Approved DRAFT

MINUTES VILLAGE OF HINSDALE PLAN COMMISSION **JANUARY 9, 2013** MEMORIAL HALL 7:30 P.M.

Chairman Byrnes called the meeting to order at 7:30 p.m., Wednesday, January 9, 2013 in Memorial Hall, the Memorial Building, 19 East Chicago Avenue, Hinsdale, Illinois.

PRESENT:

Chairman Byrnes, Commissioner Crnovich, Commissioner Johnson,

Commissioner McMahon, Commissioner Cashman, Commissioner Brody

and Commissioner Stifflear

ABSENT:

Commissioner Sullins and Commissioner Nelson

ALSO PRESENT: Sean Gascoigne, Village Planner

Approval of Minutes

The Plan Commission reviewed the minutes from the December 12, 2012 meeting. Commissioner Brody motioned to approve the minutes of December 12, 2012, as amended. Commissioner Crnovich seconded. The motion passed unanimously.

Findings and Recommendations

16 E. First Street - Yankee Peddler - Site Plan/Exterior Appearance Approval for

Chairman Byrnes provided a brief summary of the discussion that took place on this agenda item at the last Plan Commission meeting and highlighted the findings and recommendations that were included based on these discussions. Mr. Gascoigne summarized one minor change he made to the Findings. Commissioner Stifflear motioned to approve the findings and recommendations for 16 E. First Street - Yankee Peddler - Site Plan/Exterior Appearance Approval for Façade Improvements. Commissioner Brody seconded. The motion passed

Adjournment

Commissioner Johnson moved to adjourn. Commissioner Nelson seconded and the meeting adjourned at 7:32 p.m. on January 9, 2013.

Respectfully Submitted,

Sean Gascoigne Village Planner

Memorandum

To: Chairman Byrnes and Plan Commissioners

From: Sean Gascoigne, Village Planner

Cc: David Cook, Village Manager

Robb McGinnis, Director of Community Development/Building Commissioner

Date: March 13, 2013

Re: 421 E. Ogden Avenue – Adventist Hinsdale Hospital – Exterior Appearance and Site Plan

Review

REQUEST

The applicant is requesting approval for exterior appearance and site plan review, to allow for the construction of a new cancer center totaling approximately 54,000 square feet. The proposed development would also contain a surface parking lot which would provide 239 parking spaces. The site is currently vacant but for one unused structure scheduled for demolition and is in the O-3, General Office District.

The applicant is proposing to construct the new development at 421 E. Ogden, on the northeast corner of Ogden Avenue and Salt Creek Lane. The proposal would include a single building with varying roof heights, containing a 40,000 square foot cancer center and a 14,000 square foot imaging center. The proposed access from Ogden would be on Salt Creek Lane, with the current configuration of the privately owned Spinning Wheel Road being relocated to tie into Salt Creek Lane to provide access to the medical center. Based on the square footages provided, the petitioner would be required to provide a total of 238 parking spaces, with 239 proposed. The applicant has also provided the attached traffic study and had the opportunity to meet with the Police Department to discuss any concerns. The attached addendum, summarizes the Police Department's comments and concerns, along with the hospital's responses. In addition to this meeting, the applicant has also held three separate community meetings conducted on March 5th, 6th and 11th to allow for questions and concerns from residents and the general community. Notification of these meetings were published in the Hinsdalean, as well as mailed to the surrounding property owners, identified in the attached map.

The size and scale of the proposed building is in keeping with other buildings in that area. According to the application, the building materials and design elements for the proposed development includes brick masonry, Arriscraft stone, aluminum store-front window system and varied rooflines constructed of standing seam metal. The horizontal massing of the exterior elevations are broken up with the placement of architectural design details, variation of façade depths and window placement. The petitioner has utilized parapets, containing metal coping, within the architecture and elevations to shield all mechanical equipment, as required by code. The landscape plan identifies the general use of native plants and trees to complement the architecture of the proposed structure throughout the site, including substantial parking lot landscaping. In addition to the extensive landscaping, the site includes a large retention basin which will also be fully landscaped. You will note that the landscape plan also identifies a fitness path encompassing the

detention basin. While it is the applicant's intent to ultimately provide this path, it is subject to the appropriate funds being collected and as such, the applicant is requesting that the site plan approval include both options as part of this process.

Signage

While the applicant has identified several ground signs on the landscaping plan, signage is not included as part of this submittal and will need to be addressed at a later date, which could include the request for any variations required relative to number, size or heights of signs.

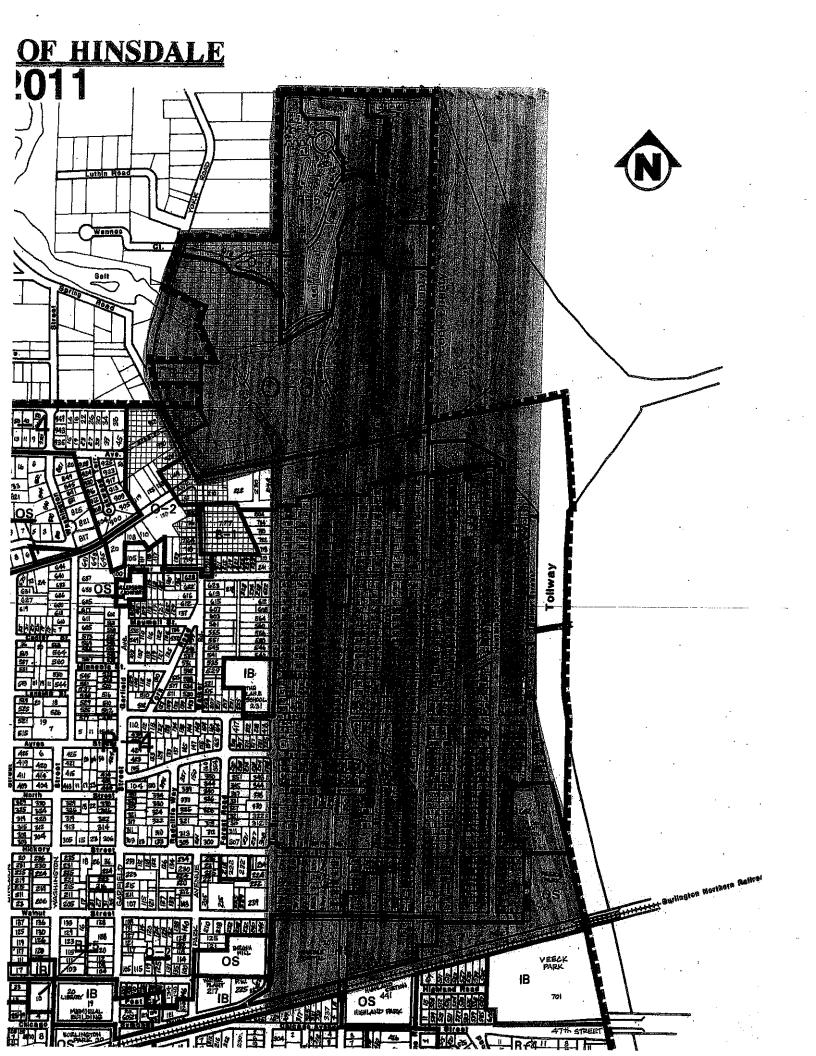
Other

In review of the application submitted the Commission must review the following criteria as stated in the Zoning Code:

- 1. Subsection 11-604F pertaining to Standards for site plan disapproval; and
- 2. Subsection 11-606E pertaining to Standards for building permits (exterior appearance review), which refers to Subsection 11-605E Standards and considerations for design review permit.

Attachment

Cc: President Cauley and Village Board of Trustees





OLICE DEPARTMENT 789-7070 RE DEPARTMENT 789-7060 ?1 N M. SYMONDS DRIVE

19 EAST CHICAGO AVENUE HINSDALE, ILLINOIS 60521-3489 (630) 789-7000 Village Website: http://www.villageofhinsdale.org VILLAGE PRESIDENT

Thomas K. Cauley
TRUSTEES

J. Kim Angelo Christopher J. Elder Doug Geoga William N. Haarlow Laura LaPlaca Bob Saigh

February 21, 2013

Michael Goebel Adventist Hinsdale Hospital 120 N. Oak Street Hinsdale, Il. 60521

Dear Mr. Goebel,

Per Section 11-401 of the Village of Hinsdale Zoning Code, I am obligated to review all applications for Certificate of Zoning Compliance and either issue a certificate approving the request or deny the application, stating the reasons or conditions for denial. The intent of this letter is to provide you notice that your application, as submitted, has been <u>denied</u> based on the following conditions/deficiencies:

- 1. The Plan Commission must approve and/or recommend to the Board of Trustees, approval of exterior appearance and site plan-review that you are requesting.
- 2. The Board of Trustee's adopt an Ordinance that grants the following requests:
 - Subsection 11-604 pertaining to Site Plan Review
 - Subsection 11-606 pertaining to Exterior Appearance Review

Pursuant to Section 11-401E(2), because relief from the above conditions is available pursuant to a companion application(s) being filed along with this application, I am able to process this application and in due time, approve the requested Certificate, subject to these conditions being met. Please do not hesitate to contact me, should you need additional clarification or have any other questions.

Sincerely,

David Cook

Zoning Administrator/Village Manager

Village of Hinsdale

Cc: Robert McGinnis, Director of Community Development/Building Commissioner

VILLAGE OF HINSDALE

COMMUNITY DEVELOPMENT DEPARTMENT 19 East Chicago Avenue Hinsdale, Illinois 60521-3489 630.789.7030

Application for Certificate of Zoning Compliance

You must complete all portions of this application. If you think certain information is not applicable, then write "N/A." If you need additional space, then attach separate sheets to this form.

Applicant's name:	Adventist Hir	Adventist Hinsdale Hospital			
Owner's name (if differer	nt):	3			
Property address:	421 E. Ogde	en Ave., Hinsda	ale, IL 60521		
Property legal descriptio	n: [attach to th	is form]			
Present zoning classifica	ation: O-3, Ger	neral Office D	District		
Square footage of proper	rty: 404,269 s.f.				
Lot area per dwelling:	N/A				
Lot dimensions:	x				
Current use of property:	Vacant/exist	ng vacant buil	dings, existing Spinning Wheel Road		
Proposed use:		Single-family detached dwelling Single-family detached dwelling Healthcare (Cancer Center/Imaging)			
Approval sought:	☐ Building ☐ Special (IX) Site Plar ☐ Design F ☐ Other:	Jse Permit า	☐ Variation ☐ Planned Development ☑ Exterior Appearance		
Brief description of requ	est and propo	sal:			
Exterior Appear./Site Plan Re	view for proposed	new outpatie	nt caner/women's imaging center.		
Plans & Specifications:	[submit with	this form]			
	Provided:	Require	d by Code:		
Yards:					
front: interior side(s)	466.8' 114.9' /	25' 10'			

Provided:

Required by Code:

corner side	216.5'	
rear	103.4'	20'
Setbacks (businesses and	offices):	
front:	466.8'	25'
interior side(s)	114.9/	10' /
corner side	216.5'	25'
rear	103.4'	20'
others:	N/A	N/A
Ogden Ave. Center:	216.5'	200'
York Rd. Center:	N/A	N/A 1001
Forest Preserve:	103.4'	100'
Building heights:		
principal building(s):	44' - 9.5"	46' @ 200 setback from centerline of Ogden Ave.
accessory building(s):	N/A	N/A
Maximum Elevations:		
principal building(s):	44' - 9.5"	60'
accessory building(s):	N/A	N/A
Dwelling unit size(s):	N/A	N/A
Total building coverage:	9.6%	N/A
Total lot coverage:	43.4%	50%
Floor area ratio:	.133	.35
Accessory building(s):	N/A	

Cassina	hotwoon	buildings: [depict on attached	nlansi
Spacing	netween	number depict on anached	piano

principal building(s): N/A N/A N/A N/A N/A

Number of off-street parking spaces required: 239
Number of loading spaces required: 1

Statement of applicant:

I swear/affirm that the information provided in this form is true and complete. I understand that any omission of applicable or relevant information from this form could be a basis for denial or revocation of the Certificate of Zoning Compliance.

By:

Applicant's signature

Applicant's printed name

Dated: February 1, 2013



VILLAGE OF HINSDALE COMMUNITY DEVELOPMENT DEPARTMENT

PLAN COMMISSION APPLICATION FOR OFFICE DISTRICTS

I. GENERAL INFORMATION

Applicant	Owner
Name: Adventist Hinsdale Hospital	Name: Adventist Hinsdale Hospital
Address: 120 N. Oak St.	Address: 120 N. Oak St.
City/Zip: Hinsdale, IL 60521	City/Zip: Hinsdale, IL 60521
Phone/Fax: (630) 856-6056 /	Phone/Fax: (630) 856-6056 /
E-Mail: mike.goebel@ahss.org	E-Mail: mike.goebel@ahss.org
Others, if any, involved in the project (i.e. Arcl	hitect, Attorney, Engineer)
Name: John J. George	Name: Kevin Harney
Title: Attorney	Title: Project Designer/Director (Earl Swensson Associates)
Address: 130 East Randolph Street	Address: 2100 West End Ave., Suite 1200
City/Zip: Chicago, IL 60601	City/Zip: Nashville, TN 37203
Phone/Fax: (312) 565-8439 /	Phone/Fax: (615) 329-9445 /
E-Mail: jgeorge@srcattorneys.com	E-Mail; kevinh@esarch.com
Disclosure of Village Personnel: (List the name, ac of the Village with an interest in the owner of record, the application, and the nature and extent of that interest)	
i) N/A	
2)	
3)	

II. SITE INFORMATION

Address of subject property: 421 E. Ogden Ave., Hins	sdale, IL 60521				
06-36-405-023, 06-36-405-024, 06-36-406-016, 06-36-406-018, Property identification number (P.I.N. or tax number): 06-36-406-005, 09-01-207-013, 09-01-208-003, 09-01-208-004					
Brief description of proposed project: Cancer Center	(40K s.f.); Women's Imaging (14K s.f.) that total				
approx. 54K s.f. Cancer Center will include 2 Lin. Ac. Vau	ilts and incorporate 18 private and 5 open bay				
patient service areas with 21 exam rooms. The Women's Imaging area will include Diagnostic Radiology,					
Ultrasound, Mammography, Bone Density and Stereo Mo General description or characteristics of the site: C	dalities. urrent site approx. 8.4 acres with existing building and				
parking lots that will be demolished prior to construction.	Also includes existing Spinning Wheel Road.				
Existing zoning and land use: O-3 District					
Surrounding zoning and existing land uses:					
North: O-3 District South: B3-3					
East: Forest Preserve	West: <u>O-3</u>				
Proposed zoning and land use: O-3 District	- 				
Please mark the approval(s) you are seeking an standards for each approval requested:	d attach all applicable applications and				
🗂 Site Plan Disapproval 11-604	Map and Text Amendments 11-601E				
☐ Design Review Permit 11-605E	Amendment Requested:				
Exterior Appearance 11-606E					
☐ Special Use Permit 11-602E	☐ Planned Development 11-603E				
Special Use Requested:	Development in the B-2 Central Business District Questionnaire				

TABLE OF COMPLIANCE

Address of subject property: 421 E. Ogden Ave.	
The following table is based on the _0-3	Zoning District.

	Minimu Require	m Code ements		Proposed/Existing Development
	0-1	0-2	O-3	- Dovoiopinovi
Minimum Lot Area (s.f.)	8,500	25,000	20,000	404,269 s.f.
Minimum Lot Depth	125	125	125	435.3'
Minimum Lot Width	60	100	80	349.5'
Building Height	30	40	60	44' - 9.5"
Number of Stories	2.5	3	5	2 stories
Front Yard Setback	35	25	25	466.8'
Corner Side Yard Setback	35	25	25	216.5'
Interior Side Yard Setback	10	10	10	114.9'
Rear Yard Setback	25	20	20	103.4'
Maximum Floor Area Ratio (F.A.R.)*	.40	.50	.35	13.3% 53,942/404,269
Maximum Total Building Coverage*	35%	N/A	N/A	9.6% 38,861/404,269
Maximum Total Lot Coverage*	80%	80%	50%	43.4% 175,307/404,269
Parking Requirements			1 space per 175 usable s.f. or 238 spaces.	The proposed site plan contains 239 parking spaces.
Parking front yard setback			25'	235.5'
Parking corner side yard setback			25'	57.6'
Parking interior side yard setback			10'	10'
Parking rear yard setback			20'	24.5'
Loading Requirements			1	2 provided
Accessory Structure Information				N/A

^{*} Must provide actual square footage number and percentage.

Vhere any lack of compliance is shown, state the reason and explain the Village's authority, if any, to approve the pplication despite such lack of compliance:	
	_

CERTIFICATION

The Applicant certifies and acknowledges and agrees that:

- A. The statements contained in this application are true and correct to the best of the Applicant's knowledge and belief. The owner of the subject property, if different from the applicant, states that he or she consents to the filling of this application and that all information contained in this application is true and correct to the best of his or her knowledge.
 - B. The applicant understands that an incomplete or nonconforming application will not be considered. In addition, the applicant understands that the Village may require additional information prior to the consideration of this application which may include, but is not limited to, the following items:
 - Minimum yard and setback dimensions and, where relevant, relation of yard and setback dimensions to the height, width, and depth of any structure.
 - A vehicular and pedestrian circulation plan showing the location, dimensions, gradlent, and number of all vehicular and pedestrian circulation elements including rights-of-way and streets; driveway entrances, curbs, and curb cuts; parking spaces, loading spaces, and circulation aisles; sidewalks, walkways, and pathways; and total lot coverage of all circulation elements divided as between vehicular and pedestrian ways.
 - 3. All existing and proposed surface and subsurface drainage and retention and detention facilities and all existing and proposed water, sewer, gas, electric, telephone, and cable communications lines and easements and all other utility facilities.
 - 4. Location, size, and arrangement of all outdoor signs and lighting.
 - Location and height of fences or screen plantings and the type or kink of building materials or plantings used for fencing or screening.
 - A detailed landscaping plan, showing location, size, and species of all trees, shrubs, and other plant material.
 - 7. A traffic study if required by the Village Manager or the Board or Commission hearing the application.
- C. The Applicants shall make the property that is the subject of this application available for inspection by the Village at reasonable times;
- D. If any information provided in this application changes or becomes incomplete or inapplicable for any reason following submission of this application, the Applicants shall submit a supplemental application or other acceptable written statement containing the new or corrected information as soon as practicable but not less than ten days following the change, and that failure to do so shall be grounds for denial of the application; and
 - E The Applicant understands that he/she is responsible for all application fees and any other fees, which the Village assesses under the provisions of Subsection 11-301D of the Village of Hinsdale Zoning Code as amended April 25, 1989.
 - F. THE OWNER OF THE SUBJECT PROPERTY AND, IF DIFFERENT, THE APPLICANT ARE JOINTLY AND SEVERALLY LIABLE FOR THE PAYMENT OF THE APPLICABLE APPLICATION FEE. BY SIGNING THE APPLICATION, THE OWNER HAS AGREED TO PAY SAID FEE, AND TO CONSENT TO THE FILING AND FORECLOSURE OF A LIEN AGAINST SUBJECT PROPERTY FOR THE FEE PLUS COSTS OF COLLECTION, IF THE ACCOUNT IS NOT SETTLED WITHIN THIRTY (30) DAYS AFTER THE MAILING OF A DEMAND FOR PAYMENT.

PAYMENT. On the 1/th day of February, 2013	I/We have read the above certification, understand it, and agree
to abide by its conditions.	
Signature of applicant or authorized agent	Signature of applicant or authorized agent
Michael Goersel	
Name of applicant or authorized agent	Name of applicant or authorized agent
SUBSCRIBED AND SWORN to before me this // day of February 2013	Geraldine M Piley Notary Public

4

OFFICIAL SEAL
GERALDINE M RILEY
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:10/11/14



COMMUNITY DEVELOPMENT DEPARTMENT EXTERIOR APPEARANCE AND SITE PLAN REVIEW CRITERIA

Address of proposed request:	421 E. Ogden Ave., Hinsdale, IL
REVIEW CRITERIA	

Section 11-606 of the Hinsdale Zoning Code regulates Exterior appearance review. The exterior appearance review process is intended to protect, preserve, and enhance the character and architectural heritage and quality of the Village, to protect, preserve, and enhance property values, and to promote the health, safety, and welfare of the Village and its residents. Please note that Subsection Standards for building permits refers to Subsection 11-605E Standards and considerations for design permit review.

PLEASE NOTE If this is a non-residential property within 250 feet of a single-family residential district, additional notification requirements are necessary. Please contact the Village Planner for a description of the additional requirements.

FEES for Exterior Appearance/Site Plan Review:
Standard Application: \$600.00
Within 250 feet of a Single-Family Residential District: \$800

Below are the criteria that will be used by the Plan Commission, Zoning and Public Safety Committee and Board of Trustees in reviewing Exterior Appearance Review requests. Please respond to each criterion as it relates to the application. Please use an additional sheet of paper to respond to questions if needed.

- 1. Open spaces. The quality of the open space between buildings and in setback spaces between street and facades. The site plan allows for a landscape transition space between parking and site edges. The landscape transition to Ogden Ave. and Salt Creek and relocated Spinning Wheel Drive provide for street trees along the parkways and buffer views with screen plantings surrounding the parking areas. A natural, woodland edge planting will transition to the east Forest Preserve property. A foundation landscape area is provided around the building allowing for arrival of visitors and staff, a viewing and healing garden, and landscape foundation plantings to surround the building.
- 2. Materials. The quality of materials and their relationship to those in existing adjacent structures. Proposed materials for the building are brick masonry, Arriscraft Stone, aluminum store-front window system (glass to be non-reflective), standing seam metal roof, and metal copings at parapets. The proposed material palette will complement the materials in existing adjacent structures.
- 3. General design. The quality of the design in general and its relationship to the overall character of neighborhood. The proposed design will complement not only the immediate

character of the neighborhood but also, generally, that of the Village of Hinsdale. The design utilizes stone at the base of the building and transitions to brick masonry at the second floor with stone accent element at the head and sills of the windows. Many of the existing neighboring buildings utilize brick masonry as a predominate material. The proposed use of stone is in response to many of the older commercial and residential structures in the Village which use stone somewhere in their facades. Many of the newer commercial buildings across Ogden Avenue use large storefront window openings and the new building also proposes these large storefront window openings to not only complement the neighborhood but also to allow for nature light into interior spaces. The proposed aesthetic for the building is one that Applicant hopes complements the existing character of the community while making a statement. Applicant needs and wants the building to be inviting and thus is using materials that are warm and recognizable (warm colors, texture, scale, etc.).

- 4. General site development. The quality of the site development in terms of landscaping, recreation, pedestrian access, auto access, parking, servicing of the property, and impact on vehicular traffic patterns and conditions on-site and in the vicinity of the site, and the retention of trees and shrubs to the maximum extent possible. General site development will provide for a coordinated site engineering and landscape plan to complement the overall site plan layout. Landscape shall include a comprehensive plan to address street parkways, stormwater management, arrivals, parking areas and the building foundation perimeter. The landscape plan shall feature an outdoor seating area and a healing garden on the east and south side of the building. Utility and loading will be screened using dense shrubs and evergreen plantings.
- 5. Height. The height of the proposed buildings and structures shall be visually compatible with adjacent buildings. Most adjacent buildings are 2-3 stories. The proposed building will be stepped-in in an effort to break up any perceived building mass and to respond to all required interior programs and will otherwise be compatible with surrounding buildings.
- 6. Proportion of front façade. The relationship of the width to the height of the front elevation shall be visually compatible with buildings, public ways, and places to which it is visually related. The building along Ogden Avenue is broken into smaller masses which is part of a conscious effort to respond to the perception of the building along Ogden Avenue.
- 7. Proportion of openings. The relationship of the width to the height of windows shall be visually compatible with buildings, public ways, and places to which the building is visually related. The proposed building utilizes an open storefront window system to create a friendly, inviting building that also allows for inhabitants to view nature outside. These windows allow for greater views to the adjacent forest preserve and the landscaped areas, such as the healing garden.
- 8. Rhythm of solids to voids in front facades. The relationship of solids to voids in the front façade of a building shall be visually compatible with buildings, public ways, and places to which it is visually related. Most adjacent buildings have a repetitive rhythm of solids to voids in their front facades. The proposed building is no different, with a repetitive rhythm that not only relates to interior programs but also to the views and light the building will allow.
- 9. Rhythm of spacing and buildings on streets. The relationship of a building or structure to the open space between it and adjoining buildings or structures shall be visually compatible with the buildings, public ways, and places to which it is visually related. Most adjacent buildings have a repetitive rhythm of solids to voids in their front facades. The proposed building is no

different, with a repetitive rhythm that not only relates to interior programs but also to the views and light the building will allow.

- 10. Rhythm of entrance porch and other projections. The relationship of entrances and other projections to sidewalks shall be visually compatible with the buildings, public ways, and places to which it is visually related. Most adjacent buildings have a repetitive rhythm of solids to voids in their front facades. The proposed building is no different, with a repetitive rhythm that not only relates to interior programs but also to the views and light the building will allow.
- 11. Relationship of materials and texture. The relationship of the materials and texture of the façade shall be visually compatible with the predominant materials to be used in the buildings and structures to which it is visually related. The proposed design will complement not only the immediate character of the neighborhood but also, generally, that of the Village of Hinsdale. The design utilizes stone at the base of the building and transitions to brick masonry at the second floor with stone accent element at the head and sills of the windows. Many of the existing neighboring buildings utilize brick masonry as a predominate material. The proposed use of stone is in response to many of the older commercial and residential structures in the Village which use stone somewhere in their facades. Many of the newer commercial buildings across Ogden Avenue use large storefront window openings and the new building also proposes these large storefront window openings to not only complement the neighborhood but also to allow for nature light into interior spaces. The proposed aesthetic for the building is one that Applicant hopes complements the existing character of the community while making a statement. Applicant needs and wants the building to be inviting and thus is using materials that are warm and recognizable (warm colors, texture, scale, etc.).
- 12. Roof shapes. The roof shape of a building shall be visually compatible with the buildings to which it is visually related. The vertical element on the proposed building is a multi-story element that will be comprised of stone and glass curtain wall system. The entry canopies are comprised of pyramidal standing seam metal roof elements supported by stone columns. The soffits at these canopies will be wood or of a "wood-look" material to recall a residential feel and provide warmth and texture.
- 13. Walls of continuity. Building facades and appurtenances such as walls, fences, and landscape masses shall, when it is a characteristic of the area, form cohesive walls of enclosure along a street to ensure visual compatibility with the buildings, public ways, and places to which such elements are visually related. Not Applicable.
- 14. Scale of building. The size and mass of buildings and structures in relation to open spaces, windows, door openings, porches, and balconies shall be visually compatible with the buildings, public ways, and places to which they are visually related. Most of the building that fronts pedestrian or public area are on-story in height, creating an intimate, or human scale.

 Canopies are scaled for the proportions/mass of the building but also to cover cars for loading and unloading of patients. Windows are scaled to respect the interior programs and also to allow view of exterior spaces and natural light.
- 15. Directional expression of front elevation. The buildings shall be visually compatible with the buildings, public ways, and places to which it is visually related in its directional character, whether this be vertical character, horizontal character, or nondirectional character. Many surrounding buildings orient themselves toward Ogden Avenue. The proposed building also

	faces Ogden Avenue with a vertical, identifying element. The proposed building is orthogonal
	in nature to allow for maximum efficiency in building and parking layout.
16.	Special consideration for existing buildings. For existing buildings, the Plan Commission and the Board of Trustees shall consider the availability of materials, technology, and craftsmanship to duplicate existing styles, patterns, textures, and overall detailing. Not Applicable.
Be de thi ap	CW CRITERIA – Site Plan Review low are the criteria that will be used by the Plan Commission and Board of Trustees in termining if the application meets the requirements for Site Plan Approval. Briefly describe how application will meet the below criteria. Please respond to each criterion as it relates to the plication. Please use an additional sheet of paper to respond to questions if needed.
pro ge pu ele	ection 11-604 of the Hinsdale Zoning Code regulates Site Plan Review. The site plan review occess recognizes that even those uses and developments that have been determined to be enerally suitable for location in a particular district are capable of adversely affecting the proposes for which this code was enacted unless careful consideration is given to critical design ements.
1.	The site plan adequately meets specified standards required by the Zoning Code with respect to the proposed use or development, including special use standards where applicable. The site plan meets all standards required by the Zoning Code.
2.	The proposed site plan does not interfere with easements and rights-of-way. The site plan will not interfere with easements or rights-of-way.
3.	The proposed site plan does not unreasonably destroy, damage, detrimentally modify, or interfere with the enjoyment of significant natural, topographical, or physical features of the site. Walks, landscaping and drives along the site will be improved and developed so as to enhance the natural features of the site.
4	The proposed site plan is not unreasonably injurious or detrimental to the use and enjoyment of surrounding property. The proposed plan will not be injurious or detrimental to the surrounding property.
5	The proposed site plan does not create undue traffic congestion or hazards in the public streets, or the circulation elements of the proposed site plan do not unreasonably create hazards to safety on or off site or disjointed, inefficient pedestrian or vehicular circulation paths on or off the site. The proposed site plan will create a better plan for circulation on public streets and will not create undue traffic congestion or hazards.
6	The screening of the site provides adequate shielding from or for nearby uses. The new building and landscaping shall be constructed per Village ordinance and shall provide adequate shielding.

- 7. The proposed structures or landscaping are not unreasonably lacking amenity in relation to, or are incompatible with, nearby structures and uses. The proposed structure and landscaping are consistent with the surrounding area and are at an appropriate scale.
- 8. In the case of site plans submitted in connection with an application for a special use permit, the proposed site plan makes adequate provisions for the creation or preservation of open space or for its continued maintenance. Not applicable.
- 9. The proposed site plan does not create unreasonable drainage or erosion problems or fails to fully and satisfactorily integrate the site into the overall existing and planned ordinance system serving the community. The proposed design will meet all engineering standards and building code requirements as set forth by the Village of Hinsdale and DuPage County.
- 10. The proposed site plan does not place unwarranted or unreasonable burdens on specified utility systems serving the site or area or fails to fully and satisfactorily integrate the site's utilities into the overall existing and planned utility system serving the Village. The proposed building will not place any unwarranted or unreasonable burdens on utility systems serving the area.
- 11. The proposed site plan provides for required public uses designated on the Official Map. The proposed use is in keeping with the existing O-3 District zoning.
- 12. The proposed site plan does not otherwise adversely affect the public health, safety, or general welfare. The proposed development serves the health care needs of the community and does not otherwise adversely affect the public health, safety or general welfare.

CONFIRMATION OF AUTHORITY

The undersigned, being the owner of certain property commonly known as private Spinning Wheel Road at its intersection with Ogden Avenue located in Hinsdale, Illinois, consisting of a private roadway (the "Subject Property"), hereby confirms that Adventist Hinsdale Hospital ("Adventist") is authorized by the undersigned to file applications with the Village of Hinsdale (the "Village") for Exterior Appearance and Site Plan Review, Special Use, Planned Development, Variation, Subdivision, or for any other relief required of the Village, which incorporate all or portions of the Subject Property in furtherance of the construction of the proposed Adventist Cancer Institute located generally on Ogden Avenue provided, however, that: (1) all applications and plans submitted to the Village by Adventist and its consultants are generally consistent with the applications and plans previously submitted to the undersigned by Adventist for review; and (2) Adventist shall not seek or acquiesce in the adoption by the Village and the Village shall not adopt any ordinances or resolutions granting any final approvals concerning the relocation of Spinning Wheel Road or the incorporation of Spinning Wheel Road, while title to the Subject Property is held by the undersigned, as it now exists into any such ordinances or resolutions without the prior written consent of the undersigned.

The undersigned states that it holds the Subject Property located generally at its intersection with Ogden Avenue, Hinsdale, Illinois for itself and no other person, association or shareholder other than it's partners.

Dated October 30_, 2012.

SPINNING WHEEL L<u>IMITED</u> P<u>ARTNERSHIP,</u>

Its: General Partner

Subscribed and sworn to before me this 30th day

of October 2012. Wiene

NOTARY OFFICIAL SEAL

NEAR NORTH NATIONAL TITLE LLC

222 N. LASALLE STREET, LOBBY LEVEL CHICAGO, IL 60601

ISSUING AGENT FOR CHICAGO TITLE INSURANCE COMPANY

A.L.T.A. COMMITMENT SCHEDULE A

Property: Ogden Avenue and Spinning Wheel Road, Hinsdale, IL				
₹Ε	FER INQUIRIES TO: I	Near North National Title LLC, (312)419-3900		
Ξff	ective Date: Septembe	er 15, 2 012		
1.	Policy or Polices to be	issued:		
	Owner's Policy	ALTA 2006 Owners Policy	AMOUNT TBD	
	Proposed Insured:	To be determined.		
	Loan Policy	ALTA 2006 Loan Policy	AMOUNT TBD	
	Proposed Insured:	To be determined.		
2.	. The estate or interest in the Land described or referred to in this Commitment and covered herein is Fee Simple as to Fee Parcel 1-W, Fee Parcel 2, Fee Parcel 4A and Fee Parcel 4B and Easements as to Easement Parcel 2-W, Easement Parcel 3-W and Easement Parcel 7 and title thereto is at the effective date hereof vested in:			
	Adventist Hinsdale Hospital, an Illinois not-for-profit corporation, as to Fee Parcel 1-W, Easement Parcels 2-W and 3-W, Fee Parcel 2 and Easement Parcel 7; and			
	15 Spinning Wheel LL	C, an Illinois limited liability company, as to Fee Parcel 4A	; and	
	21 Spinning Wheel LL	C, an Illinois limited liability company, as to Fee Parcel 4B	i.	
3.	The mortgage and ass	signments, if any, covered by this Commitment are descrit	oed as follows:	
	Mortgage dated [[] to [and recorded [] as document numbles], to secure a note in the amount of \$[]	per [] made by].	
1.	The Land referred to in	n this commitment is described as follows:		
	SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF			

Number: N01121637

NEAR NORTH NATIONAL TITLE LLC

ISSUING AGENT FOR CHICAGO TITLE INSURANCE COMPANY

A.L.T.A. COMMITMENT SCHEDULE B

Number: N01121637

STANDARD EXCEPTIONS

Schedule B of the policy or policies to be issued will contain these exceptions:

- 1. Rights or claims of parties in possession not shown by the public records.
- 2. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
- 3. Easements, or claims of easements, not shown by the public records.
- 4. Any lien, or right to a lien, for services, labor, or material heretofore or hereafter furnished, imposed by law and not shown by public records.
- 5. Taxes, or special assessments which are not shown as existing liens by the public records.

SPECIAL EXCEPTIONS

A. General real estate taxes for the year 2012.

Tax numbers 06-36-405-023 Affects Lot 9 in Fee Parcel 1-W

06-36-405-024 Affects part of Lot 8 in Fee Parcel 1-W

06-36-406-016 Affects part of Fee Parcel 2

06-36-406-018 Affects Fee Parcel 4A and part of Fee Parcel 4B and other property

09-01-207-013 Affects part of Lot 8 in Fee Parcel 1-W

09-01-208-003 Affects part of Fee Parcel 4B

Note: Taxes for the year 2011 have been paid in the following amounts:

06-36-405-023 \$29,887.14 06-36-405-024 \$9,086.42

06-36-406-016 \$3,040.04 06-36-406-018 \$186,911.16

09-01-207-013 \$17,300.08

09-01-208-003 \$2,988.02

Note: Taxes for the year 2012 are not yet due and payable.

B. General real estate taxes for the year 2012.

Tax numbers 06-36-406-005 Affects part of Fee Parcel 2

(continued)

09-01-208-004 Affects part of Fee Parcel 2

Note: Taxes for the year 2011 and prior years have been marked exempt.

Note: Taxes for the year 2012 are not yet due and payable.

- The Land lies within the Flagg Creek Water Reclamation District, formerly Hinsdale Sanitary District, which has accepted federal grants for sewage treatment works pursuant to Public Law 92-500. Federal law requires a user charge system separate from general ad valorem property taxes.
- 3. Terms, provisions and conditions contained in Flagg Creek Water Reclamation District Amended Ordinance 756, entitled An Ordinance Requiring Payment of User Charges Prior to Sale or Transfer of Real Estate, and Further Requiring Evaluation of Connection Permits for Sales of Commercial Property, a copy of which was recorded March 13, 2009 as document R2009-37066.
- 4. As of the Effective date of this Commitment, we find no mortgage of record. This should be explained to the Company.
- 5. Easement made by and between the Hinsdale Sanitary District, a municipal corporation, and Office Park of Hinsdale, a partnership, dated December 30, 1971 and recorded February 24, 1972 as document R72-9137, relating to interceptor pipes, lift station, water storage and pumping station, force mains and maintenance and operation of water wells and distribution system, together with the provisions and conditions contained therein.

Note: By quit claim deed recorded May 27, 1981 as document R81-27229, Hinsdale Sanitary District conveyed its interest in said easement to the Village of Oak Brook.

(Affects Fee Parcel 1-W and Easement Parcels 2-W and 3-W and other property)

6. Grant of easement made by Office Park of Hinsdale, a partnership, to the Village of Hinsdale, a municipal corporation, and its assigns, dated August 13, 1973 and recorded November 6, 1973 as document R73-69217, of easements for the existing water wells and pumping stations described on the plats attached thereto as Exhibit "A" and Exhibit "B".

Note: By quit claim deed recorded May 27, 1981 as document R81-27229, Hinsdale Sanitary District conveyed its interest in said easement to the Village of Oak Brook.

(Affects Fee Parcel 1-W and Easement Parcels 2-W and 3-W and other property)

 Easement and modification of existing easements created by a grant dated July 21, 1980 and recorded September 23, 1980 as document R80-57056, by and between Office Park of Hinsdale and Hinsdale

(continued)

Sanitary District, for storm and surface water control and sanitary sewer purposes.

Note: By quit claim deed recorded May 27, 1981 as document R81-27229, Hinsdale Sanitary District conveyed its interest in said easement to the Village of Oak Brook.

(Affects Fee Parcel 1-W and Easement Parcels 2-W and 3-W and other property)

- 8. Agreement made by and between Drovers National Bank of Chicago, as trustee under trust number 62019, and as trustee under trust number 61116, and Catherine Soustek, dated June 7, 1973 and recorded June 11, 1973 as document R73-33823, and amendments thereto recorded as documents R73-35331, R81-02365 and R2001-197280, and the terms, provisions, conditions and easements contained therein, including those relating to perpetual, non-exclusive easement for sanitary sewer and water line and to covenants and easements appurtenant to and benefiting the Land.
- 9. Easement grant recorded January 18, 1989 as document R89-006821, as amended by instruments recorded as documents R89-072896 and R89-072897, granting an easement for purposes of ingress and egress, including vehicular and pedestrian access, to benefit the Land and other property, together with restrictions on the use of the Land.

(Affects Fee Parcel 1-W and Easement Parcels 2-W and 3-W and other property)

10. License Agreement made by and between Office Park of Hinsdale and Drovers National Bank of Chicago, as trustee under trust number 61116, dated February 15, 1973 and recorded June 11, 1973 as document R73-33822, and Supplemental Declaration recorded as document R79-107322, and Supplementary Declaration of License recorded as document R77-117083, relating to ingress and egress to and from Ogden Avenue over and across the private roads known as Salt Creek Lane and Elm Street, and further providing for the termination of said agreement, together with the terms, provisions and conditions contained therein.

(Affects Fee Parcel 1-W and Easement Parcel 2-W)

11. Grant made by Drovers National Bank of Chicago, as trustee under trust number 61116, to the Commonwealth Edison Company and the Illinois Bell Telephone Company, their respective licensees, successors and assigns, dated June 10, 1970 and recorded June 15, 1970 as document R70-19380, of an easement to construct, operate, maintain, renew, relocate and remove, from time to time, poles, wires, cables, conduits, manholes, transformers, pedestals and other facilities used in connection with overhead and underground transmission and distribution of electricity, sounds and signals, together with right of access to the same and the right, from time to time, to trim or remove trees, bushes and saplings and to clear obstructions from the surface and subsurface as may be reasonably required incident to the grant therein given, in, over, under, across, along and upon the surface of property, as follows:

(continued)

Strips of land 10 feet in width as shown shaded on the attached sketch marked Exhibit "A" and made a part thereof.

(Affects Fee Parcel 1-W and other property)

12. Gas main easement made by Paul Schwendener to Northern Illinois Gas Company, dated March 2, 1970 and recorded April 7, 1970 as document number R70-10262, granting a perpetual easement and right-of-way for the purpose of laying, maintaining, operating, renewing, replacing and removing gas mains and any necessary gas facilities appurtenant thereto, together with the right of access thereto for said purposes, in, upon, under, along and across Westerly 1/2 of the private road known as Salt Creek Lane.

(Affects Easement Parcel 2-W and other property)

13. The surveys prepared by Mackie Consultants LLC, dated February 13, 2003, Survey Project No. 949 and Survey Number ALTA-02.plt, dated April 25, 2003, includes a certification by the surveyor stating: Floodplain limits shown per Illinois Department of Transportation SC4 with a date of July 1997. Area outside the shown flood plain limit is designated zone C defined as an area of minimal flooding by the National Flood Insurance Program's Flood Insurance Rate Map, Community Panel Number 170105 004 B, with a date of identification of January 16, 1981, in Du Page County, Illinois.

(Affects Fee Parcel 1-W and Easement Parcels 2-W and 3-W)

14. Rights of owners North and adjoining in and to the use of sidewalks located on either side of Salt Creek Lane.

(Affects Fee Parcel 1-W and Easement Parcel 2-W)

15. Provisions appearing on the plat of Office Park of Hinsdale recorded September 20, 2002 as document R2002-243817 stating there shall be no direct access to Ogden Avenue (U.S. Route 34) from Lot 8, and that access to each lot to be via Salt Creek Lane and Elm Street.

Note: Said plat also depicts easements created by or contained in other documents.

(Affects Fee Parcel 1-W and Easement Parcels 2-W and 3-W and other property)

16. Grant made by Office Park of Hinsdale (signed by Paul H. Schwendener, Jr. and Dimitry Handa, as managers), to Northern Illinois Gas Company, its successors and assigns, dated October 9, 1964 and recorded November 30, 1964 as document R64-44844, of a perpetual easement and right of way to lay, maintain, operate, renew, replace and remove gas mains and necessary gas facilities in, upon, under, along and across a 10 foot strip of land as shown on Exhibit "A" attached thereto and made a part thereof, together with the terms, provisions and conditions contained therein.

(continued)

(Affects Fee Parcel 1-W and other property)

17. Grant made by Drovers National Bank of Chicago, as trustee under trust number 64208, to the Commonwealth Edison Company and the Illinois Bell Telephone Company, and their respective licensees, successors and assigns, dated June 30, 1969 and recorded July 8, 1969 as document R69-30057, of an easement to construct, operate, maintain, renew, relocate and remove wires, cables, conduits, manholes, transformers, pedestals and other facilities used in connection with the underground transmission and distribution of electricity, sounds and signals, together with the right of access to the same and the further terms, provisions and conditions contained therein, in, over, under, across, along and upon the surface of strips of land 10 feet in width as shown shaded on the attached sketch marked Exhibit "A" and made a part thereof.

Note: Partial Release of Easement dated December 9, 1970 and recorded December 17, 1970 as document R70-46092, wherein the Illinois Bell Telephone Company released to the owners of record all its right, title and interest in that portion of the easement running East and West.

Note: Partial Release of Easement dated October 8, 1970 and recorded September 14, 1971 as document R71-46873, wherein the Commonwealth Edison Company released all its right, title and interest in said easement.

Note: That portion of easements noted as document R69-30057 and as document R70-38458 that run in a North - South direction along the Easterly line of the Land are coextensive.

(Affects Fee Parcel 1-W and other property)

18. Grant made by Drovers National Bank of Chicago, as trustee under trust number 64208, to the Commonwealth Edison Company and the Illinois Bell Telephone Company, and their respective licensees, successors and assigns, dated October 9, 1970 and recorded October 22, 1970 as document R70-38458, of an easement to construct, operate, maintain, renew, relocate and remove poles, wires, cables, conduits, manholes, transformers, pedestals and other facilities used in connection with overhead and underground transmission and distribution of electricity, sounds and signals, together with right of access to the same and the further terms, provisions and conditions contained therein, in, over, under, across, along and upon the surface of strips of land 10 feet in width as shown shaded on the sketch attached thereto as Exhibit "A" and made a part thereof.

Note: That portion of easements noted as document R69-30057 and as document R70-38458 that run in a North - South direction along the Easterly line of the Land are coextensive.

(Affects Fee Parcel 1-W and other property)

(continued)

19. Easement in, upon, under, over and along 10 foot strips of land identified therein to install and maintain all equipment for the purpose of serving the land and other property with telephone and electric service, together with right of access to said equipment, as created by grant to Commonwealth Edison Company and Illinois Bell Telephone Company recorded July 8, 1969 as document R69-30062.

(Affects Fee Parcel 1-W and other property)

20. Easement in, upon, under, over and along 10 foot strips of land identified therein to install and maintain all equipment for the purpose of serving the land and other property with telephone and electric service, together with right of access to said equipment, as created by grant to Commonwealth Edison Company and Illinois Bell Telephone Company recorded July 8, 1969 as document R69-30061.

(Affects Fee Parcel 1-W and other property)

21. Gas main easement made by Paul Schwendener and Office Park of Hinsdale, to Northern Illinois Gas Company dated October 19, 1967 and recorded November 14, 1967 as document number R67-46566, granting a perpetual easement and right-of-way for the purpose of laying, maintaining, operating, renewing, replacing and removing gas mains and any necessary gas facilities appurtenant thereto, together with the right of access thereto for said purposes, in, upon, under, along and across the Westerly 1/2 of the private road known as Salt Creek Lane, including the Westerly 1/2 of the Westbound turn lane

(Affects Fee Parcel 1-W and Easement Parcel 2-W and other property)

22. Terms and provisions contained in Access Easement Agreement dated December 19, 2001, recorded December 26, 2001 as document R2001-284945, by and between Midwest Bank and Trust Company, as trustee under trust agreement dated November 8, 2001, and known as trust number 01-1-7933, and Elm Creek Property Management, Inc., d/b/a Office Park of Hinsdale, an Illinois corporation, and Hinsdale Hospital, an Illinois not-for-profit corporation.

(Affects Fee Parcel 1-W and other property)

- 23. Terms, provisions and conditions contained in instrument recorded October 24, 1973 as document R73-66783, relating to the closing of access from Spinning Wheel Road to Ogden Avenue.
- 24. Easement in, upon, under, along and across the part of the Land to install and maintain all equipment necessary to serve the Land and other property with gas service, together with right of access thereto, as created by grant to Northern Illinois Gas Company recorded October 9, 1967 as document R67-40511.

(continued)

- 25. Easement contained in deeds recorded as documents R62-10321, R65-15555, R68-53557, R68-53558 and R68-53559, and as shown on plat of Koplin's Assessment Plat recorded as document R67-16396, for ingress and egress over the Land.
- 26. Agreement dated December 15, 1967 and recorded December 28, 1967 as document R67-52749, and amended by document R69-38273, made by and between the Hinsdale Sanitary District and Alfred N. Koplin Company and Elmhurst National Bank, as trustee under trust agreement dated May 29, 1967 and known as trust number 2487, which provides for the furnishing of sewage facilities and services to the Land and other property and annual sewage treatment charges and termination of services, together with a 50 foot by 30 foot easement for construction, maintenance and operation of a sanitary sewer lift station, together with a 20 foot easement for public utilities, including sanitary sewer force main from the lift station to Ogden Avenue.
- 27. Restrictive Covenant for Construction of an Improvement in the Public Right-of-way recorded January 10, 2003, as document R2003-012913, made by and between the Village of Hinsdale and Foxford, LLC, relating to a lawn sprinkler system.

(Affects Fee Parcel 1-W and Easement Parcels 2-W and 3-W)

28. Office Park of Hinsdale Declaration of Easements and Operating Covenants dated April 2003 and recorded May 29, 2003, as document R2003-200111, and re-recorded January 10, 2006, as document R2006-005825, made by Midwest Bank and Trust Company, as trustee under trust agreement dated November 8, 2001, and known as trust number 01-7933 and Foxford, L.L.C., and the terms, provisions, covenants, conditions and easements contained therein, including those relating to use of the Land, formation of an association, costs, assessments and liens, and easements for roadways, utilities, maintenance, drainage and stormwater, and pedestrian and passive recreation.

Amendment to Office Park of Hinsdale Declaration of Easements and Operating Covenants dated September 2011 and effective January 1, 2011 and recorded February 27, 2012 as document R2012-24784 made by and between FirstMerit Bank, N.A., as successor trustee under trust number 01-1-7933, Foxford, LLC, and The Office Park of Hinsdale Owners Association.

(Affects Fee Parcel 1-W and Easement Parcels 2-W and 3-W)

- 29. Terms, provisions and conditions contained in Amended and Restated Development Agreement recorded August 1, 2008 as document R2008-120585, relating to settlement agreement concerning litigation had in Case No. 07CH1334.
- Provisions and easement contained in Declaration recorded March 2, 1967 as document R67-5975,
 relating to use and landscaping of the Land and easement for ingress and egress over part of the Land.

(continued)

Note: said instrument contains no provision for a forfeiture of or reversion of title in case of breach of condition.

(Affects Easement Parcel 3-W, Easement Parcel 7 and Fee Parcels 4A and 4B)

31. Easement over and upon part of the land to install and maintain an access or by-pass road, as created by grant to the Illinois State Toll Highway Commission recorded November 7, 1957 as document 862331.

Note: By quit-claim deed recorded February 27, 1958, the rights in the aforementioned easement were conveyed to the Department of Public Works and Buildings of the State of Illinois.

32. Easement over, along, across and under part of the Land to install and maintain all equipment necessary to serve the Land and other property with sanitary sewer, as created by grant to the Hinsdale Sanitary District recorded June 8, 1971 as document R71-25053.

(Affects the East 20 feet of Fee Parcel 2 and other property)

33. Easement over, along, across, under and through part of the land to install and maintain all equipment necessary to serve the land with a facility, system or systems for sanitary district purposes, as created by grant to the Hinsdale Sanitary District, its successors and assigns, recorded January 18, 1980 as document R80-04876.

(Affects the West 10 feet of the East 30 feet of Fee Parcel 2)

34. Terms, conditions and provisions contained in Environmental No Further Remediation Letter recorded March 17, 1999 as document R99-064605.

(Affects Fee Parcel 2)

35. Covenants, restrictions and easements contained in Trustee's Deed from Frederick K. Castle, as trustee under trust agreement dated June 5, 1961, to Alfred N. Koplin, dated May 14, 1967 and recorded June 2, 1967 as document R67-17789, including grant of perpetual rights of way for all purposes.

(Affects Easement Parcel 3-W, Easement Parcel 7 and Fee Parcels 4A and 4B)

36. Grant dated August 25, 1967 and recorded September 5, 1967 as document R67-34538 and amended by R70-8536 and R70-8537 made by Alfred N. Koplin to the Commonwealth Edison Company and the Illinois Bell Telephone Company, and their successors and assigns, granting the right, permission and authority to lay, maintain, operate, and remove underground conduit and cable, with necessary appurtenances for the transmission and distribution of electric current, with right of access to same for maintenance, repair

(continued)

and operation thereof, in upon, under and along strips of land 12 feet in width as shown on attached sketch marked Exhibit "A".

(Affects Easement Parcel 3-W, Easement Parcel 7 and Fee Parcels 4A and 4B)

37. Agreement dated December 15, 1967 and recorded December 28, 1967 as document R67-52749, and amended by document R69-38273, made by and between the Hinsdale Sanitary District and Alfred N. Koplin Company and Elmhurst National Bank, as trustee under trust agreement dated May 29, 1967 and known as trust number 2487, which provides for the furnishing of sewage facilities and services to the land and annual sewage treatment charges and termination of services, together with a 50 foot by 30 foot easement for construction, maintenance and operation of a sanitary sewer lift station, together with a 20 foot easement for public utilities, including sanitary sewer force main from the lift station to Ogden Avenue.

(Affects Easement Parcel 3-W, Easement Parcel 7 and Fee Parcels 4A and 4B)

38. Grant of easement from Alfred N. Koplin to the Illinois Bell Telephone Company and the Commonwealth Edison Company, together with their respective successors and assigns, dated October 12, 1967 and recorded October 20, 1967 as document R67-42538, granting permission and authority to lay, maintain, operate and remove underground conduit and cable, with the necessary appurtenances for the transmission and distribution of electric current, with the right of access for the maintenance, repair and operation thereof, and subsurface as may be necessary for the installation and maintenance of such facilities, in, upon, under and along part of the Land.

(Affects Easement Parcel 3-W, Easement Parcel 7 and Fee Parcels 4A and 4B)

39. Declaration of Easement and Agreement for Maintenance of Easement by Elmhurst National Bank, as trustee under trust agreement dated May 19, 1967 and known as trust number 2487, Elmhurst National Bank, as trustee under trust agreement dated August 8, 1968 and known as trust number 2704, and Elmhurst National Bank, as trustee under trust agreement dated August 8, 1968 and known as trust number 2705, dated September 25, 1968 and recorded October 29, 1968 as document R68-50520.

(Affects Easement Parcel 3-W, Easement Parcel 7 and Fee Parcels 4A and 4B)

40. Perpetual easement and right of way for all purposes over and across the land and restrictions affecting the land as reserved in Trustee's Deed recorded December 18, 1967 as document R67-51476.

(Affects Easement Parcel 3-W, Easement Parcel 7 and Fee Parcels 4A and 4B)

41. Cross Easement Agreement dated as of May 16, 2001 and recorded May 21, 2001 as document R2001-95641 made by and between Hinsdale Hospital, Cole Taylor Bank, as successor trustee under trusts number 76136, 61116, 64208 and 65276, and LaSalle Bank National Association, as successor

(continued)

trustee under trusts number 2487, 2704 and 2705, and the terms, provisions, conditions, covenants and easements contained therein, including those relating to use of the Land and to reimbursement of costs.

- 42. Terms, provisions, and conditions relating to the easements described in Easement Parcels 2-W, 3-W and 7 contained in the instrument creating said easements.
- 43. Rights of adjoining owners to the concurrent use of Easement Parcels 2-W, 3-W and 7.
- 44. Rights of the public and the State of Illinois Department of Transportation in and to that part of the Land taken or used for temporary construction easement for road purposes, known as Parcel 1G50001TE, as disclosed by proceedings had in Circuit Court of DuPage County, Illinois, Case No. 07 ED 15; by lis pendens notice recorded March 30, 3007 as document R2207-58252; by orders entered in said proceedings copies of which were recorded June 25, 2007 as document R2007-116869 and November 25, 2008 as document R2008-169965; and by plat of Proposed Plans for Ogden Avenue recorded January 18, 2008 as document R2008-9295.

(Affects the South line of the Land)

45. Rights of the public and the State of Illinois Department of Transportation in and to that part of the Land taken or used for road purposes, known as Parcel 1G50002, and for temporary construction easements for road purposes, known as Parcels 1G50002TE-A and 1G50002TE-B, as disclosed by proceedings had in Circuit Court of DuPage County, Illinois, Case No. 07 ED 19; by lis pendens notice recorded April 18, 2007 as document R2007-71648; and by plat of Proposed Plans for Ogden Avenue recorded January 18, 2008 as document R2008-9295.

(Affects the South line of the Land)

- 46. Rights of public and quasi-public utilities to use and maintain existing utility facilities located on the Land, including fiber optic lines, electric lines, gas lines, telephone lines, storm and sanitary sewers, and related facilities.
- 47. Rights of way for drainage tiles, ditches, feeders and laterals, if any.

(Affects that part of the Land that has not been subdivided and developed)

48. Rights of the public, the State of Illinois and the municipality in and to that part of the Land, if any, taken or used for road purposes.

(continued)

- 49. Easement Parcel 3-W, Easement Parcel 7 and Fee Parcels 4A and 4B as described and referred to in Schedule A relate to different interests in the same parcels of property, and have been included in this report on title as described at the request of the applicant. The Company may not be willing to insure certain combinations of those interests, such as fee and easement interests in the same parcels of property held by the same party. When it has been determined for what combination of those interests title insurance may be sought, request should be made to the Company to consider its willingness to insure the requested combination of interests.
- 50. A statement that no broker has been contracted or utilized in connection with a sale, lease or mortgage of the Land, or a final lien waiver from any such broker, should be furnished to the Company at the time of closing. Absent such statement or waiver, the policy to be issued pursuant to this commitment will be subject to the following:
 - Any lien, or right to a lien, established pursuant to the provisions of the Illinois Commercial Real Estate Broker Lien Act.
- A statement that no property manager has been contracted or employed to manage the Land or the improvements thereon, or a final lien waiver from any such manager, should be furnished to the Company at the time of closing. Absent such statement or waiver, the policy to be issued pursuant to this commitment will be subject to the following:
 - Any lien, or right to a lien, in favor of any property manager established pursuant to the provisions of the Illinois Mechanic's Lien Act.
- 52. Note: The Federal statute appearing at 42 USC 3604 has been interpreted to mean title companies are prohibited from either providing copies of, or reflecting as exceptions in title commitments, preliminary reports or policies, restrictive covenants which are in violation of the statute. In light of this interpretation, we believe it necessary to include the following "carve out" with regard to the language of any exception for restrictive covenants included in any title evidence issued by the Company:
 - If any document referenced herein contains a covenant, condition or restriction which is in violation of 42USC 3604(c), such covenant, condition or restriction, to the extent of such violation, is hereby deleted.
- Note: Property lying within Cook, Will, Kane or Peoria Counties in Illinois is subject to the Predatory Lending Database Program Act (765 ILCS 77/70 et seq.). In order to record any insured Mortgage encumbering such property, a Certificate of Compliance or a Certificate of Exemption must be obtained at the time of closing. If the closing is not conducted by the Company, the appropriate certificate should be attached to the mortgage to be recorded.
- The recording or filing of any deed or other instrument of conveyance may be subject to real estate transfer taxes imposed by the State of Illinois and by the county in which the land is located. Therefore, all deeds presented to the Company for recording must have the appropriate transfer tax stamps affixed

(continued)

thereto, or be properly marked exempt, and be accompanied by the applicable State of Illinois transfer declaration or exemption forms properly executed.

Note: As of the date of this commitment, the State of Illinois transfer tax rate is \$.50 for each \$500 of value or fraction thereof, and the county transfer tax rate is \$.25 for each \$500 of value or fraction thereof.

Note: If the transaction is closed through the Near North National Title Escrow Department, stamps may be purchased as part of the closing process provided we are furnished with a properly executed transfer declaration.

- 55. Franchise tax in favor of the State of Illinois against Adventist Hinsdale Hospital, an Illinois not-for-profit corporation.
- 56. In the event of a conveyance or mortgage of the Land, the following materials relating to the corporation which holds title to part of the Land should be furnished to the Company:
 - (a) Certification from the state of organization that the corporation has properly filed its articles of organization and is in good standing;
 - (b) Certified corporate resolution authorizing the transaction and execution of the deed, mortgage or other instruments;
 - (c) Certified copy of the bylaws, together with any amendments thereto; and
 - (d) An incumbency certificate, if the resolution does not identify parties authorized to execute instruments.

Note: In the event of a sale of all or substantially all of the assets of the corporation, or a sale of corporate assets to an officer or director, we should be furnished a copy of a resolution adopted by the shareholders of the corporation authorizing the transaction.

- 57. In the event of a conveyance or mortgage of the Land, the following materials relating to the limited liability companies which hold title to parts of the Land (the LLC) should be furnished to the Company:
 - (a) Certification from the state of organization that the LLC has properly filed its articles of organization and is in good standing;
 - (b) Certification from the Illinois Secretary of State that the LLC has been admitted to transact business in the State of Illinois and is in good standing;
 - (c) Certified copy of the LLC articles of organization, together with any amendments thereto;
 - (d) Certified copy of the LLC operating agreement, together with any amendments thereto:
 - (e) Certified list of incumbent managers, or of incumbent members if managers have not been appointed;
 - (f) Certification that no event of dissolution has occurred; and
 - (g) Certified manager or member resolution or consent authorizing the transaction and execution of the deed, mortgage or other instruments.

Note: In the event of a sale of all or substantially all of the assets of the LLC, or a sale of the LLC assets to a member or manager, we should be furnished a copy of a resolution adopted by the members of the LLC authorizing the transaction.

(continued)

58. The owner's policy to be issued pursuant to this commitment will be subject to the Standard Exceptions stated above unless Owner's Extended Coverage is requested and approved by the Company.

In order to obtain Owner's Extended Coverage (deletion of any or all of the five Standard Exceptions) the information and materials described below should be furnished to the Company prior to closing. To avoid delays, please allow sufficient time for consideration by the Company. Specific matters affecting title to the land thus disclosed will be added to Schedule B of the policy as Special Exceptions.

Standard Exception 1:

A properly executed ALTA Loan and Extended Coverage Statement (ALTA Statement) should be furnished.

Any existing leases affecting the land which have not been recorded in full should be produced for examination by the Company, or a complete list of such leases, including disclosure of any rights or options contained in such leases, should be attached as an exhibit to the ALTA statement.

Standard Exception 2:

An ALTA Survey should be furnished. (See below for further detail.)

Standard Exception 3:

The Company should be furnished an "ALTA" survey certified to include Near North National Title LLC, dated within six months of closing and showing all improvements completed or substantially completed. When requesting issuance of a survey for this purpose, the surveyor should be informed that the desired survey is to be made in accordance with current Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys and the Accuracy Standards for Minimum Angle, Distance and Closure Requirements for Survey Measurements Which Control Land Boundaries for ALTA/ACSM Land Title Surveys.

Standard Exception 4:

A properly executed ALTA Statement should be furnished.

If any new improvements, additions, remodeling or repairs have been constructed, performed or contracted for within six months preceding the closing date, satisfactory evidence of the payment in full for all labor and materials should be furnished. Please contact the Near North Construction Escrow Department at 312 / 419 – 3900 with inquiries regarding sworn statements, contractors' affidavits and mechanic's lien waivers necessary to establish payment in full.

(continued)

Standard Exception 5:

Any information known to the parties regarding any special assessments or special taxes pending or otherwise not fully paid should be disclosed in writing to the Company.

- Any questions concerning title clearance or underwriting should be referred to the examiner of this commitment (Authorized Signatory below) at 312 / 419-3900.
- 60. To schedule a closing, please contact the Near North National Title LLC Escrow Department at 312 / 419-3900.
- 61. Note: The policy, when issued, will not be considered valid until all fees relative to said policy, as indicated on the final invoice, are paid in full.
- 62. Note: The policies to be issued pursuant to this commitment will be ALTA 2006 form policies, unless otherwise requested and approved.
- 63. This is a commitment for a Chicago Title Insurance Company policy.

ISSUING AGENT FOR CHICAGO TITLE INSURANCE COMPANY

BY:

AUTHORIZED SIGNATORY

NEAR NORTH NATIONAL TITLE LLC 222 N. LaSalle Street, Lobby Level Chicago, IL 60601

(312)419-3900 (312)419-0774 FAX

EXHIBIT "A"

Fee Parcel 1-W:

Lots 8 and 9 in Office Park of Hinsdale, being a subdivision of part of Section 36, Township 39 North, Range 11, East of the Third Principal Meridian, and part of Section 1, Township 38 North, Range 11, East of the Third Principal Meridian, according to the plat thereof recorded September 20, 2002, as document R2002-243817, in Du Page County, Illinois.

Easement Parcel 2-W:

Non-exclusive, perpetual easements for the benefit of Fee Parcel 1-W as created by Agreement recorded June 11, 1973 as document R73-33823 as amended by documentsR73-35331, R81-2365 and R2001-197280, as described in Rider Descriptions 2, 4 and 6 attached thereto, and by easement grant recorded January 18, 1989 as document R89-006821 as amended by document R89-072896, and as created by easement grant recorded June 20, 1989 as document R89-072897, as described in Exhibits C1 through C5 attached thereto, for the purposes of ingress and egress over, upon and across the defined easement premises.

Easement Parcel 3-W:

A non-exclusive easement for the benefit of Lots 8 and 9 of Fee Parcel 1-W, (except that part of said lots falling in Salt Creek Lane), as created by that certain Cross Easement Agreement dated May 16, 2001 and recorded May 21, 2001 as document R2001-95641, for pedestrian and vehicular ingress and egress over, upon and across that portion of Spinning Wheel Road bounded on the South by the Northerly boundary line of Ogden Avenue and on the North by the Northernmost boundary line of the "New Road" and extended Easterly to its intersection with the East line of Spinning Wheel Road, which pedestrian and vehicular ingress and egress may be traveled solely (i) in a North and South direction along said portion of Spinning Wheel Road, and (ii) in an East and West direction only in those locations where curb cuts currently exist at the intersections of Spinning Wheel Road and the "Hospital Properties" (as specifically described in Section 1.4, therein).

Fee Parcel 2:

That part of the Northeast 1/4 of Section 1, Township 38 North, Range 11, East of the Third Principal Meridian, and that part of the Southeast 1/4 of Section 36, Township 39 North, Range 11, East of the Third Principal Meridian, described as follows:

Beginning at the Southeast corner of said Section 36, also being the Northeast corner of said Section 1; thence North 00 degrees 00 minutes 28 seconds West along said East line of Section 36, a distance of 360.04 feet to a line 311.45 feet South of as measured at right angles to and parallel with a South line of Lot 1 in Koplin's Assessment Plat recorded as document R67-16396; thence South 89 degrees 59 minutes 32 seconds West along said parallel line, a distance of 419.58 feet to the East line of said Lot 1, said line also being the East line of an ingress/egress easement more commonly known as Spinning Wheel Road per document numbers R67-16396, R68-53559, R68-53558, R68-53557, R65-15555, R62-10321, R67-5975 and R68-50520, said line also being parallel with the East line of said Sections 1 and 36; thence South 00 degrees 00 minutes 28 seconds East along said East line of Lot 1, also being the East line of said Spinning Wheel Road, being also parallel with said East line of Section 36, a distance of 647.37 feet to the North right of way line of Ogden Avenue (formerly known as Old Plank Road); thence North 79 degrees 52 minutes 02 seconds East (Record is North 80 degrees East), a distance

of 426.22 feet to the East line of said Section 1; thence North 00 degrees 00 minutes 28 seconds West along said East line of Section 1, a distance of 212.40 feet to said point of beginning, in Dupage County, Illinois.

Easement Parcel 7:

Non-exclusive easement for the benefit of Fee Parcel 2 as created by Cross Easement Agreement dated as of May 16, 2001 and recorded May 21, 2001 as document R2001-95641 made by and between Hinsdale Hospital, Cole Taylor Bank, as successor trustee under trusts number 76136, 61116, 64208 and 65276, and LaSalle Bank National Association, as successor trustee under trusts number 2487, 2704 and 2705, for pedestrian and vehicular ingress and egress over, upon and across that portion of Spinning Wheel Road more particularly described as Easement Sub-parcels 4A, 4B and 4C described below:

Easement Sub-Parcel 4A:

That part of the Southeast 1/4 of Section 36, Township 39 North, Range 11, East of the Third Principal Meridian, described as follows:

Beginning at the Southwest corner of Lot 1 in Koplin's Assessment Plat recorded as document R67-16396; thence North 00 degrees 00 minutes 28 seconds West along the West line of said Lot 1, also being the West line of an ingress/egress easement more commonly known as Spinning Wheel Road per document numbers R67-16396, R68-53559, R68-53557, R65-15555, R62-10321, R67-5975, R68-50520, R67-17789 and R67-51476, said line also being parallel with the East line of said Section 36, a distance of 405.51 feet to the Northeast corner of the property described in a deed recorded as document R76-45222; thence North 89 degrees 59 minutes 32 seconds East along a line parallel with the South line of said Lot 1, a distance of 48.00 feet to a line 431.58 feet East of as measured at right angles to and parallel with said East line of Section 36; thence South 00 degrees 00 minutes 28 seconds East, along said parallel line, a distance of 59.09 feet to a line 346.49 feet North of as measured at right angles to and parallel with the South line of said Lot 1; thence North 89 degrees 59 minutes 32 seconds East along said parallel line, a distance of 12.00 feet to a Southerly corner of said Lot 1; thence South 00 degrees 00 minutes 28 seconds East along an East line of said Lot 1, also being the East line of said Spinning Wheel Road, a distance of 346.49 feet to the South line of said Lot 1; thence South 89 degrees 59 minutes 32 seconds West along the South line of said Lot 1, a distance of 60.00 feet to said point of beginning, in Dupage County, Illinois.

Easement Sub-Parcel 4B:

That part of the Southeast 1/4 of Section 36, Township 39 North, Range 11, East of the Third Principal Meridian, and that part of Section 1, Township 38 North, Range 11, East of the Third Principal Meridian, described as follows:

Beginning at the Southwest corner of Lot 1 in Koplin's Assessment Plat recorded as document R67-16396; thence North 89 degrees 59 minutes 32 seconds East along the South line of said Lot 1, a distance of 60.00 feet to the Southerly most Southeast corner of said Lot 1; thence South 00 degrees 00 minutes 28 seconds East along the East line of an ingress/egress easement more commonly known as Spinning Wheel Road per document Numbers R67-16396, R68-53559, R68-53558, R68-53557, R62-10321, R67-5975, R68-50520, R67-17789, and R67-51476, said line also being parallel with the East line of said Sections 1 and 36, a distance of 612.33 feet to the North right of way line of Ogden Avenue (formerly known as Old Plank Road); thence South 79 degrees 52 minutes 02 seconds West (Record is South 80 degrees West) along said North right of way line of Ogden Avenue, a distance of 60.95 feet to the West line of said Spinning Wheel Road; thence North 00 degrees 00 minutes 28 seconds

West along the West line of said Spinning Wheel Road, said line also being parallel with the East line of said Sections 1 and 36, a distance of 623.05 feet to said point of beginning, in Dupage County, Illinois.

Easement Sub-Parcel 4C:

That part of the Southeast 1/4 of Section 36, Township 39 North, Range 11, East of the Third Principal Meridian, described as follows:

Commencing at the Southeast corner of said Section 36; thence North 00 degrees 00 minutes 28 seconds West along the East line of said Section 36, a distance of 671.49 feet to the Easterly most Southeast corner of Lot 1 in Koplin's Assessment Plat recorded as document R67-16396; thence South 89 degrees 59 minutes 32 seconds West along a South line of said Lot 1, a distance of 419.58 feet to the point of beginning, said point of beginning being a Southerly corner of said Lot 1; thence continuing South 89 degrees 59 minutes 32 seconds West, a distance of 12.00 feet to a line 431.58 feet East of as measured at right angles to and parallel with said East line of Section 36; thence North 00 degrees 00 minutes 28 seconds West along said parallel line, a distance of 59.09 feet to a line parallel with said South line of Lot 1; thence North 89 degrees 59 minutes 32 seconds East along said parallel line, a distance of 12.00 feet to a line 419.58 feet West of as measured at right angles to and parallel with said East line of Section 36; thence South 00 degrees 00 minutes 28 seconds East, along said parallel line, a distance of 59.09 feet to said point of beginning, in Dupage County, Illinois.

Fee Parcel 4A:

That part of the Southeast 1/4 of Section 36, Township 39 North, Range 11, East of the Third Principal Meridian, described as follows:

Beginning at the Southwest corner of Lot 1 in Koplin's Assessment Plat recorded as document R67-16396; thence North 00 degrees 00 minutes 28 seconds West along the West line of said Lot 1, also being the West line of an ingress/egress easement more commonly known as Spinning Wheel Road per document numbers R67-16396, R68-53559, R68-53557, R65-15555, R62-10321, R67-5975, R68-50520, R67-17789 and R67-51476, said line also being parallel with the East line of said Section 36, a distance of 405.51 feet to the Northeast corner of the property described in a deed recorded as document R76-45222; thence North 89 degrees 59 minutes 32 seconds East along a line parallel with the South line of said Lot 1, a distance of 48.00 feet to a line 431.58 feet East of as measured at right angles to and parallel with said East line of Section 36; thence South 00 degrees 00 minutes 28 seconds East, along said parallel line, a distance of 59.09 feet to a line 346.49 feet North of as measured at right angles to and parallel with the South line of said Lot 1; thence North 89 degrees 59 minutes 32 seconds East along said parallel line, a distance of 12.00 feet to a Southerly corner of said Lot 1; thence South 00 degrees 00 minutes 28 seconds East along an East line of said Lot 1, also being the East line of said Spinning Wheel Road, a distance of 346.49 feet to the South line of said Lot 1; thence South 89 degrees 59 minutes 32 seconds West along the South line of said Lot 1, a distance of 60.00 feet to said point of beginning, in Dupage County, Illinois.

Fee Parcel 4B:

That part of the Southeast 1/4 of Section 36, Township 39 North, Range 11, East of the Third Principal Meridian, and that part of Section 1, Township 38 North, Range 11, East of the Third Principal Meridian, described as follows:

Beginning at the Southwest corner of Lot 1 in Koplin's Assessment Plat recorded as document R67-16396; thence North 89 degrees 59 minutes 32 seconds East along the South line of said Lot 1, a distance of 60.00 feet to the Southerly most Southeast corner of said Lot 1; thence South 00 degrees 00 minutes 28 seconds East along the

East line of an ingress/egress easement more commonly known as Spinning Wheel Road per document Numbers R67-16396, R68-53559, R68-53558, R68-53557, R62-10321, R67-5975, R68-50520, R67-17789, and R67-51476, said line also being parallel with the East line of said Sections 1 and 36, a distance of 612.33 feet to the North right of way line of Ogden Avenue (formerly known as Old Plank Road); thence South 79 degrees 52 minutes 02 seconds West (Record is South 80 degrees West) along said North right of way line of Ogden Avenue, a distance of 60.95 feet to the West line of said Spinning Wheel Road; thence North 00 degrees 00 minutes 28 seconds West along the West line of said Spinning Wheel Road, said line also being parallel with the East line of said Sections 1 and 36, a distance of 623.05 feet to said point of beginning, in Dupage County, Illinois.

PRIVACY POLICY NOTICE

Near North National Title LLC respects the privacy of our customers' personal information. This Notice explains the ways in which we may collect and use personal information under the Near North National Title LLC Privacy Policy.

What kinds of information we collect: Depending on the services you use, the types of information we may collect from you, your lender, attorney, real estate broker, public records or from other sources include:

- Information from forms and applications for services, such as your name, address and telephone number
- Information about your transaction, including information about the real property you bought, sold or financed such as address, cost, existing liens, easements, other title information and deeds
- With closing, escrow, settlement or mortgage lending services or mortgage loan servicing, we may also
 collect your social security number as well as information from third parties including property appraisals,
 credit reports, loan applications, land surveys, real estate tax information, escrow account balances, and
 sometimes bank account numbers or credit card account numbers to facilitate the transaction
- Information about your transactions and experiences as a customer of ours or our affiliated companies, such as products or services purchased and payments made

How we use and disclose this information: We use your information to provide you with the services, products and insurance that you, your lender, attorney, or real estate brokers have requested. We disclose information to our affiliates and unrelated companies as needed to carry out and service your transaction, to protect against fraud or unauthorized transactions, for institutional risk control, to provide information to government and law enforcement agencies and as otherwise permitted by law. As required to facilitate a transaction, our title affiliates record documents that are part of your transaction in the public records as a legal requirement for real property notice purposes.

We do not share any nonpublic personal information we collect from you with unrelated companies for their own use.

We do not share any information regarding your transaction that we obtain from third parties (including credit report information) except as needed to enable your transaction as permitted by law.

Near North National Title LLC may share information about its transaction and experience with you in order to satisfy underwriter requirements for policy issuance.

How we protect your information: We maintain administrative, physical, electronic and procedural safeguards to guard your nonpublic personal information. We reinforce our privacy policy with our employees and our contractors. Joint marketers and third party service providers who have access to nonpublic personal information to provide marketing or services on our behalf are required by contract to follow appropriate standards of security and confidentiality.

Title insurance agents may be covered by this policy: If your transaction is insured through a title insurance agent and not through Near North National Title LLC, the agent handling your transaction should provide you with the agent's own privacy policy or evidence that the agent has adopted our policy.

If you have any questions about this privacy statement or our practices at Near North National Title LLC, please email us at escrow@nnnt.com or write us at Near North National Title LLC, 222 N. LaSalle Street, Lobby Level, Chicago, IL 60601.

December 2012

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Tirelflic and Parking Study.





Enkson Engineering Associones Hid



145 Commerce Drive, Suite A Grayslake, IL 60030

(847) 223-4804

601 W. Randolph St., Suite 500

Chicago, IL 60661

(312) 463-0551

1 - INTRODUCTION

Eriksson Engineering Associates, Ltd. (EEA) was retained by Adventist Hinsdale Hospital to analyze the traffic and parking conditions for their proposed Adventist Cancer Institute (ACI) facility in Hinsdale, Illinois. The proposed facility will be located at the northeast corner of Ogden Avenue and Salt Creek Lane/Oak Street. The site is a combination of two parcels previously occupied by a medical office building and a restaurant. These parcels are separated by Spinning Wheel Road, a private road, extending north from Ogden Avenue. A single development site will be created by realigning Spinning Wheel Road thru the north edge of property to Salt Creek Lane

The ACI will be a two story building with 53,200 square feet of gross building area and provide 238 parking spaces. Services at this campus will include:

- Women's Imaging
- Outpatient Imaging
- Radiation and Medical Oncology
- On-site Lab and Pharmacy
- Patient Support Services
- Office and Support Space

The purpose of the study is to observe the existing traffic patterns in the area, to determine the traffic characteristics of the development, and to analyze the future traffic conditions and access needs. The following sections of this report present a detailed description of the proposed site, the existing transportation conditions, the proposed development's traffic and parking characteristics, and the future transportation conditions.

2 - EXISTING CONDITIONS

Site Location and Area Land-Use

The site is located on the northeast corner of Salt Creek Lane and Ogden Avenue in Hinsdale, Illinois. It is currently vacant and has a private road, Spinning Wheel Road, running through it to Ogden Avenue. The site is bounded by Ogden Avenue to the south, Salt Creek Lane to the west, an office building (7 Salt Creek Lane) to the north, and the Cook County Forest Preserve land to the east.

Land-uses near the site include office and residential buildings to the north and west. Along Ogden Avenue, there are a variety of commercial uses. To the east, there is Cook County Forest Preserve land and the Tri-State Tollway (I-294). Figure 1 illustrates the site location and the adjacent roadways.

Roadway Characteristics

A description of the area roadways providing access to the site is provided below:

Ogden Avenue (US 34) is an east-west, major arterial roadway extending west from the City of Chicago to Oswego, Illinois. It has two through lanes in each direction with a flush left-turn median. Ogden Avenue has a signalized intersection at Salt Creek Lane/Oak Street and a full cloverleaf interchange with I-294. Ogden Avenue is under the jurisdiction of the Illinois Department of Transportation and has a posted speed limit of 35 miles per hour (mph).

Salt Creek Lane is a two-lane north-south collector road extending north from Ogden Avenue into a culde-sac. At its signalized intersection with Ogden Avenue, the north approach provides a shared right-turn/through lane, and a left-turn lane. The south approach (Oak Street) has a shared left/thru/right-turn lane. Salt Creek Lane is a private road with a 15 mph speed limit.

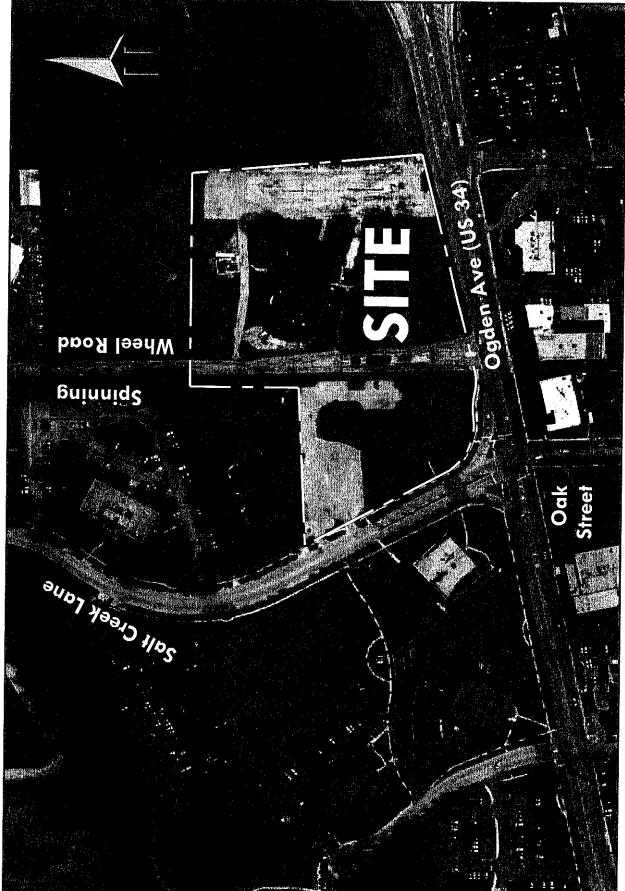
Spinning Wheel Road is a north-south two lane roadway extending north from Ogden Avenue. It serves several residential and office buildings. Spinning Wheel Road is a private road and has a 25 mph speed limit

Oak Street is a north-south collector road extending south of Ogden Avenue. Oak Street is under the jurisdiction of the Village of Hinsdale with a 25 mph speed limit.

Bicycle and Pedestrian Facilities

An on-street bike route is adjacent to the site running along Salt Creek Lane and extending south on Oak Street. Future plans include providing a marked bike lane and signal enhancements at Ogden Avenue.

Sidewalks are provided on both sides of Salt Creek Lane, Oak Street, and Ogden Avenue, west of Salt Creek Lane. East of Salt Creek Lane, sidewalks are provided on the south side leading up to the interchange area. No sidewalks are provided on the north side due to the location of the southbound to westbound tollway off-ramp. Painted cross-walks are provided at the Salt Creek/Oak signalized intersection.





Site Location and Area Roadways

Existing Traffic Volumes

Weekday morning (7:00 to 9:00 AM) and afternoon (4:00 to 6:00 PM) manual traffic counts were conducted at the following study area intersections:

- Salt Creek Lane on Ogden Avenue
- Spinning Wheel Road on Ogden Avenue
- 2 Salt Creek Lane office driveway on Salt Creek Lane
- Spinning Wheel Road at 11 Salt Creek Lane/15 Spinning Wheel Road driveways

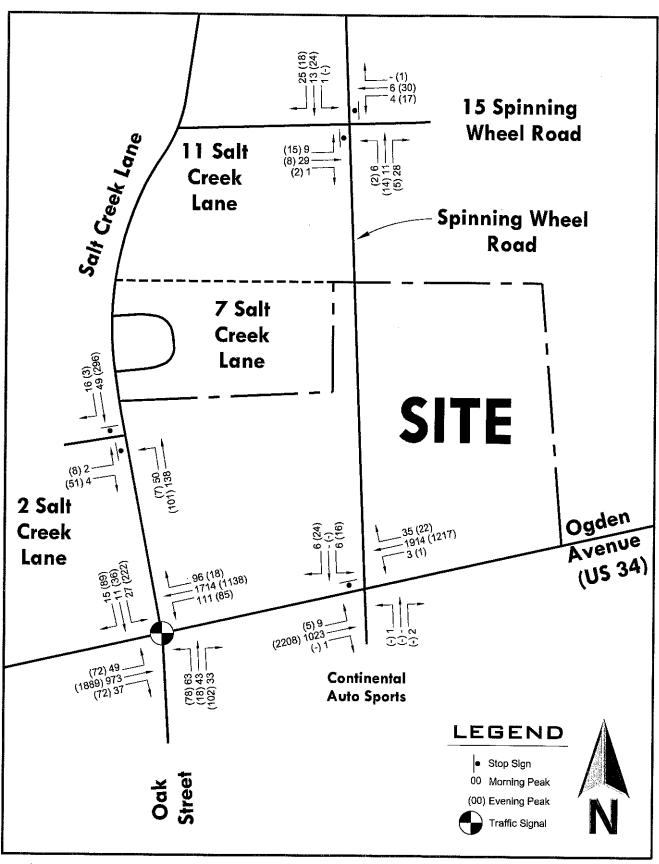
These counts showed the peak-hours of traffic occurring from 7:30 to 8:30 AM and 4:30 to 5:30 PM on a weekday. Ogden Avenue carries two-way traffic volumes ranging from 2,984 vehicles per hour (vph) during the morning peak to 3,453 vph in the evening peak in front of the site. Salt Creek Lane carries significantly less traffic (241 - 455 vph) along with Oak Street (298-391 vph). Spinning Wheel Road north of Ogden Avenue has traffic volumes ranging from 56-67 vph. The existing traffic volumes are shown in **Figure 2** and included in the **Appendix**.

Existing Traffic Operations

In order to quantify the operations of each intersection, the <u>Highway Capacity Manual</u> was used to define the capacity and vehicular delay of each intersection during the peak hours. The level of service ranges from LOS A to LOS F, with LOS A having minimal delays and LOS E/F having high levels of delay. **Table 1** summarizes the existing level of service results of the study intersections. Copies of the capacity analyses can be found in **Appendix**. Traffic turning left onto Ogden Avenue from Spinning Wheel Road or Continental Auto Sports experiences higher delays due to the high volume of traffic along Ogden Avenue.

Table 1
Existing Intersection Level of Service

Intersection	Morning Roadway Peak	Evening Roadway Peak
Salt Creek Lane At Ogden Avenue (Traffic Signal)	LOS B — 14.2 sec	LOS E - 55.8 sec
Spinning Wheel Road/ Continental Auto Sports At Ogden Avenue (Stop Sign)	LOS F (Sb and Nb Lefts)	LOS F (Sb and Nb Lefts)
2 Salt Creek Lane Driveway (Sb and Wb Stop Sign)	LOS A	LOS A
Spinning Wheel Road At 11 Salt Creek Lane (Stop Sign)	LOS A	LOS A





Existing Traffic Volumes

ERIKSSON ENGINEERING ASSOCIATES, LTD.

The signalized intersection of Ogden Avenue/Salt Creek Lane/Oak Street works well in the morning peak given the low volume of traffic on both Salt Creek Lane and Oak Street which allows most of the green time to serve through traffic on Ogden Avenue.

Evening traffic volumes at the intersection are 20% higher than the morning volumes and there is significantly more traffic on Salt Creek Lane and Oak Street. Traffic exiting left from the office park, which does not have a left-turn arrow, results in a less efficient traffic signal phasing and timing. As a result the overall intersection is working at a Level of Service E.

Spinning Wheel Relocation

In order to create the larger contiguous development parcel, Spinning Wheel Road is proposed to be relocated to the west and intersect with Salt Creek Lane. It will remain a private road. There are several benefits to area traffic operations and safety in conjunction with this relocation:

- Traffic turning at the Spinning Wheel Road stop controlled intersection on Ogden Avenue will now be able to make those turns under the protection of a traffic signal.
- One less driveway on Ogden Avenue reduces the potential for vehicular conflicts and crashes.
- Spinning Wheel Road is located at the end of the I-294 Southbound to Westbound Off-ramp merge. The close proximity between the two creates a conflict between tollway traffic accelerating to merge onto Ogden Avenue and Spinning Wheel Road traffic slowing down to turn right into the site. Eastbound traffic turning left to Spinning Wheel Road must judge the gaps from westbound Ogden Avenue traffic <u>and</u> the offramp traffic. Eliminating the road provides for simpler and safer operations.

Spinning Wheel Road will swing to the west and intersect Salt Creek Lane opposite the existing driveway for 2 Salt Creek Lane. This intersection currently has stop signs for eastbound and southbound traffic. Spinning Wheel Road will also be under stop sign control and have one eastbound lane and two westbound lanes (left/thru and right). The northbound direction will remain free-flow. Figure 3 illustrates the existing traffic volumes adjusted for the relocation of Spinning Wheel Road. Table 2 summarizes the capacity analyses with the reassigned traffic.

Traffic exiting left from the Continental Auto Sports will have an easier maneuver with less traffic conflicts when Spinning Wheel Road traffic moved to Salt Creek Lane. The traffic signal will continue to work poorly in the evening peak.

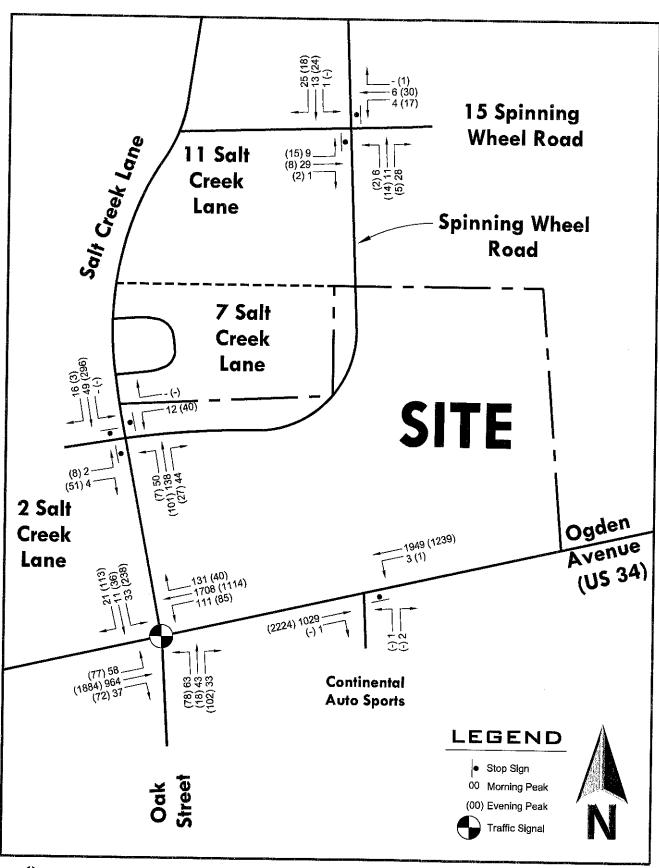




Table 2 Intersection Level of Service and Delay With Spinning Wheel Relocated

Intersection	Morning Roadway Peak	Evening Roadway Peak
Salt Creek Lane At Ogden Avenue (Traffic Signal)	LOS B — 14.2 sec	LOS E – 58.2 sec
Continental Auto Sports At Ogden Avenue (Stop Sign)	LOS E (Nb Left)	LOS E (Nb Left)
2 Salt Creek Lane/Spinning Wheel Road (Sb, Wb, and Eb Stop Sign)	LOS A	LOS B
Spinning Wheel Road At 11 Salt Creek Lane (Stop Sign)	LOS A	LOS A

3 - SITE TRAFFIC CHARACTERISTICS

Site Trip Generation

Traffic estimates were made for the ACI using data provided by the Institute of Transportation Engineer's <u>Trip Generation</u> 9th Ed. manual which contains trip generation surveys of other similar land-uses. It serves as the most widely accepted reference guide for establishing vehicle trip generation. Trip generation estimates were calculated for the morning and evening peak-hours for the proposed ACI plans. **Table 3** below shows the estimated volumes.

Table 3
Site Trip Generation Estimates

Land Use	ITE LUC	Size	1797/00/16/19/19	Peak H		13 (G. 1975)	Peak l	ABOUT BOTH
Medical Office	720	100 employees	42	11	53	36	<i>7</i> 0	106

Trip Generation Comparison

The site was previously developed with medical office (demolished) and a vacant building that was once used as a sit-down restaurant and more recently as an office building. **Table 4** provides a comparison of their traffic volumes with the proposed ACI. The proposed ACI generates 54% less traffic in the morning peak and 39% less during the evening peak.

Table 4
Site Trip Generation Comparison
Of Prior and Proposed Land-Uses

	16.50° 30¥3		AM	Peak F	lour	PN	l Peak I	lour
Land Use	ITE LUC	Size	. In	Out	Total	ln.	Out	Total
		Pri	or Site U	ses			1 × 1 × 1, 1 × 1, 1	
Office	<i>7</i> 10	93 employees ⁽¹⁾	55	7	62	16	78	94
Medical Office	720	22,000 sq. ft. ⁽²⁾	42	11	53	22	57	79
Totals		42,000 sq. ft.	97	18	115	38	135	173
Traffic (Generat	ed by ACI (3)	42	11	53	36	70	106
Net Change	in Site	Generated Traffic	-55	-7	-62	-2	-65	-67

- (1) Employees occupancy based on parking counts from historic aerial photographs
- (2) Building size approximated from historic aerial photographs
- (3) From Table 3 of this report

Directional Distribution

The trip distribution for the development is based on a combination of the existing traffic volumes going by the site, the existing road system and the distribution of residents in the area. The trip distribution for the site is shown on **Table 5** and **Figure 4**.

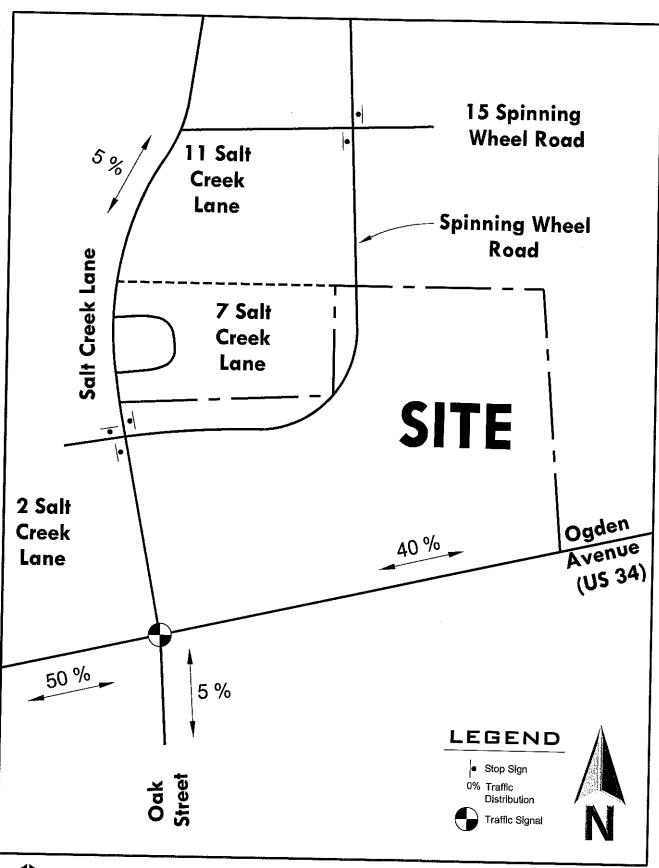
Table 5
Directional Distribution

Direction	Percentage
East on Ogden Avenue	40%
West on Ogden Avenue	50%
South on Oak Street	5%
North on Salt Creek Lane	5%
Total	100%

Site and Total Volumes

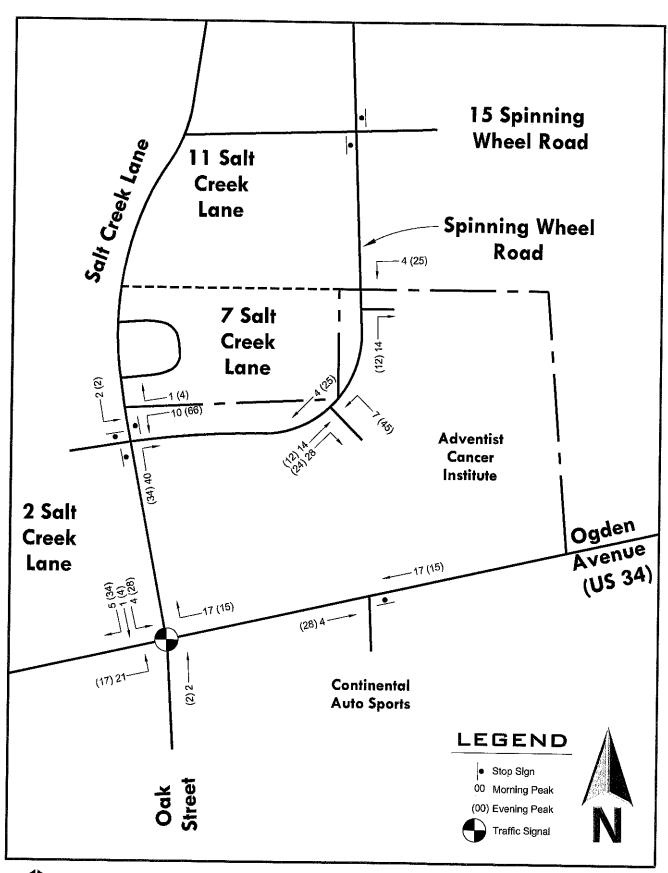
Based on trip generation and directional distribution estimates, the site generated traffic was assigned to the proposed access drives and area roadways and is illustrated in **Figure 5**.

Site traffic assignments were combined with the 2012 base traffic volumes to obtain the 2014 Total Traffic volumes with the development. A 1% yearly growth rate was included for growth in regional traffic on Ogden Avenue. The resulting volumes are shown in **Figures 6.**

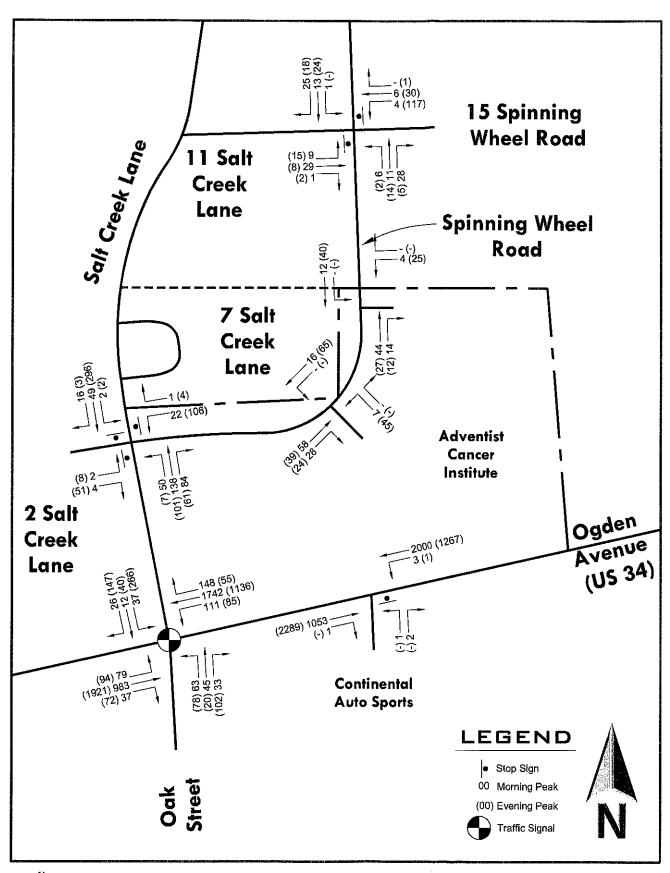




Directional Distribution









4 - ANALYSIS

Intersection Capacity Analyses

In order to determine the impact of the ACI on the study area intersections and the access drives, intersection capacity analyses were conducted for the Year 2014 with the proposed development. **Table 6** shows the future level of service results in the Year 2014 with the development.

Table 6 Intersection Level of Service and Delay With Spinning Wheel Relocated

Intersection	Morning Roadway Peak	Evening Roadway Peak
Salt Creek Lane At Ogden Avenue (Traffic Signal)	LOS B — 15.0 sec (LOS B — 15.2 sec) (1)	LOS E - 65.5 sec (LOS D - 48.7 sec) (1)
Continental Auto Sports At Ogden Avenue (Stop Sign)	LOS E	LOS E
2 Salt Creek Lane/Spinning Wheel Road (Sb, Wb, and Eb Stop Sign)	LOS A	LOS B
Spinning Wheel Road At 11 Salt Creek Lane (Stop Sign)	LOS A	LOS A
North ACI Driveway on Spinning Wheel Road (Stop Sign)	LOS A	LOS A
South ACI Driveway on Spinning Wheel Road (Stop Sign)	LOS A	LOS A

⁽¹⁾ Providing a southbound left-turn arrow

<u>Intersections</u>

Salt Creek Lane/Oak Street at Ogden Avenue

The existing traffic signal will continue to operate at a poor level of service in the evening with or without the development. The addition of the ACI will increase the delay in the evening peak. The morning peak-hour will continue to work well, as will most other hours of the day.

The poor operation is a combination of the Ogden Avenue eastbound traffic volumes and the single traffic phase provided for Salt Creek Lane/Oak Street. Southbound left-turns must wait until the northbound Oak Street traffic clears before a left-turn can be made. There is insufficient green time provided for this phase given the needs of Ogden Avenue.

Modifying the existing traffic signal to provide a left-turn arrow for the southbound left-turning traffic will help improve the intersection by providing a more efficient traffic phasing. Southbound left-turns can turn, under a left-turn arrow, before northbound Oak Street traffic proceeds. This would provide for better operations and shorter delays. The evening peak-hour in the Year 2014 would work better than today with a LOS D versus the existing LOS E.

Continental Auto Sports at Ogden Avenue

With the relocation of Spinning Wheel Drive, traffic entering or exiting the west driveway to the dealership will have fewer conflicts. It is a low volume drive with fewer than 10 vehicles per hour.

North ACI Drive on Spinning Wheel Road

The North ACI Drive will be located north of the building and serves the northern part of the parking lot and the loading dock. It will have one inbound lane and one outbound lane. Exiting traffic will be under stop sign control.

South ACI Drive on Spinning Wheel Road

The South ACI Drive will be located southeast of the building and serves the southern part of the parking lot and building visitor entrances. It will have one inbound lane and one outbound lane with a landscaped median. Exiting traffic will be under stop sign control.

Spinning Wheel Road/2 Salt Creek Lane Driveway/Salt Creek Lane

Stop signs are located on the southbound, eastbound, and westbound approaches. Northbound traffic entering the intersection from Ogden Avenue is free flow and will not be stopped. The new westbound approach (Spinning Wheel Road) will have one eastbound lane, a landscaped median, and two westbound lanes. The westbound lanes will be under stop control and be striped for a shared thru/left-turn lane and a right-turn lane.

5 - PARKING

Zoning Requirements

The proposed ACI building will have 53,200 square feet (gross building area) on two floors. Based on the Hinsdale Zoning Code, the parking requirement is one parking space per 175 square feet of net floor area. The net floor area is the gross floor area of a building minus floor space devoted to washrooms intended for general public use; elevator shafts and stairwells at each floor; floor space and shafts used for mechanical, electrical, and plumbing equipment; public foyers and atria intended for general public use; exterior building walls; floor space devoted to off street parking and loading; and basement floor space used only for bulk storage. The net floor area for the building is 41,494 square feet. The required parking for the ACI will be 238 parking spaces. The parking provided on site is 238 spaces meeting the zoning requirements.

National Parking Data

Two sources of medical parking data were reviewed to determine the demand at the ACI. The Institute of Transportation of Engineers publication **Parking Generation**, 4th Edition provides parking demand data on medical clinics and offices from around the country. Another study of medical office space was conducted by Walker Parking. Both studies are based on gross floor area. **Table 7** summarizes the parking demand for the ACI based on the national data.

Table 7
National/Local Parking Requirements

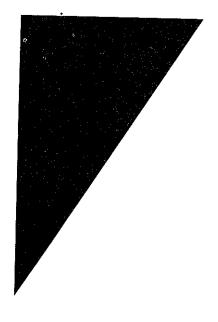
Source	Land/Use	Şize	Village Code	
ITE	Clinic	53,200 sq. ft.	4.2 spaces/1,000 sq. ft.	224
ITE	Medical Office	53,200 sq. ft.	3.2 spaces/1,000 sq. ft.	170
Walker	Medical Office	53,200 sq. ft.	4.5 spaces/1,000 sq. ft.	240

The projected demand ranges from 170 to 240 parking spaces. The Walker data estimated demand does not consider the amount of space in the ACI dedicated to imaging equipment so it over estimates the total demand. The proposed parking supply of 238 spaces is adequate for the needs of the development.

6 - CONCLUSION

Based on the traffic and parking study for the proposed Adventist Cancer Institute, the following findings were developed:

- The ACI will generate 53 trips in the morning peak hour and 106 trips in the evening peak hour.
- The ACI generated traffic volumes will be 23% less in the morning peak-hour and 54% less in the evening when compared to the previous uses on the site.
- The realignment of Spinning Wheel Road from Ogden Avenue to Salt Creek Lane will improve the operation and safety of Ogden Avenue.
- The proposed parking plan provides 238 spaces which meets the zoning requirement of 238 spaces.
- The two ACI driveways will intersect Spinning Wheel Road as "T" intersections with one inbound and one outbound lane. Exiting traffic will be under stop sign control.
- The existing signalized intersection of Ogden Avenue/Salt Creek Lane/Oak Street currently works at a poor level of service in the evening peak-hour and will continue to do so in the future with or without the ACI. Traffic operations can be improved by adding a southbound left-turn arrow on the traffic signal.



Adventist Cancer Institute Traffic Study Appendix

- Existing Traffic Counts
- 2012 Existing Capacity Analyses
- 2012 Spinning Wheel Realignment Analyses
- 2014 Total Capacity Analyses





2 Salt Creek Lane Driveway

Hinsdale, Illinois

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Ogden Avenue at Spinning Wheel Road/Continental Auto Sports Hinsdale, Illinois

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Hinsdale, Illinois

Spinning Wheel Road at 11 Salt Creek Lane/15 Salt Creek Lane

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apacity (c), ver folume-to-Capac vailable Capaci ack of Queue ( verflow Queue	n/h city Rati ty (c _a ), v Q), veh/ (Q₃), ve	o (X) veh/h In (95th percentile)		298 0.173 298	1140 0.469 1140	1125 0.470 1125	471 0.248 471	2066 0.873 2066	919 0.110 919 1.2	The second secon	324 0.452 324 7.7	A PARA SERVICE	184 0.154 184 1.5	304 0.090 304 1.3	and an agency or and advantage in a standage in the in-
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apacity (c), ver- folume-to-Capac vailable Capaci ack of Queue (converflow Queue verflow Queue ueue Storage F niform Delay (do ceremental Dela	n/h ty (c₂), v Q), veh/ (Q₃), ve Ratio (R l₁), s/vel y (d₂), s	io (X) veh/h In (95th percentile) ch/in Q) (95th percentile)		298 0.173 298 1.4 0.0 0.00	1140 0.469 1140 6.0 0.0 0.00	1125 0.470 1125 5.9 0.0	471 0.248 471 2.0 0.0 0.00 7.8	2066 0.873 2066 17.0 0.0 0.00 10.2	919   0.110   919   1.2   0.0   0.00   5.7		324 0.452 324 7.7 0.0 0.00 47.6	A PARTIE CONTINUE CONT	184 0.154 184 1.5 0.0 0.00 53.8	304 0.090 304 1.3 0.0 0.00 44.0	And the second s
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apacity (c), ver folume-to-Capac vailable Capaci ack of Queue ( verflow Queue ueue Storage F niform Delay (d	h/h city Rati ty (Ca), v Q), veh/ (Qa), ve Ratio (R (a), s/veh y (da), s ay (da),	io (X) veh/h In (95th percentile) ch/in Q) (95th percentile)		298 0.173 298 1.4 0.0 0.00 17.4 0.1 0.0	1140 0.469 1140 6.0 0.0 0.00 5.0	1125 0.470 1125 5.9 0.0 0.00 5.0 1.4	471 0.248 471 2.0 0.0 0.00 7.8 0.1	2066 0.873 2066 17.0 0.0 0.00 10.2 5.5 0.0	919 0.110 919 1.2 0.0 0.00 5.7 0.2	Transmission operation of the control of the control operation operation of the control operation ope	324 0.452 324 7.7 0.0 0.00 47.6 0.4	The second secon	184 0.154 184 1.5 0.0 0.00 53.8 0.1	304 0.090 304 1.3 0.0 0.00 44.0 0.0	And the second s
apacity (c), ver- olume-to-Capaci vailable Capaci ack of Queue (control Queue verflow Queue ueue Storage F niform Delay (control Delay (d) ontrol Delay (d)	n/h  city Rati ty (ca), v Q), veh/ (Q3), ve Ratio (R l1), s/vel y (d2), s ay (d3), , s/veh	io (X) veh/h In (95th percentile) ch/in Q) (95th percentile)		298 0.173 298 1.4 0.0 0.00 17.4 0.1 0.0 17.5	1140 0.469 1140 6.0 0.0 0.00 5.0 1.4 0.0 6.4	1125 10.470 1125 5.9 0.0 0.00 5.0 1.4 0.0 6.4	471 0.248 471 2.0 0.0 0.00 7.8 0.1 0.0 7.9	2066 0.873 2066 17.0 0.0 0.00 10.2 5.5 0.0	919 0.110 919 1.2 0.0 0.00 5.7 0.2 0.0		324 0.452 324 7.7 0.0 0.00 47.6 0.4 0.0 48.0		184 0.154 184 1.5 0.0 0.00 53.8 0.1 0.0	304 0.090 304 1.3 0.0 0.00 44.0 0.0 44.1	
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capacity (c), ver- colume-to-Capacity vailable Capacity ack of Queue (column) verflow Queue useue Storage F niform Delay (doucremental Dela itial Queue Dela control Delay (d) avel of Service pproach Delay;	n/h city Rati ty (ca), veh/ (Q3), veh/ (Q3), ve Ratio (R r), s/veh y (d2), s ay (d3), , s/veh (LOS) s/veh / l	io (X)  veh/h  In (95th percentile)  O) (95th percentile)  S/veh  S/veh		298 0.173 298 1.4 0.0 0.00 17.4 0.1 0.0 17.5	1140 0.469 1140 6.0 0.0 0.00 5.0 1.4 0.0 6.4	1125 0.470 1125 5.9 0.0 0.00 5.0 1.4 0.0 6.4 A	471 0.248 471 2.0 0.0 7.8 0.1 0.0 7.9 A	2066 0.873 2066 17.0 0.0 0.00 10.2 5.5 0.0 15.7 B	919 0.110 919 1.2 0.0 0.00 5.7 0.2 0.0	A S. O	324 0.452 324 7.7 0.0 0.00 47.6 0.4 0.0 48.0	and the second control of the second control	184 0.154 184 1.5 0.0 0.00 53.8 0.1 0.0 54.0 D	304 0.090 304 1.3 0.0 0.00 44.0 0.0 44.1	Total State of the Control of the Co
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capacity (c), ver- colume-to-Capacity vailable Capacity ack of Queue (column) verflow Queue ueue Storage F miform Delay (column) cremental Delay ittal Queue Delay control Delay (d) evel of Service poproach Delay tersection Delay	th city (ca), vely (Ca), vely (Ca), vely (Ca), vely (da), say (da), slyeh (LOS) slyeh / ly, slyeh / ly	o (X) veh/h In (95th percentile) sh/in Q) (95th percentile)  veh/sh/in LOS		298 0.173 298 1.4 0.0 0.00 17.4 0.1 0.0 17.5 B	1140 0.469 1140 6.0 0.0 0.00 5.0 1.4 0.0 6.4	1125 0.470 1125 5.9 0.0 0.00 5.0 1.4 0.0 6.4 A	471 0.248 471 2.0 0.0 7.8 0.1 0.0 7.9 A	2066 0.873 2066 17.0 0.0 0.00 10.2 5.5 0.0 15.7 B	919 0.110 919 1.2 0.0 0.00 5.7 0.2 0.0 5.9	48.0	324 0.452 324 7.7 0.0 0.00 47.6 0.4 0.0 48.0	117 (18°12) T. J. B.	184 0.154 184 1.5 0.0 0.00 53.8 0.1 0.0 54.0 D	304 0.090 304 1.3 0.0 0.00 44.0 0.0 44.1	D

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File Name	apianas anamony	Ogden PM 2012.xu	15	DESP Habita Daniel	Chief da Nacional	BOTT : HIDEBARTECING of one					48.11 Less 的时间 19.5.4.0.0.0.0.4.5 \$ 2 14-2	Contribution of the state of	Salv-2	ų.	
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Demand Infor			1,4014		divent	Sec.	elega e				10.00	kery a	rije i da		
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Demand (v), ve	The second second second	PRESS OF ACTION AND ADMINISTRATION OF CHARACTERS AND ADMINISTRATION OF THE PROPERTY OF THE PRO	interaceurs and		T	R	THE PERSON NAMED IN	THE RESIDENCE OF THE PARTY OF T	ercensor commences		T	R	_ L	T	R
Delitard (V), V(	51(/1) 15 (4)			72	188	9 72	85	5 11:	38 18	78	18	3   102	2 222	36	89
Signal Informa	ation														
Cycle, s	140.0	Reference Phase	2		2	7.	計學	٠							$\boldsymbol{\lambda}$
Offset, s	0	Reference Point	End	1		-3			Wed Wedge			· , •	₹ .	1	
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Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	4.5 1.5	4.5 1.5	0.0		0.0			Y.		<b>*</b>
			Take a					10.0	10.0	JU.C			6	7	100000000000000000000000000000000000000
Timer Results	BANKARAN (ASS.) 26			EB		EBT	l w	1. P	WBT	NE		NBT	SB		CDT
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Max Allow Head			KROWNIE SWAY	3.1	عِنهُ } أَيُّ لِهُ لَا يُعَالِّنُكُ لا اللهُ	0.0	3.	CONTRACTOR MARIE	0.0	elemento de 1000	*150000 7000	3.3	manufara yang a labanga		6.0
Queue Clearan				4.3	ขาวระหลางในการ	and Section 2	4	ALTERNATION OF STREET	·		an de la company de la comp	26.1	ar Samuro (samura)	(WESTALTER PROPERTY	3.3
Green Extensio	COCOL CAMBOOK CAMBOOK	PERSONAL PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PERSON OF THE P	የመቀብመት የመድረቀብ	0.1	a management of the second	0.0	0.		0.0	ATTOCK PEDFOLL DOM	nasiambasa	1.0	of invitations as a second	us antiversales a forces	38.0
Phase Call Prot	Printers with the State of the		enger v zelát kés érvezete	1.0	ermane <mark>t</mark> rans	C THE CONTRACTOR	1.0	estion and the grant	Manual Communication	1		1.00			1.00
Max Out Probat	oility	enterente de la companya de la comp	**************************************	0.0	menor con patrons	Column colombia participant	0.0	क्षा त्या व्यवस्था । अस्ति । अस्ति ।	CINIO tondon Thusbe			0.04		essenter compression	1.00
					o borner i collection i					1		0.04	l in acco	e e e e	1.00
Movement Gro	WHEN SAN APPEARS FROM SHAPE	ults			EB	to tolerane man till	Segrative and a segrative segration of	WB	HALL STREET, S	7241281109CH (18)	NB		i i i i i i i i i i i i i i i i i i i	SB	
Approach Move	THE REPORT OF THE PERSON	CONTRACT TO COLUMN 1 PROMETO STREET STREET STREET STREET STREET		L	Ť	R	L	T	R	L	T	R	L	T	R
Assigned Mover	DESCRIPTION OF THE PARTY OF THE	and the set of the second	national secure	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow F	TENNE OF PRINCIPAL APPRINCIPAL			77	1043	1043	90	1211	19		211	**************************************	236	133	in systematics a
Adjusted Satura	tion Flo	w Rate (s), veh/h/ln	STOLEN STOLEN	1774	1863	1838	1774	1773	1579		1228		1258	1651	Properties NAME
Queue Service	CONTRACTOR MANAGEMENT	Markey Markey and a control of the c	rational and a com-	2.3	76.6	76.6	2.7	23.7	0.5		15.0		11.9	9.1	Marchenstroccus
Cycle Queue Cl	A PROPERTY OF THE PARTY OF THE	Time (gc), s		2.3	76.6	76.6	2.7	23.7	0.5		24.1		36.0	9.1	*********
Capacity (c), vel	Self-record advantage commercial	orandusayos, montus; minetes comunication de discussiones, su	ungstigsforger in the	379	1019	or Barrera a recommendada por	211	1941	864		352		158	425	eliteration de la constitución d
Volume-to-Capa	Transfer to the said of the said and the	er de la California de la Calonia de Calonia de la composição de la compos		0.202	1.023	1.037	0.428	0.624	0.022		0.599		1.492	0.313	Purchasen consis
Available Capac	District Little constant	Wheth had do supposed the total and supposed the supposed to t	Section States and Asset	379	1019	1006	211	1941	864	( Mora was was	352		158	425	ag setting to the Prince
		In (95th percentile)	inationner mer all	1.6	44.0	45.4	3.0	12.0	0.3	Constitution of the Consti	11.2		28.0	6.7	egreci in an openia
Overflow Queue				0.0	0.0	0.0	0.0	0.0	0.0	Sandappersonal Man	0.0		0.0	0.0	
		Q) (95th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	William V. Dallandar	0.00		0.00	0.00	ALL ACADE AND
Uniform Delay (d	THE AREA STREET, AND ADDRESS.		ann erainmine)	12.1	18.9	18.9	30.7	11.8	8.6	emanus, 0 au	49.1		66.0	42.0	
ncremental Dela	SALES OF THE PROPERTY OF THE P	PERCENTIAL PROPERTY OF THE CHARGE OF SECURIOR SECTION AND ASSESSMENT OF THE PROPERTY OF THE PERCENT OF THE PERC		0.1	34.3	38.4	0.5	1.5	0.0	c-anertailly anability	2.0		251.8	0.2	
nitial Queue Del	COUNTY OF A PARTICIPATION OF	тай баранда (1994 г. п. 1979 жылдарын түрдөн үүр баран б	es cinamentare of	0.0	0.0	0.0	0.0	0.0	0.0	MONTON CLERK	0.0	proportion assessed	0.0	0.0	A-10 20 h
Control Delay (d	TO BELLEVISION OF THE PARTY OF	estangen, syndres kalangen al entimerate (m.s. er ent entil denk skipen (denk skipen)	***************************************	12.2	53.2	57.3	31.2	13.3	8.7	PENNING SERVICE	51.1		317.8	42.2	
evel of Service	NO ben wittigen maeria	1 AC		B	F	Į F	С	В	A	and chartely all his here	D	Section of the sectio	F	D	ARTIONIDATION
Approach Delay,	Children and a critical and a control of the contro	POTESTE OF CORPORATION AND ADDRESS OF THE CORPORATION ADDRESS OF THE CORPORATION AND ADDRESS	ermonesmon internal	53.7		D	14.5		B	51.1	errenami et nen e	D	218.	5	F
ntersection Dela	y, s/ven	TLUS	4			55	5.8	TTE MAN		Zazowa swe		ningstaar 1	E Tanana	Sections described	THE STATE SOM
Multimodal Res	ulte				EΒ										
Pedestrian LOS	STREET, CO.	IOS		2.1		B	2 2	WB.	n	te more and the second of the	NB	ale horași i manti i es	· ····································	SB.	niment majoron
Bicycle LOS Sco	ramaine period (en ce	PRINCIPAL CONTRACTOR C		2.3		В	2.3	naturated agency sys-	B (	3.0		Ç	2.9	ostanos Carrena	C m.marana
			M.;	2.3	<u> </u>	<u> </u>	1.6	L	A	0.8	1	Α ]	11		Α

General Informati	on		Site	Infor	mation			· · · · · · · · · · · · · · · · · · ·
Analyst	SBC					Ogden	/S	
Agency/Co.		n Engineering	Inte	rsection		Wheel/	Contine	entalAuto
Date Performed	8/8/201			diction		IDOT/I-	lindale	
Analysis Time Period		<u>-</u> ak-Hour	Ana	ysis Ye	аг	2012 E	_	
Project Description								
ast/West Street: Og	den Avenue				****			
ntersection Orientation	Fast West		Nort	1/South	Street: Spin	ning Wheel/	Contine	ntalAuto
/ehicle Volumes a		omto	Stud	Period	(hrs): 0.25			
fajor Street	and Adjustin							
lovement	1	Eastboun 2			<b> </b>	Westbo	ound	
		<del> </del>		3	4	5		6
olume (veh/h)	9	1023		₹	<u> </u>	T		R
eak-Hour Factor, PHF	0.95	0.95	0.9		3 0.95	191		35
ourly Flow Rate, HFR eh/h)	9	1076	1	-	3	0.95		0.95
ercent Heavy Vehicles	1			·		2014		36
edian Type	<del></del>				1 vided			
T Channelized					viuea		тТ	
anes	1	2	0		1			0
onfiguration	L	7	TF	?	L	2 7		<u> </u>
ostream Signal		0				0		TR
Inor Street		Northboun	ď			Southbo		***************************************
ovement	7	8	g		10	30uiribe	una	12
	L	T	R		L	Ť	_	R
olume (veh/h)	1	. 0	2		6	0		6
ak-Hour Factor, PHF	0.95	0.95	0.9	5	0.95	0.95		0.95
ourly Flow Rate, HFR eh/h)	1	0	2		6	0		6
rcent Heavy Vehicles	1	1	1		1	<del>                                     </del>		
rcent Grade (%)		0				<u>'</u>		1
red Approach		I N			**	1 N	— т	
Storage		0				1 0		
Channelized			0			1		
nes	0	1	T o		0	1		0
nfiguration		LTR	1	<del></del>	LT	<del>                                     </del>		1 
lay, Queue Length, a	nd Level of Se	rvice			<u> </u>			π
oroach	Eastbound	Westbound		Northbo	und		outhbo	und
vement	1	4	7	8	9	10	11	
ne Configuration	L	L	1	LTR		LT	<del></del>	R
reh/h)	9	3		3		1 6	<del> </del>	6
m) (veh/h)	274	649	1	79		12	<del> </del>	
	0.03	0.00		0.04		0.50		28
6 queue length	0.10	0.01		0.12		<del>-</del>	<b> </b>	0.0
ntrol Delay (s/veh)	18.6	10.6		52.4		1.17		0.0
3	C	10,0 B	<del>                                     </del>			475.6		17.
roach Delay (s/veh)			<del> </del>	F 50.4		F		С
roach LOS		P-74	ļ	52.4 F			246.7	

General Information	on		Site	Inform	nation			
Analyst	SBC	*	ntor	section		Ogden/	S.	
Agency/Co.		n Engineering	il			Wheel/	Continent	alAuto
Date Performed	8/8/201	2		diction		iDOT/H		
Analysis Time Period	РМ Рег	k-Hour	Anai	ysis Yea	<u>                                     </u>	2012 E	xisting	
Project Description		· · · · · · · · · · · · · · · · · · ·						
ast/West Street: Ogd			North	/South S	Street: Spini	ning Wheel/(	Continents	ΙΔυέο
ntersection Orientation			Study	Period	(hrs): 0.25	mig virous	JOI ILLI TOTALE	iiAatu
/ehicle Volumes a	nd Adjustm	ents						
Major Street		Eastbour	ıd		······································	Westbo	und	
Movement	1	2			4	5		6
olume (veh/h)		T	F		L.	T		R
eak-Hour Factor, PHF	<u>5</u> 	2208 0.94			1	1217		22
lourly Flow Rate, HFR			0.9		0.94	0.94		0.94
/eh/h)	5	2348	0		1	1294	‡	23
ercent Heavy Vehicles	1				1			
ledian Type				Undiv	ided			····
T Channelized							T	0
anes		2	0		1	2		0
onfiguration pstream Signal	L	T	TF	}	L	T		TR
inor Street		0				0		
ovement	7	Northbour				Southbo	und	
Overnera			9		. 10	11		12
olume (veh/h)		0	R		L	1		R
eak-Hour Factor, PHF	0.94	0.94	0.9	<del>.  </del>	16 0.94	0.94		24
ourly Flow Rate, HFR eh/h)	0	0	0		17	0.94		0.94 25
ercent Heavy Vehicles	1	1	1		1	1		1
ercent Grade (%)		0				0	I <u>-</u> -	•
ared Approach		N				N	T	
Storage		0				0		
Channelized			0					0
nes	0	1	0		0	1		1
onfiguration	<u></u>	LTR			LT			R
elay, Queue Length, a								
proach	Eastbound	Westbound		Northbo	und	5	outhbour	ıd
ovement	1	4	7	8	9	10	11	12
ne Configuration	L	L		LTR		LT		R
veh/h)	5	1		0		17		25
m) (veh/h)	526	209				15		465
	0.01	0.00	_[			1.13		0.05
% queue length	0.03	0.01				2.65	[	0.17
ntrol Delay (s/veh)	11.9	22.3				626.1		13.2
S	В	С				F		В
proach Delay (s/veh)						·	261.3	

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General information	1	·		Site Info	ormation			
Analyst	SBC			Intersectio		Sai	Creek Lane at 2	SC
Agency/Co.		son Engine	ering	Jurisdiction	7	Hin	sdale	
Date Performed Analysis Time Period	8/8/2	All de manufactures		Analysis Y	ear	201	2 Existing	
Project ID	VAW )	Peak- Hour						
ast/West Street: 2 Salt C	reek Lene Acres		······································					
/olume Adjustment				North/Sout	Street: Salt C	reek Lane		
pproach	s and Site (	naracte	Eastbound					
/lovement		T	T	R		V	Vestbound	
/olume (veh/h)		2	o	4			0	R O
6Thrus Left Lane					<del>-              </del>			U
\oproach			Northbound			Š	Duthbound	
Novement			Т	R	<u> </u>		T	R
olume (veh/h)	5	0	138	0			49	16
Thrus Left Lane		l						
	Eas	stbound	W	estbound	No	thbound	Sour	hbound
	L1	L2	L1	L2	L1	L2	L1	L2
onfiguration	LR					T	TR	+
HF	0.90				0.90	0.90	<del>  ''\</del>	<del> </del>
low Rate (veh/h)	6				55	153	65	<del>                                     </del>
Heavy Vehicles	1				1	100	1	<del> </del>
o Lanes		1		0		2		1
eometry Group		1			1	5		a Ba
uration, T					0.25			,u
aturation Headway	Adjustmen	Works	neet					
op. Left-Turns	0.3				1.0	0.0	0.0	T
op Right-Turns	0.7				0.0	0.0	0.0	<del> </del>
op. Heavy Vehicle	0.0	1			0.0			
T-adj	0.2	0.2			0.5	0.0	0.0	
tT-adj	-0.6	-0.6				0.5	0.2	0.2
IV-adi	1.7	1.7		<del>                                     </del>	-0.7	-0.7	-0.6	-0.6
dj, computed	-0.3	1.1			1.7	1.7	1.7	1.7
eparture Headway a		71			0.5	0.0	-0.1	<u> </u>
, initial value (s)		ı ime						
	3.20	<del> </del>			3.20	3.20	3.20	
nitial final value (s)	0.01	<del> </del>			0.05	0.14	0.06	
inal value	4.19 0.01				5.07	4.57	4.09	
ve-up time, m (s)	2.	0			0.08	0.19	0.07	
rvice Time, t _e (s)	· ·	ř	<del>-  </del>	· ₁ · · · · · · · · · · · · · · · · · · ·		2.3	2.	0
	2.2	<u> </u>			2.8	2.3	2.1	<u></u>
pacity and Level o	7	,						
	Eastl	xound	We	stbound	Norti	nbound	South	bound
	L1	L2	L1	L2	LI	12	L1	L2
oacity (veh/h)	256				305	403	315	
ay (s/veh)	7.22			1	8.20	8.37	7.41	
\$	Ä			<del>                                     </del>		<b>1</b>		
proach: Delay (s/veh)		.22			A	A A	<u> </u>	
LOS	<u> </u>					32	7.4	1
rsection Delay (s/veh)		<u> </u>		***************************************		1	A	
Section Delay (S/Ven)	<u> </u>			8	09	,,,,,		

General Informatio	n				Site Info	rmation			
Analyst		SBC			Intersection		Satt	Creek Lane at 2	SC
Agency/Co.		Eriksson Engli	neering		Jurisdiction			dale	-
Date Performed Analysis Time Period	-	VB/2012			Analysis Ye	ar	[201.	2 Existing	
	<u> </u>	PM Peak- Hou	r						
Project ID									*******
East/West Street 2 Salt C					North/South	Street: Salt Cr	eek Lane		
Volume Adjustmen: Approach	ts and Sil	e Charact							
Viovement		Ļ	East	bound			W	estbound	
/olume (veh/h)		.8	<del> </del>	0	8 51	<u> </u>		T	R
%Thrus Left Lane			<del> </del>		- 37			0	0
pproach	<del></del>		North	bound					
/lovement		L		T ]	Ŕ	L	So	uthbound	
(olume (veh/h)		7	1	01	0	1 0		296	R 3
6Thrus Left Lane									
		Eastbound		\/\f	stbound	Ala.	thbound	7	
***	L ₁	L							hbound
onfiguration	LR			L1	L2	L1	L2	L.1	L2
HF	0.90				<del>                                     </del>	L	T	TR	
low Rate (veh/h)	64	<del>'</del>		<del></del>		0.90	0.90	0.90	
Heavy Vehicles	1				<del>- </del>	7	112	331	
o. Lanes	<del>- '-</del>			·	<del></del>	11	11	1	
eometry Group	1				0		2		1
uration. T		· · · · · · · · · · · · · · · · · · ·					5	3	a
aturation Headway	Adiustm	ont Morks			V	.25			
rop, Left-Turns		ent Molks	neet						
<del></del>	0.1					1.0	0.0	0.0	
op Right-Turns	0.9					0.0	0.0	0.0	
op Heavy Vehicle	0.0					0.0	0.0	0.0	
.T-adj	0.2	0.2	?			0.5	0.5	0.2	0.2
(T-adj	-0.6	-0.6	3			-0.7	-0.7	-0.6	-0.6
IV-adj	1.7	1.7				1.7	1.7	1.7	1.7
dj, computed	-0.5					0.5	0.0	0.0	<u> </u>
eparture Headway a	and Servi	ce Time					1 0.0	1 0.0	
, initial value (s)	3.20	1		·	T	3.20	T 0.00		
initial	0.06				<del> </del>		3.20	3.20	
, final value (s)	4.42	_	<del>-  </del>	····	<del>                                     </del>	0.01 5.41	0.10	0.29	
inal value	0.08		<del>-  </del>		<del>                                     </del>	0.01	4.90	4.30	
ve-up time, m (s)	1	2.0			<u> </u>	2.01	0.15	0.40	<u></u>
rvice Time, t, (s)	2.4	T			1		1	2.	<i>U</i>
pacity and Level o					<u></u>	3.1	2.6	2.3	
-breith gild FRAGI O	7								
	<u> </u>	astbound		West	bound	North	bound	South	bound
	L1	L2		L1	L2	L1	L2	L1	L2
pacity (veh/h)	314					257	362	581	
ay (s/veh)	7.80				f	8.16			
3	A			·	<del>                                     </del>		8.49	10.09	
roach: Delay (s/veh)	<del>  ^</del>	7.00			<u> </u>	A	A	В	
	<del> </del>	7.80				8.4	7	10.0	9
LOS	<u> </u>	Α				A		В	
rsection Delay (s/veh)	<u> </u>				9.4	13			

General Information	on		Site	Informat	ion			
Analyst	SBC		Inters	ection			Wheel+ 1	1/15 Sa
Agency/Co.		Engineering			·	Crk		
Date Performed	8/7/2012			diction sis Year		Hinsdale		
Analysis Time Period	AM Peal	k Hour		Sis real		2012 Ex	isitrig	
Project Description								
East/West Street: 11/1		ne				ng Wheel R	oad	
ntersection Orientation			Study	Period (hr	s). <i>0.25</i>			
Vehicle Volumes a	ind Adjustme							
Major Street Movement		Northbound				Southbo	und	
Movement	1 L	2 	3		4	5		6
/olume (veh/h)	- 6	11	R 28		L	T 10		R
Peak-Hour Factor, PHF		0.83	0.8		0.83	0.83		25 0.83
lourly Flow Rate, HFR veh/h)	7	13	33		1	15		30
venimi Percent Heavy Vehicles	2				2			
ledian Type				Undivide		*		
T Channelized			0		<u> </u>		<del>-   -</del>	0
anes	1	1	0	<u> </u>	1	1		0
Configuration	L		TR		Ĺ	<del> '</del>		TR
pstream Signal		0			W. H. L	0		- // .
linor Street		Eastbound				Westbou	ınd	
lovement	7	8	9		10	11		12
	L,	Т	R		L.	T		R
olume (veh/h)	9	29	1		4	6		0
eak-Hour Factor, PHF	0.83	0.83	0.83	}	0.83	0.83		0.83
lourly Flow Rate, HFR reh/h)	10	34	1	ĺ	4	7		0
ercent Heavy Vehicles	2	2	2		2	2		2
ercent Grade (%)		0				0		
ared Approach		N				N		
Storage		0				0		····
T Channelized			0					0
anes	0	1	0		0	1		0
onfiguration		LTR	1			LTR		
elay, Queue Length, a								
pproach	Northbound	Southbound		Westbound		I	astbound	
ovement	1	4	7	8	9	10	11	12
ne Configuration	L	L		LTR			LTR	
(veh/h)	7	1		11			45	
(m) (veh/h)	1563	1562		816			820	
0	0.00	0.00		0.01			0.05	
% queue length	0.01	0.00		0.04			0.17	
ontrol Delay (s/veh)	7.3	7.3		9.5			9.6	
S	Α	Α		Α			Α	]
proach Delay (s/veh)	_			95			9.6	<del></del>
proach LOS		-		A			Α	

		TWO	D-WAY STOP	CONTR	OL SUM	MARY		* .*. *	
General Informatio	n			Site I	nformat	ion	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		
Analyst	SB	C		Interse	ection			Wheel+ 11	/15 Salt
Agency/Co.			ngineering				Crk		
Date Performed		/2012	- i Au i A Ai i i i A	Jurisd			Hinsdale		
Analysis Time Period		Peak I	Hour	Analys	sis Year		2012 Exis	sitng	
							<u> </u>		
Project Description East/West Street: 11/1	E Calt Com	نحما مام		[6] a. 45-76	3 a . 4 la O4	-b. Onionia	- 14 <i>0</i> 1 D		
Intersection Orientation:			9			et: Spinnin	g wneel Ro	oad	
				Study	Period (hrs	i): U.25			· · · · · · · · · · · · · · · · · · ·
Vehicle Volumes a	nd Adju	stmer			~				
Major Street			Northbound				Southbou	ind	
Movement		<u>1                                    </u>	2 2	3		4	5		6
Volume (veh/h)		<u>L.</u> 2	14	R	<b>-</b>	L	T 24		R
Peak-Hour Factor, PHF		<u>2</u> 80	0.80	5 0.80		0.80	0.80		18 0.80
Hourly Flow Rate, HFR		.,			<del>'                                     </del>				
(veh/h)	2	2	17	6		0	29		22
Percent Heavy Vehicles	2	2		_		2			
Median Type					Undivide	d		<del>-</del>	
RT Channelized				0				T T	0
Lanes		1	1	0		1	1		0
Configuration	1		1	TR		L			TR
Upstream Signal			0				0		
Minor Street							Westbou	nd	
Movement		7	Eastbound 8	9		10	11	<u> </u>	12
		L	T	R		L	Т		R
Volume (veh/h)	1	5	8	2		17	30	<u> </u>	1
Peak-Hour Factor, PHF	0.		0.80	0.80		0.80	0.80		0.80
Hourly Flow Rate, HFR (veh/h)	1	8	9	2		21	37		1
Percent Heavy Vehicles	2	2	2	2		2	2		2
Percent Grade (%)			0	······································			0	······································	
Flared Approach			N				N		<del></del>
Storage	1		0				0		·
RT Channelized		<del></del>		0					0
Lanes		)	1 1	0		0	1		0
Configuration	1		LTR	<b>1</b>	-		LTR	+	
Delay, Queue Length, a	nd Level	of Sen							
Approach	Northbo		Southbound	1	Vestbound	1	1 6	Eastbound	<u> </u>
Viovement	1		4	7	8	9	10	11	12
Lane Configuration	L.		L	, ,		+	10		12
	2	$\longrightarrow$			LTR	<u> </u>		LTR	
/ (veh/h)			0	<del></del>	59	<del> </del>		29	
C (m) (veh/h)	1555		1592		850	ļ		865	
//c	0.00		0.00		0.07	<u> </u>		0.03	
95% queue length	0.00		0.00		0.22			0.10	
Control Delay (s/veh)	7.3		7.3		9.6			9.3	
.os	Α		Α		Α			Α	
pproach Delay (s/veh)					9.6			9.3	
pproach LOS					A	<del></del>		Α	
-3-7					T44		L		

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		HCS 2	010 S	ignal	ized	nters	ectio	n Re	sults S	Summ	агу		LAUTEN STADERSTEILE		
	ay en		le de le								Wall.				
General Inform	nation	Plants shift NAMES And Andrew Services and Constitution for Society	er van valenda z samo	ньтъщенол вад	Terroren (170-a e osseș	e'na shi dinnihiy galiy	oonanaaro kahii waxaan		Intersec	Adda Inggueta confe	lovesginus/AfterSunSu	on	i	# 3 + 1   	
Agency	t traight, i demonstration to making	EEA	Project (Basilian) Tours	-g-1 v extractorization	TECH ITALAMA	ang talaggi pan dilang pan dialang p	n and anomales of a sing	NEED MESS	Duration		0.25	**************************************			
Analyst	SPT 1. ERECTORARY M. SOCIALIA	SBC	Part of the second second	Analy	sis Dat	e 10/17	COMPANIES CONTRACTOR CONTRACTOR		Area Tyr	)e	Othe	r Samuel company and			یہ ا
Jurisdiction	Transport of the second section of the second	IDOT/Hinsdale	n silan aga gayang bara.	Time	Period	AM P	EAK		PHF	- Triple Wild Laine Building.	0.95			ere julie a	$\leftarrow$
Intersection		Ogden at Salt Cree	k/Oak	Analy	sis Yea	г 2012 Reali			Analysis	Period	1> 7:	00			Z.E.
File Name	WORKSTEELT PARK	Ogden AM 2012 SV	MOREOVERNOUS PROPERTY	COMMENT OF THE STATE OF THE STA	- 14-4) WAR TAXABAT	A TO STATE OF THE	are descented blocks, building	errennun ernouwer	Egypter (englisht tiskt i se neo leeliste 1987-te in tradition leet (elektrishe)	Photos serves , res. (r.	over-pick manufacturer			Y + + + + + + + + + + + + + + + + + + +	F
Project Descrip	tion	2012 Existing SW I	Realign	ed				and a						J. H. H. H.	and the
Demand Inform	nation		con a bentification	199 20 40 100 AND	EB	au an an Ionaidean an an an	1	W	<b>B</b>	COMPANY OF THE PARKET.	NB	RANGE RELIGIONS CONTRACTOR	Samue eposyana.	SB	anuments.
Approach Move	ement	Annual Communication of the Control	Agent - Legisland Tue Arest M.	L	TT	R	l L	Ī	R	L	T	R	L	T	R
Demand (v), ve	h/h	American des actuales de procesos en confedendes Los Apolles.	**************************************	58	964	37	111	170	08   131	63	43	33	33	11	21
				i en	heren		(Approximately								
Signal Informa	ition	And the state of t	VANCE AND RESERVED.		- Indiana	THE PROPERTY OF THE PARTY OF TH	11.0004, 0.0100 940400	ALIEN MENSOR	Mitted Tables Septembranes	SATURAL PERSON PROPERTY.	A maried of transmitter	- Company of Atlanta		AND THE ALVES HERITERS	I
Cycle, s	130.0	Reference Phase	2		1					l			4		N.
Offset, s	0	Reference Point	End	ļ			7						Y :		
Uncoordinated	No	Simult. Gap E/W	On	Green	van versternaare v	0.9	77.2	23.		0.0			<b>A</b>		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	0.0	3.0 0.0	4.5 1.5	4.5 1.5		0.0					Y
		Committee Committee			JUL D	10.0	11.0	1.0							
Timer Results		and the fact of the second of the		EBI		EBT			LADT						ODT
THE PROPERTY OF THE PROPERTY O	osen wienen i en ogen e	ori incole some representations reconstruction in the second standard of the second	a be everegan; expensivae	A meta-central mainta		99729-7963/596611	WB		WBT	NB	-	NBT	SB	-	SBT
Assigned Phase	kamanininini G	e ann cheire mit des Less aus spiese im inchasign authorises	nez szenzekere	5	enzirvizing Ambie	2	1		6	an Washington 234 Printees	Name	8	de participation de la constant		4
Case Number	andersalists (4) mark	CTT 1 A 15 M ENGLES MONESCHAFTEN CONTRACT	rangement out and	1.1		4.0	1.1	เสราสร้างเกิด	3.0	general section	remion des trus	8.0			6.0
Phase Duration	******	and the second s	COLUMN CONTRACTOR	16.9	กระการเ <del>ด็</del> นของเล	87.1	13.	received to the second	83.2	entra Cirations	existratification	29.9		- Segundalish (Ames at	29.9
Change Period,	Alverage are seen and a seen a	The state of the s	NEZEZ (MATERIZA MENTANTA	3.0	reversion many	6.0	3.0	Service Mark Set re-	6.0	Carryonal acome: 11	- HYANI MORILLA SIR	6.0	The set small receive	Seattus Crest December 1	60
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General Inform	ation		TWO-WAY S		ite Info				-			***
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Project Description	Evistina	Value	- ///					T f		1100		
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Vehicle Volumes	and Ad	Luck		St	idy Perio	od (	hrs): <i>0.25</i>					
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General Informa	tion		O-WAY S			e Info			····			
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Agency/Co.			ngineering		ال						otinen	talAuto
Date Performed	18/9/	2012	rigin <del>ue</del> ung		<u>  hu</u>	isdictio	n		IDO	T/Hind	ale	Turnuto
Analysis Time Period		□eak-l	lour		Ana	alysis Y	ear		201.	2 Exist	ing w	/SW
0					╢—				Rea	ligned		
Project Description	Exisitng with	SW re	aligned to S	alt Cree	k							
East/West Street: Og Intersection Orientatio	iuen Avaniia					h/South	Street	Sain	ning Whe			
Vehicle V-1	n. <i>East-We</i> s	st			Stuc	y Perio	d (hrs):	0.25	miy vvne	evCon.	tinent	alAuto
Vehicle Volumes Major Street	and Adjust	men	ts									
Movement			Eastbour	nd		····			VA/o-			
			2			3	┪	4	vves	tbound	<u> </u>	
Valume (veh/h)	<del> </del> -		T			R		i		5 T	-	6
Peak-Hour Factor, PHE	0.94		2224			)		1	1:	239	- -	R
Hourly Flow Rate, HFR			0.94		0.	94	(	94		94		0.94
(veh/h)	1 0		2365	- 1	C	)		1		118	_	
Percent Heavy Vehicles	1			$\dashv$			<del> </del>	1				0
Median Type RT Channelized							ivided	/				
anes					(		Video					
onfiguration	0		2		o			1				0
Ipstream Signal			7		TF			, L				0
		I	0				<del>                                     </del>	<u>.                                    </u>	7			
Inor Street lovement			Northbound	1								
overlient	7		8	1	9			10	South			
olume (veh/h)	<u> </u>		T		R			L	1 1		-	12
eak-Hour Factor, PHF	0		0		0				<del> </del>		╀	<u>R</u>
ourly Flow Rate, HFR	0.94	-+	0.94		0.94	1	0.	)4	0.9	4	┼	0.94
eh/h)	0	l	0	-	0		0	<del></del>	1	<u>'                                     </u>	<del>                                     </del>	
ercent Heavy Vehicles	1		1		1				0			0
rcent Grade (%)			0				1		1			1
ared Approach			N	7					0			
Storage		_	0	+					N			
Channelized		_		-					0			
nes	0	$\dashv$	1	+	0							0
nfiguration			ITP	+-	<u>, , , , , , , , , , , , , , , , , , , </u>		0		0			0
lay, Queue Length, an	d Level of S	ervice										
proach	Eastbound		estbound		<u> </u>							
vement	1	1	4	7	14	orthbou	iug			Southb	ound	
e Configuration		1	L			8		9	10	1	1	12
eh/h)		1	7		$\dashv$	LTR						
n) (veh/h)		<del>                                     </del>	206	<u> </u>	-	0						
	·	<del> </del>	0.00					I			***************************************	
queue length	<del></del>		0.00		_	<del></del>						
trol Delay (s/veh)					_							
		<u> </u>	22.6		$\bot$							
oach Delay (s/veh)		<u> </u>	С									
oach LOS									<del></del>	<u> </u>		

General Informatio	n		WAY STOP		ormation			
Analyst	SB	С		Intersection			Ica# Conclus	14/4 / 10/00
Agency/Co.	Eni	ksson Engine	ening	Jurisdictio			Viinsdale	Wheel at 2 SC
Date Performed	10/	26/2012		Analysis Y	ear			w SW realigned
Analysis Time Period	AM	Peak- Hour						is on roungried
roject ID Existing with SW	moved to Salt	Creek						
ast/West Street: 2 Salt C				North/Sout	h Street: Salt (	reek Lane		
olume Adjustmen	s and Site	Characte	ristics			NOOK Edilo		
pproach			Eastbound		<del>- 1</del>		NACN	
fovement		L	T	R			Westbound T	R
olume (veh/h)		2	0	4	1	2	0	
Thrus Left Lane								<del></del>
pproach lovement			Northbound				Southbound	
olume (veh/h)		<u> </u>	T	R	Į.		T	R
Thrus Left Lane		50	138	44	- (	0	49	16
Lings Felt Falls							***************************************	
	Ea	stbound	W	estbound	N/c	orthbound		<u> </u>
	L1	L2	L1	L2				Southbound
onfiguration	LTR	<del></del>	LT		L1		.2 L	
<b>IF</b>	0.90	+		R	<u>L</u>	T		. Ti
w Rate (veh/h)	6		0.90	0.90	0.90	0.9		0.9
Heavy Vehicles	1 7		13	0	55	20	1 0	7
Lanes	<del>                                     </del>	1	1	1 1	1		1	. 1
ometry Group		4b		2		2		2
ration, T		40	L	5		5		5
	A all a			(	0.25			
turation Headway	Adjustmen	t Worksh	ieet					
p. Left-Turns	0.3		1.0	0.0	1.0	0.0	0.0	
p Right-Turns	0.7		0.0	0.0	0.0	0.2		
p. Heavy Vehicle	0.0		0.0	0.0	0.0			717
-adj	0.2	0.2	0.5	0.5		0.0		
-adj	-0.6	-0.6	-0.7		0.5	0.5		
/-adj	1.7	1.7		-0.7	-0.7	-0.	7 -0.7	7 -0.
i, computed	-0.3	1,1	1.7	1.7	1.7	1.7	1.7	1.7
		<u> </u>	0.5	0.0	0.5	-0.2	2 0.0	-0.2
parture Headway a	7	Time						
nitial value (s)	3.20		3.20	3.20	3.20	3.20	3.20	3.20
tial	0.01		0.01	0.00	0.05	0.18		
inal value (s)	4.92		5.74	5,24	5.12	4.4		
al value	0.01		0.02	0.00	0.08	0.2		
9-up time, m (s)	2.	3	2	3	· ·	.3	0.00	2.3
ice Time, t _s (s)	2.6	<b>I</b>	3.4	2.9	2.8	_	<del>-  </del>	
acity and Level of	Service	<u> </u>		<u> </u>	1 4.0	2.2	2.5	2.3
		ound	West	bound	North	nbound	/	Southbound
•	L1	L2	L1	L2	LI	L2º	L1	L2
city (veh/h)	256		263	0	305	A51	0	
/ (s/veh)	7.66		8.56	7.94	8.25	<del>                                     </del>		321
	Α	· · · · · · · · · · · · · · · · · · ·	A A		1	8.62	7.45	7.74
ach: Delay (s/veh)		66		A	A/	A	A	A
LOS		66	8.5	6	8.5	54		7.74
		4	A		A			A
action Delay (s/veh)								

General Information	1			Site Info	rmation			
Analyst	380	,		Intersection		Salt	Creek Lane at 2	SC
Agency/Co.		sson Engineeri	ing	Jurisdiction		Hinse	iale	
Date Performed Analysis Time Period		2012		A nalysis Ye	ear .	2012	Existing w SW	realigned
		Peak- Hour						
roject ID Existing with SW	moved to Salt C	reek						
ast/West Street: 2 Salt Cr				North/South	Street: Sait Cn	eek Lane		
/olume Adjustment	s and Site	Characteri:						
Approach Aovement		L	Eastbound			We	estbound	*******
/olume (veh/h)		8	0	R 51			Ţ	R
6Thrus Left Lane		<u> </u>		91	40		0	0
pproach			Northbound					
lovament			T	R		Sou	ithbound T	
olume (veh/h)		7	101	27	1 0		296	R 3
Thrus Left Lane							230	<u> </u>
	F ₀	stbound	34/-	stbound			<del></del>	
			<del></del>			hbound	Sou	thbound
onfiguration	L1	L2	L1	L2	Lf	L2	L1	L2
onliguration HF	LTR	-	LT	R	L	TR	L	TR
ow Rate (veh/h)	0.90		0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles	64		44	0	7	142	0	331
Lanes	1		1	1 1	1	.1	1	1
cometry Group		<u>1</u>		2		2		2
ration, T		4b		5		5		5
				(	).25			
aturation Headway		t Workshe	et				*	· · · · · · · · · · · · · · · · · · ·
op Left-Tums	0.1		1.0	0.0	1.0	0.0	0.0	0.0
op Right-Tums	0.9		0.0	0.0	0.0	0.2	0.0	0.0
op Heavy Vehicle	0.0		0.0	0.0	0.0	0.0	0.0	0.0
T-adj	0.2	0.2	0,5	0.5	0.5	0.5	0.5	0.5
T-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	
V-adj	1.7	1.7	1.7	1.7	1.7	1.7		-0.7
dj, computed	-0.5	<del>  '''</del>	0.5	0.0		<del></del>	1.7	1.7
parture Headway a		Time	1 0.5	1 0.0	0.5		0.0	0.0
initial value (s)		1 IIII O						
nitial value (s)	3.20	ļ	3.20	3.20	3.20	3.20	3.20	3.20
final value (s)	0.06		0.04	0.00	0.01	0.13	0.00	0.29
inal value (s)	5.25 0.09	<u> </u>	6.26	5.76	5.62	4.97	4.95	4.96
ve-up time, m (s)		<u></u>	0.08	0.00	0.01	0.20	0.00	0.46
	1	.3 T		.3	2.	T	2	.3
vice Time, t _s (s)	3.0	<u> </u>	4.0	3.5	3.3	2.7	2.7	2.7
pacity and Level of	Service							
	East	bound	West	bound	North	bound	South	nbound
	L1	L2	L1	L2	L1	L2	<del></del>	
acity (veh/h)	314			<del> </del>	<del>  \</del>		. L1	1.2
By (s/veh)		<del> </del>	294	0	257	392	0	581
	8.49	<del> </del>	9.47	8.46	8.38	8.88	7.66	11.74
3	A	L	A	A	$A \supset$	A	Α	В
roach: Delay (s/veh)		.49	9.4	47	/ 8.8	35	11.	74
LOS		A	1	1	A		E	
rsection Delay (s/veh)					49		L	

General Informati	on		Site	Inform	ation			
						Spinnin	g Wheel+	11/15 S
Analyst Agency/Co.	SBC			section		Crk		
Date Performed	E⊓KSS0. 8/7/201	n Engineering	Juris	diction		Hinsdal		
Analysis Time Period	AM Pea		Anat	sis Year	r	2012 E)	dsitng w S	W
	111111111111111111111111111111111111111	M 1 1001				Realign	eu	
Project Description (	Existing with Spi	nning Wheel Rea	ligned to Sa	alt Creek				
ast/vvest Street: 11/	15 Salt Creek La	ane	North	South S	treet: Spinn	ina Wheel F	Road	<del></del>
ntersection Orientation			Study	Period (	hrs): 0.25			
/ehicle Volumes a	and Adjustm	ents						
Aajor Street		Northbound	J.		····	Southbo	und	******
fovement	1 1	2	3		4	5		6
folume (veh/h)	6		R		L	Ţ		R
eak-Hour Factor, PHF		<u>11</u> 0.83	28		1	13		25
ourly Flow Rate, HFR			0.8		0.83	0.83		0.83
/eh/h)		13	33		1	15		30
ercent Heavy Vehicles	3 2				2			
ledian Type				Undivi	ded			
T Channelized			0					0
anes	1	1	0		1	1		0
onfiguration pstream Signal			TR		L,			TR
inor Street		0				0		
ovement	<del></del>	Eastbound				Westbo	ınd	
O TOTAL OF THE PARTY OF THE PAR	<del></del>	8 	9		10	11		1 <u>2</u>
olume (veh/h)	9	29	R 1		L 	<u>_</u>		R
eak-Hour Factor, PHF		0.83	0.83		0.83	6 0.83		0 0.83
ourly Flow Rate, HFR eh/h)	10	34	1		4	7		0.83
ercent Heavy Vehicles	2	2	2		2	2		2
ercent Grade (%)		0	***************************************			0		
ared Approach		N				T N		
Storage		0		·		0	<del></del>	
T Channelized			0			<del>                                     </del>		0
ines	0	1	0		0	1		$\frac{\overline{o}}{o}$
onfiguration		LTR				LTR		<u> </u>
elay, Queue Length, a	ind Level of Se	rvice					<del> </del>	
proach	Northbound	Southbound	(	Vestbou	nd		astbound	
ovement	1	4	7	8	9	10	11	12
ne Configuration	L	L		LTR		1	LTR	<del>                                     </del>
veh/h)	7	1		11			45	<del>                                     </del>
(m) (veh/h)	1563	1562		816			820	<del>                                     </del>
	0.00	0 00		0.01	***	<u> </u>	0.05	<del> </del>
% queue length	0.01	0.00		0.04		<b>†</b>	0.17	<del>                                     </del>
ntrol Delay (s/veh)	7.3	7.3	****	9.5			9.6	<b></b>
S	А	A		A		<del>}</del>	A.	<del>                                     </del>
proach Delay (s/veh)		**	<u></u>	9.5			96	1
oroach LOS		**		A			A A	

General Informati	on		Site	Inform	ation		····			
Analyst	SBC			section			g Wheel+	11/15 S		
Agency/Co.		n Engineering				Crk				
Date Performed	8/7/201			diction	····	Hinsdal				
Analysis Time Period		ak Hour	Anal	ysis Year	•	2012 Ex Realign	kisitng w S	N		
						redugn	GQ			
Project Description East/West Street: 11/	15 Salt Crock I	200	[h]	/O . II O						
ntersection Orientation	: North-South	an <del>o</del>	Study	Period (	treet: <i>Spinn</i>	ing Wheel F	Road			
Vehicle Volumes a	nd Adjustm	ents	Study Period (hrs): 0.25							
Major Street		Northbound	1			Southbo	und			
Movement	1	2			4	5	70110	6		
	L	Ť	F		Ĺ	Ť		R		
/olume (veh/h)	2	14	5		0	24		18		
eak-Hour Factor, PHF	0.80	0.80	0.8	0	0.80	0.80		0.80		
lourly Flow Rate, HFR veh/h)	2	17	6		0	29		22		
ercent Heavy Vehicles	2	-			2	<del></del>				
fedian Type				Undivid						
T Channelized			0			* T ****		0		
anes		1	0		1	1		0		
Configuration	L		TA	·	L	<del></del>		TR		
Ipstream Signal		0			<del></del>	0		171		
linor Street		Eastbound				Westbo	ınd			
lovement	7	8	9		10	11	and	12		
	L	T	R		L	T T		R		
olume (veh/h)	15	8	2		17	30		1		
eak-Hour Factor, PHF	0.80	0.80	0.80	9	0.80	0.80		0.80		
ourly Flow Rate, HFR reh/h)	18	9	2		21	37		1		
ercent Heavy Vehicles	2	2	2		2	2		2		
ercent Grade (%)		0			**	0				
ared Approach		N				l N				
Storage		0				1 0				
T Channelized			0		<del></del>	<del>                                     </del>		0		
ines	0	1	0		0	1	···	0		
onfiguration		LTR	1			LTR		<u> </u>		
elay, Queue Length, a		The state of the s								
proach	Northbound	Southbound		Westboui	nd		Eastbound			
ovement	1	4	7	8	9	10	11	12		
ne Configuration	L	L		LTR			LTR	<del>                                     </del>		
veh/h)	2	0		59			29	<b>†</b>		
(m) (veh/h)	1555	1592		850		1	865	†		
;	0.00	0.00		0.07			0.03	<del>                                     </del>		
% queue length	0.00	0.00	77	0.22		<del>                                     </del>	0.10	<del>                                     </del>		
entrol Delay (s/veh)	7.3	7.3		9.6		<del>                                     </del>	9.3			
)S	A	A	*****	A		<u> </u>				
proach Delay (s/veh)					<u> </u>	<del> </del>	A 0.3			
proach Delay (s/veh)			9.6				9.3			

	1985 desillerences	HCS 2	010 5	Signa	ized	Inters	ectio	n Re	sults	Sumn	nary		Arrive and Arrive Edwards		AND THE PERSON OF
General Inform															
SCHOOL SECTION AND ASSESSMENT OF THE PROPERTY	nauon	IEEA	SESSENT NEW THOMSON OF	Minister a broducer magnina	'n KATANTEEN ER KA	e <del>r dal Mindido y</del> oran	is signed a dispension of the	o meneral en energial de	Interse	MEDITERS IN FROM	COOK FEETWARE	remensional consumers		<b>建筑版</b>	
Agency	nearment of the control	one and the contract of the co	e. Charles and and	nd or random	Many apply a production	LLE CEPTURE AND LED COM	IN MATERIAL MATERIAL SANSPAR	de presidentimo esta	Duratio	UNICONORMA SENSON SE	0.25	DEPARTMENT NAMED IN	arran 🏕		1
Analyst	CONTRACTOR AND	SBC	alatin barri (Carigina)	ก เรืองกระจากครอด	sis Dat	SHECK TO STATE AND A	7/2012	rikkima disensibilih daram	Area Ty	pe	Othe	House Haute Sale > 40	42		
Jurisdiction	and the street of the street	IDOT/Hinsdale	MINISTER SHAPE TO MANUFACTURE	ereg expenses en en expe	Period	1 MA	CONTRACTOR STATE	n ne metalije samovy.	PHF	nii vieni nii nii nii nii nii nii nii nii nii	0.95	: ::Pet-#-a-roy a blackers	4		-
Intersection	أوالم المساحدة المساحد المارة المارة	Ogden at Salt Cree	THE RESPONDENCE OF A	Analy	sis Yea	ır  2014	Total T	raffic	Analysis	s Period	1> 7	:00	*10.00 T		
File Name	RESPARENCY (MAPE)	Ogden AM 2014 .xı	1 <b>5</b> 	, typus (annother state)	tā. woodtigtagatre-p	STATEMENT TO SEA OF THE	M-1732 stranstyr engysteris	en ensemble de la constitución d	n, w reported to deliverable and	forwarding or sprenging to green	COMMENT RELIES SEE	en manus ar um misk-skorus.	11000		
Project Descrip	otion Regulations	2014 Total Traffic		an stantoned some (	<b>《秦</b> 子子公司成功 和186	TANKAN KANGAN MERUPA	Canada da Mara da An	O DOMESTIC CONTRACTOR	CHESSATES CONTR	in de montre l'en de service parte	VANGARIAN VILANTARISE	OV This cate 2 digits as grant		n name	F.
Demand Infor				g and a								t Marie	a to bart		
Approach Move	ter 94k asir Episanilwan ke.	controls the terminated entirely control of the con	Organization page of the page of		EB	omijoni isimi		W	فعده لعتينان فلو فعيبهم عباه		NE	CONCERNION AND ADDRESS.		SB	t configuration recoverage as
Demand (v), vo	CONTRACTOR OF THE CONTRACTOR	growth 14 to 25 to 24 (15 days), the four even the compression models (16 days), which	אינים אי י	L	983	R	L	1	HOROCOCKIST STFERMAN	L	T	R		T	R
Demand (V), Ve				79	983	37	11′	17.	42   148	63	45	33	37	12	į 26
Signal Informa	usausse Hion		Swill Pielsk												
Cycle, s	130.0	Reference Phase	2				7	<b>}</b>	?`\a						
Offset, s	0	Reference Point	End				73	_ 5				4	<b>7</b>	7	
Uncoordinated	No	Simult. Gap E/W	On	Greer	สสตร์ ของสอดสามารถแก	0.9	77.2	ニッチスと 中央部分の出土							14.13 T
Force Mode	PARTITION OF STREET	Simult. Gap N/S	On	Yellov Red	/ <u>  3.0</u>   0.0	3.0	1.5	4.5 1.5	alattar element Samue, delice	0.0					ਾਂ ਪ੍ਰ
				1. CO	10.0	10.0			) <u>10.0</u>	[U.U					
Timer Results				EB		EBT	WE.		WBT	NE NE		NBT	SB		CDT
Assigned Phase	andersamenter.	The said and an experience and a supplementary of the said of the	E Milei ( ) tolico . 4 . 1 bompyida	5	-	2	1	DE. Windowskie	44D 1	110	COLOR SICHAPPEN	146) ! 8	90	HERVERS LOUIS	SBT
Case Number	nt-version rate.	vide and U.C.s How plikes a common or the second apparent type of the problems pers	ChristelPuris Authoris	352 eren weru ja 25. 1.1	ros estas emis e censos	4.0	1.	mana ana dha a	3.0		***************************************	DONGTHE AVERTHANCE	Hamilton (1900)	more new decir	4
Phase Duration	rummuulmein C	govern so electrost e tres entre participa em latera constituo de le tatal e d'estal.	and the second s	16.	energy contra	87.1	13.	COST TO LEGIS AND	CON STREET, THE PRODUCT AND ROOM		ance mendance	8.0		M Part W 40 MITTERS	6.0
Change Period,	Commence Transportation	ession respects consists incolorance and an experience of the		3.0	mate valed matrice	6.0	างรู้โดงขากระวานและ	· 보고기(이번 425 출 HSH	83.2			29.9		H: \$40,004 to Commerce	29.9
Max Allow Head	CARGO CONTRACTOR CONTR	بمرقب تستيم ومروان ويونون ويصفها ويعام والمستران والمتعار والمتعار والمتعار والمتعار والمتعار والمتعارفة	egen a fewer skiller of Page.	3.1	n ermenina formien	0.0	3.0	mirrore de la company	6.0	an annual marine san	- Lamour Transport	6.0	-	Orano : 4 5 7 2 4 44 4 6 5 7	6.0
Queue Clearan			Indeposit Assess	3.7	CONTRACTOR SHOPE	U.U	3.1	CHECK STORES	0.0	A STATE OF THE STA		3.2	idigento pagnesantrasa	N52620.75872.8794	3.2
Green Extensio	Staff Leinbu Gresse Cuty	rangiani projet projeta (na pamenta) a su presidente de la companya de la companya de la companya de la company	Participation of the Control of the	Ser resumen	TOROLD MAKE	~ ~	5.1	in annua o a chialliata del	mousimme.vi	AND HOUSE SERVICES		13.3	a Majarayaya a sa	ar enteres conse	17.0
Phase Call Prot	COST of Proper page 22 and	(98), 3	Stean Ir dan ann	0.1	oner interaction	0.0	0.1	กระบบคุม สรีกระบ	0.0	The second second	ito <b>aren er</b> ekan	0.3	Tile Bandersong, markane ere	tras intransportación	0.2
Max Out Probal	BECKER PROPERTY OF THE PARTY OF	and the control of the second state of the second s	o an firm, in who filthers a	1.00	annite staffer these	reconstitutionness	1.0	พลงกรณะเรื่อนกา	a segment registre de servidados elembros	None and the second	makes in the same	1.00	Participality of Four	ANTONE MENT PROPERTY.	1.00
Max Out Flood	onny Marian		r ou	0.00			0.1	U			ANICOMA ANTONOMORO	0.00		Dan sa Kon	0.03
Movement Gra	up Res	autavija avetansi uits			EB	<b>MAK NE A</b> E		WB	Ast Alle		NB	Aug.		12460000 274 AND 41115	a in the
Approach Move	THE PROPERTY OF THE PARTY OF TH	riamental construction in the residence of the section of the sect	0014,1230 E2275735		T	R	L	Ιт	R		T	R	e reismannes er	SB T	7
Assigned Move	PROPERTY SERVE CONTRACT	konstrumy program (politica) (1 cost) i na konjuna hambi koli da da manama konjunga	84527,517 oc oc podenjego	5	2	12	1	6	16	3	8	18	7	4	R
Adjusted Flow F	The officerable discussions are	veh/h	osm veisminnsk	83	540	533	117	1834	****		148	10	39	40	14
ALAST AND DESCRIPTION OF THE PROPERTY OF THE PARTY OF THE	special programmassing	w Rate (s), veh/h/ln	THE WAY WAS A	1740	1827	1803	1740	1739		<u> </u>	1526		1286	1627	MANAGET
Queue Service	CS-C-495-CCC-39468967644	all respectation providing the property of	nava na marinami	1.7	10.7	10.7	3.1	48.0	and Comments of Street, Street,	ATROXIZER WORLD	8.6	***************************************	3.7	2.7	TTC - 21 De eru be Nash.
Cycle Queue Cl			CONTROL WAS ARREST	1.7	10.7	10.7	3.1	48.0	uan junionikaan arresi		11.3		15.0	2.7	·
Capacity (c), ve	CERTIFICATION OF THE PROPERTY	а» <del>(поми вомастичная вомасност</del>	t ord detra Wisas	289	1140	1125	467	2066	DE MOESTE, THE A		Contamanda de la composição de la compos	A DOMESTIC STREET	Samue aveni	r Committee in the series	and a street on the second
Volume-to-Capa	CONTRACTOR DANS CONTRACTOR	tio (X)	NEST YOUR SERVER SEEDS	0.288	0.474	CONTRACTOR OF THE PARTY.	0.250	مهودا ومشهورها وبالدامية والمراوي	national age level a section	To a supplied process	321 0.463	e e car i va naprimbrio	180	299	nesponental sur
Available Capac	and the continues of the continues in	ikande e entimició, intelimi elem bani v un material fina es riúdi l'un right i s'arti	***************	289	1140	1125	467	2066	أمدت نفاهت مسلمات لأجاها		321		0.217	rigi kateririya da araban	
··· Diec. ubstacaarrasistes (1995) 148 Lin / 1984	SECURITY ALWERS W	ı/ın (95th percentile)	2000	3.0	6.0	6.0	2.0	17.9	TO A TO SERVICE AND ADDRESS OF THE PARTY OF		7.8		180	299	representative constant
Overflow Queue	والسنتشارة ومراه عاده والأه	жаным перединий при при выправаний выправлений в при	dia aktor da	0.0	0.0	0.0	0.0	0.0	0.0	CONTRACTOR CONTRACTOR	0.0	A STREET, STRE	2.2	2.0	A serve assistant
برديب ومرور ومهيري وورووس ومراون والمراون ومانوا والمناورة والماران والمراورة والمراورة والمراورة والمراورة	national and street and become or	RQ) (95th percentile)		0.00	0.00	0.00	0.00	0.00	-		0.00		0.0	0.0	-
Uniform Delay (			maaraaliteina	22.6	5.Q	5.0	7.8	10.5	-			<b>,</b>	0.00	0.00	in the second
Incremental Del	articles of the second state of	On Mind the British Park, there is have made major to the analytic major a reposition as a		0.2	1.4	Tr- (0.11-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	Marie and a 674-semble result with	geri mellikibalna neluja	*** 3 AMERICAN ED	PERSONAL SECTION	47.8	THE PROPERTY OF	54.7	44.4	<b>!</b>
Initial Queue De	ราตรีสมหน้า <i>ๆ กาลสำเ</i> ดา ค	energianisme property respectively and the second contract of the second		0.2	PARTY AND IN SECTION AND INCOME.	1.4	0.1	6.1	0.4		0.4	ļ	0.2	0.1	
Control Delay (a	rom ocapito setay	STORES OF STORES AND ALCOHOLOGICAL STORES OF STORES AND AND ALCOHOLOGICAL STORES.	or word of a contract that	22.8	0.0 6,4	0.0	0.0	0.0	0.0	decisions on the	0.0	TO STATE OF THE PARTY AND ADDRESS OF THE PARTY	0.0	0.0	×
Level of Service	Property of the state of the state of	e Blader was to trouble a title my seeming the politics; you are no recommendate, and could	e grapa al collo la de ming	C C	0,4 A	6.4	7.9 ^	16.6	en y trajecti i inagiri poject	e an en andreas	48.2	F1#201*C***********************************	54.9	44.5	e de la companione de l
Approach Delay	a transport and the same of th	/TOS	STAND TO STRAIN	**************************************	7	Α	A 157	B	I A	40 /	L D	ļ	D	L D	
Intersection Delay	HER BLANCK HOLDING!	1995 BROKESHADON TRANSPORTERS OF A VALUE OF	and a recording	7.6	L.c.man	Д 1-12100 2011 2014 4.6	15.4	MARINE SANCE	B net r britans a substanti	48,2	e datamento e su e	D www.come.com	49.6	emarson access	<b>D</b>
	.j. arvei					15 (12.41)	5. <b>0</b>	h sa th					В		an arma
Multimodal Res	ults				EB			WB	of Williams		NAME OF THE PERSON NAME OF THE P				
Pedestrian LOS	guide November and commercial	LOS	SEASON AND ADDRESS.	2.1		В	2.3	HORESTON PORTO	В	3.0	NB T	C	-	SB T	meningane
Bicycle LOS Sco	CERRORAL PROPERTY AND ADDRESS CO.	eath while to strong teach on the anticopy of a cling rape to strong frequently required to the	BLIST I STANGER PROCESS	1.4	um a favories.	A	2.3	regeneran ffestes es	В	0.7	market and the com-	r ti Albertoni, e crescusio poès	2.9	anja saro ganetto	C
		Make California de la caraca como con consequence de la consequence della consequenc		reser in acceptance			y 2.2	1		J. 7	L	A	0.6		Α

HCS 2010 S	ignal	ized l	inters	ectio	n Res	sults S	umm	ary				
AUG CONTROL OF THE CO		a de la				# n						
General Information	SHOP COMPANIES	Contract parties are parties	Kanomia (1 delenii) e 1970 (199	TROSERVALENCE PRO		Intersec	tion Inf	ormatic	on		lational l	يا يو
Agency EEA	40 Speciel Control School Control	ويۇنىم ۋرومۇمىندەم رىيم	PRODUCE SALESSES : VESTIGA	. 6 NOSS ( SALVE ) SALVE ( SALVE )		Duration	, <b>h</b>	0.25	н от голов имуна			
Analyst SBC	Analy	sis Dat	e 10/17	7/2012		Агеа Туг	e	Other	·			
Jurisdiction IDOT/Hinsdale	Time	Period	AMP	EAK	THERETO CHANGE	PHF	CONTRACTOR OF THE SECOND	0.95	er marchinoma (ababa).	2) 	- 1	-
Intersection Ogden at Salt Creek/Oak	influencementations:	hereiden ausgebild 205ed 2	r  2014	Total Tr	affic	Analysis	Period	1> 7;	00	الية المالية ا المالية المالية المالي		
File Name Ogden AM 2014 with Sb L	eft turn	arrow.x	US	urana it maay maga	with a program was a	With the characters	vacioni dun Parkklayers	acetholeconomic copy, no	ier- provincialno increale		4.	
Project Description 2014 Total Traffic									San Paris II		eren samen eren Bernstanden	L.Y.
Demand Information										i en		
Approach Movement		EB T T	T D		WE I T	TR		NB T			SB	T n
Demand (v), veh/h	<u> </u>   79	983	R   37	111	174		63	45	R   33	37	T   12	I R
Demand (V), veim		1 903	37	1 '''	11/4	2   140	1 03	1 40		1 3/	12	26
Signal Information		Ī	or seek the		J						200	
Cycle, s 130.0 Reference Phase 2		P		<b>**</b>		Sa Factoria No.	ا بر ا			A		<b>4</b>
Offset, s 0 Reference Point End		1400				47.0				<u>Y</u> /	3 I	
Uncoordinated No Simult. Gap E/W On	Green Yellow		3.0	77.2 4.5	3.0 3.0	17.9 4.5	0.0	ray arach	AL .	<b>3</b> -		ĸt:
Force Mode Fixed Simult Gap N/S On	Red	0.0	0.0	1.5	0.0	1.5	0.0	OVERTOR .	1			Y
CARLO CONTRACTOR OF THE CONTRA	5.08		144 342			auti i sud	e in				Janes,	4.44
Timer Results	EB	L	EBT	WE	L	WBT	NBI	PRINCIPLE SOLVE	NBT	SB	_	SBT
Assigned Phase	5		2	1		6	L-rim was at rough		8	7	1	4
Case Number	1.1	1.2.12.01.2.7.51(100.	4.0	1.1	NESS CAMP COLORS	3.0	Carrie Residence		8.3	1.0		4.0
Phase Duration, s	16.9	9	87.1	13.	Ó	83.2			23.9	6.0	\$60000000000000000000000000000000000000	29.9
Change Period, (Y+R _c ), s	3.0		6.0	3.0		6.0			6.0	3.0		6.0
Max Allow Headway <i>(MAH)</i> , s	3.1		0.0	3.1		0.0	and Trivate or the order		3.2	3.1	ļ	3,2
Queue Clearance Time (gs), s	3.7	managa and man		5.1					13.8	4.5		4.7
Green Extension Time (g ₀ ), s	0.1	PEA FLUI MINISTER AND TRACTICAL PROPERTY.	0.0	0.1		0.0			0.1	0.0		0.3
Phase Call Probability	1.00	)		1.0	)		Kabangan ang ar Sunting Suntain		1.00	1.00	)	1.00
Max Out Probability	0.00	)	eropusci po publica vagades:	0.1	0	Sign organization and	voten Calanda unkur	or make the	0.40	1.00	MICONI PERMINENCE	0.00
			ie de l	(Lache S				dale it		4 (4.0)		
Movement Group Results		E8	1 5	ļ	WB		************************	NB		encoura terresa.	SB	padinananii.
Approach Movement Assigned Movement	L	T	R	L	T	R	-		R	<u> </u>	T	I R
Adjusted Flow Rate (v), veh/h	5 83	2 540	12 533	1 117	6 1834	16	3	8	18	7 39	4	14
Adjusted Flow Rate (v), veriming Adjusted Saturation Flow Rate (s), veh/h/ln	1740	1827	1803	1740	1739	156 1548	COLUMN TO SERVE	148 15 <b>4</b> 1	ACTION STATES	1740	40 1627	manaistr.
Queue Service Time (gs), s	1.7	10.7	10.7	3.1	48.0	3.1	luz-licensier/scenne	9.8	et en seen en	2.5	2.7	ah. i kepinaskili sejus
Cycle Queue Clearance Time (g _o ), s	1.7	10.7	10.7	3.1	48.0	3.1	**************************************	11.8		2.5	2.7	-
Capacity (c), veh/h	289	1140	1125	467	2066	919	ORDER ALTER STORAGE	252	ma Stadalam Pot Walled	156	299	MANAGES IN
Volume-to-Capacity Ratio (X)	0.288	0.474	0.474	Companyage	0.888	* Commence of the Commence of	ALTERNATION CONTRACTOR	0.588	DOMESTIC STREET	0.250	0.134	Last property
Available Capacity (c ₀ ), veh/h	289	1140	1125	467	2066	Agrana and and	ammy or a succ	252	acarrie vanor en la si	156	299	di manara
Back of Queue (Q), veh/ln (95th percentile)	3.0	6.0	6.0	2.0	17.9	1.9		8.3	anner; neres ress	1.9	2.0	germannen er
Overflow Queue (Q3), veh/In	0.0	0.0	0.0	0.0	0.0	0.0	eljásel szerket jerepleke	0.0		0.0	0.0	Perancial .
Queue Storage Ratio (RQ) (95th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	TEST CUITO EN ISSANS	0.00		0.00	0.00	•
Uniform Delay (d1), s/veh	22.6	5.0	5.0	7.8	10.5	5.8	Adam propries and a	53.3	وتو دومدود درا	45.9	44.4	BIS-TANONALISM
Incremental Delay (d2), s/veh	0.2	1.4	1.4	0.1	6.1	0.4	2799, kasir ji iraatawiisi	2.4		0.3	0.1	1
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0,0	0.0	erhausszum numananum	0.0	(Marie 1979)	0.0	0.0	Î
Control Delay (d), s/veh	22.8	6.4	6.4	7.9	16.6	6.2	Action of the Contraction of	55.7	THE REPORT OF THE	46.2	44.5	non an arrive cons
Level of Service (LOS)	С	A	Α	Α	В	Α	THE THE STATE OF T	E	TO STATE OF THE PARTY OF THE PA	D	D	**************************************
Approach Delay, s/veh / LOS	7.6	1	Α	15.4	1	В .	55.7	1202.1.1 312 +++1.*	E	45.3	}	D
Intersection Delay, s/veh / LOS	Mary and the second of the second of	Andrew 10 th Apr. 1990.	15	5.2	e nese <b>m</b> ye Termonik	- Nacinal American Actions	South Law shows also greated it for ear	rans na compliana con car	e i permi miga nomenama saba 260	B	รดเลาสาขาดที่ใน Ventori	rotet i statio 🚜
Z <b>TER</b> PROGRAMA						14			9.48			
Multimodal Results	Allega de propagazara	EB	er venentronas roda	MARIE MI ANNOMINE STEEL	WB	Halland park one	ALEN THE STREET	NB	Later Stranger and Victor		SB	Carinda (1801.com and
Pedestrian LOS Score / LOS	2.1		В	2.3	roja evrolĝis acura	В	3.0	eksemble series en	C	2.9	days to sale of the sale and	C
Bicycle LOS Score / LOS	1.4		Α	2.2	1	В	0.7		Α	0.6		<b>A</b>

HCS 2010	Signa	lized	Inter	sectio	n Re	sults	Sumn	nary	***************************************		/### /###	-trett Shoomeruse
General Information		A2/mm.man.man.man.ma				Interse	ction In	format	ion	***************************************	nik Watal	
Agency		***************************************	**************************************	IBS ridenti propriesso and	twistnesses straueur	Duratio	n, h	0.25	nchitamountou-earper		4 L	
Analyst SBC	Anal	ysis Da	te  10/1	7/2012	***************************************	Area Ty	pe	Othe	er er	4		3
Jurisdiction IDOT/Hinsdale		Period	PM	PEAK		PHF	and the second second second	0.94	HICOTALE NO POST			* 4
Intersection Ogden at Salt Creek/Oak				Total T	raffic	Analysi	s Period	1 1> 7	<b>7:00</b>	SHATCH T		***
File Name Ogden PM 2014 Timing A	djustme	nt xus	Marie de la Companya	ine ajon ve etikina kulturana erion	one manuschille		ELC DEL .	anni de la comita de	alter meny prophytoma	- u-	· .t.	
Project Description 22014 Total Traffic	The state of the s	ROMAN MARTINIAN (C)	- Total Control Control	क्षेत्रका न पाला इसे <b>प्रशासन १८८</b> ५)	r in the management	reigina estas Culturas de Nove	THE THE THE PARTY OF THE PARTY OF	PT MITTERY ASSESSMENT	erielle entricht (dynesse von		North British	ii f
	### T						10.00					
Demand Information	1	EB			W	3		NE	3		SB	archemotosco.
Approach Movement	<u>L</u>	T	R	L	T	R	L	Т	R	L	T	R
Demand (v), veh/h	94	192	1 72	85	113	6 55	78	20	102	266	40	147
Signal Information							14					
The same of the sa		1	_   "	뭐				帧				
Cycle, s 140.0 Reference Phase 2		1		K	12	- 1				€ .		clx.
Offset, s 0 Reference Point End	- Greei	6.4	76.6	42.0	0.0	0.0	0.0				* * * * * * * * * * * * * * * * * * *	-
Uncoordinated No Simult. Gap E/W On	The second section of the second	v 3.0	4.5	4.5	0.0	0.0	0.0		<b>,</b>	7		ĸĐ.
Force Mode Fixed Simult. Gap N/S On.	Red	0.0	11.5	1.5	0.0	0.0	0.0		•		7	
					d special	4.0	- 346				# 1,4	
Timer Results	] EB	L	E8T	) WE	3L	WBT	NB	L	NBT	SB	L ]	SBT
Assigned Phase	5	in canada in pro-	2	1	MINISTER STEERING OF STREET	6			8			4
Case Number	1.1	in a serial per con-	4.0	1.	1	3.0			8.0			6.0
Phase Duration, s	9.4	<u> </u>	82.6	9.4	4	82.6			48.0			48.0
Change Period, (Y+Rc), s	3.0	) June	6.0	3.0	)	6.0			6.0			6.0
Max Allow Headway (MAH), s	3.1	W-12003 LLT-120134	0.0	3.1	1	0.0			3.4		THE REAL PROPERTY OF THE PARTY	3.4
Queue Clearance Time (gs), s	5.4		PARTIES NO TO SALLE	5.	1				30.9		DAT2015.22.20 (2) 10 every g	44.0
Green Extension Time (ge). s	0.0	)	0.0	0.0	)	0.0			1.4			0.0
Phase Call Probability	1.0	0	THE COLUMN PROPERTY SHOWS	1.0	0				1.00		est Employ 1211 per 1914 abu	1.00
Max Out Probability	1.00	0	22 2 <del>2 2 2 2 2 2 2</del> 2 2 2 2 2 2 2 2 2 2	1.0	0				0.04	N CONTRACTOR OF	kotumunu fizzanya	1.00
Movement Group Results							ALIA N				4417.6	6 19 1 is
Approach Movement		T EB	especial management	A STATE OF THE PARTY OF THE PAR	WB	signature and the	ATENEZON OCONO	NB	ny to the specimen state	A A STATE OF THE S	SB	ngsträcks/todaksesse
Assigned Movement	L	T	│ R	L	T	R	L	<u> </u>	I R	I L	Ţ	R
Adjusted Flow Rate (v), veh/h	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), ver/// Adjusted Saturation Flow Rate (s), veh/h/in	100	1060	1060	90	1209	59	/2 <b>PT</b>	213		283	199	and the second
The state of the s	1774	1863	1839	1774	1773	1579	Para Para Para Para Para Para Para Para	1082		1255	1632	Secretain
Cycle Queue Clearance Time (g _c ), s	3.4	76.6	76.6	3.1	23.6	1.5	will will make the treatment was	15.3	And in section with the first	13.1	13.6	V R**RDROKALITYCA
Capacity (c), veh/h	3.4	76.6	76.6	3.1	23.6	1.5		28.9		42.0	13.6	D TOUR WAY
Volume-to-Capacity Ratio (X)	297	1019	1006	135	1941	864		360		169	490	Statific House
Available Capacity ( $c_0$ ), veh/h	0.336	1.040	CALIFORNIA CONTRACTOR	0.669	0.623	0.068	-	0.590		1.679	0.406	parent dop. of
Back of Queue (Q), veh/In (95th percentile)	297	1019	1006	135	1941	864	3-2000 × 80-34-4-	360		169	490	r topphysiaeline er e
Overflow Queue (Q ₃ ), veh/ln	2.5	46.3	47.7	3.6	11.9	1.0	***********	11.2	on medicina men	36.3	9.3	estamete regiona
	0.0	0.0	0.0	0.0	0.0	0.0	v4virus programijas	0,0	a citan con a citanian	0.0	0.0	hanga ungga
Queue Storage Ratio (RQ) (95th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	C**(C*********************************	0.00		0.00	0.00	iniisiosta sus
Uniform Delay (d1), s/veh	14.9	18.9	18.9	33.2	11.8	8.8	CONTRACTOR CONTRACTOR	47.1		65.5	39,1	Andrew Transpire
Incremental Delay (dz), s/veh	0.2	39.2	43.6	9.8	1,5	0.2		1.8	***************************************	330.0	0.2	deste his column
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	CONTRACTOR STREET	0.0	CAN	0.0	0.0	Charles on a serie
Control Delay (d), s/veh	15.1	58.1	62.5	43.0	13.3	8.9	e tria successione	48.8		395.5	39,3	o rieriweza, et maso
Level of Service (LOS)	B	F	F	D	B	L A	the transport and the transport	D		F	D	cost magaziya galar
Approach Delay, s/veh / LOS	58.3	rambat stook at sure we up	E	15.1	Protesta Communica	В	48.8		D	248.	4	F
Intersection Delay, s/veh / LOS	NAME OF THE PARTY		65	.5	TO THE CONT	*************	PRESENTATION	THE PROPERTY OF THE PROPERTY O	ngala i Anglika kanana wa	E		MOSSION COM
Multimodal Results									100			
Pedestrian LOS Score / LOS	Sterring and the second	EB	one manual	SE THE WORLD BE LIKE	WB	Military of the officer	- PHINOASsumusi	NB	namente an U	an ritalia in summer vincia	SB	Militaria interpressa
Bicycle LOS Score / LOS	2.1	egyenesiyenesiyenesiye	В	2.3	- 1911-land 1911-land, 1807-1911	B	3.0	and the same	C	2.8	nya di 2000 di dependenta	C
	2.3		В	1.6	1	A	8.0		A	1.3		A

	(M)	HCS 2								-u:::::	·ui j		1 1 4 4	To describe	
General Inform	nation													1434	
Agency	1144011	EEA	**************************************	rapinas rapidas (n. 1828).		THE STREET WHEN A PROPERTY AND ADDRESS.	emero a popular copie	***************************************	emiliano pienema	ction In	THE PERSON NAMED IN	Particular Annual Annual	*****	** # 25 A	
Analyst	Abbits of the same property and	ISBC	Testinica Visional de Rep	A con-	anderson	00000000000000000000000000000000000000		NAMES OF STREET	Duratio	COLUMN DE CONTRACTO SACI	0.25	THE POPULARY LABORS AND			
Jurisdiction		IDOT/Hinsdale	Navid in a Chap	CNY CENCENCES NATION	CANADAM PRICES	te 10/1	م اللمانات ( ويتمانات	***************************************	Area Ty	pe	Othe	and the same of th			
Intersection	Videomercura activo	Ogden at Salt Cree	le (Charle	Production and the second	Period	anno di manana a	PEAK	Di sonire abbasidare. Nyse	PHF	POSICE TO STATE OF THE PERSONNEL	0.94	NA Achieve v Principal College			
File Name	delegative of the fact that the	Ogden PM 2014 S			ysis Ye		Total T		Analysi	s Period	11>7	:00	****		
Project Descrip	economicano tinn	22014 Total Traffic	DLIA	now and	ıımın	g Adjust	ment x	US	S AGRICULTURA DE DES NAS	Market and Arried a commission of	TANTON OF BUILDING	er seren errstessen desters	4122.45-	•	
Toject Descrip		122014 IUIAI ITAIIIC				Recorder 1									rindiga Nombra
Demand Infor	nation				EE			W.			NE			SB	LIM,
Approach Move	ement	atemptic entransport on significant to I to stock how the processor and supplied to	F2EcoNP-Locatores cam	1	T	ĺR		1 7	HARMACON STANCES		TT	l R		T	iverity si
Demand (v), ve	Welles and the Constitution of the Constitutio	egong gannegana dan akan dan dan yang renamber nambe sak agi atau ita 1988	(CASHANATA C TONGORA	94	192		85	*****		78	20	OMPANIES EST.	266		-
Service Service									30 1 33		20	102	200	1 40	
Signal Informa	tion	erecisi delen di international di international del constitutional del constitution del con	sales unitarii de la secondaria		ZERO E E PRESENTA					State Control					
Cycle, s	140.0	Reference Phase	2			<u>~_</u> :-₹	•						7		4
Offset, s	0	Reference Point	End	G		76.6	1				7 3	1	<b>Y</b> :	1 3	
Uncoordinated	No	Simult. Gap E/W	On	Greei Yellov		76.6 4.5	11.0 3.0	27. 4.5		0.0			<b>5</b> -		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	1.5	1.0	1.5			Control Toy				. 8
					· Walt										
Timer Results	The state of the s	2010 Comp. (C. 1112 E. 1111 CO. C. 1177 CO. 1111	SCHOOL SECTION STATE	EB	L	EBT	W	3L	MBL	NB	L	NBT	SB		S
Assigned Phase	<b>&gt;</b>		Andrew Street	5	ON THE RESERVENT PERSONS	2	1	88422 <del>388</del> 4-1864 ² 4 (934	6	and yes-ye o triviansia s-comm	indus riprystynes (pr	8	7	and the second s	ST HOUSE
Case Number	The state of the s	and the state of t	***********	1.1	- Andread Control of the Control	4.0	1.	onvontorumski semse 	3.0	THE THEORY PERSONAL PROPERTY.	Nissamura Garana	8.3	1.0	)	4
Phase Duration	, S	A TOTAL A DESCRIPTION OF THE PROPERTY OF THE P	SECTO III SECTO PROPERTY	9.4	l e	82.6	9.4	4	82.6	- division sure	unitescus enem	33.0	15.	emparation of the exercise	48
Change Period,	(Y+Rc)	, S	Andreas and an order or	3.0	)	6.0	3.0	)	6.0	objeta terrorsk so	n'n desertiven element	6.0	4.0	ar-responser of the garden	6
Max Allow Head	lway (M	IAH), s	ar e Suga, in hugi ini manta ming i	3.1		0.0	3.	i i	0.0	elletens endmode	men e firem	3.3	3.1	والمستعمد المنسية في المستعمد المناسبة	3
Queue Clearan	ce Time	(g _s ), s	CONTRACTOR OF STREET	5.4	2000 CO	ator primara nameno 2220. A	5.	erone estema			***************************************	21.4	13.	CHARGE CREEK	15
Green Extension	n Time (	(g₀), s	Series in a commentation of	0.0	)	0.0	0.0	)	0.0	and the second second	***************************************	0.5	0.0	ananima kuma	0
Phase Call Prob	ability	encourage, and applications to be a proposally special proposal and construction	at in which was a	1.0	0	ate to a letter which a sickers.	1.0	0	MANAGEMENT AND ASSESSED TO SECURE	ind that mental and the payoff of	PP (Zino ac Promise	1.00	1.0	พพหล่านเหมืองทาง	1.0
Max Out Probat		anger er her finghigt (1900 er er) manner er som er stad er er finghilt er er finghilt er	GPFT GOVESTICLLY YORK	1.0	0	THE RESIDENCE OF THE PARTY OF T	1.0	nersighten energy	EPOPPERE STATE AND PARTY	an e e e e e e e e e e e e e e e e e e e	n commente de comince	0.25	1.0	CHORNY LONG PARTIES	0.1
							1								
Movement Gro	ACTION NAMED IN CONTRACT	ults	· Mishado Habado Hab		EB	-		WB			NB	324-1019 /C 7/114565	Comment of the Commen	SB	W-1707-18-
Approach Move	NAMES OF STREET		THE CITY OF THE SERVICE	L	Ţ	R	L	T	R	L	T	R	II L	Т	rzastus c
Assigned Mover	ربيه وبيحب ومندو تعملها	e la la companya de l	majore state marchested	5	2	12	1	6	16	3	8	18	7	4	Î
djusted Flow R			ve viseus naise	100	1060	1060	90	1209	59		213		283	199	Î
		w Rate (s), veh/h/ln	Kilourograzione a	1774	1863	1839	1774	1773	1579		1440		1774	1632	
lueue Service 1			er roudh rainne, agresia	3.4	76.6	76.6	3.1	23.6	1.5		16.9		11.0	13.6	-
ycle Queue Cl	CONTRACTOR CONTRACTOR OF THE PARTY OF THE PA	Time $(g_c)$ , s	Contraction of	3.4	76.6	76.6	3.1	23.6	1.5		19.4		11.0	13.6	1
apacity (c), vel	SHIP SHIP SHIP THE	e presentativistica e unique ( ) de presidente de resençación e un illus parteción.	description of the	297	1019	1006	135	1941	AND LONGS OF A SECTION AS		313		259	490	1
olume-to-Capa	<del>nymanadan</del> ing kabupatèn k	(SPECIAL PROPERTY AND ADMINISTRATION AND A PROPERTY OF THE CONTRACT OF THE PARTY OF THE PROPERTY OF THE PARTY	of ware Police of the se	0.336	1.040	1.054	0.669	0.623	0.068		0.679		1.094	0.406	
vailable Capac			carenza mon	297	1019	1006	135	1941	864		313		259	490	
		/In (95th percentile)		2.5	46.3	47.7	3,6	11.9	1.0		11.9		15.5	9.3	
verflow Queue	circulterate explantation,	والمهيمين والمهمون والمهيد والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع	THE SOUND IN SOUTH THE	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
CHARLES AND PROPERTY OF THE PR	tales constraints	(Q) (95th percentile)	incertation.	0.00	0.00	0.00	0.00	0.00	0.00		0.00	ab-pates.	0.00	0.00	
Iniform Delay (c	CONTRACTOR OF THE PARTY OF	BOTH SALES CONTRACTOR	ranson i nadisalji in 644	14.9	18.9	18.9	33.2	11.8	8.8		53.2		50.4	39.1	10010
cremental Dela	STANCE CONTRACTOR STANCES	የመመከተለት ያና ለሚያቸውን ያለም ተችልኮን የምርመው የተመጠቀው የተመጠቀው የሚያለው ለተፈፀረ ነው ነው ያለ ያለው ያለ	Za mili da 17. april 18. april	0.2	39.2	43.6	9.8	1.5	0.2		4.8		83.3	0.2	
itial Queue Del	DESCRIPTION OF THE PARTY OF THE PARTY.	CHEMISTATION OF THE CONTRACT O	Pat jen din sentiskladi	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
ontrol Delay (d	STREET STREET, STREET	orena, pontanan probanciament in Legisland, receptor probabilistico	hamstow ourse	15.1	58.1	62.5	43.0	13.3	8.9		58.0		133.7	39.3	Sa beau i
evel of Service	andrew was are a war as	Наставо јури неу посе станујана ве учереве на векса и истого становура.	er seiser was	В	F	F	D	В	A		E	A CONTRACTOR OF THE PARTY OF TH	F	D	
pproach Delay,	CIPRO CERTIFICAÇÃO DE 1175	STREET, AND ADDRESS OF THE PROPERTY OF THE PRO	reservation and	58.3		E	15.1		В	58.0		E	94.7	The second second	Ė
itersection Dela			SELENATION OF	ntage years	TEN STEVENSON	48	.7	en en en antien en e	nan en amerika prin Birak papa et	gaarin oo kadida ka kaan	rok bood fless-ladents	rancongressor and application	D.	เรอบเลขานก็โดยกรรกก	North.
										34. 2 pl		44.4			
lultimodal Res	STOREST MONTH MALES AN	тот и принципалнительного принципалнительного принципального принц	the directions	COLUMN CONTRACTOR	EB		of the engermone	WB	Protest programme	Angrae ar	NB	Carles		SB	
edestrian LOS	CONTRACTOR POLICE PROPERTY	PROPERTY CONTRACTOR OF PROPERTY OF SECURITION OF SECURITIO	avestitus-villas 🧣	2.1	*>)***********************************	В	2.3	77112	В	3.0		C	2.8	vi viniti ding Pala Kalak	C
icycle LOS Sco				2.3		8	1.6			0.8	Address that	Α	13		autropost:

General Informat	ion	TWO-WAY ST	منتقها والمنتقب المنتقب المنتقب	ite Info						
Analyst	SBC					ation			·	
Agency/Co.		son Engineering		tersecti	on		Ogde	n and Co	ontinental Aut	
Date Performed	10/26	V2012		urisdictio				/Hindale		
Analysis Time Period		eak-Hour		nalysis `	rear		2014	Total Tra	affic	
Project Description	Existing Volum	ne with SW realign	rod to Col							
	UBII AVAIIIA		Teu to San	Creek						
Intersection Orientation	n: East-West	1	EAC.	rtn/Sou	in St	reet: Cont	inental Aut	ntal Auto		
Vehicle Volumes	and Adiusti	mante	P(	luy Pen	oa (r	rs): 0.25				
Major Street										
Movement	1	Eastbour	10				Westi	ound		
		$\frac{2}{1}$		3		4		5	6	
Volume (veh/h)		1053		R		L			R	
Peak-Hour Factor, PHF	0.95	0.95		1 0.95	- -	3	200	00		
Hourly Flow Rate, HFR				7.95	- -	0.95	0.9	5	0.95	
(veh/h)	0	1108		1	1	3	210	)5	0	
Percent Heavy Vehicles	3 1				+	1				
Median Type			I		divid					
RT Channelized				0	UIVIO	au .	·			
_anes	0	2		0	-				0	
Configuration		7		TR	┵	1	2		0	
Jpstream Signal		Ö		IK	-	L	7			
linor Street		Northbound					0			
lovement	7	8	<del>)</del>		╄-		Southb	ound		
		T r		9	<del> </del>	10	11		12	
olume (veh/h)	1	<del></del>		R	<u> </u>	<u>L</u>	T		R	
eak-Hour Factor, PHF	0.95	0.95		2						
ourly Flow Rate, HFR		***************************************	<u> </u>	95		0.95	0.95		0.95	
reh/h)	1	0		2	l	0	0			
ercent Heavy Vehicles	1	1		<u> </u>	┼				0	
ercent Grade (%)		0			<del> </del>		1 1		1	
ared Approach		7 7					0			
Storage		***************************************			<u> </u>		N			
Channelized	<del>                                     </del>		<del></del>				0		······································	
nes	0			)					0	
onfiguration	<del>                                     </del>	0	0			0	0		0	
		LR								
ilay, Queue Length, ar proach	in Level of Se									
vement	Eastbound	Westbound		Northbo	ound	<del></del>		outhbou		
	1	4	7	8		9	10	-		
ne Configuration		L		LR		. J	10	11	12	
/eh/h)		3		3		···				
m) (veh/h)		631				-		F4 & S.		
		0.00		107						
6 queue length			-14. Ti-lines S. C	0.03		<u> </u>				
ntrol Delay (s/veh)		0.01		0.09				78		
3	· · · · · · · · · · · · · · · · · · ·	10.7		39.6						
roach Delay (s/veh)		В		Ε	T					
	17			39.6						
roach LOS	 la, All Rights Reser			Ε						

		VO-WAY STO	PCONIK	OL OU	ABANALL			
General Informatio	n		Site I	nforma	tion			
Analyst	SBC		Inters	ection		Ogden/C	ontinent	alAuto
Agency/Co.	Erikssol	n Engineering	Jurisd			IDOT/Hir		
Date Performed	10/26/2			sis Year		2014 Tot		es
Analysis Time Period	PM Pea	k-Hour					· · · · · · · · · · · · · · · · · · ·	
Project Description To	otal traffic with	SW realigned to 3	Salt Creek					
East/West Street: Ogd		<u> </u>		South Str	eet: Contin	nentalAuto		
ntersection Orientation:	East-West				rs): 0.25	****		
/ehicle Volumes a	nd Adiustm	ents						
Major Street		Eastbound			· · · · · · · · · · · · · · · · · · ·	Westbou	ind	
viovement	1	2	3		4	5		6
	L	Т	R		L	T	1	R
olume (veh/h)		2289	0		1	1267		
Peak-Hour Factor, PHF	0.94	0.94	0.94		0.94	0.94		0.94
fourly Flow Rate, HFR veh/h)	0	2435	0		1	1347		0
ercent Heavy Vehicles	1				1	-		-
ledian Type				Undivid	ed			
RT Channelized			0				- I	0
anes	0	2	0		1	2		0
onfiguration		T	TR		Ĺ	T	<u> </u>	
pstream Signal		0				0		***************************************
linor Street		Northbound				Southboo	ınd	
lovement	7	8	9		10	11		12
	L	т	R		Ł.	Т		R
olume (veh/h)	0	0	0			- <del> </del>		
eak-Hour Factor, PHF	0.94	0.94	0.94		0.94	0.94		0.94
lourly Flow Rate, HFR	0	0	0			0		
veh/h)	<u> </u>		,		0	V		0
ercent Heavy Vehicles	1	1	1		1	1		1
ercent Grade (%)		0, ,				0		•
lared Approach		N				N		
Storage		0				0		
T Channelized			0					0
anes	0	1	0		0	0		0
onfiguration		LTR				<del></del>		
elay, Queue Length, a	and Level of S							
pproach	Eastbound	Westbound	T	Vorthbour	nd	l s	outhbou	nd
lovement	1	4	7	8	9	10	11	12
ane Configuration	<u> </u>	L		LTR	<del>                                     </del>	,,,	1 11	''
(veh/h)		1 7		0			<u> </u>	
·					<del></del>		ļ	
(m) (veh/h)		193	<b>}</b>				<u> </u>	
/c		0.01	<u> </u>			<b>_</b>		
5% queue length		0.02						
ontrol Delay (s/veh)		23.7						
os		С						
		T	I			7	•	
pproach Delay (s/veh)	<b>*</b>							

General Informatio	n .			Site Info	rmation			· · · · · · · · · · · · · · · · · · ·
Analyst	SBC			Intersection		Salt	Creek/S Wheel	at 7 Cr
Agency/Co.		son Engineer	ing	Jurisdiction		Hins		ai 5 or
Date Performed Analysis Time Period		5/2012	7,000	Analysis Ye	er	2014	Total	
		Peak- Hour						
Project ID Existing with SW East/West Street: 2 Salt C	moved to Salt C	reek						
				North/South	Street: Salt C	reek Lane		
/olume Adjustmen	ts and Site C	haracteri						
fovement			Eastbound				estbound	
olume (veh/h)		2	0	R 4			Ţ	R
6Thrus Left Lane			<u> </u>	4	2			1
pproach		<u>,</u>	Northbound					
/lovement	L		T	R			uthbound T	R
olume (veh/h)	5	0	138	84			49	16
Thrus Left Lane							<del></del>	,,,
	Eas	tbound	\A/e	stbound			<del></del>	
	Lf	L2		· —		rthbound	Sou	thbound
onfiguration	LTR		L1	L2	L1	L2	L1	L2
HF	0.90	<del></del>	LT	R	L	TR	L	TR
low Rate (veh/h)	6		0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles	1		24	1	55	246	2	71
o. Lanes		1	1	1	1	1	1	1
eometry Group		ı b		2		2		2
ration. T		U		5		5		5
	A di	10/ 1 /		(	.25			
aturation Headway		Workshe	et					
op. Left-Turns	0.3		1.0	0.0	1.0	0.0	1.0	0.0
op. Right-Turns	0.7		0.0	1.0	0.0	0.4	0.0	0.2
op. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0	0.0	0.0
T-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5
lT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
IV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
dj, computed	-0.3		0.5	-0.7	0.5	-0.2		1.7
eparture Headway a	and Service	Time			1 0.0	1 -0.2	0.5	-0.2
, initial value (s)	3.20		3.20	1 3 00	T	T-1		
nitial	0.01		0.02	3.20	3.20	3.20	3.20	3.20
final value (s)	5.03	<del></del>	5.84	0.00	0.05	0.22	0.00	0.06
înat value	0.01		0.04	0.00	5.16	4.39	5.32	4.66
ve-up time, m (s)	2.	3		.3	0.08	0.30	0.00	0.09
rvice Time, t _s (s)	2.7					2.3	2.	
			3.5	2.3	2.9	2.1	3.0	2.4
pacity and Level o	T							
	Easth	ound	Wes	lbound	Norti	hbound	South	bound
	L1	L2	L1	L2	V	L2 /	L1	L2
acity (veh/h)	256		274	251	305	496		
ıy (s/veh)	7.77		8.77		<del></del>		252	321
	A			7.34	8.30	8.97	8.04	7.83
	<del> </del>		A	<u> </u>	<u>A</u> _	X	Α	Α
roach: Delay (s/veh)	7.	77	8.	71	8.	85	7.8	33
LOS	/	4 .		l	/	4	Α	···
section Delay (s/veh)				<b>8</b> .0	64			
section LOS				1				

General Information	on		VAY STOP		ormation	. 010		
Analyst	Is	BC		Intersecti				
Agency/Co.		nksson Engine	erina	Jurisdictio			ialt Creek Lane al	2 SC
Date Performed	1	0/26/2012		Analysis '			linșdale 014 Tolal	
Analysis Time Period	P	M Peak- Hour					U14 LOTBI	·
Project ID								
East/West Street: 2 Salt	Creek Lane Ac	cess		North/Sau	th Street: Salt			
Volume Adjustmer	ts and Site	Characte	rietice	Prorugou	ur Street: Sait	Creek Lane		
JABI GEOM			Eastbound					
Movement		L	T	R		,	Westbound	
/olume (veh/h)		8	0	51		L OC	T	R
%Thrus Left Lane				<del> </del>	<del></del> -	06	0	4
pproach			Northbound					
lovement		L	T	R			Southbound	
olume (veh/h)		7	101	69		2	<u>T</u>	R
Thrus Left Lane			***	1		<del>^</del>	296	3
		aethous -	<del></del>	<u></u>				
		astbound		estbound/	N	orthbound	So	uthbound
onf	L1	L2	L1	L2	L1	L2		
onfiguration	LTR		LT	R	<del>                                     </del>		L1	L2
HF	0.90		0.90	0.90	0.90	TR	L	TR
ow Rate (veh/h)	64		117	4		0.90	0.90	0.90
Heavy Vehicles	1		1	1	7	188	2	331
). Lanes		1		2	1	1	1	1
отetry Group		4b		5		2		2
ration, T						5		5
aturation Headway	Adjustmo	-4 10/a -l t		(	0.25			
op Left-Turns		it workshe	et					
	0.1		1.0	0.0	1.0	0.0	1.0	T
p Right-Turns	0.9		0.0	1.0	0.0	0.4		0.0
p. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
-adj	0.2	0.2	0.5	0.5		0.0	0.0	0.0
Γ-adj	-0.6	-0.6	-0.7		0.5	0.5	0.5	0.5
/-adj	1.7			-0.7	-0.7	-0.7	-0.7	-0.7
j, computed		1.7	1.7	1.7	1.7	1.7	1.7	1.7
	-0.5		0.5	-0.7	0.5	-0.3	0.5	0.0
parture Headway a	ind Service	Time					1 0,0	1 0.0
initial value (s)	3.20		3.20	3.20	3.20	7 4 5		
itial	0.06		0.10	0.00		3.20	3.20	3.20
inal value (s)	5.58		6.44	5.24	0.01	0.17	0.00	0.29
al value	0.10	1	0.21	0.01	5.96	5,17	5.81	5.30
e-up time, m (s)	-	3		.3	0.01	0.27	0.00	0.49
ice Time, t _s (s)	3.3	T		· · · · · · · · · · · · · · · · · · ·		3	2.	
		<u> </u>	4.1	2.9	3.7	2.9	3.5	3.0
pacity and Level of	<b>Service</b>							
	East	bound	West	bound		h	,	
	L1	L2	L1		X .	bound	South	bound
city (veh/h)	314	<del>                                     </del>		L2	L1	L2 <i>a</i>	۲ L1	L2
/ (s/veh)			367	254	2\$7	438	252	581
(~ 1011)	8.89		10.84	7.97	8.73	8.77	8.53	
	A	I	В	Α	A			12.93
each: Delay (s/veh)	8	.89	10.			A	A	В
LOS			~		9.7	4	12.9	<i>30</i>
ection Delay (s/veh)	· · · · · · · · · · · · · · · · · · ·	<u>A</u>	В		A	7	В	
(2,4611)				11.	24			

General Informati	on		Site	Infor	mation			···		
Analyst	SBC					Spinni	Spinning Wheel+ 11/15 St			
Agency/Co.		n Engineering	IIInte	Intersection			Crk			
Date Performed	10/7/20		Juri	sdiction	****		Hinsdale			
Analysis Time Period	AM Pea		—— Ana	lysis Ye	аг	2014 T				
The state of the s	7	ik i ioai								
Project Description										
ast/West Street: 11/	15 Salt Creek L	ane	Norti	h/South	Street: Sp.	inning Wheel	Road	····		
ntersection Orientation			Stud	y Period	i (hrs): 0.2:	5	· · · · · · · · · · · · · · · · · · ·			
/ehicle Volumes	and Adjustm	ents				·				
lajor Street		Northbound				Southb	ound			
Novement	1	2		3	4	5		6		
/aluma (uala/la)	L	T		R	L	Т		R		
olume (veh/h)		11	2		1	13		25		
eak-Hour Factor, PHF fourly Flow Rate, HFR		0.83	0.0	83	0.83	0.8	3	0.83		
veh/h)	7	13	3	3	1	15		30		
ercent Heavy Vehicles	5 2				2					
ledian Type					<u>2</u> vided					
T Channelized				) ()	videa		T T			
anes	1	1			4			0		
onfiguration	<u> </u>		1 77		1	1		0		
pstream Signal		<del>                                     </del>	<del>- </del> ''	<u> </u>	L			TR		
linor Street		Eastbound								
lovement	7	8	1 9	,	40	Westbo	und			
	Ĺ	Ť	F	*******	10	11		12		
olume (veh/h)	9	29	1		L	T		R 0		
eak-Hour Factor, PHF	0.83	0.83	0.8		0.83		6 0.83			
ourly Flow Rate, HFR eh/h)	10	34	1	<u> </u>	4	7		0.83 0		
ercent Heavy Vehicles	2	2	2		2	2		2		
ercent Grade (%)		o				0				
ared Approach		N			<del></del>	T N				
Storage		0				0				
Γ Channelized			1 0							
ines	0	1	0		0	1	<del> </del>	0		
onfiguration		LTR	1 <u>`</u>		<u>V</u>	LTR		U		
olay, Queue Length, a	ind Level of Se									
proach	Northbound	Southbound		Westbo	und		Eastbound	·····		
vement	1	4	7	8	9					
ne Configuration	L	L	<del>                                     </del>	4		10	11	12		
veh/h)	7	1		LTR			LTR	<u> </u>		
(m) (veh/h)	1563	1562		11	_		45	<del> </del>		
m) (veh/h)	0.00			816			820			
% queue length		0.00		0.01			0.05			
	0.01	0.00		0.04			0.17			
ntrol Delay (s/veh)	7.3	7.3		9.5			9.6			
S	A	A		A			Α			
proach Delay (s/veh)				9.5			9.6			
proach LOS				Α			A			

General Informa	tion			s	ite Inf	orm	ation			<del></del>	
Analyst	SBC						ation	Spinning Wheel+ 11/15 S			
Agency/Co.			ngineering	——]IL	Intersection				Crk		
Date Performed	10/7	2012	riginioennig	<b></b> - [⊡	Jurisdiction			Hinsdale .			
Analysis Time Period		eak H	lour	Analysis Year					4 70-	-nt	
roject Description									1 1 7/2 1	- 3 .	
ast/West Street: 11	ME Call Come										
ntersection Orientation	n: North-So			No	orth/Sou	th St	reet: <i>Spini</i>	ning Wheel	Road		
				St	udy Per	iod (h	irs): <i>0.25</i>				
ehicle Volumes	and Adjus	ment	ts Northboun								
ovement	1			<u>d</u>				Southb	ound		
			2 T		3		4	5		6	
olume (veh/h)	2		14		R		L	Ī		R	
eak-Hour Factor, PH	F 0.80		0.80		5		0	24		18	
ourly Flow Rate, HFF	2			<del>-</del>	0.80	-	0.80	0.8	0	0.80	
eh/h)	` 2		17		6		0	29		22	
ercent Heavy Vehicle	s 2						2				
edian Type					Ur	aivid		**			
Channelized					0	T					
nes	1		1		0	- -	1			0	
onfiguration	L				TR		L	1		0 TR	
stream Signal			0			+	<del></del>		0		
nor Street		***************************************	Eastbound			┿					
vement	7		8	T	9	╅	10	Westbo	una	45	
	L		T		R		L	11 T		12	
lume (veh/h)	15		8		2		17	30		R	
ak-Hour Factor, PHF	0.80		0.80	0.80		+	0.80	0.80		1	
urly Flow Rate, HFR h/h)	18		9	2						0.80	
cent Heavy Vehicles							21	37		1	
cent Grade (%)	2		2		2		2	2		2	
red Approach			0					o			
Storage			N					N		**	
			0					0		· · · · · · · · · · · · · · · · · · ·	
Channelized					0	1		1		0	
es figuration	0		1		2		0	1		0	
T	<u></u>		LTR					LTR			
ay, Queue Length, a			)								
roach	Northbound	Sc	outhbound		West	ounc	1		Eastbound	,	
ement	1		4	7		3	9	10			
e Configuration	L		L		LT	_	<del>ऻ</del> ──	10	11	12	
eh/h)	2		0		5		<del> </del>		LTR		
i) (veh/h)	1555		1592				<u> </u>		29		
	0.00		0.00	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	85				865		
queue length	0.00	<del>- </del>			0.0		<b></b>		0.03		
rol Delay (s/veh)	7.3	+	0.00		0.2				0.10		
or boldy (arven)		+	7.3		9.0		-		9.3		
oach Delay (s/veh)	Α	+-	A		A				A	1	
		<del> </del>			9.6	}			9.3		
pach LOS		1			A				A		

on		Site	Informa	ation				
ISBC					Morth A	CL Drive	and Sn	
		linter	Intersection			Wheel		
	042	Juris	Jurisdiction					
		Anai	sis Year			2014 Total Traffic Volume		
MINI FEE	ik mour			- T Granno				
th ACI Drive		North	/South St	reet: Spinn	ing Wheel F	Road		
		Study	Period (F	nrs): <i>0.25</i>				
ınd Adjustm								
	Northbound				Southbo	ound	- //////	
	2			4	5		6	
				L	T		R	
	the same of the sa			1	12		<u> </u>	
0.83	0.83	0.8	3	0.83	0.83		0.83	
0	53	16		1	14		0	
0	4-6			0				
			Undivid	led				
		0					0	
	11	0		0	1		0	
		TR		LT				
					0			
					Westbo	und		
				10	11		12	
<u> </u>	T	R		L	Ţ		R	
0.00				4			1	
0.83	0.83	0.83		0.83	0.83		0.83	
0	0	0		4	0	ŀ	1	
0	0	O		0	0		0	
	0				0			
	N				N			
	0				0			
		0					0	
0	0	0		0	0		0	
							· ·	
nd Level of Se	rvice						***************************************	
Northbound	Southbound	1	Vestbour	nd		Eastbour	nd	
1	4				**	Ţ	12	
***************************************	LT	<u> </u>		<del> </del>	10	1	1 2	
	1			<del>                                     </del>		ļ		
	<del> </del>		-		<del>-</del>	<del> </del> -		
			*****		_			
				-	<del> </del>	<del> </del> _		
					<del> </del>	<u> </u>		
	****			<del> </del>				
						<u></u>		
		!	8.8		1			
	th ACI Drive : North-South and Adjustm  1 L 0.83 0 0 7 L 0 0 0 and Level of Se Northbound	SBC   EEA   10/26/2012	SBC   EEA   10/26/2012   AM Peak Hour	SBC   Intersection   Jurisdiction   Analysis Year	SBC   EEA   Intersection   Interse	SBC   Intersection   Morth A Wheel   FEA	Intersection   North ACI Drive   Wheel   Jurisdiction   Private Road   North-South   Study Period (hrs): 0.25   North-South   North-South	

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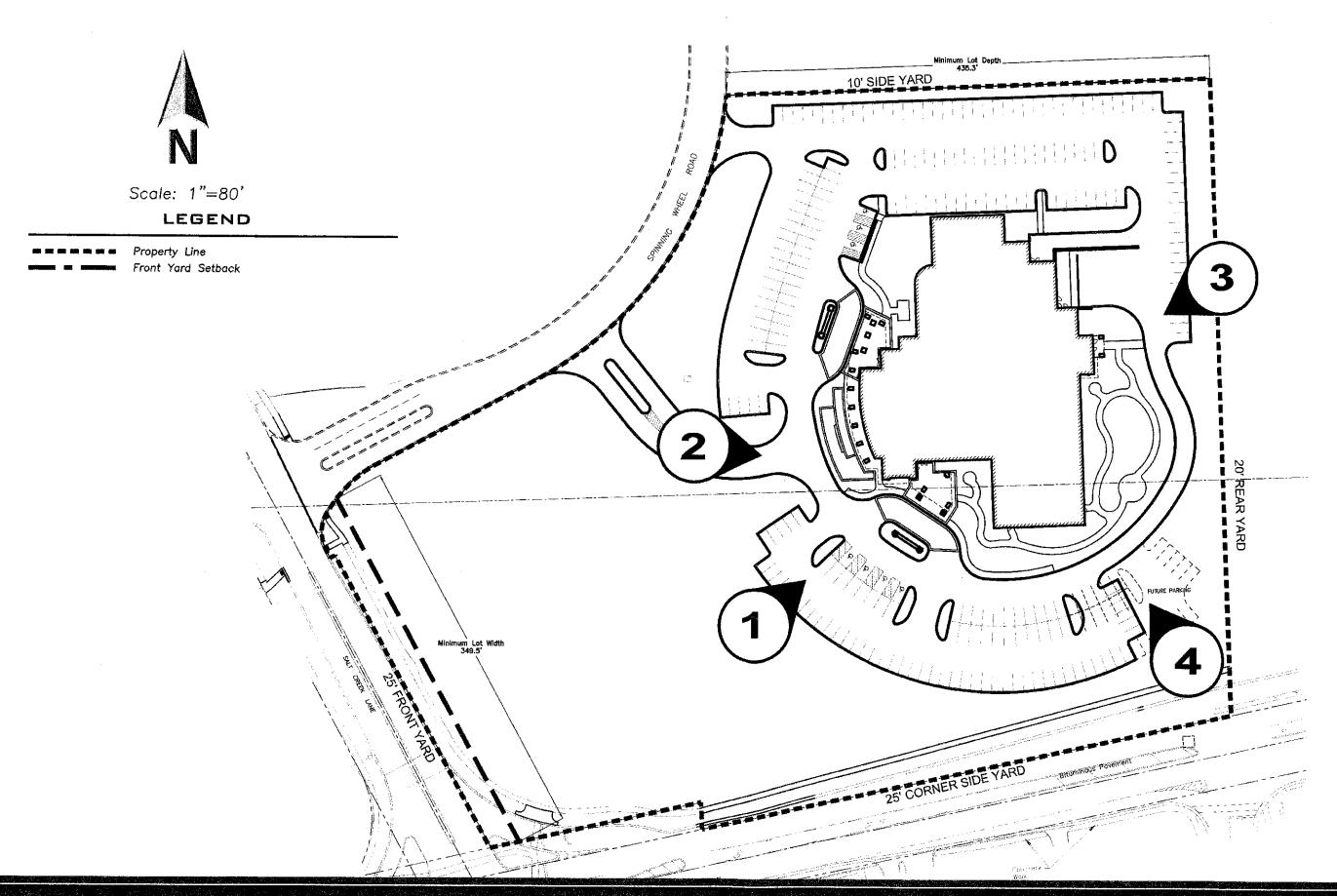
General Informatio	n		Site	nform	ation		i	<del></del>		
						North AC	North ACI Drive and Sp.			
Analyst Agency/Co.	SBC		Intersection			Wheel				
Agency/Co. Date Performed	EEA	10	Jurisdiction			Private Road				
Analysis Time Period	10/26/20 PM Peal		Analy	sis Year	•	2014 Tot	al Traffic	Volumes		
	rivi Feai	KHOUI								
roject Description										
ast/West Street: Nort			North/	South S	treet: Spinn	ing Wheel Ro	oad			
ntersection Orientation:			Study	Period (	hrs): 0.25					
/ehicle Volumes a	<u>nd Adjustme</u>									
Major Street		Northbound				Southboo	ınd			
/lovement	11	2	3		4	5		. 6		
/olume (veh/h)		T	R		<u>L</u>	Ţ		R		
Peak-Hour Factor, PHF	0.83	27	12		1 0.00	40		2.00		
lourly Flow Rate, HFR		0.80	0.80	<del>'  </del>	0.80	0.80		0.83		
veh/h)	0	33	14		1	49		0		
ercent Heavy Vehicles	0	-			0					
fedian Type		·	·	Undiv	ided					
RT Channelized			0					0		
anes	0	1	0		0	1		0		
Configuration			TR		LT					
ipstream Signal		0	_1			0				
linor Street		Eastbound				Westbou	nd			
lovement	7	8	9		10	11		12		
	L	Т	R		L	T		R		
olume (veh/h) eak-Hour Factor, PHF	0.00				25			1		
ourly Flow Rate, HFR	0.83	0.83	0.83		0.80	0.83		0.80		
/eh/h)	0	0	0		31	0		1		
ercent Heavy Vehicles	0	0	0		0	0		0		
ercent Grade (%)		0				0				
lared Approach		N			****	N	-			
Storage		0				0				
T Channelized			0					0		
anes	0	0	0		0	<del>                                     </del>	_	0		
onfiguration			1			LR				
elay, Queue Length, a	nd Level of Se	rvice								
pproach	Northbound	Southbound	1	Vestbo	und	F	astbound	<del></del>		
ovement	1	4	7	8	9	10	11	12		
ane Configuration		LT	-	LR	<del></del>	<del>                                     </del>		<del>  '-</del>		
(veh/h)		1		32				<b>-</b>		
(m) (veh/h)		1573		916				+		
c		0.00		0.03				+		
5% queue length	<del></del>	0.00		0.03						
ontrol Delay (s/veh)		7.3		9.1						
OS OS		7.3 A						<del>                                     </del>		
oproach Delay (s/veh)				A 0.4						
produi peidy (5/ven) [				9.1		1				

HCS+TM Version 5 6

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General Information	n		Site	nform	ation			W-30/M-100/40-52.0/100		
					Iduon	Tonuth A	CI Deixo			
Analyst	SBC		Inters	Intersection			South ACI Drive and Sp. Wheel			
Agency/Co.	EEA		Jurisc	Jurisdiction			Private Road			
Date Performed	10/26/20		! i <del>}</del>	Analysis Year			tal Traffic	Volumes		
Analysis Time Period	AM Peal	K Hour		-,- ,				TOJUTTOC		
Project Description							TO THE STATE OF TH			
ast/West Street: Sou			North/	South S	treet: Sp	inning Wheel F	Road			
ntersection Orientation			Study	Period	(hrs): 0.2	5				
ehicle Volumes a	nd Adjustme	ents					*****			
lajor Street		Northbound				Southbo	ound			
/lovement	11	2	3		4	5		6		
	L		R		<u> </u>	Τ		R		
olume (veh/h)		58	28		1	16				
eak-Hour Factor, PHF	0.83	0.83	0.83	3	0.83	0.83		0.83		
lourly Flow Rate, HFR reh/h)	0	69	33		1	19		0		
ercent Heavy Vehicles	0				0					
ledian Type				Undiv	ided					
T Channelized			0					0		
anes	0	1	0		0	1		0		
Configuration			TR		LT					
pstream Signal		0				0				
linor Street		Eastbound				Westbo	und			
lovement	7	8	9		10	11		12		
ah maa A sala ffa)	L	Т	R		L	Т		R		
olume (veh/h) eak-Hour Factor, PHF	0.83	0.00	0.00		7			1 0.00		
ourly Flow Rate, HFR		0.83	0.83		0.83	0.83		0.83		
reh/n)	0	0	0		8	0	Ì	1		
ercent Heavy Vehicles	0	0	0		O	0		0		
ercent Grade (%)		0				0				
ared Approach		N				N				
Storage		0				0				
T Channelized			0					0		
anes	0	0	0		0	0		0		
onfiguration						LR				
elay, Queue Length, a		rvice								
proach	Northbound	Southbound		Vestbo	und		Eastboun	d		
ovement	1	4	7	8	9	10	11	12		
ne Configuration		LT		LR			<u> </u>			
(veh/h)		. 1		9						
(m) (veh/h)		1503		903			T			
2		0.00		0.01			T			
% queue length		0.00		0.03						
ontrol Delay (s/veh)		7.4		9.0			<b>1</b>			
S		A		А						
proach Delay (s/veh)	~			9.0			<del></del>	L		
proach LOS				A				·····		

General Information	on		Site	nform	ation				
					<u> </u>	South ACI Drive and Sp.			
Analyst	SBC	<del>"</del>	Inters	Intersection			South ACI Drive and Sp. Wheel		
Agency/Co.	EEA	\doldon	Jurisdiction			Private Road			
Date Performed Analysis Time Period	10/26/20		71	Analysis Year				Volumes	
	AM Pea	K Hour							
Project Description								······································	
East/West Street: Sou		***			reet: Spinn	ing Wheel R	oad		
ntersection Orientation			Study	Period (I	hrs): 0.25				
<u>/ehicle Volumes a</u>	nd Adjustme								
Major Street		Northbound				Southbo	und		
Movement	11	2	3		4	5		6	
Johanna (see Jak	<u>L</u>	Ţ	R		L	Т		R	
/olume (veh/h) Peak-Hour Factor, PHF		39	24		1	65			
lourly Flow Rate, HFR		0.80	0.80	<del>'  </del>	0.80	0.80		0.80	
veh/h)		48	29		1	81		0	
ercent Heavy Vehicles	0		]		0				
Median Type				Undivi	ded				
T Channelized			0					0	
anes	0	. 1	0		0	1		0	
Configuration			TR		LT				
Ipstream Signal		1 0				0			
linor Street		Eastbound				Westbo	und		
lovement	7	8	9		10	11		12	
olumo (voli (h)	L	T	R		<u> </u>	Т		R	
olume (veh/h) eak-Hour Factor, PHF	0.80	000			45			1	
lourly Flow Rate, HFR		0.80	0.80	<del>'  </del>	0.80	0.80		0.80	
/eh/h)	0	0	0		56	0		1	
ercent Heavy Vehicles	0	0	0		0	0		0	
ercent Grade (%)		0				0			
lared Approach		N				N			
Storage		0				0			
T Channelized			0		· · · · · · · · · · · · · · · · · · ·	1		0	
anes	0	0	0	t-	0	0		0	
onfiguration						LR			
elay, Queue Length, a	ind Level of Se	rvice			****				
pproach	Northbound	Southbound	,	Westbou	ınd		Eastbour	nd	
ovement	1	4	7	8	9	10	11	12	
ane Configuration		LT		LR			†		
(veh/h)		1		57					
(m) (veh/h)		1535		853			1		
C		0.00		0.07		1	†		
5% queue length		0.00		0.21					
ontrol Delay (s/veh)		7.3	-	9.5	<del>                                     </del>		<del>                                     </del>		
os .		A		A			<del>                                     </del>		
proach Delay (s/veh)				9.5					
proach LOS				<u> </u>		<del> </del>			
pyright © 2010 University of Flo				CS+ TM Ve				7/2012 9:26	

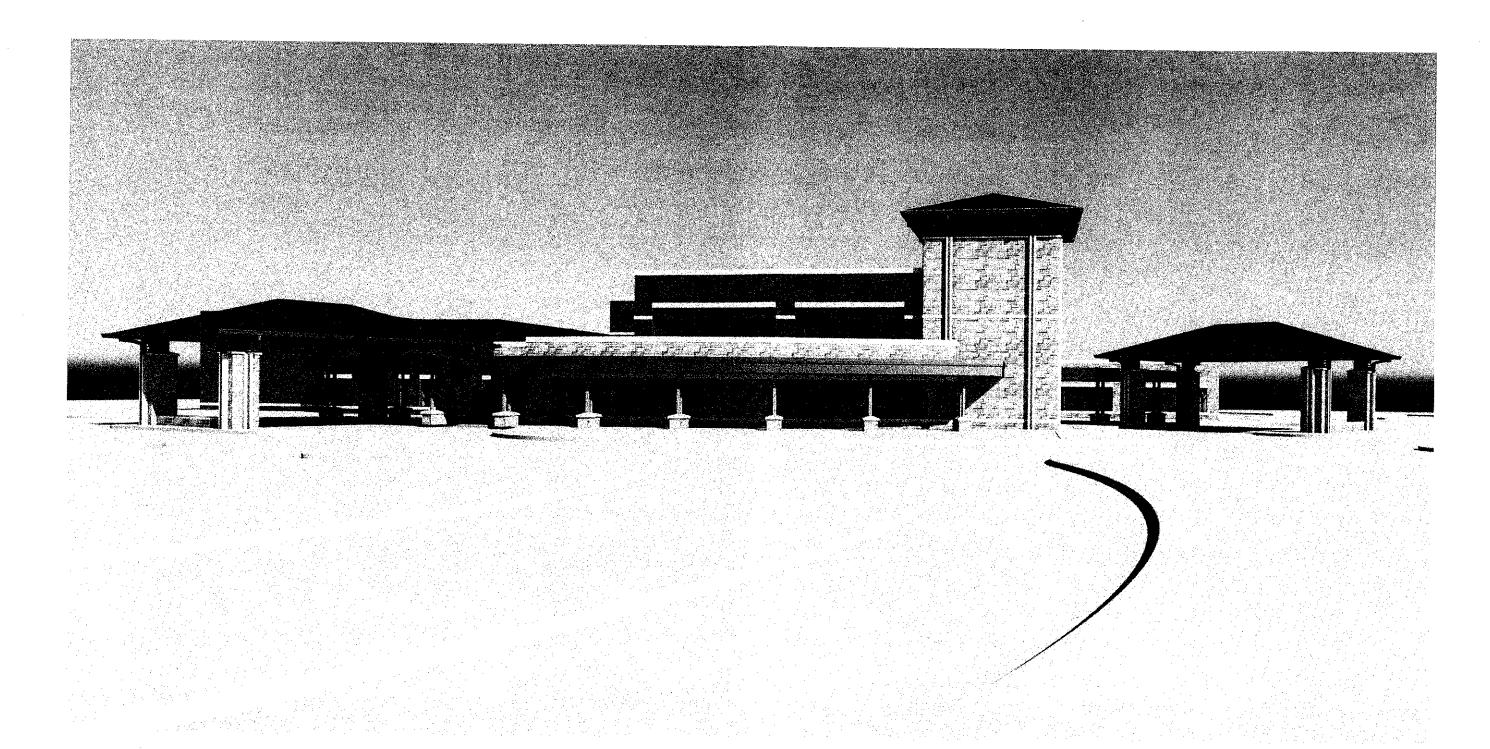






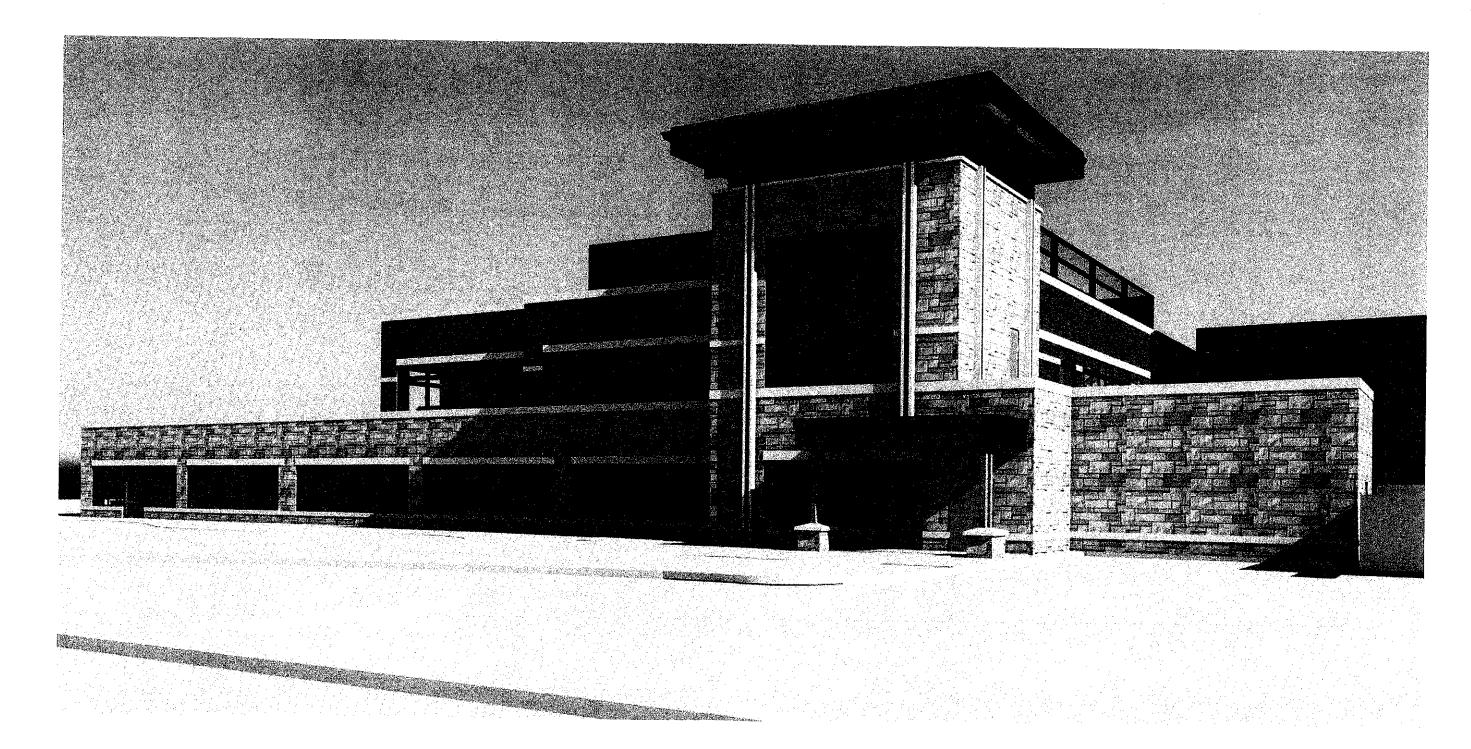
**SOUTH - ACI ENTRY** 





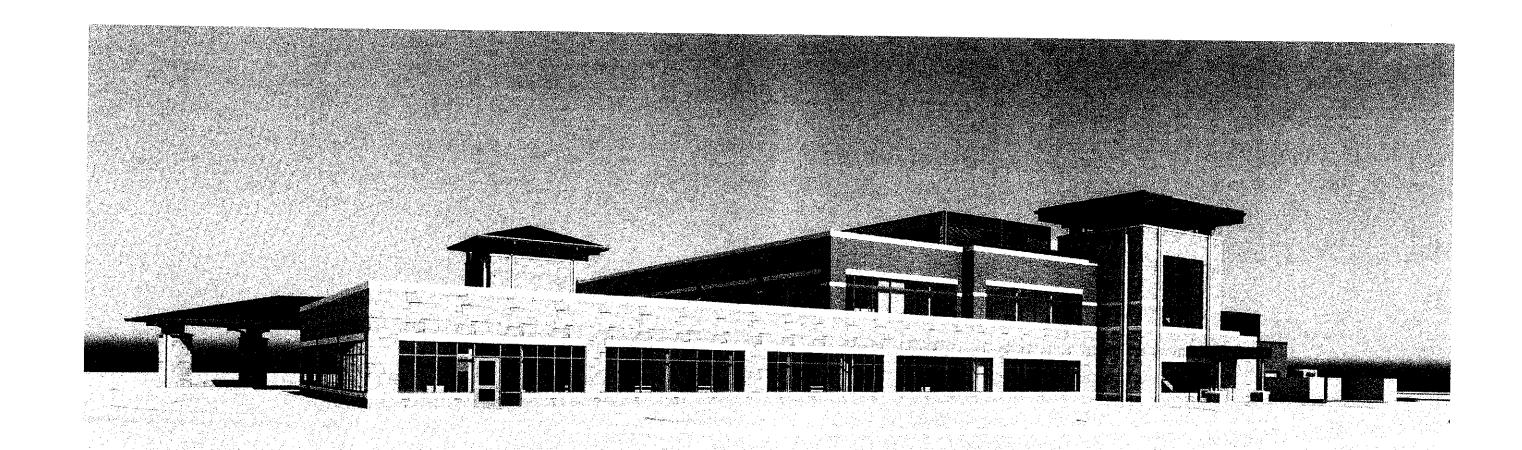
**WEST VIEW - MAIN ENTRY** 





**EAST VIEW - STAFF ENTRY** 

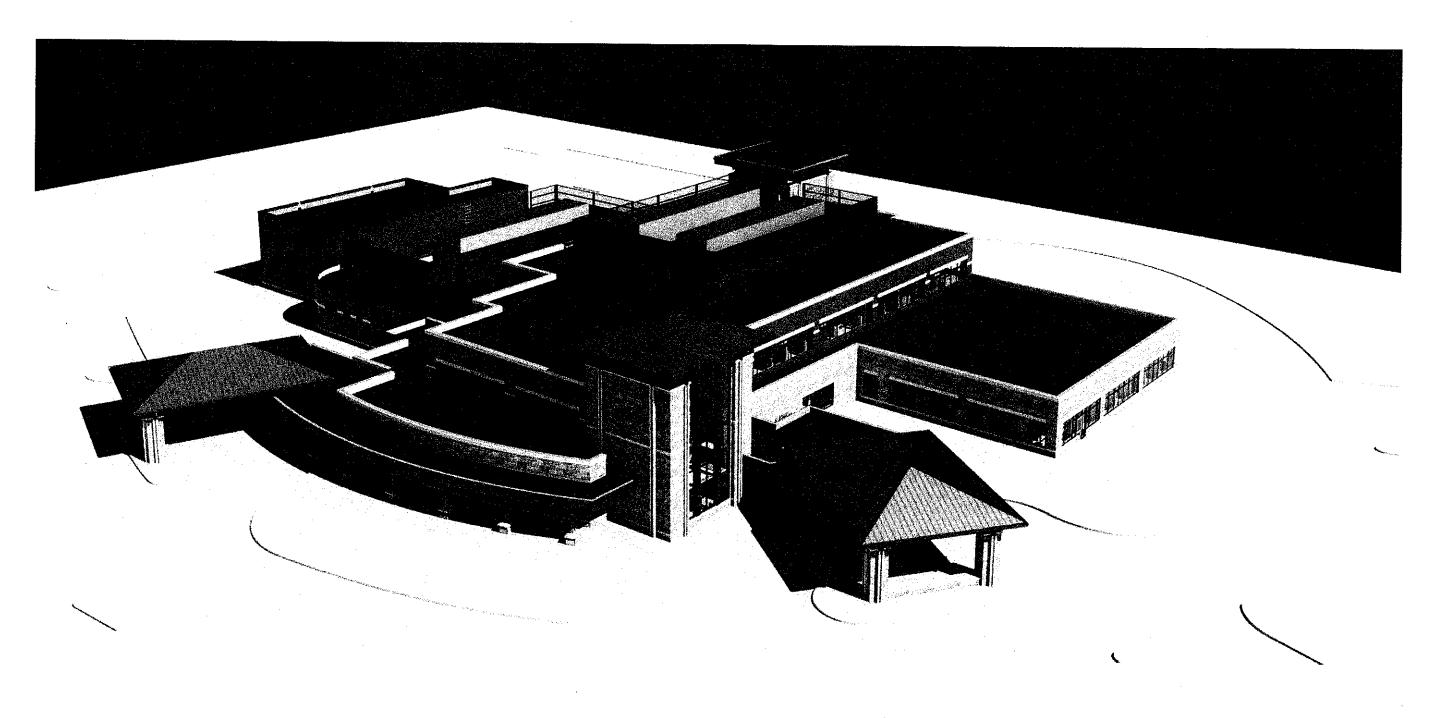






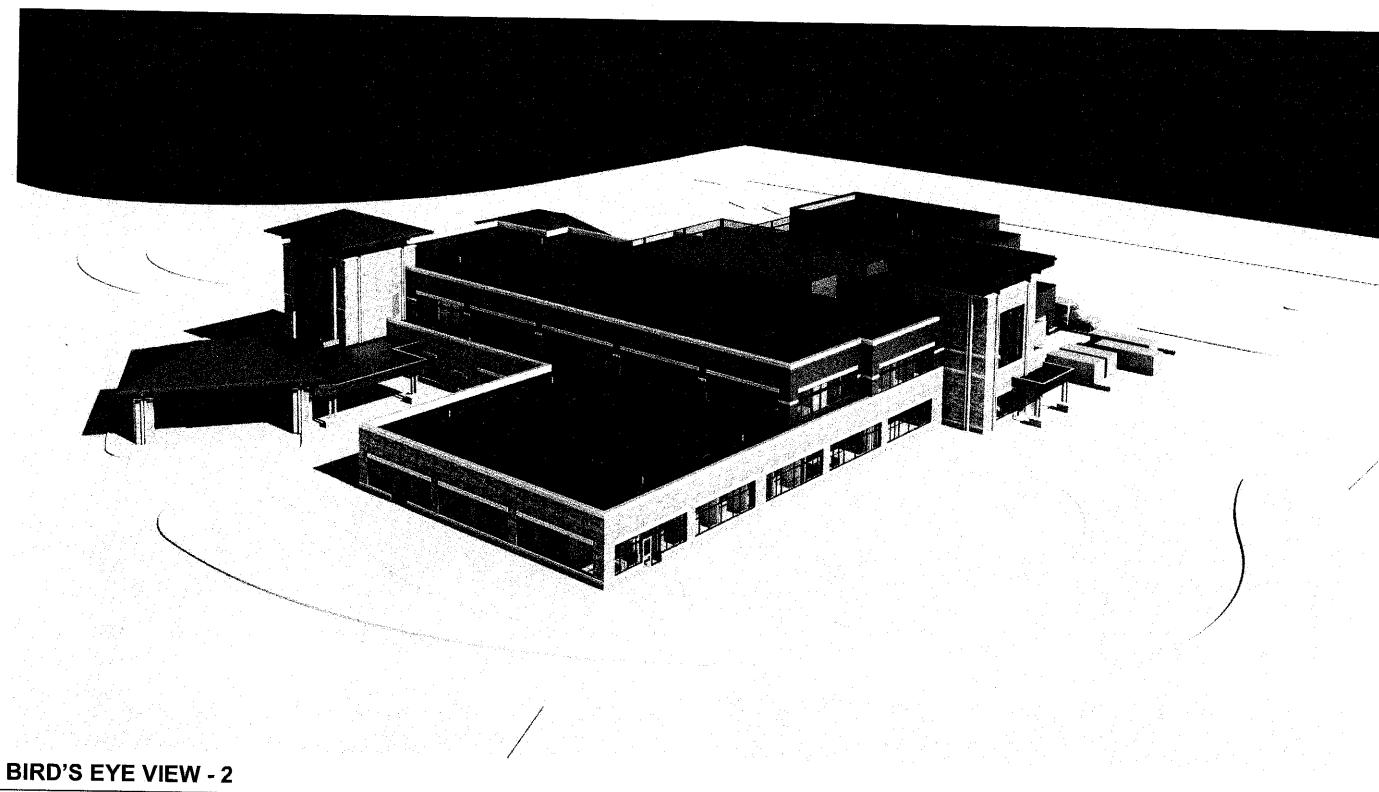
**SOUTHEAST VIEW - MEDICAL ONCOLOGY** 



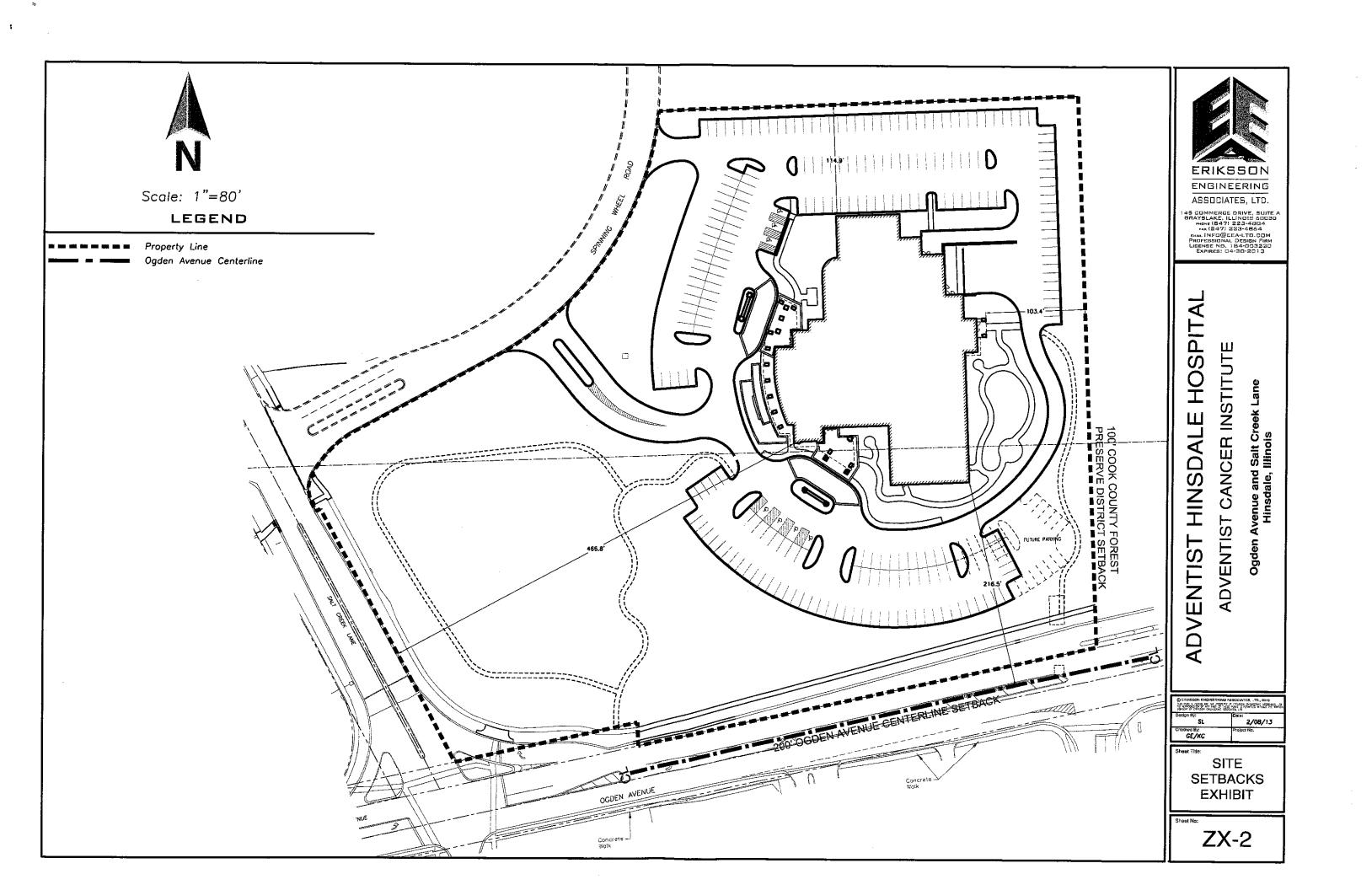


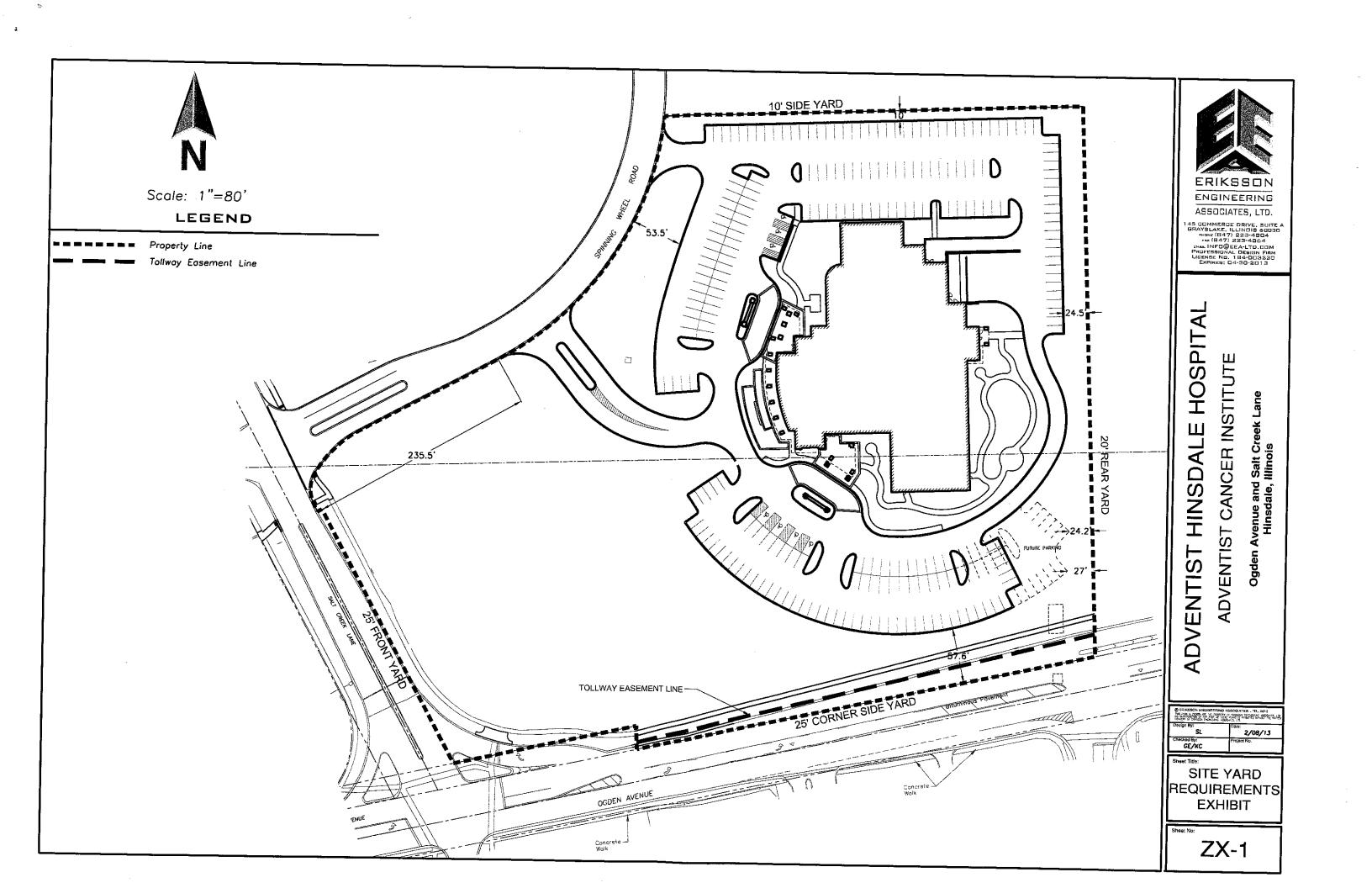
**BIRD'S EYE VIEW - 1** 

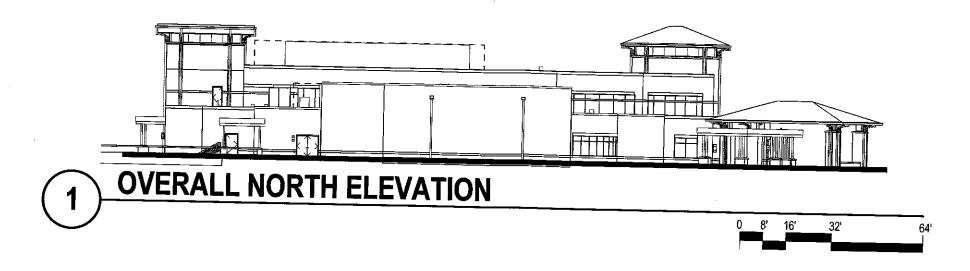


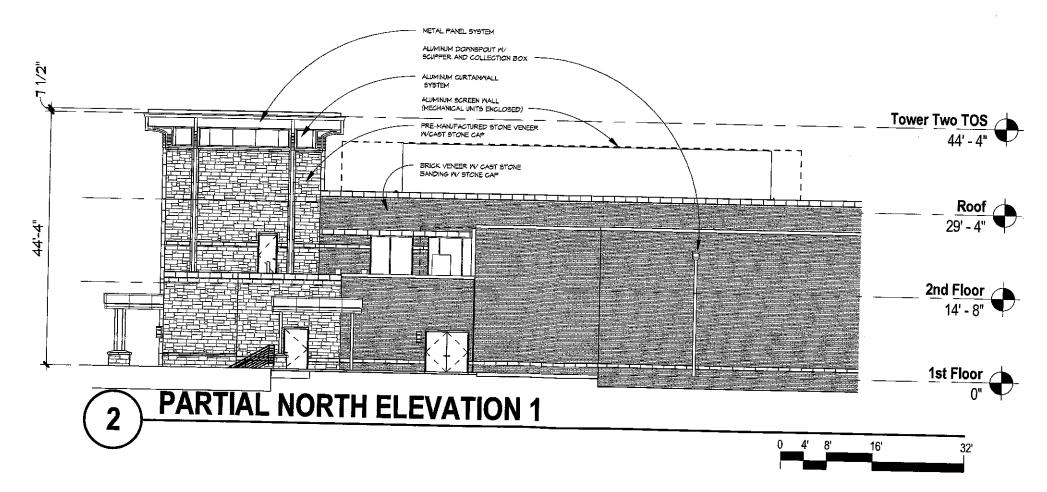




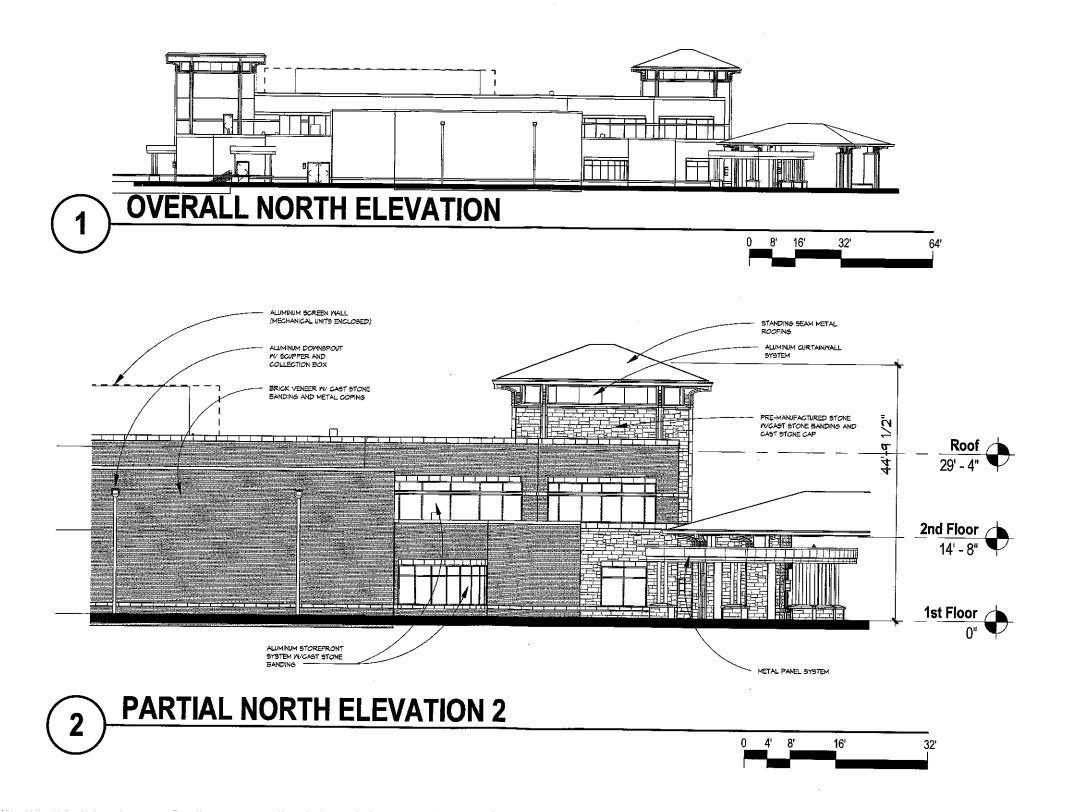




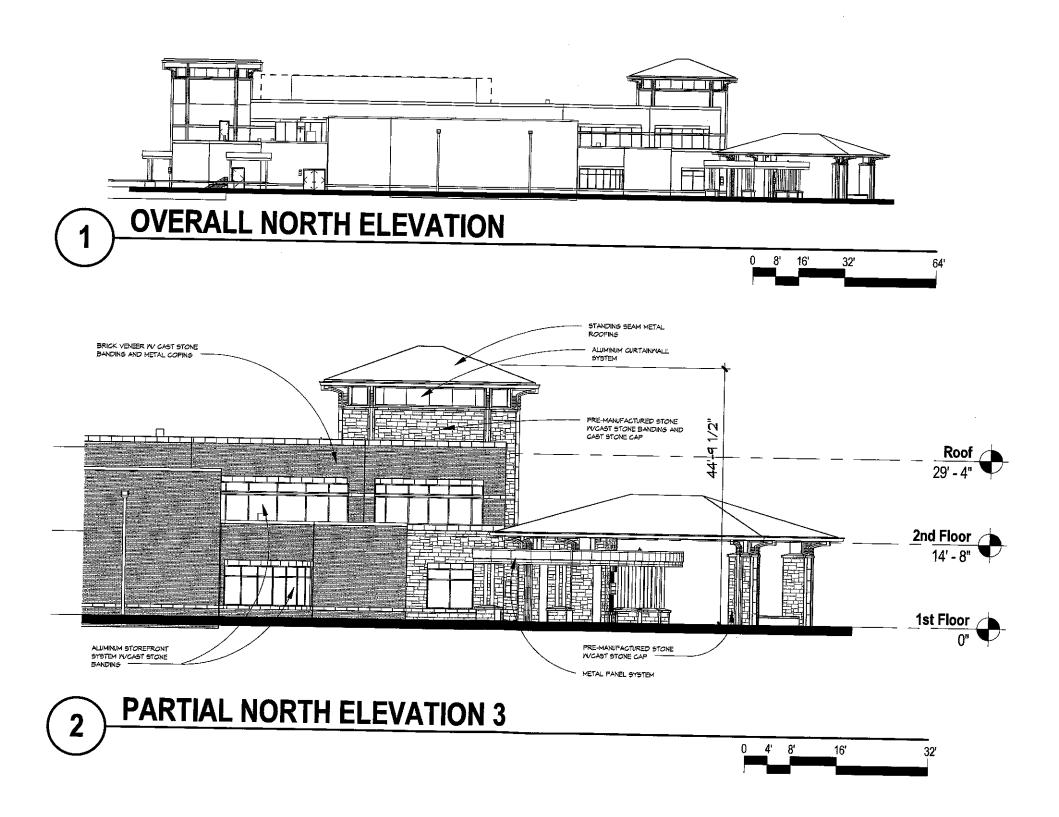




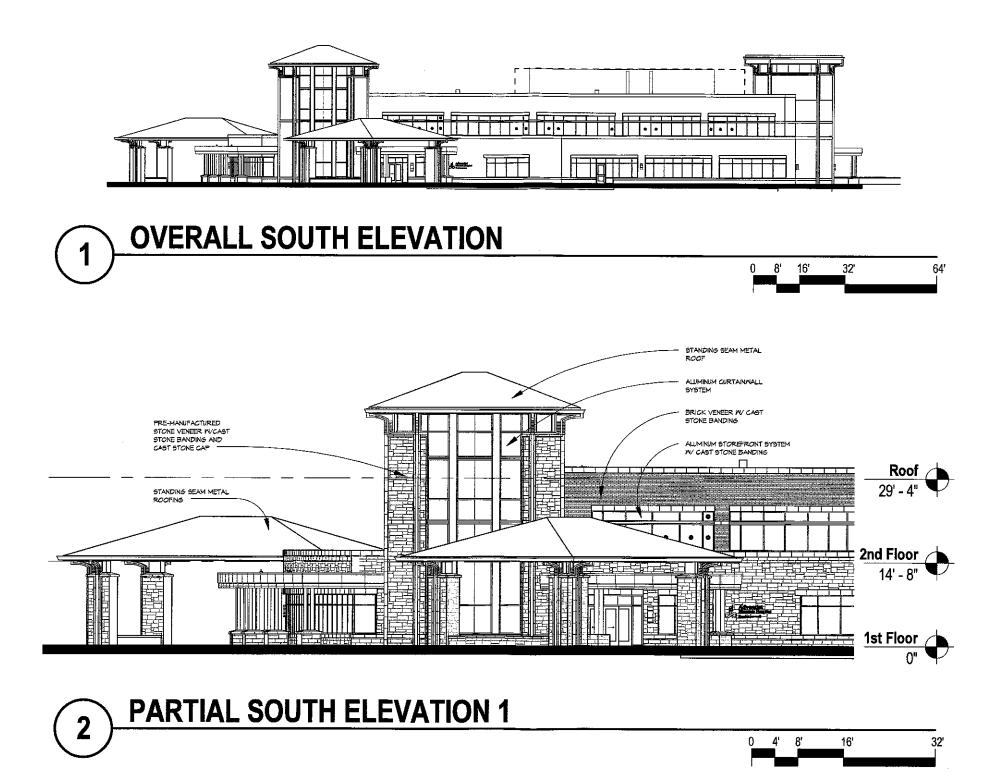




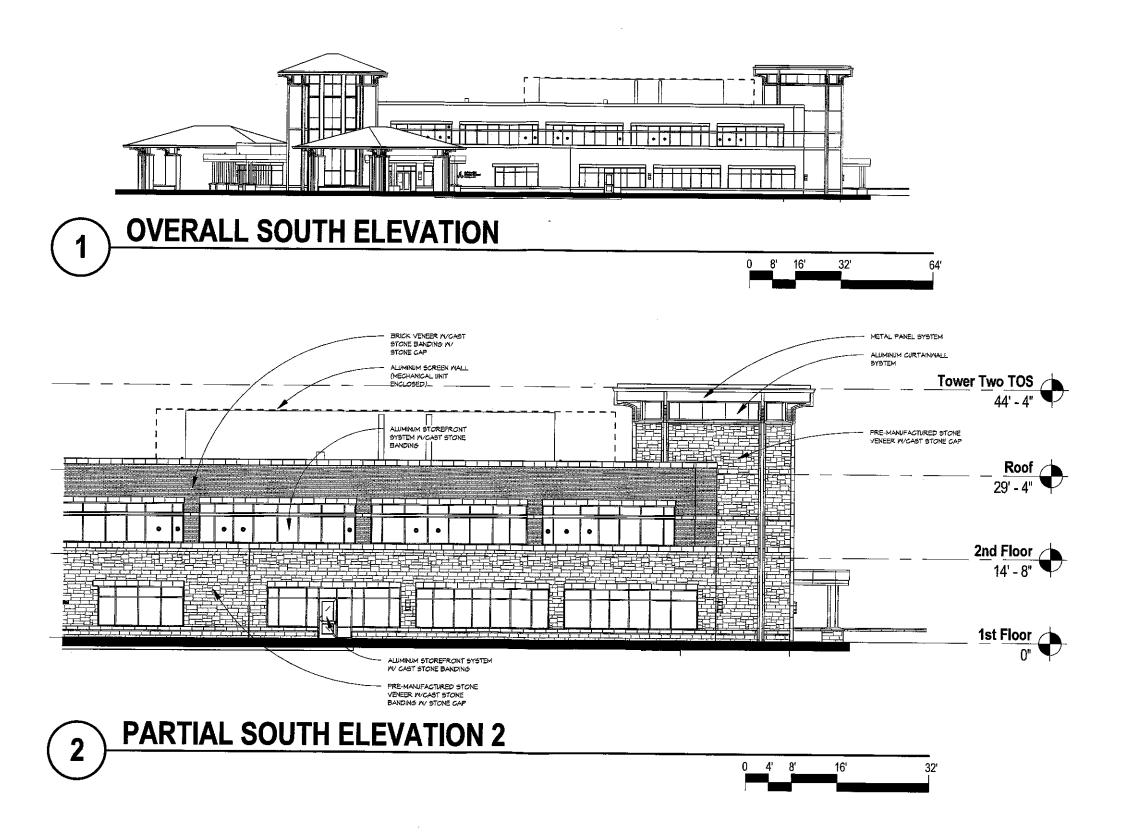




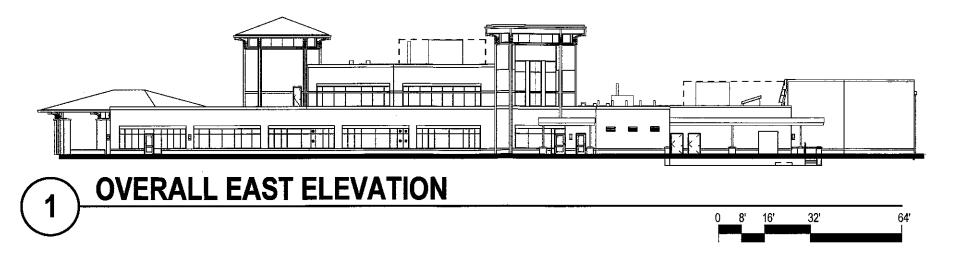


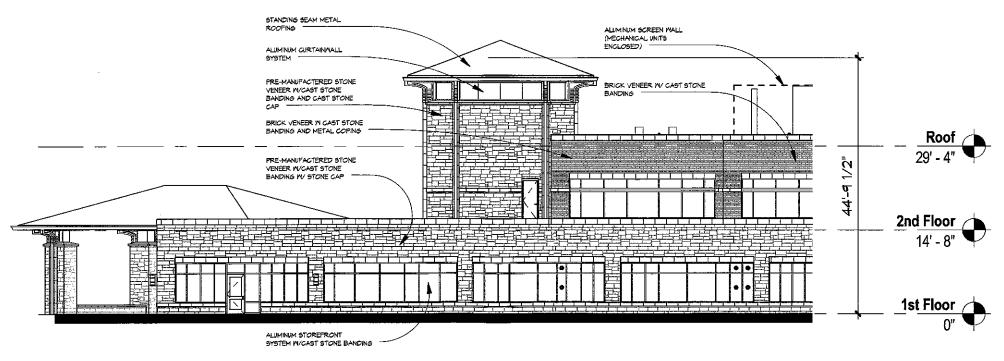




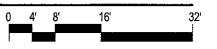




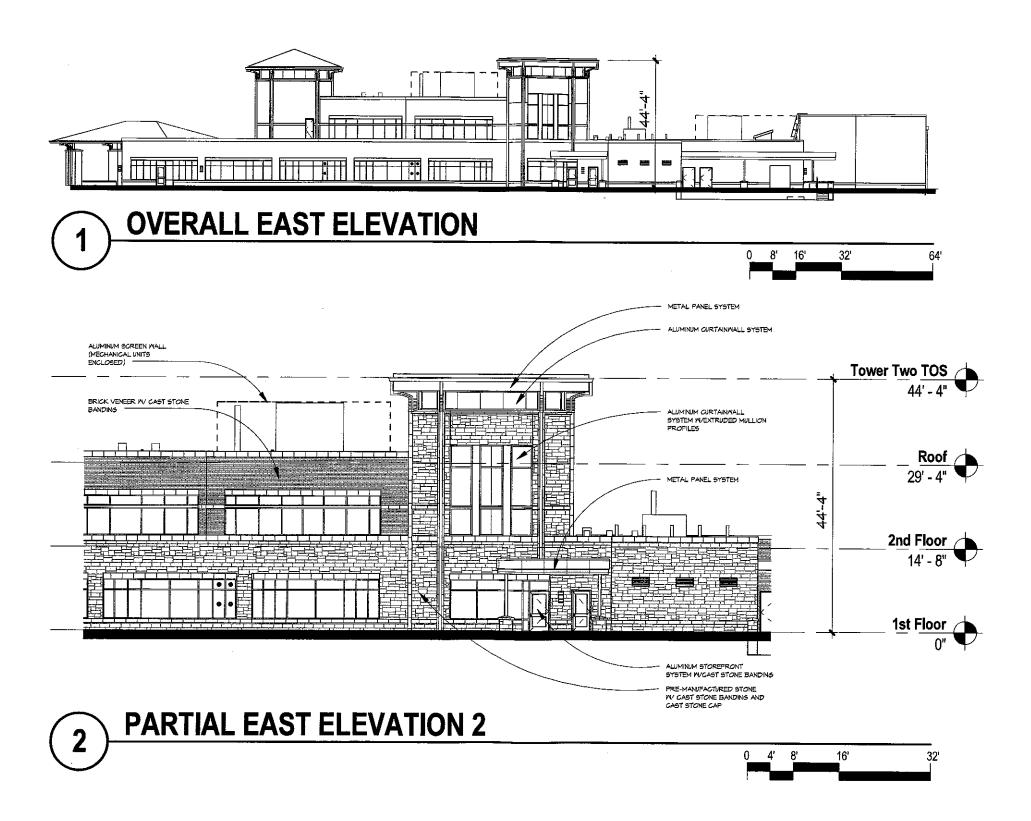




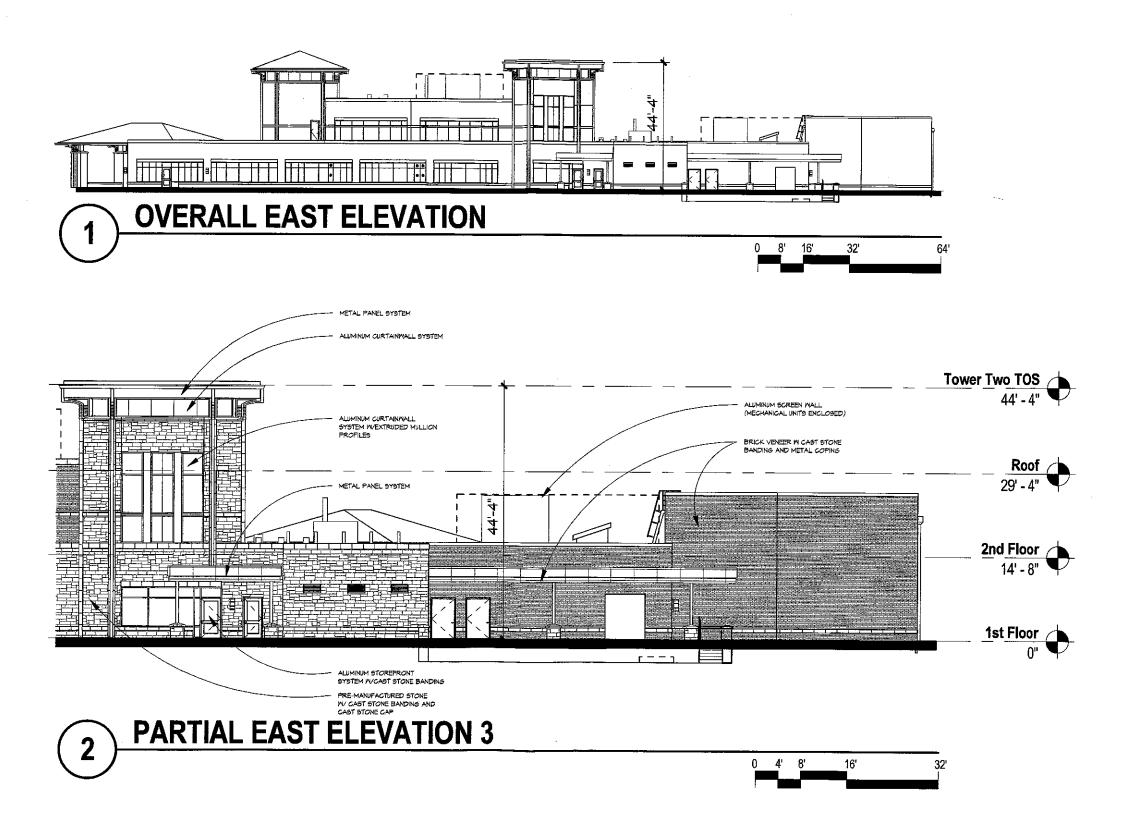




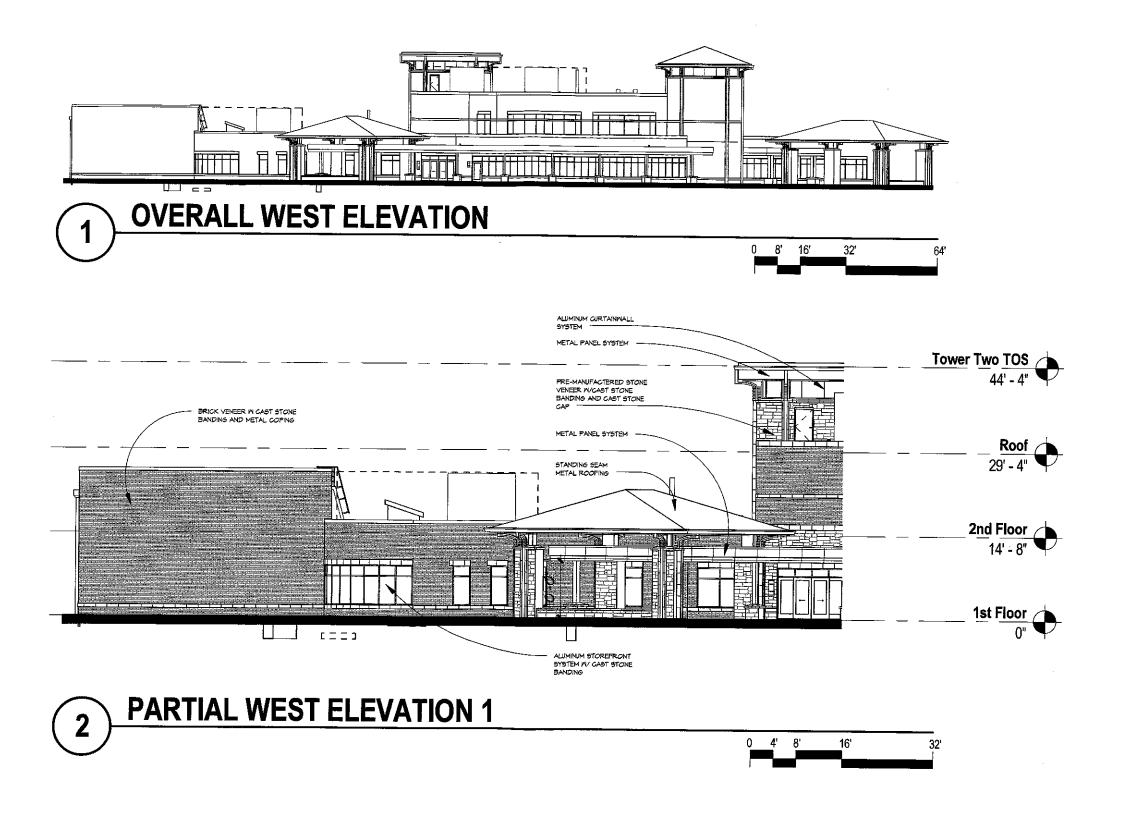




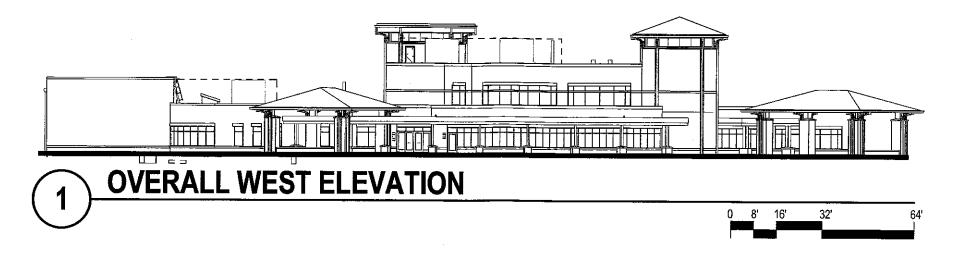


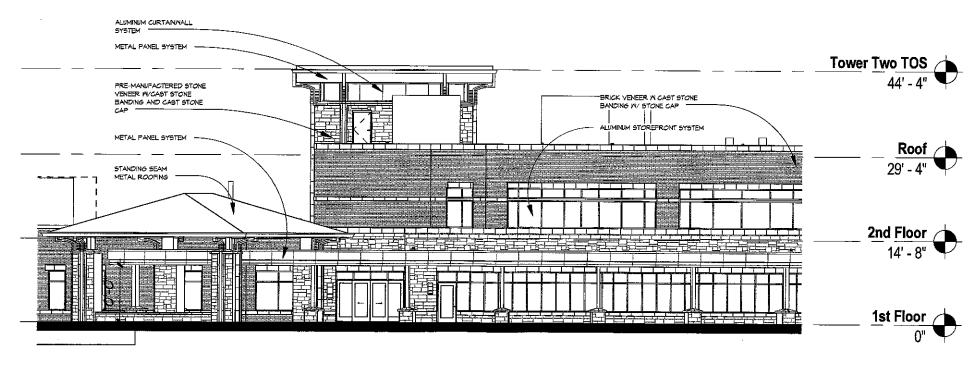




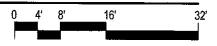




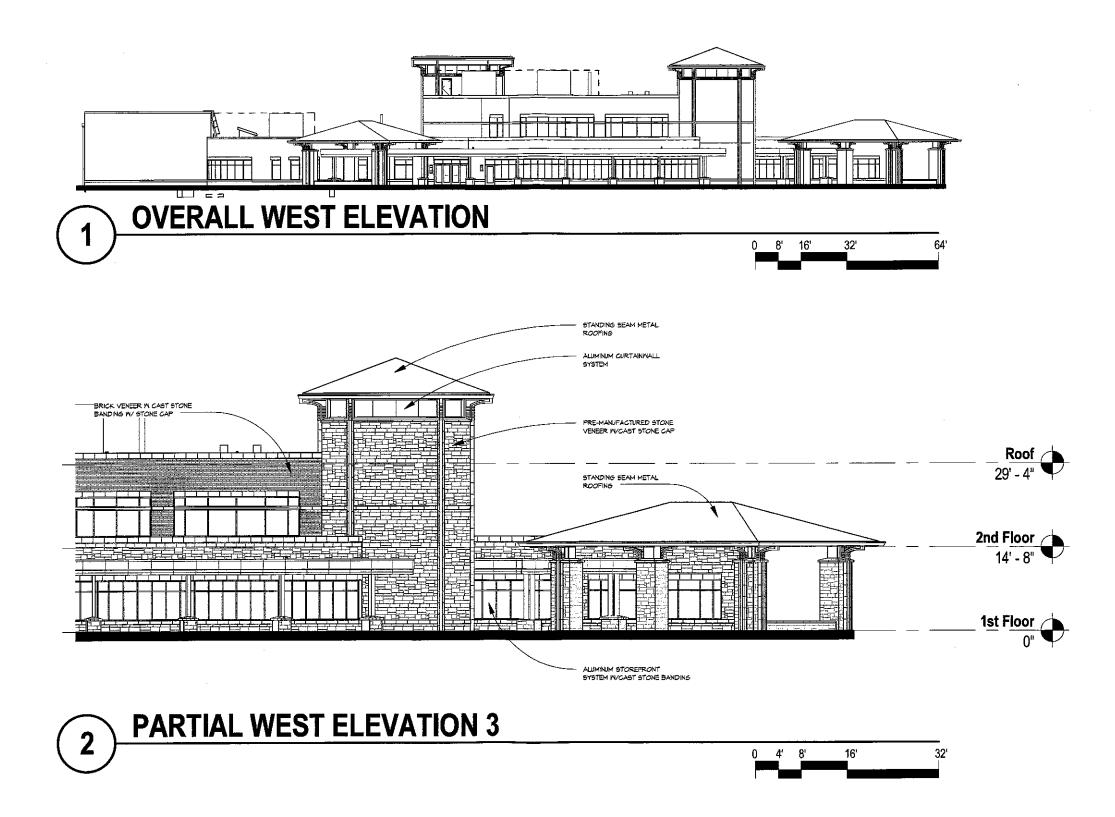




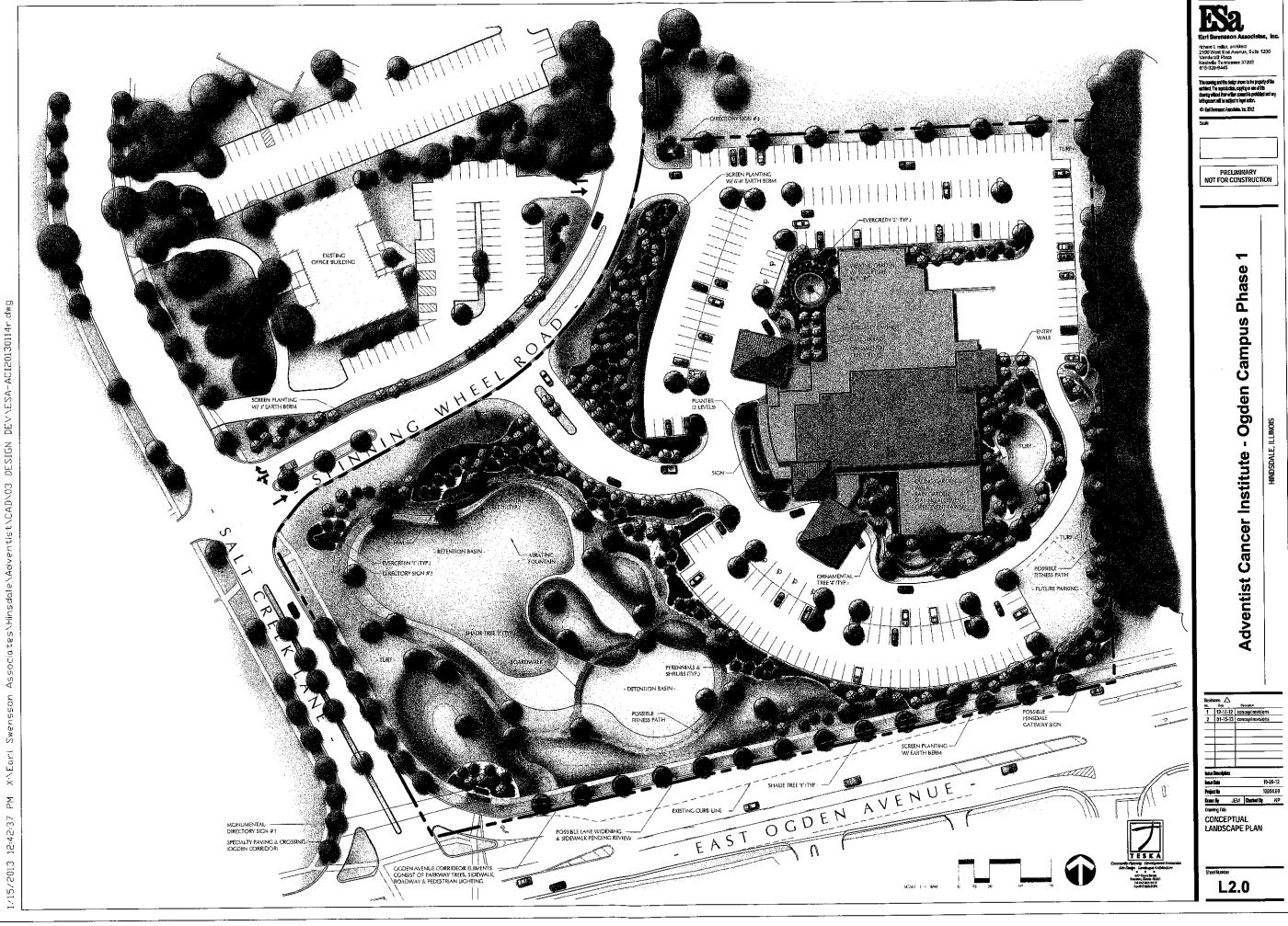
PARTIAL WEST ELEVATION 2











ESO.

PRELIMINARY NOT FOR CONSTRUCTION

Adventist Cancer Institute - Ogden Campus Phase

L2.0

res etated 1-ve: That part of Lot 8 and 9 in Office Park of Hrisdale , being a subdivision of pert of Section 36. Township 93 North, Range 11, East of the Third Prin Manidan, and pert of Section 1, Township 38 North, Range 11, East of the Third Principal Meridian, according to the plat thereof recorded Septent 2002, as document R2002-459317 described as follows.

ass commercia sand to it; memora along mercialismy immora along to a rectificial volume (and immorate) and opcommercial of property commercial per discussions of property commercial per discussions of property commercial designishing; them call onlying the latest described morth inuties 01 seconds West, 194.06 feet thenore 84th 25 degrees 07 minuties 09 seconds West, 207.34 feet thempore Security of the West, 207.34 feet, the West, 207.34 feet, 207.34 feet degrees 46 minutes 01 seconds West, E.26 feet, thence North; 26 degrees 69 minutes 62 seconds West, 9.11 feet to a point of curreture; thence Northwestery 9.72 feet along an area for the right, having a return of bean North 64 degrees 20 minutes 65 seconds East, 97.62 feet; thence North 94 degrees 20 minutes 65 seconds East, 97.62 feet; thence North 94 degrees 20 minutes 65 seconds East, 97.62 feet; thence North 94 degrees 20 minutes 65 seconds East, 28.63 feet lise point of curvature; thence Northestery 27.69 feet led language and the principles of Seconds East, 28 of the feet thence North 61 degrees 48 minutes 20 seconds East, 197.69 feet to a point of curvature; thence North 61 degrees 48 minutes 20 seconds East, 197.69 feet to a point of curvature; thence North 94 minutes 94 seconds East, 28 of the 197.69 feet to a point of curvature; thence North 94 minutes 94 seconds East, 28 of the 197.69 feet to 95 point of curvature; thence North 94 minutes 94 seconds East, 28 of the 197.69 feet to 95 point of curvature; thence North 94 minutes 94 seconds East, 95 point 94 p

perpotant essements for the benefit of Fee Parce! 1-W as created by Agreement recorded dane current R73-33823 as armoded by documentsR73-53531, R61-2895 and R2001-197280, as described in Rider Descriptors 2, 4 and 6 to, and by seasoment grant recorded January 16, 1989 as document R89-078891 as amended by document R89-072896, and se created part recorded January 20, 1989 as document R88-072897, as described in Establish Cf Brough CS attached therefor, for the purposes of

posenting raction over.

A non-exclusive easement for the benefit of Lots 8 and 9 of Fee Persol 1-W., (except that part of sald lots falling in Salt Creek Lane), as created by that cartain Crose Easement Appearement cleated May 16, 2001 and reconsted May 21, 2001 as document R2001-56441, for potestian and webbuilar lingress and agrees over, upon and acrose that portion of Spirning Wheel Road bounded on the South by the Northerly boundary fine of Ogdan Avenue and on the North by the Northerly boundary fine of Ogdan Avenue and on the North by the Northerlands foundary line of the Northerlands of Spirning Wheel Road, which potential and vehiclear ingress and agrees are by traveled solely (i) in a North and South direction along said portion of Spirning Wheel Road, and (ii) an a Exert and West direction only in triose lookings where cuts outs currently what at the Intersections of Spirning Wheel Road and the "Hospital Properties" (as specifically described in Section 1.4., therein).

Thet part of the Northeast 1/4 of Section 1, Township 38 North, Rango 11, East of the Third Principal Meridian, and that part of the Southeast 1/4 of Section 38, Township 39 North, Range 11, East of the Third Principal Meridian, described as follows:

leginning at the Southeast corner of said Section 36 , also being the Northeast corner of said Section 1; thence North 00 dec Wast along said East line of Section 36 , a distance of 390,04 feet to a line 311.46 feet South of as measured at right angles to distance of 360.04 feet to a line 311.46 feet South of as measured at right angles to and paraffel will corded as document R67-16396; thence South 89 degrees 59 minutes 32 accords. West along said ine, a distance of 419,58 feet to the East line of exid Lot 1 , said line also being the East line of an ingressiegress easement more commonly known as Spinning Wheel Road per document numbers R87-16396, R88-53559 , R88-53556, R88-53557, R85-15555, R82-10321, R87-5975 and R88-50520 , said spiraling without read up to additional training and an extension, necessary, necessary,

Non-exclusive assement for the benefit of Fee Piscol 2 as created by Cross Essement Agreement dated as of May 16 , 2001 and recorded May 21, 2001 as document R2001-95641 made by and between Hinedate Mospiel, Cole Taylor Bank , as successor trustee under fusts number 76139, 61116, 94206 and 95276, and LuSaile Bank National Association, as successor trustee under trusts number 2497, 2704 and 2705, for pedestrian and vehicular ingress and egress over, upon and across that partian of Spinning Wheel Road more particularly described as Essement Sub-parcels 4A , 4B and 4C described below:

That part of the Southeast 1/4 of Section 36 , Township 39 North, Range 11, East of the Third Principal Meddler, described as follows

That part of the Southwest Care of Col 11 No. 1991; A section 38, 17-wheelp 39 North, Range 11, East of the Third Phinospal Meritien, described as follows: Beginning at the Southwest Care of Col 11 No. 1991; Assessment Plan Incontrol as document R87-16306; there North 00 degrees 60 Primites 28 seconds Wast along the West Line of said Lot 1, alobe being the West Line of an ingress/degrees asserted more commonly inverse as Spinning Wheel Road par document numbers R87-16308, R86-26359, R88-36357, R85-16556, R82-10337, R87-2675, R86-50500, R87-17278 and R87-51376, as it is realized being persisted with the East Line of said Section 30, a delation of 495.51 Feet to the Northwest corner of the property described in a deed recorded so idocument R76-45222, therea North 80 degrees 50 minutes 22 seconds East along a line parallel With the South fine of said Lot 1, a distance of 485.00 feet to a first 431.56 feet East of as researced at right angles to an exercise to a first 431.56 feet East of as researced at right angles to an exercise the said and the said East first of Section 55; these South 50 degrees of minutes 23 seconds East along and East lines of 120.00 feet to a Southfeet of said Lot 1; there os South 00 degrees 00 minutes 23 seconds East along an East line of said Lot 1, as being the East line of said Spinning Wheel Road, a distance of 20.00 feet to a Southfeet of said Lot 1; there os South 00 degrees 00 minutes 23 seconds East along an East line of said Lot 1, a featon of 50.00 feet to a first 430.44 feet to the Vest line of said Lot 1; there os South 00 degrees 00 minutes 23 seconds East along an East line of said Lot 1, a featon of 50.00 feet to said Lot 1; the South line of said Lo 346.49 feet to the South line of said Lot 1; thence South 89 degrees 69 minutes 32 seconds West along the South line of said Lot 1 , a distance of 60.00 feet to said point of beginning, in Dupage County, Illinois.

That part of the Southeast 1/4 of Section 38, Township 30 North, Range 11, East of the Third Principal Meridien, and that part of Section 1, Township 38 North, Range 11, East of the Third Principal Meridian, described as follows:

seconds East leaving the South line of leak Lot 1, a distance of 50.00 (seet is the Southers) med Southeast corner of leak Lot 1; the most control of young minked 28 seconds leak stoding the leak line of an engine agreegers seamment may not expending the southeast corner of seal Lot 1; themes Routh per deposition of the line of the leak line of the leak line of the leak line of the line of line of the line of t

Exercine Nutrition Process 42:
That part of the southeast 14 of Saction 36, Toweship 39 North, Range 11, East of the Third Principal Meridian, described as follows:
Commencing at the Southeast correct of sall Saction 36; Twence North 0.0 degrees 0.0 minutes 28 seconds. West storage the East line of said Saction 36, a distance of 671.4 of 90 to the De Eastly most Southeast correct (Lot 1 in Solids: Assessment Plat encoded as document R67-1630s; thence South 60 degrees 50 minutes 32 seconds. West storage as South line of said Lot 1, a distance of 140,58 lect 1 to the point of beginning, using point of beginning, and point of beginning, and point of beginning as Southerforce or a fail Lot 1; thence contribuing South the Segment 50 minutes 22 seconds. West a distance of 190,0 feet to a line of 315,5 feet East of as measured at high largels to and parallel with said East line of Saction 38; thence North O. degrees 00 minutes 28 seconds West large said parallel line, a distance of 190,0 feet to a line parallel with said South into a Lot 1; thence North O. degrees 00 minutes 28 seconds East dogs and parallel line, a distance of 190,0 feet to a line parallel with said South into a Lot 1; thence North O. degrees 00 minutes 28 seconds Section 50,0 thence South O. degrees 00 minutes 28 seconds west feet and parallel line, a distance of 190,0 feet to a line parallel with said South into a Lot 1; thence North O. degrees 00 minutes 28 seconds Section 50,0 thence South O. degrees 00 minutes 28 seconds Section 50,0 thence South O. degrees 00 minutes 28 seconds Section 50,0 thence 50 such 50 section 50

That part of the Southeast 1/4 of Section 36 , Township 39 North, Range 11, East of the Third Principal Meridian, described as follows

That part of the Southeast 14 of Section 35, Township 39 North, Range 11, East of the Third Principal Medidian, described as follows: Beginning at the Southwest Corner of Left. In Kopinir's Assessment Plant recorded as document B73-15305; hence North. Od segmes 00 minutes 25 seconds West alroy; the West line of said 1. sixto being the West line of an ingressdegress essentent may commonly known as Spinning Wheel Road, per document numbers R67-16305; BR8-55506; R8-55506; R

of beginning, in Dispage County, Binobs.

Except that part lying Rotherly and Westerly of the following disscribed line. Commonsing at the Northwest corner of Lot 8 in Office Park of Hinstable, being a subdivision of part of Section 33, Township 30 North, Range 11, East of the Third Principal Meridian, and part of Section 33, Township 30 North, Range 11, East of the Third Principal Meridian, and part of Section 3, Township 30 North, Range 11, East of the Third Principal Meridian, and part of Section 1, Township 30 North, Range 11, East of the Third Principal Meridian, and part of Section 1, Township 30 North, Range 11, East of the Third Principal Meridian, and part of Section 1, Township 30 North 1, Township 1, Towns

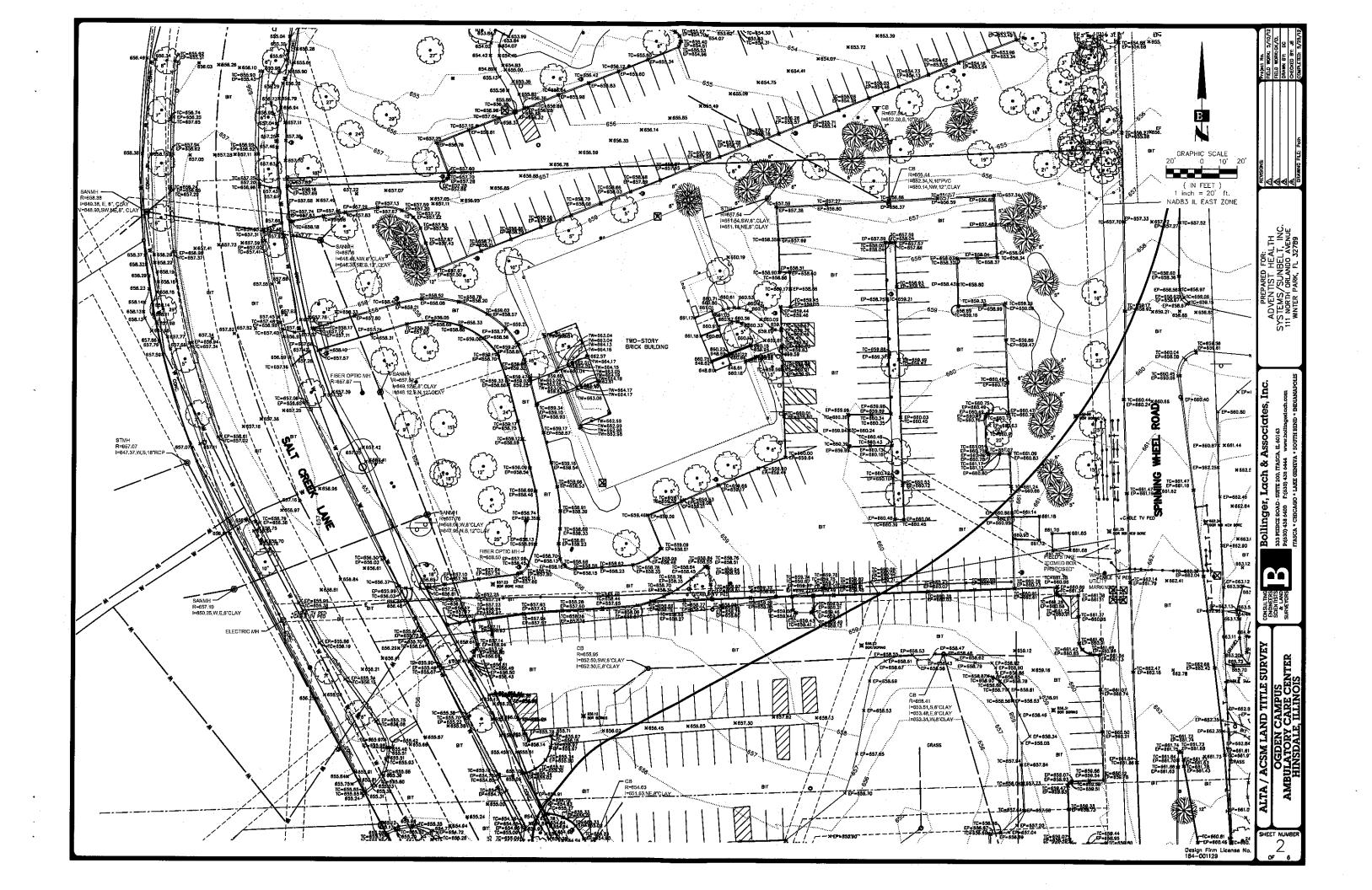
That part of the Southeast 1/4 of Section 36, Township 39 North, Range 11, East of the Third Principal Meridian, and that part of Section 1, Township 38 North, Range 11, East of the Third Principal Meridian, described as follows:

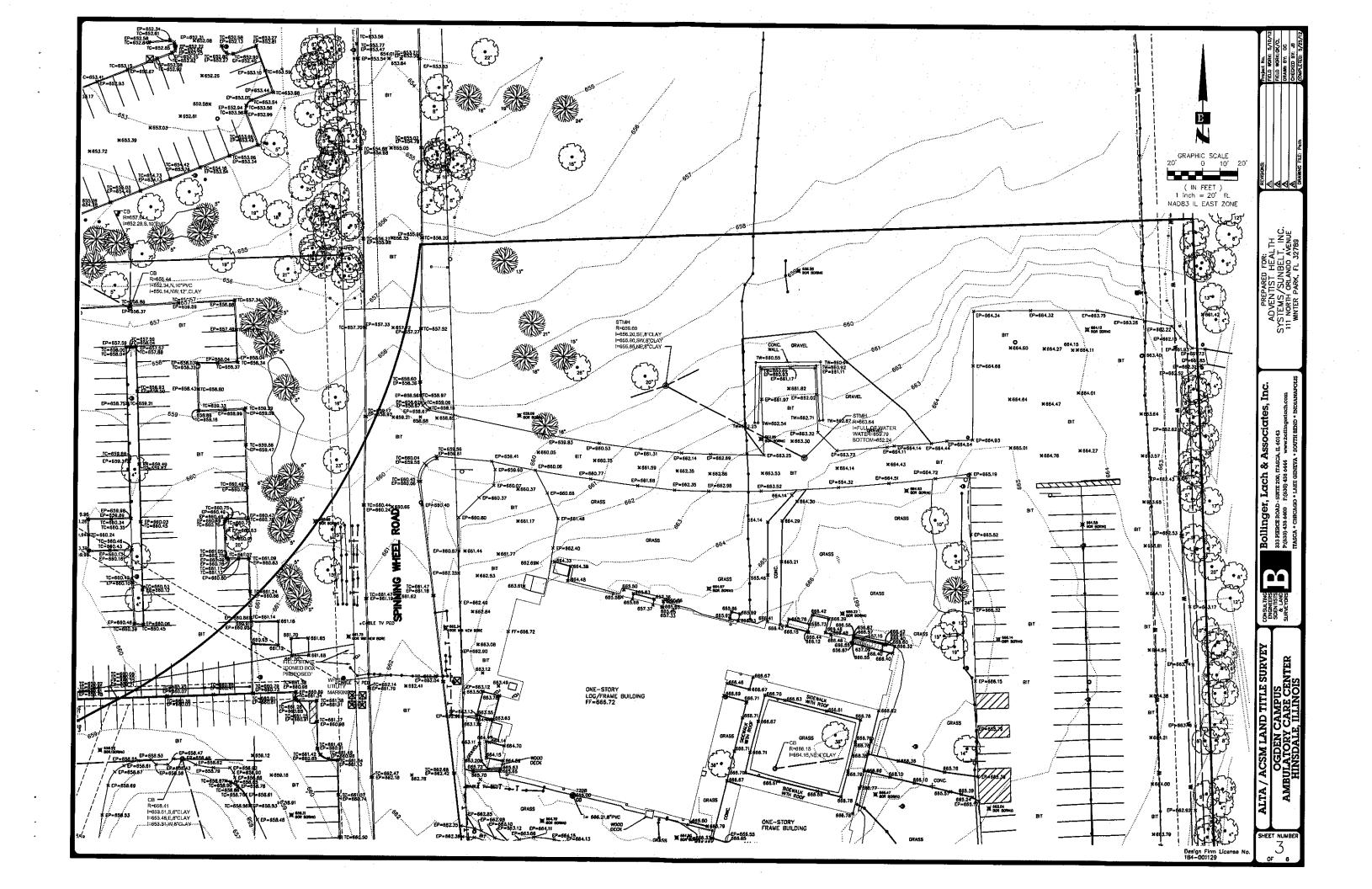
North, Range 11, East of the Third Principal Meridian, described as follows:

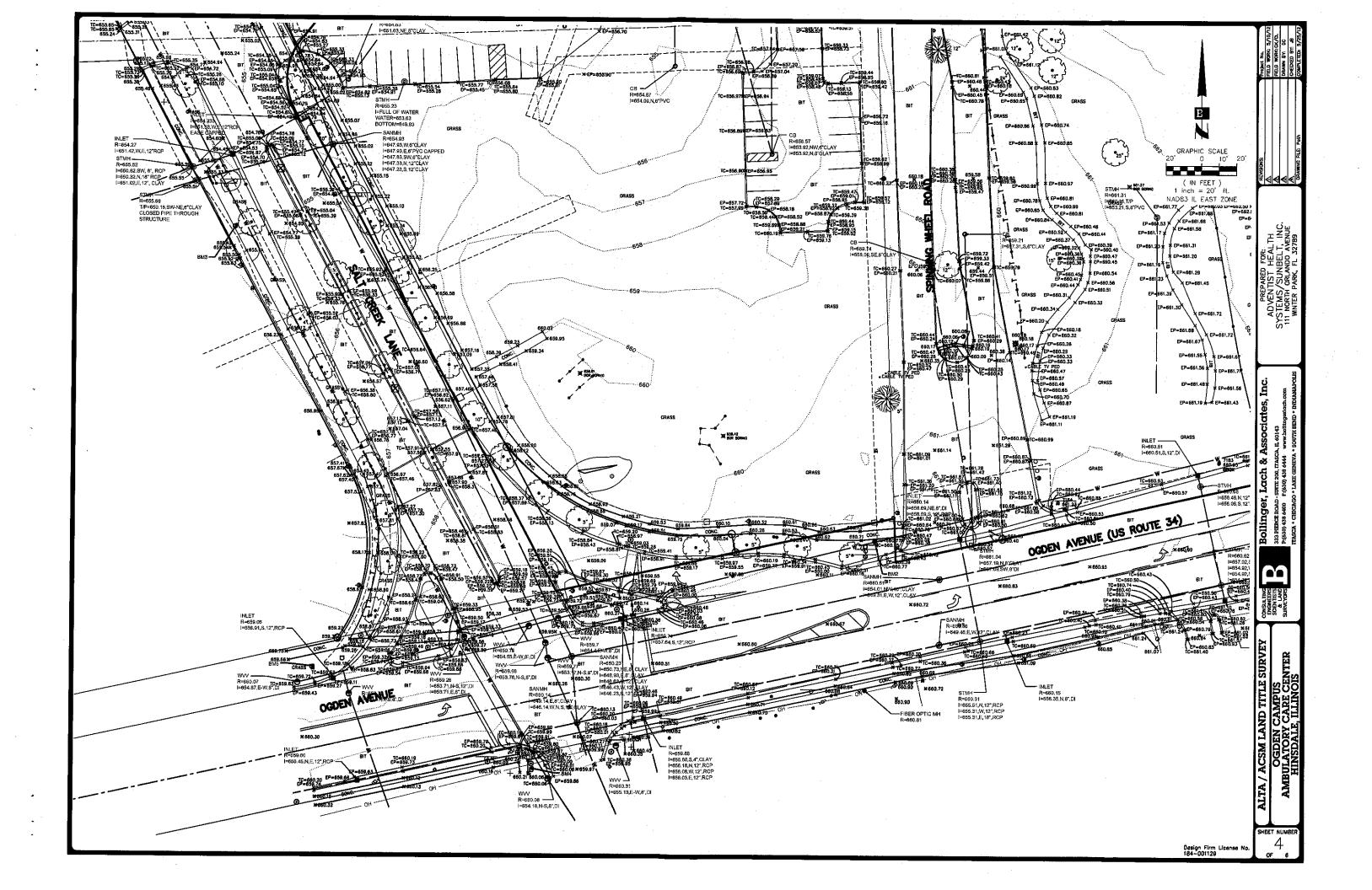
Beginning at the Southwest corner of Lot 1 in Koplin's Assessment Plat recorded as document R67-16388; thence North 89 degrees 59 minutes 28 seconds East lating the South line of east 16 statutes of 59.00 fleet to be the Southwest corner of said Lot 1, thence South 0 O degrees 50 minutes 28 seconds East lating the East line of an ingress/legrees easement more commonly furows as Spinning Wheel Road per document Numbers R67-16389, R69-55507, R69-55092, R69-55097, R69-55092, R69-55097, R69-55092, R69-55097, R69-55092, R69-55097, R69-55092, R69-55097, R69-55092, R69-55

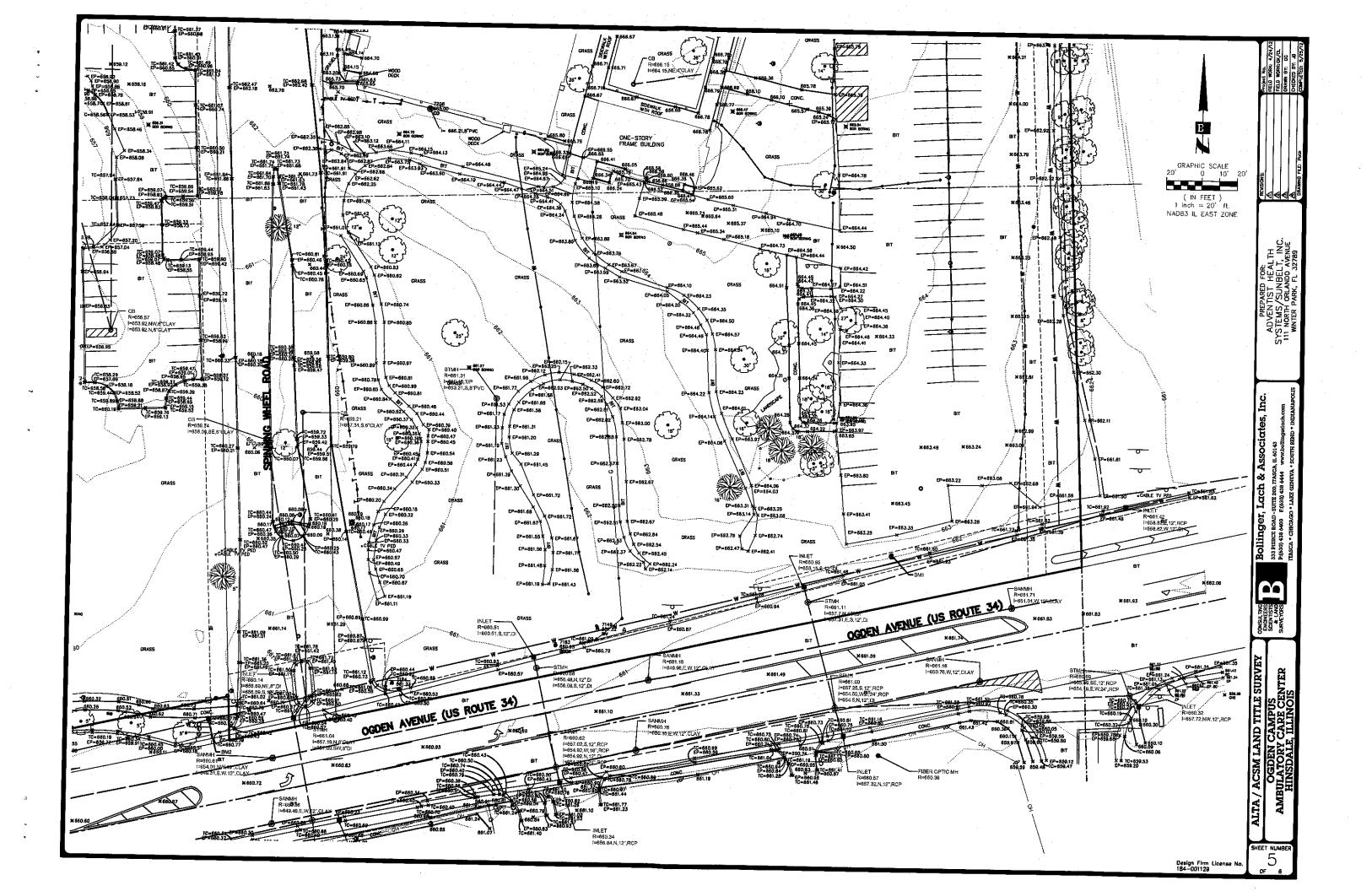
County, lifnole. Except that part lying Northerly and Westerly of the following described line. Commencing at the Northwest corner of Lot 8 in Oilfoe Park of Himsdele, being a subdivision of part of Section 93. Towarhip 38 North, Range 11, East of the Third Principal Mentities, and part of Section 1, Towarhip 38 North, Range 11, East of the Third Principal Mentities, and part of Section 1, Towarhip 38 North, Range 11, East of the Third Principal Mentities, and part of Section 1, Towarhip 38 North Range 11, East of the Third Principal Mentities, and part of Section 1, Towarhip 38 North Range 11, East of the Third Principal Mentities, and part of Section 1, Towarhip 38 North Range 11, East of the Third Principal Mentities, and part of Section 1, East of the Third Principal Mentities, and the Third Range 1, East of the Third Principal Mentities, and the Third Range 1, East of the Third Range 1, East of

AMBULATC

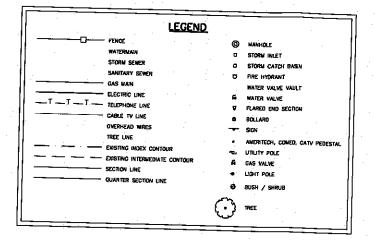








	HEM	NO. USE	
	3	EASTMENT - HMEDALE SAMPARY DEFRICT R72-000157 NEC. 2/24/72	STATUS ON PLAT AGT SHOWN (BETOND SURVEY (LISTS)
	6	EASONONT - VILLAGE OF CAMEROOK EXISTING WATER WILLS AND PUMPING STATIONS R73-068217 REC. 11/08/73	AS SHOWN
	7	EASEMENT - WILAZE OF CAMEROCOK STORM, SURFACE WATER AND SAMETARY SEMER REG-COTOSS REC. 9/23/80	NOT PLOTABLE (BLANKET EASEMENT)
	8	EASCHENT - DROWERS MATIONAL BANK SAMERARY SENER AND MATER LINE R73-33823, R81-02363, R2001-197280	AS 940mi
	٠.	EASEMENT - IMORESS AND ECHESS R80-072805, R80-072807	AS SHOWN
	10	NORESS AND EDRESS OROVERS NATIONAL BANK NORESS AND EDRESS N72-33822, R79-107522, R77-117085	AS SHOW
	"	CODES ADSTRUCT - DROVERS MATCHAL GAME MORES AND CODESS 177-10322, R77-117085  LASDENT - CORROPMENTH COSON, R. BILL THE FRO-10300	NOT SHOWN (DETONO SURVEY LIMITS)
	12	EASEMENT - HORTHERN BLINDS GAS COMPANY CAS WAIN CASSIMENT R70-10262	(BEYONG SURVEY UM75)
	13	PREMOUS SURVEY BY HACOR CONSULTANTS	HOT SHOWN (MO DOCUMENT)
	14	BOHIZ OF BOCKWIN FRACE	NOT PLOTAGLE (NO DESCRIPTION)
Į	15	PROVISIONS NO DIRECT ACCESS TO GOOD FROM LOT 8, ACCESS FROM SALT CREEK AND ELM R2002-243617	NOT PLOTABLE (SLAWET)
I	18	EASEMENT - MONTHERN ELIMOIS GAS GAS MARIS AND FACULTES RS4-44844	AS SHOWN
[	17	EASEMENT - COMED AND & BOIL UNITY EXSURED.	AS SHOWN
ſ	18	EASCHENT - CONED AND IL BELL UTLITY EASMENT 1970-38458	AS SHOWN
ſ	19	EASEMENT - COMED AND IL BIELL, UTELTY EASEMENT REF-30042	AS SHOWN
T.	20	EASEMENT - COVED AND IL BOUL UTILITY EASIMENT 859-30011	AS SHOWN
	21	EASEMENT - NORTHERN KLING'S GAS GAS MAIN EASEMENT RE7-46568	NOT SHOWN (BEYOND SURVEY LIMITS)
Į	22	ACCESS EASEMENT ACRECIMENT	AS SHOWN
	23	R2001-284945 PERMS, PROVISIONS AND CONDITIONS R73-86784	NOT SHOWN (NO PROVISIONS ON PLAT)
	24	EASEMENT - HONTHERN ILLINO'S GAS GAS WAIN EASEMENT RR7-40GIS	AS BHOWN
L	25	EASEMENT - MCRESS AND ECRESS R52-10321, R63-15355, R66-53357, R66-53868 R66-53859	AS SHOWN
Γ	28	EASEMENT - HINSDALE SANITARY DISTRICT RE7-52749	AS SHOWN
L	27	SESSION CONCENSION WILKE OF HINESALE	HOT PLOTABLE (BLANKET)
Ľ	28	OFFICE PARK OF PASSINE	MOT PLOTABLE (BLANKET)
Ľ	×	PROMEDIS AND EMPOSS MIT-38/3	AS SHOWN
Ĺ		MIT-3975 ACCESS OF BY-PASS MOAD DOT-88233:	AS SHOWN
1	, [	EASTWENT HANSONIE MANITARY DISTRICT RYT-25055	AS SHOWN
3	3	EASEMENT - HANDALE SANTARY DISTRICT RED-04676	AS SHOWN
3	•	GRANT OF RIGHT OF WAY FOR ALL PURPOSES R07-17789	AS SHOW!
Ŀ		EASEMENT - DOMED AND IL BOLL UTULTY EASMONT RE7-34338, R70-8638, N70-8637	AS SHOWN
3:	7	EASTMENT - HISTORIE BANTARY GETTERT LET STATION	AS SHOWN
.31	•	EARTHENT - INNOVALE RAWTARY OSTROT LET STATION MST-82748, R86-38273 EARTHOUT - COURD AND IL BELL UTELTY LABBERT AST-42558	NOT SHOWN (SEYOND SURVEY LIMITS)
39		DECLARATION OF EASEMENT AND PROVISIONS R66-50520	AS SHOWN
40		EASOMENT AND RICHT OF MAY FOR ALL PURPOSES R87-17789	AS 510(6)
41		CROSS EASEMENT ACREEMENT RECOT - \$1641	AS SHOWN
4	$\bot$	BOOK THE AND RECOMMENT SECOND THE S	AS SION
45		ROAD PURPOSES TRUCTION FASCING IT RECOVERY TOUR PROPERTY CONSTRUCTION FASCING IT RECOVERY THE AND RECOVERY FASCING AND RECOVERY THE RECOVERY FASCING AND RECO	AS SHOWN
SCH SENE NON	DULE B. RAL INFO GACKS, T	STANDARD EXCEPTIONS 1, 2, 3, 4, 29, 34, 42, 43, 44 RMARION, SWIDMARION CONCENSION C ENTERPRISE ZONES AXES, TAX STAMPS, PROPERTY MANAGEMENT	45 REPOR TO SUCH PIEUS AS
NET MSLM WOT	APPIDAMIT RANCE CO EXAMPLED	ESDOT-7/644 AND REDOG-62/65  ESTAMBANE DESPENDENT S. 2. 4. 28. 34. 42. 43. 46  MANDRI, BEDDRIATION CONCERNIC DISTRIBUTES COM- MANDRIA, REPORTATION CONCERNIC DISTRIBUTES, TOWN ANDERS, TAX STANDENT, LEAVES, RICHTS OF JULIA  MORRHS MINOT AME MOT A MATTER OF SECONDS TO  OR ADDRESSED THASE CITEMS AND MAKES MO STATEM	HING CONCESS AND SEALAR TILE THE SURVEY. THE SURVEYOR HAS DAY CONCESSING THEM



## NOTES:

THIS SURVEY REFLECTS QUESTIONS OF TITLE AS LISTED ON A COMMITMENT FOR TITLE INSURANCE BY NEAR NORTH NATIONAL TITLE LLC, NUMBER NOI 121637 WITH EFFECTIVE DATE SEPTEMBER 15, 2012.

UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES AND, THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BECOMPLETIELY ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE OTHER UTILITIES NOT SHOWN MAY EXIST. NO UNDERGROUND UTILITIES WERE LOCATED. BEFORE DIGGING CALL JULLE AT 1-800-892-0123.

THIS ENTIRE PROPERTY LIES WITHIN "ZONE X" ( AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE PLOODPLAIN) ACCORDING TO FIR M. COMMUNITY PANEL # 17043C0609H AND # 17043C0903H BOTH WITH EFFECTIVE DATE: DECEMBER 16, 2004.

TAX P.I.N. PER TITLE COMMITMENT:

05-16-405-023 Affects Lot 9 in Fee Parcel 1-W

06-36-405-024 Affects part of Lot 8 in Fee Parcel 1-W

06-36-406-016 Affects part of Fee Parcel 2

06-36-406-018 Affects part of Fee Parcel 2

06-36-406-018 Affects part of Fee Parcel 4B and others

09-01-207-013 Affects part of Lot 8 in Fee Parcel 1-W

09-01-208-003 Affects part of Fee Parcel 2

09-01-208-004 Affects part of Fee Parcel 2

09-01-208-004 Affects part of Fee Parcel 2

AREA SURVEYED: 404,243 SQ.FT. OR 9,280 ( AC.), MORE OR LESS.

NO DISTANCES OR ANGLES SHOWN HERBON MAY BE ASSUMED BY SCALING.

COMPARE ALL DIMENSIONS BEFORE BUILDING AND REPORT ANY DISCREPANCIES AT ONCE.

LAST DAY OF FIELD WORK PERFORMED:OCTOBER 40, 2012.

ZONING INFORMATION AS PROVIDED BY CLIENT: SITE ZONING 0-3 ZONING INFORMATION AS PROVIDED BY CLIENT STIE ZONING 0-3
MINIMOM LOT AREA 20,000 SQUARE FEET MINIMOM LOT DEPTH 125 FEET MINIMOM LOT WDTH 50 FEET BUILDING HEIGHT 60 FEET NUMBER OF STORIES = 5
FRONT YARD SETBACK 2.5 FEET CORNER SIDE YARD SETBACK 15 FEET INTERIOR SIDE YARD SETBACK 10 FEET REAR YARD SETBACK 20 FEET MATERIOR SIDE YARD SETBACK 10 FEET REAR YARD SETBACK 20 FEET MATEMAN SETBACK 20 FEET MAXIMUM FLOOR AREA RATIO (F.A.R.) 0.15 MAXIMUM TOTAL BUILDING COVERAGAE 50%

THE LEGAL DESCRIPTION SHOWN HEREON DOES NOT MATCH THE DESCRIPTION OF THE TITLE COMMITMENT REFERENCED. THE TITLE INFORMATION WILL BE REVIEWED AND UPDATED UPON RECEIVING AN UPDATED TITLE COMMITMENT.

## SITE BENCHMARKS

IMMI:
MORTHEAST BOLT ON FIRE HYDRANT =4-350 FEET EAST OF SPINNING
WHEEL ROAD ON THE NORTH SIDE OF OGDEN AVENUE
ELEVATION=665.12(NAVD88)

BM2: NORTHEAST BOLT ON FIRE HYDRANT AT THE NORTHWEST CORNER OF SEINNINO WHEEL ROAD AND OGDEN AVENUE. ELEVATION-662.59(NAVDSS) BM3; NORTHEAST BOLT ON FIRE HYDRANT +:- 250 FEET NORTH OF OGDEN AVENUE ON THE WEST SIDE OF SALT CREEK LANE. ELEVATION= 657.15(NAV D88)

BM4: NORTHEAST BOLT ON FIRE HYDRANT AT THE SOUTHWEST CORNER OF OODEN AVENUE AND SALT CREEK LANE. ELEVATION-662-41/NAVD88)

BMS:
VORTHEAST BOLT ON FIRE HYDRANT AT THE NORTHWEST CORNER
OF OODEN AVENUE AND SALT CREEK LANE.
ELEVATION-661-40(NAVDSS).

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINISUM STANDARD DETAIL REQUIREMENTS FOR ALTHACSM LAND ITTLE SURVEYS, IOINTLY ESTABLISHED AND ADOPTED BY ALTHA AND NSR, AND INCLUDES ITEMS 1, 2, 1, 4, 5, 6(3, 7,4), 8, 9, 1(18), AND 13 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 10-04-2012.

DATE OF MAP OR PLAT: _

BOLLINGER, LACH & ASSOCIATES, INC. DESIGN FIRM LICENSE NUMBER 184-001129

JAMES D. BAKER, P.L.S. LP.L.S. NUMBER 35-3648 LICENSE EXPIRES 11/30/2014

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

ALTH EALTH ILT, INC. AVENUE

Bollinger, Lach & Associates, Inc. 333 Perce Road-sum 200, masca, il 60143
Peksod 438 6400 Peksod 343 6444 www.doulingselecth.com
Masca * Chicago * Lake Geneva * South bend * undanarou

 $\Box$ 

TA / ACSM LAND TITLE SURVEY
OGDEN CAMPUS
AMBULATORY CARE CENTER
HINSDALE, ILLINOIS ALTA /

6

## **MEMORANDUM**

TO:

**Kevin Harney** 

**ESa Architecture** 

COPY:

Glen Eriksson, P.E.

FROM:

Stephen Corcoran, P.E., PTOE

DATE:

March 4, 2013

**SUBJECT:** 

Adventist Cancer Institute Supplemental Traffic Study

Hinsdale, Illinois



This memorandum summarizes additional traffic analyses conducted for the proposed Adventist Cancer Institute (ACI) in Hinsdale, Illinois. A traffic study had been completed (December, 2012) and forwarded to the Village of Hinsdale for their review.

The Police Chief provided the following comments in an e-mail dated January 16th, 2013::

1. Salt Creek is a private roadway which may affect the Village's ability to impose traffic control devices/signals and speed restrictions.

**Response:** While Salt Creek is a private road, Adventist is willing to accommodate reasonable requests.

2. Road D which is now a public roadway intersects with Salt Creek. No mention on traffic volumes related to Road D. Intersection improvements at Salt Creek and Ogden (left turn arrow) that improves the intersection efficiency may increase cut through traffic in the evening from York Road. This could be addressed with turn restrictions at Old Mill/Road D.

**Response:** We concur with the Chief's comments regarding potential turn restrictions to restrict cut-thru traffic.

3. The intersection of Ogden and Salt Creek is an area of concern and more so with the evening peak hours. The conclusion of "The ACI generated traffic volumes will be 23% less in the morning peak-hour and 54% less in the evening when compared to the previous uses on the site" is misleading. They utilize projected numbers based on the use of a restaurant that hasn't been there in 25 years and based on current traffic the increase in volume with use and rerouting the Spinning Wheel traffic will cause a long queue and delay for anyone trying to leave that area during evening rush. Changing the configuration to allow for a left turn lane, a left turn signal and a possible change in the programming of the signal are the only way this would accommodate the increased volume.

**Response:** The comparison of the proposed ACI traffic was with most recent uses of 421 Ogden as an office (after its use as a restaurant) and 1 Salt Creek, as medical office. The ACI will generate less traffic than the historical use of those two properties.

The proposed signal improvements will improve the southbound queues, as noted by the Chief.

4. I like closing Spinning Wheel at Ogden and agree with the study conclusion there.

Response: None required.

5. Access to the Forest Preserve property not mentioned in the study.

**Response:** Adventist is willing to work with the Village to maintain access to the Forest Preserve property.

Additional traffic analysis was requested by the Chief reflecting the existing office vacancies along Spinning Wheel Road, Salt Creek Lane, and Elm Street.

## **Existing Office Buildings**

There are twelve existing office buildings or vacant building pads along Spinning Wheel Road, Slat Creek Lane, and Elm Street. **Table 1** summarizes the size of the existing (or prior) buildings and their vacancies. 421 Ogden and 1 Salt Creek are part of the ACI building site, so they have been excluded.

Table I
Existing Office Buildings and Vacancies

421 E. Ogden Avenue	These parters are part o						
1 Salt Creek Lane	ACI site	e area					
2 Salt Creek Lane	23,070	23,070					
7 Salt Creek Lane	20,091	20,091					
11 Salt Creek Lane	39,052	1,800					
12 Salt Creek Lane	61,378	30,689					
15 Salt Creek Lane	50,400	15,120					
15 Spinning Wheel	133,000	23,940					
901 N. Elm Street	28,000	28,000					
907 N. Elm Street	32,175	16,088					
908 N. Elm Street	119,022	-					
911 N. Elm Street	49, <b>7</b> 15	12,429					
Total	555,903	171,226					

## **Vacant Office Trip Generation**

Traffic estimates were made for the vacant office space using data provided by the Institute of Transportation Engineer's <u>Trip Generation</u> 9th Ed. manual which contains trip generation surveys of other similar land-uses. It serves as the most widely accepted reference guide for establishing vehicle trip generation. Trip generation estimates were calculated for the morning and evening peak-hours. For purposes of this traffic study, it was assumed that 75% of the vacant spaces would be used by medical offices and the remaining 25% by general office **Table 2** shows the estimated traffic volumes.

Table 2
Site Trip Generation Vacant Office Space

Office	710	42,806 sq. ft.	85	12	97	21	105	126
Medical Office	720	128,420 sq. ft.	242	64	307	102	263	365
Totals		171,226 sq. ft.	328	76	404	124	368	491

## **Site and Total Volumes**

Based on trip generation and directional distribution estimates, the additional office traffic was assigned to the area roadways and is illustrated in **Figure 1**.

Site traffic assignments were combined with the 2014 Total Traffic volumes from the original traffic study (Existing plus ACI plus Background Growth). The resulting volumes are shown in **Figures 6.** 

## **Intersection Capacity Analyses**

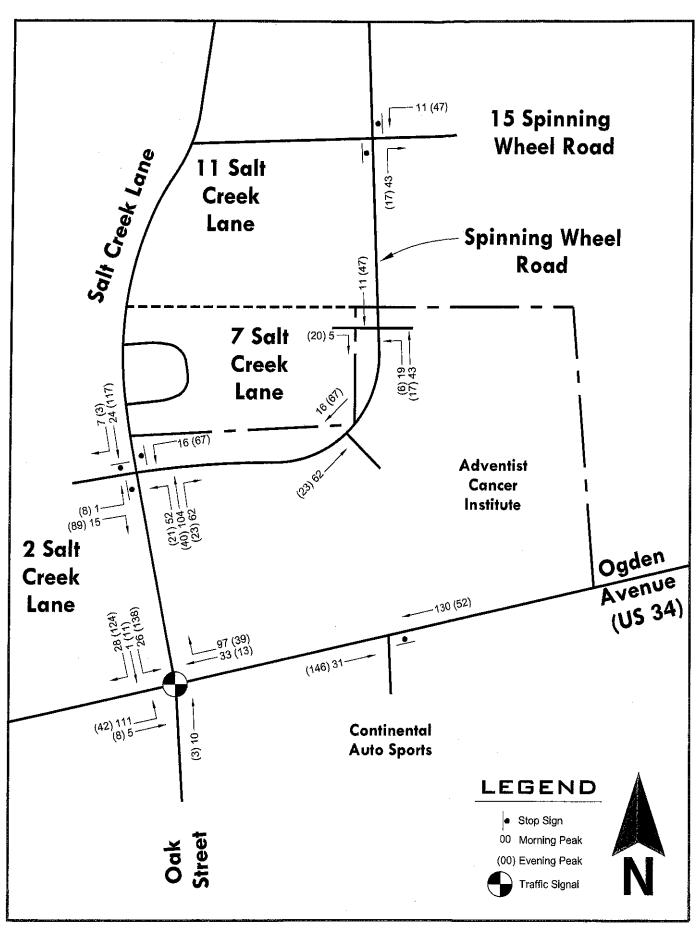
The intersection capacity analyses were conducted for the Year 2014 with the proposed development and office vacancies. **Table 3** shows the level of service results.

Overall, with the additional office space, most of the study intersections can accommodate the additional traffic. However, the amount of exiting traffic from the park during the evening peak hour will experience higher delays waiting to turn onto Ogden Avenue at the traffic signal.

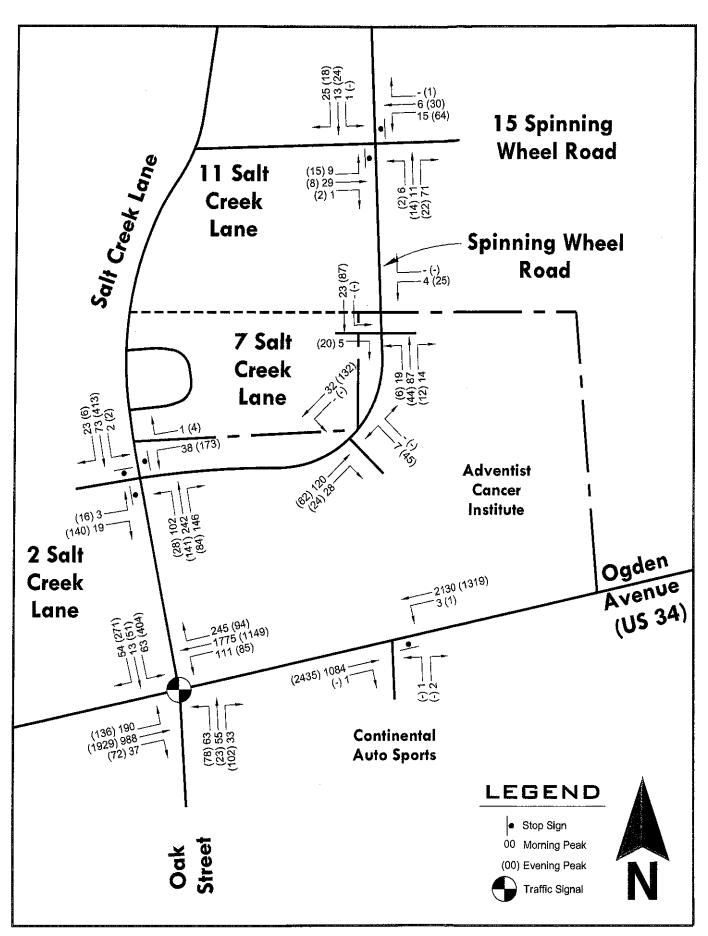
Table 3
Intersection Level of Service and Delay
2014

	racijest (n. ⁷ amegros) w <del>jid sam negoro</del> (n. 1 <del>444)</del>	2014		
Salt Creek Lane At Ogden Avenue (Traffic Signal)	LOS B — 15.0 sec (LOS B — 15.2 sec) (1)	(LOS B – 17.7 sec) ⁽¹⁾	LOS E - 65.5 sec (LOS D - 48.7 sec) (1)	(LOS E - 64.5 sec) (1)
Continental Auto Sports At Ogden Avenue (Stop Sign)	LOS E	LOS E	LOS E	LOS E
2 Salt Creek Lane/Spinning Wheel Road (Sb, Wb, and Eb Stop Sign)	LOS A	LOS A	LOS B	LOS C
Spinning Wheel Road At 11 Salt Creek Lane (Stop Sign)	LOS A	LOS A	LOS A	LOS A
North ACI Driveway on Spinning Wheel Road (Stop Sign)	LOS A	LOS A	LOS A	LOS A
South ACI Driveway on Spinning Wheel Road (Stop Sign)	LOS A	LOS A	LOS A	LOS A

⁽¹⁾ Providing a southbound left-turn arrow on Salt Creek Lane









	HCS 2	2010	Signa	alized	Inter	sectio	on Re	sults	Sumr	nary	<del></del>			
							1118							
General Information								Interse	ction Ir	nforma	tion		* 香豆香!	非熟头
Agency	EEA							Duratio	n, h	0.2	5			
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apacity <i>(c)</i> , veh/h olume-to-Capacity Rati	Time (g ₀ ), s o (X)	and supplementary products	7.3 7.3 279 0.718	10.8 10.8 1140 0.476	10.8 10.8 1125 0.476	3.1 3.1 466 0.251	51.2 51.2 2066 0.905	5.8 5.8 919 0.280		10.8 12.8 251 0.633		3.0 3.0 3.0 145 0.456	4.9 4.9 293 0.240	
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apacity (c), veh/h olume-to-Capacity Rati vailable Capacity (c _a ), v ack of Queue (Q), veh/ verflow Queue (Q ₃ ), ve	Time (g ₀ ), s o (X) veh/h In (95th percentile)		7.3 7.3 279 0.718 279 11.0 0.0	10.8 10.8 1140 0.476 1140 6.1 0.0	10.8 10.8 1125 0.476 1125 6.0 0.0	3.1 3.1 466 0.251 466 2.0 0.0	51.2 51.2 2066 0.905 2066 19.1 0.0	5.8 5.8 919 0.280 919 3.3 0.0		10.8 12.8 251 0.633 251 9.0 0.0		1740 3.0 3.0 145 0.456 145 1.3 0.0	4.9 4.9 293 0.240 293 3.5 0.0	
apacity (c), veh/h olume-to-Capacity Rati vailable Capacity (c ₀ ), v ack of Queue (Q), veh/ verflow Queue (Q ₃ ), ve ueue Storage Rátio (R	Time (g _c ), s o (X) veh/h In (95th percentile) th/In Q) (95th percentile)		7.3 7.3 279 0.718 279 11.0 0.0	10.8 10.8 1140 0.476 1140 6.1 0.0 0.00	10.8 10.8 1125 0.476 1125 6.0 0.0	3.1 3.1 466 0.251 466 2.0 0.0	51.2 51.2 2066 0.905 2066 19.1 0.0	5.8 5.8 919 0.280 919 3.3 0.0 0.00		10.8 12.8 251 0.633 251 9.0 0.0 0.00		1740 3.0 3.0 145 0.456 145 1.3 0.0	4.9 4.9 293 0.240 293 3.5 0.0 0.00	
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apacity (c), veh/h olume-to-Capacity Rati vailable Capacity (c ₀ ), veh/ ack of Queue (Q), veh/ verflow Queue (Q ₃ ), ve ueue Storage Ratio (R niform Delay (d ₁ ), s/veh cremental Delay (d ₂ ), s itial Queue Delay (d ₃ ), ontrol Delay (d), s/veh evel of Service (LOS) oproach Delay, s/veh /	Time (g ₀ ), s o (X) yeh/h in (95th percentile) th/in Q) (95th percentile) t/veh s/veh		7.3 7.3 279 0.718 279 11.0 0.0 0.00 35.7 7.5 0.0 43.2	10.8 10.8 1140 0.476 1140 6.1 0.0 0.00 5.0 1.4 0.0 6.4 A	10.8 10.8 1125 0.476 1125 6.0 0.0 0.00 5.0 1.4 0.0 6.5 A	3.1 3.1 466 0.251 466 2.0 0.0 0.00 7.8 0.1 0.0 7.9 A	51.2 51.2 2066 0.905 2066 19.1 0.0 0.00 10.8 7.1 0.0	5.8 5.8 919 0.280 919 3.3 0.0 0.00 6.1 0.8 0.0 6.9	57.6	10.8 12.8 251 0.633 251 9.0 0.0 0.00 53.7 3.9 0.0 57.6 E	E	1740 3.0 3.0 145 0.456 145 1.3 0.0 0.00 50.6 0.8 0.0 51.4 D	4.9 293 0.240 293 3.5 0.0 0.00 45.3 0.2 0.0 45.5	
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HCS 20	10 Sign	alize	d Inter	sectio	on Re	sults :	Sumn	nary	1. 7 <del>1. 1. 1</del>			
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General Information						Interse	ction Ir	format	ion		결혼 결하다	P Ad
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File Name Ogden PM 2014 WIT	H OFFICE	AND (	SB Lt Arr	ow and	Timing /	Adjustme	ent .xus		400 <u>- 27:000 91 - 411</u>	-	14	
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Force Mode   Fixed   Simult, Gap N/S   (	On Red	0.0	1.5	1.0	1.5	0.0	0.0	CINSIP STARTE	3	6	Į.	
Timer Results	- Children	BL	EBT	WE	3L	WBT	∥ NB	L	NBT	SB	L	SBT
Assigned Phase		5	2	1		6			8	7		4
Case Number	**************************************	.1	4.0	1.	and the second section is	3.0			8.3	1.0	)	4.0
Phase Duration, s		.4	82.6	7.4	4	82.6			28.0	22.0	0	50.0
Change Period, (Y+R _c ), s		.0	6.0	3.0	J L	6.0			6.0	4.0	)	6.0
Max Allow Headway <i>(MAH)</i> , s	3	.1	0.0	3.1	1	0.0			3.4	3.1		3.4
Queue Clearance Time (gs), s	6	.4		5.1	1				24.0	20.0	3	27.1
Green Extension Time (g ₀ ), s	0	.0	0.0	0.0	)	0.0			0.0	0.0	,	1.2
Phase Call Probability	1.0	00		1.0	0			ĺ	1.00	1.00	<b>o</b>	1.00
Max Out Probability	1.0	00		1.0	0				1.00	1.00	C	0.00
											41:22	
Movement Group Results		EB	خد محضوم الم		WB			NB	- <del> </del>		SB	
Approach Movement	L	T	R	<u>L</u>	<u> </u>	R	<u>L</u>	T	R	L	L T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	142			**	1197			211		421	335	
Adjusted Saturation Flow Rate (s), veh/h/ln	1774			- No.	1773	<u> </u>		1282	<u> </u>	1774	1618	
Queue Service Time $(g_s)$ , s	4.4	76.6		3.1	23.2	2.6		18.9		18.0	25.1	ARROTAN LINE
Cycle Queue Clearance Time (g ₀ ), s	4.4	76.6		3.1	23.2	2.6		22.0		18.0	25.1	
Capacity (c), veh/h	269			<: <del>}</del>	1941	864	<u></u>	237		280	508	
Volume-to-Capacity Ratio (X)	0.527			<del></del>	<del> </del>	0.113		0.892		1.506	0.660	
Available Capacity (ca), veh/h	269	1019		<del></del>	1941	864		237		280	508	
Back of Queue (Q), veh/ln (95th percentile)	3.8	43.9		4.6	11.7	1.7		14.6		41.5	15.6	, and the same of
Overflow Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Queue Storage Ratio (RQ) (95th percentile)	0.00			0.00	0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d1), s/veh	18.6	18.9	18.9	34.0	11.7	8.9		59.8		43.1	41.5	
Incremental Delay (d2), s/veh	1.0	34.0	38.0	31.8	1.5	0.3		30.8		245.3	2.5	
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Control Delay (d), s/veh	19.5	53.0	57.0	65.8	13.2	9.2		90.6		288.4	44.0	
Level of Service (LOS)	В	F	F	E	В	A		F		F	D	1
Approach Delay, s/veh / LOS	52.	7	Đ	16.3	}	В	90.6		F	180.0	<b>)</b> ]	F
Intersection Delay, s/veh / LOS			64	1.5				- CANADA CONTROL		E		
Multimodal Results		EB			WB			ŠB				
Pedestrian LOS Score / LOS Bicycle LOS Score / LOS	2.1		В	2.3		В	3.0	1	С	2.8		C
	2.3		8	1.6		A	0.8	- water free entrance		1.7		

General Information	n		Site	Inform	nati	on			
Analyst	SBC	<u> </u>		ection			Ogden a	nd Contil	nental Aut
Agency/Co.		Engineering		liction	·		IDOT/Hii	ndale	
Date Performed	3/4/13		تنتصفها الصب	sis Yea	ar		2014 Tol	al Traffic	w/Office
Analysis Time Period	AM Pea	k-Hour							
Project Description									
East/West Street: Ogd			North/	South	Stree	t: Contin	ental Auto		
ntersection Orientation	East-West		Study	Period	(hrs	): <i>0.2</i> 5			
Vehicle Volumes a	nd Adjustme	ents	<u> </u>						
Major Street		Eastbound			T T		Westbou	ınd	
Movement	1	2	3			4	5		6
	L	T	R			L	T		R
/olume (veh/h)		1084	1			3	2130		
Peak-Hour Factor, PHF	0.95	0.95	0.98	5		0.95	0.95		0.95
lourly Flow Rate, HFR veh/h)	0	1141	1			3	2242		0
Percent Heavy Vehicles	1					1			
Median Type				Undi	vided	1			
RT Channelized			0	11 # H P			1		0
.anes	0	2	0			1	2		0
Configuration		Τ	TR			<u> </u>	T		
Jpstream Signal		0					0		
finor Street		Northbound					Southboo	ınd	
/lovement	7	8	9			10	11		12
	L	Т	R			L	T		R
/olume (veh/h)	1		2						
eak-Hour Factor, PHF	0.95	0.95	0.95	<u> </u>		0.95	0.95		0.95
lourly Flow Rate, HFR veh/h)	1	0	2			0	0		0
Percent Heavy Vehicles	1	1	1			1	1		1
Percent Grade (%)		0					0		
lared Approach		Ν					N		
Storage		0					0		
RT Channelized			0						0
anes	0	0	0			0	0		0
onfiguration		LR							
elay, Queue Length, a	nd Level of Se	rvice							
pproach	Eastbound	Westbound		Northbo	ound		S	outhbou	nd
lovement	1	4	7	8		9	10	11	12
ane Configuration		L		LR	-	-	1		
(veh/h)		3		3			†		
(m) (veh/h)		613		93			<del>                                     </del>	<del>                                     </del>	
/c	- <u></u>	0.00		0.03	$\overline{}$		<del> </del>		
5% queue length		0.00		0.10			<del>                                     </del>	<del> </del>	
							<del>                                     </del>		
ontrol Delay (s/veh)		10.9	<del></del>	45.0	<i>,</i> _		<b></b>		
os	<del></del>	В		E			<b>_</b>		
pproach Delay (s/veh)				45.0			ļ		
pproach LOS			ł	Ε			I .		

	TW	O-WAY STOP	CONTRO	OL SUN	MARY			
General Informatio	n	· · · · · · · · · · · · · · · · · · ·	Site Ir	nformat	ion			
Analyst	SBC		Interse	ction			ontinentalA	uto
Agency/Co.	Eriksson	Engineering	Jurisdi	ction		IDQT/Hind		
Date Performed	3/4/13		Analys	is Year		2014 Total with Office		
Analysis Time Period	PM Peak	-Hour						
Project Description To	otal traffic with S	SW realigned to Sa	alt Creek					
East/West Street: Ogde			North/S		et: Contin	entalAuto		
Intersection Orientation:	East-West		Study F	Period (hr	s): 0.25			
Vehicle Volumes a	nd Adjustme	ents						
Major Street		Eastbound				Westbour	nd	
Movement	11	2	3		4	5 T		6 R
	L	T	R		<u> </u>			rx
Volume (veh/h)		2435	0		1	1319		0.94
Peak-Hour Factor, PHF	0.94	0.94	0.94		0.94	0.94	<del></del>	
Hourly Flow Rate, HFR (veh/h)	0	2590	0		1 .	1403		0
Percent Heavy Vehicles	1			<u></u>	11			
Median Type				Undivid	ed		<del></del>	
RT Channelized			0					0
Lanes	0	2	0		1	2		0
Configuration		T	TR		L	T		
Upstream Signal		0				0		
Minor Street		Northbound				Southbou	nd	
Movement	7	8	9		10	11		12
	L	Т	R		L	Т		R
Volume (veh/h)	0	0	0					
Peak-Hour Factor, PHF	0.94	0.94	0.94		0.94	0.94		0.94
Hourly Flow Rate, HFR (veh/h)	0	О	0		0	0		0
Percent Heavy Vehicles	1	1	1		1	1	<u> </u>	1
Percent Grade (%)		0				0		
Flared Approach		T N	1			N		
Storage		0				0		
RT Channelized			0					0
Lanes	0	1 7	0		0	0		0
Configuration	<del>                                     </del>	LTR	1					
Delay, Queue Length, a	and Level of Se							
Approach	Eastbound	Westbound	١	Vorthbou	nd	S	outhbound	1
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<u> </u>	L		LTR				
v (veh/h)		1		0				
C (m) (veh/h)		168						
v/c		0.01						1
		0.02			+	<del>-</del>		1
95% queue length				<del> </del>	+	+	<del>                                     </del>	1
Control Delay (s/veh)		26.6		<del>                                     </del>	<del> </del>			+
LOS		D						
Approach Delay (s/veh)			·		· .			
Approach LOS			<u> </u>				<u> </u>	
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General Informatio	n			Site Info	rmation			
Analyst	\$B	<u> </u>		Intersection		Selt C	reek/S. Wheel	at 2 SC
Agency/Co.		sson Engineer	ing	Jurisdiction		Hinsd		
Date Performed Analysis Time Period	3/4/	/13 Peak- Hour		Analysis Ye	ar	2014	Fotal with Office	<del>)</del>
Project ID Existing with SW								
East/West Street: 2 Salt C			·	<b>A1</b> 13 170 11	A			
				North/South	Street: Salt Cr	ek Lane		
Volume Adjustmen Approach	ts and Site	Cnaracter	Stics Eastbound			1Ata		
Movement		L I	T	R	<u>L</u>	Vve	stbound T	R
/olume (veh/h)		3	0	19	38		0	1
%Thrus Left Lane								<u> </u>
pproach			Northbound			Sou	hbound	
Movement		L	T:	R	L		Τ	R
/olume (veh/h)		102	242	146	2		73	23
%Thrus Left Lane				<u></u>	<u> </u>			
	E	astbound	We	stbound	Nor	lhbound	Sout	hbound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	1L	TR	L	TR
PHF_	0.90		0.90	0.90	0.90	0.90	0.90	0.90
low Rate (veh/h)	24		42	1	113	430	2	106
6 Heavy Vehicles	1		1	1	1	1	1	1
lo. Lanes		1		2		2		2
eometry Group		4b		5	1	5		5
uration, T				C	.25			
aturation Headway	Adjustme	it Workshe	et					
rop. Left-Turns	0.1		1.0	0.0	1.0	0.0	1.0	0.0
rop. Right-Turns	0.9		0.0	1.0	0.0	0.4	0,0	0.2
rop. Heavy Vehicle	0.0	_	0.0	0.0	0.0	0.0	0.0	0.0
LT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5
RT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
-IV-adi	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
adj, computed	-0.5	1.7	0.5	-0.7	0.5	-0.2	0.5	-0.1
eparture Headway		. Time	0.0	1 -0.7	1 0.3	-0.2	0.0	1 -0.1
		e illite	1 000	T 0.00	1 000	7 - 00	2.22	<del></del>
initial value (s)	3.20 0.02	<del></del>	3.20	3.20	3.20	3.20	3.20	3.20
I, final value (s)	5.46		0.04 6.46	0.00 5.26	0.10	0.38	0.00	0.09
final value	0.04	-	0.46	0.00	5.32 0.17	4.55 0.54	5.69 0.00	5.02
ove-up time, m (s)		2.3	<del></del>	2.3		.3	<i>0.00</i> 2.	0.15
ervice Time, t _s (s)	3.2	Ť	4.2	3.0				T
			4.4	1 3.0	3.0	2.3	3.4	2.7
apacity and Level c					<del></del>		<u></u>	غورد
		stbound		tbound	North	bound	South	nbound
	L1	L2	L1	L2	L1	1,2	L1	L2
pacity (veh/h)	274		292	251	363	680	252	356
elay (s/veh)	8.36		9.69	7.97	9.08	12.55	8.40	8.59
)\$	Α	1	A	A	A/a	В	A	A
proach: Delay (s/veh)		8.36		65	111		8.3	<u> </u>
LOS		· · · · · · · · · · · · · · · · · · ·					· · · · · · · · · · · · · · · · · · ·	
ersection Delay (s/veh)	+	Α		4	20 4	, , /		1
				<b>11-9</b>	<del>-09</del> -			

<b>General Information</b>				Site Info	mation				
Analyst	ISBC			Intersection		Salt C	reek Lane at 2	SC	
Agency/Co.		son Engineeri	na	Jurisdiction			Hinsdale		
Date Performed	3/4/1	3		Analysis Ye	ar	2014	Total with Office	<del>)</del>	
Analysis Time Period	PMP	eak- Hour							
Project ID						<u>.</u>			
East/West Street: 2 Salt Cr	ek Lane Acces	3		North/South	Street: Salt Cre	ek Lane			
Volume Adjustments	and Site C	haracteri							
Approach Movement			Eastbound			Wes	stbound		
Volume (veh/h)	1		0	R 140	173	, +	0	R 4	
%Thrus Left Lane			0	140	173	<u>'</u>	-		
Approach	<del></del>		Northbound		<del></del>		hbound		
Movement	L		T	R	<del>                                     </del>	300	Т	R	
/olume (veh/h)	2	8	141	84	2		413	6	
%Thrus Left Lane				•					
	Fac	tbound	10/0	stbound	Alad	hbound	Qan	thbound	
	L1	1				7		1	
Configuration	LTR	L2	L1	L2	i.1	L2	L1	L2	
Configuration PHF	0.90		LT	R	L 0.00	TR	L 0.00	TR	
low Rate (veh/h)	172	<del>                                     </del>	0.90 192	0.90	0.90 31	0.90 249	0.90	0.90	
6 Heavy Vehicles	1 1		192	1 1	1	1	1	464	
lo. Lanes		1	<del></del>	2		2		2	
Seometry Group	<del>-</del>	lb	_	5		<u>z</u> 5	<u> </u>	<u> </u>	
Juration, T		, D	<u> </u>		.25	<del> </del>	<u> </u>	<u> </u>	
Saturation Headway	A divetment	Morkobo		V	.20		<del></del>		
		AAOLKSIJE		1 00	1 44	T	T 2.4	T	
rop. Left-Turns	0.1		1.0	0.0	1.0	0.0	1.0	0.0	
rop. Right-Turns	0.9		0.0	1.0	0.0	0.4	0.0	0.0	
rop. Heavy Vehicle	0.0	ļ <u>.</u>	0.0	0.0	0.0	0.0	0.0	0.0	
LT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5	
RT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	
HV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
adj, computed	-0.5		0.5	-0.7	0.5	-0.2	0.5	0.0	
eparture Headway a	nd Service	Time							
d, initial value (s)	3.20		3.20	3.20	3.20	3.20	3.20	3.20	
initial	0.15		0.17	0.00	0.03	0.22	0.00	0.41	
d, final value (s)	6.73		7.66	6.45	7.21	6.43	6.86	6.34	
, final value	0.32		0.41	0.01	0.06	0.44	0.00	0.82	
love-up time, m (s)	2.	3	2	.3	2.	3	2	.3	
ervice Time, t _s (s)	4.4		5.4	4.2	4.9	4.1	4.6	4.0	
apacity and Level of	Service	<del></del>		<u>'</u>					
		bound	Wes	tbound	North	bound /	South	hbound	
	L1	L2	L1	L2	Non			_	
analis (sability	<del></del>	<del>                                     </del>		<del>-{</del>	<del></del>	PC 12/	L1	L2	
apacity (veh/h)	422	<u> </u>	432	254	281	A99	252	559	
elay (s/veh)	12.59		15.56	9.20	10.38	14.19	9.59	31.41	
os	В		С	Α	B /	77 B b	A	D	
pproach: Delay (s/veh)	12	2.59	15	.43	/ 13.	77/\	31	.31	
LOS		В		C	E	<del></del>		D	
tersection Delay (s/veh)		<u> </u>	.1		22	` "		- <del>-</del>	
tersection LOS	<del>                                     </del>		<del>.</del>		C				

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General Informat	ion		Site	Informa	tion			
Analyst	SBC		Inter	section		Spinnin	g Wheel+	11/15 Se
Agency/Co.		n Engineering				Crk		
Date Performed	3/4/13		1	diction		Hinsdale 2014 Total with Office		
Analysis Time Period	AM Pe	ak Hour	Anai	ysis Year		2014 1	otal with Ol	tice
Project Description								<del></del>
East/West Street: 11,	/15 Salt Creek L	ane	North	/South Str	eet: Spinn	ing Wheel I	Road	
ntersection Orientation			Study	/ Period (h	rs): <i>0.25</i>			
/ehicle Volumes	and Adjustm							
Major Street		Northbound				Southbo	ound	_
/lovement		2			4	5		6
olume (veh/h)	L	T	F		<u>L</u>	Ţ		R
Peak-Hour Factor, PHI		0.83	7: 0.8		1	13		25
lourly Flow Rate, HFR					0.83	0.83		0.83
/eh/h)	7	13	85		1	15		30
ercent Heavy Vehicle	s 2				2			
ledian Type T Channelized				Undivid	ed			
anes								0
configuration	1 L	1	0			1		0
pstream Signal		- 0	TF		L	0		TR
linor Street		Eastbound		<del></del>				
lovement	7	8	9	<del></del>	10	Westbo	una I	12
	È	T	Ř		L	T		R
olume (veh/h)	9	29	1		15	6		0
eak-Hour Factor, PHF		0.83	0.8	3	0.83	0.83		0.83
ourly Flow Rate, HFR eh/h)	10	34	1		18	7		0
ercent Heavy Vehicles	2	2	2		2	2		2
ercent Grade (%)		0	<del> </del>			0	<del></del>	
ared Approach		N			·····	I N		
Storage		0				0		
T Channelized			0					0
ines	0	1	0		0	1		0
onfiguration		LTR				LTR		
lay, Queue Length, a							<u></u>	· · · · · · · · · · · · · · · · · · ·
pproach .	Northbound	Southbound		Westbound	1		Eastbound	
ovement	1	4	7	- 8	9	10	11	12
ne Configuration	<u>L</u>	L		LTR			LTR	
veh/h)	7	1		25			45	
(m) (veh/h)	1563	1495		806			772	
Y	0.00	0.00		0.03			0.06	
% queue length	0.01	0.00		0.10			0.19	
ntrol Delay (s/veh)	7.3	7.4		9.6			10.0	
S	<u> </u>	Α		Α			Α	
oroach Delay (s/veh)				9.6			10.0	
proach LOS				Α		1	Α	

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		O-WAY STO						
General Informatio	m		Site I	nforma	tion			
Analyst	SBC		Inters	ection		Spinning Crk	Wheel+ 11	1/15 Salt
Agency/Co.	Eriksson	Engineering	Jurisd	liction		Hinsdale	<del></del>	
Date Performed	3/5/13		11	sis Year			al with Offic	ce
Analysis Time Period	PM Peak	Hour		313 1 601		2074 700	ar 11101 Ont	
Project Description						·		
East/West Street: 11/1		ne				ng Wheel Ro	oad	
ntersection Orientation:	North-South		Study	Period (h	rs): 0.25			
Vehicle Volumes a	nd Adjustme	nts						
Major Street		Northbound				Southbou	ınd	
Movement	1	2	3		4	5		6
	<u> </u>		R		<u>L</u>	T		R
/olume (veh/h)	2	14	22		0	24		18
Peak-Hour Factor, PHF	0.80	0.80	0.80	<u>'</u>  -	0.80	0.80	1	0.80
Hourly Flow Rate, HFR veh/h)	2	17	27		0	29		22
Percent Heavy Vehicles	2				2			
Median Type				Undivid	ed			
RT Channelized			0					0
anes	1	1	0		1	1		0
Configuration	L		TR		L			TR
Jpstream Signal		0	1			0		
Minor Street		Eastbound				Westbou	nd	
viovement	7	8	9		10	11		12
	L	Т	R		L	Т		R
/olume (veh/h)	15	8	2		64	30		1
Peak-Hour Factor, PHF	0.80	0.80	0.80	)	0.80	0.80		0.80
Hourly Flow Rate, HFR veh/h)	18	9	2		79	37		1
Percent Heavy Vehicles	2	2	2		2	2		2
Percent Grade (%)		0	-			0	·	
lared Approach		N				N		·
Storage		0	1			0		
RT Channelized			0					0
anes.	0	1	0		0	1		0
Configuration		LTR	]			LTR		
Delay, Queue Length, a	ınd Level of Se	rvice						
pproach	Northbound	Southbound	<u> </u>	Westbour	nd	l l	astbound	
/lovement	1	4	7	8	9	10	11	12
ane Configuration	L	L		LTR			LTR	
(veh/h)	2	0		117			29	
(m) (veh/h)	1555	1564		867			848	
/c	0.00	0.00		0.13			0.03	
5% queue length	0.00	0.00	<del></del>	0.47		1	0.11	
Control Delay (s/veh)	7.3	7.3		9.8	<del> </del>		9.4	1
OS	7.5 A	7.5 A		A		<del>                                     </del>	A	<del>                                     </del>
pproach Delay (s/veh)				9.8			9.4	1
				7.0 A		<del>                                     </del>	A A	
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<b>General Information</b>	n	·	Site	Inforn	natio	on					
Analyst	SBC	Intersection			North ACI Drive and Sp.						
Agency/Co.		EEA			— II			Wheel Private Road			
Date Performed	3/4/13		Jurisdiction Analysis Year			2014 Total with Office					
Analysis Time Period	AM Pear	k Hour	Trialysis Tear			2014 Total With Office					
Project Description				-					<del></del>		
East/West Street: Nort	h ACI Drive/7 S	alt_Creek	North/	South S	Stree	t: Spinnii	ng Wheel Re	oad			
ntersection Orientation	North-South		Study	Period	(hrs)	: 0.25					
∕ehicle Volumes a	nd Adjustme	ents						· · ·			
Wajor Street		Northbound					Southbo	und			
Movement	1	2	3			4	5		6		
	<u> </u>	T	R			<u>L</u>	Ţ		R		
/olume (veh/h)	19	87		14		1 0 00	23		1 000		
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	0.83	0.83	0.83			0.83	0.83		0.83		
veh/h)	22	104	16	16 1		27		1			
Percent Heavy Vehicles	0	-		<u> </u>				••			
/ledian Type				Undivided							
RT Channelized			0						0		
anes.	0	1	0			0	1		0		
Configuration	LTR					LTR					
Ipstream Signal	ļ	0					0				
llinor Street		Eastbound					Westbou	nd			
/lovement	7	8	9			10	11		12		
	L	Ţ	R			L	T		R		
olume (veh/h)	0		5			4			1		
eak-Hour Factor, PHF	0.83	0.83	0.83		0.83		0.83		0.83		
lourly Flow Rate, HFR veh/h)	0	0	6			4	0	İ	1		
ercent Heavy Vehicles	0	0	0	0 0		0	0		0		
ercent Grade (%)		0	-			0	····				
lared Approach		N	1				N				
Storage		0				*****	0				
T Channelized			0						0		
anes	0	0	0		0		0		0		
onfiguration		LR					LR				
elay, Queue Length, a	nd Level of Se	rvice									
pproach	Northbound	Southbound		Westbo	und		Eastbound				
lovement	1	4	7	8		9	10	11	12		
ane Configuration	LTR	LTR		LR	$\Box$			LR			
(veh/h)	22	1		5				6			
(m) (veh/h)	1599	1480		794				1053			
C	0.01	0.00		0.01				0.01			
5% queue length	0.04	0.00		0.02				0.02			
ontrol Delay (s/veh)	7.3	7.4		9.6	一			8.4	1		
os	A	A		A				A	1		
pproach Delay (s/veh)		**		9.6			8.4				
			9.0 . A		A A						

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General Information	Site Information								
Analyst	SBC	Intersection			North ACI Drive and Sp.				
Agency/Co.	EEA					Wheel			
Date Performed	3/4/13			diction	<del>*</del>	Private Road			
Analysis Time Period	PM Peak Hour		Analysis Year			2014 Total with Office			
Project Description	<del></del>							<del></del>	
East/West Street: Non	th ACI Drive/2 S	alt Creek	North/	South S	treet: Spinn	ing Wheel R	oad		
ntersection Orientation	: North-South				(hrs): 0.25				
/ehicle Volumes a	nd Adjustme	ents	····						
Vajor Street		Northbound				Southbo	und		
Viovement	1	2			4	4 5		6	
	L	T	R		L	Т		R	
/olume (veh/h)	6	44	12		1	87		1	
Peak-Hour Factor, PHF Hourly Flow Rate, HFR		0.80	0.80	7	0.80	0.80		0.83	
veh/h)	7	54	14		1	108		1	
Percent Heavy Vehicles	0				0				
fledian Type					ided				
RT Channelized			0					0	
anes	0	1	0		0	1		0	
Configuration	LTR				LTR				
Ipstream Signal						0			
linor Street		Eastbound				Westbou	ınd		
fovement	7	8	9		10	11		12	
al (	<u> </u>	T	R		<u>L</u>	Ţ		R	
olume (veh/h)	0	0.00	20 25		0.00		0.80		
eak-Hour Factor, PHF ourly Flow Rate, HFR	0.83	0.83	0.83		0.80	0.83		1	
reh/h)	0	0	24		31	0		1	
ercent Heavy Vehicles	0	0	0		0	0		0	
ercent Grade (%)		0				0			
lared Approach		N				N			
Storage		0				0			
T Channelized			0				0		
anes	0	0	0		0	0		0	
onfiguration		LR				LR			
elay, Queue Length, a									
oproach	Northbound	Southbound		Westbo		_ <u></u>	astbound		
ovement	1	4	7	8	9	10	11	12	
ne Configuration	LTR	LTR		LR			LR		
(veh/h)	7	1		32			24		
(m) (veh/h)	1494	1546	·	749			951		
C	0.00	0.00		0.04			0.03		
5% queue length	0.01	0.00		0.13			0.08		
ontrol Delay (s/veh)	7.4	7.3		10.0			8.9		
os	Α	Α		В			Α	Π	
proach Delay (s/veh)				10.0			8.9		
proach LOS			В		A				

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Canaval Information			المنف		-410					
General Information				Site Information						
Analyst	SBC	Intersection			South At Wheel	South ACI Drive and Sp.				
Agency/Co.	EEA				Private Road					
Date Performed	3/4/13	Analysis Year				tal with Of	fice			
Analysis Time Period	AM Peal	Hour	Custais Isai			201710	(d. 177,07 O)			
Project Description										
East/West Street: Soul	h ACI Drive		North/	South S	treet: Spinn	ing Wheel R	oad			
Intersection Orientation:	North-South		Study	Period (	hrs): 0.25					
Vehicle Volumes a	nd Adjustme	nts								
Major Street	1	Northbound				Southbo	und			
Movement	1	2	3		4	5		6		
	L	T	R		L,	T		R		
/olume (veh/h)		120	28		1	32				
Peak-Hour Factor, PHF	0.83	0.83	0.83	3	0.83	0.83		0.83		
lourly Flow Rate, HFR veh/h)	0	144	33	33 1		38		0		
ven/n) Percent Heavy Vehicles	0		+	-	0	<del>  _</del>				
Median Type				Undivi						
RT Channelized			0	Charv	~~~	1		0		
anes	- o	1	0		0	1		0		
Configuration	<del>                                     </del>	<del>-  </del>	TR	-	LT	<del>                                     </del>				
Jpstream Signal	1	0	<del></del>			0				
Minor Street		Eastbound						Westbound		
Movement	7	8	9		10	11		12		
	L	T	Ř		L	7		R		
/olume (veh/h)		:			7			1		
Peak-Hour Factor, PHF	0.83	0.83	0.83		0.83	0.83		0.83		
lourly Flow Rate, HFR veh/h)	0	. 0	0	0 8		0		1		
Percent Heavy Vehicles	ō	0	0	<del></del>	0	0	+	0		
Percent Grade (%)	<del>-</del>	0				0				
lared Approach		l N				I N	··· I			
= 3		0	+			0				
Storage	<del> </del>	<del></del>	0	<del></del>		<del>                                     </del>		0		
RT Channelized	<del> </del>		0	-+	0	0		0		
anes	0	0	+ -			LR	-	U		
Configuration						ן גת				
Pelay, Queue Length, a				Westbo	und	Eastbound				
pproach	Northbound	Southbound	7							
Novement	1	4		8	9	10	11	12		
ane Configuration		LT		LR		-	<b></b>	+		
(veh/h)		1		9		<del> </del>		+		
(m) (veh/h)		1411		802						
/c		0.00		0.01						
5% queue length		0.00		0.03						
ontrol Delay (s/veh)		7.6		9.5						
OS		Α		Α						
pproach Delay (s/veh)	4-			9.5	<del></del> ,		<del> </del>			
pproach LOS			A							

General Information				CONTROL SUMMARY  Site Information						
Analyst	SBC	Interse	Intersection			South ACI Drive and Sp. Wheel				
Agency/Co.	EEA	Jurisdiction			Private Road					
Date Performed	3/4/13	<del>                                </del>	Analysis Year			2014 Total with Office				
Analysis Time Period	AM Peak	Hour								
Project Description	4015		<b>A</b>	5 " 5:	0-1	IA#I D				
East/West Street: South						ng Wheel Road	<u> </u>			
ntersection Orientation:			Study	Penoa (r	nrs): 0.25					
Vehicle Volumes an	<u>id Adjustme</u>									
Major Street		Northbound				Southbound		T 6		
Movement	1	2	3		4	<u>5</u> T		R		
I ali mana (mada fla)	<u> </u>	62	R 24		<u>L</u> 1	132		ĸ		
/olume (veh/h) Peak-Hour Factor, PHF	0.80	0.80	0.80	<del>   -</del>	0.80	0.80	<del>-                                    </del>	80		
Hourly Flow Rate, HFR				<del>'</del>  -						
veh/h)	0	77	29		1	164	'	0		
Percent Heavy Vehicles	0				0			÷		
Median Type		Undivided								
RT Channelized			0					Ö		
anes	0	1	0		0	1	(	0		
Configuration			TR		LT					
Jpstream Signal		0				0				
Winor Street						Westbound				
<b>Movement</b>	7	8	9		10	11		12		
	L	T	R		L	T		R		
/alume (veh/h)					45			1		
Peak-Hour Factor, PHF	0.80	0.80	0.80		0.80	0.80	<u> 0.</u>	0.80		
Hourly Flow Rate, HFR veh/h)	0	0	0		56	0		1		
Percent Heavy Vehicles	0	0	0		0	0	- (	0		
Percent Grade (%)	Ì	0				0				
lared Approach		N	T			N				
Storage	1	0	1		·	0				
RT Channelized		<u> </u>	0	-				0		
anes	1 0	1 0	0		0	0		0		
Configuration	1	-	1			LR				
Delay, Queue Length, a	nd Level of Ser	vice				<u> </u>		•		
pproach	Northbound	Southbound	Ì	Westbou	nd	Eastbou				
Aovement	1	4	7	8	9	10	11	12		
ane Configuration		LT		LR						
(veh/h)	<del></del>	1		57	<del>-  </del>	<del>                                     </del>				
(m) (veh/h)		1498		738		-	+			
	<del>-</del>	0.00				+ +				
/c			<u> </u>	0.08		<del></del>				
5% queue length		0.00		0.25	+	-				
Control Delay (s/veh)		7.4		10.3	<del>-</del>	<del> </del>				
.os		Α		В		<u> </u>				
pproach Delay (s/veh)				10.3			····			
Approach LOS				В		1				

## Memorandum

**To:** Chairman Byrnes and Plan Commissioners

From: Sean Gascoigne, Village Planner

David Cook, Village Manager

Robb McGinnis, Director of Community Development/Building Commissioner

**Date:** March 13, 2013

Re: 26-32 First Street – Garfield Crossing – Exterior Appearance and Site Plan Review

## REQUEST

Cc:

The applicant is requesting approval of exterior appearance and site plan review, to allow for the construction of a new two-story development consisting of first floor retail and retail/office on the second floor. The proposed development would also contain a surface parking lot which would provide 47 parking spaces and a single loading space. The site is currently improved with commercial buildings and a surface parking lot, in the B-2 Central Business District.

The applicant is proposing to construct the new two-story development at 26-32 E. First Street, on the southwest corner of First Street and Garfield Avenue. The proposal would include a first floor consisting of retail and a second floor containing either additional retail or office space. The surface parking lot would provide 47 off-street parking stalls, an increase of 6 stalls from the 41 which currently exist. The proposed ingress/egress for customers/tenants would be located on Garfield. Based on the square footages provided, the petitioner would be required to provide a total of 95-99 parking spaces depending on the proposed uses. The total parking deficiency will be calculated and confirmed if the development is approved and once the tenant usage has been determined. The petitioner has confirmed that, should the proposal be approved, a fee of \$2,500.00 per space would be provided in lieu of the additional parking required. In addition to the surface parking lot, the attached site plans illustrate the loading area along the west side of the proposed development, which would accommodate the required 10'-0" x 30'-0" loading space. The delivery vehicles would access the loading space from First Street, which is limited to one-way access and delivery vehicles only, and then exit onto Garfield. The applicant's traffic study has also included a maneuvering diagram which illustrates how a delivery vehicle would navigate the site.

The architecture of the proposed buildings appears to be in keeping with the existing architecture, scale and materials already utilized in the downtown. Building materials and design elements for the proposed development include differently colored modular brick, masonry stone bases and bandings, articulated cornices and varied rooflines. The horizontal massings of the exterior elevations are broken up with the placement of architectural design details, variation of building materials, window placement and building styles. The petitioner has utilized parapets within the architecture and elevations to shield all mechanical equipment, as required by code. As part of the proposal the applicant is requesting two exceptions from the Board of Trustees, as provided for in the Sections outlined below, and specifically relates to height and off-street parking. The two requested exceptions are as follows:

- An exception for height to allow a height of 36'-0", in lieu of the required 30'-0", which is permitted pursuant to Section 5-110G(2) provided the Plan Commission and Village Board find that the feature exhibits architectural merit. While the information provided identifies almost all of the structure meeting the 30'-0" building height requirement as defined by the zoning code, the request to allow the turret to extend beyond the 30'-0" height would necessitate this exception.
- An exception from 9-104 for a deficiency in parking. Pursuant to Section 9-104D(5) the applicant may pay to the Village, a per space fee of two thousand five hundred dollars (\$2,500.00) in lieu of providing these spaces, if the applicant satisfies the standards set forth in said section, to the satisfaction of the Board of Trustees.

In addition to the aforementioned exceptions, the applicant has also applied for 5 separate variations as they relate to the proposed development. The public hearing regarding these variations is scheduled to take place at the Zoning Board of Appeals on March 20, 2013. The requested variations are as follows:

- 9-107(A)(1) to allow no landscape buffer, in lieu of the 10'-0" landscape buffer required, along the rear (west) of the proposed parking lot.
- 9-101E to allow the proposed parking lot to have a 0'-0" rear (west) yard and setback, in lieu of the 20'-0" rear yard setback required.
- 9-105(C)(1) to allow a loading space that would open onto a building facade facing a public right of way.
- 9-107(A)(2) to allow a parking lot with no interior parking lot tree, in lieu of the one parking lot tree, as required.
- 9-106J(5)(b) to allow two wall signs higher than 20"-0" or the bottom of the second story window, as required.

## Other

In review of the application submitted the Commission must review the following criteria as stated in the Zoning Code:

- 1. Subsection 11-604F pertaining to Standards for site plan disapproval; and
- 2. Subsection 11-606E pertaining to Standards for building permits (exterior appearance review), which refers to Subsection 11-605E Standards and considerations for design review permit.

## Attachment

Cc: President Cauley and Village Board of Trustees



20 N. Wacker Drive, Sta 1660 Chicago, Illinois 60606-2903 T 312 984 6400 F 312 984 6444

<u>mamarcs@kt/law.com</u> Direct Dial 312-984-6419 150/0 S. Ravinia Avenue, Ste 10 Orland Park, Illinois 60462-5353 T 708 349 3888 F 708 349 1506

www.ktjlaw.com

## **MEMORANDUM**

To:

Dave Cook

From:

Michael A. Marrs

Date:

February 26, 2012

Re:

Procedural Issues re Parking Deficiency - Garfield Crossing

QUESTIONS: The proposed development at First & Garfield (the "Development") is currently moving through multi-tracked approval processes involving various Village boards and commissions. You have asked me to reduce to writing my opinion concerning the following procedural questions relative to the approval processes:

- (1) What body has jurisdiction to address the Development's parking deficiency?
- (2) What is the proper amount for the developer to pay to the Village per space for the Development's parking deficiency?

**SHORT ANSWERS:** (1) Pursuant to the specific procedure set forth in Section 9-104D5 of the Village's Zoning Code for addressing parking deficiencies in the B-2 Central Business District, the Board of Trustees is the body that has jurisdiction to address deficiencies in excess of seven spaces.

(2) Pursuant to Section 9-104D5 of the Zoning Code, the developer is required to pay \$2,500 per space to the Village for parking deficiencies in the B-2 Central Business District.

## ANALYSIS – JURISDICTION OVER PARKING DEFICIENCY FOR GARFIELD CROSSING:

**General ZBA Authority Over Parking Variations:** The Zoning Board of Appeals ("ZBA") has authority to grant variations from the provisions of the Hinsdale Zoning Code ("Zoning Code") in certain specified cases. In other cases, the Board of Trustees may grant variations following a public hearing and positive recommendation from the ZBA. Zoning Code, 11-503A.

The Zoning Code specifies two different instances where the ZBA has final authority to grant variations relative to parking: 1) pursuant to subsection 11-503E1(e), in order to "reduce by not more than twenty percent (20%), or one space, whichever is greater, the minimum number of off-street parking spaces or loading spaces otherwise required"; and 2) pursuant to subsection 11-503E1(f), in order to "vary the number of parking or loading spaces required in connection with a change of use or an increase in use intensity." Neither of these subsections would apply here, where the proposed spaces are approximately 50% of those required, and where what is contemplated is a new use, rather than a change of use or an increase in use intensity (both of which imply an existing active use).

If the Development was proposed in a district other than the B-2 Central Business District, the ZBA would generally have the ability to recommend, and the Board of Trustees would have the authority to approve upon positive recommendation from the ZBA, variations related to parking other than those specified in subsections 11-503E1(e) & (f) of the Zoning Code. However, for developments in the B-2 Central Business District, the Zoning Code sets forth an alternative procedure specifically tailored to the sort of parking space deficiencies at issue here, as further discussed below.

Alternative Procedure to Address Parking Deficiencles in the B-2 Central Business District: Section 9-104 of the Zoning Code concerns Off-Street Parking generally. That Section states that except as otherwise provided in the section, the provisions of 9-104 shall apply to, and off-street parking spaces sufficient to satisfy the requirements of 9-104 shall be provided for, all existing and new uses. The use proposed for the Development is a new use, as there is no current use.

Section 9-104 lists various exceptions to the general off-street parking requirements. Subsection 9-104D5 provides a specific exception procedure for addressing parking space deficiencies in the B-2 District, and applies whenever an owner or applicant is required to provide additional off-street parking spaces for an existing, new or change of use in the B-2 Central Business District. Under 9-104D5, an owner may pay the Village a per space fee of \$2,500 in lieu of providing up to seven of the required additional spaces. A payment in lieu for seven or less spaces does not require approval of any board or commission of the Village. If there is a deficiency of more than seven spaces, a \$2,500 fee may be paid per each additional space in excess of seven, but only if the owner or applicant has established to the satisfaction of the Board of Trustees that certain standards have been met. Zoning Code, 9-104D5. Fees paid in lieu of parking under this subsection are to be utilized by the Village for improvements benefitting the B-2 central business district.

The presence of the payment in lieu subsections in the "Exceptions" portion of the Off-Street Parking requirements of the Zoning Code, along with the limit on its application only to developments in the B-2 Central Business District, suggests that its intent was to find a way to balance in this unique district the need to maintain a healthy and economically viable downtown area by providing sufficient parking for customers with the reality that options for creating additional parking are limited in this long-developed area.

Conclusion – Board of Trustees has Jurisdiction Over Approving Parking Deficiencies in the B-2 Central Business District: The very specific payment-in-lieu exception procedure set forth in Section 9-104D5 of the Zoning Code for addressing parking deficiencies in the B-2 Central Business District supersedes the general variation process as it relates to parking deficiencies in the B-2 District. It is the Board of Trustees then, which has jurisdiction to address parking deficiencies in the B-2 district in excess of seven spaces under Section 9-104D5, rather than the ZBA through the general variation process.

# ANALYSIS - PROPER PER SPACE PAYMENT-IN-LIEU AMOUNT FOR GARFIELD CROSSING:

As noted above, Section 9-104D5 sets forth a per space payment amount of \$2,500 for each parking space deficiency for an existing, new or change of use in the B-2 Central Business District. Where a deficiency is more than seven spaces, the same \$2,500 per space payment amount applies, so long as the owner or applicant establishes to the satisfaction of the Board of Trustees that certain standards set forth in 9-104D5 have been met.

Subsection 9-104D5(e) adds that where an owner or applicant to which the requirements of 9-104D5 apply is authorized to reduce the number of off-street parking spaces existing on the effective date of the Zoning Code accessory to a use in the B-2 central business district pursuant to a planned development approval, grant of a variation, or some other approval made by the Village, then that owner or applicant shall pay \$10,000 per space for each space reduced, in addition to any payment made pursuant to the \$2,500 per space formula discussed reduced, in addition to any payment made pursuant to the \$2,500 per space payment-in-lieu amount previously. In other words, 9-104D5(e) imposes a higher per space payment-in-lieu amount where reductions in existing spaces are approved. This specialized subsection and higher fee where reductions in existing spaces are approved. This specialized subsection and higher fee are inapplicable here, where the number of off-street parking spaces currently existing on the development site is actually proposed to be increased rather than reduced. The parking deficiency amount required to be paid by the developer to the Village in lieu of each required space is \$2,500.

cc: Zoning Board of Appeals
Robb McGinnis, Director of Community Development
Sean Gascoigne, Village Planner
Lance Malina

## **Zoning Code Excerpt:**

## Sec. 9-104: Off Street Parking:

## D. Exceptions:

- 1. Minor Additions: Notwithstanding the foregoing provisions of this section, no building or use lawfully existing on the effective date of this code, or any amendment to it establishing parking requirements with respect to such structure or use, shall be required to provide any additional parking spaces pursuant to this section unless and until the aggregate increase in the units of measurement by which the parking requirement is calculated shall equal ten percent (10%) or more of the units of measurement required upon such effective date, in which event parking spaces as required herein shall be provided for the total aggregate increase.
- 2. Nonconforming Locations And Designs: Nothing in this section shall be construed to prohibit the continued utilization of any parking space as an accessory use to any structure or use for parking of a vehicle that may lawfully be parked in such space solely because such space does not satisfy the location or design requirements of this code, or any amendment to it, if such space was validly in use as an accessory use to such structure or use on the effective date of this code or such amendment.
- 3. Remote Parking Spaces: When proposed to eliminate a parking deficiency or when required because of a change in use or an increase in use intensity pursuant to subsection C2 or C3 of this section, parking spaces may be located within any district adjacent to the district in which the principal use in question is a permitted use, or within the same zoning district as, and within one thousand feet (1,000') of, the zoning lot on which the use to be served is located; provided, however, that such remote parking spaces may be allowed only when such remote site is covenanted to remain as parking for so long as said parking spaces are required to meet the standards of this code.
- 4. Access Across Separate Zoning Lot: No such access to an adjacent street shall be provided through a zoning lot other than the zoning lot on which the parking lot is located except across a permanent, recorded access easement in form and substance satisfactory to the village attorney.



- (a) Emection Purpose: The elimination of more transever. (7) of tingset additional required spaces will not have an oncluy adverse effect on the purposes for which the provider in second sections of a 2 central business district were established, or or or general purpose and mention the official comprehensive plan and
- (b) Effect On: Adjacent Property: The elimination of intore than seven (7) of those additional required spaces will not have an unduly adverse effect on adjacent property of the public fleath, safety, and generalized large, and
- (c) Sueci On manic Consession and selimination of more than seven (t) on those additional required spaces will not cause undue traffic congestion and
- (d) Compliance: The proposed use of development for which those additional spaces are required complies with all standards imposed on the value particular provision of this cooperation and indicate or development.
- The fees paid to the village of the paid to this subsection D5 shall be used by the village on improvements benefiting the B-2 central business distinct including the possible development and maintenance of additional parking facilities in the B-2 distinct of an proper abuting the B-2 distinct of the proper abuting the B-2 distinct.
- (e) Parking Space Reductions in The B-2 District: If any owner or applicant to which the requirements of this subsection apply is authorized to reduce the number of off street parking spaces existing on the effective date of this code accessory to a use in the B-2 central business district pursuant to planned development approval, grant of a variation, or some other approval made by the village, then that owner or applicant shall pay to the village the sum of ten thousand dollars (\$10,000.00) per space for each space reduced, which payment shall be in addition to any payment made pursuant to subsection D5 of this section. Such sums so paid to the village shall be used by the village for improvements benefiting the B-2 central business district, including the possible development and maintenance of additional parking facilities in said district or on property abutting said district.

ÖRAFT



## Memo

Hinsdale Preservation Commission March 4, 2013

The Hinsdale Preservation Commission reviewed the in our monthly meeting on Tuesday, February 12, 2013 the concepts plans for the Garfield Crossing Project (First and Garfield). To my understanding the below is the recap of comments based on the February 12, 2013 Meeting.

Commissioners are encouraged to attend the March 13, 2013 Plan Commission Meeting.

- Overall the building plan was a good fit for the site. Like the 2 story height, concern about the height
  of the turret height on the northeast corner of the building and in the center of the building.
- Parking in the back of the building is nice. Concerned about the ratio of parking for both office and retail use. We understand a parking study will be completed.
- Concerned about the alley being created on the west side of the property. Concerned about the flow for deliveries and car traffic.
- Concerned about dock deliveries being access from First Street.
- The plan outlines the diverse building fascia. Would like to see further diversity of the fascia.
- Would like to see some green space and outside seating areas.



Village President Tom Cauley and Village Board of Trustees
Village of Hinsdale
19 E. Chicago Avenue
Hinsdale, IL 60521

March 4, 2013

To: President Cauley and Village Board of Trustees,

Re: The Garfield Crossing

The Hinsdale Chamber of Commerce has reviewed the proposed development project planned for the property known as The Garfield Crossing located at First Street & Garfield Street in downtown Hinsdale and supports this effort. The Chamber believes this proposal to be an attractive, well- planned desirable solution for the downtown business district.

The Chamber is concerned for the Hinsdale Business community's economic well-being and feels this project appropriate to enhance and revitalize the downtown area. We hope the Garfield project can move forward on a timely basis.

We thank you for your consideration in this matter.

Respectfully,

Patti Dempsey; Chairman of the Board Hinsdale Chamber of Commerce

Cc: Dave Cook; Hinsdale Village Manager

## **MEMORANDUM**

To:

Clay Naccarato

Garfield Crossing LLC

CC:

David Kennedy

**PPK Architects** 

From:

Bruce Talbot, P.E.

CEMCON, Ltd.

Date:

February 26, 2013

Subject: Garfield Crossing Development - Hinsdale, IL

Traffic Memo and Analysis of Site Access

## I. Overview

Garfield Crossing LLC proposes a re-development of an existing property located at the southwest corner of First Street and Garfield Avenue in Hinsdale, Illinois. This memorandum analyzes projected traffic flow to and from the subject property, and analyzes the potential impacts at the site access location.

## II. Existing and Projected Traffic and Roadway Conditions

Garfield Avenue abutting the subject property is two lanes, undivided, with no parking. First Street is two lanes, undivided, with parallel parking along the south side, adjacent to the site, and angle parking on the opposite side. The parking is metered from 9:00 AM to 5:00 PM, with a two-hour limit. The intersection of First Street and Garfield Avenue is controlled by a four-way stop sign. The speed limit is 25 mph on both streets, and Garfield Avenue is also posted with a school speed limit of 20 (when children are present.)

Existing AM and PM peak period traffic counts for the intersection of First Street and Garfield Avenue were performed by CEMCON, Ltd. on January 30, 2013. The observed volumes are shown on Attachment A.

The proposed development plan (Attachment B) calls for a full-access two-way driveway on Garfield Avenue, as well as a secondary one-way (inbound) driveway on First Street. The First Street access will be for truck loading only.

## III. Site Traffic Generation and Distribution

Using the ITE Trip Generation Manual (8th Edition), trips generated by the development were calculated for the AM and PM peak hours as summarized in Table 1.

		ITE	Sq. Ft.		M.	PM		
Location	Land Use	Code	(1000's)	IN	OUT	IN	OUT	
Ground Floor	Specialty Retail	814	12.69	64	69	19	24	
Second Floor	Office	715	13.45	22	3	3	20	
Total				85	71	22	44	

#### Notes:

- 1. Trips for Specialty Retail are a composite of the "average rate" and the "fitted curve" equation due to significant difference between the two.
- 2. AM trips for Specialty Retail are for the AM peak hour of generator, since trips during the peak hour of adjacent roadway are not defined for this land use. (Many retail stores are not open during the morning rush hour) Therefore, use of these trip numbers is likely an overestimation.

The directional distribution of the arriving and departing site traffic will be assumed to be split between north and south on Garfield Street in the same ratios as the current background traffic on Garfield. (See Table 2).

	AM	PM
Direction To/From	Percentage of Traffic	Percentage of Traffic
To North	. 59%	34%
To South	41%	66%
Total	100%	100%
From North	41%	66%
From South	59%	34%
Total	100%	100%

Based on the splits in Table 2, the site-generated trips were assigned to the various movements at the proposed driveway. Since the one-way entrance off of First Street is for loading only, all the trips were assigned to the Garfield Avenue driveway. Furthermore, it would be reasonable to make some allowance for on-street parking; that is, deduct from the total driveway volumes the number of vehicles that would park on the street in front of the stores, or in the nearby municipal shoppers parking lot. However, as a conservative measure, we will consider the "worst-case scenario" in which all the trips are assigned to the driveway. The total traffic volumes at the proposed access point computed on this basis are as shown in Table 3. Note that the background volumes on Garfield Avenue were projected to the year 2018, using an estimated annual growth rate of 3%.

Table 3.	Table 3. Projected Traffic Volumes - Garfield Avenue Site Access							
·	Movement	AM Peak Hour Volume	PM Peak Hour Volume					
NB	Left	50	7					
	Through	435	226					
SB	Right	35	15					
	Through	307	446					
EB	Left	42	15					
	Right	29	29					

#### IV. Capacity and Queuing Analysis of Site Access Locations

HCS 2010 was used to analyze the intersection listed above. The computed Level of Service (LOS) and 95th percentile queue lengths are listed below. Note that LOS is not computed for uncontrolled movements (i.e. southbound through or right-turning traffic).

	Movement	Level of Service	95 th % Queue (vehicles)
AM F	Peak Hour		
NB	Left/Through	Α	0.16
EΒ	Left/Right	С	1.04
PM F	Peak Hour	· · · · · · · · · · · · · · · · · · ·	
NB	Left/Through	Α	0.02
EB	Left/Right	В	0.37

The results indicate that even under the conservative assumptions noted above, the Levels of Service are C or better for all approaches. LOS C is considered desirable for design, and LOS D is usually considered acceptable in urban areas. Note that the computed queue lengths are less than one vehicle in all directions, 95% of the time. Printouts of the HCS analyses are attached.

#### V. Parking Requirements

According to Section 9-104 of the Hinsdale Village Code, the proposed development is required to provide off-street parking computed as follows:

Since the future tenants of the first-floor retail space are not known, retail parking is computed as I space for each 200 square feet of net floor area:

10,993 NSF / 200 = 55 spaces.

Second-floor office space requires 1 space for each 275 square feet of net floor area:

10,887 / 275 = 40 spaces.

Total required spaces = 55 + 40 = 95. The proposed site plan includes 47 off-street spaces, while the existing lot has only 41 spaces.

The subject parcel is in the B-2 Zoning District. Under Section 9-104-D-5 of the Village Code, parking space deficiencies within the B-2 District may, if certain conditions are met, be accounted for by payment of a \$2500 per space fee to the Village in lieu of providing the required number of spaces.

The minimum size of parking spaces is 9 feet by 18 feet, and the required aisle width is 24 feet. The proposed site plan meets or exceeds these requirements. (See Attachment B)

#### VI. Conclusions

Considering the proposed access plan along with projected traffic for the site, the projected traffic volumes at the Garfield Avenue access point were analyzed. Results of the capacity analyses indicate that the projected site traffic will be comfortably accommodated by the proposed plan, even using somewhat conservative assumptions of site traffic. Computed levels of service and queue lengths are well within standard criteria, and the likelihood of vehicles backing up in the through lanes or in the parking aisle is reasonably remote.

Attachments: Traffic Counts Site Plan HCS printouts

H:\904015\REPORTS\Traffic Memo 02-26-2013.doc

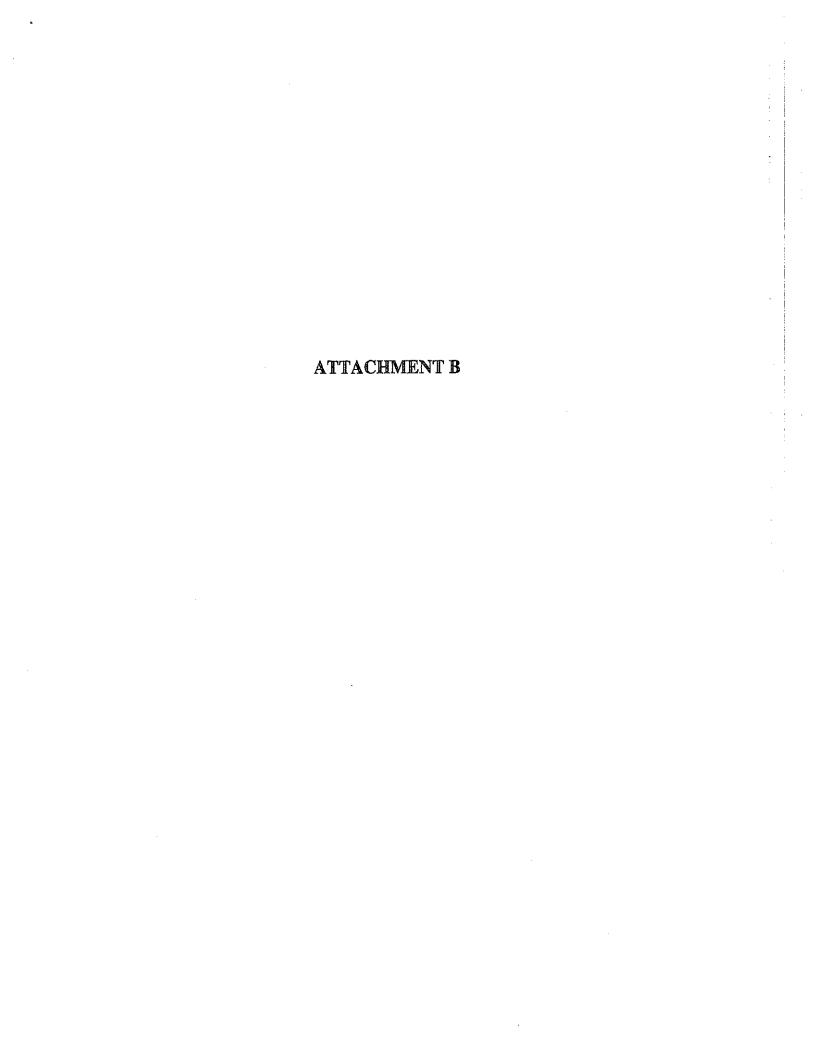
•			
			:
			-
	ATTACHMENT A		•
			-

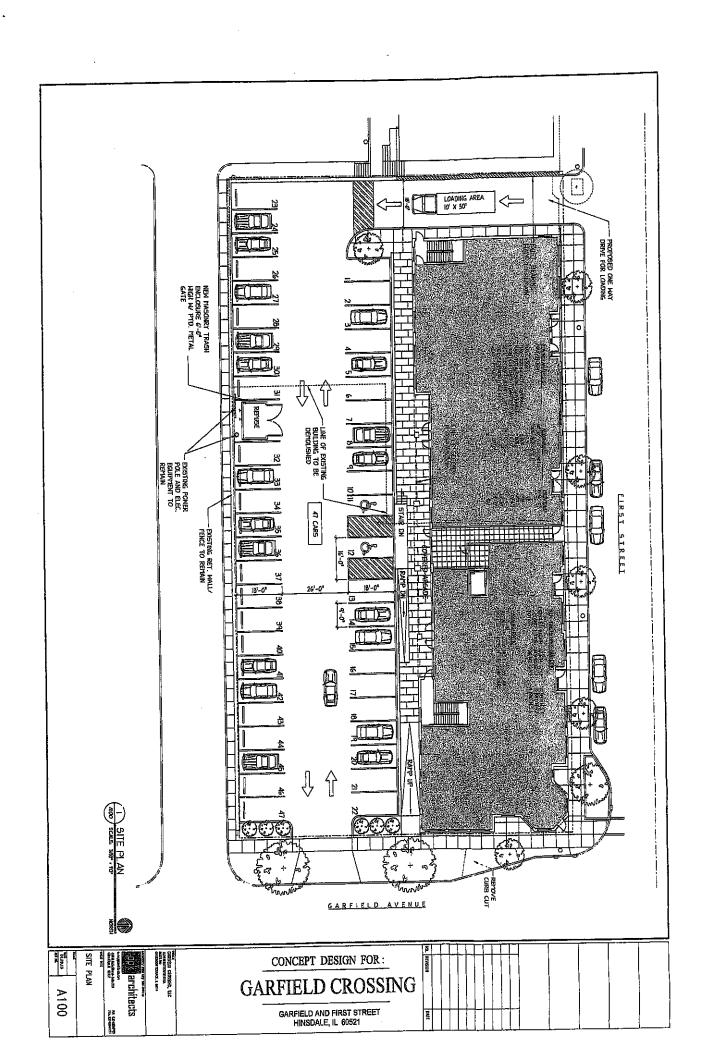
Garfield Crossing

Traffic Count Location: First Street at Garfield Avenue Hinsdale, IL Date: 01-30-2013

					(		PEAK	HOUR	$\neg$					,		ر PEAK	HOUR	_	
TOTALS		75	191	92	151	256	261	168	176	861	155	164	188	177	214	164	214	180	772
	Right	7	-	~-	~	4	9	-	3	14	4	က	വ	2	က	ო	0	7	8
WB	Thru	0	9	က	ιΩ	7	4	7	6	27	-	ເດ	ß	ιO	9	9	_	4	23
	Left	0	0	4	10	40	တ	0	2	72	 4	ß	ro	ಸ	ιΩ	4	4	5	18
	Right	2	œ	က	œ	14	6	4	11	48	<b>^</b>	13	-	^	19	5	4	15	83
EB	Thru	4	_	Ŋ	9	7	ဖ	/	8	28	 <u>ლ</u>	<u>ი</u>	15	17	12	∞	F	13	44
	Left	က	ιΩ	₩.	က	ထ	9	4	9	24	2	Ŧ	4	ເດ	=	12	14	ð	46
	Right	ဇ	ග	4	7	2	6	10	14	38	G	<b>о</b>	8	~	~	∞	8	10	45
SB	Thru	10	19	27	40	61	26	22	30	175	26	61	79	67	86	7	82	63	317
	Left	1	_	-	<del></del>	က	œ	Ø	ဗ	16	_	-	Q	က	-	0	Ø	4	7
	Right	9	4	N	4	=	œ	က	8	30	QI	Q	0	00	8	4	2	വ	13
NB NB	Thru	40	37	42	53	85	91	92	75	346	44	4	38	37	44	31	33	42	156
	Left	4	4	8	12	=======================================	15	10	~	43	4	ro	ဖ	7	ဖ	ັເດ	13	∞	32
·	•	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	AM PEAK	4:45 PM				5:45 PM				
		ဍ	2	2	2	2	ဥ	2	2		2	2	5	2	5	10	2		
		6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM		4:30 PM	4:45 PM			5:30 PM				

# ATTACHMENT A





# ATTACHMENT C

	TV	O-WAY STOP	CONTR	OL SI	JMMARY	-			
General Information	n		Site I	nform	ation				
Analyst	bpt		Interse	ction		Site acce	ess intersec	ction	
Agency/Co.	Cemcon	Ltd	Jurisdi			Hinsdale			
Date Performed	02-05-20	13	Analys	Analysis Year			2018		
Analysis Time Period	AM Peal	c + generator peal	<b>(</b>						
Project Description G	arfield Crossing		<del></del>	-					
East/West Street: site			North/S	South S	treet: Garfiel	d Avenue			
intersection Orientation:	North-South		Study F	eriod (	hrs): <i>0.25</i>				
Vehicle Volumes a	nd Adjustme	ents							
Major Street		Northbound				Southbot	und		
Movement	1	2	3		4	5		6	
	L	T	R		L	Т		R	
Volume (veh/h)	50	435				307		35	
Peak-Hour Factor, PHF	0.90	0.82	0.90		0.90	0.82		0.90	
Hourly Flow Rate, HFR veh/h)	55	530	О		0	374		38	
Percent Heavy Vehicles	1				1				
Median Type	<del></del>		·	Undiv	ided				
RT Channelized			0					0	
anes	0	1	0		O	1		0	
Configuration	LT							TR	
Jpstream Signal		0				0			
/linor Street		Eastbound				Westbou	nd		
/lovement	7	8	9		10	11		12	
		T	R		L	T		R	
olume (veh/h)	42		29		· · · · · · · · · · · · · · · · · · ·				
eak-Hour Factor, PHF	0.90	0.90	0.90		0.90	0.90		0.90	
lourly Flow Rate, HFR reh/h)	46	0	32		0	0		0	
Percent Heavy Vehicles	1	1	1		1	1		1	
ercent Grade (%)		0				0			
lared Approach		N				N			
Storage		1	<b></b>			1			
RT Channelized	<del>                                     </del>		0					0	
anes	0	0	0	<del></del> †	0	0	<del></del>	Ô	
Configuration	<del>                                     </del>	LR	<del>                                     </del>		-				
elay, Queue Length, a	and Level of Se								
pproach	Northbound	Southbound	V	Vestbo	und	i	Eastbound		
lovement	1	4	7	8	9	10	11	12	
	LT	7	<u> </u>		<del></del>	1	LB	<del>                                     </del>	
ane Configuration			<del>_</del>			<del>                                     </del>	78	┼──	
(veh/h)	<i>5</i> 5			_		<del> </del>		<del> </del>	
(m) (veh/h)	1058					<del> </del>	295	<del> </del>	
'c	0.05					<u> </u>	0.26	<del> </del>	
5% queue length	0.16					<b></b>	1.04	<b></b>	
ontrol Delay (s/veh)	8.6						21.5	<u> </u>	
OS	Α						С	<u> </u>	
pproach Delay (s/veh)							21.5		
pproach LOS							С		
nyright © 2010 University of FI	- 11 - 41 - 51 - 11 - 5			oo TM	Version 5.6	Gone	erated: 2/5/20	12 10:41	

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HCS+TM Version 5.6

	TV	O-WAY STOP	CONTR	OL SU	IMMARY				
General Informatio	n		Site I	nform	ation				
Analyst	bpt		Interse	ection			ss intersec	tion	
Agency/Co.	Cemcon	Ltd	Jurisdi	ction		Hinsdale			
Date Performed	02-05-20		Analys	Analysis Year		2018			
Analysis Time Period	PM Pear	k					<u></u>		
Project Description G	arfield Crossino	7	,						
East/West Street: site a		<del> </del>			reet: Garfie	ld Avenue			
Intersection Orientation:			Study I	Period (	hrs): <i>0.25</i>				
Vehicle Volumes a									
Major Street	T Aujuoun	Northbound				Southbou	nd		
Movement	1	2	3		4	5		6	
MOVEMBILE	L	T	R	1	Ĺ	T		R	
Volume (veh/h)	7	226				446		15	
Peak-Hour Factor, PHF	0.90	0.90	0.90		0.90	0.90		0.90	
Hourly Flow Rate, HFR (veh/h)	. 7	251	0		0	495		16	
Percent Heavy Vehicles	1	44			1				
Median Type				Undiv	ded				
RT Channelized			0					0	
Lanes	0	1	0		0	1		0	
Configuration	LT							TR	
Upstream Signal	+	0				0			
Minor Street		Eastbound				Westbou	nd		
Movement	7	8	9		10	11		12	
Movement	i i	T	R		L	T		R	
Volume (veh/h)	15		29						
Peak-Hour Factor, PHF	0.90	0.90	0.90		0.90	0.90		0.90	
Hourly Flow Rate, HFR		0	32		0	0		0	
(veh/h)	16								
Percent Heavy Vehicles	1	1	1		1	11		1	
Percent Grade (%)		0				0			
Flared Approach		N				N		···	
Storage		1				1			
RT Channelized			0					0	
Lanes	0	0	0		0	0		0	
Configuration		LR							
Delay, Queue Length, a	and Level of S	ervice							
Approach	Northbound	Southbound	١	Westbo	und	E	astbound		
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	LT				1		LR		
	7	<del> </del>		$\Box$			48		
v (veh/h)	973	<del></del>		<del>                                     </del>			433		
C (m) (veh/h)		<del> </del>		$\vdash$			0.11		
v/c	0.01	<del>                                     </del>					0.37	<del>                                     </del>	
95% queue length	0.02	<del></del>	<del></del>	<del></del>	<del></del>		14.3	<del>                                     </del>	
Control Delay (s/veh)	8.7			<u></u>		_		<del> </del>	
LOS	Α			<u> </u>	l	<del> </del>	B	<u> </u>	
Approach Delay (s/veh)							14.3		
Approach LOS							В		
Conversity of E	levide All Diable Da	nonrod		JCS.TM	Version 5.6	Gene	rated: 2/5/20	13 10:40	

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4.00 20.00 feet

SU feet

Width 8.00
Lock to Lock Time 6.00
Steering Angle 31.80 30.00 GARFIELD CROSSINGS AUTOTURN EXHIBIT ATTACHMENT D - 1

#### VILLAGE OF HINSDALE

## CONDITIONAL Certificate of Zoning Compliance

Subject to satisfaction of the conditions of approval listed below, the Village has determined that, based on the information included in the Plan Commission File for the southwest corner of First Street and Garfield Avenue – Garfield Crossing, LLC., regarding Exterior Appearance/Site Plan Review and other requests for zoning relief and approvals in 2013, for a Certificate of Zoning Compliance, the proposal described in this certificate appears to comply with the standards made applicable to it by the Hinsdale Zoning Code.

This certificate is issued to:

Garfield Crossing, LLC. - Clay Naccarato

Address or description of subject property:

Southwest Corner of First Street and Garfield Avenue

Use or proposal for subject property for which certificate is issued:

A mixed use development, including the construction of a two-story structure, with a new surface parking lot, a first floor consisting of retail and the second floor consisting of retail and/or office.

Plans reviewed, if any: See attached plans, if any.

#### Conditions of approval of this certificate:

The approval provided by this Certificate is CONDITIONAL only and is subject to the applicant applying for and obtaining the necessary variations/waivers and related approvals as they relate to the proposed improvements. The specific conditions that must be met are as follows:

- 1. The Zoning Board of Appeals must approve all necessary Zoning Variations that the Zoning Board of Appeals has authority to grant as they relate to the proposed improvements. These variations include, but are not limited to, variations to Sections:
  - 9-107(A)(1) to allow no landscape buffer, in lieu of the 10'-0" landscape buffer required, along the rear (west) of the proposed parking lot.

- 9-101E to allow the proposed parking lot to have a 0'-0" rear (west) yard setback, in lieu of the 20'-0" rear yard setback required.
- 2. The Zoning Board of Appeals must recommend to the Board of Trustees with a positive recommendation supported by four or more affirmative votes, all necessary Zoning Variations as they relate to the proposed improvements. These variations include, but are not limited to, variations to Sections:
  - 9-105(C)(1) to allow a loading space that would open onto a building facade facing a public right of way.
  - 9-107(A)(2) to allow a parking lot with no interior parking lot tree, in lieu of the one parking lot tree, as required.
  - 9-106J(5)(b) to allow two wall signs higher than 20"-0" or the bottom of the second story window, as required.
- 3. The applicant must apply for, and the Plan Commission must make a recommendation on to the Board of Trustees, the necessary exceptions as they relate to the proposed improvements. These exceptions include, but are not limited to:
  - An exception for height to allow a height of 36'-0", in lieu of the required 30'-0", which is permitted pursuant to Section 5-110G(2) provided the Plan Commission find that the feature exhibits architectural merit. While the information provided identifies almost all of the structure meeting the 30'-0" building height requirement as defined by the zoning code, your request to allow the turret to extend beyond the 30'-0" height would necessitate this exception.
  - An exception from 9-104 for a deficiency in parking. Pursuant to Section 9-104D(5) the applicant may pay to the Village, a per space fee of two thousand five hundred dollars (\$2,500.00) in lieu of providing these spaces, if the applicant satisfies the standards set forth in said section, to the satisfaction of the Board of Trustees.
- 4. The Board of Trustee's must adopt an Ordinance that grants the following requests which includes the aforementioned variations (as stated in Section 2 above) and exceptions (as stated in Section 3 above):
  - Approvals pursuant to Subsection 11-503F pertaining to Standards for Variations; and

- Approvals subject to Subsection 11-604F pertaining to Standards for Site Plan Approval; and
- Approvals subject to Subsection 11-606E pertaining to Standards for Building Permits (Exterior Appearance Review), which refers to Subsection 11-605E Standards and considerations for Design Review Permit.

Note: other conditions may be attached to approval of any pending zoning application.

#### NOTE ALL OF THE FOLLOWING CAREFULLY:

The conditional approval granted in this certificate has been granted based on the information provided to the Village and the Village's understanding of the facts and circumstances related to the proposal at this time. If (a) any information provided to the Village changes, (b) any new information is becomes available or is discovered, or (c) the Village's understanding of the facts and circumstances otherwise changes, then this certificate may be rescinded.

This certificate does not signify Building Code Review or approval and is not authorization to undertake any work without such review and approval where either is required. See the Hinsdale Building Code for details.

Before any structure to which this certificate is applicable may be occupied or used for any purpose, a Certificate of Occupancy must be obtained. See Section 11-402 of the Hinsdale Zoning Code and the Hinsdale Building Code for details.

Subject to an extension of time granted pursuant to the Hinsdale Zoning Code, this certificate shall become null and void six months after the date on which it was issued unless construction, reconstruction, remodeling, alteration, or moving of a structure is commenced or a use is commenced.

If this certificate is issued in violation of the provisions of the Hinsdale Zoning Code, whether intentionally, negligently, or innocently, then it shall be void *ab initio* and shall give rise to no rights whatsoever.

By:	Men	
<b>D</b> y.	Village Manager	

Dated: 2/14, 2013



#### VILLAGE OF HINSDALE COMMUNITY DEVELOPMENT DEPARTMENT

## PLAN COMMISSION APPLICATION FOR BUSINESS DISTRICTS

#### I. GENERAL INFORMATION

Applicant	Owner
Name: DAVID M. KENNEDY, POK ADAMTECTS  Address: 444 N. MANN ST., SUTTE 200  City/Zip: GLEN ELLYN IL GO137  Phone/Fax: G30.469-0999 /-0974  E-Mail: dmk e pokarantects.com	Name: GARFIEW CROSSING LLC  Address: ONE LINCOLN OTL. BW 40 EUTTERFIEW  City/Zip: OAKEROOK TERFICE, IL. GOIB!  Phone/Fax: 630-810-2100/ 630-963-6644  E-Mail: Craccarato e Moltocapital.com
Others, if any, involved in the project (i.e. Arc	chitect, Attorney, Engineer)
Name:	Name: Kenny Separa, Cemcal, Lto.  Title: YICE PPES.  Address: 22.80 WHITE DAY CIRCUE, SUITE DO City/Zip: Avropa, IL. 60502  Phone/Fax: 630-862-210d  E-Mail: Kannse Common.com
Disclosure of Village Personnel: (List the name, a of the Village with an interest in the owner of record, the application, and the nature and extent of that interest)  1)	ddress and Village position of any officer or employee Applicant or the property that is the subject of this

#### II. SITE INFORMATION

Address of subject property: 26-32 E.   ST. STREET
Property identification number (P.I.N. or tax number): 09-12-130-016
Brief description of proposed project:  NEW TWO STOPY PETAL / OFFICE BUILDING WITH SUPFACE PARKING.  OPOSS BUILDING AREA 15 26,154 SF.
General description or characteristics of the site:  EXISTING SITE HATS A SINGLE STOPY COMMERCIAL BUILDING ON THE WAST SIDE OF THE SITE, TO BE DEMOUSTED. EXISTING SUPFACE PARKING ON THE EAST SIDE OF THE SITE TO BE PECONTRUPED / PECONSTRUCTED BETTOM (SOUTH) THE PROPERTY BUILDING. THE EXIST. PETANUMS WALLS AT THE SOUTH AND WAST Existing zoning and land use: Business  WILL PENANT!
Surrounding zoning and existing land uses:
North: B-2: EXIST. COMMERCIAL BULLINGS South: 1B: EXISTING (MINSPACE) MINULE SCHOOL
East: 0-1: EXISTING OFFICE West: 82: EXISTING PETRIL/COMMERCIAL
Proposed zoning and land use: B-2 OFFIGE/PETAL
Existing square footage of property: 33,313 = square feet
Existing square footage of all buildings on the property: 13,465 square feet

Please mark the approval(s) you are seeking and attach all applicable applications and standards for each approval requested:

Site Plan Approval 11-604

Map and Text Amendments 11-601E

Amendment Requested:

Design Review Permit 11-605E

Exterior Appearance 11-606E

Special Use Permit 11-602E Special Use Requested:

Planned Development 11-603E

Development in the B-2 Central Business District Questionnaire

#### TABLE OF COMPLIANCE

Address of subject property:	26-32	E.	ST	Sr.	•
, , , , , , , , , , , , , , , , , , ,			+	<del></del>	 

The following table is based on the _______ Zoning District.

	Minimum Code Requirements			Proposed/Existing Development	
	B-1	(B-2)	B-3		
Minimum Lot Area	6,250	2,500	6,250	33,313	F
Minimum Lot Depth	125'	125'	125'	250'-4	
Minimum Lot Width	50'	20'	50'	1331.0	
Building Height	30'	30'	30'		(36') **
Number of Stories	2	2	2	2	
Front Yard Setback	- 25'	0,	25'	6"	
Corner Side Yard Setback	25'	0'	25'	11-4"	
Interior Side Yard Setback	10'	0'	10'	70'-8"	
Rear Yard Setback	20'	20'	20'	24'	
Maximum Floor Area Ratio (F.A.R.)*	.35	2.5	.50	0.78	26,154 G.s.F./ 33,313 ss.
Maximum Total Building Coverage*	N/A	80%	N/A	38%	33,315 s.F.
Maximum Total Lot Coverage*	90%	100%	90%	9990	32,965 5.F. / 34,513 5.F.
Parking Requirements		95-99		47	
Parking front yard setback		0,		7'-6"	
Parking corner side yard setback		ο'		70'-0"	
Parking interior side yard setback		oʻ		0'-0"	
Parking rear yard setback		20'		0'-0"	
Loading Requirements		1 98.		(1) SPACE :	: 10' × 30'
Accessory Structure Information (height)	15'	15'	15'	N·A.	

^{*} Must provide actual square footage number and percentage.

Where any lack of compliance is shown, state the reason and explain the Village's authority, if any, to approve the application despite such lack of compliance:

** FOOT DECK 13 26+1-, SCREENING ELEMENTS UP TO MAK. 30' (20% INOPUNE FROM 50' PER SECT. 5-1106(2)).

#### **CERTIFICATION**

The Applicant certifies and acknowledges and agrees that:

- A. The statements contained in this application are true and correct to the best of the Applicant's knowledge and belief. The owner of the subject property, if different from the applicant, states that he or she consents to the filing of this application and that all information contained in this application is true and correct to the best of his or her knowledge.
  - B. The applicant understands that an incomplete or nonconforming application will not be considered. In addition, the applicant understands that the Village may require additional information prior to the consideration of this application which may include, but is not limited to, the following items:
    - 1. Minimum yard and setback dimensions and, where relevant, relation of yard and setback dimensions to the height, width, and depth of any structure.
    - A vehicular and pedestrian circulation plan showing the location, dimensions, gradient, and number of all vehicular and pedestrian circulation elements including rights-of-way and streets; driveway entrances, curbs, and curb cuts; parking spaces, loading spaces, and circulation aisles; sidewalks, walkways, and pathways; and total lot coverage of all circulation elements divided as between vehicular and pedestrian ways.
    - 3. All existing and proposed surface and subsurface drainage and retention and detention facilities and all existing and proposed water, sewer, gas, electric, telephone, and cable communications lines and easements and all other utility facilities.
    - 4. Location, size, and arrangement of all outdoor signs and lighting.
    - 5. Location and height of fences or screen plantings and the type or kink of building materials or plantings used for fencing or screening.
    - 6. A detailed landscaping plan, showing location, size, and species of all trees, shrubs, and other plant material.
    - 7. A traffic study if required by the Village Manager or the Board or Commission hearing the application.
- C. The Applicants shall make the property that is the subject of this application available for inspection by the Village at reasonable times;
- D. If any information provided in this application changes or becomes incomplete or inapplicable for any reason following submission of this application, the Applicants shall submit a supplemental application or other acceptable written statement containing the new or corrected information as soon as practicable but not less than ten days following the change, and that failure to do so shall be grounds for denial of the application; and
  - E. The Applicant understands that he/she is responsible for all application fees and any other fees, which the Village assesses under the provisions of Subsection 11-301D of the Village of Hinsdale Zoning Code as amended April 25, 1989.
  - F. THE OWNER OF THE SUBJECT PROPERTY AND, IF DIFFERENT, THE APPLICANT ARE JOINTLY AND SEVERALLY LIABLE FOR THE PAYMENT OF THE APPLICABLE APPLICATION FEE. BY SIGNING THE APPLICATION, THE OWNER HAS AGREED TO PAY SAID FEE, AND TO CONSENT TO THE FILING AND FORECLOSURE OF A LIEN AGAINST SUBJECT PROPERTY FOR THE FEE PLUS COSTS OF COLLECTION, IF THE ACCOUNT IS NOT SETTLED WITHIN THIRTY (30) DAYS AFTER THE MAILING OF A DEMAND FOR PAYMENT.

PAYMENT.	HIN THIRTT (30) DATS AFTER T	HE WALLING OF A DEWAND FOR
	/3, I/We have read the above co	ertification, understand it, and agree
to abide by its conditions.		
BUULLULU (ARAMEA)		
Signature of applicant/or authorized agent	Signature of applicant or auth	orized agent
DANIO M. LEMNEDY		
Name of applicant or authorized agent	Name of applicant or auth <del>or</del> iz	ed agent
SUBSCRIBED AND SWORN to before me this /2 day of	Notary Public	OFFICIAL SEAL RUSSELL G STOCK Notary Public - State of Illinois My Commission Expires Jun 29, 2014
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# COMMUNITY DEVELOPMENT DEPARTMENT EXTERIOR APPEARANCE AND SITE PLAN REVIEW CRITERIA

Address of proposed request: 26-32 E. 1st St.

#### **REVIEW CRITERIA**

Section 11-606 of the Hinsdale Zoning Code regulates Exterior appearance review. The exterior appearance review process is intended to protect, preserve, and enhance the character and architectural heritage and quality of the Village, to protect, preserve, and enhance property values, and to promote the health, safety, and welfare of the Village and its residents. Please note that Subsection Standards for building permits refers to Subsection 11-605E Standards and considerations for design permit review.

***PLEASE NOTE*** If this is a non-residential property within 250 feet of a single-family residential district, additional notification requirements are necessary. Please contact the Village Planner for a description of the additional requirements.

#### FEES for Exterior Appearance/ Site Plan Review:

**Standard Application: \$600** 

Within 250 feet of a Single-Family Residential District: \$800

Below are the criteria that will be used by the Plan Commission. Zoning and Public Safety Committee and Board of Trustees in reviewing Exterior Appearance Review requests. Please respond to each criterion as it relates to the application. Please use an additional sheet of paper to respond to questions if needed.

 Open spaces. The quality of the open space between buildings and in setback spaces between street and facades.

The open spaces between the proposed building and the street will be maintained with appropriate streetscape elements, similar to existing.

2. *Materials*. The quality of materials and their relationship to those in existing adjacent structures

We have selected two different face bricks and a cast stone, all of very high quality and they fit in with the existing streetscape and character of the district. We have also selected window cladding, awnings and lighting to blend with the historic downtown.

3. General design. The quality of the design in general and its relationship to the overall character of neighborhood

The proposed building, at two stories, with the architectural details as designed, fits in well both in terms of scale and massing with the neighborhood.

4. General site development. The quality of the site development in terms of landscaping, recreation, pedestrian access, auto access, parking, servicing of the property, and impact on vehicular traffic patterns and conditions on-site and in the vicinity of the site, and the retention of trees and shrubs to the maximum extent possible.

Our site plan calls for the removal of one curb cut on Garfield Ave. and adding one along 1st St. We believe that we have adequate landscaping (for an urban site), and improved traffic patterns by segregating loading from customer vehicular access. We plan on saving all trees, with the exception of one street tree on 1st St. to allow for loading access. Two additional trees will be planted; one in the Garfield Parkway and one behind the building.

5. Height. The height of the proposed buildings and structures shall be visually compatible with adjacent buildings.

The two story building is visually compatible with adjacent structures. Although it is taller than the building to the west, there are several other two story buildings in the district.

6. Proportion of front façade. The relationship of the width to the height of the front elevation shall be visually compatible with buildings, public ways, and places to which it is visually related.

The building will be constructed very close to the property lines and therefore respects and enhances the existing "street wall". The building's proportions

relate to other historic and architecturally significant buildings in downtown Hinsdale.

7. Proportion of openings. The relationship of the width to the height of windows shall be visually compatible with buildings, public ways, and places to which the building is visually related.

All of the building's windows and storefronts are proportioned to be visually compatible with the surrounding development. We propose to use "punched openings" with head and sill trim details that relate to the historic character or downtown Hinsdale.

8. Rhythm of solids to voids in front facades. The relationship of solids to voids in the front façade of a building shall be visually compatible with buildings, public ways, and places to which it is visually related.

The building has many windows and storefront openings so that the solid to void relationship is visually compatible with its surroundings.

9. Rhythm of spacing and buildings on streets. The relationship of a building or structure to the open space between it and adjoining buildings or structures shall be visually compatible with the buildings, public ways, and places to which it is visually related.

The building is close to the property line at 1st St., set back from the west property line for loading access. The scale of the facade and introduction of a custom "roofscape" help tie it into the community.

10. Rhythm of entrance porch and other projections. The relationship of entrances and other projections to sidewalks shall be visually compatible with the buildings, public ways, and places to which it is visually related.

The storefront entrances are set back and protected with overhangs, canopies and awnings. We have added bay windows in two locations at the second floor. All of these architectural features visually relate to the surroundings.

11. Relationship of materials and texture. The relationship of the materials and texture of the façade shall be visually compatible with the predominant materials to be used in the buildings and structures to which it is visually related.

We believe that the rhythm of changes in the cladding materials (brick and stone)

- along with the proposed masonry details (string courses, corbeled friezes, stone ornaments) relate to the historic surroundings.
- 12. Roof shapes. The roof shape of a building shall be visually compatible with the buildings to which it is visually related.
  - The roof shape has several level changes and set backs not only for screening mechanical equipment but also to relate to other structures in the community.
- 13. Walls of continuity. Building facades and appurtenances such as walls, fences, and landscape masses shall, when it is a characteristic of the area, form cohesive walls of enclosure along a street to ensure visual compatibility with the buildings, public ways, and places to which such elements are visually related.
  - We are maintaining the "street wall" on 1st St. to connect and relate to the retail character of the district. This new structure adds to the enclosure along the street by "filling" the area now occupied by surface parking.
- 14. Scale of building. The size and mass of buildings and structures in relation to open spaces, windows, door openings, porches, and balconies shall be visually compatible with the buildings, public ways, and places to which they are visually related.
  - We have a variety of window and door sizes and shapes. This was done to add variety since the building is wider than others in downtown Hinsdale. This variety and scale of the facade makes our building visually compatible with the district.
- 15. Directional expression of front elevation. The buildings shall be visually compatible with the buildings, public ways, and places to which it is visually related in its directional character, whether this be vertical character, horizontal character, or nondirectional character.
  - The north facade which is our primary elevation has a horizontal character with the continuity of aluminum/ glass storefronts, awnings and stone base course. However, we also introduce setbacks in the facade to break the rhythm.
- 16. Special consideration for existing buildings. For existing buildings, the Plan Commission and the Board of Trustees shall consider the availability of materials, technology, and craftsmanship to duplicate existing styles, patterns, textures, and overall detailing.

N/A.

#### **REVIEW CRITERIA - Site Plan Review**

Below are the criteria that will be used by the Plan Commission and Board of Trustees in determining is the application <u>does not</u> meet the requirements for Site Plan Approval. Briefly describe how this application <u>will not</u> do the below criteria. Please respond to each criterion as it relates to the application. Please use an additional sheet of paper to respond to questions if needed.

Section 11-604 of the Hinsdale Zoning Code regulates Site Plan Review. The site plan review process recognizes that even those uses and developments that have been determined to be generally suitable for location in a particular district are capable of adversely affecting the purposes for which this code was enacted unless careful consideration is given to critical design elements.

1. The site plan fails to adequately meet specified standards required by the Zoning Code with respect to the proposed use or development, including special use standards where applicable.

The retail/ office use is a permitted use in the B-2 zoning district.

2. The proposed site plan interferes with easements and rights-of-way.

The improved property and development is all within private property and does not interfere with existing easements or rights-of-way.

3. The proposed site plan unreasonably destroys, damages, detrimentally modifies, or interferes with the enjoyment of significant natural, topographical, or physical features of the site.

The proposed site plan integrates with the topographical features of the site. We are not modifying the existing grading in a significant way and will maintain existing grades and retaining walls at adjacent properties.

4. The proposed site plan is unreasonably injurious or detrimental to the use and enjoyment of surrounding property.

Our plan will maintain existing structural and visual connections to surrounding property. For the most part, all existing pedestrian and vehicular traffic patterns will be maintained.

5. The proposed site plan creates undue traffic congestion or hazards in the public streets, or the circulation elements of the proposed site plan unreasonably creates hazards to safety on or off site or disjointed, inefficient pedestrian or vehicular circulation paths on or off the site.

Our plan has sufficient setback to vehicular areas on the site. The pedestrian and vehicular traffic patterns are similar to existing.

6. The screening of the site does not provide adequate shielding from or for nearby uses.

The parking lot is screened by the new building on the north and existing retaining wall and new fence on the south.

7. The proposed structures or landscaping are unreasonably lacking amenity in relation to, or are incompatible with, nearby structures and uses.

The structure and landscaping are sufficient and enhance the nearby structures and uses with architectural detail and ornament.

8. In the case of site plans submitted in connection with an application for a special use permit, the proposed site plan makes inadequate provision for the creation or preservation of open space or for its continued maintenance.

N/A.

9. The proposed site plan creates unreasonable drainage or erosion problems or fails to fully and satisfactorily integrate the site into the overall existing and planned ordinance system serving the community.

Our site plan will allow for regrading in the parking area, collection of storm water on the roofs and proper confluence to the local storm sewer system below grade.

10. The proposed site plan places unwarranted or unreasonable burdens on specified utility systems serving the site or area or fails to fully and satisfactorily integrate the site's utilities into the overall existing and planned utility system serving the Village.

The building, being a replacement structure with a slight increase in area has adequate utility service and will not be a burden to existing systems.

11. The proposed site plan does not provide for required public uses designated on the

Official Map.

Public uses on the site and adjacent right-of-ways will be maintained.

12. The proposed site plan otherwise adversely affects the public health, safety, or general welfare.

The site plan, as a permitted use, does not request variations for height, lot coverage or F.A.R. The building will not have an adverse affect on the public health, safety or general welfare.

# VILLAGE OF HINSDALE COMMUNITY DEVELOPMENT DEPARTMENT B-2 CENTRAL BUSINESS DISTRICT QUESTIONNAIRE

Must be accompanied by completed Plan Commission Application

Address of proposed request: 26'32 E. 15 ST.

•	• •
Questionnaire – B-2 Central Business Dis	trict
architectural heritage of the Village." Re District are significant, reasonable consid	art, "to protect, preserve and enhance the character and cognizing that the buildings in the B-2 Central Business erations may be prudent to provide minimum, compatible Distinctive architectural features identify the buildings streetscape.
	ansmit information to the Village concerning the proposed ling. The completion of this questionnaire is in no way oval or denial of the application.
significance of the B-2 Central Busine	nificant Area. Will the historic and/or architectural ss District be affected by the proposed changes to the explain how. No We believe THAT THE EQUOXE
bung Demolastico does not have th	ISTEPLAN SUBJECTABLE AND ALGO THAT THE PRODUCTED
New building will have a positive a	FREAT ON THE 6-2 DISTRICT:
historic and/or architectural significand which the changes would cause the el	dings. State the effects of the proposed changes on the e of the building under review, including the extent to imination, or masking, of distinguishing original
SKOPPU IS NOT APPLICABLE.	
deteriorated materials or features? If s	Will the changes proposed replace rather than restore so, will the replacements be made with compatible urally accurate designs? <u>ฟะ มนง อง เรเน</u> ร
COMPATIBLE MATERIALS (BOYCE, CASS	STANDE, SHINDLED PORTS AND ANDNINGS) THAT ELEND
WITH THE HISTORIC MICHITECTURE OF	- Bounday Housdace

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مالمان مام	n of Amount of	Domalition S	tate the alternatives that were considered ir	n the d

#### VILLAGE OF HINSDALE

#### COMMUNITY DEVELOPMENT DEPARTMENT

19 East Chicago Avenue Hinsdale, Illinois 60521-3489 630,789.7030

#### Application for Certificate of Zoning Compliance

You must complete all portions of this application. If you think certain information is not applicable, then write "N/A." If you need additional space, then attach separate sheets to this form.

Applicant's name:	David Kennedy- PPK Architects, P.C.		
Owner's name (if different):	Garfield Crossing LLC		
Property address:	26-32 E. 1 st St.		
Property legal description:	See attached		
Present zoning classification:	B-2, Central Business District		
Square footage of property:	33,313 SF		
Lot area per dwelling:	N/A		
Lot dimensions:	250'-4" x 138'-0"		
Current use of property:	Retail		
Proposed use:	Single-family detached dwelling Other: Retail/ Business		
Approval sought:	☐ Building Permit		

#### Brief description of request and proposal:

Demolish existing one story commercial building and build a two story retail/ office building.

Plans & Specifications:

Submitted under separate cover.

	Provided:	Required by Code:
Yards:		·
front:	0'-6"	0'-0"
interior side(s)	70'-8"	0'-0"
corner side	1'-4"	0'-0"
rear	24'-0"	20'-0"
Setbacks (businesses :	and offices):	•
front:	0'-6"	0'-0"
interior side(s)	70'-8"	0'-0"

Provided: Required by Code:

corner side 1'-4" 0'-0" rear 24'-0" 20'+0"

others: N/A
Ogden Ave. Center: N/A

York Rd. Center: N/A Forest Preserve: N/A

**Building heights:** 

principal building(s): 26" +/- (36")1 30'-0" (36'-0" per sect. 5-110 G(2))

2.5

accessory building(s): N/A

**Maximum Elevations:** 

principal building(s): N/A accessory building(s): N/A

Dwelling unit size(s): N/A

Total building coverage: 38% 80% Total lot coverage: 99% 100%

Floor area ratio: 0.78

Accessory building(s): N/A

Spacing between buildings: [depict on attached plans]

principal building(s): N/A accessory building(s): N/A

Number of off-street parking spaces required: 95-99

Number of loading spaces required:

#### Statement of applicant:

I swear/affirm that the information provided in this form is true and complete. I understand that any omission of applicable or relevant information from this form could be a basis for denial or revocation of the Certificate of Zening Compilance.

Ву:

Applicant's signature

David M. Kennedy Applicant's printed name

Dated: 1/15/2013
1 26' +/- to roof deck

36' max, to roof screening arch, merit allowance- see attached diagram.

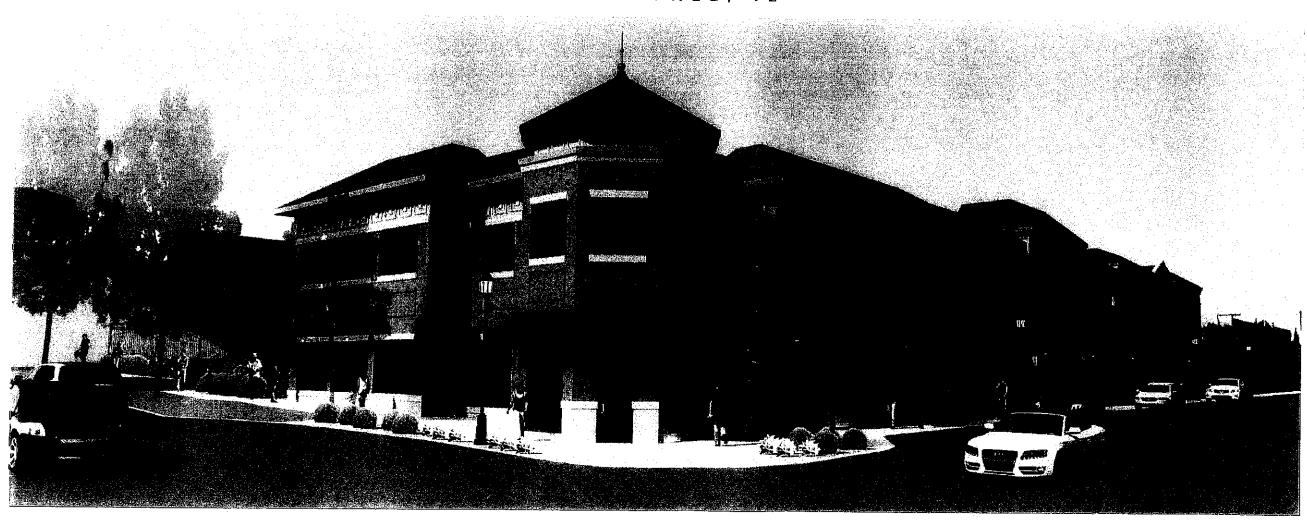
Legal Description for Garfield Crossing Property

Lots 1 and 4, together with the east half of vacated alley lying west and adjoining said lots, in block 5 in the town of Hinsdale being a subdivision of the northwest quarter (except railroad lands) of section 12, township 38 north, range 11 east of the third principal meridian, according to the plat thereof recorded August 14, 1866 as document 7738, In Du Page County, Illinois.

# GARFIELD GROSSING

MIXED USE DEVELOPMENT

26-32 E. FIRST STREET HINSDALE, IL



02.12.13

ook architects

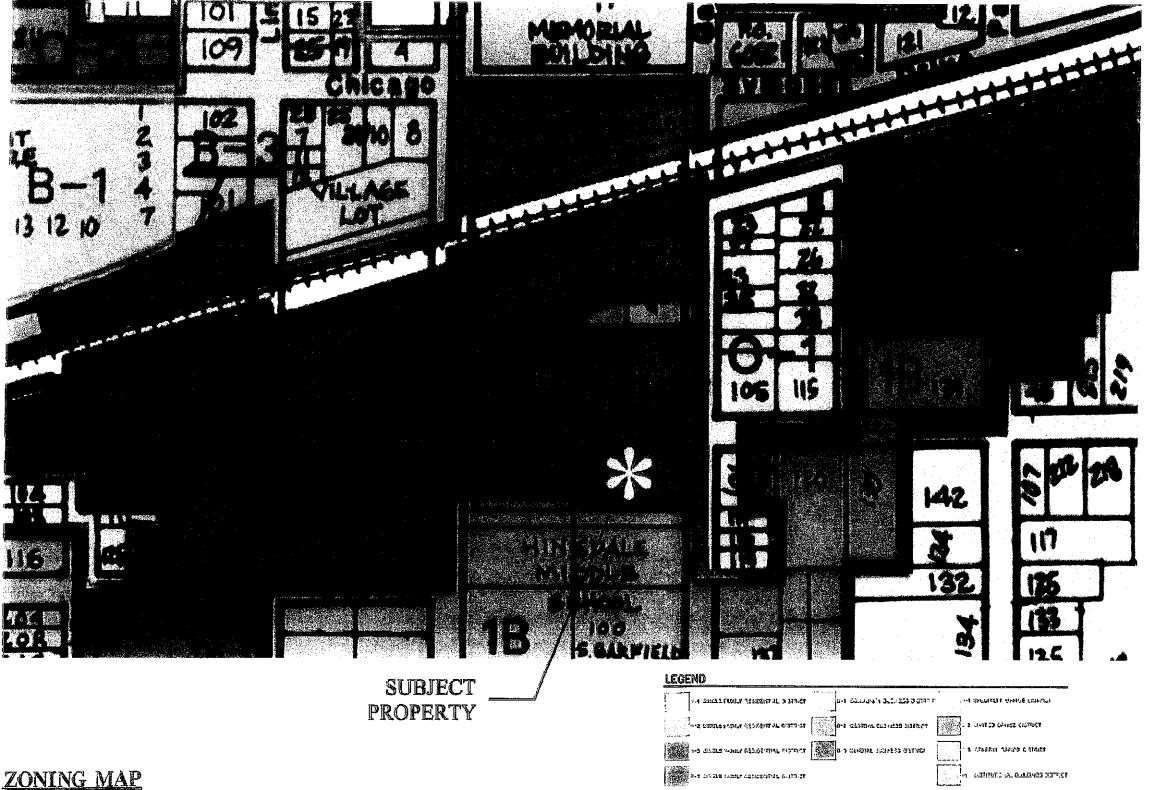
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- WIXED USE DEWEEDPREER CORRECTION

COVER BARFIELD CROSSING

HINSDALE,

MIXED ZONING MAP Barfield Crossing HINSDALE,



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District Boundary

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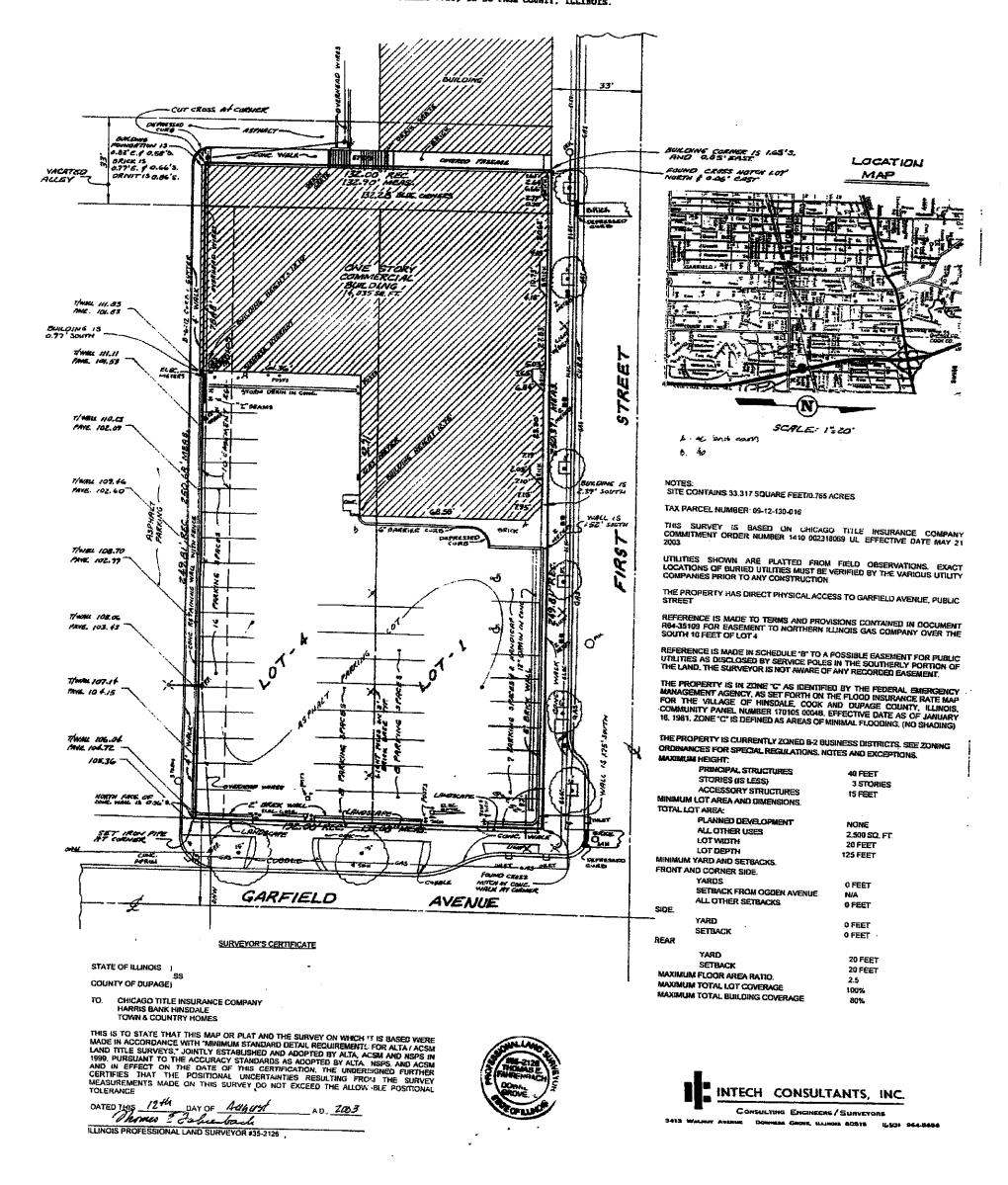
18443H 0891/609 DOT 1944

PAN DEN SKI ØLEGING DIELD CIL

COSE CONCE DISTRICT

## PLAT OF SURVEY

LUTS 1 AND 4, TOGETHER WITH THE EAST HALF OF VACATED ALLEY LYING WEST AND ADJOINING SAID LOTS, IN SHOCK 5 IN THE TONE OF HINDRALE BRING A SUBDIVISION OF THE HORTHWEST CHAPTER (HACSPI ANALROAD LANDS) OF SECTION 12, TOWNSHIP 38 HORTE, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THERMOF RECORDED AUGUST 14, 1866 AS DOCUMENT 7738, IN DU PAGE COUNTY, ILLINOIS.





PEAT OF SURVEY

DARFFELD CROSSING MIXED USE DEFELOPMENT

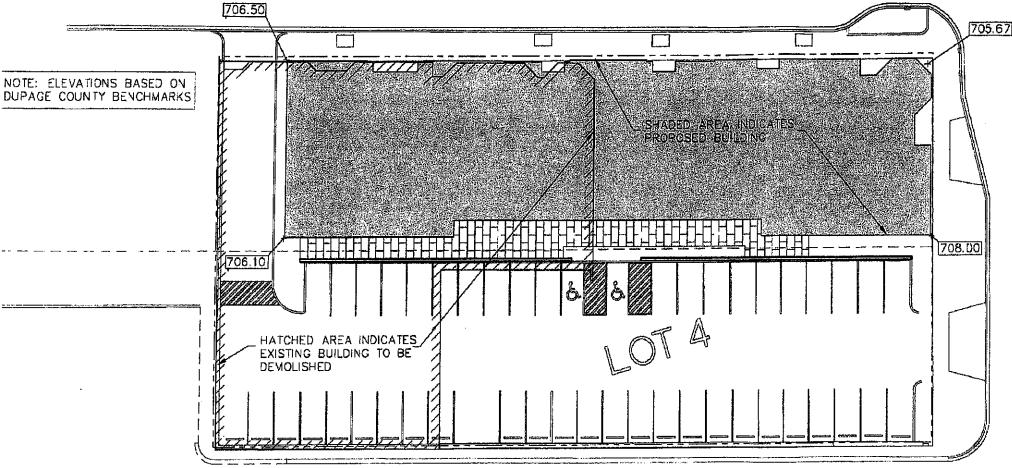
HENSOALE, PELINOIS GARFFELD PROSSING LICE





FIRST STREET

705.67



SECOND STREET

#### CORNER GRADES

NW: 706.50 NE: 705.67 SE: 708.00 SW: 706.10

2826.27/4=706.57=AVG. GRADE

#### PROFESSIONAL ENGINEER'S CERTIFICATION

STATE OF ILLINES)

COUNTY OF DU PAGE)

I, KEVIN T. SERAFIN , A LICENSED PROFESSIONAL ENGINEER OF ILLINDIS, HEREY CERTIFY THAT THIS TECHNICAL SUBMISSION WAS PREPARED ON SHALF OF GARFIELD CROSSINGS LLC, BY CENCON, LTD. UNDER BY 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 BAY OF STANLARY AD., 2013.

PROFESSIONAL SESION FIRM LICENSE NUMBER 184-082937 EXPIRES APRIL 30, 2013

NOTE: UNLESS THIS ECCUMENT BEARS THE ORIGINAL SIGNATURE AND IMPRESSED SEAL OF THE DESIGN PROFESSIONAL ENGINEER. IT IS NOT A VALID TECHNICAL SUBMISSION.

#### CEMCON,

Consulting Engineers, Land Surveyors & Planners 2280 White Ook Circle, Suite '00 Auroro, Illinois 60502-9675 PH: 630.662.2100 E-Maii: cadd@cemcon.com FAX: 630,862,2199 Website: www.cemcon.com

DISC NO.: 798002 FILE NAME: AVG GRADE

DRAWN BY: RDS FLD. BK. / PG. NO.: ----COMPLETION DATE: 01-18-13 LDB NO.: 798.002 PROJECT MANAGER : KTS

Copyright @ 2013 Cemcon, Ltd. All rights reserved.

architects dd

THERT BE BUYER TALBUMATION EXPERIT GARFTELD CROSSING - MIKED USE DEM HINGOALE THEFANISH

30 15 SCALE: 1 INCH = 30 FEET

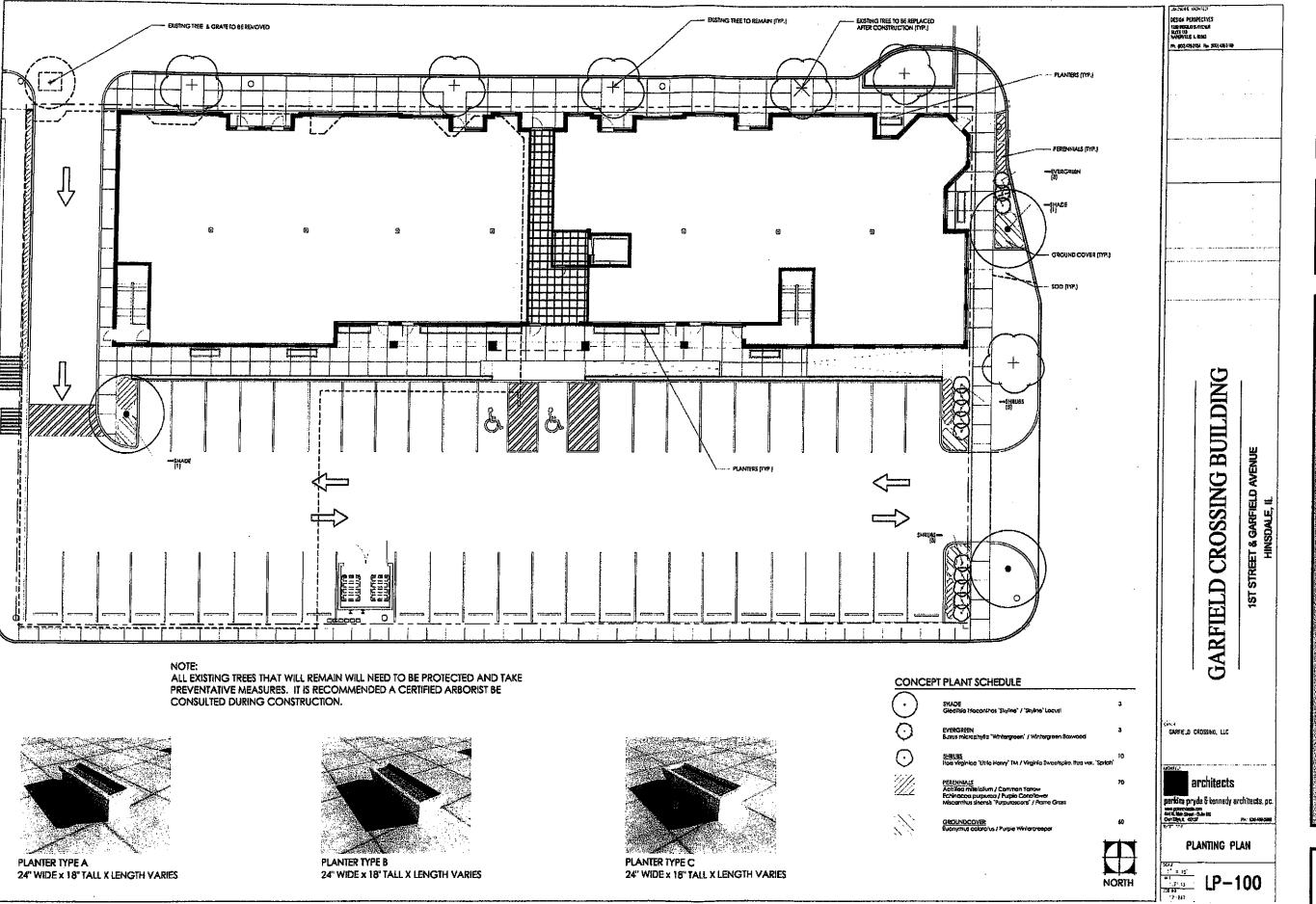
MULTI-STORY BRICK BUILDING SCHOOL DISTRICT 181

7777777777777777777777777

PREPARED FOR GARFIELD CROSSINGS LLC 18W140 BUTTERFIELD ROAD SUITE 700 DAKBROOK TERRACE, ILLINOIS 60181

CARFIELD

(630) 810-2100

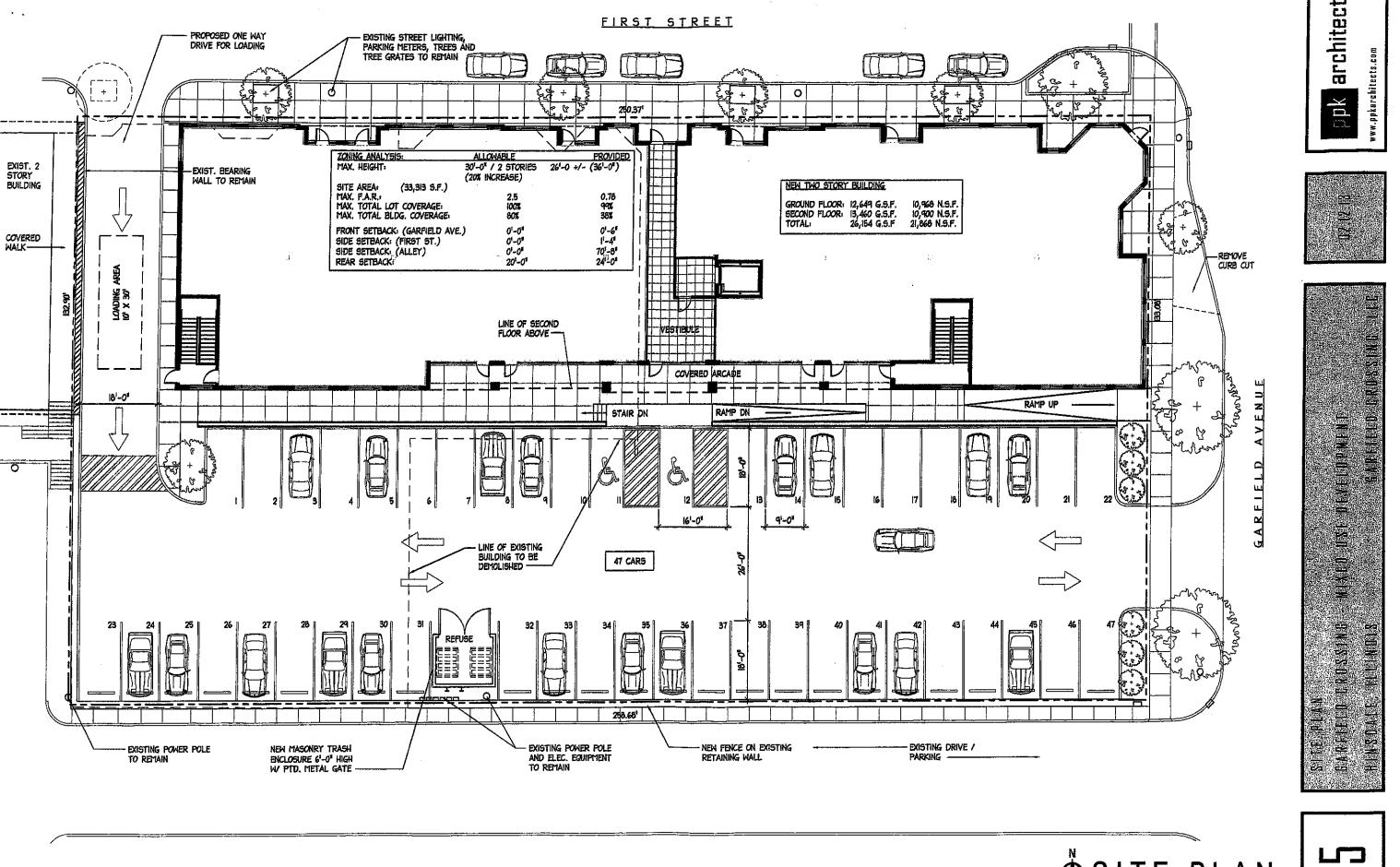


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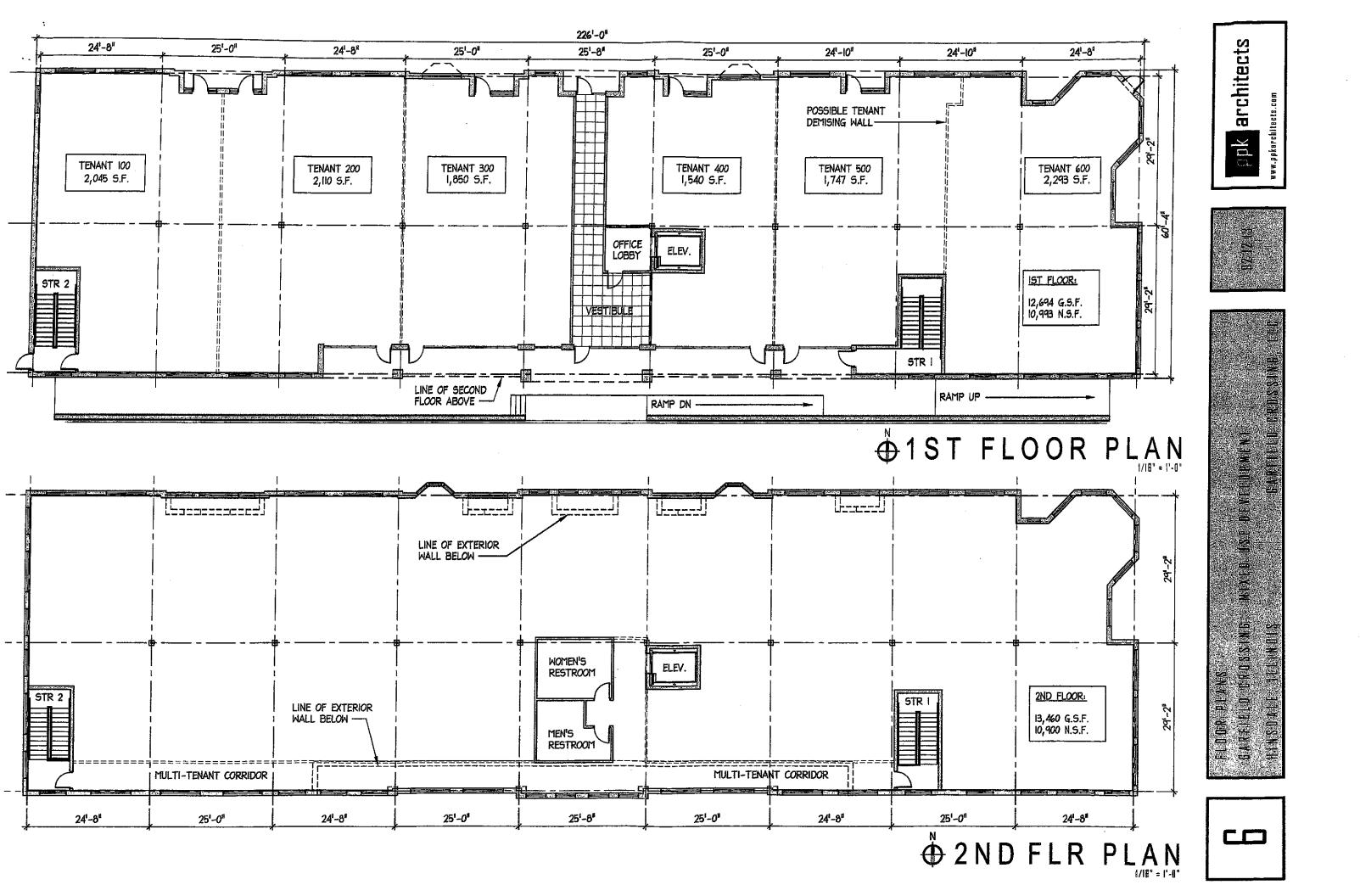


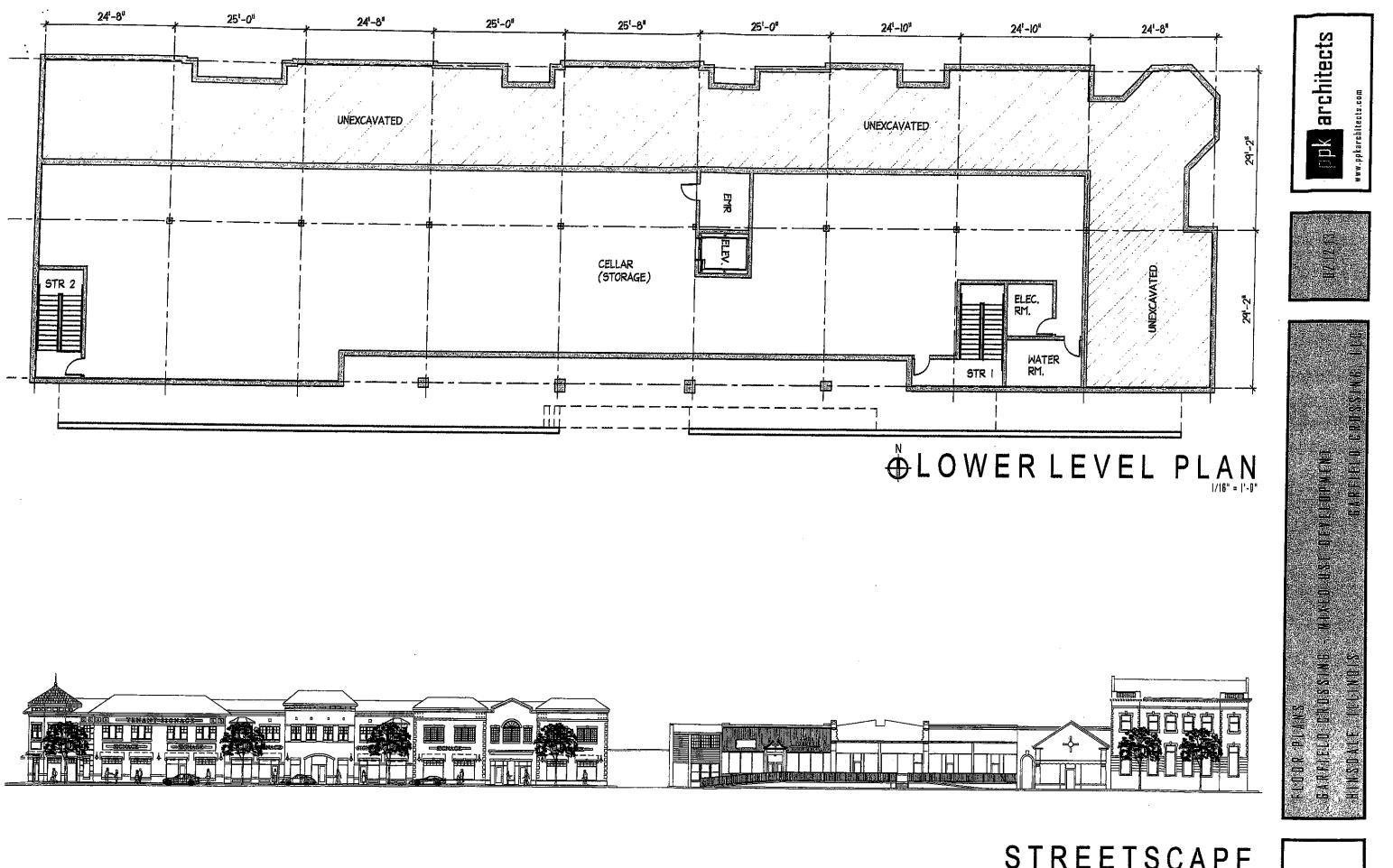
LANDORATE PRAK. Barreno Brossans HINDONE SEEMELS



architects

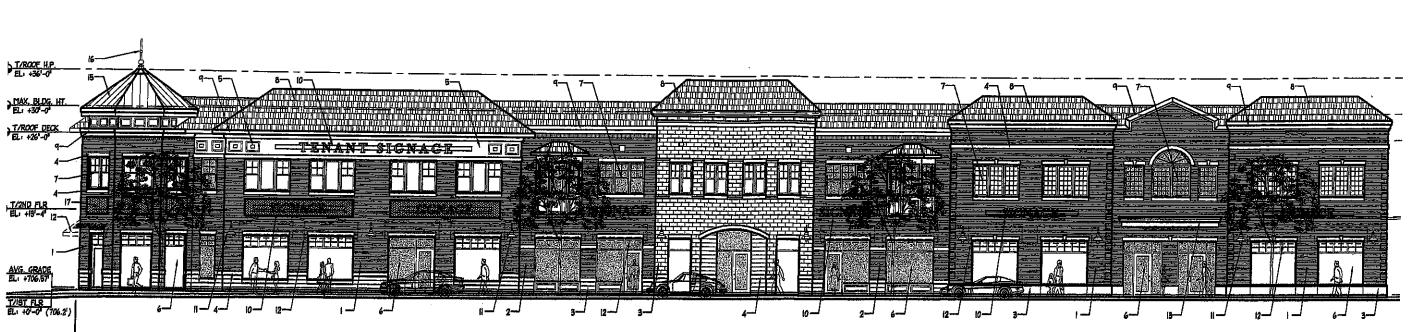
SITE PLAN





STREETSCAPE .....





### NORTHELEVATIO

1/16" = 1'-0"

MATERIAL LEGEND

I. FACE BRICK 'A'

7. ALUM. CLAD HINDOMS

13. CANOPY - PRE-FIN. ALUM. FASCIA

2. FACE BRICK 'B'

9. SIMULATED SLATE ROOF

14. PTD. MTL., FENCE

9. PRE-FIN. ALUM. FASCIA

15. PRE-FIN. MTL. ROOFING

4. CAST STONE BAND / ORNAMENT

10. ALUM. SIGN / NIREMAY

11. DECORATIVE FINIAL

12. FABRIC AUMINGS

13. CANOPY - PRE-FIN. ALUM. FASCIA

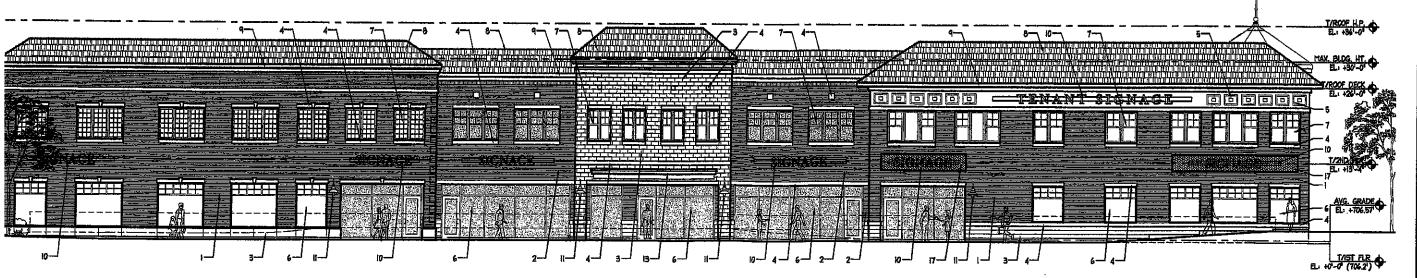
14. PTD. MTL. ROOFING

15. DECORATIVE FINIAL

17. DECORATIVE FINIAL

17. DECORATIVE FINIAL

18. PTD. MTL. DOOR



## SOUTHELEVATION

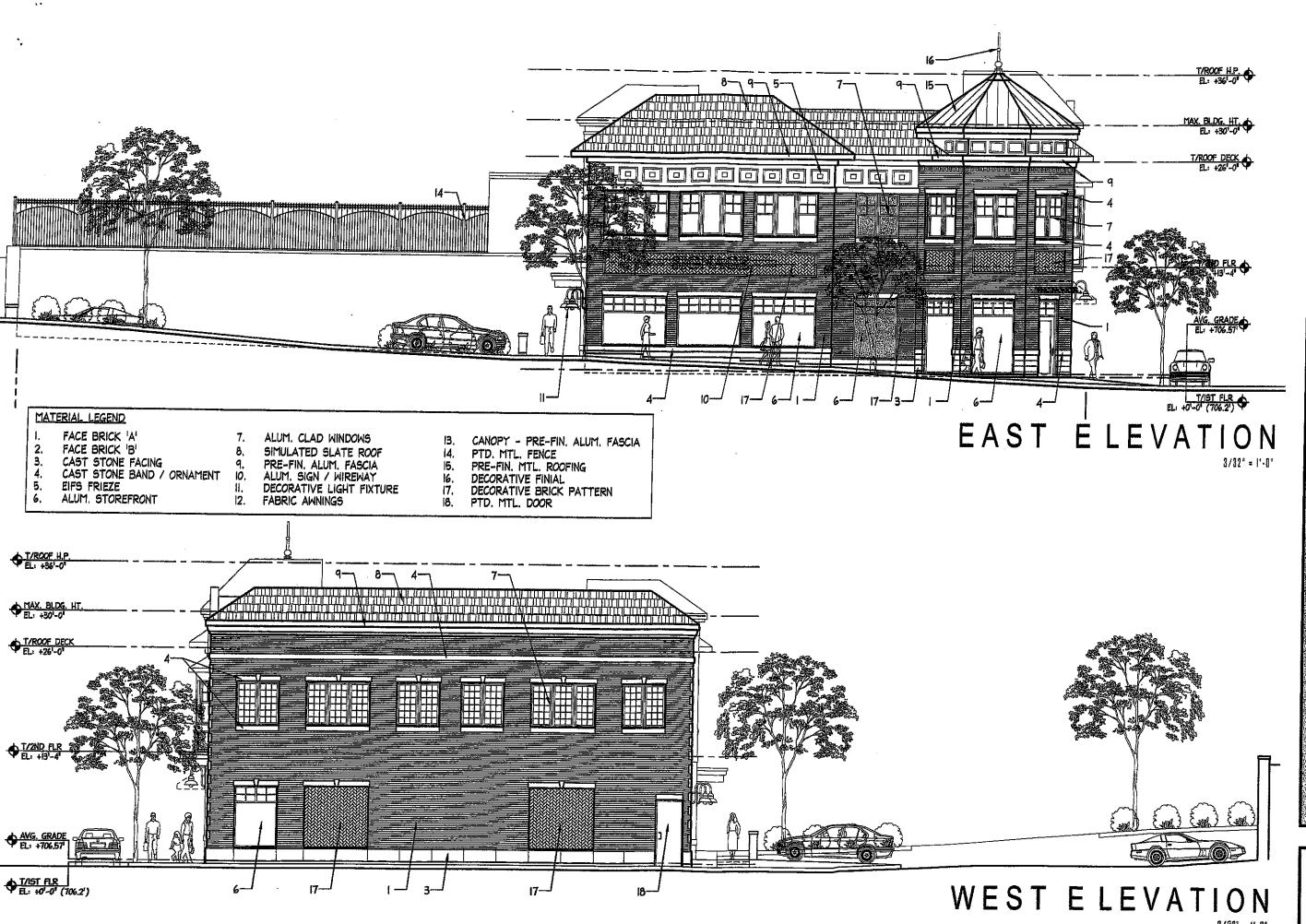
1/16° = 1'-8"











ppk architects



EAST MEST AND STRE BARBBUT DRUGSMB 





GARFIELD CROSSING.

30 MODEL VIEW 1 BARFIELD GROSSING - MIXED USE DEVELOPMENT

HINSDALE, ILLINDIS

12.12.13

www.ppkarchitects.com

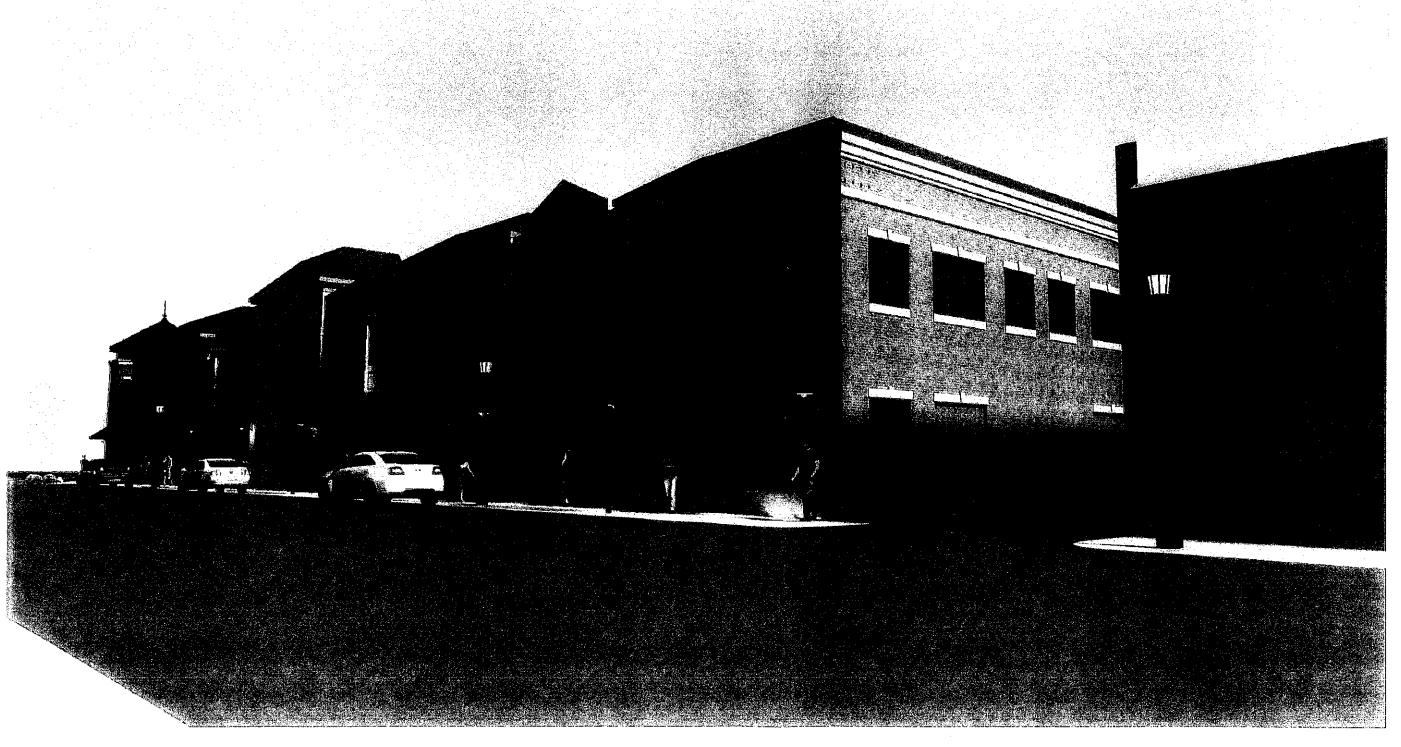
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BARFIELD CROSSING, LLC

MIXED USE DEVELOPMENT

30 MODEL VIEW 2 BARFIELD CROSSING -HINSDALE, ILLINDIS

02.12.13



3D MODEL VIEW 3 Garfield Crossing – Mixed Use Development Hinsdale, Illindis

BARFIELD BRUSSING, LLC