

AGENDA

PLANNING AND ZONING COMMISSION MEETING

June 18, 2025 - 7:00 PM
Village Hall - Board Room
300 Plaza Circle, Mundelein, IL 60060

- I. CALL TO ORDER
- II. PLEDGE OF ALLEGIANCE
- III. ATTENDANCE
- IV. MINUTES APPROVAL
 - A. Approve the Planning and Zoning Commission Regular meeting minutes from May 7, 2025
- V. PUBLIC COMMENTARY
- VI. OLD PZC BUSINESS
 - A. PUBLIC HEARING - PZC2025-0013 - 1345 Armour Boulevard - Outdoor Storage Special Use Permit and Variations - WITHDRAWN
 - B. PUBLIC HEARING - PZC2025-0015 - 1 Carmel Pkwy - International Student Housing - WITHDRAWN
- VII. NEW PZC BUSINESS
 - A. PUBLIC HEARING – PZ2025-0012 – Text Amendment on Home Day Cares
 - B. PUBLIC HEARING - PZ2025-0026 - Driven Car Wash Special Use Permit Amendment, 301 Townline Road
 - C. PUBLIC HEARING - PZC2025-0025 - Dream Clean and Dunkin - PUD Amendment
- VIII. QUESTIONS AND COMMENTS
- IX. ADJOURNMENT
 - A. Adjourn the Planning and Zoning Commission Meeting

Public comment may be made for all agenda items at the meeting. If you wish to provide testimony or comments prior to the meeting, you may provide them up to 24 hours prior to the scheduled meeting time in one of two ways: (1) by sending an email to planning@mundelein.org; or (2) by dropping it off directly at Village Hall to the attention of Community Development, 300 Plaza Circle, Mundelein, Illinois. Agenda materials are available at www.mundelein.org/Agendas-Minutes

The Village of Mundelein, in compliance with the Americans with Disabilities Act, requests that persons with disabilities who require certain accommodations to allow them to observe and/or participate in this meeting, or who have questions about the accessibility of the meeting or facilities, to contact the ADA Coordinator at 847-949-3200 to allow the Village to arrange accommodations for those persons.

**Planning and Zoning Commission Meeting
Minutes**

May 7, 2025

CALL TO ORDER

The Regular Meeting of the Planning and Zoning Commission of the Village of Mundelein was held on May 7, 2025 at 300 Plaza Circle, Mundelein. Commission Chairman T. Roswick called the meeting to order at 7:00 PM.

PLEDGE OF ALLEGIANCE

Chairman T. Roswick led the Pledge of Allegiance.

ATTENDANCE

Chairman T. Roswick took the roll call. It indicated as follows:

Board Attendance

PRESENT: K. Anderson, J. Holden, S. Petti, T. Roswick, S. Schneckloth, K. Teehan

ABSENT: K. Garesche

Village Attendance

PRESENT: Associate Planner J. Marvin, Senior Planner C. Malec, and Recording Secretary E. Swanson

MINUTES APPROVAL

Approve the Planning and Zoning Commission Regular meeting minutes from April 16, 2025.

J. Holden moved, seconded by S. Petti, a **Motion** to approve the Planning and Zoning Commission Meeting minutes from April 16, 2025.

RESULT:	Passed [Yes 6, No 0, Abstained 0]
MOVER:	Commissioner Jennifer Holden
SECONDER:	Commissioner Steven Petti
AYES:	Terry Roswick, Kevin Anderson, Jennifer Holden, Steven Petti, Sophia Schneckloth, Kevin Teehan
NAYS:	None
ABSTAIN:	None

PUBLIC COMMENTARY

There was no general public commentary.

OLD BUSINESS

There was no old business.

NEW BUSINESS

Public Hearing - PZC2025-0012 - 416 University Drive - Mundelein Seminary Cell Tower

Open Public Hearing

S. Petti moved, seconded by K. Anderson, a **Motion** to open Public Hearing PZC2025-0012.

RESULT:	Passed [Yes 6, No 0, Abstained 0]
MOVER:	Commissioner Steven Petti
SECONDER:	Commissioner Kevin Anderson
AYES:	Terry Roswick, Kevin Anderson, Jennifer Holden, Steven Petti, Sophia Schneckloth, Kevin Teehan
NAYS:	None
ABSTAIN:	None

Staff Presentation

J. Marvin presented the attached PowerPoint and gave a detailed history of the project. The petitioner is requesting a special use permit for a wireless telecommunications tower as well as variations on the fall zone setback requirements, relief from written and notarized authorization for property owners within the fall zone setback, and relief from the maximum height requirements for a telecommunications tower located at 416 University Drive, Mundelein, Illinois.

K. Anderson requested clarification as to the location of the current temporary cellular tower. J. Marvin stated that it was located at the north end of the visitor parking lot. This is to the east of where the proposed permanent mono-pine tower will be located.

Chairman T. Roswick asked if the previous water tower that held the previous permanent cellular tower had already been demolished. J. Marvin confirmed that the water tower had been demolished and the temporary tower has been in use. The intent is that this permanent tower will replace the temporary one and the temporary

cellular tower will be removed.

S. Schneckloth asked if there was an attempt to put the new tower at the location of the old water tower. J. Marvin was unsure and will let the petitioner answer the question provided by Commissioner Schneckloth.

Petitioner Presentation

Michael Howley of Insite, Inc. spoke representing Verizon Wireless and the property owners at St. Mary of the Lakes Seminary. Mr. Howley presented the attached presentation and gave an overview of the history of the tower at its current location and the zoning hardship requiring moving of the cellular tower.

Mr. Howley stated that they had negotiated the new tower location with the Archdiocese. The new permanent tower is unable to be placed at the old location due to the planned expansion of the visitor parking lot. They worked to find a new location that would not impact the activities on campus. Service on the old water tower had been in operation for over 20 years. Other tower sites were built around this original tower. It was explained that due to the way that the wireless network works, to prevent signal disruption, it is essential for this original tower to be relocated as close as possible to the original location, due to the location of the network of additional towers that were built following this tower.

Chairman T. Roswick asked if using two shorter towers that meet code could be used to duplicate the coverage. Mr. Howley said that their engineers had looked into this as an option, but a higher line of sight tower would provide coverage most like the previous permanent tower.

S. Petti asked for clarification regarding the mono-pine design, whether it had any technological advantages for signal, or if it was purely a aesthetic design. Mr. Howley stated that the design is purely aesthetic, and they were sensitive to the archdiocese's request for an aesthetically pleasing tower. The design is wind-tested, made entirely of steel, and is made to camouflage the area.

K. Anderson asked further questions about the design and the reduction in the fallback zone. He asked if the design was created with a hinge point that would create a need for a smaller fallback zone. Mr. Howley stated that the design is made to kink onto itself in the event of a catastrophic weather event. The tollway leases land for towers and this design feature is currently a requirement for the Illinois tollway.

J. Holden inquired about a resident's supplied concern about the safety of EMF for residences. She asked if he could address those concerns. Mr. Howley stated that he would address the concerns, but stated that the technology is seen as so safe for the public that Federal law prohibits a decision based on Radio Frequency Emissions. He

provided an EMF report for this project, and the radio frequency emissions diminish exponentially with distance. At the ground level of the cell tower, the emission levels would be roughly 10–20 times lower than what is produced by a baby monitor. The electronics industry has a very conservatively based standard for wireless emissions. The technology is seen as so safe that there are often towers located on top of schools, university dorms, and hospitals.

Public Commentary

Chairman T. Roswick opened the floor to public commentary.

Janel Martinez was sworn in to speak. Mr. Martinez wanted extra information on what the engineer's study was based on. He also asked if other cell companies would be able to share this tower.

Mr. Howley stated that he is not an engineer, but he has worked with other cases that use this same fail point technology. He can't speak to the exact details, but he can say that this tower, in addition to being a mono-pole is specifically engineered with a kink or buckling point. A professional engineer stamped off that if a catastrophic event came through the area, it would buckle at this point and fall safely. This tower is also being designed with a load of not only this antennae, but also accommodate other carrier's antennas if needed to reduce the number of cell towers in the community.

David Murtaugh of 837 NE Holcomb Drive was sworn in. Mr. Murtaugh stated that himself and a number of his neighbors are concerned with the tower. He stated that the public doesn't know the specific details, but they trust the commission to create the safest environment for the public. Mr. Murtaugh expressed concern about the fall zone and how the rules are enforced with the distance from the tower. He asked the commission to make the best and safest choice for the families that live near the tower.

David Lightman was sworn in to speak. He stated that working as an engineer he would prefer an optimal design. With the temporary tower, there were no complaints about the lack of coverage. He asked if the new tower would be able to be made at the same height as the old tower and provide the same coverage.

Mr. Howley stated that the temporary tower is on land that is 20 feet taller. With the reduced elevation of the land, the tower height at the new location would be the same height as the temporary tower location. The variation request for added height would be to maintain this same tower height, but in the new location at a lower level of land.

Chairman T. Roswick closed the floor to public commentary.

Commission Discussion

S. Schneckloth reiterated some of the engineering descriptions previously stated by Mr. Howley as to how the coverage for cellular towers works. She stated that her understanding is that technology works similarly to an umbrella. Ideally, the coverage should work like overlapping umbrellas of coverage. With this being an established tower, where towers were built around this one, it is essential that the location of this tower be as close to the original placement as possible to prevent loss of coverage areas. She stated that she understands more than the public the snap point technology being discussed and described the engineering perspective and how it is much safer than a traditional tower. The technology works similarly to a hinge and is designed to be the point of failure in the event of a catastrophe. She further explained that the fiber cables that feed the tower can not be relocated as they are physically underground. In order to relocate, the cables would need to be uprooted and could take days or months and would require physical boring through the neighborhoods, which would be incredibly disruptive. She stated that she works in the industry for a competitor of Verizon and has detailed knowledge of the technology. She stated that the industry does share tower locations to prevent too many towers in the area.

S. Petti addressed the resident that was concerned about the safety of the fall zone regarding the technology of this hinge point. He stated that there are risks every day regarding safety. But given the number of cell towers nearby and the technology presented, we need to be able to trust the engineers who create these reports that the existing technology is safe for the location.

Request of a Special Use for a cell tower

S. Schneckloth moved, seconded by K. Teehan, a **Motion** to recommend approval of a special use permit for a wireless telecommunications tower and facility in the Institutional Zoning District at 416 University Drive, including the Findings of Fact as presented.

RESULT:	Passed [Yes 6, No 0, Abstained 0]
MOVER:	Commissioner Sophia Schneckloth
SECONDER:	Commissioner Kevin Teehan
AYES:	Terry Roswick, Kevin Anderson, Jennifer Holden, Steven Petti, Sophia Schneckloth, Kevin Teehan
NAYS:	None
ABSTAIN:	None

Request of a variation from the fall zone setback

S. Schneckloth moved, seconded by J. Holden, a **Motion** to recommend approval of a variation from Section 20.48.040(QQ)(3)(a) granting relief from the fall zone setback requirements for a wireless telecommunications tower at 416 university drive, including the Findings of Fact as presented.

RESULT:	Passed [Yes 6, No 0, Abstained 0]
MOVER:	Commissioner Sophia Schneckloth
SECONDER:	Commissioner Jennifer Holden
AYES:	Terry Roswick, Kevin Anderson, Jennifer Holden, Steven Petti, Sophia Schneckloth, Kevin Teehan
NAYS:	None
ABSTAIN:	None

Request of a variation from written and notarized authorization

S. Schneckloth moved, seconded by K. Teehan, a **Motion** to recommend approval of a variation from Section 20.48.040(QQ)(3)(b) granting relief from the fall zone setback written and notarized authorization for a wireless telecommunications tower at 416 University Drive, including the Findings of Fact as provided.

RESULT:	Passed [Yes 6, No 0, Abstained 0]
MOVER:	Commissioner Sophia Schneckloth
SECONDER:	Commissioner Kevin Teehan
AYES:	Terry Roswick, Kevin Anderson, Jennifer Holden, Steven Petti, Sophia Schneckloth, Kevin Teehan
NAYS:	None
ABSTAIN:	None

Request of a variation from the maximum height requirements

S. Schneckloth moved, seconded by K. Teehan a **Motion** to recommend approval of a variation from Section 20.48.040(QQ)(4) granting relief from the maximum height requirements for a wireless telecommunications tower at 416 University Drive including the Findings of Fact as provided.

RESULT:	Passed [Yes 6, No 0, Abstained 0]
MOVER:	Commissioner Sophia Schneckloth
SECONDER:	Commissioner Kevin Teehan
AYES:	Terry Roswick, Kevin Anderson, Jennifer Holden, Steven Petti, Sophia Schneckloth, Kevin Teehan
NAYS:	None
ABSTAIN:	None

Close Public Hearing

S. Schneckloth moved, seconded by S. Petti a **Motion** to close Public Hearing PZC2025-0012.

RESULT:	Passed [Yes 6, No 0, Abstained 0]
MOVER:	Commissioner Sophia Schneckloth
SECONDER:	Commissioner Steven Petti
AYES:	Terry Roswick, Kevin Anderson, Jennifer Holden, Steven Petti, Sophia Schneckloth, Kevin Teehan
NAYS:	None
ABSTAIN:	None

Public Hearing - PZC2025-0015 - 1 Carmel Pkwy - International Student Housing

Open Public Hearing

J. Holden moved, seconded by S. Petti a **Motion** to open Public Hearing PZC2025-0015.

RESULT:	Passed [Yes 6, No 0, Abstained 0]
MOVER:	Commissioner Jennifer Holden
SECONDER:	Commissioner Steven Petti
AYES:	Terry Roswick, Kevin Anderson, Jennifer Holden, Steven Petti, Sophia Schneckloth, Kevin Teehan
NAYS:	None
ABSTAIN:	None

Staff Presentation

C. Malec presented the attached PowerPoint and gave a detailed history of the project. The petitioner is requesting a variation to allow student housing for international students on campus. There used to be housing on-site for the Carmelites, but on-site housing has not been in use in recent history. Carmel is proposing between 16-28 bedrooms for the new student housing wing they are proposing to build. Residential is not a currently permitted use in the institutional zoning district.

T. Roswick inquired as to the prior on-site housing and how that fit into our zoning code. C. Malec clarified that the prior use pre-dated the Village's zoning code. If that use was continuous, it would have been seen as a grandfathered-in use. However, after a use is abandoned, it reverts to our code after 6 months. Any new requests after 6 months would be seen as a new use under the zoning code. C. Malec further clarified that it is not uncommon for a developer to go after land-use entitlement before fully developing plans due to the great cost of engaging architects and engineers to build out the designs. Carmel is requesting approval of the land-use as a whole before going

forward with the project.

T. Roswick asked how the Village would limit the parameters on a blanket zoning approval on a case like this. C. Malec described that the commission could approve with conditions. Staff has supplied some examples of conditions - but the commission is at the discretion to recommend other conditions if they are needed based on the submittal provided.

S. Schneckloth asked if staff had yet reviewed the zoning in other communities, such as Lake Forest, that allow for on-site student housing in institutional districts to review how their zoning code is written. C. Malec stated they had not looked into the zoning regulations for the towns mentioned. The petitioner did provide some information on other municipalities, so that could be something the commissioners review in regards to this application.

Petitioner Presentation

Brad Bonham, president of Carmel Catholic High School, was sworn in and presented the attached PowerPoint. Carmel has, for the past 8 years, introduced an international student community to the school. Since 2017, Carmel has had an average of 25-50 international students, comprising roughly 5% of the total student population. They have been working with a company called Amerigo which works primarily with Catholic high schools across the United States.

There would be 3 on-site live-in resident staff that would oversee the students 24 hours / 7 days per week. It would be single-gender by floors with 2 students per room. They plan for shared community spaces. Mr. Bonham also reviewed the rules the international students would be expected to follow while living on-site, and the different apps being used for the safety of the students.

Currently, the international students are housed at The Mil'Ton in Vernon Hills. The Amergio program has told Carmel that if the students are not housed on-site, they will be discontinuing the program.

Chairman T. Roswick asked Mr. Bonham if they had looked into housing options outside the Mil'Ton. He said that Amerigo has looked into other housing options and has stated that none of them are agreeable and that the program will not continue at Carmel if there is no on-site option.

S. Petti inquired about the costs of building and maintaining the new facility versus putting the money into supporting the off-site housing. Mr. Bonham stated that the cost is only part of the issue and that schools with on-site housing are more attractive

to international families. S. Petti asked if this is similar to how Lake Forest Academy and Woodland Academy programs run. Mr. Bonham said that this program is different from those two schools as those are run by themselves and not a third-party.

K. Teehan asked if the primary concern is that of costs, or of growing the program. Mr. Bonham stated that their primary concerns are both financial and program growth.

S. Schneckloth inquired as to how the needs of the students may change if they go from a housing situation with easy access to local restaurants, private pool and amenities to that of a dorm environment. Mr. Bonham stated that they plan to have some amenities and will build kitchenettes for easy access to food. S. Schneckloth further questioned about safety and security and if a gate would be added or if the campus would remain open. Mr. Bonham stated that the campus would stay open, but the building would be secured by locked doors. There is security throughout the day, but there will not be night security as there will be student staff on site 24 hours a day that would be employed by Amerigo.

J. Holden asked what the current setup is at the Mil'Ton as there is a community of adult residents. Mr. Bonham gave a brief overview of the housing and confirmed that the students likely interact with the other residents. J. Holden requested confirmation of no concerns brought up by either the children or the Mil'Ton of any issues with the children living among adults housed there. Mr. Bonham stated that he had not heard of any concerns brought to his attention.

T. Roswick asked if all the shared spaces would be inside, or if there were plans for outdoor common areas for the international students. Mr. Bonham stated that they do plan on some outside areas, such as picnic tables and benches.

Public Commentary

Chairman T. Roswick opened the floor to public commentary. T. Roswick swore in all who wished to speak.

Tony and Gina Borkowski of 908 Concord Circle approached the podium and provided a presentation and moderated the responses on behalf of Fairhaven and Concord Grove subdivisions. They prepared the attached PowerPoint presentation. The Borkowskis presented evidence to argue the hardships claimed by Carmel Catholic School. Ms. Borkowski compared other schools that participate in the Amerigo program and compared the curriculum and athletics programs and argued that Carmel offered a very competitive program for international students.

Matt Kirst of 904 Concord Circle spoke about his experience in the Concord Grove subdivision. Mr. Kirst stated that it is a small, quiet neighborhood. Mr. Kirst stated that there is no problem living near the high school as that aspect was what they knew they

were signing up for when purchasing their residence. However, with the proposed student housing on site and the lack of a safety plan presented, this is a large concern for both the students under the care of the school and the residents of the subdivisions. He also stated a disappointment that there was no Amerigo representative at the hearing to participate in the conversation and to answer questions.

Carlos Mata of 329 Lenox shared his experience in the Concord Grove subdivision. He shared concerns on the proposed dormitory on campus at Carmel. Mr. Mata has shared concerns of previous communications with Carmel administrators on previous issues and how that may continue with the on-site proposed dormitory. He stated this would be a major change to the neighborhood and would like to see a full impact study done.

Mr. Borkowski spoke about the neighborhood's major concerns were that of safety, both for the residents and the on-site international students. He shared that the one-page operating plan that Carmel produced with the application did not touch on any safety plan for the students.

Michelle Kainovic of 848 McKinley stated that, as well as being a resident of the Fairhaven subdivision, she previously worked as business development manager at a company that worked with schools, colleges, and universities throughout the Midwest. She further commented that the safety measures in place at a boarding school are substantially different from those of a standard high school. The safety of the students should be of the highest priority.

Brad Bonham responded to the presentation and concerns brought up by the Borkowskis. Mr. Bonham stated that they had looked into other options, but without the on-site campus option, the international student program would no longer continue. In regard to safety, Mr. Bonham stated that the program has been running for 8 years, and it is a completely safe program for those students. T. Roswick asked what options other than the Mil'Ton had been explored by Carmel. Mr. Bonham stated that any off-site program would not work as the program is not large enough to financially sustain the program. T. Roswick clarified his question, asking what specific facilities outside the Mil'Ton had been explored. Mr. Bonham said they had not looked into other off-site apartments. Amerigo had completed the research on their end.

Dawn Abernathy of 321 Lenox Lane stated that herself, her husband, and one of her children are Carmel graduates and have previously supported the school financially as well as by volunteering. However, she opposes the application being presented. Ms. Abernathy presented some financials regarding the cost of housing. The Mil'Ton average price for a 2-bedroom, 2-bathroom apartment at 1086 square feet is \$5,242 per month. Station 250 in Mundelein, a 2-bedroom 2-bathroom apartment at 1085 square feet, costs \$2641 per month. Cardinal Square 2-bedroom, 2-bathroom

apartment costs \$2570 per month. Both of those Mundelein options are within walking distance of Carmel and would reduce busing issues. She also voiced concerns about the safety of the students that would be housed on-site.

Concepcion Acevedo of 936 Concord Circle spoke of her concerns about international students not being safely taken care of on-site. She requested they look into a site at St. Mary of the Lake as they do have on-site housing.

Susan Santer of 900 Concord Circle stated she has a strong family history of attending Carmel Catholic school. She is against on-site family housing. She feels a better experience for the international students would be to offer host families for the international students. She questioned why current families with students attending Carmel were not reached out to gauge interest in housing the international students.

Bill Sturm of the Carmel Catholic School Board spoke of the Amerigo program. He stated that he was in the meetings with Amerigo and could confirm that they will be withdrawing the program if on-site housing does not go forward. He spoke about his experience with housing international students with another program outside of Carmel. He stated how difficult it is to find families who will take international students in.

Kat Matla of 320 Lenox Lane stated that she sees both sides of the conflict. She stated she can see how great it would be for international students to live on-site, but she would prefer the safety for her neighbors and the students on-site.

Brian Stith, Chief Enrollment and Advancement Officer of Carmel Catholic School, spoke of his history of growing up in Mundelein and being a Carmel graduate. Mr. Stith further spoke of the Amerigo and Carmel relationship. Carmel used to support all the international student applicants themselves. Amerigo has streamlined the process and manages the background checks, the process with the Department of Homeland Security, and the process with the Archdiocese of Chicago. The students are vetted through the Amerigo program, and they are protected by Amerigo now handling the housing element. He spoke of Carmel being awarded a 5-time blue ribbon rating by the Department of Education. He stated that it is their responsibility to provide the global experience that the students will receive when they go off to attend college and beyond. He stated they are providing an experience that can't happen the same way at Mundelein, Libertyville, Vernon Hills, or Lake Forest High Schools.

Nick Aguina of 1044 Concord Circle and he stated that he appreciated Mr. Bonham put together the application, and spoke also of his appreciation of his neighbors of Concord Grove and Fairhaven subdivisions for speaking at the hearing. He stated that he was undecided on the issue, but was very concerned about the comments that the international program and experience can only happen at Carmel. He stated that he

went to Barrington High School, and they have an international program where families host the students. He spoke also that he had the opportunity to study abroad. He asked about other programs outside of Amerigo that were researched to provide similar types of services.

Commission Discussion

S. Schneckloth stated that the comments speaking negatively about other schools, including Mundelein, were not appropriate and had no place in this hearing.

T. Roswick stated his disappointment that the argument brought forth by the applicant at this point is not defensible. The hardship is a self-created one in the school's dependency on Amerigo, who is technically an outside vendor. Other student residence options have been presented by the public and there are comparable options available.

J. Holden agreed that there was outside evidence presented that argues against the hardship presented.

K. Anderson agreed that the crux of the hardship was based on financial matters and other options did not seem to be researched. He also had concerns about the lack of a safety plan in the application.

K. Teehan stated that the neighbors were looking for neighborly behavior. He reiterated the requests from the neighbors for an impact study and feasibility and he felt these were reasonable requests and Carmel should come back with firm plans to present.

S. Schneckloth stated there was not a compelling case presented to grant a blanket approval. No plans were presented to accompany the application and there was a lack of hardship shown. The community provided facts to show the lack of hardship in this case.

T. Roswick asked the commission if they felt they would prefer to go forward with a vote and have the Board decide based on the current facts, or if they would prefer a continuation to give the applicant an opportunity to provide more details to support the request.

C. Malec requested that the PZC specify what information they would like to see from the applicant to give them guidance when they come back at a later date.

T. Roswick clarified that there needed to be more physical plans, including architecture, and a full safety plan both for the students and the neighboring subdivision.

T. Roswick asked Mr. Bonham if he would prefer for the commission to vote on the case, or if he would prefer a continuation. Mr. Bonham stated he would be open to a continuation to allow for time to collect more information. It was decided that June 18th would be an acceptable date to continue the hearing to.

Continue Public Hearing

K. Anderson moved, seconded by S. Petti, a **Motion** to continue Public Hearing PZC2025-0015 to June 18th, 2025 at 7:00 PM at the Mundelein Village Hall located at 300 Plaza Circle, Mundelein, Illinois.

RESULT:	Passed [Yes 6, No 0, Abstained 0]
MOVER:	Commissioner Kevin Anderson
SECONDER:	Commissioner Steven Petti
AYES:	Terry Roswick, Kevin Anderson, Jennifer Holden, Steven Petti, Sophia Schneckloth, Kevin Teehan
NAYS:	None
ABSTAIN:	None

QUESTIONS AND COMMENTS

There were no further questions or comments.

ADJOURNMENT

J. Holden moved, seconded by S. Petti, a **Motion** to adjourn the Planning and Zoning Commission meeting of May 7, 2025.

RESULT:	Passed [Yes 6, No 0, Abstained 0]
MOVER:	Commissioner Jennifer Holden
SECONDER:	Commissioner Steven Petti
AYES:	Terry Roswick, Kevin Anderson, Jennifer Holden, Steven Petti, Sophia Schneckloth, Kevin Teehan
NAYS:	None
ABSTAIN:	None

The meeting was adjourned at 10:48 PM.

To: Commission Members

From: Jessica Marvin, Associate Planner

For: Planning and Zoning Commission Meeting of June 18, 2025

Subject: PUBLIC HEARING - PZC2025-0013 - 1345 Armour Boulevard - Outdoor Storage
Special Use Permit and Variations - WITHDRAWN

Attachments:

None

Background:

The Petitioner has decided not to move forward with the proposed project and withdrew their application on May 23, 2025.

Recommendation:

To: Commission Members

From: Colleen Malec, Senior Planner

For: Planning and Zoning Commission Meeting of June 18, 2025

Subject: PUBLIC HEARING - PZC2025-0015 - 1 Carmel Pkwy - International Student Housing -
WITHDRAWN

Attachments:

None

Background:

The Petitioner withdrew their application on June 12, 2025.

Recommendation:

To: Commission Members

From: Isabel Guadarrama, Senior Planner

For: Planning and Zoning Commission Meeting of June 18, 2025

Subject: PUBLIC HEARING – PZ2025-0012 – Text Amendment on Home Day Cares

Attachments:

1. Certificate of Publication
2. Petitioner's Packet

Background:

The Community Development Department received a text amendment application from Yadira Reyes of Charm Kidz Home Daycare, Inc. who is requesting an amendment to Section 20.68.040 of the Mundelein Zoning Ordinance to increase the maximum number of children permitted in a home day care from six (6) children from outside households to 16.

Ms. Reyes previously operated her home day care business in Vernon Hills. In 2024, the Illinois Department of Children and Family Services (DCFS) found that Ms. Reyes violated Vernon Hills' zoning regulations by caring for 12 children, exceeding the maximum number allowed in a home day care. A single caregiver is permitted to care for up to eight (8) children under the age of 12. With the assistance of another person (14 years of age or older), this number may increase by an additional four (4) children. DCFS recommended that Ms. Reyes be allowed to continue operating her home day care until appropriate zoning regulations could be established.

In response, the Vernon Hills Community Development Director authorized Ms. Reyes to continue operating with the current 12 children through June 15, 2025, while the Village initiated the formal text amendment petition to change the Village's zoning code. The petition had its Public Hearing on January 22, 2025, where it received a favorable vote. The amendment introduced a special use permit process, allowing home day care providers to request approval to serve more than six (6) children. This process would require a public hearing, notices to surrounding properties, and final approval by the Village Board.

In addition to the special use permit requirement, the amended ordinance established further review criteria, including:

- Drop-off and pick-up procedures
- Proximity to other home day care facilities
- Availability of outdoor play space
- Additional fire safety inspections

While the amendment process was underway in Vernon Hills, Ms. Reyes began searching for a new location and ultimately purchased a home at 933 Noel Drive in the Village of Mundelein. Upon attempting to update her license with DCFS to the new Mundelein address, she realized that Mundelein's zoning code imposed similar restrictions to Vernon Hills, limiting home day cares to a maximum of six (6) children, denying her request for the 12 she currently cared for.

In January 2025, Ms. Reyes contacted the Village requesting a change to the local code to permit more than six (6) children. Staff informed her that the code could not simply be changed at will, and that a formal process, either a text amendment or a variance, would need to be followed, like the one recently undertaken in Vernon Hills. Staff explained the two available options and the requirements of each.

Following her initial interaction with staff, Ms. Reyes organized a group of fellow home day care providers who shared similar concerns about the Village's zoning regulations. Staff met with the group on several occasions to explain the formal amendment process. Many of the providers expressed the belief that Mundelein's current code is outdated and does not adequately support or reflect the needs of home day care operators.

Text Amendment Requested

Section 20.68.040 of the Zoning Ordinance defines Child Home Day Care as "a residential dwelling in which a permanent occupant of the dwelling provides care for up to six (6) children from outside households. The number counted includes the family's natural or adopted children and all other persons under the age of twelve (12). "Child Day Care Home" does not include facilities that receive only children from a single household." The proposed text amendment solely increases the permitted number of children from six (6) to 16, without introducing any additional language changes or supplementary requirements.

Department Comments

The following comments were provided by the Departments:

Administration:

1. The current limit of six (6) children in home day cares remains appropriate and should be held.
2. If an increase in children is considered, additional training and certifications should be required. Currently, DCFS allows home day care providers to employ assistants as young as 14 years old, requiring only a background check for eligibility.
3. Federal law mandates that child care programs meet minimum health and safety standards to operate legally. All home day care providers must comply with these requirements to ensure a secure and healthy environment for children.

4. A larger number of children require more indoor and outdoor space. Larger group sizes demand more square footage per child to support safe play, learning, and movement.

Building Department:

The following comments pertain to the Noel address and not any other address. Every address will need to be inspected and verified for code compliance.

1. The Narrative mentions a deck and patio construction. There are currently no permits for either. Deck and Patio are subject to setbacks, lot coverage, and building code requirements.
2. The Owner of the property should consider installing a fence if they feel that others or animals can enter the yard. Fences also require a building permit.
3. The Building Department would need a very detailed layout of the basement to verify how many children can safely occupy the area. Building and Fire will need to review the plans.
4. Plans say that a stroller will be used on steps. They will need more details on the number of steps, width of steps (to allow for others to traverse the steps as mentioned), and information on the types of strollers. They will require more explanation on the statement "up to the basement."

Community Development:

The text amendment as proposed is not sufficient. There must be additional safety protocols added as requirements with an increase in children. With the number proposed, the use changes from residential to commercial. This could negatively impact the adjacent properties with the increase in traffic and noise, changing the feel and appearance of the neighborhood.

Fire Department:

The Fire Department (FD) opposes this petition.

1. The petitioner is asking for a text amendment to increase the number of allowed children in a home day care from six to sixteen (excluding the provider's own). It is difficult to put a hard number on the amount of people that will be in this home daily.
2. When the FD looked at the Illinois DCFS Standards for Day Care Centers, there is a bullet point that states "whenever children of different ages are combined, the staff/child ratio and maximum group size must be based on the age of the youngest child in the group". The staff ratio would be 4:1 if there were infants and 5:1 if there were toddlers in the group. The ration moves to 8:1 for two year olds.
3. At a maximum of 16 children, excluding the provider's own, it would be safe to say that there could be more than 20 people in this less than 1,600 square-foot residence. The petitioner states that that the basement emergency exit is a window. Is that window approved as a secondary means of egress? The two windows on the North side of the home are glass block and not a means of egress.

4. From a fire safety standpoint, at a minimum, we would request that the residence be fully sprinkled.

Police Department:

The Police Department (PD) strongly opposes any modification to the current ordinance and disagrees with the following claims made by the petitioner:

- The positive impact an expansion would have on the community. PD contends that the additional noise and vehicular traffic created by the expansion would negatively affect the residents in the neighborhood.
- Adding up to 10 additional children to the household affords a safe, educational, and nurturing environment for the children. PD contends that the size of the residence, less than 1600 square feet, is insufficient to provide a safe and nurturing environment.
- Petitioner will be able to meet all of the terms outlined in the safety plan to adequately ensure the well-being, safety, and health of the children. PD contends that even with additional staffing, the petitioner will not be able to satisfy all the terms outlined.

Any modifications of this significance would require the Village to establish a method of oversight and inspection for all our in-home daycare facilities, creating an additional burden on village staff.

PD would request a formal meeting with the petitioner to discuss the proposal and the ability to satisfy the conditions set forth.

Public Works and Engineering:

No comments at this time.

Public Comments

At the time of this report, no public comments were received. Notification of the petition was published in the local newspaper in accordance with standard procedures. Because this request involves a text amendment to the Municipal Code, rather than a site-specific proposal, individual notices were not sent to surrounding property owners. The proposed change would apply broadly to all current and future home day care operations within the Village.

Comprehensive Plan

The Comprehensive Plan does not specifically address home businesses. However, the Land Use Plan supports and encourages an appropriate mix and intensity of non-residential uses in various commercial districts throughout the Village, while also protecting single-family residential areas from encroachment by incompatible land uses and the adverse impacts of adjacent non-residential activities. It also encourages homeowners to invest in and enhance residential neighborhoods, while preserving their residential character.

Analysis

Zoning ordinances from various Lake County municipalities were reviewed and analyzed as part of

this report, with relevant findings presented below.

Municipality	Permitted or Special Use/Conditional	Number Allowed	Additional Children	Add. Parking Requirement	Business License Needed?	Cost	Notes
Antioch	P and S/C	12	4				
Grayslake	S/C	5					
Gurnee	P	8					
Lake Villa	S/C	7		Loading Area			
				none, but single family dwellings require 3 per unit (one more than VoM)			
Lake Zurich	P	8			Y	\$70	
Libertyville	P and S/C	7	Y	2 per 1,000 sq ft of floor area	Y		
Waukegan	P	8			Y		
Vernon Hills	P and S/C	6	Y				
Lake Bluff	P	6					
Long Grove	Only Centers	8+					
Village of Round Lake	P	set by DCFS			Y	\$50	Max 25% of gross floor area of dwelling unit
North Chicago	P and S/C	8	4		Y	\$200+	
				additional 1 space for any business vehicle			
Lindenhurst	P	set by DCFS					
Mundelein	P	6	N	N	N	\$0	

Across the municipalities surveyed, the average number of children permitted in a home day care is seven (7). In instances where an increase is allowed, additional requirements are typically imposed, such as obtaining a special or conditional use permit and/or a business license. No municipality currently permits up to 16 children in home day cares, apart from Antioch, which allows this number only through a special/conditional use permit.

According to the DCFS Licensing Standards for Day Care Homes, a home day care may increase its child capacity with appropriate written approval. However, for every four additional children, one assistant (aged 14 or older) is required. Therefore, if a home day care is approved to care for 16 children, it would require two (2) additional employees. Although home day cares are not classified as home occupations and are subject to separate regulations outlined in the Zoning Ordinance, all home occupations are generally restricted to employing only the occupants of the residence. This restriction helps preserve the residential character of the neighborhood and protects the rights of surrounding property owners. Employing a total of three staff members to care for 16 children gives the operation a distinctly commercial feel, which is inconsistent with the residential setting.

Staff has identified several concerns related to the proposed increase in the number of children permitted in home day cares. The primary concerns include:

1. Safety: Safety inspections conducted by the State Fire Marshal occur at the time of the initial application and during the renewal process every three years. No inspections or oversight are

conducted at the local level by the Village. While day care facilities are required to be maintained in “good repair,” this does not necessarily mean they meet the Village’s building code standards. Without the Village conducting its own inspections, there is no way to ensure that children are being cared for in a building that meets local safety requirements.

2. Traffic: Operating a business that brings regular traffic and activity throughout the majority of the day may negatively affect the residential nature of the surrounding neighborhoods. It can also provide less street parking available for the residents living in the area while the parents drop off and pick up their children. Caring for 16 children would require two (2) additional employees, which in turn need the availability of adequate parking spaces for their use.
3. Noise: Children playing outdoors naturally generate noise through talking, yelling, and other activities. An increase in the number of children may elevate overall noise levels, potentially disrupting the quiet and residential character of the neighborhood.

If the proposed increase is considered, staff recommends implementing specific requirements to address these concerns, including parking and pick-up/drop-off procedures, additional inspection protocols, and the establishment of a local registration process for home day cares.

However, staff does not support the proposed text amendment as presented for the reasons outlined above. If the Commission and Village Board wish to explore an increase in the allowable number of children, staff recommends establishing clear parameters and regulatory conditions. These would include input from the Building, Fire, and Police Departments to ensure everything is to code. A revised version of the amendment could then be prepared and submitted by staff.

Until such parameters are in place, staff advises that no further variations or text amendments regarding home day care capacity be considered. Based on current observations, there does not appear to be a demonstrated zoning hardship among home day care providers; most justifications for the increase are centered around income potential and business expansion.

Recommendation:

Motion to recommend approval/denial of the proposed text amendment from Section 20.68.040 of the Zoning Ordinance to increase the maximum number of children permitted in a home day care from six (6) children of outside households to sixteen (16).

If the Planning and Zoning Commission is considering increasing the number of children allowed in a home day care, the Commissioners should direct staff to take on the Text Amendment with established parameters on the number of children allowed and regulatory conditions.

Motion to authorize staff to draft specific parameters and regulatory conditions for home-based daycares, and to prepare a revised version of the text amendment that would allow for an increase in the maximum number of children permitted.

NOTICE OF HEARING BEFORE THE
VILLAGE OF MUNDELEIN PLANNING
& ZONING COMMISSION

NOTICE IS HEREBY GIVEN that on June 18, 2025, at 7:00 p.m., a public hearing will be held before the Village of Mundelein Planning and Zoning Commission at Mundelein Village Hall, 300 Plaza Circle, Mundelein, Illinois. The hearing will address a petition submitted by Yadira Reyes of Charm Kidz Home Daycare, Inc. who is requesting a text amendment to Section 20.68.040 of the Mundelein Zoning Ordinance to increase the maximum number of children permitted in a home day care from six (6) children from outside households to sixteen (16), in accordance with the application on file with the Village of Mundelein.

If you cannot attend the meeting in-person and you wish to submit a question or comment to be provided to the Planning and Zoning Commission, please email your full name and your question or comment to planning@mundelein.org. Please put "Public Commentary" in the subject line. Comments received during the meeting, but after the public commentary portion has ended, will be provided to the Commission Members after the meeting.

CASE NO.: PZ2025-0023

The name and address of the Petitioner:

Yadira Reyes
Charm Kidz Home Daycare, Inc.
933 Noel Drive
Mundelein, IL 60060

This Notice is an invitation to all interested individuals to submit oral or written testimony or other evidence concerning the above case to the Village of Mundelein Planning and Zoning Commission at planning@mundelein.org. Comments received by 5:00 p.m. CT on March 12, 2025, will be included in the meeting agenda packet. Comments received after this date will be provided to the Commissioners on the day of the public hearing. For any questions, individuals are encouraged to contact the Village of Mundelein at (847) 949-3282.

The Planning and Zoning Commission's actions are not final for this case. The Planning and Zoning Commission will forward its findings and recommendations to the Village Board of Trustees for final consideration and action.

Dated at Mundelein, Illinois, this 2nd day of June, 2025.

Terry Roswick /s/
Chairman

Planning and Zoning Commission

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CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

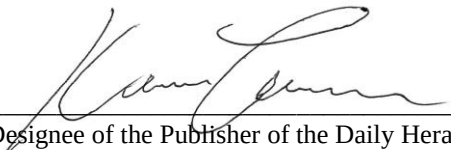
Lake County Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **Lake County DAILY HERALD**. That said **Lake County DAILY HERALD** is a secular newspaper, published in Libertyville, Lake County, State of Illinois, and has been in general circulation daily throughout Lake County, continuously for more than 50 weeks prior to the first Publication of the attached notice, and a newspaper as defined by 715 ILCS 5/5.

I further certify that the **Lake County DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 06/02/2025

in said **Lake County DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

BY


Designee of the Publisher of the Daily Herald

Control # 292448 *LAKE*



MAY 19 REC'D

Community Development
Village of Mundelein

Zoning Text Amendment

2025.

Department of Licensing / Zoning
300 Plaza Cir
Mundelein, IL 60060

RECEIVED
MAY 19 REC'D
Community Development
Village of Mundelein

Dear Village Board,

We are Childcare providers at Mundelein. We are currently licensed from DCFS to provide daycare services for up to 6 children in our homes. However, due to the growing population in Mundelein over the years, also the demand for childcare services in our community has arised. We are writing to request approval to increase the capacity of our daycare to care for up to 16 children. According to Chapter 20.68.040 of the law in Mundelein states that home daycares are allowed only (6) children. We kindly ask for your assistance in modifying this code, so that we can provide more opportunities to additional children and their families. We are willing to follow any guidelines you provide in order to contribute to the process and help increase the number of children in our program.

We have attached a detailed plan outlining how we meet all safety, health, and welfare requirements, as well as the positive impact this expansion will have on our community. The plan includes information on the available space, safety protocols, and how the expansion will provide valuable support to local families in need of quality childcare.

We will be happy to meet with the members of the City Council to discuss any aspects of this proposal and address any questions or concerns . We are committed to providing a safe, educational, and nurturing environment for the children under my care, and we strongly believe that this expansion will be a beneficial resource for families in Mundelein.

Thank you for your time and consideration of this request. We look forward to the opportunity to work with the council to improve child care services in our community.

Sincerely,

Charm Kidz Home Daycare, Inc

Yadira Reyes. Owner (224) 475-6521

RECEIVED

MAY 23 REC'D

Community Development
Village of Mundelein

CHARM KIDZ HOME DAYCARE, INC

**933 Noel Drive. Mundelein, IL 60060 (224)
475-6521**

EMERGENCY PLAN

FIRE EVACUATION SAFE AREA OUTSIDE THE HOUSE

In case of a fire, I'll quickly grab the emergency contact list and we'll carry the younger children, while the older children will walk carefully through the nearest emergency exit. A safe place outside the house is an open field—the gazebo—in front of the house, and we'll be there until the danger passes. Parents will be notified immediately of the emergency so they can pick up their children.

INSIDE AREA WHERE YOU CAN STAY WHILE PICK UP THE CHILDREN

To a safe place we would go to 52 N. Prairie Ave, Mundelein IL, there I will wait for the children's parents or authorized people, to do so, I will remain there until all the children are picked up.

IN A FIRE EVACUATION: We will evacuate immediately and I will make sure the children are safe before calling 911 or the local emergency number to put out the fire.

IN A TORNADO EVACUATION

We have planned the actions we should take in case of an evacuation of Tornado, the children already know where they should walk quickly, to protect ourselves from a tornado we must go down the stairs to the basement and enter the laundry room which is the safe refuge area.

For the moment we will be using the first floor, in case of emergency the first The first exit is the one in front of the street, the second is the one in the back that goes out to the garden and in the basement the emergency exit is the window that goes out to the garden on the side of the home.

HOW WE WILL COMMUNICATE WITH PARENTS IN CASE OF A FIRE, TORNADO OR EMERGENCY

I have two small notebooks where all the names, phone numbers and , numbers of addresses of the parents, guardians or people authorized to contact them in case of an emergency are written down. One notebook is at the entrance of the house and the other notebook is in a backpack with emergency supplies.

Parents will be informed in case of an evacuation where the safe place will be where they can pick up their children, in all my emergency exits I have the contact list to grab in case of an emergency they will be sent a text first and after (5) minutes they will receive a phone call.

HOW WE WILL REMOVE CHILDREN UNDER 30 MONTHS IN THE EVENT OF A EMERGENCY

I have a double stroller to take children under 30 months up to the basement and Another one on the first floor so I can get them out more quickly and easily in case of an evacuation. The older ones will walk with me as quickly as possible toward the emergency exit. There will also be a playpen in the basement for use in case of emergency.

Every month, tornado and fire drills are practiced with the purpose of that everyone learns how to move as quickly as possible in case of an emergency. I call out everyone's name to ensure that everyone evacuates without any problems.

CHILDREN WITH SPECIAL HEALTH NEEDS

Considerations for these children in all plans and procedures in case of disasters are:

- Ensured that the emergency supply stockpile has equipment, food, medicine, and other items that children may need during a shelter-in-place event

- evaluated the food storage list to see if it conflicts with the children's allergies.

- I ensure that additional equipment that may be needed to safely transport children to a secondary location (e.g., special car seat, wheelchair van) is available during an evacuation.
- Discuss with local first responders what additional assistance they may need during an evacuation, including any children who rely on technological devices (e.g., a ventilator) and will need help soon after an event occurs.
- Make sure the emergency information form is up to date and included with other important documents during an evacuation.
- During and after an event, be sure to use age- and developmentally-appropriate language when providing care and comfort to the child, and when addressing their mental health needs.

IF MY DAYCARE WERE DAMAGED, HOW AM I GOING TO CONTINUE TO CARE FOR THE CHILDREN?

If due to an accident, emergency or natural disaster the daycare is damaged:

- I will immediately notify my DCFS Representative and the parents about what happened.
- I would immediately speak to the business insurance company to help me rebuild my house.
- I will look for a temporary location for this insurance and have everything necessary to be able to continue working while my house is being repaired or I have another one.
- I'll run new tests for lead in the water and radon gas and request results urgently.
- I will contact my DCFS representative again so they can authorize a change of address due to the emergency, so they can make the corresponding visit and approve the new location.
- While everything is being processed, I will notify the parents so they can find another temporary daycare center.
- When it's fixed, I'll inform DCFS.

CONFINEMENT

What to do if there is a dangerous person or people outside the daycare

If there is danger outside the daycare, I will not let anyone out of my house.

- I'll lock the doors, close the curtains and blinds, and we'll remain silent.

-We will all take refuge in the laundry room in the basement which is the shelter sure.

-I will call 911 immediately and report the danger.

-In the parents' chat group, I will send a message warning them of the danger so they don't approach the house.

- After the police have arrived to check everything around the house, the neighborhood, and that there is no longer any danger, we will leave the shelter.

-I will notify the parents again via chat message that the danger has passed.

SHELTER PLAN

- In case of emergency • We will inform parents • We will continue activities with children and provide meals if it is late. • We will notify parents when the danger has passed.

PROTECTION PLAN

- **SUPERVISION:** Children will always be under my supervision. • **INSIDE THE HOUSE:** The fireplace room will not be used for Daycare. • **STAIRS:** I make sure that all stairs are always clean without any objects that could cause us to fall and visible light so we can walk quickly without problems. The stairs have a door or barrier to avoid accidents. • **POOL:** I do not have a pool at my house. • **DOGS IN THE NEIGHBORHOOD:** When we play outside we need to be careful of the dogs.

Neighborhood dogs should always have safe walks. If at any time there are unsupervised dogs in the neighborhood and our walk or stroll is no longer safe, we must immediately return to our daycare.

- **TRAMPOLINE:** I don't have trampolines at home •

OUTDOOR PLAY AREA: While the garden and deck are being fixed, we will go to the neighborhood park.

- **WATER:** Bottled water will be used temporarily until the lead in the water results are obtained.

- **WALKS TO THE PARKS NEAR THE HOUSE:** If we go for a walk or
On a hike, before leaving, I read the names on my attendance list, and before returning from the park, I check the list again to make sure all the children are in the group. The younger children ride in a stroller, and the older ones hold hands in pairs. We go to parks that are safe and clean, and where there is no danger to them.
- **STREET TRAFFIC:** The area where I live is not very busy with cars, but if I see traffic I take all safety precautions. Children are taught to stop at every corner and look in all directions to make sure no cars are coming, and to only cross at street corners.
- **CONSTRUCTION AREAS** we must go through that Area because it is a great danger for all of us, likewise it is prohibited to make repairs or construction arrangements during the hours when the children of the program are present.
- **TOOLS:** They are kept in the garage in a locked box, children never go to the garage •
MEDICINES: They
are in the first aid kit out of reach of children
the children,
- **CLEANING SUPPLIES:** I have a special cabinet where I keep all the cleaning and disinfecting liquids, children cannot reach those items • **RADON GAS TEST:** We do the radon gas test every two years and the
A copy of the results is posted on the wall for everyone to see. •
- FOUNTAINS OR WATER POOLS:** We don't have those in our daycare.
- **PET:** We have a very docile mini Chihuahua who has been vaccinated and is supervised at all times. If he scratches someone, we'll provide first aid.

Ensuring the well-being, safety, and health of children in a daycare setting is paramount. This involves a comprehensive approach covering various aspects, often guided by state and national regulations. Here's a breakdown of key elements:

I. Well-being:

- **Emotional and Social Development:**
 - **Nurturing Environment:** Creating a warm, supportive, and inclusive atmosphere where children feel safe, valued, and encouraged to express themselves.
 - **Positive Interactions:** Staff engaging in responsive, respectful, and consistent interactions with children, fostering trust and positive relationships.
 - **Age-Appropriate Activities:** Providing stimulating activities that promote social-emotional learning, such as cooperative play, conflict resolution, and self-regulation skills.
 - **Consistent Routines:** Establishing predictable daily schedules to provide a sense of security and control for children.
 - **Individualized Attention:** Ensuring adequate staff-to-child ratios to allow for personalized care and attention to each child's needs.
- **Cognitive Development:**
 - **Stimulating Environment:** Offering a variety of age-appropriate toys, materials, and learning experiences that encourage exploration, curiosity, and problem-solving.
 - **Language-Rich Environment:** Engaging children in conversations, reading aloud, and promoting language development.
 - **Play-Based Learning:** Recognizing the importance of play as a primary mode of learning for young children.

II. Safety:

- **Physical Environment:**
 - **Childproofing:** Meticulously childproofing the facility, including safety gates, covered electrical outlets, secured furniture, and appropriate window coverings.
 - **Safe Play Areas:** Ensuring outdoor play areas have soft surfaces (e.g., rubber mulch, wood chips), regularly inspected equipment, and secure fencing.
 - **Hazard-Free Zones:** Keeping the environment free of choking hazards, toxic substances, and other potential dangers.
 - **Fire Safety:** Implementing fire safety plans, conducting regular drills, and ensuring accessible fire extinguishers and clear exit routes.
 - **Secure Entry Systems:** Using secure entry systems (e.g., keypads, badge access) and strict visitor policies to control access to the facility.
- **Supervision:**
 - **Adequate Staff-to-Child Ratios:** Adhering to state-mandated ratios to ensure sufficient adult supervision for all children. Lower ratios are generally preferred, especially for infants and toddlers.

- **Constant Vigilance:** Staff maintaining constant supervision of children, both indoors and outdoors.
- **Emergency Preparedness:**
 - **Comprehensive Emergency Plans:** Developing detailed plans for various emergencies (e.g., fire, severe weather, medical emergencies, lockdowns).
 - **Staff Training:** Regularly training staff on emergency procedures, first aid, and CPR.
 - **Communication with Parents:** Establishing clear communication protocols for informing parents during emergencies.
- **Transportation Safety (if applicable):**
 - Using appropriate child safety restraints for all children.
 - Following strict safety protocols for loading, unloading, and transporting children.
 - We follow our transportation protocols via state laws and our DCFS regulations (406.18).

III. Health:

- **Hygiene and Sanitation:**
 - **Handwashing:** Implementing rigorous hand washing routines for both children and staff, especially before meals, after diapering, and after using the restroom.
 - **Cleaning and Sanitizing:** Regularly cleaning and sanitizing toys, surfaces, equipment, and play areas to prevent the spread of germs.
 - **Diapering and Toileting Procedures:** Following strict protocols for diapering and toileting to maintain hygiene.
- **Illness Prevention and Management:**
 - **Exclusion Policies:** Having clear policies for excluding sick children and staff to prevent contagion.
 - **Immunization Requirements:** Ensuring children meet immunization requirements as mandated by state regulations.
 - **Medication Administration:** Establishing strict procedures for storing and administering medication, requiring parental consent and clear instructions.
 - **Infectious Disease Control:** Implementing protocols for managing outbreaks of infectious diseases.
- **Nutrition:**
 - **Healthy Meals and Snacks:** Providing nutritious and age-appropriate meals and snacks that meet dietary guidelines.
 - **Allergy Management:** Implementing clear procedures for identifying and managing children's allergies and dietary restrictions.
 - **Safe Food Handling:** Training staff in proper food handling, preparation, and storage to prevent foodborne illnesses.
- **Staff Health and Qualifications:**
 - **Background Checks:** Conducting thorough criminal background checks and child abuse clearances for all staff members.
 - **Health Screenings:** Requiring health screenings and appropriate vaccinations for staff.

- **Training and Certification:** Ensuring staff are trained and certified in child development, first aid, CPR, and other relevant health and safety topics. Ongoing professional development is crucial.
- **Safe Sleep Practices:** Training staff on safe sleep practices for infants to prevent Sudden Infant Death Syndrome (SIDS).
- **Open Communication with Parents:**
 - Regularly communicating with parents about their child's health, development, and any incidents that may occur.
 - Encouraging parents to share relevant health information about their child.

Regulatory Framework:

In the United States, child care programs are primarily regulated at the state level. Federal laws, such as the Child Care and Development Block Grant (CCDBG), also establish minimum health and safety requirements that states must meet. These regulations cover many of the aspects listed above, including staff-to-child ratios, background checks, emergency preparedness, and sanitation. Parents can typically find information about their state's licensing requirements through their state's child care licensing office or websites like [ChildCare.gov](https://www.childcare.gov). As licensed home daycares, through DCFS, we have to meet many requirements to be deemed suitable for childcare. We must follow The Title 89: Social Services; Chapter III: Department of Children and Family Services Subchapter e: Requirements for Licensure; Part 406: Licensing Standards for Day Care Homes. For the purpose of this procedure's documentation, we act in accordance with sections 406.8, 406.12, 406.14, 406.16 and 406.17.

RECEIVED

MAY 23 REC'D

Community Development
Village of Mundelein

STANDARDS FOR GRANTING A TEXT AMENDMENT

- a. Regulated child care promotes the health and safety of children and the well-being of families by allowing parents to work with peace of mind and confidence that their children are secure and well attended, properly developing their social and learning abilities. This strengthens the social structure of the Village.
- b. The population is increasing during the last decades, which has raised the demand for child care in our community. The public gain from increasing access to quality child care far outweighs any minimal burden placed on the applicant.
- c. This amendment aligns with the Comprehensive Plan by encouraging essential community services that support the village economic development.
- d. Allowing child care in regulated residential areas aligns with the ordinance's intent by promoting responsible and necessary land use.
- e. The amendment can correct current omissions and clarify how in-home child care can be legally allowed under specific conditions, such as increasing the number of children allowed to up to 16 with proper safety and space measures supervised by DCFS.
- f. This amendment makes it easier to implement the goals of the ordinance by offering practical and legal solutions to a growing community needs. To care for 16 children at a home daycare, it requires one licensed provider plus two qualified and trained assistants and the required space regulated by DCFS, so they can grant the children capacity, also promoting local employment.

g. If properly regulated, the amendment will not create nonconformities, as clear limits will be set to respect the character of the neighborhood.

h. The proposal can be coherently integrated within the existing structure of the ordinance, maintaining its rules and adhering to DCFS regulations.

RECEIVED
MAY 23 REC'D
Community Development
Village of Mundelein

To: Commission Members

From: Amanda Orenchuk, Director of Community Development

For: Planning and Zoning Commission Meeting of June 18, 2025

Subject: PUBLIC HEARING - PZ2025-0026 - Driven Car Wash Special Use Permit Amendment,
301 Townline Road

Attachments:

1. Location Map - 301 Townline - 6-9-2025
2. Petition SUP Amend - 301 Townline Road
3. Proposed Elevations-Mundelein-revision to EIFS

Background:

Under Ordinance No. 22-11-53 Driven Car Wash was granted a Special Use Permit for a car wash. Included as part of the conditions for the special use permit was the architectural design and materials.

Subsequently, the owner contacted the Village and expressed a desire to change certain materials on the building from Alucobond metal panels to a coated EIFS. This requires an amendment to the Special Use, which can only be granted by a recommendation from the PZC and approval by the Village Board.

There were a number of car washes at various stages of consideration and process by the Village, and each had slightly different processes. The architecture and enhancement of this corridor in Mundelein is important. Any material change should be considered carefully by the Village to ensure that requests adhere to our vision and goals. If the EIFS is not acceptable, the PZC may wish to recommend an alternative that would be considered in its place.

Driven Car Wash is rapidly expanding in the region. Arlington Heights has a similar design to the original Mundelein Facility. Buffalo Grove has a different architecture from the Mundelein facility, which demonstrates Driven's ability to modify architecture in different locations.

Department Comments

There were no comments from the other departments.

Public Comments

There were no public comments received at the time of this report.

Recommendation:

Motion to recommend approval/denial of an amendment to a Special Use Permit, Ordinance No. 22-11-53, regarding changes to materials for Driven Car Wash, 301 Townline Road.

LOCATION MAP

Driven Car Wash
301 Townline Road
Mundelein, Illinois

 Subject Property

Map Created: June 9, 2025



INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

PROPERTY INFORMATION

Address 301 Townline Road
Property Index Numbers (PIN) 15-06-102-016

Size of Property 71,981 (sq. ft./acres)
Size of Building Space 6,600 (sq. ft.)
Size of Space Utilized _____

ZONING

Current Zoning C-2
Proposed Zoning C-2
Current Use Car Wash
Proposed Use Car Wash

PETITIONER INFORMATION

Business/Org. Name Driven Car Wash
Name Christopher Niro
Title General Counsel
Address 44 S. Vail Ave. Ste 204
City, State, Zip Arlington Heights, IL 60005
Phone 312.388.9505
Email cniro@drivencarwash.com

Petitioner Status: ☒ Owner ☐ Lessee ☐ Contract Purchaser

PROPERTY OWNER INFORMATION

Business/Org. Name 301 Townline Rd, LLC
Name Chris Jenks
Title Manager
Address 44 S. Vail Ave. Ste 204
City, State, Zip Arlington Heights, IL 60005
Phone 630.461.0992
Email chris@drivencarwash.com

SECTION OF ZONING ORDINANCE: 20.32.040(a)(5)(b)(vi)

DESCRIPTION OF PROPOSED ZONING VARIATION *(Attach additional pages, if necessary)*

Petitioner respectfully requests that the PZC and Board grant a variance to use an Exterior Insulating Finishing System ("EIFS") instead of the alucobond materials which was previously part of the approved zoning ordinance and special use permit. Alucobond is a metal material, which has increased in cost significantly and poses a major obstacle to completing this project. Further, EIFS is more environmentally sound and friendly. Further, use of EIFS will enable the building to be more energy efficient.

STANDARDS FOR GRANTING A VARIATION

In evaluating the proposed variation, the Zoning Administrator, Planning and Zoning Commission and Village Board will make findings based on the standards imposed by Section 20.16.020 of the Zoning Ordinance. **Please provide a detailed response to each of the following criteria** (*attach additional pages, if necessary*):

See attached responses

- a. The strict application of the terms of this Ordinance will result in undue hardship.
- b. The plight of the owner is due to unique circumstances.
- c. The variation, if granted, will not alter the essential character of the locality

The Zoning Administrator, Planning and Zoning Commission, and Village Board, in making its findings, may further inquire into the following evidentiary issues, as well as any others deemed appropriate. **Please provide a detailed response to each of the following criteria** (*attach additional pages, if necessary*): **See attached responses**

- a. The particular physical surroundings, shape, or topographical conditions of the specific property impose a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of regulations were to be carried out.
- b. The alleged difficulty or hardship has not been created by any person presently having a proprietary interest in the property in question.
- c. The granting of the variation will not be detrimental to the public welfare in the neighborhood in which the property is located.
- d. The proposed variation will not impair an adequate supply of light and air to adjacent property, substantially increase congestion in the public streets, increase the danger of fire, endanger the public safety, or impair property values within the neighborhood.
- e. The proposed variation is consistent with the spirit and intent of this Ordinance and Village land use policies.
- f. The value of the property in question will be substantially reduced if permitted to be used only under the conditions allowed by the regulations governing the district in which it is located.



44 S. Vail Ave. Suite 204
Arlington Heights, IL 60005

MUNDELEIN VARIANCE APPLICATION

RESPONSES TO STANDARDS FOR GRANTING A VARIATION

Applicant, Driven Car Wash, LLC ("Driven") asks the Zoning Administrator, Planning and Zoning Commissions and Village Board to grant it a variation from the existing Ordinance standards concerning the use of exterior insulating finishing system (EIFS) as an accent surface coating on two areas of the building. For the reasons set forth below, Driven Car Wash respectfully asks that its request be granted. Accordingly, Driven responds to the criteria as follows:

A. The strict application of the terms of the Ordinance will result in an undue hardship for Driven Car Wash's application because the cost of Alucobond has increased significantly due to tariffs and supply issues, whereas using EIFS will reduce the costs associated with the project, provide for substantially identical finished product, be more environmentally friendly due to the insulating nature of the material. Further, the time required to design, manufacture, and install the Alucobond will delay the project by a minimum of 60 days.

B. The plight of the owner is due to unique circumstances, mainly, the significant cost of obtaining and installing Alucobond, whereas the use of EIFS will reduce the operating costs of the car wash facility. Accordingly, granting the variation requested herein would satisfy the Ordinance because the building will be more energy efficient.

C. The variation, if granted, will not alter the essential character of the locality because, as stated above, the finished product will be substantially identical to the approved ordinance, the only difference will be the material selected, all colors and finishes will be substantially identical. Accordingly, Driven's proposed variation will keep with the essential character of the locality.

If the Zoning Administrator, Planning and Zoning Commission, and Village Board requires further evidence supporting Driven's request for variation, we have provided responses to the following criteria:

- a. The particular physical surroundings, shape, or topographical conditions of the specific property impose a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of regulations were to be carried out.

Driven Response: The Ordinance is written in a way that **permits** the use of EIFS "as decorative or detail elements, or as part of the exterior construction that is not used as a surface finish material." See Ordinance §20.32.040(B)(5)(b). The language of the Ordinance is contradictory, EIFS is, by its nature, used as a surface finishing material. Advances in EIFS technology have demonstrated that the restrictive nature of the Ordinance is outdated and should



be reconsidered. EIFS has progressed to the point that it is visually indistinguishable from the Alucobond metal materials. Further, the proposed use on the structure is exactly that of a decorative element of the exterior construction. Finally, the cost of using Alucobond would be over a hundred thousand dollars more than using EIFS. This rises above a mere inconvenience and imposes a particular hardship on the owner.

- b. The alleged difficulty or hardship has not been created by any person presently having a proprietary interest in the property in question.

Driven Response: The difficulty and hardship imposed by the strict interpretation of the ordinance has not been created by any person presently having a proprietary interest. Instead, we are seeking to replace one prohibited material (metal panels) with another, more efficient and environmentally friendly material which will result in a substantially identical finished product as the approved ordinance.

- c. The granting of the variation will not be detrimental to the public welfare in the neighborhood in which the property is located.

Driven Response: The public welfare in the neighborhood will not be negatively impacted by the granting of the variation requested. Indeed, the public welfare will be improved by the granting of the variance because it will allow the project to proceed to completion on a timely basis. Rejecting this request for variance will extend the project timeline by at least 8-12 weeks and increase costs which will challenge the viability of the entire project.

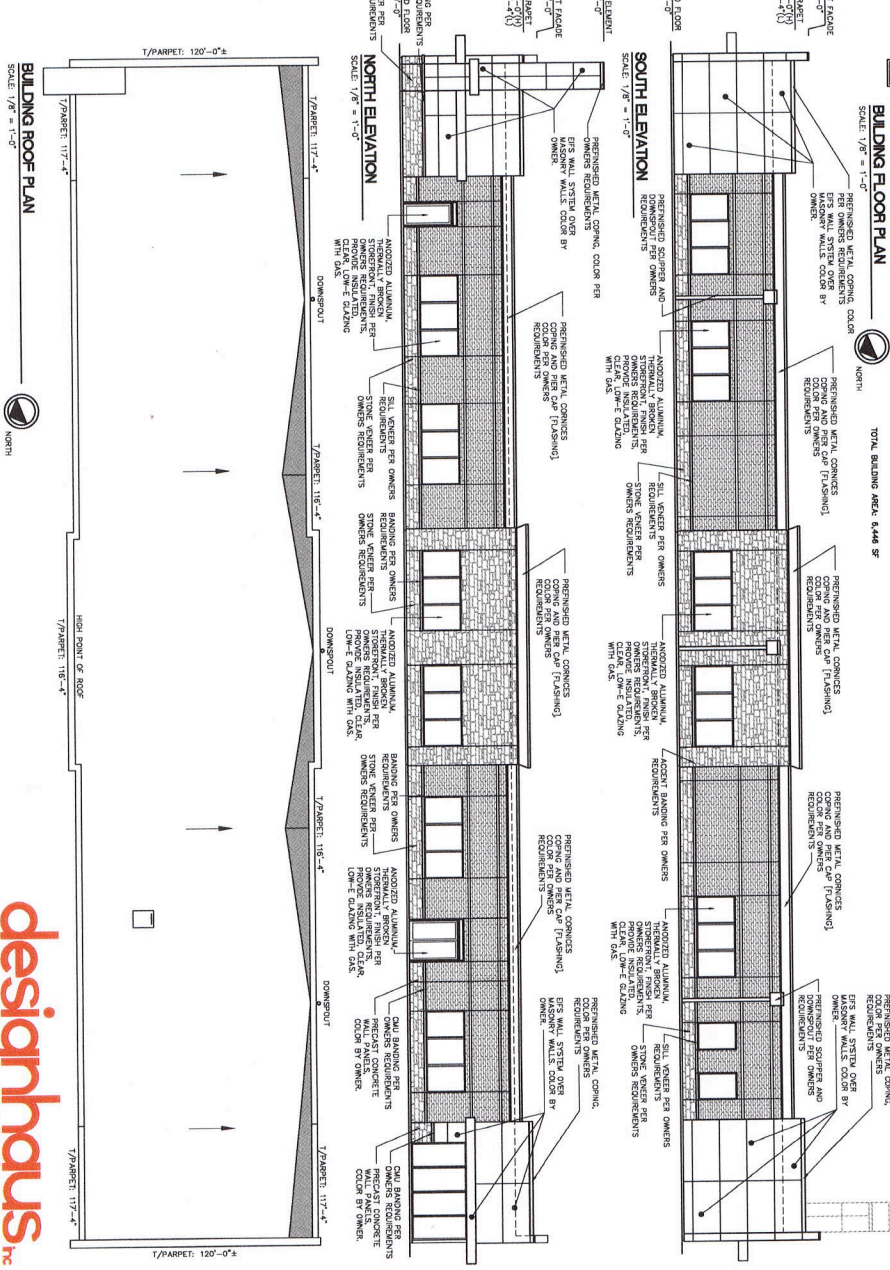
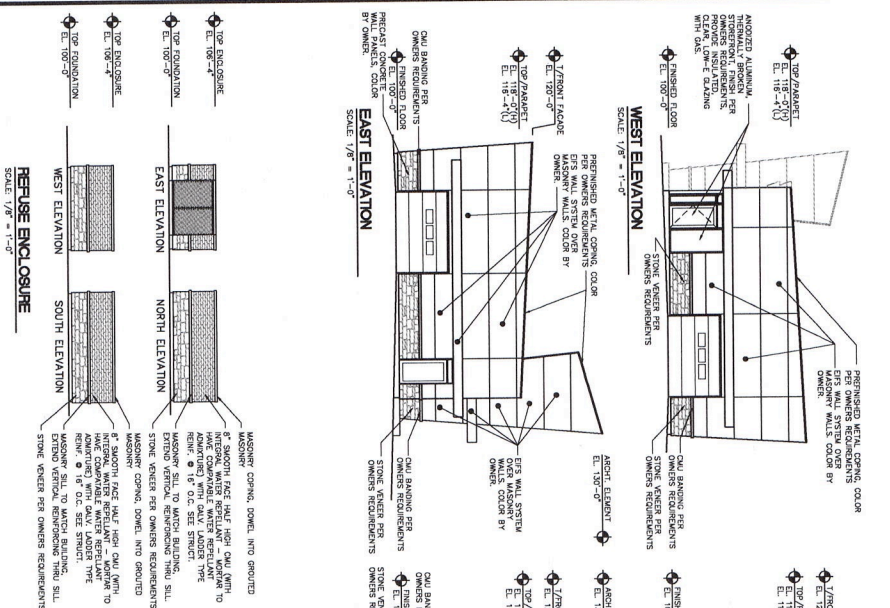
- d. The proposed variation will not impair an adequate supply of light and air to adjacent property, substantially increase congestion in the public streets, increase the danger of fire, endanger the public safety, or impair property values within the neighborhood.

Driven Response: This variation, if granted, will have no impact on the adequate supply of light and air to any adjacent property, will not increase congestion, nor increase the danger of fire, public safety or impair property values within the neighborhood. However, during the installation process using Alucobond will require steel cutting and further fabricated on site which will require additional equipment and personnel using steel cutting and soldering materials on site.

- e. The proposed variation is consistent with the spirit and intent of this Ordinance and Village land use policies.

Driven Response: The spirit and intent of the Ordinance is to allow for the use of EIFS in exterior construction and as decorative elements of a building, that is exactly what we are seeking to accomplish here. Further, we are simply seeking permission to replace one prohibited material (metal) with EIFS.

- f. The value of the property in question will be substantially reduced if permitted to be used only under the conditions allowed by the regulations governing the district in which it is located.



DRIVEN EXPRESS CAR WASH
WILMINGTON, ILLINOIS
UPDATED: 05-21-2025

designhaus
architecture

882 South Ashland • 4500 South Illinois, Urbana, Illinois 61802
P: 815.203.5910 F: 815.203.5915 www.designhaus.com

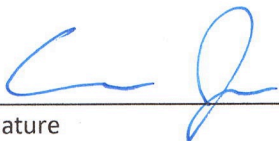
AFFIDAVIT OF OWNERSHIP AND AUTHORIZATION

COUNTY OF LAKE)
)
STATE OF ILLINOIS)

I, Chris Jenks, under oath, state that I am

 the sole)
 an) owner of the property
 X an authorized officer of the)

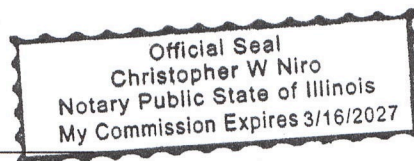
commonly described as (Address) 301 Townline Road and that such property is owned by
(Printed Name) 301 Townline Rd, LLC as of this date. As owner of the property, I do
hereby authorize Christopher Niro (Printed Name or Not Applicable) to represent me in the following
Planning and Zoning Commission/Village Board matter, requesting variance from Ordinance
section 20.32.040(B)(5)(b)(vi) and allowing the use of EIFS as a decorative finishing element. (Action).


Signature

Subscribed and sworn to before me

this 20 day of May, 2025.


Notary Public Signature

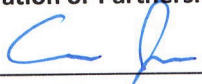


SITE VISIT AUTHORIZATION

I hereby grant employees of the Village of Mundelein, their agents, and members of the Mundelein Planning and Zoning Commission permission to enter on the property located at the following address:
(Address) 301 Townline Road, Mundelein, IL 60060

Visual inspection of the site shall be accomplished during reasonable hours to examine only those portions of the property relating to this application. This permission is granted in regards to the Mundelein Planning and Zoning Commission Petition for the above-cited property.

**If Owner or if Owner is a
Corporation or Partnership:**

 5/20/25
Signature of Owner Date

By Chris Jenks
Manager of 301 Townline Rd, LLC
Title/Full Corporate Name

If Contract Purchaser:

Signature of Contract Purchaser Date

By _____

Title/Full Corporate Name

If Lessee (Corporate or Partnership):

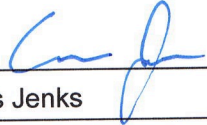
Signature of Lessee Date

By _____

Title/Full Corporate Name

REQUIRED SIGNATURES

The undersigned states under oath that he/she/they are the **Legal Owner(s)** of record of the realty described in this Planning and Zoning Commission Application, and the statements that he/she/they made in the foregoing application are true in substance and in fact.

Signature (Owner): 
Printed Name: Chris Jenks

Date: 5/20/25
Title: MANAGER

Signature (Owner): _____
Printed Name: _____

Date: _____
Title: _____

The undersigned states under oath that he/she/they are the **Contract Purchaser** of record of the realty described in this Planning and Zoning Commission Application, and the statements that he/she/they made in the foregoing application are true in substance and in fact.

Signature Contract Purchaser: _____
Printed Name: _____

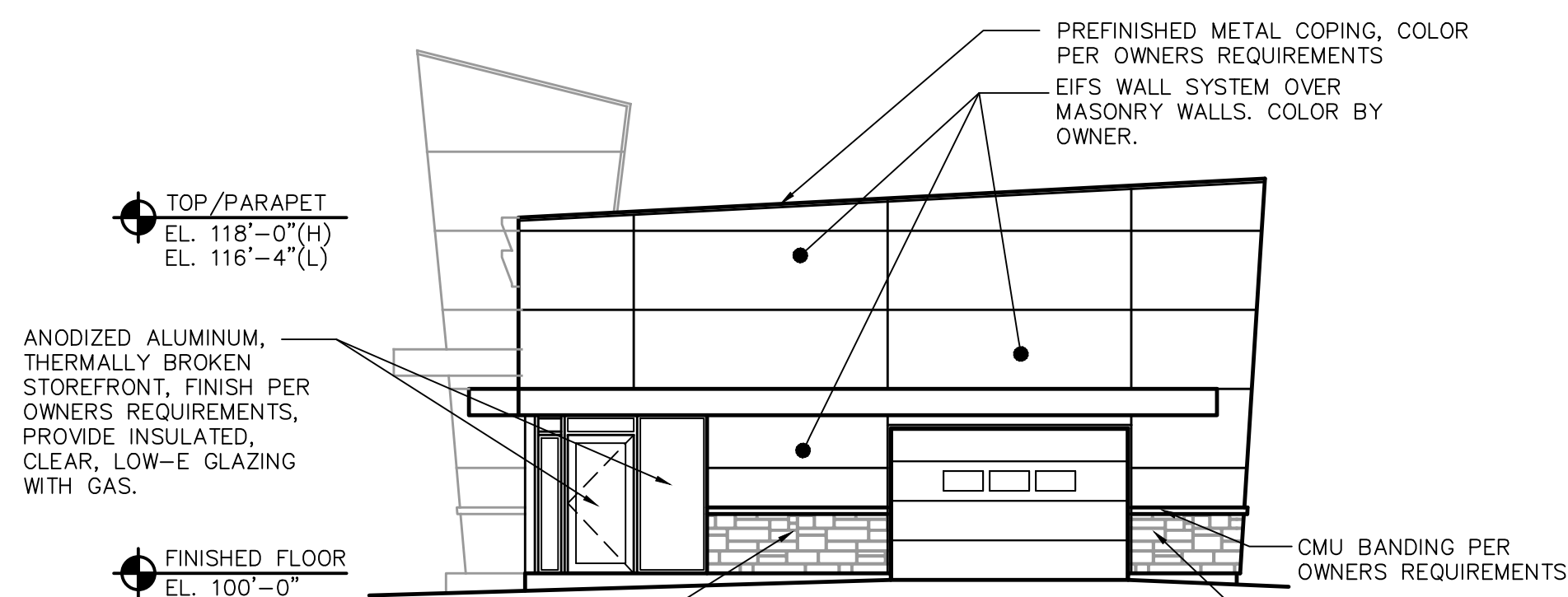
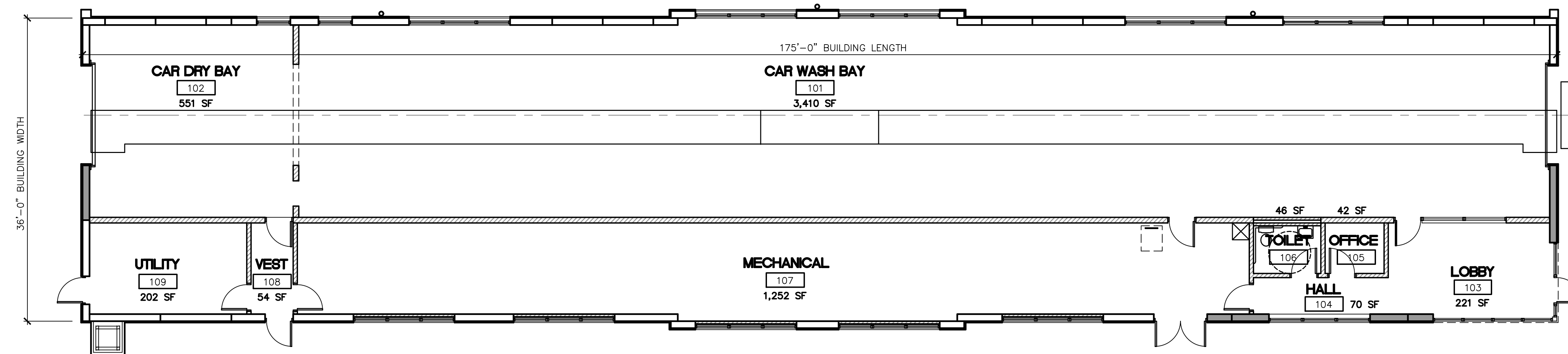
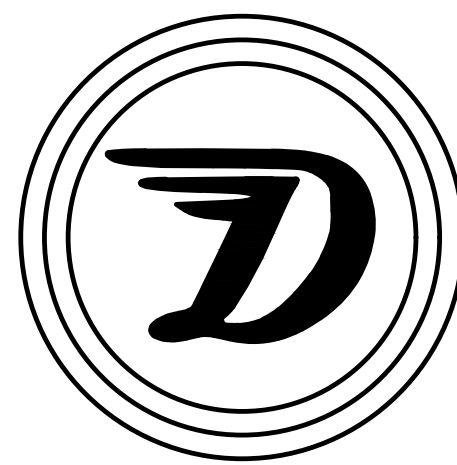
Date: _____
Title: _____

The undersigned states under oath that he/she/they are the **Lessee** of record of the realty described in this Planning and Zoning Commission Application, and the statements that he/she/they made in the foregoing application are true in substance and in fact.

Signature Lessee: _____
Printed Name: _____

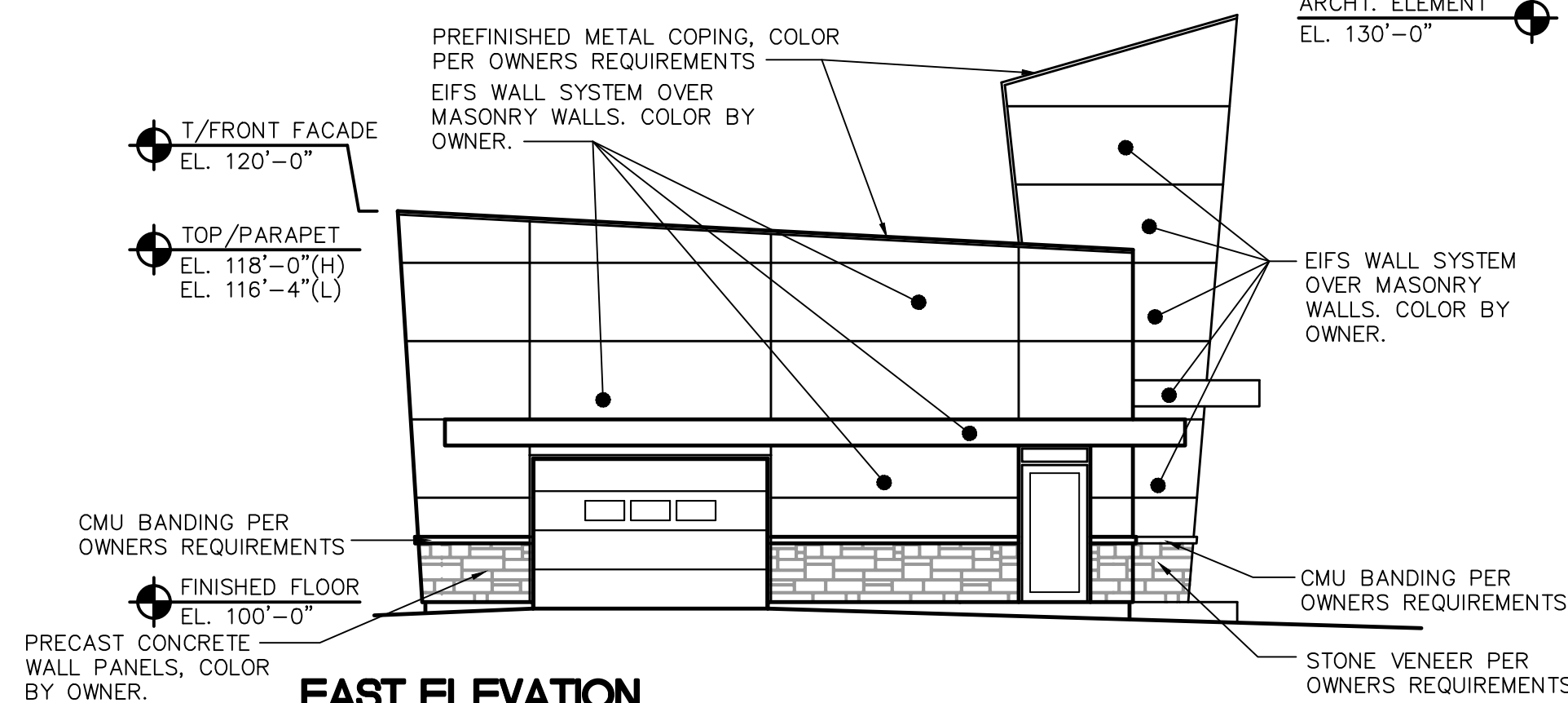
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Driven CAR WASH



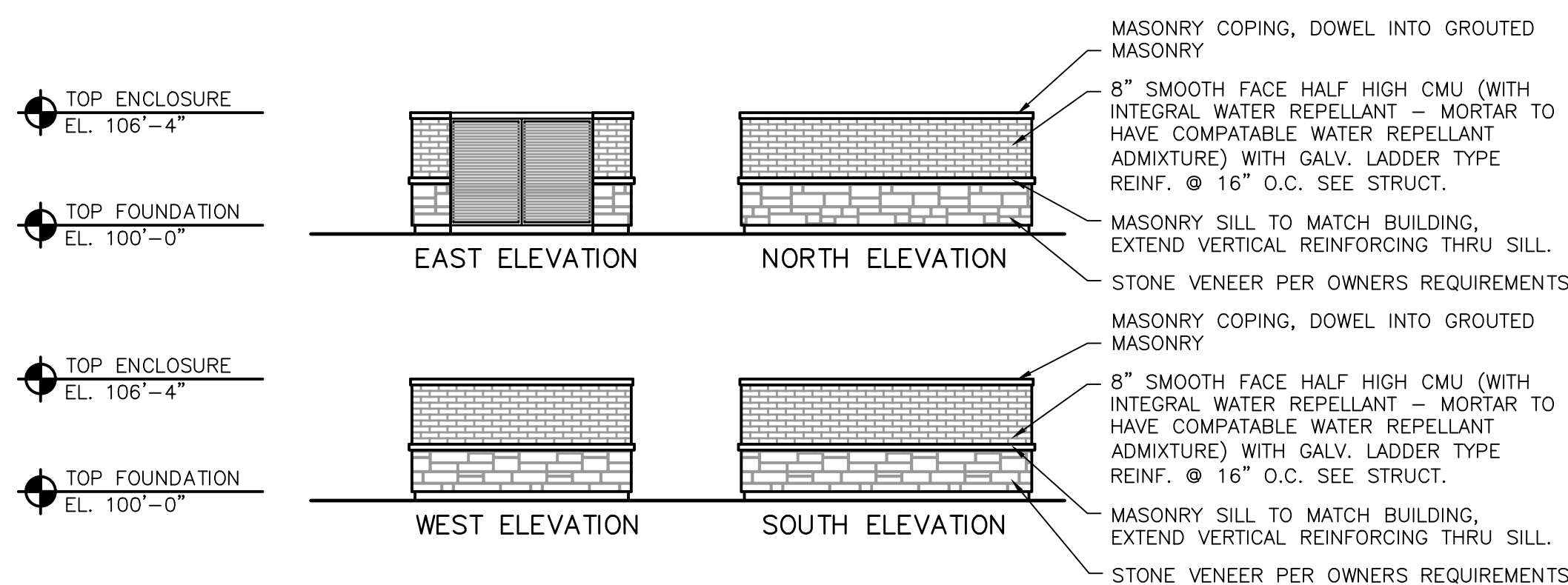
WEST ELEVATION

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



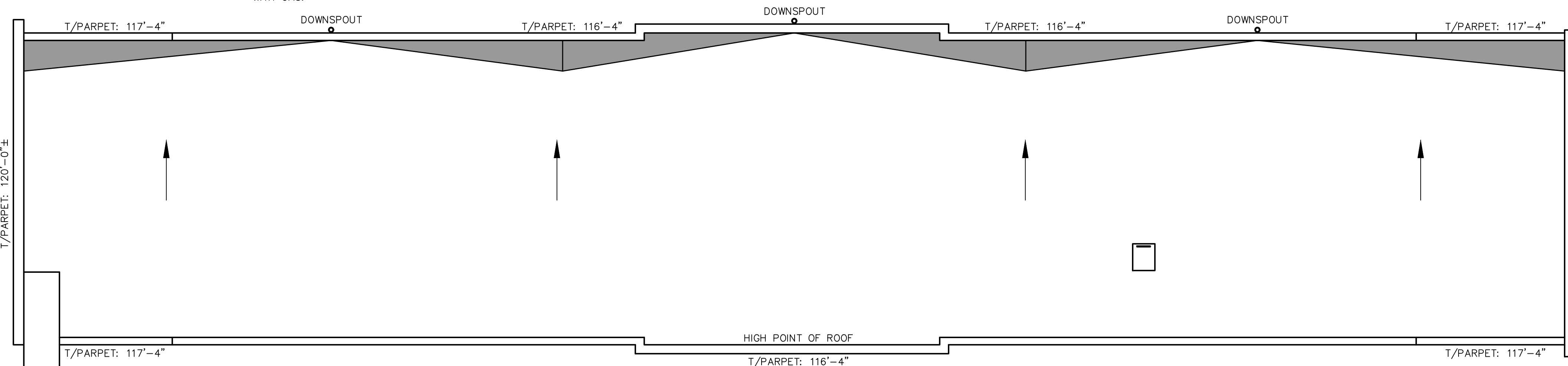
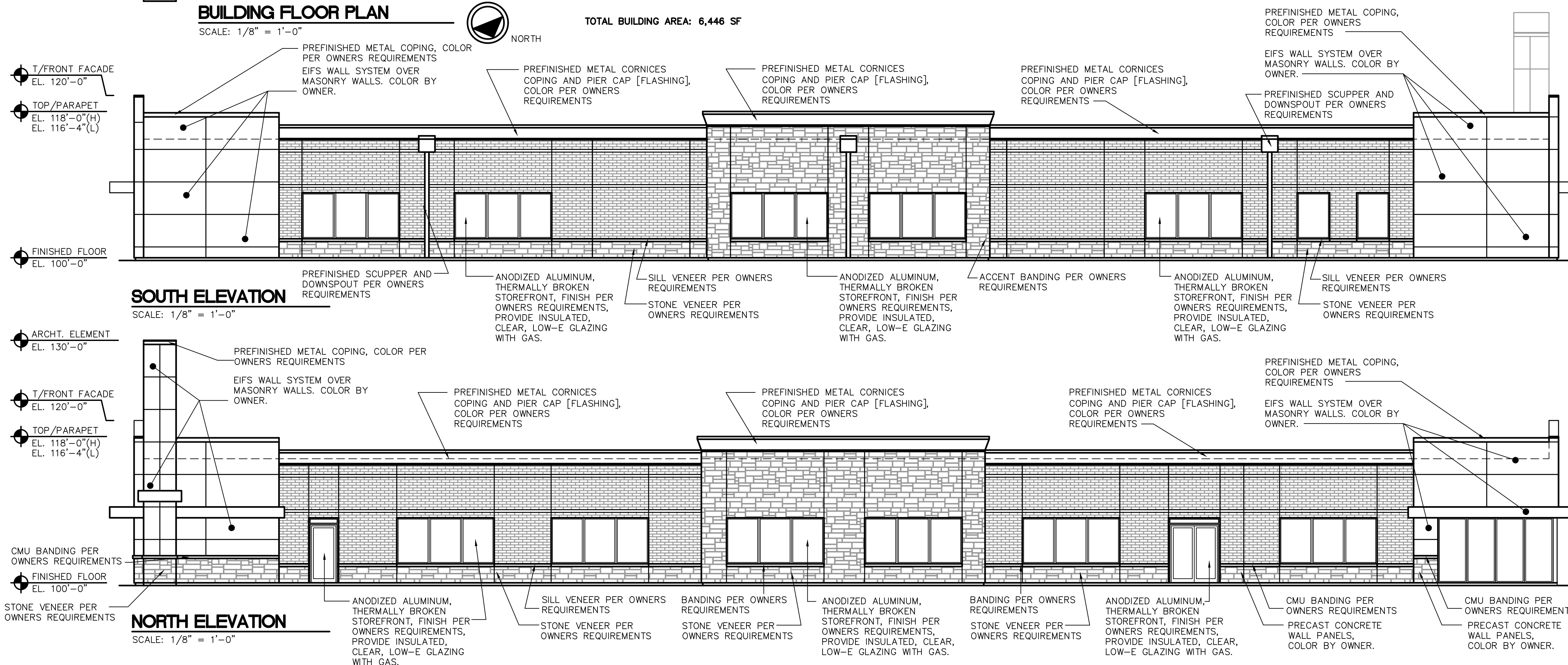
EAST ELEVATION

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



REFUSE ENCLOSURE

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



DRIVEN EXPRESS CAR WASH

MUNDELEIN, ILLINOIS
UPDATED: 05-21-2025

designhaus inc
architecture

860 lively boulevard elk grove village, illinois 60007
p: 847.593.5010 f: 847.593.5012 www.dhausarch.com

To: Commission Members

From: Colleen Malec, Senior Planner

For: Planning and Zoning Commission Meeting of June 18, 2025

Subject: PUBLIC HEARING - PZC2025-0025 - Dream Clean and Dunkin - PUD Amendment

Attachments:

1. Certificate of Publication
2. Petitioner's Packet
3. Ordinance No. 21-05-35 - Ordinance Approving an Amendment to the Final PUD Sheldon Woods

Background:

Petition Information

Petitioner:

DCCW Acquisitions, LLC
625 Greenleaf Avenue
Wilmette, IL 60091

Property Owner:

Chicago Title Land Trust Company, as Successor Trustee Under Trust Agreement dated August 28, 1983, and Known as Trust Number 6978
206 W. Cook Avenue
Libertyville, IL 60048

Property Location:

0 IL Route 60 (PIN: 10-22-205-030)

Existing Zoning:

C-4 Shopping Center Commercial

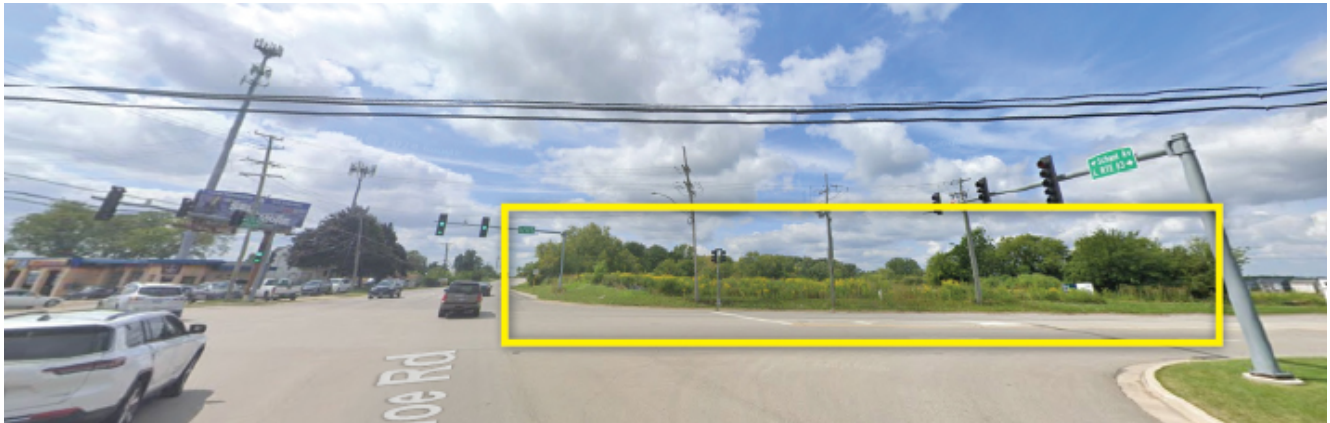
Existing Land Use:

Vacant (Undeveloped)

Background

The applicant, DCCW Acquisitions, LLC (Dream Clean Car Wash) proposes to develop the subject property at the west corner of Illinois Route 60 and Schank Avenue with two businesses – a drive-through Dunkin' and a self-service Dream Clean Car Wash. The property is vacant and undeveloped, and is located adjacent to the Sheldon Woods subdivision and is across the street from Mundelein Crossings Starbucks.

Figure 1: Street View of the Subject Property (IL Route 60 and Schank Avenue)



The subject property is located within the **Sheldon Woods Planned Unit Development (PUD)** area – technically Lot 193 of the Sheldon Woods subdivision. The petitioner is seeking an amendment to the Sheldon Woods PUD to accommodate a car wash and Dunkin'.

A PUD is a custom zoning plan for a specific area, which sets rules for how the land can be used on top of the standard Zoning Ordinance. A PUD is approved by ordinance and negates the need to apply for individual variations from the Municipal Code that may normally be required. A local example of a PUD is Grand Dominion by Del Webb, which is subject to building setbacks unique to that subdivision rather than the setbacks established by the Zoning Ordinance.

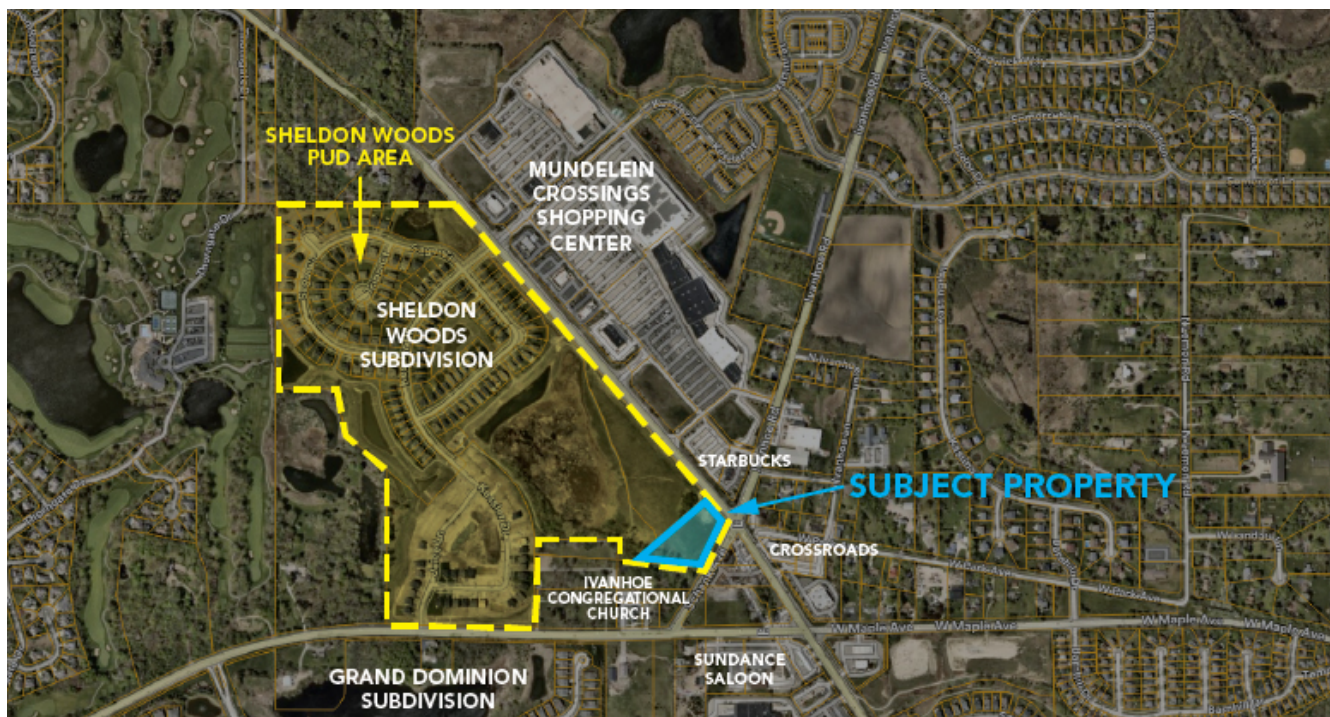
Before Sheldon Woods was constructed by Pulte Homes, that entire property (the subject property included), was one large parcel under common ownership (Chicago Title Land Trust Company, Trust Number 6978). It was known locally as the “McLaughlin Property” or the “Rubloff Property”. The existing PUD, previously under a different name, was first created in 2008 for a proposed shopping center development called “*Mundelein Town Center Development*”. The shopping center was never constructed, but the PUD ordinance remained in place.

In 2020, Pulte Homes worked with the property owner to develop their 192-lot residential subdivision. They purchased 97.74 acres of the 100-acre property. Of that area, 6.56 acres is to be dedicated to the Mundelein Park and Recreation District. The remaining 2.92 acres at the corner of Schank Avenue and IL Route 60 was retained by the property owner for future commercial development, which remained under its original C-4 Shopping Center zoning designation. The subject property was delineated and became Lot 193 of the Sheldon Woods Subdivision, and remains under the Sheldon Woods PUD area.

In order to accommodate the Sheldon Woods subdivision, which was located in that 2008 PUD area, the Village Board approved an “Amended and Restated Sheldon Woods PUD”. This action preserved the original PUD, but renamed it and provided for the Sheldon Woods construction. It also contained language regarding the future commercial use of the subject property, called the “Commercial Area” in the PUD ordinance:

“With regards to the remaining Commercial Area, excluding the Residential Area, prior to, and as a condition to development, any owner of record of the Commercial Area shall be required to submit a new preliminary and final plan, per the Village’s Municipal Code, insofar as the development plans approved in Ordinances 07-07-46 and 08-02-10 are no longer applicable to the Commercial Area or otherwise in effect. In no event shall Video Gaming be allowed on the Commercial Area.”

Figure 2: Map of Sheldon Woods PUD Area and Subject Property



Zoning Request

The applicant is requesting an amendment to the existing Sheldon Woods Planned Unit Development to accommodate their proposed Dream Clean Car Wash and Dunkin’. This amendment is required by the language in the PUD ordinance, which requires any future commercial user of this property to present a Preliminary and Final Plan. The PUD amendment will incorporate the Special Use that would normally be required for a car wash in the C-4 Shopping Center district, as well as any variations that would normally be necessitated by the architecture, landscaping, parking, or site layout.

Project Details

The Petitioner proposes a drive-through Dunkin' on the front end of the site (facing IL Route 60), and a Dream Clean Car Wash on the rear portion of the site. Both sites are connected by driveways internally.

See the Petitioner's Packet for more details, which includes:

- Zoning Application
- Narrative
- Plat of Survey
- Plat of Subdivision
- Dream Clean
- Site Plans
- Traffic Study
- Sound Study
- Civil Plans
- Renderings
- Architectural Elevations
- Signage Plan

The applicant has also addressed the *Standards for Granting a Planned Unit Development* and *Standards for Granting a Special Use* in their application.

Figure 3: Proposed Site Plan



Figure 4: Dream Clean Car Wash Renderings



Figure 5: Dunkin' Architectural Elevations

Front Elevation



Right Elevation



Staff Comments

The following comments were received by Staff, all which can be addressed at the building permit phase:

Building Department

1. All structures must conform to the Building Codes adopted and amended by the Village of Mundelein.

Public Works/Engineering Department

1. Provide a full site engineering plan that includes utilities such as lighting, sanitary, storm, and water as well as a detailed soil erosion and sediment control plan.
2. Retaining wall will need structural engineer to confirm design.
3. A stormwater management report will be required for this development along with the submittal of a watershed development permit application.

Public Comments

No comments were received from the public at the time of writing this staff report.

Comprehensive Plan

The Future Land Use Plan within the Comprehensive Plan designates the subject property as “**Auto-Oriented Small- to Mid-Size Retail**”. This category is defined as: *“Areas located in the Village directly along major roadway corridors and are designed to support customers arriving by car. These can include standalone retail, “strip” shopping centers, and sit down or drive-thru restaurants. These areas often include outlots to big box retail.”*

Analysis

Staff is in support of the proposed use, which is appropriate for the character of the area, which is commercial in nature, contains wide roadways with high traffic counts, and is dependent on automotive travel. The applicant has provided a traffic study and sound study to address potential impacts to the surrounding area.

However, Staff strongly recommends a condition to prevent the development of the site becoming a “bait and switch” where the car wash is developed, but the Dunkin’ restaurant never moves forward. The condition suggests that issuance of a Certificate of Occupancy for the Dream Clean Car Wash cannot be issued until Dunkin’ has commenced with vertical construction or construction of their foundation, and also provides sufficient evidence that they have entered into an agreement with the landowner.

Recommendation:

Motion to recommend Approval/Denial of an amendment to the Final Planned Unit Development for Sheldon Woods to include the proposed car wash and drive-through restaurant on Lot 193 of the

Sheldon Woods Subdivision (0 IL Route 60 or PIN: 10-22-205-030).

Recommended Conditions:

- No video gaming shall be permitted on the subject property.
- The Certificate of Occupancy for the Dream Clean Car Wash shall not be issued until: A) foundation construction or vertical construction of the Dunkin' building has commenced; and B) the applicant provides sufficient evidence that Dunkin' has committed to occupying the site, such as an executed purchase or lease agreement, subject to the review and approval of the Village Administrator.

NOTICE OF HEARING BEFORE THE
VILLAGE OF MUNDELEIN
PLANNING & ZONING COMMISSION
NOTICE IS HEREBY GIVEN that on June 18, 2025, at the hour of 7:00 p.m., there will be a public hearing before the Village of Mundelein Planning and Zoning Commission at the Mundelein Village Hall, 300 Plaza Circle, Mundelein, Illinois, concerning a petition by DCCW Acquisitions, LLC, a Delaware Limited Liability Company. The petition requests to amend the Sheldon Woods Final Planned Unit Development (PUD) to permit a car wash and drive-through restaurant at 0 IL Route 60, Mundelein, Illinois 60060 (PIN: 10-22-205-030), in accordance with the application on file with the Village of Mundelein.

If you cannot attend the meeting in-person and you wish to submit a question or comment to be provided to the Planning and Zoning Commission, please email your full name and your question or comment to planning@mundelein.org. Please put "Public Commentary" in the subject line. Comments received during the meeting, but after the public commentary portion has ended, will be provided to the Commission Members after the meeting.

CASE NO.: PZ2025-0025

The name and address of the Petitioner:
DCCW Acquisitions, LLC
625 Greenleaf Avenue
Wilmette, IL 60091

This Notice is an invitation to all interested persons to submit oral or written testimony or other evidence concerning the above case to the Village of Mundelein Planning and Zoning Commission to planning@mundelein.org. Comments received by 5:00 p.m. CT on June 11, 2025, will be included in the meeting agenda packet. Comments received after this date will be provided to the Commissioners on the day of the public hearing. Persons with questions are encouraged to call the Village of Mundelein at (847) 949 3282. The Planning and Zoning Commission's actions are not final for this case. The Planning and Zoning Commission will forward its findings and recommendations to the Village Board of Trustees for final consideration and action.

Dated at Mundelein, Illinois, this June 3rd, 2025.
Terry Roswick /s/
Chairman
Planning and Zoning Commission
Published in Daily Herald, June 2, 2025 (292397)

CERTIFICATE OF PUBLICATION

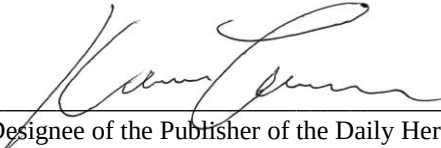
Paddock Publications, Inc.

Lake County Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **Lake County DAILY HERALD**. That said **Lake County DAILY HERALD** is a secular newspaper, published in Libertyville, Lake County, State of Illinois, and has been in general circulation daily throughout Lake County, continuously for more than 50 weeks prior to the first Publication of the attached notice, and a newspaper as defined by 715 ILCS 5/5.

I further certify that the **Lake County DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 06/02/2025 in said **Lake County DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

BY


Designee of the Publisher of the Daily Herald

Control # 292397 *LAKE*



May 15, 2025

NWC Route 60 and Route 83, Mundelein, IL

Table of Contents

1. Aerial
2. Application for Planned Unit Development with Answers to the Standards for Granting a
Planned Unit Development and Answers to the Standards for Granting a Special Use
3. Narrative
4. Plat of Survey dated June 1, 2024, and prepared by JLH Land Surveying, Inc.
5. Plat of Subdivision dated January 1, 2021, and prepared Manhard Consulting, Ltd.
6. Dream Clean Site Plan dated April 21, 2025, and prepared by Arch America
7. Dunkin' Donuts Site Plan dated April 21, 2025, and prepared by Arch America
8. Traffic Study dated May 8, 2025, and prepared by KLOA
9. Sound Study dated May 14, 2025, and prepared by Thunder Hearing & Sound
10. Civil Plans dated May 12, 2025, and prepared by Webster, McGrath & Ahlberg, Ltd.
11. Renderings
12. Elevations dated December 16, 2024, and prepared by Arch America and by MRV
Architects
13. Signage Plan prepared by MRV Architects

Aerial

DUNKIN'

DREAM CLEAN
— CAR WASH —



TYPICAL PLANNING AND ZONING COMMISSION PROCESS

Meeting Schedule

The Planning and Zoning Commission consists of seven members who act as a recommending body to the Village Board. The Planning and Zoning Commission meet the first and third Wednesday of each month at the Village Hall, located at 300 Plaza Circle, Mundelein, Illinois. Meetings begin at 7:00 p.m.

Preliminary Conference

Prior to filling out this form you must first meet with a representative of Community Development to discuss the proposal and determine the necessary process for approval. A concept plan consisting of measurable sketches with a scale/ruler, existing and proposed site data, and site photo(s) should be available for review by a planner. To schedule a preliminary conference contact Community Development at (847) 949-3282. The petition must be complete with all attachments. Applications and fees can be mailed to Community Development, 300 Plaza Circle, Mundelein, Illinois 60060. Community Development staff will review the application and may request additional materials prior to acceptance.

Petition Submittal

Submit (1) legible copy, no larger than 11" x 17" of the draft petition to Community Development. The petition must be complete with all attachments and payment. Petitions may be dropped off or mailed to Community Development, 300 Plaza Circle, Mundelein, IL 60060.

Internal Department Review

After Community Development accepts the Draft Petition, the Fire, Police, Public Works and Engineering, Building Department, and Community Development Division will review the proposal and provide comments. Upon review, staff will provide feedback to the petitioner, if applicable. If it is determined that the documents are in compliance with Village codes, a Planning and Zoning Commission hearing will be scheduled. If changes are required, the petitioner shall resubmit revised plans for another departmental review, which will delay the date for a public hearing.

Final Petition

After all issues have been adequately addressed, staff will direct the petitioner to proceed with the final petition submittal. The final petition submittal must include (2) original paper copies for Village files, petition fee, and (1) electronic copy emailed to planning@mundelein.org. The Planning and Zoning Commission shall evaluate the application, based upon the evidence presented at the public hearing, recommend approval, approval with conditions, or denial of the application, and forward its recommendation within (60) days. The Village Board shall consider the variation within (60) days of receipt of the Planning and Zoning Commission recommendation.

The initial submittal must contain:

- ☐ Completed Application – Pages 3-10
- ☐ Current or accurate Plat of Survey or Preliminary Plat of Subdivision
 - a. (1) no larger than 11" x 17"
- ☐ Preliminary Drawings
 - a. Site Plan – indicating all site improvements, such as sign locations, screened trash container areas, loading docks, fire lanes, area lighting, parking, handicap parking, all dimensions and project data (building area, land area, floor area ratio, coverage, parking calculations, etc.)
 - b. Preliminary Building Elevations, including height (*if applicable*)
 - c. Preliminary Floor Plan (*if applicable*)
 - d. Tree Preservation Plan (*if applicable*)
 - e. Preliminary Engineering (*if applicable*)
- ☐ Photos of the property
- ☐ Other Supporting Documentation (*if applicable*)
 - ☐ Traffic Impact Study
 - ☐ Market Study
 - ☐ _____
 - ☐ _____
- ☐ Application fee (*Additional fees may apply if additional actions are required*)

FILING FEES	LESS THAN 1 ACRE	1 -49 ACRES	50 – 99 ACRES	100+ ACRES
Planned Unit Development	\$100.00	\$200.00	\$300.00	\$400.00

Additional submittal requirements:

- ☐ Affidavit of Notification and Certified Mail receipts, return receipts, and undeliverable envelopes (See Exhibit A and B. Must be submitted to Community Development prior to public hearing)

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

PROPERTY INFORMATION

Address Corner of Routes 60/83/Schank Ave
Property Index Numbers (PIN) 10-22-205-030

Size of Property 2.924 acres (sq. ft./acres)
Size of Building Space 1,800SF-DD, 22,500SF-DCCW (sq. ft.)
Size of Space Utilized

PETITIONER INFORMATION

Business/Org. Name DCCW Acquisitions, LLC
Name Mitch Zaveduk
Title Director of Development
Address 625 Greenleaf Ave
City, State, Zip Wilmette, IL 60091
Phone 847-989-9287
Email mzaveduk@dreamcleancw.com

Petitioner Status: ☐ Owner ☐ Lessee ☒ Contract Purchaser

ZONING

Current Zoning C-4 Heavy Commercial
Proposed Zoning C-4 Heavy Commercial
Current Use Vacant Land
Proposed Use car wash and drive-thru restaurant

PROPERTY OWNER INFORMATION

Business/Org. Name Chicago Title Land Trust Company, as
Name successor trustee under trust agreement dated August 26,
Title 1983, and known as trust number 6978
Address James A McLaughlin, 206 W. Cook Ave
City, State, Zip Libertyville, IL 60048
Phone 847-812-9843
Email jmclaughlin@rubloff.com

SECTION OF ZONING ORDINANCE: 20.16, 20.20

DESCRIPTION OF PROPOSED SPECIAL USE *(Attach sheet if additional space is needed)*

The applicant seeks to develop the subject property, which is currently vacant, into two retail businesses. The first business, a Dunkin' Donuts, is a permitted use within the C-4 zoning district. The second business is intended to be a car wash, a designated special use in the C-4 zoning district. The development has been designed in a very thoughtful manner to take advantage of its proximity to roadway traffic while also being sensitive to nearby uses. The Dunkin' Donuts has adequate stacking for the drive-through and will employ approximately eight to ten people across shifts, and will have on average four employees on premises during business hours. Dream Clean Car Wash is a high-quality express, exterior-only car wash, with a business model that includes both daily users and monthly memberships. Dream Clean will employ ten to twelve people across shifts, with an average of four employees during business hours. Dream Clean will have sufficient fencing and landscaping to minimize potential effects on nearby businesses. In addition, it uses state-of-the-art sound mitigation and energy saving equipment as well as a water reclamation system to reduce water usage.

STANDARDS FOR GRANTING A PLANNED UNIT DEVELOPMENT

When considering the requested action, the Planning and Zoning Commission must determine that the following Findings of Fact exist. All applicants must provide a written response to each of the standards listed below. The response to each standard should thoroughly explain how the PUD being requested will meet the established criteria. **Please provide a detailed response to each of the following criteria (attach additional pages, if necessary)**

- A. The entire property proposed for the planned unit development shall be in single ownership or under such unified control as to ensure that the entire property will be developed as a unified whole. All owners of the property shall be included as joint applicants on all applications and all approvals shall bind all owners. The violation of any owner as to any tract shall be deemed a violation as to all owners of all tracts.
- B. The applicant shall have the burden of establishing that the subject property is of sufficient size and shape to be planned and developed as a unified whole capable of meeting the objectives for which planned unit developments may be established pursuant to this section.
- C. All covenants, deed restrictions, easements and similar restrictions to be recorded in connection with the planned unit development shall stipulate that they may not be modified, removed or released without the express consent of the Village Board and that they may be enforced by future landowners within the proposed development.
- D. The applicant may be required to submit a proposed development agreement as part of the planned unit development application. As part of the planned unit development approval, the Village must approve the development agreement.
- E. Any area of a planned unit development not used for structures, streets, or parking lots, shall be landscaped. The perimeter of the planned unit development shall be designed to ensure compatibility with uses surrounding the planned unit development by including uses within the planned unit development that are compatible with such surrounding uses, including setbacks, screening, or natural or man-made buffers within such perimeter.
- F. Private streets are prohibited unless expressly approved by the Village Board. If so approved, they shall meet all construction standards applicable to public streets. No such streets shall be approved except upon the condition that they shall be owned and maintained by a property owners' association meeting the requirements set forth in this section.
- G. Whenever the Village Board determines that development of a planned unit development will create a need for land for public purposes of the Village within the proposed planned unit development, the Village Board may require that such land be designated and dedicated to the Village for such use. In addition, the Village

Board may require evidence that all requirements of Village ordinances pertaining to the dedication of land or the contribution of cash in connection with subdivisions or developments of land have been met with respect to the proposed planned unit development.

H. Thirty percent (30%) of the area of a residential-only planned unit development is required to be set aside and maintained as common open space. This thirty percent (30%) shall be calculated based on the net area of the site, which is the total area of a site available for development, excluding street rights-of-way and other publicly dedicated improvements. excluding public rights-of-way. The location of common open space shall be consistent with its intended function as set forth in the application and planned unit development plans. No such open space shall be used for the construction of any structure or improvement except such structures and improvements as may be approved in the final plan as appropriate to the intended leisure or recreational uses for which such open space is intended.

1. The following uses shall be considered common open space:

- a. Parks and playgrounds, including skate parks and dog parks.
- b. Indoor or outdoor active recreation facilities, including basketball courts, ball fields, swimming pools and tennis courts.
- c. Jogging trails, bike trails and fitness courses.
- d. Nature preserves, bird sanctuaries, natural water features and similar conservation areas.
- e. Detention/retention ponds may be counted toward common open space but must be accessible to the public via nature trails, boardwalks, and/or perimeter walkways and they must be designed as natural water features and landscaped with native vegetation.
Detention/retention ponds may only count toward twelve percent (12%) of the common open space area requirement

2. Adequate safeguards, including recorded covenants or dedication of development rights, shall be provided to prevent the subsequent use of common open space for any use, structure, improvement, or development other than that shown on the approved final plan. The safeguards must be perpetual and must run with the land. Such safeguards may be released, but only with the express written consent of the Village Board.

3. The final plan shall include such provisions for the ownership and maintenance of such open space and improvements as are reasonably necessary to ensure their continuity, care, conservation, maintenance, and operation in accordance with predetermined standards and to ensure that

remedial measures will be available to the Village if such open space or improvements are permitted to deteriorate or are not maintained in a condition consistent with the best interests of the planned unit development or the Village.

4. When the requirements of this section are to be satisfied by the ownership or maintenance of such open space or improvements by a property owners' association, such association shall meet each of the following standards:
 - a. The by-laws and rules of the association and all declarations, covenants, and restrictions to be recorded must be included as part of the final plan prior to the final plan becoming effective. Each such document shall provide that it shall not be amended in any manner that would result in it being in violation of the requirements of this chapter.
 - b. The association must be established and all covenants and restrictions must be recorded prior to the sale or lease of any property within the area of the planned unit development designated to have the use of the proposed open space or improvements.
 - c. The association must be responsible for casualty and liability insurance, taxes, and the maintenance of the open space and improvements to be deeded to it.
 - d. Membership in the association must be mandatory for each property owner and any successive owner having a right to the use or enjoyment of such open space or improvements.
 - e. Every property owner having a right to the use or enjoyment of such open space or improvements must pay its pro rata share of the cost of the association by means of an assessment to be levied by the association that meets the requirements for becoming a lien on the property in accordance with state statutes.
 - f. The association must have the right to adjust the assessment to meet changed needs. The membership vote required to authorize such adjustment shall not be fixed at more than two-thirds (2/3) of the members voting on the issue.
 - g. The Village must be given the right to enforce the declarations, covenants and restrictions.
 - h. The Village must be given the right, after ten (10) days written notice to the association, to perform any maintenance or repair work that the association has neglected to perform, to assess the membership for such work and to have a lien against the property of any member for the cost of such maintenance and work. For this purpose alone, the Village shall have all

the rights and powers of the association and its governing body under the agreements and declarations creating the association.

- I. Planned unit developments shall not adversely affect the natural environment of the community as a whole. Natural assets and features, such as existing trees and native vegetation, shall be protected and preserved to the greatest extent practical.
- J. The site shall be accessible to public streets that are adequate to carry the traffic that will be generated by the proposed development. The streets and driveways within the proposed development shall be adequate to serve the uses within the development. The applicant shall be responsible for the cost and installation of additional traffic controls and regulating devices that are required.
- K. The pedestrian circulation system and its related walkways shall be located to provide for separation of pedestrian and vehicular movement and for maximum pedestrian safety.
- L. All planned unit developments shall provide for underground installation of utilities, including electricity, cable and telephone. Provisions shall be made for acceptable design and construction of storm sewer facilities and appropriate storm retention and detention devices. The construction and maintenance of all utilities, roadways, parking facilities and other site improvements shall be in accordance with the requirements of this Ordinance and other regulations of the Village.

AFFIDAVIT OF OWNERSHIP AND AUTHORIZATION

C- Heavy Commercial

COUNTY OF LAKE)
)
STATE OF ILLINOIS)

I, JAMES McLaughlin, under oath, state that I am
_____ the sole _____)
X an _____) owner of the property
_____ an authorized officer of the _____)

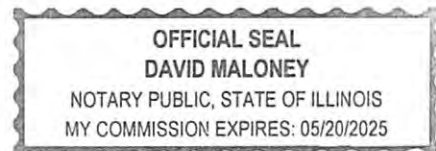
commonly described as (Address) Corner of Routes 60/83/Schank Ave and that such property is owned by
(Printed Name) JAMES McLaughlin as of this date. As owner of the property, I
do hereby authorize Dan Shapiro, Shapiro & Associates Law (Printed Name or Not Applicable) to represent me in the
following Planning and Zoning Commission/Village Board matter, Application for an amendment to the Sheldon
Woods-Final PUD to allow for a special use, a car wash, within the C-4 zoning district (Action).

[Signature]
Signature

Subscribed and sworn to before me

this 15th day of May, 20 25.

[Signature]
Notary Public Signature



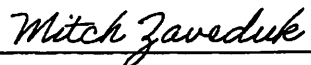
REQUIRED SIGNATURES

The undersigned states under oath that he/she/they are the **Legal Owner(s)** of record of the realty described in this Planning and Zoning Commission Application, and the statements that he/she/they made in the foregoing application are true in substance and in fact.

Signature (Owner):  Date: 5/15/25
Printed Name: James A. McLaughlin Title: _____

Signature (Owner): _____ Date: _____
Printed Name: _____ Title: _____

The undersigned states under oath that he/she/they are the **Contract Purchaser** of record of the realty described in this Planning and Zoning Commission Application, and the statements that he/she/they made in the foregoing application are true in substance and in fact.

Signature Contract Purchaser:  Date: May 14, 2025
Printed Name: Mitch Zaveduk Title: Director of Development

The undersigned states under oath that he/she/they are the **Lessee** of record of the realty described in this Planning and Zoning Commission Application, and the statements that he/she/they made in the foregoing application are true in substance and in fact.

Signature Lessee: _____ Date: _____
Printed Name: _____ Title: _____

ANSWERS TO THE STANDARDS FOR GRANTING A PLANNED UNIT DEVELOPMENT

- A. The property that is the subject of this application will be, after the intended purchase, under the sole ownership of the applicant, and will be developed as a single unified project. Both the Dream Clean Car Wash and Dunkin' Donuts projects will be developed concurrently with the other.
- B. The planned project is designed to include buildings and ample parking while also leaving sufficient room for stormwater detention, adhering to the PUD's objectives.
- C. So Noted
- D. So Noted and acknowledged
- E. The applicant's Site Plan, attached, indicates a landscaping buffer around the perimeter of the site per the guidelines of the Village's PUD ordinance. The landscaping is designed with a 6-foot fence and with the residential community in mind to the west to create a natural sound and environmental cushion.
- F. So Noted – N/A
- G. So Noted – N/A
- H. So Noted – N/A
- I. The development of the applicant's project will not be removing any natural environmental assets during demolition and construction. The project is designed specifically to maximize the property's potential both locationally and environmentally. In addition, the lowermost portion of the property will remain undeveloped to allow for the continued use of the existing water detention area.
- J. The applicant has designed this project to maximize on its physical location. Access to both Dream Clean and Dunkin' Donuts will be available from Illinois Route 60 as well as Schank Avenue.
- K. So Noted – N/A
- L. All necessary utilities will be provided as part of the development. In addition, the development includes construction of both buildings in such a way to allow for the existing water detention to remain.

ANSWERS TO THE STANDARDS FOR GRANTING A SPECIAL USE

- a. The development includes two business operations, with one business - Dream Clean Car Wash – an intended special use within the C-4 zoning District. Given its location, design and thoughtful orientation, the car wash in no way intends to interfere with the public safety or general well-being of the community. The applicant's subject property is located at the intersection of two well-traveled streets and is designed to allow easy ingress/egress from both.
- b. The location of the subject property sits surrounded by businesses within the C-4 zoning district to the north, south and east, with a large residential community to the west. The proposed use complements the surrounding area's other businesses while not imposing any negative influence on them. When complete, it will add value to the surrounding areas by providing a convenient location for a car wash with easy access from both Route 60 and Schank Road.
- c. The proposed special use at this location intends to bolster the local economy by providing a desired service that currently does not exist in the area, in accordance with the guidelines and spirit of the Village's Zoning Ordinance. Moreover, the Village's future land use map contemplates the uses of this area to remain as commercial, "auto-oriented small to mid-size retail," per the Village's Comprehensive Plan.
- d. The applicant has taken great care to ensure the car wash has been very thoughtfully designed, and its operations planned, to conform with all regulations of the C-4 zoning district.

May 15, 2025

Via email: cmalec@mundelein.org

Colleen Malec, AICP
Senior Planner
Village of Mundelein
300 Plaza Circle
Mundelein, IL 6000

Re: Proposed Development Intersection of Rt. 60 and Rt. 83 in the Village of Mundelein

Dear Ms. Malec:

It is with great pleasure that we seek the Village Board's concept review of the proposed development and the intersection of Rt. 60 and Rt. 83 in the Village of Mundelein. With this correspondence, please find our site plan, survey and renderings for the proposed development which includes a Dunkin' Donuts and Dream Clean Car Wash.

The property is zoned C-4, Shopping Center and is intended to provide for auto-oriented heavy commercial uses. In the C-4, a car wash is a special use, whereas a drive-through facility and restaurant are permitted uses. Moreover, the Village's future land use map contemplates the anticipated uses in the area as commercial, "auto-oriented small to mid-size retail."

The development has been designed in a very thoughtful manner to take advantage of its proximity to roadway traffic while also being sensitive to nearby uses. The Dunkin' Donuts has adequate stacking for the drive through and will employ approximately eight to ten people accounting for shifts, full- and part-time employees, and will have on average four employees on premises during business hours. It will be open from 5:00 AM until 2:00 PM. and is expected to generate sales of about \$80,000.00-\$100,000.00 each month, approximately \$1,000,000.00 annually.

Dream Clean is a high-quality express exterior only car wash. Its business model includes both daily users and membership users that pay a monthly fee and come as often as they like. There are currently seven Dream Cleans in the Chicago metropolitan area, and the proposed location would be the second one in the Village of Mundelein. As you will see, the site includes a 6' high fence and a landscape buffering on the west to mitigate any potential effects to nearby uses.

Importantly, Dream Clean utilizes a water reclamation system whereby water usage is reduced by 90% versus washing at home and 60% versus traditional car wash facilities. On average, almost half of the water used during the wash process is recycled. Moreover, Dream Clean

uses state-of-the-art sound mitigation and energy saving equipment with installation of air gates on blower systems to reduce noise and energy pull during the drying process and variable speed vacuum systems regulated by the number of users at a given time also providing noise and energy use reduction. It offers different levels of wash from basic wash up to a ceramic wax coating and tire shines. The vacuum stalls at its sites are free to use for the public, with or without using the wash services.

Dream Clean will employ approximately ten to twelve people accounting for shifts, full- and part-time employees, and will have on average four employees on premises during business hours. The hours of operation for the car wash will be from 8:00 AM until 8:00 PM. The average number of cars during the weekdays will be about 200-400, with the weekend averaging about 500-600 washes each day.

Dream Clean is excited at the potential synergy with Dunkin' Donuts in bringing forth a development which is not only consistent with the underlying zoning and the future land use map but will also improve and energize the area. We appreciate your time and attention to this matter and look forward to appearing before the Village Board in the coming weeks.

Very truly yours,
SHAPIRO & ASSOCIATES LAW

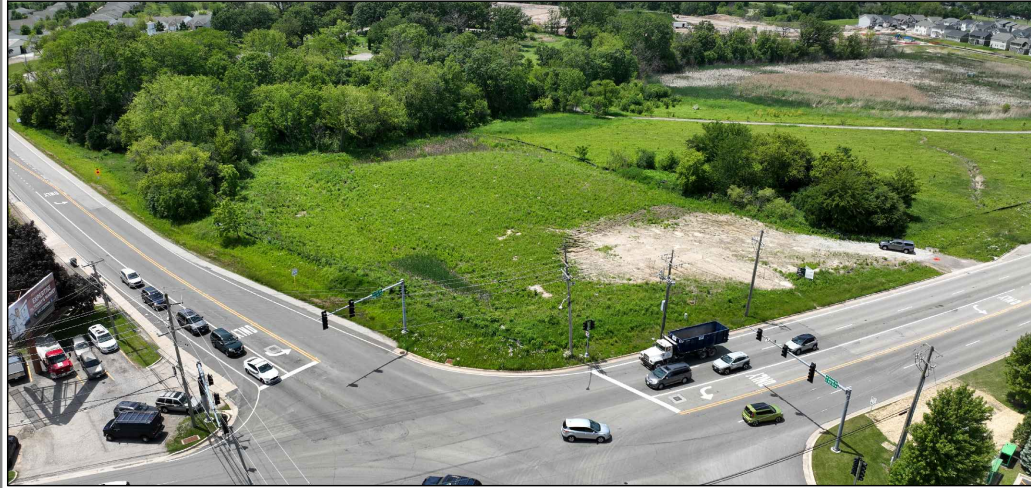


By _____
Dan Shapiro

SCHEDULE B-II ITEMS

- 15 — PLAT OF DEDICATION RECORDED JUNE 03, 1929 AS DOCUMENT 337857. ITEM LIES IN THE EXISTING RIGHT OF WAY AND IS NOT SHOWN.
- 16 — PLAT OF DEDICATION RECORDED SEPTEMBER 11, 1933 AS DOCUMENT 394183. ITEM LIES IN THE EXISTING RIGHT OF WAY AND IS NOT SHOWN.
- 17 — EASEMENTS FOR VILLAGE UTILITY, AS SHOWN ON THE PLAT OF SUBDIVISION RECORDED AS DOCUMENT 7822958, (AFFECTS THE NORTHEASTERLY LOT LINE -- SEE RECORDED PLAT FOR PARTICULARS). ITEM IS SHOWN.
- 18 — TERMS AND CONDITIONS OF THE EASEMENT PROVISIONS NOTED ON THE PLAT OF SUBDIVISION. ITEM IS SHOWN.
- 19 — EASEMENT IN FAVOR OF NORTHERN ILLINOIS GAS COMPANY FOR THE INSTALLATION, MAINTENANCE, REPAIR, RELOCATION, REMOVAL AND RENEWAL OF GAS MAINS GRANTED BY DOCUMENT 3146782 ON APRIL 22, 1992, AND THE TERMS AND CONDITIONS THEREOF. (AFFECTS -- SEE RECORDED DOCUMENT FOR PARTICULARS). ITEM LIES IN THE EXISTING RIGHT OF WAY AND IS NOT SHOWN.

SITE PICTURE



VICINITY MAP

NOT TO SCALE



LAND AREA

127,377.27 SQUARE FEET±
2.924 ACRES±

PARKING SPACES

REGULAR= 0 HANDICAP= 0
TOTAL= 0

ZONING DATA

ZONING ITEM	REQUIRED	PARKING REQUIREMENTS
ZONING DISTRICT		
MINIMUM LOT AREA		
MINIMUM LOT WIDTH		
MAX BUILDING HEIGHT		
MAX BUILDING COVERAGE		
MAX FLOOR AREA RATIO		
BUILDING SETBACKS		
FRONT		
SIDE		
REAR		
CONTACT:		
PROJ. SITE #:		
REPORT DATE:		
PHONE:		

NOTES: AT THE TIME OF THIS SURVEY, THE TRANSACTION PARTIES HAVE NOT PROVIDED THE ZONING INFORMATION.

FLOOD NOTE

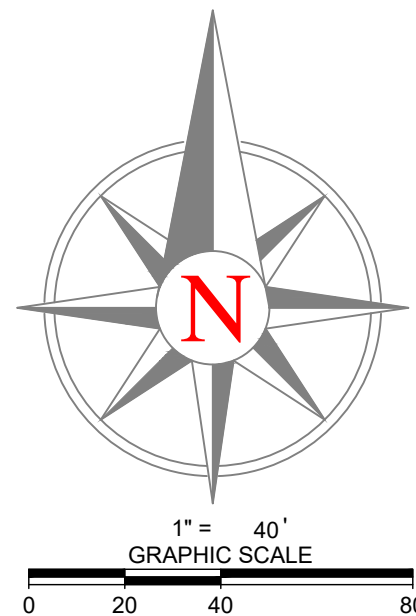
FLOOD NOTE: BASED ON MAPS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AVAILABLE ONLINE AT WWW.MSC.FEMA.GOV, AND BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED IN ZONE X ON FLOOD INSURANCE RATE MAP NUMBER 17097C0143L, WHICH BEARS AN EFFECTIVE DATE OF 2/17/2016 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA. BY REVIEWING FLOOD MAPS PROVIDED BY THE NATIONAL FLOOD INSURANCE PROGRAM WE HAVE LEARNED THIS COMMUNITY DOES PARTICIPATE IN THE PROGRAM. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE AND AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THE ACCURACY OF THE MAPS AND/OR TO APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

SIGNIFICANT OBSERVATIONS

NONE WERE OBSERVED.

LEGEND

UTILITY POLE	MANHOLE	P.O.C. POINT OF COMMENCEMENT
LIGHT POLE	SANITARY MANHOLE	P.O.B. POINT OF BEGINNING
TRANSFORMER	STORM STRUCTURE (CLOSED)	DEGREES
UTILITY PEDESTAL	STORM STRUCTURE (OPEN)	FEET/MINUTES
TRAFFIC SIGNAL	CURB INLET	INCHES/SECONDS
SIGNAL WALL	VALVE WELT	S.F. SQUARE FEET
UTILITY WELT	CLEAN OUT	(REG) RECORD BEARING/DISTANCE
GAS VALVE	FLARED END SECTION	TF TOP OF FOUNDATION
WATER VALVE	WATER LINE	TF FINISHED FLOOR
ELECTRIC METER	TELEPHONE/CATV LINE	TP TOP OF PIPE
GAS METER	GAS LINE	B.S.L. BUILDING SETBACK LINE
FIRE HYDRANT	ELECTRIC LINE	P.U.E. PUBLIC UTILITY EASEMENT
AUTO SPRINKLER	OVERHEAD WIRES	D.E. DRAINAGE EASEMENT
MONITORING WELL	STM- STORM SEWER	L ARC LENGTH
GROUND LIGHT	SAN- SANITARY SEWER	R RADIUS LENGTH
BOLLARD	X- CHAIN LINK FENCE	C CHORD LENGTH
B-BOX	STOCKADE FENCE	CB CHORD BEARING
SIGN	GUARD RAIL	CMP CORRUGATED METAL PIPE
FLAG POLE	IRON FENCE	CONCRETE SURFACE



OUTLOT H

OWNER: PULTE HOME COMPANY LLC
PIN: 10-22-250-029

OUTLOT E

OWNER: SHELTON WOODS HOMEOWNERS
ASSOC. LLC
PIN: 10-22-250-028

LOT 193

NO BUILDINGS OBSERVED

RECORD DESCRIPTION

SHEET 1 OF 1

LOT 193 IN THE SHELTON WOODS SUBDIVISION - PHASE 1, BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF SECTION 22 AND PART OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 44 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 03, 2021 AS DOCUMENT 7822958, IN LAKE COUNTY, ILLINOIS.

TITLE COMMITMENT INFORMATION

THE PROPERTY HEREON DESCRIBED IS THE SAME AS THE PERTINENT PROPERTY AS DESCRIBED IN FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT FILE NO.: AF1025432, WITH AN EFFECTIVE DATE OF APRIL 02, 2024.

GENERAL SURVEY NOTES

- ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, PARKING, EASEMENTS, SERVITUDES, AND SIGNIFICANT OBSERVATIONS ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE, UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.
- THIS DRAWING MEETS OR EXCEEDS THE SURVEYING STANDARDS AND STANDARDS OF CARE AS SET FORTH IN SECTION 3 OF THE 2021 ALTA/NSPS SURVEYING REQUIREMENTS.
- ALL FIELD MEASUREMENTS MATCH RECORD DIMENSIONS WITHIN THE PRECISION REQUIREMENTS OF ALTA/NSPS SPECIFICATIONS.
- AT THE TIME OF SURVEY, THERE IS NO RECORD OR OBSERVED EVIDENCE OF A CEMETERY, BURIAL GROUNDS OR LOCATION OF ISOLATED GRAVESITES.
- THE ASSUMED BEARING: THE SOUTH RIGHT OF WAY LINE OF ROUTE 60 TO BE SOUTH 41 DEGREES 02 MINUTES 19 SECONDS EAST.
- THE TITLE LINES AND LINES OF ACTUAL POSSESSION ARE THE SAME.
- WE FIND NO GAPS OR OVERLAPS.
- THE SUBJECT PROPERTY HAS ACCESS TO AND FROM SCHANK AVENUE WHICH IS A DEDICATED PUBLIC RIGHT OF WAY.
- AT THE TIME OF THE FIELD WORK, THERE IS NO OBSERVABLE EVIDENCE OF SUBSTANTIAL AREAS OF REFUSE.
- AT THE TIME OF THE FIELD WORK, OWNERSHIP OF FENCING SHOWN HEREON IS UNKNOWN TO THIS SURVEYOR.
- IN REGARDS TO TABLE "A" ITEM 7(B1), THE BUILDING AREA SHOWN HEREON IS FOR THE FOOTPRINT OF THE BUILDING ONLY AT GROUND LEVEL.
- IN REGARDS TO TABLE "A" ITEM 14, THE NEAREST INTERSECTION OF STREET IS THAT OF SCHANK AVENUE BEING 0 FEET.
- IN REGARDS TO TABLE "A" ITEM 16, AT THE TIME OF THIS SURVEY, THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.
- IN REGARDS TO TABLE "A" ITEM 17, AT THE TIME OF THIS SURVEY, NO APPARENT CHANGES IN STREET RIGHT OF WAY LINES EITHER COMPLETED OR PROPOSED, AND AVAILABLE FROM THE CONTROLLING JURISDICTION, THERE NO OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
- THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

ALTA/NSPS LAND TITLE SURVEY

DREAM CLEAN MUNDELEIN VACANT LAND

ROUTE 60

LAKE COUNTY

MUNDELEIN, ILLINOIS 60060

SURVEYOR'S CERTIFICATE

TO: FIRST AMERICAN TITLE INSURANCE COMPANY AND GRS GROUP, AN NVS COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 13, 14, 16, 17, AND 19 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON JUNE 11, 2024.

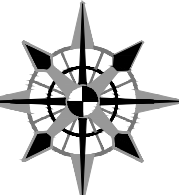
DATE OF PLAT OR MAP: XXXX.

PRELIMINARY

LICENSED SURVEYOR: JAMES L. HARPOLE
PROFESSIONAL LAND SURVEYOR NO.: 035-4046
STATE OF ILLINOIS, EXPIRES 11-30-2024
ILLINOIS PROFESSIONAL DESIGN FIRM NO.: 184.007120

SURVEYED BY:

JLH LAND
SURVEYING INC.
910 GENEVA STREET
SHOREWOOD, IL 60404
815-729-4000
info@jhsurvey.com



DATED 2024 - USE OF THIS DOCUMENT'S FORMAT IS PROHIBITED AND CONTINGENT UPON THE WRITTEN CONSENT & PERMISSION BY GRS GROUP AN NVIS COMPANY

REVISION HISTORY

FIRST DRAFT

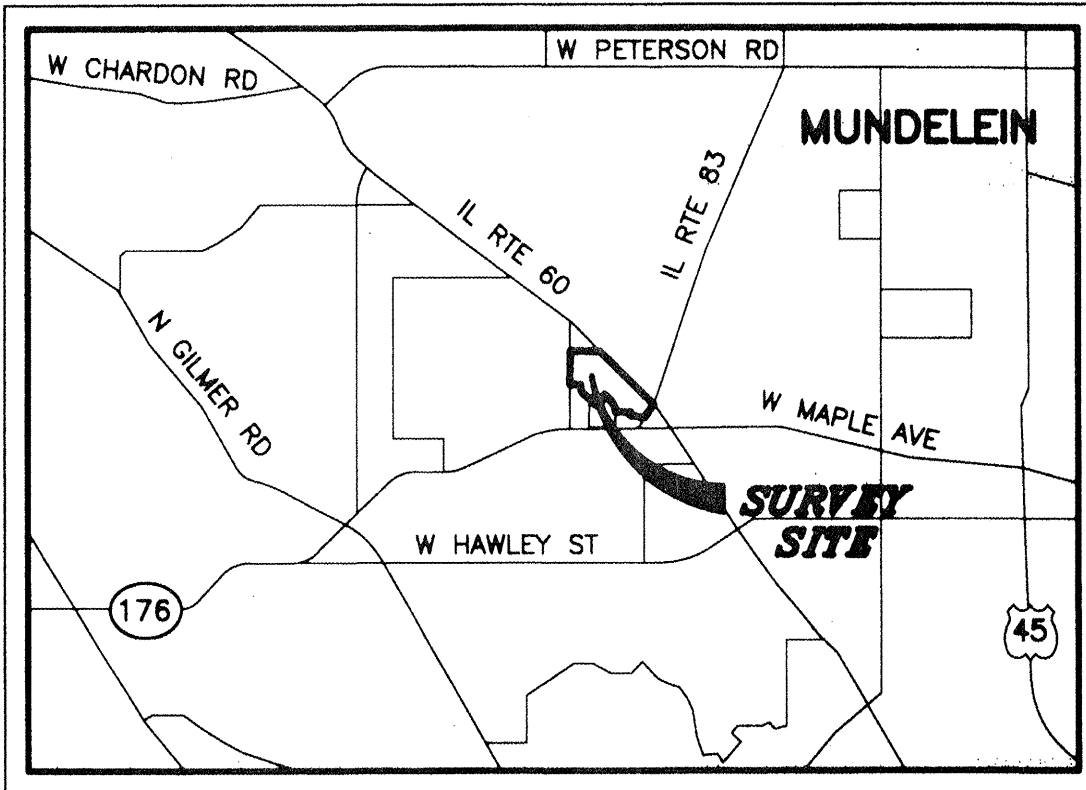
DATE

06/11/2024

SURVEY COORDINATED BY:

GRS
GROUP
AN NVS COMPANY

300 SPECTRUM CENTER DRIVE, SUITE 145, IRVINE, CALIFORNIA 92618 | PHONE: 330-779-1167 | FIELD@GRSGROUPS-GLOBAL.COM



LOCATION MAP

NOT TO SCALE

Submitted by:

Pulte Home Company, LLC
1900 E. Golf Rd. Ste 300
Schaumburg, IL 60173

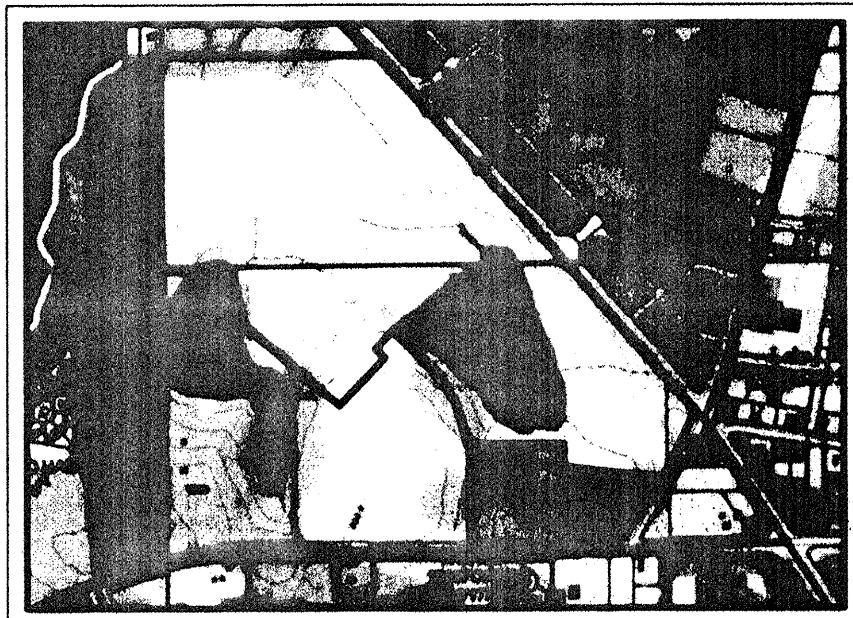
Mail to:

RETURN TO:

THE VILLAGE OF MUNDELEIN
300 PLAZA CIRCLE
MUNDELEIN, IL 60060

OWNER/DEVELOPER

PULTE HOME COMPANY, LLC
1900 EAST GOLF ROAD, SUITE 300
SCHAUMBURG, ILLINOIS 60173



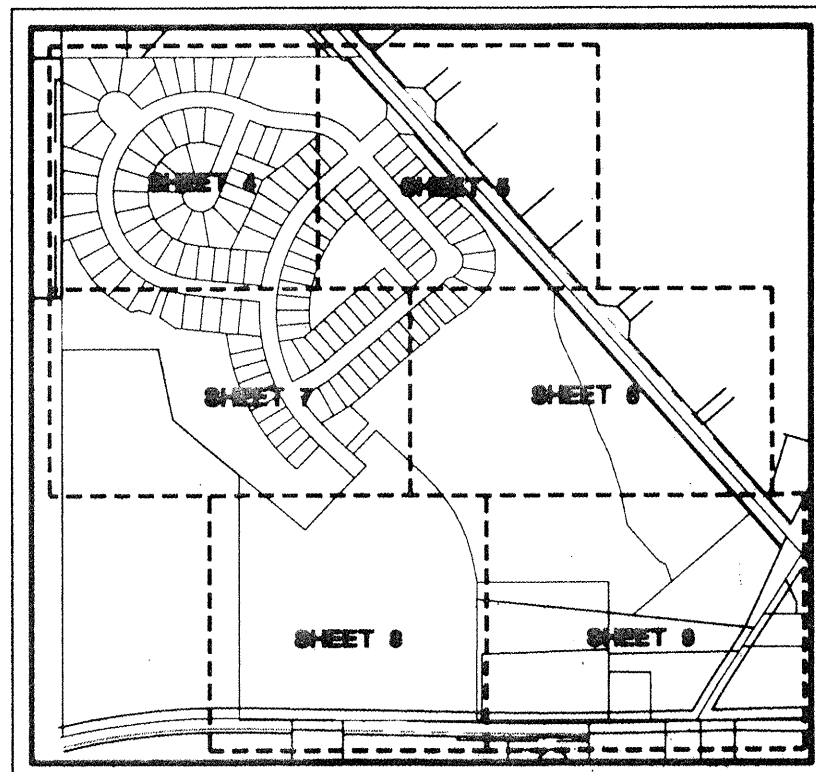
FEMA MAP

NOT TO SCALE

SHEET INDEX

SHEET 1:	SITE MAP, PROPERTY INFORMATION, SURVEYOR'S NOTES, EXISTING AND PROPOSED AREAS
SHEET 2-3:	EXISTING LOT AND EASEMENT DETAILS
SHEET 4-9:	PROPOSED LOT DETAILS - SEE INDEX MAP
SHEET 10-11:	CERTIFICATES AND PROMOTION LANGUAGE

INDEX MAP



PIN'S

PART OF 10-22-200-011
10-23-100-051

FINAL PLAT

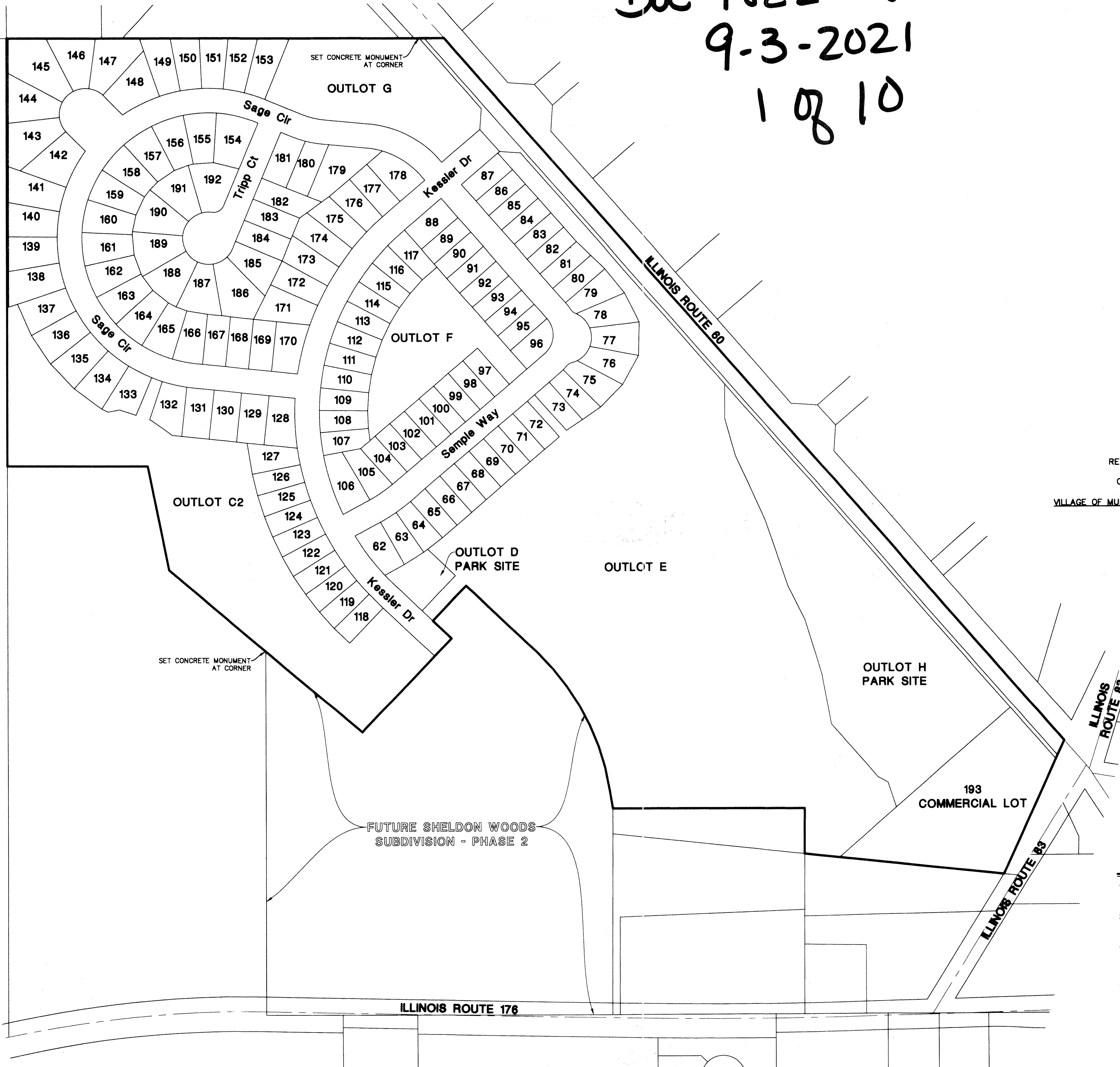
OF

SHELDON WOODS SUBDIVISION - PHASE 1

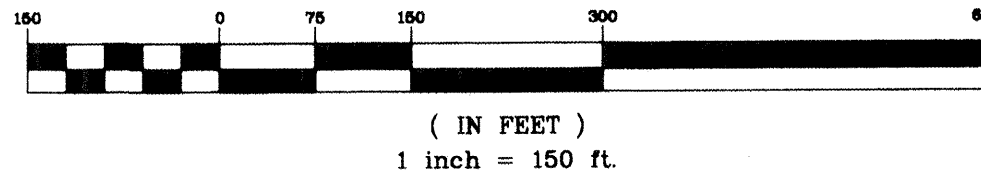
BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF SECTION 22 AND PART OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 44 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.

Image# 061265050012 Type: PSB
Recorded: 09/05/2021 at 12:52:28 PM
Recorder: 2021-00077717
Page 1 of 12
Fees: \$72.00
IL Rental Housing Fund: \$9.00
IL Rental Housing Fund: \$9.00
Lake County IL Recorder
Mary Ellen Vanderventer Recorder
File 7822958

Doc 7822958
9-3-2021
10810



GRAPHIC SCALE



BASIS OF BEARINGS

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY A REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING THE TRIMBLE VRS NOW NETWORK.

EXISTING PROPERTY AREA

3,528,700 SQUARE FEET (81.008 ACRES)

PROPOSED PROPERTY AREA

RESIDENTIAL LOTS 62-192 : 1,174,879 SQUARE FEET (26.972 ACRES)
COMMERCIAL LOT 193 : 127,379 SQUARE FEET (2.924 ACRES)
OUTLOTS C2 THROUGH H : 1,704,415 SQUARE FEET (39.128 ACRES)
IDOT ROW DEDICATION : 132,730 SQUARE FEET (3.047 ACRES)
VILLAGE OF MUNDELEIN ROW DEDICATION : 389,287 SQUARE FEET (8.937 ACRES)
TOTAL : 3,528,700 SQUARE FEET (81.008 ACRES)

SURVEYOR'S NOTES

- THIS SUBDIVISION CONSISTS OF 131 RESIDENTIAL LOTS, 6 OUTLOTS AND 1 COMMERCIAL LOT AND ARE PART OF AN INTEGRAL NUMBERING SYSTEM TO EMBRACE ALL OF SHELDON WOODS SUBDIVISION.
- OUTLOTS D AND H SHALL BE GRANTED TO THE VILLAGE OF MUNDELEIN VIA SEPARATE DOCUMENT. OUTLOTS C2, E, F AND G SHALL BE GRANTED TO HOME OWNERS ASSOCIATION VIA SEPARATE DOCUMENT.
- DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON. DISTANCES AND/OR BEARINGS SHOWN IN PARENTHESIS (456.67') ARE RECORD OR DEED VALUES.
- THIS SUBDIVISION MAY BE SUBJECT TO MATTERS OF TITLE, WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT. PRE-EXISTING EASEMENTS, SETBACKS AND OTHER RESTRICTIONS WHICH MAY BE FOUND IN A CURRENT TITLE REPORT, LOCAL ORDINANCES, DEEDS OR OTHER INSTRUMENTS OF RECORD MAY NOT BE SHOWN.
- MANHARD CONSULTING, LTD. IS A PROFESSIONAL DESIGN FIRM, REGISTRATION NUMBER 184063350, EXPIRES APRIL 30, 2023.

SHELDON WOODS SUBDIVISION - PHASE 1

MUNDELEIN, ILLINOIS

FINAL PLAT OF SUBDIVISION

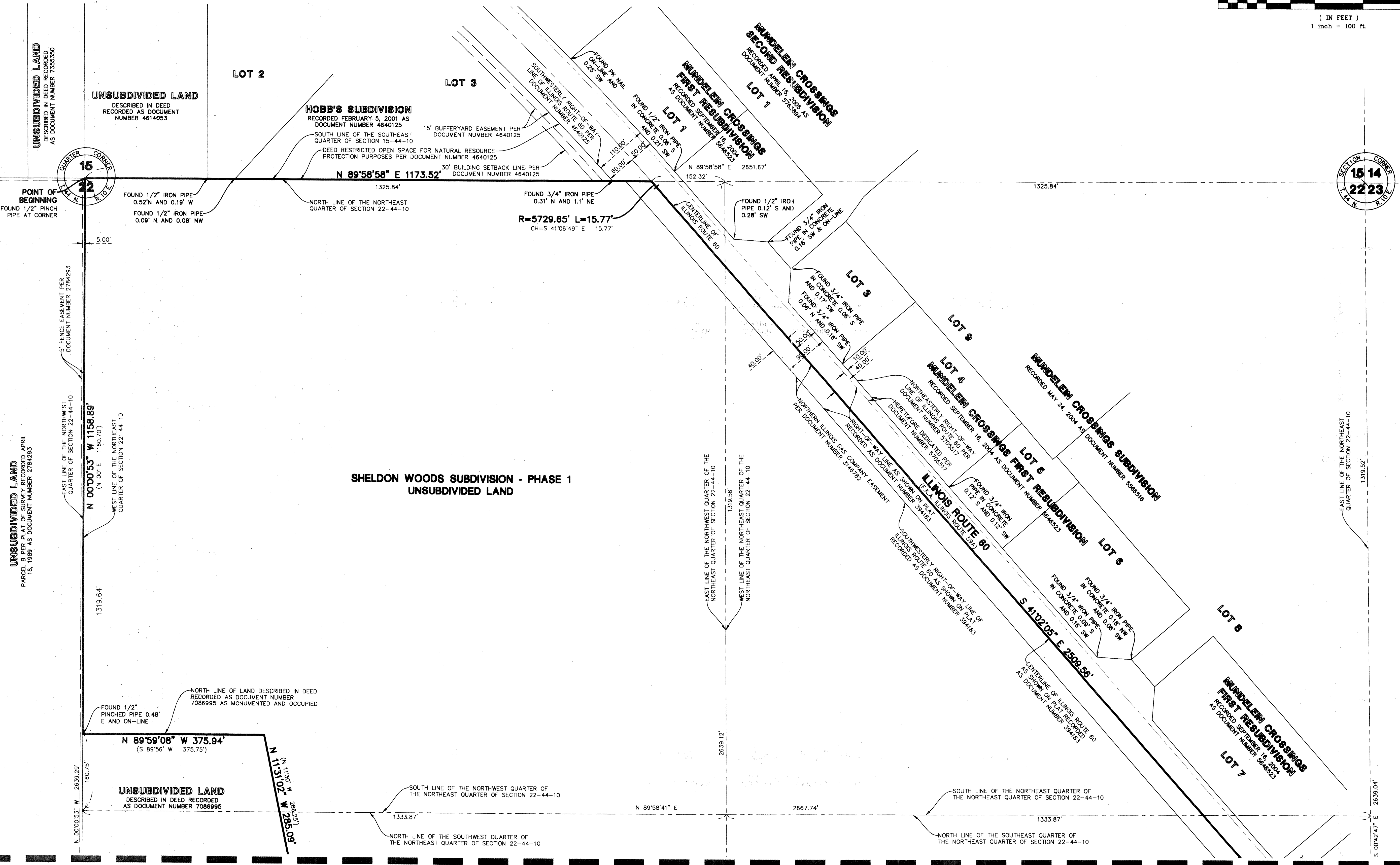
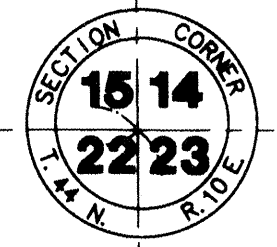
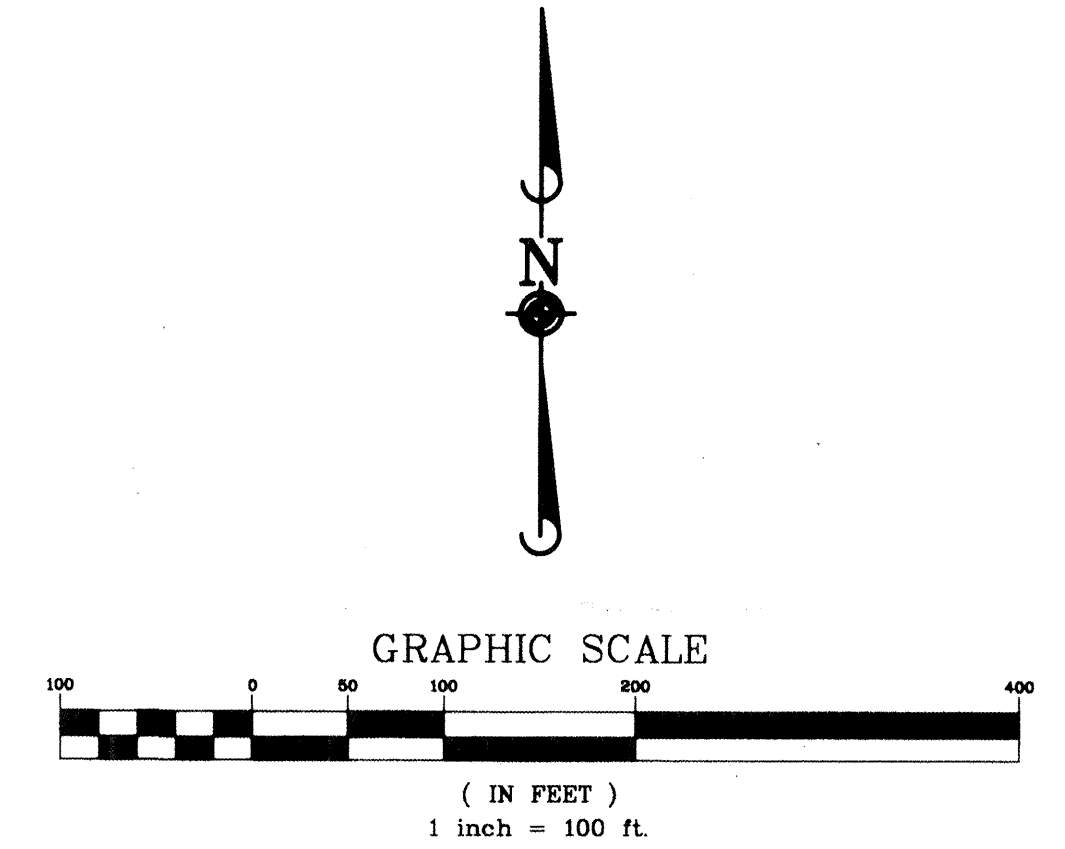
PROJ. MGR.: BM
PROJ. ASSOC.: FRV
DRAWN BY: MGS
DATE: 01/29/21
SCALE: 1"=150'

SHEET
1 OF 10
PULMUL01

Doc 7822958
9-3-2021
2 of 10

FINAL PLAT
OF
SHELDON WOODS SUBDIVISION - PHASE 1

BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF SECTION 22 AND
PART OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 44 NORTH, RANGE
10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.



SEE SHEET 3

DATE	REVISION	BY	FOR
03/19/21	REVISION PER DOT COMMENTS	ERV	
04/21/21	PER DOT REVIEW	ERV	
05/27/21	REVISION PER DOT UTILITY COMMENTS	ERV	
06/30/21	REVISION PER DOT UTILITY COMMENTS	ERV	
07/09/21	REVISION PER DOT UTILITY COMMENTS	ERV	
07/09/21	REVISION PER DOT UTILITY COMMENTS	ERV	
07/09/21	REVISION PER DOT UTILITY COMMENTS	ERV	
07/09/21	REVISION PER DOT UTILITY COMMENTS	ERV	

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SHELDON WOODS SUBDIVISION - PHASE 1
MUNDELEIN, ILLINOIS
FINAL PLAT OF SUBDIVISION

PROJ. NO.: BM
PROJ. ABB.: ERV
DRAWN BY: MGS
DATE: 01/29/21
SCALE: 1"=100'
SHEET
2 OF 10
PULMUL01

DOC 7822958
9-3-2021
3 of 10

FINAL PLAT OF SHELDON WOODS SUBDIVISION - PHASE 1

BEING A SUBDIVISION OF PART OF THE NORTHWEST QUARTER OF SECTION 22 AND
PART OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 44 NORTH, RANGE
10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.

GRAPHIC SCALE

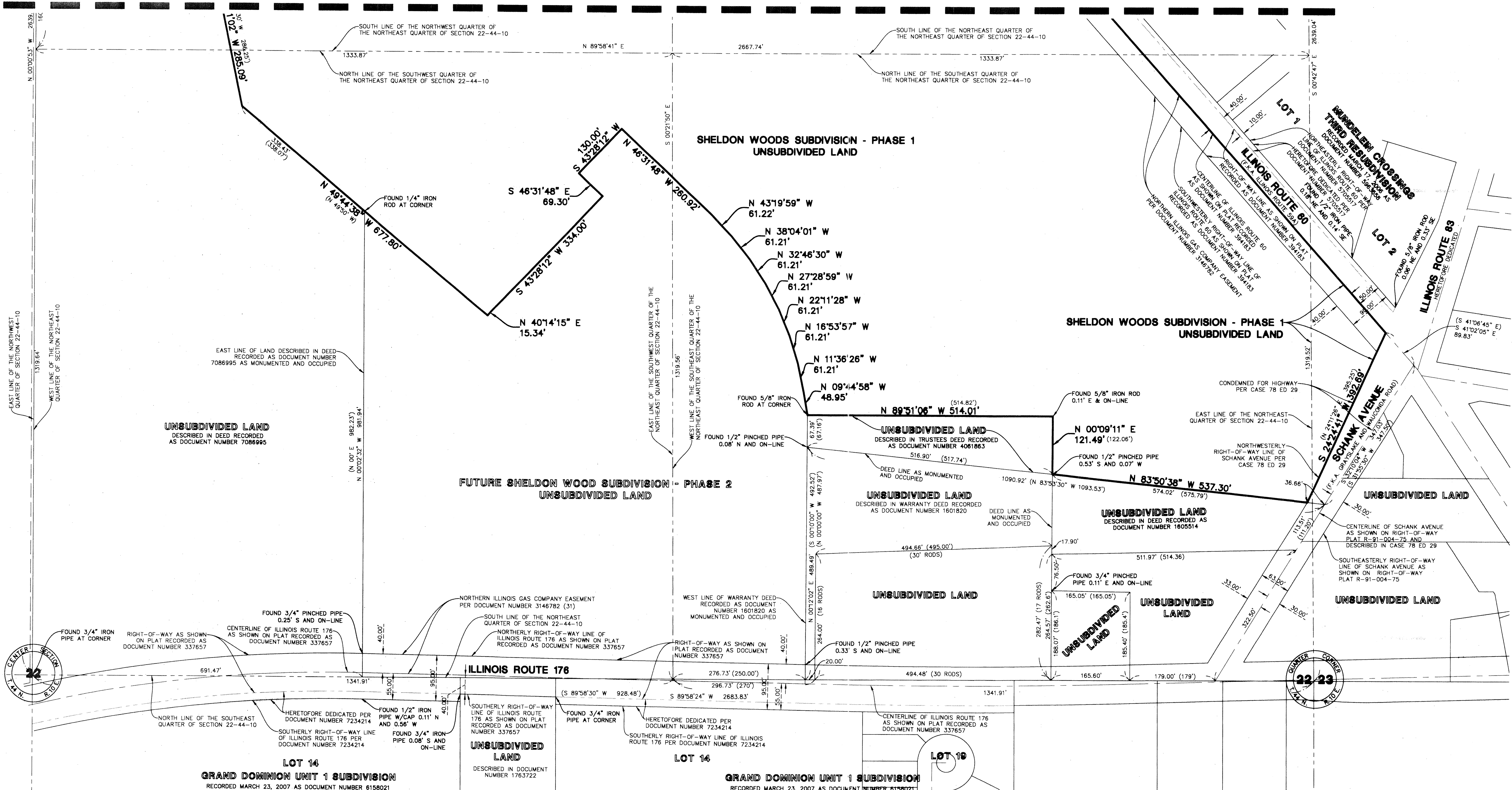
(IN FEET)
1 inch = 100 ft.

SEE SHEET 2

SHELDON WOODS SUBDIVISION - PHASE 1 UNSUBDIVIDED LAND

SHELDON WOODS SUBDIVISION - PHASE 1 UNSUBDIVIDED LAND

FUTURE SHELDON WOOD SUBDIVISION - PHASE 2 UNSUBDIVIDED LAND



DATE	REVISIONS	BY	DATE	REVISIONS	BY
07/19/21	REVISED PER DOT COMMENTS	ERY	07/19/21	REVISED PER DOT COMMENTS	ERY
09/27/21	REVISED PER DOT REVIEW	ERY	09/27/21	REVISED PER DOT REVIEW	ERY
09/27/21	REVISED PER DOT REVIEW	ERY	09/27/21	REVISED PER DOT REVIEW	ERY
09/27/21	REVISED PER DOT REVIEW	ERY	09/27/21	REVISED PER DOT REVIEW	ERY
09/27/21	REVISED PER DOT REVIEW	ERY	09/27/21	REVISED PER DOT REVIEW	ERY
09/27/21	REVISED PER DOT REVIEW	ERY	09/27/21	REVISED PER DOT REVIEW	ERY
09/27/21	REVISED PER DOT REVIEW	ERY	09/27/21	REVISED PER DOT REVIEW	ERY
09/27/21	REVISED PER DOT REVIEW	ERY	09/27/21	REVISED PER DOT REVIEW	ERY
09/27/21	REVISED PER DOT REVIEW	ERY	09/27/21	REVISED PER DOT REVIEW	ERY

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SHELDON WOODS SUBDIVISION - PHASE 1
MUNDELEIN, ILLINOIS
FINAL PLAT OF SUBDIVISION

PROJ. NO.: 18M
PROJ. ABBR.: ERY
DRAWN BY: MGS
DATE: 01/28/21
SCALE: 1"=100'
SHEET
3 OF 10
PULMUILO1

DOC 7822958 9-3-2021 4 of 10

**FINAL PLAT
OF
SHELDON WOODS
SUBDIVISION -
PHASE 1**

BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF SECTION 22 AND PART OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 44 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.



GRAPHIC SCALE

(IN FEET)
1 inch = 50 ft.

PROPOSED EASEMENTS

-  = UTILITY EASEMENT AND STORMWATER MANAGEMENT EASEMENT HEREBY GRANTED
 = VILLAGE UTILITY EASEMENT HEREBY GRANTED
 = EXISTING WETLAND AREA
 = UTILITY EASEMENT HEREBY GRANTED OVER LOTS 62 THROUGH 192
 NOTED OTHERWISE:
 - 10' FRONT
 - 10' REAR
 - 5' SIDE
 - 10' CORNER SIDE
 * = TIE TO EASEMENT LINE

PROPOSED SETBACKS

- SETBACKS:
- ** FRONT YARDS:30'
 - ** SIDE YARD:10% OF LOT WIDTH OR 10', WHICHEVER IS LESS, BUT NO LESS THAN OF 5'
 - ** CORNER SIDE YARD:20% OF LOT WIDTH OR 15', WHICHEVER IS LESS, BUT NO LESS THAN 10'
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 - ** REAR YARD:30'

SEE SHEET 5



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MUNDELEIN, ILLINOIS

FINAL PLAT OF SUBDIVISION

PROJ. MGR.:	BM
PROJ. ASSOC.:	ERV
DRAWN BY:	MGS
DATE:	01/29/21
SCALE:	1"=50'

SHEET

4 OF 10

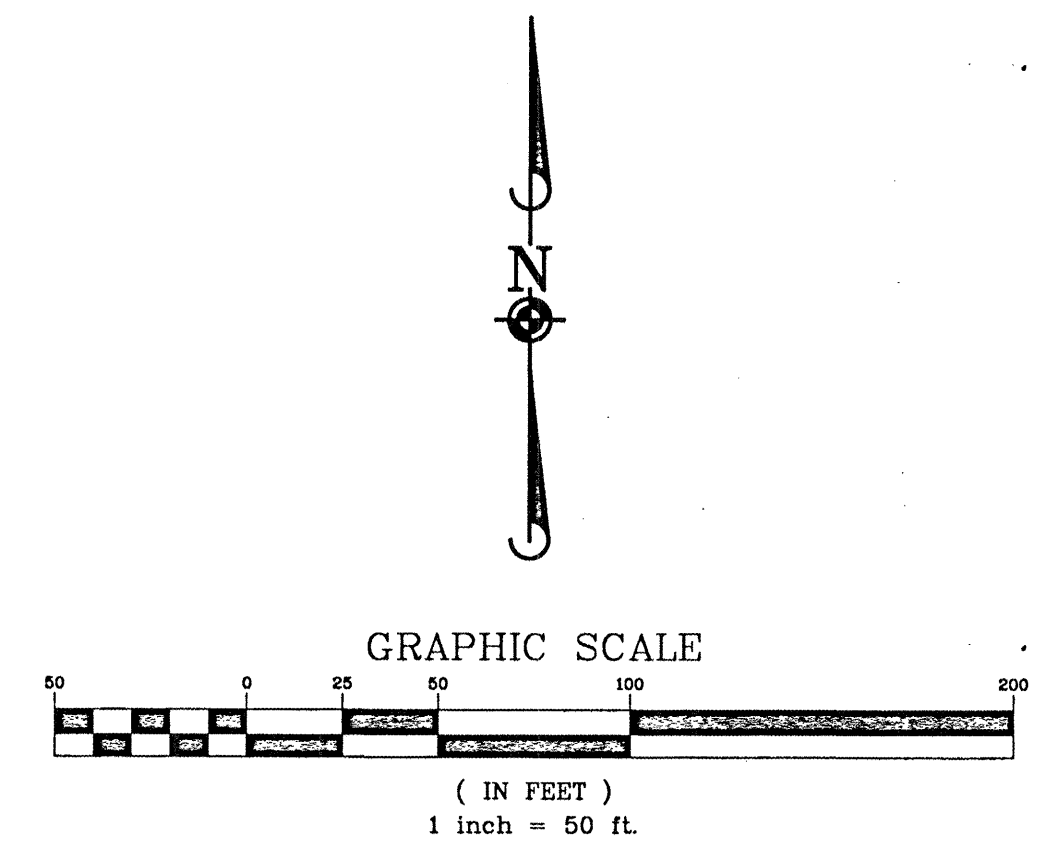
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June 30, 2021 - 16:26 Dwg Name: P:\Pulmuli01\dwg\Surv\Final Drawings\Plot of Subdivision\Phase 1\04-09-PULMUL01-PS-PH1.dwg Updated By: Evesely

Doc 7822958
9-3-2021
508 10

FINAL PLAT
OF
**SHELDON WOODS
SUBDIVISION - PHASE 1**

BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF SECTION 22
AND PART OF THE NORTHWEST QUARTER OF SECTION 44, TOWNSHIP 44 NORTH,
RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.



PROPOSED EASEMENTS

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- = VILLAGE UTILITY EASEMENT HEREBY GRANTED
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- = UTILITY EASEMENT HEREBY GRANTED OVER LOTS 62 THROUGH 192 UNLESS NOTED OTHERWISE
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 - ** REAR YARD: 30'

SEE SHEET 4

SEE SHEET 7

SEE SHEET 8

DATE	BY	REVISIONS
07/19/21	REVISED PER DOT COMMENTS	ERV
08/03/21	REVISED PER DOT COMMENTS	ERV
08/23/21	REVISED PER DOT COMMENTS	ERV
09/07/21	REVISED PER VILLAGE AND COMED REVIEW	AAS
09/20/21	REVISED PER VILLAGE AND COMED REVIEW	ERV
09/20/21	REVISED PER VILLAGE REVIEW	ERV
09/20/21	REVISED PER VILLAGE REVIEW	ERV
09/20/21	REVISED PER VILLAGE REVIEW	ERV

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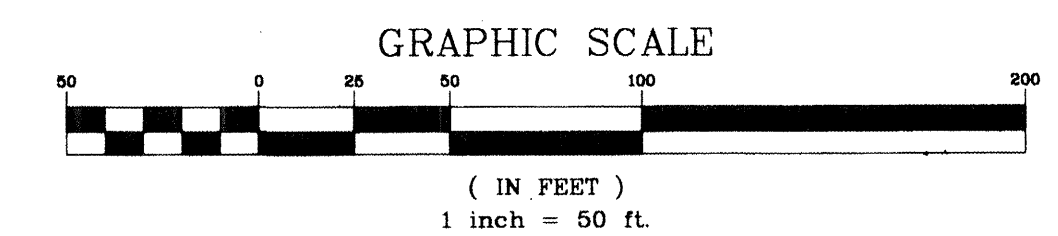
SHELDON WOODS SUBDIVISION - PHASE 1
MUNDELEIN, ILLINOIS
FINAL PLAT OF SUBDIVISION

PROJ. MGR.: BM
PROJ. ASSOC.: ERV
DRAWN BY: MGS
DATE: 01/29/21
SCALE: 1"=50'
SHEET
5 OF **10**
PULMUL01

Doc 7822958
9-3-2021
b of 10

**FINAL PLAT
OF
SHELDON WOODS
SUBDIVISION -
PHASE 1**

BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF
SECTION 22 AND PART OF THE NORTHWEST QUARTER OF
SECTION 23, TOWNSHIP 44 NORTH, RANGE 10, EAST OF THE
THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.



PROPOSED EASEMENTS

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-  = VILLAGE UTILITY EASEMENT HEREBY GRANTED
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 - REAR YARD: 30'

SEE SHEET 7

SEE SHEET 5

LOT 6

LOT

MUNDELEIN CROSSINGS FIRST RESUBDIVISION
 LOT 7
 RECORDED SEPTEMBER 15, 2004 AS DOCUMENT NUMBER 54-6523
 NORTHEASTLY RIGHT
 ROUTE 60 PER DOCUMENT

ILLINOIS ROUTE 59A
(F.K.A. ILLINOIS ROUTE 59A)

LOT

LOT LINE, EQUALS THE
REMAINDER OF THE YARD

.. REAR YARD: 30'

BLUNDEN CROSSES THIRD SUBDIVISION

RECORDED MARCH 17, 2006 AS DOCUMENT NUMBER 5963559

LOT 22

ILLINOIS ROUTE 83
HERETOFORE DEDICATED

OUTLOT E

STORMWATER MANAGEMENT EASEMENT IS
HEREBY GRANTED OVER ALL OF OUTLOT E

**OUTLOT H
PARK SITE**
285,944 S.F.

SEE SHEET 9

[illegible]

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SHELDON WOODS SUBDIVISION - PHASE 1

MUNDELEIN, ILLINOIS

FINAL PLAN OF SUBDIVISION

PROJ. MGR.:	<u>BM</u>
PROJ. ASSOC.:	<u>ERV</u>
DRAWN BY:	<u>MGS</u>
DATE:	<u>01/29/21</u>
SCALE:	<u>1"=50'</u>

SHEET

6 OF 10

PULMULO1

SEE SHEET 7

BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF SECTION 22 AND PART OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 44 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.

A north arrow pointing upwards with the letter 'N' in the center. Below the arrow is a graphic scale bar. The scale bar is divided into three sections: a checkered section on the left, a solid black section in the middle, and a white section on the right. Above the scale bar, the text 'GRAPHIC SCALE' is centered. Below the scale bar, the text '(IN FEET)' is centered, followed by '1 inch = 50 ft'.

 = UTILITY EASEMENT AND STORMWATER MANAGEMENT EASEMENT HEREBY GRANTED

 = VILLAGE UTILITY EASEMENT HEREBY GRANTED

 = EXISTING WETLAND AREA

----- = UTILITY EASEMENT HEREBY GRANTED OVER LOTS 62 THROUGH 192 UNLESS NOTED OTHERWISE

- 10' FRONT
- 10' REAR
- 5' SIDE
- 10' CORNER SIDE

* = TIE TO EASEMENT LINE

```

SETBACKS:
**   FRONT YARDS:30'

**   SIDE YARD:10% OF LOT WIDTH OR 10', WHICHEVER IS LESS, BUT NO
    LESS THAN 5'

**   CORNER SIDE YARD:20% OF LOT WIDTH OR 15', WHICHEVER IS LESS,
    BUT NO LESS THAN 10'

**   REVERSE CORNER SIDE YARD:FIRST 20', AS MEASURED FROM REAR LOT
    LINE, EQUALS THE FRONT YARD OF THE LOT TO THE REAR;
    REMAINDER OF THE YARD: 50% OF THE FRONT YARD DEPTH

**   REAR YARD: 30'
  
```

UNSUBDIVIDED LAND
DESCRIBED IN DEED RECORDED
AS DOCUMENT NUMBER 7086995

SEE SHEET 9

UNSUBDIVIDED
LAND

	DATE	REVISIONS	DRAWING BY
	07/19/21	REVISED PER IDOT COMMENTS	ERV
	06/21/21	PER IDOT REVIEW	ERV
	05/27/21	REVISED PER DRY UTILITY COMMENTS	ERV
	04/30/21	REVISED PER VILLAGE AND COMED REVIEW	AJS
	04/08/21	REVISED PER VILLAGE REVIEW	ERV

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SHELDON WOODS SUBDIVISION - PHASE 1
MUNDELEIN, ILLINOIS
FINAL PLAT OF SUBDIVISION

PROJ. MGR.: BM
PROJ. ASSOC.: ERV
DRAWN BY: MGS
DATE: 01/29/21
SCALE: 1"=50'

SHEET

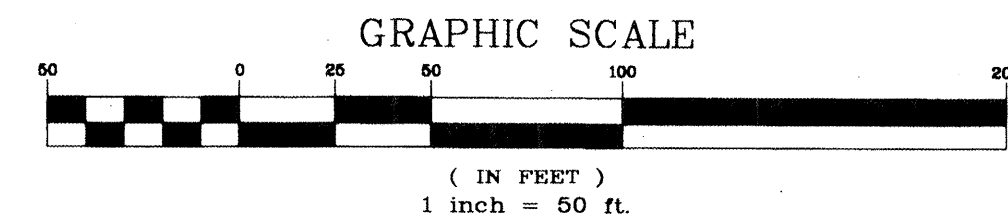
8 OF 10

PULMUIL01

Doc 7822958 9 of 10
9-3-2021

FINAL PLAT
OF
SHELDON WOODS SUBDIVISION - PHASE 1

BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF SECTION 22 AND PART OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 44 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.



SEE SHEET 6

OUTLOT H
PARK SITE
281,944 S.F.

OUTLOT E
874,754 S.F.
STORMWATER MANAGEMENT EASEMENT IS
HEREBY GRANTED OVER ALL OF OUTLOT E

N 89°51'06" W 514.01'

UNSUBDIVIDED LAND
DESCRIBED IN TRUSTEES DEED RECORDED
AS DOCUMENT NUMBER 4061863

UNSUBDIVIDED LAND
DESCRIBED IN WARRANTY DEED RECORDED
AS DOCUMENT NUMBER 1601820

UNSUBDIVIDED LAND
DESCRIBED IN DEED RECORDED AS
DOCUMENT NUMBER 1605514

UNSUBDIVIDED LAND

UNSUBDIVIDED LAND

UNSUBDIVIDED LAND

UNSUBDIVIDED LAND

UNSUBDIVIDED LAND

PROPOSED EASEMENTS

- UTILITY EASEMENT AND STORMWATER MANAGEMENT EASEMENT HEREBY GRANTED
- VILLAGE UTILITY EASEMENT HEREBY GRANTED
- EXISTING WETLAND AREA
- UTILITY EASEMENT HEREBY GRANTED OVER LOTS 62 THROUGH 192 UNLESS NOTED OTHERWISE
 - 10' FRONT
 - 10' REAR
 - 5' SIDE
 - 10' CORNER SIDE
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PROPOSED SETBACKS

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 - REAR YARD: 30'

SHELDON WOODS SUBDIVISION - PHASE 1

MUNDELEIN, ILLINOIS

FINAL PLAT OF SUBDIVISION

PROJ. MGR.: BM
PROJ. ASSOC.: ERV
DRAWN BY: MCS
DATE: 01/29/21
SCALE: 1"=50'
SHEET
9 OF 10
PULMIL01

DATE	REVISION	BY	DESCRIPTION
07/13/21	REVISED PER DOT COMMENTS	ERV	
08/27/21	REVISED PER DOT REVIEW	ERV	
09/27/21	REVISED PER DOT UTILITY COMMENTS	ERV	
04/30/21	REVISED PER VILLAGE AND COMED REVIEW	ERV	
04/30/21	REVISED PER VILLAGE REVIEW	ERV	
02/05/21	REVISED PER CLIENT REVIEW	ERV	

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p: 847.634.0095
m: 847.634.0095
e: info@manhardconsulting.com
www.manhardconsulting.com

OWNER'S CERTIFICATE

THIS IS TO CERTIFY THAT PULTE HOME COMPANY, LLC, A MICHIGAN LIMITED LIABILITY COMPANY IS THE LEGAL OWNER OF ALL THE LAND DESCRIBED ON THE ATTACHED PLAT EXCEPT LOT 193, AND THAT THE SAME HAS CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED AND THE PLATTED AS SHOWN BY THE PLAT FOR THE USES AND PURPOSES INDICATED THEREON AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THIS IS TO ALSO CERTIFY THAT THE UNDERSIGNED, AS OWNER OF THE PROPERTY DESCRIBED AS SHELDON WOODS SUBDIVISION - PHASE 1, EXCEPT LOT 193 AND LEGALLY DESCRIBED ON THE PLAT OF THE SAME NAME, HAVE DETERMINED TO THE BEST OF OUR KNOWLEDGE THE SCHOOL DISTRICT IN WHICH EACH OF THE FOLLOWING LOTS LIE.

LOT NUMBER(S) SCHOOL DISTRICT
ALL GRADE SCHOOL DISTRICT NO. 79
HIGH SCHOOL DISTRICT NO. 120
JUNIOR COLLEGE DISTRICT NO. 532

DATED THIS 10th DAY OF August, A.D., 2021.

BY: Robert Gatz, Vice President
PRINTED NAME AND TITLE

OWNER'S NAME AND ADDRESS
Pulte Home Company, LLC
1000 E. Golf Rd.
Suite 300
Schaumburg, IL 60193

NOTARY PUBLIC

STATE OF ILLINOIS)
COUNTY OF LAKE)

I, Joanne M. Bowers, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE

AFORESAID, DO HEREBY CERTIFY THAT Robert Gatz WHO IS PERSONALLY KNOWN TO ME TO BE THE SAME WHOSE NAME IS SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY DID SIGN AND DELIVER THIS ANNEXED PLAT AS A FREE AND VOLUNTARY ACT FOR THE PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS 10th DAY OF August, A.D., 2021.

NOTARY PUBLIC
JOANNE M. BOWERS
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES: 06/20/25

OWNER'S CERTIFICATE (LOT 193)

THIS IS TO CERTIFY THAT ATG TRUST COMPANY, AS TRUSTEE UNDER TRUST AGREEMENT DATED AUGUST 26th, 1983 AND KNOWN AS TRUST NO. 6978 IS THE LEGAL OWNER OF LAND DESCRIBED AS LOT 193 ON THE ATTACHED PLAT, AND HAS CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED AND THE PLATTED AS SHOWN BY THE PLAT FOR THE USES AND PURPOSES INDICATED THEREON AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THIS IS TO ALSO CERTIFY THAT THE UNDERSIGNED, AS OWNER OF THE PROPERTY DESCRIBED AS LOT 193 SHELDON WOODS SUBDIVISION - PHASE 1 AND LEGALLY DESCRIBED ON THE PLAT OF THE SAME NAME, HAVE DETERMINED TO THE BEST OF OUR KNOWLEDGE THE SCHOOL DISTRICT IN WHICH EACH OF THE FOLLOWING LOTS LIE.

LOT NUMBER(S) SCHOOL DISTRICT
ALL GRADE SCHOOL DISTRICT NO. 79
HIGH SCHOOL DISTRICT NO. 120
JUNIOR COLLEGE DISTRICT NO. 532

DATED THIS 13th DAY OF August, A.D., 2021.

BY: James A. McLaughlin
PRINTED NAME AND TITLE

OWNER'S NAME AND ADDRESS
Am 9 026
201 W. 50th Ave
Libertyville, IL
60048

NOTARY PUBLIC

STATE OF ILLINOIS)
COUNTY OF LAKE)

I, Joanne M. Bowers, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE

AFORESAID, DO HEREBY CERTIFY THAT James McLaughlin WHO IS PERSONALLY KNOWN TO ME TO BE THE SAME WHOSE NAME IS SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY DID SIGN AND DELIVER THIS ANNEXED PLAT AS A FREE AND VOLUNTARY ACT FOR THE PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS 13th DAY OF August, A.D., 2021.

NOTARY PUBLIC
JOANNE M. BOWERS
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES: 06/20/25

VILLAGE PLAN AND ZONING COMMISSION CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF LAKE)

I, James A. McLaughlin, CHAIRMAN OF THE VILLAGE OF MUNDELEIN PLAN COMMISSION, DO CERTIFY

THAT ON THIS 19 DAY OF August, A.D., 2021, THIS FINAL PLAT OF SUBDIVISION WAS DULY APPROVED

BY THE PLAN COMMISSION OF THE VILLAGE OF MUNDELEIN.

James A. McLaughlin
CHAIRMAN

Anna M. Watson
SECRETARY

VILLAGE BOARD OF TRUSTEES CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF LAKE)

I, Robert M. O'Connor, CLERK OF LAKE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, UNPAID CURRENT GENERAL TAXES, DELINQUENT SPECIAL ASSESSMENTS OR UNPAID CURRENT SPECIAL ASSESSMENTS AGAINST ANY OF THE LAND INCLUDED IN THE ABOVE DESCRIBED PROPERTY. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED PLAT.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK OF LAKE COUNTY, ILLINOIS

THIS 19 DAY OF August, A.D., 2021.

Robert M. O'Connor
LAKE COUNTY CLERK

ACCESS NOTES

1. THERE SHALL BE AT MOST ONE VEHICULAR ACCESS ALLOWED TO ILLINOIS ROUTE 60 FROM KESSLER DRIVE AS DEPICTED HEREON.
2. THERE SHALL BE A MOST ONE ACCESS TO ILLINOIS ROUTE 60 FROM OUTLOT H AS DEPICTED HEREON.
3. THERE SHALL BE AT MOST ONE RESTRICTED RIGHT-IN ONLY ACCESS DRIVEWAY TO ILLINOIS ROUTE 60 FROM LOT 193 (COMMERCIAL LOT)
4. THERE SHALL BE NO DIRECT VEHICULAR ACCESS TO ILLINOIS ROUTE 60 FROM OUTLOT G AND OUTLOT E.
5. ALL OTHER ACCESS SHALL BE FROM INTERNAL CIRCULATION

ILLINOIS DEPARTMENT OF TRANSPORTATION CERTIFICATE

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT TO PARAGRAPH 2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS," AS AMENDED. A PLAN THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL BE REQUIRED BY THE DEPARTMENT.

BY: Jose Rios, P.E. DATE: 8/16/21
JOSE RIOS, P.E., REGION ONE ENGINEER

ILLINOIS DEPARTMENT OF TRANSPORTATION ACCEPTANCE

THE PROPOSED DEDICATION FOR PUBLIC HIGHWAY PURPOSES TO THE PEOPLE OF THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION IS HEREBY ACCEPTED.

BY: Jose Rios, P.E. DATE: 8/16/21
JOSE RIOS, P.E., REGION ONE ENGINEER

IDOT DEDICATION LEGAL DESCRIPTION

THAT PART OF THE NORTHEAST QUARTER OF SECTION 22 AND NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 44 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN IN LAKE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE NORTH 89 DEGREES 58 MINUTES 58 SECONDS EAST, ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 1106.87 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 58 MINUTES 58 SECONDS EAST, CONTINUING ALONG SAID LINE, A DISTANCE OF 66.65 FEET TO A POINT ON A NON-TANGENT CURVE, ALSO BEING THE CENTERLINE OF ILLINOIS ROUTE 60; THENCE S 89 DEGREES 58 MINUTES 58 SECONDS EAST, BEING A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 5729.65 FEET, AN ARC DISTANCE OF 15.77 FEET, A CHORD BEARING SOUTH 41 DEGREES 06 MINUTES 49 SECONDS EAST, AND A CHORD DISTANCE OF 15.77 FEET TO A POINT OF TANGENCY; THENCE SOUTH 41 DEGREES 02 MINUTES 05 SECONDS EAST, CONTINUING ALONG SAID CENTERLINE, A DISTANCE OF 2509.56 FEET TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SCHANK AVENUE (FORMERLY KNOWN AS GRAYSLAKE AND WAUCONDA ROAD) PER CASE 78 ED 29; THENCE SOUTH 24 DEGREES 24 MINUTES 41 SECONDS WEST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 54.97 FEET TO A LINE 50.00 FEET SOUTHWESTERLY OF AND PARALLEL WITH PREVIOUSLY DESCRIBED CENTERLINE; THENCE NORTH 41 DEGREES 02 MINUTES 05 SECONDS WEST, ALONG SAID PARALLEL LINE, A DISTANCE OF 2179.64 FEET; THENCE NORTH 86 DEGREES 02 MINUTES 05 SECONDS WEST TO A LINE 90.00 FEET SOUTHWESTERLY OF AND PARALLEL WITH PREVIOUSLY DESCRIBED CENTERLINE; THENCE NORTH 41 DEGREES 02 MINUTES 05 SECONDS WEST, ALONG SAID PARALLEL LINE, A DISTANCE OF 80.00 FEET; THENCE NORTH 03 DEGREES 57 MINUTES 55 SECONDS EAST, A DISTANCE OF 56.57 FEET TO A LINE 50.00 FEET SOUTHWESTERLY OF AND PARALLEL WITH PREVIOUSLY DESCRIBED CENTERLINE; THENCE NORTH 41 DEGREES 02 MINUTES 05 SECONDS WEST, ALONG SAID PARALLEL LINE, A DISTANCE OF 192.75 FEET TO A POINT OF CURVATURE; THENCE NORTHWESTERLY, CONTINUING ALONG SAID PARALLEL LINE, BEING A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 5729.65 FEET, AN ARC DISTANCE OF 15.77 FEET, A CHORD BEARING NORTH 41 DEGREES 20 MINUTES 06 SECONDS WEST, AND A CHORD DISTANCE OF 59.51 FEET TO THE POINT OF BEGINNING.

VILLAGE ENGINEER'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF LAKE)

I, Adam Boeche, VILLAGE ENGINEER OF THE VILLAGE OF MUNDELEIN, ILLINOIS, DO HEREBY CERTIFY THAT ALL MATTERS PERTAINING TO STREET REQUIREMENTS AS PRESCRIBED IN THE VILLAGE ORDINANCES ADOPTED BY THE VILLAGE BOARD OF TRUSTEES OF THE VILLAGE OF MUNDELEIN, ILLINOIS, INsofar AS THEY PERTAIN TO THE SUBJECT PLAT, HAVE BEEN COMPLIED WITH.

FURTHER CERTIFY THAT THE REQUIRED BONDS ARE POSTED FOR THE COMPLETION OF THE IMPROVEMENTS COVERING SANITARY SEWAGE SYSTEM AND/OR LINES UNDER MY JURISDICTION, BASED ON ENGINEER'S PLANS AND SPECIFICATIONS PREPARED BY A REGISTERED ENGINEER AND APPROVED BY ALL PUBLIC AUTHORITIES HAVING JURISDICTION. I FURTHER CERTIFY THAT THE STREET NAMES HAVE BEEN EXAMINED BY ME AND FOUND TO COMPLY WITH THE VILLAGE OF MUNDELEIN REGULATIONS.

DATED AT MUNDELEIN, LAKE COUNTY, ILLINOIS, THIS 19 DAY OF August, 2021.

Adam Boeche
VILLAGE ENGINEER

VILLAGE TREASURER CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF LAKE)

I, Doug Haywood, TREASURER OF THE VILLAGE OF MUNDELEIN, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID, CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR DEFERRED INSTALLMENT THEREOF THAT HAVE NOT BEEN APPOINTED AGAINST ANY OF THE PROPERTY INCLUDED IN THE ANNEXED PLAT.

DATED THIS 19 DAY OF August, 2021.

BY: Doug Haywood
VILLAGE TREASURER

VILLAGE BOARD OF TRUSTEES CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF LAKE)

APPROVED BY THE MAYOR AND THE BOARD OR TRUSTEES OF THE VILLAGE OF MUNDELEIN, LAKE COUNTY, ILLINOIS.

DATED AT MUNDELEIN, LAKE COUNTY, ILLINOIS, THIS 19 DAY OF August, 2021.

BY: Steve Jones
MAYOR

ATTEST: [Signature]
VILLAGE CLERK

FINAL PLAT
OF
SHELDON WOODS SUBDIVISION - PHASE 1

BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF SECTION 22 AND PART OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 44 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.

VILLAGE UTILITY EASEMENT PROVISIONS

A NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED FOR GRANTED TO THE VILLAGE OF MUNDELEIN, ILLINOIS AND ITS RESPECTIVE SUCCESSORS AND ASSIGNS, WITHIN THE AREAS SO DESIGNATED ON THE PLAT AND MARKED VILLAGE UTILITY EASEMENT (UE) TO CONSTRUCT, INSTALL, RECONSTRUCT, REPAIR, REMOVE, REPLACE, INSPECT, AND OPERATE UNDERGROUND TRANSMISSION AND DISTRIBUTION SYSTEMS AND LINES IN, UNDER, ACROSS, AND UPON THE SURFACE OF THE VILLAGE UTILITY EASEMENT INCLUDING WITHOUT LIMITATIONS WATER MAINS, STORMS SEWERS, SANITARY SEWERS, FORCE MAINS, ELECTRIC AND ALL NECESSARY FACILITIES APPURTENANT THERETO, TOGETHER WITH THE RIGHT OF ACCESS THERETO FOR THE PERSONNEL AND EQUIPMENT NECESSARY AND REQUIRED FOR SUCH USES AND PURPOSES, AND TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS UNDER THE SURFACE OF EACH LOT TO SERVE IMPROVEMENTS THEREON, TOGETHER WITH THE RIGHT TO CUT, TRIM, OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENTAL TO THE RIGHTS HEREIN GIVEN AND THE RIGHT TO ENTER UPON THE PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEE'S FACILITIES OR IN, UPON, OR OVER THE PROPERTY WITHIN SAID EASEMENT WITHOUT PRIOR WRITTEN CONSENT OF THE GRANTEE. SAID EASEMENT MAY BE USED FOR LANDSCAPING, GARDENS, DRIVEWAYS AND PARKING EXCEPT AS OTHERWISE DESIGNATED ON THE PLAT. THE GRADES OF THE SUBDIVIDED PROPERTY APPROVED BY THE VILLAGE ENGINEER SHALL NOT BE ALTERED IN ANY MANNER BY THE INSTALLATION OF ANY OF THE FACILITIES OF SAID GRANTEE SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF OR WITH THE SURFACE DRAINAGE THEREON.

VILLAGE SIGN EASEMENT PROVISIONS

A NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED AND GRANTED TO THE VILLAGE OF MUNDELEIN, ILLINOIS WITHIN THE AREAS SO DESIGNATED ON THE PLAT AND MARKED VILLAGE SIGN EASEMENT TO CONSTRUCT, INSTALL, RECONSTRUCT, REPAIR, REMOVE, REPLACE, INSPECT AND OPERATE A WELCOME TO MUNDELEIN GATEWAY SIGN TOGETHER WITH THE RIGHT OF ACCESS THERETO FOR PERSONNEL AND EQUIPMENT NECESSARY AND REQUIRED FOR SUCH SIGN, TOGETHER WITH THE RIGHT TO CUT, TRIM, OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY NECESSARY TO THE RIGHTS HEREIN GIVEN AND THE RIGHT TO ENTER UPON THE PROPERTY FOR ALL SUCH PURPOSES. SAID SIGN EASEMENT MAY ALSO BE USED FOR LANDSCAPING. THE GRADES APPROVED BY THE VILLAGE ENGINEER SHALL NOT BE ALTERED IN ANY MANNER BY THE INSTALLATION OF ANY OF THE FACILITIES OF SAID GRANTEE SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE OF THE PROPERTY OR WITH THE SURFACE DRAINAGE. THE VILLAGE SHALL AT ALL TIMES KEEP ANY SIGNAGE AND LANDSCAPE IMPROVEMENTS LOCATED IN THE SIGN EASEMENT IS GOOD WORKING ORDER AND IN A PROPER AND SIGHTLY CONDITION AND SAID SIGN SHALL BE IN FULL COMPLIANCE WITH ALL APPLICABLE LAWS, STATUTES AND VILLAGE CODES. THE VILLAGE SHALL NOT PERMIT ANY LIENS OR ENCUMBRANCES TO ATTACH TO THE PROPERTY. IF THE VILLAGE FAILS TO COMPLY WITH ANY OF ITS OBLIGATIONS SET FORTH HEREIN, THEN UPON 15 DAYS PRIOR WRITTEN NOTICE, THE VILLAGE AGREES THAT GRANTEE MAY CORRECT SUCH FAILURE AND/OR PERFORM THE OBLIGATIONS OF THE VILLAGE BY SUCH MEANS AS GRANTEE CHOOSES IN ITS SOLE DISCRETION, IN WHICH EVENT THE VILLAGE SHALL REIMBURSE GRANTEE UPON DEMAND FOR ALL SUCH COSTS AND EXPENSES, INCLUDING REASONABLE ATTORNEY FEES AND COSTS, INCURRED BY GRANTEE IN CONNECTION THEREWITH. THE VILLAGE SHALL INDEMNIFY AND HOLD HARMLESS GRANTEE, ITS SUCCESSORS AND ASSIGNS FROM ANY CLAIMS, LIABILITIES, LIENS, LOSSES, CAUSES OF ACTION, FINES, FEES, PENALTIES AND EXPENSES ARISING IN CONNECTION WITH A VIOLATION OF ANY OF THE VILLAGE'S OBLIGATIONS.

EASEMENT PROVISIONS
AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO

COMMONWEALTH EDISON COMPANY
AND
AT & T, GRANTEE'S.

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES, GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES MARKED "EASEMENT" ON THE PLAT AND MARKED "EASEMENT" "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (OR SIMILAR DESIGNATION), THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENTAL TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON ANY OF THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEE'S FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (OR SIMILAR DESIGNATION) WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEE. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 805/2(C), AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING" AND "COMMON AREA". THE TERM "COMMON AREA OR AREAS", AND "COMMON ELEMENTS" INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEE AT COST OF THE GRANTEE/LOT OWNER, UPON WRITTEN REQUEST.

NICOR GAS EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THE PARCEL WITH NATURAL GAS SERVICE IS HEREBY RESERVED FOR AND GRANTED TO

NICOR GAS COMPANY
ITS RESPECTIVE SUCCESSORS AND ASSIGNS, TO INSTALL, OPERATE, MAINTAIN AND REMOVE, FROM TIME TO TIME, FACILITIES USED IN CONNECTION WITH THE TRANSMISSION AND DISTRIBUTION OF NATURAL GAS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PARCEL SHOWN WITHIN THE DOTTED LINES ON THE PLAT AND MARKED "UTILITY EASEMENT", AND THE PARCEL DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENTAL TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE PARCEL FOR ALL SUCH PURPOSES. NO PERMANENT STRUCTURES MAY BE PLACED OVER GRANTEE'S FACILITIES OR IN, UPON OR OVER THE PARCEL SHOWN WITHIN THE DOTTED LINES MARKED "UTILITY EASEMENT" WITHOUT THE PRIOR WRITTEN CONSENT OF THE GRANTEE, BUT THE GRANTEE SHALL HAVE THE RIGHT TO ENTER UPON THE PARCEL WITHIN SAID EASEMENT FOR THE PURPOSES OF ACCESS TO AND INSPECTION OF THE STORMWATER MANAGEMENT FACILITIES LOCATED WITHIN SAID EASEMENT. IF THE OWNER FAILS TO MAINTAIN SAID FACILITIES AND, AFTER RECEIPT OF NOTICE FROM THE VILLAGE OF SAID FAILURE, THE OWNER FAILS TO MAKE REQUIRED REPAIRS IN A REASONABLE PERIOD OF TIME, THE VILLAGE MAY MAKE THE REQUIRED REPAIRS AND SEEK REIMBURSEMENT FROM THE OWNER FOR THE COSTS INCURRED BY THE VILLAGE TO MAKE THE REPAIR AND/OR FILE A LIEN ON THE PROPERTY.

IF REQUESTED BY GRANTEE/LOT OWNER, RELOCATION OF FACILITIES WILL BE DONE BY GRANTEE AT COST OF GRANTEE/LOT OWNER TO A LOCATION MUTUALLY AGREEABLE TO THE PARTIES AND THIS EASEMENT AND/OR THE EASEMENT PREVIOUS SHALL BE AMENDED TO ACCOMMODATE THE NEW GAS MAIN ALIGNMENT.

UTILITY EASEMENT PROVISIONS

A NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO SBC, NICOR, COMMONWEALTH EDISON COMPANY, COMCAST, AND/OR OTHER PROVIDERS OF FRANCHISES GRANTED BY THE VILLAGE OF MUNDELEIN, ILLINOIS AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, WITHIN THE AREAS SO DESIGNATED ON THE PLAT AND MARKED UTILITY EASEMENT (UE) TO CONSTRUCT, INSTALL, RECONSTRUCT, REPAIR, REMOVE, REPLACE, INSPECT, MAINTAIN AND OPERATE UNDERGROUND TRANSMISSION AND DISTRIBUTION SYSTEMS AND LINES IN, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE UTILITY EASEMENT INCLUDING WITHOUT LIMITATION, GAS MAINS, TELECOMMUNICATION CABLES, ELECTRIC CABLES, CABLE TELEVISION LINES AND ALL NECESSARY FACILITIES APPURTENANT THERETO, TOGETHER WITH THE RIGHT OF ACCESS THERETO FOR THE PERSONNEL AND EQUIPMENT NECESSARY AND REQUIRED FOR SUCH USES AND PURPOSES, AND TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS UNDER THE SURFACE OF EACH LOT TO SERVE IMPROVEMENTS THEREON, TOGETHER WITH THE RIGHT TO CUT, TRIM, OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENTAL TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEE'S FACILITIES OR IN, UPON, OR OVER THE PROPERTY WITHIN SAID EASEMENT WITHOUT PRIOR WRITTEN CONSENT OF THE GRANTEE. SAID EASEMENT MAY BE USED FOR LANDSCAPING, GARDENS, DRIVEWAYS AND PARKING EXCEPT AS OTHERWISE DESIGNATED ON THE PLAT. THE GRADES OF THE SUBDIVIDED PROPERTY APPROVED BY THE VILLAGE ENGINEER SHALL NOT BE ALTERED IN ANY MANNER BY THE INSTALLATION OF ANY OF THE FACILITIES OF SAID GRANTEE SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF OR WITH THE SURFACE DRAINAGE THEREON.

STORMWATER MANAGEMENT EASEMENT PROVISIONS

A NON-EXCLUSIVE STORMWATER MANAGEMENT EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF MUNDELEIN, ILLINOIS WITHIN THE AREAS DESIGNATED ON THE PLAT AS STORMWATER MANAGEMENT EASEMENTS FOR THE COLLECTION CONVEYANCE AND STORAGE OF STORMWATER IN AREAS TO BE MAINTAINED BY HOMEOWNER ASSOCIATION IN ACCORDANCE WITH ILLINOIS EASEMENT ACT, 1990, AND THE VILLAGE OF MUNDELEIN, ILLINOIS, AND THE VILLAGE OF MUNDELEIN, ILLINOIS, INCLUDING LANDSCAPING, FENCES, SHEDS OR ACCESSORY STRUCTURES WITHIN SAID EASEMENT IS PROHIBITED UNLESS THE VILLAGE ENGINEER HAS DETERMINED SAID ENCROACHMENT WILL NOT INTERFERE WITH THE PROPER FUNCTION OF SAID FACILITIES. THE VILLAGE SHALL HAVE THE RIGHT TO ENTER UPON THE PROPERTY WITHIN SAID EASEMENT FOR THE PURPOSES OF ACCESS TO AND INSPECTION OF THE STORMWATER MANAGEMENT FACILITIES LOCATED WITHIN SAID EASEMENT. IF THE OWNER FAILS TO MAINTAIN SAID FACILITIES AND, AFTER RECEIPT OF NOTICE FROM THE VILLAGE OF SAID FAILURE, THE OWNER FAILS TO MAKE REQUIRED REPAIRS IN A REASONABLE PERIOD OF TIME, THE VILLAGE MAY MAKE THE REQUIRED REPAIRS AND SEEK REIMBURSEMENT FROM THE OWNER FOR THE COSTS INCURRED BY THE VILLAGE TO MAKE THE REPAIR AND/OR FILE A LIEN ON THE PROPERTY.

SURFACE WATER STATEMENT

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

DATED THIS 9TH DAY OF AUGUST, 2021.

HUGHBERT LOFTUS
ILLINOIS REGISTERED PROFESSIONAL ENGINEER
ILLINOIS REGISTRATION NO. 08244428
LICENSE EXPIRES NOVEMBER 30, 2021

OWNER OR OWNER'S ATTORNEY: [Signature]

PERMISSION TO RECORD

STATE OF ILLINOIS)
COUNTY OF LAKE)

I, ERIC R. VESELY, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY GRANT PERMISSION TO THE VILLAGE OF MUNDELEIN AND/OR REPRESENTATIVE OF THE VILLAGE OF MUNDELEIN TO RECORD THIS PLAT ON OR BEFORE DECEMBER 30, 2021. THE REPRESENTATIVE SHALL PROVIDE THIS SURVEYOR WITH A RECORDED COPY OF THIS PLAT.

DATED THIS 9TH DAY OF AUGUST, A.D. 2021.

[Signature]
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3855
LICENSE EXPIRES NOVEMBER 30, 2022

SURVEYORS CERTIFICATE

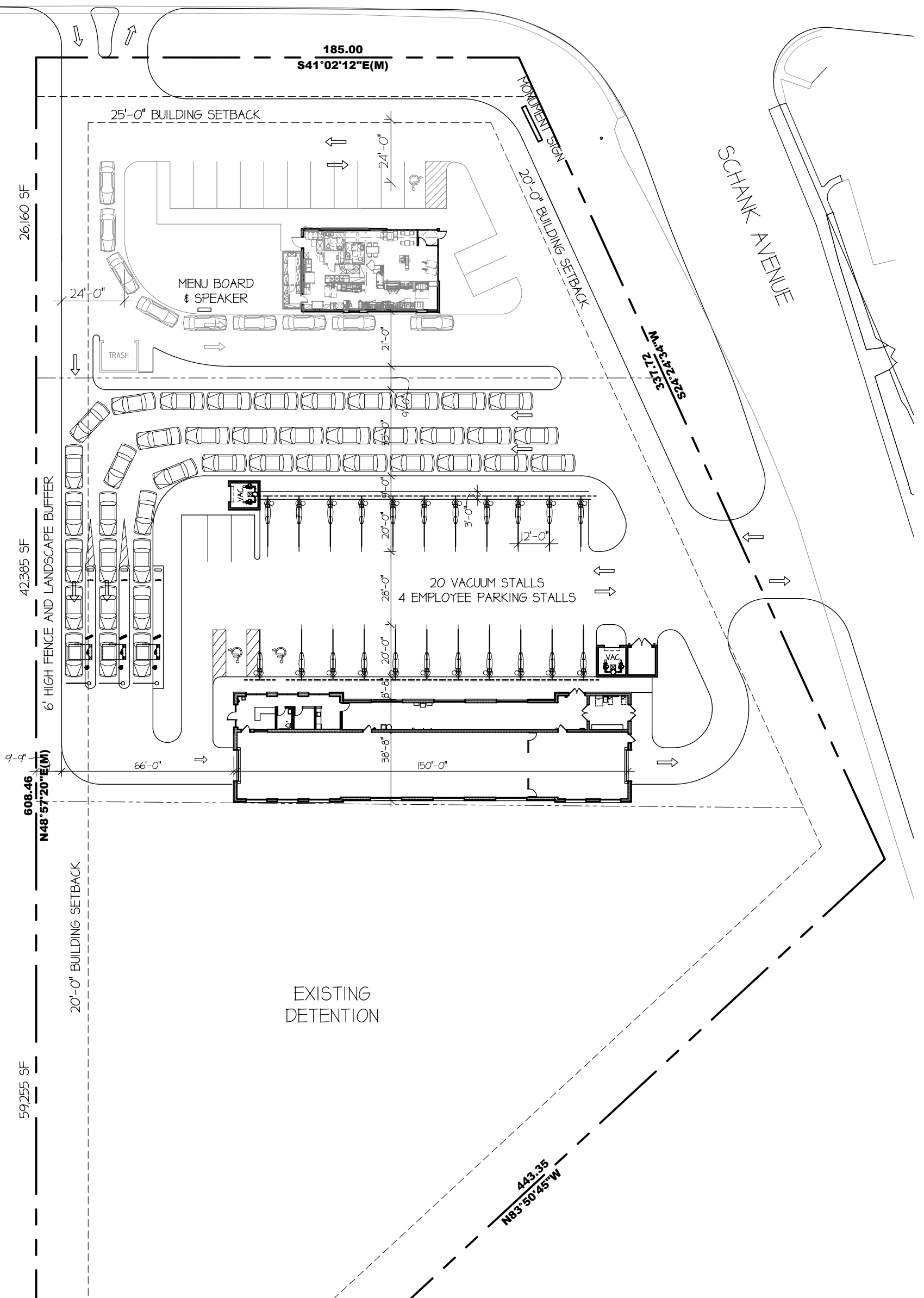
STATE OF ILLINOIS)
COUNTY OF LAKE)

THIS IS TO DECLARE THAT THE PROPERTY DESCRIBED HEREON WAS SURVEYED AND SUBDIVIDED BY MANHARD CONSULTING, LTD., UNDER THE SUPERVISION OF AN ILLINOIS PROFESSIONAL LAND SURVEYOR AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION:

THAT PART OF THE NORTHEAST QUARTER OF SECTION 22 AND NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 44 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN IN LAKE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE NORTH 89 DEGREES 58 MINUTES 58 SECONDS EAST, A DISTANCE OF 1173.52 FEET TO A POINT ON A NON-TANGENT CURVE ALSO BEING THE CENTERLINE OF ILLINOIS ROUTE 60; THENCE SOUTHEASTERLY, ALONG SAID CENTERLINE, BEING A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 5729.65 FEET, AN ARC DISTANCE OF 15.77 FEET, A CHORD BEARING SOUTH 41 DEGREES 06 MINUTES 49 SECONDS EAST, AND A CHORD DISTANCE OF 15.77 FEET TO A POINT OF TANGENCY; THENCE SOUTH 41 DEGREES 02 MINUTES 05 SECONDS EAST, CONTINUING ALONG SAID CENTERLINE, A DISTANCE OF 2509.56 FEET TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SCHANK AVENUE (FORMERLY KNOWN AS GRAYSLAKE AND WAUCONDA ROAD) PER CASE 78 ED 29; THENCE SOUTH 24 DEGREES 24 MINUTES 41 SECONDS WEST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 54.97 FEET (RECORD DISTANCE OF 54.97 FEET) TO A NORTH LINE AS DESCRIBED IN A DEED RECORDED AS DOCUMENT NUMBER 160554; THENCE NORTH 41 DEGREES 02 MINUTES 05 SECONDS WEST, ALONG SAID LINE, A DISTANCE OF 514.01 FEET (RECORD DISTANCE OF 514.01 FEET) TO THE NORTHWEST CORNER OF SAID DEED; THENCE NORTH 09 DEGREES 00 MINUTES 11 SECONDS EAST, ALONG SAID LINE, A DISTANCE OF 121.49 FEET (RECORD DISTANCE OF 122.06 FEET) TO THE NORTH LINE LAND DESCRIBED IN SAID DEED; THENCE NORTH 89 DEGREES 51 MINUTES 08 SECONDS WEST, ALONG SAID LINE, A DISTANCE OF 514.01 FEET (RECORD DISTANCE OF 514.01 FEET) TO THE NORTHWEST CORNER OF SAID DEED; THENCE NORTH 09 DEGREES 00 MINUTES 11 SECONDS EAST, ALONG SAID LINE, A DISTANCE OF 121.49 FEET (RECORD DISTANCE OF 122.06 FEET) TO THE NORTH LINE LAND DESCRIBED IN SAID DEED; THENCE NORTH 89 DEGREES 51 MINUTES 08 SECONDS WEST, ALONG SAID LINE, A DISTANCE OF 514.01 FEET (RECORD DISTANCE OF 514.01 FEET) TO THE NORTHWEST CORNER OF SAID DEED; THENCE NORTH 09 DEGREES 00 MINUTES 11 SECONDS EAST, ALONG SAID LINE, A DISTANCE OF 121.49 FEET (RECORD DISTANCE OF 122.06 FEET) TO THE NORTH LINE LAND DESCRIBED IN SAID DEED; THENCE NORTH 89 DEGREES 51 MINUTES 08 SECONDS WEST, ALONG SAID LINE, A DISTANCE OF 514.01 FEET (RECORD DISTANCE OF 514.01 FEET) TO THE NORTHWEST CORNER OF SAID DEED; THENCE NORTH 09 DEGREES 00 MINUTES 11 SECONDS EAST, ALONG SAID LINE, A DISTANCE OF 121.49 FEET (RECORD DISTANCE OF 122.06 FEET) TO THE NORTH LINE LAND DESCRIBED IN SAID DEED; THENCE NORTH 89 DEGREES 51 MINUTES 08 SECONDS WEST, ALONG SAID LINE, A DISTANCE OF 514.01 FEET (RECORD DISTANCE OF 514.01 FEET) TO THE NORTHWEST CORNER OF SAID DEED; THENCE NORTH 09 DEGREES 00 MINUTES 11 SECONDS EAST, ALONG SAID LINE, A DISTANCE OF 121.49 FEET (RECORD DISTANCE OF 122.06 FEET) TO THE NORTH LINE LAND DESCRIBED IN SAID DEED; THENCE NORTH 89 DEGREES 51 MINUTES 08 SECONDS WEST, ALONG SAID LINE, A DISTANCE OF 514.01 FEET (RECORD DISTANCE OF 514.01 FEET) TO THE NORTHWEST CORNER OF SAID DEED; THENCE NORTH 09 DEGREES 00 MINUTES 11 SECONDS EAST, ALONG SAID LINE, A DISTANCE OF 121.49 FEET (RECORD DISTANCE OF 122.06 FEET) TO THE NORTH LINE LAND DESCRIBED IN SAID DEED; THENCE NORTH 89 DEGREES 51 MINUTES 08 SECONDS WEST, ALONG SAID LINE, A DISTANCE OF 514.01 FEET (RECORD DISTANCE OF 514.01 FEET) TO THE NORTHWEST CORNER OF SAID DEED; THENCE NORTH 09 DEGREES 00 MINUTES 11 SECONDS EAST, ALONG SAID LINE, A DISTANCE OF 121.49 FEET (RECORD DISTANCE OF 122.06 FEET) TO THE NORTH LINE LAND DESCRIBED IN SAID DEED; THENCE NORTH 89 DEGREES 51 MINUTES 08 SECONDS WEST, ALONG SAID LINE, A DISTANCE OF 514.01 FEET (RECORD DISTANCE OF 514.01 FEET) TO THE NORTHWEST CORNER OF SAID DEED; THENCE NORTH 09 DEGREES 00 MINUTES 11 SECONDS EAST, ALONG SAID LINE, A DISTANCE OF 121.49 FEET (RECORD DISTANCE OF 122.06 FEET) TO THE NORTH LINE LAND DESCRIBED IN SAID DEED; THENCE NORTH 89 DEGREES 51 MINUTES 08 SECONDS WEST, ALONG SAID LINE, A DISTANCE OF 514.01 FEET (RECORD DISTANCE OF 514.01 FEET) TO THE NORTHWEST CORNER OF SAID DEED; THENCE NORTH 09 DEGREES 00 MINUTES 11 SECONDS EAST, ALONG SAID LINE, A DISTANCE OF 121.49 FEET (RECORD DISTANCE OF 122.06 FEET) TO THE NORTH LINE LAND DESCRIBED IN SAID DEED; THENCE NORTH 89 DEGREES 51 MINUTES 08 SECONDS WEST, ALONG SAID LINE, A DISTANCE OF 514.01 FEET (RECORD DISTANCE OF 514.01 FEET) TO THE NORTHWEST CORNER OF SAID DEED; THENCE NORTH 09 DEGREES 00 MINUTES 11 SECONDS EAST, ALONG SAID LINE, A DISTANCE OF 121.49 FEET (RECORD DISTANCE OF 122.06 FEET) TO THE NORTH LINE LAND DESCRIBED IN SAID DEED; THENCE NORTH 89 DEGREES 51 MINUTES 08 SECONDS WEST, ALONG SAID LINE, A DISTANCE OF 514.01 FEET (RECORD DISTANCE OF 514.01 FEET) TO THE NORTHWEST CORNER OF SAID DEED; THENCE NORTH 09 DEGREES 00 MINUTES 11 SECONDS EAST, ALONG SAID LINE, A DISTANCE OF 121.49 FEET (RECORD DISTANCE OF 122.06 FEET) TO THE NORTH LINE LAND DESCRIBED IN SAID DEED; THENCE NORTH 89 DEGREES 51 MINUTES

ILLINOIS ROUTE 60



34121 N. US 45, Suite 213 Phone 847-336-6600
Grayslake, Illinois 60030 Fax 847-336-6601



Site Plan



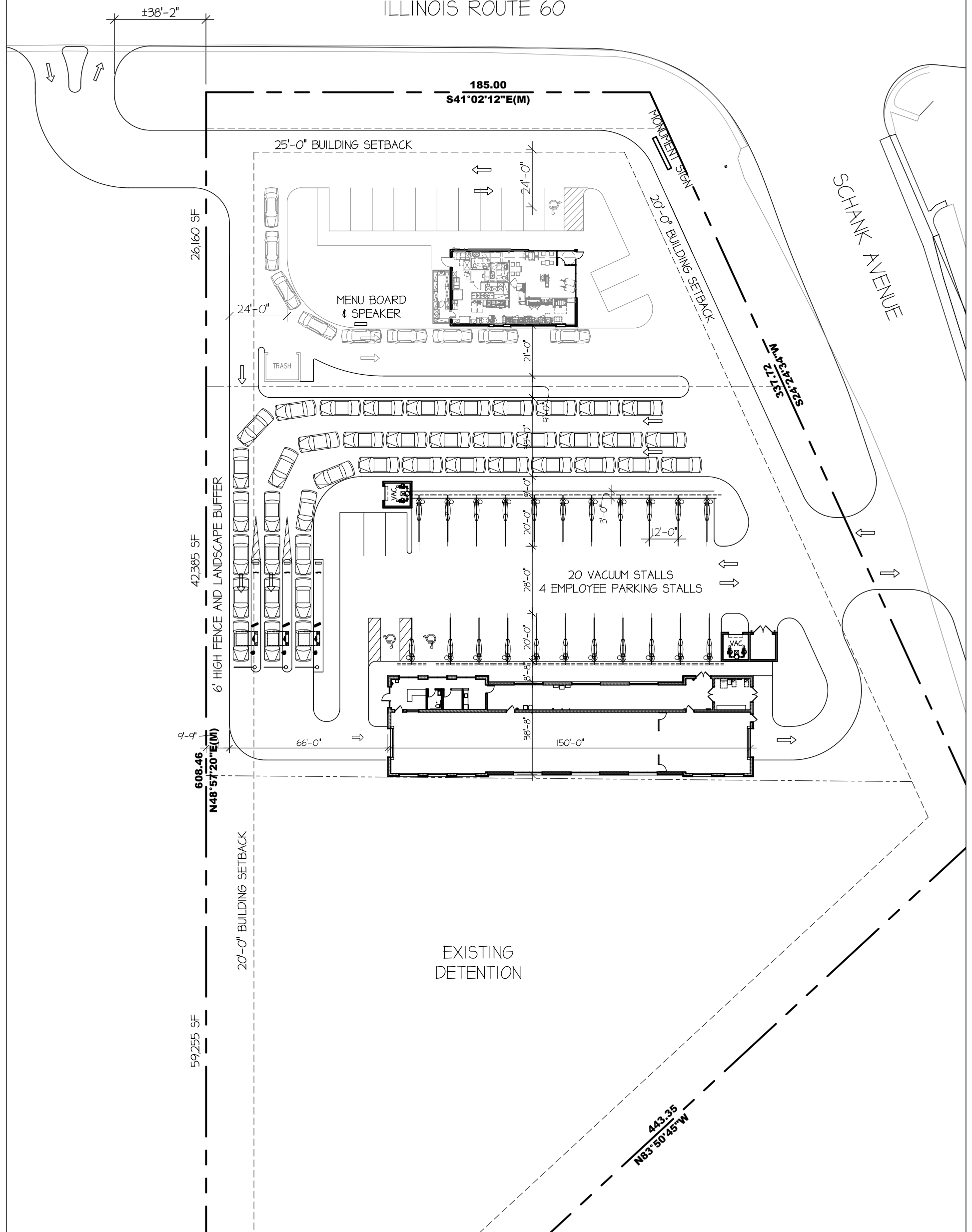
NEW DEVELOPMENT FOR

DUNKIN' & Dream Clean

MUNDELEIN, ILLINOIS

APRIL 21, 2025
Archamerica Job No. 23029

ILLINOIS ROUTE 60



EXISTING
DETENTION

NEW DEVELOPMENT FOR

DUNKIN'
&
Dream Clean

MUNDELEIN, ILLINOIS

APRIL 21, 2025

Archamerica Job No. 23029

ARCHAMERICA

34121 N. US 45, Suite 213 Phone 847-336-6600
Grayslake, Illinois 60030 Fax 847-336-6601



Site Plan



Traffic Impact Study Proposed Car Wash

Mundelein, Illinois



Prepared For:



May 8, 2025

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed car wash development to be located in the southwest quadrant of the intersection of IL Route 60 with Schank Avenue. As proposed, the west side of the site will be developed to contain an automatic car wash tunnel with 20 vacuum stalls and four employee parking stalls. The east side of the site will contain an approximately 1,700 square-foot Dunkin coffee shop with a drive-through lane and 11 parking spaces, including one designated as a handicap-accessible space. Access to the site will be provided via a right-in/right-out (RIRO) access drive off IL Route 60 and a full movement access drive off Schank Avenue.

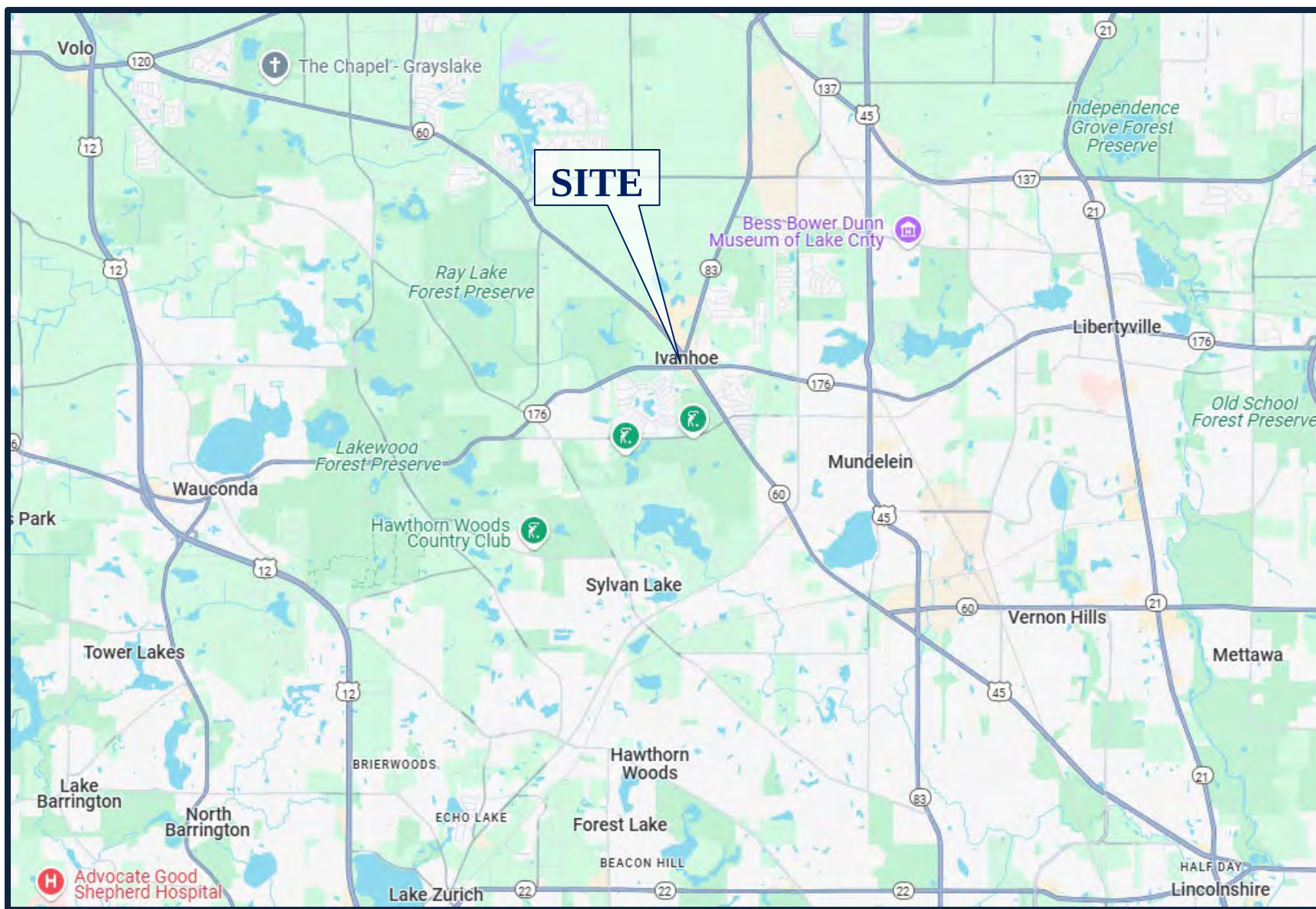
The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning, weekday evening, and Saturday midday peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

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

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. No-Build Conditions – Analyzes the capacity of the existing roadway system using the ambient area growth not attributable to any particular development and any additional developments not associated with the development.
3. Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the proposed development.



Site Location

Figure 1

*Proposed Car Wash
Mundelein, Illinois*



Aerial View of Site

Figure 2

*Proposed Car Wash
Mundelein, Illinois*

2. Existing Conditions

The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

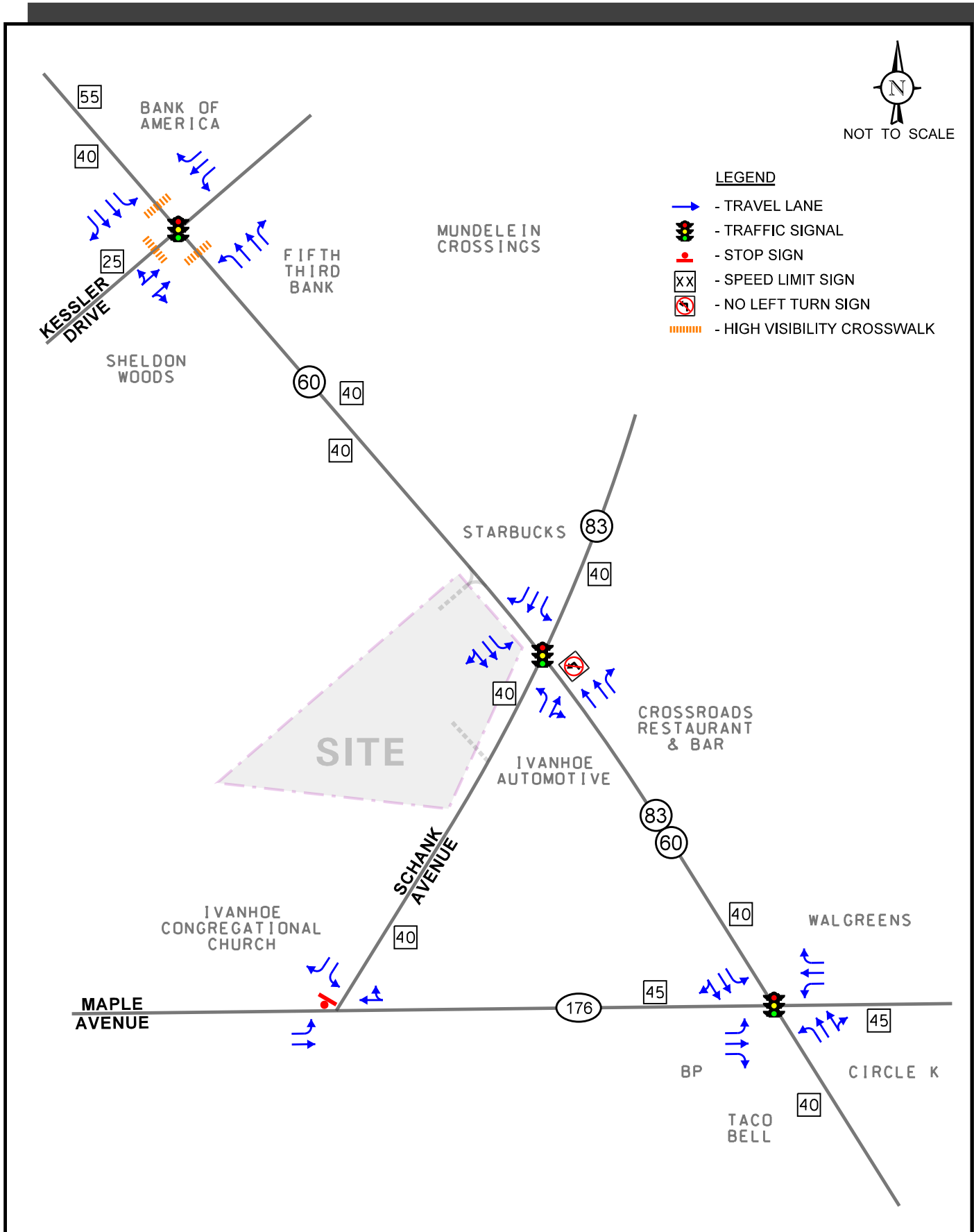
The site, which is currently vacant, is located in the southwest quadrant of the intersection of IL Route 60 with Schank Avenue. Land uses in the vicinity of the site are primarily commercial to the north and south and residential to the east and west including the Sheldon Woods subdivision located to the northwest of the site.

Existing Roadway System Characteristics

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

Illinois Route 60 is a northwest-southeast other principal arterial roadway that generally provides two lanes in each direction and separated by a striped median. South of Schank Avenue, IL Route 60 becomes IL Route 60/83. At its signalized intersection with IL Route 176, IL Route 60 provides a left-turn lane, a through lane and a shared through/right-turn lane on both approaches. At its signalized intersection with Schank Avenue/IL Route 83, IL Route 60 provides two thorough lanes and a right-turn lane on the northwest approach. It should be noted that northwest left-turn movements are not permitted at this intersection. The southeast approach provides a left-turn lane, a through lane and a shared through/right-turn lane. At its signalized intersection with Kessler Drive, IL Route 60 provides a left-turn lane, two through lanes, and a right-turn lane on both approaches. IL Route 60 is under the jurisdiction of the Illinois Department of Transportation (IDOT) and is classified as a Strategic Regional Arterial (SRA) south of IL Route 176 (Maple Avenue). IL Route 60 carries an Annual Average Daily Traffic (AADT) volume of 17,400 vehicles (IDOT 2023) northwest of Schank Avenue, 21,000 vehicles (IDOT 2023) between IL Route 176 and Schank Avenue, and 16,200 vehicles (IDOT 2023) southeast of IL Route 176. In addition, IL Route 60 has a posted speed limit of 40 miles per hour in the vicinity of the site except for the northwest traffic north of Kessler Drive which has a posted speed limit of 55 miles per hour.

IL Route 176 (Maple Avenue) is an east-west other principal arterial west of IL Route 60 and a minor arterial east of IL Route 60 that generally provides one lane in each direction in the vicinity of the site. At its signalized intersection with IL Route 60, IL Route 176 provides a left-turn lane, a through lane and a right-turn lane on both approaches. At its unsignalized intersection with Schank Avenue, IL Route 176 provides a left-turn lane and a through lane on the eastbound approach while the westbound approach provides a shared through/right-turn lane. IL Route 176 is under the jurisdiction of IDOT and is classified as an SRA west of IL Route 60. IL Route 176 carries an AADT volume of 6,000 vehicles (IDOT 2023) west of IL Route 60 and a volume of 12,100 vehicles (IDOT 2023) east of IL Route 60 and has a posted speed limit of 45 miles per hour in the vicinity of the site.



Car Wash
Mundelein, Illinois

Existing Roadway Characteristics

Schank Avenue/IL Route 83 is a northeast-southwest other arterial roadway that generally provides one lane in each direction. At its signalized intersection with IL Route 60, Schank Avenue/IL Route 83 provides a left-turn lane and a shared through/right-turn lane on the northeast approach while the southwest approach provides a left turn lane, a thorough lane and a right-turn lane. At its unsignalized intersection with IL Route 176, Schank Avenue/IL Route 83 provides a left-turn lane and a right-turn lane on the southwest approach that operates under stop sign control. Schank Avenue/IL Route 83 is under the jurisdiction of IDOT, carries an AADT volume of 12,200 vehicles (IDOT 2023) northeast of IL Route 60 and an AADT volume of 20,900 vehicles (IDOT 2023) southwest of IL Route 60. Schank Avenue/IL Route 83 has a posted speed limit of 40 miles per hour.

Kessler Drive is a northeast-southwest roadway that provides one travel lane in each direction. At its signalized intersection with IL Route 60, Kessler Drive provides a shared left-turn/through lane and a shared through/right-turn lane on the northeast approach while the southwest approach provides a left-turn lane, a through lane and a right-turn lane. Kessler Drive provides a highly visible crosswalk on the southwest leg of the intersection and has a posted speed limit of 25 miles per hour to the southwest of IL Route 60.

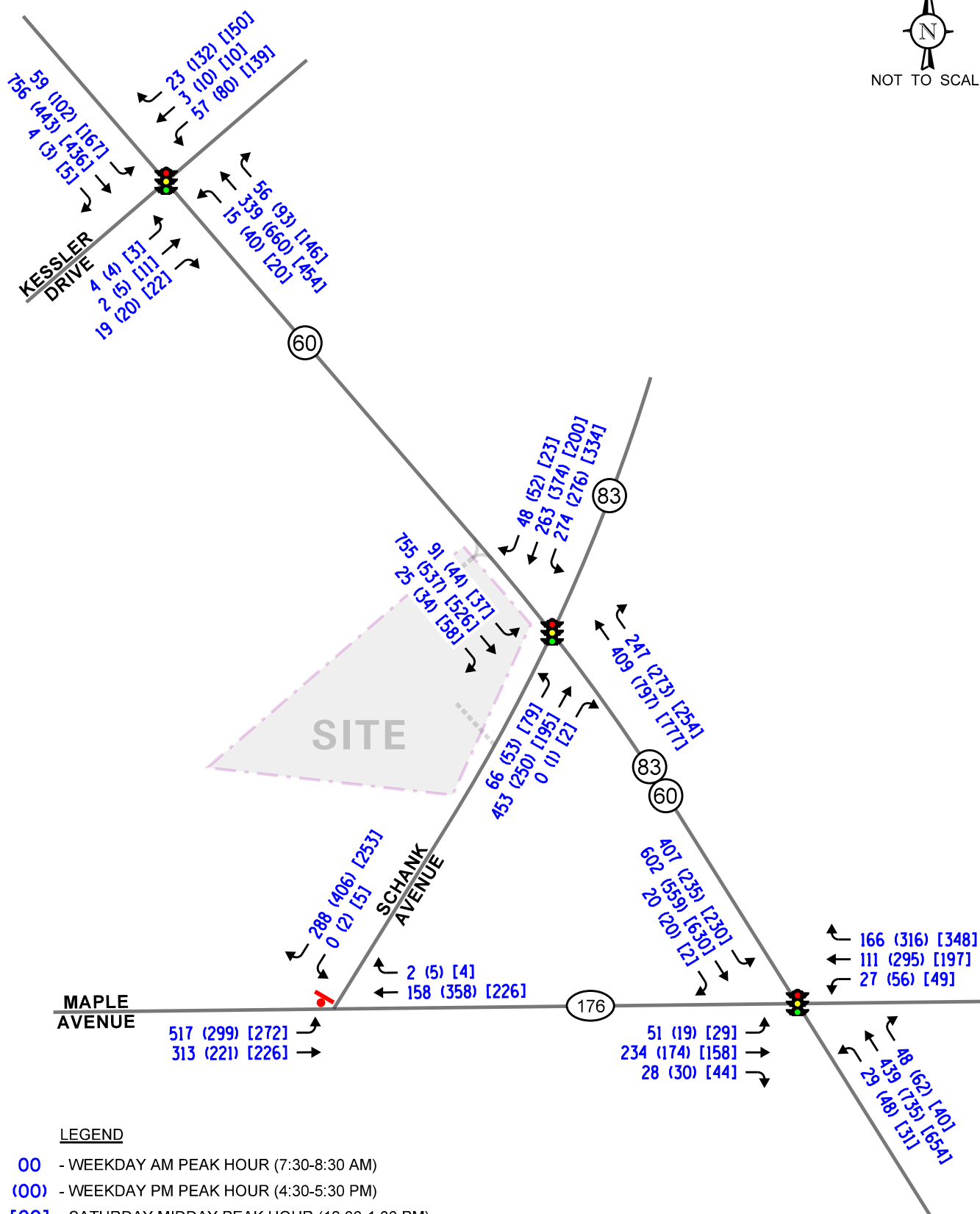
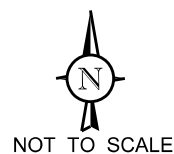
Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Video Collection Units during the weekday morning (7:00 to 9:00 A.M.), weekday evening (4:00 to 6:00 P.M.), and Saturday midday (12:00 to 2:00 P.M.) peak periods at the following intersections:

- IL Route 176 with Schank Avenue
- IL Route 60 with IL Route 176
- IL Route 60 with IL Route 83/Schank Avenue
- IL Route 60 with Kessler Drive

All traffic counts were conducted on Saturday April 19, 2025, and Tuesday April 22, 2025, except for the intersection of IL Route 60 with Kessler Drive during Saturday midday peak period which was conducted on Saturday April 26, 2025. The results of the traffic counts showed that the weekday morning peak hour of traffic generally occurs from 7:30 A.M. to 8:30 A.M., the weekday evening peak hour of traffic generally occurs from 4:30 P.M. to 5:30 P.M., and the Saturday midday peak hour generally occurs from 12:30 P.M. to 1:30 P.M.

Figure 4 illustrates the existing traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.



Car Wash
Mundelein, Illinois

Existing Traffic Volumes



Job No: 25-117

Figure: 4

Crash Data Summary

KLOA, Inc. obtained crash data¹ for the most recent available past five years (2019 to 2023) for the intersections within the study area. The crash data for the intersections of IL Route 60 with IL Route 176, IL Route 60 with Schank Avenue/IL Route 83, IL route 176 with Schank Avenue/IL Route 83 and IL Route 60 with Kessler Drive are summarized in **Tables 1** through **4**. A review of the crash data revealed that no fatalities were reported at the intersections during the reviewed period.

Table 1

IL ROUTE 60 WITH IL ROUTE 176 – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0
2023	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0	0	0	0
Average	0	0	0	0	0	0	0	0

Table 2

IL ROUTE 60 WITH SCHANK AVENUE/IL ROUTE 83 – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0
2023	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0	0	0	0

¹ IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

Average	0	0	0	0	0	0	0	0
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Table 3

IL ROUTE 176 WITH SCHANK AVENUE/IL ROUTE 83 – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0
2023	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0	0	0	0
Average	0	0	0	0	0	0	0	0

Table 4

IL ROUTE 60 WITH KESSLER DRIVE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0
2023	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0	0	0	0
Average	0	0	0	0	0	0	0	0

3. Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

As proposed, the west side of the site will be developed with an automatic car wash tunnel with 20 vacuum stalls and four employee parking stalls. The east side of the site will contain an approximately 1,700 square-foot Dunkin coffee shop with a drive-through lane and 11 parking spaces, including one designated as a handicap-accessible space. Access to the proposed development will be provided via the following access drives:

- A proposed full-movement access drive off Schank Avenue/IL Route 83 located approximately 270 feet southwest of IL Route 60. This access drive will provide one inbound lane and one outbound lane with the outbound movements under stop sign control. It should be noted that this access drive will provide direct access to the car wash and indirect access to the Dunkin coffee shop via an internal shared driveway.
- A proposed right-in/right-out access drive located approximately 295 feet northwest of Schank Avenue/IL Route 83. This access drive will provide one inbound lane and one outbound lane with the outbound movement under stop sign control. This access drive will provide direct access to the Dunkin coffee shop and indirect access to car wash via an internal shared driveway.

A copy of the preliminary site plan is included in the Appendix.

Car Wash Operations and Circulation

The car wash tunnel will be located in the southwest portion of the property, oriented southeast-northwest. The vacuum stalls will be located on the northeast side of the car wash tunnel. Circulation through the vacuum stalls will be provided via a two-way drive aisle. All vehicles will have access to the vacuum stalls before and after utilizing the car wash.

Access to the car wash tunnel entrance will be provided via a drive aisle on the northeast side of the building. The three queue lanes will be provided with three pay stations before the merge. Immediately after the pay stations, the three approach lanes will narrow to one lane that leads to the entrance of the car wash tunnel.

As proposed, the single-lane automatic car wash tunnel will be an exterior-only car wash system and will provide one-way, counterclockwise circulation. Manual and automated controls will increase, decrease, or stop vehicle flow through the car wash. The entrance to the car wash will be oriented towards the northwest of the site and the exit will be located towards the southeast of the site. The gates will meter the traffic flow proceeding to the car wash tunnel entrance and will open in sequence based on the order of vehicle arrival.

Once the gate is lifted for the respective lane, the individual vehicle will proceed southwest and then southeast to the entrance to the car wash tunnel. At the entrance to the car wash tunnel, the driver will remain in the vehicle and the car wash will automatically pull the vehicle through the tunnel. After exiting the tunnel, the vehicles will proceed to either use the vacuum stalls or exit the site via the access drives.

Car Wash Stacking

According to the site plan, there will be stacking for a total of approximately 42 vehicles to queue in the three approach lanes to the three pay stations. In addition, there will be stacking for approximately two to three vehicles between the pay stations and the entrance to the tunnel. As such, the plan provides stacking for a total of approximately 44 to 45 vehicles from the drive aisle to the entrance to the drive-through system.

Car Wash Wayfinding and Traffic Control Signage

The following wayfinding and traffic control signage is recommended:

- Wayfinding signage should be posted to guide vehicles to the respective car wash stacking area to minimize vehicle turning movements within the internal site circulation area.
- Wayfinding signage should be posted at the exit of the car wash tunnel to direct vehicles exiting the car wash to either the access drives or the vacuum stalls.
- A “Do Not Enter” sign should be posted at the exit of the car wash tunnel to deter opposing traffic from entering the car wash tunnel from the one-way exit direction.
- A stop sign should be provided at the western end of the vacuum stall drive aisle in order to promote free-flow movement for vehicles entering and exiting the site.

Vacuum Stalls

All the 20 vacuum stalls will be located on the northeast side of the car wash tunnel, of which one will be designated as a handicap-accessible space. A two-way drive aisle will be provided, allowing flexibility for vehicles to access the vacuum area before or after the car wash and vehicles exiting the vacuum stalls to utilize the two-way drive aisle to exit the site.

Peak Day Operations

Typical of any car wash, its peak operations (design day) typically occur after a weather event such as a snowfall or a rain event. Based on historical data from other car washes, this typically occurs 12 to 15 times per year.

When this peak demand occurs, the following operational procedures are implemented:

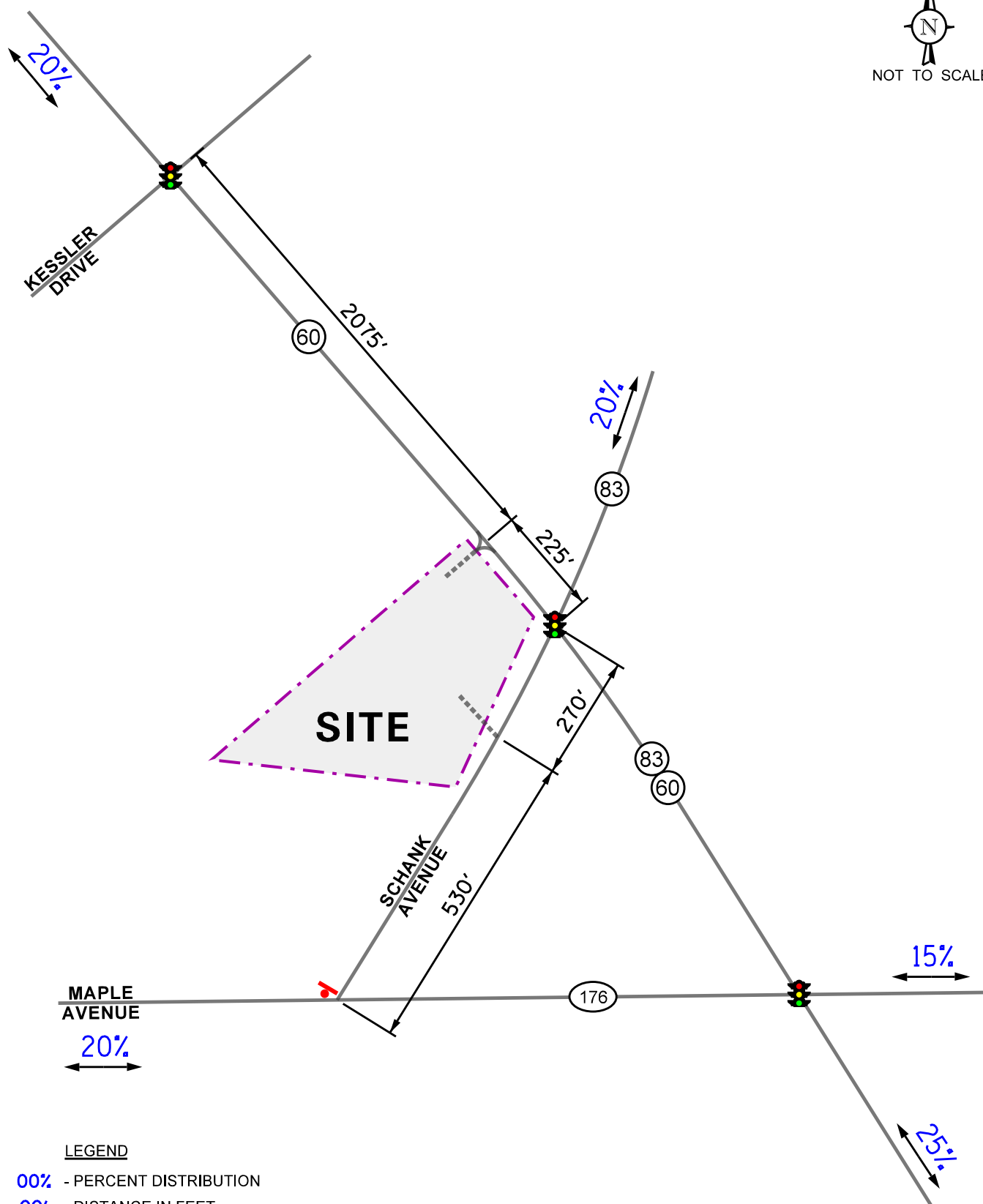
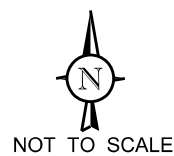
- Increase the service rate of the tunnel to the maximum it can process.
- Provide staff at critical locations within the circulation system during peak periods at the car wash to help direct and manage the flow of traffic through the site. Critical internal locations where staff should be located include the pay stations and at the exit of the car wash.

Dunkin Coffee Shop Stacking

All vehicles will enter the drive-through lane from the northeast corner of the site. After ordering, the vehicles will make a left-turn to drive southeast to the pick-up window located on the southwest side of the building. After picking up the order, vehicles can make a right turn to exit onto Schank Avenue/IL Route 83 or make a left turn to exit onto IL Route 60. Exiting movements from the drive-through should be under stop sign control. A review of the site plan showed a stacking of approximately nine vehicles within the drive-through layout.

Directional Distribution of Site Traffic

The directions from which traffic will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of vehicles to/from the proposed development.



LEGEND

- 00% - PERCENT DISTRIBUTION
- 00' - DISTANCE IN FEET

Car Wash
Mundelein, Illinois

Directional Distribution



Job No: 25-117

Figure: 5

Development-Generated Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). The “Automated Car Wash” (Land-Use Code 948) rate was utilized for the car wash tunnel.

It is important to note that trips made to car washes are typically diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. However, in order to present a worst-case scenario, no reduction in the site-generated traffic was taken into account. Based on the data provided in the ITE Manual for an automated car wash (Land-Use Code 948), the typical usage is approximately 78 vehicles per hour during the weekday evening peak hour. The ITE Manual does not provide data for the morning peak hour for an automated car wash. For the purposes of the evaluation, it was assumed to be approximately one-third of the weekday evening peak hour trip generation.

The “Coffee Shop with Drive-Through” (Land-Use Code 937) rate was used for the Dunkin coffee shop with drive-through facility. It is important to note that surveys conducted by ITE have shown that as much as 90 percent of trips made to coffee shops are diverted from the existing traffic on the roadway system. However, in order to provide for a conservative analysis and consistent with other studies approved by IDOT, DuPage County and other municipalities, the number of new passenger vehicle trips estimated to be generated by Dunkin coffee shop was reduced by 70 percent to account for pass-by traffic.

Table 5 summarizes the estimated peak hour trips.

Table 5
PEAK HOUR SITE-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
948	Automated Car Wash (1 Tunnel)	13	13	26	39	39	78	19	22	41
937	Coffee Shop with Drive-Through (1,700 s.f.)	74	72	146	33	33	66	75	74	149
	<i>70% Pass-By Reduction</i>	<u>-52</u>	<u>-52</u>	<u>-104</u>	<u>-23</u>	<u>-23</u>	<u>-46</u>	<u>-53</u>	<u>-53</u>	<u>-106</u>
	Total New Trips	35	33	68	49	49	98	41	43	84

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed development.

Site-Generated Traffic Assignment

The estimated weekday morning, weekday evening, and Saturday midday peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The traffic assignment for the proposed development is illustrated in **Figure 6**. The pass-by traffic volumes are illustrated in **Figure 7**.

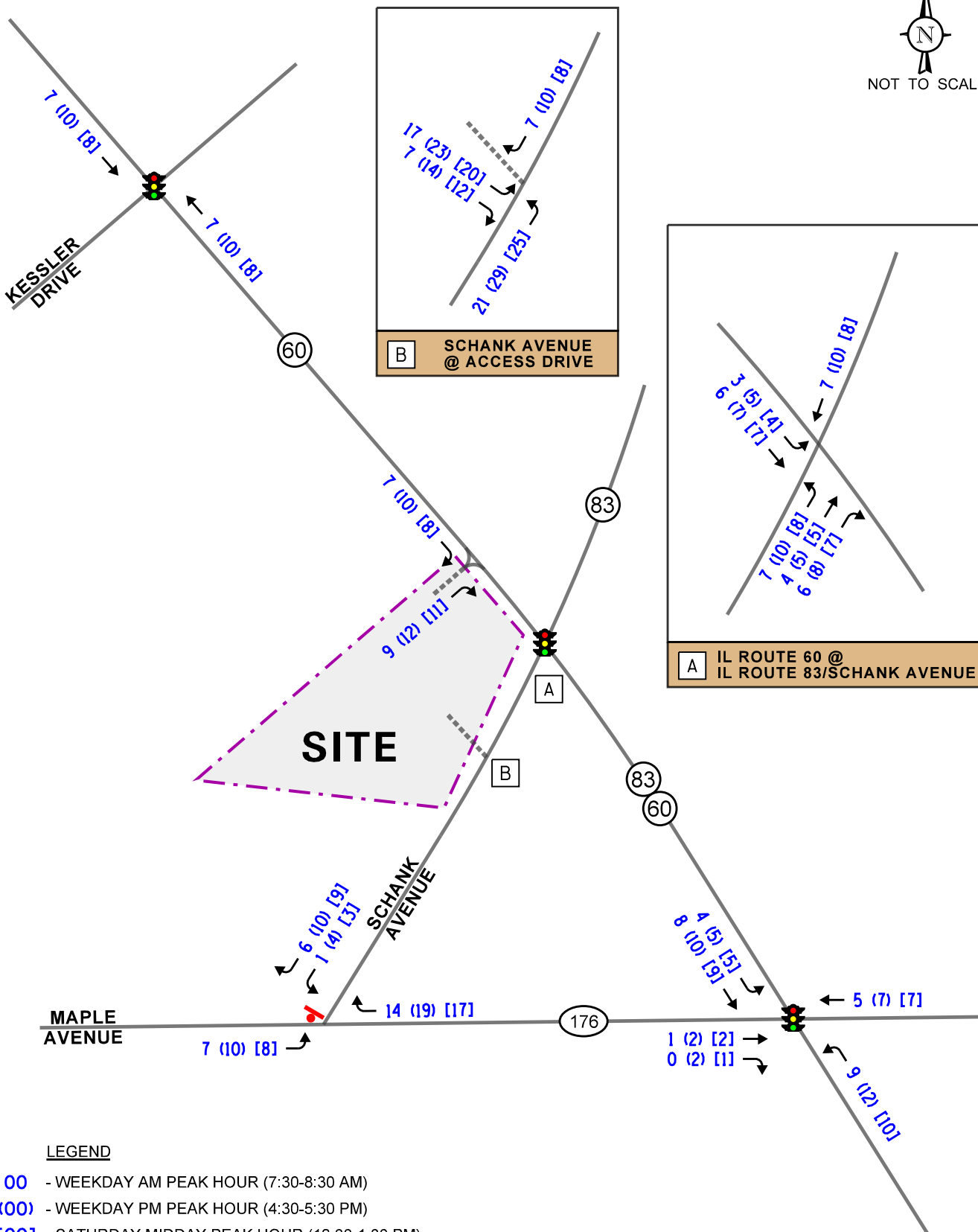
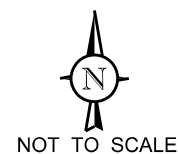
Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 0.5 percent per year for six years (buildout year plus five years) for a total of approximately three percent to project Year 2031 background conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

Figure 8 illustrates the Year 2031 no-build conditions.

Year 2031 Total Projected Traffic Volumes

The Year 2031 total projected traffic volumes include the no-build traffic volumes and the traffic estimated to be generated by the proposed development. **Figure 9** shows the Year 2031 total projected traffic volumes.



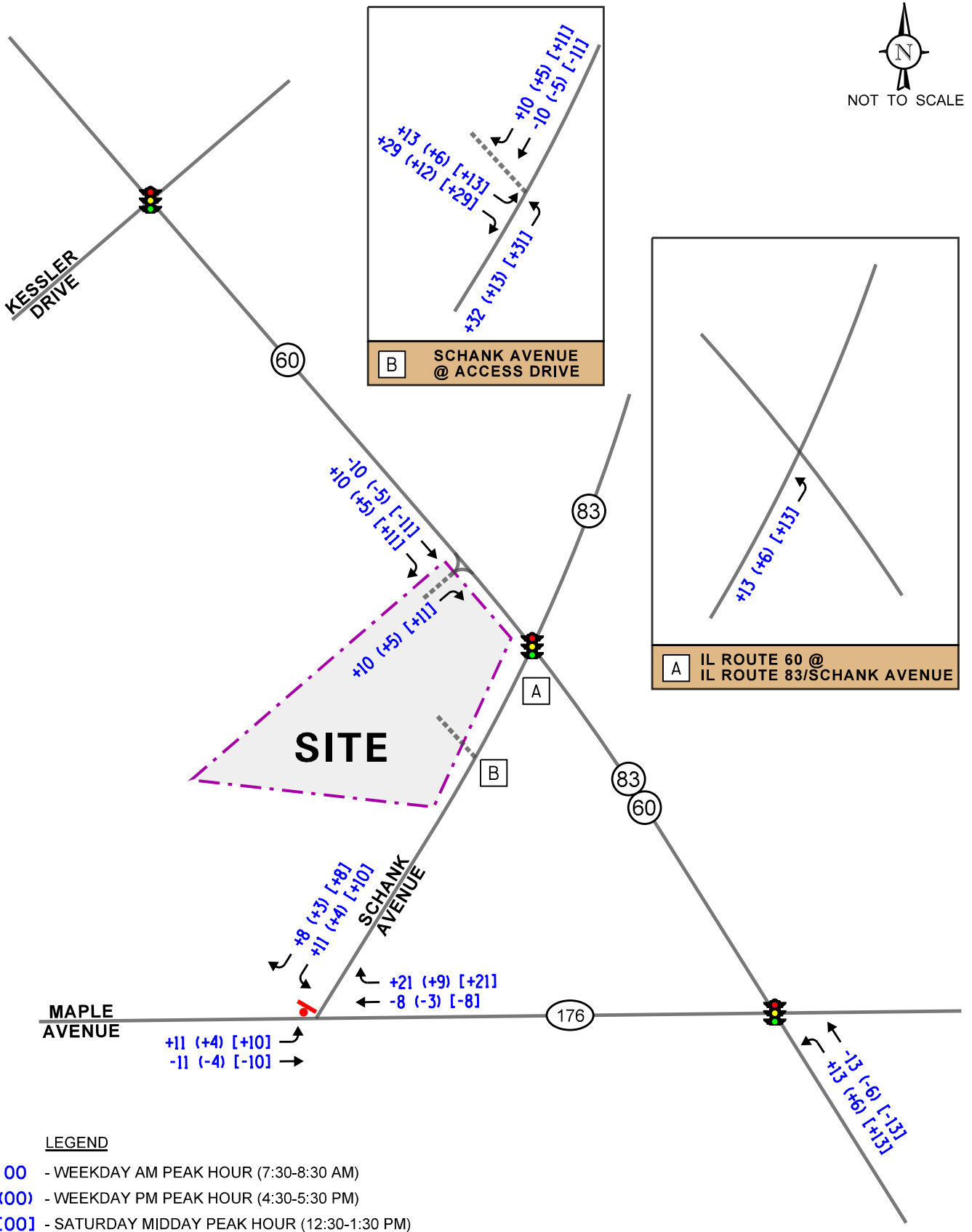
Car Wash
Mundelein, Illinois

Site-Generated Traffic Volumes



Job No: 25-117

Figure: 6



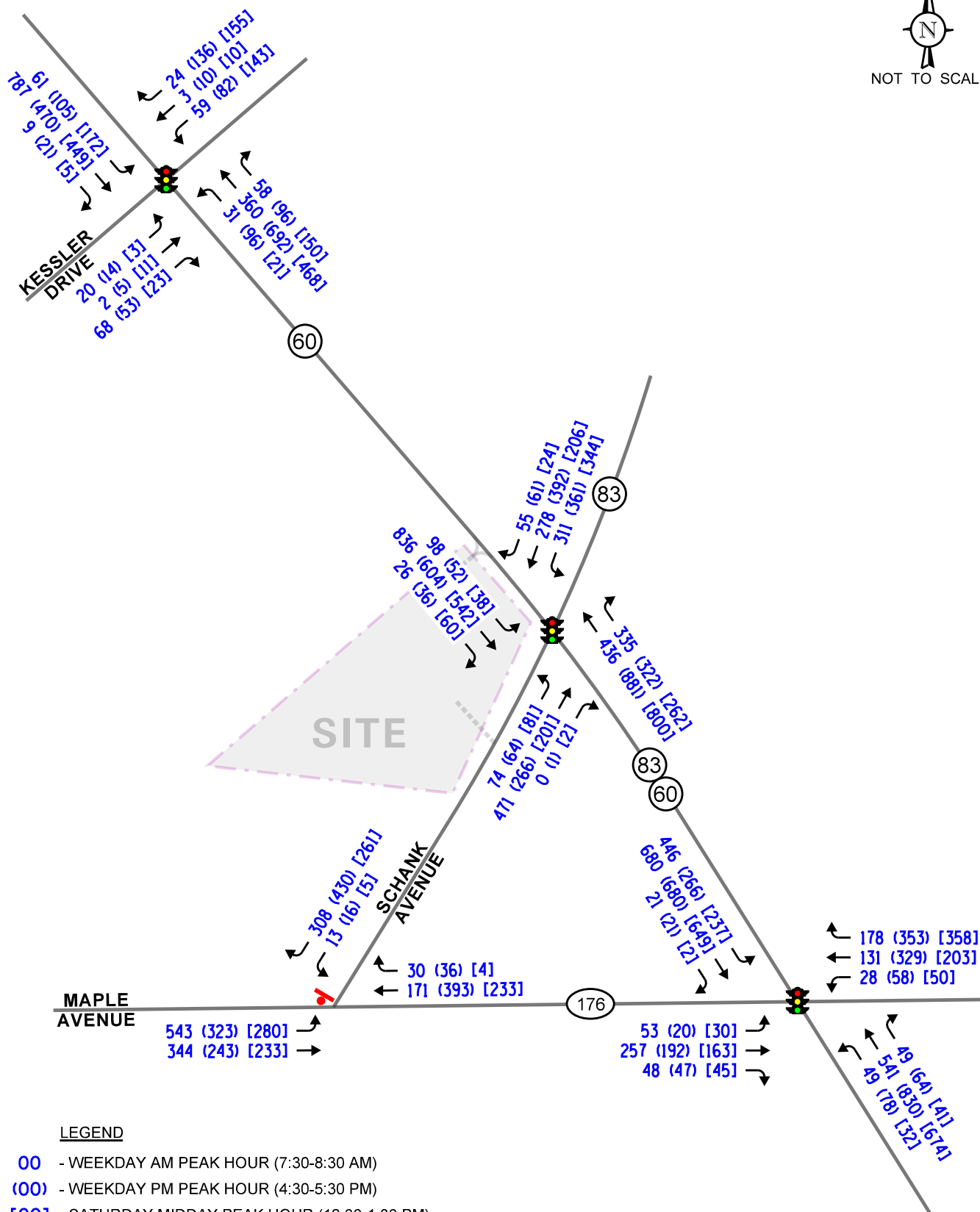
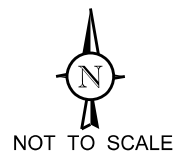
Car Wash
Mundelein, Illinois

Pass-By Traffic Volumes



Job No: 25-117

Figure: 7



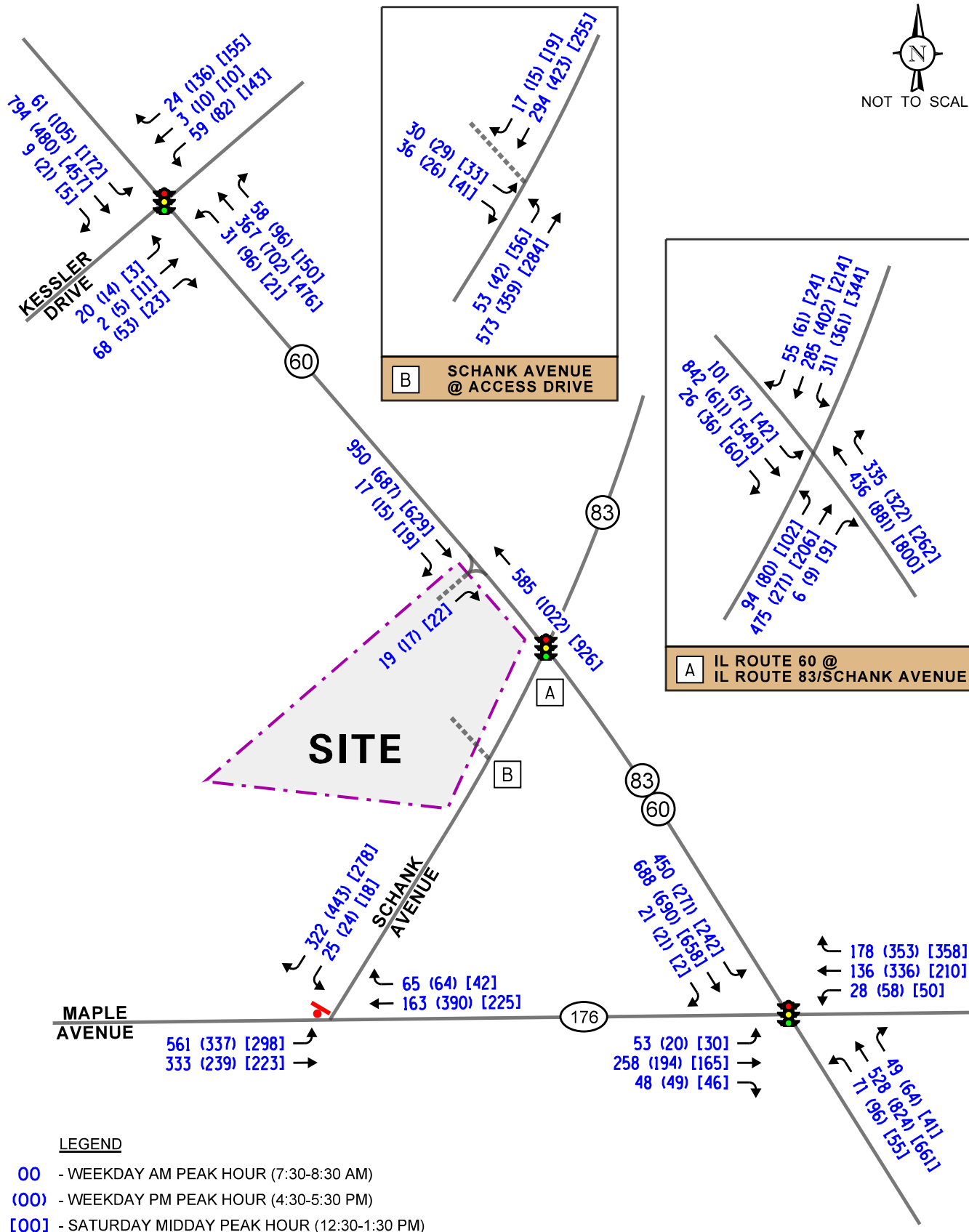
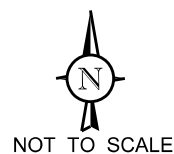
Car Wash
Mundelein, Illinois

Year 2031 No-Build Traffic Volumes



Job No: 25-117

Figure: 8



Car Wash
Mundelein, Illinois

Year 2031 Total Traffic Volumes



Job No: 25-117

Figure: 9

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday evening, and Saturday midday peak hours for the existing (Year 2025), no-build, and future projected (Year 2031) traffic volumes.

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

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2031 no-build, and Year 2031 total projected conditions are presented in **Tables 6** through **11**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 6

IL ROUTE 60 WITH IL ROUTE 176 – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning	C 28.0	D 47.5	A 0.3	C 27.0	D 42.9	A 8.1	B 11.6	C 22.6	--	C 26.7	A 9.7	--	C 22.0
		D – 40.1			C – 22.5			C – 21.9			B – 16.5			
	Weekday Evening	C 27.4	D 47.1	A 2.3	C 29.4	D 49.2	A 8.7	B 10.5	C 24.4	--	B 19.4	B 16.1	--	C 23.2
		D – 39.3			C – 28.4			C – 20.8			B – 17.1			
	Saturday Midday	C 23.6	D 41.7	A 3.1	C 24.3	D 40.8	A 8.8	A 9.1	B 19.1	--	B 15.4	B 15.7	--	B 19.4
		C – 32.1			C – 20.7			B – 18.7			B – 15.6			
No-Build Conditions	Weekday Morning	C 28.6	D 49.8	A 5.6	C 27.6	D 44.6	A 4.7	B 11.4	C 23.8	--	D 39.8	B 11.3	--	C 25.1
		D – 40.7			C – 22.1			C – 22.8			C – 22.4			
	Weekday Evening	C 29.0	D 48.9	A 5.7	C 30.7	D 54.1	B 13.8	B 10.2	C 22.0	--	C 29.5	B 19.0	--	C 26.0
		D – 39.6			C – 33.1			C – 21.1			C – 21.9			
	Saturday Midday	C 23.6	D 41.9	A 3.2	C 24.3	D 41.1	A 9.8	A 9.1	B 19.4	--	B 16.8	B 16.8	--	C 20.0
		C – 32.2			C – 21.4			B – 19.0			B – 16.8			
Projected Conditions	Weekday Morning	C 28.7	D 50.0	A 5.5	C 27.8	D 45.1	A 4.7	B 11.6	C 23.5	--	D 39.5	B 11.6	--	C 25.0
		D – 40.9			C – 22.7			C – 22.2			C – 22.4			
	Weekday Evening	C 28.6	D 48.0	A 6.2	C 30.1	D 53.2	B 13.3	B 10.9	C 22.7	--	C 31.1	C 20.2	--	C 26.4
		D – 38.7			C – 32.6			C – 21.6			C – 23.2			
	Saturday Midday	C 23.5	D 42.0	A 3.2	C 24.3	D 41.4	A 9.5	A 9.5	B 19.4	--	B 16.8	B 17.3	--	C 20.2
		C – 32.3			C – 21.5			B – 18.7			B – 17.2			
Letter denotes Level of Service Delay is measured in seconds.		L – Left Turn T – Through		R – Right Turn										

Table 7

IL ROUTE 60 WITH SCHANK AVENUE/IL ROUTE 83 – SIGNALIZED

	Peak Hour	Northbound			Southbound			Southeast			Northwest		Overall
		L	T	R	L	T	R	L	T	R	T	R	
Existing Conditions	Weekday Morning	B 16.8	E 56.8	--	C 27.7	C 25.5	A 1.2	C 21.4	C 28.0	--	C 26.5	A 2.5	C 29.1
		D – 51.8			C – 24.5			C – 27.3			B – 17.4		
	Weekday Evening	C 26.1	E 70.6	--	D 37.0	D 43.8	A 6.0	B 12.6	B 14.9	--	B 19.4	A 0.7	C 26.3
		E – 62.8			D – 38.3			B – 14.8			B – 14.6		
	Saturday Midday	C 22.5	E 57.4	--	D 36.9	C 35.2	A 0.1	B 14.2	B 16.1	--	B 15.4	A 0.7	C 21.9
		D – 47.5			C – 34.8			B – 15.9			B – 11.8		
No-Build Conditions	Weekday Morning	B 18.6	F 86.0	--	D 45.4	C 28.3	A 4.7	B 19.7	C 26.1	--	C 25.8	A 2.6	C 34.5
		E – 76.9			C – 34.5			C – 25.5			B – 15.7		
	Weekday Evening	C 29.0	F 99+	--	E 58.7	D 46.2	A 7.7	B 13.3	B 15.0	--	B 19.6	A 0.9	C 34.0
		F – 99+			D – 48.8			B – 14.9			B – 14.6		
	Saturday Midday	C 22.6	E 59.0	--	D 39.7	D 35.7	A 0.1	B 14.8	B 15.9	--	B 15.7	A 0.7	C 22.5
		D – 48.6			D – 36.6			B – 15.8			B – 12.0		
-Projected Conditions	Weekday Morning	B 18.8	F 88.1	--	D 45.9	C 30.0	A 4.9	B 19.9	C 26.4	--	C 23.8	A 2.8	C 34.9
		E – 76.8			D – 35.4			C – 25.7			B – 14.6		
	Weekday Evening	C 30.5	F 99+	--	E 57.7	D 47.1	A 8.2	B 13.9	B 15.3	--	B 19.7	A 0.9	D 35.9
		F – 99+			D – 48.9			B – 15.2			B – 14.7		
	Saturday Midday	C 24.6	E 62.7	--	D 43.6	D 38.2	A 0.1	B 15.4	B 15.7	--	B 15.6	A 0.7	C 23.8
		D – 50.5			D – 39.8			B – 15.7			B – 11.9		
Letter denotes Level of Service Delay is measured in seconds.													
L – Left Turn R – Right Turn T – Through													

Table 8

IL ROUTE 60 WITH KESSLER DRIVE – SIGNALIZED

	Peak Hour	Southeast			Northwest			Northeast			Southwest			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning	A 4.4	A 7.2	--	B 10.4	B 18.0	A 1.2	--	C 22.0	--	D 44.1	D 43.7	A 0.3	B 11.4
		A – 7.0			B – 15.4			C – 22.0			C – 32.0			
	Weekday Evening	A 5.7	A 9.1	--	A 8.1	B 20.4	A 4.9	--	C 22.3	--	D 42.3	D 41.3	A 6.4	B 15.2
		A – 8.4			B – 18.0			C – 22.3			C – 21.0			
	Saturday Midday	A 7.5	B 10.1	--	B 12.0	C 25.3	A 4.5	--	B 19.0	--	C 33.3	C 30.2	A 4.2	B 15.5
		A – 9.3			C – 20.0			B – 19.0			B – 18.6			
No-Build Conditions	Weekday Morning	A 4.7	A 9.0	--	B 10.4	B 19.6	A 1.4	--	C 22.0	--	D 44.6	D 43.7	A 0.5	B 13.4
		A – 8.6			B – 16.6			C – 22.0			C – 32.3			
	Weekday Evening	A 6.5	B 11.2	--	B 10.7	C 24.1	A 4.7	--	C 20.7	--	D 44.2	D 44.9	A 7.8	B 17.3
		A – 10.0			C – 20.5			B – 20.7			C – 22.5			
	Saturday Midday	A 7.7	B 10.2	--	B 12.2	C 25.5	A 4.2	--	B 19.2	--	C 33.4	C 30.0	A 4.1	B 15.6
		A – 9.5			C – 20.0			B – 19.2			B – 18.6			
Projected Conditions	Weekday Morning	A 4.7	A 9.2	--	B 10.8	B 19.8	A 1.3	--	C 22.0	--	D 45.5	D 43.7	A 0.5	B 13.4
		A – 8.8			B – 16.8			C – 22.0			C – 33.0			
	Weekday Evening	A 6.6	B 11.3	--	B 10.3	C 24.0	A 4.6	--	C 20.7	--	D 44.2	D 44.9	A 7.8	B 17.2
		A – 10.1			C – 20.4			C – 20.7			C – 22.5			
	Saturday Midday	A 7.7	B 10.3	--	B 11.0	C 25.7	A 4.2	--	B 18.9	--	C 33.4	C 30.0	A 4.1	B 15.7
		A – 9.5			C – 20.2			B – 18.9			B – 18.6			
Letter denotes Level of Service L – Left Turn R – Right Turn Delay is measured in seconds. T – Through														

Table 9

UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
IL Route 176 with Schank Avenue¹						
• Southwest Approach	B	11.52	C	19.99	B	12.06
• Eastbound Left Turn	A	9.3	A	9.3	A	8.5
LOS = Level of Service Delay is measured in seconds.						

1 – One-way stop control

Table 10

UNSIGNALIZED – YEAR 2031 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
IL Route 176 with Schank Avenue¹						
• Southwest Approach	C	15.42	D	26.08	B	12.29
• Eastbound Left Turn	A	9.7	A	9.8	A	8.6
LOS = Level of Service Delay is measured in seconds.						

1 – One-way stop control

Table 11

UNSIGNALIZED – YEAR 2031 TOTAL CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
IL Route 176 with Schank Avenue¹						
• Southwest Approach	C	21.9	D	29.33	B	13.51
• Eastbound Left Turn	B	10.0	B	10.1	A	8.8
Schank Avenue/IL Route 83 with Proposed Access Drive¹						
• Southeast Approach	B	13.25	C	15.93	B	12.83
• Northeast Left Turn	A	8.0	A	8.4	A	7.9
IL Route 60 with Proposed RIRO Access Drive¹						
• Northeast Approach	B	12.28	B	10.85	B	10.65
LOS = Level of Service Delay is measured in seconds.						
1 – One-way stop control						

Discussion and Recommendations

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

IL Route 60 with IL Route 176

The results of the capacity analysis indicate that this signalized intersection currently operates overall at Level of Service (LOS) C during the weekday morning, weekday afternoon, and weekday evening peak hours. All the approaches operate at LOS D or better during the peak hours.

Under Year 2031 no-build and total projected conditions, the intersection is projected to continue operating at an overall LOS C during all three peak hours with increases in delay of less than four seconds over the existing conditions. All the approaches and critical movements are projected to continue to operate at the same LOS as existing condition except for the southbound approach which is projected to operate at LOS C or better during the peak hours with an increase in delay of less than seven seconds. Additionally, the maximum 95th percentile queue for the southbound left-turn movement is projected to be approximately 355 feet during the weekday morning peak hour which can be accommodated by the existing storage length of 385 feet. It should be noted that the proposed development is estimated to increase traffic traversing this intersection by less than two percent during the peak hours. As such, this intersection will not be significantly impacted by the proposed development and no roadway or traffic signal modifications will be required.

IL Route 60 with Schank Avenue/IL Route 83

The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS) C during the weekday morning, weekday evening and Saturday midday peak hours. The northbound and southbound approaches currently operate at an acceptable LOS E or better during the peak hours. In addition, the northbound and southbound approaches are operating at LOS B during both peak hours.

Under Year 2031 no-build and total projected conditions, the intersection is projected to continue operating at an overall LOS C during all three peak hours with increases in delay of less than six seconds over the existing conditions, except during the weekday evening peak hour which is projected to operate at an overall LOS D with an increase in delay of less than ten seconds. All the approaches and critical movements are projected to continue to operate at the same LOS as existing condition except for the following approaches.

- Under Year 2031 no-build conditions the northbound approach is projected to operate at LOS E during the weekday morning peak hour and LOS F during the weekday evening peak hour. Under Year 2031 total projected conditions the northbound approach is projected to operate at the same LOS as no-build conditions with an increase in delay of less than ten seconds.

- This LOS is a result of the minimal amount of green time allocated to this approach.
- The 95th percentile queues are projected to increase by approximately 49 feet over existing conditions which will extend beyond the location of the proposed access drive, as discussed later.
- The maximum 95th percentile queue for the northbound left-turn movement is 85 feet, which can be accommodated by the existing storage.
- Under Year 2031 no-build and total projected conditions the southbound approach is projected to operate at LOS D during Saturday midday peak hour with an increase in delay of five or less seconds.

It should be noted that the proposed development is estimated to increase traffic traversing this intersection by less than two percent during the peak hours. As such, this intersection will not be significantly impacted by the proposed development and no roadway or traffic signal modifications will be required.

IL Route 60 with Kessler Drive

The results of the capacity analysis indicate that this signalized intersection currently operates overall at Level of Service (LOS) B during the weekday morning, weekday afternoon, and weekday evening peak hours. All the approaches operate at LOS C or better during the peak hours.

Under Year 2031 no-build and total projected conditions, the intersection is projected to continue operating at an overall LOS B during all three peak hours with increases in delay of less than three seconds over the existing conditions. All the approaches are projected to continue to operate at the same LOS as existing condition except for the northwest approach which is projected to operate at LOS C during the weekday evening peak hour with an increase in delay of less than three seconds. It should be noted that the proposed development is estimated to increase traffic traversing this intersection by less than two percent during the peak hours. As such, this intersection will not be significantly impacted by the proposed development and no roadway or traffic signal modifications will be required.

IL Route 176 with Schank Avenue

The results of the capacity analysis indicate that the southwest approach currently operates at LOS B during the weekday morning and Saturday midday peak hours and LOS C during the weekday evening peak hour. Furthermore, the eastbound left turn movement current operates at LOS A during the weekday morning, weekday evening and Saturday midday peak hours.

Under Year 2031 no-build the southwest approach is projected to operate at LOS C during the weekday morning peak hour, LOS D during the weekday evening peak hour and LOS B during Saturday midday peak hour. Furthermore, the eastbound left turn movement is projected to operate at the same LOS as existing conditions.

Under Year 2031 total projected conditions all approaches and critical movements are projected to continue to operate at the same LOS as no-build conditions with an increase in delay of less than seven seconds, except for the eastbound left turn movement which is projected to operate at LOS B during the weekday morning and weekday evening peak hours with an increase in delay of less than one seconds. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control adjustments will be required.

IL Route 60 with Proposed RIRO Access Drive

The results of the capacity analysis indicate that under Year 2031 total projected conditions, the exiting right-turn movement is projected to operate at LOS B during the weekday morning, weekday evening, and Saturday midday peak hours. Furthermore, the volume-to-capacity (v/c) ratio will be less than 1.0 with 95th percentile queues of one to two vehicles which can be accommodated by the existing access drive. As such this access drive is projected to provide efficient access to the site and no additional roadway or traffic control measures are required.

Additionally, a southeast right-turn lane is not warranted as it does not meet IDOT's volume criteria. The turn lane warrant guidelines are included in the Appendix.

Schank Avenue/IL Route 83 with Proposed Full Movement Access Drive

The results of the capacity analysis indicate that under Year 2031 total projected conditions, the southeast approach and the northeast left-turn movement are projected to operate at LOS C or better during the weekday morning, weekday evening, and Saturday midday peak hours. The 95th percentile queue for the northeast left turn movement is projected to be one to two vehicles during all three peak hours which could be accommodated by the existing left turn storage. Furthermore, the volume-to-capacity (v/c) ratio will be less than 1.0 with 95th percentile queues of one to two vehicles which can be accommodated by the existing access drive. As such this access drive is projected to provide flexible and efficient access to the site and no additional roadway or traffic control measures are required.

As indicated earlier the northeast left turns will be accommodated by existing left-turn lane at the along Schank Avenue/IL Route 83. Although the 95th percentile queue extends beyond the proposed full movement access drive, these queues will typically clear the driveway allowing vehicles to exit. It should be noted that during the peak hours, vehicles exiting the site still have other alternative routes to access IL Route 176 or IL Route 60. Specifically, drivers can turn right from the full-movement access drive onto Schank Avenue, then turn left onto IL Route 176. From there, they may either turn right to access IL Route 60, continue straight on IL Route 176, or turn left to travel northbound. These alternative routes reduce reliance on the northbound left-turn movement from the site and help mitigate potential delays or blockage caused by queuing. To further support safe and efficient site egress, it is recommended to install "Do Not Block Driveway" signage to promote courtesy gaps in the queue. Furthermore, the southwest right-turn lane is not warranted as it does not meet IDOT's volume criteria. The turn lane warrant guidelines are included in the Appendix.

6. Conclusion

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

- The site will be developed into an automatic car wash with one car wash tunnel with 20 vacuum stalls and four employee parking stalls, a Dunkin coffee shop with drive-through and 11 parking spaces, including one designated as a handicap-accessible space
- Access to the proposed development will be provided via the following:
 - A proposed full-movement access drive off Schank Avenue/IL Route 83 located approximately 270 feet southwest of IL Route 60. This access drive will provide one inbound lane and one outbound lane with the outbound movements under stop sign control. It should be noted that this access drive will provide direct access to the car wash and indirect access to the Dunkin coffee shop via an internal shared driveway.
 - A proposed right-in/right-out access drive located approximately 295 feet northwest of Schank Avenue/IL Route 83. This access drive will provide one inbound lane and one outbound lane with the outbound movement under stop sign control. This access drive will provide direct access to the Dunkin coffee shop and indirect access to car wash via an internal shared driveway.
- The results of the capacity analysis indicated that the existing roadway system will not be significantly impacted by the proposed development and no additional roadway improvements, or traffic control modifications are required.
- In order to enhance the flow of traffic through the car wash site on peak days, the operator should consider implementing the following recommendations:
 - Increase the service rate of the tunnel to the maximum it can process.
 - Provide staff at critical locations within the circulation system during peak periods at the car wash to help direct and manage the flow of traffic through the site. Critical internal locations where staff should be located include at the pay stations and at the exit of the car wash.

Appendix

Traffic Count Summary Sheets

Site Plan

CMAP Projections Letter

Level of Service Table

Capacity Analysis Summary Sheets

Right-Turn Lane Warrants

Traffic Count Summary Sheets



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

Rosemont, Illinois, United States 60018
(847)518-9990 mmendoza@kloainc.com

Count Name: il 60 and kessler rd
Site Code:
Start Date: 04/26/2025
Page No: 1

Turning Movement Data

Start Time	kessler dr Eastbound						kessler dr Westbound						il 60 Northbound						il 60 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:00 AM	0	1	2	6	0	9	0	27	1	32	0	60	0	2	100	35	0	137	0	26	105	0	0	131	337
11:15 AM	0	2	1	9	0	12	0	36	5	32	0	73	0	4	126	29	0	159	0	43	80	3	0	126	370
11:30 AM	0	1	4	9	0	14	0	34	4	26	0	64	0	7	90	31	0	128	0	32	112	1	0	145	351
11:45 AM	0	0	6	4	0	10	0	29	4	22	0	55	0	4	123	46	0	173	0	54	121	1	0	176	414
Hourly Total	0	4	13	28	0	45	0	126	14	112	0	252	0	17	439	141	0	597	0	155	418	5	0	578	1472
12:00 PM	0	3	5	4	0	12	0	37	4	32	0	73	0	5	121	33	0	159	0	34	84	3	1	121	365
12:15 PM	0	0	3	6	0	9	0	40	3	27	0	70	0	1	103	31	0	135	0	50	103	1	0	154	368
12:30 PM	0	1	3	7	0	11	0	34	5	32	0	71	0	7	120	32	0	159	0	31	99	5	0	135	376
12:45 PM	0	2	4	4	0	10	0	32	1	38	0	71	0	5	122	41	0	168	0	52	106	0	0	158	407
Hourly Total	0	6	15	21	0	42	0	143	13	129	0	285	0	18	466	137	0	621	0	167	392	9	1	568	1516
1:00 PM	0	0	1	5	0	6	0	31	1	45	0	77	0	2	102	26	0	130	0	41	116	0	0	157	370
1:15 PM	0	0	3	6	0	9	0	42	3	35	0	80	0	6	110	47	0	163	0	43	115	0	0	158	410
1:30 PM	0	0	0	5	0	5	0	42	3	29	0	74	0	4	109	48	0	161	0	35	63	0	0	98	338
1:45 PM	0	3	4	6	0	13	0	32	4	47	0	83	0	5	118	42	0	165	0	44	96	0	0	140	401
Hourly Total	0	3	8	22	0	33	0	147	11	156	0	314	0	17	439	163	0	619	0	163	390	0	0	553	1519
Grand Total	0	13	36	71	0	120	0	416	38	397	0	851	0	52	1344	441	0	1837	0	485	1200	14	1	1699	4507
Approach %	0.0	10.8	30.0	59.2	-	-	0.0	48.9	4.5	46.7	-	-	0.0	2.8	73.2	24.0	-	-	0.0	28.5	70.6	0.8	-	-	-
Total %	0.0	0.3	0.8	1.6	-	2.7	0.0	9.2	0.8	8.8	-	18.9	0.0	1.2	29.8	9.8	-	40.8	0.0	10.8	26.6	0.3	-	37.7	-
Lights	0	13	35	71	-	119	0	413	38	395	-	846	0	52	1327	439	-	1818	0	484	1188	12	-	1684	4467
% Lights	-	100.0	97.2	100.0	-	99.2	-	99.3	100.0	99.5	-	99.4	-	100.0	98.7	99.5	-	99.0	-	99.8	99.0	85.7	-	99.1	99.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	2	0	1	-	3	0	0	11	2	-	13	0	1	7	1	-	9	25
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.5	0.0	0.3	-	0.4	-	0.0	0.8	0.5	-	0.7	-	0.2	0.6	7.1	-	0.5	0.6
Articulated Trucks	0	0	1	0	-	1	0	1	0	1	-	2	0	0	5	0	-	5	0	0	5	1	-	6	14
% Articulated Trucks	-	0.0	2.8	0.0	-	0.8	-	0.2	0.0	0.3	-	0.2	-	0.0	0.4	0.0	-	0.3	-	0.0	0.4	7.1	-	0.4	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	1	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-

Start Time	kessler dr Eastbound						kessler dr Westbound						il 60 Northbound						il 60 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:30 PM	0	1	3	7	0	11	0	34	5	32	0	71	0	7	120	32	0	159	0	31	99	5	0	135	376
12:45 PM	0	2	4	4	0	10	0	32	1	38	0	71	0	5	122	41	0	168	0	52	106	0	0	158	407
1:00 PM	0	0	1	5	0	6	0	31	1	45	0	77	0	2	102	26	0	130	0	41	116	0	0	157	370
1:15 PM	0	0	3	6	0	9	0	42	3	35	0	80	0	6	110	47	0	163	0	43	115	0	0	158	410
Total	0	3	11	22	0	36	0	139	10	150	0	299	0	20	454	146	0	620	0	167	436	5	0	608	1563
Approach %	0.0	8.3	30.6	61.1	-	-	0.0	46.5	3.3	50.2	-	-	0.0	3.2	73.2	23.5	-	-	0.0	27.5	71.7	0.8	-	-	-
Total %	0.0	0.2	0.7	1.4	-	2.3	0.0	8.9	0.6	9.6	-	19.1	0.0	1.3	29.0	9.3	-	39.7	0.0	10.7	27.9	0.3	-	38.9	-
PHF	0.000	0.375	0.688	0.786	-	0.818	0.000	0.827	0.500	0.833	-	0.934	0.000	0.714	0.930	0.777	-	0.923	0.000	0.803	0.940	0.250	-	0.962	0.953
Lights	0	3	11	22	-	36	0	139	10	149	-	298	0	20	450	146	-	616	0	167	432	5	-	604	1554
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	99.3	-	99.7	-	100.0	99.1	100.0	-	99.4	-	100.0	99.1	100.0	-	99.3	99.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	3	0	0	3	0	-	3	6
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.7	0.0	-	0.5	-	0.0	0.7	0.0	-	0.5	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	1	0	-	1	0	0	1	0	-	1	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.7	-	0.3	-	0.0	0.2	0.0	-	0.2	-	0.0	0.2	0.0	-	0.2	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name: IL 60 with IL 83 TMC
Site Code:
Start Date: 04/19/2025
Page No: 1

Turning Movement Data

Start Time	Schank Avenue Eastbound						IL 83 Westbound						IL 60 Northbound						IL 60 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:00 PM	0	23	29	2	0	54	0	79	50	12	0	141	0	0	181	59	0	240	0	19	145	13	0	177	612
12:15 PM	0	19	45	0	0	64	0	70	48	4	0	122	0	0	175	44	0	219	0	9	155	11	0	175	580
12:30 PM	0	16	43	1	0	60	0	94	59	4	0	157	0	0	195	62	0	257	0	15	130	13	0	158	632
12:45 PM	0	24	57	0	0	81	0	86	53	4	0	143	0	0	199	69	0	268	0	6	129	13	0	148	640
Hourly Total	0	82	174	3	0	259	0	329	210	24	0	563	0	0	750	234	0	984	0	49	559	50	0	658	2464
1:00 PM	0	22	51	1	0	74	0	65	32	8	0	105	0	0	180	62	0	242	1	8	121	17	0	147	568
1:15 PM	0	17	44	0	0	61	0	89	56	7	0	152	0	0	203	61	0	264	0	8	146	15	0	169	646
1:30 PM	0	21	42	4	0	67	0	69	50	8	0	127	0	0	188	65	0	253	0	13	147	14	0	174	621
1:45 PM	0	17	40	0	0	57	0	71	66	10	0	147	0	0	211	63	0	274	0	7	129	17	0	153	631
Hourly Total	0	77	177	5	0	259	0	294	204	33	0	531	0	0	782	251	0	1033	1	36	543	63	0	643	2466
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	5	81	0	0	86	0	62	40	3	0	105	0	0	75	26	0	101	0	18	148	4	0	170	462
7:15 AM	0	7	108	0	0	115	0	65	38	7	0	110	0	0	87	35	0	122	0	13	210	4	0	227	574
7:30 AM	0	18	100	0	0	118	0	74	74	14	0	162	0	0	87	36	0	123	0	23	181	0	0	204	607
7:45 AM	0	18	119	0	0	137	0	52	53	15	0	120	0	0	103	52	0	155	0	39	183	6	0	228	640
Hourly Total	0	48	408	0	0	456	0	253	205	39	0	497	0	0	352	149	0	501	0	93	722	14	0	829	2283
8:00 AM	0	19	101	0	0	120	0	70	31	7	0	108	0	0	90	70	0	160	0	15	187	9	0	211	599
8:15 AM	0	11	110	0	0	121	0	78	61	12	0	151	0	0	93	67	0	160	0	14	204	10	0	228	660
8:30 AM	0	11	86	0	0	97	0	58	51	19	0	128	0	0	121	52	0	173	0	9	163	6	0	178	576
8:45 AM	0	14	64	0	0	78	0	45	27	7	0	79	0	0	128	32	0	160	0	12	174	10	0	196	513
Hourly Total	0	55	361	0	0	416	0	251	170	45	0	466	0	0	432	221	0	653	0	50	728	35	0	813	2348
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	22	65	1	0	88	0	66	96	12	0	174	0	0	174	58	0	232	0	12	125	7	0	144	638
4:15 PM	0	22	71	0	0	93	0	74	85	11	0	170	0	0	188	79	0	267	0	18	139	7	0	164	694
4:30 PM	0	15	74	0	0	89	0	65	96	17	0	178	0	0	178	68	0	246	0	5	127	7	0	139	652
4:45 PM	0	10	61	0	0	71	0	64	84	14	0	162	0	0	217	87	0	304	0	14	136	7	0	157	694
Hourly Total	0	69	271	1	0	341	0	269	361	54	0	684	0	0	757	292	0	1049	0	49	527	28	0	604	2678
5:00 PM	0	9	50	1	0	60	0	69	94	9	0	172	0	0	193	50	0	243	0	18	112	9	0	139	614
5:15 PM	0	17	65	0	0	82	0	78	96	12	0	186	0	0	209	68	0	277	0	7	162	11	0	180	725
5:30 PM	0	8	66	0	0	74	0	85	74	11	0	170	0	0	170	74	0	244	0	14	99	9	0	122	610
5:45 PM	0	10	57	0	0	67	0	50	52	11	0	113	0	0	190	65	0	255	0	13	106	3	0	122	557
Hourly Total	0	44	238	1	0	283	0	282	316	43	0	641	0	0	762	257	0	1019	0	52	479	32	0	563	2506
Grand Total	0	375	1629	10	0	2014	0	1678	1466	238	0	3382	0	0	3835	1404	0	5239	1	329	3558	222	0	4110	14745
Approach %	0.0	18.6	80.9	0.5	-	-	0.0	49.6	43.3	7.0	-	-	0.0	0.0	73.2	26.8	-	-	0.0	8.0	86.6	5.4	-	-	-
Total %	0.0	2.5	11.0	0.1	-	13.7	0.0	11.4	9.9	1.6	-	22.9	0.0	0.0	26.0	9.5	-	35.5	0.0	2.2	24.1	1.5	-	27.9	-

[illegible]

Start Time	Schantz Avenue Eastbound						IL 83 Westbound						IL 60 Northbound						IL 60 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:30 PM	0	16	43	1	0	60	0	94	59	4	0	157	0	0	195	62	0	257	0	15	130	13	0	158	632
12:45 PM	0	24	57	0	0	81	0	86	53	4	0	143	0	0	199	69	0	268	0	6	129	13	0	148	640
1:00 PM	0	22	51	1	0	74	0	65	32	8	0	105	0	0	180	62	0	242	1	8	121	17	0	147	568
1:15 PM	0	17	44	0	0	61	0	89	56	7	0	152	0	0	203	61	0	264	0	8	146	15	0	169	646
Total	0	79	195	2	0	276	0	334	200	23	0	557	0	0	777	254	0	1031	1	37	526	58	0	622	2486
Approach %	0.0	28.6	70.7	0.7	-	-	0.0	60.0	35.9	4.1	-	-	0.0	0.0	75.4	24.6	-	-	0.2	5.9	84.6	9.3	-	-	-
Total %	0.0	3.2	7.8	0.1	-	11.1	0.0	13.4	8.0	0.9	-	22.4	0.0	0.0	31.3	10.2	-	41.5	0.0	1.5	21.2	2.3	-	25.0	-
PHF	0.000	0.823	0.855	0.500	-	0.852	0.000	0.888	0.847	0.719	-	0.887	0.000	0.000	0.957	0.920	-	0.962	0.250	0.617	0.901	0.853	-	0.920	0.962
Lights	0	79	185	2	-	266	0	333	199	22	-	554	0	0	769	250	-	1019	1	36	525	58	-	620	2459
% Lights	-	100.0	94.9	100.0	-	96.4	-	99.7	99.5	95.7	-	99.5	-	-	99.0	98.4	-	98.8	100.0	97.3	99.8	100.0	-	99.7	98.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	10	0	-	10	0	0	1	1	-	2	0	0	8	3	-	11	0	0	0	0	-	0	23
% Single-Unit Trucks	-	0.0	5.1	0.0	-	3.6	-	0.0	0.5	4.3	-	0.4	-	-	1.0	1.2	-	1.1	0.0	0.0	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	1	-	1	0	1	1	0	-	2	4
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.3	0.0	0.0	-	0.2	-	-	0.0	0.4	-	0.1	0.0	2.7	0.2	0.0	-	0.3	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Start Time	Schantz Avenue Eastbound						IL 83 Westbound						IL 60 Northbound						IL 60 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	18	100	0	0	118	0	74	74	14	0	162	0	0	87	36	0	123	0	23	181	0	0	204	607
7:45 AM	0	18	119	0	0	137	0	52	53	15	0	120	0	0	103	52	0	155	0	39	183	6	0	228	640
8:00 AM	0	19	101	0	0	120	0	70	31	7	0	108	0	0	90	70	0	160	0	15	187	9	0	211	599
8:15 AM	0	11	110	0	0	121	0	78	61	12	0	151	0	0	93	67	0	160	0	14	204	10	0	228	660
Total	0	66	430	0	0	496	0	274	219	48	0	541	0	0	373	225	0	598	0	91	755	25	0	871	2506
Approach %	0.0	13.3	86.7	0.0	-	-	0.0	50.6	40.5	8.9	-	-	0.0	0.0	62.4	37.6	-	-	0.0	10.4	86.7	2.9	-	-	-
Total %	0.0	2.6	17.2	0.0	-	19.8	0.0	10.9	8.7	1.9	-	21.6	0.0	0.0	14.9	9.0	-	23.9	0.0	3.6	30.1	1.0	-	34.8	-
PHF	0.000	0.868	0.903	0.000	-	0.905	0.000	0.878	0.740	0.800	-	0.835	0.000	0.000	0.905	0.804	-	0.934	0.000	0.583	0.925	0.625	-	0.955	0.949
Lights	0	64	413	0	-	477	0	260	208	43	-	511	0	0	347	203	-	550	0	89	732	22	-	843	2381
% Lights	-	97.0	96.0	-	-	96.2	-	94.9	95.0	89.6	-	94.5	-	-	93.0	90.2	-	92.0	-	97.8	97.0	88.0	-	96.8	95.0
Buses	0	0	2	0	-	2	0	3	0	3	-	6	0	0	2	7	-	9	0	0	6	0	-	6	23
% Buses	-	0.0	0.5	-	-	0.4	-	1.1	0.0	6.3	-	1.1	-	-	0.5	3.1	-	1.5	-	0.0	0.8	0.0	-	0.7	0.9
Single-Unit Trucks	0	1	8	0	-	9	0	6	3	2	-	11	0	0	12	7	-	19	0	1	9	3	-	13	52
% Single-Unit Trucks	-	1.5	1.9	-	-	1.8	-	2.2	1.4	4.2	-	2.0	-	-	3.2	3.1	-	3.2	-	1.1	1.2	12.0	-	1.5	2.1
Articulated Trucks	0	1	7	0	-	8	0	5	8	0	-	13	0	0	12	8	-	20	0	1	8	0	-	9	50
% Articulated Trucks	-	1.5	1.6	-	-	1.6	-	1.8	3.7	0.0	-	2.4	-	-	3.2	3.6	-	3.3	-	1.1	1.1	0.0	-	1.0	2.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name: IL 60 with Kessler Drive TMC
Site Code:
Start Date: 04/22/2025
Page No: 1

Turning Movement Data

Start Time	Kessler Drive Eastbound						Kessler Drive Westbound						IL 60 Northbound						IL 60 Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
7:00 AM	0	1	1	4	0	6	0	3	1	7	0	11	0	3	71	2	0	76	0	15	155	1	0	171	264	
7:15 AM	0	0	0	2	0	2	0	7	0	3	0	10	0	1	77	8	0	86	0	9	201	1	0	211	309	
7:30 AM	0	2	0	1	0	3	0	11	1	8	0	20	0	4	93	14	0	111	0	16	193	1	0	210	344	
7:45 AM	0	2	1	4	0	7	0	13	0	7	0	20	0	1	102	14	0	117	0	16	189	2	0	207	351	
Hourly Total	0	5	2	11	0	18	0	34	2	25	0	61	0	9	343	38	0	390	0	56	738	5	0	799	1268	
8:00 AM	0	0	0	10	0	10	0	16	1	1	0	18	0	4	64	16	0	84	0	15	194	1	1	210	322	
8:15 AM	0	0	1	4	0	5	0	17	1	7	0	25	0	6	80	12	0	98	0	12	180	0	0	192	320	
8:30 AM	0	5	2	0	0	7	0	8	1	11	0	20	0	9	110	9	0	128	0	18	186	0	0	204	359	
8:45 AM	0	3	0	2	0	5	0	14	2	10	0	26	0	5	99	24	0	128	0	32	141	6	1	179	338	
Hourly Total	0	8	3	16	0	27	0	55	5	29	0	89	0	24	353	61	0	438	0	77	701	7	2	785	1339	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 PM	0	2	2	15	0	19	0	24	3	27	0	54	0	9	141	29	0	179	0	20	112	1	0	133	385	
4:15 PM	0	0	1	9	0	10	0	24	1	17	0	42	0	7	152	19	0	178	0	21	95	2	0	118	348	
4:30 PM	0	1	3	4	0	8	0	17	2	30	0	49	0	8	161	18	0	187	0	22	116	0	0	138	382	
4:45 PM	0	0	1	5	0	6	0	19	2	21	0	42	0	12	163	17	0	192	0	30	99	0	0	129	369	
Hourly Total	0	3	7	33	0	43	0	84	8	95	0	187	0	36	617	83	0	736	0	93	422	3	0	518	1484	
5:00 PM	0	0	0	1	0	1	0	20	4	40	0	64	0	10	165	25	1	200	0	26	119	3	0	148	413	
5:15 PM	0	3	1	10	0	14	0	24	2	41	0	67	0	10	171	33	0	214	0	24	109	0	1	133	428	
5:30 PM	0	0	2	4	0	6	0	18	1	26	0	45	0	8	144	12	3	164	0	29	89	2	0	120	335	
5:45 PM	0	0	2	2	0	4	0	20	5	37	0	62	0	10	148	25	0	183	0	10	70	0	0	80	329	
Hourly Total	0	3	5	17	0	25	0	82	12	144	0	238	0	38	628	95	4	761	0	89	387	5	1	481	1505	
Grand Total	0	19	17	77	0	113	0	255	27	293	0	575	0	107	1941	277	4	2325	0	315	2248	20	3	2583	5596	
Approach %	0.0	16.8	15.0	68.1	-	-	0.0	44.3	4.7	51.0	-	-	0.0	4.6	83.5	11.9	-	-	0.0	12.2	87.0	0.8	-	-	-	
Total %	0.0	0.3	0.3	1.4	-	2.0	0.0	4.6	0.5	5.2	-	10.3	0.0	1.9	34.7	4.9	-	41.5	0.0	5.6	40.2	0.4	-	46.2	-	
Lights	0	17	17	70	-	104	0	243	26	290	-	559	0	102	1869	270	-	2241	0	309	2191	18	-	2518	5422	
% Lights	-	89.5	100.0	90.9	-	92.0	-	95.3	96.3	99.0	-	97.2	-	95.3	96.3	97.5	-	96.4	-	98.1	97.5	90.0	-	-	97.5	96.9
Buses	0	2	0	4	-	6	0	1	1	1	-	3	0	3	9	1	-	13	0	2	9	2	-	13	35	
% Buses	-	10.5	0.0	5.2	-	5.3	-	0.4	3.7	0.3	-	0.5	-	2.8	0.5	0.4	-	0.6	-	0.6	0.4	10.0	-	0.5	0.6	
Single-Unit Trucks	0	0	0	3	-	3	0	6	0	1	-	7	0	2	43	4	-	49	0	3	32	0	-	35	94	
% Single-Unit Trucks	-	0.0	0.0	3.9	-	2.7	-	2.4	0.0	0.3	-	1.2	-	1.9	2.2	1.4	-	2.1	-	1.0	1.4	0.0	-	1.4	1.7	
Articulated Trucks	0	0	0	0	-	0	0	5	0	1	-	6	0	0	20	2	-	22	0	1	16	0	-	17	45	
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	2.0	0.0	0.3	-	1.0	-	0.0	1.0	0.7	-	0.9	-	0.3	0.7	0.0	-	0.7	0.8	
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	

% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0		
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	4	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: IL 60 with Kessler Drive TMC
Site Code:
Start Date: 04/22/2025
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Kessler Drive Eastbound						Kessler Drive Westbound						IL 60 Northbound						IL 60 Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
7:30 AM	0	2	0	1	0	3	0	11	1	8	0	20	0	4	93	14	0	111	0	16	193	1	0	210	344	
7:45 AM	0	2	1	4	0	7	0	13	0	7	0	20	0	1	102	14	0	117	0	16	189	2	0	207	351	
8:00 AM	0	0	0	10	0	10	0	16	1	1	0	18	0	4	64	16	0	84	0	15	194	1	1	210	322	
8:15 AM	0	0	1	4	0	5	0	17	1	7	0	25	0	6	80	12	0	98	0	12	180	0	0	192	320	
Total	0	4	2	19	0	25	0	57	3	23	0	83	0	15	339	56	0	410	0	59	756	4	1	819	1337	
Approach %	0.0	16.0	8.0	76.0	-	-	0.0	68.7	3.6	27.7	-	-	0.0	3.7	82.7	13.7	-	-	0.0	7.2	92.3	0.5	-	-	-	
Total %	0.0	0.3	0.1	1.4	-	1.9	0.0	4.3	0.2	1.7	-	6.2	0.0	1.1	25.4	4.2	-	30.7	0.0	4.4	56.5	0.3	-	61.3	-	
PHF	0.000	0.500	0.500	0.475	-	0.625	0.000	0.838	0.750	0.719	-	0.830	0.000	0.625	0.831	0.875	-	0.876	0.000	0.922	0.974	0.500	-	0.975	0.952	
Lights	0	4	2	17	-	23	0	50	2	22	-	74	0	13	312	55	-	380	0	56	736	4	-	796	1273	
% Lights	-	100.0	100.0	89.5	-	92.0	-	87.7	66.7	95.7	-	89.2	-	86.7	92.0	98.2	-	92.7	-	94.9	97.4	100.0	-	-	97.2	95.2
Buses	0	0	0	1	-	1	0	0	1	0	-	1	0	1	4	0	-	5	0	1	6	0	-	7	14	
% Buses	-	0.0	0.0	5.3	-	4.0	-	0.0	33.3	0.0	-	1.2	-	6.7	1.2	0.0	-	1.2	-	1.7	0.8	0.0	-	0.9	1.0	
Single-Unit Trucks	0	0	0	1	-	1	0	3	0	0	-	3	0	1	11	0	-	12	0	2	8	0	-	10	26	
% Single-Unit Trucks	-	0.0	0.0	5.3	-	4.0	-	5.3	0.0	0.0	-	3.6	-	6.7	3.2	0.0	-	2.9	-	3.4	1.1	0.0	-	1.2	1.9	
Articulated Trucks	0	0	0	0	-	0	0	4	0	1	-	5	0	0	12	1	-	13	0	0	6	0	-	6	24	
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	7.0	0.0	4.3	-	6.0	-	0.0	3.5	1.8	-	3.2	-	0.0	0.8	0.0	-	0.7	1.8	
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	



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Count Name: IL 60 with Kessler Drive TMC
Site Code:
Start Date: 04/22/2025
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Kessler Drive Eastbound						Kessler Drive Westbound						IL 60 Northbound						IL 60 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	1	3	4	0	8	0	17	2	30	0	49	0	8	161	18	0	187	0	22	116	0	0	138	382
4:45 PM	0	0	1	5	0	6	0	19	2	21	0	42	0	12	163	17	0	192	0	30	99	0	0	129	369
5:00 PM	0	0	0	1	0	1	0	20	4	40	0	64	0	10	165	25	1	200	0	26	119	3	0	148	413
5:15 PM	0	3	1	10	0	14	0	24	2	41	0	67	0	10	171	33	0	214	0	24	109	0	1	133	428
Total	0	4	5	20	0	29	0	80	10	132	0	222	0	40	660	93	1	793	0	102	443	3	1	548	1592
Approach %	0.0	13.8	17.2	69.0	-	-	0.0	36.0	4.5	59.5	-	-	0.0	5.0	83.2	11.7	-	-	0.0	18.6	80.8	0.5	-	-	-
Total %	0.0	0.3	0.3	1.3	-	1.8	0.0	5.0	0.6	8.3	-	13.9	0.0	2.5	41.5	5.8	-	49.8	0.0	6.4	27.8	0.2	-	34.4	-
PHF	0.000	0.333	0.417	0.500	-	0.518	0.000	0.833	0.625	0.805	-	0.828	0.000	0.833	0.965	0.705	-	0.926	0.000	0.850	0.931	0.250	-	0.926	0.930
Lights	0	4	5	20	-	29	0	79	10	132	-	221	0	40	649	92	-	781	0	101	438	3	-	542	1573
% Lights	-	100.0	100.0	100.0	-	100.0	-	98.8	100.0	100.0	-	99.5	-	100.0	98.3	98.9	-	98.5	-	99.0	98.9	100.0	-	98.9	98.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	8	1	-	9	0	1	5	0	-	6	16
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	1.3	0.0	0.0	-	0.5	-	0.0	1.2	1.1	-	1.1	-	1.0	1.1	0.0	-	1.1	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	3	0	0	0	0	-	0	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: IL 176 with IL 60 TMC
Site Code:
Start Date: 04/19/2025
Page No: 1

Turning Movement Data

Start Time	IL 176 Eastbound						IL 176 Westbound						IL 60 Northbound						IL 60 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:00 PM	0	6	22	6	0	34	0	9	36	93	0	138	0	7	153	4	0	164	0	59	168	1	0	228	564
12:15 PM	0	4	27	7	0	38	0	11	52	62	0	125	0	8	148	13	0	169	0	65	143	1	0	209	541
12:30 PM	0	7	36	7	0	50	0	12	59	95	0	166	0	5	143	13	0	161	0	44	161	1	0	206	583
12:45 PM	0	8	47	15	0	70	0	15	36	73	0	124	0	8	167	9	0	184	0	59	141	0	0	200	578
Hourly Total	0	25	132	35	0	192	0	47	183	323	0	553	0	28	611	39	0	678	0	227	613	3	0	843	2266
1:00 PM	0	9	35	11	0	55	0	14	49	83	0	146	0	9	169	11	0	189	0	52	121	1	0	174	564
1:15 PM	0	5	40	11	0	56	0	8	40	95	0	143	0	9	173	7	0	189	0	63	174	0	0	237	625
1:30 PM	0	8	30	4	0	42	0	10	33	82	0	125	0	10	146	15	0	171	0	54	165	1	0	220	558
1:45 PM	0	3	32	4	0	39	0	7	45	89	0	141	0	9	180	13	0	202	0	48	167	2	0	217	599
Hourly Total	0	25	137	30	0	192	0	39	167	349	0	555	0	37	668	46	0	751	0	217	627	4	0	848	2346
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	4	73	7	0	84	0	2	24	33	0	59	0	4	84	3	0	91	0	67	150	1	0	218	452
7:15 AM	0	1	55	13	0	69	0	2	29	32	0	63	0	3	82	4	0	89	0	101	159	1	0	261	482
7:30 AM	0	8	61	5	0	74	0	4	25	36	0	65	0	7	111	8	0	126	0	102	160	3	0	265	530
7:45 AM	0	14	55	13	0	82	0	9	20	44	0	73	0	8	113	7	0	128	0	95	125	1	0	221	504
Hourly Total	0	27	244	38	0	309	0	17	98	145	0	260	0	22	390	22	0	434	0	365	594	6	0	965	1968
8:00 AM	0	15	43	4	0	62	0	8	33	49	0	90	0	9	107	14	0	130	0	101	162	4	0	267	549
8:15 AM	0	14	75	6	0	95	0	6	33	37	0	76	0	5	108	19	0	132	0	109	154	4	0	267	570
8:30 AM	0	5	70	1	0	76	0	8	22	41	0	71	0	8	143	11	0	162	0	66	163	0	0	229	538
8:45 AM	0	4	64	13	0	81	0	8	28	36	0	72	0	5	102	4	0	111	0	75	125	2	0	202	466
Hourly Total	0	38	252	24	0	314	0	30	116	163	0	309	0	27	460	48	0	535	0	351	604	10	0	965	2123
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	5	47	4	0	56	0	10	67	73	0	150	0	8	162	19	0	189	0	59	145	2	0	206	601
4:15 PM	0	7	46	3	0	56	0	12	75	74	0	161	0	9	172	8	0	189	0	58	132	5	0	195	601
4:30 PM	0	6	48	8	0	62	0	12	66	65	0	143	0	10	195	15	0	220	0	59	137	2	0	198	623
4:45 PM	0	5	46	6	0	57	0	15	77	66	0	158	0	13	187	17	0	217	0	61	126	5	0	192	624
Hourly Total	0	23	187	21	0	231	0	49	285	278	0	612	0	40	716	59	0	815	0	237	540	14	0	791	2449
5:00 PM	0	3	31	7	0	41	0	14	62	91	0	167	0	16	171	19	0	206	0	51	141	1	0	193	607
5:15 PM	0	5	48	9	0	62	0	15	85	86	1	186	0	9	167	11	0	187	0	64	155	5	0	224	659
5:30 PM	0	8	45	6	0	59	0	12	65	75	0	152	0	4	172	11	0	187	0	56	146	3	0	205	603
5:45 PM	0	7	38	2	0	47	0	17	58	79	0	154	0	8	177	5	0	190	0	40	100	1	0	141	532
Hourly Total	0	23	162	24	0	209	0	58	270	331	1	659	0	37	687	46	0	770	0	211	542	10	0	763	2401
Grand Total	0	161	1114	172	0	1447	0	240	1119	1589	1	2948	0	191	3532	260	0	3983	0	1608	3520	47	0	5175	13553
Approach %	0.0	11.1	77.0	11.9	-	-	0.0	8.1	38.0	53.9	-	-	0.0	4.8	88.7	6.5	-	-	0.0	31.1	68.0	0.9	-	-	-
Total %	0.0	1.2	8.2	1.3	-	10.7	0.0	1.8	8.3	11.7	-	21.8	0.0	1.4	26.1	1.9	-	29.4	0.0	11.9	26.0	0.3	-	38.2	-

[illegible]

Start Time	IL 176 Eastbound						IL 176 Westbound						IL 60 Northbound						IL 60 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:30 PM	0	7	36	7	0	50	0	12	59	95	0	166	0	5	143	13	0	161	0	44	161	1	0	206	583
12:45 PM	0	8	47	15	0	70	0	15	36	73	0	124	0	8	167	9	0	184	0	59	141	0	0	200	578
1:00 PM	0	9	35	11	0	55	0	14	49	83	0	146	0	9	169	11	0	189	0	52	121	1	0	174	564
1:15 PM	0	5	40	11	0	56	0	8	40	95	0	143	0	9	173	7	0	189	0	63	174	0	0	237	625
Total	0	29	158	44	0	231	0	49	184	346	0	579	0	31	652	40	0	723	0	218	597	2	0	817	2350
Approach %	0.0	12.6	68.4	19.0	-	-	0.0	8.5	31.8	59.8	-	-	0.0	4.3	90.2	5.5	-	-	0.0	26.7	73.1	0.2	-	-	-
Total %	0.0	1.2	6.7	1.9	-	9.8	0.0	2.1	7.8	14.7	-	24.6	0.0	1.3	27.7	1.7	-	30.8	0.0	9.3	25.4	0.1	-	34.8	-
PHF	0.000	0.806	0.840	0.733	-	0.825	0.000	0.817	0.780	0.911	-	0.872	0.000	0.861	0.942	0.769	-	0.956	0.000	0.865	0.858	0.500	-	0.862	0.940
Lights	0	28	157	43	-	228	0	49	183	343	-	575	0	28	641	40	-	709	0	218	594	2	-	814	2326
% Lights	-	96.6	99.4	97.7	-	98.7	-	100.0	99.5	99.1	-	99.3	-	90.3	98.3	100.0	-	98.1	-	100.0	99.5	100.0	-	99.6	99.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	1	1	-	3	0	0	1	2	-	3	0	3	8	0	-	11	0	0	1	0	-	1	18
% Single-Unit Trucks	-	3.4	0.6	2.3	-	1.3	-	0.0	0.5	0.6	-	0.5	-	9.7	1.2	0.0	-	1.5	-	0.0	0.2	0.0	-	0.1	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	3	0	-	3	0	0	2	0	-	2	6
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.3	-	0.2	-	0.0	0.5	0.0	-	0.4	-	0.0	0.3	0.0	-	0.2	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990 mmendoza@kloainc.com

Count Name: IL 176 with IL 60 TMC
Site Code:
Start Date: 04/19/2025
Page No: 4

Turning Movement Peak Hour Data (7:30 AM)

[illegible]

Start Time	IL 176 Eastbound						IL 176 Westbound						IL 60 Northbound						IL 60 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	6	48	8	0	62	0	12	66	65	0	143	0	10	195	15	0	220	0	59	137	2	0	198	623
4:45 PM	0	5	46	6	0	57	0	15	77	66	0	158	0	13	187	17	0	217	0	61	126	5	0	192	624
5:00 PM	0	3	31	7	0	41	0	14	62	91	0	167	0	16	171	19	0	206	0	51	141	1	0	193	607
5:15 PM	0	5	48	9	0	62	0	15	85	86	1	186	0	9	167	11	0	187	0	64	155	5	0	224	659
Total	0	19	173	30	0	222	0	56	290	308	1	654	0	48	720	62	0	830	0	235	559	13	0	807	2513
Approach %	0.0	8.6	77.9	13.5	-	-	0.0	8.6	44.3	47.1	-	-	0.0	5.8	86.7	7.5	-	-	0.0	29.1	69.3	1.6	-	-	-
Total %	0.0	0.8	6.9	1.2	-	8.8	0.0	2.2	11.5	12.3	-	26.0	0.0	1.9	28.7	2.5	-	33.0	0.0	9.4	22.2	0.5	-	32.1	-
PHF	0.000	0.792	0.901	0.833	-	0.895	0.000	0.933	0.853	0.846	-	0.879	0.000	0.750	0.923	0.816	-	0.943	0.000	0.918	0.902	0.650	-	0.901	0.953
Lights	0	18	172	30	-	220	0	56	281	306	-	643	0	47	707	62	-	816	0	233	547	13	-	793	2472
% Lights	-	94.7	99.4	100.0	-	99.1	-	100.0	96.9	99.4	-	98.3	-	97.9	98.2	100.0	-	98.3	-	99.1	97.9	100.0	-	98.3	98.4
Buses	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	1	0	0	-	1	2
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.3	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.4	0.0	0.0	-	0.1	0.1
Single-Unit Trucks	0	1	1	0	-	2	0	0	6	1	-	7	0	1	8	0	-	9	0	1	6	0	-	7	25
% Single-Unit Trucks	-	5.3	0.6	0.0	-	0.9	-	0.0	2.1	0.3	-	1.1	-	2.1	1.1	0.0	-	1.1	-	0.4	1.1	0.0	-	0.9	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	3	0	-	3	0	0	5	0	-	5	0	0	6	0	-	6	14
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	0.0	-	0.5	-	0.0	0.7	0.0	-	0.6	-	0.0	1.1	0.0	-	0.7	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

Rosemont, Illinois, United States 60018
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Count Name: IL 176 with Schank Avenue TMC
Site Code:
Start Date: 04/19/2025
Page No: 1

Turning Movement Data

Start Time	IL 176 Eastbound					IL 176 Westbound					Schank Avenue Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
12:00 PM	0	61	43	0	104	0	43	1	0	44	0	0	67	0	67	215
12:15 PM	0	64	41	0	105	0	67	2	0	69	0	1	63	0	64	238
12:30 PM	0	48	51	0	99	0	67	0	0	67	0	0	69	0	69	235
12:45 PM	0	80	72	0	152	0	46	1	0	47	0	3	62	0	65	264
Hourly Total	0	253	207	0	460	0	223	4	0	227	0	4	261	0	265	952
1:00 PM	0	75	52	0	127	0	60	2	0	62	0	0	51	0	51	240
1:15 PM	0	61	50	0	111	0	53	1	0	54	0	2	71	0	73	238
1:30 PM	0	65	40	0	105	0	47	1	0	48	0	0	59	0	59	212
1:45 PM	0	61	48	0	109	0	56	1	0	57	0	2	81	0	83	249
Hourly Total	0	262	190	0	452	0	216	5	0	221	0	4	262	0	266	939
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	98	85	0	183	0	30	1	0	31	0	0	40	0	40	254
7:15 AM	0	103	74	0	177	0	35	1	0	36	0	0	46	0	46	259
7:30 AM	0	131	73	0	204	0	34	0	0	34	0	0	67	0	67	305
7:45 AM	0	127	75	0	202	0	30	1	0	31	0	0	60	0	60	293
Hourly Total	0	459	307	0	766	0	129	3	0	132	0	0	213	0	213	1111
8:00 AM	0	138	74	0	212	0	48	1	0	49	0	0	73	0	73	334
8:15 AM	0	121	89	0	210	0	46	0	0	46	0	0	88	0	88	344
8:30 AM	0	86	75	0	161	0	35	1	0	36	0	1	64	0	65	262
8:45 AM	0	79	71	0	150	0	36	1	0	37	0	2	56	0	58	245
Hourly Total	0	424	309	0	733	0	165	3	0	168	0	3	281	0	284	1185
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	84	61	0	145	0	77	0	0	77	0	0	102	0	102	324
4:15 PM	0	94	55	0	149	0	84	3	0	87	0	0	86	0	86	322
4:30 PM	0	84	64	0	148	0	81	2	0	83	0	0	100	0	100	331
4:45 PM	0	65	54	0	119	0	97	1	0	98	0	1	101	0	102	319
Hourly Total	0	327	234	0	561	0	339	6	0	345	0	1	389	0	390	1296
5:00 PM	0	72	46	0	118	0	82	0	0	82	0	0	96	0	96	296
5:15 PM	0	78	57	0	135	0	98	2	0	100	0	1	109	0	110	345
5:30 PM	0	68	58	0	126	0	70	2	0	72	0	0	86	0	86	284
5:45 PM	0	68	37	0	105	0	70	2	0	72	0	0	60	0	60	237
Hourly Total	0	286	198	0	484	0	320	6	0	326	0	1	351	0	352	1162
Grand Total	0	2011	1445	0	3456	0	1392	27	0	1419	0	13	1757	0	1770	6645
Approach %	0.0	58.2	41.8	-	-	0.0	98.1	1.9	-	-	0.0	0.7	99.3	-	-	-
Total %	0.0	30.3	21.7	-	52.0	0.0	20.9	0.4	-	21.4	0.0	0.2	26.4	-	26.6	-
Lights	0	1930	1405	-	3335	0	1357	27	-	1384	0	13	1692	-	1705	6424

[illegible]

[illegible]

Start Time	IL 176 Eastbound					IL 176 Westbound					Schantz Avenue Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:30 AM	0	131	73	0	204	0	34	0	0	34	0	0	67	0	67	305
7:45 AM	0	127	75	0	202	0	30	1	0	31	0	0	60	0	60	293
8:00 AM	0	138	74	0	212	0	48	1	0	49	0	0	73	0	73	334
8:15 AM	0	121	89	0	210	0	46	0	0	46	0	0	88	0	88	344
Total	0	517	311	0	828	0	158	2	0	160	0	0	288	0	288	1276
Approach %	0.0	62.4	37.6	-	-	0.0	98.8	1.3	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	40.5	24.4	-	64.9	0.0	12.4	0.2	-	12.5	0.0	0.0	22.6	-	22.6	-
PHF	0.000	0.937	0.874	-	0.976	0.000	0.823	0.500	-	0.816	0.000	0.000	0.818	-	0.818	0.927
Lights	0	501	300	-	801	0	147	2	-	149	0	0	267	-	267	1217
% Lights	-	96.9	96.5	-	96.7	-	93.0	100.0	-	93.1	-	-	92.7	-	92.7	95.4
Buses	0	1	2	-	3	0	3	0	-	3	0	0	0	-	0	6
% Buses	-	0.2	0.6	-	0.4	-	1.9	0.0	-	1.9	-	-	0.0	-	0.0	0.5
Single-Unit Trucks	0	8	7	-	15	0	4	0	-	4	0	0	12	-	12	31
% Single-Unit Trucks	-	1.5	2.3	-	1.8	-	2.5	0.0	-	2.5	-	-	4.2	-	4.2	2.4
Articulated Trucks	0	7	2	-	9	0	4	0	-	4	0	0	9	-	9	22
% Articulated Trucks	-	1.4	0.6	-	1.1	-	2.5	0.0	-	2.5	-	-	3.1	-	3.1	1.7
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

[illegible]

Site Plan

ILLINOIS ROUTE 60

±142'-1"

±22'-4"

185.00
S41°02'12"E(M)

25'-0" BUILDING SETBACK

MONUMENT SIGN

20'-0" BUILDING SETBACK

SCHANK AVENUE

S24°24'34"W
337.12

26,160 SF

42,385 SF

6' HIGH FENCE AND LANDSCAPE BUFFER

608.46
N48°57'20"E(M)

20'-0" BUILDING SETBACK

59,255 SF

MENU BOARD
& SPEAKER

24'-0"

TRASH

21'-0"

21'-0"

21'-0"

21'-0"

21'-0"

21'-0"

21'-0"

21'-0"

21'-0"

21'-0"

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21'-0"

21'-0"

21'-0"

21'-0"

21'-0"

21'-0"

21'-0"

21'-0"

21'-0"

20 VACUUM STALLS
4 EMPLOYEE PARKING STALLS

EXISTING
DETENTION

443.35
N83°50'45"W



34121 N. US 45, Suite 213 Phone 847-336-6600
Grayslake, Illinois 60030 Fax 847-336-6601



Site Plan

0 10' 20' 40' 80'

NEW DEVELOPMENT FOR

DUNKIN'
&
Dream Clean

MUNDELEIN, ILLINOIS

APRIL 21, 2025
Archamerica Job No. 23029

CMAP 2050 Projections Letter



Chicago Metropolitan
Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607

cmap.illinois.gov | 312-454-0400

April 21, 2025

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: IL 60 at Schank Road Area
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated April 21, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
IL 176 west of IL 60	6,000	7,300
IL 176 east of IL 60	12,100	14,700
IL 60 north of IL 176	21,000	23,700
IL 60 south of IL 176	16,200	17,600
Schank Ave at IL 176	20,900	23,600
IL 60 north of Schank Ave	17,400	21,200
IL 83 east of IL 60	12,200	13,800

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2024 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

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

cc: Rios (IDOT)
\\2025_trafficForecasts\Mundelein\la-17-25\la-17-25.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	
Source: <i>Highway Capacity Manual</i> , 6 th Edition.		

Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour

Lanes, Volumes, Timings

1: Kessler Drive & IL 60

05/07/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	59	756	4	15	339	56	4	2	19	57	3	23
Future Volume (vph)	59	756	4	15	339	56	4	2	19	57	3	23
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	280		185	185		145	0		0	175		175
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	175			180			25			250		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.885				0.850
Flt Protected	0.950			0.950				0.992		0.950		
Satd. Flow (prot)	1719	3689	1615	1597	3519	1583	0	2943	0	1612	1504	1553
Flt Permitted	0.519			0.342				0.912		0.739		
Satd. Flow (perm)	939	3689	1615	575	3519	1583	0	2706	0	1254	1504	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59			59		20				59
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		698			2311			492			546	
Travel Time (s)		11.9			39.4			13.4			12.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	3%	0%	13%	8%	2%	0%	0%	10%	12%	33%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	796	4	16	357	59	0	26	0	60	3	24
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4		3	8	1
Permitted Phases	6		6	2		2	4			8		8
Detector Phase	1	6	7	5	2	3	7	4		3	8	1
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	10.0		3.0	10.0	3.0
Minimum Split (s)	9.5	37.0	9.5	9.5	38.0	9.5	9.5	20.0		9.5	20.0	9.5
Total Split (s)	16.0	71.0	13.0	16.0	71.0	13.0	13.0	20.0		13.0	20.0	16.0
Total Split (%)	13.3%	59.2%	10.8%	13.3%	59.2%	10.8%	10.8%	16.7%		10.8%	16.7%	13.3%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5		6.0		3.5	6.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Act Effct Green (s)	95.3	91.0	100.2	92.7	86.7	99.3		10.6		18.6	15.7	25.0
Actuated g/C Ratio	0.79	0.76	0.84	0.77	0.72	0.83		0.09		0.16	0.13	0.21
v/c Ratio	0.08	0.28	0.00	0.03	0.14	0.04		0.10		0.27	0.02	0.06
Control Delay (s/veh)	4.4	7.2	0.0	10.4	18.0	1.2		22.0		44.1	43.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	4.4	7.2	0.0	10.4	18.0	1.2		22.0		44.1	43.7	0.3
LOS	A	A	A	B	B	A		C		D	D	A
Approach Delay (s/veh)		7.0			15.4			22.0			32.0	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	12	105	0	6	104	0		2		39	2	0
Queue Length 95th (ft)	26	194	0	m19	126	8		14		75	12	1

EX AM 9:14 am 04/30/2025 Existing Weekday Morning Peak Hour

Synchro 12 Report

Page 1

Lanes, Volumes, Timings

1: Kessler Drive & IL 60

05/07/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		618			2231			412			466	
Turn Bay Length (ft)	280		185	185		145				175		175
Base Capacity (vph)	834	2798	1400	567	2541	1332		348		234	216	444
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0
Reduced v/c Ratio	0.07	0.28	0.00	0.03	0.14	0.04		0.07		0.26	0.01	0.05

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.28

Intersection Signal Delay (s/veh): 11.4

Intersection LOS: B

Intersection Capacity Utilization 46.3%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Kessler Drive & IL 60

	Ø1		Ø2 (R)		Ø3		Ø4
16 s		71 s		13 s		20 s	
	Ø5		Ø6 (R)		Ø7		Ø8
16 s		71 s		13 s		20 s	

Lanes, Volumes, Timings
2: Shank Avenue /IL 83 & IL 60

05/07/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	66	453	0	274	263	48	91	755	25	0	409	247
Future Volume (vph)	66	453	0	274	263	48	91	755	25	0	409	247
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	305		0	425		145	215		0	0		415
Storage Lanes	1		0	1		1	1		0	0		1
Taper Length (ft)	170			135			180			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt						0.850		0.995				0.850
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1752	1827	0	1719	1905	1468	1770	3478	0	0	3551	1468
Flt Permitted	0.589			0.162			0.360					
Satd. Flow (perm)	1087	1827	0	293	1905	1468	671	3478	0	0	3551	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						59		4				217
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		779			860			2311			801	
Travel Time (s)		13.3			14.7			39.4			13.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	4%	0%	5%	5%	10%	2%	3%	12%	0%	7%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	477	0	288	277	51	96	821	0	0	431	260
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA			NA	pm+ov
Protected Phases	3	8		7	4	5	5	2			6	7
Permitted Phases	8			4		4	2					6
Detector Phase	3	8		7	4	5	5	2			6	7
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	15.0	3.0	3.0	15.0			15.0	3.0
Minimum Split (s)	9.5	22.5		9.5	22.5	9.5	9.5	22.5			22.5	9.5
Total Split (s)	16.0	35.0		24.0	43.0	13.0	13.0	61.0			48.0	24.0
Total Split (%)	13.3%	29.2%		20.0%	35.8%	10.8%	10.8%	50.8%			40.0%	20.0%
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5			4.5	3.5
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	0.0	1.5			1.5	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0			6.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead				Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Min			C-Min	None
Act Effct Green (s)	47.0	36.6		65.2	53.2	67.9	47.8	45.3			33.1	61.7
Actuated g/C Ratio	0.39	0.31		0.54	0.44	0.57	0.40	0.38			0.28	0.51
v/c Ratio	0.15	0.86		0.67	0.33	0.06	0.28	0.62			0.44	0.30
Control Delay (s/veh)	16.8	56.8		27.7	25.5	3.7	21.4	28.0			26.4	2.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	16.8	56.8		27.7	25.5	3.7	21.4	28.0			26.4	2.3
LOS	B	E		C	C	A	C	C			C	A
Approach Delay (s/veh)		51.8			24.7			27.3			17.3	
Approach LOS		D			C			C			B	
Queue Length 50th (ft)	22	336		107	131	0	39	183			78	0
Queue Length 95th (ft)	56	#623		237	245	19	56	184			93	0

EX AM 9:14 am 04/30/2025 Existing Weekday Morning Peak Hour

Synchro 12 Report
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Lanes, Volumes, Timings

2: Shank Avenue /IL 83 & IL 60

05/07/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Internal Link Dist (ft)		699			780			2231			721	
Turn Bay Length (ft)	305			425		145	215					415
Base Capacity (vph)	536	557		433	844	865	354	1596			1242	866
Starvation Cap Reductn	0	0		0	0	0	0	0			0	0
Spillback Cap Reductn	0	0		0	0	0	0	0			0	0
Storage Cap Reductn	0	0		0	0	0	0	0			0	0
Reduced v/c Ratio	0.13	0.86		0.67	0.33	0.06	0.27	0.51			0.35	0.30

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 115 (96%), Referenced to phase 2:SETL and 6:NWT, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay (s/veh): 29.1

Intersection LOS: C

Intersection Capacity Utilization 74.0%

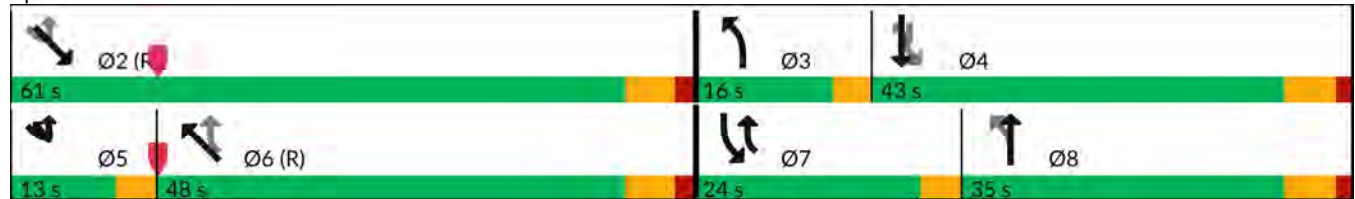
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Shank Avenue /IL 83 & IL 60



Lanes, Volumes, Timings
3: IL 60 & Maple Ave (IL 176)

05/07/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	234	28	27	111	166	29	439	48	407	602	20
Future Volume (vph)	51	234	28	27	111	166	29	439	48	407	602	20
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		235	225		365	215		0	385		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	190			190			170			155		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.985			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1942	1553	1687	1887	1538	1687	3271	0	1770	3450	0
Flt Permitted	0.589			0.430			0.400			0.386		
Satd. Flow (perm)	1036	1942	1553	764	1887	1538	710	3271	0	719	3450	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59			177		13			3	
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		800			1117			974			801	
Travel Time (s)		12.1			16.9			16.6			13.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	3%	4%	7%	6%	5%	7%	9%	6%	2%	4%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	249	30	29	118	177	31	518	0	433	661	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0		9.5	24.0	
Total Split (s)	13.0	30.0	20.0	13.0	30.0	13.0	20.0	64.0		13.0	57.0	
Total Split (%)	10.8%	25.0%	16.7%	10.8%	25.0%	10.8%	16.7%	53.3%		10.8%	47.5%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	33.5	25.4	37.8	30.5	22.2	45.3	64.2	55.3		78.4	67.8	
Actuated g/C Ratio	0.28	0.21	0.32	0.25	0.19	0.38	0.54	0.46		0.65	0.57	
v/c Ratio	0.16	0.61	0.06	0.12	0.34	0.26	0.07	0.34		0.70	0.34	
Control Delay (s/veh)	28.7	48.6	1.5	27.7	43.9	4.2	11.2	22.5		26.2	9.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	28.7	48.6	1.5	27.7	43.9	4.2	11.2	22.5		26.2	9.9	
LOS	C	D	A	C	D	A	B	C		C	A	
Approach Delay (s/veh)		41.2			20.8			21.9			16.4	
Approach LOS		D			C			C			B	
Queue Length 50th (ft)	30	177	0	16	79	0	9	144		138	68	
Queue Length 95th (ft)	55	246	6	35	127	44	25	190		#269	110	

EX AM 9:14 am 04/30/2025 Existing Weekday Morning Peak Hour

Synchro 12 Report
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Lanes, Volumes, Timings
3: IL 60 & Maple Ave (IL 176)

05/07/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	720			1037			894			721		
Turn Bay Length (ft)	225		235	225		365	215			385		
Base Capacity (vph)	343	432	655	278	399	691	573	1670		620	1951	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.58	0.05	0.10	0.30	0.26	0.05	0.31		0.70	0.34	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 119 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 21.9

Intersection LOS: C

Intersection Capacity Utilization 68.7%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: IL 60 & Maple Ave (IL 176)



Intersection

Int Delay, s/veh 6.3

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 517 313 158 2 0 288

Future Vol, veh/h 517 313 158 2 0 288

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length 295 - - - 200 0

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 93 93 93 93 93 93

Heavy Vehicles, % 3 3 7 0 0 7

Mvmt Flow 556 337 170 2 0 310

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 172 0 - 0 1619 171

Stage 1 - - - - 171 -

Stage 2 - - - - 1448 -

Critical Hdwy 4.13 - - - 6.4 6.27

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.227 - - - 3.5 3.363

Pot Cap-1 Maneuver 1399 - - - 115 860

Stage 1 - - - - 864 -

Stage 2 - - - - 218 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1399 - - - 69 860

Mov Cap-2 Maneuver - - - - 69 -

Stage 1 - - - - 521 -

Stage 2 - - - - 218 -

Approach EB WB SB

HCM Ctrl Dly, s/v 5.77 0 11.52

HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2

Capacity (veh/h) 1399 - - - - 860

HCM Lane V/C Ratio 0.397 - - - - 0.36

HCM Ctrl Dly (s/v) 9.3 - - - 0 11.5

HCM Lane LOS A - - - A B

HCM 95th %tile Q(veh) 1.9 - - - - 1.6

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour

Lanes, Volumes, Timings

1: Kessler Drive & IL 60

05/07/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	102	443	3	40	660	93	4	5	20	80	10	132
Future Volume (vph)	102	443	3	40	660	93	4	5	20	80	10	132
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	280		185	185		145	0		0	175		175
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	175			180			25			250		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.894				0.850
Flt Protected	0.950			0.950				0.994		0.950		
Satd. Flow (prot)	1787	3762	1615	1805	3725	1599	0	3208	0	1787	2000	1615
Flt Permitted	0.341			0.480				0.916		0.736		
Satd. Flow (perm)	641	3762	1615	912	3725	1599	0	2956	0	1385	2000	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59			100		22				142
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		698			2311			492			546	
Travel Time (s)		11.9			39.4			13.4			12.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	0%	0%	2%	1%	0%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	476	3	43	710	100	0	31	0	86	11	142
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4		3	8	1
Permitted Phases	6		6	2		2	4			8		8
Detector Phase	1	6	7	5	2	3	7	4		3	8	1
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	10.0		3.0	10.0	3.0
Minimum Split (s)	9.5	25.0	9.5	9.5	38.0	9.5	9.5	24.0		9.5	24.0	9.5
Total Split (s)	13.0	70.0	13.0	13.0	70.0	13.0	13.0	24.0		13.0	24.0	13.0
Total Split (%)	10.8%	58.3%	10.8%	10.8%	58.3%	10.8%	10.8%	20.0%		10.8%	20.0%	10.8%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5		6.0		3.5	6.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Act Effct Green (s)	89.6	80.7	92.2	86.4	77.6	95.8		10.6		21.8	17.5	31.1
Actuated g/C Ratio	0.75	0.67	0.77	0.72	0.65	0.80		0.09		0.18	0.15	0.26
v/c Ratio	0.20	0.19	0.00	0.06	0.29	0.08		0.11		0.29	0.04	0.27
Control Delay (s/veh)	5.7	9.1	0.0	8.1	20.4	4.9		22.3		42.3	41.3	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	5.7	9.1	0.0	8.1	20.4	4.9		22.3		42.3	41.3	6.4
LOS	A	A	A	A	C	A		C		D	D	A
Approach Delay (s/veh)		8.4			18.0			22.3			21.0	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	22	78	0	18	231	12		3		55	7	0
Queue Length 95th (ft)	44	117	0	m31	251	36		16		97	25	48

EX PM 12:11 pm 04/30/2025 Existing Weekday Evening Peak Hour

Synchro 12 Report

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Lanes, Volumes, Timings

1: Kessler Drive & IL 60

05/07/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		618			2231			412			466	
Turn Bay Length (ft)	280		185	185		145				175		175
Base Capacity (vph)	576	2529	1306	751	2409	1296		478		292	344	547
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0
Reduced v/c Ratio	0.19	0.19	0.00	0.06	0.29	0.08		0.06		0.29	0.03	0.26

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 113 (94%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.29

Intersection Signal Delay (s/veh): 15.2

Intersection LOS: B

Intersection Capacity Utilization 47.4%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Kessler Drive & IL 60

 Ø1	 Ø2 (R)	 Ø3	 Ø4
13 s	70 s	13 s	24 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
13 s	70 s	13 s	24 s

Lanes, Volumes, Timings
2: Shank Avenue /IL 83 & IL 60

05/07/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	53	250	1	276	374	52	44	537	34	0	797	273
Future Volume (vph)	53	250	1	276	374	52	44	537	34	0	797	273
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	305		0	425		145	215		0	0		415
Storage Lanes	1		0	1		1	1		0	0		1
Taper Length (ft)	170			135			180			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.999				0.850		0.991				0.850
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1774	0	1736	1980	1615	1736	3544	0	0	3762	1553
Flt Permitted	0.442			0.259			0.208					
Satd. Flow (perm)	823	1774	0	473	1980	1615	380	3544	0	0	3762	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						59		8				294
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		779			860			2311			801	
Travel Time (s)		13.3			14.7			39.4			13.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	7%	0%	4%	1%	0%	4%	1%	0%	0%	1%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	270	0	297	402	56	47	614	0	0	857	294
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA			NA	pm+ov
Protected Phases	3	8		7	4	5	5	2			6	7
Permitted Phases	8			4		4	2					6
Detector Phase	3	8		7	4	5	5	2			6	7
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	15.0	3.0	3.0	15.0			15.0	3.0
Minimum Split (s)	9.5	24.0		9.5	22.5	9.5	9.5	24.0			24.0	9.5
Total Split (s)	13.0	24.0		25.0	36.0	13.0	13.0	71.0			58.0	25.0
Total Split (%)	10.8%	20.0%		20.8%	30.0%	10.8%	10.8%	59.2%			48.3%	20.8%
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5			4.5	3.5
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	0.0	1.5			1.5	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0			6.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead				Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Min			C-Min	None
Act Effct Green (s)	32.1	21.9		48.8	36.9	50.0	64.2	61.7			53.0	79.8
Actuated g/C Ratio	0.27	0.18		0.41	0.31	0.42	0.54	0.51			0.44	0.67
v/c Ratio	0.20	0.83		0.72	0.66	0.08	0.17	0.34			0.52	0.26
Control Delay (s/veh)	26.1	70.6		37.0	43.8	6.0	12.6	14.9			19.4	0.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	26.1	70.6		37.0	43.8	6.0	12.6	14.9			19.4	0.7
LOS	C	E		D	D	A	B	B			B	A
Approach Delay (s/veh)		62.8			38.3			14.8			14.6	
Approach LOS		E			D			B			B	
Queue Length 50th (ft)	27	209		168	285	0	13	104			140	0
Queue Length 95th (ft)	m58	#394		#254	#447	26	31	137			194	8

EX PM 12:11 pm 04/30/2025 Existing Weekday Evening Peak Hour

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

2: Shank Avenue /IL 83 & IL 60

05/07/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Internal Link Dist (ft)		699			780			2231			721	
Turn Bay Length (ft)	305			425		145	215					415
Base Capacity (vph)	307	324		425	609	738	310	1923			1703	1144
Starvation Cap Reductn	0	0		0	0	0	0	0			0	0
Spillback Cap Reductn	0	0		0	0	0	0	0			0	0
Storage Cap Reductn	0	0		0	0	0	0	0			0	0
Reduced v/c Ratio	0.19	0.83		0.70	0.66	0.08	0.15	0.32			0.50	0.26

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 104 (87%), Referenced to phase 2:SETL and 6:NWT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 26.3

Intersection LOS: C

Intersection Capacity Utilization 69.4%

ICU Level of Service C

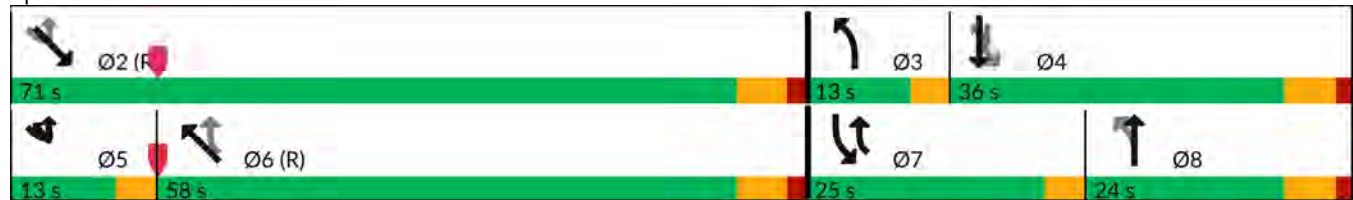
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shank Avenue /IL 83 & IL 60



Lanes, Volumes, Timings
3: IL 60 & Maple Ave (IL 176)

05/07/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	174	30	56	295	316	48	735	62	235	559	20
Future Volume (vph)	19	174	30	56	295	316	48	735	62	235	559	20
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		235	225		365	215		0	385		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	190			190			170			155		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.988			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1980	1615	1805	1942	1599	1770	3502	0	1787	3524	0
Flt Permitted	0.359			0.452			0.411			0.243		
Satd. Flow (perm)	650	1980	1615	859	1942	1599	766	3502	0	457	3524	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59			250		10			4	
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		800			1117			974			801	
Travel Time (s)		12.1			16.9			16.6			13.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	1%	0%	0%	3%	1%	2%	2%	0%	1%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	183	32	59	311	333	51	839	0	247	609	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0	9.5	11.5	24.0	9.5	9.5	24.0		9.5	24.0	
Total Split (s)	13.0	30.0	16.0	13.0	30.0	13.0	16.0	64.0		13.0	61.0	
Total Split (%)	10.8%	25.0%	13.3%	10.8%	25.0%	10.8%	13.3%	53.3%		10.8%	50.8%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	31.0	23.1	36.0	34.9	28.5	45.1	70.4	61.0		77.1	66.5	
Actuated g/C Ratio	0.26	0.19	0.30	0.29	0.24	0.38	0.59	0.51		0.64	0.55	
v/c Ratio	0.09	0.48	0.06	0.19	0.67	0.44	0.10	0.47		0.60	0.31	
Control Delay (s/veh)	27.4	47.1	2.3	29.4	49.2	8.7	10.5	21.4		19.4	16.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	27.4	47.1	2.3	29.4	49.2	8.7	10.5	21.4		19.4	16.1	
LOS	C	D	A	C	D	A	B	C		B	B	
Approach Delay (s/veh)		39.3			28.4			20.8			17.1	
Approach LOS		D			C			C			B	
Queue Length 50th (ft)	11	132	0	34	212	39	13	212		64	93	
Queue Length 95th (ft)	28	195	8	61	320	118	34	295		124	208	

Lanes, Volumes, Timings
3: IL 60 & Maple Ave (IL 176)

05/07/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	720			1037			894			721		
Turn Bay Length (ft)	225		235	225		365	215			385		
Base Capacity (vph)	264	424	597	327	471	760	588	1859		414	1961	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.43	0.05	0.18	0.66	0.44	0.09	0.45		0.60	0.31	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 23.2

Intersection LOS: C

Intersection Capacity Utilization 70.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: IL 60 & Maple Ave (IL 176)



Intersection						
Int Delay, s/veh	8.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	299	221	358	5	2	406
Future Vol, veh/h	299	221	358	5	2	406
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	295	-	-	-	200	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	3	3	0	0	2
Mvmt Flow	318	235	381	5	2	432
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	386	0	-	0	1255	384
Stage 1	-	-	-	-	384	-
Stage 2	-	-	-	-	871	-
Critical Hdwy	4.15	-	-	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.245	-	-	-	3.5	3.318
Pot Cap-1 Maneuver	1156	-	-	-	191	664
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	413	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1156	-	-	-	139	664
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	413	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	5.34	0		19.99		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1156	-	-	-	139	664
HCM Lane V/C Ratio	0.275	-	-	-	0.015	0.651
HCM Ctrl Dly (s/v)	9.3	-	-	-	31.4	19.9
HCM Lane LOS	A	-	-	-	D	C
HCM 95th %tile Q(veh)	1.1	-	-	-	0	4.8

Capacity Analysis Summary Sheets
Existing Saturday Midday Peak Hour

Lanes, Volumes, Timings

1: Kessler Drive & IL 60

05/07/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	167	436	5	20	454	146	3	11	22	139	10	150
Future Volume (vph)	167	436	5	20	454	146	3	11	22	139	10	150
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	280		185	185		145	0		0	175		175
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	175			180			25			250		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.909				0.850
Flt Protected	0.950			0.950				0.996		0.950		
Satd. Flow (prot)	1805	3762	1615	1805	3762	1615	0	3268	0	1805	2000	1599
Flt Permitted	0.434			0.488				0.932		0.731		
Satd. Flow (perm)	825	3762	1615	927	3762	1615	0	3058	0	1389	2000	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			71			154		23				158
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		698			2311			492			546	
Travel Time (s)		11.9			39.4			13.4			12.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	459	5	21	478	154	0	38	0	146	11	158
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4		3	8	1
Permitted Phases	6		6	2		2	4			8		8
Detector Phase	1	6	7	5	2	3	7	4		3	8	1
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	10.0		3.0	10.0	3.0
Minimum Split (s)	9.5	24.0	9.5	9.5	38.0	9.5	9.5	22.0		9.5	22.0	9.5
Total Split (s)	15.0	50.0	13.0	15.0	50.0	13.0	13.0	22.0		13.0	22.0	15.0
Total Split (%)	15.0%	50.0%	13.0%	15.0%	50.0%	13.0%	13.0%	22.0%		13.0%	22.0%	15.0%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5		6.0		3.5	6.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Act Effct Green (s)	70.1	63.6	75.1	63.4	55.0	74.3		10.6		22.9	18.6	33.7
Actuated g/C Ratio	0.70	0.64	0.75	0.63	0.55	0.74		0.11		0.23	0.19	0.34
v/c Ratio	0.26	0.19	0.00	0.03	0.23	0.12		0.11		0.39	0.03	0.25
Control Delay (s/veh)	7.5	10.1	0.0	12.0	25.3	4.5		19.0		33.3	30.2	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	7.5	10.1	0.0	12.0	25.3	4.5		19.0		33.3	30.2	4.2
LOS	A	B	A	B	C	A		B		C	C	A
Approach Delay (s/veh)		9.3			20.0			19.0			18.6	
Approach LOS		A			C			B			B	
Queue Length 50th (ft)	39	60	0	9	161	23		4		73	5	0
Queue Length 95th (ft)	75	120	0	m15	147	9		15		119	21	39

Lanes, Volumes, Timings

1: Kessler Drive & IL 60

05/07/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		618			2231			412			466	
Turn Bay Length (ft)	280		185	185		145				175		175
Base Capacity (vph)	692	2393	1292	735	2080	1239		527		373	420	681
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0
Reduced v/c Ratio	0.25	0.19	0.00	0.03	0.23	0.12		0.07		0.39	0.03	0.23

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 6 (6%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.39

Intersection Signal Delay (s/veh): 15.5

Intersection LOS: B

Intersection Capacity Utilization 49.5%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Kessler Drive & IL 60

 Ø1 15 s	 Ø2 (R) 50 s	 Ø3 13 s	 Ø4 22 s
 Ø5 15 s	 Ø6 (R) 50 s	 Ø7 13 s	 Ø8 22 s

Lanes, Volumes, Timings
2: Shank Avenue /IL 83 & IL 60

05/07/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	79	195	2	334	200	23	37	526	58	0	777	254
Future Volume (vph)	79	195	2	334	200	23	37	526	58	0	777	254
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	305		0	425		145	215		0	0		415
Storage Lanes	1		0	1		1	1		0	0		1
Taper Length (ft)	170			135			180			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.999				0.850		0.985				0.850
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1805	1809	0	1805	1980	1553	1752	3556	0	0	3762	1583
Flt Permitted	0.628			0.363			0.231					
Satd. Flow (perm)	1193	1809	0	690	1980	1553	426	3556	0	0	3762	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						71		17				265
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		779			860			2311			801	
Travel Time (s)		13.3			14.7			39.4			13.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	0%	0%	1%	4%	3%	0%	0%	0%	1%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	205	0	348	208	24	39	608	0	0	809	265
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA			NA	pm+ov
Protected Phases	3	8		7	4	5	5	2			6	7
Permitted Phases	8			4		4	2					6
Detector Phase	3	8		7	4	5	5	2			6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)	9.5	22.0		9.5	22.5	9.5	9.5	22.5			22.5	9.5
Total Split (s)	15.0	22.0		20.0	27.0	13.0	13.0	58.0			45.0	20.0
Total Split (%)	15.0%	22.0%		20.0%	27.0%	13.0%	13.0%	58.0%			45.0%	20.0%
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5			4.5	3.5
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	0.0	1.5			1.5	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0			6.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead				Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Min			C-Min	None
Act Effct Green (s)	26.3	15.4		38.3	25.7	38.3	54.7	52.2			44.0	66.9
Actuated g/C Ratio	0.26	0.15		0.38	0.26	0.38	0.55	0.52			0.44	0.67
v/c Ratio	0.22	0.74		0.77	0.41	0.04	0.12	0.33			0.49	0.23
Control Delay (s/veh)	22.5	57.4		36.9	35.2	0.1	14.2	16.1			15.4	0.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	22.5	57.4		36.9	35.2	0.1	14.2	16.1			15.4	0.7
LOS	C	E		D	D	A	B	B			B	A
Approach Delay (s/veh)		47.5			34.8			15.9			11.8	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)	33	126		166	113	0	7	99			116	0
Queue Length 95th (ft)	65	#222		#277	189	0	39	235			175	10

Lanes, Volumes, Timings

2: Shank Avenue /IL 83 & IL 60

05/07/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Internal Link Dist (ft)		699			780			2231			721	
Turn Bay Length (ft)	305			425		145	215					415
Base Capacity (vph)	420	289		452	508	681	359	1875			1654	1146
Starvation Cap Reductn	0	0		0	0	0	0	0			0	0
Spillback Cap Reductn	0	0		0	0	0	0	0			0	0
Storage Cap Reductn	0	0		0	0	0	0	0			0	0
Reduced v/c Ratio	0.20	0.71		0.77	0.41	0.04	0.11	0.32			0.49	0.23

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 90 (90%), Referenced to phase 2:SETL and 6:NWT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 21.9

Intersection LOS: C

Intersection Capacity Utilization 70.1%

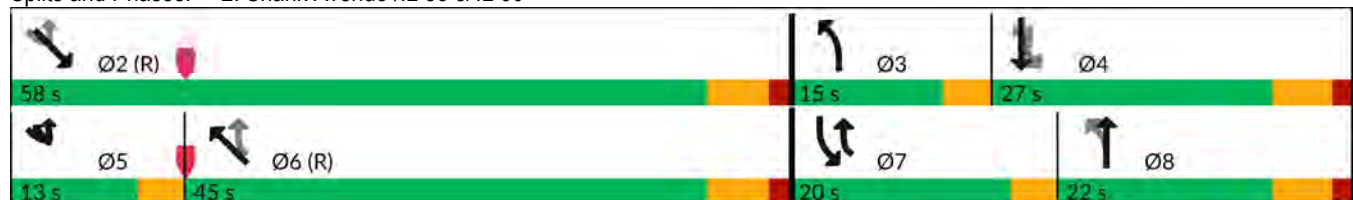
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Shank Avenue /IL 83 & IL 60



Lanes, Volumes, Timings
3: IL 60 & Maple Ave (IL 176)

05/07/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	158	44	49	197	348	31	654	40	230	630	2
Future Volume (vph)	29	158	44	49	197	348	31	654	40	230	630	2
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		235	225		365	215		0	385		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	190			190			170			155		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.991				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1980	1583	1805	1980	1599	1641	3511	0	1805	3574	0
Flt Permitted	0.536			0.512			0.381			0.281		
Satd. Flow (perm)	989	1980	1583	973	1980	1599	658	3511	0	534	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			71			279		8				
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		800			1117			974			801	
Travel Time (s)		12.1			16.9			16.6			13.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	1%	2%	0%	1%	1%	10%	2%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	168	47	52	210	370	33	739	0	245	672	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0		9.5	24.0	
Total Split (s)	13.0	25.0	16.0	13.0	25.0	13.0	16.0	49.0		13.0	46.0	
Total Split (%)	13.0%	25.0%	16.0%	13.0%	25.0%	13.0%	16.0%	49.0%		13.0%	46.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	25.8	17.6	30.0	27.8	20.2	35.7	57.1	48.2		63.2	53.1	
Actuated g/C Ratio	0.26	0.18	0.30	0.28	0.20	0.36	0.57	0.48		0.63	0.53	
v/c Ratio	0.10	0.48	0.09	0.16	0.53	0.49	0.08	0.44		0.53	0.35	
Control Delay (s/veh)	23.6	41.7	3.1	24.3	40.8	8.8	9.1	19.1		15.4	15.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	23.6	41.7	3.1	24.3	40.8	8.8	9.1	19.1		15.4	15.7	
LOS	C	D	A	C	D	A	A	B		B	B	
Approach Delay (s/veh)		32.1			20.7			18.7			15.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	14	96	0	23	122	38	8	171		64	104	
Queue Length 95th (ft)	33	160	14	49	194	116	21	225		m92	289	

Lanes, Volumes, Timings
3: IL 60 & Maple Ave (IL 176)

05/07/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	720			1037			894			721		
Turn Bay Length (ft)	225		235	225		365	215			385		
Base Capacity (vph)	346	381	617	355	416	756	536	1695		464	1898	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.44	0.08	0.15	0.50	0.49	0.06	0.44		0.53	0.35	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay (s/veh): 19.4

Intersection LOS: B

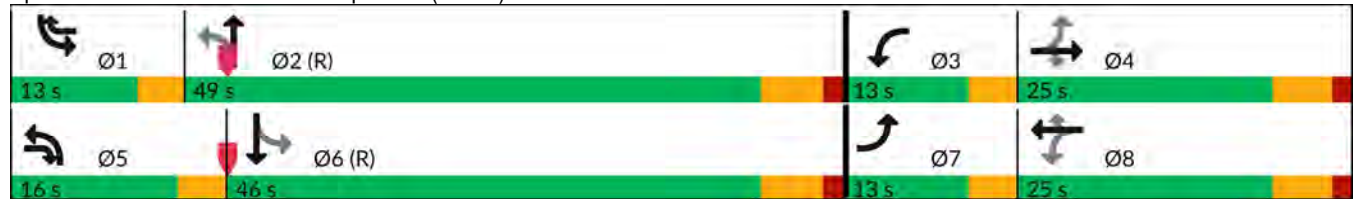
Intersection Capacity Utilization 64.6%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: IL 60 & Maple Ave (IL 176)



Intersection

Int Delay, s/veh 5.5

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 272 226 226 4 5 253

Future Vol, veh/h 272 226 226 4 5 253

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length 295 - - - 200 0

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 93 93 93 93 93 93

Heavy Vehicles, % 4 1 0 0 0 0

Mvmt Flow 292 243 243 4 5 272

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 247 0 - 0 1073 245

Stage 1 - - - - 245 -

Stage 2 - - - - 828 -

Critical Hdwy 4.14 - - - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.236 - - - 3.5 3.3

Pot Cap-1 Maneuver 1307 - - - 246 799

Stage 1 - - - - 800 -

Stage 2 - - - - 433 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1307 - - - 191 799

Mov Cap-2 Maneuver - - - - 191 -

Stage 1 - - - - 621 -

Stage 2 - - - - 433 -

Approach EB WB SB

HCM Ctrl Dly, s/v 4.67 0 12.06

HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2

Capacity (veh/h) 1307 - - - 191 799

HCM Lane V/C Ratio 0.224 - - - 0.028 0.341

HCM Ctrl Dly (s/v) 8.5 - - - 24.4 11.8

HCM Lane LOS A - - - C B

HCM 95th %tile Q(veh) 0.9 - - - 0.1 1.5

Capacity Analysis Summary Sheets
Year 2031 No-Build Weekday Morning Peak Hour

Lanes, Volumes, Timings

1: Kessler Drive & IL 60

05/08/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	61	787	9	31	360	58	20	2	68	59	3	24
Future Volume (vph)	61	787	9	31	360	58	20	2	68	59	3	24
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	280		185	185		145	0		0	175		175
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	175			180			25			250		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.886				0.850
Flt Protected	0.950			0.950				0.989		0.950		
Satd. Flow (prot)	1719	3689	1615	1597	3519	1583	0	2940	0	1612	1504	1553
Flt Permitted	0.516			0.315				0.887		0.472		
Satd. Flow (perm)	934	3689	1615	530	3519	1583	0	2637	0	801	1504	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59			61		72				59
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		698			2311			492			546	
Travel Time (s)		11.9			39.4			13.4			12.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	3%	0%	13%	8%	2%	0%	0%	10%	12%	33%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	828	9	33	379	61	0	95	0	62	3	25
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4		3	8	1
Permitted Phases	6		6	2		2	4			8		8
Detector Phase	1	6	7	5	2	3	7	4		3	8	1
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	10.0		3.0	10.0	3.0
Minimum Split (s)	9.5	37.0	9.5	9.5	38.0	9.5	9.5	20.0		9.5	20.0	9.5
Total Split (s)	16.0	71.0	13.0	16.0	71.0	13.0	13.0	20.0		13.0	20.0	16.0
Total Split (%)	13.3%	59.2%	10.8%	13.3%	59.2%	10.8%	10.8%	16.7%		10.8%	16.7%	13.3%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		2.0		1.5	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5		8.0		5.0	6.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Act Effct Green (s)	89.4	82.6	94.1	87.8	80.2	93.9		8.3		20.4	17.6	30.3
Actuated g/C Ratio	0.75	0.69	0.78	0.73	0.67	0.78		0.07		0.17	0.15	0.25
v/c Ratio	0.09	0.33	0.01	0.07	0.16	0.05		0.38		0.35	0.01	0.06
Control Delay (s/veh)	4.7	9.1	0.0	10.4	19.4	1.1		22.0		46.7	43.7	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	4.7	9.1	0.0	10.4	19.4	1.1		22.0		46.7	43.7	0.5
LOS	A	A	A	B	B	A		C		D	D	A
Approach Delay (s/veh)		8.7			16.4			22.0			33.8	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	11	140	0	12	92	0		8		41	2	0
Queue Length 95th (ft)	27	209	0	27	126	5		31		78	12	2

Lanes, Volumes, Timings

1: Kessler Drive & IL 60

05/08/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		618			2231			412			466	
Turn Bay Length (ft)	280		185	185		145				175		175
Base Capacity (vph)	790	2538	1330	513	2352	1282		333		194	230	508
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0
Reduced v/c Ratio	0.08	0.33	0.01	0.06	0.16	0.05		0.29		0.32	0.01	0.05

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.38

Intersection Signal Delay (s/veh): 13.3

Intersection LOS: B

Intersection Capacity Utilization 47.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Kessler Drive & IL 60

 Ø1	 Ø2 (R)	 Ø3	 Ø4
16 s	71 s	13 s	20 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
16 s	71 s	13 s	20 s

Lanes, Volumes, Timings
2: Shank Avenue /IL 83 & IL 60

05/08/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	74	471	0	311	278	55	98	836	26	0	436	335
Future Volume (vph)	74	471	0	311	278	55	98	836	26	0	436	335
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	305		0	425		145	215		0	0		415
Storage Lanes	1		0	1		1	1		0	0		1
Taper Length (ft)	170			135			180			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt						0.850		0.996				0.850
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1752	1827	0	1719	1905	1468	1770	3482	0	0	3551	1468
Flt Permitted	0.581			0.109			0.385					
Satd. Flow (perm)	1072	1827	0	197	1905	1468	717	3482	0	0	3551	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						59		3				209
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		779			860			2311			801	
Travel Time (s)		13.3			14.7			39.4			13.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	4%	0%	5%	5%	10%	2%	3%	12%	0%	7%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	496	0	327	293	58	103	907	0	0	459	353
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA			NA	pm+ov
Protected Phases	3	8		7	4	5	5	2			6	7
Permitted Phases	8			4		4	2					6
Detector Phase	3	8		7	4	5	5	2			6	7
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	15.0	3.0	3.0	15.0			15.0	3.0
Minimum Split (s)	9.5	22.5		9.5	22.5	9.5	9.5	22.5			22.5	9.5
Total Split (s)	16.0	35.0		24.0	43.0	13.0	13.0	61.0			48.0	24.0
Total Split (%)	13.3%	29.2%		20.0%	35.8%	10.8%	10.8%	50.8%			40.0%	20.0%
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5			4.5	3.5
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	0.0	1.5			1.5	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			3.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0			9.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead				Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Min			C-Min	None
Act Effct Green (s)	43.3	32.5		62.4	50.0	64.8	50.6	48.1			32.8	65.7
Actuated g/C Ratio	0.36	0.27		0.52	0.42	0.54	0.42	0.40			0.27	0.55
v/c Ratio	0.18	1.00		0.81	0.37	0.07	0.27	0.65			0.47	0.39
Control Delay (s/veh)	18.6	86.0		45.4	28.3	4.7	19.4	26.1			25.8	2.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	18.6	86.0		45.4	28.3	4.7	19.4	26.1			25.8	2.6
LOS	B	F		D	C	A	B	C			C	A
Approach Delay (s/veh)		76.9			34.5			25.4			15.7	
Approach LOS		E			C			C			B	
Queue Length 50th (ft)	28	~445		183	158	0	40	202			81	0
Queue Length 95th (ft)	63	#656		#382	268	24	60	219			102	0

NB AM 9:23 am 05/06/2025 No-Build Weekday Morning Peak Hour

Synchro 12 Report
Page 3

Lanes, Volumes, Timings
2: Shank Avenue /IL 83 & IL 60

05/08/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Internal Link Dist (ft)		699			780			2231			721	
Turn Bay Length (ft)	305			425		145	215					415
Base Capacity (vph)	494	494		406	794	828	385	1597			1154	898
Starvation Cap Reductn	0	0		0	0	0	0	0			0	0
Spillback Cap Reductn	0	0		0	0	0	0	0			0	0
Storage Cap Reductn	0	0		0	0	0	0	0			0	0
Reduced v/c Ratio	0.16	1.00		0.81	0.37	0.07	0.27	0.57			0.40	0.39

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 115 (96%), Referenced to phase 2:SETL and 6:NWT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay (s/veh): 34.5

Intersection LOS: C

Intersection Capacity Utilization 79.3%

ICU Level of Service D

Analysis Period (min) 15

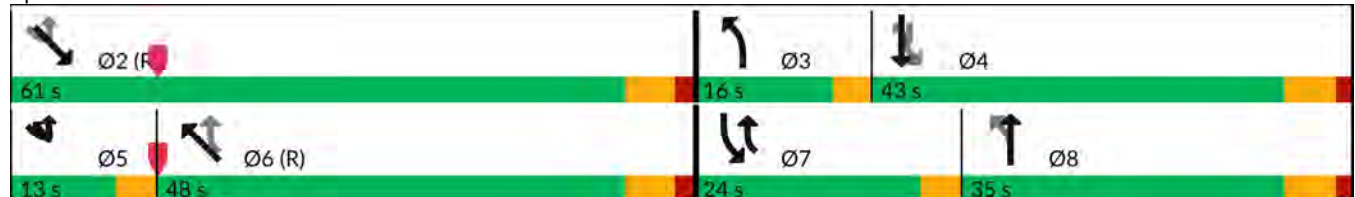
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Shank Avenue /IL 83 & IL 60



Lanes, Volumes, Timings
3: IL 60 & Maple Ave (IL 176)

05/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	257	48	28	131	178	49	541	49	446	680	21
Future Volume (vph)	53	257	48	28	131	178	49	541	49	446	680	21
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		235	225		365	215		0	385		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	190			190			170			155		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.988			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1942	1553	1687	1887	1538	1687	3280	0	1770	3453	0
Flt Permitted	0.551			0.384			0.369			0.319		
Satd. Flow (perm)	969	1942	1553	682	1887	1538	655	3280	0	594	3453	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59			189		11			3	
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		800			1117			974			801	
Travel Time (s)		12.1			16.9			16.6			13.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	3%	4%	7%	6%	5%	7%	9%	6%	2%	4%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	273	51	30	139	189	52	628	0	474	745	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0		9.5	24.0	
Total Split (s)	13.0	30.0	20.0	13.0	30.0	13.0	20.0	64.0		13.0	57.0	
Total Split (%)	10.8%	25.0%	16.7%	10.8%	25.0%	10.8%	16.7%	53.3%		10.8%	47.5%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	34.3	26.1	39.1	31.3	22.9	47.2	62.9	53.4		76.7	66.4	
Actuated g/C Ratio	0.29	0.22	0.33	0.26	0.19	0.39	0.52	0.45		0.64	0.55	
v/c Ratio	0.17	0.65	0.09	0.13	0.39	0.26	0.13	0.43		0.85	0.39	
Control Delay (s/veh)	28.6	49.8	5.6	27.6	44.6	4.7	11.4	23.8		39.9	11.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	28.6	49.8	5.6	27.6	44.6	4.7	11.4	23.8		39.9	11.5	
LOS	C	D	A	C	D	A	B	C		D	B	
Approach Delay (s/veh)		40.7			22.1			22.8			22.6	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	30	194	0	16	93	0	15	183		193	90	
Queue Length 95th (ft)	57	276	22	36	150	49	35	220		m#359	123	

NB AM 9:23 am 05/06/2025 No-Build Weekday Morning Peak Hour

Synchro 12 Report
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Lanes, Volumes, Timings
3: IL 60 & Maple Ave (IL 176)

05/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	720			1037			894			721		
Turn Bay Length (ft)	225		235	225		365	215			385		
Base Capacity (vph)	336	440	664	267	403	719	529	1596		558	1913	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.17	0.62	0.08	0.11	0.34	0.26	0.10	0.39		0.85	0.39	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 119 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 25.2

Intersection LOS: C

Intersection Capacity Utilization 74.1%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: IL 60 & Maple Ave (IL 176)



Intersection

Int Delay, s/veh 7.2

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 543 344 171 30 13 308

Future Vol, veh/h 543 344 171 30 13 308

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length 295 - - - 200 0

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 93 93 93 93 93 93

Heavy Vehicles, % 3 3 7 0 0 7

Mvmt Flow 584 370 184 32 14 331

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 216 0 - 0 1738 200

Stage 1 - - - - 200 -

Stage 2 - - - - 1538 -

Critical Hdwy 4.13 - - - 6.4 6.27

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.227 - - - 3.5 3.363

Pot Cap-1 Maneuver 1348 - - - 97 828

Stage 1 - - - - 838 -

Stage 2 - - - - 197 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1348 - - - 55 828

Mov Cap-2 Maneuver - - - - 55 -

Stage 1 - - - - 475 -

Stage 2 - - - - 197 -

Approach EB WB SB

HCM Ctrl Dly, s/v 5.94 0 15.42

HCM LOS C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2

Capacity (veh/h) 1348 - - - 55 828

HCM Lane V/C Ratio 0.433 - - - 0.254 0.4

HCM Ctrl Dly (s/v) 9.7 - - - 91.4 12.2

HCM Lane LOS A - - - F B

HCM 95th %tile Q(veh) 2.2 - - - 0.9 1.9

Capacity Analysis Summary Sheets
Year 2031 No-Build Weekday Evening Peak Hour

Lanes, Volumes, Timings

1: Kessler Drive & IL 60

05/08/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	105	470	21	96	692	96	14	5	53	82	10	136
Future Volume (vph)	105	470	21	96	692	96	14	5	53	82	10	136
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	280		185	185		145	0		0	175		175
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	175			180			25			250		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.889				0.850
Flt Protected	0.950			0.950				0.990		0.950		
Satd. Flow (prot)	1787	3762	1615	1805	3725	1599	0	3177	0	1787	2000	1615
Flt Permitted	0.329			0.452				0.904		0.704		
Satd. Flow (perm)	619	3762	1615	859	3725	1599	0	2901	0	1324	2000	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59			103		57				146
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		698			2311			492			546	
Travel Time (s)		11.9			39.4			13.4			12.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	0%	0%	2%	1%	0%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	505	23	103	744	103	0	77	0	88	11	146
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4		3	8	1
Permitted Phases	6		6	2		2	4			8		8
Detector Phase	1	6	7	5	2	3	7	4		3	8	1
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	10.0		3.0	10.0	3.0
Minimum Split (s)	9.5	25.0	9.5	9.5	38.0	9.5	9.5	24.0		9.5	24.0	9.5
Total Split (s)	13.0	70.0	13.0	13.0	70.0	13.0	13.0	24.0		13.0	24.0	13.0
Total Split (%)	10.8%	58.3%	10.8%	10.8%	58.3%	10.8%	10.8%	20.0%		10.8%	20.0%	10.8%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		3.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5		9.0		3.5	6.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Act Effct Green (s)	84.9	74.5	90.8	84.3	74.3	92.2		10.5		21.7	17.3	27.9
Actuated g/C Ratio	0.71	0.62	0.76	0.70	0.62	0.77		0.09		0.18	0.14	0.23
v/c Ratio	0.22	0.22	0.02	0.16	0.32	0.08		0.24		0.31	0.04	0.30
Control Delay (s/veh)	6.5	11.2	0.0	10.7	24.1	4.7		20.7		44.2	44.9	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	6.5	11.2	0.0	10.7	24.1	4.7		20.7		44.2	44.9	7.8
LOS	A	B	A	B	C	A		C		D	D	A
Approach Delay (s/veh)		10.0			20.5			20.7			22.5	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	24	89	0	48	236	10		7		56	7	0
Queue Length 95th (ft)	46	132	0	82	283	32		33		99	25	49

NB PM 9:23 am 05/06/2025 No-Build Weekday Evening Peak Hour

Synchro 12 Report

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Lanes, Volumes, Timings

1: Kessler Drive & IL 60

05/08/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		618			2231			412			466	
Turn Bay Length (ft)	280		185	185		145				175		175
Base Capacity (vph)	539	2336	1277	692	2305	1254		502		286	341	508
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0
Reduced v/c Ratio	0.21	0.22	0.02	0.15	0.32	0.08		0.15		0.31	0.03	0.29

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 113 (94%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.32

Intersection Signal Delay (s/veh): 17.3

Intersection LOS: B

Intersection Capacity Utilization 50.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Kessler Drive & IL 60

 Ø1	 Ø2 (R)	 Ø3	 Ø4
13 s	70 s	13 s	24 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
13 s	70 s	13 s	24 s

Lanes, Volumes, Timings
2: Shank Avenue /IL 83 & IL 60

05/08/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	64	266	1	361	392	61	52	604	36	0	881	322
Future Volume (vph)	64	266	1	361	392	61	52	604	36	0	881	322
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	305		0	425		145	215		0	0		415
Storage Lanes	1		0	1		1	1		0	0		1
Taper Length (ft)	170			135			180			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.999				0.850		0.991				0.850
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1774	0	1736	1980	1615	1736	3544	0	0	3762	1553
Flt Permitted	0.471			0.180			0.170					
Satd. Flow (perm)	877	1774	0	329	1980	1615	311	3544	0	0	3762	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						59		8				301
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		779			860			2311			801	
Travel Time (s)		13.3			14.7			39.4			13.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	7%	0%	4%	1%	0%	4%	1%	0%	0%	1%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	287	0	388	422	66	56	688	0	0	947	346
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA			NA	pm+ov
Protected Phases	3	8		7	4	5	5	2			6	7
Permitted Phases	8			4		4	2					6
Detector Phase	3	8		7	4	5	5	2			6	7
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	15.0	3.0	3.0	15.0			15.0	3.0
Minimum Split (s)	9.5	24.0		9.5	22.5	9.5	9.5	24.0			24.0	9.5
Total Split (s)	13.0	24.0		25.0	36.0	13.0	13.0	71.0			58.0	25.0
Total Split (%)	10.8%	20.0%		20.8%	30.0%	10.8%	10.8%	59.2%			48.3%	20.8%
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5			4.5	3.5
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	0.0	1.5			1.5	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0			6.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead				Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Min			C-Min	None
Act Effct Green (s)	28.6	18.0		48.9	36.6	49.9	64.1	61.6			52.6	83.5
Actuated g/C Ratio	0.24	0.15		0.41	0.31	0.42	0.53	0.51			0.44	0.70
v/c Ratio	0.26	1.08		0.91	0.70	0.09	0.22	0.38			0.57	0.30
Control Delay (s/veh)	29.0	126.8		58.7	46.2	7.7	13.3	15.0			19.6	0.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	29.0	126.8		58.7	46.2	7.7	13.3	15.0			19.6	0.9
LOS	C	F		E	D	A	B	B			B	A
Approach Delay (s/veh)		107.8			48.8			14.9			14.6	
Approach LOS		F			D			B			B	
Queue Length 50th (ft)	31	~246		232	289	3	18	132			164	1
Queue Length 95th (ft)	m68	m#427		#466	#481	33	33	142			242	12

NB PM 9:23 am 05/06/2025 No-Build Weekday Evening Peak Hour

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

2: Shank Avenue /IL 83 & IL 60

05/08/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Internal Link Dist (ft)		699			780			2231			721	
Turn Bay Length (ft)	305			425		145	215					415
Base Capacity (vph)	289	266		425	604	734	278	1923			1670	1172
Starvation Cap Reductn	0	0		0	0	0	0	0			0	0
Spillback Cap Reductn	0	0		0	0	0	0	0			0	0
Storage Cap Reductn	0	0		0	0	0	0	0			0	0
Reduced v/c Ratio	0.24	1.08		0.91	0.70	0.09	0.20	0.36			0.57	0.30

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 104 (87%), Referenced to phase 2:SETL and 6:NWT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay (s/veh): 34.0

Intersection LOS: C

Intersection Capacity Utilization 77.2%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

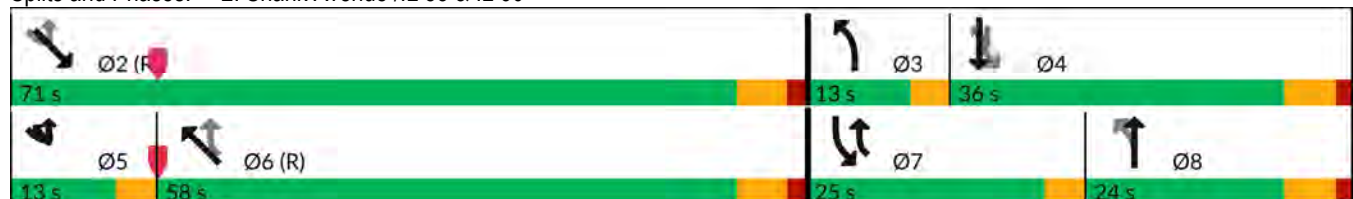
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shank Avenue /IL 83 & IL 60



Lanes, Volumes, Timings
3: IL 60 & Maple Ave (IL 176)

05/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	192	47	58	329	353	78	830	64	266	680	21
Future Volume (vph)	20	192	47	58	329	353	78	830	64	266	680	21
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		235	225		365	215		0	385		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	190			190			170			155		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.989			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1980	1615	1805	1942	1599	1770	3505	0	1787	3527	0
Flt Permitted	0.283			0.416			0.339			0.202		
Satd. Flow (perm)	512	1980	1615	790	1942	1599	631	3505	0	380	3527	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59			218		9			3	
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		800			1117			974			801	
Travel Time (s)		12.1			16.9			16.6			13.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	1%	0%	0%	3%	1%	2%	2%	0%	1%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	202	49	61	346	372	82	941	0	280	738	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0	9.5	11.5	24.0	9.5	9.5	24.0		9.5	24.0	
Total Split (s)	13.0	30.0	16.0	13.0	30.0	13.0	16.0	64.0		13.0	61.0	
Total Split (%)	10.8%	25.0%	13.3%	10.8%	25.0%	10.8%	13.3%	53.3%		10.8%	50.8%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	31.2	23.2	36.9	34.6	28.4	45.5	70.8	60.6		76.5	65.9	
Actuated g/C Ratio	0.26	0.19	0.31	0.29	0.24	0.38	0.59	0.51		0.64	0.55	
v/c Ratio	0.11	0.53	0.09	0.21	0.76	0.50	0.18	0.53		0.75	0.38	
Control Delay (s/veh)	29.0	48.9	5.7	30.7	54.1	13.8	10.2	22.0		29.5	19.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	29.0	48.9	5.7	30.7	54.1	13.8	10.2	22.0		29.5	19.0	
LOS	C	D	A	C	D	B	B	C		C	B	
Approach Delay (s/veh)		39.6			33.1			21.1			21.9	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	12	145	0	34	237	73	22	264		80	124	
Queue Length 95th (ft)	30	219	22	65	#414	187	46	323		m#171	m252	

NB PM 9:23 am 05/06/2025 No-Build Weekday Evening Peak Hour

Synchro 12 Report
Page 5

Lanes, Volumes, Timings
3: IL 60 & Maple Ave (IL 176)

05/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	720			1037			894			721		
Turn Bay Length (ft)	225		235	225		365	215			385		
Base Capacity (vph)	237	410	599	308	458	741	516	1801		372	1938	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.49	0.08	0.20	0.76	0.50	0.16	0.52		0.75	0.38	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay (s/veh): 26.0

Intersection LOS: C

Intersection Capacity Utilization 76.2%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: IL 60 & Maple Ave (IL 176)



Intersection

Int Delay, s/veh 10.3

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 323 243 393 36 16 430

Future Vol, veh/h 323 243 393 36 16 430

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length 295 - - - 200 0

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 94 94 94 94 94 94

Heavy Vehicles, % 5 3 3 0 0 2

Mvmt Flow 344 259 418 38 17 457

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 456 0 - 0 1383 437

Stage 1 - - - - 437 -

Stage 2 - - - - 946 -

Critical Hdwy 4.15 - - - 6.4 6.22

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.245 - - - 3.5 3.318

Pot Cap-1 Maneuver 1089 - - - 160 619

Stage 1 - - - - 655 -

Stage 2 - - - - 381 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1089 - - - 110 619

Mov Cap-2 Maneuver - - - - 110 -

Stage 1 - - - - 448 -

Stage 2 - - - - 381 -

Approach EB WB SB

HCM Ctrl Dly, s/v 5.61 0 26.08

HCM LOS D

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2

Capacity (veh/h) 1089 - - - 110 619

HCM Lane V/C Ratio 0.316 - - - 0.155 0.739

HCM Ctrl Dly (s/v) 9.8 - - - 43.8 25.4

HCM Lane LOS A - - - E D

HCM 95th %tile Q(veh) 1.4 - - - 0.5 6.4

Capacity Analysis Summary Sheets
Year 2031 No-Build Saturday Midday Peak Hour

Lanes, Volumes, Timings

1: Kessler Drive & IL 60

05/08/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	172	449	5	21	468	150	3	11	23	143	10	155
Future Volume (vph)	172	449	5	21	468	150	3	11	23	143	10	155
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	280		185	185		145	0		0	175		175
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	175			180			25			250		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.908				0.850
Flt Protected	0.950			0.950				0.996		0.950		
Satd. Flow (prot)	1805	3762	1615	1805	3762	1615	0	3265	0	1805	2000	1599
Flt Permitted	0.428			0.481				0.931		0.730		
Satd. Flow (perm)	813	3762	1615	914	3762	1615	0	3052	0	1387	2000	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			71			158		24				163
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		698			2311			492			546	
Travel Time (s)		11.9			39.4			13.4			12.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	473	5	22	493	158	0	39	0	151	11	163
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4		3	8	1
Permitted Phases	6		6	2		2	4			8		8
Detector Phase	1	6	7	5	2	3	7	4		3	8	1
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	10.0		3.0	10.0	3.0
Minimum Split (s)	9.5	24.0	9.5	9.5	38.0	9.5	9.5	22.0		9.5	22.0	9.5
Total Split (s)	15.0	50.0	13.0	15.0	50.0	13.0	13.0	22.0		13.0	22.0	15.0
Total Split (%)	15.0%	50.0%	13.0%	15.0%	50.0%	13.0%	13.0%	22.0%		13.0%	22.0%	15.0%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.3	0.5	0.0		0.5		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.8	6.5	3.5		6.5		3.5	6.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Act Effct Green (s)	70.0	63.5	75.0	62.6	54.2	74.2		10.0		23.0	18.7	34.0
Actuated g/C Ratio	0.70	0.64	0.75	0.63	0.54	0.74		0.10		0.23	0.19	0.34
v/c Ratio	0.27	0.20	0.00	0.04	0.24	0.13		0.12		0.40	0.03	0.25
Control Delay (s/veh)	7.7	10.2	0.0	12.2	25.5	4.2		19.2		33.4	30.0	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	7.7	10.2	0.0	12.2	25.5	4.2		19.2		33.4	30.0	4.1
LOS	A	B	A	B	C	A		B		C	C	A
Approach Delay (s/veh)		9.5			20.0			19.2			18.6	
Approach LOS		A			C			B			B	
Queue Length 50th (ft)	41	62	0	9	160	24		4		75	5	0
Queue Length 95th (ft)	78	124	0	m16	154	6		16		122	21	39

NB Sat Midday 9:24 am 05/06/2025 No-Build Weekday Sat Midday Peak Hour Synchro 12 Report

Lanes, Volumes, Timings

1: Kessler Drive & IL 60

05/08/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		618			2231			412			466	
Turn Bay Length (ft)	280		185	185		145				175		175
Base Capacity (vph)	685	2387	1289	718	2055	1238		509		375	423	686
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0
Reduced v/c Ratio	0.26	0.20	0.00	0.03	0.24	0.13		0.08		0.40	0.03	0.24

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 6 (6%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.40

Intersection Signal Delay (s/veh): 15.6

Intersection LOS: B

Intersection Capacity Utilization 50.4%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Kessler Drive & IL 60

 Ø1 15 s	 Ø2 (R) 50 s	 Ø3 13 s	 Ø4 22 s
 Ø5 15 s	 Ø6 (R) 50 s	 Ø7 13 s	 Ø8 22 s

Lanes, Volumes, Timings
2: Shank Avenue /IL 83 & IL 60

05/08/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	81	201	2	344	206	24	38	542	60	0	800	262
Future Volume (vph)	81	201	2	344	206	24	38	542	60	0	800	262
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	305		0	425		145	215		0	0		415
Storage Lanes	1		0	1		1	1		0	0		1
Taper Length (ft)	170			135			180			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.999				0.850		0.985				0.850
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1805	1809	0	1805	1980	1553	1752	3556	0	0	3762	1583
Flt Permitted	0.624			0.350			0.221					
Satd. Flow (perm)	1186	1809	0	665	1980	1553	408	3556	0	0	3762	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						71		18				273
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		779			860			2311			801	
Travel Time (s)		13.3			14.7			39.4			13.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	0%	0%	1%	4%	3%	0%	0%	0%	1%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	211	0	358	215	25	40	628	0	0	833	273
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA			NA	pm+ov
Protected Phases	3	8		7	4	5	5	2			6	7
Permitted Phases	8			4		4	2					6
Detector Phase	3	8		7	4	5	5	2			6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)	9.5	22.0		9.5	22.5	9.5	9.5	22.5			22.5	9.5
Total Split (s)	15.0	22.0		20.0	27.0	13.0	13.0	58.0			45.0	20.0
Total Split (%)	15.0%	22.0%		20.0%	27.0%	13.0%	13.0%	58.0%			45.0%	20.0%
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5			4.5	3.5
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	0.0	1.5			1.5	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0			6.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead				Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Min			C-Min	None
Act Effct Green (s)	26.4	15.4		38.2	25.6	38.2	54.8	52.3			44.0	66.8
Actuated g/C Ratio	0.26	0.15		0.38	0.26	0.38	0.55	0.52			0.44	0.67
v/c Ratio	0.23	0.76		0.80	0.42	0.04	0.13	0.34			0.50	0.24
Control Delay (s/veh)	22.6	59.0		39.7	35.7	0.1	14.8	15.9			15.7	0.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	22.6	59.0		39.7	35.7	0.1	14.8	15.9			15.7	0.7
LOS	C	E		D	D	A	B	B			B	A
Approach Delay (s/veh)		48.6			36.6			15.8			12.0	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	34	130		172	117	0	8	91			124	0
Queue Length 95th (ft)	67	#233		#258	195	0	41	240			185	11

NB Sat Midday 9:24 am 05/06/2025 No-Build Weekday Sat Midday Peak Hour Synchro 12 Report

Lanes, Volumes, Timings

2: Shank Avenue /IL 83 & IL 60

05/08/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Internal Link Dist (ft)		699			780			2231			721	
Turn Bay Length (ft)	305			425		145	215					415
Base Capacity (vph)	419	289		445	506	679	351	1868			1655	1147
Starvation Cap Reductn	0	0		0	0	0	0	0			0	0
Spillback Cap Reductn	0	0		0	0	0	0	0			0	0
Storage Cap Reductn	0	0		0	0	0	0	0			0	0
Reduced v/c Ratio	0.20	0.73		0.80	0.42	0.04	0.11	0.34			0.50	0.24

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 90 (90%), Referenced to phase 2:SETL and 6:NWT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 22.5

Intersection LOS: C

Intersection Capacity Utilization 71.6%

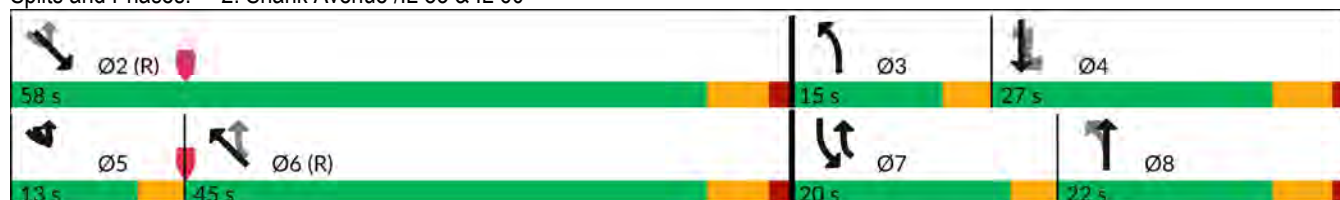
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Shank Avenue /IL 83 & IL 60



Lanes, Volumes, Timings
3: IL 60 & Maple Ave (IL 176)

05/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	163	45	50	203	358	32	674	41	237	649	2
Future Volume (vph)	30	163	45	50	203	358	32	674	41	237	649	2
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		235	225		365	215		0	385		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	190			190			170			155		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.991				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1980	1583	1805	1980	1599	1641	3511	0	1805	3574	0
Flt Permitted	0.523			0.502			0.371			0.270		
Satd. Flow (perm)	965	1980	1583	954	1980	1599	641	3511	0	513	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			71			270		8				
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		800			1117			974			801	
Travel Time (s)		12.1			16.9			16.6			13.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	1%	2%	0%	1%	1%	10%	2%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	173	48	53	216	381	34	761	0	252	692	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0		9.5	24.0	
Total Split (s)	13.0	25.0	16.0	13.0	25.0	13.0	16.0	49.0		13.0	46.0	
Total Split (%)	13.0%	25.0%	16.0%	13.0%	25.0%	13.0%	16.0%	49.0%		13.0%	46.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	25.9	17.7	30.1	27.9	20.3	35.9	56.8	48.0		63.1	53.0	
Actuated g/C Ratio	0.26	0.18	0.30	0.28	0.20	0.36	0.57	0.48		0.63	0.53	
v/c Ratio	0.11	0.49	0.09	0.16	0.54	0.51	0.08	0.45		0.56	0.37	
Control Delay (s/veh)	23.6	41.9	3.2	24.3	41.1	9.8	9.1	19.4		16.8	16.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	23.6	41.9	3.2	24.3	41.1	9.8	9.1	19.4		16.8	16.8	
LOS	C	D	A	C	D	A	A	B		B	B	
Approach Delay (s/veh)		32.2			21.4			19.0			16.8	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	14	99	0	23	125	47	8	179		65	149	
Queue Length 95th (ft)	34	165	14	50	199	132	22	233		m93	296	

Lanes, Volumes, Timings
3: IL 60 & Maple Ave (IL 176)

05/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	720			1037			894			721		
Turn Bay Length (ft)	225		235	225		365	215			385		
Base Capacity (vph)	343	381	619	352	418	753	526	1688		453	1894	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.45	0.08	0.15	0.52	0.51	0.06	0.45		0.56	0.37	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay (s/veh): 20.0

Intersection LOS: C

Intersection Capacity Utilization 65.6%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: IL 60 & Maple Ave (IL 176)

 Ø1	 Ø2 (R)	 Ø3	 Ø4
13 s	49 s	13 s	25 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
16 s	46 s	13 s	25 s

Intersection						
Int Delay, s/veh	5.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	280	233	233	4	5	261
Future Vol, veh/h	280	233	233	4	5	261
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	295	-	-	-	200	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	1	0	0	0	0
Mvmt Flow	301	251	251	4	5	281
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	255	0	-	0	1105	253
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	853	-
Critical Hdwy	4.14	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.236	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1299	-	-	-	235	791
Stage 1	-	-	-	-	794	-
Stage 2	-	-	-	-	421	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1299	-	-	-	181	791
Mov Cap-2 Maneuver	-	-	-	-	181	-
Stage 1	-	-	-	-	610	-
Stage 2	-	-	-	-	421	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	4.7	0		12.29		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1299	-	-	-	181	791
HCM Lane V/C Ratio	0.232	-	-	-	0.03	0.355
HCM Ctrl Dly (s/v)	8.6	-	-	-	25.5	12
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.9	-	-	-	0.1	1.6

Capacity Analysis Summary Sheets
Year 2031 Total Projected Weekday Morning Peak Hour

Lanes, Volumes, Timings

1: Kessler Drive & IL 60

05/08/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	61	794	9	31	367	58	20	2	68	59	3	24
Future Volume (vph)	61	794	9	31	367	58	20	2	68	59	3	24
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	280		185	185		145	0		0	175		175
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	175			180			25			250		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.886				0.850
Flt Protected	0.950			0.950				0.989		0.950		
Satd. Flow (prot)	1719	3689	1615	1597	3519	1583	0	2940	0	1612	1504	1553
Flt Permitted	0.512			0.312				0.887		0.494		
Satd. Flow (perm)	926	3689	1615	525	3519	1583	0	2637	0	838	1504	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59			61		72				59
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		698			1933			492			546	
Travel Time (s)		11.9			32.9			13.4			12.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	3%	0%	13%	8%	2%	0%	0%	10%	12%	33%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	836	9	33	386	61	0	95	0	62	3	25
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4		3	8	1
Permitted Phases	6		6	2		2	4			8		8
Detector Phase	1	6	7	5	2	3	7	4		3	8	1
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	10.0		3.0	10.0	3.0
Minimum Split (s)	9.5	37.0	9.5	9.5	38.0	9.5	9.5	20.0		9.5	20.0	9.5
Total Split (s)	16.0	71.0	13.0	16.0	71.0	13.0	13.0	20.0		13.0	20.0	16.0
Total Split (%)	13.3%	59.2%	10.8%	13.3%	59.2%	10.8%	10.8%	16.7%		10.8%	16.7%	13.3%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	1.0	1.5	0.5		2.0		1.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	4.5	7.5	4.0		8.0		4.5	6.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Act Effct Green (s)	89.4	82.6	94.1	86.0	78.7	93.4		8.3		20.9	17.6	30.3
Actuated g/C Ratio	0.75	0.69	0.78	0.72	0.66	0.78		0.07		0.17	0.15	0.25
v/c Ratio	0.09	0.33	0.01	0.08	0.17	0.05		0.38		0.33	0.01	0.06
Control Delay (s/veh)	4.7	9.2	0.0	10.8	19.8	1.3		22.0		45.5	43.7	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	4.7	9.2	0.0	10.8	19.8	1.3		22.0		45.5	43.7	0.5
LOS	A	A	A	B	B	A		C		D	D	A
Approach Delay (s/veh)		8.8			16.8			22.0			33.0	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	11	142	0	13	95	0		8		41	2	0
Queue Length 95th (ft)	27	211	0	27	130	4		31		78	12	2

Lanes, Volumes, Timings

1: Kessler Drive & IL 60

05/08/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		618			1853			412			466	
Turn Bay Length (ft)	280		185	185		145				175		175
Base Capacity (vph)	785	2538	1330	497	2308	1276		333		204	230	508
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0
Reduced v/c Ratio	0.08	0.33	0.01	0.07	0.17	0.05		0.29		0.30	0.01	0.05

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.38

Intersection Signal Delay (s/veh): 13.4

Intersection LOS: B

Intersection Capacity Utilization 47.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Kessler Drive & IL 60

 Ø1	 Ø2 (R)	 Ø3	 Ø4
16 s	71 s	13 s	20 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
16 s	71 s	13 s	20 s

Lanes, Volumes, Timings
2: Shank Avenue /IL 83 & IL 60

05/08/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	94	475	6	311	285	55	101	842	26	0	436	335
Future Volume (vph)	94	475	6	311	285	55	101	842	26	0	436	335
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	305		0	425		145	215		0	0		415
Storage Lanes	1		0	1		1	1		0	0		1
Taper Length (ft)	0			135			180			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.998				0.850		0.996				0.850
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1752	1824	0	1719	1905	1468	1770	3482	0	0	3551	1468
Flt Permitted	0.577			0.110			0.356					
Satd. Flow (perm)	1064	1824	0	199	1905	1468	663	3482	0	0	3551	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						59		3				201
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		307			860			378			801	
Travel Time (s)		5.2			14.7			6.4			13.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	4%	0%	5%	5%	10%	2%	3%	12%	0%	7%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	506	0	327	300	58	106	913	0	0	459	353
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA			NA	pm+ov
Protected Phases	3	8		7	4	5	5	2			6	7
Permitted Phases	8			4		4	2					6
Detector Phase	3	8		7	4	5	5	2			6	7
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	15.0	3.0	3.0	15.0			15.0	3.0
Minimum Split (s)	9.5	22.5		9.5	22.5	9.5	9.5	22.5			22.5	9.5
Total Split (s)	16.0	35.0		24.0	43.0	13.0	13.0	61.0			48.0	24.0
Total Split (%)	13.3%	29.2%		20.0%	35.8%	10.8%	10.8%	50.8%			40.0%	20.0%
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5			4.5	3.5
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	0.0	1.5			1.5	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0			6.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead				Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Min			C-Min	None
Act Effct Green (s)	44.4	32.8		62.5	47.4	62.3	50.5	48.0			35.7	65.3
Actuated g/C Ratio	0.37	0.27		0.52	0.40	0.52	0.42	0.40			0.30	0.54
v/c Ratio	0.22	1.02		0.81	0.40	0.07	0.29	0.65			0.44	0.40
Control Delay (s/veh)	18.8	88.1		45.9	30.0	4.9	19.8	26.3			23.8	2.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	18.8	88.1		45.9	30.0	4.9	19.8	26.3			23.8	2.8
LOS	B	F		D	C	A	B	C			C	A
Approach Delay (s/veh)		76.8			35.4			25.6			14.6	
Approach LOS		E			D			C			B	
Queue Length 50th (ft)	36	~461		183	165	0	41	204			78	0
Queue Length 95th (ft)	77	#672		#381	279	24	62	222			99	0

PR AM 9:24 am 05/06/2025 Projected Weekday Morning Peak Hour

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

2: Shank Avenue /IL 83 & IL 60

05/08/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Internal Link Dist (ft)		227			780			298			721	
Turn Bay Length (ft)	305			425		145	215					415
Base Capacity (vph)	495	498		403	752	797	366	1597			1242	891
Starvation Cap Reductn	0	0		0	0	0	0	0			0	0
Spillback Cap Reductn	0	0		0	0	0	0	0			0	0
Storage Cap Reductn	0	0		0	0	0	0	0			0	0
Reduced v/c Ratio	0.20	1.02		0.81	0.40	0.07	0.29	0.57			0.37	0.40

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 115 (96%), Referenced to phase 2:SETL and 6:NWT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay (s/veh): 34.8

Intersection LOS: C

Intersection Capacity Utilization 80.0%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Shank Avenue /IL 83 & IL 60



Lanes, Volumes, Timings
3: IL 60 & Maple Ave (IL 176)

05/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	258	48	28	136	178	71	528	49	450	688	21
Future Volume (vph)	53	258	48	28	136	178	71	528	49	450	688	21
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		235	225		365	215		0	385		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	190			190			170			155		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.987			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1942	1553	1687	1887	1538	1687	3277	0	1770	3453	0
Flt Permitted	0.541			0.380			0.366			0.327		
Satd. Flow (perm)	952	1942	1553	675	1887	1538	650	3277	0	609	3453	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59			189		11			3	
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		800			1117			974			801	
Travel Time (s)		12.1			16.9			16.6			13.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	3%	4%	7%	6%	5%	7%	9%	6%	2%	4%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	274	51	30	145	189	76	614	0	479	754	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0		9.5	24.0	
Total Split (s)	13.0	30.0	20.0	13.0	30.0	13.0	20.0	64.0		13.0	57.0	
Total Split (%)	10.8%	25.0%	16.7%	10.8%	25.0%	10.8%	16.7%	53.3%		10.8%	47.5%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	34.3	26.1	39.8	31.3	22.9	46.9	63.9	53.7		76.5	65.8	
Actuated g/C Ratio	0.29	0.22	0.33	0.26	0.19	0.39	0.53	0.45		0.64	0.55	
v/c Ratio	0.17	0.65	0.09	0.13	0.40	0.26	0.18	0.42		0.85	0.40	
Control Delay (s/veh)	28.7	50.0	5.5	27.8	45.1	4.7	11.6	23.5		39.6	11.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	28.7	50.0	5.5	27.8	45.1	4.7	11.6	23.5		39.6	11.7	
LOS	C	D	A	C	D	A	B	C		D	B	
Approach Delay (s/veh)		40.9			22.7			22.2			22.6	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	30	195	0	16	97	0	22	173		186	89	
Queue Length 95th (ft)	58	280	22	36	157	49	47	211		m#355	129	

Lanes, Volumes, Timings
3: IL 60 & Maple Ave (IL 176)

05/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	720			1037			894			721		
Turn Bay Length (ft)	225		235	225		365	215			385		
Base Capacity (vph)	332	439	664	266	402	715	529	1599		561	1893	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.17	0.62	0.08	0.11	0.36	0.26	0.14	0.38		0.85	0.40	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 119 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 25.1

Intersection LOS: C

Intersection Capacity Utilization 74.0%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: IL 60 & Maple Ave (IL 176)



Intersection						
Int Delay, s/veh	9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	561	333	163	65	25	322
Future Vol, veh/h	561	333	163	65	25	322
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	295	-	-	-	200	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	3	7	0	0	7
Mvmt Flow	603	358	175	70	27	346
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	245	0	-	0	1775	210
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	1565	-
Critical Hdwy	4.13	-	-	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.227	-	-	-	3.5	3.363
Pot Cap-1 Maneuver	1315	-	-	-	92	818
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	192	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1315	-	-	-	50	818
Mov Cap-2 Maneuver	-	-	-	-	50	-
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	192	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	6.3	0		21.9		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1315	-	-	-	50	818
HCM Lane V/C Ratio	0.459	-	-	-	0.539	0.424
HCM Ctrl Dly (s/v)	10	-	-	-	141.8	12.6
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	2.5	-	-	-	2	2.1

Intersection

Int Delay, s/veh 1.3

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 30 36 53 573 294 17

Future Vol, veh/h 30 36 53 573 294 17

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - 100 - - -

Veh in Median Storage, # 1 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 0 0 0 3 7 0

Mvmt Flow 32 38 56 603 309 18

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1033 318 327 0 - 0

Stage 1 318 - - - - -

Stage 2 715 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 260 727 1244 - - -

Stage 1 742 - - - - -

Stage 2 488 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 248 727 1244 - - -

Mov Cap-2 Maneuver 371 - - - - -

Stage 1 709 - - - - -

Stage 2 488 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 13.25 0.68 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1244 - 506 - -

HCM Lane V/C Ratio 0.045 - 0.137 - -

HCM Ctrl Dly (s/v) 8 - 13.2 - -

HCM Lane LOS A - B - -

HCM 95th %tile Q(veh) 0.1 - 0.5 - -

Intersection

Int Delay, s/veh 0.1

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	950	17	0	585	0	19
Future Vol, veh/h	950	17	0	585	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	0	0	7	0	0
Mvmt Flow	1000	18	0	616	0	20

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 509
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.9
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.3
Pot Cap-1 Maneuver	-	-	0 - 0 515
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 515
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	SE	NW	NE
HCM Ctrl Dly, s/v	0	0	12.28
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWT	SET	SER
Capacity (veh/h)	515	-	-	-
HCM Lane V/C Ratio	0.039	-	-	-
HCM Ctrl Dly (s/v)	12.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Capacity Analysis Summary Sheets
Year 2031 Total Projected Weekday Evening Peak Hour

Lanes, Volumes, Timings

1: Kessler Drive & IL 60

05/07/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	105	480	21	96	702	96	14	5	53	82	10	136
Future Volume (vph)	105	480	21	96	702	96	14	5	53	82	10	136
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	280		185	185		145	0		0	175		175
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	175			180			25			250		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.889				0.850
Flt Protected	0.950			0.950				0.990		0.950		
Satd. Flow (prot)	1787	3762	1615	1805	3725	1599	0	3177	0	1787	2000	1615
Flt Permitted	0.324			0.446				0.918		0.704		
Satd. Flow (perm)	610	3762	1615	847	3725	1599	0	2946	0	1324	2000	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59			103		57				146
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		698			1933			492			546	
Travel Time (s)		11.9			32.9			13.4			12.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	0%	0%	2%	1%	0%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	516	23	103	755	103	0	77	0	88	11	146
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4		3	8	1
Permitted Phases	6		6	2		2	4			8		8
Detector Phase	1	6	7	5	2	3	7	4		3	8	1
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	10.0		3.0	10.0	3.0
Minimum Split (s)	9.5	25.0	9.5	9.5	38.0	9.5	9.5	24.0		9.5	24.0	9.5
Total Split (s)	13.0	70.0	13.0	13.0	70.0	13.0	13.0	24.0		13.0	24.0	13.0
Total Split (%)	10.8%	58.3%	10.8%	10.8%	58.3%	10.8%	10.8%	20.0%		10.8%	20.0%	10.8%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5		6.0		3.5	6.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Act Effct Green (s)	85.0	74.7	90.9	84.5	74.4	92.4		13.9		21.6	17.1	27.7
Actuated g/C Ratio	0.71	0.62	0.76	0.70	0.62	0.77		0.12		0.18	0.14	0.23
v/c Ratio	0.22	0.22	0.02	0.16	0.33	0.08		0.19		0.31	0.04	0.30
Control Delay (s/veh)	6.5	11.2	0.0	10.2	22.8	4.5		16.0		44.4	45.2	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	6.5	11.2	0.0	10.2	22.8	4.5		16.0		44.4	45.2	7.9
LOS	A	B	A	B	C	A		B		D	D	A
Approach Delay (s/veh)		10.0			19.5			16.0			22.7	
Approach LOS		A			B			B			C	
Queue Length 50th (ft)	24	91	0	45	228	10		7		56	7	0
Queue Length 95th (ft)	45	133	0	79	285	31		26		100	25	49

PR PM 9:25 am 05/06/2025 Projected Weekday Evening Peak Hour

Synchro 12 Report

Page 1

Lanes, Volumes, Timings

1: Kessler Drive & IL 60

05/07/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		618			1853			412			466	
Turn Bay Length (ft)	280		185	185		145				175		175
Base Capacity (vph)	534	2341	1279	685	2310	1256		596		284	338	506
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0
Reduced v/c Ratio	0.21	0.22	0.02	0.15	0.33	0.08		0.13		0.31	0.03	0.29

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 113 (94%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.33

Intersection Signal Delay (s/veh): 16.5

Intersection LOS: B

Intersection Capacity Utilization 48.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Kessler Drive & IL 60

 Ø1	 Ø2 (R)	 Ø3	 Ø4
13 s	70 s	13 s	24 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
13 s	70 s	13 s	24 s

Lanes, Volumes, Timings
2: Shank Avenue /IL 83 & IL 60

05/07/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	80	271	9	361	402	61	57	611	36	0	881	322
Future Volume (vph)	80	271	9	361	402	61	57	611	36	0	881	322
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	305		0	425		145	215		0	0		415
Storage Lanes	1		0	1		1	1		0	0		1
Taper Length (ft)	0			135			180			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.995				0.850		0.992				0.850
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1771	0	1736	1980	1615	1736	3548	0	0	3762	1553
Flt Permitted	0.441			0.180			0.169					
Satd. Flow (perm)	821	1771	0	329	1980	1615	309	3548	0	0	3762	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				59		8				289
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		307			860			378			801	
Travel Time (s)		5.2			14.7			6.4			13.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	7%	0%	4%	1%	0%	4%	1%	0%	0%	1%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	301	0	388	432	66	61	696	0	0	947	346
Turn Type	pm+pt	NA		pm+pt	NA	pt+ov	pm+pt	NA			NA	pm+ov
Protected Phases	3	8		7	4	4 5	5	2			6	7
Permitted Phases	8			4			2					6
Detector Phase	3	8		7	4	4 5	5	2			6	7
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	15.0		3.0	15.0			15.0	3.0
Minimum Split (s)	9.5	24.0		9.5	22.5		9.5	24.0			24.0	9.5
Total Split (s)	13.0	24.0		25.0	36.0		13.0	71.0			58.0	25.0
Total Split (%)	10.8%	20.0%		20.8%	30.0%		10.8%	59.2%			48.3%	20.8%
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5			4.5	3.5
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5			1.5	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0			6.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead				Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes				Yes	Yes
Recall Mode	None	None		None	None		None	C-Min			C-Min	None
Act Effct Green (s)	29.0	18.0		49.1	36.5	47.5	63.9	61.4			52.3	83.4
Actuated g/C Ratio	0.24	0.15		0.41	0.30	0.40	0.53	0.51			0.44	0.70
v/c Ratio	0.32	1.13		0.91	0.72	0.10	0.24	0.38			0.58	0.30
Control Delay (s/veh)	30.5	142.5		57.7	47.1	8.2	13.9	15.3			19.7	0.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	30.5	142.5		57.7	47.1	8.2	13.9	15.3			19.7	0.9
LOS	C	F		E	D	A	B	B			B	A
Approach Delay (s/veh)		117.6			48.9			15.2			14.7	
Approach LOS		F			D			B			B	
Queue Length 50th (ft)	39	~266		232	300	3	20	135			165	1
Queue Length 95th (ft)	m83	m#451		#466	#499	34	39	160			242	14

PR PM 9:25 am 05/06/2025 Projected Weekday Evening Peak Hour

Synchro 12 Report
Page 3

Lanes, Volumes, Timings
2: Shank Avenue /IL 83 & IL 60

05/07/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Internal Link Dist (ft)		227			780			298			721	
Turn Bay Length (ft)	305			425		145	215					415
Base Capacity (vph)	281	266		428	602	700	277	1925			1661	1167
Starvation Cap Reductn	0	0		0	0	0	0	0			0	0
Spillback Cap Reductn	0	0		0	0	0	0	0			0	0
Storage Cap Reductn	0	0		0	0	0	0	0			0	0
Reduced v/c Ratio	0.31	1.13		0.91	0.72	0.09	0.22	0.36			0.57	0.30

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 104 (87%), Referenced to phase 2:SETL and 6:NWT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay (s/veh): 35.9

Intersection LOS: D

Intersection Capacity Utilization 77.9%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

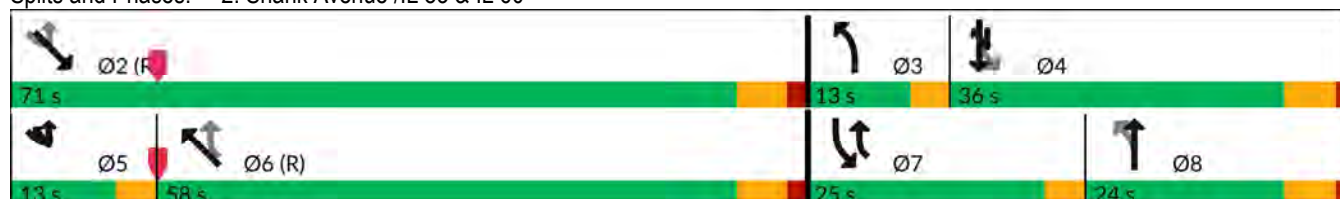
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shank Avenue /IL 83 & IL 60



Lanes, Volumes, Timings
3: IL 60 & Maple Ave (IL 176)

05/07/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	194	49	58	336	353	96	824	64	271	690	21
Future Volume (vph)	20	194	49	58	336	353	96	824	64	271	690	21
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		235	225		365	215		0	385		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	190			190			170			155		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.989			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1980	1615	1805	1942	1599	1770	3505	0	1787	3527	0
Flt Permitted	0.280			0.421			0.320			0.201		
Satd. Flow (perm)	507	1980	1615	800	1942	1599	596	3505	0	378	3527	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59			220		9			3	
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		800			1117			974			801	
Travel Time (s)		12.1			16.9			16.6			13.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	1%	0%	0%	3%	1%	2%	2%	0%	1%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	204	52	61	354	372	101	934	0	285	748	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0	9.5	11.5	24.0	9.5	9.5	24.0		9.5	24.0	
Total Split (s)	13.0	30.0	16.0	13.0	30.0	13.0	16.0	64.0		13.0	61.0	
Total Split (%)	10.8%	25.0%	13.3%	10.8%	25.0%	10.8%	13.3%	53.3%		10.8%	50.8%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	31.9	23.9	38.2	35.4	29.2	46.5	70.3	59.6		75.3	62.7	
Actuated g/C Ratio	0.27	0.20	0.32	0.30	0.24	0.39	0.59	0.50		0.63	0.52	
v/c Ratio	0.10	0.52	0.09	0.20	0.75	0.49	0.24	0.54		0.77	0.41	
Control Delay (s/veh)	28.6	48.0	6.2	30.1	53.2	13.3	10.9	22.7		31.1	20.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	28.6	48.0	6.2	30.1	53.2	13.3	10.9	22.7		31.1	20.2	
LOS	C	D	A	C	D	B	B	C		C	C	
Approach Delay (s/veh)		38.7			32.6			21.6			23.2	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	12	146	0	34	242	70	28	266		81	125	
Queue Length 95th (ft)	30	221	24	65	#428	185	54	320		m#192	m256	

Lanes, Volumes, Timings
3: IL 60 & Maple Ave (IL 176)

05/07/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	720			1037			894			721		
Turn Bay Length (ft)	225		235	225		365	215			385		
Base Capacity (vph)	239	418	609	315	471	754	492	1785		370	1856	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.49	0.09	0.19	0.75	0.49	0.21	0.52		0.77	0.40	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 26.4

Intersection LOS: C

Intersection Capacity Utilization 76.6%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: IL 60 & Maple Ave (IL 176)



Intersection

Int Delay, s/veh 11.4

Movement EBL EBT WBT WBR SBL SBRLane Configurations      

Traffic Vol, veh/h 337 239 390 64 24 443

Future Vol, veh/h 337 239 390 64 24 443

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length 295 - - - 200 0

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 94 94 94 94 94 94

Heavy Vehicles, % 5 3 3 0 0 2

Mvmt Flow 359 254 415 68 26 471

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 483 0 - 0 1420 449

Stage 1 - - - - 449 -

Stage 2 - - - - 971 -

Critical Hdwy 4.15 - - - 6.4 6.22

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.245 - - - 3.5 3.318

Pot Cap-1 Maneuver 1064 - - - 152 610

Stage 1 - - - - 647 -

Stage 2 - - - - 370 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1064 - - - 101 610

Mov Cap-2 Maneuver - - - - 101 -

Stage 1 - - - - 429 -

Stage 2 - - - - 370 -

Approach EB WB SB

HCM Ctrl Dly, s/v 5.9 0 29.33

HCM LOS D

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2

Capacity (veh/h) 1064 - - - 101 610

HCM Lane V/C Ratio 0.337 - - - 0.253 0.773

HCM Ctrl Dly (s/v) 10.1 - - - 52.5 28.1

HCM Lane LOS B - - - F D

HCM 95th %tile Q(veh) 1.5 - - - 0.9 7.2

Intersection

Int Delay, s/veh 1.4

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 29 26 42 359 423 15

Future Vol, veh/h 29 26 42 359 423 15

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - 100 - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 0 0 0 5 2 0

Mvmt Flow 31 27 44 378 445 16

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 919 453 461 0 - 0

Stage 1 453 - - - - -

Stage 2 466 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 303 611 1111 - - -

Stage 1 644 - - - - -

Stage 2 636 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 291 611 1111 - - -

Mov Cap-2 Maneuver 291 - - - - -

Stage 1 619 - - - - -

Stage 2 636 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 15.93 0.88 0

HCM LOS C

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1111 - 387 - -

HCM Lane V/C Ratio 0.04 - 0.15 - -

HCM Ctrl Dly (s/v) 8.4 - 15.9 - -

HCM Lane LOS A - C - -

HCM 95th %tile Q(veh) 0.1 - 0.5 - -

Intersection

Int Delay, s/veh 0.1

Movement SET SER NWL NWT NEL NER

Lane Configurations ↑↑ ↑↑ ↑

Traffic Vol, veh/h 687 15 0 1022 0 17

Future Vol, veh/h 687 15 0 1022 0 17

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - - 0

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 1 0 0 1 0 0

Mvmt Flow 723 16 0 1076 0 18

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 - - - 369

Stage 1 - - - - - -

Stage 2 - - - - - -

Critical Hdwy - - - - - 6.9

Critical Hdwy Stg 1 - - - - - -

Critical Hdwy Stg 2 - - - - - -

Follow-up Hdwy - - - - - 3.3

Pot Cap-1 Maneuver - - 0 - 0 633

Stage 1 - - 0 - 0 -

Stage 2 - - 0 - 0 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - - - - 633

Mov Cap-2 Maneuver - - - - - -

Stage 1 - - - - - -

Stage 2 - - - - - -

Approach SE NW NE

HCM Ctrl Dly, s/v 0 0 10.85

HCM LOS B

Minor Lane/Major Mvmt NELn1 NWT SET SER

Capacity (veh/h) 633 - - -

HCM Lane V/C Ratio 0.028 - - -

HCM Ctrl Dly (s/v) 10.8 - - -

HCM Lane LOS B - - -

HCM 95th %tile Q(veh) 0.1 - - -

Capacity Analysis Summary Sheets
Year 2031 Total Projected Saturday Midday Peak Hour

Lanes, Volumes, Timings

1: Kessler Drive & IL 60

05/08/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	172	457	5	21	476	150	3	11	23	143	10	155
Future Volume (vph)	172	457	5	21	476	150	3	11	23	143	10	155
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	280		185	185		145	0		0	175		175
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	175			180			25			250		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.908				0.850
Flt Protected	0.950			0.950				0.996		0.950		
Satd. Flow (prot)	1805	3762	1615	1805	3762	1615	0	3265	0	1805	2000	1599
Flt Permitted	0.428			0.477				0.932		0.730		
Satd. Flow (perm)	813	3762	1615	906	3762	1615	0	3055	0	1387	2000	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			71			158		24				163
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		698			1933			492			546	
Travel Time (s)		11.9			32.9			13.4			12.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	481	5	22	501	158	0	39	0	151	11	163
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4		3	8	1
Permitted Phases	6		6	2		2	4			8		8
Detector Phase	1	6	7	5	2	3	7	4		3	8	1
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	10.0		3.0	10.0	3.0
Minimum Split (s)	9.5	24.0	9.5	9.5	38.0	9.5	9.5	22.0		9.5	22.0	9.5
Total Split (s)	15.0	50.0	13.0	15.0	50.0	13.0	13.0	22.0		13.0	22.0	15.0
Total Split (%)	15.0%	50.0%	13.0%	15.0%	50.0%	13.0%	13.0%	22.0%		13.0%	22.0%	15.0%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	1.2	1.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	7.2	4.5		6.0		3.5	6.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Act Effct Green (s)	70.0	63.5	75.0	63.2	53.5	73.2		10.6		23.0	18.7	34.0
Actuated g/C Ratio	0.70	0.64	0.75	0.63	0.54	0.73		0.11		0.23	0.19	0.34
v/c Ratio	0.27	0.20	0.00	0.04	0.25	0.13		0.11		0.40	0.03	0.25
Control Delay (s/veh)	7.7	10.3	0.0	11.0	25.7	4.2		18.9		33.4	30.0	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	7.7	10.3	0.0	11.0	25.7	4.2		18.9		33.4	30.0	4.1
LOS	A	B	A	B	C	A		B		C	C	A
Approach Delay (s/veh)		9.5			20.2			18.9			18.6	
Approach LOS		A			C			B			B	
Queue Length 50th (ft)	41	63	0	9	166	22		4		75	5	0
Queue Length 95th (ft)	78	126	0	m15	155	5		16		122	21	39

PR Sat Midday 9:25 am 05/06/2025 Projected Weekday Sat Midday Peak Synchro 12 Report

Lanes, Volumes, Timings

1: Kessler Drive & IL 60

05/08/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		618			1853			412			466	
Turn Bay Length (ft)	280		185	185		145				175		175
Base Capacity (vph)	685	2387	1289	721	2029	1223		528		375	423	686
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0
Reduced v/c Ratio	0.26	0.20	0.00	0.03	0.25	0.13		0.07		0.40	0.03	0.24

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 6 (6%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.40

Intersection Signal Delay (s/veh): 15.7

Intersection LOS: B

Intersection Capacity Utilization 51.0%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Kessler Drive & IL 60

 Ø1 15 s	 Ø2 (R) 50 s	 Ø3 13 s	 Ø4 22 s
 Ø5 15 s	 Ø6 (R) 50 s	 Ø7 13 s	 Ø8 22 s

Lanes, Volumes, Timings
2: Shank Avenue /IL 83 & IL 60

05/08/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	102	206	9	344	214	24	42	549	60	0	800	262
Future Volume (vph)	102	206	9	344	214	24	42	549	60	0	800	262
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	305		0	425		145	215		0	0		415
Storage Lanes	1		0	1		1	1		0	0		1
Taper Length (ft)	0			135			180			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.994				0.850		0.985				0.850
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1805	1802	0	1805	1980	1553	1752	3556	0	0	3762	1583
Flt Permitted	0.619			0.311			0.224					
Satd. Flow (perm)	1176	1802	0	591	1980	1553	413	3556	0	0	3762	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				71		17				273
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		307			860			378			801	
Travel Time (s)		5.2			14.7			6.4			13.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	0%	0%	1%	4%	3%	0%	0%	0%	1%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	224	0	358	223	25	44	635	0	0	833	273
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA			NA	pm+ov
Protected Phases	3	8		7	4	5	5	2			6	7
Permitted Phases	8			4		4	2					6
Detector Phase	3	8		7	4	5	5	2			6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)	9.5	22.0		9.5	22.5	9.5	9.5	22.5			22.5	9.5
Total Split (s)	15.0	22.0		20.0	27.0	13.0	13.0	58.0			45.0	20.0
Total Split (%)	15.0%	22.0%		20.0%	27.0%	13.0%	13.0%	58.0%			45.0%	20.0%
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5			4.5	3.5
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	0.0	1.5			1.5	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0			6.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead				Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Min			C-Min	None
Act Effct Green (s)	27.2	15.6		38.1	23.0	35.7	54.9	52.4			44.0	66.5
Actuated g/C Ratio	0.27	0.16		0.38	0.23	0.36	0.55	0.52			0.44	0.67
v/c Ratio	0.28	0.79		0.84	0.49	0.04	0.14	0.34			0.50	0.24
Control Delay (s/veh)	24.6	62.7		43.6	38.2	0.1	15.4	15.7			15.6	0.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	24.6	62.7		43.6	38.2	0.1	15.4	15.7			15.6	0.7
LOS	C	E		D	D	A	B	B			B	A
Approach Delay (s/veh)		50.5			39.8			15.7			11.9	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	46	139		172	124	0	9	94			124	0
Queue Length 95th (ft)	85	#257		#280	203	0	46	232			183	11

Lanes, Volumes, Timings

2: Shank Avenue /IL 83 & IL 60

05/08/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Internal Link Dist (ft)		227			780			298			721	
Turn Bay Length (ft)	305			425		145	215					415
Base Capacity (vph)	420	290		426	454	640	354	1870			1654	1144
Starvation Cap Reductn	0	0		0	0	0	0	0			0	0
Spillback Cap Reductn	0	0		0	0	0	0	0			0	0
Storage Cap Reductn	0	0		0	0	0	0	0			0	0
Reduced v/c Ratio	0.25	0.77		0.84	0.49	0.04	0.12	0.34			0.50	0.24

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 90 (90%), Referenced to phase 2:SETL and 6:NWT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay (s/veh): 23.8

Intersection LOS: C

Intersection Capacity Utilization 72.3%

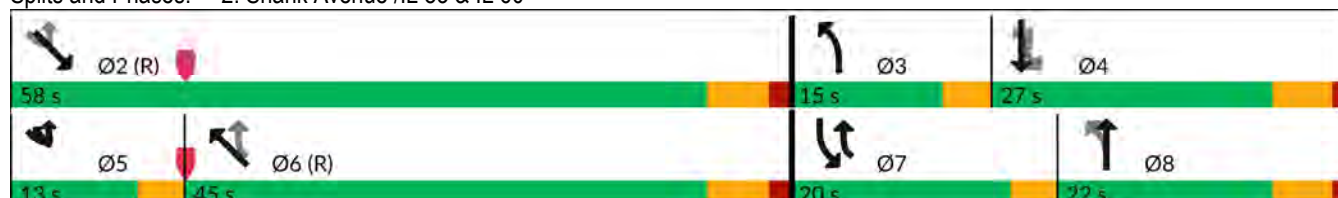
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Shank Avenue /IL 83 & IL 60



Lanes, Volumes, Timings
3: IL 60 & Maple Ave (IL 176)

05/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	165	46	50	210	358	55	661	41	242	658	2
Future Volume (vph)	30	165	46	50	210	358	55	661	41	242	658	2
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		235	225		365	215		0	385		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	190			190			170			155		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.991				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1980	1583	1805	1980	1599	1641	3511	0	1805	3574	0
Flt Permitted	0.507			0.496			0.359			0.276		
Satd. Flow (perm)	935	1980	1583	942	1980	1599	620	3511	0	524	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			71			274		8				
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		800			1117			974			801	
Travel Time (s)		12.1			16.9			16.6			13.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	1%	2%	0%	1%	1%	10%	2%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	176	49	53	223	381	59	747	0	257	702	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0		9.5	24.0	
Total Split (s)	13.0	25.0	16.0	13.0	25.0	13.0	16.0	49.0		13.0	46.0	
Total Split (%)	13.0%	25.0%	16.0%	13.0%	25.0%	13.0%	16.0%	49.0%		13.0%	46.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	26.0	17.8	30.8	28.0	20.4	36.1	57.3	47.8		62.6	52.3	
Actuated g/C Ratio	0.26	0.18	0.31	0.28	0.20	0.36	0.57	0.48		0.63	0.52	
v/c Ratio	0.11	0.50	0.09	0.16	0.55	0.51	0.14	0.44		0.57	0.38	
Control Delay (s/veh)	23.5	42.0	3.2	24.3	41.4	9.5	9.5	19.4		16.8	17.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	23.5	42.0	3.2	24.3	41.4	9.5	9.5	19.4		16.8	17.3	
LOS	C	D	A	C	D	A	A	B		B	B	
Approach Delay (s/veh)		32.3			21.5			18.7			17.2	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	14	100	0	23	129	45	14	176		66	170	
Queue Length 95th (ft)	34	167	15	50	205	129	33	228		m93	m297	

Lanes, Volumes, Timings
3: IL 60 & Maple Ave (IL 176)

05/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	720			1037			894			721		
Turn Bay Length (ft)	225		235	225		365	215			385		
Base Capacity (vph)	338	381	620	351	419	757	515	1687		457	1869	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.46	0.08	0.15	0.53	0.50	0.11	0.44		0.56	0.38	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay (s/veh): 20.2

Intersection LOS: C

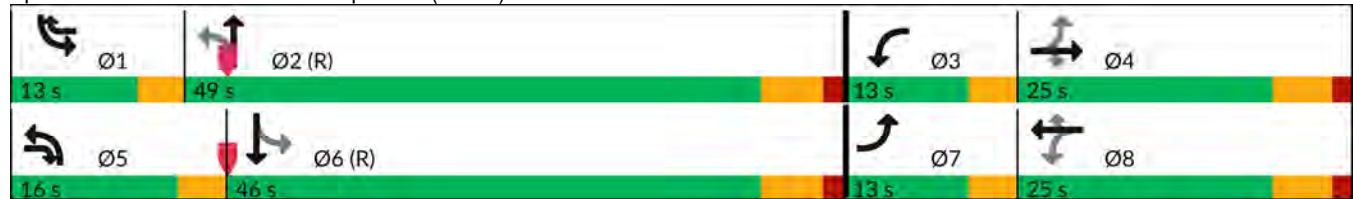
Intersection Capacity Utilization 65.5%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: IL 60 & Maple Ave (IL 176)



Intersection

Int Delay, s/veh 6.1

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 298 223 225 42 18 278

Future Vol, veh/h 298 223 225 42 18 278

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length 295 - - - 200 0

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 93 93 93 93 93 93

Heavy Vehicles, % 4 1 0 0 0 0

Mvmt Flow 320 240 242 45 19 299

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 287 0 - 0 1145 265

Stage 1 - - - - 265 -

Stage 2 - - - - 881 -

Critical Hdwy 4.14 - - - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.236 - - - 3.5 3.3

Pot Cap-1 Maneuver 1264 - - - 223 779

Stage 1 - - - - 784 -

Stage 2 - - - - 409 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1264 - - - 166 779

Mov Cap-2 Maneuver - - - - 166 -

Stage 1 - - - - 586 -

Stage 2 - - - - 409 -

Approach EB WB SB

HCM Ctrl Dly, s/v 5.04 0 13.51

HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2

Capacity (veh/h) 1264 - - - 166 779

HCM Lane V/C Ratio 0.254 - - - 0.116 0.384

HCM Ctrl Dly (s/v) 8.8 - - - 29.5 12.5

HCM Lane LOS A - - - D B

HCM 95th %tile Q(veh) 1 - - - 0.4 1.8

Intersection

Int Delay, s/veh 2

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 33 41 56 284 255 19

Future Vol, veh/h 33 41 56 284 255 19

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - 100 - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 0 0 0 4 0 0

Mvmt Flow 35 43 59 299 268 20

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 695 278 288 0 - 0

Stage 1 278 - - - - -

Stage 2 417 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 411 765 1285 - - -

Stage 1 773 - - - - -

Stage 2 669 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 392 765 1285 - - -

Mov Cap-2 Maneuver 392 - - - - -

Stage 1 738 - - - - -

Stage 2 669 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 12.83 1.31 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1285 - 537 - -

HCM Lane V/C Ratio 0.046 - 0.145 - -

HCM Ctrl Dly (s/v) 7.9 - 12.8 - -

HCM Lane LOS A - B - -

HCM 95th %tile Q(veh) 0.1 - 0.5 - -

Intersection

Int Delay, s/veh 0.1

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	629	19	0	926	0	22
Future Vol, veh/h	629	19	0	926	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	662	20	0	975	0	23

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 341
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.9
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.3
Pot Cap-1 Maneuver	-	-	0 - 0 661
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 661
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	SE	NW	NE
HCM Ctrl Dly, s/v	0	0	10.65
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWT	SET	SER
Capacity (veh/h)	661	-	-	-
HCM Lane V/C Ratio	0.035	-	-	-
HCM Ctrl Dly (s/v)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Right Turn Warrant

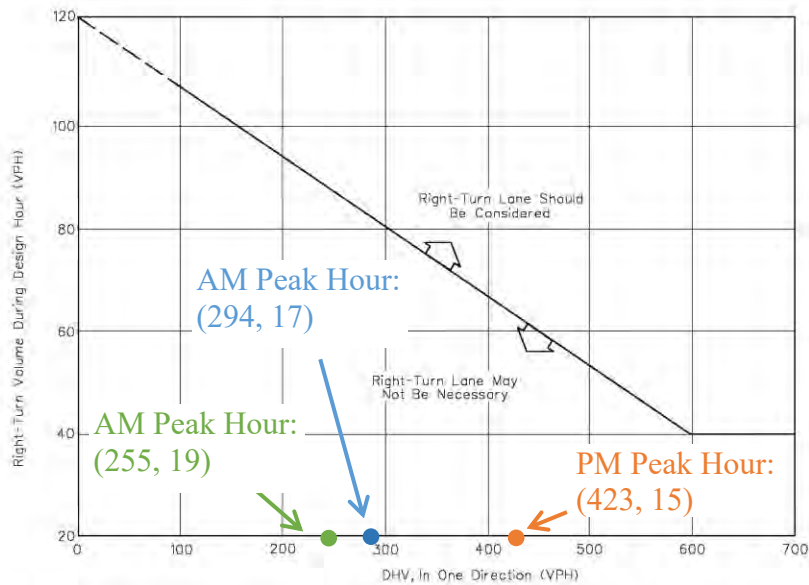
Schank Avenue/IL Route 83 with Proposed Access Drive

Road with Road Right Turn Lane Guidelines

Illinois

INTERSECTIONS

October 2015



Note: For highways with a design speed below 50 mph (80 km/hr), with a DHV in one direction of less than 300, and where right turns are greater than 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given: Design Speed = 35 mph (60 km/hr)
DHV (in one direction) = 250 vph
Right Turns = 100 vph

Problem: Determine if a right-turn lane is warranted.

Solution: To read the vertical axis, use $100 - 20 = 80$ vph. The figure indicates that right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

Figure 36-3.A

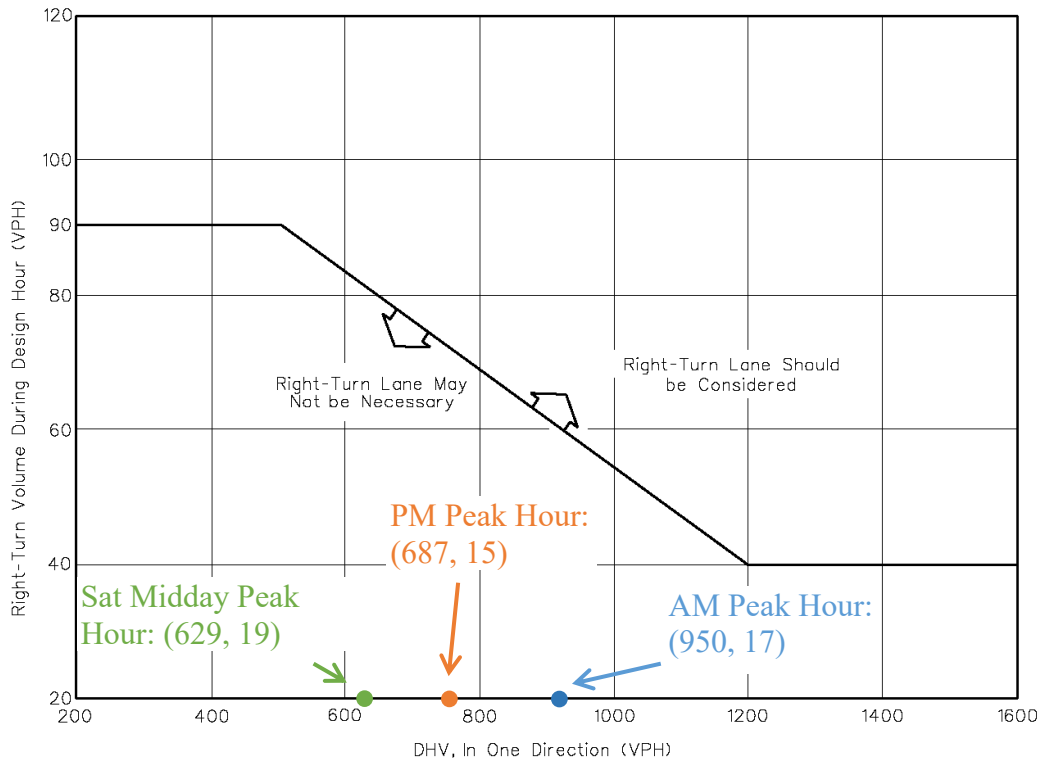
Right Turn Warrant
IL Route 60 with RIRO Proposed Access Drive

Road with Road Right Turn Lane Guidelines

Illinois

INTERSECTIONS

October 2015



Note: For speeds less than 50 mph (80 km/hr), see Section 36-3.01(a).

**GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTION
ON FOUR-LANE HIGHWAYS
(Design Speed of 50 mph (80 km/hr) or Greater)**

Figure 36-3.B

Mundelein Route 60 Dream Clean Sound Impact Study

March 14th, 2025

Prepared for:
Dream Clean Car Wash

Thunder Hearing & Sound was asked to study the noise radiated from the proposed Dream Clean Car Wash facility West of Route 60 and Schank Ave in Mundelein, IL. As shown in **FIGURE 1**, this plan includes a 150-foot tunnel with automated wash equipment and 20 vacuum stalls. Also included northeast of the car wash is a Dunkin'. Because the operation of a car wash generates noise, we were asked to evaluate the potential impact of this noise on the adjacent community.

Applicable Noise Regulations

The City of Mundelein noise code limits the overall A-weighted sound level. There are different limits for Residential, Commercial, and Industrial properties. And each property has a daytime limit and a nighttime limit (10:00 PM to 7:00 AM).

For noise radiated from commercial property, the limit is 65 dB(A) for the daytime hours. For reference, 60 dB(A) is the level of casual conversation while 50 dB(A) is half as loud and about the level of a dishwasher.

A-weighted sound levels are measurements of sound that adjust for the sensitivity of the human ear, which is less responsive to very low and very high frequencies. This adjustment mimics how we perceive loudness, is expressed in decibels (dBA), and is the most commonly used metric for sound.

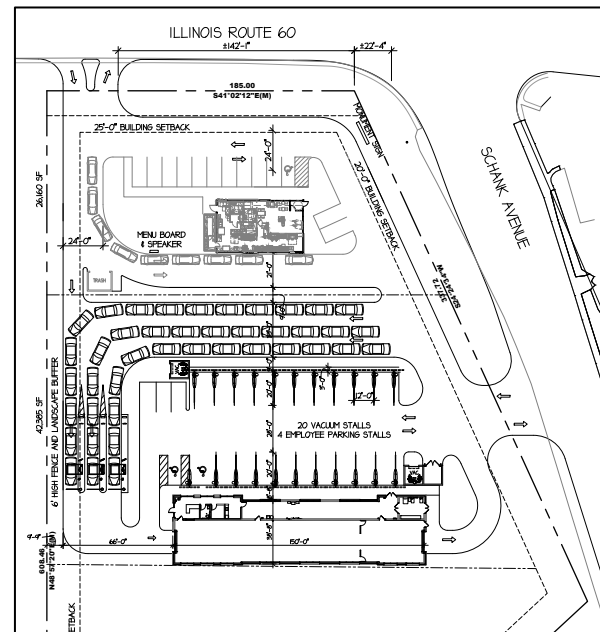


Figure 1 – Site Plan

Ambient Noise Assessment

The impact of a noise source depends primarily on its audibility. To assess the degree of audibility, we evaluated the existing ambient noise by visiting the site on Tuesday, March 25th, 2025. During our visit, we inspected the topography of the site, examined the surrounding area, characterized the ambient noise, identified its sources, and set up professional-grade equipment to record the noise.

The recording ran for a nominal 24-hours to sample the background noise during a typical day at the location shown in **FIGURE 2**. This location was chosen because it was representative of the noise in the area. The major noise source in the area was identified as traffic noise from Route 60 and Schank Ave.



Figure 2 – Ambient Sampling Location

The recordings were analyzed to generate ambient sound level data at 1-second intervals. The result of this analysis can be seen in **FIGURE 3**. This graph calls out several events of loud cars and trucks passing by. The thin green line in **FIGURE 3** shows the sound level each second. To better visualize the trend of the ambient noise, we computed the 10-minute median level, shown as the thick green line. Also

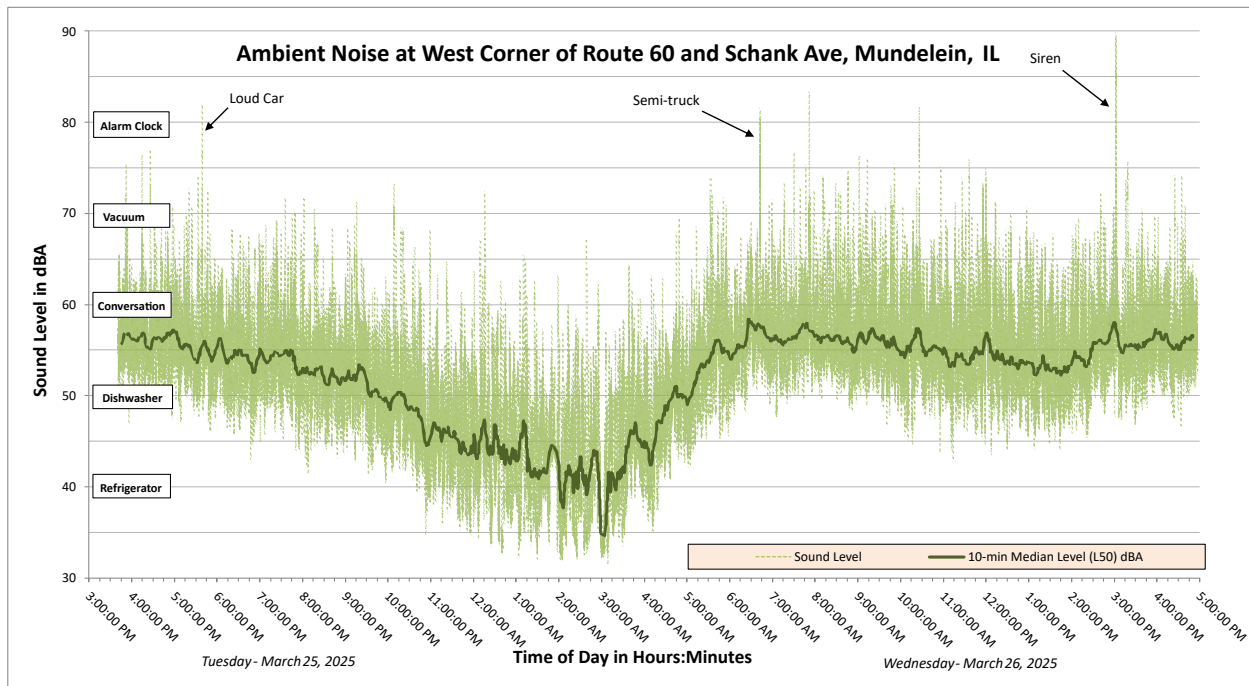


Figure 3 – Sound Level Trace of Ambient Noise

known as the L50 level, the median level is a common acoustical measure that gives the level of sound exceeded 50% of the time. This median level is a good measure of the background ambient noise. During the recording, the 1-hour median levels (L_{A50}) ranged from 41 dBA to 57 dBA, but for the hours the car wash would be open (8:00 am – 8:00 pm) the ambient noise range was **53 dBA to 56 dBA**.

Source Noise

To assess the sound emissions of the site we captured sound from a similar car wash (Drive Well Auto Spa in Mount Prospect, IL) with the same equipment planned for the Dream Clean car wash and a 151 ft tunnel.

The 18 total dryers/blowers at this car wash are shown in

FIGURE 4. We set up professional-grade equipment to record the noise and then analyzed the recordings in our lab to calculate the sound levels due to the car wash.

Based on this analysis, the car wash produces a sound level of **77 dBA 50 ft from the exit** and **63 dBA 50 ft from the entrance** when under a full load of cars. We used the



Figure 4 – Mount Prospect Car Wash Dryers

same approach for the vacuums and found the vacuums were **63 dBA at 50 ft** for normal use.

Sound Modeling

To predict the sound levels radiated from the Dream Clean Car Wash, we used an internationally accepted software program called SoundPlan™. This program calculates the sound level at millions of distant points based on the source sound levels, the topography of the site, reflections from buildings, the ground reflections from the parking lot, absorption by the atmosphere, diffraction from vegetation, and shielding from berms and structures. The program calculates the time-averaged levels based on the source data we input, in this case, our measured data from Drive Well Auto Spa in Mount Prospect, IL. Based on these calculations, the program generated color sound-level contours surrounding the site.

We positioned the noise sources as shown in the site plan (**FIGURE 1**), with the southeast side of the car wash as the exit and the northwest side as the entrance. We placed a sound source in each vacuum stall for the model. Each noise source was given a usage pattern from a similar car wash, with low usage in the morning and peak usage in the evening (5:00 PM – 7:00 PM). The peak usage represents the car wash at full capacity with the blowers on and doors open 100% of the time; the vacuums at peak use, which is about 70% full.

FIGURE 5 shows the projected audibility contours at 6:00 PM. To create the contours, we set the green color on the legend to 54 dBA, the ambient noise level during the 6:00 PM hour. Each color change on the contours represents a change of 3 dB, which is a “just noticeable” change (see **TABLE 1**). The red line is the Mundelein commercial daytime limit of 65 dBA. We chose three points - represented by blue dots - to extract the calculated sound levels from the program.

Table 1 – Perceptual Difference as a Function of the Decibel Increase

Decibel Increase	Perceptual Difference	Impact
1-2 dB	Negligible	None
3-4 dB	Just Noticeable	Slight
5-6 dB	Clearly Noticeable	Mild
7-8 dB	Strongly Noticeable	Moderate
9-10 dB	Doubling in Loudness	Substantial

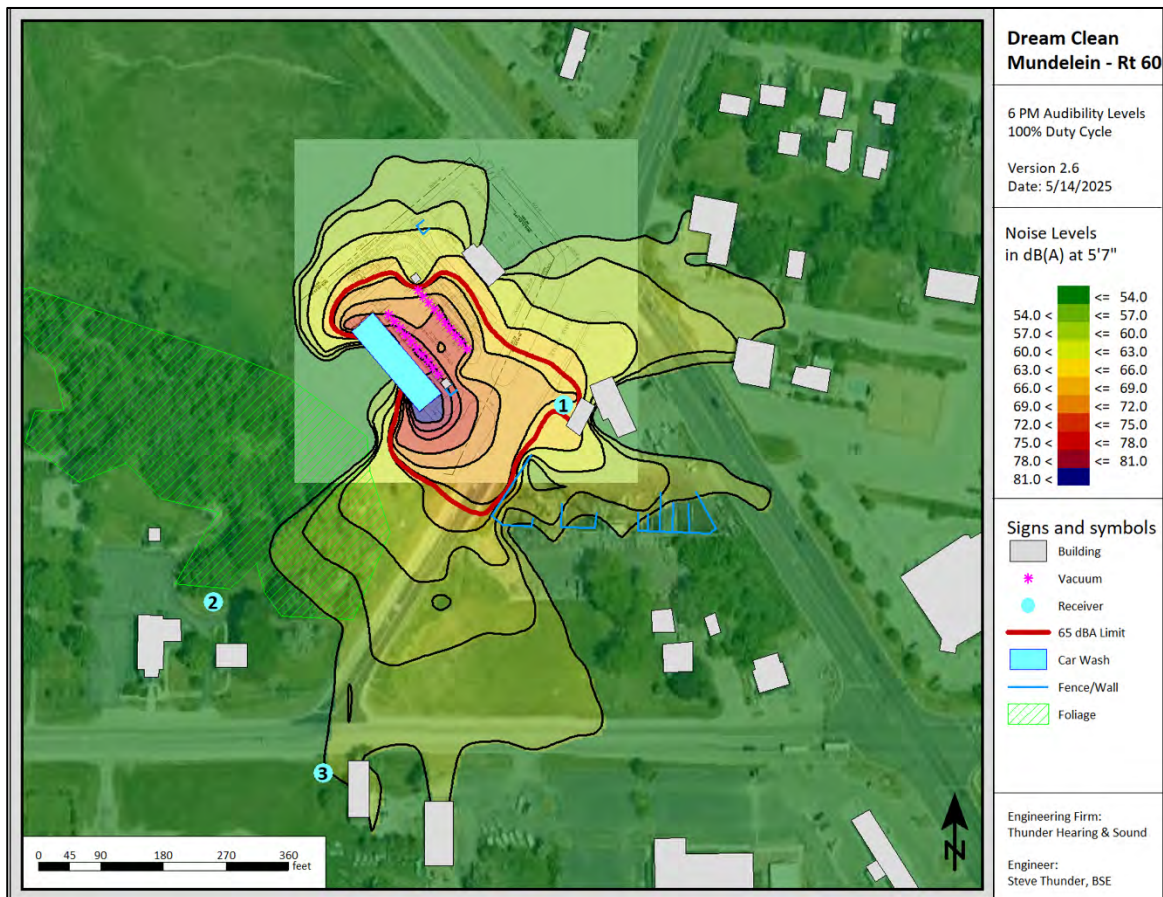


Figure 5 – Audibility level contours from 6:00 PM – 7:00 PM

As shown in **FIGURE 5**, we expect the noise levels from the Dream Clean facility to be below the ambient level for points 2 and 3. While FIGURE 5 shows the 2-dimensional radiation of sound from the site, we also prepared a time-series graph showing the hourly time-averaged level of the projected sound levels compared with the hourly ambient levels at location #1 (28585 Schank Ave), location #2 (Ivanhoe Congregational Church), and location #3 (21019 Route 176). These are the same locations as the blue dots in FIGURE 5. In **FIGURE 6**, the green area is the measured ambient noise level for the area; the blue bars are the projected sound levels from the car wash at location #2; and the red dashed line is the Mundelein noise limit (see the *Applicable Noise Regulations* section above). A full table of levels for each location and each hour is attached at the end of this report.

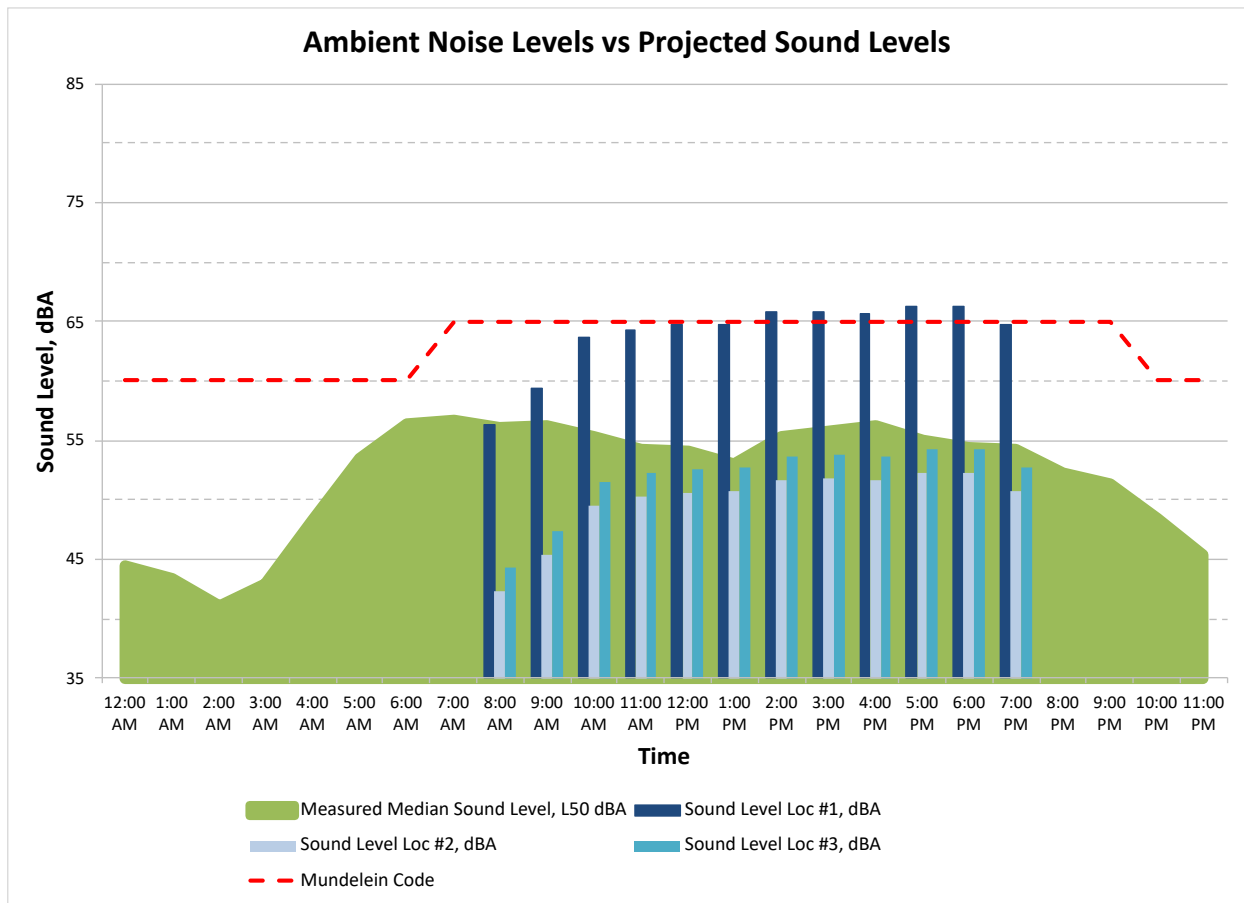


Figure 6 - Hourly sound levels for the existing ambient noise (green area) compared with the hourly sound levels generated by Dream Clean Car Wash at location #2 (blue bars)

As seen in FIGURES 5 & 6, the majority of areas have no impact from the car wash, particularly no sensitive areas, like residential homes. The one area that is impacted is directly across the street, but our understanding is that is not a sensitive use case and is zoned for auto-oriented use.

Conclusion

Our comprehensive study of the noise radiated from the proposed Dream Clean facility has yielded insightful findings. Based on the measurement of sound generated by noise sources at a similar facility, the use of a sophisticated sound modeling program, the assessment of the existing ambient noise levels, and the measurement methodology stipulated by the State of Illinois, we have determined that:

1. The projected noise levels are generally lower than the existing ambient noise, therefore we expect no impact due to noise on residents.
2. Overall, this represents a good site for a car wash due to the relatively high existing noise levels, allowing the sounds from the car wash to better blend into the existing ambient noise.
3. There are no known sensitive receivers (i.e. homes) in the immediate area and while the sound may exceed 65 dBA, it is for a less sensitive location and for only the one area.

This is not to say that the noise will be inaudible at all times. For example, when a car wash occurs at the same time as a lull in traffic, that car wash would likely be audible. But as the US EPA advocates, to assess the long-term annoyance of a noise source, logarithmic time-averaging must be used in the analysis. Consistent with the requirements in the State of Illinois noise code, we used a one-hour time reference in our analysis.

Submitted by:



Steve Thunder, BSE
Acoustical Engineer

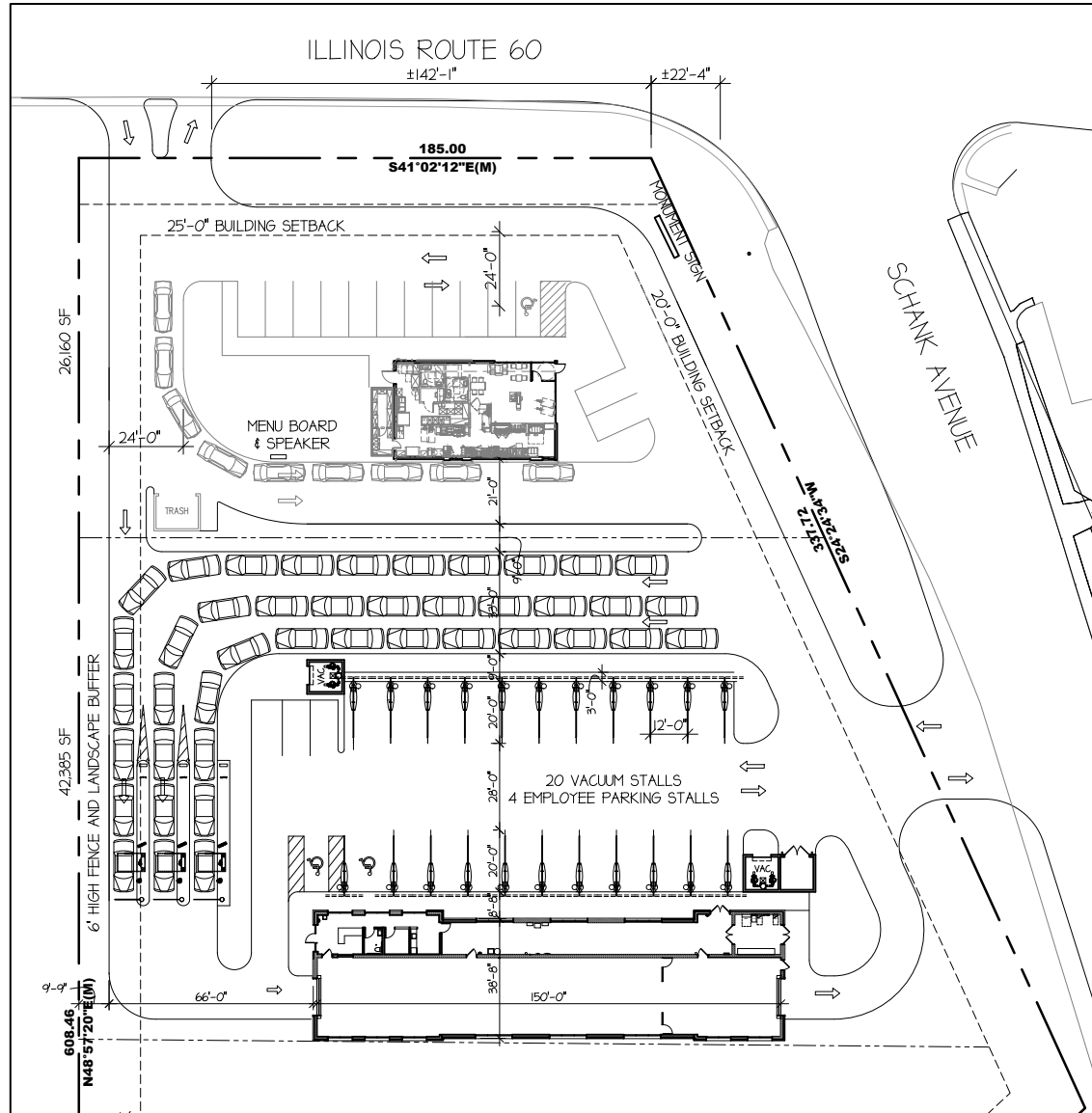


Figure 1 – Site Plan

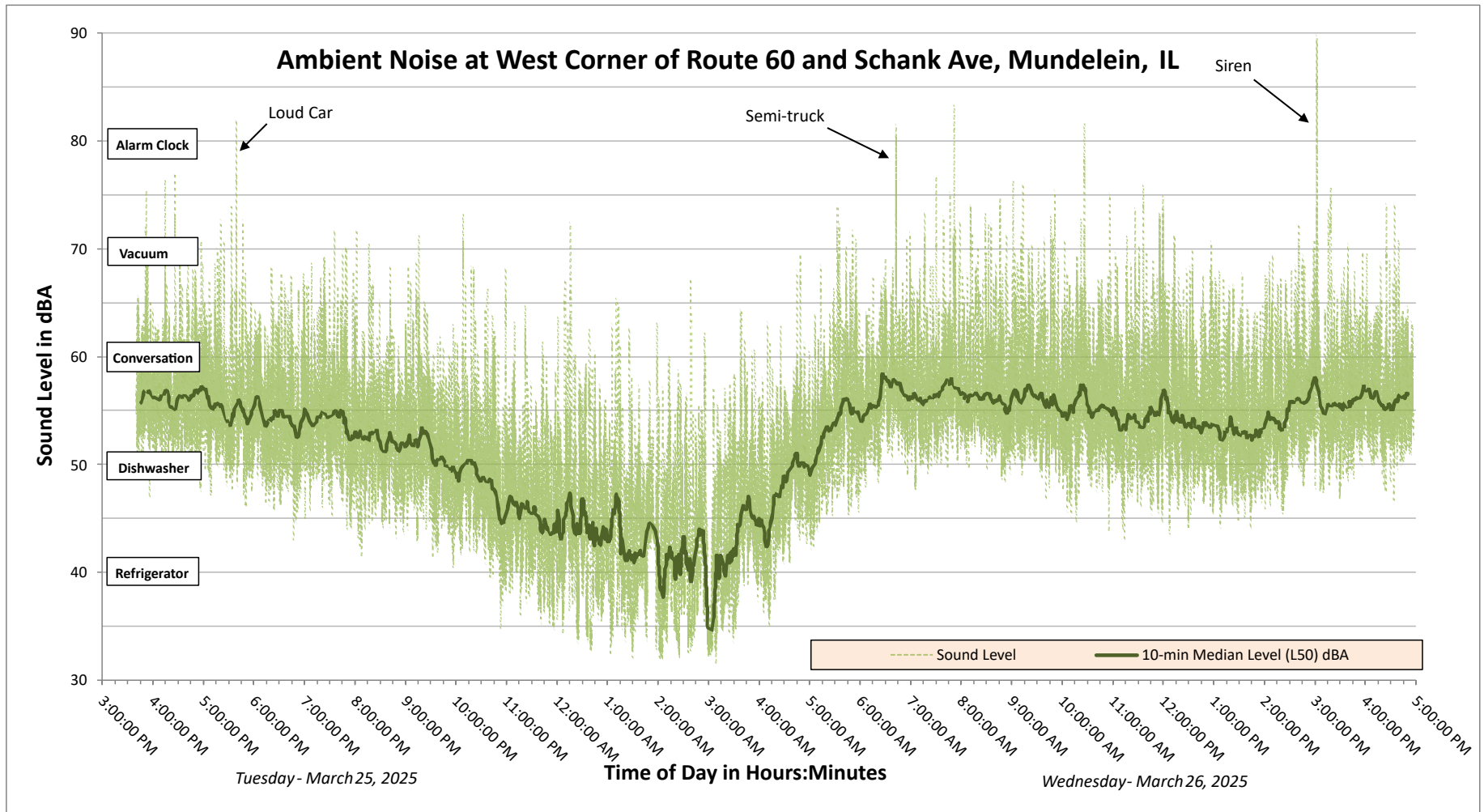


Figure 3 – Sound Level Trace of Ambient Noise

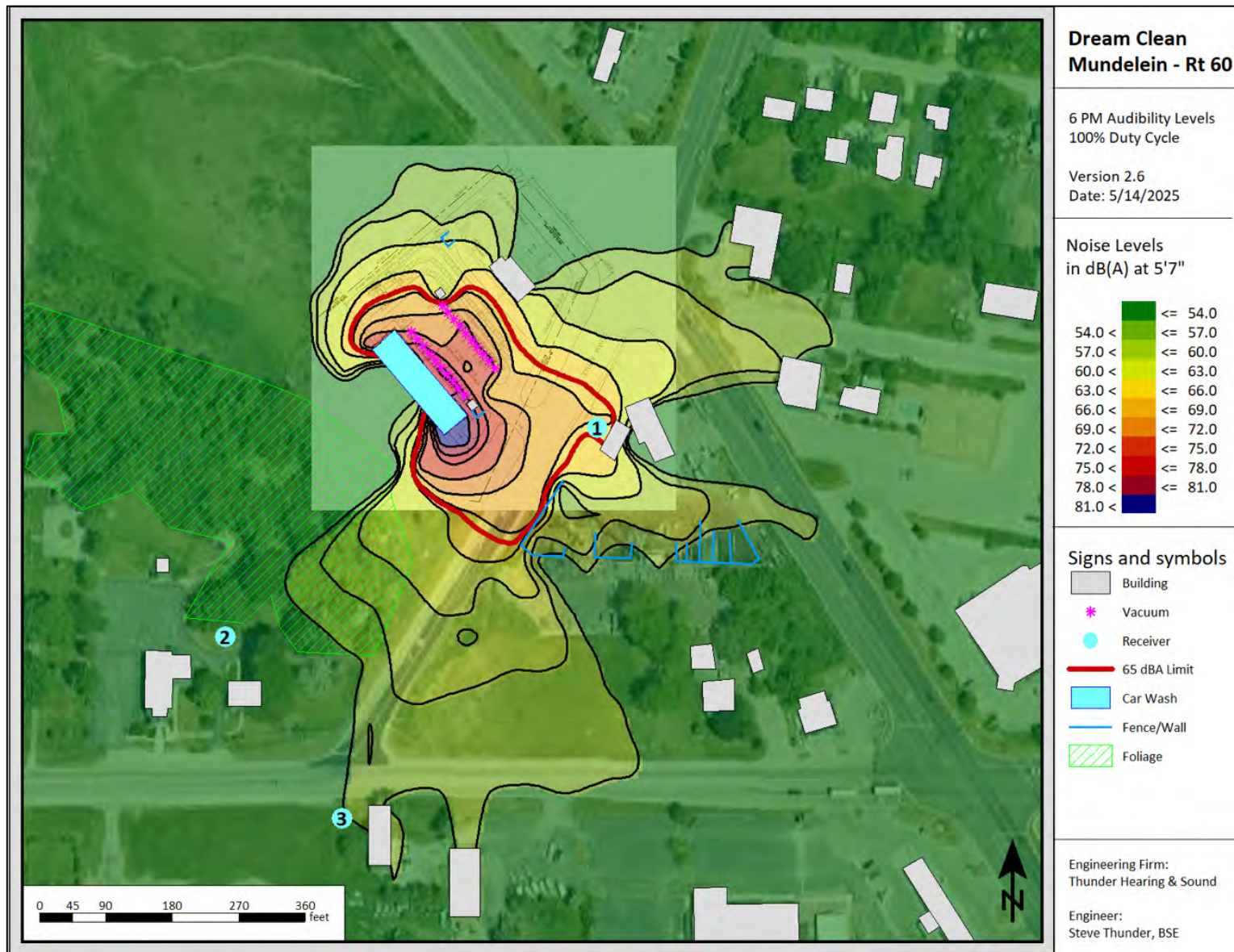


Figure 5 – Audibility level contours from 6:00 PM – 7:00 PM

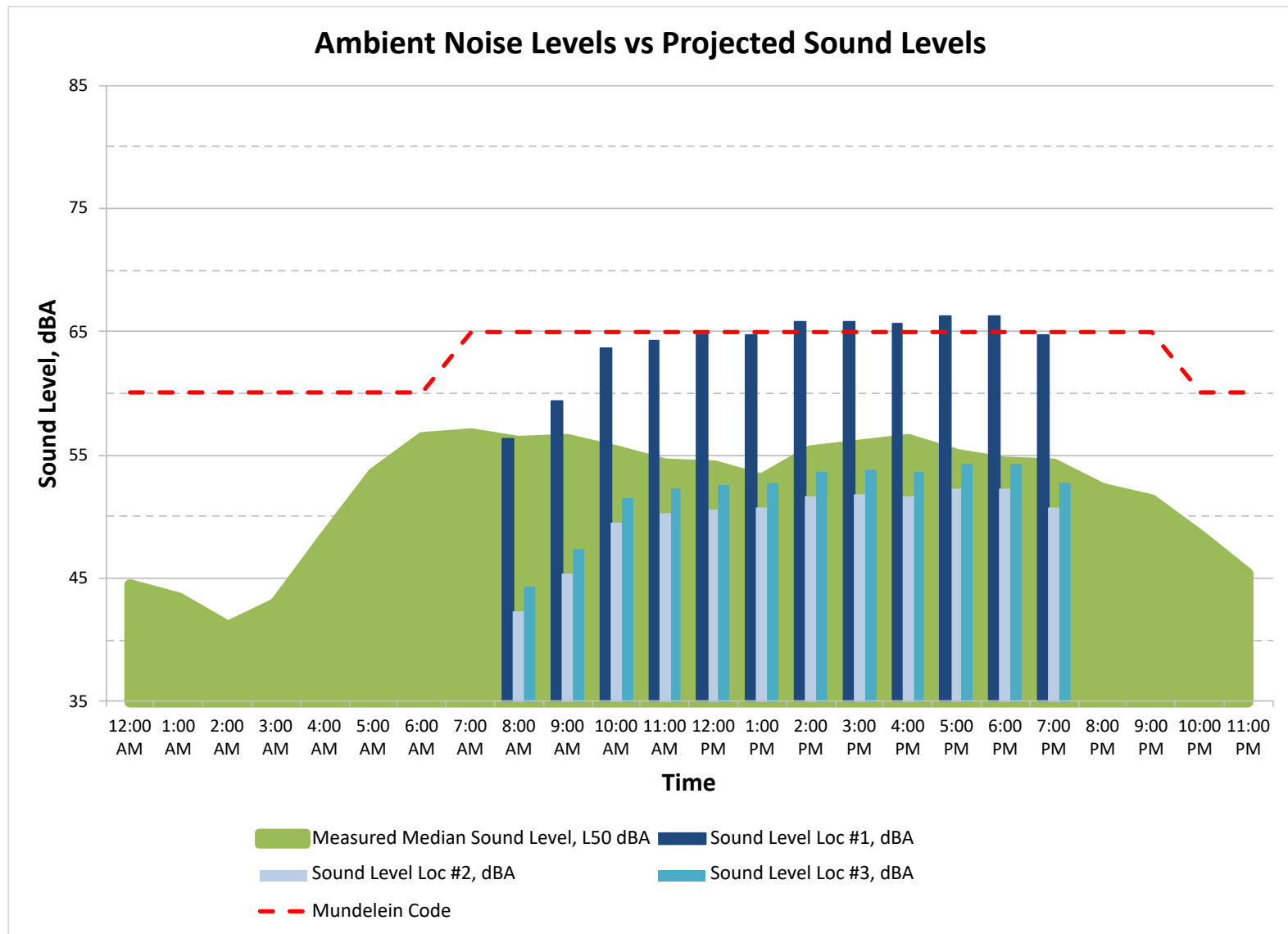
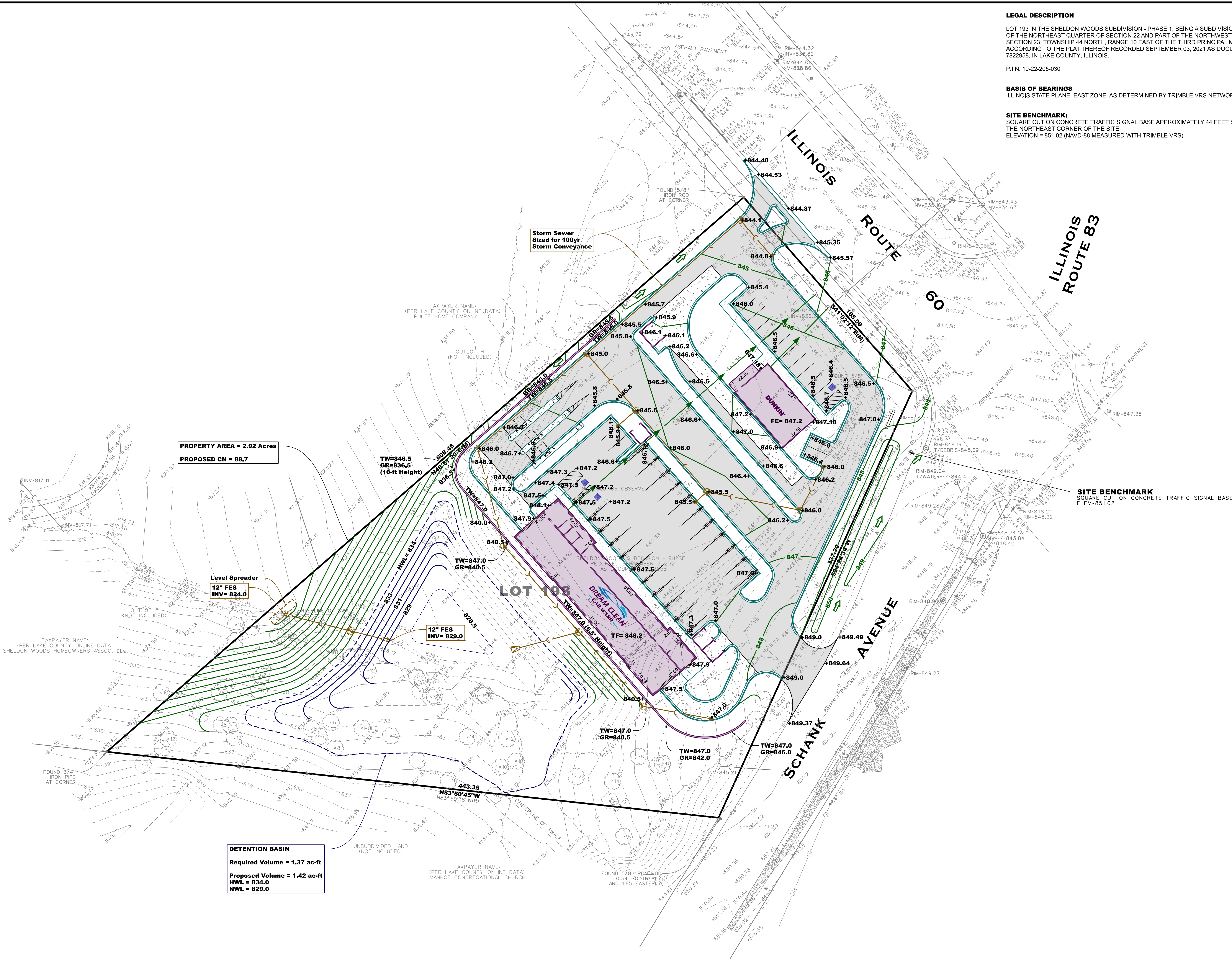


Figure 6 – Hourly sound levels for the existing ambient noise (green area) compared with the hourly sound levels generated by Dream Clean Car Wash at location #2 (blue bars)

Receiver	Obj.-No.		12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
28585 Schank Ave	1										56	59	64	64	65	65	66	66	66	66	66	65				
Ivanhoe Congregational Church	2										42	45	50	50	51	51	52	52	52	52	52	51				
21019 Route 176	3										44	47	52	52	53	53	54	54	54	54	54	53				
Car wash duty cycle											10%	20%	53%	63%	68%	69%	88%	89%	85%	100%	100%	70%				
Vacuum duty cycle											7%	14%	37%	44%	48%	48%	62%	62%	60%	70%	70%	49%				
Ambient										57	56	56	55	54	54	53	55	56	56	55	54	54	52			



LEGAL DESCRIPTION

LOT 193 IN THE SHELDON WOODS SUBDIVISION - PHASE 1, BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF SECTION 22 AND PART OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 44 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 03, 2021 AS DOCUMENT 7822958, IN LAKE COUNTY, ILLINOIS.

P.I.N. 10-22-205-030

BASIS OF BEARINGS

ILLINOIS STATE PLANE, EAST ZONE AS DETERMINED BY TRIMBLE VRS NETWORK

SITE BENCHMARK:

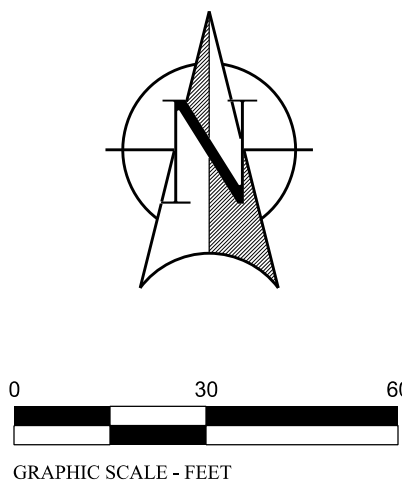
SQUARE CUT ON CONCRETE TRAFFIC SIGNAL BASE APPROXIMATELY 44 FEET SOUTH OF THE NORTHEAST CORNER OF THE SITE.
ELEVATION = 851.02 (NAVD-88 MEASURED WITH TRIMBLE VRS)

WEBSTER, McGRATH & AHLBERG, LTD.

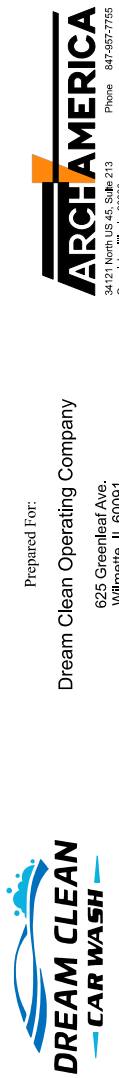


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CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE
Over 100 Years of Service to Clients

2100 MANCHESTER ROAD, BLDG A, SUITE 203
WHEATON, ILLINOIS 60187
PH: (630) 658-7603 WWW.WMA.IL.COM
DESIGN FIRM LICENSE NO. 184-003101



DREAM CLEAN & DUNKIN
IL-60 & IL-83, MUNDELEIN



BY	
REVISION DESCRIPTION	
DATE	
REV	



RAYMOND SIKKEMA LICENSE EXPIRES 11/30/2025 Section-Township-Range Lake: NE 1/4 22-44N-10E	
JOB # 45041	SURV: CCG
DRAWN: RLS	REVIEW: SMR
SCALE: 1"=30'	DATE: 05-12-2025
SHEET TITLE:	

PRELIM
ENGINEERING
PLAN

SHEET NAME	C-1
SHEET #	01 of 01

Renderings



Renderings



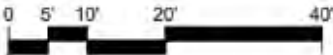
Elevations



NEW CAR WASH DEVELOPMENT FOR
Dream Clean
ILLINOIS

December 16, 2024
ArchAmerica Job No. 23021

Elevations



34121 N. US 45, Suite 213 Phone 847-336-6600
Grayslake, Illinois 60030 Fax 847-336-6601

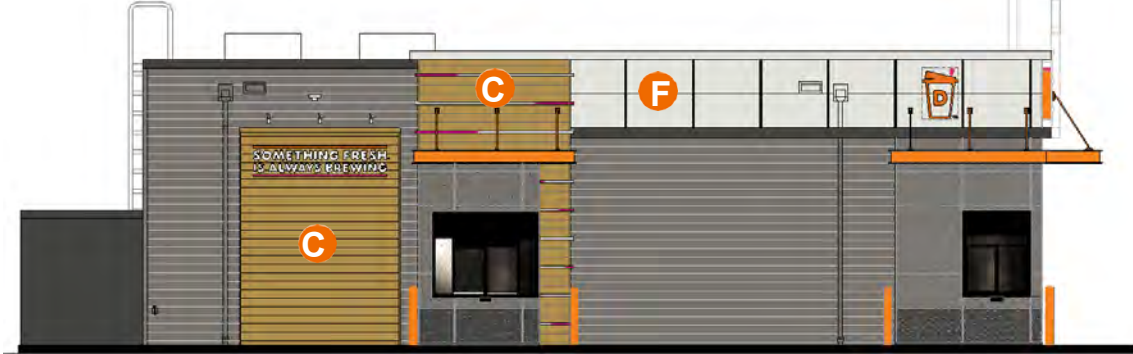
Material and Finishes



Front Elevation



Right Elevation



WCB Component

C. EX - 01

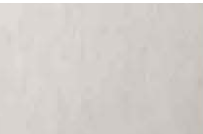


PS -03
Fiber Cement
Siding Manu.:
James Hardie SW
6108
Latte

Brand Component

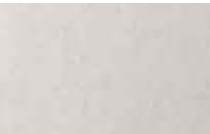
White Component

F. EX - 01



PS -04
Fiber Cement
Siding Manu.:
James Hardie SW
7063
Nebulous White

F1. EX - 02



PP -04
Fiber Cement
Panel

D. Pink Brand Component



Painted Coatings
DD Pink
PMS 7635C

F2. EX - 03



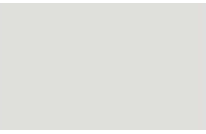
Fiber Cement
Siding Manu.:
Nichiha Elder
White

E. Orange Brand Component



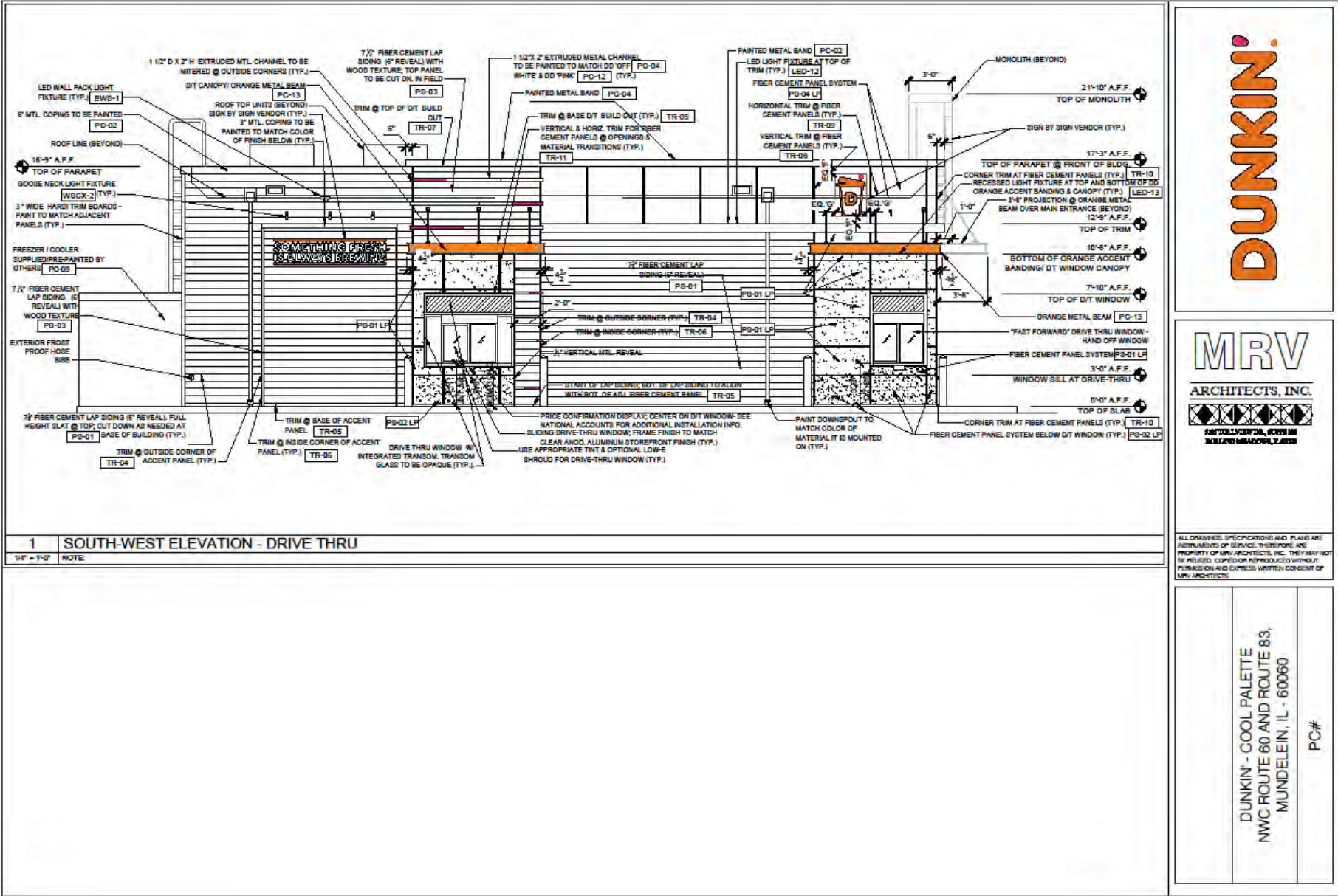
Painted Coatings
DD Orange
PMS 3564C

F4. EX - 05

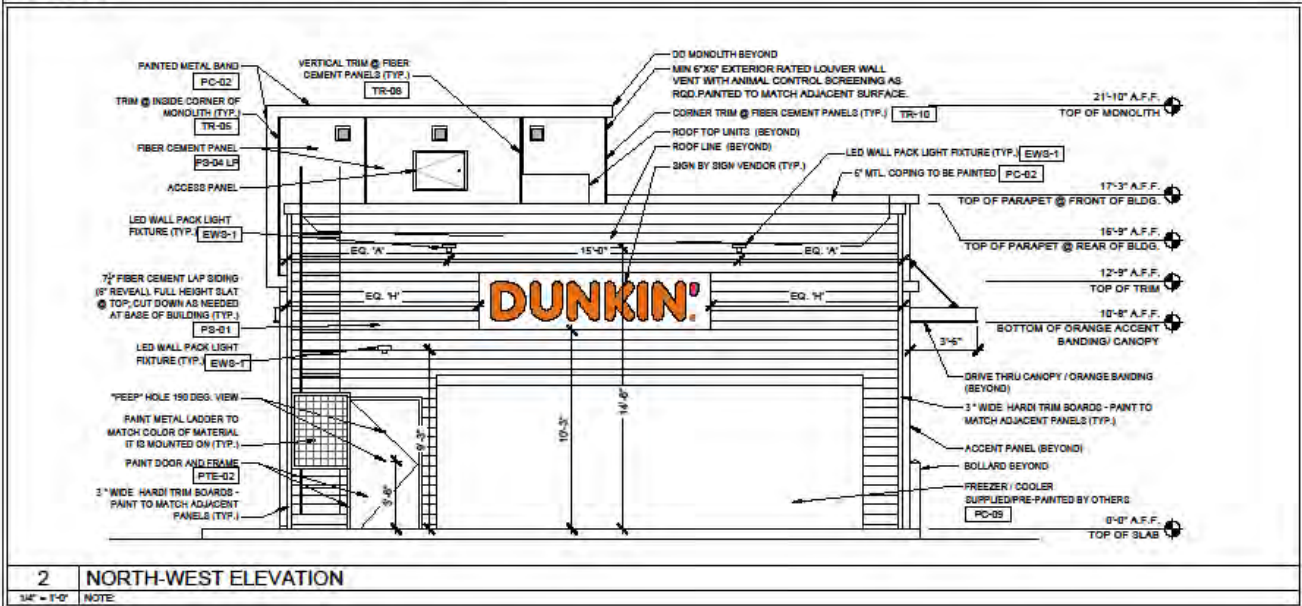
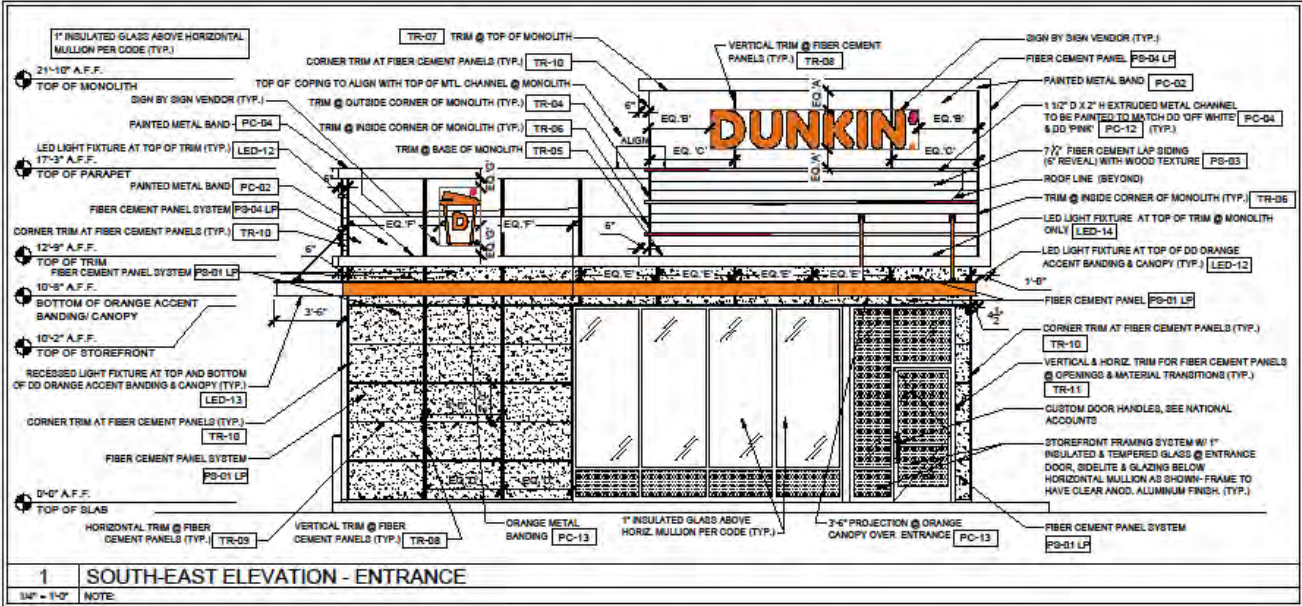


PC -04
Painted Coatings

Exterior Elevation



Exterior Elevations

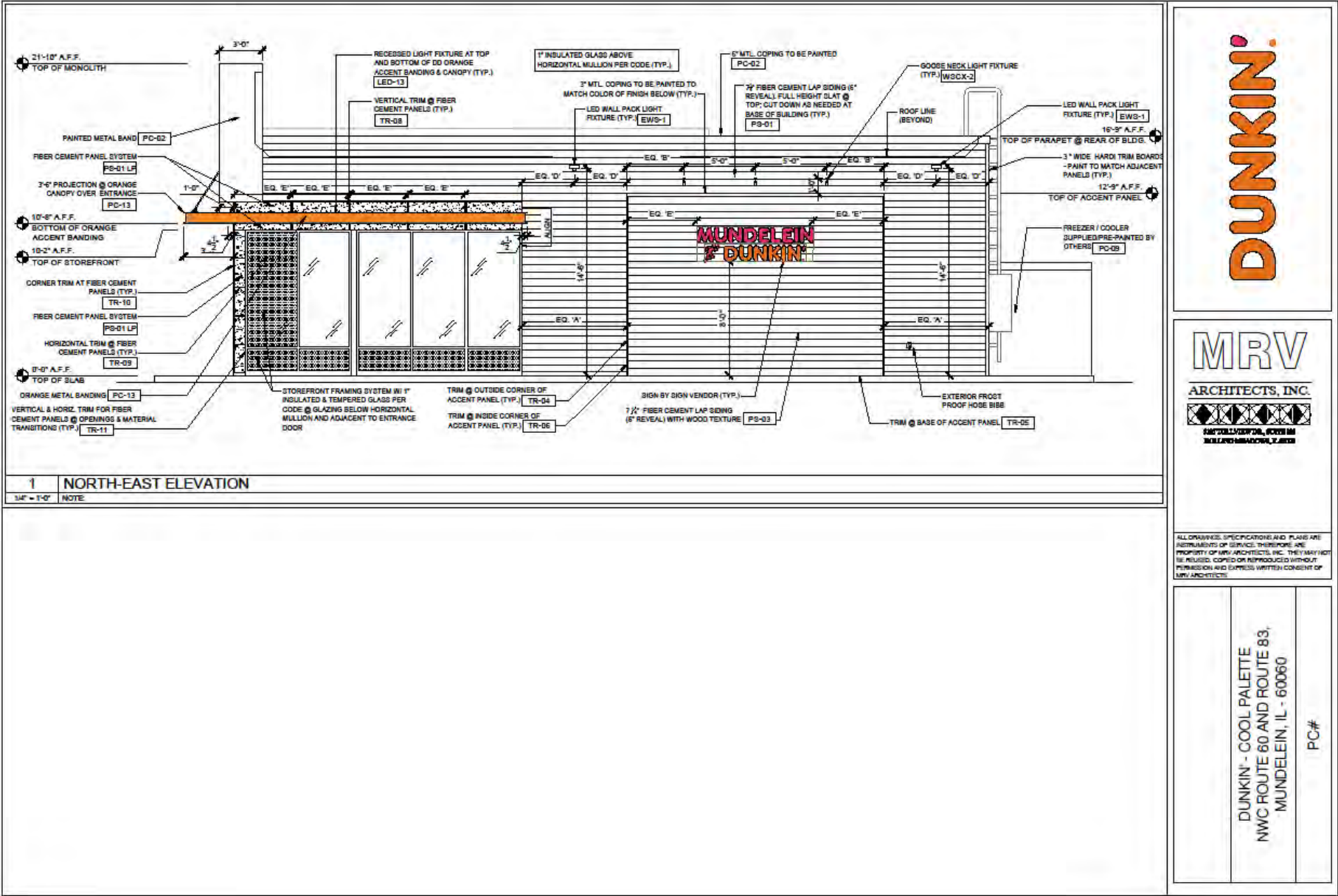


MRV ARCHITECTS, INC.
1000 N. LAKE DRIVE, SUITE 100
MUNDELEIN, IL 60060

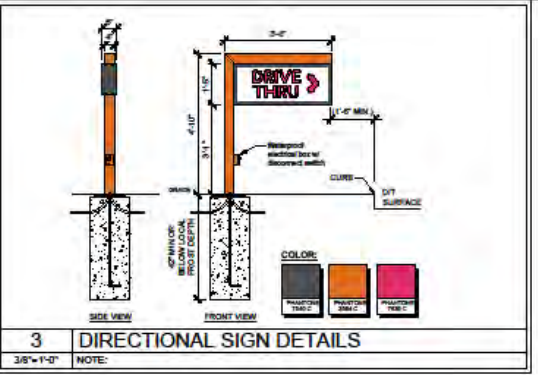
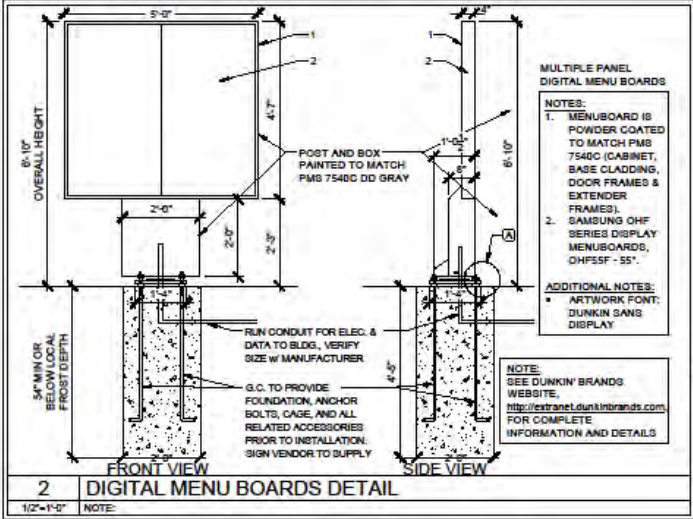
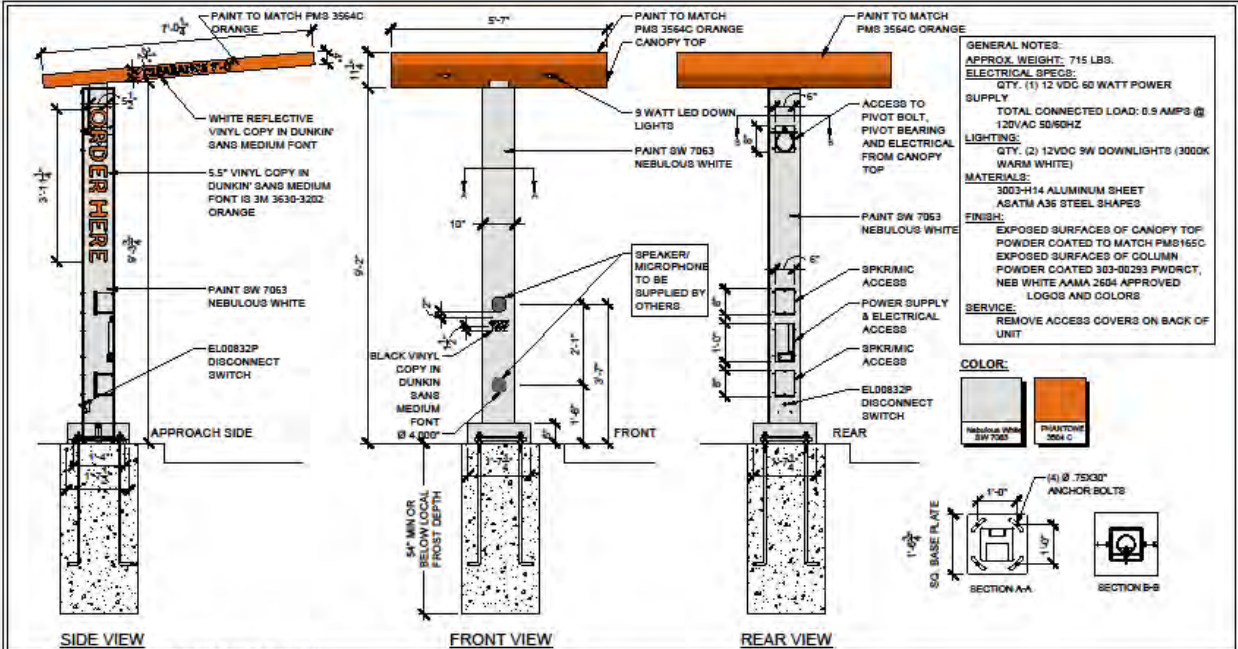
DUNKIN' - COOL PALETTE
NWC ROUTE 60 AND ROUTE 83,
MUNDELEIN, IL - 60060

PC#

Exterior Elevation



Primary Signage



MRV ARCHITECTS, INC.
JIM TOLCHER, PRINCIPAL
200 E. 10TH AVE., SUITE 200
DENVER, CO 80202

DUNKIN' - COOL PALETTE
NWC ROUTE 60 AND ROUTE 83,
MUNDELEIN, IL - 60060

PC#

☐ **Make Changes
& Proceed with order**

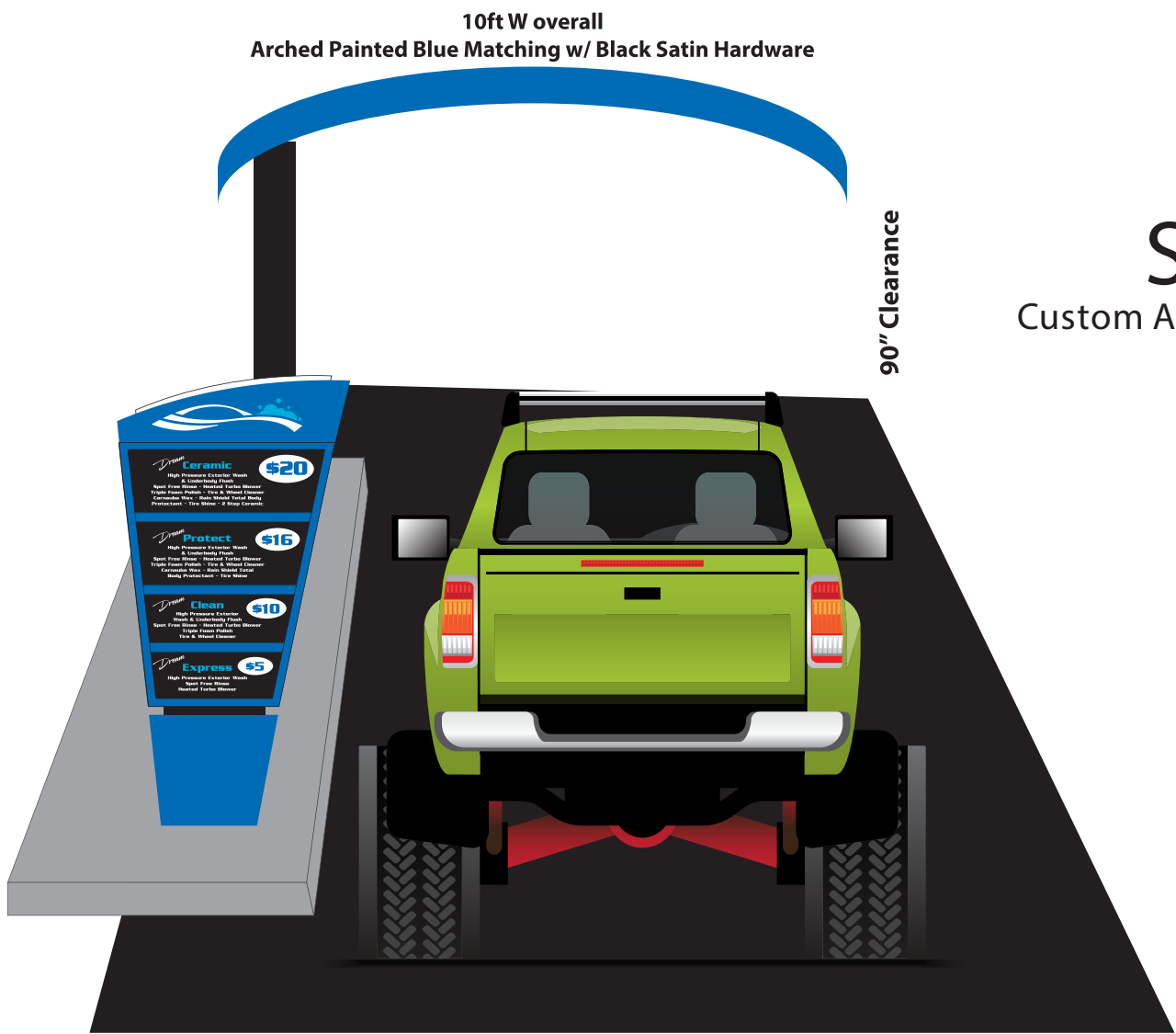
LED Lit , gets Architectual Blue Lighting on top



Client is the last person to review the final details of this job per specifications provided on this proof. By providing your signature, printed name & date & checking the appropriate w/ Check Marking Your Choice above. You are responsible for any additional costs for errors missed on this job.



Job Name: Menu Boards		Contact: Tim/Mitch	
Location: 60-83 mundeilen IL NEW			
Design By: CH	Survey By: CLH	Sales Person: CLH	
Date: 5-23-25	Manufacturer: IC Signs & Graphics Inc. 	Drawing #: Pending Underwriters Laboratories	



SIGN - K

Custom Awning Canopy Fabrication



**Please note, all pricing on all fabricated materials & signage subject to increase due to upcoming Government Tariffs. March 1st pending. Any jobs currently with signed contracts and deposit already paid, we will honor that previous pricing.

Client is the last person to review the final details of this job per specifications provided on this proof. By providing your signature, printed name & date & checking the appropriate w/ Check Marking Your Choice above. You are responsible for any additional costs for errors missed on this job.



IMPORTANT! PLEASE READ: OUR PROOF & PRODUCTION POLICY
At IC Signs, we take pride in precision - but the final examination for accuracy is your responsibility. Before giving approval, please examine all proofs carefully for the accuracy of information presented, including spelling, punctuation, numbers, graphics, colors, sizes and general layout. Our normal production cycle will begin from the date approval is received.
We cannot accept changes or approvals verbally.
IF YOUR JOB IS A RUSH TURNAROUND OR NEEDED ON A SPECIFIC DATE OR TIME, IT IS CLIENT'S RESPONSIBILITY TO LET OUR STAFF KNOW PRIOR TO ORDER APPROVAL OF YOUR ORDER. RUSH FEES WILL APPLY FOR LESS THAN 72 HR TURNAROUND TIME. NOT ALL JOBS CAN BE RUSHED.

COLORS DEPICTED ON THIS PROOF ARE PRINTED SIMULATIONS TO ASSIST IN VISUALIZING THE DESIGN. THEY MAY NOT ACCURATELY REFLECT THE ACTUAL COLOR SPECIFIED. ALL SCREENS SHOW COLORS IN VARIOUS WAYS. OURS SCREENS ARE COLOR CALIBRATED FOR DESIGN PROCESSES.
This design is the exclusive property of IC Signs & Graphics Inc.. The result of the original and creative work of its employees. This drawing is submitted to the respective customer for the sole purpose of consideration of whether or not to purchase this design, product, or sign-manufactured to this design from IC Signs & Graphics Inc. Distribution, use of, or exhibition of this drawing to anyone outside of the customers organization, in order to secure a quotation, design work, or purchase of a sign either to this design or similar to this design, is expressly forbidden. In the event that such distribution, use or exhibition occurs, IC Signs & Graphics Inc., will enforce to be compensated \$500 for our time, effort and creative services entailed in creating these plans, as well as any and all legal fees & expenses to enforce its rights.

Job Name: Canopy - Pay Station		Contact: Tim/Mitch	
Location: 60-83 mundlien IL			
Design By: CH	Survey By: CLH		Sales Person: CLH
Date: 5-23-25	Manufacturer: IC Signs & Graphics Inc.  Underwriters Laboratories		Drawing #: Pending

Client Signature

Client Print Name

Date

☐ Artwork is APPROVED
Proceed with order

☐ Make Changes
& send NEW Proof

☐ Make Changes
& Proceed with order

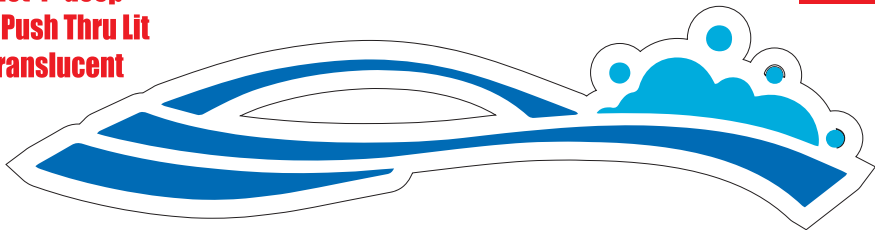
(i) recomended building signage Look

Sign - i-1 - Building Length Sides

Frontlit Channel Letters - Flush Mounted

90 sqft

Icon =
Shaped Cabinet 4" deep
w/ 1/2" Thick Push Thru Lit
Edge / Face Translucent



30" H x 120"

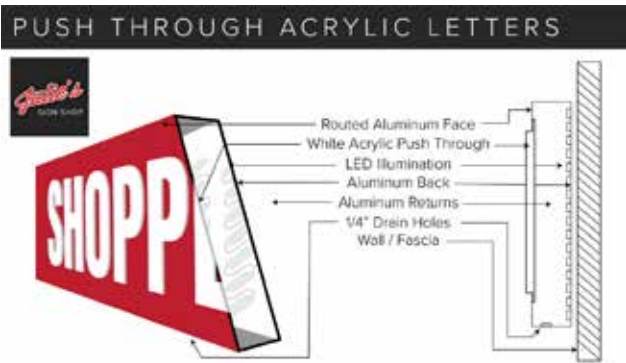
DREAM CLEAN

18" H x 180" W

CAR WASH

12" H x 144" W

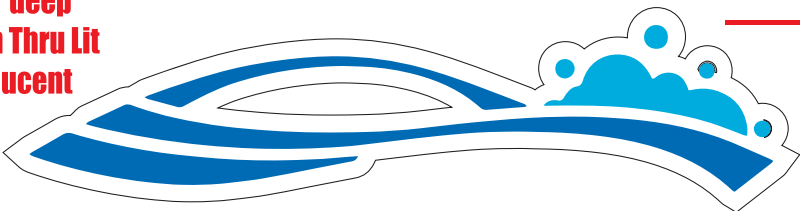
72" H Overall



Sign - i-2 - Tunnel Exit/Enter

60 sqft

Icon =
Shaped Cabinet 4" deep
w/ 1/2" Thick Push Thru Lit
Edge / Face Translucent



26" H x 104"

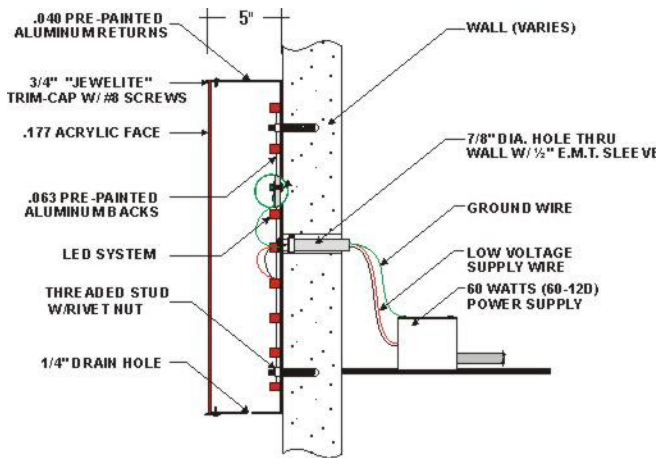
DREAM CLEAN

14.5" H x 144" W

CAR WASH

8.75" H x 114" W

60" H Overall



**Please note, all pricing on all fabricated materials & signage subject to increase due to upcoming Government Tariffs. March 1st pending. Any jobs currently with signed contracts and deposit already paid, we will honor that previous pricing.

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Job Name: Building Signs

Contact: Tim/Mitch

Location: 60-83 munddlien IL

Design By: CH

Survey By: CLH

Sales Person: CLH

Date: 5-23-25

Manufacturer:
IC Signs & Graphics Inc.



Drawing #: Pending

417 Sheridan Rd. Highwood, IL 60040

P: 708.669.7177

E: Cory@icsignsinc.com

W: icsignsinc.com



STATE OF ILLINOIS)
)
COUNTY OF LAKE)

CERTIFICATE

I, Karen Walsh, certify that I am the duly elected Municipal Clerk for the Village of Mundelein, Lake County, Illinois.

I further certify that on May 24, 2021 the Corporate Authorities of such Village passed and approved

Ordinance No. 21-05-35

which is entitled

AN ORDINANCE APPROVING AN AMENDMENT TO THE FINAL PLANNED UNIT DEVELOPMENT
(SHELDON WOODS - FINAL PUD)

The pamphlet form of said Ordinance, including the Ordinance and a cover sheet thereof was prepared and a copy of such Ordinance was posted in the Village Hall commencing on May 27, 2021 and was posted for at least ten days thereafter.

Copies of such Ordinance are available for public inspection upon request in the Customer Service Office.

Dated at Mundelein, Illinois this 27th day of May 2021.


Village Clerk

ORDINANCE NO. 21-05-35

AN ORDINANCE APPROVING AN AMENDMENT TO THE FINAL PLANNED UNIT DEVELOPMENT
(SHELDON WOODS - FINAL PUD)

Published in pamphlet form by the authority
of the President and Board of Trustees
of the Village of Mundelein, Illinois

Date of Publication: 5/27/21

ORDINANCE NO. 21-05-35

**AN ORDINANCE APPROVING AN AMENDMENT TO THE FINAL PLANNED UNIT DEVELOPMENT
(SHELDON WOODS - FINAL PUD)**

WHEREAS, The Village of Mundelein, Lake County, Illinois, is a home rule municipality as contemplated under Article VII, Section 6, of the Constitution of the State of Illinois, and the passage of this Ordinance constitutes an exercise of the Village's home rule powers and functions as granted in the Constitution of the State of Illinois; and

WHEREAS, a written petition, submitted to the Village by The Pulte Home Company, LLC, A Michigan Limited Liability Company, the contract purchaser and developer (the "Developer") and ATG Trust Company as Successor (Trustee to Northern Trust Bank Lake Forest, as Trustee under Trust Agreement dated August 26, 1983 and known as Trust No. 6978) with an address of 1 S. Wacker Drive #2400, Chicago, Illinois 60606, the current owner of record of certain property comprised of 98.78 acres legally described in **Exhibit A** to this Ordinance (the "Subject Property") requesting an amendment to the planned unit development for the Subject Property ; and

WHEREAS, the Developer is the contract purchaser of a portion of the Subject Property and is seeking to develop a portion of the Subject Property (approximately 97 acres) as residential, said portion being legally described in **Exhibit B** ("Residential Area") while the Owner is retaining ownership of approximately 2.92 acres ("Commercial Area"); and

WHEREAS, a planned unit development was previously approved for the Subject Property under Ordinance No. 07-07-46 (Ordinance Approving Development Concept Plan and Special Use Permit for Planned Unit Development/Mundelein Town Center) and Ordinance No. 08-02-10 (Ordinance Approving Final Plan for Planned Unit Development/Mundelein Town Center).

WHEREAS, The Village of Mundelein (the "VILLAGE") has approved a resolution approving an

“Amended and Restated Annexation Agreement by and between the Village and The Pulte Home Company, LLC, A Michigan Limited Liability Company” (the “Agreement”).

WHEREAS, pursuant to notice as provided by law, a public hearing was held by the Planning and Zoning Commission on an application filed by the Developer to amend said Final Planned Unit Development to develop the property in accordance with the Approved Plans (as defined in the Agreement) (the "Development").

WHEREAS, the Planning and Zoning Commission has submitted its written findings of fact and recommendations to the Village Board of Trustees; and

WHEREAS, the Mayor and Board of Trustees hereby find that the Development will meet each of the standards made applicable to planned unit developments pursuant to Section 20.16.050 of the Village Zoning Ordinance; and

WHEREAS, the Mayor and Board of Trustees hereby further find that, despite any change, alteration, variation, modification, or waiver of any provisions of the Village Zoning Ordinance or of the Municipal Code of Mundelein that would otherwise apply to the Development, the Development (i) will achieve the purposes for which planned unit developments may be approved pursuant to Section 20.16.050 of the Zoning Ordinance; (i) will not violate the general purposes, goals, and objectives of the Zoning Ordinance and the Comprehensive Plan of the Village; and (iii) will provide compensating amenities to the Village; and

WHEREAS, the Mayor and Board of Trustees of the Village accepted the findings of fact and have determined, based upon such written findings of fact and recommendations, that it would be in the best interests of the Village to approve an ordinance amending a Planned Unit Development to develop the property with single-family residential.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND BOARD OF TRUSTEES OF THE

VILLAGE OF MUNDELEIN, COUNTY OF LAKE, STATE OF ILLINOIS, as follows:

SECTION I: That the amendment to the final planned unit development is hereby approved subject to the following documents and conditions:

- A. Final Site Plan for Sheldon Woods prepared by Manhard Consulting Ltd, dated April 30, 2021.
- B. Final Plat of Sheldon Woods Subdivision - Phase 1 prepared by Manhard Consulting Ltd, dated January 29, 2021, last revised April 30, 2021.
- C. Final Plat of Sheldon Woods Subdivision - Phase 2 prepared by Manhard Consulting Ltd, dated January 29, 2021, last revised April 6, 2021.
- D. Final Landscape Plan for Sheldon Woods prepared by Manhard Consulting Ltd, dated February 5, 2021.
- E. Proposed Improvements for Sheldon Woods prepared by Manhard Consulting Ltd, dated February 5, 2021, last revised April 23, 2021.
- F. Sheldon Woods Development Schedule dated April 29, 2021.
- G. Preliminary Sign Plan prepared by Manhard Consulting Ltd, dated January 12, 2021.

SECTION II: Ordinance Nos. 07-07-46 and 08-02-10 are hereby amended such that its provisions shall no longer apply or be effective relative to the Residential Property. With regards to the remaining Commercial Area, excluding the Residential Area, prior to, and as a condition to development, any owner of record of the Commercial Area shall be required to submit a new preliminary and final plan, per the Village's Municipal Code, insofar as the development plans approved in Ordinances 07-07-46 and 08-02-10 are no longer applicable to the Commercial Area or otherwise in effect. In no event shall Video Gaming be allowed on the Commercial Area.

SECTION III: This Ordinance shall be repealed automatically, with no further action necessary by the Village Board, if Developer or its assign fails to acquire title to a portion of the Residential Area by November 22, 2021.

SECTION IV: That all requirements set forth in the Village Zoning Ordinance, as would be

required by any owner of property zoned in the same manner as the Subject Property shall be complied with, except as otherwise provided in this Ordinance and the Agreement between the Village and the Owner/Developer.

SECTION V: If any section, paragraph, subdivision, clause, sentence, or provision of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgement shall not affect, impair, invalidate, or nullify the remainder thereof, which remainder shall remain and continue in full force and effect.

SECTION VI: All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION VII: This Ordinance shall be in full force and effect only from and after (i) its passage, approval, filing, and publication in pamphlet form, as by law provided; (ii) the date that the Agreement is fully executed by the Village and Developer; and (iii) the acquisition by Developer of fee simple interest in a portion of the Property and submission by Developer to the Village of copies of recorded deeds and commitments for title insurance, evidencing Developer's ownership of the entire Property.

ADOPTED this 24th day of May, 2021 by a roll call vote as follows:

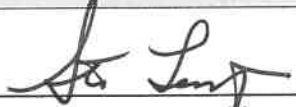
RESULT:	CARRIED [UNANIMOUS]
MOVER:	Erich Schwenk, Trustee
SECONDER:	Kara Lambert, Trustee
AYES:	Wilson, Cabachuela, Ross, Lambert, Russell, Schwenk

ADOPTED: May 24, 2021

APPROVED: May 24, 2021

PUBLISHED in pamphlet form: _____

ATTEST: 
Village Clerk



President

EXHIBIT A – LEGAL DESCRIPTION
(SUBJECT PROPERTY)

THAT PART OF THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 44 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN AND OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 44 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE EAST ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER TO THE CENTERLINE OF ILLINOIS ROUTE 60, FORMERLY ILLINOIS ROUTE 59A; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE TO THE CENTERLINE OF GRAYSLAKE AND WAUCONDA ROAD (ALSO KNOWN AS SCHANK AVENUE); THENCE SOUTH 31 DEGREES 55 MINUTES 30 SECONDS WEST ALONG THE LAST MENTIONED CENTERLINE, 347.50 FEET; THENCE NORTH 83 DEGREES 53 MINUTES 30 SECONDS WEST, 1093.53 FEET; THENCE SOUTH 0 DEGREES 10 MINUTES 00 SECONDS WEST, 492.52 FEET TO THE SOUTH LINE OF SAID NORTHEAST QUARTER; THENCE SOUTH 89 DEGREES 58 MINUTES 30 SECONDS WEST ALONG SAID SOUTH LINE, 928.48 FEET; THENCE NORTH 0 DEGREES EAST, 982.23 FEET; THENCE NORTH 49 DEGREES 50 MINUTES WEST, 338.07 FEET; THENCE NORTH 11 DEGREES 30 MINUTES WEST, 286.25 FEET; THENCE SOUTH 89 DEGREES 56 MINUTES WEST, 375.75 FEET TO THE WEST LINE OF SAID NORTHEAST QUARTER; THENCE NORTH 0 DEGREES EAST, ALONG SAID WEST LINE, 1160.70 FEET TO THE POINT OF BEGINNING.

EXCEPT THAT PART CONDEMNED FOR HIGHWAY PURPOSES BY PROCEEDINGS HAD IN THE CIRCUIT COURT OF LAKE COUNTY, ILLINOIS UNDER CASE NO. 78 ED 29 AND ALSO (EXCEPT THAT PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 44 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT 250.00 FEET EAST OF THE SOUTHWEST CORNER OF SAID SOUTHEAST QUARTER OF THE NORTHEAST QUARTER; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 487.97 FEET FOR A POINT OF BEGINNING; THENCE CONTINUING ALONG THE LAST DESCRIBED COURSE, A DISTANCE OF 67.16 FEET; THENCE EAST PERPENDICULAR TO THE LAST DESCRIBED LINE, A DISTANCE OF 514.82 FEET; THENCE SOUTH PERPENDICULAR TO THE LAST DESCRIBED LINE, A DISTANCE OF 122.06 FEET; THENCE NORTHWESTERLY, A DISTANCE OF 517.74 FEET TO THE POINT OF BEGINNING), IN LAKE COUNTY, ILLINOIS.

PINS: 10-22-200-011; 10-23-100-051

**SHELDON WOODS SUBDIVISION
RESIDENTIAL LOTS LEGAL DESCRIPTION**

Exhibit B

THAT PART OF THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 44 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN AND OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 44 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE EAST ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER TO THE CENTERLINE OF ILLINOIS ROUTE 60, FORMERLY ILLINOIS ROUTE 59A; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE TO THE CENTERLINE OF GRAYSLAKE AND WAUCONDA ROAD (ALSO KNOWN AS SCHANK AVENUE); THENCE SOUTH 31 DEGREES 55 MINUTES 30 SECONDS WEST ALONG THE LAST MENTIONED CENTERLINE, 347.50 FEET; THENCE NORTH 83 DEGREES 53 MINUTES 30 SECONDS WEST, 1093.53 FEET; THENCE SOUTH 0 DEGREES 10 MINUTES 00 SECONDS WEST, 492.52 FEET TO THE SOUTH LINE OF SAID NORTHEAST QUARTER; THENCE SOUTH 89 DEGREES 58 MINUTES 30 SECONDS WEST ALONG SAID SOUTH LINE, 928.48 FEET; THENCE NORTH 0 DEGREES EAST, 982.23 FEET; THENCE NORTH 49 DEGREES 50 MINUTES WEST, 338.07 FEET; THENCE NORTH 11 DEGREES 30 MINUTES WEST, 286.25 FEET; THENCE SOUTH 89 DEGREES 56 MINUTES WEST, 375.75 FEET TO THE WEST LINE OF SAID NORTHEAST QUARTER; THENCE NORTH 0 DEGREES EAST, ALONG SAID WEST LINE, 1160.70 FEET TO THE POINT OF BEGINNING.

EXCEPT THAT PART CONDEMNED FOR HIGHWAY PURPOSES BY PROCEEDINGS HAD IN THE CIRCUIT COURT OF LAKE COUNTY, ILLINOIS UNDER CASE NO. 78 ED 29 AND

ALSO (EXCEPT THAT PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 44 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT 250.00 FEET EAST OF THE SOUTHWEST CORNER OF SAID SOUTHEAST QUARTER OF THE NORTHEAST QUARTER; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 487.97 FEET FOR A POINT OF BEGINNING; THENCE CONTINUING ALONG THE LAST DESCRIBED COURSE, A DISTANCE OF 67.16 FEET; THENCE EAST PERPENDICULAR TO THE LAST DESCRIBED LINE, A DISTANCE OF 514.82 FEET; THENCE SOUTH PERPENDICULAR TO THE LAST DESCRIBED LINE, A DISTANCE OF 122.06 FEET; THENCE NORTHWESTERLY, A DISTANCE OF 517.74 FEET TO THE POINT OF BEGINNING), IN LAKE COUNTY, ILLINOIS.

ALSO EXCEPT THAT PART OF THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 44 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN AND OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 44 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE EAST ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER TO THE CENTERLINE OF ILLINOIS ROUTE 60, FORMERLY ILLINOIS ROUTE 59A; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE TO THE CENTERLINE OF GRAYSLAKE AND WAUCONDA ROAD (ALSO KNOWN AS SCHANK AVENUE); THENCE SOUTH 32 DEGREES 10 MINUTES 04 SECONDS WEST (RECORD BEARING OF SOUTH 31 DEGREES 55 MINUTES 30 SECONDS WEST) ALONG THE LAST MENTIONED CENTERLINE, A DISTANCE OF 347.03 FEET (RECORD DISTANCE OF 347.50 FEET); THENCE NORTH 83 DEGREES 50 MINUTES 38 SECONDS WEST (RECORD BEARING OF NORTH 83 DEGREES 53 MINUTES 30 SECONDS WEST), A DISTANCE OF 36.66 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 83 DEGREES 50 MINUTES 38 SECONDS WEST (RECORD BEARING OF NORTH 83 DEGREES 53 MINUTES 30 SECONDS WEST), A DISTANCE OF 443.35 FEET; THENCE NORTH 48 DEGREES 57 MINUTES 27 SECONDS EAST, A DISTANCE OF 608.46 FEET TO A LINE THAT IS 50.00 FEET SOUTH OF AND PARALLEL WITH CENTERLINE OF ROUTE 60 FEET; THENCE SOUTH 41 DEGREES 02 MINUTES 05 SECONDS EAST, ALONG SAID LINE, A DISTANCE OF 185.00 FEET TO THE NORTHWEST RIGHT-OF-WAY LINE OF SCHANK AVENUE PER CASE 78 ED 29; THENCE SOUTH 24 DEGREES 24 MINUTES 41 SECONDS WEST (RECORD BEARING OF SOUTH 24 DEGREES 11 MINUTES 26 SECONDS WEST), ALONG SAID LINE, A DISTANCE OF 337.72 FEET TO THE POINT OF BEGINNING.

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