequent to the adoption of this Title or any applicable amendment thereto, of the applicant or of any other party with a present interest in the property. Knowingly authorizing or proceeding with construction, or development requiring any variance, permit, certificate, or approval hereunder prior to its approval shall be considered such an act.

Response: This is not resulting from our action.

5. Preserve Rights Conferred by District: A variance is necessary for the applicant to enjoy a substantial property right possessed by other properties in the same zoning district and does not confer a special privilege ordinarily denied to such other properties.

Response: This variance would not confer special privilege.

6. Necessary for Use of Property: The grant of a variance is necessary not because it will increase the applicant's economic return, although it may have this effect, but because without a variance the applicant will be deprived of reasonable use or enjoyment of, or reasonable economic return from, the property.

Response: The variance will allow reasonable economic return.

7. Not Alter Local Character: The granting of the variance will not alter the essential character of the locality nor substantially impair environmental quality, property values or public safety or welfare in the vicinity.

Response: It will not alter local character.

8. Consistent with Title and Plan: The granting of a variance will be in harmony with the general purpose and intent of this Title and of the general development plan and other applicable adopted plans of the Village, as viewed in light of any changed conditions since their adoption, and will not serve in effect to substantially invalidate or nullify any part thereof.

Response: It is consistent with the title and plan.

9. Minimum Variance Needed: The variance approved is the minimum required to provide the applicant with relief from undue hardship or practical difficulties and with reasonable use and enjoyment of the property.

Response: This is the minimum variance needed.

	Meets Criteria	
Variances Approval Criteria	Yes	No
1. Special Circumstances	X	
2. Hardship	X	
3. Circumstances relate to the Property	Х	
4. Not Resulting from Applicant Actions	Х	
5. Preserve Rights Conferred By District	Х	
6. Necessary for the Use of the Property	Х	
7. Not Alter Local Character	Х	
8. Consistent with Title and Plan	X	
9. Minimum Variance Needed	X	

RECOMMENDATIONS:

Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Conditional Use Permit and Variance for MTR, with the following conditions:

- 1. The plans and aesthetics of the sign to be in substantial compliance with the plans submitted by Monsibic Signs & Graphic dated 05.11.18.
- 2. All other features of EMC shall conform to ordinance, particularly section 10-18-7C Sign Illumination.

Respectfully Submitted, Department of Community & Economic Development

MATR TRUCK CENTER

910-940 N. COUNTY LINE ROAD, BENSENVILLE, ILLINOIS, 60106

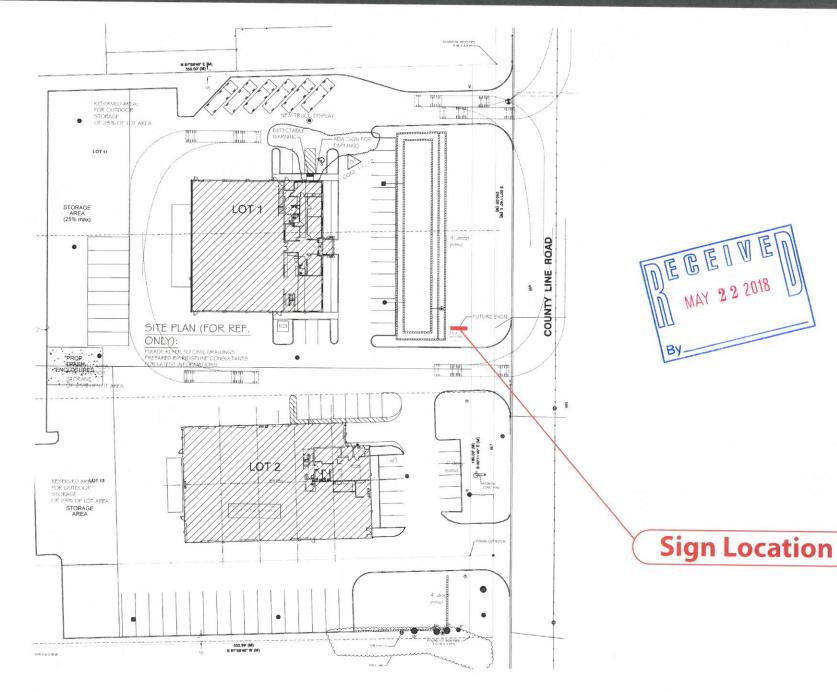
PRESENTED BY: KEVIN WONG

E G E I V I MAY 2 2 2018

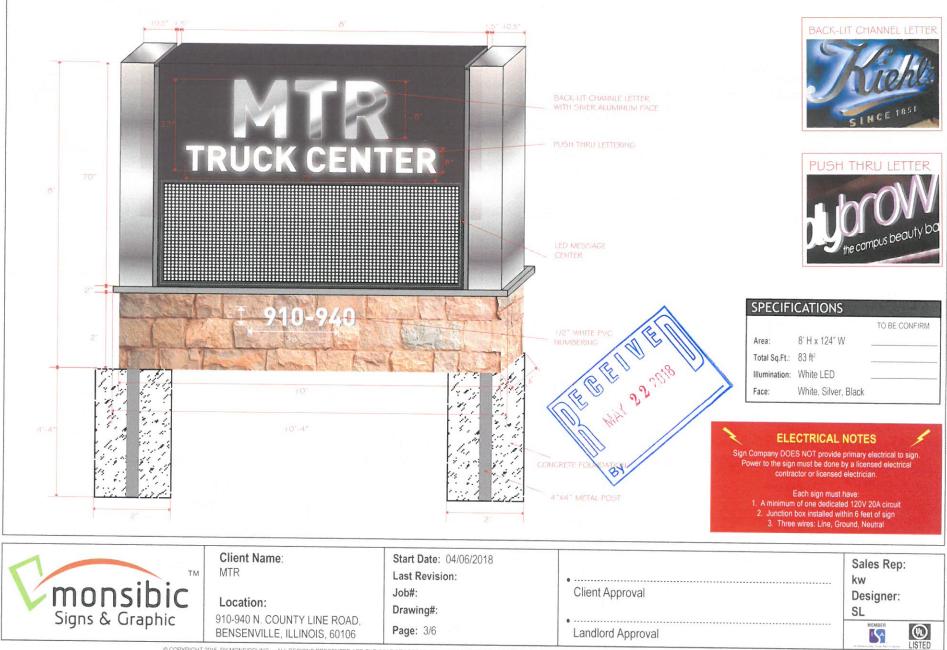




Tel: 773-847-2828 Fax 773-847-0088 3401 S. Halsted Street Chicago, IL 60608 U.S.A SITE LOCATION



SIGN 1: INTERNALLY ILLUMINATED DOUBLE FACE MONUMENT SIGN



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SIGN 1: INTERNALLY ILLUMINATED DOUBLE FACE MONUMENT SIGN



Signs & Graphic	Client Name: MTR Location:	Start Date: 04/06/2018 Last Revision: Job#: Drawing#:	• Client Approval	Sales Rep: kw Designer: SL
Sigirs & Oraphic	910-940 N. COUNTY LINE ROAD, BENSENVILLE, ILLINOIS, 60106	Page: 4/6	Landlord Approval	
© COPYRIGHT	2015 BY MONSIDOUNC . ALL DESIGNS ODEOENTED ADD THE /			LIVILU

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SITE VIEW



monsibic	Client Name: MTR Location:	Start Date: 05/11/2018 Last Revision: Job#: Drawing#:	Client Approval	Sales Rep: kw Designer:	
Signs & Graphic	910-940 N. COUNTY LINE ROAD, BENSENVILLE, ILLINOIS, 60106	Page: 3/6	• Landlord Approval		

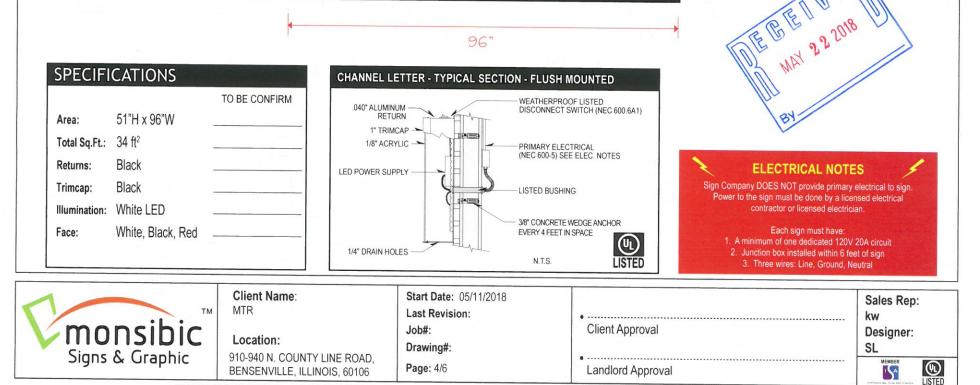
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SIGN 1: INTERNALLY ILLUMINATED CHANNEL LETTER

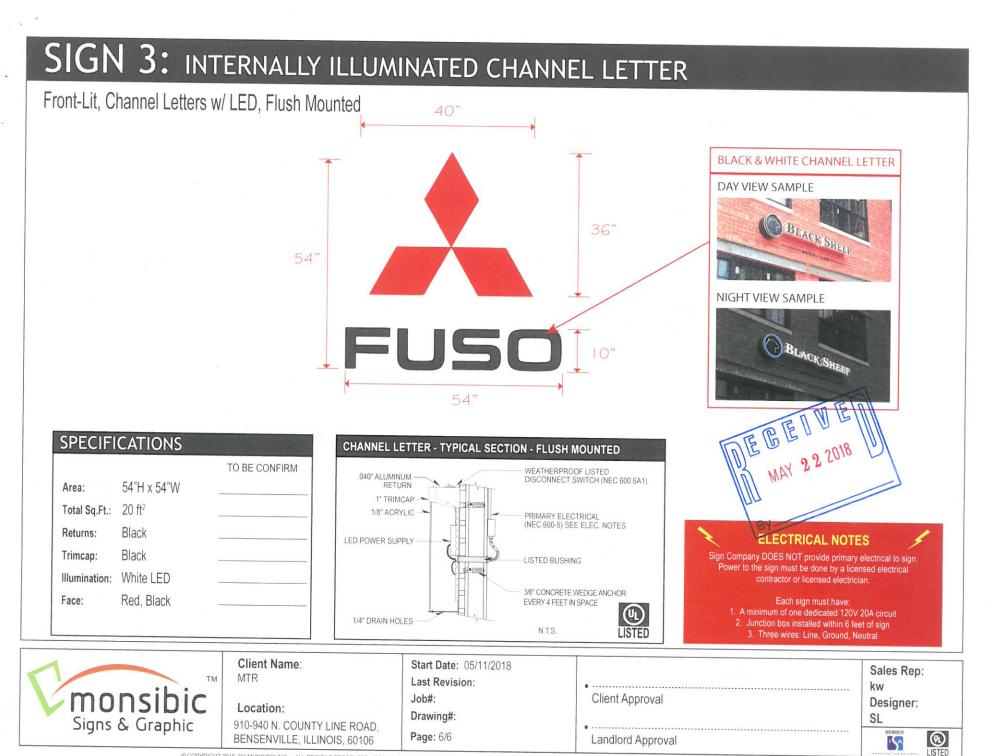
Front-Lit, Channel Letters w/ LED, Flush Mounted



96"



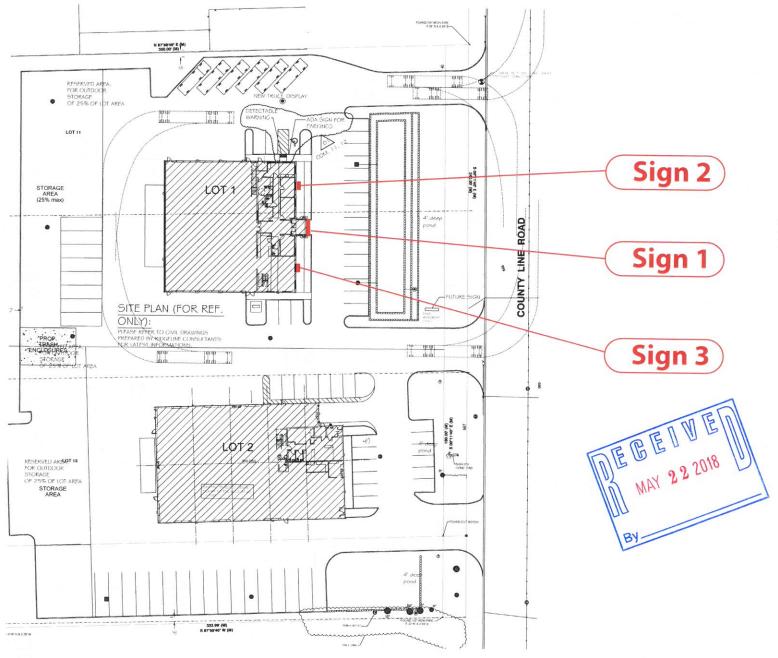
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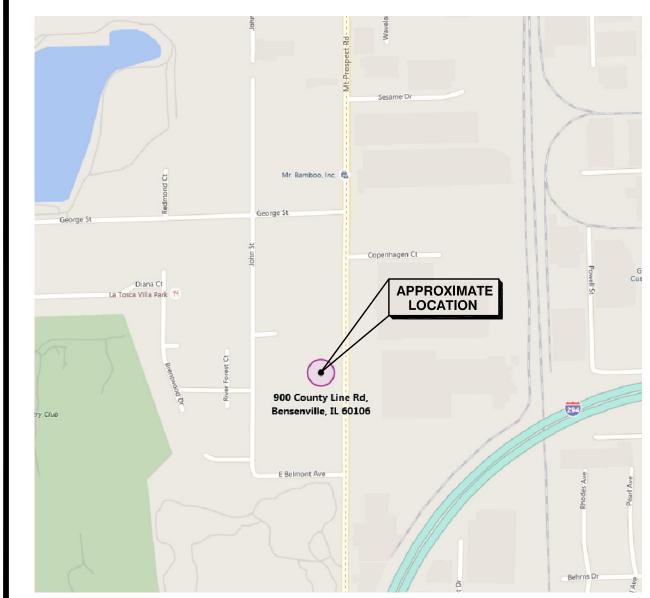


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SITE LOCATION

1





ç			I - (PIN 03-24 Page County,	-406-037, 038, 072, 07 <u>Illinois</u>	(6)
ZONED I-1 L.I.	REQUIRED	LOT 1	LOT 2	TOTAL	CODE
Floor Area Ratio	2.0 max.	0.165	0.188	0.176	10-9A-4(A)(3)
		11,954 SF	12,637 SF	24,591 SF	
Lot Area	1 AC	1.66 AC	1.55 AC	3.21 AC	10-10-2(B)(1)
	Dedic.: 4,080 SF	72,482 SF	67,306 SF	143,868 SF (INIT)	
	,		í.	139,788 SF (RES)	
Building Height	32' max.	32' or less	32' or less	N/A	10-9A-4(A)(4)
Lot Width	150'	223.6'	196.97'	420'	10-9A-4(A)(2)
No. of Buildings	2	1	1	2	10-10-2(B)(2)
Building separation	15' or 32'	N/A	1'	83'	10-10-4(D)(2)
Control	Same owner or control	REA	REA	1 owner plus REA	10-10-2(B)(3)
Use Coverage	20% or	6.8%	0.7%	3.9%	10-10-3(E)
Ũ	27,958 SF	4,920 SF	480 SF	5,400 SF	
YARDS					
Front (East)	25'	109.4'	72.3'	72.3'	10-9A-4(B)
Side (North)	15'	79.8'	40.1'	79.8'	10-9A-4(B)
Side (South)	15'	40.7'	74.2'	74.2'	10-9A-4(B)
Rear (West)	30'	126.3'	120.1'	120.1'	10-9A-4(B)
USE AN	ALYSIS				
USE		PE	R/SP	LOCATION	CODE
Truck Sales		Per	mitted	LOT 1	10-9A-2
					10-14-3(A)(7)
Parts Sales		Per	mitted	LOT 1	10-9A-2
					10-14-3(A)(7)
Outdoor Storage		Cond	ditional	LOT 1	10-9A-3
0					10-14-3(A)(4)
Truck Assembly		Per	mitted	LOT 1	10-9A-2
-					10-14-3(A)(7)
Truck Service and	l Repair	Per	mitted	LOT 2	10-9A-2
					10-14-3(A)(7)
Parts Sales		Per	mitted	LOT 2	10-9A-2
		1		1	10 11 0 (1) (7)

Outdoor Storage

Open Space: 24,430.5 SF

Conditional

Conditional

R.O.W. Dedications: East 17 feet of PINs '037, '038 to Cook County Highways (4,080 SF)

10-14-3(A)(7)

10-14-3(A)(4) 10-14-3(a)(12)

10-9A-3

10-9A-3

LOT 2

Stormwater Management Area: 8,271.8 SF

COMMERCIAL SITE DATA SUMMARY MTR, LLC Truck Sales, Service and Repair

900-930 South County Line Road - (PIN 03-24-406-037, 038, 072, 076)

LOT 11, LOT 12, LOT 13 (EXCEPT THE EAST 17.00 FEET) AND THE NORTH HALF OF LOT 14 (EXCEPT THE EAST 17.00 FEET) ALL IN BLOCK 3 IN BENSENVILLE FARMS, BEING A SUBDIVISION IN SECTION 24, TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 7, 1923 AS DOCUMENT 171311, IN DUPAGE COUNTY, ILLINOIS.

SETBACKS AND YARD LINES REFLECTED IN THIS PLAT ARE INDICATIVE OF THOSE REQUIRED BY THE VILLAGE OF BENSENVILLE ZONING ORDINANCE AND BY AN ORDINANCE APPROVING A PRELIMINARY AND FINAL PLANNED UNIT DEVELOPMENT DATED JUNE ,2016 (ORDINANCE NO.). THE BUILDING SETBACKS REMAIN SUBJECT TO CHANGE ACCORDING TO THE PROVISIONS OF THE ZONING ORDINANCE OF THE VILLAGE OF BENSENVILLE. THE BUILDING SETBACKS SHOWN IN THE PLAT DO NOT CREATE OR IMPLY A PRIVATE RIGHT OF ENFORCEMENT ARISING FROM THE PLAT.

	AREA (SF)	AREA (AC)
OVERALL PRIOR TO ROW DEDICATION	143,867.8	3.31
OVERALL AFTER ROW DEDICATION	139,787.8	3.21
LOT 1	72,481.8	1.66
OPEN SPACE IN LOT 1	12,702.4	0.29
LOT 2	67,306.0	1.55
OPEN SPACE IN LOT 2	11,728.5	0.27
SWMF #1 MEASURED ALONG HIGH WATER LEVEL	5,563.7	0.13
SWMF #2 MEASURED ALONG HIGH WATER LEVEL	2,708.1	0.06

UTILITY/SITE NOTES:

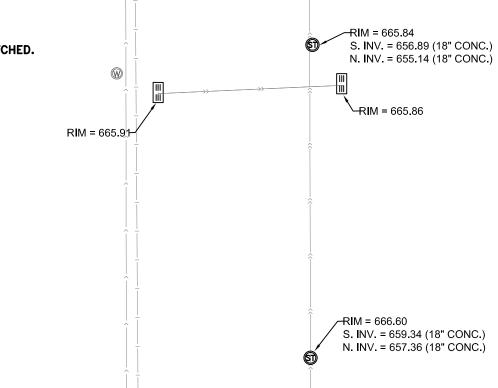
- 1. ALL DIMENSIONS ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED
- 2. ALL CURB AS PROPOSED ARE B6-12 COMBINATION CONCRETE CURB & GUTTER WITH REVERSED PITCHED.

LEGAL DESCRIPTION:

3. SOURCE BENCHMARK: DUPAGE COUNTY BENCHMARK YK03001. BRASS DISC AT THE SOUTHWEST CORNER OF NORTH AVE. AND VILLA AVE. 26.5 FEET NORTHWEST OF A FIRE HYDRANT. ELEVATION = 679.61

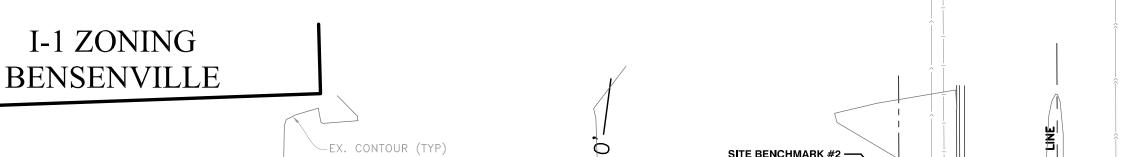
SITE BENCHMARK 1: BOLT AT THE MIDDLE OF THE WORD MUELLER ON THE FIRE HYDRANT ON THE WEST SIDE OF COUNTY LINE ROAD NEAR THE NORTH SIDE OF THE SOUTH ENTRANCE TO 920 COUNTY LINE ROAD. ELEVATION = 669.02

SITE BENCHMARK 2: BOLT AT THE CENTER OF THE WORD MUELLER ON THE FIRE HYDRANT ON THE WEST SIDE OF COUNTY LINE ROAD NEAR THE NORTH LINE OF LOT 11. ELEVATION = 669.43



Ridgeli

North *Scale* 1" = 20'

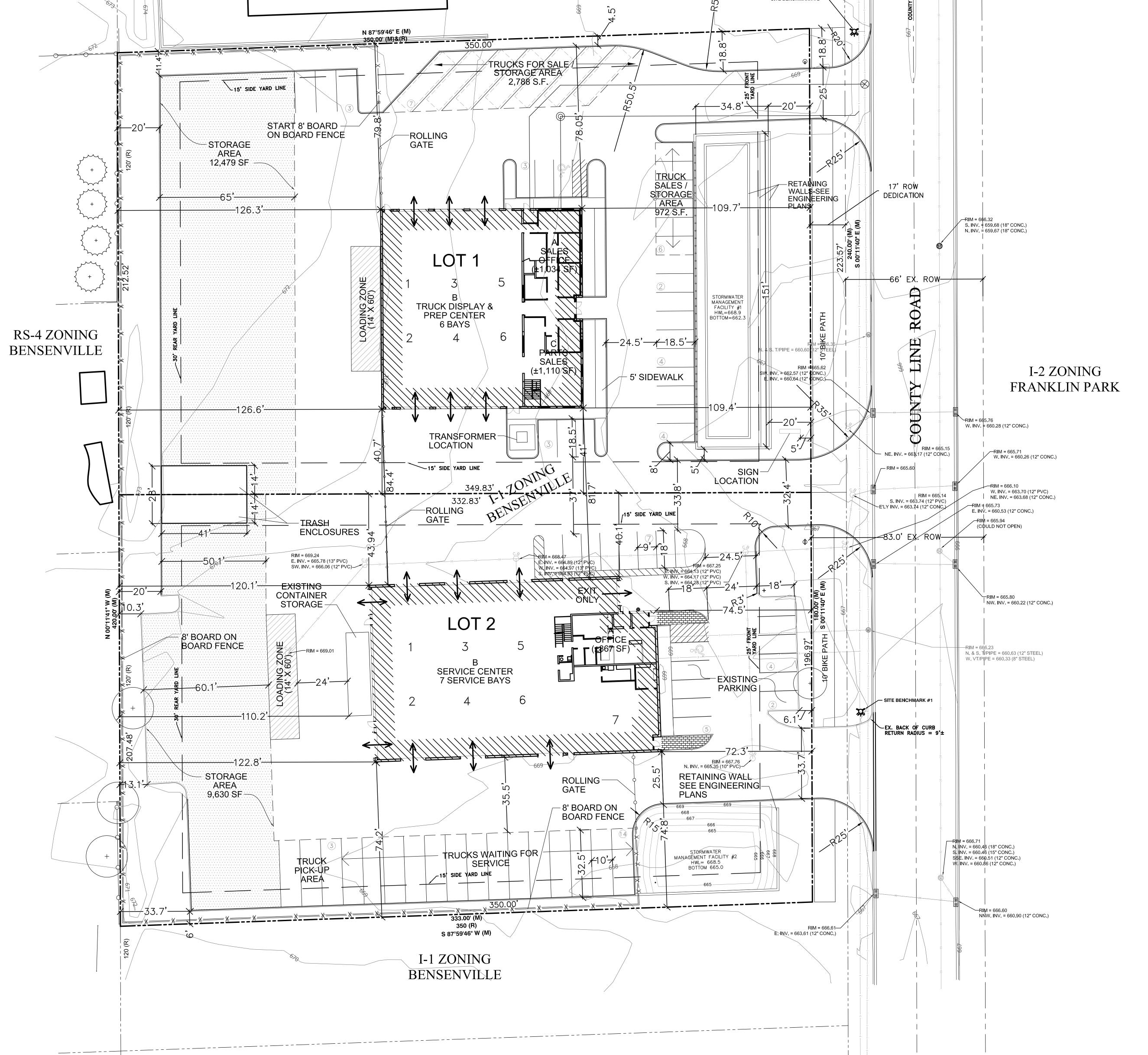


Vicinity Map (No Scale)

PHASING PHASE I- ALL SITE WORK LOT 1 DEVELOPMENT

PHASE II- LOT 2 BUILDING MODIFICATION DEMOLITION OF LOT 2 SIGN LOT 2 NORTH PARKING AREA

SYMBOL LEGEND
$\bigcirc^{\mathbb{C}\mathcal{S}}$ = CATCH BASIN
HYDRANT
S = SANITARY MANHOLE
🕤 = STORM MANHOLE
== SQUARE CURB DRAIN
UNKNOWN MANHOLE
WATER MANHOLE
💮 = WATER VALVE
BUILDING SETBACK =
STORM SEWER =
WATER LINE =
PARKING SPACE PROVISION = 6
PROPOSED CURB & GUTTER =
EXISTING CURB & GUTTER =



S:\SC14\WORK\2015 Projects\2015-0605\PUD-04-05-16.dwg, 4/12/2016 12:31:45 PM



RIDGELINE CONSULTANTS, LLC

PHONE (630) 801-7927 . Fax (630) 701-1385 1661 AUCUTT ROAD, MONTGOMERY, IL 60538 ILLINOIS PROFESSIONAL DESIGN FIRM: 184.004766

OWNER: MTR, LLC 135 EAST GEORGE STREET BENSENVILLE, IL 60106

TYPE: Public Hearing

SUBMITTED BY: K. Pozsgay

DEPARTMENT: CED



DESCRIPTION:

CONTINUED TO NEXT MEETING - Consideration of an Amendment to Conditional Use Permit for Thorntons, Inc., located at 601 N IL Route 83.

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS: SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

Financially Sound Village Quality Customer Oriented Services Safe and Beautiful Village

Enrich the lives of Residents Х Major Business/Corporate Center Х

Vibrant Major Corridors

REQUEST:

Amendment to Conditional Use Permit, Ordinance No. 53A - 2012.

SUMMARY:

- 1. The Petitioner is seeking an Amendment to Conditional Use Permit, to add an additional two truck fueling stations.
- 2. They also propose to make enhancements to the truck exit by further attempting to restrict left turns onto Foster Avenue, which have been a problem even with the current configuration constructed to limit the movement.
- 3. A neighborhood meeting was held on May 16. Meeting notes are included with this report. In summary: a. Neighbors are firmly against the proposal as is.
 - b. If the applicant is to expand, they should explore moving north, away from the homes, and not south, closer to the homes.
- 4. The Petitioner revised their plans based on the community meeting, eliminating the stacking variance request, adding the new fueling stations to the north of the existing stations, and eliminating two parking spaces.

RECOMMENDATION:

Staff recommends the Denial of the above Findings of Fact and therefore the Denial of the Conditional Use Permit Amendment and Variance for Thorntons. Should the Commission decide to approve the application, staff recommends the following conditions:

- 1. The property be developed in substantial compliance with the plans submitted Kimley-Horn, Inc. dated 03.01.18;
- 2. Applicant works with homes to the south to address light from signage;
- 3. Applicant fixes fence along Foster Avenue.
- 4. Applicant works with engineering on final changes to site plan regarding truck movements.

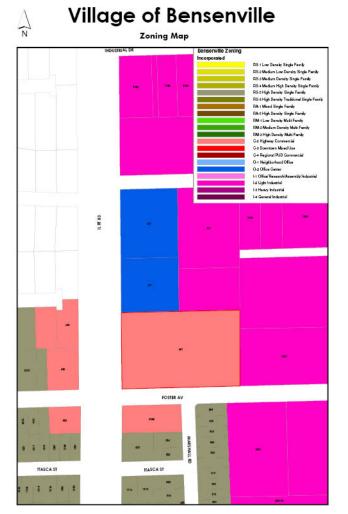
Description	Upload Date	Туре
Aerial & Zoning Maps	5/31/2018	Backup Material
Legal Notice	5/31/2018	Backup Material
Application	5/31/2018	Backup Material
Draft Staff Report	5/31/2018	Executive Summary
Survey	5/31/2018	Backup Material
As Builts	5/31/2018	Backup Material

Civil Plans	5/31/2018	Backup Material
Topo Survey	5/31/2018	Backup Material
Photometrics	5/31/2018	Backup Material
Traffic Study	5/31/2018	Backup Material
Revised Plans	6/28/2018	Backup Material
Stacking Exhibit	6/28/2018	Backup Material

CDC#2018 - 08

601 N IL Route 83 Thorntons Amendment to CUP, Ord. No. 53A-2012 and Variance, Stacking





LEGAL NOTICE/PUBLIC NOTICE NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on Tuesday, June 5, 2018 at 6:30 P.M., the Community Development Commission of the Village of Bensenville, Du Page and Cook Counties, will hold a Public Hearing to review Case No. 2018 – 08 to consider a request for:

Amendment to Conditional Use Permit, Ordinance No. 53A – 2012 and;

Variance, Truck fueling station stacking Municipal Code Section 10 - 11 - 11E.

601 N IL Route 83 is in a C - 2 Highway Commercial District. The Public Hearing will be held in the Village Board Room at Village Hall, 12 S. Center Street, Bensenville, IL.

The Legal Description is as follows:

THE SOUTH 396 FEET, AS MEASURED ON THE WEST LINE OF THE WEST 660 FEET, AS MEASURED ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THAT PART TAKEN OR DEDICATED FOR ROADWAY PURPOSES) IN DUPAGE COUNTY, ILLINOIS.

Commonly known as 601 N IL Route 83, Bensenville, IL 60106.

Thorntons, Inc. of 2600 James Thornton way, Louisville, KY 40245 is the owner and Kimley-Horn and Associates, Inc. of 1001 Warrenville Road, IL 60532 the applicant for the subject property.

Any individual with a disability requiring a reasonable accommodation in order to participate in any public meeting held under the authority of the Village of Bensenville should contact the Village Clerk, Village of Bensenville, 12 S. Center St., Bensenville, IL 60106, (630) 766-8200, at least three (3) days in advance of the meeting.

Applicant's application and supporting documentation may be examined by any interested parties in the office of the Community and Economic Development Department, Monday through Friday, in the Village Hall, 12 South Center Street, Bensenville, IL 60106. All interested parties may attend and will be heard at the Public Hearing. Written comments will be accepted by the Community and Economic Development Department through June 5, 2018 until 5:00 P.M.

Office of the Village Clerk Village of Bensenville

TO BE PUBLISHED IN THE BENSENVILLE INDEPENDENT May 17, 2018

	Office Use Only ount #: CDC Ca	ise #:
Address: COMMUNITY DEVELOPME		APPLICATION
Property Index Number(s) (PIN):03-11-104-015	-0000	
A. PROPERTY OWNER: Thorntons, Inc.	Thorntons, Inc.	(e)
2600 James Thornton Way Street Louisville	Kentucky	40245 Zip Code
City Todd Smutz Contact Person	State 502-572-1294 to Telephone Number & E	odd.smutz@thorntonsinc.com
If Owner is a Land Trust, list the names and addresses of the Property Owner Signature:		Date: 3/27/18
Eric Tracy, P.E. Name 1001 Warrenville Road	Corporation (if applicab	and Associates, Inc.
Street Lisle ^{City} Eric Tracy	Illinois _{State} 630-487-5560	60532 _{Zip Code} Eric.Tracy@kimley-horn.com
Contact Person Civil Engineering Consultant Relationship of Applicant to subject property Applicant Signature:	Telephone Number & E	
 C. ACTION REQUESTED (Check applicable): Annexation Conditional Use Permit Master Sign Plan Planned Unit Development** Plat of Subdivision Rezoning (Map Amendment) Site Plan Review Variance *Item located within this application packet. *See staff for additional information on PUD requests 	each): Affidavit Applicati Approva Legal De Plat of St Site Plan Building Engineer Landscap Review H Escrow a Digital S	l Criteria escription of Property urvey Plans & Elevations ing Plans

Brief Description of Request(s): (Submit separate sheet if necessary)

We are requesting a Site Plan Review of modifications to two driveway entrance to

truck fueling area on the eastern side of the site.

- D. PROJECT DATA:
- 1. General description of the site: The site currently is a Thorntons Fueling Station
- 5.40 Building Size (if applicable): 2. Acreage of the site:
- 3. Is this property within the Village limits? (Check applicable below)
 - X Yes
 - ____No, requesting annexation
 - No, it is under review by another governmental agency and requires review due to 1.5 mile jurisdiction requirements.
- 4. List any controlling agreements (annexation agreements, Village Ordinances, site plans, etc.) Ordinance No. 53A-2012

Jurisdiction Existing Land Use Zoning Village of Bensenville C-2 Site: **Highway Commercial** Village of Bensenville Office Center & Light Industrial North: O-2 & I-2 High Density Traditional Single Family **RS-5** Village of Bensenville South: East: I-2 Light Industrial Village of Bensenville West: C-2 **Highway Commercial** Village of Bensenville

5. Character of the site and surrounding area:

E. DEVELOPER'S STAFF (if applicable):

ARCHITECT	ENGINEER:
Name:	Name: Eric Tracy, P.E.
Telephone:	Telephone: 630-487-5560
Email:	Email: eric.tracy@kimley-horn.com
ATTORNEY	OTHER
Name:	Name:
Telephone:	Telephone:
Email:	Email:

F. APPROVAL CRITERIA:

The applicant must compose a letter describing how the request(s) specifically meets the individual criteria from the Approval Criteria. The CDC will be unable to recommend approval of a request without a response to the pertinent "Approval Criteria."



June 5, 2018
2018 - 08
601 N IL Route 83
San Giovanni, LLC
Thorntons, Inc.
205,805 SF / 4.7 acres
5,000 SF
03-11-104-015
C – 2 Highway Commercial District
A Conditional Use Permit Amendment to Ordinance Ord. No. 53A-2012 to
allow for the construction of two additional truck fueling stations, and
Variance, stacking; Municipal Code Section 10 – 11 – 11.

PUBLIC NOTICE:

- 1. A Legal Notice was published in the Bensenville Independent on Thursday May 17, 2018. A Certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours.
- 2. Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on Friday May 18, 2018.
- 3. On Friday May 18, 2018, Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. An Affidavit of Mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

SUMMARY:

The Petitioner is seeking to amend a previously approved Conditional Use Permit to allow a Gasoline and Diesel Fuel Service Station. The Petitioner wants to add two (2) additional Diesel Fuel service lanes. They also propose to make enhancements to the truck exit by further attempting to restrict left turns onto Foster Avenue, which have been a problem even with the current configuration constructed to limit the movement.

	SURROUNDING LAND USES.					
	Zoning Land Use Comprehensive Plan Jurisdiction					
Site	C – 2	Fueling Station	Regional Commercial	Village of Bensenville		
North	O – 2	Office	Commercial/Industrial Flex	Village of Bensenville		
South	C – 2	- 2Fueling StationRegional CommercialVillage of Bensenvi		Village of Bensenville		
West	C – 2	Fueling StationRegional CommercialVillage of Bensenville		Village of Bensenville		
East	I-2	Industrial Industrial Village of Bensenv		Village of Bensenville		

SURROUNDING LAND USES:

DEPARTMENT COMMENTS:

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

Financially Sound Village

Quality Customer Oriented Services

Safe and Beautiful Village

Enrich the lives of Residents

X Major Business/Corporate Center

Vibrant Major Corridors

Finance:

No past due balances.

Police:

- 1) The additional pumps may reduce stacking but it just as well may just attract more trucks. Without knowing what is more likely, the police department has no opinion on whether the proposal will reduce or increase the traffic problems associated with the location.
- 2) The proposed structural change to the Foster exit to reduce the number of left turn violators onto Foster Avenue is supported.

Engineering and Public Works:

The adjustment to the exit lane curb is very subtle. Concern that it will do anything to discourage left turns out onto Foster. It might need a sharper point at the east side to reinforce that it's a right-only.

Community & Economic Development:

Economic Development:

- 1) Generally supportive of the amendment to the Conditional Use Permit.
- 2) The additional truck fueling stations will allow increased vehicle circulation through the property, increasing the number of transactions and resulting in additional sales tax revenue for the Village.

Fire Safety: No issues.

Building:

No comments.

Planning:

- 1) The 2015 Comprehensive Plan indicates "Local Commercial" for this property.
- 2) In the 2013 CEDS this property falls in the "Northern Business District".
- 3) The amendment to the CUP is based on the addition of two fueling stations and a modified site plan.
- 4) No modifications are proposed for the existing building, just the truck canopy.
- 5) Conditions from previous approvals that were not met include:
 - a. 19. A cross access agreement be established with the property to the north (for a non-competing use).
 - b. 20. The Applicant shall work with the Village on the installation of a sign denoting the Bensenville Northern Business District on the property.

- 6) Staff has concerns about the truck stacking variance request. This is not a variance that has been allowed anywhere else in the Village.
- 7) While the staff understands the argument that the two new fueling stations will help the applicant serve more customers during peak hours, there is a real concern of induced demand. The concern is that more trucks will be served, causing even more backups onto Foster.
- 8) A neighborhood meeting was held on May 16. Meeting notes are included with this report. In summary:
 - a. Neighbors are firmly against the proposal as is.
 - b. If the applicant is to expand, they should explore moving north, away from the homes, and not south, closer to the homes.

APPROVAL CRITERIA FOR CONDITIONAL USES:

The Community Development Commission shall not recommend approval of the Conditional Use Permit without determining that the request meets the following approval criteria and making certain findings of fact. The Applicant has provided the following Findings of Fact:

1. Traffic: The proposed use will not create any adverse impact of types or volumes of traffic flow not otherwise typical of permitted uses in the zoning district has been minimized.

Applicant's Response: The project is proposing to restrict exiting left turns from the store to increase safety on Foster Avenue.

2. Environmental Nuisance: The proposed use will not have negative effects of noise, glare, odor, dust, waste disposal, blockage of light or air or other adverse environmental effects of a type or degree not characteristic of the historic use of the property or permitted uses in the district.

Applicant's Response: There will not be any adverse environmental effects.

3. Neighborhood Character: The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized.

Applicant's Response: The character of the neighborhood will not be altered.

4. Use of Public Services and Facilities: The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

Applicant's Response: The expansion will not affect the use of public services and facilities.

5. Public Necessity: The proposed use at the particular location requested is necessary to provide a service or a facility, which is in the interest of public convenience, and will contribute to the general welfare of the neighborhood or community.

Applicant's Response: The expansion of two diesel fuel canopies will allow Thorntons to better serve the existing corridor.

6. Other Factors: The use is in harmony with any other elements of compatibility pertinent in the judgment of the commission to the conditional use in its proposed location.

Applicant's Response: No response.

Staff response to approval criteria:

1) Staff does not support the reduction of stacking requirements.

2) Staff believes adding additional fueling lanes closer to the residential to the south will increase diesel fumes into the neighborhood.

3) Staff believes the increase traffic and fumes from additional fueling lanes changes the character of the neighborhood.

	Meets (Criteria	
Conditional Use Approval Criteria	Yes	No	
1. Traffic		X	
2. Environmental Nuisance		X	
3. Neighborhood Character		X	
4. Public Services and Facilities	X		
5. Public Necessity	X		
6. Other Factors		X	

APPROVAL CRITERIA FOR VARIANCES:

The Community Development Commission shall not recommend nor shall the Village Board grant a variance unless it shall make findings based upon the evidence presented to it in each specific case that:

- 1. Special Circumstances: Special circumstances exist that are peculiar to the property for which the variances are sought and that do not apply generally to other properties in the same zoning district. Also, these circumstances are not of so general or recurrent a nature as to make it reasonable and practical to provide a general amendment to this Title to cover them.
- Response: Space does not exist on the site to provide additional stacking for the proposed fuel positions. The proposed fuel positions will allow Thorntons to serve customers more efficiently and allow for more customers to be served in less time which will help to alleviate stacking.
- 2. Hardship or Practical Difficulties: For reasons set forth in the findings, the literal application of the provisions of this Title would result in unnecessary and undue hardship or practical difficulties for the applicant as distinguished from mere inconvenience.

Response: Adhering to the stacking requirements would result in a hardship for Thorntons. Thorntons would not be able to provide the additional dispensers at the store.

3. Circumstances Relate to Property: The special circumstances and hardship relate only to the physical character of the land or buildings, such as dimensions, topography or soil conditions. They do not concern any business or activity of present or prospective owner or occupant carries on, or seeks to carry on, therein, nor to the personal, business or financial circumstances of any party with interest in the property.

Response: The stacking area between the entrance to the fuel dispenser area and the fuel canopy does not have adequate space to allow for the additional stacking requirements.

4. Not Resulting from Applicant Action: The special circumstances and practical difficulties or hardship that are the basis for the variance have not resulted from any act, undertaken subsequent to the adoption of this Title or any applicable amendment thereto, of the applicant or of any other party with a present interest in the property. Knowingly authorizing or proceeding with construction, or development requiring any variance, permit, certificate, or approval hereunder prior to its approval shall be considered such an act.

Response: The special circumstances have not been created by the applicant and are existing site conditions.

5. Preserve Rights Conferred by District: A variance is necessary for the applicant to enjoy a substantial property right possessed by other properties in the same zoning district and does not confer a special privilege ordinarily denied to such other properties.

Response: Given the unique site constraints, granting of the variance does not provide special privilege to the development.

6. Necessary for Use of Property: The grant of a variance is necessary not because it will increase the applicant's economic return, although it may have this effect, but because without a variance the applicant will be deprived of reasonable use or enjoyment of, or reasonable economic return from, the property.

Response: The granting of the variance is necessary for Thorntons to be able to provide additional fueling lanes to serve customers more efficiently.

7. Not Alter Local Character: The granting of the variance will not alter the essential character of the locality nor substantially impair environmental quality, property values or public safety or welfare in the vicinity.

Response: The granting of the Variance will not alter the essential character of the area.

8. Consistent with Title and Plan: The granting of a variance will be in harmony with the general purpose and intent of this Title and of the general development plan and other applicable adopted plans of the Village, as viewed in light of any changed conditions since their adoption, and will not serve in effect to substantially invalidate or nullify any part thereof.

Response: The granting of the Variance will be consistent with the existing conditional use. The variance will provide Thorntons the ability to serve their customers more effectively.

9. Minimum Variance Needed: The variance approved is the minimum required to provide the applicant with relief from undue hardship or practical difficulties and with reasonable use and enjoyment of the property.

Response: The variance requested is the minimum variation needed. Thorntons would not be able to provide the additional dispensers at the store.

Staff response to approval criteria:

1) Staff understands that there is limited room on site for stacking, but doesn't believe that is a cause for relief from stacking requirements.

2) Staff does not feel the stacking requirements cause a hardship.

3) Staff does not believe the lack of space is cause for variation.

6) Staff does not believe the variation is necessary for use of the property.

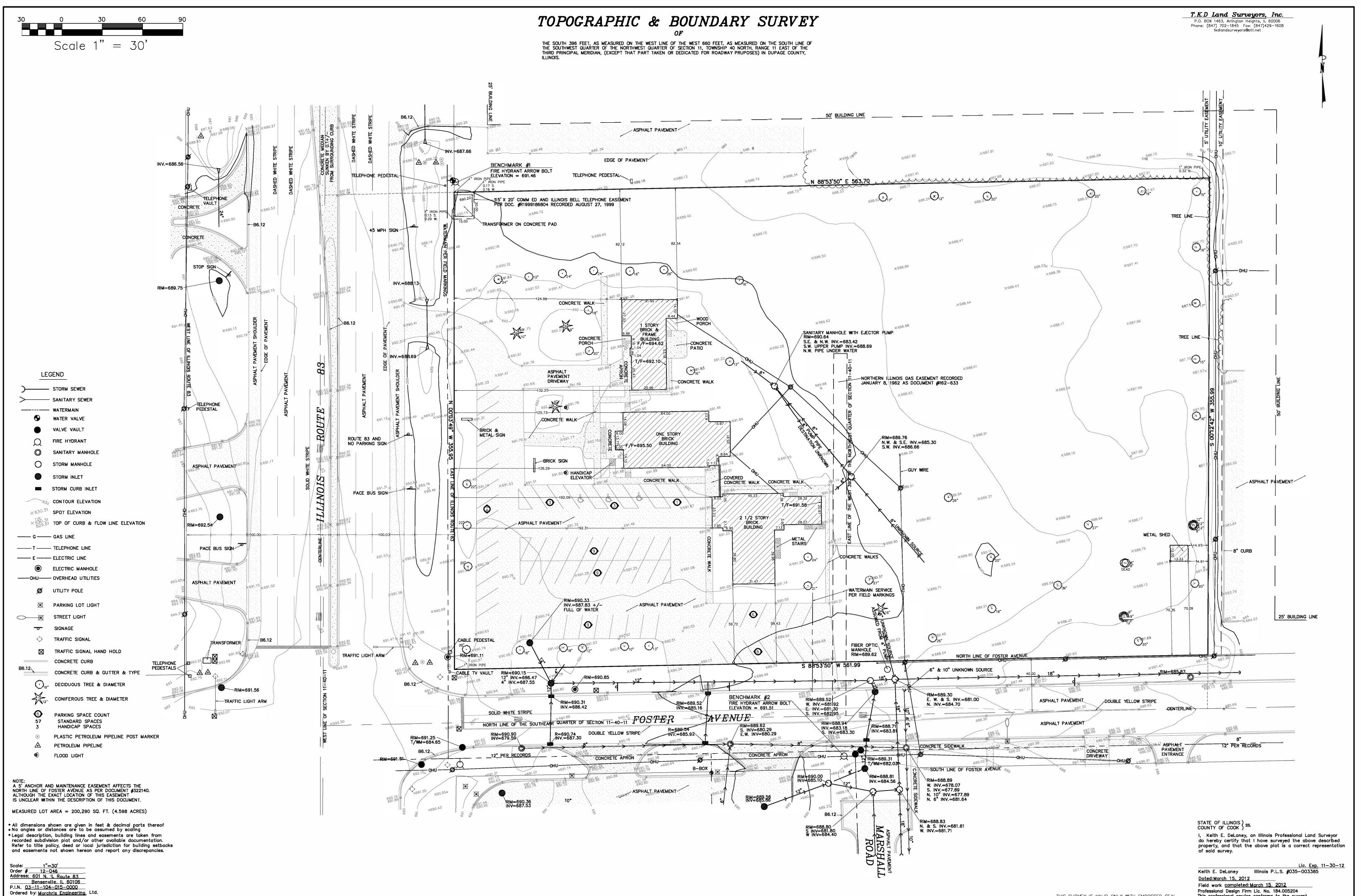
	Meets (Criteria
Variances Approval Criteria	Yes	No
1. Special Circumstances		X
2. Hardship		Х
3. Circumstances relate to the Property		Х
4. Not Resulting from Applicant Actions	Х	
5. Preserve Rights Conferred By District	Х	
6. Necessary for the Use of the Property		Х
7. Not Alter Local Character	Х	
8. Consistent with Title and Plan	Х	
9. Minimum Variance Needed	Х	

RECOMMENDATIONS:

Staff recommends the Denial of the above Findings of Fact and therefore the Denial of the Conditional Use Permit Amendment and Variance for Thorntons. Should the Commission decide to approve the application, staff recommends the following conditions:

- 1) The property be developed in substantial compliance with the plans submitted Kimley-Horn, Inc. dated 03.01.18;
- 2) Applicant works with homes to the south to address light from signage;
- 3) Applicant fixes fence along Foster Avenue.
- 4) Applicant works with engineering on final changes to site plan regarding truck movements.

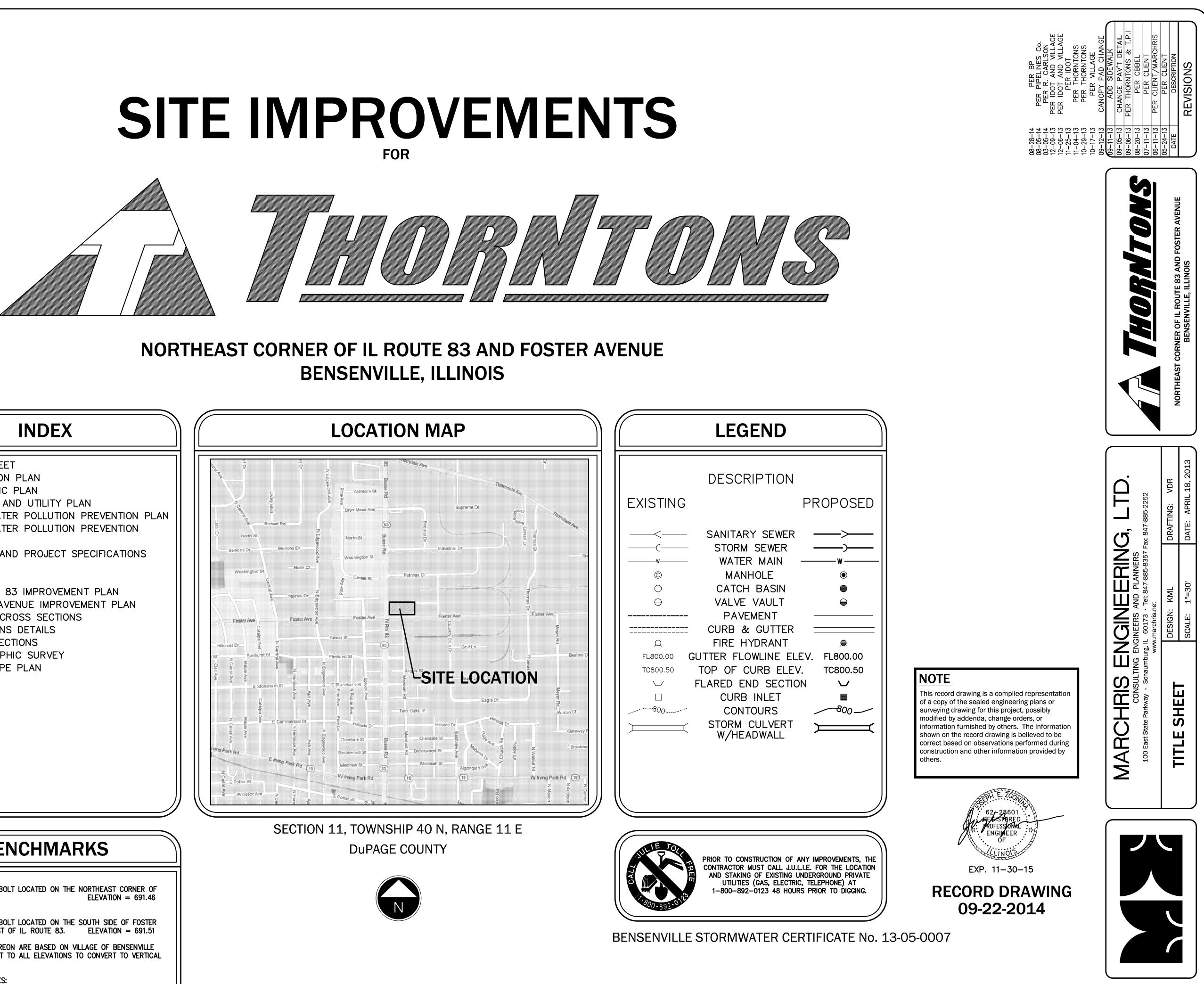
Respectfully Submitted, Department of Community & Economic Development



This professional service conforms to the current Illinois minimum standards for a boundary survey.

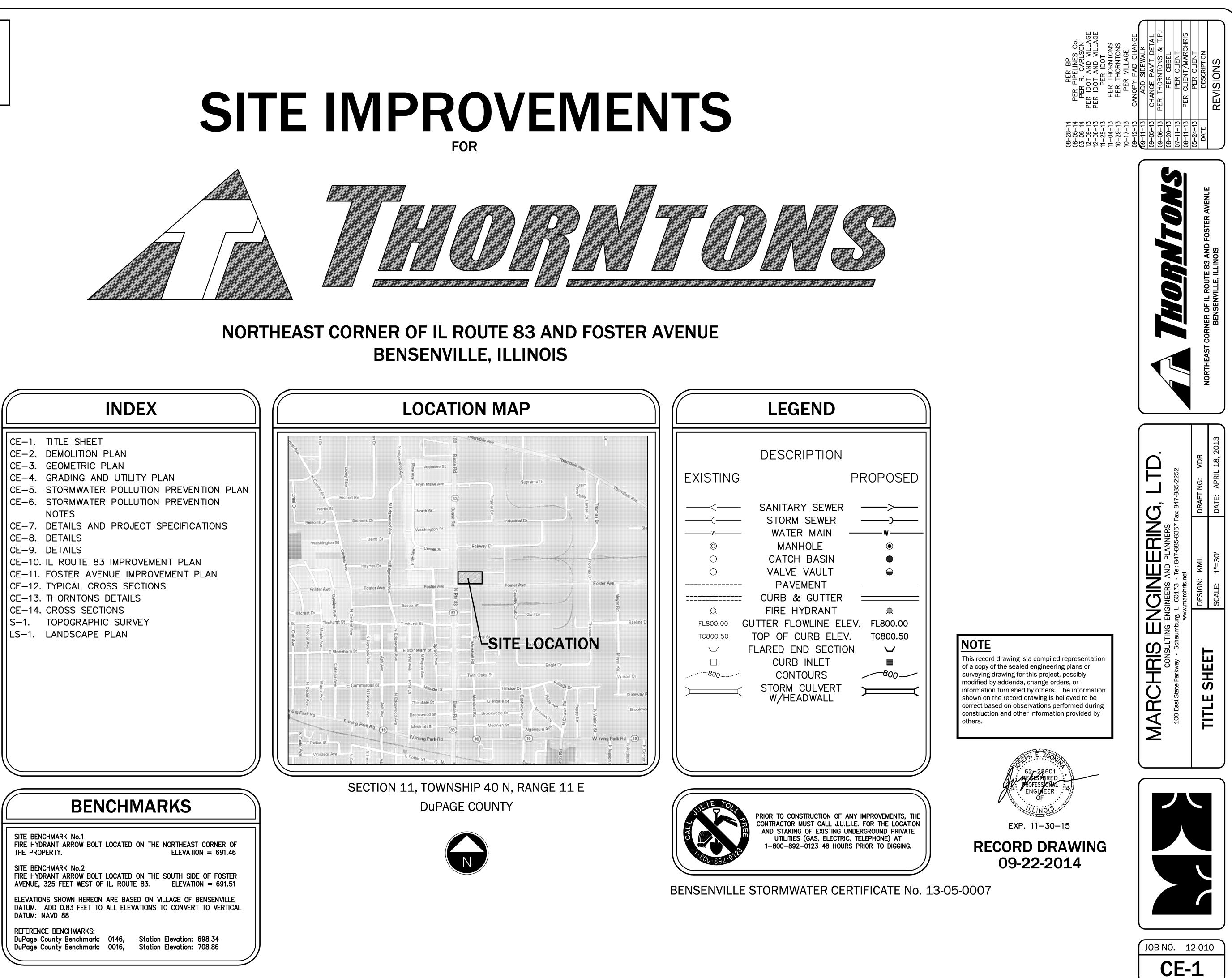
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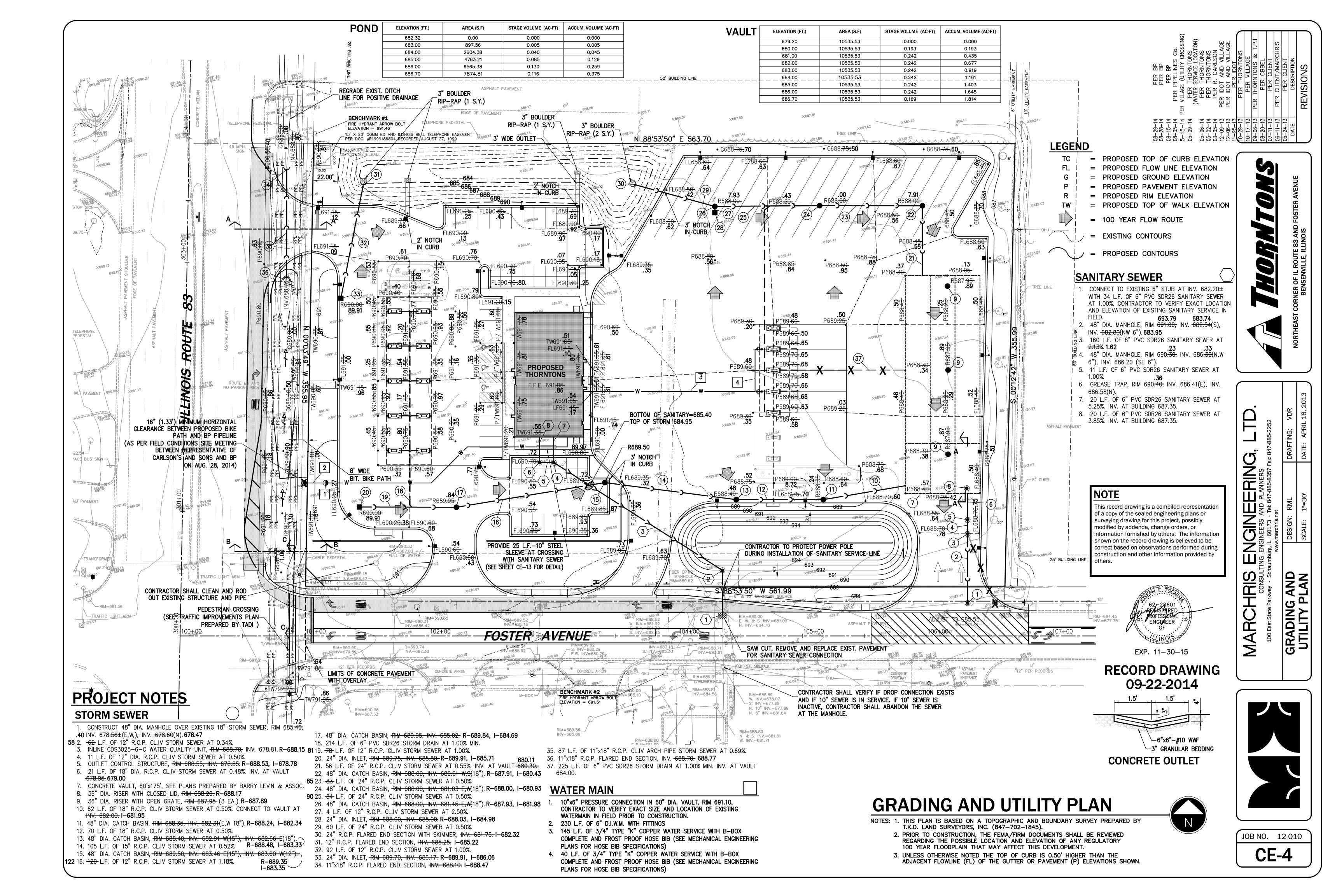
ALL WORK UNDER THIS PROJECT MUST BE CONSTRUCTED IN COMPLIANCE WITH ALL FEDERAL, STATE AND OSHA REQUIREMENTS TO INSURE SAFETY AT ALL TIMES ON THIS DEVELOPMENT, INCLUDING IF NECESSARY THE FENCING IN OF THE DEVELOPMENT PARCEL OR WORK AREA.

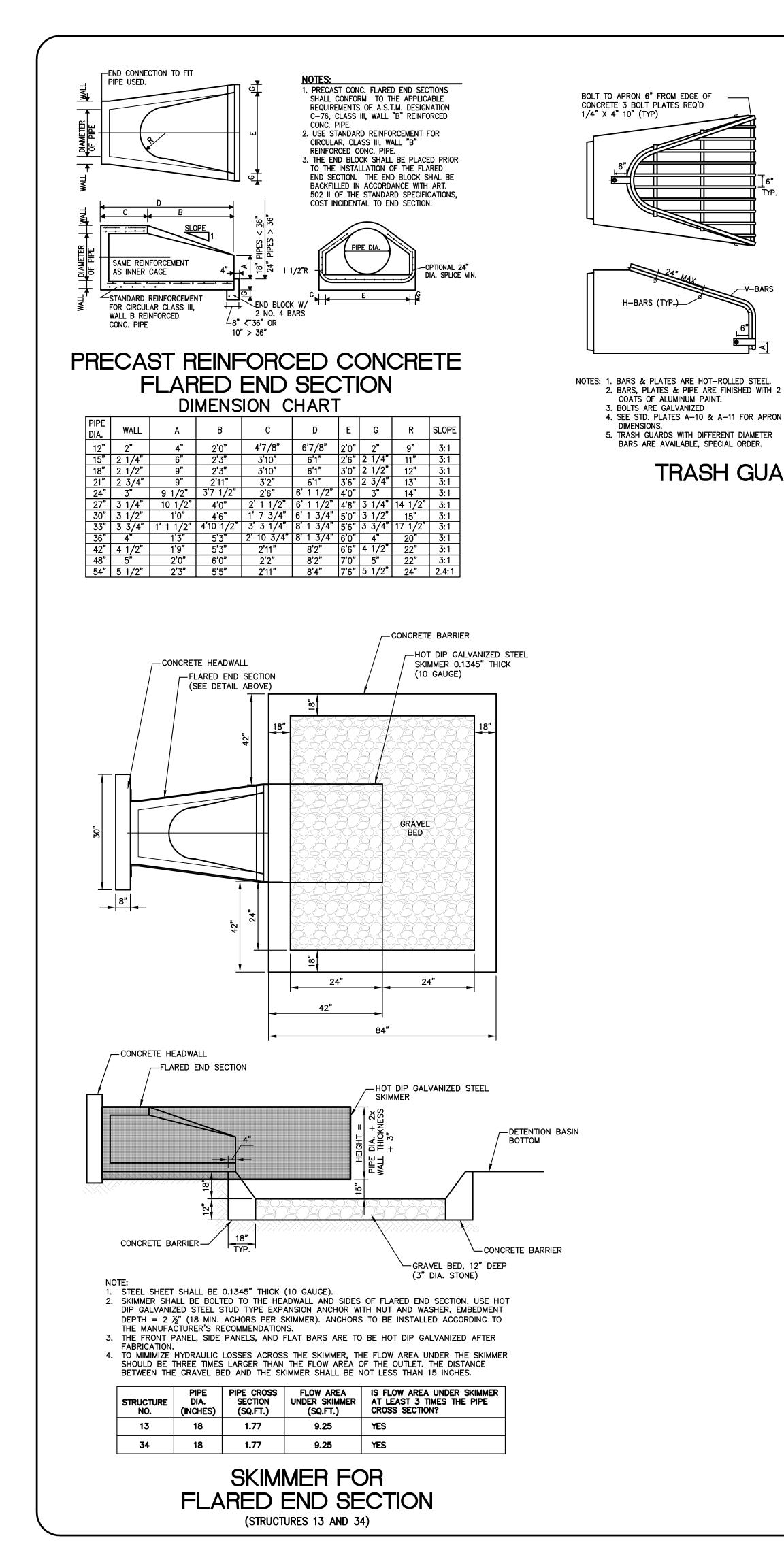


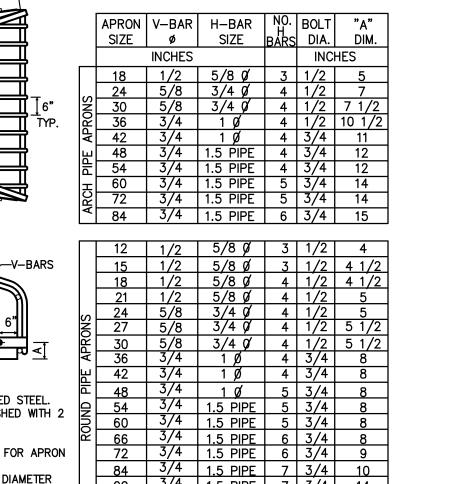
- NOTES

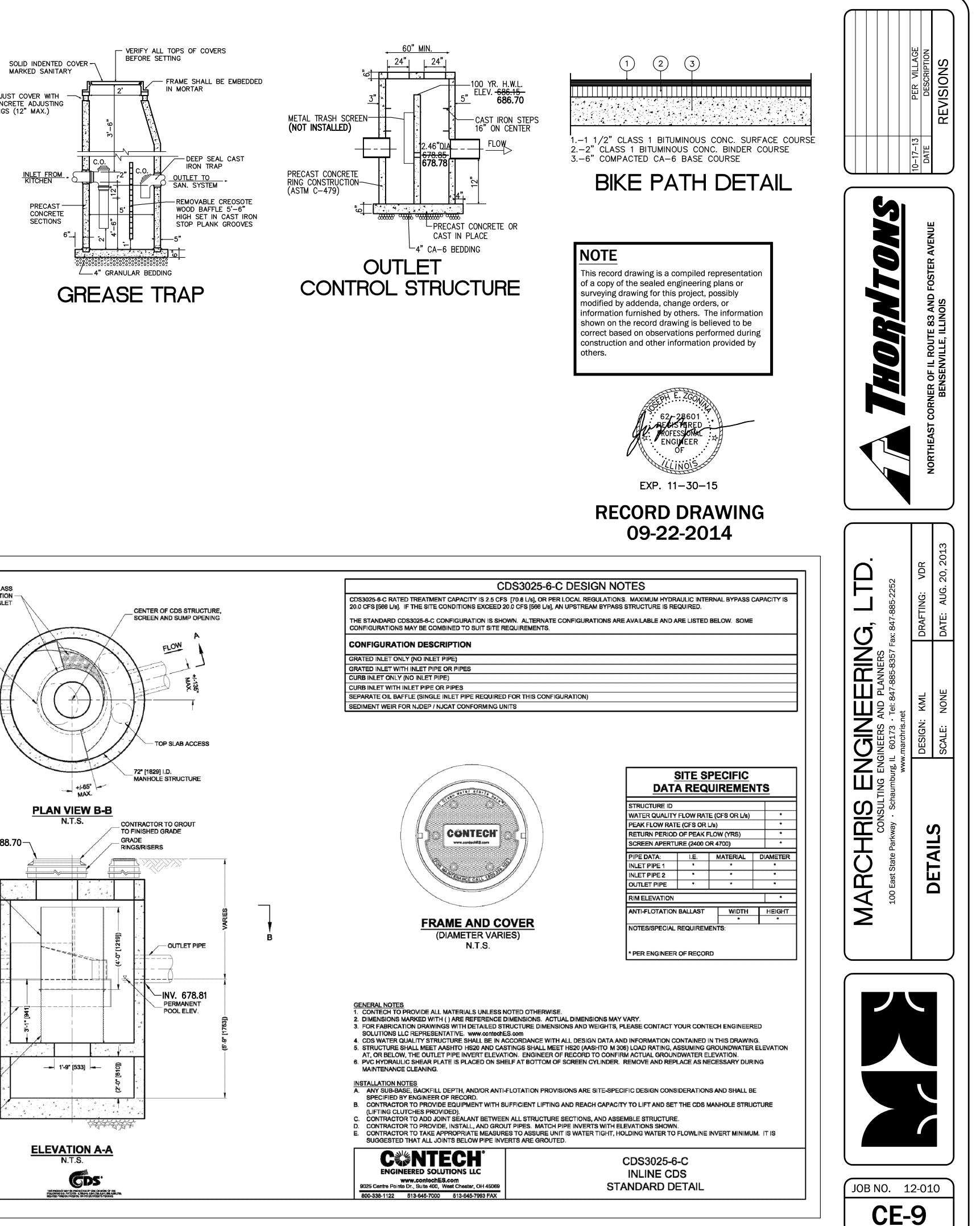
- TOPOGRAPHIC SURVEY



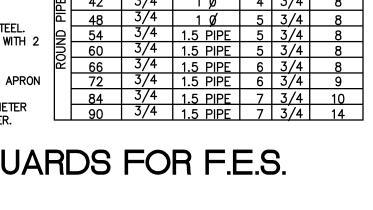


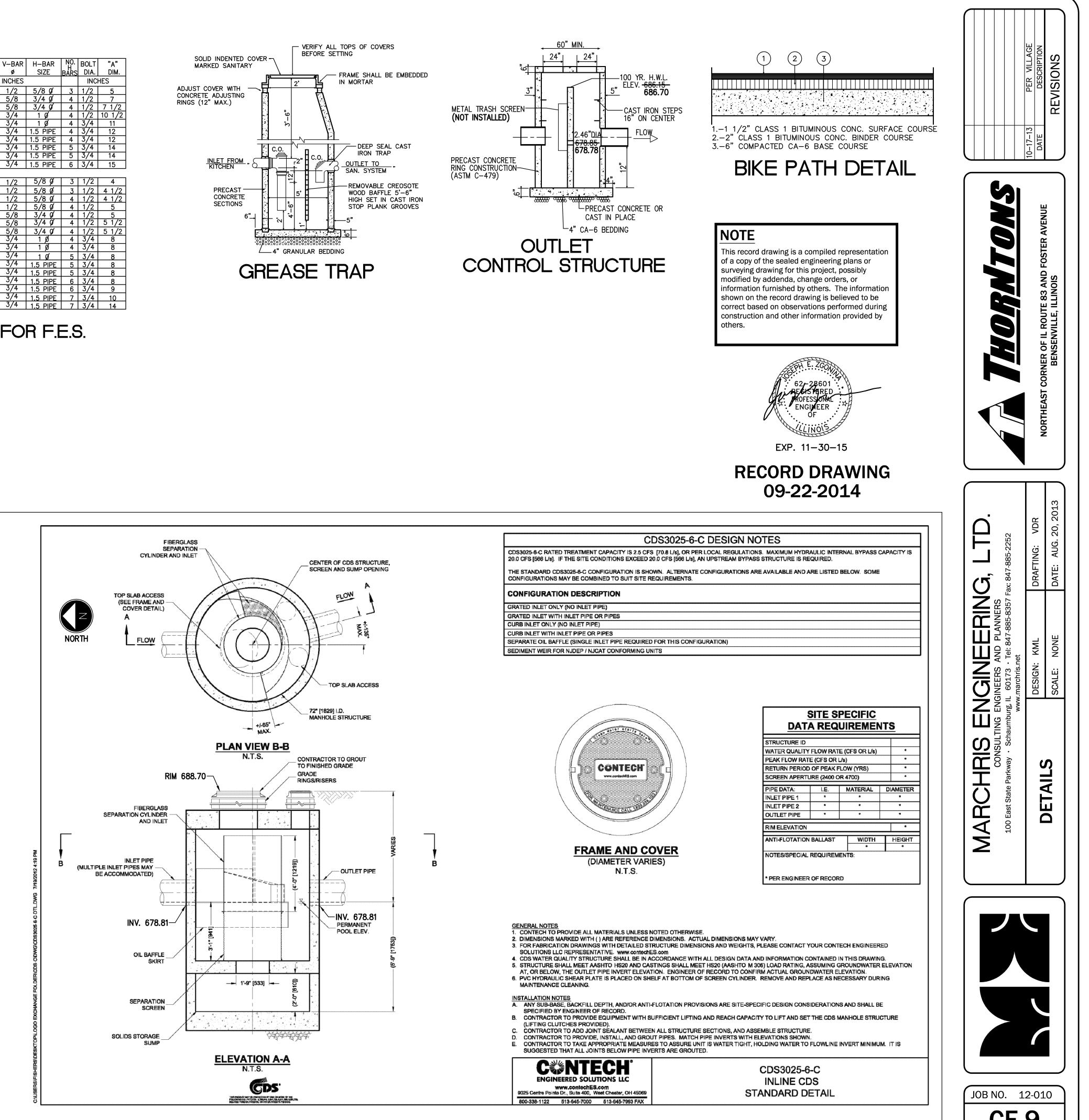


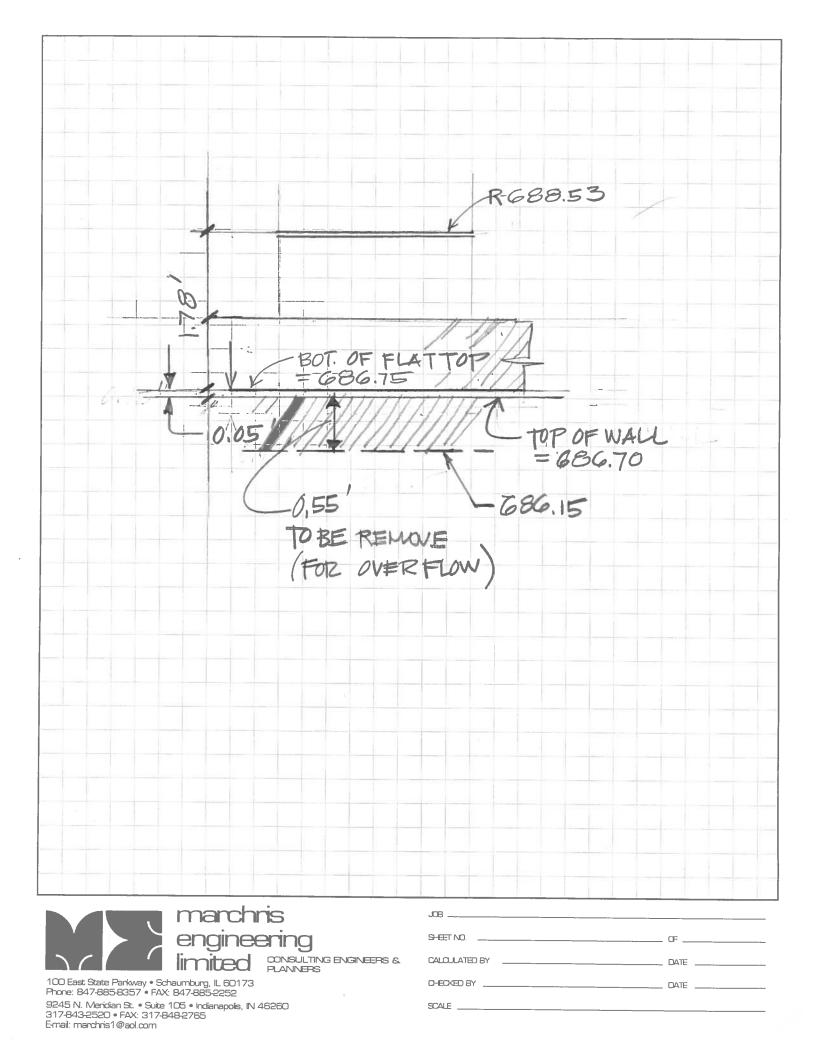




TRASH GUARDS FOR F.E.S.







FINAL ENGINEERING ENGINEERING PLANS **THORTONS #314** 601 IL-83

UTILITY AND GOVERNING AGENCY CONTACTS

ENGINEERING DEPARTMENT VILLAGE OF BENSENVILLE, PUBLIC WORKS 717 EAST JEFFERSON STREET BENSENVILLE, IL 60106 TEL: (630) 350-3435 CONTACT: MEHUL PATEL, P.E.

STORM SEWER SERVICE VILLAGE OF BENSENVILLE, PUBLIC WORKS 717 EAST JEFFERSON STREET BENSENVILLE, IL 60106 TEL: (630) 350-3435

ROADWAY AUTHORITY VILLAGE OF BENSENVILLE, PUBLIC WORKS 717 EAST JEFFERSON STREET BENSENVILLE, IL 60106 TEL: (630) 350-3435 CONTACT: MEHUL PATEL, P.E.

POWER COMPANY COMMONWEALTH EDISON 3500 NORTH CALIFORNIA AVENUE CHICAGO, IL 60618 TEL: (866) 639-3532

NATURAL GAS COMPANY NICOR GAS 1844 FERRY ROAD NAPERVILLE, IL 60563 TEL: (888) 642-6748

<u>TELEPHONE</u> AT&T 915 N. YORK STREET ELMHURST, IL 60126 TEL: (331) 209-6685

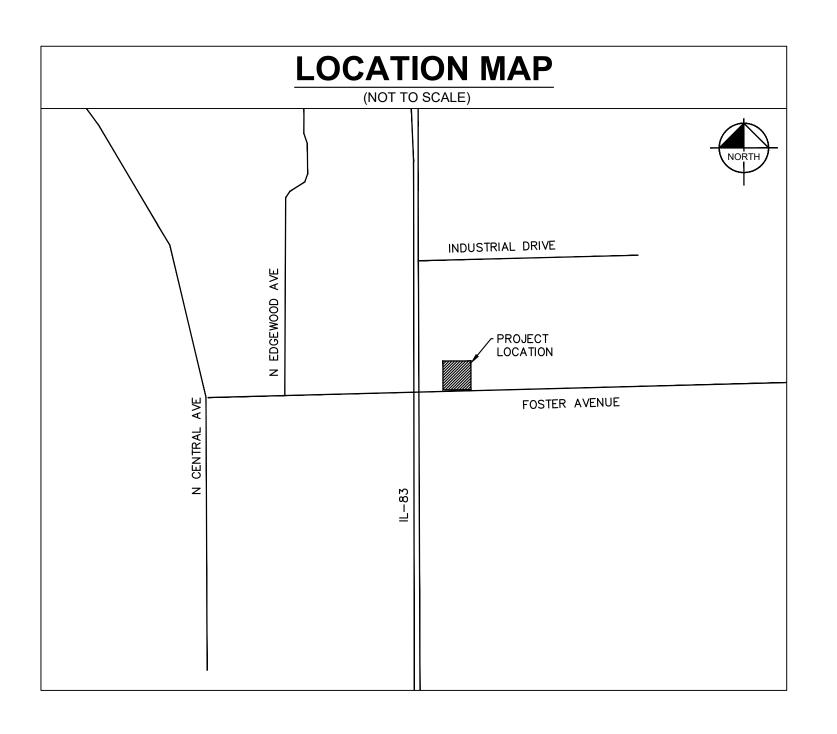
PROJECT TEAM

<u>DEVELOPER</u> THORNTONS, INC. 2600 JAMES THORNTON WAY LOUSVILLE, KY 40245 TEL: (502) 572-1294 EMAIL: TODD.SMUTZ@THORNTONSINC.COM CONTACT: TODD SMUTZ

<u>CIVIL ENGINEER</u> KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE RD, SUITE 350 LISLE, IL 60532 TEL: (630) 487-5560 EMAIL: ERIC.TRACY@KIMLEY-HORN.COM CONTACT: ERIC TRACY, P.E.

SURVEYOR SPACECO INC. 9575 W. HIGGINS ROAD, SUITE 700 ROSEMONT, IL 60018 TEL: (847) 696-4060 CONTACT: GABRIELA PTASINSKA, P.L.S.

BENSENVILLE, IL 60106



	Sheet List Table
Sheet Number	Sheet Title
C0.0	TITLE SHEET
C1.0	DEMOLITION PLAN
C2.0	SITE PLAN
C3.0	GRADING PLAN
C4.0	CONSTRUCTION DETAILS

BENCHMARKS

SITE BENCHMARKS: (LOCATIONS SHOWN ON SURVEY)

SITE BENCHMARK #2 BY OTHERS: ARROW BOLT ON FIRE HYDRANT ON SIDE OF FOSTER AVENUE.

ELEVATION = 691.51 (NAVD 88)

ADD 0.94 TO ELEVATIONS FOR NAVD88.

SITE BENCHMARK PER T.K.D LAND SURVEYORS, INC. TOPOGRAPHIC & BOUNDARY SURVEY PLAN UNDER ORDER NO. 12-046, DATED 03/15/2012, FIELD WORK COMPLETED 03/15/2012



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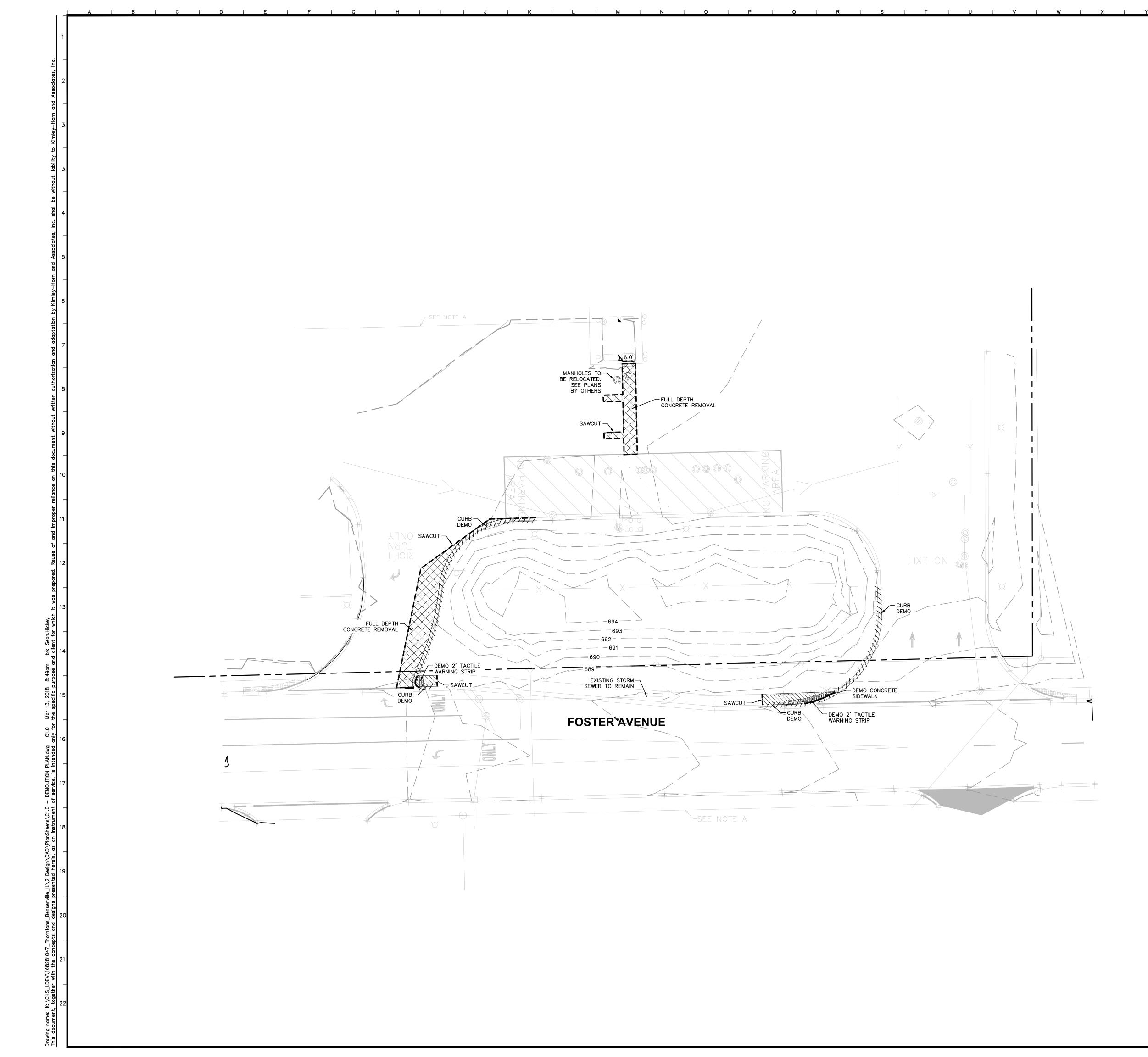
PROFESSIONAL ENGINEER'S CERTIFICATION

I, ERIC J. TRACY, A LICENSED PROFESSIONAL ENGINEER OF IL, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE, WAS PREPARED ON BEHALF OF THORNTONS, INC. BY KIMLEY-HORN AND ASSOCIATES, INC. 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., 2018.

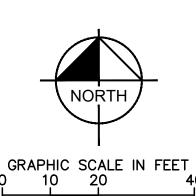
IL LICENSED PROFESSIONAL ENGINEER 062-067482 MY LICENSE EXPIRES ON NOVEMBER 30, 2019

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DEMOLITION LEGEND

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ITEM TO REMAIN, PROTECT DURING CONSTRUCTION CURB REMOVAL

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FULL DEPTH ASPHALT REMOVAL FULL DEPTH CONCRETE REMOVAL

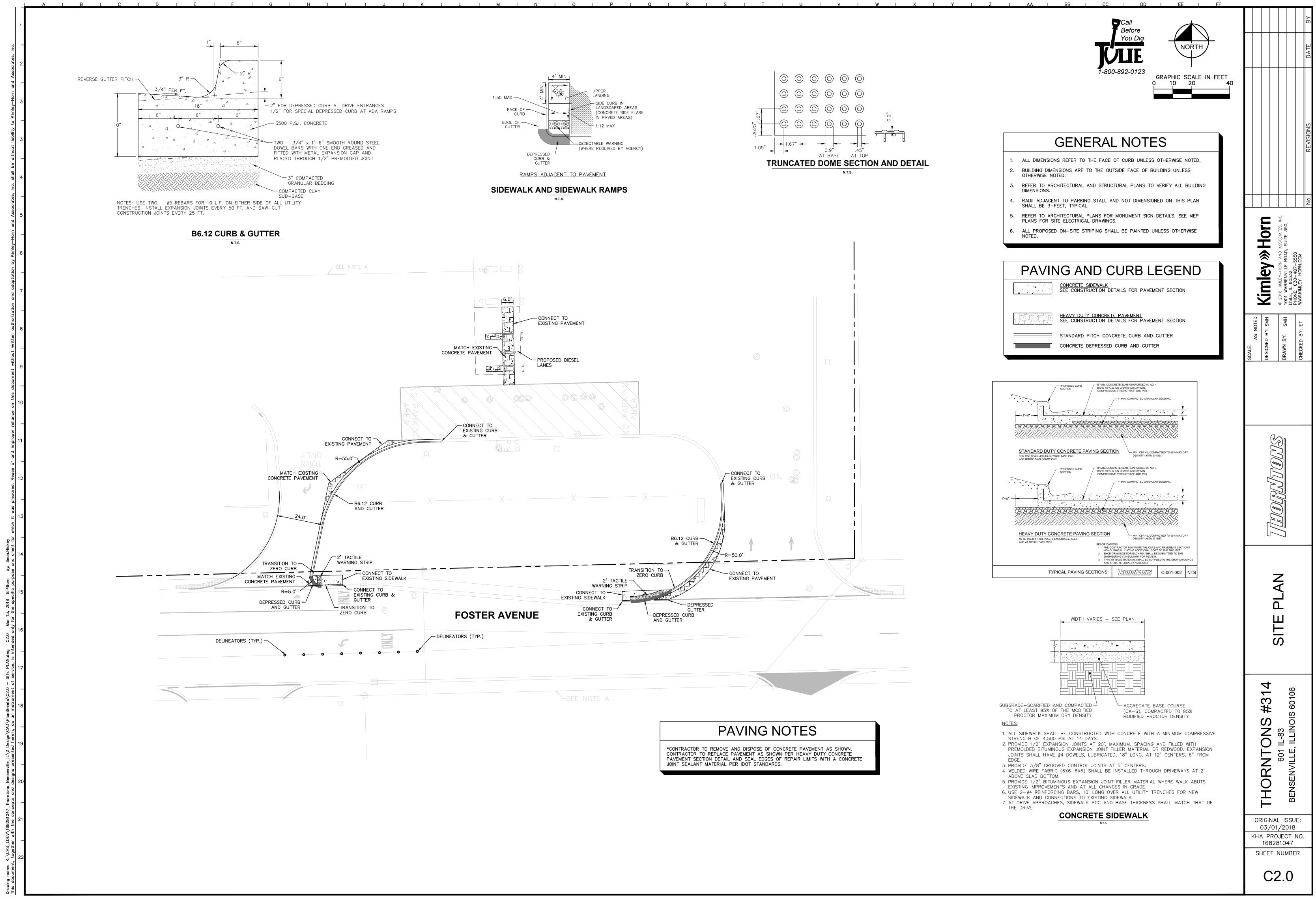
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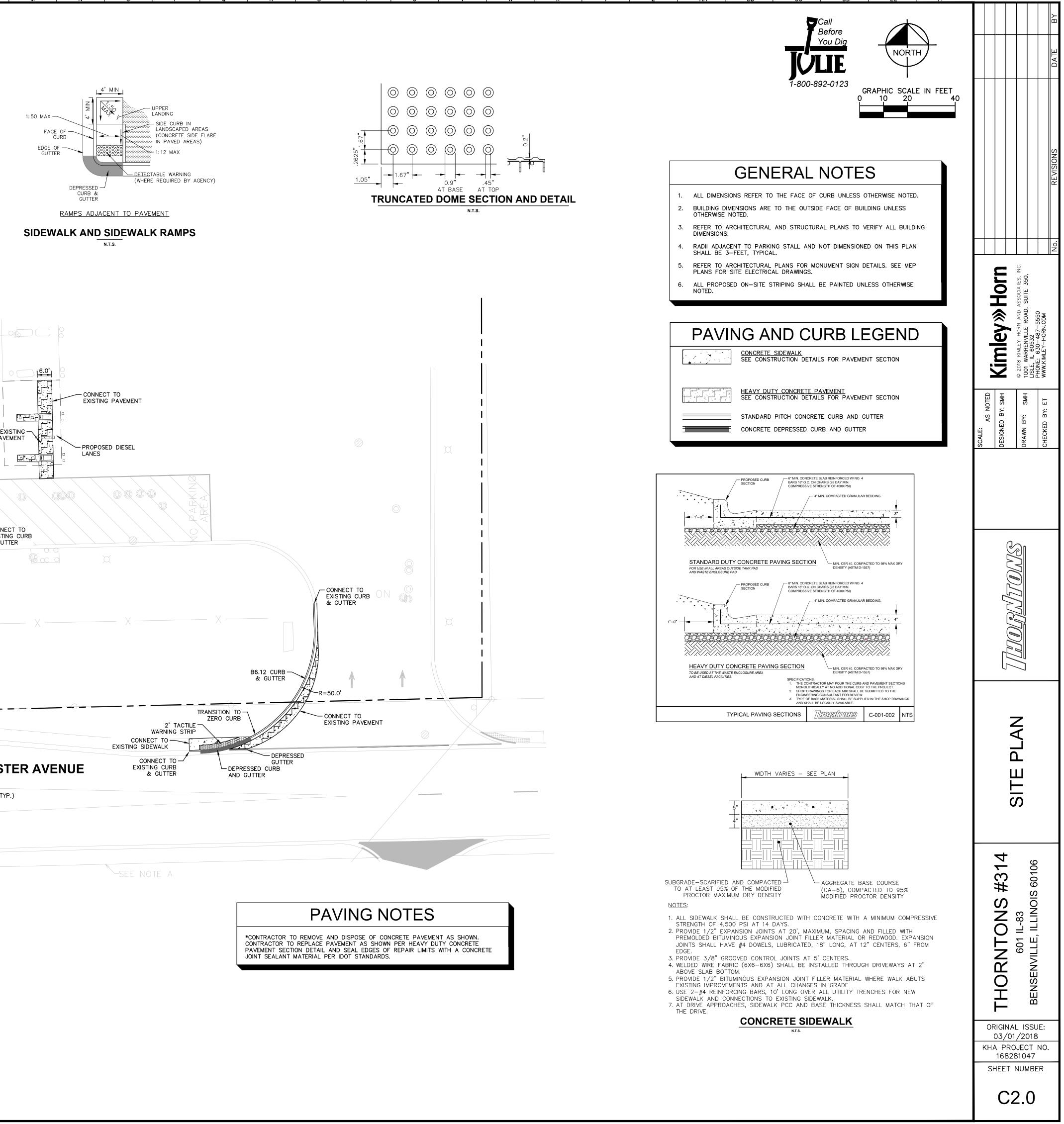
DEMOLITION NOTES

- CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF THE EXISTING 1. STRUCTURES, RELATED UTILITIES, PAVING, AND ANY OTHER EXISTING IMPROVEMENTS AS NOTED.
- 2. CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS. DISPOSAL WILL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND/OR FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
- THE GENERAL CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE 3. CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT. CONTRACTOR SHALL NOT DEMOLISH ANYTHING OUTSIDE THE OWNERS LEASE/PROPERTY LINE UNLESS SPECIFICALLY MENTIONED ON THIS SHEET.
- 4. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES.
- 5. IF DEMOLITION OR CONSTRUCTION ON SITE WILL INTERFERE WITH THE ADJACENT PROPERTY OWNER'S TRAFFIC FLOW, THE CONTRACTOR SHALL COORDINATE WITH ADJACENT PROPERTY OWNER. TO MINIMIZE THE IMPACT ON TRAFFIC FLOW. TEMPORARY RE-ROUTING OF TRAFFIC IS TO BE ACCOMPLISHED BY USING IDOT APPROVED TRAFFIC BARRICADES, BARRELS, AND/OR CONES. TEMPORARY SIGNAGE AND FLAGMEN MAY BE ALSO NECESSARY.
- QUANTITIES DEPICTED ON THIS SHEET SHALL SERVE AS A GUIDE ONLY. CONTRACTOR TO VERIFY ALL DEMOLITION QUANTITIES.
- REFER TO GEOTECHNICAL REPORT PROVIDED BY OTHERS FOR ALL SUBSURFACE 7. INFORMATION.
- CONTRACTOR SHALL BEGIN CONSTRUCTION OF ANY LIGHT POLE BASES FOR 8. RELOCATED LIGHT FIXTURES AND RELOCATION OF ELECTRICAL SYSTEM AS SOON AS DEMOLITION BEGINS. CONTRACTOR SHALL BE AWARE THAT INTERRUPTION OF POWER TO ANY LIGHT POLES OR SIGNS SHALL NOT EXCEED 24 HOURS.
- 9. EROSION CONTROL MUST BE ESTABLISHED PRIOR TO ANY WORK ON SITE INCLUDING DEMOLITION.
- 10. THE EXTENT OF SITE DEMOLITION WORK IS AS SHOWN ON THE CONTRACT DOCUMENTS AND AS SPECIFIED HEREIN. 11. CONTRACTOR MUST RECEIVE APPROVAL FROM CIVIL ENGINEER AND
- GEOTECHNICAL ENGINEER FOR THE MATERIAL TYPE AND USE IF CONTRACTOR DESIRES TO REUSE DEMOLISHED SITE PAVEMENT AS STRUCTURAL FILL.
- 12. EXISTING UTILITIES, WHICH DO NOT SERVICE STRUCTURES BEING DEMOLISHED, ARE TO BE KEPT IN SERVICE AND PROTECTED AGAINST DAMAGE DURING DEMOLITION OPERATIONS. CONTRACTOR SHALL ARRANGE FOR SHUT-OFF OF UTILITIES SERVING STRUCTURES TO BE DEMOLISHED. CONTRACTOR IS RESPONSIBLE FOR TURNING OFF, DISCONNECTING, AND SEALING INDICATED UTILITIES BEFORE STARTING DEMOLITION OPERATIONS. EXISTING UTILITIES TO BE ABANDONED ARE TO BE CAPPED AT BOTH ENDS AND FILLED WITH FA-1 OR APPROVED EQUAL. ALL UNDERGROUND UTILITIES TO BE REMOVED ARE TO BE BACKFILLED WITH ENGINEERED FILL OR SELECT EXCAVATED MATERIAL, AS APPROVED BY THE GEOTECHNICAL ENGINEER, TO 95% OF MODIFIED PROCTOR DENSITY WITHIN PAVED AREAS AND TO 90% OF MODIFIED PROCTOR DENSITY FOR GREEN SPACE AREAS, IN ACCORDANCE WITH THE EARTHWORK SPECIFICATIONS. ALL PRIVATE UTILITIES (ELECTRIC, CABLE, TELEPHONE, FIBER OPTIC, GAS) SHALL BE REMOVED AND RELOCATED PER THE UTILITY OWNER AND THE LOCAL MUNICIPALITY'S REQUIREMENTS.
- 13. UNDERGROUND UTILITIES SHOWN ARE BASED ON ATLASES AND AVAILABLE INFORMATION PRESENTED AT THE TIME OF SURVEY. CONTRACTOR SHOULD CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES DURING CONSTRUCTION. UTILITY PROTECTION SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY OWNER AND AS DIRECTED BY THE GOVERNING MUNICIPALITY. DAMAGED CABLES/CONDUITS SHALL BE REPLACED IMMEDIATELY. ALL EXISTING STRUCTURES TO REMAIN SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS. ALL DAMAGED STRUCTURES SHALL BE REPLACED IN-KIND AND THEIR REPLACEMENT COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. PROPER NOTIFICATION TO THE OWNERS OF THE EXISTING UTILITIES SHALL BE MADE AT LEAST 48 HOURS BEFORE CONSTRUCTION COMMENCES.
- 14. USE WATER SPRINKLING, TEMPORARY ENCLOSURES, AND OTHER SUITABLE METHODS TO LIMIT DUST AND DIRT RISING AND SCATTERING IN THE AIR TO THE LOWEST LEVEL. COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION. SEE EROSION CONTROL SHEETS FOR FURTHER EROSION CONTROL REQUIREMENTS.
- 15. COMPLETELY FILL BELOW-GRADE AREAS AND VOIDS RESULTING FROM DEMOLITION OF STRUCTURES TO THE FINAL LINES AND GRADES SHOWN ON THE CONTRACT DOCUMENTS. BACKFILL MATERIAL SHALL BE IDOT APPROVED CRUSHED LIMESTONE (CA-6) OR APPROVED EQUAL. USE SATISFACTORY SOIL MATERIALS CONSISTING OF STONE, GRAVEL AND SAND, FREE FROM DEBRIS, TRASH, FROZEN MATERIALS, ROOTS AND OTHER ORGANIC MATTER. PRIOR TO PLACEMENT OF FILL MATERIALS, ENSURE THAT AREAS TO BE FILLED ARE FREE OF STANDING WATER, FROST, FROZEN MATERIAL, TRASH AND DEBRIS. PLACE FILL MATERIALS IN HORIZONTAL LAYERS NOT EXCEEDING 9" IN LOOSE DEPTH. COMPACT EACH LAYER AT OPTIMUM MOISTURE CONTENT OF FILL MATERIAL TO 95% OF MODIFIED PROCTOR DENSITY UNLESS SUBSEQUENT EXCAVATION FOR NEW WORK IS REQUIRED.
- 16. TANK HOLE SHORING WILL BE REQUIRED DUE TO THE PROXIMITY OF PAVEMENT EXCAVATION FOR FUEL LINE PIPING.

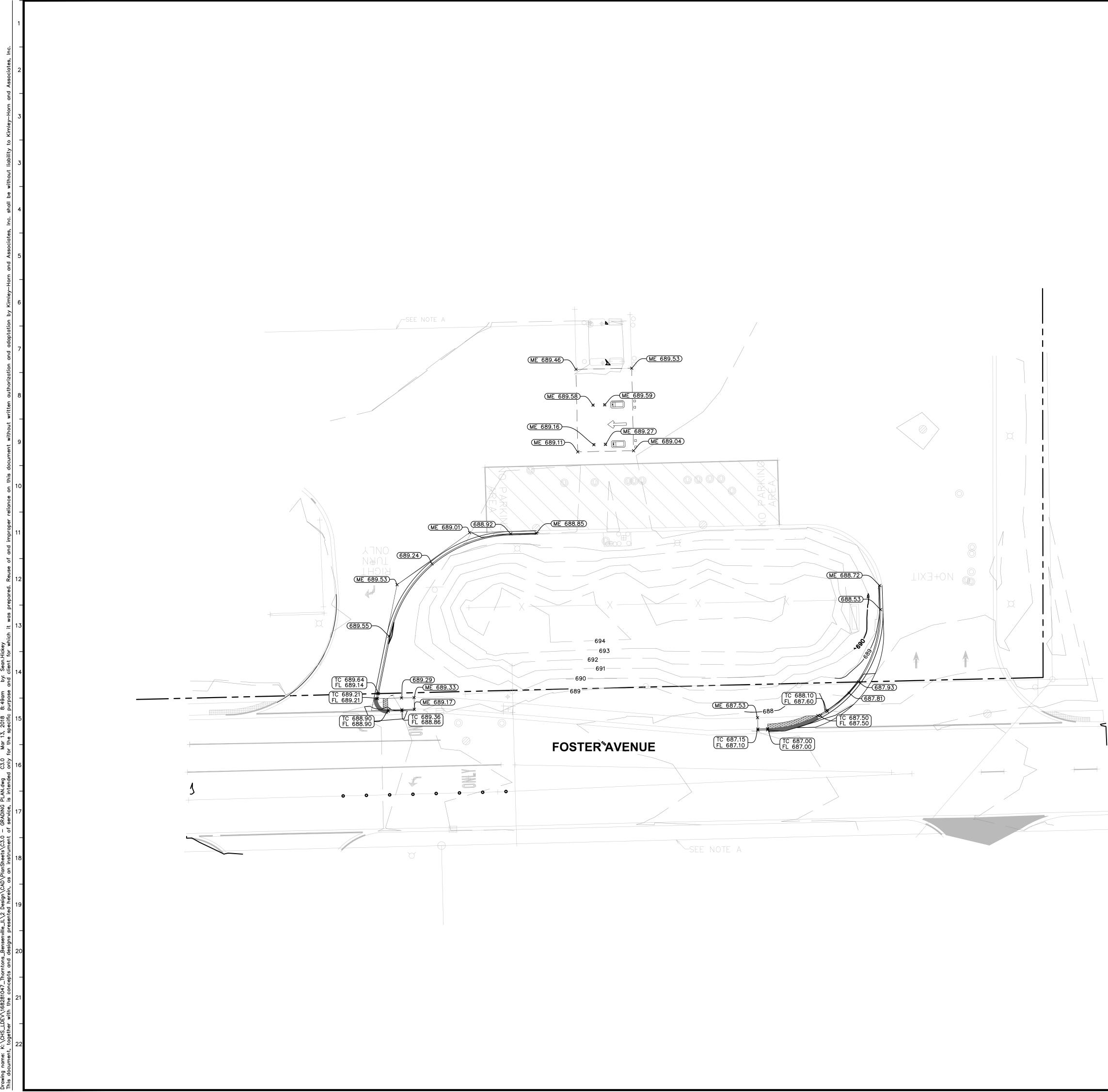
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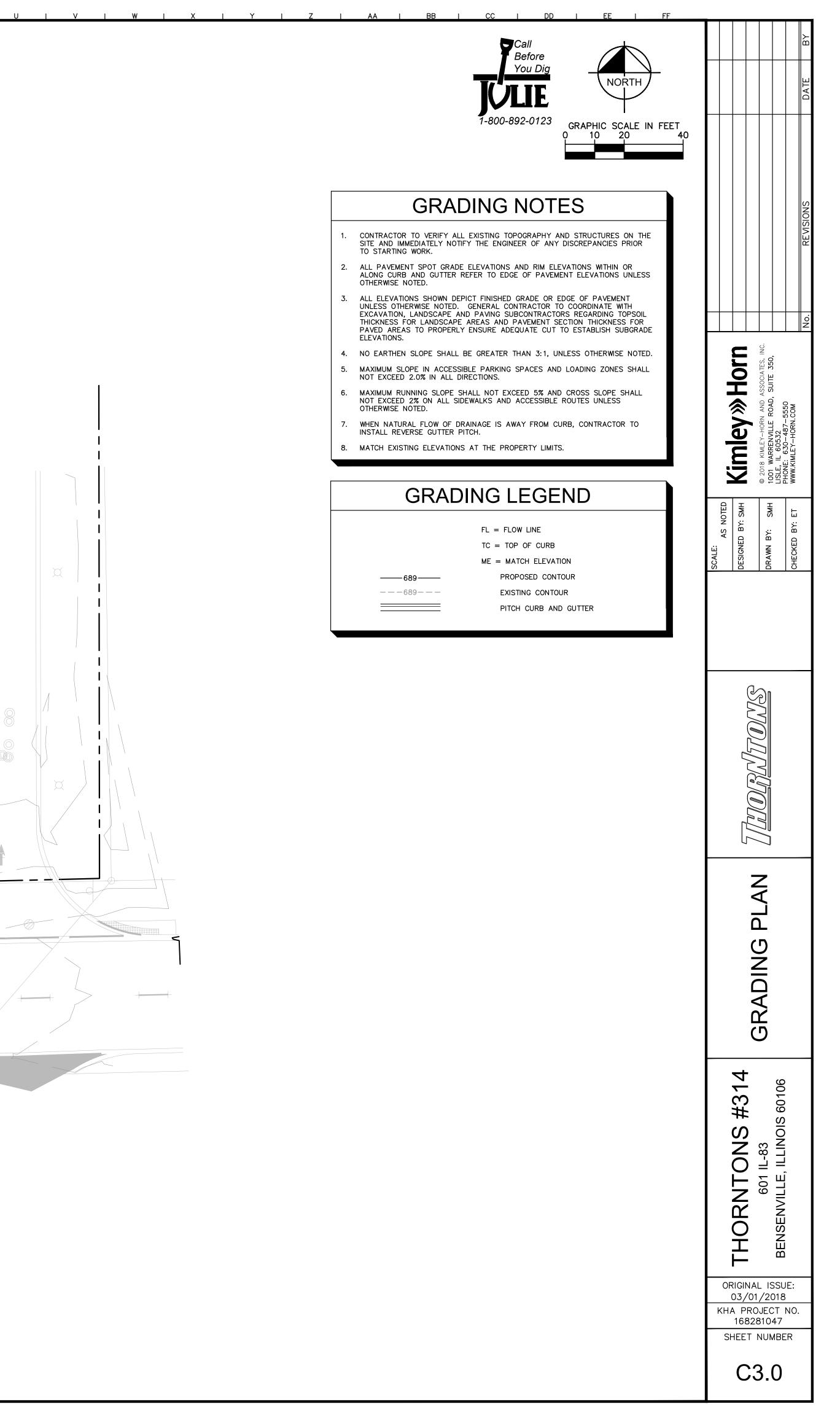


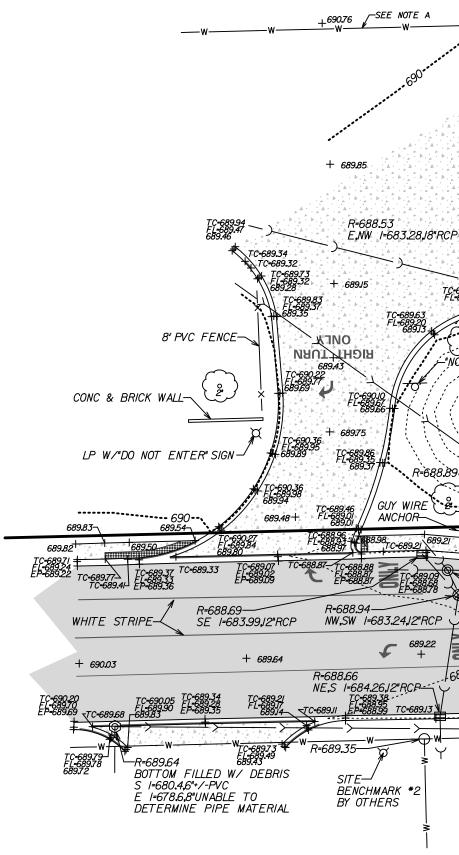


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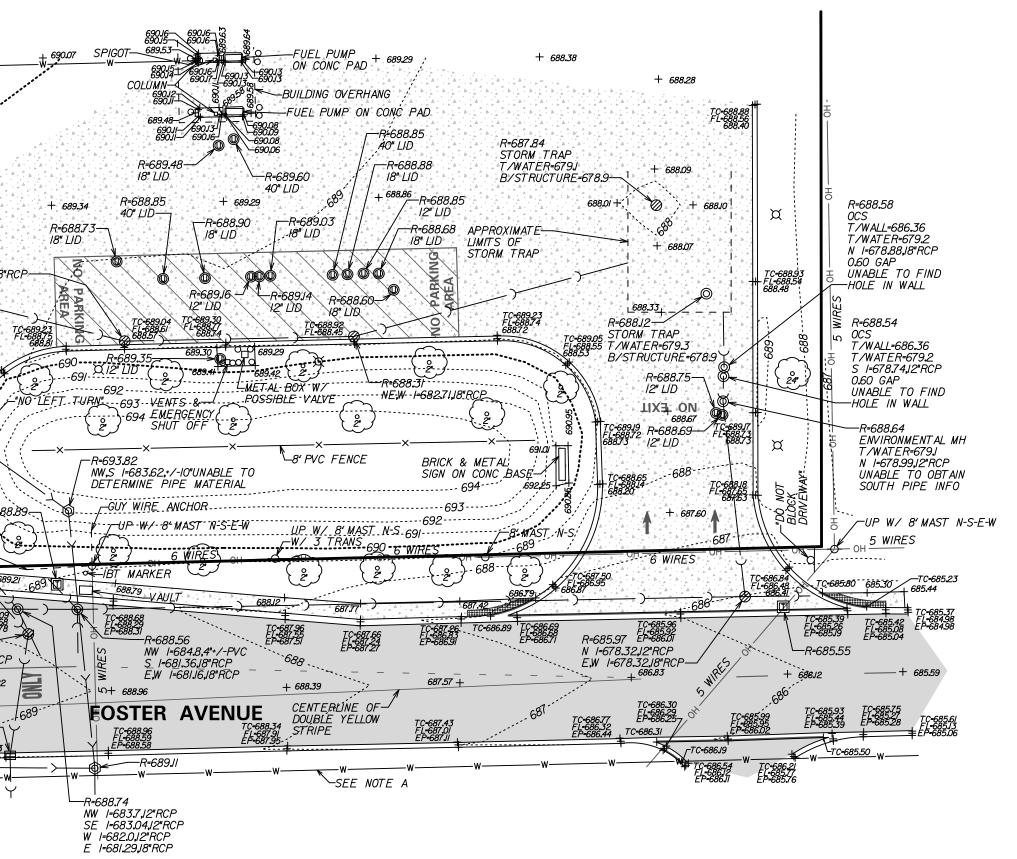


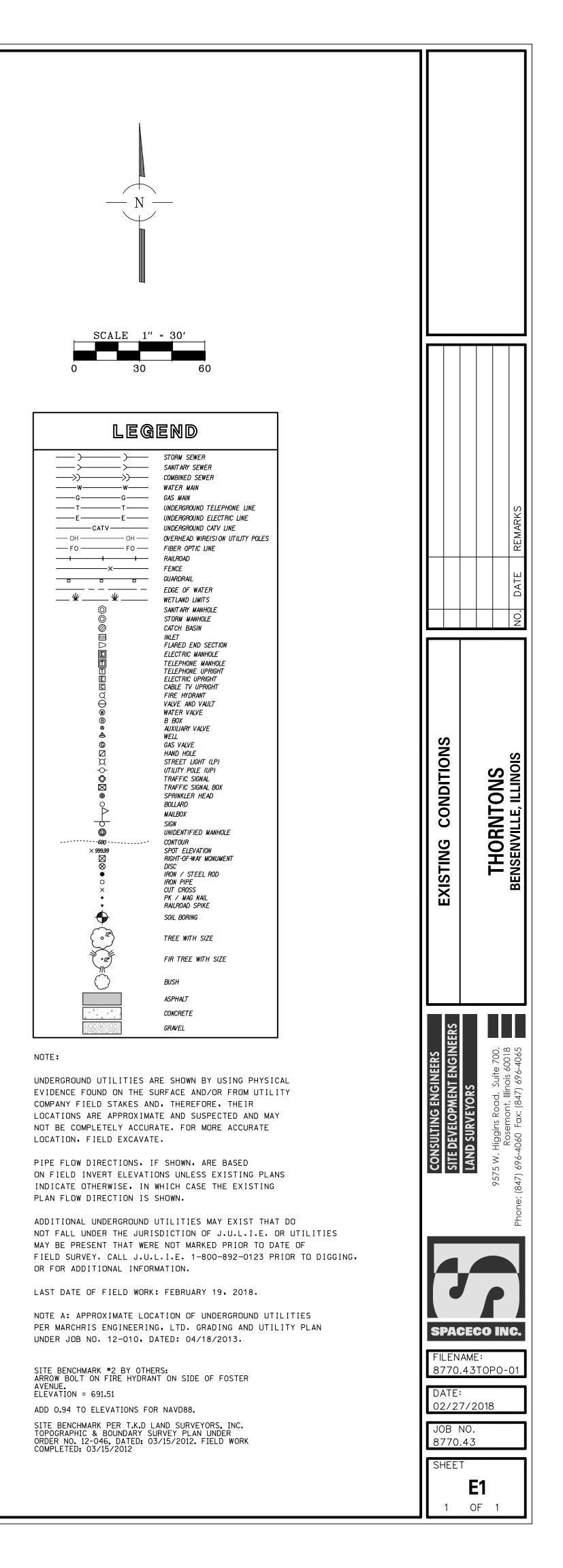




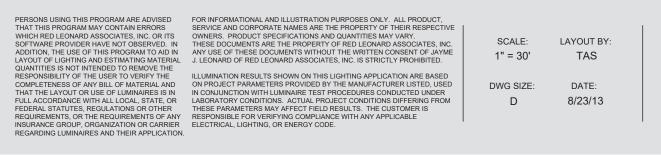
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-FIXTURE TYPES "A" AND "B" ARE MOUNTED ON A 20' POLE ATOP A 3' HIGH CONCRETE FOUNTATION -FIXTURE TYPES "B1", AND "B2" ARE MOUNTED ON A 27' POLE ATOP A 3' HIGH CONCRETE FOUNTATI	[†] 0.2	[†] 0.1			27' POLE	ATOP A 3' H	IIGH CC		

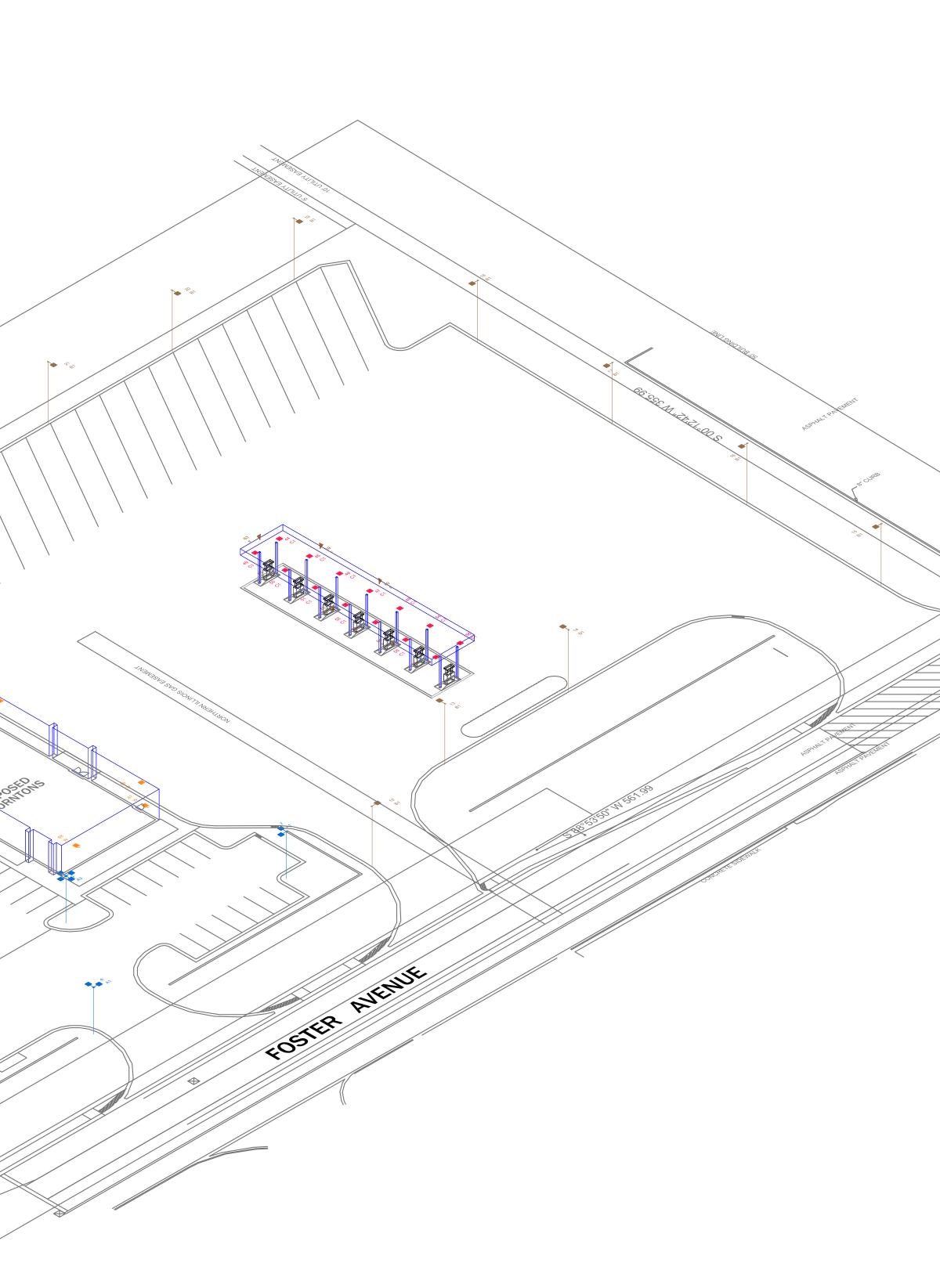
Calculation Summary					
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RETAIL CAONOPY	28.14	37	17	1.66	2.18
RETAIL LOT PAVED AREA	4.87	28.1	0.5	9.74	56.20
TRUCK CANOPY	28.19	38	1	28.19	38.00
TRUCK LOT PAVED AREA	2.47	23.6	0.6	4.12	39.33
UNDEFINED AREA	0.77	6.8	0.0	N.A.	N.A.



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REV. BY DATE	DESCRIPTION		
R1 TAS 11/6/13	UPDATED SITE PLAN		
R2 TAS 11/12/13 UPDAT	ED TRUCK CANOPYAND ADDED FLOODS		
R4 TAS 6/16/14 REVISED	FIXTURE LATOUT PER OWNER COMMENTS		

REVISED FIXTURE LATOUT PER OWNER COMMENTS ADDED ADDTION ON TRUCK CANOPY

R5 TAS 3/8/18



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PROJECT NAME: THORNTONS BENSENVILLE, IL DRAWING NUMBER: RL-1438-S1-R4



THORNTONS STORE 314 DIESEL FUELING STATION EXPANSION

Traffic Impact Study

Bensenville, Illinois

March 2018

Prepared for: **Thorntons, Inc.**

Kimley **»Horn**



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Exhibit 2. Existing (Year 2018) Traffic Volumes	7

EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc., (Kimley-Horn) was retained by Thorntons, Inc., to perform a traffic impact study for a proposed expansion to Thorntons Store 314, located on the northeast quadrant of IL 83 (Busse Road) and Foster Avenue in Bensenville, Illinois. The expansion would add two diesel fueling positions to the existing diesel fueling station. Access to the diesel fueling area would be provided by two existing driveways, including an inbound-only driveway (Access A) and an outbound-only driveway (Access B). The diesel fueling area would continue to be separated from the retail gas station and convenience market by a raised curb; internal connectivity between the two uses is not proposed.

As part of this traffic impact study, existing and future traffic conditions were evaluated for the signalized intersection of IL 83/Foster Avenue. Traffic conditions were also evaluated for the existing site access driveways serving the diesel fueling station. The analysis of future conditions considers overall background growth and the addition of site-generated traffic.

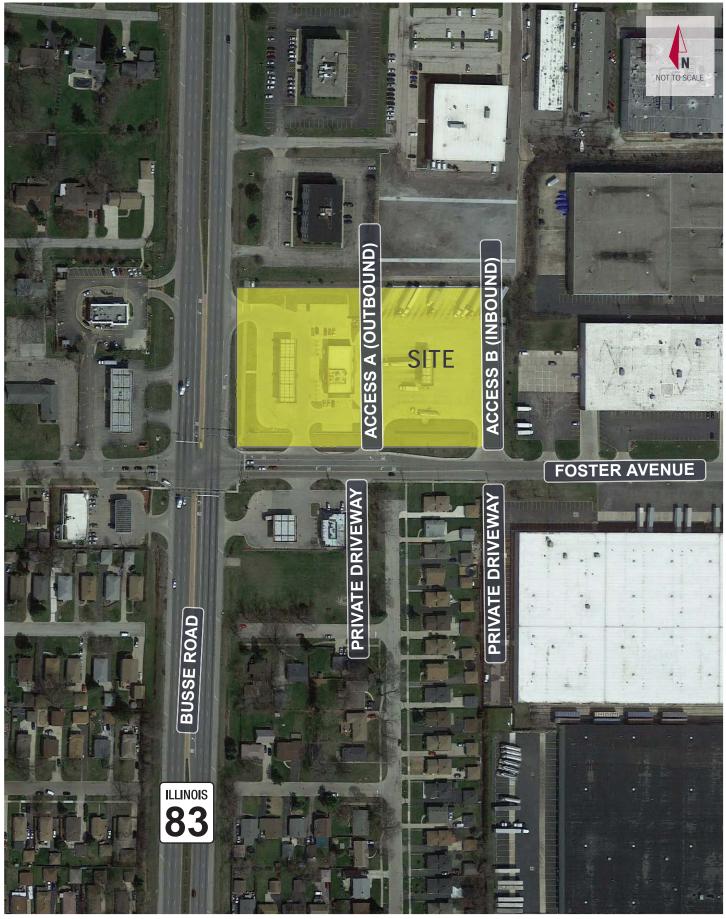
Based on a review of future traffic conditions, site-generated traffic is not expected to materially impact the study intersections. The intersection of IL 83/Foster Avenue would operate with delay and 95th percentile queues similar to existing conditions. The site access driveways would operate with acceptable delay and 95th percentile queues for inbound and outbound traffic are projected to be approximately one vehicle or less.

Minor-leg stop control is recommended for outbound traffic at Access B. Additional details related to the improvements identified above are provided in the *Recommendations & Conclusions* section of this report.

1. INTRODUCTION

Kimley-Horn and Associates, Inc., (Kimley-Horn) was retained by Thorntons, Inc., to perform a traffic impact study for a proposed expansion to the existing Thorntons Store 314, located on the northeast quadrant of IL 83 (Busse Road) and Foster Avenue in Bensenville, Illinois. The proposed expansion would add two diesel fueling positions to the existing diesel fueling area; no changes to the retail gas station are proposed. Access to the diesel fueling area would continue to be provided by two existing driveways to Foster Avenue, including an inbound-only driveway (Access A) and an outbound-only driveway (Access B). An aerial view of the study location and the surrounding roadway network is presented in **Exhibit 1**.

As a part of this study, the existing network was analyzed to determine the current operations at the study intersections. Site trip generation characteristics were then established for the proposed diesel fueling expansion and added to background traffic volumes in order to assess the site's impact on the area roadway network. This report presents and documents Kimley-Horn's data collection, and summarizes the evaluation of existing and projected future traffic conditions on the surrounding roadways.



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EXHIBIT 1 SITE LOCATION MAP

2. EXISTING CONDITIONS

Kimley-Horn conducted a field visit to collect relevant information pertaining to existing land uses in the surrounding area, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic controls at nearby intersections, and other key roadway characteristics. This section of the report details information on these existing conditions.

2.1. Area Land Uses & Connectivity

Located on the northeast quadrant of IL 83/Foster Avenue, the subject site is currently occupied by Thorntons Store 314, which includes a convenience market, retail fueling positions, and diesel fueling area. Retail gas stations are located on the northwest, southwest, and southeast quadrants of IL 83/Foster Avenue. Industrial uses are located to the north and east of the subject property. Single-family residences are generally located to the south and west. The site is in close proximity to O'Hare International Airport, located approximately two miles to the east. Access to IL 390 is provided at Thorndale Avenue, located less than one mile north of the subject property. Access to both Interstate 290 and Interstate 90 is provided less than three miles west and north of the site, respectively.

2.2. Existing Roadway Characteristics

Based on a field investigation within the study area, the following information was obtained about the existing roadway network.

IL 83 (Busse Road) is a north-south roadway that runs along the western boundary of the subject property. The Illinois Department of Transportation (IDOT) classifies IL 83 as a Principal Arterial roadway. IL 83 is also designated a Strategic Regional Arterial (SRA) by IDOT. The SRA system was established by IDOT to promote mobility on key routes throughout the Chicago area by applying various strategies, such as access control and limited signalization. Through the study area, IL 83 provides three travel lanes in each direction. At its signalized intersection with Foster Avenue, IL 83 provides a dedicated left-turn lane, two through lanes, and a shared through/right-turn lane on each leg. A speed limit of 45 miles per hour (MPH) is posted within the study area. IL 83 is under IDOT jurisdiction.

Foster Avenue is an east-west roadway that runs along the southern boundary of the site. This roadway is classified by IDOT as a Major Collector east of IL 83 and as a Minor Collector west of IL 83. At its signalized intersection with IL 83, Foster Avenue provides a dedicated left-turn lane, a shared through/right-turn lane on the west leg. On the east leg, Foster Avenue provides a dedicated left-turn lane, and a dedicated right-turn lane. A speed limit of 25 MPH is posted within the study area. Foster Avenue is under the jurisdiction of the Village of Bensenville.

Thorntons Diesel Inbound Driveway (Access A) provides access to the diesel fueling station via Foster Avenue. The driveway provides two inbound lanes for truck traffic. A speed limit of 25 MPH is assumed for the purposes of this study.

Thorntons Diesel Outbound Driveway (Access B) provides access to Foster Avenue from the diesel fueling station. The driveway provides a single right-turn only lane for outbound truck traffic. A speed limit of 25 MPH is assumed for the purposes of this study. Minor-leg stop-control is also assumed for this study.

Private Driveways are located opposite both Access A and Access B. The west driveway, located opposite Access B, provides access to a gas station with convenience market. The east driveway, located opposite Access A, provides access to an industrial warehouse development. Each driveway provides a single outbound lane and one receiving lane. For purposes of this analysis, a speed limit of 25 MPH is assumed for each private driveway. Minor-leg stop-control is also assumed for this study.

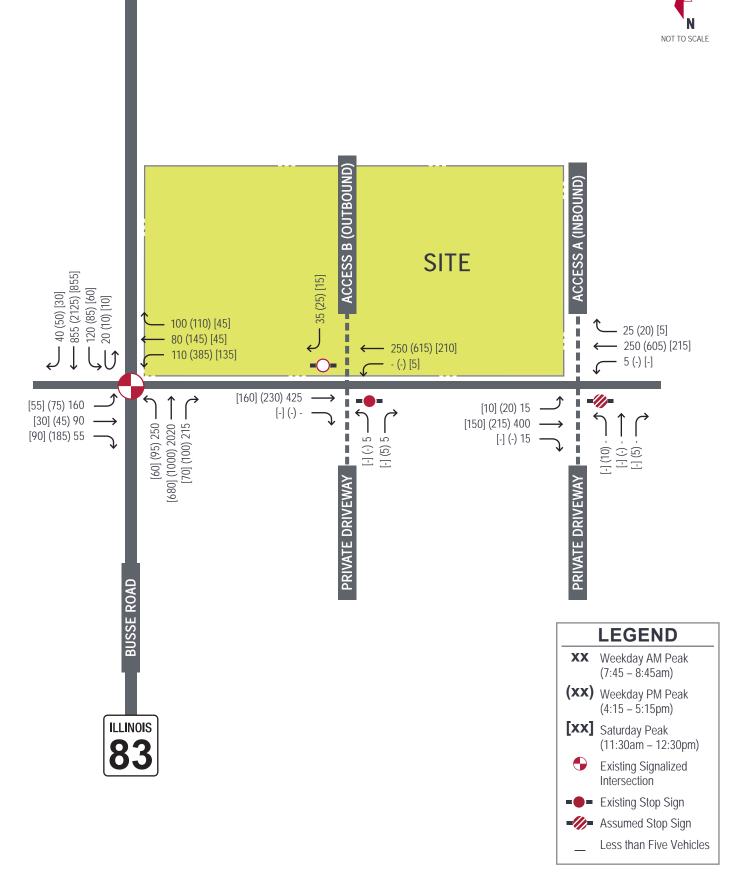
2.3. Data Collection

To provide a basis for the trip generation study, turning movement count data was collected at the following intersections within the study area:

- IL 83 (Busse Road) / Foster Avenue
- Foster Avenue / Access A (Inbound)
- Foster Avenue / Access B (Outbound)

The counts were performed during the weekday morning and evening peak periods (7:00-9:00AM and 4:00-6:00PM, respectively). Additional turning movement counts were performed during the Saturday midday peak period (11:00AM-1:00PM). This data indicates that peak traffic volumes occur within the study area from 7:45-8:45AM and 4:15-5:15PM during the weekday, and from 11:30AM-12:30PM on Saturday. Existing peak hour vehicle traffic volumes are presented in **Exhibit 2**.

As shown, IL 83 is heavily traveled, especially during weekday morning and evening peaks. A commuter pattern to the industrial area north of the study area can be denoted, with a higher volume of traffic traveling northbound on IL 83 in the morning, and conversely, a higher volume of traffic in the southbound direction in the evening. At Access B, less than five (5) outbound left-turn vehicles were observed during the weekday peak hours. Access B is an outbound right-turn-only driveway; therefore, for purposes of this analysis, the left-turn vehicles were added to the outbound right-turn movement.



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EXHIBIT 2 EXISTING (YEAR 2018) TRAFFIC VOLUMES

2.4. Existing Capacity Analyses

Synchro software was used to evaluate existing capacity at the study intersections during the weekday and Saturday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). The lowest LOS grade typically accepted by jurisdictional transportation agencies in Northeastern Illinois is LOS D.

The LOS grades shown below, which are provided in the Transportation Research Board's <u>Highway</u> <u>Capacity Manual</u> (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.1**.

Level of Service	Description
А	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
В	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
С	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

Table 2.1. Level of Service Grading Descriptions¹

¹ Highway Capacity Manual 2010

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.2**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings.

Level of Service	Average Control Delay (s/veh) at:							
	Unsignalized Intersections	Signalized Intersections						
Α	0 – 10	0 – 10						
В	> 10 - 15	> 10 – 20						
С	> 15 – 25	> 20 – 35						
D	> 25 – 35	> 35 – 55						
E	> 35 - 50	> 55 - 80						
F ²	> 50	> 80						

Table 2.2. Level of Service Grading Criteria¹

¹ Highway Capacity Manual 2010

² All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, capacity results were identified for the study intersections under existing conditions. In order to evaluate existing traffic operation, the signal timings for the IL 83/Foster Avenue intersection were obtained from IDOT and verified during field observations. Per IDOT requirements, right-turn on red (RTOR) movements were excluded from the capacity analysis.

The results of capacity analysis for existing conditions are summarized in **Table 2.3**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service. Overall intersection operations are also reported for the signalized intersection of IL 83/Foster Avenue. The results for the unsignalized intersection are based on Synchro's HCM 2010 reports. For the signalized intersection of IL 83/Foster Avenue, the HCM 2010 report is unable to produce capacity results due to the presence of U-turn volumes on the southbound approach. For purposes of this analysis, the capacity results for the intersection of IL 83/Foster Avenue are based on the Synchro Lanes, Volumes, Timings report.

Intersection -			kday ak Hour		kday ak Hour	Saturday Midday Peak Hour		
		Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
IL 83 / Foster Avenue	*							
Eastbound	ĺ	79	E1	>120	F	52	D ³	
Westbound		66	E	61	E	35-	С	
Northbound		41	D ²	38	D ²	25	C ⁴	
Southbound		42	D ²	51	D ²	24	C ⁴	
Intersection	ĺ	46	D	71	Ε	28	С	
Foster Avenue / Access A (Inbound)	\triangle							
Northbound	ĺ	13	В	15+	С	10+	В	
Eastbound (Left)		9	А	11	В	9	А	
Westbound (Left)		8	А	8	А	8	А	
Foster Avenue / Access B (Outbound)	\triangle							
Northbound		14	В	13	В	10+	В	
Southbound (Right)		11	В	16	С	10-	А	
Westbound (Left)		8	А	8	А	8	А	
★ - Signalized Intersection		Δ -	Minor-Leg Sto	op-Controlled Int	ersection	•		

Table 2.3. Existing (Year 2018) Levels of Service

Signalized Intersection

¹ Thru movement operates at LOS F. ² Left-turn movement operates at LOS F.

³ Thru movement operates at LOS E.

⁴ Left-turn movement operates at LOS E.

The intersection of IL 83/Foster Avenue is shown to operate at an overall LOS D during the weekday morning peak hour and LOS E during the weekday evening peak hour. During the Saturday midday peak hour, the intersection operates at an overall LOS C. During each peak hour analyzed, the northbound and southbound approaches operate at LOS D or better. During the weekday morning and evening peak hours, the eastbound and westbound approaches operate at LOS E or LOS F. The high delay experienced during the weekday peak hours is largely a function of the relatively long cycle length (150 seconds) and priority given to north-south traffic on IL 83. As a result, long periods of green time are allocated to the north-south through movements and the minor street approaches receive relatively short green times. During the morning peak hour, the 95th percentile gueues estimated for the westbound right-turn and southbound left-turn movements exceed the available storage. During the evening peak hour, the 95th percentile queue estimated for the westbound leftturn movement exceeds the available storage. Based on field observations, traffic observed on each leg was generally serviced within a single signal phase.

Existing traffic operation at the access driveways is shown to be acceptable with LOS C or better on all approaches for each peak hour analyzed. At Access A, the estimated 95th percentile queue for the eastbound left-turn movement is approximately one vehicle or less during the peak hours. At Access B, the estimated 95th percentile queue for outbound truck traffic is approximately one vehicle or less during each peak hour.

3. FUTURE CONDITIONS

This section of the report outlines the proposed site plan, summarizes site-specific traffic characteristics, and develops future traffic projections for analysis.

3.1. Development Characteristics & Site Access

The proposed expansion would provide two additional diesel fueling positions to the existing diesel fueling area; no changes are proposed for the retail gas station and convenience market. Access to the diesel fueling area would continue to be provided by two existing access driveways to Foster Avenue, including an inbound-only driveway (Access A) and an outbound-only driveway (Access B). The diesel fueling area would continue to be separated from the retail gas station area and convenience market by a raised curb; internal connectivity between the two uses is not proposed. The proposed expansion is depicted in the concept site plan included in the study appendix.

3.2. Trip Generation

Based on the nature of diesel fueling positions, the proposed site expansion was assumed to only generate truck traffic. Because <u>ITE Trip Generation 10th Edition</u> does not provide data specific to diesel fueling stations, Kimley-Horn derived peak hour truck demand based on the traffic counts conducted at Access A and Access B. As shown in Table 3.1 below, the existing diesel fueling station generates a total of 75 trips (40 inbound, 35 outbound) during the morning peak hour and 65 trips (40 inbound, 25 outbound) during the evening peak hour. During the Saturday midday peak hour, a total of 30 trips (15 inbound, 15 outbound) are generated.

Land Use		Weekday						Saturday		
	Unit	AM Peak Hour			PM Peak Hour			Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Existing Diesel Fueling Area	6 fueling positions	40	35	75	40	25	65	15	15	30

Table 3.1. Empirical Peak Hour Trip Generation¹

¹ Peak hour trips rounded to the nearest multiple of five.

In order to evaluate the trip generation for the two additional diesel fueling positions, an empirical trip generation rate was derived from the existing count data. Per these assumptions, site-generated traffic projections are presented in **Table 3.2**. As shown in the table, two additional diesel fueling positions are expected to generate approximately 25 trips (15 inbound, 10 outbound) during the morning peak hour, 20 trips (10 inbound, 10 outbound) during the evening peak hour, and 10 trips (5 inbound, 5 outbound) during the Saturday midday peak hour. It is assumed for the purpose of this study that site-generated trucks will be new trips at the study intersections.

Table 3.2. Site-Generated Traffic Projections¹

Land Use	Unit	Weekday							Saturday						
		Unit	Unit	Unit	Unit	Unit	Daily	AM Peak Hour		PM Peak Hour			Midday Peak Hour		
		Daily	In	Out	Total	In	Out	Total	In	Out	Total				
Diesel Fueling Area	2 fueling positions	39 5 ²	15	10	25	10	10	20	5	5	10				
Total New Trips 395		395	15	10	25	10	10	20	5	5	10				

¹ Peak hour trips rounded to the nearest multiple of five.

² Empirical daily trip generation not available. Daily trips estimated based on ratio of trip generation rates provided for the Daily and peak hours (AM and PM Peak Hours of Adjacent Street Traffic) provided by the Institute of Transportation Engineers (ITE) <u>Trip Generation Manual, 10th Edition</u> for Land Use Code 945, Gasolin/Service Station With Convenience Market.

Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which motorists can travel over various sections of that system. Based on a review of existing truck volumes at the intersection of IL 83/Foster Avenue, truck traffic is generally evenly distributed northbound and southbound on IL 83. For the purposes of this study, the trip distribution was evenly distributed from the north and south on IL 83. Where the trip generation was five vehicles, truck traffic was assumed to originate north of the site, where industrial warehouses are more prominent and access to the regional transportation network is provided. Based on the assumed trip distribution, the site trip assignment is illustrated in **Exhibit 3**.



Kimley » Horn

EXHIBIT 3 SITE TRIP ASSIGNMENT

3.3. Future Capacity Analysis

The proposed expansion is expected to be constructed by Year 2018; Kimley-Horn therefore evaluated future traffic conditions for a Year 2023 design horizon (build-plus-five conditions, per typical IDOT requirements). Based on information received from the Chicago Metropolitan Agency for Planning (CMAP), traffic growth on Foster Avenue east of IL 83 is projected at a compounded rate of roughly 0.18 percent annually through Year 2040, while traffic growth west of IL 83 is projected at a compound rate of 0.24 annually. Traffic growth on IL 83 at Foster Avenue is projected at a compound rate of approximately 0.08 annually. For purposes of a conservative analysis, an annual growth rate of 0.24 percent was applied to existing traffic volumes on IL 83 and Foster Avenue; background traffic growth was not applied to access driveways. The projected background traffic volumes are depicted in **Exhibit 4**.

Total traffic projections for Year 2023 were calculated by adding site trips (Exhibit 3) to background traffic projections (Exhibit 4). Traffic projections for the Year 2023 future build scenario are illustrated in **Exhibit 5**.

Based on a review of existing conditions, minor-leg stop control should be posted for outbound traffic at Access B. Based on this assumption, future capacity results for the build condition are provided in **Table 3.3.** Similar to the existing capacity analysis, the results for the unsignalized intersection are based on Synchro's HCM 2010 reports. For the signalized intersection of IL 83/Foster Avenue, the HCM 2010 report is unable to produce capacity results due to the presence of U-turn volumes on the southbound approach. For purposes of this analysis, the capacity results for the intersection of IL 83/Foster Avenue are based on the Synchro Lanes, Volumes, Timings report.

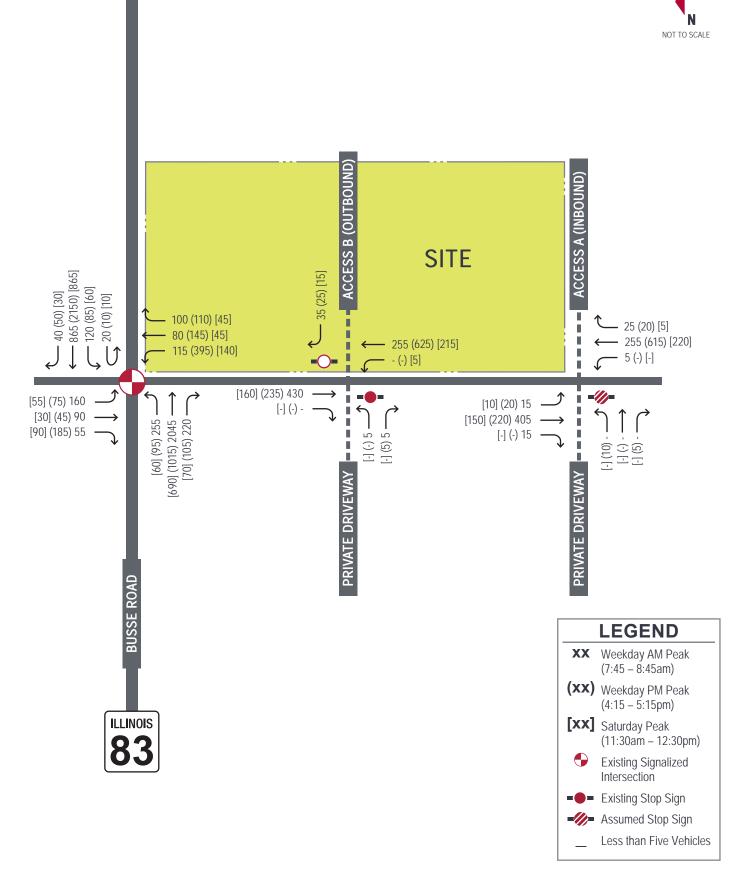


EXHIBIT 4 BACKGROUND (2023) TRAFFIC PROJECTIONS

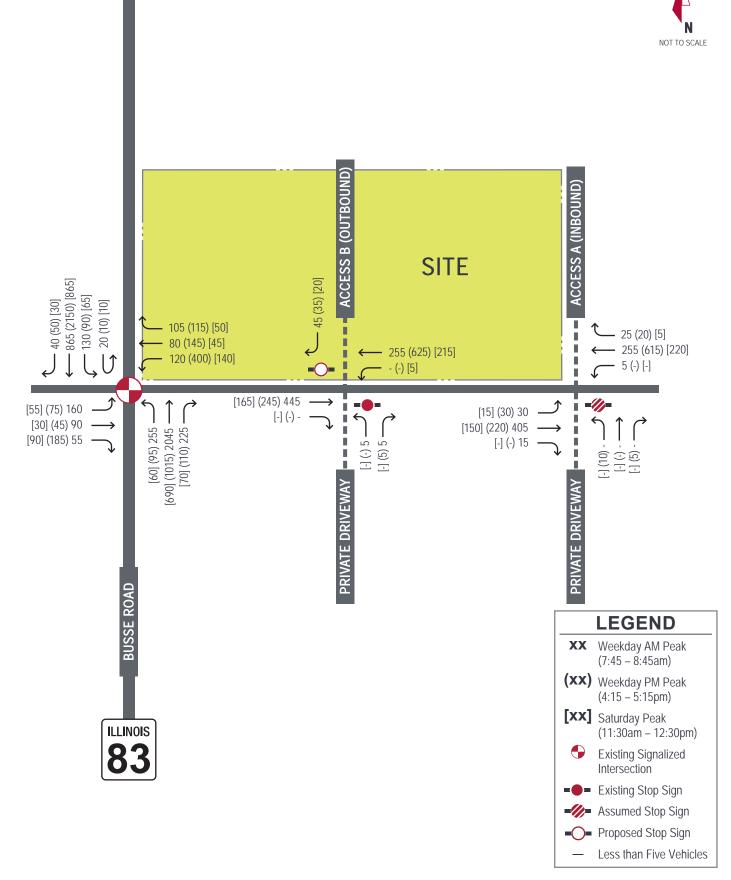


EXHIBIT 5 FUTURE BUILD (2023) TRAFFIC PROJECTIONS

Intersection		Wee AM Pea		Wee PM Pea		Satu Midday P	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
IL 83 / Foster Avenue	*						
Eastbound		79	E1	>120	F	53	D ³
Westbound		67	E	64	E	34	С
Northbound		43	D ²	38	D ²	25	C4
Southbound		48	D ²	54	D ²	25	C4
Intersection		49	D	75	Ε	28	С
Foster Avenue / Access A	\triangle						
Northbound		13	В	16	С	10+	В
Eastbound (Left)		9	А	11	В	9	А
Westbound (Left)		8	А	8	А	8	А
Foster Avenue / Access B	\triangle						
Northbound		15	В	12	В	11	В
Southbound (Right)		12	В	17	С	10-	А
Westbound (Left)		8	А	8	А	8	А
 Signalized Interset 	ection	\triangle	– Mino	or-Leg Stop-Contro	lled Intersection		

Table 3.3. Future (Year 2023) Levels of Service

¹ Thru movement operates at LOS F.

² Left-turn movement operates at LOS F.

³ Thru movement operates at LOS E.

⁴ Left-turn movement operates at LOS E.

With the addition of background traffic growth and site-generated traffic, the study intersections are expected to operate with similar delay as compared to existing conditions. Site-generated traffic is not expected to materially impact delay at the study intersections. Furthermore, the projected 95th percentile queues at the intersection of IL 83/Foster Avenue are expected to be similar to existing conditions. At Access A, the 95th percentile queue for the eastbound left-turn movement is projected to be approximately one vehicle or less during the peak hours. At Access B, the 95th percentile queue for outbound traffic is projected to be approximately one vehicle or less during the peak hours.

4. RECOMMENDATIONS & CONCLUSIONS

Based on an evaluation of existing and future conditions, the proposed expansion to the existing diesel fueling area is not expected to materially impact traffic operation at the signalized intersection of IL 83/Foster Avenue or the site access driveways. Based on a review of existing and future traffic conditions, minor-leg stop control is recommended for outbound traffic at Access B.

Several additional items should be taken into consideration when preparing the site development plans. While vertical sight distance appears to be adequate within the study area, care should be taken with landscaping, signage, and monumentation at the site access locations to ensure that adequate horizontal sight distance is provided from the new stop bar. If alterations to the site plan or land use should occur, changes to the analysis provided within this traffic impact study may be needed.

APPENDIX

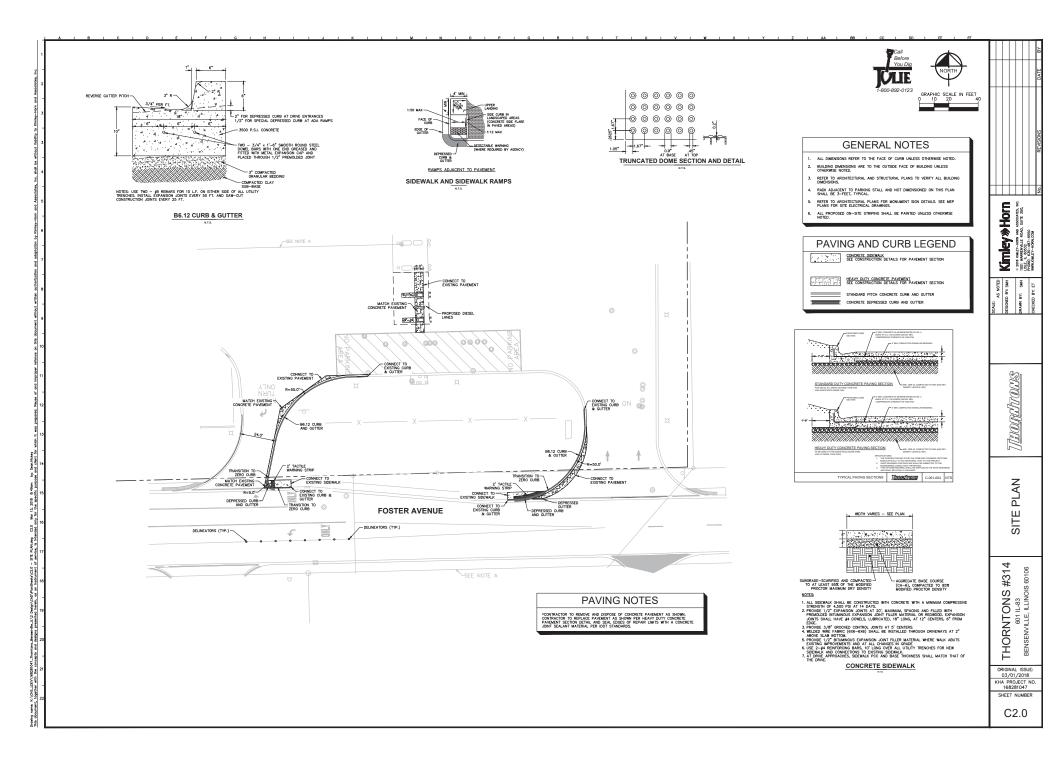
Conceptual Site Plan

Existing Synchro Capacity Reports

Future Synchro Capacity Reports

Traffic Count Data

CONCEPTUAL SITE PLAN



EXISTING SYNCHRO CAPACITY REPORTS

Weekday Morning Peak Hour

Weekday Evening Peak Hour

Saturday Midday Peak Hour

	≯	+	*	4	Ļ	•	•	1	*	L	*	¥
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	۲	eî 🗧		۲	1	1	٦	ተተቡ			۲	<u>ተተ</u> ኑ
Traffic Volume (vph)	160	90	55	110	80	100	250	2020	215	20	120	855
Future Volume (vph)	160	90	55	110	80	100	250	2020	215	20	120	855
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	325		300	550		0		310	
Storage Lanes	1		0	1		1	1		0		1	
Taper Length (ft)	100		-	175		-	155		-		155	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Frt		0.943				0.850		0.986	0.7.1	0171		0.993
Flt Protected	0.950	017 10		0.950		0.000	0.950	01700			0.950	01770
Satd. Flow (prot)	1736	1712	0	1211	1923	1188	1770	4645	0	0	1376	4218
Flt Permitted	0.585	.,	0	0.479	.,20	1100	0.950	1010	Ū	Ű	0.950	1210
Satd. Flow (perm)	1069	1712	0	611	1923	1188	1770	4645	0	0	1376	4218
Right Turn on Red	1007	.,	No	011	.,20	No		1010	No	Ű		1210
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			45				45
Link Distance (ft)		623			345			576				565
Travel Time (s)		17.0			9.4			8.7				8.6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	2%	9%	49%	4%	36%	2%	10%	11%	2%	36%	23%
Adj. Flow (vph)	168	95	58	116	84	105	263	2126	226	21	126	900
Shared Lane Traffic (%)	100	70	00	110	01	100	200	2120	220	- 1	120	700
Lane Group Flow (vph)	168	153	0	116	84	105	263	2352	0	0	147	942
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			22				22
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2		1	2	1	1	2		1	1	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100		20	100	20	20	100		20	20	100
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	20	6
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex				CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA
Protected Phases	7	4		3	8	1!	5	2		1!	1	6
Protected Phases	/	4		3	8	1!	5	2		1!	1	6

Existing (2018) Traffic Volumes 7:45 am 03/01/2018 AM Peak Hour KAS

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Lane GroupSBRLane GroupSBRIraffic Volume (vph)40Future Volume (vph)40Ideal Flow (vphpl)1900Storage Length (ft)0Storage Lanes0Taper Length (ft)1Lane Util. Factor0.91FrtFit ProtectedSatd. Flow (prot)0Fit Permitted0Satd. Flow (perm)0Right Turn on RedNoSatd. Flow (RTOR)1Link Speed (mph)1Link Speed (mph)1Link Distance (ft)1Travel Time (s)9Peak Hour Factor0.95Heavy Vehicles (%)3%Adj. Flow (vph)42Shared Lane Traffic (%)1Lane Group Flow (vph)0Enter Blocked IntersectionNoLane AlignmentRightMedian Width(ft)1.00Turning Speed (mph)9Number of Detectors0Detector Template1.00Leading Detector (ft)7Trailing Detector (ft)9Number of Detectors0Detector 1 Size(ft)0Detector 1 Size(ft)0Detector 2 Size(ft)0Detector 2 Size(ft)0Detector 2 Channel0Detector 2 Channel0Detector 2 Channel0Detector 2 Channel0Detector 2 Extend (s)0Turn Type9Protected Phases0 <th></th> <th></th>		
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Protected Phases		
	Protected Phases	

Existing (2018) Traffic Volumes 7:45 am 03/01/2018 AM Peak Hour KAS

03/20/201	8
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	1	5	2		1	1	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	3.0	3.0	15.0		3.0	3.0	15.0
Minimum Split (s)	7.0	51.5		7.0	14.5	7.5	7.5	30.5		7.5	7.5	21.5
Total Split (s)	21.0	22.0		18.0	19.0	20.0	34.0	90.0		20.0	20.0	76.0
Total Split (%)	14.0%	14.7%		12.0%	12.7%	13.3%	22.7%	60.0%		13.3%	13.3%	50.7%
Maximum Green (s)	17.0	15.5		14.0	12.5	15.5	29.5	83.5		15.5	15.5	69.5
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5		3.5	3.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0	1.0	1.0	2.0		1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5	4.5	4.5	6.5			4.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0		4.0	5.0	4.0	4.0	7.0		4.0	4.0	7.0
Recall Mode	Min	Min		Min	Min	Min	Min	C-Min		Min	Min	C-Min
Walk Time (s)	101111	10.0		IVIIII	IVIIII	IVIIII	IVIIII	7.0		IVIIII	IVIIII	
Flash Dont Walk (s)		35.0						17.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)	34.0	15.5		29.1	13.1	35.6	26.6	83.5			16.0	72.9
Actuated g/C Ratio	0.23	0.10		0.19	0.09	0.24	0.18	0.56			0.11	0.49
v/c Ratio	0.23	0.10		0.13	0.09	0.24	0.18	0.50			1.01	0.49
Control Delay	55.3	105.4		69.2	76.6	53.0	82.2	36.3			140.8	27.0
Queue Delay	0.0	0.0		09.2	0.0	0.0	02.2	0.0			0.0	0.0
Total Delay	55.3	105.4		69.2	76.6	53.0	82.2	36.3			140.8	27.0
LOS	55.5 E	105.4 F		09.2 E	70.0 E	53.0 D	οz.z F	30.3 D			140.0 F	27.0 C
	L	79.2		L	65.7	U	Г	41.0			Г	42.3
Approach Delay		79.2 E			65.7 E			41.0 D				42.3 D
Approach LOS	17.0			14.0		1 E E	20 E			1 E E	1 E E	-
90th %ile Green (s)	17.0	15.5		14.0	12.5	15.5	29.5	83.5		15.5	15.5	69.5
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Coord		Max	Max	Coord
70th %ile Green (s)	17.0	15.5		14.0	12.5	15.5	29.5	83.5		15.5	15.5	69.5
70th %ile Term Code	Max	Max		Max	Max	Max	Max	Coord		Max	Max	Coord
50th %ile Green (s)	17.0	15.5		14.0	12.5	15.5	28.5	83.5		15.5	15.5	70.5
50th %ile Term Code	Max	Max		Max	Max	Max	Gap	Coord		Max	Max	Coord
30th %ile Green (s)	16.1	15.5		14.0	13.4	15.5	25.1	83.5		15.5	15.5	73.9
30th %ile Term Code	Gap	Max		Max	Hold	Max	Gap	Coord		Max	Max	Coord
10th %ile Green (s)	12.6	15.7		11.5	14.6	17.8	20.2	83.5		17.8	17.8	81.1
10th %ile Term Code	Gap	Gap		Gap	Hold	Max	Gap	Coord		Max	Max	Coord
Queue Length 50th (ft)	140	150		96	80	88	248	733			~154	226
Queue Length 95th (ft)	214	#283		#172	140	150	#367	810			#304	271
Internal Link Dist (ft)		543			265			496				485
Turn Bay Length (ft)	130			325		300	550				310	
Base Capacity (vph)	323	177		176	168	281	348	2585			146	2050
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	0.52	0.86		0.66	0.50	0.37	0.76	0.91			1.01	0.46
Intersection Summary												

Existing (2018) Traffic Volumes 7:45 am 03/01/2018 AM Peak Hour KAS

03/20/2018

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Lane Group	SBR
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	
90th %ile Term Code	
70th %ile Green (s)	
70th %ile Term Code	
50th %ile Green (s)	
50th %ile Term Code	
30th %ile Green (s)	
30th %ile Term Code	
10th %ile Green (s)	
10th %ile Term Code	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Existing (2018) Traffic Volumes 7:45 am 03/01/2018 AM Peak Hour KAS

Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Le	ength: 150		
Offset: 128 (85%)	, Referenced to phase 2:NE	3T and 6:SBT, Start of Green	
Natural Cycle: 150)		
Control Type: Actu	uated-Coordinated		
Maximum v/c Rati	o: 1.01		
Intersection Signa	l Delay: 45.9	Intersection LOS: D	
Intersection Capa	city Utilization 85.0%	ICU Level of Service E	
Analysis Period (n	nin) 15		
~ Volume excee	ds capacity, queue is theor	etically infinite.	
Queue shown	is maximum after two cycle	S.	
# 95th percentile	e volume exceeds capacity,	queue may be longer.	
Queue shown	is maximum after two cycle	S.	
Phase conflict	between lane groups.		

Splits and Phases: 100: IL 83 & Foster Avenue

Ø1	1 ø₂ (R) 	√ Ø3	A ₀₄
20 s	90 s	18 s	22 s
▲ Ø5	🛛 🕇 🖉 Ø6 (R)		₹ø8
34 s	76 s	21 s	19 s

Intersection

Int Delay, s/veh

0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4Î			र्भ			4				1
Traffic Vol, veh/h	0	425	1	1	250	0	5	0	5	0	0	35
Future Vol, veh/h	0	425	1	1	250	0	5	0	5	0	0	35
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	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, %	2	14	2	2	25	2	25	2	2	2	2	92
Mvmt Flow	0	447	1	1	263	0	5	0	5	0	0	37

Major/Minor	Major1		Ma	ajor2		ſ	Minor1		Ν	/linor2				
Conflicting Flow All	-	0	0	448	0	0	713	713	448	-	-	263		
Stage 1	-	-	-	-	-	-	448	448	-	-	-	-		
Stage 2	-	-	-	-	-	-	265	265	-	-	-	-		
Critical Hdwy	-	-	-	4.12	-	-	7.35	6.52	6.22	-	-	7.12		
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.52	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.52	-	-	-	-		
Follow-up Hdwy	-	-	- 2	.218	-	-	3.725	4.018	3.318	-	-	4.128		
Pot Cap-1 Maneuver	0	-	- '	1112	-	0	319	357	611	0	0	600		
Stage 1	0	-	-	-	-	0	548	573	-	0	0	-		
Stage 2	0	-	-	-	-	0	692	689	-	0	0	-		
Platoon blocked, %		-	-		-									
Mov Cap-1 Maneuver	r -	-	- '	1112	-	-	299	357	611	-	-	600		
Mov Cap-2 Maneuver	r -	-	-	-	-	-	299	357	-	-	-	-		
Stage 1	-	-	-	-	-	-	548	573	-	-	-	-		
Stage 2	-	-	-	-	-	-	649	688	-	-	-	-		

Approach	EB	WB	NB	SB	
HCM Control Delay, s	0	0	14.2	11.4	
HCM LOS			В	В	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	402	-	-	1112	-	600
HCM Lane V/C Ratio	0.026	-	-	0.001	-	0.061
HCM Control Delay (s)	14.2	-	-	8.2	0	11.4
HCM Lane LOS	В	-	-	А	А	В
HCM 95th %tile Q(veh)	0.1	-	-	0	-	0.2

Intersection

Int Delay, s/veh

0.3

MovementEBLEBTEBRWBLWBTWBRNBLNBTNBRSBLSBTSBRLane ConfigurationsImage: Second stress of the stress of th	
Traffic Vol, veh/h 15 400 15 5 250 25 1 1 1 0 0 0 Future Vol, veh/h 15 400 15 5 250 25 1 1 1 0 0 0 Conflicting Peds, #/hr 0 <td></td>	
Future Vol, veh/h 15 400 15 5 250 25 1 1 1 0 0 0 Conflicting Peds, #/hr 0 <	
Conflicting Peds, #/hr00000000000Sign ControlFreeFreeFreeFreeFreeStopStopStopStopStopRT ChannelizedNoneNoneNoneStorage Length	
Sign ControlFreeFreeFreeFreeFreeStopStopStopStopStopRT ChannelizedNoneNoneNoneStorage Length	
RT Channelized - - None - None - None Storage Length - - - - - - - - None	
Storage Length	
Veh in Median Storage, # - 0 0 0	
Grade, % - 0 0 0 0 -	
Peak Hour Factor 95 95 95 95 95 95 95 95 95 95 95 95 95	
Heavy Vehicles, % 94 13 2 2 24 87 2 2 2 2 2 2 2	
Mvmt Flow 16 421 16 5 263 26 1 1 1 0 0 0	

Major/Minor	Major1		Majo	⁻ 2		Minor1			
Conflicting Flow All	289	0	0 43	37 0	0	748	761	429	
Stage 1	-	-	-		-	461	461	-	
Stage 2	-	-	-		-	287	300	-	
Critical Hdwy	5.04	-	- 4.1	2 -	-	6.42	6.52	6.22	
Critical Hdwy Stg 1	-	-	-		-	5.42	5.52	-	
Critical Hdwy Stg 2	-	-	-		-	5.42	5.52	-	
Follow-up Hdwy	3.046	-	- 2.2	- 8	-	3.518	4.018	3.318	
Pot Cap-1 Maneuver	889	-	- 112	- 33	-	380	335	626	
Stage 1	-	-	-		-	635	565	-	
Stage 2	-	-	-		-	762	666	-	
Platoon blocked, %		-	-	-	-				
Mov Cap-1 Maneuver	889	-	- 112	- 33	-	369	0	626	
Mov Cap-2 Maneuver	-	-	-		-	369	0	-	
Stage 1	-	-	-		-	620	0	-	
Stage 2	-	-	-		-	758	0	-	

Approach	EB	WB	NB	
HCM Control Delay, s	0.3	0.1	12.8	
HCM LOS			В	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	464	889	-	-	1123	-	-
HCM Lane V/C Ratio	0.007	0.018	-	-	0.005	-	-
HCM Control Delay (s)	12.8	9.1	0	-	8.2	0	-
HCM Lane LOS	В	А	А	-	А	А	-
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-

	-		-	+	•	1	†	1	L	1	Ŧ
Lane Group EB	_ EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	ኘ ኈ		<u>۲</u>	†	1	۲	4 4 1			<u>۲</u>	ተተኈ
Traffic Volume (vph) 7		185	385	145	110	95	1000	100	10	85	2125
Future Volume (vph) 7		185	385	145	110	95	1000	100	10	85	2125
Ideal Flow (vphpl) 190		1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft) 13		0	325		300	550		0		310	
0 0 . ,	1	0	1		1	1		0		1	
Taper Length (ft) 10)		175			155				155	
Lane Util. Factor 1.0		1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Frt	0.879				0.850		0.986				0.997
Flt Protected 0.95			0.950			0.950				0.950	
Satd. Flow (prot) 175		0	1687	1961	1302	1770	4314	0	0	1367	4926
Flt Permitted 0.66			0.255			0.950				0.950	
Satd. Flow (perm) 121		0	453	1961	1302	1770	4314	0	0	1367	4926
Right Turn on Red		No			No			No			
Satd. Flow (RTOR)											
Link Speed (mph)	25			25			45				45
Link Distance (ft)	582			345			619				563
Travel Time (s)	15.9			9.4			9.4				8.5
Peak Hour Factor 0.9		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%) 39		2%	7%	2%	24%	2%	17%	34%	8%	35%	5%
Adj. Flow (vph) 7		195	405	153	116	100	1053	105	11	89	2237
Shared Lane Traffic (%)											-
Lane Group Flow (vph) 7	9 242	0	405	153	116	100	1158	0	0	100	2290
Enter Blocked Intersection N		No	No	No	No	No	No	No	No	No	No
Lane Alignment Lei	t Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)	12	J		12	5		22	0			22
Link Offset(ft)	0			0			0				0
Crosswalk Width(ft)	16			16			16				16
Two way Left Turn Lane											
Headway Factor 1.0) 1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph) 1	5	9	15		9	15		9	9	15	
	1 2		1	2	1	1	2		1	1	2
Detector Template Let	t Thru		Left	Thru	Right	Left	Thru		Left	Left	Thru
Leading Detector (ft) 2) 100		20	100	20	20	100		20	20	100
Trailing Detector (ft)) 0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0 0		0	0	0	0	0		0	0	0
Detector 1 Size(ft) 2) 6		20	6	20	20	6		20	20	6
Detector 1 Type CI+E	k CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel											
Detector 1 Extend (s) 0.	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s) 0.	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s) 0.	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	94			94			94				94
Detector 2 Size(ft)	6			6			6				6
Detector 2 Type	CI+Ex			CI+Ex			CI+Ex				CI+Ex
Detector 2 Channel											
Detector 2 Extend (s)	0.0			0.0			0.0				0.0
Turn Type pm+p	t NA		pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA
	7 4		3	8	. 1!	5	2		1!	1	6

Existing (2017) Traffic Volumes 4:15 pm 03/01/2018 PM Peak Hour KAS

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Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	50
Future Volume (vph)	50
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	4%
Adj. Flow (vph)	53
Shared Lane Traffic (%)	55
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	Kiyill
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	1.00
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Existing (2017) Traffic Volumes 4:15 pm 03/01/2018 PM Peak Hour KAS

03/20/201	8
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	1	5	2		1	1	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	3.0	3.0	15.0		3.0	3.0	15.0
Minimum Split (s)	7.0	51.5		7.0	14.5	7.5	7.5	30.5		7.5	7.5	21.5
Total Split (s)	17.0	17.0		39.0	39.0	19.0	15.0	75.0		19.0	19.0	79.0
Total Split (%)	11.3%	11.3%		26.0%	26.0%	12.7%	10.0%	50.0%		12.7%	12.7%	52.7%
Maximum Green (s)	13.0	10.5		35.0	32.5	14.5	10.5	68.5		14.5	14.5	72.5
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5		3.5	3.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0	1.0	1.0	2.0		1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5	4.5	4.5	6.5			4.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0		4.0	5.0	4.0	4.0	7.0		4.0	4.0	7.0
Recall Mode	Min	Min		Min	Min	Min	Min	C-Min		Min	Min	C-Min
Walk Time (s)		10.0						7.0				
Flash Dont Walk (s)		35.0						17.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)	25.0	11.7		52.0	34.7	55.0	10.5	69.1			13.9	72.5
Actuated g/C Ratio	0.17	0.08		0.35	0.23	0.37	0.07	0.46			0.09	0.48
v/c Ratio	0.33	1.91		0.93	0.34	0.24	0.81	0.58			0.79	0.96
Control Delay	40.1	470.4		71.9	51.2	35.1	110.4	31.4			105.0	48.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	40.1	470.4		71.9	51.2	35.1	110.4	31.4			105.0	48.9
LOS	D	F		,, E	D	D	F	C			F	D
Approach Delay	D	364.5		-	60.9	U	•	37.7			•	51.3
Approach LOS		F			E			07.7 D				D
90th %ile Green (s)	13.0	10.5		35.0	32.5	14.5	10.5	68.5		14.5	14.5	72.5
90th %ile Term Code	Max	Max		Max	Hold	Max	Max	Coord		Max	Max	Coord
70th %ile Green (s)	12.5	10.5		35.0	33.0	14.5	10.5	68.5		14.5	14.5	72.5
70th %ile Term Code	Gap	Max		Max	Hold	Max	Max	Coord		Max	Max	Coord
50th %ile Green (s)	11.1	10.5		35.0	34.4	14.5	10.5	68.5		14.5	14.5	72.5
50th %ile Term Code	Gap	Max		Max	Hold	Max	Max	Coord		Max	Max	Coord
30th %ile Green (s)	9.7	10.5		35.0	35.8	14.5	10.5	68.5		14.5	14.5	72.5
30th %ile Term Code		Max		Max	Hold	Max	Max	Coord		Max	Max	Coord
10th %ile Green (s)	Gap 7.8	16.4		29.1	37.7	11.3	10.5	71.7		11.3	11.3	72.5
10th %ile Term Code		Max			Hold	Gap	Max					
	Gap			Gap		Gap 78		Coord 304		Gap	Gap 97	Coord
Queue Length 50th (ft)	53	~375 #EE2		341 #522	126		98 #205					778 #074
Queue Length 95th (ft)	94	#553		#532	200	134	#205	353			#197	#876
Internal Link Dist (ft)	100	502		225	265	200	FFO	539			210	483
Turn Bay Length (ft)	130	107		325	450	300	550	1000			310	2200
Base Capacity (vph)	267	127		444	453	483	123	1988			132	2380
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	0.30	1.91		0.91	0.34	0.24	0.81	0.58			0.76	0.96
Intersection Summary												

Existing (2017) Traffic Volumes 4:15 pm 03/01/2018 PM Peak Hour KAS

03/20/2018

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Lane Group	SBR
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	
90th %ile Term Code	
70th %ile Green (s)	
70th %ile Term Code	
50th %ile Green (s)	
50th %ile Term Code	
30th %ile Green (s)	
30th %ile Term Code	
10th %ile Green (s)	
10th %ile Term Code	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Existing (2017) Traffic Volumes 4:15 pm 03/01/2018 PM Peak Hour KAS

Area Type:	Other		
Cycle Length: 15	0		
Actuated Cycle L	ength: 150		
Offset: 33 (22%),	Referenced to phase 2:NBT	and 6:SBT, Start of Green	
Natural Cycle: 15	0		
Control Type: Act	tuated-Coordinated		
Maximum v/c Ra	tio: 1.91		
Intersection Sign	al Delay: 70.6	Intersection LOS: E	
Intersection Capa	acity Utilization 100.4%	ICU Level of Service G	
Analysis Period (min) 15		
~ Volume exce	eds capacity, queue is theore	etically infinite.	
	is maximum after two cycles		
# 95th percenti	e volume exceeds capacity,	queue may be longer.	
Queue shown	is maximum after two cycles		
! Phase conflict	between lane groups.		

Splits and Phases: 100: IL 83 & Foster Avenue

Ø1	Ø2 (R)	√ Ø3		ø₄
19 s	75 s	39 s		17 s
Ø 5	😾 Ø6 (R)		₹ Ø8	
15 s	79 s	17 s	39 s	

Intersection

Int Delay, s/veh

0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		f,			र्च			4				1	
Traffic Vol, veh/h	0	230	1	1	615	0	1	0	5	0	0	25	
Future Vol, veh/h	0	230	1	1	615	0	1	0	5	0	0	25	
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										
Storage Length	-	-	-	-	-	-	-	-	-	-	-	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, %	2	29	2	2	7	2	100	2	25	2	2	81	
Mvmt Flow	0	242	1	1	647	0	1	0	5	0	0	26	

Major/Minor	Major1		Ν	lajor2		Ν	/linor1		Ν	1inor2				
Conflicting Flow All	-	0	0	243	0	0	892	892	243	-	-	647		
Stage 1	-	-	-	-	-	-	243	243	-	-	-	-		
Stage 2	-	-	-	-	-	-	649	649	-	-	-	-		
Critical Hdwy	-	-	-	4.12	-	-	8.1	6.52	6.45	-	-	7.01		
Critical Hdwy Stg 1	-	-	-	-	-	-	7.1	5.52	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	7.1	5.52	-	-	-	-		
Follow-up Hdwy	-	-	-	2.218	-	-	4.4	4.018	3.525	-	-	4.029		
Pot Cap-1 Maneuver	0	-	-	1323	-	0	181	281	743	0	0	356		
Stage 1	0	-	-	-	-	0	586	705	-	0	0	-		
Stage 2	0	-	-	-	-	0	330	466	-	0	0	-		
Platoon blocked, %		-	-		-									
Mov Cap-1 Maneuver	r -	-	-	1323	-	-	167	281	743	-	-	356		
Mov Cap-2 Maneuver	r -	-	-	-	-	-	167	281	-	-	-	-		
Stage 1	-	-	-	-	-	-	586	705	-	-	-	-		
Stage 2	-	-	-	-	-	-	305	466	-	-	-	-		
5														

Approach	EB	WB	NB	SB	
HCM Control Delay, s	0	0	12.7	15.9	
HCM LOS			В	С	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	472	-	-	1323	-	356
HCM Lane V/C Ratio	0.013	-	-	0.001	-	0.074
HCM Control Delay (s)	12.7	-	-	7.7	0	15.9
HCM Lane LOS	В	-	-	А	А	С
HCM 95th %tile Q(veh)	0	-	-	0	-	0.2

Intersection

Int Delay, s/veh

0.5

5.													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4					
Traffic Vol, veh/h	20	215	1	1	605	20	10	1	5	0	0	0	
Future Vol, veh/h	20	215	1	1	605	20	10	1	5	0	0	0	
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										
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage,	# -	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, %	86	24	2	2	7	85	2	2	2	2	2	2	
Mvmt Flow	21	226	1	1	637	21	11	1	5	0	0	0	

Major/Minor	Major1		Major	2	Ν	Minor1			
Conflicting Flow All	658	0	0 22	0	0	918	929	227	
Stage 1	-	-	-		-	269	269	-	
Stage 2	-	-	-		-	649	660	-	
Critical Hdwy	4.96	-	- 4.12	2 -	-	6.42	6.52	6.22	
Critical Hdwy Stg 1	-	-	-		-	5.42	5.52	-	
Critical Hdwy Stg 2	-	-	-		-	5.42	5.52	-	
Follow-up Hdwy	2.974	-	- 2.218	} -	-	3.518	4.018	3.318	
Pot Cap-1 Maneuver	634	-	- 134	-	-	302	268	812	
Stage 1	-	-	-		-	776	687	-	
Stage 2	-	-	-		-	520	460	-	
Platoon blocked, %		-	-	-	-				
Mov Cap-1 Maneuver	634	-	- 134	-	-	290	0	812	
Mov Cap-2 Maneuver	-	-	-		-	290	0	-	
Stage 1	-	-	-		-	747	0	-	
Stage 2	-	-	-		-	519	0	-	

Approach	EB	WB	NB	
HCM Control Delay, s	0.9	0	15.2	
HCM LOS			С	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	369	634	-	-	1341	-	-
HCM Lane V/C Ratio	0.046	0.033	-	-	0.001	-	-
HCM Control Delay (s)	15.2	10.9	0	-	7.7	0	-
HCM Lane LOS	С	В	А	-	Α	А	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	ኘ	ţ,		۲	†	1	ሻ	ተተቡ			٦	<u>ተተ</u> ኑ
Traffic Volume (vph)	55	30	90	135	45	45	60	680	70	10	60	855
Future Volume (vph)	55	30	90	135	45	45	60	680	70	10	60	855
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	325		300	550		0		310	
Storage Lanes	1		0	1		1	1		0		1	
Taper Length (ft)	100			175			155				155	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Frt		0.888				0.850		0.986				0.995
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1770	1650	0	1641	1923	1335	1770	4622	0	0	1444	4786
Flt Permitted	0.726			0.482			0.950				0.950	
Satd. Flow (perm)	1352	1650	0	833	1923	1335	1770	4622	0	0	1444	4786
Right Turn on Red			No			No			No			
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			45				45
Link Distance (ft)		741			345			643				599
Travel Time (s)		20.2			9.4			9.7				9.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	3%	2%	10%	4%	21%	2%	10%	17%	2%	29%	8%
Adj. Flow (vph)	58	32	95	142	47	47	63	716	74	11	63	900
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	127	0	142	47	47	63	790	0	0	74	932
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12	5		12	0		12	0			12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			22				22
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2		1	2	1	1	2		1	1	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100		20	100	20	20	100		20	20	100
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	20	6
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex				CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
	pm+pt	NA		pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA
				3	8	. 1!	5	2		1!		6

Existing (2017) Traffic Volumes 11:30 am 03/01/2018 Saturday Midday Peak Hour KAS

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Lane Group	SBR
Lone Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	0
Lane Util. Factor	0.91
Frt	0.71
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	0
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	NU
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s) Peak Hour Factor	0.95
Heavy Vehicles (%)	3% 32
Adj. Flow (vph)	32
Shared Lane Traffic (%)	0
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Existing (2017) Traffic Volumes 11:30 am 03/01/2018 Saturday Midday Peak Hour KAS

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	1	5	2		1	1	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	3.0	3.0	15.0		3.0	3.0	15.0
Minimum Split (s)	7.0	51.5		7.0	14.5	7.5	7.5	30.5		7.5	7.5	21.5
Total Split (s)	19.0	21.0		24.0	26.0	22.0	22.0	53.0		22.0	22.0	53.0
Total Split (%)	15.8%	17.5%		20.0%	21.7%	18.3%	18.3%	44.2%		18.3%	18.3%	44.2%
Maximum Green (s)	15.0	14.5		20.0	19.5	17.5	17.5	46.5		17.5	17.5	46.5
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5		3.5	3.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0	1.0	1.0	2.0		1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5	4.5	4.5	6.5			4.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0		4.0	5.0	4.0	4.0	7.0		4.0	4.0	7.0
Recall Mode	Min	Min		Min	Min	Min	Min	C-Min		Min	Min	C-Min
Walk Time (s)		10.0						7.0				0 11111
Flash Dont Walk (s)		35.0						17.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)	26.8	15.1		35.6	20.1	39.0	10.6	56.8			12.4	58.6
Actuated g/C Ratio	0.22	0.13		0.30	0.17	0.32	0.09	0.47			0.10	0.49
v/c Ratio	0.22	0.13		0.42	0.17	0.32	0.40	0.36			0.10	0.47
Control Delay	30.3	62.6		35.0	42.2	26.2	58.6	22.1			61.3	21.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	30.3	62.6		35.0	42.2	26.2	58.6	22.1			61.3	21.4
LOS	C	62.0 E		00.0 C	τ <u>2</u> .2	20.2 C	50.0 E	22.1 C			E	21.4 C
Approach Delay	0	52.4		0	34.7	Ŭ	L	24.8			L	24.3
Approach LOS		52.4 D			C			24.0 C				24.3 C
90th %ile Green (s)	11.7	15.4		19.1	22.8	17.2	14.3	46.8		17.2	17.2	49.7
90th %ile Term Code	Gap	Max		Gap	Hold	Gap	Gap	Coord		Gap	Gap	Coord
70th %ile Green (s)	10.2	18.6		15.7	24.1	14.4	12.1	49.8		14.4	14.4	52.1
70th %ile Term Code	Gap	Gap		Gap	Hold	Gap	Gap	Coord		Gap	Gap	Coord
50th %ile Green (s)	9.3	16.4		14.1	21.2	12.4	10.6	55.6		12.4	12.4	57.4
50th %ile Term Code	Gap	Gap		Gap	Hold	Gap	Gap	Coord		Gap	Gap	Coord
30th %ile Green (s)	8.3	0ap 14.2		0ap 12.4	18.3	0ap 10.4	9.1	61.5		0ap 10.4	0ap 10.4	62.8
30th %ile Term Code	Gap	Gap			Hold	Gap		Coord		Gap	Gap	Coord
10th %ile Green (s)	6.7	0ap 10.9		Gap 9.7	13.9	Gap 7.6	Gap 6.9	70.3		бар 7.6	Gap 7.6	71.0
10th %ile Term Code					Hold							
	Gap 32	Gap		Gap 83		Gap	Gap 47	Coord		Gap	Gap 55	Coord
Queue Length 50th (ft)		93 141			31	25 50		141				166
Queue Length 95th (ft)	62	161		132	65 27 F	50	91	201			102	229
Internal Link Dist (ft)	100	661		225	265	200	FFO	563			210	519
Turn Bay Length (ft)	130	210		325	242	300	550	0107			310	2227
Base Capacity (vph)	416	218		383	343	490	258	2187			210	2337
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 26			0 25	0 40
Reduced v/c Ratio	0.14	0.58		0.37	0.14	0.10	0.24	0.36			0.35	0.40
Intersection Summary												

Existing (2017) Traffic Volumes 11:30 am 03/01/2018 Saturday Midday Peak Hour KAS

03/20/2018

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Lane Group SBR
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
90th %ile Green (s)
90th %ile Term Code
70th %ile Green (s)
70th %ile Term Code
50th %ile Green (s)
50th %ile Term Code
30th %ile Green (s)
30th %ile Term Code
10th %ile Green (s)
10th %ile Term Code
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio
Intersection Summary

Existing (2017) Traffic Volumes 11:30 am 03/01/2018 Saturday Midday Peak Hour KAS

Area Type: Other		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 114 (95%), Referenced to phase 2:NBT and	6:SBT, Start of Green	
Natural Cycle: 100		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.61		
Intersection Signal Delay: 27.8	Intersection LOS: C	
Intersection Capacity Utilization 49.2%	ICU Level of Service A	
Analysis Period (min) 15		
Phase conflict between lane groups.		

Splits and Phases: 100: IL 83 & Foster Avenue

Ø1		√ Ø3	<u></u> Ø4
22 s	53 s	24 s	21 s
▲ Ø5	↓ Ø6 (R)	≯ _{Ø7}	4 Ø8
22 s	53 s	19 s	26 s

Intersection

Int Delay, s/veh

0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		1	LDI	TIDE	4	WBR	NDL	4	HER	ODL	001	1	
Traffic Vol, veh/h	0	160	1	5	210	0	1	0	1	0	0	15	
Future Vol, veh/h	0	160	1	5	210	0	1	0	1	0	0	15	
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	-	-	-	-	-	-	-	-	-	-	-	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, %	2	17	2	2	7	2	2	2	2	2	2	2	
Mvmt Flow	0	168	1	5	221	0	1	0	1	0	0	16	

Major/Minor	Major1		М	ajor2		[Vinor1		Ν	/linor2				
Conflicting Flow All	-	0	0	169	0	0	401	401	169	-	-	221		
Stage 1	-	-	-	-	-	-	169	169	-	-	-	-		
Stage 2	-	-	-	-	-	-	232	232	-	-	-	-		
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	-	-	6.22		
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	-	-	-		
Follow-up Hdwy	-	-	- 2	2.218	-	-	3.518	4.018	3.318	-	-	3.318		
Pot Cap-1 Maneuver	0	-	-	1409	-	0	560	538	875	0	0	819		
Stage 1	0	-	-	-	-	0	833	759	-	0	0	-		
Stage 2	0	-	-	-	-	0	771	713	-	0	0	-		
Platoon blocked, %		-	-		-									
Mov Cap-1 Maneuver	r-	-	-	1409	-	-	548	536	875	-	-	819		
Mov Cap-2 Maneuver	r -	-	-	-	-	-	548	536	-	-	-	-		
Stage 1	-	-	-	-	-	-	833	759	-	-	-	-		
Stage 2	-	-	-	-	-	-	753	710	-	-	-	-		
2														

Approach	EB	WB	NB	SB	
HCM Control Delay, s	0	0.2	10.4	9.5	
HCM LOS			В	А	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	674	-	-	1409	-	819
HCM Lane V/C Ratio	0.003	-	-	0.004	-	0.019
HCM Control Delay (s)	10.4	-	-	7.6	0	9.5
HCM Lane LOS	В	-	-	А	А	А
HCM 95th %tile Q(veh)	0	-	-	0	-	0.1

Intersection

Int Delay, s/veh

0.3

5.													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4					
Traffic Vol, veh/h	10	150	1	1	215	5	1	1	1	0	0	0	
Future Vol, veh/h	10	150	1	1	215	5	1	1	1	0	0	0	
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										
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage,	# -	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, %	91	12	2	2	6	80	2	2	2	2	2	2	
Mvmt Flow	11	158	1	1	226	5	1	1	1	0	0	0	
	11	100	1		220	5		I	I	0	0	0	

Major/Minor	Major1		Ма	jor2		ſ	Vinor1			
Conflicting Flow All	232	0	0	159	0	0	410	413	158	
Stage 1	-	-	-	-	-	-	179	179	-	
Stage 2	-	-	-	-	-	-	231	234	-	
Critical Hdwy	5.01	-	- 4	4.12	-	-	6.42	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-	
Follow-up Hdwy	3.019	-	- 2.	218	-	-	3.518	4.018	3.318	
Pot Cap-1 Maneuver	950	-	- 1	420	-	-	598	529	887	
Stage 1	-	-	-	-	-	-	852	751	-	
Stage 2	-	-	-	-	-	-	807	711	-	
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	950	-	- 1	420	-	-	590	0	887	
Mov Cap-2 Maneuver	-	-	-	-	-	-	590	0	-	
Stage 1	-	-	-	-	-	-	841	0	-	
Stage 2	-	-	-	-	-	-	806	0	-	

Approach	EB	WB	NB	
HCM Control Delay, s	0.5	0	10.1	
HCM LOS			В	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	709	950	-	-	1420	-	-
HCM Lane V/C Ratio	0.004	0.011	-	-	0.001	-	-
HCM Control Delay (s)	10.1	8.8	0	-	7.5	0	-
HCM Lane LOS	В	А	А	-	А	А	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-

FUTURE SYNCHRO CAPACITY REPORTS

Weekday Morning Peak Hour

Weekday Evening Peak Hour

Saturday Midday Peak Hour

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	۲	eî 🗧		۲	1	1	٦	4 1 1			۲	<u>ተተ</u> ኑ
Traffic Volume (vph)	160	90	55	120	80	105	255	2045	225	20	130	865
Future Volume (vph)	160	90	55	120	80	105	255	2045	225	20	130	865
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	325		300	550		0		310	
Storage Lanes	1		0	1		1	1		0		1	
Taper Length (ft)	100		-	175		-	155		-		155	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Frt		0.943				0.850		0.985				0.993
Flt Protected	0.950	017 10		0.950		0.000	0.950	01700			0.950	01770
Satd. Flow (prot)	1736	1712	0	1211	1923	1162	1770	4632	0	0	1329	4218
Flt Permitted	0.595	.,	0	0.473	.,20		0.950	1002	Ū	Ű	0.950	1210
Satd. Flow (perm)	1087	1712	0	603	1923	1162	1770	4632	0	0	1329	4218
Right Turn on Red		.,	No		.,20	No		1002	No	Ű		1210
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			45				45
Link Distance (ft)		820			345			696				660
Travel Time (s)		22.4			9.4			10.5				10.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	2%	9%	49%	4%	39%	2%	10%	13%	2%	41%	23%
Adj. Flow (vph)	168	95	58	126	84	111	268	2153	237	21	137	911
Shared Lane Traffic (%)	100			.20	01		200	2100	207			,
Lane Group Flow (vph)	168	153	0	126	84	111	268	2390	0	0	158	953
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			22				22
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2		1	2	1	1	2		1	1	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100		20	100	20	20	100		20	20	100
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	20	6
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex				CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA
Protected Phases	7	4		3	8	1!	5	2		1!	1	6
	,			0	5		0	2				

Future (2023) Traffic Projections 7:45 am 03/01/2018 AM Peak Hour KAS

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Lane GroupSBRLane GroupSBRIraffic Volume (vph)40Future Volume (vph)40Ideal Flow (vphpl)1900Storage Length (ft)0Storage Lanes0Taper Length (ft)1Lane Util. Factor0.91FrtFit ProtectedSatd. Flow (prot)0Fit Permitted0Satd. Flow (perm)0Right Turn on RedNoSatd. Flow (RTOR)1Link Speed (mph)1Link Speed (mph)1Link Distance (ft)1Travel Time (s)9Peak Hour Factor0.95Heavy Vehicles (%)3%Adj. Flow (vph)42Shared Lane Traffic (%)1Lane Group Flow (vph)0Enter Blocked IntersectionNoLane AlignmentRightMedian Width(ft)1.00Turning Speed (mph)9Number of Detectors0Detector Template1.00Leading Detector (ft)7Trailing Detector (ft)9Number of Detectors0Detector 1 Size(ft)0Detector 1 Size(ft)0Detector 2 Size(ft)0Detector 2 Size(ft)0Detector 2 Channel0Detector 2 Channel0Detector 2 Channel0Detector 2 Channel0Detector 2 Extend (s)0Turn Type9Protected Phases0 <th></th> <th></th>		
Traffic Volume (vph)40Future Volume (vph)40Ideal Flow (vphpl)1900Storage Length (ft)0Storage Lanes0Taper Length (ft)1Lane Util. Factor0.91FrtFitFlt ProtectedSatd. Flow (prot)0Satd. Flow (prot)0Right Turn on RedNoSatd. Flow (perm)0Right Turn on RedNoSatd. Flow (RTOR)1Link Distance (ft)1Travel Time (s)9Peak Hour Factor0.95Heavy Vehicles (%)3%Adj. Flow (vph)42Shared Lane Traffic (%)1Lane Group Flow (vph)0Enter Blocked IntersectionNoLane AlignmentRightMedian Width(ft)100Turning Speed (mph)9Number of Detectors1.00Turning Speed (mph)9Number of Detectors0Detector Template1.00Leading Detector (ft)1Trailing Detector (ft)1Detector 1 Size(ft)0Detector 1 Channel0Detector 1 Channel0Detector 2 Size(ft)0Detector 2 Size(ft)0De	Lane Group	SBR
Future Volume (vph)40Ideal Flow (vphpl)1900Storage Length (ft)0Storage Lanes0Taper Length (ft)1Lane Util. Factor0.91FrtFit ProtectedSatd. Flow (prot)0Fit Permitted0Satd. Flow (perm)0Right Turn on RedNoSatd. Flow (RTOR)1Link Speed (mph)1Link Distance (ft)7Travel Time (s)9Peak Hour Factor0.95Heavy Vehicles (%)3%Adj. Flow (vph)42Shared Lane Traffic (%)2Lane Group Flow (vph)0Enter Blocked IntersectionNoLane AlignmentRightMedian Width(ft)1.00Turning Speed (mph)9Number of Detectors1.00Turning Speed (mph)9Number of Detectors9Number of Detectors9Detector 1 Position(ft)9Detector 1 Size(ft)1Detector 1 Size(ft)1Detector 1 Size(ft)1Detector 2 Size(ft)1Detector 2 Size(ft)1Detector 2 Size(ft)1Detector 2 Size(ft)1Detector 2 Channel2Detector 2 Size(ft)1Detector 2 Size(ft)1Detector 2 Size(ft)1Detector 2 Size(ft)1Detector 2 Size(ft)1Detector 2 Size(ft)1Detector 2 Size(ft) <td></td> <td></td>		
Ideal Flow (vphpl)1900Storage Length (ft)0Storage Lanes0Taper Length (ft)0Lane Util. Factor0.91FrtFitFlt Protected0Satd. Flow (prot)0Fit Permitted0Satd. Flow (perm)0Right Turn on RedNoSatd. Flow (RTOR)1Link Speed (mph)1Link Distance (ft)1Travel Time (s)9Peak Hour Factor0.95Heavy Vehicles (%)3%Adj. Flow (vph)42Shared Lane Traffic (%)2Lane Group Flow (vph)0Enter Blocked IntersectionNoLane AlignmentRightMedian Width(ft)100Turning Speed (mph)9Number of Detectors1.00Turning Speed (mph)9Number of Detectors9Number of Detectors1.00Turning Speed (mph)9Number of Detectors1.00Detector 1 Position(ft)1Detector 1 Size(ft)1Detector 1 Size(ft)1Detector 1 Size(ft)1Detector 1 Channel1Detector 2 Size(ft)1Detector 2 Size(ft)1Detector 2 Channel2Detector 2 Channel2Detector 2 Channel2Detector 2 Extend (s)1Turn Type1		
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Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Peak Hour Factor 0.95 Heavy Vehicles (%) 3% Adj. Flow (vph) 42 Shared Lane Traffic (%) Lane Group Flow (vph) 0 Enter Blocked Intersection No Lane Alignment Right Median Width(ft) Link Offset(ft) Crosswalk Width(ft) Two way Left Turn Lane Headway Factor 1.00 Turning Speed (mph) 9 Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Size(ft) Detector 1 Channel Detector 1 Delay (s) Detector 2 Position(ft) Detector 2 Size(ft) Detector 2 Channel Detector 2 Extend (s) Turn Type		
Link Speed (mph) Link Distance (ft) Travel Time (s) Peak Hour Factor 0.95 Heavy Vehicles (%) 3% Adj. Flow (vph) 42 Shared Lane Traffic (%) Lane Group Flow (vph) 0 Enter Blocked Intersection No Lane Alignment Right Median Width(ft) Link Offset(ft) Crosswalk Width(ft) Two way Left Turn Lane Headway Factor 1.00 Turning Speed (mph) 9 Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Size(ft) Detector 1 Channel Detector 1 Delay (s) Detector 2 Position(ft) Detector 2 Size(ft) Detector 2 Type Detector 2 Channel Detector 2 Extend (s) Turn Type		
Link Distance (ft) Travel Time (s) Peak Hour Factor 0.95 Heavy Vehicles (%) 3% Adj. Flow (vph) 42 Shared Lane Traffic (%) Lane Group Flow (vph) 0 Enter Blocked Intersection No Lane Alignment Right Median Width(ft) Link Offset(ft) Crosswalk Width(ft) Two way Left Turn Lane Headway Factor 1.00 Turning Speed (mph) 9 Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Size(ft) Detector 1 Channel Detector 1 Delay (s) Detector 2 Size(ft) Detector 2 Size(ft) Detector 2 Channel Detector 2 Extend (s) Turn Type		
Travel Time (s)Peak Hour Factor0.95Heavy Vehicles (%)3%Adj. Flow (vph)42Shared Lane Traffic (%)Lane Group Flow (vph)Lane Group Flow (vph)0Enter Blocked IntersectionNoLane AlignmentRightMedian Width(ft)10Link Offset(ft)Crosswalk Width(ft)Two way Left Turn LaneHeadway FactorHeadway Factor1.00Turning Speed (mph)9Number of DetectorsDetector TemplateLeading Detector (ft)Trailing Detector (ft)Trailing Detector (ft)Detector 1 Size(ft)Detector 1 Size(ft)Detector 1 ChannelDetector 1 ChannelDetector 1 Queue (s)Detector 2 Position(ft)Detector 2 Size(ft)Detector 2 Size(ft)Detector 2 ChannelDetector 2 Extend (s)Turn Type		
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Turn Type		
Protected Phases		
	Protected Phases	

Future (2023) Traffic Projections 7:45 am 03/01/2018 AM Peak Hour KAS

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	1	5	2		1	1	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	3.0	3.0	15.0		3.0	3.0	15.0
Minimum Split (s)	7.0	51.5		7.0	14.5	7.5	7.5	30.5		7.5	7.5	21.5
Total Split (s)	21.0	22.0		18.0	19.0	20.0	34.0	90.0		20.0	20.0	76.0
Total Split (%)	14.0%	14.7%		12.0%	12.7%	13.3%	22.7%	60.0%		13.3%	13.3%	50.7%
Maximum Green (s)	17.0	15.5		14.0	12.5	15.5	29.5	83.5		15.5	15.5	69.5
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5		3.5	3.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0	1.0	1.0	2.0		1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5	4.5	4.5	6.5			4.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0		4.0	5.0	4.0	4.0	7.0		4.0	4.0	7.0
Recall Mode	Min	Min		Min	Min	Min	Min	C-Min		Min	Min	C-Min
Walk Time (s)		10.0						7.0				
Flash Dont Walk (s)		35.0						17.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)	34.0	15.5		29.6	13.4	35.6	26.9	83.5			15.7	72.3
Actuated g/C Ratio	0.23	0.10		0.20	0.09	0.24	0.18	0.56			0.10	0.48
v/c Ratio	0.53	0.86		0.72	0.49	0.40	0.85	0.93			1.14	0.47
Control Delay	55.1	105.4		73.4	76.0	54.0	82.4	38.0			175.0	27.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	55.1	105.4		73.4	76.0	54.0	82.4	38.0			175.0	27.4
LOS	E	F		E	E	D	F	D			F	С
Approach Delay		79.1			67.4			42.5				48.4
Approach LOS		E			E			D				D
90th %ile Green (s)	17.0	15.5		14.0	12.5	15.5	29.5	83.5		15.5	15.5	69.5
90th %ile Term Code	Мах	Max		Max	Мах	Мах	Мах	Coord		Мах	Мах	Coord
70th %ile Green (s)	17.0	15.5		14.0	12.5	15.5	29.5	83.5		15.5	15.5	69.5
70th %ile Term Code	Мах	Max		Мах	Мах	Max	Мах	Coord		Мах	Мах	Coord
50th %ile Green (s)	17.0	15.5		14.0	12.5	15.5	29.1	83.5		15.5	15.5	69.9
50th %ile Term Code	Мах	Max		Max	Max	Мах	Gap	Coord		Мах	Мах	Coord
30th %ile Green (s)	16.1	15.5		14.0	13.4	15.5	25.7	83.5		15.5	15.5	73.3
30th %ile Term Code	Gap	Max		Max	Hold	Мах	Gap	Coord		Мах	Мах	Coord
10th %ile Green (s)	12.5	15.7		12.7	15.9	16.6	20.7	83.5		16.6	16.6	79.4
10th %ile Term Code	Gap	Gap		Gap	Hold	Мах	Gap	Coord		Мах	Мах	Coord
Queue Length 50th (ft)	140	150		106	80	93	252	760			~181	232
Queue Length 95th (ft)	214	#283		#198	140	158	#377	840			#333	275
Internal Link Dist (ft)		740			265			616				580
Turn Bay Length (ft)	130			325		300	550				310	
Base Capacity (vph)	327	177		176	171	275	348	2578			139	2033
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	0.51	0.86		0.72	0.49	0.40	0.77	0.93			1.14	0.47
Intersection Summary												

Future (2023) Traffic Projections 7:45 am 03/01/2018 AM Peak Hour KAS

03/20/2018

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Lane Group	SBR
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	
90th %ile Term Code	
70th %ile Green (s)	
70th %ile Term Code	
50th %ile Green (s)	
50th %ile Term Code	
30th %ile Green (s)	
30th %ile Term Code	
10th %ile Green (s)	
10th %ile Term Code	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	
intersection Summary	

Future (2023) Traffic Projections 7:45 am 03/01/2018 AM Peak Hour KAS

Area Type:	Other					
Cycle Length: 150)					
Actuated Cycle Le	ength: 150					
Offset: 128 (85%), Referenced to phase 2:NBT and 6:SBT, Start of Green						
Natural Cycle: 150)					
Control Type: Act	uated-Coordinated					
Maximum v/c Rati	o: 1.14					
Intersection Signa	l Delay: 48.5	Intersection LOS: D				
Intersection Capa	city Utilization 86.3%	ICU Level of Service E				
Analysis Period (r	nin) 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	Queue shown is maximum after two cycles.					
Phase conflict between lane groups.						

Splits and Phases: 100: IL 83 & Foster Avenue

Ø1	¶ø2 (R)	√ Ø3	<mark>∕</mark> 04
20 s	90 s	18 s	22 s
▲ Ø5		▶ _{Ø7}	₹ø8
34 s	76 s	21 s	19 s

Int Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	LDL		LDK			WDR	NDL		NDR	JDL	501		
	•	€ _			•	•	-	- (-	•	•	<u> </u>	
Traffic Vol, veh/h	0	445	1	1	255	0	5	0	5	0	0	45	
Future Vol, veh/h	0	445	1	1	255	0	5	0	5	0	0	45	
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	-	-	-	-	-	-	-	-	-	-	-	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, %	2	17	2	2	25	2	25	2	2	2	2	94	
Mvmt Flow	0	468	1	1	268	0	5	0	5	0	0	47	

Major/Minor	Major1		Maj	or2		Minor1		Ν	/linor2			
Conflicting Flow All	-	0	0 4	169 C) ()	740	740	469	-	-	268	
Stage 1	-	-	-			469	469	-	-	-	-	
Stage 2	-	-	-			271	271	-	-	-	-	
Critical Hdwy	-	-	- 4	.12 -		7.35	6.52	6.22	-	-	7.14	
Critical Hdwy Stg 1	-	-	-			6.35	5.52	-	-	-	-	
Critical Hdwy Stg 2	-	-	-			6.35	5.52	-	-	-	-	
Follow-up Hdwy	-	-	- 2.2	218 ·		3.725	4.018	3.318	-	-	4.146	
Pot Cap-1 Maneuver	0	-	- 1()93 -	- 0	305	345	594	0	0	593	
Stage 1	0	-	-		- 0	533	561	-	0	0	-	
Stage 2	0	-	-		- 0	687	685	-	0	0	-	
Platoon blocked, %		-	-	-								
Mov Cap-1 Maneuver	r -	-	- 1()93 -		280	345	594	-	-	593	
Mov Cap-2 Maneuver	r -	-	-			280	345	-	-	-	-	
Stage 1	-	-	-			533	561	-	-	-	-	
Stage 2	-	-	-			631	684	-	-	-	-	
J -												

Approach	EB	WB	NB	SB	
HCM Control Delay, s	0	0	14.7	11.6	
HCM LOS			В	В	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT S	SBLn1
Capacity (veh/h)	381	-	-	1093	-	593
HCM Lane V/C Ratio	0.028	-	-	0.001	-	0.08
HCM Control Delay (s)	14.7	-	-	8.3	0	11.6
HCM Lane LOS	В	-	-	А	А	В
HCM 95th %tile Q(veh)	0.1	-	-	0	-	0.3

Int Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4					
Traffic Vol, veh/h	30	405	15	5	255	25	1	1	1	0	0	0	
Future Vol, veh/h	30	405	15	5	255	25	1	1	1	0	0	0	
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										
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage,	# -	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, %	97	13	2	2	24	87	2	2	2	2	2	2	
Mvmt Flow	32	426	16	5	268	26	1	1	1	0	0	0	

Major/Minor	Major1		Majoi	2		Minor1			
Conflicting Flow All	295	0	0 44	2 0	0	789	802	434	
Stage 1	-	-	-		-	497	497	-	
Stage 2	-	-	-		-	292	305	-	
Critical Hdwy	5.07	-	- 4.1	2 -	-	6.42	6.52	6.22	
Critical Hdwy Stg 1	-	-	-		-	5.42	5.52	-	
Critical Hdwy Stg 2	-	-	-		-	5.42	5.52	-	
Follow-up Hdwy	3.073	-	- 2.21	- 8	-	3.518	4.018	3.318	
Pot Cap-1 Maneuver	875	-	- 111	- 8	-	359	317	622	
Stage 1	-	-	-		-	611	545	-	
Stage 2	-	-	-		-	758	662	-	
Platoon blocked, %		-	-	-	-				
Mov Cap-1 Maneuver	875	-	- 111	- 8	-	340	0	622	
Mov Cap-2 Maneuver	-	-	-		-	340	0	-	
Stage 1	-	-	-		-	581	0	-	
Stage 2	-	-	-		-	754	0	-	

Approach	EB	WB	NB	
HCM Control Delay, s	0.6	0.1	13.2	
HCM LOS			В	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	440	875	-	-	1118	-	-
HCM Lane V/C Ratio	0.007	0.036	-	-	0.005	-	-
HCM Control Delay (s)	13.2	9.3	0	-	8.2	0	-
HCM Lane LOS	В	А	А	-	Α	А	-
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	٦	4Î		5	↑	1	۲	≜			5	<u>ተተኑ</u>
Traffic Volume (vph)	75	45	185	400	145	115	95	1015	110	10	90	2150
Future Volume (vph)	75	45	185	400	145	115	95	1015	110	10	90	2150
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130	1700	0	325	2000	300	550	1700	0	1700	310	1700
Storage Lanes	130		0	1		1	1		0		1	
Taper Length (ft)	100		0	175		•	155		Ū		155	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Frt	1.00	0.879	1.00	1.00	1.00	0.850	1.00	0.985	0.71	0.71	1.00	0.997
Flt Protected	0.950	0.077		0.950		0.000	0.950	0.705			0.950	0.777
Satd. Flow (prot)	1752	1637	0	1671	1961	1272	1770	4302	0	0	1329	4926
Flt Permitted	0.660	1057	0	0.270	1701	1272	0.950	4302	0	0	0.950	4720
Satd. Flow (perm)	1217	1637	0	475	1961	1272	1770	4302	0	0	1329	4926
Right Turn on Red	1217	1037	No	475	1701	No	1770	4302	No	0	1327	4720
Satd. Flow (RTOR)			NU			NU			NU			
Link Speed (mph)		25			25			45				45
Link Distance (ft)		170			345			40 601				40 513
.,		4.6			9.4			9.1				7.8
Travel Time (s)	0.05		0.05	0.05		0.05	0.05		0.05	0.05	0.05	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	2%	2%	8%	2%	27%	2%	17%	35%	8%	39%	5%
Adj. Flow (vph)	79	47	195	421	153	121	100	1068	116	11	95	2263
Shared Lane Traffic (%)	70	0.40	0	101	450	101	100	1101	0	0	10/	001/
Lane Group Flow (vph)	79	242	0	421	153	121	100	1184	0	0	106	2316
Enter Blocked Intersection	No	No	No	No	No							
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			22				22
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2		1	2	1	1	2		1	1	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100		20	100	20	20	100		20	20	100
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	20	6
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex				CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA
Protected Phases	7	4		3	8	1!	5	2		1!	1	6
	,			5	5		0	2				

Future (2023) Traffic Projections 4:15 pm 03/01/2018 PM Peak Hour KAS

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Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	50
Future Volume (vph)	50
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	4%
Adj. Flow (vph)	53
Shared Lane Traffic (%)	55
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	Kiyill
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	1.00
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Future (2023) Traffic Projections 4:15 pm 03/01/2018 PM Peak Hour KAS

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	1	5	2		1	1	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	3.0	3.0	15.0		3.0	3.0	15.0
Minimum Split (s)	7.0	51.5		7.0	14.5	7.5	7.5	30.5		7.5	7.5	21.5
Total Split (s)	17.0	17.0		39.0	39.0	19.0	15.0	75.0		19.0	19.0	79.0
Total Split (%)	11.3%	11.3%		26.0%	26.0%	12.7%	10.0%	50.0%		12.7%	12.7%	52.7%
Maximum Green (s)	13.0	10.5		35.0	32.5	14.5	10.5	68.5		14.5	14.5	72.5
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5		3.5	3.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0	1.0	1.0	2.0		1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5	4.5	4.5	6.5			4.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0		4.0	5.0	4.0	4.0	7.0		4.0	4.0	7.0
Recall Mode	Min	Min		Min	Min	Min	Min	C-Min		Min	Min	C-Min
Walk Time (s)	IVIIII	10.0		IVIIII	IVIIII	IVIIII	IVIIII	7.0		IVIIII	IVIIII	C-IVIIII
Flash Dont Walk (s)		35.0						17.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)	24.2	10.8		52.0	34.7	55.3	10.5	68.9			14.1	72.5
Actuated g/C Ratio	0.16	0.07		0.35	0.23	0.37	0.07	00.9			0.09	0.48
v/c Ratio	0.10	2.05		0.35	0.23	0.37	0.07	0.40			0.09	0.48
Control Delay	40.4	534.0		76.6	0.34 51.2	35.3	110.4	31.9			113.9	50.97
Queue Delay	40.4	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
3	40.4	534.0		76.6	51.2	35.3	110.4	31.9			113.9	50.9
Total Delay LOS	40.4 D	534.0 F		70.0 E	51.2 D	55.5 D	F	51.9 C			F	50.9 D
	U	г 412.5		E	63.8	U	Г	38.1			Г	53.6
Approach Delay		412.3 F			03.0 E			30.1 D				
Approach LOS	12.0			25.0		115	10 E			115	115	D
90th %ile Green (s)	13.0	10.5		35.0	32.5	14.5	10.5	68.5		14.5	14.5	72.5
90th %ile Term Code	Max	Max		Max	Hold	Max	Max	Coord		Max	Max	Coord
70th %ile Green (s)	12.5	10.5		35.0	33.0	14.5	10.5	68.5		14.5	14.5	72.5
70th %ile Term Code	Gap	Max		Max	Hold	Max	Max	Coord		Max	Max	Coord
50th %ile Green (s)	11.1	10.5		35.0	34.4	14.5	10.5	68.5		14.5	14.5	72.5
50th %ile Term Code	Gap	Max		Max	Hold	Max	Max	Coord		Max	Max	Coord
30th %ile Green (s)	9.7	10.5		35.0	35.8	14.5	10.5	68.5		14.5	14.5	72.5
30th %ile Term Code	Gap	Max		Max	Hold	Max	Max	Coord		Max	Max	Coord
10th %ile Green (s)	7.8	12.2		33.3	37.7	12.7	10.5	70.3		12.7	12.7	72.5
10th %ile Term Code	Gap	Max		Gap	Hold	Gap	Max	Coord		Gap	Gap	Coord
Queue Length 50th (ft)	53	~375		360	126	82	98	313			104	794
Queue Length 95th (ft)	94	#553		#565	200	140	#205	363			#215	#924
Internal Link Dist (ft)		90			265			521				433
Turn Bay Length (ft)	130			325		300	550				310	
Base Capacity (vph)	260	118		443	453	471	123	1974			128	2380
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	0.30	2.05		0.95	0.34	0.26	0.81	0.60			0.83	0.97
Intersection Summary												

Future (2023) Traffic Projections 4:15 pm 03/01/2018 PM Peak Hour KAS

03/20/2018

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Lane Group	SBR
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	
90th %ile Term Code	
70th %ile Green (s)	
70th %ile Term Code	
50th %ile Green (s)	
50th %ile Term Code	
30th %ile Green (s)	
30th %ile Term Code	
10th %ile Green (s)	
10th %ile Term Code	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Future (2023) Traffic Projections 4:15 pm 03/01/2018 PM Peak Hour KAS

Area Type:	Other								
Cycle Length: 150									
Actuated Cycle Le	ngth: 150								
Offset: 33 (22%), Referenced to phase 2:NBT and 6:SBT, Start of Green									
Natural Cycle: 150									
Control Type: Actu	ated-Coordinated								
Maximum v/c Ratio	o: 2.05								
Intersection Signal	Delay: 75.3	Intersection LOS: E							
Intersection Capac	tity Utilization 101.8%	ICU Level of Service G							
Analysis Period (m	in) 15								
~ Volume excee	ds capacity, queue is theoretic	cally infinite.							
Queue shown i	s maximum after two cycles.								
# 95th percentile volume exceeds capacity, queue may be longer.									
Queue shown is maximum after two cycles.									
Phase conflict k	between lane groups.								

Splits and Phases: 100: IL 83 & Foster Avenue

Ø1	Ø2 (R)	√ Ø3		ø₄
19 s	75 s	39 s		17 s
Ø 5	😾 Ø6 (R)		₹ Ø8	
15 s	79 s	17 s	39 s	

Int Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4	2011		4			\$		002	02.	1	
Traffic Vol, veh/h	0	245	1	1	625	0	1	0	5	0	0	35	
Future Vol, veh/h	0	245	1	1	625	0	1	0	5	0	0	35	
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										
Storage Length	-	-	-	-	-	-	-	-	-	-	-	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, %	2	31	2	2	7	2	2	2	25	2	2	86	
Mvmt Flow	0	258	1	1	658	0	1	0	5	0	0	37	

Major/Minor	Major1		Maj	or2		ľ	Vinor1		Ν	/linor2				
Conflicting Flow All	-	0	0	259	0	0	918	918	258	-	-	658		
Stage 1	-	-	-	-	-	-	258	258	-	-	-	-		
Stage 2	-	-	-	-	-	-	660	660	-	-	-	-		
Critical Hdwy	-	-	- 4	.12	-	-	7.12	6.52	6.45	-	-	7.06		
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	-	-	-		
Follow-up Hdwy	-	-	- 2.2	218	-	-	3.518	4.018	3.525	-	-	4.074		
Pot Cap-1 Maneuver	0	-	- 1;	306	-	0	252	272	728	0	0	345		
Stage 1	0	-	-	-	-	0	747	694	-	0	0	-		
Stage 2	0	-	-	-	-	0	452	460	-	0	0	-		
Platoon blocked, %		-	-		-									
Mov Cap-1 Maneuver	• -	-	- 1;	306	-	-	225	272	728	-	-	345		
Mov Cap-2 Maneuver	• -	-	-	-	-	-	225	272	-	-	-	-		
Stage 1	-	-	-	-	-	-	747	694	-	-	-	-		
Stage 2	-	-	-	-	-	-	403	460	-	-	-	-		

Approach	EB	WB	NB	SB	
HCM Control Delay, s	0	0	11.9	16.7	
HCM LOS			В	С	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	530	-	-	1306	-	345
HCM Lane V/C Ratio	0.012	-	-	0.001	-	0.107
HCM Control Delay (s)	11.9	-	-	7.8	0	16.7
HCM Lane LOS	В	-	-	А	А	С
HCM 95th %tile Q(veh)	0	-	-	0	-	0.4

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	30	220	1	1	615	20	10	1	5	0	0	0	
Future Vol, veh/h	30	220	1	1	615	20	10	1	5	0	0	0	
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										
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage,	# -	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, %	91	23	2	2	7	85	2	2	2	2	2	2	
Mvmt Flow	32	232	1	1	647	21	11	1	5	0	0	0	

Major/Minor	Major1		Ма	jor2			Vinor1			
Conflicting Flow All	668	0	0	233	0	0	955	966	232	
Stage 1	-	-	-	-	-	-	295	295	-	
Stage 2	-	-	-	-	-	-	660	671	-	
Critical Hdwy	5.01	-	- Z	1.12	-	-	6.42	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-	
Follow-up Hdwy	3.019	-	- 2.	218	-	-	3.518	4.018	3.318	
Pot Cap-1 Maneuver	615	-	- 1	335	-	-	287	255	807	
Stage 1	-	-	-	-	-	-	755	669	-	
Stage 2	-	-	-	-	-	-	514	455	-	
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	615	-	- 1	335	-	-	270	0	807	
Mov Cap-2 Maneuver	-	-	-	-	-	-	270	0	-	
Stage 1	-	-	-	-	-	-	710	0	-	
Stage 2	-	-	-	-	-	-	513	0	-	

Approach	EB	WB	NB	
HCM Control Delay, s	1.3	0	15.9	
HCM LOS			С	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	347	615	-	-	1335	-	-
HCM Lane V/C Ratio	0.049	0.051	-	-	0.001	-	-
HCM Control Delay (s)	15.9	11.2	0	-	7.7	0	-
HCM Lane LOS	С	В	А	-	Α	А	-
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	۲	eî 🗧		۲	1	1	ኘ	4 1 1			٦	<u>ተተኑ</u>
Traffic Volume (vph)	55	30	90	140	45	50	60	690	70	10	65	865
Future Volume (vph)	55	30	90	140	45	50	60	690	70	10	65	865
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	325		300	550		0		310	
Storage Lanes	1		0	1		1	1		0		1	
Taper Length (ft)	100			175			155				155	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Frt		0.888				0.850		0.986				0.995
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1770	1650	0	1641	1923	1252	1770	4622	0	0	1393	4786
Flt Permitted	0.726			0.481			0.950				0.950	
Satd. Flow (perm)	1352	1650	0	831	1923	1252	1770	4622	0	0	1393	4786
Right Turn on Red			No			No			No			
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			45				45
Link Distance (ft)		720			345			646				605
Travel Time (s)		19.6			9.4			9.8				9.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	3%	2%	10%	4%	29%	2%	10%	17%	2%	34%	8%
Adj. Flow (vph)	58	32	95	147	47	53	63	726	74	11	68	911
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	127	0	147	47	53	63	800	0	0	79	943
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12	Ŭ		12	Ū		12	Ũ			12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			22				22
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2		1	2	1	1	2		1	1	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100		20	100	20	20	100		20	20	100
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	20	6
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex				CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA
Protected Phases	7	4		3	8	1!	5	2		1!	1	6

Future (2023) Traffic Projections 11:30 am 03/01/2018 Saturday Midday Peak Hour KAS

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Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	0
Lane Util. Factor	0.91
Frt	0.71
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	0
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	NU
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	0.95
Adj. Flow (vph)	376
Shared Lane Traffic (%)	JZ
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	Nynt
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
	1.00
Headway Factor	
Turning Speed (mph) Number of Detectors	9
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Future (2023) Traffic Projections 11:30 am 03/01/2018 Saturday Midday Peak Hour KAS

03/20/201	8
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	1	5	2		1	1	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	3.0	3.0	15.0		3.0	3.0	15.0
Minimum Split (s)	7.0	51.5		7.0	14.5	7.5	7.5	30.5		7.5	7.5	21.5
Total Split (s)	19.0	21.0		24.0	26.0	22.0	22.0	53.0		22.0	22.0	53.0
Total Split (%)	15.8%	17.5%		20.0%	21.7%	18.3%	18.3%	44.2%		18.3%	18.3%	44.2%
Maximum Green (s)	15.0	14.5		20.0	19.5	17.5	17.5	46.5		17.5	17.5	46.5
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5		3.5	3.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0	1.0	1.0	2.0		1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5	4.5	4.5	6.5			4.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0		4.0	5.0	4.0	4.0	7.0		4.0	4.0	7.0
Recall Mode	Min	Min		Min	Min	Min	Min	C-Min		Min	Min	C-Min
Walk Time (s)		10.0						7.0				-
Flash Dont Walk (s)		35.0						17.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)	26.8	15.0		35.9	20.3	39.7	10.6	56.0			12.9	58.3
Actuated g/C Ratio	0.22	0.12		0.30	0.17	0.33	0.09	0.47			0.11	0.49
v/c Ratio	0.17	0.62		0.42	0.14	0.13	0.40	0.37			0.53	0.41
Control Delay	30.1	62.8		35.0	41.9	26.2	58.6	22.7			62.6	21.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	30.1	62.8		35.0	41.9	26.2	58.6	22.7			62.6	21.6
LOS	С	E		D	D	C	E	С			E	C
Approach Delay		52.5		5	34.4	Ū	_	25.3			_	24.8
Approach LOS		D			С			C				C
90th %ile Green (s)	11.7	15.0		19.5	22.8	17.5	14.3	46.5		17.5	17.5	49.7
90th %ile Term Code	Gap	Max		Gap	Hold	Max	Gap	Coord		Max	Max	Coord
70th %ile Green (s)	10.2	18.7		16.2	24.7	15.2	12.1	48.4		15.2	15.2	51.5
70th %ile Term Code	Gap	Gap		Gap	Hold	Gap	Gap	Coord		Gap	Gap	Coord
50th %ile Green (s)	9.3	16.4		14.4	21.5	13.0	10.6	54.7		13.0	13.0	57.1
50th %ile Term Code	Gap	Gap		Gap	Hold	Gap	Gap	Coord		Gap	Gap	Coord
30th %ile Green (s)	8.3	14.2		12.6	18.5	10.9	9.1	60.8		10.9	10.9	62.6
30th %ile Term Code	Gap	Gap		Gap	Hold	Gap	Gap	Coord		Gap	Gap	Coord
10th %ile Green (s)	6.7	10.9		10.0	14.2	7.9	6.9	69.7		7.9	7.9	70.7
10th %ile Term Code	Gap	Gap		Gap	Hold	Gap	Gap	Coord		Gap	Gap	Coord
Queue Length 50th (ft)	32	93		86	31	28	47	146		Oup	59	169
Queue Length 95th (ft)	62	162		136	65	55	91	205			107	232
Internal Link Dist (ft)	02	640		150	265	55	71	566			107	525
Turn Bay Length (ft)	130	040		325	205	300	550	500			310	JZJ
Base Capacity (vph)	416	217		384	346	462	258	2157			203	2325
Starvation Cap Reductn	410	0		304 0	340 0	402	256	2157			203	2325
Spillback Cap Reductn	0	0		0	0	0	0	0			0	0
Storage Cap Reductin	0	0		0	0	0	0	0			0	0
Reduced v/c Ratio	0.14	0.59		0.38	0.14	0.11	0.24	0.37			0.39	0.41
Intersection Summary												

Future (2023) Traffic Projections 11:30 am 03/01/2018 Saturday Midday Peak Hour KAS

03/20/2018

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Lane Group SBR
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s)
Recall Mode
Walk Time (s)
Flash Dont Walk (s)
Pedestrian Calls (#/hr)
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
90th %ile Green (s)
90th %ile Term Code
70th %ile Green (s)
70th %ile Term Code
50th %ile Green (s)
50th %ile Term Code
30th %ile Green (s)
30th %ile Term Code
10th %ile Green (s)
10th %ile Term Code
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio
Intersection Summary

Future (2023) Traffic Projections 11:30 am 03/01/2018 Saturday Midday Peak Hour KAS

Area Type: Other		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 114 (95%), Referenced to phase 2:NBT and	6:SBT, Start of Green	
Natural Cycle: 100		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.62		
Intersection Signal Delay: 28.2	Intersection LOS: C	
Intersection Capacity Utilization 49.7%	ICU Level of Service A	
Analysis Period (min) 15		
Phase conflict between lane groups.		

Splits and Phases: 100: IL 83 & Foster Avenue

Ø1	♥ Ø2 (R)	√ Ø3	A ₀₄
22 s	53 s	24 s	21 s
▲ Ø5	↓ Ø6 (R)	▶ _{Ø7}	Ø8
22 s	53 s	19 s 26 s	ç 💦

Int Delay, s/veh

		FDT			WDT		NIDI	NDT			ODT		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		- Þ			- କ			- 44				1	
Traffic Vol, veh/h	0	165	1	5	215	0	1	0	1	0	0	20	
Future Vol, veh/h	0	165	1	5	215	0	1	0	1	0	0	20	
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	-	-	-	-	-	-	-	-	-	-	-	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, %	2	20	2	2	7	2	2	2	2	2	2	27	
Mvmt Flow	0	174	1	5	226	0	1	0	1	0	0	21	

Major/Minor	Major1		N	lajor2			Vinor1		Ν	/linor2				
Conflicting Flow All	-	0	0	175	0	0	411	411	174	-	-	226		
Stage 1	-	-	-	-	-	-	174	174	-	-	-	-		
Stage 2	-	-	-	-	-	-	237	237	-	-	-	-		
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	-	-	6.47		
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	-	-	-		
Follow-up Hdwy	-	-	- 2	2.218	-	-	3.518	4.018	3.318	-	-	3.543		
Pot Cap-1 Maneuver	0	-	-	1401	-	0	551	531	869	0	0	755		
Stage 1	0	-	-	-	-	0	828	755	-	0	0	-		
Stage 2	0	-	-	-	-	0	766	709	-	0	0	-		
Platoon blocked, %		-	-		-									
Mov Cap-1 Maneuver	r -	-	-	1401	-	-	534	529	869	-	-	755		
Mov Cap-2 Maneuver	r -	-	-	-	-	-	534	529	-	-	-	-		
Stage 1	-	-	-	-	-	-	828	755	-	-	-	-		
Stage 2	-	-	-	-	-	-	742	706	-	-	-	-		

Approach	EB	WB	NB	SB	
HCM Control Delay, s	0	0.2	10.5	9.9	
HCM LOS			В	А	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	662	-	-	1401	-	755
HCM Lane V/C Ratio	0.003	-	-	0.004	-	0.028
HCM Control Delay (s)	10.5	-	-	7.6	0	9.9
HCM Lane LOS	В	-	-	А	А	А
HCM 95th %tile Q(veh)	0	-	-	0	-	0.1

Int Delay, s/veh

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		- 44			- 44			- 44					
Traffic Vol, veh/h	15	150	1	1	220	5	1	1	1	0	0	0	
Future Vol, veh/h	15	150	1	1	220	5	1	1	1	0	0	0	
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										
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage,	# -	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, %	94	12	2	2	6	80	2	2	2	2	2	2	
Mvmt Flow	16	158	1	1	232	5	1	1	1	0	0	0	

Major/Minor	Major1		Ν	lajor2			Minor1			
Conflicting Flow All	237	0	0	159	0	0	426	429	158	
Stage 1	-	-	-	-	-	-	190	190	-	
Stage 2	-	-	-	-	-	-	236	239	-	
Critical Hdwy	5.04	-	-	4.12	-	-	6.42	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-	
Follow-up Hdwy	3.046	-	-	2.218	-	-	3.518	4.018	3.318	
Pot Cap-1 Maneuver	936	-	-	1420	-	-	585	518	887	
Stage 1	-	-	-	-	-	-	842	743	-	
Stage 2	-	-	-	-	-	-	803	708	-	
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	936	-	-	1420	-	-	573	0	887	
Mov Cap-2 Maneuver	-	-	-	-	-	-	573	0	-	
Stage 1	-	-	-	-	-	-	826	0	-	
Stage 2	-	-	-	-	-	-	802	0	-	

Approach	EB	WB	NB	
HCM Control Delay, s	0.8	0	10.2	
HCM LOS			В	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	696	936	-	-	1420	-	-
HCM Lane V/C Ratio	0.005	0.017	-	-	0.001	-	-
HCM Control Delay (s)	10.2	8.9	0	-	7.5	0	-
HCM Lane LOS	В	А	А	-	А	А	-
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-

# Kimley **»Horn**

TRAFFIC COUNT DATA

## Study Name01 IL 83 & FosterStart DateThursday, February 22, 2018

#### **Report Summary**

				Eastk	ound					West	oound					North	bound					South	bound					(	Crosswall	k
Time Period	Class.	U			R		0	U			R		0	U			R		0	U			R		0	Total		s on Cr	edestria	Total
AM Peak Period	Lights	0	155	90	52	297	356	0	54	75	63	192	348	2	244	1822	185	2253	767	20	73	659	37	789	2060	3531	W	0	0	0
Specified Period	%	0%	96%	99%	91%	96%	98%	0%	51%	96%	64%	68%	84%	100%	98%	90%	89%	91%	75%	100%	64%	77%	97%	77%	90%	86%		0%	0%	
7:45 AM - 8:45 AM	Mediums	0	6	1	5	12	7	0	26	3	18	47	23	0	3	73	4	80	123	0	18	92	1	111	97	250	Е	0	0	0
One Hour Peak	%	0%	4%	1%	9%	4%	2%	0%	25%	4%	18%	17%	6%	0%	1%	4%	2%	3%	12%	0%	16%	11%	3%	11%	4%	6%		0%	0%	
7:45 AM - 8:45 AM	Articulated Trucks	0	0	0	0	0	2	0	26	0	18	44	42	0	2	126	19	147	128	0	23	102	0	125	144	316	S	0	1	1
	%	0%	0%	0%	0%	0%	1%	0%	25%	0%	18%	16%	10%	0%	1%	6%	9%	6%	13%	0%	20%	12%	0%	12%	6%	8%		0%	100%	
	Total	0	161	91	57	309	365	0	106	78	99	283	413	2	249	2021	208	2480	1018	20	114	853	38	1025	2301	4097	Ν	0	0	0
	PHF	0	0.91	0.78	0.89	0.93	0.82	0	0.74	0.81	0.82	0.79	0.83	0.5	0.81	0.81	0.81	0.81	0.93	0.5	0.89	0.94	0.86	0.95	0.83	0.87		0%	0%	
	HV%	0%	4%	1%	9%	4%	2%	0%	49%	4%	36%	32%	16%	0%	2%	10%	11%	9%	25%	0%	36%	23%	3%	23%	10%	14%		0	1	1
PM Peak Period	Lights	0	71	43	183	297	281	0	349	137	84	570	157	0	94	828	61	983	2546	11	53	2014	50	2128	994	3978	W	0	0	0
Specified Period	%	0%	97%	98%	100%	99%	98%	0%	93%	99%	76%	91%	72%	0%	98%	83%	66%	83%	95%	92%	65%	95%	96%	94%	83%	91%		0%	0%	
4:15 PM - 5:15 PM	Mediums	0	2	1	0	3	6	0	10	2	12	24	26	0	2	69	14	85	60	0	11	50	2	63	83	175	E	0	0	0
One Hour Peak	%	0%	3%	2%	0%	1%	2%	0%	3%	1%	11%	4%	12%	0%	2%	7%	15%	7%	2%	0%	13%	2%	4%	3%	7%	4%		0%	0%	
4:15 PM - 5:15 PM	Articulated Trucks	0	0	0	0	0	0	0	18	0	15	33	35	0	0	103	17	120	81	1	18	63	0	82	119	235	S	0	1	1
	%	0%	0%	0%	0%	0%	0%	0%	5%	0%	14%	5%	16%	0%	0%	10%	18%	10%	3%	8%	22%	3%	0%	4%	10%	5%		0%	100%	
	Total	0	73	44	183	300	287	0	377	139	111	627	218	0	96	1000	92	1188	2687	12	82	2127	52	2273	1196	4388	Ν	0	4	4
	PHF	0	0.79	0.73	0.78	0.85	0.89	0	0.85	0.74	0.82	0.83	0.83	0	0.71	0.93	0.79	0.91	0.96	0.75	0.73	0.91	0.87	0.91	0.96	0.96		0%	100%	
	HV%	0%	3%	2%	0%	1%	2%	0%	7%	1%	24%	9%	28%	0%	2%	17%	34%	17%	5%	8%	35%	5%	4%	6%	17%	9%		0	5	5
Saturday MD Peak	Lights	0	54	28	86	168	134	0	122	44	34	200	124	0	61	612	52	725	998	12	44	790	29	875	712	1968	W	0	0	0
Specified Period	%	0%	98%	97%	98%	98%	97%	0%	90%	96%	79%	89%	81%	0%	98%	90%	83%	90%	92%	100%	71%	92%	97%	91%	90%	91%		0%	0%	
11:30 AM - 12:30 PM	Mediums	0	1	1	2	4	4	0	3	2	3	8	9	0	1	18	4	23	29	0	4	24	1	29	22	64	E	0	1	1
One Hour Peak	%	0%	2%	3%	2%	2%	3%	0%	2%	4%	7%	4%	6%	0%	2%	3%	6%	3%	3%	0%	6%	3%	3%	3%	3%	3%		0%	100%	
11:30 AM - 12:30 PM	Articulated Trucks	0	0	0	0	0	0	0	11	0	6	17	21	0	0	48	7	55	52	0	14	41	0	55	54	127	S	0	0	0
	%	0%	0%	0%	0%	0%	0%	0%	8%	0%	14%	8%	14%	0%	0%	7%	11%	7%	5%	0%	23%	5%	0%	6%	7%	6%		0%	0%	
	Total	0	55	29	88	172	138	0	136	46	43	225	154	0	62	678	63	803	1079	12	62	855	30	959	788	2159	N	0	0	0
	PHF	0	0.69	0.72	0.65	0.75	0.86	0	0.71	0.57	0.77	0.71	0.88	0	0.74	0.91	0.88	0.93	0.9	0.6	0.74	0.93	0.83	0.96	0.93	0.95		0%	0%	
	HV%	0%	2%	3%	2%	2%	3%	0%	10%	4%	21%	11%	19%	0%	2%	10%	17%	10%	8%	0%	29%	8%	3%	9%	10%	9%		0	1	1

## Study Name03 Foster & Inbound Diesel DrivewayStart DateThursday, February 22, 2018

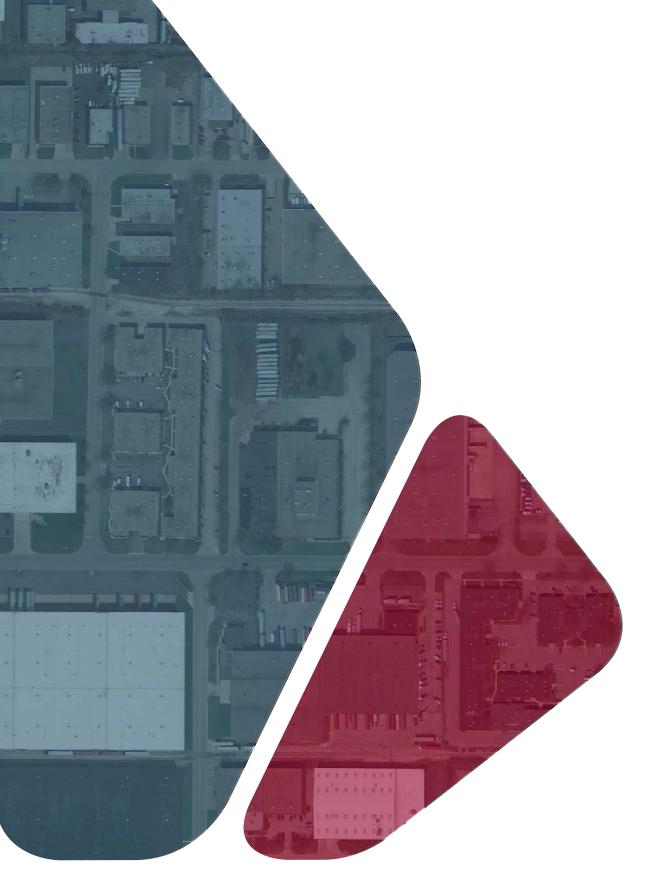
### **Report Summary**

				East	bound					West	bound					North	bound					South	bound					(	Crosswal	lk
Time Period	Class.				R		0				R		0				R		0				R		0	Total		s on Cr	destria	Total
AM Peak Period	Lights	1	1	353	16	371	199	0	5	196	3	204	354	0	1	0	0	1	21	0	1	0	1	2	4	578	W	0	4	4
Specified Period	%	100%	6%	87%	100%	85%	76%	0%	100%	76%	13%	72%	87%	0%	100%	0%	0%	100%	100%	0%	20%	0%	50%	29%	10%	79%		0%	100%	
7:45 AM - 8:45 AM	Mediums	0	7	18	0	25	34	0	0	34	9	43	20	0	0	0	0	0	0	0	2	0	0	2	16	70	Е	0	1	1
One Hour Peak	%	0%	44%	4%	0%	6%	13%	0%	0%	13%	39%	15%	5%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	29%	41%	10%		0%	100%	
7:45 AM - 8:45 AM	ticulated Truc	0	8	33	0	41	28	0	0	27	11	38	35	0	0	0	0	0	0	0	2	0	1	3	19	82	S	0	1	1
	%	0%	50%	8%	0%	9%	11%	0%	0%	11%	48%	13%	9%	0%	0%	0%	0%	0%	0%	0%	40%	0%	50%	43%	49%	11%		0%	100%	
	Total	1	16	404	16	437	261	0	5	257	23	285	409	0	1	0	0	1	21	0	5	0	2	7	39	730	Ν	0	2	2
	PHF	0.25	0.57	0.79	0.33	0.83	0.83	0	0.62	0.83	0.64	0.83	0.79	0	0.25	0	0	0.25	0.38	0	0.62	0	0.5	0.58	0.65	0.92		0%	100%	
	HV%	0%	94%	13%	0%	15%	24%	0%	0%	24%	87%	28%	13%	0%	0%	0%	0%	0%	0%	0%	80%	0%	50%	71%	90%	21%		0	8	8
PM Peak Period	Lights	0	3	162	1	166	581	0	0	571	3	574	167	0	10	0	5	15	1	0	0	0	0	0	6	755	W	0	3	3
Specified Period	%	0%	14%	76%	100%	70%	93%	0%	0%	93%	15%	91%	75%	0%	100%	0%	100%	100%	100%	0%	0%	0%	0%	0%	14%	85%		0%	100%	
4:15 PM - 5:15 PM	Mediums	0	7	26	0	33	20	0	0	20	5	25	29	0	0	0	0	0	0	0	3	0	0	3	12	61	Е	0	0	0
One Hour Peak	%	0%	32%	12%	0%	14%	3%	0%	0%	3%	25%	4%	13%	0%	0%	0%	0%	0%	0%	0%	75%	0%	0%	60%	29%	7%		0%	0%	
4:15 PM - 5:15 PM	ticulated Truc	0	12	26	0	38	22	0	0	21	12	33	27	0	0	0	0	0	0	0	1	0	1	2	24	73	S	0	1	1
	%	0%	55%	12%	0%	16%	4%	0%	0%	3%	60%	5%	12%	0%	0%	0%	0%	0%	0%	0%	25%	0%	100%	40%	57%	8%		0%	100%	
	Total	0	22	214	1	237	623	0	0	612	20	632	223	0	10	0	5	15	1	0	4	0	1	5	42	889	Ν	0	4	4
	PHF	0	0.61	0.84	0.25	0.87	0.8	0	0	0.83	0.56	0.82	0.86	0	0.28	0	0.25	0.27	0.25	0	0.5	0	0.25	0.42	0.58	0.85		0%	100%	
	HV%	0%	86%	24%	0%	30%	7%	0%	0%	7%	85%	9%	25%	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	100%	86%	15%		0	8	8
Satuday MD Peak	Lights	0	1	133	0	134	189	0	1	189	1	191	133	0	0	0	0	0	1	0	0	0	0	0	2	325	W	0	0	0
Specified Period	%	0%	9%	88%	0%	83%	94%	0%	100%	94%	20%	92%	87%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	13%	87%		0%	0%	
11:30 AM - 12:30 PM	Mediums	0	1	6	0	7	5	0	0	5	0	5	6	0	0	0	0	0	0	0	0	0	0	0	1	12	Е	0	0	0
One Hour Peak	%	0%	9%	4%	0%	4%	2%	0%	0%	2%	0%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	3%		0%	0%	
11:30 AM - 12:30 PM	ticulated Truc	0	9	12	0	21	8	0	0	8	4	12	14	0	0	0	0	0	0	0	2	0	0	2	13	35	S	0	0	0
	%	0%	82%	8%	0%	13%	4%	0%	0%	4%	80%	6%	9%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	81%	9%		0%	0%	
	Total	0	11	151	0	162	202	0	1	202	5	208	153	0	0	0	0	0	1	0	2	0	0	2	16	372	Ν	0	0	0
	PHF	0	0.69	0.9	0	0.88	0.66	0	0.25	0.66	0.62	0.66	0.91	0	0	0	0	0	0.25	0	0.5	0	0	0.5	0.8	0.77		0%	0%	
	HV%	0%	91%	12%	0%	17%	6%	0%	0%	6%	80%	8%	13%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	88%	13%		0	0	0

## Study Name02 Foster & Outbound Diesel DrivewayStart DateThursday, February 22, 2018

#### **Report Summary**

				Eastk	oound					West	oound					North	bound					South	hbound					(	Crosswal	k
Time Period	Class.				R		0				R		0				R		0				R		0	Total		s on Cr	odestria	Total
AM Peak Period	Lights	1	1	361	0	363	194	0	1	187	0	188	366	0	3	0	5	8	1	0	0	0	3	3	1	562	W	0	0	0
Specified Period	%	100%	50%	86%	0%	85%	67%	0%	100%	75%	0%	75%	85%	0%	75%	0%	100%	89%	100%	0%	0%	0%	9%	8%	50%	78%		0%	0%	
7:45 AM - 8:45 AM	Mediums	0	1	21	0	22	48	0	0	35	0	35	23	0	0	0	0	0	0	0	2	0	13	15	1	72	Е	0	1	1
One Hour Peak	%	0%	50%	5%	0%	5%	17%	0%	0%	14%	0%	14%	5%	0%	0%	0%	0%	0%	0%	0%	67%	0%	38%	41%	50%	10%		0%	100%	
7:45 AM - 8:45 AM	Articulated Trucks	0	0	40	0	40	46	0	0	27	0	27	41	0	1	0	0	1	0	0	1	0	18	19	0	87	S	0	1	1
	%	0%	0%	9%	0%	9%	16%	0%	0%	11%	0%	11%	10%	0%	25%	0%	0%	11%	0%	0%	33%	0%	53%	51%	0%	12%		0%	100%	
	Total	1	2	422	0	425	288	0	1	249	0	250	430	0	4	0	5	9	1	0	3	0	34	37	2	721	Ν	0	2	2
	PHF	0.25	0.25	0.81	0	0.8	0.81	0	0.25	0.82	0	0.81	0.81	0	0.33	0	0.62	0.56	0.25	0	0.38	0	0.65	0.71	0.25	0.9		0%	100%	
	HV%	0%	50%	14%	0%	15%	33%	0%	0%	25%	0%	25%	15%	0%	25%	0%	0%	11%	0%	0%	100%	0%	91%	92%	50%	22%		0	4	4
PM Peak Period	Lights	0	1	163	1	165	581	0	2	576	0	578	166	0	0	0	3	3	3	0	0	0	5	5	1	751	w	0	0	0
Specified Period	%	0%	50%	71%	100%	71%	91%	0%	100%	93%	0%	93%	70%	0%	0%	0%	75%	60%	100%	0%	0%	0%	23%	19%	50%	85%	••	0%	0%	Ŭ
4:15 PM - 5:15 PM	Mediums	0	0	32	0	32	24	0	0	19	0	19	35	0	0	0	1	1	0	0	2	0	5	7	0	59	F	0	0	0
One Hour Peak	%	0%	0%	14%	0%	14%	4%	0%	0%	3%	0%	3%	15%	0%	0%	0%	25%	20%	0%	0%	50%	0%	23%	27%	0%	7%	-	0%	0%	Ű
4:15 PM - 5:15 PM	Articulated Trucks	0	1	34	0	35	35	0	0	22	0	22	36	0	1	0	0	1	0	0	2	0	12	14	1	72	s	0	2	2
	%	0%	50%	15%	0%	15%	5%	0%	0%	4%	0%	4%	15%	0%	100%	0%	0%	20%	0%	0%	50%	0%	55%	54%	50%	8%	-	0%	100%	-
	Total	0	2	229	1	232	640	0	2	617	0	619	237	0	1	0	4	5	3	0	4	0	22	26	2	882	N	0	4	4
	PHF	0	0.5	0.87	0.25	0.87	0.8	0	0.25	0.81	0	0.81	0.87	0	0.25	0	0.5	0.62	0.25	0	1	0	0.55	0.59	0.5	0.86		0%	100%	
	HV%	0%	50%	29%	0%	29%	9%	0%	0%	7%	0%	7%	30%	0%	100%	0%	25%	40%	0%	0%	100%	0%	77%	81%	50%	15%		0	6	6
Saturday MD Peak	Lights	0	1	133	0	134	185	0	4	182	0	186	133	0	1	0	0	1	4	0	0	0	2	2	1	323	W	0	0	0
Specified Period	%	0%	50%	83%	0%	82%	88%	0%	100%	93%	0%	93%	83%	0%	100%	0%	0%	100%	100%	0%	0%	0%	14%	14%	50%	85%		0%	0%	
11:30 AM - 12:30 PM	Mediums	0	1	7	0	8	7	0	0	5	0	5	7	0	0	0	0	0	0	0	0	0	2	2	1	15	E	0	0	0
One Hour Peak	%	0%	50%	4%	0%	5%	3%	0%	0%	3%	0%	3%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	14%	50%	4%	_	0%	0%	
11:30 AM - 12:30 PM	Articulated Trucks	0	0	21	0	21	19	0	0	9	0	9	21	0	0	0	0	0	0	0	0	0	10	10	0	40	S	0	0	0
	%	0%	0%	13%	0%	13%	9%	0%	0%	5%	0%	5%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	71%	71%	0%	11%		0%	0%	
	Total	0	2	161	0	163	211	0	4	196	0	200	161	0	1	0	0	1	4	0	0	0	14	14	2	378	Ν	0	0	0
	PHF	0	0.5	0.88	0	0.89	0.65	0	0.5	0.63	0	0.64	0.88	0	0.25	0	0	0.25	0.5	0	0	0	0.88	0.88	0.5	0.75		0%	0%	
	HV%	0%	50%	17%	0%	18%	12%	0%	0%	7%	0%	7%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	86%	86%	50%	15%		0	0	0







1001 Warrenville Road | Suite 350 | Lisle, IL | 60532 630-487-5550

# FINAL ENGINEERING ENGINEERING PLANS **THORTONS #314** 601 IL-83

# **UTILITY AND GOVERNING AGENCY CONTACTS**

ENGINEERING DEPARTMENT VILLAGE OF BENSENVILLE, PUBLIC WORKS 717 EAST JEFFERSON STREET BENSENVILLE, IL 60106 TEL: (630) 350-3435 CONTACT: MEHUL PATEL, P.E.

STORM SEWER SERVICE VILLAGE OF BENSENVILLE, PUBLIC WORKS 717 EAST JEFFERSON STREET BENSENVILLE, IL 60106 TEL: (630) 350-3435

<u>Roadway authori</u>ty VILLAGE OF BENSENVILLE, PUBLIC WORKS 717 EAST JEFFERSON STREET BENSENVILLE, IL 60106 TEL: (630) 350-3435 CONTACT: MEHUL PATEL, P.E.

POWER COMPANY COMMONWEALTH EDISON 3500 NORTH CALIFORNIA AVENUE CHICAGO, IL 60618 TEL: (866) 639-3532

NATURAL GAS COMPANY NICOR GAS 1844 FERRY ROAD NAPERVILLE, IL 60563 TEL: (888) 642-6748

<u>TELEPHONE</u> AT&T 915 N. YORK STREET ELMHURST, IL 60126 TEL: (331) 209-6685

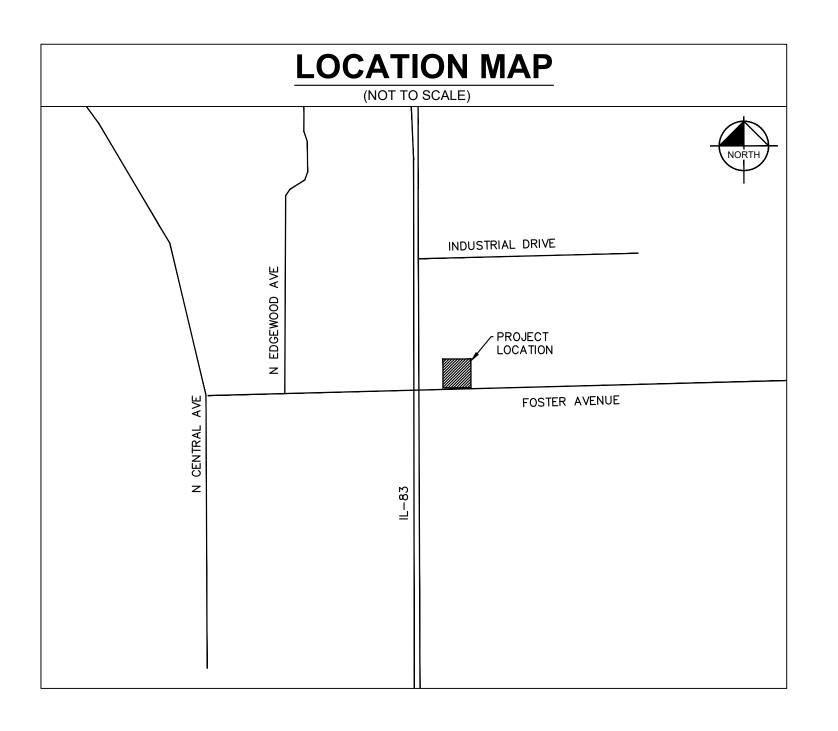
## **PROJECT TEAM**

<u>DEVELOPER</u> THORNTONS, INC. 2600 JAMES THORNTON WAY LOUSVILLE, KY 40245 TEL: (502) 572-1294 EMAIL: TODD.SMUTZ@THORNTONSINC.COM CONTACT: TODD SMUTZ

<u>CIVIL ENGINEER</u> KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE RD, SUITE 350 LISLE, IL 60532 TEL: (630) 487-5560 EMAIL: ERIC.TRACY@KIMLEY-HORN.COM CONTACT: ERIC TRACY, P.E.

SURVEYOR SPACECO INC. 9575 W. HIGGINS ROAD, SUITE 700 ROSEMONT, IL 60018 TEL: (847) 696-4060 CONTACT: GABRIELA PTASINSKA, P.L.S.

# BENSENVILLE, IL 60106



	Sheet List Table
Sheet Number	Sheet Title
C0.0	TITLE SHEET
C1.0	DEMOLITION PLAN
C2.0	SITE PLAN
C3.0	GRADING PLAN

# BENCHMARKS

SITE BENCHMARKS: (LOCATIONS SHOWN ON SURVEY)

SITE BENCHMARK #2 BY OTHERS: ARROW BOLT ON FIRE HYDRANT ON SIDE OF FOSTER AVENUE. ELEVATION = 691.51 (NAVD 88)

ADD 0.94 TO ELEVATIONS FOR NAVD88.

SITE BENCHMARK PER T.K.D LAND SURVEYORS, INC. TOPOGRAPHIC & BOUNDARY SURVEY PLAN UNDER ORDER NO. 12-046, DATED 03/15/2012, FIELD WORK

COMPLETED 03/15/2012



BB I

AA I

CC | DD | EE | FF

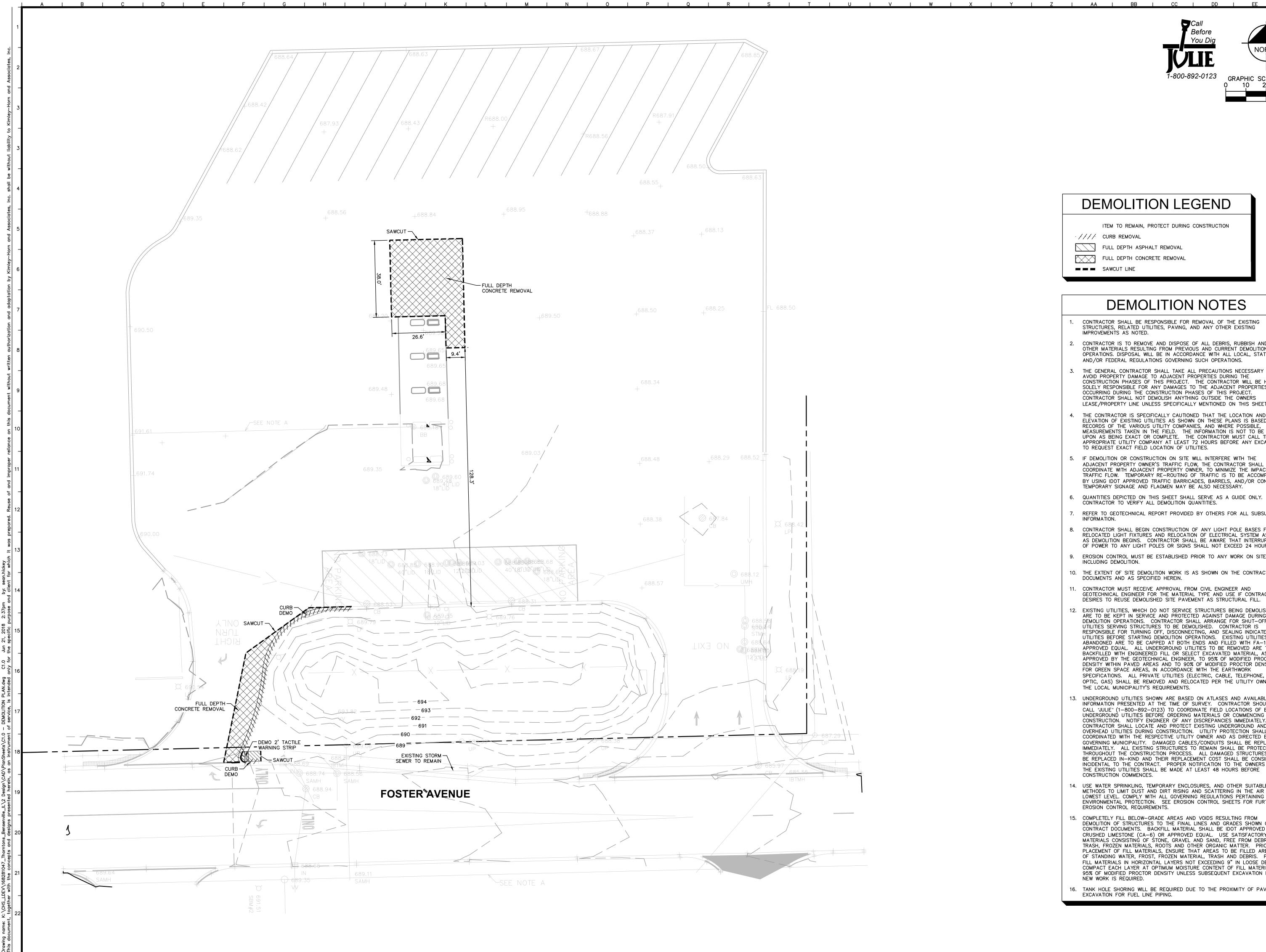
# **PROFESSIONAL ENGINEER'S CERTIFICATION**

I, ERIC J. TRACY, A LICENSED PROFESSIONAL ENGINEER OF IL, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE, WAS PREPARED ON BEHALF OF THORNTONS, INC. BY KIMLEY-HORN AND ASSOCIATES, INC. 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.

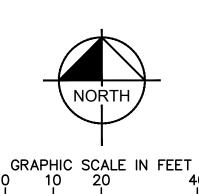
DATED THIS _____ DAY OF _____, A.D., 2018.

IL LICENSED PROFESSIONAL ENGINEER 062-067482 MY LICENSE EXPIRES ON NOVEMBER 30, 2019

			06/21/18 SMH DATE BY
			REVISED PER VILLAGE REVISIONS
	Kimley » Horn	© 2018 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE ROAD, SUITE 350, LISLE, IL 60532	WWW.KIMLEY-HORN.COM
SCALE:	DESIGNED BY: SMH	DRAWN BY: SMH	снескер ву: ет
	THORNTONS #314	601 IL-83 BENSENVILLE, ILLINOIS 60106	
	HA PRO 1682 SHEET	1/2018 DJECT 81047	3 NO.







40

# **DEMOLITION LEGEND**

ITEM TO REMAIN, PROTECT DURING CONSTRUCTION CURB REMOVAL

· / / / /
$\boxtimes$

FULL DEPTH ASPHALT REMOVAL FULL DEPTH CONCRETE REMOVAL

SAWCUT LINE

# **DEMOLITION NOTES**

- CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF THE EXISTING 1. STRUCTURES, RELATED UTILITIES, PAVING, AND ANY OTHER EXISTING IMPROVEMENTS AS NOTED.
- 2. CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS. DISPOSAL WILL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND/OR FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
- 3. THE GENERAL CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT. CONTRACTOR SHALL NOT DEMOLISH ANYTHING OUTSIDE THE OWNERS LEASE/PROPERTY LINE UNLESS SPECIFICALLY MENTIONED ON THIS SHEET.
- 4. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES.
- 5. IF DEMOLITION OR CONSTRUCTION ON SITE WILL INTERFERE WITH THE ADJACENT PROPERTY OWNER'S TRAFFIC FLOW, THE CONTRACTOR SHALL COORDINATE WITH ADJACENT PROPERTY OWNER, TO MINIMIZE THE IMPACT ON TRAFFIC FLOW. TEMPORARY RE-ROUTING OF TRAFFIC IS TO BE ACCOMPLISHED BY USING IDOT APPROVED TRAFFIC BARRICADES, BARRELS, AND/OR CONES. TEMPORARY SIGNAGE AND FLAGMEN MAY BE ALSO NECESSARY.
- 6. QUANTITIES DEPICTED ON THIS SHEET SHALL SERVE AS A GUIDE ONLY. CONTRACTOR TO VERIFY ALL DEMOLITION QUANTITIES.
- REFER TO GEOTECHNICAL REPORT PROVIDED BY OTHERS FOR ALL SUBSURFACE 7. INFORMATION.
- CONTRACTOR SHALL BEGIN CONSTRUCTION OF ANY LIGHT POLE BASES FOR 8. RELOCATED LIGHT FIXTURES AND RELOCATION OF ELECTRICAL SYSTEM AS SOON AS DEMOLITION BEGINS. CONTRACTOR SHALL BE AWARE THAT INTERRUPTION OF POWER TO ANY LIGHT POLES OR SIGNS SHALL NOT EXCEED 24 HOURS.
- 9. EROSION CONTROL MUST BE ESTABLISHED PRIOR TO ANY WORK ON SITE INCLUDING DEMOLITION.
- 10. THE EXTENT OF SITE DEMOLITION WORK IS AS SHOWN ON THE CONTRACT DOCUMENTS AND AS SPECIFIED HEREIN. 11. CONTRACTOR MUST RECEIVE APPROVAL FROM CIVIL ENGINEER AND
- GEOTECHNICAL ENGINEER FOR THE MATERIAL TYPE AND USE IF CONTRACTOR DESIRES TO REUSE DEMOLISHED SITE PAVEMENT AS STRUCTURAL FILL.
- 12. EXISTING UTILITIES, WHICH DO NOT SERVICE STRUCTURES BEING DEMOLISHED, ARE TO BE KEPT IN SERVICE AND PROTECTED AGAINST DAMAGE DURING DEMOLITION OPERATIONS. CONTRACTOR SHALL ARRANGE FOR SHUT-OFF OF UTILITIES SERVING STRUCTURES TO BE DEMOLISHED. CONTRACTOR IS RESPONSIBLE FOR TURNING OFF, DISCONNECTING, AND SEALING INDICATED UTILITIES BEFORE STARTING DEMOLITION OPERATIONS. EXISTING UTILITIES TO BE ABANDONED ARE TO BE CAPPED AT BOTH ENDS AND FILLED WITH FA-1 OR APPROVED EQUAL. ALL UNDERGROUND UTILITIES TO BE REMOVED ARE TO BE BACKFILLED WITH ENGINEERED FILL OR SELECT EXCAVATED MATERIAL, AS APPROVED BY THE GEOTECHNICAL ENGINEER, TO 95% OF MODIFIED PROCTOR DENSITY WITHIN PAVED AREAS AND TO 90% OF MODIFIED PROCTOR DENSITY FOR GREEN SPACE AREAS, IN ACCORDANCE WITH THE EARTHWORK SPECIFICATIONS. ALL PRIVATE UTILITIES (ELECTRIC, CABLE, TELEPHONE, FIBER OPTIC, GAS) SHALL BE REMOVED AND RELOCATED PER THE UTILITY OWNER AND THE LOCAL MUNICIPALITY'S REQUIREMENTS.
- 13. UNDERGROUND UTILITIES SHOWN ARE BASED ON ATLASES AND AVAILABLE INFORMATION PRESENTED AT THE TIME OF SURVEY. CONTRACTOR SHOULD CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES DURING CONSTRUCTION. UTILITY PROTECTION SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY OWNER AND AS DIRECTED BY THE GOVERNING MUNICIPALITY. DAMAGED CABLES/CONDUITS SHALL BE REPLACED IMMEDIATELY. ALL EXISTING STRUCTURES TO REMAIN SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS. ALL DAMAGED STRUCTURES SHAL BE REPLACED IN-KIND AND THEIR REPLACEMENT COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. PROPER NOTIFICATION TO THE OWNERS OF THE EXISTING UTILITIES SHALL BE MADE AT LEAST 48 HOURS BEFORE CONSTRUCTION COMMENCES.
- 14. USE WATER SPRINKLING, TEMPORARY ENCLOSURES, AND OTHER SUITABLE METHODS TO LIMIT DUST AND DIRT RISING AND SCATTERING IN THE AIR TO THE LOWEST LEVEL. COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION. SEE EROSION CONTROL SHEETS FOR FURTHER EROSION CONTROL REQUIREMENTS.
- 15. COMPLETELY FILL BELOW-GRADE AREAS AND VOIDS RESULTING FROM DEMOLITION OF STRUCTURES TO THE FINAL LINES AND GRADES SHOWN ON THE CONTRACT DOCUMENTS. BACKFILL MATERIAL SHALL BE IDOT APPROVED CRUSHED LIMESTONE (CA-6) OR APPROVED EQUAL. USE SATISFACTORY SOIL MATERIALS CONSISTING OF STONE, GRAVEL AND SAND, FREE FROM DEBRIS, TRASH, FROZEN MATERIALS, ROOTS AND OTHER ORGANIC MATTER. PRIOR TO PLACEMENT OF FILL MATERIALS, ENSURE THAT AREAS TO BE FILLED ARE FREE OF STANDING WATER, FROST, FROZEN MATERIAL, TRASH AND DEBRIS. PLACE FILL MATERIALS IN HORIZONTAL LAYERS NOT EXCEEDING 9" IN LOOSE DEPTH. COMPACT EACH LAYER AT OPTIMUM MOISTURE CONTENT OF FILL MATERIAL TO 95% OF MODIFIED PROCTOR DENSITY UNLESS SUBSEQUENT EXCAVATION FOR NEW WORK IS REQUIRED.
- 16. TANK HOLE SHORING WILL BE REQUIRED DUE TO THE PROXIMITY OF PAVEMENT EXCAVATION FOR FUEL LINE PIPING.

SHEET NUMBER

