DATE: November 20, 2025

TO: Joliet Plan Commission

FROM: Ray Heitner - Planner

SUBJECT: PUD-10-25: Preliminary Planned Unit Development of Joliet Catholic Academy Subdivision

GENERAL INFORMATION:

APPLICANT:	Joliet Catholic Academy – Sisters of St. Francis of Mary Immaculate
STATUS OF APPLICANT:	Contract Purchaser
OWNER:	Sisters of St. Francis of Mary Immaculate
REQUESTED ACTION:	Approval of a preliminary planned unit development
PURPOSE:	To allow for development of a future athletic facilities campus
EXISTING ZONING:	R-2 (single-family residential); R-B (restricted business); R-4 (low-density multi-family residential)
LOCATION:	1201 Wyoming Avenue and 1200 N. Larkin Avenue
SIZE:	Approximately 48 Acres
EXISTING LAND USE:	High School Campus / Former Retirement Community

SURROUNDING LAND USE & ZONING:

NORTH: B-3 (general business) and R-4 (low density multi-family residential), commercial and multi-family residential

SOUTH: R-2 (single-family residential), single-family residential

EAST: R-2 (single-family residential), single-family residential

WEST: B-1 (neighborhood business), commercial

SITE HISTORY: The subject properties include the existing Joliet Catholic Academy (1200 N. Larkin Avenue) campus and the former Our Lady of Angels Retirement Home (1201 Wyoming Avenue) that was recently demolished. Joliet Catholic Academy (JCA) has been at this location since 1956. The Our Lady of Angels retirement home was active between 1960 and 2023.

CASE HISTORY: The applicant originally applied for a Special Use Permit to allow athletic fields that are incidental to a high school in February of 2025. The applicant withdrew this petition after staff further evaluated the proposal and determined that the City's Planned Unit Development process was the more appropriate development and entitlement process. By applying for a Planned Unit Development (PUD) the applicant is required to show the location, extent, and character of all proposed uses, in addition to the location of all off-street parking areas. The applicant is requesting a waiver from Section 47-15A.5(3) of the Zoning Ordinance to allow the full extent of the PUD as proposed. Full project approval will require Plan Commission consideration and City Council approval of a Preliminary PUD and a Final PUD.

The applicant also hosted three separate neighborhood open houses to detail the proposed project buildout. The most recent open house took place on September 24, 2025, and was attended by 127 people.

SPECIAL INFORMATION: The applicant is requesting approval of a Preliminary Planned Unit Development (PUD) of the Joliet Catholic Academy Subdivision. The PUD details the proposed location of new or renovated athletic facilities on both the existing JCA campus and the lot to the east, which would be acquired by the applicant on contract upon approval of the PUD with the City of Joliet. The existing JCA athletic facilities include two baseball fields, two softball fields, a field for track and field, and six tennis courts.

The petitioner intends to complete the athletic facilities expansion project in three separate phases. Phase 1 would include installation of a new multi-purpose athletic field, and construction of eight new tennis courts. Additionally, a parking lot west of the multi-purpose athletic field and stormwater detention improvements would also be made during Phase 1. Phase 2 would include construction of the stadium stands and locker rooms for the new multi-purpose athletic field, construction of the east parking lot at Wyoming Avenue and Ingalls Avenue and resurfacing of the track and practice fields. Phase 3 would include renovations to the baseball field and softball field and construction of new pickleball and physical education courts.

The most significant component of the PUD is the proposed multi-purpose athletic field, which would serve as the home facility for the school's football games. The field would have 5,500 seats with a potential maximum standing room only capacity close to 7,000 people. The site would host between 4 and 8 varsity football games per year. The applicant has submitted a detailed Traffic and Parking Management Plan. The Plan calls for the use of 933 on-campus parking spaces for football games. This would increase parking on campus from its existing total of 481 spaces by 94%. Section 47-17.17(N)(21) requires one parking space for each six fixed seats in a senior high school's main auditorium, plus one space for each employee, resulting in a required parking allotment of between 926 and 931 parking spaces. The Traffic and Parking Management Plan estimates that the proposed amount of parking can accommodate approximately 4,400 fans. The school has had discussions with nearby sites to provide overflow parking for home football games that are anticipated to draw attendance of over 4,400 people. The school anticipates that will occur one to three times a year depending on the season's home-game schedule. Additional lighting and sound engineering studies have been included in the applicant's submittal. The applicant's lighting engineer has confirmed that all lighting will be downcast onto the multi-purpose athletic field, with minimal spillover to the adjacent residences. The attached lighting study generally shows a footcandle measurement of 0.5-1.3 footcandles along the south side of Ingalls Avenue. The sound study shows an estimated range of 86-98 decibels within the future stadium footprint.

The PUD would involve a subdivision of the existing property at 1201 Wyoming Avenue, to consolidate the proposed JCA athletic facilities uses onto the southern third of the existing lot. There are currently no plans to develop the excess lot to the north. Stormwater detention for the PUD site would be incorporated north of the baseball field on the main campus lot. Final design of stormwater infrastructure and water and sewer connections will be required with the Final PUD submittal.

<u>ANALYSIS</u>: Approval of the requested Preliminary Planned Unit Development would allow the applicant to prepare the Final Planned Unit Development and to finalize site engineering specifications. The subject property already hosts a range of complimentary facilities and activities that are incidental to the primary high school use and is situated within a densely populated, primarily single-family residential neighborhood. There are negative externalities associated with the proposed PUD, specifically with the multi-purpose athletic field, that would cause some disruption to daily activities for nearby residents with respect to increased traffic and noise emanating from events taking place at the multi-purpose athletic field. However, the school would only host between 4 and 8 varsity football games per year. While it is not uncommon for new stadiums to experience temporary increases in attendance, figures from recent years suggest attendance for most home varsity football games will likely be below 3,100 fans per game. The applicant

has put together a viable traffic and parking management plan to accommodate the anticipated increase in traffic to the surrounding area on football game days. It is anticipated that events outside of varsity football games will see far lower attendance. While it is rare in Will County, examples of high school football stadiums situated within denser urban settings do exist throughout the Chicagoland area. Staff will continue to work with the applicant to minimize traffic and noise impacts from events taking place at the multi-purpose athletic field prior to completion of final engineering.

RECOMMENDED ACTION: Staff recommends the Plan Commission recommend approval of the Preliminary Planned Unit Development of the Joliet Catholic Academy Subdivision to the City Council.

CASE NO. _____

DATE FILED: _____

CITY PLAN COMMISSION
JOLIET, ILLINOIS

PETITION FOR A PLANNED UNIT DEVELOPMENT
(Check One)

__X__ **Preliminary**
_____ **Final**

NAME OF PUD: Joliet Catholic Academy ("JCA")

NAME OF PETITIONER: Joliet Catholic Academy - Sisters of St. Francis ofMary Immaculate

HOME ADDRESS: 1200 North Larkin Avenue

CITY, STATE, ZIP: Joliet, IL 60435

HOME PHONE: N/A

CELL #: [redacted] **E-MAIL:** [redacted]

BUSINESS ADDRESS: 1200 N. Larkin Avenue

CITY, STATE, ZIP: Joliet, IL 60435

BUSINESS PHONE: [redacted]

INTEREST OF PETITIONER: JCA is the leasee of a portion of the property and contract purchaser of the remainder

NAME OF LOCAL AGENT: [redacted]

ADDRESS: [redacted] PHONE: [redacted]

OWNER: Sisters of St. Francis of Mary Immaculate

HOME ADDRESS: _____

CITY, STATE, ZIP: [redacted]

HOME PHONE: _____

CELL #: N/A **E-MAIL:** [redacted]

BUSINESS ADDRESS: 1453 Essington Road PHONE: [redacted] CITY,

STATE, ZIP: [redacted]

BUSINESS PHONE: [redacted]

ENGINEER: Wight & Company [redacted]

ADDRESS: [redacted] PHONE: [redacted]

LAND SURVEYOR: The Will Group - TWG Engineering

ADDRESS: [redacted] PHONE: [redacted] **ATTORNEY:**

[redacted] Mahoney, Silverman & Cross, LLC

ADDRESS: [redacted] PHONE: [redacted] LEGAL

DESCRIPTION OF PROPERTY: SEE ATTACHED FOR LEGAL

OWNERSHIP NOTE: The Sisters of St. Francis own the property. JCA has a lease on 30-07-06-201-014-0000 and is contract purchaser of 30-07-06-201-010-0000

COMMON ADDRESS: 1201 Wyoming Avenue, 1200 N. Larkin Avenue, Joliet IL 60435

PERMANENT INDEX NUMBER (Tax No.): 30-07-06-201-010-0000 and 30-07-06-201-014-0000

SIZE: +/- 48 acres

NO. OF LOTS: 2

PRESENT USE: Open space and school property EXISTING ZONING: R-2 and R-B

USES OF SURROUNDING PROPERTIES: North: Residential/Commercial

South: Residential

East: Residential

West: JCA Academy/Commercial across Larkin

Name of Park District: Joliet Park District

Date Contacted Park District: N/A - No residential development

Is any open space/park site being offered as part of a preliminary PUD? No

If yes, what amount? N/A

(Acknowledgment by Park District Official) _____

Has the Zoning Board of Appeals granted any variance, exception, or special permit concerning this property?

Yes_____ No X If yes, list the Case number and name: _____

Is any variance from the Subdivision Regulations being requested? Yes_____ No X

If yes, describe: _____

Attach ten (10) copies of the plat to this petition.

List all contiguous holdings in the same ownership (as defined in the Subdivision Regulations) by permanent index numbers: 03-07-06-201-014-000; 30-07-06-201-015-000; and 30-07-05-104-003-000

30-07-06-201-010-0000

Attached hereto is an affidavit of ownership indicating the dates the respective holdings of land were acquired, together with the book and page of each conveyance to the present owner as recorded in the Will County Recorder of Deeds office. This affidavit shall indicate the legal owner of the property, the contract owner of the property, and the date the contract of sale was executed.

In the event the property is held in trust: A list of all individual beneficial owners of the trust must be attached.

In the event of corporate ownership: A list of all directors, officers, and stockholders of each corporation owning more than five percent (5%) of any shares of stock must be attached.

STATE OF ILLINOIS) ss
COUNTY OF WILL)

I, [redacted], hereby depose and say that all of the above statements and the statements contained in the papers submitted herewith are true. I agree to be present in person or by representation when this is heard by the Plan Commission.

Date [redacted] [redacted]
Petitioner's Name

Subscribed and sworn to before me this [redacted] day of [redacted] 20 [redacted]

[redacted] [redacted]

PRINT

CITY OF JOLIET OWNERSHIP DISCLOSURE FORM

The City of Joliet requires that applicants for zoning relief, subdivision approval, building permits and business licenses disclose the identity of all persons having an ownership interest in the business and the real property associated with the application. A copy of this form must be completed and submitted with other application materials. Failure to properly complete and submit this form may result in the denial of the application.

I. INFORMATION ABOUT THE APPLICATION

This form is submitted as part of an application for the following (check all that apply):

- Y Rezoning, Special Use Permit, Variation, or Other Zoning Relief (Complete Sections II and III)
- Preliminary Plat, Final Plat, or Record Plat of Subdivision (Complete Sections II and III)
- Building Permit (Complete Sections II and III)
- Business License (Complete All Sections)

II. INFORMATION ABOUT THE PROPERTY

The address and PIN(s) of the real property associated with this application are:

1200 N. Larkin Avenue, Joliet, IL 60435 and 1201 Wyoming Avenue, Joliet IL 60435

PIN(s): 30-07-06-201-014-0000 and 30-07-06-201-010-0000

III. PROPERTY OWNERSHIP

Select the type of owner of the real property associated with this application and fill in the appropriate contact information below:

Y	**Individual:**	State the names, addresses, and phone #'s of the individual owner(s)
Y	**Corporation:**	State the names, addresses, and phone #'s of all persons holding 3% or more of the stock of the corporation and the percentage of shares held by such stockholders
Y	**Limited Liability Company:**	State the names, addresses, and phone #'s of all members of the company along with the percentage of ownership held by each member
Y	**Land Trust:**	State the names, addresses, and phone #'s of the trustee(s) and all beneficiaries
Y	**Partnership:**	State the names, addresses, and phone #'s of all partners
X	**Other type of organization:**	State the names, addresses, and phone #'s of all persons having a legal or equitable ownership interest in the organization or the right to direct the affairs of the organization

The owner is a religious organization.

E-MAIL: [redacted] **FAX** [redacted]

IV. BUSINESS OWNERSHIP

If the owner of the business is different than the owner of the real property associated with the application, then the following information must be provided:

Select the type of business owner associated with this application and fill in the contact information below:

Y	**Individual:**	State the names, addresses, and phone #'s of the individual owner(s)
Y	**Corporation:**	State the names, addresses, and phone #'s of all persons holding 3% or more of the stock of the corporation and the percentage of shares held by such stockholders
Y	**Limited Liability Company:**	State the names, addresses, and phone #'s of all members of the company along with the percentage of ownership held by each member
Y	**Partnership:**	State the names, addresses, and phone #'s of all partners
X	**Other type of organization:**	State the names, addresses, and phone #'s of all persons having a legal or equitable ownership interest in the organization

The Petitioner is a religious based academic institution. Joliet Catholic Academy is a 501c3 co-sponsored by the Joliet Franciscan Sisters (Third Order of Saint Francis of Mary Immaculate) and the Carmelites of the Most Pure Heart of Mary and is governed by a Board of Members, Board of Directors, and President/Principal Dr. Jeffrey Budz.

E-MAIL [redacted] **FAX:** N/A

NOTE:
If a stockholder, member, beneficiary or partner disclosed in Section III or Section IV is not an individual, then the individuals holding the legal or equitable title to the real property or business associated with the application must also be disclosed. For example, if the real property associated with an application is owned by a land trust, and the beneficiary of the land trust is a limited liability company, then the members of the limited liability company must be disclosed. If one of the members of the limited liability company is a partnership, then the identity of the partners must be disclosed. If one of the partners is a corporation, then all persons owning 3% or more of the issued stock must be disclosed.

SIGNED [redacted]

DATE: X [redacted]

Name, Title, and Telephone Numbers of Person Completing and Submitting This Form:

[redacted]

Sisters of St. Francis

of Mary Immaculate

www.jolietfranciscans.org

October 9, 2025

[redacted]

RE: Authorization to file Application for a Planned Unit Development with the City of Joliet

[redacted]

The undersigned (the "Owner") holds title to that certain property located in Will County with Permanent Index Numbers 30-07-06-201-010-0000 and 30-07-05-104-004-0000 (the "Property"). Joliet Catholic Academy ("JCA") has executed a purchase and sale agreement for a portion of the Property and has a lease over the remainder of the Property. JCA intends to file an application with the City of Joliet ("City") for a planned unit development and such other relief and approvals as may be necessary in furtherance of JCA's intended development of the Property. In connection with JCA's applications, the Owner hereby consents to JCA to: (xx) file such application; (yy) pursue approval of said application; and (zz) take any and all related actions which may be necessary or appropriate in connection with processing such application.

Thank you for your consideration. If you have any questions regarding the foregoing consent, please contact the undersigned.

[redacted]

[redacted]

[redacted]

Joliet Catholic Academy Project Description and Phasing Plan

Joliet Catholic Academy is a religious based college-preparatory high school which is generally situated at the northeast corner of Larkin Avenue and Ingalls Avenue in the city of Joliet. This site has been operating as a high school for many decades. The school was previously known as St. Francis Academy. Pursuant to a merger of St. Francis Academy and Joliet Catholic the school is currently known as Joliet Catholic Academy ("JCA").

JCA currently serves approximately 600 students. Many of JCA's students are involved in various outdoor sports including football, soccer, tennis, softball, golf , lacrosse and baseball. The property where JCA is located is currently owned by the Franciscan Sisters who lease the property to JCA. The Franciscan Sisters also own the property generally east of the current JCA site to Wyoming Avenue (the "OLA Site"). JCA is under contract to purchase the OLA Site.

JCA is applying to City of Joliet for the preliminary PUD (the "PUD") approval required to move forward with the project. The various components of the project are set forth in the Phasing Plan. The PUD submittals including lighting, sound, traffic, landscaping, parking, event coordination and proposed improvements [redacted] demonstrate the PUD will be able to co-exist with the surrounding neighborhoods. JCA is extremely sensitive to the potential impact on its neighbors and has gone to great lengths to create a plan to integrate its plan with the neighborhood.

Understandably, the crowds attracted by football games are of concern to the neighborhoods. JCA has retained KLOA to prepare a traffic study and report as well as an event traffic and parking management plan. JCA intends to work closely with the Joliet Police Department to refine traffic management based upon experience gained through events and tailor the plan to the number of spectators that will be attending each event. Assuming preliminary and final approval, the project will occur in several distinct phases. The te tentative phasing plan is set forth below . The actual phasing will be affected by changing circumstances and fundraising to finance the project. The phasing plan is intended to maintain flexibility to react to circumstances.

Phase I

- Complete purchase of the OLA Site
- Construct a turf multipurpose field on the OLA Site
- Complete the west parking lot
- Construct the tennis complex
- Construct significant storm water management/retention improvements

Phase II

- Construct the Legacy Fields Complex entryway
- Construct multipurpose stadium stands and locker rooms on the OLA Site.
- Complete track resurfacing at the practice fields
- Construct the concession and tennis viewing building
- Construct the east parking lot

Phase III

- Construct new softball fields
- Complete baseball field upgrades
- Construct pickleball/PE Courts

Joliet Catholic Academy

Appendix of Exhibits

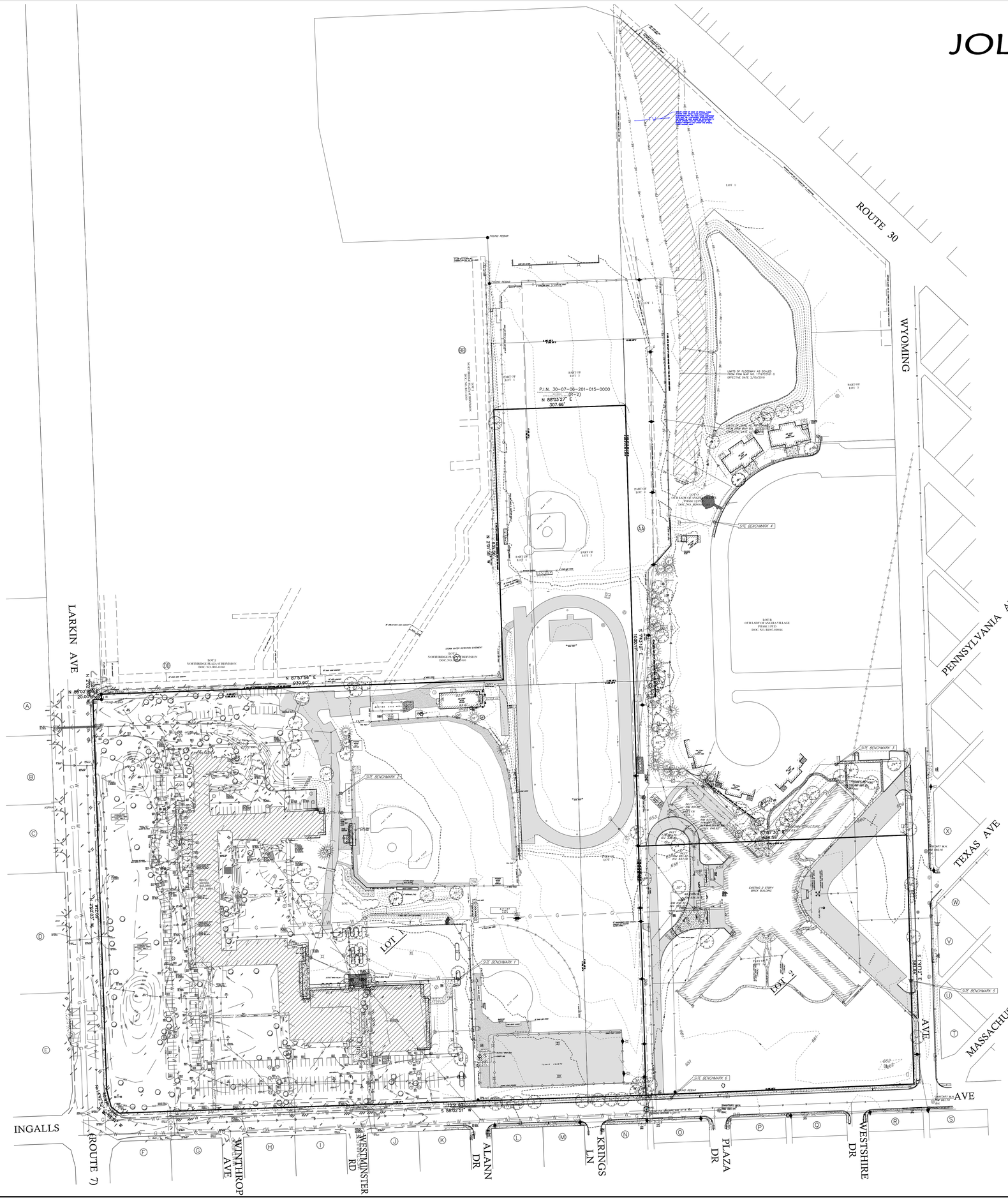
1. Project Description and Phasing Plan
2. Affidavit of Title - Researching last deed to be supplemented
3. Legal Description
4. Preliminary PUD Plan
5. Preliminary Traffic and Parking Management Plan
6. KLOA Traffic Memo
7. Lighting and sound studies

P.I.N.: 07-06-201-014-0000
PART OF P.I.N.: 07-05-104-004-0000

PRELIMINARY PLAT of JOLIET CATHOLIC ACADEMY

A Planned Unit Development

A Subdivision of
Part of the West 1/2 of the Northwest 1/4 of Section 5 and
the East 1/2 of the Northeast Quarter of Section 6,
Township 35 North, Range 10 East of the Third Principal Meridian,
in Will County, Illinois.



ADJACENT OWNER INFORMATION

(A) WILL COUNTY HABITAT FOR HUMANITY INC
2415 MCDONOUGH ST
JOLIET IL 60436
P.I.N. 30-07-06-205-001-0000
(B-3)

(B) CREATIVE CIRCLE INC
200 N LASALLE ST STE 2350
CHICAGO, IL 60601
P.I.N. 30-07-06-205-002-0000
(B-1)

(C) WM FMB PORTFOLIO OWNER LLC
3414 PEACHTREE RD NE STE 250
ATLANTA, GA 30326
P.I.N. 30-07-06-205-003-0000
(B-1)

(D) WILL COUNTY SPECIAL EDUCATION
1207 N LARKIN AVE
JOLIET IL 60435
P.I.N. 30-07-06-205-024-0000
(B-1)

(E) CNI OF LARKIN LLC
WALGREENS CO 3929-300 WILMOT RD
MALSTOP 3101 60015
P.I.N. 30-07-06-205-025-0000
(B-1)

(F) LARKIN PROFESSIONAL PLAZA LLC
1118 N LARKIN AVE
JOLIET IL 60435
P.I.N. 30-07-06-401-028-0000
(R-B)

(G) VAGAS PROPERTIES LLC
2324 UNIVERSITY ST
CREST HILL IL 60403
P.I.N. 30-07-06-401-012-0000
(R-2)

(H) RICHARD SMAJD
480 E 1ST ST
COAL CITY IL 60416
P.I.N. 30-07-06-402-001-0000
(R-2)

(I) ENAK LLC
12137 W 159TH ST
HOMER GLEN IL 60491
P.I.N. 30-07-06-402-012-0000
(R-2)

(J) JASON MC KINNEY
1120 WESTMINSTER RD
JOLIET IL 60435
P.I.N. 30-07-06-403-001-0000
(R-2)

(K) NORMA DELGADO
1121 ALANN DR
JOLIET IL 60435
P.I.N. 30-07-06-403-012-0000
(R-2)

(L) LEE SWANK
1120 ALANN DR
JOLIET IL 60435
P.I.N. 30-07-06-404-001-0000
(R-2)

(M) DARLENE HARTMAN TR-KRINGS LN
1119 KRINGS LN
JOLIET IL 60435
P.I.N. 30-07-06-404-012-0000
(R-2)

(N) LFP INVESTMENTS LLC
220 N BROADWAY ST
JOLIET IL 60435
P.I.N. 30-07-06-405-001-0000
(R-2)

(O) JAMES P DIRKER REV TR
1137 PLAZA DR
JOLIET IL 60435
P.I.N. 30-07-05-300-001-0000
(R-2)

(P) JOSE A LEDEZMA
1134 PLAZA DR
JOLIET IL 60435
P.I.N. 30-07-05-301-001-0000
(R-2)

(Q) ABEL ALVARADO JR
1137 WESTSHIRE DR
JOLIET IL 60435
P.I.N. 30-07-05-301-013-0000
(R-2)

(R) RAUL NEGRETE
1136 WESTSHIRE DR
JOLIET IL 60435
P.I.N. 30-07-05-302-001-0000
(R-2)

(S) MARY E COOPER
1127 BARTHELME AVE
JOLIET IL 60435
P.I.N. 30-07-05-302-014-0000
(R-2)

(T) SARAH J FOSTER
1235 MASSACHUSETTS AVE
JOLIET IL 60435
P.I.N. 30-07-05-108-037-0000
(R-2)

(U) JOSEPH W JENSEN
1231 MASSACHUSETTS AVE
JOLIET IL 60435
P.I.N. 30-07-05-108-031-0000
(R-2)

(V) VIRGEN ANDRADE
1212 WYOMING AVE
JOLIET IL 60435
P.I.N. 30-07-05-108-017-0000
(R-2)

(W) DWAYNE GRIFFIN
1300 TEXAS AVE
JOLIET IL 60435
P.I.N. 30-07-05-108-016-0000
(R-2)

(X) ALYSSA ERICKSON
1306 WYOMING AVE
JOLIET IL 60435
P.I.N. 30-07-05-107-012-0000
(R-2)

(Y) THIRD ORDER OF ST FRANCIS
1433 ESSINGTON RD
JOLIET IL 60435
PART OF P.I.N. 30-07-05-104-004-0000
(R-4)

(Z) THIRD ORDER OF ST FRANCIS
1433 ESSINGTON RD
JOLIET IL 60435
P.I.N. 30-07-05-104-003-0000
(R-4)

(AA) THIRD ORDER OF ST FRANCIS
1433 ESSINGTON RD
JOLIET IL 60435
PART OF P.I.N. 30-07-05-104-004-0000
(R-4)

(BB) NORTH WINDHAM PROPERTIES LLC
7 THORTON ST
SEABROOK NEW HAMPSHIRE 03874
P.I.N. 30-07-06-201-008-0000
(R-4)

(CC) NORTH WINDHAM PROPERTIES LLC
7 THORTON ST
SEABROOK NEW HAMPSHIRE 03874
P.I.N. 30-07-06-201-008-0000
(R-4)

(DD) NORTH WINDHAM PROPERTIES LLC
7 THORTON ST
SEABROOK NEW HAMPSHIRE 03874
P.I.N. 30-07-06-201-008-0000
(R-4)

LEGEND

meas.	MEASURED
rec.	RECORDED
calc.	CALCULATED
●	FOUND SURVEY MONUMENT
■	SET 5/8" REBAR UNLESS OTHERWISE NOTED
	SUBJECT BOUNDARY LINE
	ADJACENT BOUNDARY LINE
	EASEMENT LINE
AE	FLOOD ZONE AE LIMIT
FW	FLOODWAY LINE LIMIT
400	CONTOUR
	FENCE LINE
	FLAG POLE
	SIGN
	UTILITY POLE
	UTILITY POLE WITH LIGHT
	GUY WIRE
OHU	OVERHEAD UTILITY LINE
	LIGHT POLE
	ELECTRIC PEDESTAL
	ELECTRIC HANDHOLE
	ELECTRIC TRANSFORMER
	CABLE TV PEDESTAL
	TELEPHONE PEDESTAL
	FIBER OPTICS HANDHOLE
	TREE WITH SIZE
	EVERGREEN TREE WITH SIZE
	TREE LINE/BUSH LINE
	FIRE HYDRANT
	WATER VALVE BOX
	STORM SEWER
	STORM STRUCTURE
	MANHOLE
	RETAINING WALL
	ASPHALT AREA
	CONCRETE AREA
	GRAVEL AREA

GRAPHIC SCALE
80 0 80
(IN FEET)
1 inch = 80 ft.
BASIS OF BEARINGS IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83)

LEGAL DESCRIPTION

THAT SOUTH 581.79 FEET OF LOT 5 IN SAINT FRANCIS SUBDIVISION, A SUBDIVISION OF PART OF THE WEST 1/2 OF THE WEST ½ OF THE NORTHWEST 1/4 OF SECTION 5, AND PART OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF SECTION 6, TOWNSHIP 35 NORTH RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 1 1955 AS DOCUMENT NO. 774865, EXCEPT THAT PART LYING WITHIN SAID SECTION 6, TOWNSHIP 35 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

TOGETHER WITH,

LOTS 3, 4, 5 AND 6 IN SAINT FRANCIS SUBDIVISION, A SUBDIVISION OF PART OF THE WEST 1/2 OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 5, AND PART OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF SECTION 6, TOWNSHIP 35 NORTH RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 1 1955 AS DOCUMENT NO. 774865; EXCEPT THAT PART DESCRIBED IN WARRANTY DEED RECORDED JUNE 12, 2024, AS DOCUMENT NO. R2024028583 AND ALSO EXCEPT THAT PART TAKEN BY NORTHRIDGE PLAZA SUBDIVISION PER R85-41060 AND ALSO EXCEPT THAT PART LYING WITHIN SAID SECTION 5, TOWNSHIP 35 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

PART OF P.I.N. 30-07-05-104-004-0000
P.I.N. 30-07-06-201-014-0000

NOTES:

1.) THERE ARE NO WETLANDS ON SITE PER THE U.S. FISH AND WILDLIFE SERVICE MAPPING SYSTEM AS OF NOVEMBER 3, 2021. TO BE CONFIRMED BY IN-PROGRESS WETLAND DELINEATION.

2.) THERE IS NO FLOODPLAIN ON SITE PER FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) MAP PANEL #17197C0161G, EFFECTIVE FEBRUARY 15, 2019.

3.) A STORMWATER DETENTION EASEMENT WILL BE GRANTED OVER THE DETENTION FACILITIES ON LOTS 1. MAINTENANCE OF THE STORMWATER DETENTION FACILITIES WILL BE THE RESPONSIBILITY OF THE LOT OWNER.

4.) UNLESS OTHERWISE NOTED, EXISTING LOTS INCLUDED IN JOLIET CATHOLIC ACADEMY SUBDIVISION ARE CITY OF JOLIET ZONING R-2 AND R-4, RESIDENTIAL DISTRICTS.

5.) NO NEW PUBLIC ROADS PROPOSED AS PART OF THIS SUBDIVISION. ALL ROADS DEPICTED HEREON ARE HERETOFORE DEDICATED.

6.) A USE EXCEPTION IS REQUESTED ALLOW ATHLETIC FACILITIES WITHIN 40-FEET OF A RESIDENTIAL DISTRICT AND WITHIN 25-FEET OF A PUBLIC RIGHT OF WAY.

BENCHMARKS:

PROJECT BENCHMARK:
WILL COUNTY BENCHMARK STATION 706
ELEVATION: 587.32 (NAVD88)

SITE BENCHMARKS:
SITE BM 1
ARROW BOLT ON FIRE HYDRANT (AS SHOWN)
ELEVATION: 662.95 (NAVD88)

SITE BM 2
ARROW BOLT ON FIRE HYDRANT (AS SHOWN)
ELEVATION: 664.87 (NAVD88)

SITE BM 3
SOUTH BOLT ON FIRE HYDRANT (AS SHOWN)
ELEVATION: 659.78 (NAVD88)

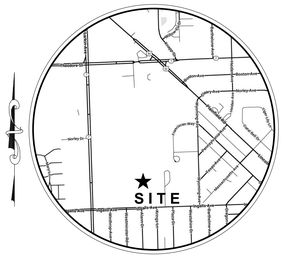
SITE BM 4
ARROW BOLT ON FIRE HYDRANT (AS SHOWN)
ELEVATION: 650.03 (NAVD88)

SITE BM 5
NORTHWEST BOLT ON FIRE HYDRANT (AS SHOWN)
ELEVATION: 662.14 (NAVD88)

SITE BM 6
NORTHWEST BOLT ON FIRE HYDRANT (AS SHOWN)
ELEVATION: 662.66 (NAVD88)

LOT SCHEDULE:

LOT #1	1,428,661.77 SQ.FT.	.....	32.797 AC.
LOT #2	364,446.35 SQ.FT.	.....	8.366 AC.
TOTAL	1,793,108.12 SQ.FT.	.....	41.163 AC



SITE LOCATION MAP
NOT TO SCALE

STATE OF ILLINOIS)
)SS
COUNTY OF WILL)

RUETTIGER, TONELLI & ASSOCIATES, INC., ILLINOIS PROFESSIONAL DESIGN FIRM No. 184-001251, HEREBY CERTIFIES THAT IT HAS PRELIMINARILY PLATTED THE PROPERTY DESCRIBED IN THE ABOVE CAPTION AND AS SHOWN ON THE ANNEXED PLAT.

GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF _____ , _____

BY _____
ILLINOIS PROFESSIONAL LAND SURVEYOR (MY LICENSE EXPIRES 11-30-2026)
TO ENSURE AUTHENTICITY OF THIS DRAWING, IT MUST BEAR THE EMBOSSED SEAL OF THE DESIGN FIRM OR PROFESSIONAL LICENSEE WHO PREPARED THIS DRAWING.

THIS PLAT IS NOT FOR RECORDING

OWNER :
SISTERS OF ST. FRANCIS OF MARY IMMACULATE
1453 ESSINGTON ROAD
JOLIET, ILLINOIS 60435
Ph. (815) 725-8648

DEVELOPER/PETITIONER:
JOLIET CATHOLIC ACADEMY -
SISTERS OF ST. FRANCIS OF MARY IMMACULATE
1200 NORTH LARKIN AVENUE
JOLIET, ILLINOIS 60435
Ph. (815) 741-0500

ENGINEER:
WIGHT & COMPANY
2500 NORTH FRONTAGE ROAD
DARIEN, ILLINOIS 60515
Ph. (630) 969-7000

LAND SURVEYOR :
TWG ENGINEERING
129 CAPISTA DRIVE
SHOREWOOD, ILLINOIS 60404
Ph. (815) 744-6600

STATE OF ILLINOIS)
)SS
COUNTY OF WILL)
APPROVED BY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF JOLIET ON
_____ , 20____

MAYOR _____ DATE _____
CITY CLERK _____ DATE _____

STATE OF ILLINOIS)
)SS
COUNTY OF WILL)
RECOMMENDED FOR APPROVAL BY THE JOLIET CITY PLAN COMMISSION ON
_____ , 20____

PLAN COMMISSION CHAIRMAN _____ DATE _____
PLAN COMMISSION SECRETARY _____ DATE _____

THE WILL GROUP ENGINEERING
Main Address: 129 Capista Drive, Shorewood, IL 60404 | Phone: 815-744-6600
Invoicing: 401 S. Carlton Avenue, Wheaton, IL 60187 | www.thewillgroup.com

DATE CREATED (10-8-2025)					
FIELD WORK (TO BK)	LATEST TWG ENGINEERING REVISION				TWG Dwg. No:
PAGE (10-08)	NO.	DATE	DESCRIPTION	BY	425-0075-P
DRAWN BY/CHK	1	11-13-2025	REVISED PER CITY REVIEW	AJC	

EXISTING CONDITIONS
SHEET 1 OF 3

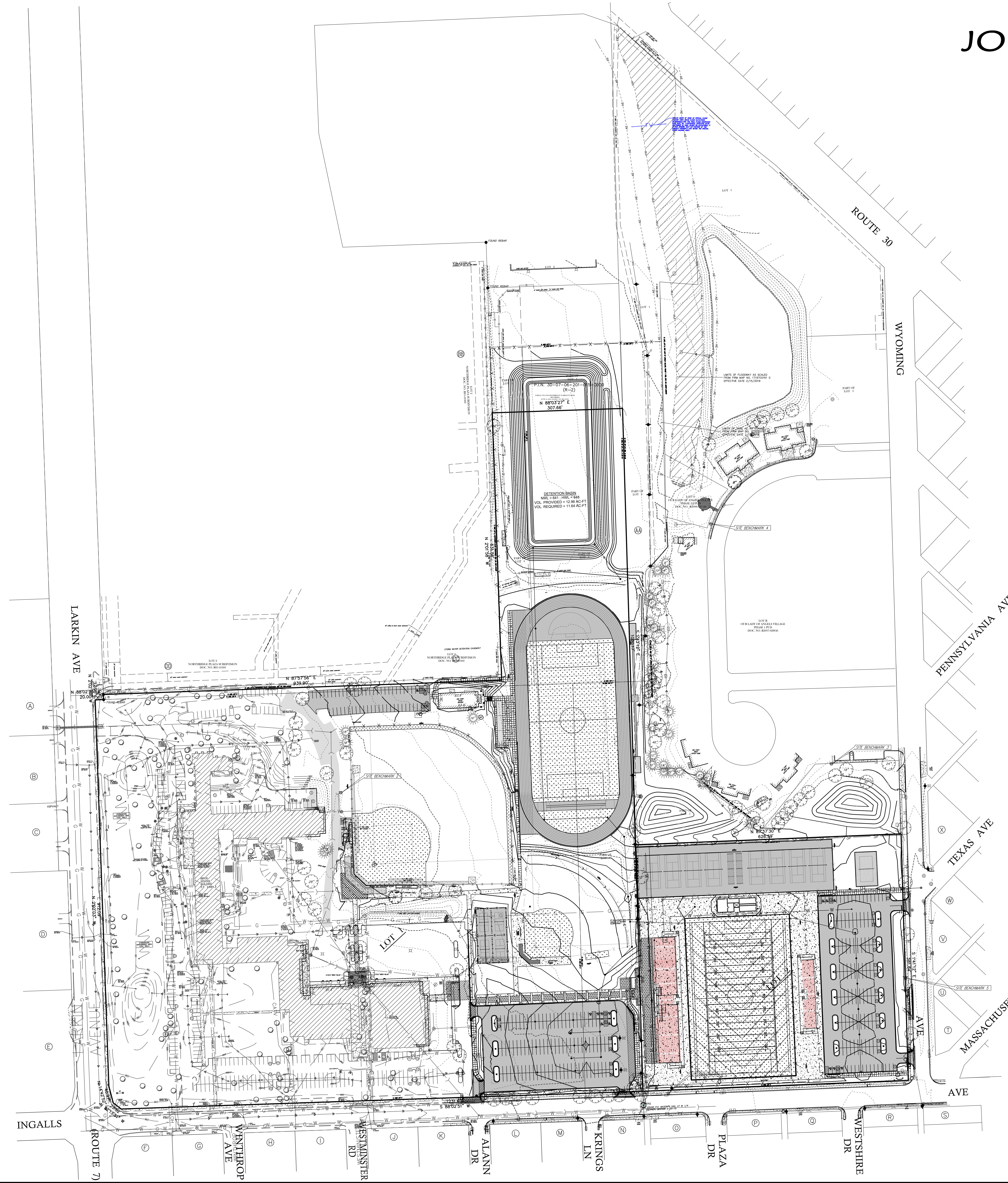
P.I.N.: 07-06-201-014-0000
PART OF P.I.N.: 07-05-104-004-0000

PRELIMINARY PLAT of JOLIET CATHOLIC ACADEMY

A Planned Unit Development

A Subdivision of
Part of the West 1/2 of the Northwest 1/4 of Section 5 and
the East 1/2 of the Northeast Quarter of Section 6,
Township 35 North, Range 10 East of the Third Principal Meridian,
in Will County, Illinois.

GRAPHIC SCALE
80 0 80
(IN FEET)
1 inch = 80 ft.
BASIS OF BEARINGS IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83)



ADJACENT OWNER INFORMATION

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- (B) CREATIVE CIRCLE INC, 200 N LASALLE ST STE 2350, CHICAGO, IL 60601, P.I.N. 30-07-06-205-002-0000 (B-1)
- (C) WIM FMB PORTFOLIO OWNER LLC, 3414 PEACHTREE RD NE STE 250, ATLANTA, GA 30326, P.I.N. 30-07-06-205-003-0000 (B-1)
- (D) WILL COUNTY SPECIAL EDUCATION, 1207 N LARKIN AVE, JOLIET IL 60435, P.I.N. 30-07-06-205-024-0000 (B-1)
- (E) GNI OF LARKIN LLC, WALGREENS CO 3929-300 WILMOT RD, MAILSTOP 3101 60015, P.I.N. 30-07-06-205-025-0000 (B-1)
- (F) LARKIN PROFESSIONAL PLAZA LLC, 1118 N LARKIN AVE, JOLIET IL 60435, P.I.N. 30-07-06-401-028-0000 (R-B)
- (G) VAGAS PROPERTIES LLC, 2324 UNIVERSITY ST, CREST HILL IL 60403, P.I.N. 30-07-06-401-012-0000 (R-2)
- (H) RICHARD SMAJD, 480 E 1ST ST, COAL CITY IL 60416, P.I.N. 30-07-06-402-001-0000 (R-2)
- (I) ENAK LLC, 12137 W 159TH ST, HOMER GLEN IL 60491, P.I.N. 30-07-06-402-012-0000 (R-2)
- (J) JASON MC KINNEY, 1120 WESTMINSTER RD, JOLIET IL 60435, P.I.N. 30-07-06-403-001-0000 (R-2)
- (K) NORMA DELGADO, 1121 ALANN DR, JOLIET IL 60435, P.I.N. 30-07-06-403-012-0000 (R-2)
- (L) LEE SWANK, 1120 ALANN DR, JOLIET IL 60435, P.I.N. 30-07-06-404-001-0000 (R-2)
- (M) DARLENE HARTMAN TR-KRINGS LN, 1119 KRINGS LN, JOLIET IL 60435, P.I.N. 30-07-06-404-012-0000 (R-2)
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- (T) SARAH J FOSTER, 1235 MASSACHUSETTS AVE, JOLIET IL 60435, P.I.N. 30-07-05-108-037-0000 (R-2)
- (U) JOSEPH W JENSEN, 1231 MASSACHUSETTS AVE, JOLIET IL 60435, P.I.N. 30-07-05-108-031-0000 (R-2)
- (V) VIRGEN ANDRADE, 1212 WYOMING AVE, JOLIET IL 60435, P.I.N. 30-07-05-108-017-0000 (R-2)
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- (AA) THIRD ORDER OF ST FRANCIS, 1433 ESSINGTON RD, JOLIET IL 60435, PART OF P.I.N. 30-07-05-104-004-0000 (R-4)
- (BB) NORTH WINDHAM PROPERTIES LLC, 7 THORTON ST, SEABROOK NEW HAMPSHIRE 03874, P.I.N. 30-07-06-201-008-0000 (R-4)
- (CC) NORTH WINDHAM PROPERTIES LLC, 7 THORTON ST, SEABROOK NEW HAMPSHIRE 03874, P.I.N. 30-07-06-201-008-0000 (R-4)
- (DD) NORTH WINDHAM PROPERTIES LLC, 7 THORTON ST, SEABROOK NEW HAMPSHIRE 03874, P.I.N. 30-07-06-201-008-0000 (R-4)

LEGEND

- mea. — MEASURED
- rec. — RECORDED
- calc. — CALCULATED
- FOUND SURVEY MONUMENT
- SET 5/8" REBAR UNLESS OTHERWISE NOTED
- SUBJECT BOUNDARY LINE
- ADJACENT BOUNDARY LINE
- EASEMENT LINE
- FLOOD ZONE AE LIMIT
- FLOODWAY LINE LIMIT
- CONTOUR
- FENCE LINE
- FLAG POLE
- SIGN
- UTILITY POLE
- UTILITY POLE WITH LIGHT
- GUY WIRE
- OVERHEAD UTILITY LINE
- LIGHT POLE
- ELECTRIC PEDESTAL
- ELECTRIC HANDHOLE
- ELECTRIC TRANSFORMER
- CABLE TV PEDESTAL
- TELEPHONE PEDESTAL
- FIBER OPTICS HANDHOLE
- TREE WITH SIZE
- EVERGREEN TREE WITH SIZE
- TREE LINE/BUSH LINE
- FIRE HYDRANT
- WATER VALVE BOX
- STORM SEWER
- STORM STRUCTURE
- MANHOLE
- RETAINING WALL
- ASPHALT AREA
- CONCRETE AREA
- GRAVEL AREA

LEGAL DESCRIPTION

THAT SOUTH 581.79 FEET OF LOT 5 IN SAINT FRANCIS SUBDIVISION, A SUBDIVISION OF PART OF THE WEST 1/2 OF THE WEST ½ OF THE NORTHWEST 1/4 OF SECTION 5, AND PART OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF SECTION 6, TOWNSHIP 35 NORTH RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 1 1955 AS DOCUMENT NO. 774865, EXCEPT THAT PART LYING WITHIN SAID SECTION 6, TOWNSHIP 35 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

TOGETHER WITH,

LOTS 3, 4, 5 AND 6 IN SAINT FRANCIS SUBDIVISION, A SUBDIVISION OF PART OF THE WEST 1/2 OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 5, AND PART OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF SECTION 6, TOWNSHIP 35 NORTH RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 1 1955 AS DOCUMENT NO. 774865; EXCEPT THAT PART DESCRIBED IN WARRANTY DEED RECORDED JUNE 12, 2024, AS DOCUMENT NO. R2024028583 AND ALSO EXCEPT THAT PART TAKEN BY NORTHRIDGE PLAZA SUBDIVISION PER R85-41060 AND ALSO EXCEPT THAT PART LYING WITHIN SAID SECTION 5, TOWNSHIP 35 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

PART OF P.I.N. 30-07-05-104-004-0000
P.I.N. 30-07-06-201-014-0000

BENCHMARKS:

PROJECT BENCHMARK:
WILL COUNTY BENCHMARK STATION 706
ELEVATION: 587.32 (NAVD88)

SITE BENCHMARKS:

SITE BM 1
ARROW BOLT ON FIRE HYDRANT (AS SHOWN)
ELEVATION: 662.95 (NAVD88)

SITE BM 2
ARROW BOLT ON FIRE HYDRANT (AS SHOWN)
ELEVATION: 664.87 (NAVD88)

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NORTHWEST BOLT ON FIRE HYDRANT (AS SHOWN)
ELEVATION: 662.14 (NAVD88)

SITE BM 6
NORTHWEST BOLT ON FIRE HYDRANT (AS SHOWN)
ELEVATION: 662.66 (NAVD88)

NOTES:

1.) THERE ARE NO WETLANDS ON SITE PER THE U.S. FISH AND WILDLIFE SERVICE MAPPING SYSTEM AS OF NOVEMBER 3, 2021. TO BE CONFIRMED BY IN-PROGRESS WETLAND DELINEATION.

2.) THERE IS NO FLOODPLAIN ON SITE PER FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) MAP PANEL #17197C0161G, EFFECTIVE FEBRUARY 15, 2019.

3.) A STORMWATER DETENTION EASEMENT WILL BE GRANTED OVER THE DETENTION FACILITIES ON LOTS 1. MAINTENANCE OF THE STORMWATER DETENTION FACILITIES WILL BE THE RESPONSIBILITY OF THE LOT OWNER.

4.) UNLESS OTHERWISE NOTED, EXISTING LOTS INCLUDED IN JOLIET CATHOLIC ACADEMY SUBDIVISION ARE CITY OF JOLIET ZONING R-2 AND R-4, RESIDENTIAL DISTRICTS.

5.) NO NEW PUBLIC ROADS PROPOSED AS PART OF THIS SUBDIVISION. ALL ROADS DEPICTED HEREON ARE HERETOFORE DEDICATED.

6.) A USE EXCEPTION IS REQUESTED ALLOW ATHLETIC FACILITIES WITHIN 40-FEET OF A RESIDENTIAL DISTRICT AND WITHIN 25-FEET OF A PUBLIC RIGHT OF WAY.

LOT SCHEDULE:

LOT #1	1,428,661.77 SQ.FT.	.....	32.797 AC.
LOT #2	364,446.35 SQ.FT.	.....	8.366 AC.
TOTAL	1,793,108.12 SQ.FT.	.....	41.163 AC

ZONING: R-4 SINGLE FAMILY RESIDENTIAL DISTRICT

NO. OF STORIES	MIN. LOT AREA (SQ.FT.)	MIN. LOT AREA PER FAMILY (SQ.FT.)	MIN. LOT WIDTH	MIN. FRONT YARD	MIN. REAR YARD	MIN. SIDE YARD	SUM OF SIDE YARDS
1-1 1/2	7500	7500	60 FEET	30 FEET	25 FEET	6 FEET	15 FEET
2-2 1/2	7500	7500	60 FEET	30 FEET	25 FEET	8 FEET	20 FEET

ZONING: R-4 LOW DENSITY MULTI-FAMILY RESIDENTIAL DISTRICT

LOTS IMPROVED WITH SINGLE-FAMILY DWELLINGS

NO. OF STORIES	MIN. LOT AREA (SQ.FT.)	MIN. LOT AREA PER FAMILY (SQ.FT.)	MIN. LOT WIDTH	MIN. FRONT YARD	MIN. REAR YARD	MIN. SIDE YARD	SUM OF SIDE YARDS
1-1 1/2	7500	7500	60 FEET	30 FEET	25 FEET	6 FEET	15 FEET
2-2 1/2	7500	7500	60 FEET	30 FEET	25 FEET	8 FEET	20 FEET

LOTS IMPROVED WITH TWO-FAMILY DWELLINGS

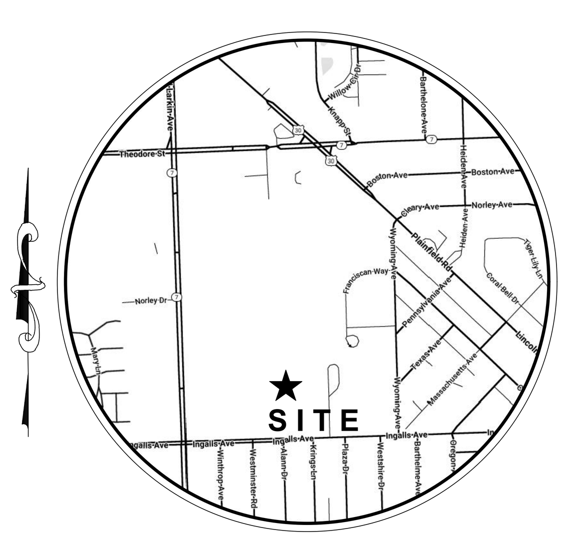
NO. OF STORIES	MIN. LOT AREA (SQ.FT.)	MIN. LOT AREA PER FAMILY (SQ.FT.)	MIN. LOT WIDTH	MIN. FRONT YARD	MIN. REAR YARD	MIN. SIDE YARD	SUM OF SIDE YARDS
1-1 1/2	7000	3500	50 FEET	25 FEET	25 FEET	5 FEET	12 FEET
2-2 1/2	7000	3500	50 FEET	25 FEET	25 FEET	6 FEET	14 FEET

LOTS IMPROVED WITH MULTIPLE FAMILY DWELLINGS

NO. OF STORIES	MIN. LOT AREA (SQ.FT.)	MIN. LOT AREA PER FAMILY (SQ.FT.)	MIN. LOT WIDTH	MIN. FRONT YARD	MIN. REAR YARD	MIN. SIDE YARD	SUM OF SIDE YARDS
1-1 1/2	5000	2500	50 FEET	25 FEET	25 FEET	5 FEET	12 FEET
2-2 1/2	5000	2500	50 FEET	25 FEET	25 FEET	6 FEET	14 FEET

ZONING: R-B RESTRICTED BUSINESS DISTRICT

MIN. FRONT YARD	MIN. REAR YARD	MIN. SIDE YARD
25 FEET	40	15



SITE LOCATION MAP
NOT TO SCALE

OWNER:
SISTERS OF ST. FRANCIS OF MARY IMMACULATE
1453 ESSINGTON ROAD
JOLIET, ILLINOIS 60435
Ph. (815) 725-8648

DEVELOPER/PETITIONER:
JOLIET CATHOLIC ACADEMY -
SISTERS OF ST. FRANCIS OF MARY IMMACULATE
1200 NORTH LARKIN AVENUE
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DATE CREATED: 10-8-2025
FIELD BK: 20030773 BK1
PAGE: 51-66
DRAWN BY: ECH

No.	DATE	DESCRIPTION	BY
1	11-13-2025	REVISED PER CITY REVIEW	ech

TWG Dwg. No.: 425-0075-P

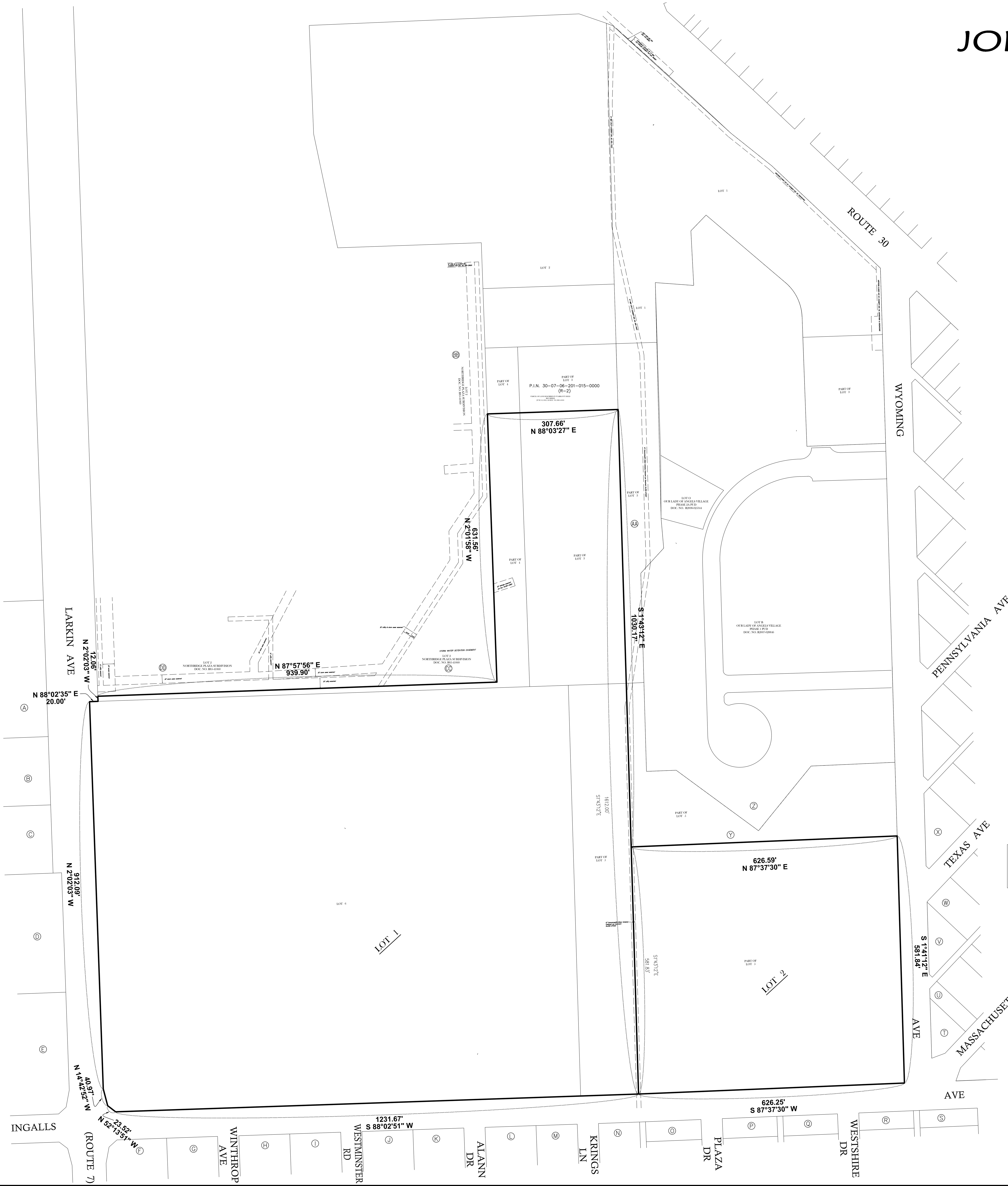
PROPOSED CONDITIONS
SHEET 2 OF 3

PRELIMINARY PLAT
of
JOLIET CATHOLIC ACADEMY
A Planned Unit Development

A Subdivision of
Part of the West 1/2 of the Northwest 1/4 of Section 5 and
the East 1/2 of the Northeast Quarter of Section 6,
Township 35 North, Range 10 East of the Third Principal Meridian,
in Will County, Illinois.

P.I.N.: 07-06-201-014-0000
PART OF P.I.N.: 07-05-104-004-0000

GRAPHIC SCALE
80 0 80
(IN FEET)
1 inch = 80 ft.
BASIS OF BEARINGS IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83)



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LEGEND

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- GRAVEL AREA

LEGAL DESCRIPTION

THAT SOUTH 581.79 FEET OF LOT 5 IN SAINT FRANCIS SUBDIVISION, A SUBDIVISION OF PART OF THE WEST 1/2 OF THE WEST ½ OF THE NORTHWEST 1/4 OF SECTION 5, AND PART OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF SECTION 6, TOWNSHIP 35 NORTH RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 1 1955 AS DOCUMENT NO. 774865, EXCEPT THAT PART LYING WITHIN SAID SECTION 6, TOWNSHIP 35 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

TOGETHER WITH,

LOTS 3, 4, 5 AND 6 IN SAINT FRANCIS SUBDIVISION, A SUBDIVISION OF PART OF THE WEST 1/2 OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 5, AND PART OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF SECTION 6, TOWNSHIP 35 NORTH RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 1 1955 AS DOCUMENT NO. 774865; EXCEPT THAT PART DESCRIBED IN WARRANTY DEED RECORDED JUNE 12, 2024, AS DOCUMENT NO. R2024028583 AND ALSO EXCEPT THAT PART TAKEN BY NORTHRIDGE PLAZA SUBDIVISION PER R85-41060 AND ALSO EXCEPT THAT PART LYING WITHIN SAID SECTION 5, TOWNSHIP 35 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

PART OF P.I.N. 30-07-05-104-004-0000
P.I.N. 30-07-06-201-014-0000

NOTES:

1.) THERE ARE NO WETLANDS ON SITE PER THE U.S. FISH AND WILDLIFE SERVICE MAPPING SYSTEM AS OF NOVEMBER 3, 2021. TO BE CONFIRMED BY IN-PROGRESS WETLAND DELINEATION.

2.) THERE IS NO FLOODPLAIN ON SITE PER FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) MAP PANEL #17197C0161G, EFFECTIVE FEBRUARY 15, 2019.

3.) A STORMWATER DETENTION EASEMENT WILL BE GRANTED OVER THE DETENTION FACILITIES ON LOTS 1. MAINTENANCE OF THE STORMWATER DETENTION FACILITIES WILL BE THE RESPONSIBILITY OF THE LOT OWNER.

4.) UNLESS OTHERWISE NOTED, EXISTING LOTS INCLUDED IN JOLIET CATHOLIC ACADEMY SUBDIVISION ARE CITY OF JOLIET ZONING R-2 AND R-4, RESIDENTIAL DISTRICTS.

5.) NO NEW PUBLIC ROADS PROPOSED AS PART OF THIS SUBDIVISION. ALL ROADS DEPICTED HEREON ARE HERETOFORE DEDICATED.

6.) A USE EXCEPTION IS REQUESTED ALLOW ATHLETIC FACILITIES WITHIN 40-FEET OF A RESIDENTIAL DISTRICT AND WITHIN 25-FEET OF A PUBLIC RIGHT OF WAY.

LOT SCHEDULE:

LOT #1	1,428,661.77 SQ.FT.	.....	32.797 AC.
LOT #2	364,446.35 SQ.FT.	.....	8.366 AC.
TOTAL	1,793,108.12 SQ.FT.	.....	41.163 AC

ZONING: R-4 SINGLE FAMILY RESIDENTIAL DISTRICT

NO. OF STORIES	MIN. LOT AREA (SQ.FT.)	MIN. LOT AREA PER FAMILY (SQ.FT.)	MIN. LOT WIDTH	MIN. FRONT YARD	MIN. REAR YARD	MIN. SIDE YARD	SUM OF SIDE YARDS
1-1 1/2	7500	7500	60 FEET	30 FEET	25 FEET	6 FEET	15 FEET
2-2 1/2	7500	7500	60 FEET	30 FEET	25 FEET	8 FEET	20 FEET

ZONING: R-4 LOW DENSITY MULTI-FAMILY RESIDENTIAL DISTRICT

LOTS IMPROVED WITH SINGLE-FAMILY DWELLINGS

NO. OF STORIES	MIN. LOT AREA (SQ.FT.)	MIN. LOT AREA PER FAMILY (SQ.FT.)	MIN. LOT WIDTH	MIN. FRONT YARD	MIN. REAR YARD	MIN. SIDE YARD	SUM OF SIDE YARDS
1-1 1/2	7500	7500	60 FEET	30 FEET	25 FEET	6 FEET	15 FEET
2-2 1/2	7500	7500	60 FEET	30 FEET	25 FEET	8 FEET	20 FEET

LOTS IMPROVED WITH TWO-FAMILY DWELLINGS

NO. OF STORIES	MIN. LOT AREA (SQ.FT.)	MIN. LOT AREA PER FAMILY (SQ.FT.)	MIN. LOT WIDTH	MIN. FRONT YARD	MIN. REAR YARD	MIN. SIDE YARD	SUM OF SIDE YARDS
1-1 1/2	7000	3500	50 FEET	25 FEET	25 FEET	5 FEET	12 FEET
2-2 1/2	7000	3500	50 FEET	25 FEET	25 FEET	6 FEET	14 FEET

LOTS IMPROVED WITH MULTIPLE FAMILY DWELLINGS

NO. OF STORIES	MIN. LOT AREA (SQ.FT.)	MIN. LOT AREA PER FAMILY (SQ.FT.)	MIN. LOT WIDTH	MIN. FRONT YARD	MIN. REAR YARD	MIN. SIDE YARD	SUM OF SIDE YARDS
1-1 1/2	5000	2500	50 FEET	25 FEET	25 FEET	5 FEET	12 FEET
2-2 1/2	5000	2500	50 FEET	25 FEET	25 FEET	6 FEET	14 FEET

ZONING: R-B RESTRICTED BUSINESS DISTRICT

MIN. FRONT YARD	MIN. REAR YARD	MIN. SIDE YARD
25 FEET	40	15

SITE LOCATION MAP
NOT TO SCALE

OWNER :
SISTERS OF ST. FRANCIS OF MARY IMMACULATE
1453 ESSINGTON ROAD
JOLIET, ILLINOIS 60435
Ph. (815) 725-8648

DEVELOPER/PETITIONER:
JOLIET CATHOLIC ACADEMY -
SISTERS OF ST. FRANCIS OF MARY IMMACULATE
1200 NORTH LARKIN AVENUE
JOLIET, ILLINOIS 60435
Ph. (815) 741-0500

ENGINEER:
WIGHT & COMPANY
2500 NORTH FRONTAGE ROAD
DARIEN, ILLINOIS 60515
Ph. (630) 969-7000

LAND SURVEYOR :
TWG ENGINEERING
129 CAPISTA DRIVE
SHOREWOOD, ILLINOIS 60404
Ph. (815) 744-6600

THIS PLAT IS NOT FOR RECORDING

THE WILL GROUP ENGINEERING
Main Address: 129 Capista Drive, Shorewood, IL 60404 | Phone: 815-744-6600
Invoicing: 401 S. Carlton Avenue, Wheaton, IL 60187 | www.thewillgroup.com

DATE CREATED: 10-8-2025
FIELD BK: 20030773 BK1
PAGE: 51-66
DRAWN BY: ECH

LATEST TWG ENGINEERING REVISION

No.	DATE	DESCRIPTION	BY
1	11-13-2025	REVISED PER CITY REVIEW	ech

TWG Dwg. No.: 425-0075-P

BOUNDARY INFORMATION
SHEET 3 OF 3

Concept Perspective 1

LEGACY FIELDS

Joliet Catholic Academy

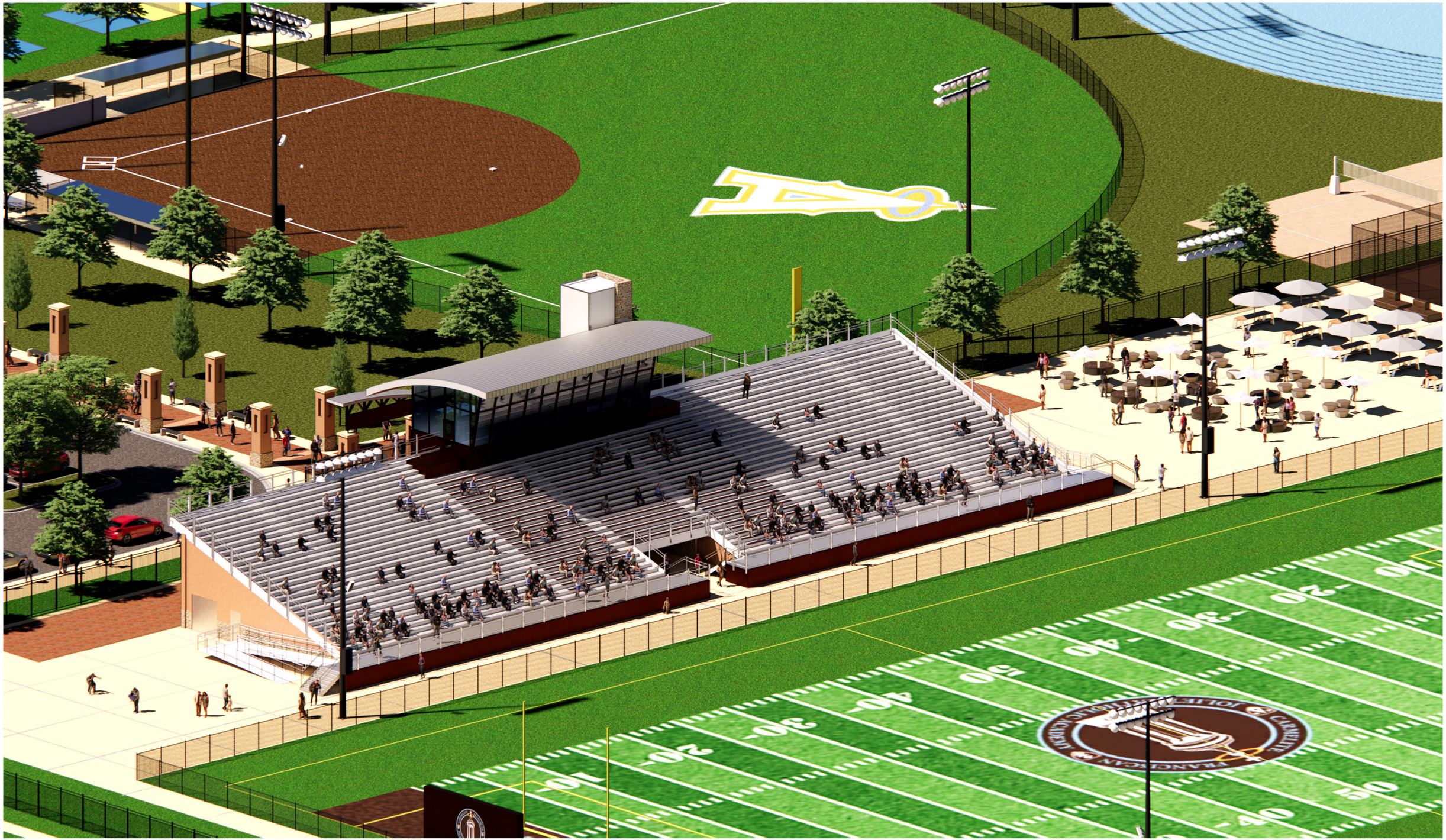
DATE: 03/09/2023

Concept Perspective 2

LEGACY FIELDS

Joliet Catholic Academy

DATE: 03/09/2023



Concept Perspective 3

LEGACY FIELDS

Joliet Catholic Academy

DATE: 03/09/2023

JOLIET CATHOLIC ACADEMY
ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

PROJECT TEAM

CLIENT:

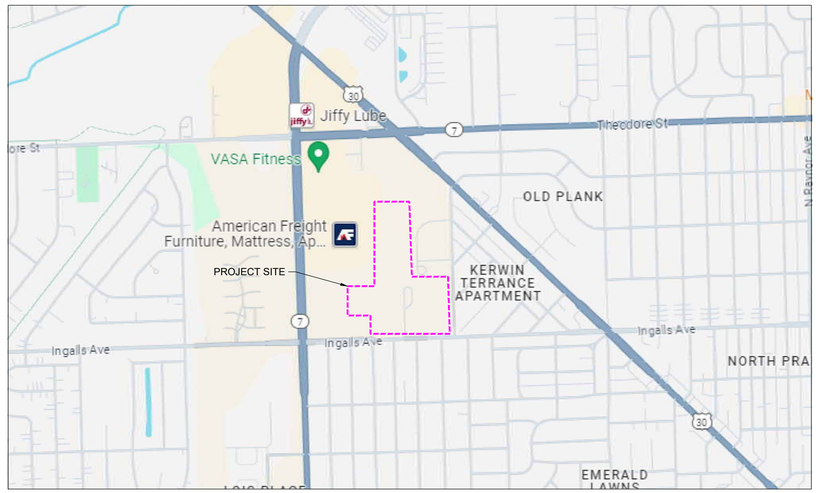
JOLIET CATHOLIC ACADEMY
1200 N LARKIN AVE
JOLIET, IL 60435
PHONE: (815) 741-0563
CONTACT: RYAN QUIGLEY

CIVIL ENGINEER:

WIGHT & COMPANY
2500 NORTH FRONTAGE ROAD
DARIEN, IL 60561
PHONE: (630) 969-7000
FAX: (630) 969-7979
CONTACT: SHAWN BENSON
Design Firm Registration #184-000451

LOCATION MAP

Section 6 / Township 35N / Range 10E



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Wight & Company
wightco.com

2500 North Frontage Road
Darien, IL 60561

P 630.969.7000
F 630.969.7979

SHAWN M. BENSON
062-062115
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

	PUD SUBMITTAL	10/10/2025
REV	DESCRIPTION	DATE

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

COVER SHEET

Project Number:
240055
Drawn By:
SS
Sheet:
C0.00

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GENERAL

1. EXISTING SITE TOPOGRAPHY, UTILITIES, AND HORIZONTAL CONTROL SHOWN ON THE DRAWINGS WERE FIELD MEASURED BY COMPASS SURVEYING LTD, DATED 09/21/2023. UNDERGROUND UTILITY LOCATIONS ARE BASED ON BEST AVAILABLE INFORMATION. TRADE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL UTILITY LOCATIONS, INVERTS, RIMS, PIPE SIZE, MATERIAL TYPE, ETC. PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IMMEDIATELY.
2. ELEVATIONS ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM NAVD 88 DATUM.
3. THE TRADE CONTRACTOR SHALL SUBSCRIBE TO ALL GOVERNING REGULATIONS AND SHALL ABIDE BY THE REQUIREMENTS OF ALL APPLICABLE PERMITS.
4. ALL APPLICABLE PROVISIONS OF THE CURRENT OCCUPATIONAL HEALTH AND SAFETY ACT ARE HEREIN INCORPORATED BY REFERENCE.
5. NO BURNING OR INCINERATION OF RUBBISH IS PERMITTED ON THE SITE.
6. STREET AND DRIVEWAY PAVEMENT SHALL BE PROTECTED FROM DAMAGE. ANY DAMAGE SHALL BE REPAIRED PER THE LOCAL MUNICIPALITY REQUIREMENTS. MATERIALS AND WORKMANSHIP OF REPAIRS SHALL CONFORM TO THE "IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS (LATEST EDITION), THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS (LATEST EDITION)", HEREIN AFTER REFERRED TO AS 'STANDARD SPECIFICATIONS' AND THE LOCAL MUNICIPALITY REQUIREMENTS.
7. THE "DEVELOPMENT REGULATIONS", LATEST EDITION, AS ADOPTED BY THE LOCAL MUNICIPALITY, HEREIN AFTER REFERRED TO AS THE "DEVELOPMENT REGULATIONS", INCLUDING ALL CITY STANDARD DETAILS AND SPECIFICATIONS; THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION) AND THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS (LATEST EDITION)" PREPARED BY ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT), HEREIN AFTER REFERRED TO AS THE "STANDARD SPECIFICATIONS"; AND ILLINOIS ENVIRONMENTAL PROTECTION AGENCY ILLINOIS URBAN MANUAL, LATEST EDITION, AND "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", HEREIN AFTER REFERRED TO AS "ISPE STANDARDS" SHALL GOVERN THE CONSTRUCTION OF THESE IMPROVEMENTS EXCEPT AS MODIFIED BY THE CONTRACT DOCUMENTS.
8. ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATIONS OF THE LOCAL MUNICIPALITY AND THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, HEREIN AFTER REFERRED TO AS ISPE STANDARDS.
9. ALL FACILITIES OR LANDSCAPING DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO ORIGINAL CONDITION BY THE RESPONSIBLE TRADE CONTRACTOR.
10. PROPOSED ELEVATIONS INDICATE FINISHED GRADES. FOR SUBGRADE ELEVATIONS, ALLOW FOR THICKNESS OF PROPOSED PAVING OR TOPSOIL THICKNESS.
11. THE TRADE CONTRACTOR SHALL NOTIFY THE LOCAL MUNICIPALITY 48 HOURS BEFORE THE COMMENCEMENT OF CONSTRUCTION.
12. SHOULD THE TRADE CONTRACTOR ENCOUNTER FIELD DRAINAGE TILE NOT SHOWN ON THE DRAWINGS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT ENGINEER AND THE LOCAL MUNICIPALITY FOR INSTRUCTIONS. SHOULD THE ENGINEER OR LOCAL MUNICIPALITY INSTRUCT THAT DAMAGED FIELD TILES BE RESTORED TO THEIR ORIGINAL CONDITION, THAT REPAIR SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE LOCATION OF FOUND DRAINAGE TILE SHALL BE INDICATED ON THE RECORD DRAWINGS.
13. ALL TRENCHES SHOULD FOLLOW THE LOCAL MUNICIPALITY STANDARD DETAILS INCLUDED IN THE CIVIL DETAILS. TRENCHES ARE TO BE BACKFILLED WITH TRENCH BACKFILL AND COMPACTED TO 95% MODIFIED PROCTOR DENSITY, AS REQUIRED BY THE LOCAL MUNICIPALITY AND THE ISPE STANDARDS.
14. TRADE CONTRACTOR IS RESPONSIBLE FOR CALLING J.U.L.I.E. AT 1-800-892-0123 OR 811 AND NOTIFYING THE CONSTRUCTION MANAGER AT LEAST 48 HOURS PRIOR TO BEGINNING ANY EXCAVATION. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING UTILITY MARKINGS THROUGHOUT CONSTRUCTION.
15. ALL DIMENSIONS, CURB RADII AND ELEVATIONS REFER TO THE BACK OF CURB WHERE CURB IS SHOWN. COORDINATES ARE TO BACK OF CURB, CENTER OF STRUCTURES OR AS SHOWN.
16. WHERE PAVEMENT, CURB OR SIDEWALK REMOVAL IS REQUIRED, THE TRADE CONTRACTOR SHALL SAW CUT THE BOUNDARIES OF THE AREA TO BE REMOVED PRIOR TO DEMOLITION.
17. TRADE CONTRACTOR IS RESPONSIBLE FOR LAYOUT, LINE AND GRADE FOR ITEMS INCLUDED IN THE CONTRACT SCOPE OF WORK. CONTRACTOR TO USE CAD FILES AS PROVIDED BY THE ENGINEER FOR GEOMETRIC LAYOUT.
18. TRADE CONTRACTOR IS RESPONSIBLE FOR KEEPING THE PUBLIC STREET CLEAN OF DEBRIS.
19. "BAND SEAL" JOINTS WITH STAINLESS STEEL STRAPS AND BOLTS SHALL BE USED WHEN CONNECTING DISSIMILAR MATERIALS.
20. ALL EXISTING UTILITY STRUCTURES SHALL BE ADJUSTED AS NECESSARY TO MATCH FINISH GRADE. ALL EXISTING UTILITY STRUCTURES REQUIRING ADJUSTMENT OR RECONSTRUCTION SHALL BE COMPLETED BY THE CONTRACTOR TO THE SATISFACTION OF THE UTILITY OWNER. ADJUSTMENTS AND/OR RECONSTRUCTIONS NOT CALLED FOR ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. NO MORE THAN A TOTAL OF 12 INCHES OF ADJUSTING RINGS AND/OR 2 ADJUSTING RINGS SHALL BE ALLOWED.
21. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION AND/OR ELEVATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND CONSTRUCTION MANAGER SO THAT THE CONFLICT MAY BE RESOLVED.
22. THE CONTRACTOR IS RESPONSIBLE FOR ALL AS-BUILT SURVEYS. ALL AS-BUILT SURVEYS SHALL BE COMPLETED BY A PROFESSIONAL LAND SURVEYOR AND BE SIGNED AND SEALED. THE CONTRACTOR SHALL SUBMIT TWO SETS OF THE AS-BUILT FINAL ENGINEERING DRAWINGS (I.E. RECORD DRAWINGS) AND STORMWATER MANAGEMENT CALCULATIONS UPON COMPLETION OF IMPROVEMENTS AND INCLUDE ELECTRONIC CAD FILES. THE RECORD DRAWINGS SHOULD AT LEAST INCLUDE THE FOLLOWING INFORMATION: AS-BUILT DETENTION CONTOURS, ELEVATIONS (INCLUDING DETENTION BASIN TOP OF BERM AND OVERFLOW WEIR GRADES) AND VOLUME (VERIFIED, SIGNED, & SEALED BY A PROFESSIONAL ENGINEER (PE) OR PROFESSIONAL LAND SURVEYOR (PLS)); ELEVATION, AND LOCATION (TIES TO TWO POINTS) OF ALL NEW STRUCTURES INCLUDING FIRE HYDRANTS, VALVE BOXES AND VAULTS, LINESTOP SLEEVES, WATER SERVICE CORPORATION STOPS, WATER MAIN FITTINGS/BENDS, MANHOLES, SANITARY SERVICE WYES (MEASURED FROM DOWNSTREAM MANHOLE), ALL STORM/SANITARY SEWER STRUCTURES (INCLUDING INVERTS AND PIPE SIZES), ALL PIPES (LOCATIONS, SLOPES, LENGTHS, ETC.), OUTLET CONTROL STRUCTURES (INCLUDING RESTRICTOR SIZES AND ELEVATIONS PLUS TOP OF WALL) AND ABANDONED WATER OR SANITARY SERVICE LINES. DETAILED TOPOGRAPHIC SURVEY OF ALL HIGH POINTS, LOW POINTS, CHANGE OF SLOPE INCLUDING GUTTER GRADES, TOP OF CURB GRADES, PAVEMENT GRADES, SIDEWALK GRADES, RAMP GRADES, ETC. TO VERIFY POSITIVE DRAINAGE. ALL ELEVATIONS SHOULD BE REFERENCED TO THE SAME BENCHMARK DATUM AS THE ORIGINAL DESIGN PLANS. HORIZONTAL TIES SHALL BE REFERENCED TO LOT LINES, BACK OF CURB, OR PROPERTY CORNERS. WITHIN DETENTION/BMP AREAS: FOR VERIFICATION OF DETENTION VOLUME AND SUBBASE GRADES, PRIOR TO BACK FILLING WITH CA-7. THE CONTRACTOR SHALL PROVIDE ENGINEER WITH A CERTIFIED TOPO SURVEY OF AS-BUILT SUBBASE GRADES FOR ENGINEER APPROVAL AND ALSO A COPY OF RECEIPT OF THE CA-7 AGGREGATE.
23. EMERGENCY VEHICLE ACCESS IS TO BE MAINTAINED THROUGHOUT DURATION OF PROJECT. VEHICLE ACCESS IS TO BE CLEARLY MARKED. ANY ALTERATION OF EMERGENCY VEHICLE ROUTE OR ACCESS IS TO BE APPROVED BY THE LOCAL MUNICIPALITY.

HOT MIX ASPHALT PAVING

1. SUBGRADE PREPARATION, BASE COURSE PLACEMENT, AND HMA PAVEMENT SHALL BE IN ACCORDANCE WITH APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS AND RECOMMENDATIONS OF THE GEOTECHNICAL REPORT.
2. DEPRESSIONS OF FINAL HMA SURFACES SHALL NOT EXCEED 1/4 INCH FROM PROPOSED CORRECTIONS TO NON-COMPLIANT AREAS ORDERED BY THE CONSTRUCTION MANAGER SHALL BE MADE AT NO ADDITIONAL CHARGE.
3. ALL SIGNAGE AND STRIPING SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.

TRAFFIC CONTROL

1. THE TRADE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL (IDOT STANDARD 701006) AT ALL TIMES WHEN ANY VEHICLES, EQUIPMENT, WORKER, OR ACTIVITY ENCROACH ADJACENT ROADWAYS FROM 15 FEET TO THE EDGE OF PAVEMENT. THE TRADE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL (IDOT STANDARD 701501) WHEN ACTIVITY ENCROACHES THE EDGE OF PAVEMENT FOR THESE ROADS.
2. IF THE OPERATION IS 15 FEET OR MORE, OFF THE EDGE OF PAVEMENT, NO SIGNING WILL BE REQUIRED UNLESS TWO OR MORE VEHICLES CROSS THE 15 FOOT CLEAR ZONE IN ONE HOUR
3. WHEN WORKING WITHIN 2 FEET OF THE PAVEMENT EDGE, CONES, DRUMS, OR BARRICADES SHALL BE PLACED ACCORDING TO THE STANDARD 701101 REQUIREMENTS.
4. CONTRACTOR MUST FOLLOW ALL LOCAL MUNICIPALITY AND THE COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS REQUIREMENTS FOR TRAFFIC CONTROL.

EARTHWORK

1. ALL AREAS SHALL BE CLEARED AND TILLED IN PREPARATION TO RECEIVE SEED. REFER TO SPECIFICATIONS FOR REQUIREMENTS.
2. THE TRADE CONTRACTOR SHALL APPLY FERTILIZER AND SEED TO ALL DISTURBED AREAS. AS NOTED ON THE CONSTRUCTION DRAWINGS. TRADE CONTRACTOR SHALL APPLY FERTILIZER AND SEED QUANTITIES AND SEEDING PROCEDURES SHALL CONFORM TO THE SPECIFICATIONS.
3. THE TRADE CONTRACTOR WILL INSPECT THE SEEDED AREAS AFTER SEEDING. TO RECEIVE FINAL ACCEPTANCE, SEEDED AREAS MUST SUPPORT DENSE, THRIVING GRASSES SUFFICIENT TO PROTECT THE SOIL FROM EROSION IN A MODERATE RAINFALL. AREAS THAT, IN THE OPINION OF THE OWNER & ENGINEER, DO NOT MEET THIS REQUIREMENT, MUST BE IMMEDIATELY RESEEDED. REFER TO SPECIFICATIONS FOR ALL REQUIREMENTS.
4. TOPSOIL FOR RESTORATION AREAS SHALL COMPLY WITH THE STANDARD SPECIFICATIONS. TOPSOIL MAY BE SALVAGED FROM THE SITE AND STOCKPILED FOR REUSE WHEN ALL WORK IS COMPLETED. ADDITIONAL TOPSOIL REQUIRED TO COMPLETE THE JOB SHALL BE OBTAINED FROM OFF-SITE SOURCES AT THE TRADE CONTRACTOR'S EXPENSE. SALVAGED TOPSOIL SHALL BE SUBJECT TO THE ENGINEER'S APPROVAL AND WILL BE REJECTED IF NOT CLEAN, UNCONTAMINATED MATERIAL.
5. THE CROWNS AND ROOT OF TREES WHICH ARE TO BE PRESERVED IN THE PROJECT AREA, BUT WHICH COULD BE NEGATIVELY AFFECTED DURING THE CONSTRUCTION PROCESS, SHALL BE PRUNED BY A QUALIFIED ARBORIST ACCORDING TO THE TREE PRUNING STANDARDS SET BY ANSI 2100 CODE.
6. POROUS GRANULAR EMBANKMENT, SUBGRADE

   THIS WORK CONSISTS OF FURNISHING, PLACING, AND COMPACTING POROUS GRANULAR MATERIAL AS DIRECTED BY THE ENGINEER. POROUS GRANULAR EMBANKMENT SHALL CONSIST OF CA-1 AGGREGATE CAPPED WITH A 3 INCHES MINIMUM THICKNESS TOP LIFT OF CA-6 CAPPING AGGREGATE. THE MATERIAL SHALL BE USED AS A BRIDGING LAYER OVER SOFT, PUMPY, AND LOOSE SOIL AND SHALL CONFORM.

   THE POROUS GRANULAR MATERIAL SHALL BE PLACED IN ONE LIFT WHEN THE TOTAL THICKNESS TO BE PLACED IS 2 FEET OR LESS OR AS DIRECTED BY THE ENGINEER. EACH LIFT OF THE POROUS GRANULAR MATERIAL SHALL BE ROLLED WITH A VIBRATORY ROLLER MEETING THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS TO OBTAIN THE DESIRED KEYING OR INTERLOCK AND COMPACTION. THE ENGINEER SHALL VERIFY THAT ADEQUATE KEYING HAS BEEN OBTAINED.

   CONSTRUCTION EQUIPMENT NOT NECESSARY FOR THE COMPLETION OF THE REPLACEMENT MATERIAL WILL NOT BE ALLOWED ON THE UNDERCUT AREAS UNTIL COMPLETION OF THE RECOMMENDED THICKNESS OF THE POROUS GRANULAR EMBANKMENT SUBGRADE.

   FULL DEPTH SUBGRADE UNDERCUT SHOULD OCCUR AT LIMITS DETERMINED BY THE ENGINEER. A TRANSITION SLOPE TO THE FULL DEPTH OF UNDERCUT SHALL BE MADE OUTSIDE OF THE UNDERCUT LIMITS AT A TAPER OF 1 FOOT LONGITUDINAL PER 1 INCH DEPTH BELOW THE PROPOSED SUBGRADE OR BOTTOM OF THE PROPOSED AGGREGATE SUBGRADE WHEN INCLUDED IN THE CONTRACT.

   THIS WORK WILL BE MEASURED FOR PAYMENT IN ACCORDANCE THE STANDARD SPECIFICATIONS. WHEN SPECIFIED ON THE CONTRACT, THE THEORETICAL ELEVATION OF THE BOTTOM OF THE AGGREGATE SUBGRADE SHALL BE USED TO DETERMINE THE UPPER LIMIT OF POROUS GRANULAR EMBANKMENT, SUBGRADE. THE VOLUME WILL BE COMPUTED BY THE METHOD OF AVERAGE END AREAS.

   THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR POROUS GRANULAR EMBANKMENT, SUBGRADE WHICH PRICE SHALL INCLUDE THE CAPPING AGGREGATE, WHEN REQUIRED.

   THE POROUS GRANULAR EMBANKMENT, SUBGRADE SHALL BE USED AS FIELD CONDITIONS WARRANT AT THE TIME OF CONSTRUCTION.
7. SPECIAL EXCAVATION

   WORK UNDER THIS ITEM SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS EXCEPT AS HEREIN MODIFIED.

   SPECIAL EXCAVATION SHALL INCLUDE THE SATISFACTORY REMOVAL AND OFF-SITE DISPOSAL OF ALL UNSUITABLE MATERIAL BELOW THE SUBGRADE ELEVATION.

   AFTER EXCAVATING TO THE REQUIRED SUBGRADE LEVEL, THE ENGINEER & GEOTECH ENGINEER SHALL INSPECT THE SUBGRADE. PRIOR TO PLACING ANY PAVEMENT SECTION MAJEURE THE EXCAVATION LEVEL OR SUBGRADE LEVEL SHALL BE COMPACTED AND, WHERE POSSIBLE, PROOF ROLLED WITH A 40,000 LB TANDEM AXLE TRUCK BY MAKING AT LEAST 4 PASSES. THE COMPACTING AND PROOF ROLLING WILL DETECT SOFT OR UNSTABLE POCKETS OF MATERIAL WHICH SHALL BE REMOVED AND REPLACED AS HEREIN SPECIFIED. THE COMPACTING AND PROOF ROLLING SHALL BE INCIDENTAL TO THE WORK AND NO ADDITIONAL COMPENSATION WILL BE PAID.

   IF THE EXISTING SUBGRADE SOIL IS NOT SUITABLE FOR PROVIDING AN IBR SOIL SUPPORT VALUE OF 2, THE TRADE CONTRACTOR SHALL REMOVE THE UNSUITABLE SUBGRADE SOIL BELOW THE PROPOSED SUBGRADE LEVEL TO A DEPTH AS DIRECTED BY THE ENGINEER, COMPACT AND PROOF ROLL THE EXCAVATED AREA. IF UPON PROOF ROLLING THE SUBGRADE IS STILL UNSUITABLE, ADDITIONAL EXCAVATION MAY BE REQUIRED. NO ADDITIONAL COMPENSATION WILL BE MADE REGARDLESS OF THE NUMBER OF TIMES THE AREA IS COMPACTED AND PROOF ROLLED.

   CA-1 SHALL BE USED TO BRING THE SUBGRADE TO THE PROPOSED ELEVATION AS INDICATED UNDER THE ITEM POROUS GRANULAR EMBANKMENT, SUBGRADE. POROUS GRANULAR EMBANKMENT, SUBGRADE IS NOT CONSIDERED PART OF THIS ITEM.

   THOSE AREAS OF SUBGRADE WHICH ARE NOT OVER EXCAVATED SHALL ALSO BE COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T-99.

   SPECIAL EXCAVATION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER WILL BE MEASURED FOR PAYMENT IN PLACE AND THE VOLUME IN CUBIC YARDS COMPUTED BY THE METHOD OF AVERAGE END AREAS. EXCAVATION IN EXCESS OF THAT AUTHORIZED SHALL NOT BE MEASURED FOR PAYMENT.

   THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT CUBIC YARD FOR SPECIAL EXCAVATION, WHICH PRICE SHALL INCLUDE ALL COSTS ASSOCIATED WITH UNSUITABLE MATERIAL REMOVAL AND LEGAL DISPOSAL, GRADING COMPACTING AND PROOF ROLLING OF SUBGRADE.
8. THE OWNER IS REQUIRED TO HAVE A GEOTECHNICAL ENGINEER ON-SITE TO MONITOR EARTHWORK, AND THE GRADING ACTIVITY, IN ORDER TO IDENTIFY UNSUITABLE SOILS FOR REMOVAL FROM THE SITE. CONTRACTOR TO ENSURE REQUIREMENTS ARE MET.

STORM SEWER

1. CONTRACTOR TO FOLLOW ALL LOCAL MUNICIPALITY REQUIREMENTS.
2. ALL STORM STRUCTURES AND SEWERS ARE TO BE CLEANED PRIOR TO FINAL ACCEPTANCE. THE TRADE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING SEDIMENT FROM THE STORM SEWER STRUCTURES AND PIPES DURING CONSTRUCTION AND UNTIL 90% OF VEGETATION IS ESTABLISHED.
3. MANHOLES, CATCH BASINS, INLETS, BEDDING AND TRENCH BACKFILL SHALL CONFORM TO THE CONSTRUCTION DETAILS, STANDARD SPECIFICATIONS AND ISPE SPECIFICATIONS.

SANITARY SEWER

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.
2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.
3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.
4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).
5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.
6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.
7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

WATER MAIN

1. ALL WATERMAINS SHALL BE INSTALLED IN A MANNER MEETING OR EXCEEDING THE REQUIRED STANDARD SPECIFICATIONS CONTAINED IN THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", THE CURRENT EDITION.
2. WATERMAIN SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE CLASS 52 (AWWA-C151) WITH CEMENT MORTAR LINING AND SEAL COATING (AWWA-C104), THE JOINTS SHALL BE RUBBER GASKET PUSH-ON OR MECHANICAL. WATERMAIN FITTINGS SHALL BE OF DUCTILE IRON WITH CEMENT MORTAR LINING AND SEAL COATING WITH MECHANICAL JOINTS AND SHALL CONFORM TO AWWA-C110.
3. ALL PIPE AND FITTINGS SHALL BE MANUFACTURED IN THE UNITED STATES.
4. THE WATERMAIN SHALL BE TAPPED, TESTED, AND DISINFECTED WITH MUNICIPAL REPRESENTATIVES PRESENT. HYDROSTATIC TESTING WILL BE DONE IN ACCORDANCE W/AWWA STANDARD: ANSI/AWWA C600-99 SEC.5.2. CHLORINATION/STERILIZATION TESTING SHALL BE IN ACCORDANCE WITH AWWA STANDARD: ANSI/AWWA C 651, LATEST EDITION
5. MINIMUM COVER ON ALL WATER MAIN AND SERVICES SHALL BE 5.5 FEET.
6. WATER MAIN HORIZONTAL SEPARATION:
   - 6.1. WATER MAINS SHALL BE LAID AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER, OR SEWER SERVICE.
   - 6.2. WATER MAINS MAY BE LAID CLOSER THAN 10 FEET FORM A SEWER WHEN:
     - 6.2.1. LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF 10 FEET.
     - 6.2.2. THE WATER MAIN IS AT LEAST 18 INCHES ABOVE THE CROWN OF THE SEWER; AND
     - 6.2.3. THE WATER MAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED SHELF LOCATED TO ONE SIDE OF THE SEWER.
   - 6.3. BOTH THE WATER MAIN AND SEWER SHALL BE CONSTRUCTED OF SLIP-ON (ANSI A21.11) JOINT DUCTILE IRON PIPE, OR PVC PIPE MEETING THE REQUIREMENTS OF SECTION 40-2 OF THE ISPE STANDARDS IN ILLINOIS WHEN IT IS IMPOSSIBLE TO MEET (A) OR (B) ABOVE. THE DRAIN OR SEWER SHALL BE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING.
7. WATER MAIN VERTICAL SEPARATION:
   - 7.1. WHERE WATER MAINS CROSS ABOVE A SEWER/DRAIN WITH GREATER THAN 18 INCHES VERTICAL SEPARATION, A FULL LENGTH OF WATER MAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED, WITH JOINTS EQUIDISTANT FROM THE SEWER.
   - 7.2. WHERE WATER MAINS CROSS BELOW A SEWER/DRAIN (WITH 18 INCHES SEPARATION), OR CROSS ABOVE A SEWER/DRAIN WITH LESS THAN 18 INCHES SEPARATION), ONE OF THE FOLLOWING METHODS TO PROTECT THE WATER MAIN SHALL BE UTILIZED:
     - 7.2.1. CONSTRUCT SEWER/DRAIN OF DUCTILE IRON PIPE (ANSI A21.11 JOINTS), PVC (ASTM D-2241, SDR 26), OR RCP WITH O-RING (ASTM D-443) JOINTS (FOR STORM SEWER ONLY).
     - 7.2.2. ENCASE THE SEWER IN PVC (ASTM D-2241, SDR 26).
     - 7.2.3. ENCASE THE WATER MAIN IN PVC (ASTM D-2241, SDR 26) CONSTRUCTION OF PROTECTION SHALL EXTEND 10 FEET PERPENDICULAR TO THE SEWER ON EACH SIDE OF THE SEWER. THE ENDS OF THE ENCASEMENT SHALL BE SEALED.
   - 7.3. WATER MAINS SHALL NOT CROSS BELOW A SEWER/DRAIN WITH LESS THEN 18" VERTICAL SEPARATION.
   - 7.4. THE PORTION OF THE TRENCH ABOVE THE INITIAL BACKFILL OF THE LOWER UTILITY AND THE INVERT OF THE HIGHER UTILITY SHALL BE FILLED WITH COMPACTED SELECT EXCAVATED MATERIAL (ASTM D-2321, CLASS IV).
8. VALVES, PRESSURE CONNECTIONS, AND TRENCH BACKFILL SHALL CONFORM TO THE CONSTRUCTION DETAILS.
9. WATER MAINS, JOINTS, FITTINGS AND HYDRANTS NEED TO BE POLYETHYLENE WRAPPED PER THE CITY OF ROCKFORD REQUIREMENTS.

ABBREVIATIONS

A	ARC LENGTH	MH	MANHOLE
B/C	BACK OF CURB	N.D.L	NO DISTURB LINE
B-B	BACK-TO-BACK OF CURB	N.I.C.	NOT IN CONTRACT
BIT	BITUMINOUS PAVEMENT	N.W.E.	NORMAL WATER ELEVATION
B.L.	BUILDING LINE	P.I.	POINT OF INTERSECTION
B.M.	BENCH MARK	P.R.C.	POINT OF REVERSE CURVATURE
BRW	BOTTOM OF RETAINING WALL	PVC	POLYVINYL CHLORIDE
B/W	BACK OF SIDEWALK	P.T.	POINT OF TANGENCY
CHDPE	CORRUGATED HIGH DENSITY POLYETHYLENE PIPE	P.L.	PROPERTY LINE
CO	CLEAN OUT	P.C.	POINT OF CURVATURE
C & G	CURB AND GUTTER	PVI	POINT OF VERTICAL INTERSECTION
C.B.	CATCH BASIN	P.G.	PROFILE GRADE
CP	CONTROL POINT	R	RADIUS
DWG.	DRAWING	RCP	REINFORCED CONCRETE PIPE
D.I.P.	DUCTILE IRON PIPE	REC.	RECORD DIMENSION
DIA.	DIAMETER	R.O.W.	RIGHT-OF-WAY
D.	DISTANCE	RT	RIGHT
DC	DEPRESSED CURB	SHT	SHEET
D.E.	DRAINAGE EASEMENT	S	SLOPE
D.V.	DETENTION VOLUME	STA	STATION
DS	DOWNSPOUT	STMH	STORM MANHOLE
ELEV./ EL.	ELEVATION	SAN	SANITARY
E/P	EDGE OF PAVEMENT	SMH	SANITARY MANHOLE
E.J.	EXPANSION JOINT	T.E.	TOP ELEVATION
EX.	EXISTING	T/C	TOP OF CURB
F.G.	FINISH GRADE	T.O.P.	TOP OF PIPE
F-F	FACE-TO-FACE OF CURB OR STALL	T	TELEPHONE
F/L	FLOW LINE	TRW	TOP OF RETAINING WALL
F.H.	FIRE HYDRANT	TYP	TYPICAL
F.E.S.	FLARED END SECTION	U.E.	UTILITY EASEMENT
FIP	FOUND IRON PIPE	V.C.	VERTICAL CURVE
F/F	FINISHED FLOOR	V.I.F.	VERIFY IN FIELD
GAV	GAS VALVE	V.I.T.	VITRIFIED HUB TILE
GF	GRADE AT FOUNDATION	V.B.	VALVE BOX
G.L.	GUTTER LINE	V.V.	VALVE VAULT
G.	GAS	V.C.P.	VITRIFIED CLAY PIPE
GR	GRADE ELEVATION	VER.	VERTICAL
GV/VV	GATE VALVE IN VALVE VAULT	W	WATER
GV/VB	GATE VALVE IN VALVE BOX	W/	WITH
HDW	HEADWALL	WM	WATER MAIN
HOR.	HORIZONTAL		
H.W.E.	HIGH WATER ELEVATION		
I.E. / INV.	INVERT ELEVATION		
INL.	INLET		
IRR.	IRRIGATION		
L.	LENGTH		
L.P.	LIGHT POLE		
LT.	LEFT		
(M)	MEASURED BEARING OR DISTANCE		
M/E	MATCH EXISTING		
M.O.	MID ORDINATE		

LEGEND

EXISTING

	STORM SEWER		FIRE HYDRANT
	SANITARY SEWER		WATER VALVE VAULT
W W	WATER MAIN	VB	WATER VALVE BOX
T	TELEPHONE	BB	WATER BUFFALO BOX
E	ELECTRICAL	WM	WATER METER
G	GAS MAIN	EM	ELECTRIC METER
	GUARD RAIL	GM	GAS METER
X X X	EXISTING FENCE	GV	GAS VALVE
	STORM MANHOLE	CO	CLEANOUT
	CATCH BASIN		CITY ELEC. MH
	INLET		COMED ELEC. MH
	FLARED END SECTION		TELEPHONE MH
	SANITARY MANHOLE		SOIL BORING
	DECIDUOUS TREE		LIGHT POLE
	EVERGREEN TREE		POWER POLE
	SIGN		TELEPHONE POLE

PROPOSED

	COMBINED SEWER		FIBER OPTIC CONDUIT
	STORM SEWER		ELECTRIC LIGHT
	SANITARY SEWER		CLEANOUT ACCESS
W W	WATER MAIN		FIRE HYDRANT
T	TELEPHONE		WATER VALVE VAULT
E	ELECTRICAL	BB	WATER VALVE BOX
G	GAS MAIN		ELECTRIC MANHOLE
	GUARD RAIL		TELEPHONE PEDESTAL
	STORM MANHOLE		GAS METER
	CATCH BASIN	DS	DOWNSPOUT
	SANITARY MANHOLE		
	DECIDUOUS TREE		
	SIGN		
	TELEVISION		
	ELECTRIC GENERATOR		
	ELECTRIC TRANSFORMER		
	ELECTRIC METER BOX		
SF	SILT FENCE		
X X X	FENCE/GATE		

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REV	DESCRIPTION	DATE
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JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

GENERAL NOTES

Project Number:
240055
Drawn By:
SS
Sheet:

C0.01

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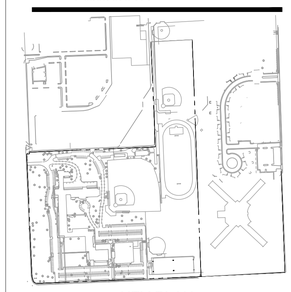

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1200 N LARKIN AVE
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OVERALL EXISTING CONDITIONS PLAN

Project Number:
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Sheet:
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1" = 100'
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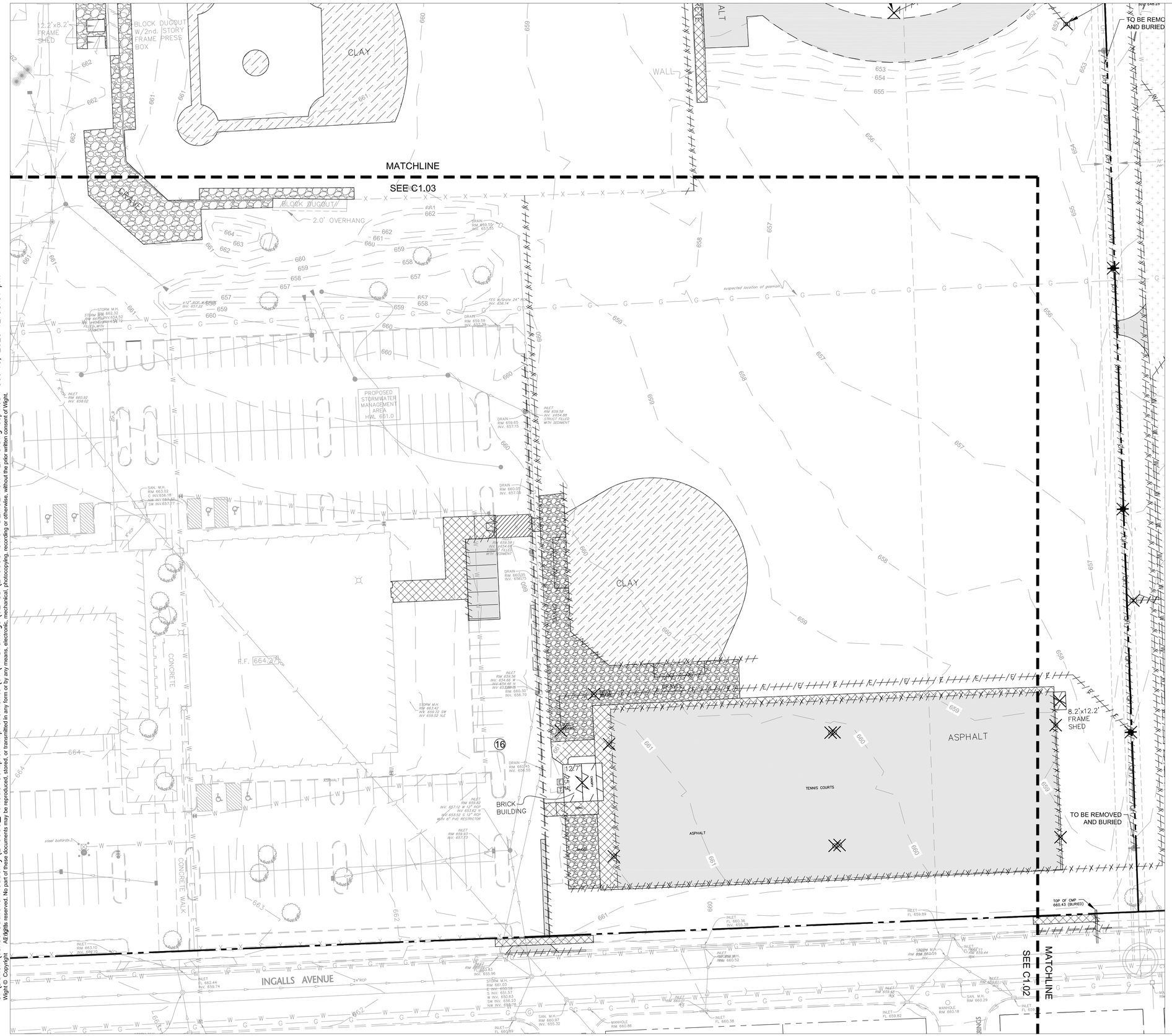

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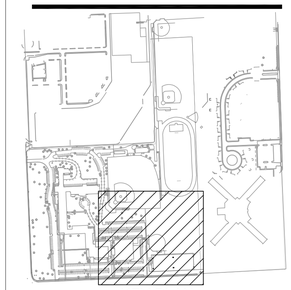

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1" = 30'
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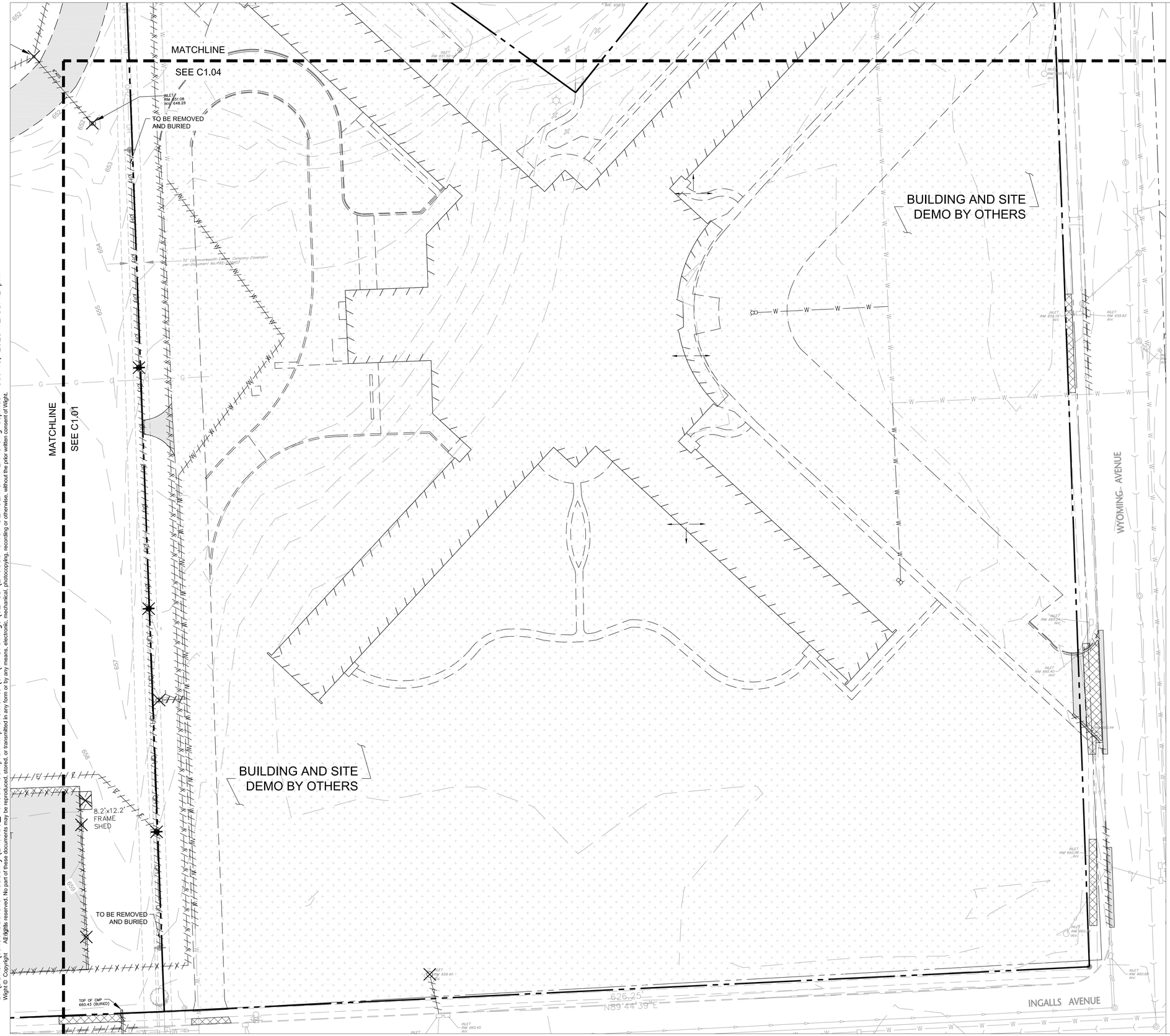

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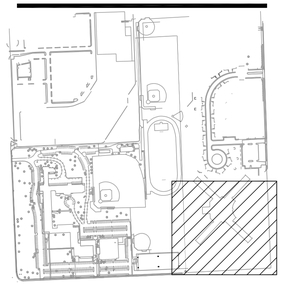

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DEMOLITION PLAN

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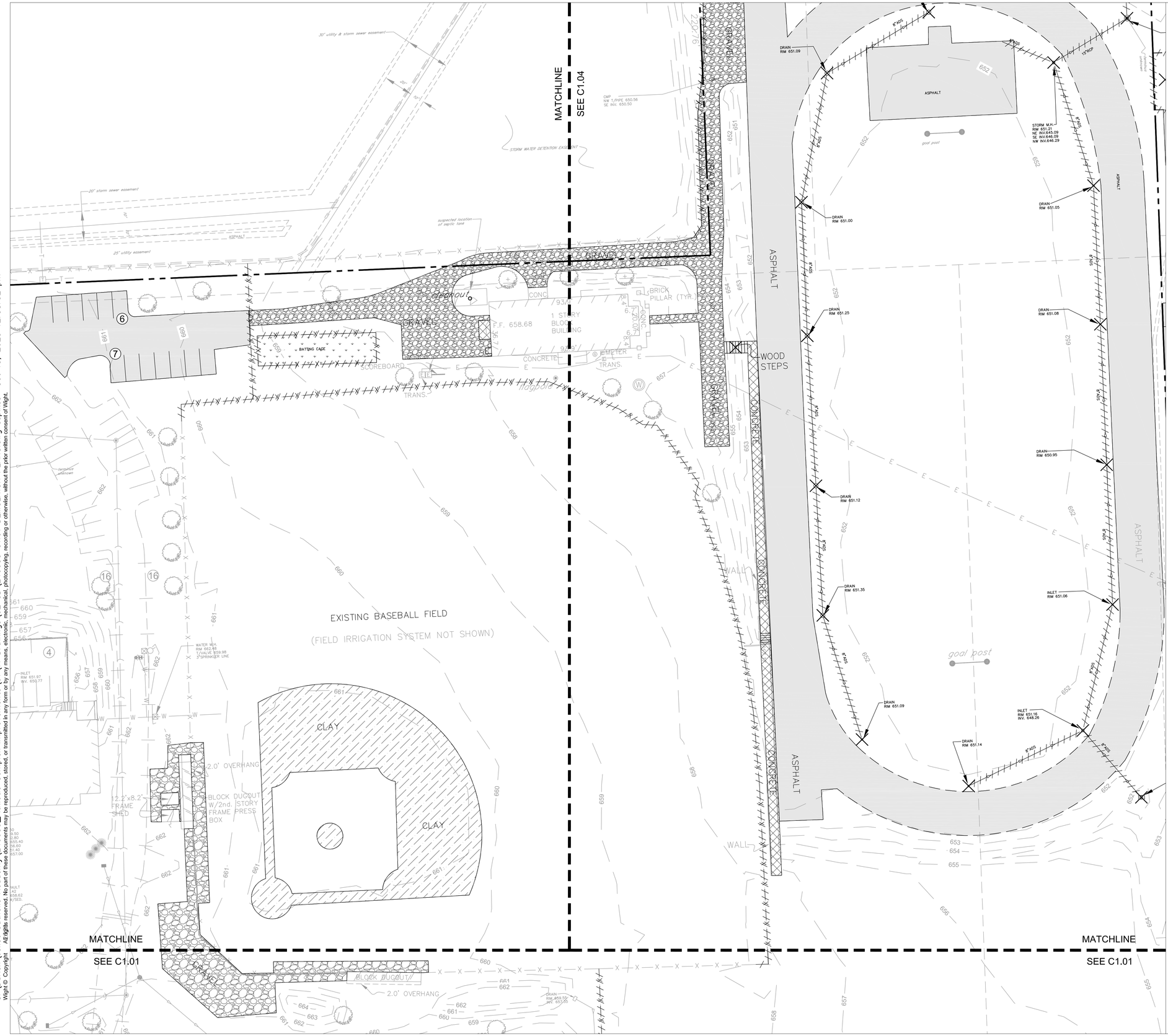

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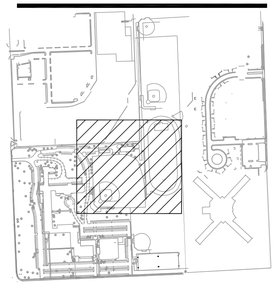

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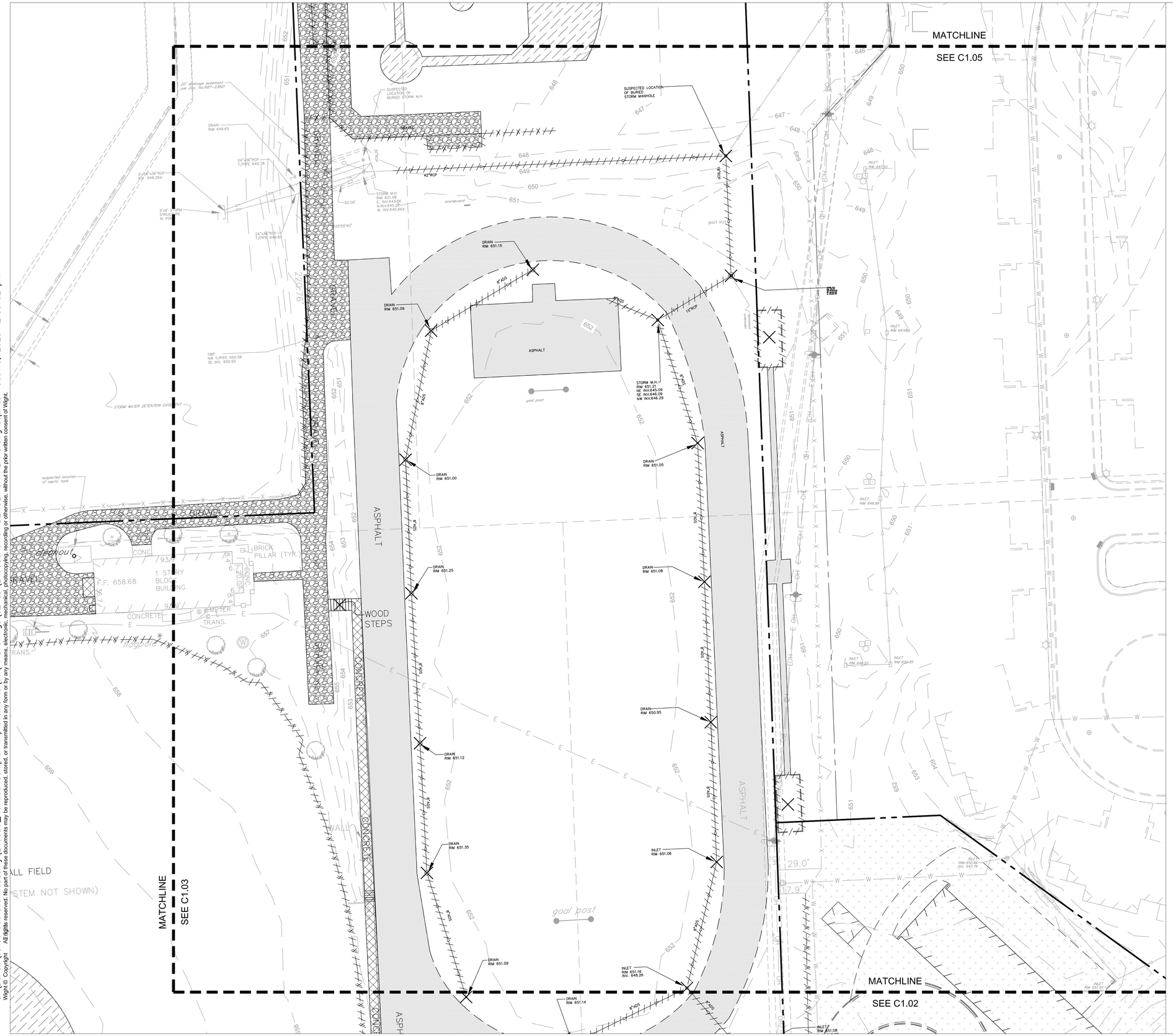

LEGEND

- ITEM REMOVAL
- LINEAR ITEM REMOVAL
- PROPERTY LINE
- HMA PAVEMENT AND STONE BASE REMOVAL
- CONCRETE PAVING AND STONE BASE REMOVAL
- GRAVEL AND BASE REMOVAL
- CLAY AND BASE REMOVAL
- TURF AND BASE REMOVAL
- DEMOLITION WORK BY OTHERS

DEMOLITION NOTES

1. CONTRACTOR TO PROTECT ALL EXISTING UTILITIES DURING DEMOLITION & CONSTRUCTION ACTIVITIES, WHETHER SHOWN ON THE PLANS OR NOT, UNLESS OTHERWISE SPECIFIED. ANY RELOCATION, ADJUSTMENTS, CONFLICTS, ETC. SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION IMMEDIATELY. CONTRACTOR TO LOCATE ALL PUBLIC & PRIVATE UTILITIES ON SITE PRIOR TO CONSTRUCTION.
2. ALL EXISTING CURB TO REMAIN UNLESS OTHERWISE SPECIFIED. ANY CURB DAMAGED DURING DEMOLITION SHALL BE REPLACED IN KIND.
3. ALL EXISTING SIGNS & LIGHT POLES TO REMAIN AND BE PROTECTED UNLESS OTHERWISE SPECIFIED. ANY SIGNS REMOVED SHALL BE SALVAGED AND RELOCATED OR RETURNED TO OWNER.
4. ANY UTILITY ADJUSTMENTS, CONFLICTS, RELOCATIONS, ETC. REQUIRED SHALL BE COORDINATED WITH ENGINEER AND UTILITY OWNER/PROVIDER.
5. ALL EXISTING TREES TO REMAIN AND TO BE PROTECTED UNLESS OTHERWISE SPECIFIED.
6. ALL DEMOLITION AND CONSTRUCTION IN THE RIGHT-OF-WAY SHALL BE COORDINATED AND APPROVED BY THE LOCAL MUNICIPALITY. THE CONTRACTOR IS TO CONTACT THE INSPECTORS AT THE LOCAL MUNICIPALITY PRIOR TO CONSTRUCTION.
7. COORDINATE ALL ELECTRICAL, CABLE FIBER, ETC., REMOVAL/RELOCATION WITH MEP PLANS. CONTRACTOR SHALL PROTECT ALL EXISTING ELECTRIC SERVICES DURING CONSTRUCTION AND NOTIFY ENGINEER IMMEDIATELY OF ANY CONFLICTS.
8. ALL EXISTING SHRUBS AND LANDSCAPING IN CONFLICT WITH SITE IMPROVEMENTS SHALL BE REMOVED.
9. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE REPLACEMENT OF ANY DAMAGED PUBLIC/PRIVATE PROPERTY OR ROADWAY AS A RESULT OF CONSTRUCTION ON THIS SITE. THE RIGHT-OF-WAY MUST BE RESTORED TO EXISTING OR BETTER CONDITION.
10. ITEMS NOTED AS REMOVE AND RELOCATE, SEE LAYOUT PLAN FOR NEW LOCATIONS.

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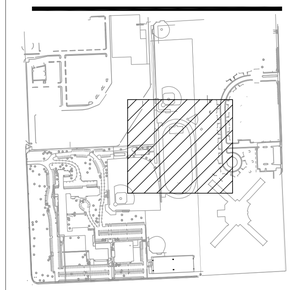

KEY PLAN

REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

DEMOLITION PLAN

Project Number: 240055
Drawn By: SS
Sheet: C1.04
1" = 30'
0' 15' 30' 60'
NORTH

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LEGEND

- ITEM REMOVAL
- LINEAR ITEM REMOVAL
- PROPERTY LINE
- HMA PAVEMENT AND STONE BASE REMOVAL
- CONCRETE PAVING AND STONE BASE REMOVAL
- GRAVEL AND BASE REMOVAL
- CLAY AND BASE REMOVAL
- TURF AND BASE REMOVAL
- DEMOLITION WORK BY OTHERS

DEMOLITION NOTES

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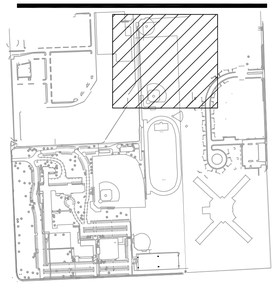

KEY PLAN

REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

DEMOLITION PLAN

Project Number: 240055
Drawn By: SS
Sheet: C1.05

1" = 30'
0' 15' 30' 60'

NORTH

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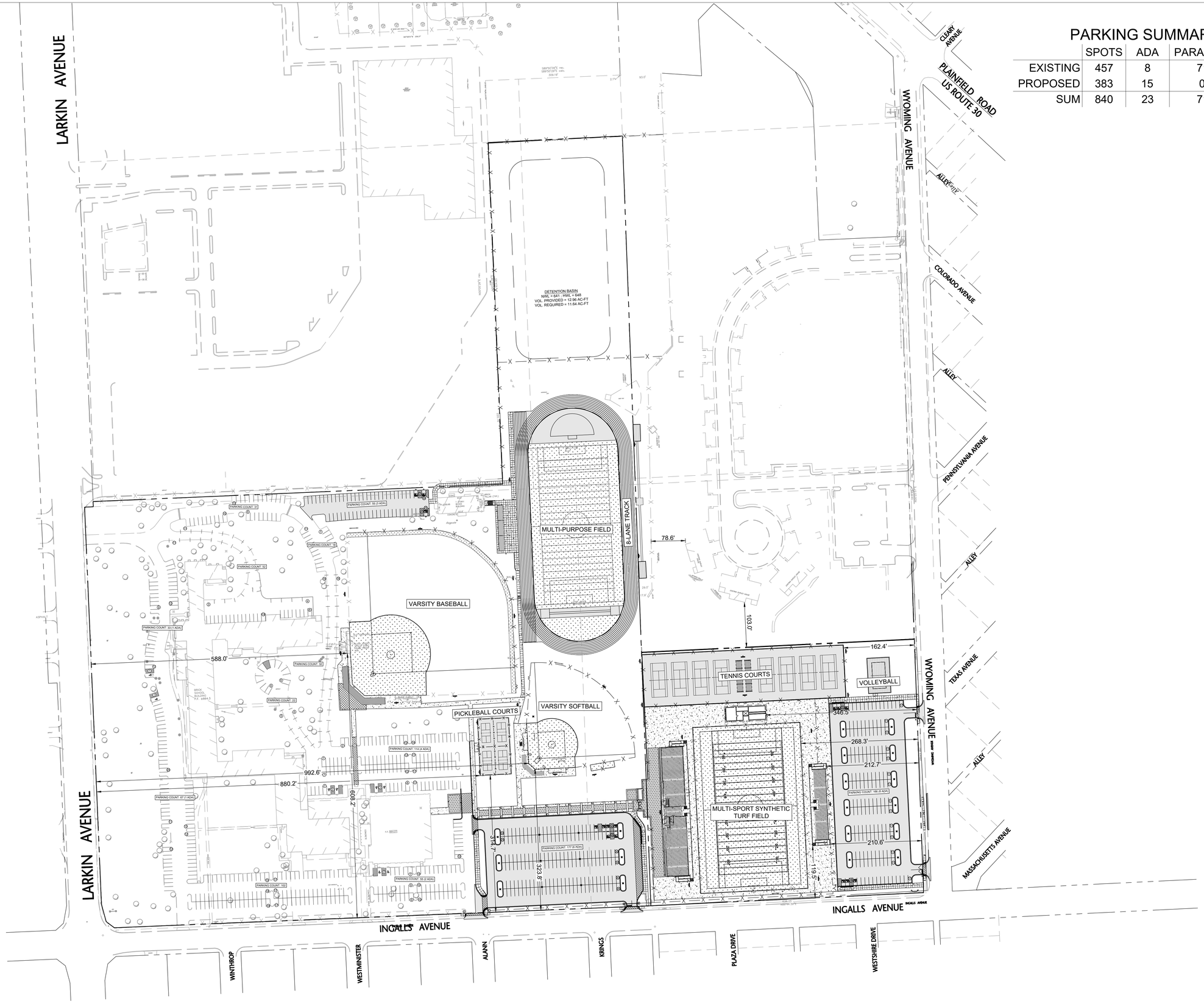

PARKING SUMMARY

	SPOTS	ADA	PARALLEL	TOTAL
EXISTING	457	8	71	536
PROPOSED	383	15	0	398
SUM	840	23	71	934

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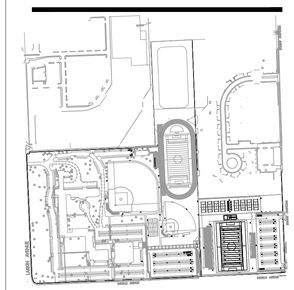

KEY PLAN

REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

OVERALL SITE PLAN

Project Number: 240055
Drawn By: SS
Sheet: C2.00

1" = 100'
0' 50' 100' 200'

NORTH

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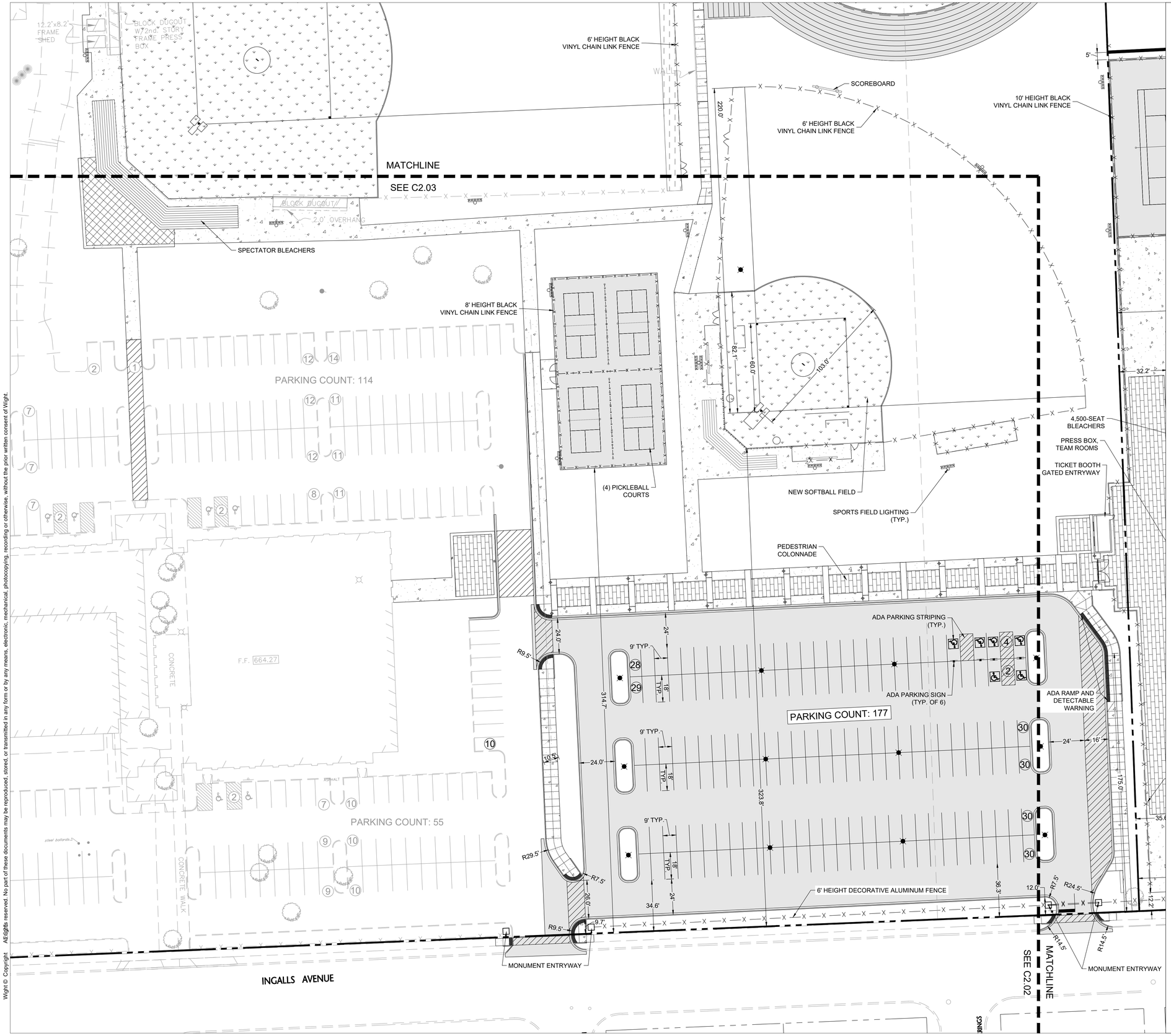

LEGEND

- HMA PAVEMENT
- CONCRETE PAVEMENT
- PERMEABLE PAVERS
- SYNTHETIC TURF
- SAND
- WARNING TRACK
- PROPERTY LINE
- SPORTS FIELD LIGHTING
- LIGHT POLE

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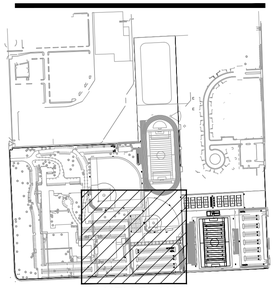

KEY PLAN

REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

SITE PLAN

Project Number: 240055
Drawn By: SS
Sheet: C2.01

1" = 30'
0' 15' 30' 60'

NORTH

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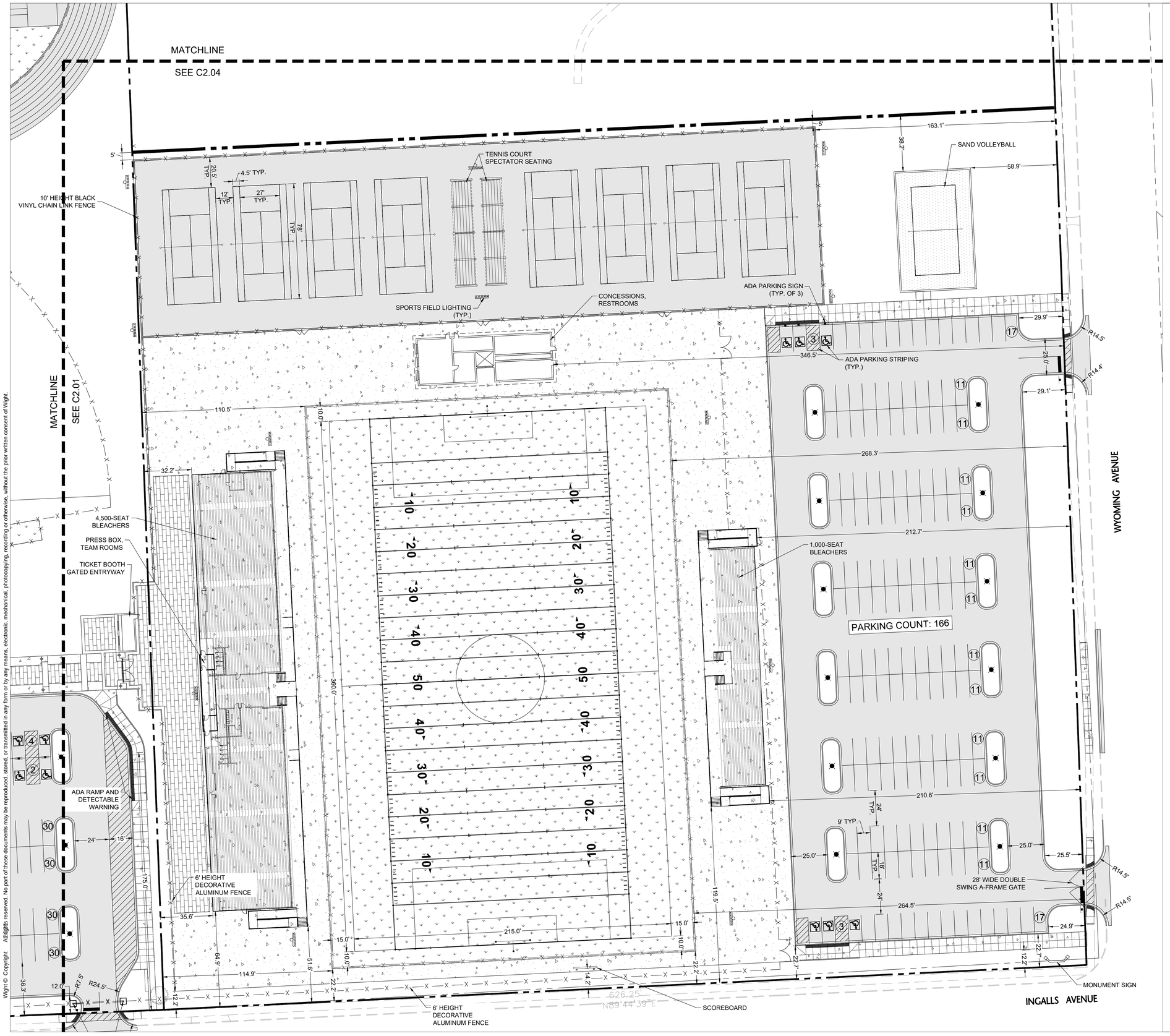

LEGEND

- HMA PAVEMENT
- CONCRETE PAVEMENT
- PERMEABLE PAVERS
- SYNTHETIC TURF
- SAND
- WARNING TRACK
- PROPERTY LINE
- SPORTS FIELD LIGHTING
- LIGHT POLE

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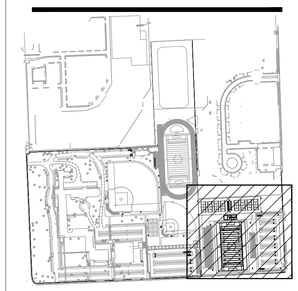

KEY PLAN

REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

SITE PLAN

Project Number: 240055
Drawn By: SS
Sheet: C2.02

1" = 30'
0' 15' 30' 60'

NORTH

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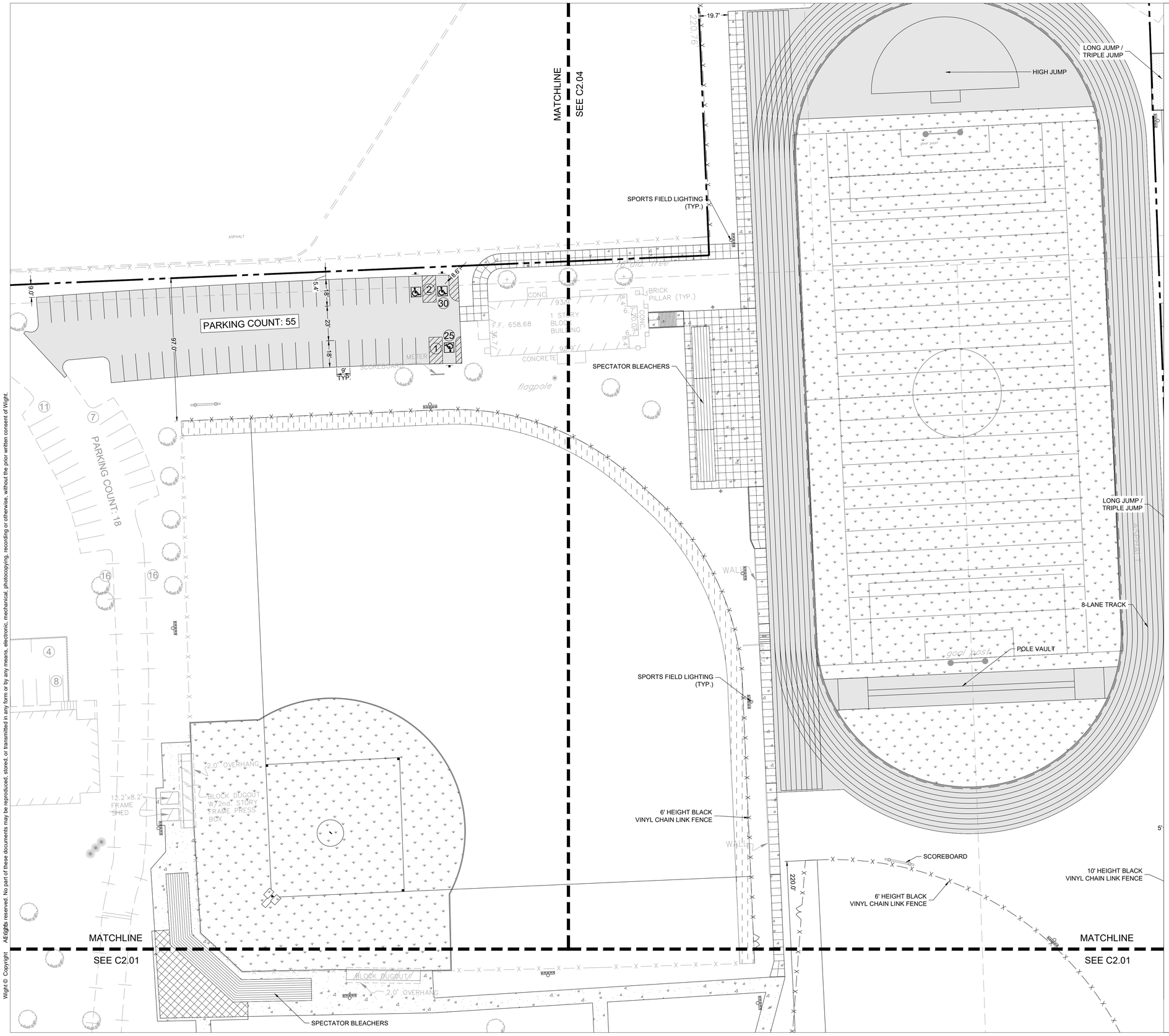

LEGEND

- HMA PAVEMENT
- CONCRETE PAVEMENT
- PERMEABLE PAVERS
- SYNTHETIC TURF
- SAND
- WARNING TRACK
- PROPERTY LINE
- SPORTS FIELD LIGHTING
- LIGHT POLE

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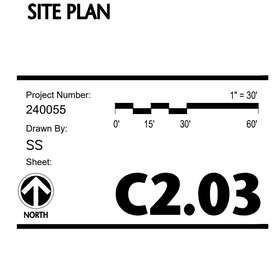

KEY PLAN

REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

SITE PLAN

Project Number: 240055
Drawn By: SS
Sheet: C2.03

1" = 30'
0' 15' 30' 60'

NORTH

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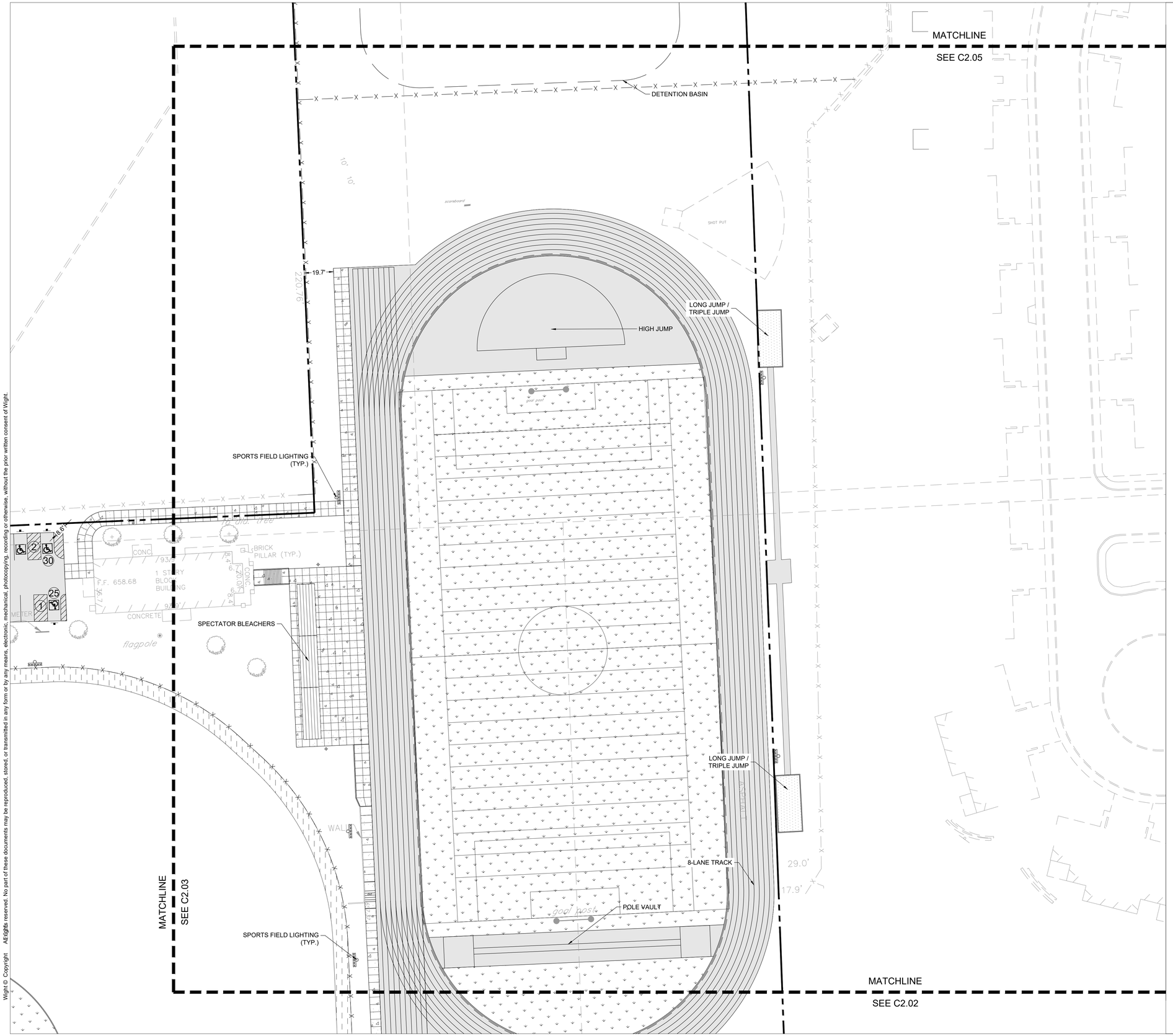

LEGEND

- HMA PAVEMENT
- CONCRETE PAVEMENT
- PERMEABLE PAVERS
- SYNTHETIC TURF
- SAND
- WARNING TRACK
- PROPERTY LINE
- SPORTS FIELD LIGHTING
- LIGHT POLE

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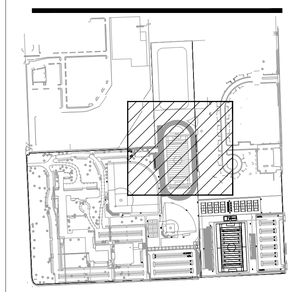

KEY PLAN

REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

SITE PLAN

Project Number: 240055
Drawn By: SS
Sheet: C2.04

1" = 30'
0' 15' 30' 60'

NORTH

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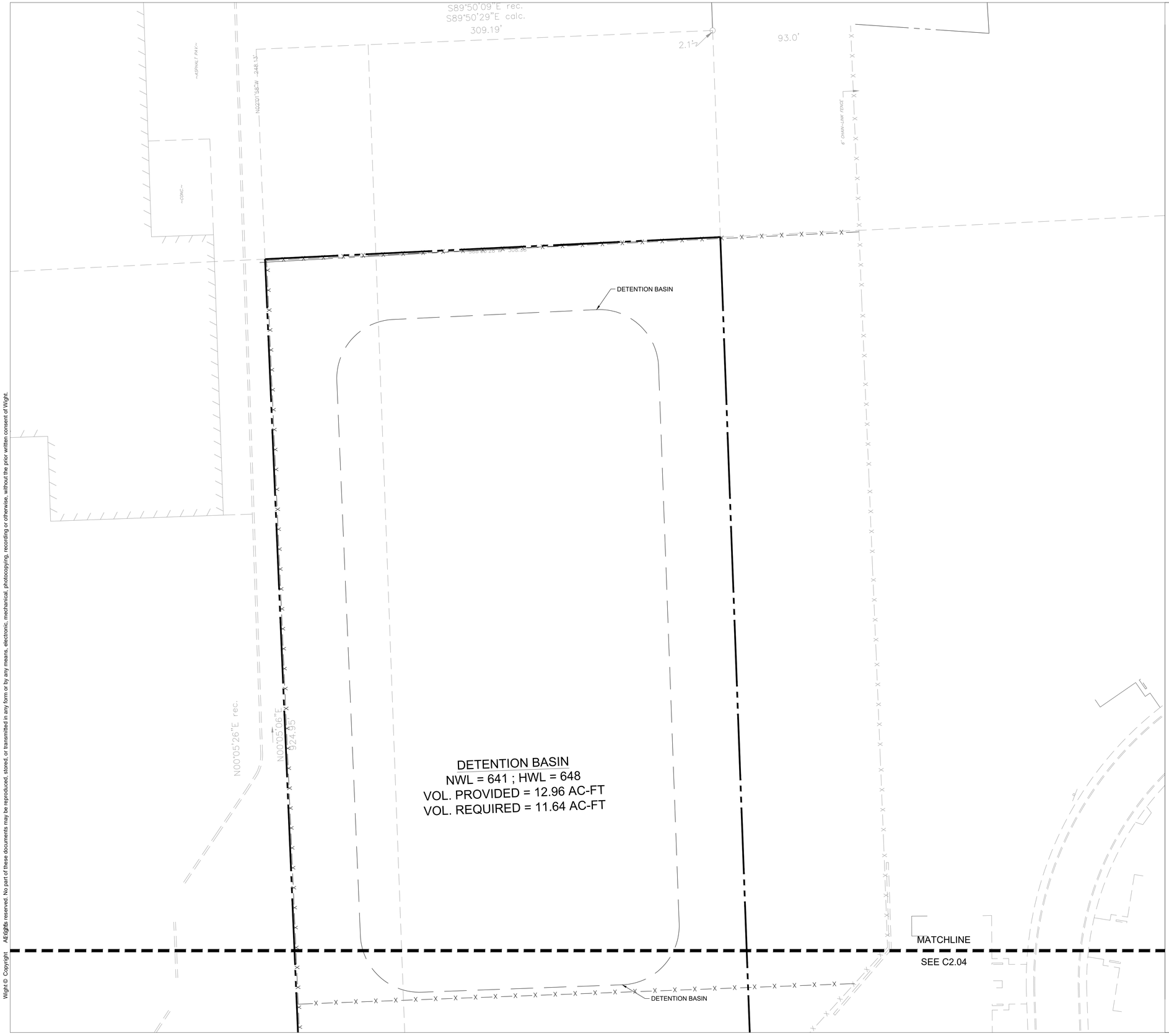

LEGEND

- HMA PAVEMENT
- CONCRETE PAVEMENT
- PERMEABLE PAVERS
- SYNTHETIC TURF
- SAND
- WARNING TRACK
- PROPERTY LINE
- SPORTS FIELD LIGHTING
- LIGHT POLE

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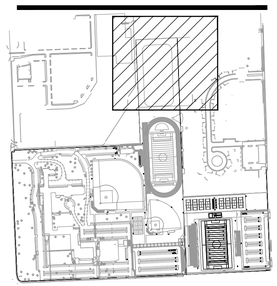

KEY PLAN

REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

SITE PLAN

Project Number: 240055
Drawn By: SS
Sheet: C2.05

1" = 30'
0' 15' 30' 60'

NORTH

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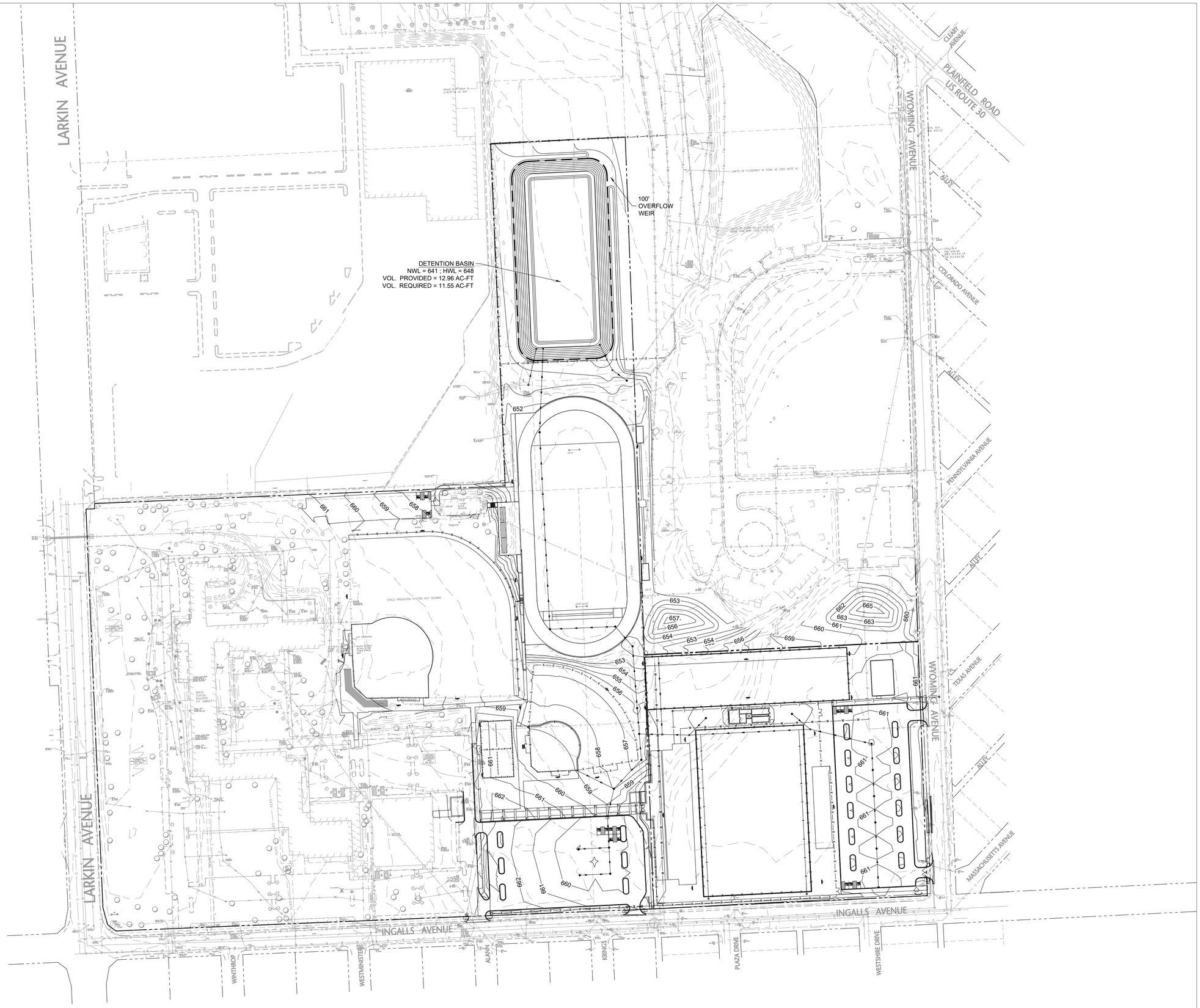

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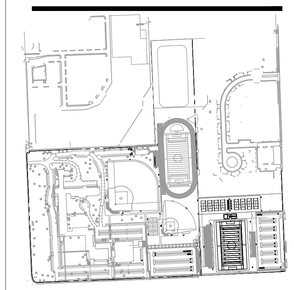


KEY PLAN

REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

OVERALL GRADING AND EROSION CONTROL PLAN

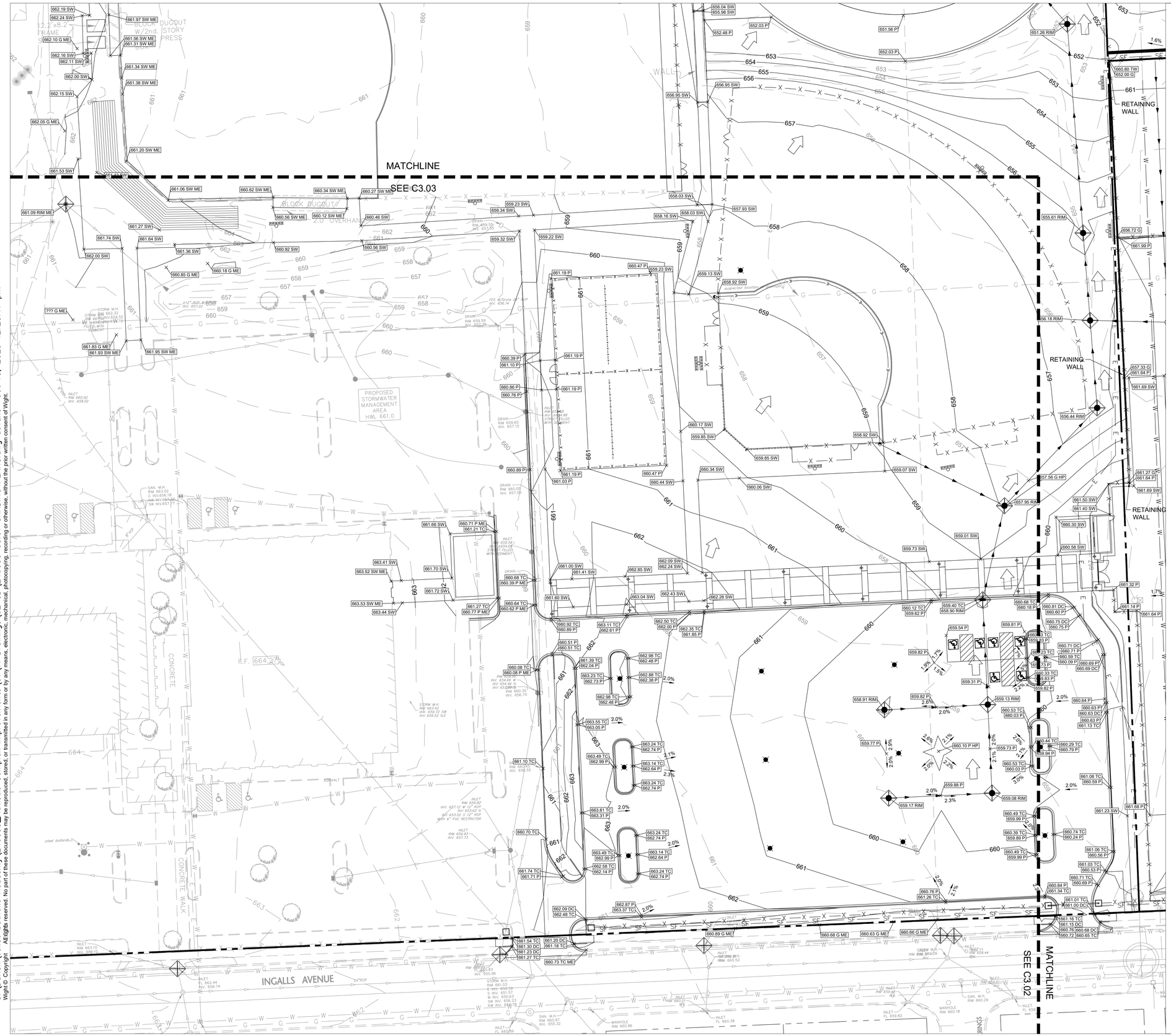
Project Number: 240055

Drawn By: SS

Sheet: C3.00

1" = 100'
0' 50' 100' 200'

NORTH



LEGEND

ME	MATCH EXISTING ELEVATION
HP	HIGH POINT
11.77 P	TOP OF PAVEMENT ELEVATION
11.77 G	GROUND ELEVATION
11.77 SW	TOP OF SIDEWALK ELEVATION
11.77 RIM	RIM ELEVATION
745	EXISTING CONTOUR LINE
745	PROPOSED CONTOUR LINE
2.0%	SLOPE/FLOW DIRECTION
	OVERLAND FLOW ROUTE
	CATCH BASIN
	MANHOLE
SF	SILT FENCE
	INLET PROTECTION

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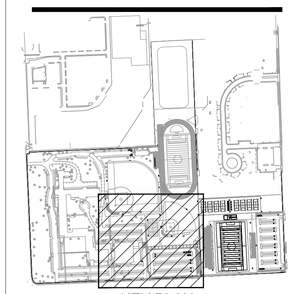

KEY PLAN

REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

GRADING AND EROSION CONTROL PLAN

Project Number: 240055
Drawn By: SS
Sheet: C3.01

1" = 30'
0' 15' 30' 60'

NORTH

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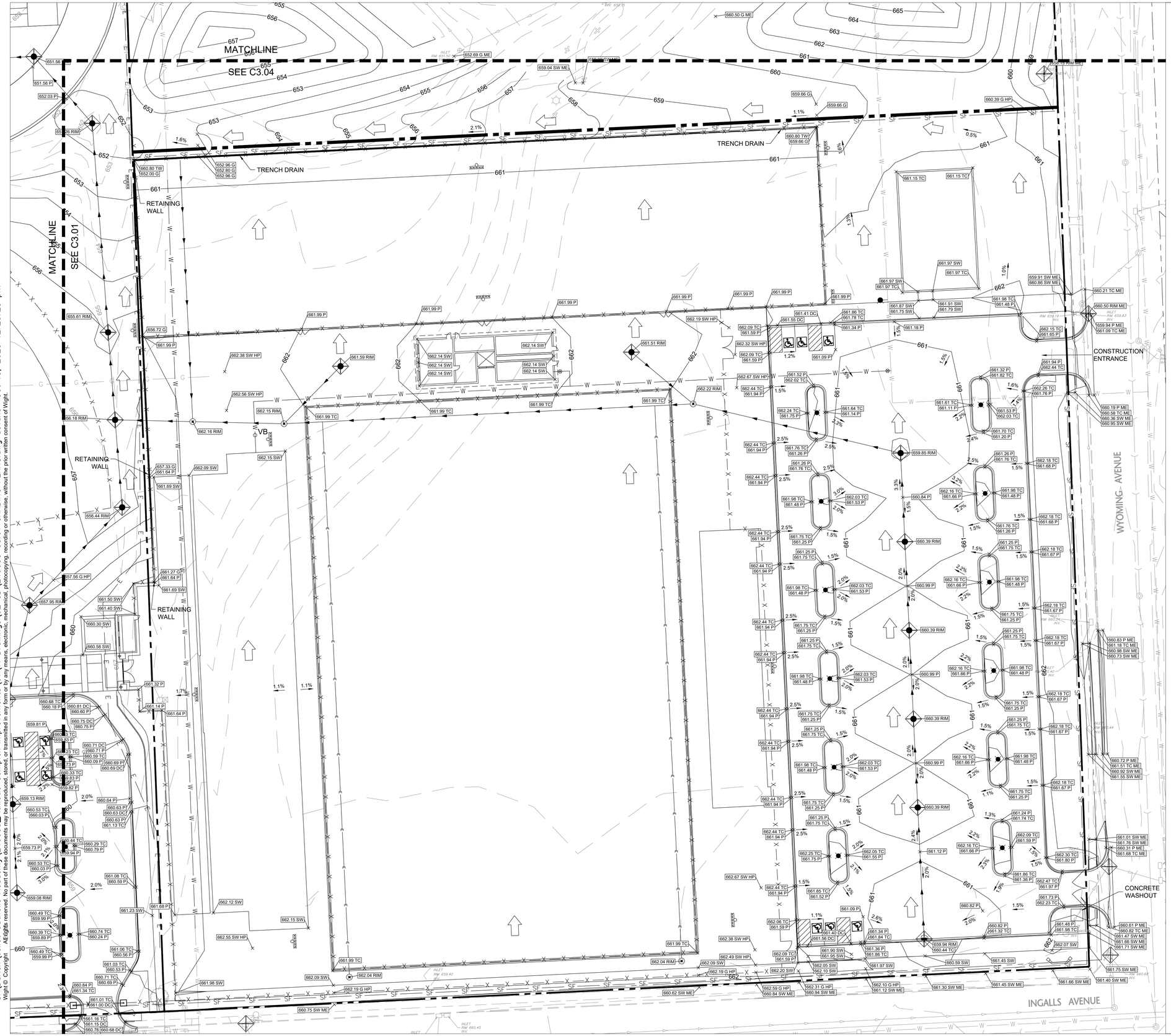

LEGEND

ME	MATCH EXISTING ELEVATION
HP	HIGH POINT
11.77 P	TOP OF PAVEMENT ELEVATION
11.77 G	GROUND ELEVATION
11.77 SW	TOP OF SIDEWALK ELEVATION
11.77 RIM	RIM ELEVATION
745	EXISTING CONTOUR LINE
745	PROPOSED CONTOUR LINE
2.0%	SLOPE/FLOW DIRECTION
	OVERLAND FLOW ROUTE
	CATCH BASIN
	MANHOLE
SF	SILT FENCE
	INLET PROTECTION

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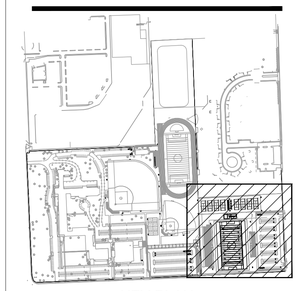

KEY PLAN

REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

GRADING AND EROSION CONTROL PLAN

Project Number: 240055
Drawn By: SS
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NORTH

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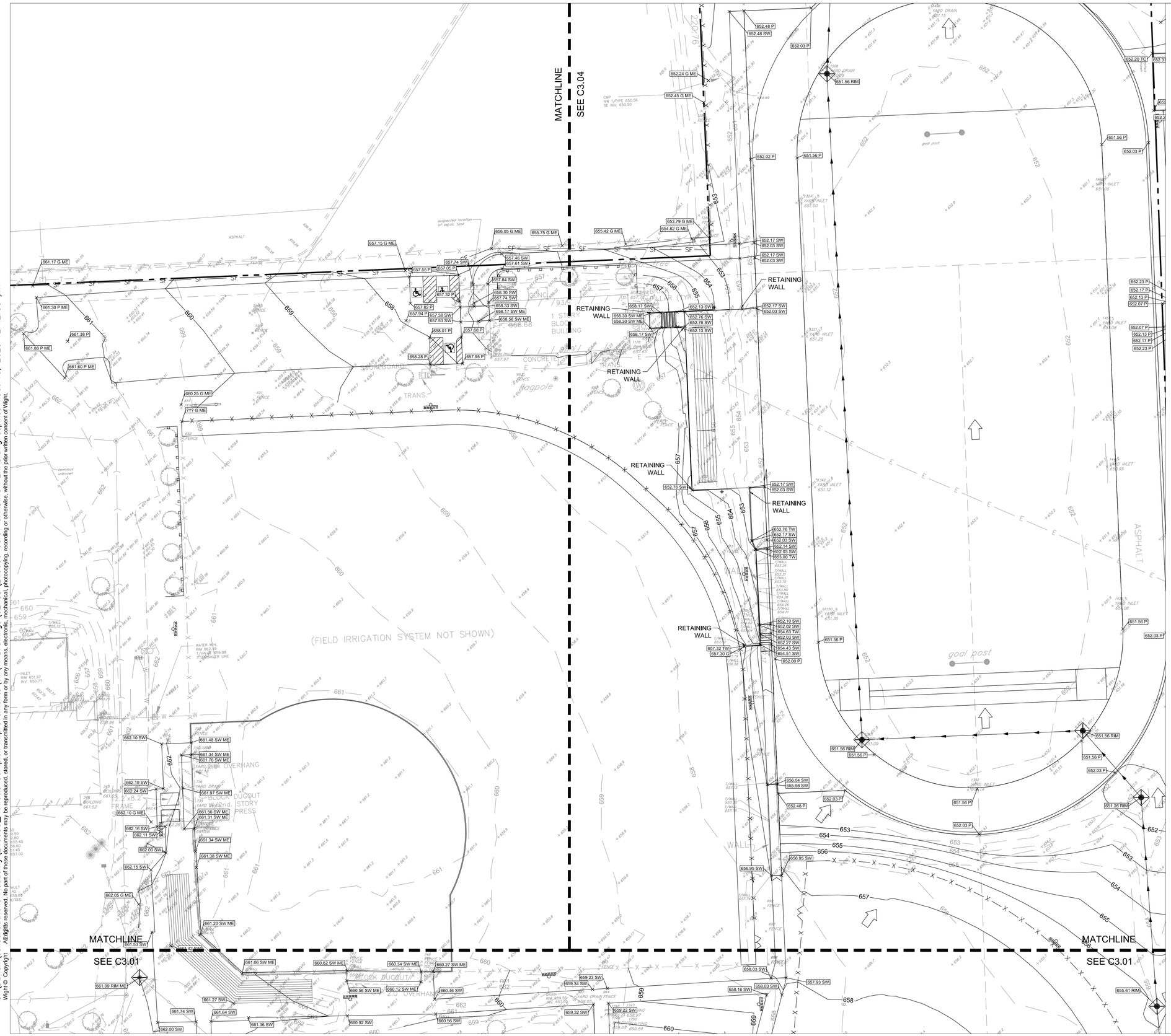

LEGEND

ME	MATCH EXISTING ELEVATION
HP	HIGH POINT
11.77 P	TOP OF PAVEMENT ELEVATION
11.77 G	GROUND ELEVATION
11.77 SW	TOP OF SIDEWALK ELEVATION
11.77 RIM	RIM ELEVATION
745	EXISTING CONTOUR LINE
745	PROPOSED CONTOUR LINE
2.0%	SLOPE/FLOW DIRECTION
	OVERLAND FLOW ROUTE
	CATCH BASIN
	MANHOLE
SF	SILT FENCE
	INLET PROTECTION

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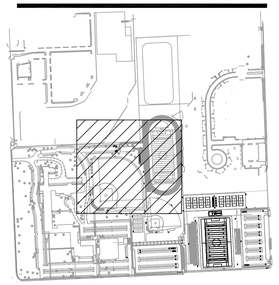

KEY PLAN

REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

GRADING AND EROSION CONTROL PLAN

Project Number: 240055
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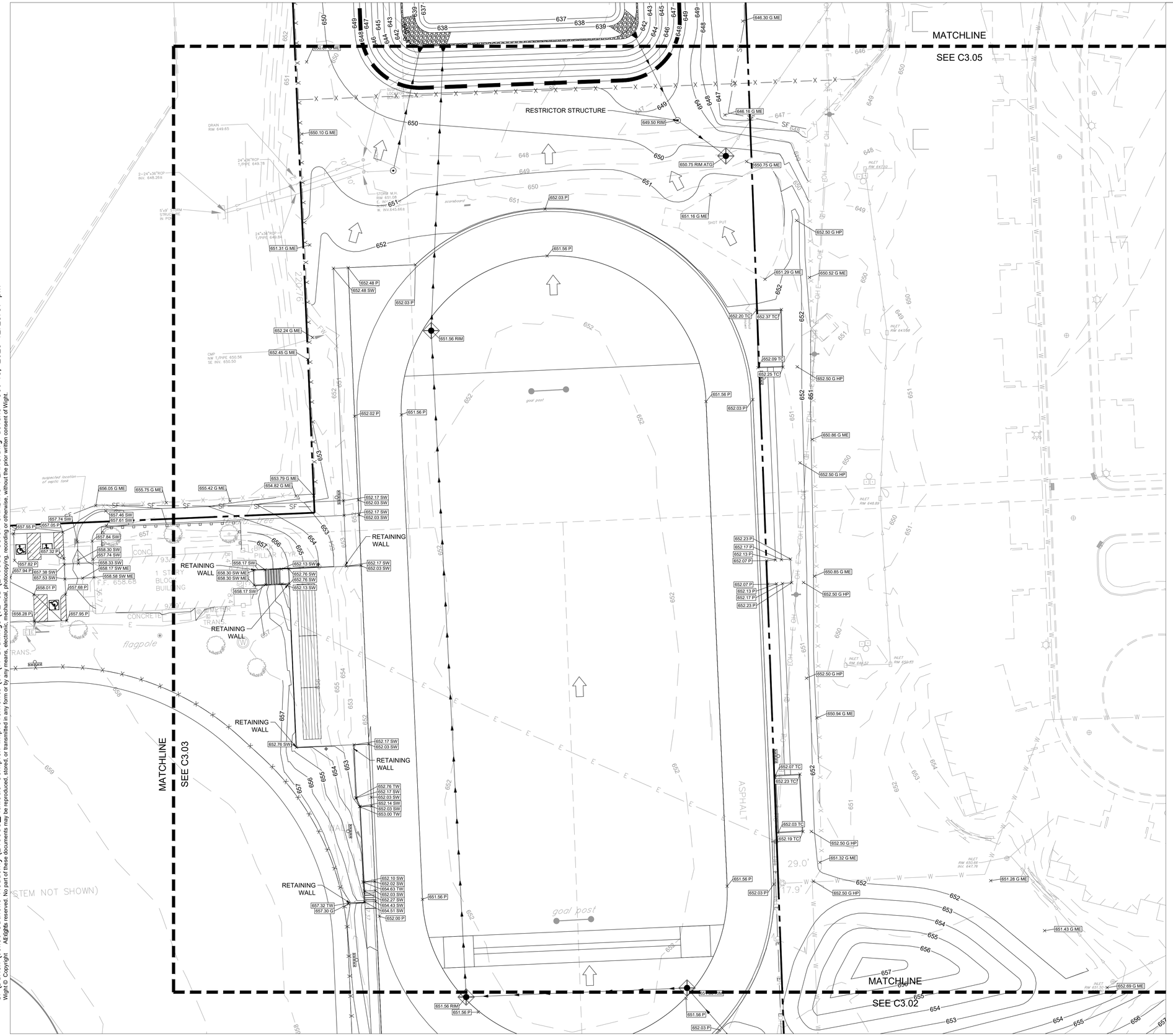

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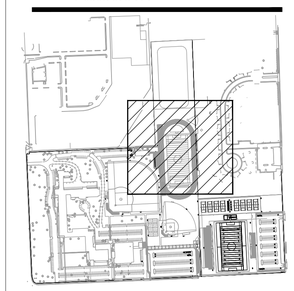

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GRADING AND EROSION CONTROL PLAN

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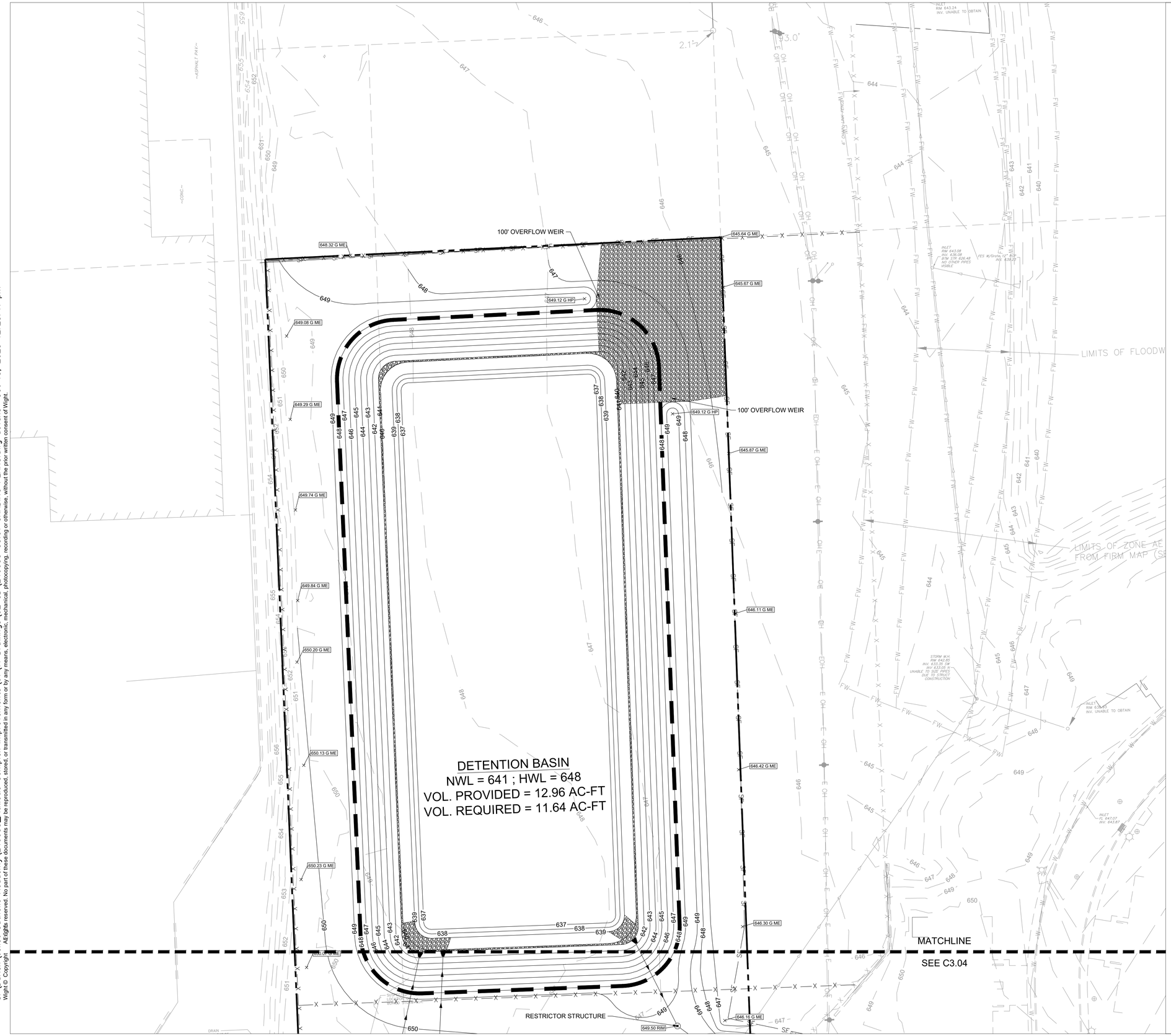

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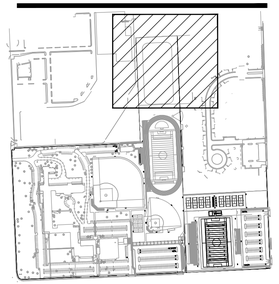

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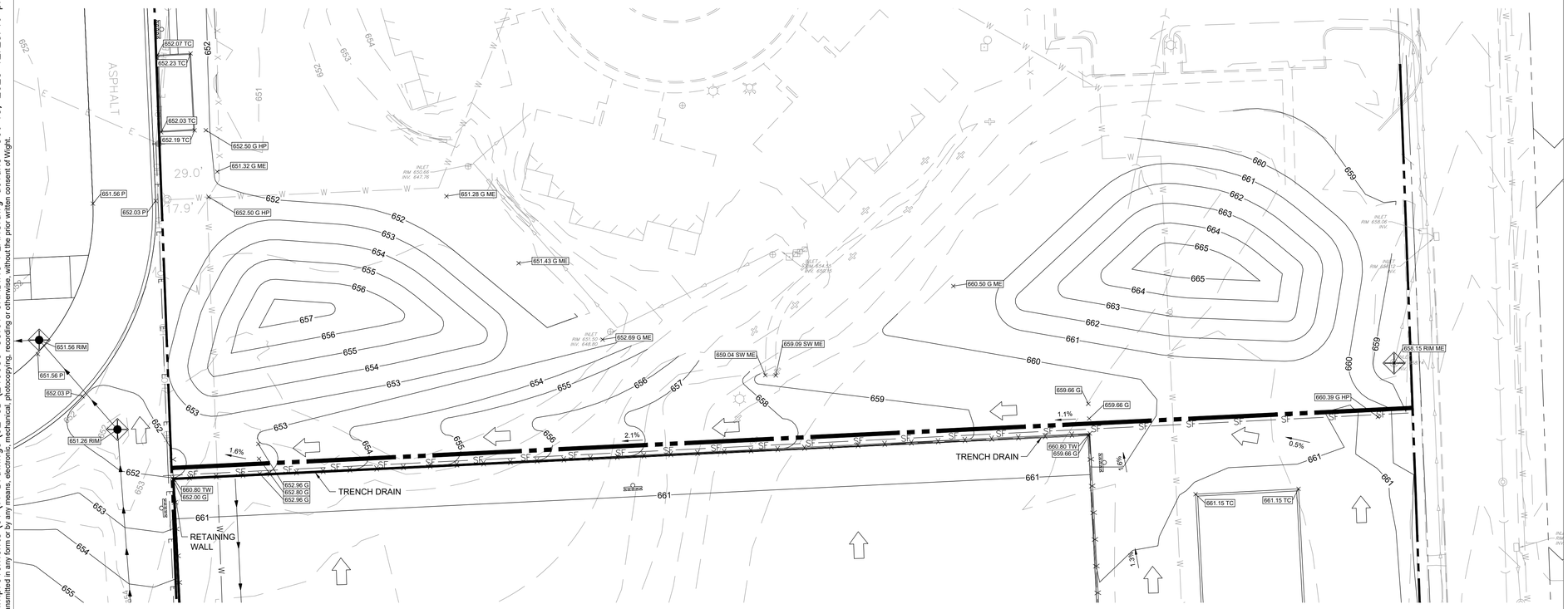

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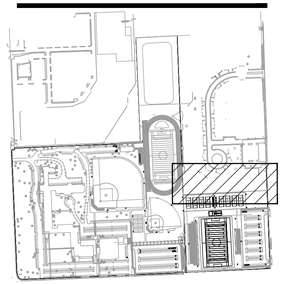

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SEDIMENT AND EROSION CONTROL

1. TRADE CONTRACTOR SHALL ABIDE BY EROSION CONTROL MEASURES OUTLINED IN THE "ILLINOIS URBAN MANUAL, LATEST EDITION" BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA).
2. SILT FENCING AND OTHER EROSION CONTROL DEVICES SHALL BE INSTALLED BY THE TRADE CONTRACTOR PRIOR TO THE BEGINNING OF CONSTRUCTION ACTIVITIES TO THE LIMITS DELINEATED ON THE PLANS. NO DISTURBANCE OF LAND IS ALLOWED OUTSIDE THE SILT FENCE AND PROJECT LIMITS AS INDICATED ON THE PLANS.
3. ALL REQUIRED EROSION CONTROL MEASURES INCLUDING DETENTION BASIN CONSTRUCTION SHALL BE IN PLACE PRIOR TO ANY OTHER SITE DISTURBANCE.
4. ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL PRACTICES MUST BE INSPECTED WEEKLY AND MAINTAINED. INSPECTIONS SHALL ALSO BE MADE AFTER A RAINFALL EVENT OF 1/2 INCH OR GREATER OR EQUIVALENT SNOW FALL EVENT. IF NECESSARY, REPAIR OR REPLACEMENT MUST BE PERFORMED IMMEDIATELY TO ASSURE EFFECTIVE PERFORMANCE OF THEIR INTENDED FUNCTIONS.
5. IF DEWATERING DEVICES ARE USED, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. ALL PUMPED DISCHARGES SHALL BE ROUTED THROUGH APPROPRIATELY DESIGNED SEDIMENT TRAPS, BASINS, SEDIMENT FILTER BAGS OR EQUIVALENT MEASURES.
6. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OR PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA.
7. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED WITH PERMANENT SOIL STABILIZATION MEASURES.
8. MAJOR AMENDMENTS OF THE SITE DEVELOPMENT OR EROSION AND SEDIMENTATION CONTROL PLANS SHALL BE SUBMITTED TO THE MUNICIPALITY TO BE APPROVED IN THE SAME MANNER AS THE ORIGINAL PLANS.
9. THE TRADE CONTRACTOR SHALL STABILIZE THE SIDE SLOPES GREATER THAN 10:1 OR WHERE SHOWN ON THE PLANS BY INSTALLING NORTH AMERICAN GREEN SC150BN EROSION CONTROL BLANKET, WITHIN 5 DAYS AFTER FINAL GRADE IS ACHIEVED AND FOLLOWING SEEDING WITH THE TEMPORARY SEED MATRIX. THE EROSION CONTROL BLANKET SHALL BE INSTALLED AS REQUIRED BY THE MANUFACTURER'S STANDARDS AND SPECIFICATIONS.
10. TEMPORARY STOCKPILES SHALL HAVE A SILT FENCE ERECTED AROUND THE PERIMETER OF THE PILE. IF A PILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT SHALL BE TEMPORARY SEEDED.
11. SOIL STOCKPILE LOCATIONS MAY BE LOCATED BY THE CONTRACTOR AS NECESSARY ONSITE AND DO NOT NEED TO MATCH EXACT LOCATION AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLAN. PROVIDE SILT FENCE AROUND ALL STOCKPILE LOCATIONS. NO STOCKPILES SHALL BE PLACED IN THE PROPOSED DETENTION POND OR BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.
12. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY EXISTING STORM DRAINAGE SYSTEM BY THE USE OF STRAW WATTLES, ROCK CHECK DAMS OR OTHER APPROVED METHODS. THE TRADE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING SEDIMENT RESULTING FROM THIS PROJECT FROM ALL SEWERS AND DRAINAGE STRUCTURES (NO FLUSHING DOWNSTREAM) UNTIL 90% OF VEGETATION IS ESTABLISHED.
13. TEMPORARY SEDIMENT BARRIERS, STRAW WATTLE PROTECTION, FOR STORM SEWER GRATES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS WITHIN THE PLANS AND THE ILLINOIS URBAN MANUAL.
14. THE TRADE CONTRACTOR SHALL PRESCRIBE THE METHODS OUTLINED IN THE ILLINOIS URBAN MANUAL TO CONTROL DUST. ACCEPTABLE MEASURES INCLUDE VEGETATIVE COVER (TEMPORARY SEEDING), MULCH, IRRIGATION, STONE, AND PERMANENT VEGETATION (PERMANENT SEEDING). TEMPORARY DUST CONTROL MEASURES (BY MEANS ACCEPTABLE TO LOCAL AUTHORITIES) SHALL BE APPLIED AS NEEDED TO ACCOMPLISH DUST CONTROL.
15. IF AN EXISTING ON-SITE ASPHALT ACCESS IS NOT PRESENT THEN, THE TRADE CONTRACTOR SHALL PROVIDE A CONSTRUCTION ACCESS ROAD CONSTRUCTED OF IDOT CA-1 FOR 100 FEET IN LENGTH. THE TRADE CONTRACTOR SHALL MAINTAIN THE ADJACENT ROADS FREE OF MUD AND SEDIMENT AT ALL TIMES. REFER TO THE ILLINOIS URBAN MANUAL STANDARD DRAWING IL-630.
16. ALL ACCESS TO AND FROM THE CONSTRUCTION SITE IS TO BE RESTRICTED TO THE CONSTRUCTION ENTRANCE.
17. TRADE CONTRACTOR IS RESPONSIBLE FOR KEEPING PUBLIC STREETS CLEAR OF DIRT, DUST, DEBRIS AND MUD ON A DAILY BASIS FOR THE ENTIRE CONSTRUCTION PERIOD BY A MEANS ACCEPTABLE TO LOCAL AUTHORITIES.
18. ANY SEDIMENT REACHING A PUBLIC OR PRIVATE ROAD SHALL BE REMOVED BY SHOVELING OR STREET CLEANING (NOT FLUSHING) BEFORE THE END OF EACH WORKDAY AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL.
19. CONTRACTOR IS TO SUBMIT ALL REPORTS, CORRESPONDENCE AND DOCUMENTATION REQUIRED BY THE SWPPP AND IEPA PERMIT TO THE CIVIL ENGINEER FOR REVIEW AND RECORD.

DUST CONTROL MEASURES

ACTIVITY	DESCRIPTION
STABILIZED CONSTRUCTION ENTRANCE	A STABILIZED PAD OF EXISTING ASPHALT OR NEW AGGREGATE LOCATED WHERE TRAFFIC IS ENTERING OR LEAVING THE CONSTRUCTION SITE. ALSO, USED AS A TEMPORARY PARKING FACILITY TO REDUCE TRAFFIC ON DISTURBED SOILS.
PERMANENT VEGETATION	ESTABLISHING PERMANENT VEGETATIVE COVER TO STABILIZE DISTURBED AREAS. APPROPRIATELY SELECTED PLANTS WILL BE ESTABLISHED TO REDUCE EROSION AND STABILIZE THE SITE IN A MANNER THAT ADOPTS TO SITE CONDITIONS.
WATERING TRUCK	A WATERING TRUCK SHALL BE PROVIDED BY THE CONTRACTOR. USAGE OF THE TRUCK WILL BE BASED ON THE REQUEST OF THE OWNER, OWNER'S REPRESENTATIVE, ENGINEER AND/OR MUNICIPALITY TO KEEP THE DUST DOWN.

SEEDING INFORMATION AND SCHEDULE

STABILIZATION TYPE	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEP.	OCT.	NOV.
PERMANENT SEEDING				A,B,C, D		*	*	*			
SODDING											
TEMPORARY SEEDING			E								

SEEDING SPECS

A. (1) STANDARD LAWN MIXTURE
KENTUCKY BLUE GRASS 100 LBS/ACRE
MIXED WITH PERENNIAL RYEGRASS 60 LBS/ACRE
CREEPING RED FESCUE 40 LBS/ACRE

B. (1A) SALT TOLERANT LAWN MIXTURE
BLUE GRASS 60 LBS/ACRE
PERENNIAL RYEGRASS 20 LBS/ACRE
DAWSONS RED FESCUE 20 LBS/ACRE
SCALDIS HARD FESCUE 20 LBS/ACRE
FULTS SALT GRASS 60 LBS/ACRE

C. (4A) LOW PROFILE NATIVE GRASS MIXTURE
ANDROPOGON SCOPARIUS (LITTLE BLUE STEM) 5 LBS/ACRE
BOUTELOUA CURTIPENDULA (SIDE OATS GRAMA) 5 LBS/ACRE
ELYMUS CANADENSIS (WILD RYE) 1LB/ACRE
SPOROBOLUS HETEROLEPIS (PRAIRIE DROPSEED) 0.5 LB/ACRE
ANNUAL RYE GRASS 25 LBS/ACRE
OATS, SPRING 25 LBS/ACRE
PERENNIAL RYE GRASS 15 LBS/ACRE

D. (4B) WETLAND GRASS AND SEDGE MIXTURE
ANNUAL RYE GRASS 25 LBS/ACRE
OATS, SPRING 25 LBS/ACRE
WETLAND GRASSES 6 LBS/ACRE

E. (7) TEMPORARY EROSION CONTROL MIXTURE PERENNIAL
RYEGRASS 50LBS/ACRE
SPRING OATS 64 LBS/ACRE

F. SOD

*IRRIGATION NEEDED DURING JUNE AND JULY

**IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD

( ) IDOT STANDARD

DO NOT SEED OF SOD IF GROUND IS FROZEN OR IF THERE IS FROST.

STORM WATER POLLUTION PREVENTION NOTES

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA) FOR STORMWATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

THE PERMITTEE MUST COMPLY WITH ALL CONDITIONS OF THE GENERAL PERMIT. ANY NON-COMPLIANCE CONSTITUTES A VIOLATION OF THE IEPA ACT AND THE CLEAN WATER ACT AND CAN BE GROUNDS FOR ENFORCEMENT ACTION, PERMIT REVOCATION, MODIFICATION, RE-ISSUANCE, TERMINATION, OR DENIAL OF A PERMIT RENEWAL.

1. SITE DESCRIPTION
   A. THE CONSTRUCTION ACTIVITY CONSISTS OF CLEARING AND GRUBBING, MASS GRADING, CONSTRUCTION OF UTILITIES, CONSTRUCTION OF PARKING LOTS, DRIVES AND SIDEWALKS, ATHLETIC FIELDS, AND SITE LANDSCAPING.
   B. THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION IS: TOPSOIL STRIPPING, MASS GRADING, UTILITY CONSTRUCTION, HARD SURFACE CONSTRUCTION, FINE GRADING, PLACEMENT OF TOPSOIL AND ESTABLISHMENT OF PERMANENT VEGETATION.
   C. THE TOTAL AREA OF THE SITE IS 44.22 ACRES. 26.54 ACRES ARE EXPECTED TO BE DISTURBED BY EXCAVATION, GRADING, OR OTHER ACTIVITIES. THE PROPOSED RUNOFF COEFFICIENT FOR THE DISTURBANCE AREA IS 0.64
   D. THE SOIL TYPES THAT ARE PREVALENT ON THE SITE ARE: 146B SOIL ELLIOT SILT LOAM, 223C2 VARNA SILT LOAM, AND 232A ASHKUM SILTY CLAY LOAM ACCORDING TO THE NRCS SOIL SURVEY.
   E. THIS PLAN INDICATES DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED BEFORE AND AFTER MAJOR GRADING ACTIVITIES, LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AND CONTROLS TO PREVENT OFFSITE SEDIMENT TRACKING, AREAS OF SOIL DISTURBANCE, THE LOCATION OF MAJOR STRUCTURAL AND NONSTRUCTURAL CONTROLS IDENTIFIED IN THE PLAN, THE LOCATION OF AREAS WHERE STABILIZATION PRACTICES ARE EXPECTED TO OCCUR, SURFACE WATERS (INCLUDING WETLANDS), AND LOCATIONS WHERE STORM WATER IS DISCHARGED TO A SURFACE WATER.
   F. THE RECEIVING WATERS ARE THE EXISTING FLOODWAY AT THE NORTHEAST OF THE SITE. THE ULTIMATE RECEIVING WATER IS THE DES PLAINES RIVER

SEQUENCE OF MAJOR CONSTRUCTION ACTIVITIES

PROVIDE AND INSPECT, ADEQUATE EROSION CONTROL MEASURES ON THE SITE. ALL EROSION CONTROL MEASURES SHALL BE IN COMPLIANCE WITH THE "STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION" (LATEST REVISION) BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND WITH THE ILLINOIS URBAN MANUAL.

1. ESTABLISH THE STABILIZED CONSTRUCTION ENTRANCE.
3. INSTALL SILT FENCE.
4. INSTALL TREE PROTECTION AS NOTED
5. INSTALL INLET/OUTLET PROTECTION MEASURES.
6. PERFORM SITE CLEARING AND DEMOLITION ACTIVITIES AS SHOWN ON PLANS.
7. PERFORM SITE GRADING AND DETENTION BASIN INSTALLATION AS SHOWN ON GRADING PLANS.
8. STOCK PILE TOP SOIL, PROVIDING SILT FENCE AROUND PILE.
9. INSTALL UTILITIES WITH APPROPRIATE TEMPORARY AND PERMANENT INLET AND OUTLET PROTECTION.
10. TEMPORARILY STABILIZE ANY BARREN AREAS.
11. CONSTRUCTION OF PARKING LOTS AND ENTRANCES.
12. INSTALL ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES AS NECESSARY.
13. BMP INSTALLATION
14. LANDSCAPE INSTALLATION
15. ACHIEVE FINAL SITE STABILIZATION.
16. REMOVE ALL TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES UPON THE ESTABLISHMENT OF PERMANENT GROUND COVER.

2. CONTROLS
THIS PLAN ADDRESSES THE VARIOUS CONTROLS THAT WILL BE IMPLEMENTED FOR EACH OF THE MAJOR CONSTRUCTION ACTIVITIES DESCRIBED ABOVE. FOR EACH MEASURE, THE CONTRACTOR(S) WILL BE RESPONSIBLE FOR ITS IMPLEMENTATION.

   A. EROSION AND SEDIMENT CONTROLS – THE PERMITTEE SHALL INSTALL AND MAINTAIN EFFECTIVE EROSION CONTROLS AND SEDIMENT CONTROLS TO MINIMIZE THE DISCHARGE POLLUTANTS. AT A MINIMUM, SUCH CONTROLS MUST BE INSTALLED AND MAINTAINED TO:
      a. CONTROL STORM WATER VOLUME AND VELOCITY WITHIN THE SITE TO MINIMIZE SOIL EROSION
      b. CONTROL STORM WATER DISCHARGES, INCLUDING BOTH PEAK FLOW RATES AND TOTAL STORM WATER VOLUME, TO MINIMIZE EROSION AT OUTLETS AND TO MINIMIZE DOWNSTREAM CHANNEL AND STREAM BANK EROSION
      c. MINIMIZE THE AMOUNT OF SOIL EXPOSED DURING CONSTRUCTION ACTIVITY
      d. MINIMIZE THE DISTURBANCE OF STEEP SLOPES
      e. MINIMIZE SEDIMENT DISCHARGES FROM THE SITE. THE INSTALLATION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROLS MUST ADDRESS FACTORS INCLUDING THE RANGE OF SOIL PARTICLE SIZES EXPECTED TO BE PRESENT ON THE SITE.
      f. PROVIDE AND MAINTAIN NATURAL BUFFERS AROUND SURFACE WATER, DIRECT STORM WATER TO VEGETATED AREAS TO INCREASE SEDIMENT REMOVAL AND MAXIMIZE STORM WATER INFILTRATION, UNLESS INFEASIBLE
      g. MINIMIZE SOIL COMPACTED AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL.

   B. STABILIZATION PRACTICES – STABILIZATION OF DISTURBED AREAS MUST, AT A MINIMUM, BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATION OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE SITE, OR TEMPORARILY CEASED ON ANY PORTION OF THE SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OR PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA. STABILIZATION PRACTICES MAY INCLUDE: TEMPORARILY SEEDING, PERMANENT SEEDING, MULCHING, GEOTEXTILES, SOD STABILIZATION, VEGETATIVE BUFFER STRIPS, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION, STAGES OR STAGGERED DEVELOPMENT, AND OTHER APPROPRIATE MEASURES. A RECORD OF THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR, WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE, AND WHEN STABILIZATION MEASURES ARE INITIATED, SHALL BE INCLUDED IN THE PLAN. EXCEPTIONS TO THESE TIME FRAMES ARE SPECIFIED PROVIDED IN PARAGRAPHS (a) AND (b) BELOW:
      a. WHERE THE INITIATION OF STABILIZATION MEASURES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE.
      b. ON AREAS WHERE CONSTRUCTION ACTIVITY HAS TEMPORARILY CEASED AND WILL RESUME AFTER 14 DAYS, A TEMPORARY STABILIZATION METHOD CAN BE USED.

   C. STRUCTURAL PRACTICES – PRACTICES INSTALLED TO DIVERT FLOWS FROM EXPOSED SOILS, STORE FLOWS OR RUNOFF AND OTHERWISE FILTER OR LIMIT THE DISCHARGE OF POLLUTANTS FROM THE SITE SUCH AS, BUT NOT LIMITED TO: SILT FENCES, EARTH DIKES, DRAINAGE SWALES, SEDIMENT TRAPS, CHECK DAMS, SUBSURFACE DRAINS, PIPE SLOPE DRAINS, LEVEL SPREADERS, STORM DRAIN INLET PROTECTION, ROCK OUTLET PROTECTION, REINFORCED SOIL RETAINING SYSTEMS, GABIONS, AND TEMPORARY OR PERMANENT SEDIMENT BASINS. STRUCTURAL PRACTICES SHOULD BE ON UPLAND SOILS TO THE DEGREE PRACTICABLE.
      a. THE FOLLOWING REQUIREMENTS APPLY TO SEDIMENT BASINS IF SUCH STRUCTURAL PRACTICES WILL BE INSTALLED TO REDUCE SEDIMENT CONCENTRATION IN STORM WATER DISCHARGES: a.a. WHEN DISCHARGING FROM THE SEDIMENT BASIN, UTILIZE OUTLET STRUCTURES THAT WITHDRAW WATER FROM THE SURFACE IN ORDER TO MINIMIZE THE DISCHARGE. a.b. PREVENT EROSION OF THE SEDIMENT BASIN USING STABILIZATION CONTROLS (E.G., EROSION CONTROL BLANKETS), AT THE INLET AND OUTLET USING EROSION CONTROL AND VELOCITY DISSIPATION DEVICES: a.c. SEDIMENT BASINS SHALL BE DESIGNED TO FACILITATE MAINTENANCE, INCLUDING SEDIMENT REMOVAL FROM THE BASINS, AS NECESSARY.

   D. USE OF TREATMENT CHEMICALS – THE USE OF ALL POLYMER FLOCCULANTS OR TREATMENT CHEMICALS AT THE SITE SHALL BE IDENTIFIED. DOSAGE OF TREATMENT CHEMICALS SHALL BE IDENTIFIED ALONG WITH ANY INFORMATION FROM ANY MATERIAL SAFETY DATA SHEET. STORAGE AREAS FOR CHEMICALS AND ANY INFORMATION FROM THE MANUFACTURER'S SPECIFICATIONS SHALL BE PROVIDED. TREATMENT CHEMICALS MUST BE STORED IN AREAS WHERE THEY WILL NOT BE EXPOSED TO PRECIPITATION.

   E. BEST MANAGEMENT PRACTICES FOR IMPAIRED WATERS – THIS SITE DOES NOT DISCHARGE DIRECTLY TO AN IMPAIRED WATER IDENTIFIED ON THE AGENCY'S WEBSITE FOR 303(d) LISTING FOR SUSPENDED SOLIDS, TURBIDITY, OR SILTATION

   F. POLLUTION PREVENTION – POLLUTION PREVENTION MEASURES SHALL BE DESIGNED, INSTALLED, IMPLEMENTED, AND MAINTAINED TO MINIMIZED THE DISCHARGE OF POLLUTANTS, AT A MINIMUM, SUCH MEASURES MUST BE DESIGNED, INSTALLED , IMPLEMENTED AND MAINTAINED TO:
      a. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WELL WASH WATER, AND OTHER WASH WATERS. WASH WATERS MUST BE TREATED IN A SEDIMENT BASIN OR ALTERNATIVE CONTROL THAT PROVIDES EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE
      b. MINIMIZE THE EXPOSURE OF BUILDING MATERIALS, BUILDING PRODUCTS, CONSTRUCTION WASTES, TRASH, LANDSCAPE MATERIALS, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, SANITARY WASTER AND OTHER MATERIALS PRESENT ON THE SITE TO PRECIPITATION AND TO STORM WATER MINIMIZE THE DISCHARGE OF POLLUTANTS FORM SPILLS AND LEAKS AND IMPLEMENT CHEMICAL SPILL AND LEAK PREVENTION AND RESPONSE PROCEDURES.

   G. OTHER CONTROLS
      a. WASTE DISPOSAL THE SOLID WASTE MATERIALS INCLUDING TRASH, CONSTRUCTION DEBRIS, EXCESS CONSTRUCTION MATERIAL, MACHINERY, TOOLS AND OTHER SOLID ITEMS WILL BE COLLECTED AND DISPOSED OFF-SITE BY THE CONTRACTOR.
      b. THE CONTRACTOR IS RESPONSIBLE FOR ACQUIRING THE NECESSARY PERMITS FOR SUCH DISPOSAL.
      c. BURNING ON THE SITE IS NOT ALLOWED.
      d. NO SOLID MATERIALS SHALL BE SHALL BE DISCHARGED TO WATERS OF THE STATE.
      e. THE CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH APPLICABLE STATE AND/OR LOCAL WASTE DISPOSAL AND SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS. SANITARY SEWAGE SHALL BE DISCHARGED TO THE PROPOSED SANITARY SEWER CONSTRUCTED PER IEPA AND LOCAL STANDARDS.
      f. APPROPRIATE CONTROLS AND MEASURES SHALL BE IN PLACE TO REDUCE OR ELIMINATE DISCHARGES FROM CONCRETE OR ASPHALT.
      g. CONTRACTOR TO INCLUDES SPILL RESPONSE PROCEDURES AND PROVISIONS FOR REPORTING IF THERE ARE RELEASES IN EXCESS OF REPORTABLE QUANTITIES.
      h. CONTRACTOR TO MINIMIZE THE DISCHARGE OF POLLUTANTS FORM ALL WASH WATERS. WASH WATERS MUST BE TREATED IN A SEDIMENT BASIN OR OTHER CONTROL
      i. MINIMIZE THE EXPOSURE OF BUILDING MATERIAL, BUILDING PRODUCTS, CONSTRUCTION WASTE, TRASH, LANDSCAPE MATERIALS, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS , SANITARY WASTE, AND OTHERS MATERIALS PRESENT ONSITE TO PRECIPITATION EXPOSURE.
      j. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM SPILLS AND LEAKS AND IMPLEMENT CHEMICAL SPILL AND LEAK PREVENTION AND RESPONSE MEASURES.

   H. SPILL PREVENTION AND RESPONSE PROCEDURES – THE CONTRACTOR WILL TRAIN ALL PERSONNEL IN THE PROPER HANDLING AND CLEANUP OF SPILLED HAZARDOUS SUBSTANCES OR OIL. NO SPILLED HAZARDOUS SUBSTANCES OR OIL WILL BE ALLOWED TO COME IN CONTACT WITH STORM WATER DISCHARGES. IF SUCH CONTACT OCCURS, THE STORM WATER DISCHARGE WILL BE CONTAINED ON SITE BY MEASURES SUCH AS, BUT NOT LIMITED TO ABSORBENTS, BOOMS, STATIC RESISTANT PADS, SUMP BOOMS AND OTHER CLEAN UP EQUIPMENT UNTIL APPROPRIATE MEASURES IN COMPLIANCE WITH STATE AND FEDERAL REGULATIONS ARE TAKEN TO DISPOSE OF SUCH CONTAMINATED STORM WATER. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR'S SUPERINTENDENT TO BE PROPERLY TRAINED, AND TO TRAIN ALL PERSONNEL IN SPILL PREVENTION AND CLEAN UP PROCEDURES.
      a. IN ORDER TO PREVENT OR MINIMIZE THE POTENTIAL FOR A SPILL OF HAZARDOUS SUBSTANCES OR OIL TO COME INTO CONTACT WITH STORM WATER, THE FOLLOWING STEPS WILL BE IMPLEMENTED:
         1. ALL HAZARDOUS SUBSTANCES OR OIL (SUCH AS PESTICIDES, PETROLEUM PRODUCTS, FERTILIZERS, DETERGENTS, CONSTRUCTION CHEMICALS, ACIDS, PAINTS, PAINT SOLVENTS, CLEANING SOLVENTS, ADDITIVES FOR SOIL STABILIZATION, CONCRETE CURING COMPOUNDS AND ADDITIVES, ETC.) WILL BE STORED IN A SECURE LOCATION, WITH THEIR LIDS ON, PREFERABLY UNDER COVER, WHEN NOT IN USE.
         2. THE MINIMUM PRACTICAL QUANTITY OF ALL SUCH MATERIALS WILL BE KEPT AT THE PROJECT.
         3. A SPILL CONTROL AND CONTAINMENT KIT WILL BE PROVIDED AT THE STORAGE SITE.
         4. MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEANUP WILL BE CLEARLY POSTED INSIDE THE JOB TRAILER WALL AND SITE PERSONNEL WILL BE TRAINED REGARDING THESE PROCEDURES AND THE LOCATION OF THE INFORMATION AND CLEANUP SUPPLIES.
         5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL HAZARDOUS WASTE DISCOVERED OR GENERATED AT THE PROJECT SITE IS DISPOSED OF PROPERLY BY A LICENSED HAZARDOUS MATERIAL DISPOSAL COMPANY. THE CONTRACTOR IS RESPONSIBLE FOR NOT EXCEEDING HAZARDOUS WASTE STORAGE REQUIREMENTS MANDATED BY THE EPA OR STATE AND LOCAL AUTHORITY.
      b. IN THE EVENT OF A SPILL OF HAZARDOUS SUBSTANCES OR OIL, THE FOLLOWING PROCEDURES MUST BE FOLLOWED:
         1. ALL MEASURES MUST BE TAKEN TO CONTAIN AND ABATE THE SPILL AND TO PREVENT THE DISCHARGE OF THE HAZARDOUS SUBSTANCE OR OIL TO STORM WATER OR OFF-SITE. (THE SPILL AREA MUST BE KEPT WELL VENTILATED AND PERSONNEL MUST WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH THE HAZARDOUS SUBSTANCES.)
         2. DETERMINE WHETHER THE SPILL IS REPORTABLE.
         3. IF THE SPILL IS DETERMINED TO BE REPORTABLE THE EPA SHALL BE CONTACTED IMMEDIATELY.
         4. IF THE RELEASE IS EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY, THE SWPPP MUST BE MODIFIED WITHIN SEVEN (7) CALENDAR DAYS OF KNOWLEDGE OF THE DISCHARGE TO PROVIDE A DESCRIPTION OF THE RELEASE, THE CIRCUMSTANCES LEADING TO THE RELEASE, AND THE DATE OF THE RELEASE. THE SWPPP MUST IDENTIFY MEASURES TO PREVENT THE RECURRENCE OF SUCH RELEASES AND TO RESPOND TO SUCH RELEASES.
         5. IF THE RELEASE IS DETERMINED TO NOT BE REPORTABLE (LESS THAN A REPORTABLE QUANTITY) IT SHALL BE NOTED ON AN INSPECTION REPORT AS AN UNSATISFACTORY ITEM AND THE CORRECTIVE ACTION ITEM SHALL BE NOTED AND DATED AS IMPLEMENTED.
      c. THE CONTRACTOR'S SUPERINTENDENT WILL BE THE SPILL PREVENTION AND RESPONSE COORDINATOR. HE WILL DESIGNATE THE INDIVIDUALS WHO WILL RECEIVE SPILL PREVENTION AND RESPONSE TRAINING. THESE INDIVIDUALS WILL EACH BECOME RESPONSIBLE FOR A PARTICULAR PHASE OF PREVENTION AND RESPONSE. THE NAMES OF THESE PERSONNEL WILL BE POSTED IN THE MATERIAL STORAGE AREA AND IN THE OFFICE TRAILER ONSITE.

   I. BEST MANAGEMENT PRACTICES FOR POST-CONSTRUCTION STORM WATER MANAGEMENT – STRUCTURAL MEASURES SHOULD BE PLACED ON UPLAND SOILS TO THE DEGREE ATTAINABLE. THIS PERMIT ONLY ADDRESSES THE INSTALLATION OF STORM WATER MANAGEMENT MEASURES, AND NOT THE ULTIMATE OPERATION AND MAINTENANCE OF SUCH STRUCTURES AFTER THE CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED AND THE SITE HAS UNDERGONE FINAL STABILIZATION. THE CONTRACTOR IS RESPONSIBLE FOR ONLY THE INSTALLATION AND MAINTENANCE OF STORM WATER MANAGEMENT MEASURES PRIOR TO FINAL STABILIZATION OF THE SITE, AND IS NOT RESPONSIBLE FOR MAINTENANCE AFTER STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY HAVE BEEN ELIMINATED FROM THE SITE.
      a. POST-CONSTRUCTION STORM WATER MANAGEMENT PRACTICES HAVE BEEN DESIGNED AND INCLUDED TO RETAIN THE GREATEST AMOUNT OF POST-DEVELOPMENT STORM WATER RUN-OFF PRACTICABLE, GIVEN THE SITE AND PROJECT CONSTRAINTS. THREE INFILTRATION TRENCHES HAVE BEEN INCLUDED IN THE DESIGN. THE INFILTRATION TRENCHES WILL USED TO FILTER OUT POLLUTANTS BY INFILTRATION OF THE RUN-OFF THROUGH AGGREGATE AND A GEOTEXTILE FABRIC. POST-DEVELOPMENT FLOWS THAT EXCEED PRE-DEVELOPMENT FLOWS WILL BE CONTROLLED BY THE INFILTRATION TRENCHES. THE INFILTRATION TRENCH WILL CAPTURE AND RETAIN RUNOFF ON-SITE TO OFFSET THE ADDITIONAL POST DEVELOPMENT FLOW.
      b. VELOCITY DISSIPATION DEVICES SHALL BE PLACED AT DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL AS NECESSARY TO PROVIDE A NON-EROSIVE VELOCITY FLOW FORM THE STRUCTURE TO A WATER COURSE THAT THE NATURAL PHYSICAL AND BIOLOGICAL CHARACTERISTICS AND FUNCTIONS ARE MAINTAINED AND PROTECTED (E.G. MAINTENANCE OF HYDROLOGIC CONDITIONS, SUCH AS THE HYDROPERIOD AND HYDRODYNAMICS PRESENT PRIOR TO THE INITIATION OF CONSTRUCTION ACTIVITIES.

3. MAINTENANCE
   A. THE CONTRACTOR SHALL MAINTAIN, IN GOOD AND EFFECTIVE OPERATING CONDITIONS, THE SEDIMENT AND EROSION CONTROL MEASURES IDENTIFIED ON THIS PLAN UNTIL THE SITE IS STABILIZED. ITEMS IN NEED OF REPAIR SHALL BE ADDRESSED AS SOON AS PRACTICABLE.
      a. SILT FENCE – ALL DAMAGED SILT FENCE SHALL BE RESTORED TO MEET THE STANDARDS OR REMOVED AND REPLACED AS NEEDED. SEDIMENT SHALL BE REMOVED AND LEGALLY DISPOSED OF WHEN IT HAS REACHED 1/3 THE HEIGHT OF THE FABRIC.
      b. STABILIZED CONSTRUCTION ENTRANCE – THE ENTRANCE SHALL BE MAINTAINED TO PREVENT TRACKING OF SEDIMENT ONT PUBLIC STREETS. THIS SHALL BE DONE BY TOP DRESSING WITH ADDITIONAL STONES, REMOVE AND REPLACED TOP LAYER OR WASHING THE ENTRANCE. THE SEDIMENT WASHED ON THE PUBLIC RIGHT OR WAY WILL BE REMOVED IMMEDIATELY.
      c. SEDIMENTATION BASINS/TRAPS – THE SEDIMENTS SHALL BE REMOVED WHEN 50% OF THE TOTAL ORIGINAL CAPACITY IS OCCUPIED BY THE SEDIMENT. IN NO CASE SHALL THE SEDIMENT BE BUILT UP TO REMOVE THAT 1 FOOT BELOW THE CREST ELEVATION. AT THIS STAGE, THE BASIN SHALL BE CLEANED OUT TO RESTORE ITS ORIGINAL VOLUME.
      d. INLET/OUTLET PROTECTION– SEDIMENT SHALL BE REMOVED WHEN 50% OF THE TOTAL ORIGINAL CAPACITY IS OCCUPIED BY THE SEDIMENT. ALL SEDIMENT SHALL BE REMOVED PRIOR TO LARGE RAIN EVENTS. FILTER MATERIAL FOR BASKET TYPE INLET PROTECTION SHALL BE POWER WASHED.
      e. ROCK DAMS/FILTERS– SEDIMENT SHALL BE REMOVED WHEN 50% OF THE TOTAL ORIGINAL CAPACITY IS OCCUPIED BY THE SEDIMENT. ADDITIONAL STONE SHALL BE ADDED OR DAM/FILTER STABILIZED AS NECESSARY.
      f. SEDIMENT FILTER BAG– SEDIMENT SHALL BE REMOVED WHEN 50% OF THE TOTAL ORIGINAL CAPACITY IS OCCUPIED BY THE SEDIMENT. BAG SHALL BE REPLACED AND DISPOSED OF PROPERLY. BAG SHALL BE INSPECTED FOR HOLES, DAMAGE, ETC. AND BE REPLACED AS NECESSARY.
      g. VEGETATIVE EROSION CONTROL MEASURES – THE VEGETATIVE GROWTH OF TEMPORARY AND PERMANENT SEEDING, SODDING, VEGETATIVE CHANNELS, VEGETATIVE FILTERS, ETC SHALL BE MAINTAINED FREQUENTLY AND SUPPLY ADEQUATE WATERING AND FERTILIZER. THE VEGETATIVE COVER SHALL BE RESEEDED AS NECESSARY.
      h. STRAW WATTLES – STRAW WATTLES SHALL BE INSPECTED FREQUENTLY AND SHALL BE REPAIRED OR REMOVED AND REPLACED AS NEEDED.
      i. RIP RAP – RIP RAP SHALL BE INSPECTED AFTER HIGH FLOWS FOR ANY SCOUR BENEATH THE RIP RAP OR FOR STONES THAT HAVE BEEN DISLODGED. REPAIRS SHALL BE MADE IMMEDIATELY.

4. INSPECTIONS
   A. QUALIFIED PERSONNEL (PROVIDED BY THE CONTRACTOR) SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM OR BY THE END OF THE FOLLOWING BUSINESS OR WORK DAY THAT IS 0.5 INCHES OR GREATER. QUALIFIED PERSONNEL MEANS A PERSON KNOWLEDGEABLE IN THE PRINCIPLES AND PRACTICES OF EROSION AND SEDIMENT CONTROLS MEASURES, SUCH AS A LICENSED PROFESSIONAL ENGINEER (P.E.), A CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC), A CERTIFIED EROSION SEDIMENT AND STORM WATER INSPECTOR (CESSWI) OR OTHER KNOWLEDGEABLE PERSON WHO POSSESSES THE SKILL TO ASSESS CONDITIONS AT THE CONSTRUCTION SITE THAT COULD IMPACT STORM WATER QUALITY AND TO ASSESS THE EFFECTIVENESS OF ANY SEDIMENT AND EROSION CONTROL MEASURES SELECTED TO CONTROL THE QUALITY OF STORM WATER DISCHARGES FORM THE CONSTRUCTION ACTIVITIES.
      a. INSPECTIONS MAY BE REDUCED TO ONCE PER MONTH WHEN CONSTRUCTION ACTIVITIES HAVE CEASED DUE TO FROZEN CONDITIONS. WEEKLY INSPECTION WILL RECOMMENCE WHEN CONSTRUCTION ACTIVITIES ARE CONDUCTED, OR IF THERE IS 0.5" OR GREATER RAIN EVENT, OR A DISCHARGE DUE TO SNOW MELT OCCURS.
      b. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICATION IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIST THE SITE SHALL BE INSPECTED FOR EVIDENCE OR OFFSITE SEDIMENT TRACKING.
      c. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN THE PLAN IN ACCORDANCE WITH PARAGRAPH 1 (SITE DESCRIPTION) OF THESE NOTES AND POLLUTION PREVENTION MEASURES IDENTIFIED IN THE PLAN IN ACCORDANCE WITH PARAGRAPH 2 (CONTROLS) OF THESE NOTES SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. SUCH MODIFICATIONS SHALL PROVIDE FOR TIMELY IMPLEMENTATION OF ANY CHANGES TO THE PLAN WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE INSPECTION.
      d. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THE STORM WATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN IN ACCORDANCE WITH PARAGRAPH B ABOVE SHALL BE MADE AND RETAINED AS PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR AT LEAST THREE YEARS FROM THE DATE THAT THE PERMIT COVERAGE EXPIRES OR IS TERMINATED. THE REPORT SHALL BE SIGNED BY THE CONTRACTOR.
      e. THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE AGENCY FIELD OPERATIONS SECTION OFFICE BY EMAIL AT: EPA.SWNONCOMP@ILLINOIS.GOV, TELEPHONE OR FAX WITHIN 24 HOURS OF AN INCIDENCE OF NONCOMPLIANCE FOR ANY VIOLATION OF THE STORM WATER POLLUTION PREVENTION PLAN OBSERVED DURING ANY INSPECTION CONDUCTED, OR FOR VIOLATIONS OF ANY CONDITION OF THIS PERMIT. THE PERMITTEE SHALL COMPLETE AND SUBMIT WITHIN 5 DAYS AN "INCIDENCE OF NONCOMPLIANCE" (ION) REPORT FOR ANY VIOLATION OF THE STORM WATER POLLUTION PREVENTION PLAN OBSERVED DURING AN INSPECTION CONDUCTED, OR FOR VIOLATIONS OF ANY CONDITION OF THIS PERMIT. SUBMISSION SHALL BE ON FORMS PROVIDED BY THE AGENCY AND INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT ANY FURTHER CAUSES OF NONCOMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE.
      f. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY THE PERMITTEE.
      g. AFTER THE INITIAL CONTACT HAS BEEN MADE WITH THE APPROPRIATE AGENCY FIELD OPERATIONS SECTION OFFICE, ALL REPORTS OF NONCOMPLIANCE SHALL BE MAILED TO THE AGENCY AT THE FOLLOWING ADDRESS:

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL
COMPLIANCE ASSURANCE SECTION
1021 NORTH GRAND AVENUE EAST
POST OFFICE BOX 19276
SPRINGFIELD, ILLINOIS 62794-9276

5. NON-STORM WATER DISCHARGES
THE FOLLOWING SOURCES OF NON-STORMWATER MAY BE COMBINED WITH STORMWATER DISCHARGES ASSOCIATED WITH THE INDUSTRIAL ACTIVITY ADDRESSED IN THIS PLAN.
   - FIRE FIGHTING ACTIVITIES
   - WATER MAIN/ HYDRANT FLUSHING
   - WATERING FOR DUST CONTROL
   - IRRIGATION DRAINAGE FOR VEGETATIVE GROWTH
   - WASH WATER WHERE DETERGENTS ARE NOT USED UNCONTAMINATED GROUND WATER

NON-FIRE FIGHTING DISCHARGES FROM WATER MAINS AND PUMPS SHALL NOT BE PERMITTED TO FLOW DIRECTLY ONTO THE SOIL WITHOUT ENERGY DISSIPATERS SUFFICIENT TO REDUCE VELOCITIES TO A NON-EROSIVE RATE. ALL SITE DE-WATERING, INCLUDING PUMP DISCHARGE SHALL PASS THROUGH SEDIMENT CONTROL DEVICES PRIOR TO LEAVING THE SITE. THE FOLLOWING SOURCES OF NON-STORMWATER ARE PROHIBITED FROM BEING COMBINED WITH STORM WATER DISCHARGES:
   - CONCRETE AND WASTEWATER FROM WASHOUT OF CONCRETE (UNLESS MANAGED BY AN APPROPRIATE CONTROL
   - DRYWALL COMPOUND
   - WASTEWATER FROM WASHOUT AND CLEANOUT FOR STUCCO AND PAIN
   - FORM RELEASE OILS
   - CURING COMPOUNDS
   - CONSTRUCTION MATERIALS, FUELS, OILS OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE
   - SOAPS, SOLVENTS, OR DETERGENTS
   - TOXIC OR HAZARDOUS SUBSTANCES FORM A SPILL OR OTHER RELEASE
   - OR ANY OTHER POLLUTANT THAT COULD CAUSE OR TEND TO CAUSE WATER POLLUTION

6. RETENTION OF RECORDS
   A. THE CONTRACTOR SHALL RETAIN COPIES OF STORM WATER POLLUTION PREVENTION PLANS AND ALL REPORTS AND NOTICES REQUIRED BY THIS PERMIT, AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT TO BE COVERED BY THIS PERMIT, FOR A PERIODS OF AT LEAST THREE YEARS FROM THE DATE THAT THE PERMIT COVERAGE EXPIRES OR IS TERMINATED. THIS PERIOD MAY BE EXTENDED BY REQUEST OF THE AGENCY AT ANY TIME.
   B. THE CONTRACTOR SHALL RETAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN REQUIRED BY THIS PERMIT AT THE CONSTRUCTION SITE FROM THE DATE OF PROJECT INITIATION TO THE DATE OF FINAL STABILIZATION.
   C. NOTICE OF TERMINATION UPON FINAL STABILIZATION OF THE SITE, THE PERMITTEE SHALL SUBMIT A \ COMPLETED NOTICE OF TERMINATION IN ACCORDANCE WITH NPDES PERMIT NO. ILR10.

STORM WATER POLLUTION PREVENTION PLAN

JOLIET CATHOLIC ACADEMY

LOCATION OF DEVELOPMENT	LEGAL DESCRIPTION		
1200 N. LARKIN AVE. (STREET ADDRESS)	06 (1/4 SECTION)	35N (TOWNSHIP)	10E (RANGE)
JOLIET, IL (MUNICIPALITY)	DES PLAINES RIVER (NAME OF RECEIVING WATERS)		

OWNER/DEVELOPER CERTIFICATION

JOLIET CATHOLIC ACADEMY
1200 N LARKIN AVE
JOLIET, IL 60435
"I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERTY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINES AND IMPRISONMENT FOR KNOWING VIOLATIONS."

SIGNED: ______________________ DATE: __________
OWNER/DEVELOPER

CONTRACTOR'S CERTIFICATION

JOLIET CATHOLIC ACADEMY
1200 N LARKIN AVE
JOLIET, IL 60435
"I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITIES FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION."
I HAVE READ AND UNDERSTAND ALL OF THE INFORMATION AND REQUIREMENTS STATED IN THE STORM WATER POLLUTION PREVENTION PLANS FOR THE ABOVE REFERENCED PROJECT.

SIGNED: ______________________ DATE: __________
CONSTRUCTION MANAGER

NAME: ______________________ TITLE: __________

FIRM: ______________________

ADDRESS: ______________________ TELEPHONE: __________

Wight & Company
wightco.com

2500 North Frontage Road
Darien, IL 60561

P 630.969.7000
F 630.969.7979

REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

STORM WATER POLLUTION PREVENTION PLAN

Project Number: 240055
Drawn By: SS
Sheet: **C3.07**

S:\Darien\Joliet Catholic Academy\240055_Athletic Complex Improvements\01\11 Drawings\02 CD\240055 C3.07 SWPPP.dwg devans Oct 13, 2025 12:25:53 pm
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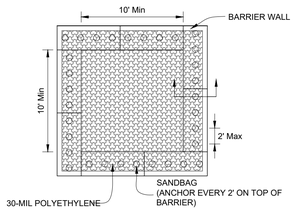
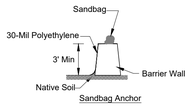
1 TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL

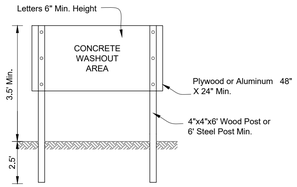
SCALE: NTS



PLAN VIEW



BARRIER WALL ANCHOR SECTION



SIGN DETAIL

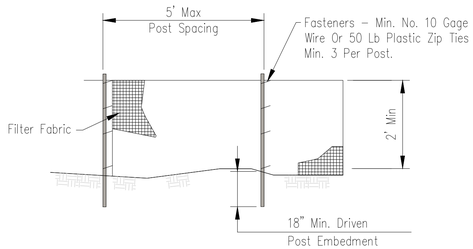
NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

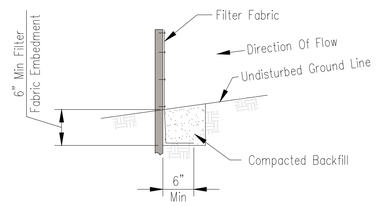
Sheet 1 of 3	TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL	Designed Date Drawn B. JOHNSON 6/08 Checked Approved

2 SILT FENCE

SCALE: NTS



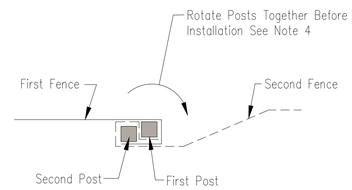
ELEVATION



FABRIC ANCHOR DETAIL

NOTES:

1. Temporary silt fence shall be installed prior to any grading work in the area to be protected. Fence shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 50 for woven.
3. Fence posts shall be either wood post with a minimum cross-sectional area of 1.5" X 1.5" or a standard steel post.
4. When splices are necessary make splice at post according to splice detail. Place the end post of the second fence inside the end post of the first fence. Rotate both posts together at least 180 degrees to create a tight seal with the fabric material. Cut the fabric near the bottom of the posts to accommodate the 6 inch flap. Then drive both posts and bury the flap. Compact backfill well.



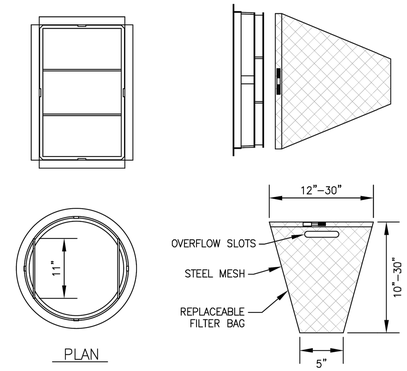
SPLICE DETAIL-PLAN VIEW

Date	8/1/14
Designed	
Drawn	M. QUINONES
Checked	
Approved	

SILT FENCE

United States Department of Agriculture
Natural Resources Conservation Service

File No. IL-ENG-49
Drawing No.
Page 1 of 1
Sheet of



PLAN

SECTION

GENERAL NOTES:

FRAME: TOP RING CONSTRUCTED FROM 1 1/4" x 1 1/4" x 1/8" ANGLE. BASE RING CONSTRUCTED OF 1 1/2" x 1/2" x 1/8" CHANNEL. HANDLES & SUSPENSION BRACKETS CONSTRUCTED FROM 1/4" x 1 1/4" FLAT. ALL STEEL CONFORMING TO ASTM-A36.

REPLACEABLE BAG: CONSTRUCTED FROM 4 OZ./SQ. YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. CONNECTED TO BASE RING WITH STAINLESS STEEL STRAP & LOCK.

STEEL MESH: REMOVABLE STAINLESS STEEL MESH STRAINER BASKET. 1/4" DIA. HOLE SIZE, 58% OPEN AREA.

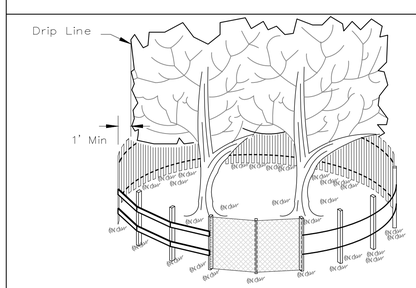
NOT TO SCALE

CITY OF JOLIET, ILLINOIS

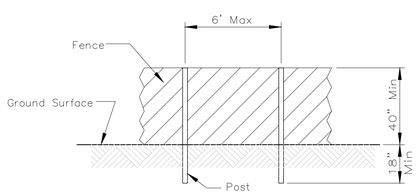
INLET PROTECTION FILTER DETAIL GEN-02

DATE: OCT. 2017

TREE PROTECTION - FENCING



SIDE VIEW



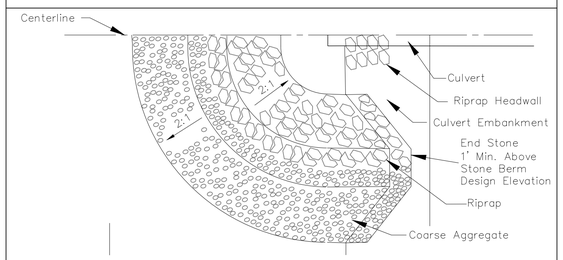
POST AND FENCE DETAIL

NOTES:

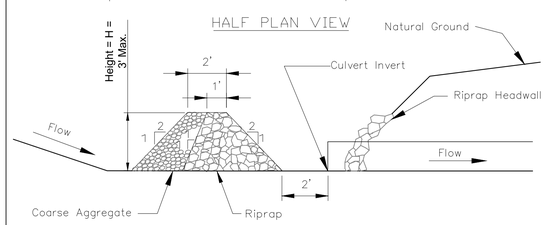
1. The fence shall be located a minimum of 1 foot outside the drip line of the tree to be saved and in no case closer than 5 feet to the trunk of any tree.
2. Fence posts shall be either standard steel posts or wood posts with a minumum cross sectional area of 3.0 sq. in.
3. The fence may be either 40"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

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

CULVERT INLET PROTECTION - STONE



HALF PLAN VIEW



CENTERLINE CROSS SECTION

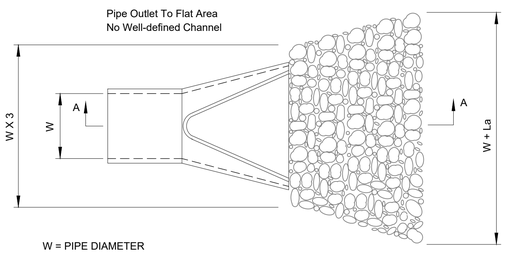
Notes:

1. Sediment shall be removed when the sediment has accumulated to one-half the height of the stone berm.
2. Coarse aggregate shall meet one of the following IDOT coarse aggregate gradations, CA-1, CA-2, CA-3 or CA-4.
3. Riprap shall meet IDOT gradation RR-3 or RR-4. Any permanent riprap, such as for the culvert headwall, shall meet IDOT Quality Designation A.
4. Coarse aggregate and riprap shall be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
5. The maximum drainage area to the culvert being protected is 3 acres.
6. See plans for H dimension.
7. Tie the stone berm into the culvert embankment a minimum of 1 foot above the design elevation of the stone berm.

REFERENCE		STANDARD DWG. NO.
Project	NRCS Natural Resources Conservation Service	IL-508ST
Designed Date		SHEET 1 OF 1
Checked Date		DATE 1-29-99
Approved Date		

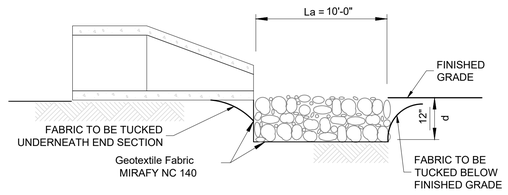
6 PIPE OUTLET TO FLAT AREA

SCALE: NTS



W = PIPE DIAMETER

PLAN



SECTION A-A

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JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

SOIL EROSION AND SEDIMENT CONTROL DETAILS

Project Number: 240055
Drawn By: SS
Sheet:

C3.08

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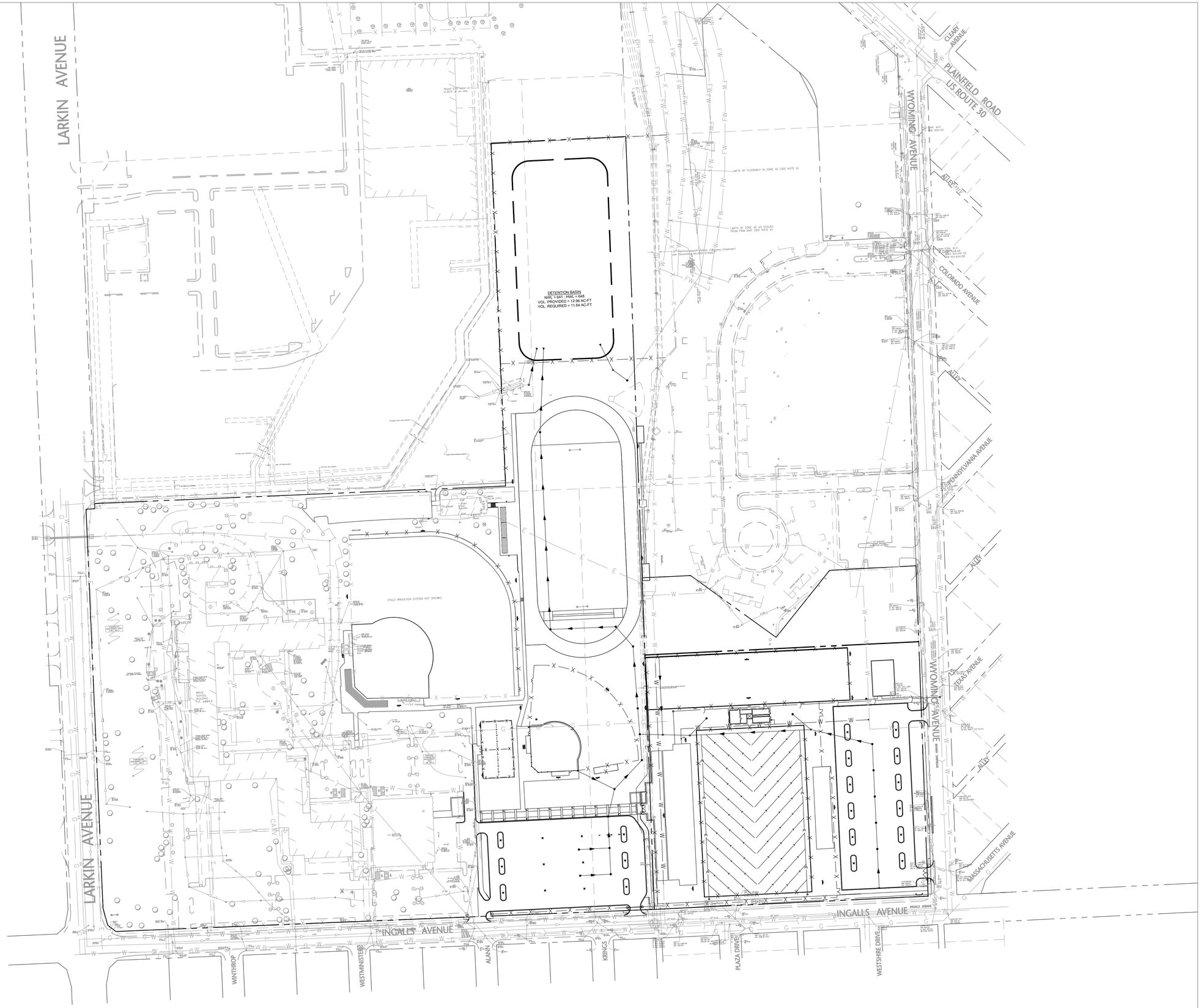

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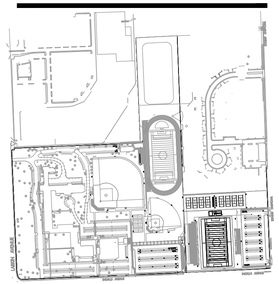

KEY PLAN

REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

OVERALL UTILITY PLAN

Project Number: 240055

Drawn By: SS

Sheet: C4.00

1" = 100'
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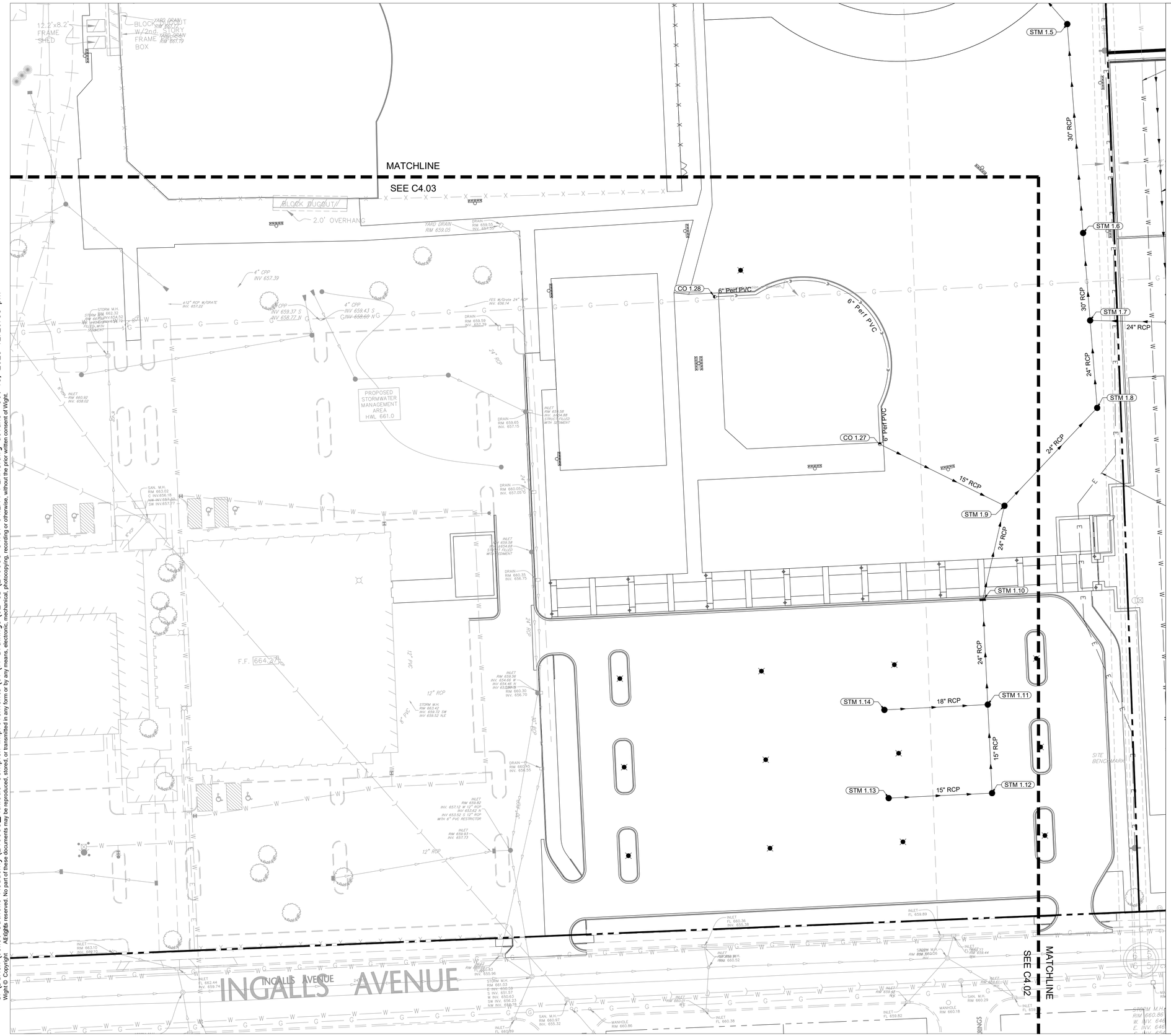
NORTH



LEGEND

- STORM SEWER
- SANITARY SEWER
- UNDERDRAIN
- WATER SERVICE
- ELECTRIC
- OPEN LID STORM CATCH BASIN
- CLOSE LID MANHOLE
- CLEANOUT
- FIRE HYDRANT
- WATER B-BOX
- DETENTION FOOTPRINT
- LIGHT POLE

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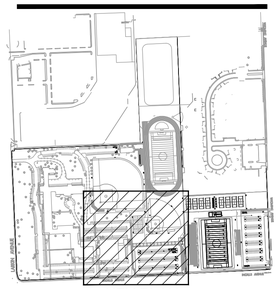

KEY PLAN

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JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

UTILITY PLAN

Project Number: 240055
Drawn By: SS
Sheet: C4.01

1" = 30'
0' 15' 30' 60'

NORTH

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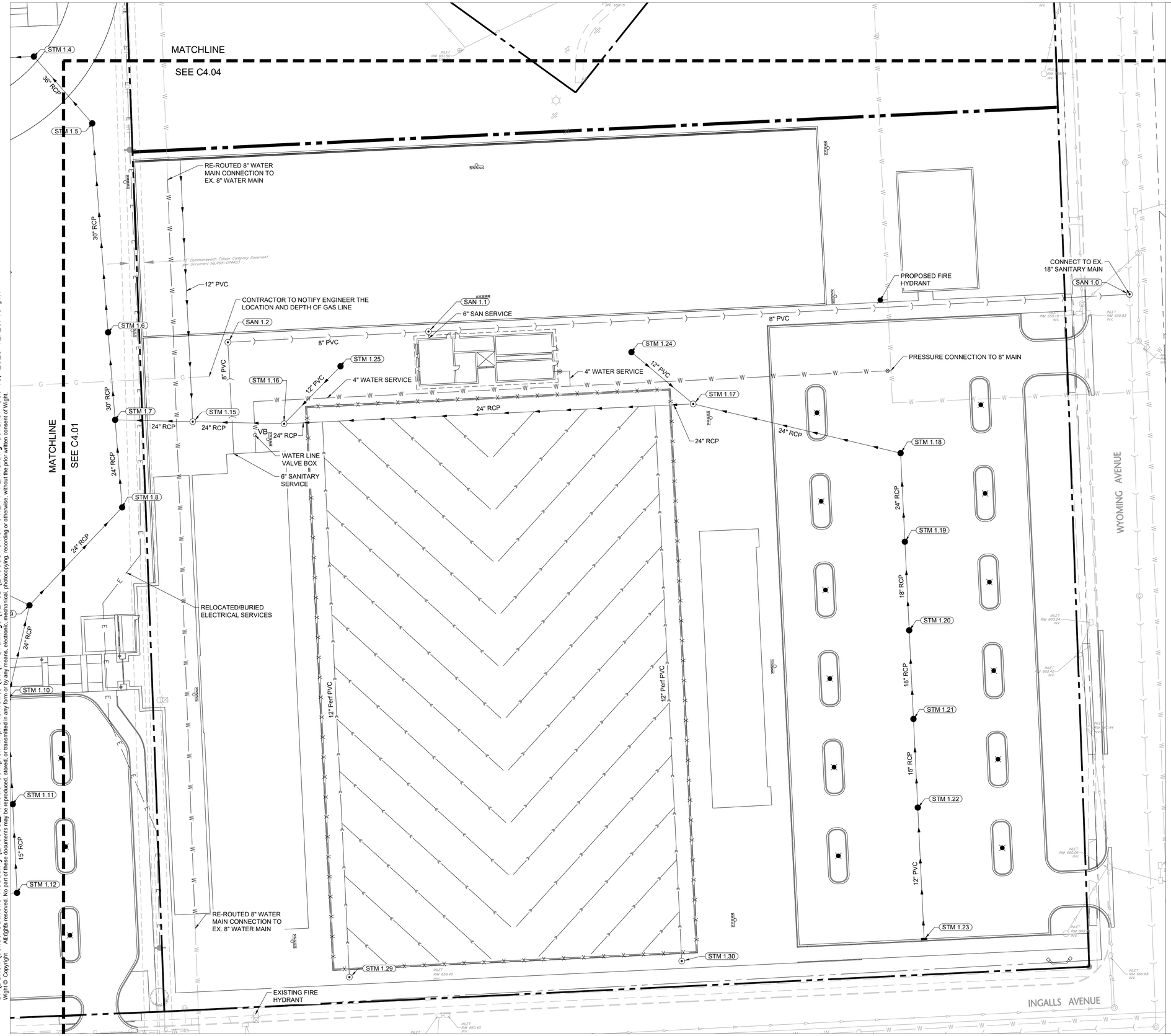

LEGEND

- STORM SEWER
- SANITARY SEWER
- UNDERDRAIN
- WATER SERVICE
- ELECTRIC
- OPEN LID STORM CATCH BASIN
- CLOSE LID MANHOLE
- CLEANOUT
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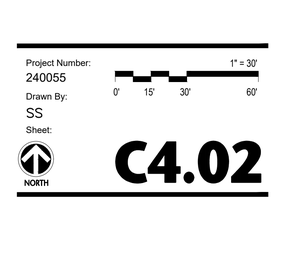

KEY PLAN

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JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

UTILITY PLAN

Project Number: 240055

Drawn By: SS

Sheet: C4.02

1" = 30'
0' 15' 30' 60'

NORTH

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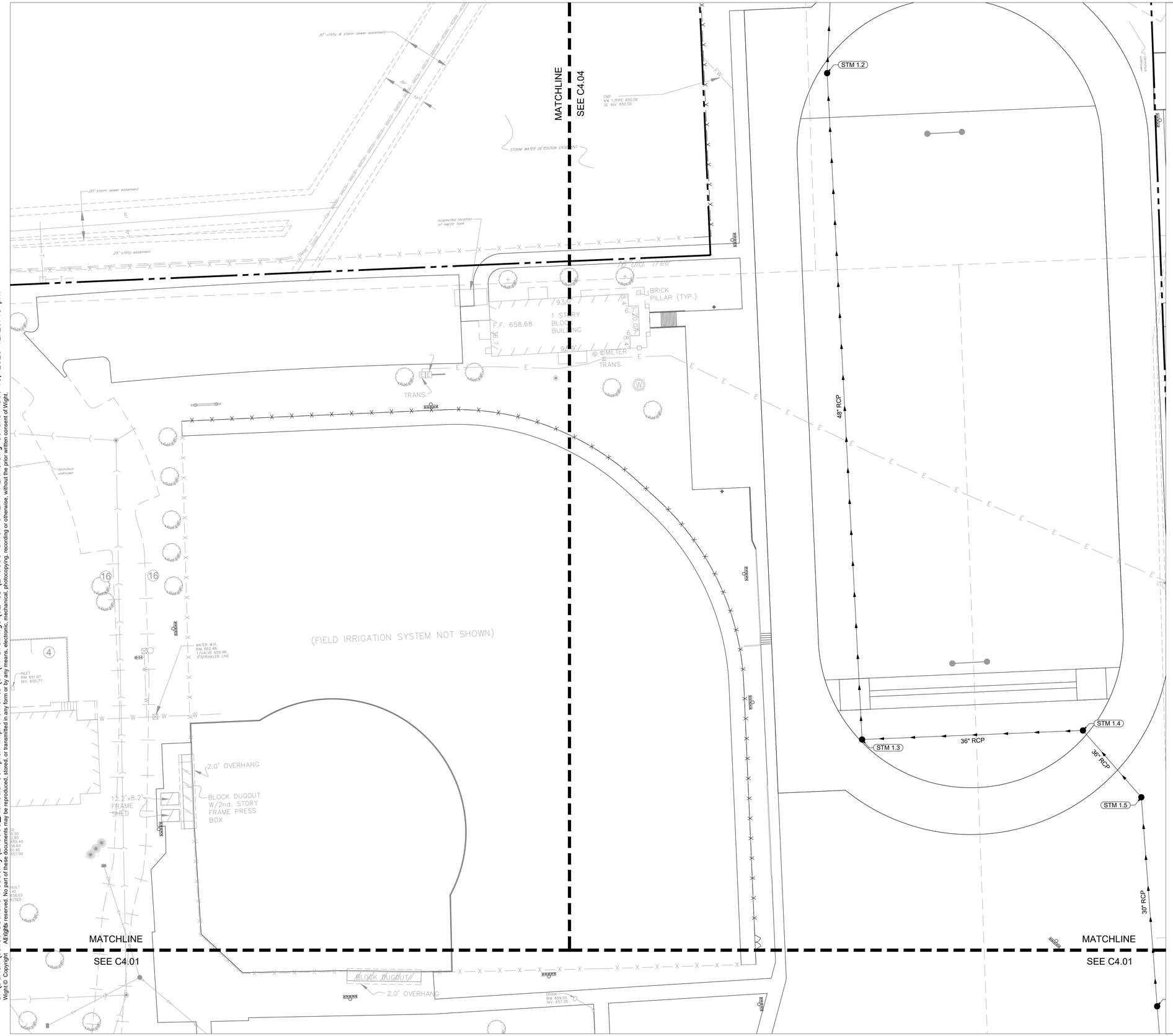

LEGEND

- STORM SEWER
- SANITARY SEWER
- UNDERDRAIN
- W — W WATER SERVICE
- E ELECTRIC
- OPEN LID STORM CATCH BASIN
- CLOSE LID MANHOLE
- CLEANOUT
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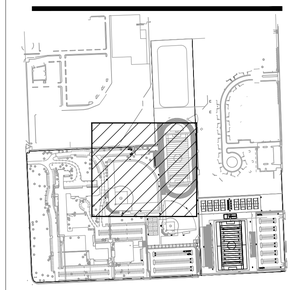

KEY PLAN

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JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

UTILITY PLAN

Project Number: 240055

Drawn By: SS

Sheet: C4.03

1" = 30'
0' 15' 30' 60'

NORTH

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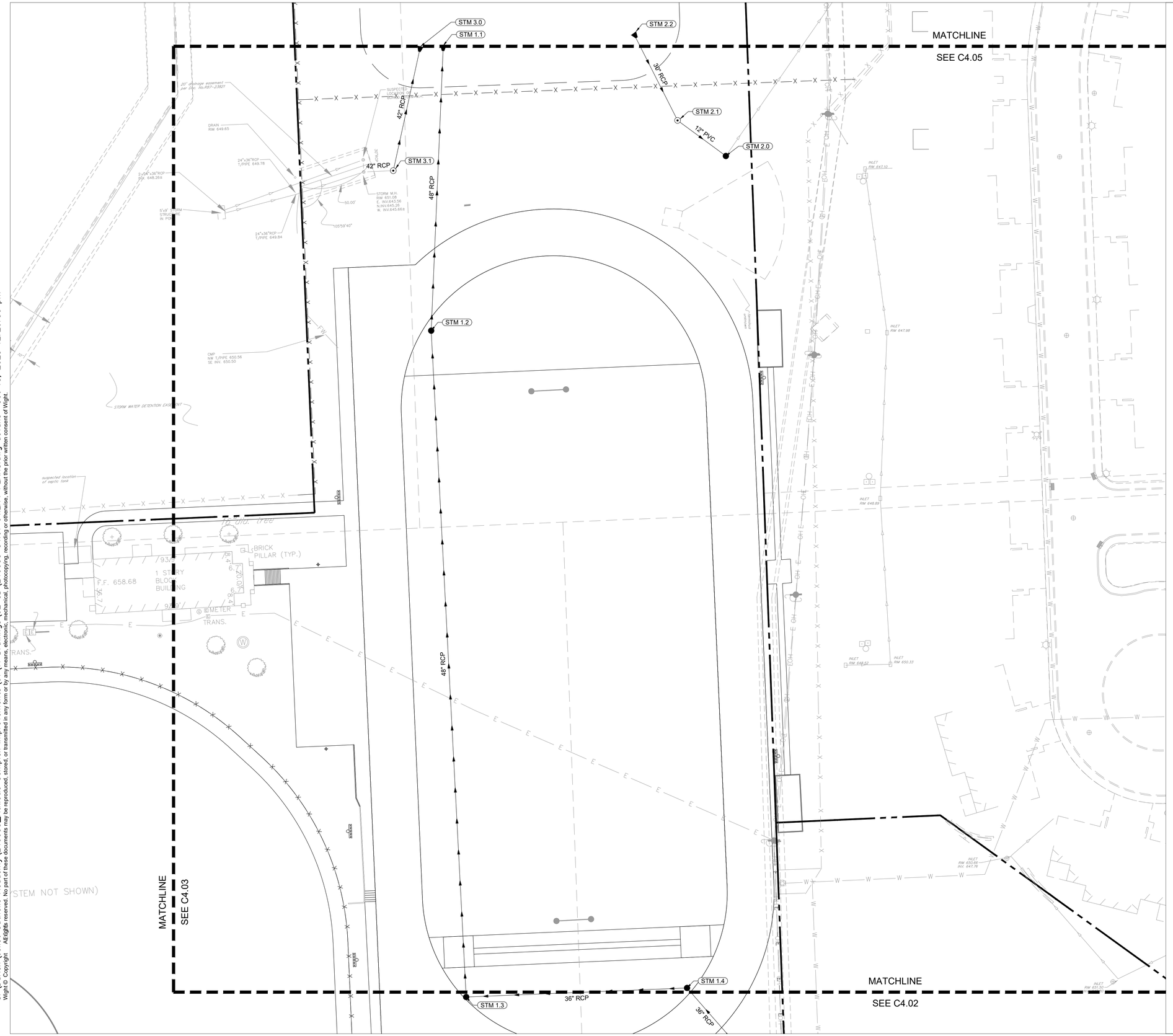

LEGEND

- STORM SEWER
- SANITARY SEWER
- UNDERDRAIN
- WATER SERVICE
- ELECTRIC
- OPEN LID STORM CATCH BASIN
- CLOSE LID MANHOLE
- CLEANOUT
- FIRE HYDRANT
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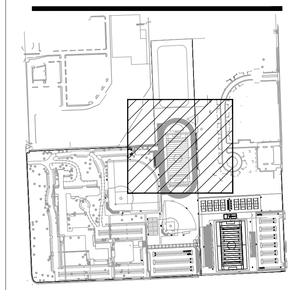

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1200 N LARKIN AVE
JOLIET, IL 60435

UTILITY PLAN

Project Number: 240055
Drawn By: SS
Sheet: C4.04

1" = 30'
0' 15' 30' 60'

NORTH

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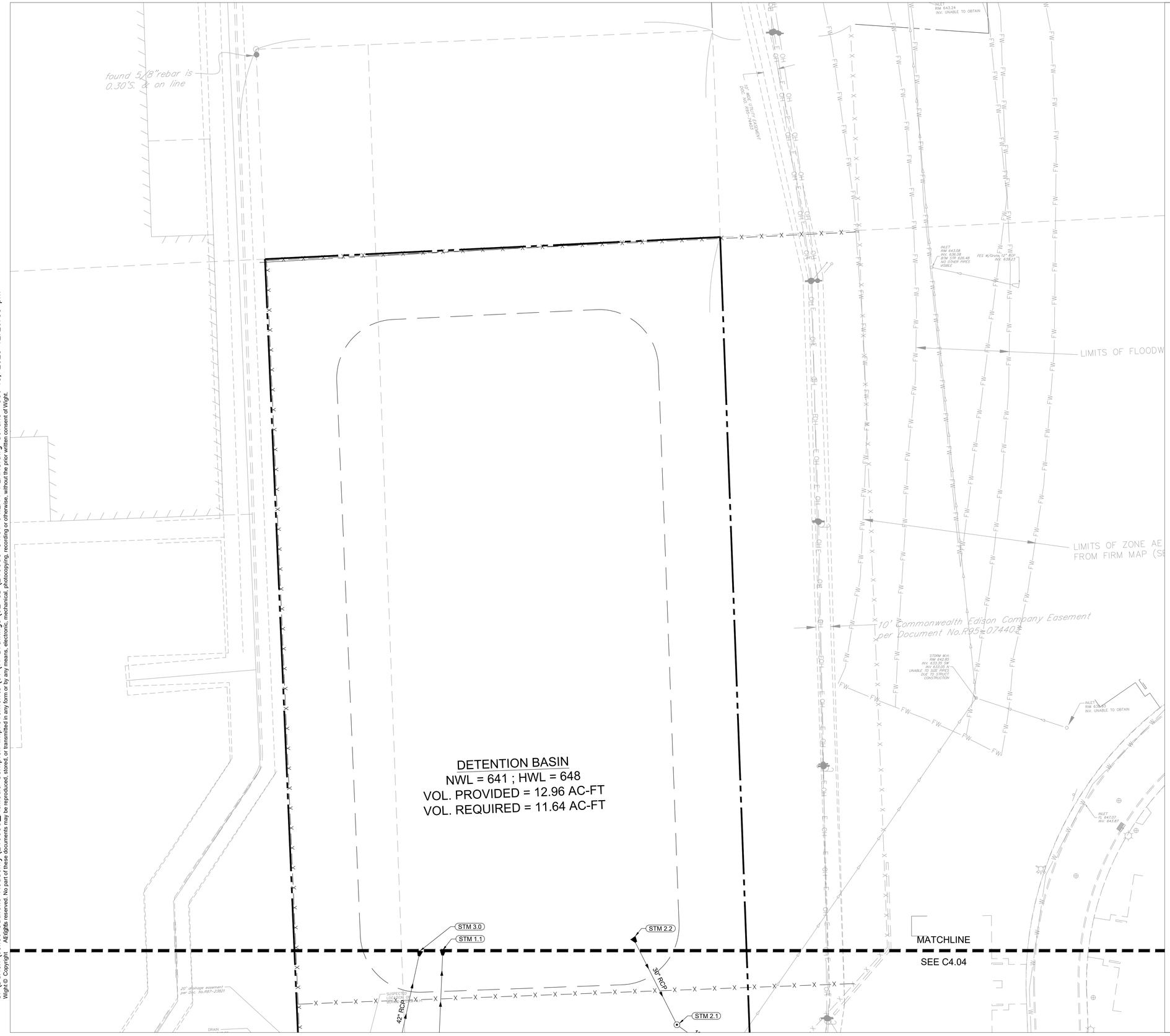

LEGEND

- STORM SEWER
- SANITARY SEWER
- UNDERDRAIN
- W — W WATER SERVICE
- E ELECTRIC
- OPEN LID STORM CATCH BASIN
- CLOSE LID MANHOLE
- CLEANOUT
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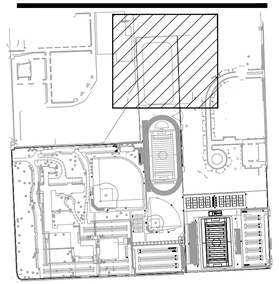

KEY PLAN

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JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

UTILITY PLAN

Project Number: 240055
Drawn By: SS
Sheet: C4.05

1" = 30'
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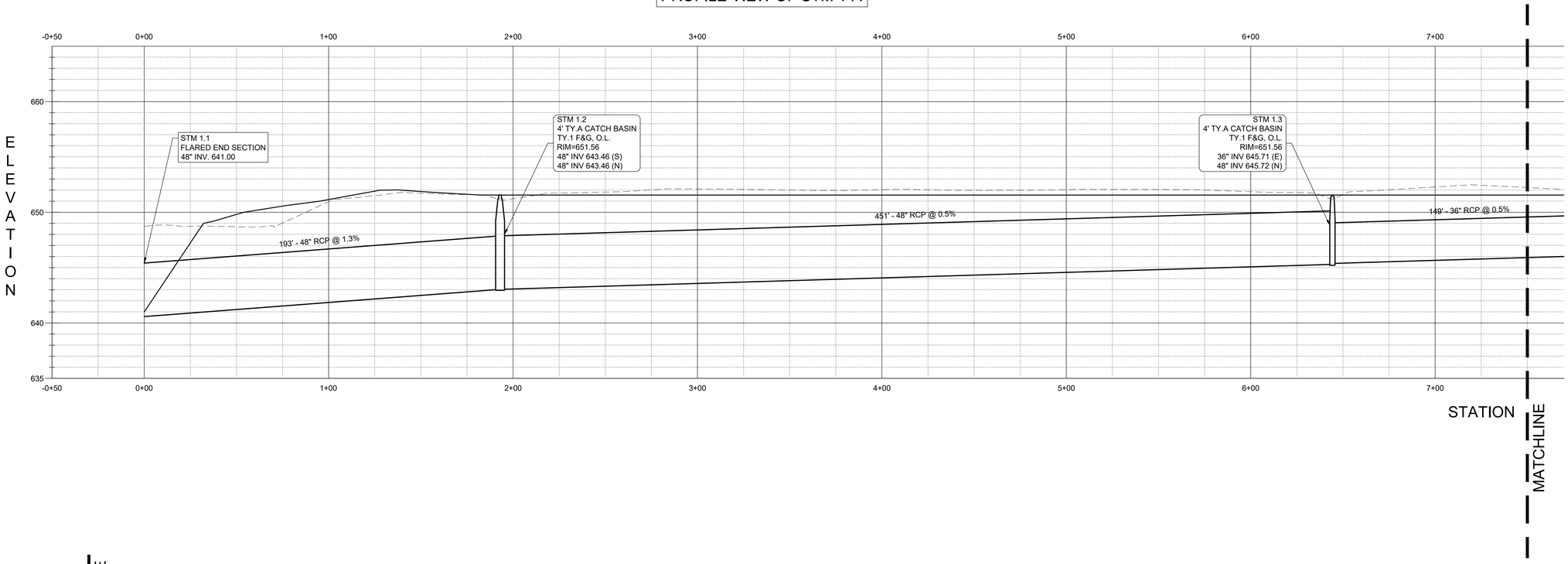
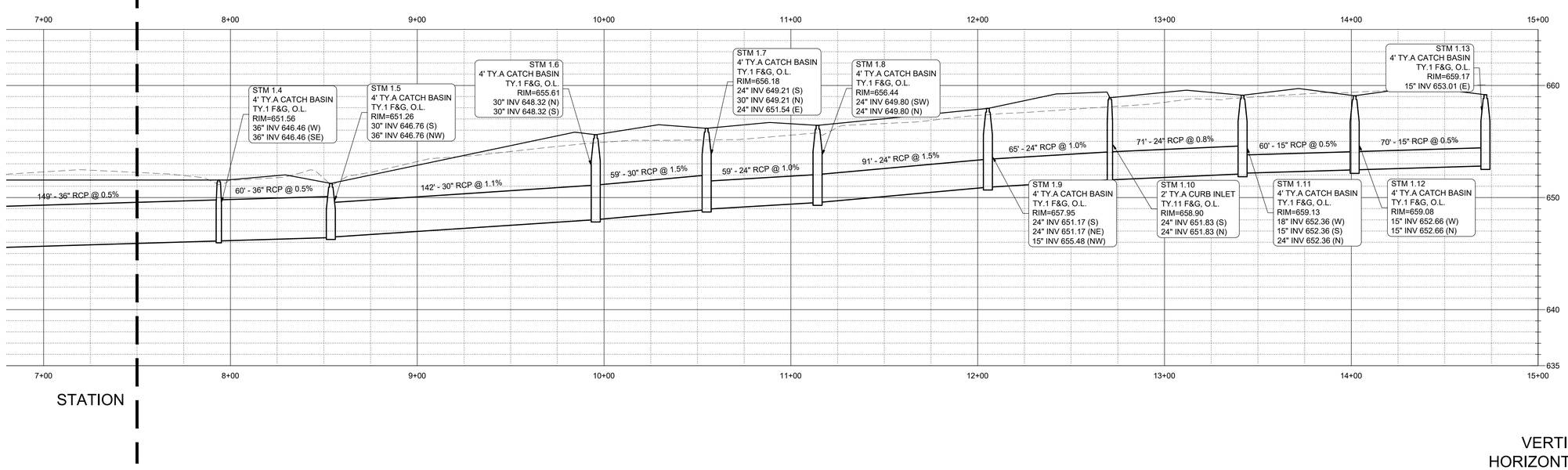
PROFILE VIEW OF STM 1-A



PROFILE VIEW OF STM 1-A



VERTICAL SCALE 1:5
HORIZONTAL SCALE 1:30

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UTILITY PROFILE PLAN

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C4.06

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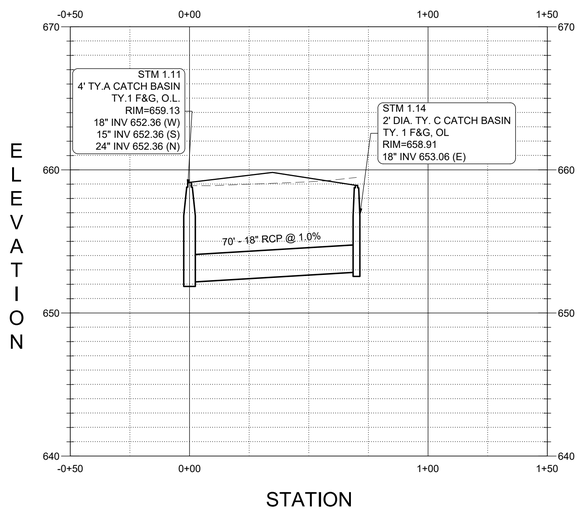
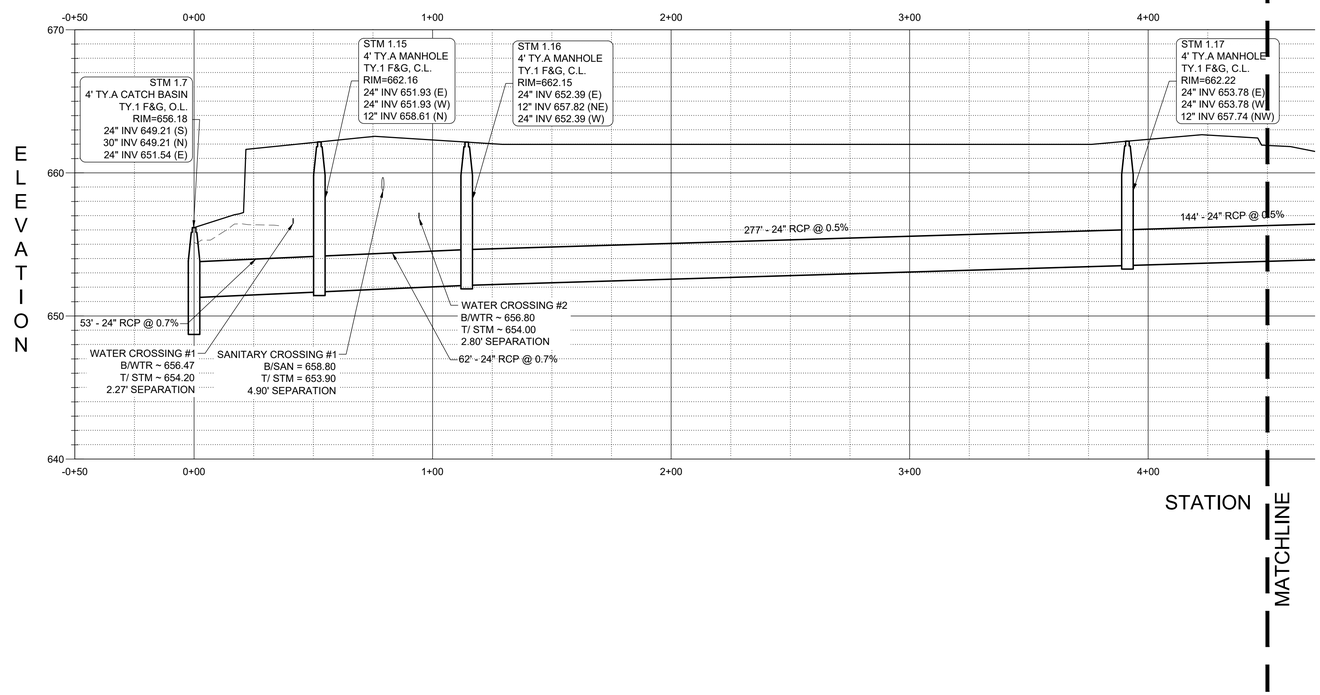
PROFILE VIEW OF STM 1-B

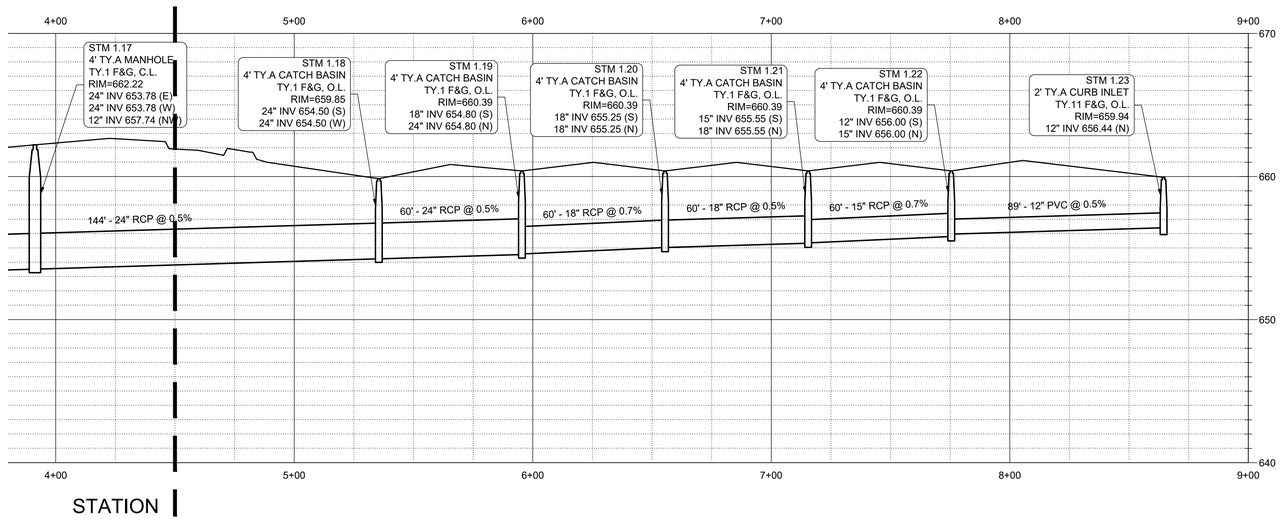


PROFILE VIEW OF STM 1-C

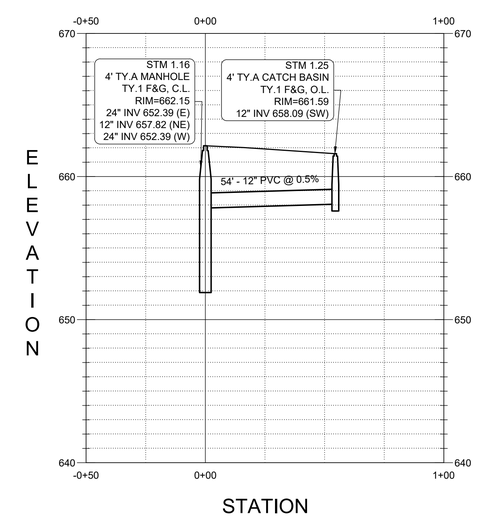


MATCHLINE

PROFILE VIEW OF STM 1-C



PROFILE VIEW OF STM 1-D



VERTICAL SCALE 1:5
HORIZONTAL SCALE 1:30

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JOLIET, IL 60435

UTILITY PROFILE PLAN

Project Number:
240055
Drawn By:
SS
Sheet:

C4.07

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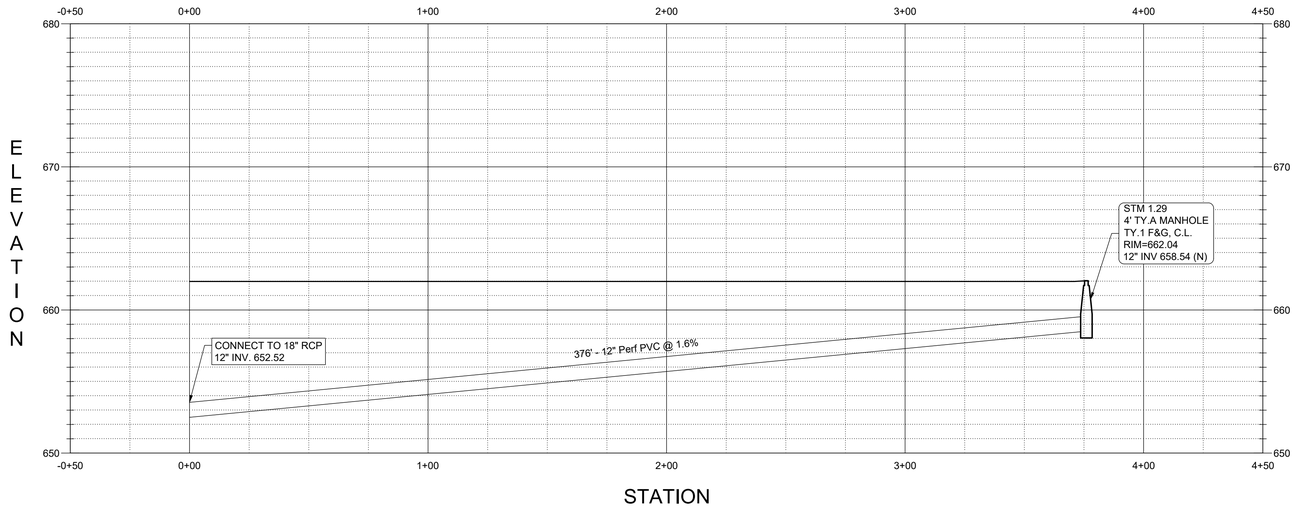
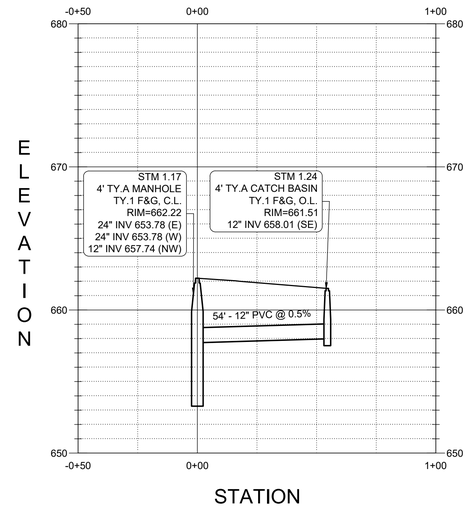
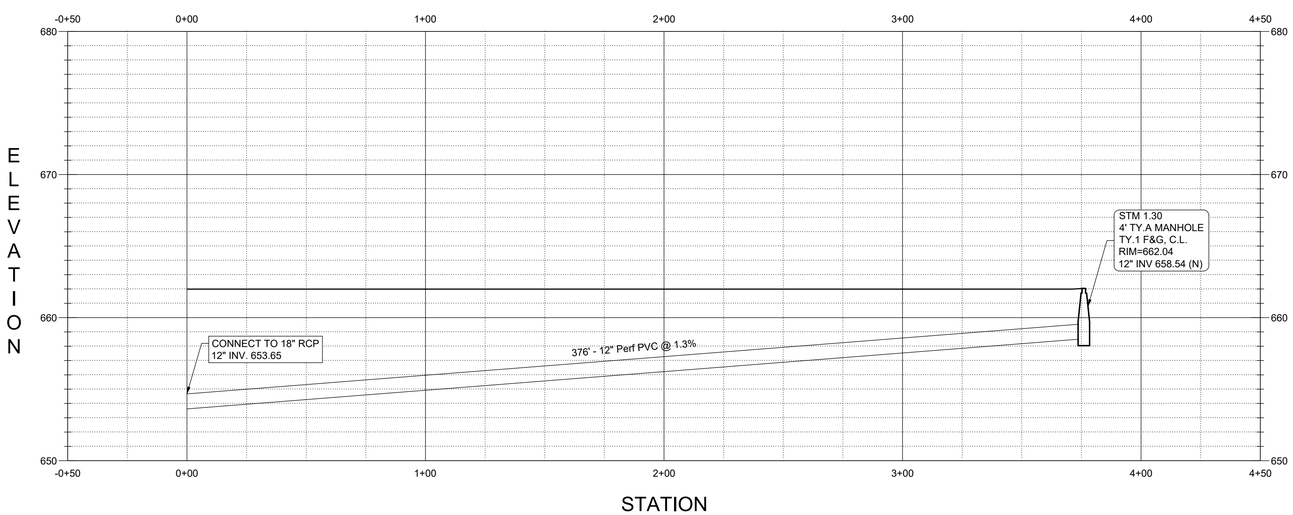
PROFILE VIEW OF STM 1-E



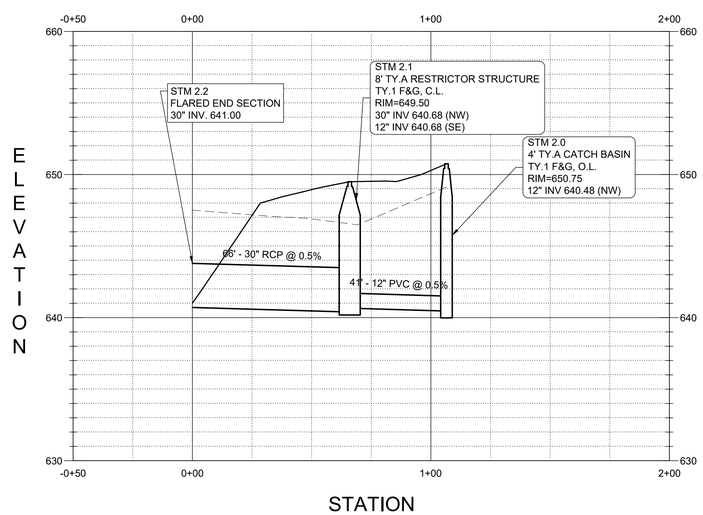
PROFILE VIEW OF STM 1-G



PROFILE VIEW OF STM 1-F



PROFILE VIEW OF STM 2



VERTICAL SCALE 1:5
HORIZONTAL SCALE 1:30

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JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
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UTILITY PROFILE PLAN

Project Number:
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Drawn By:
SS
Sheet:
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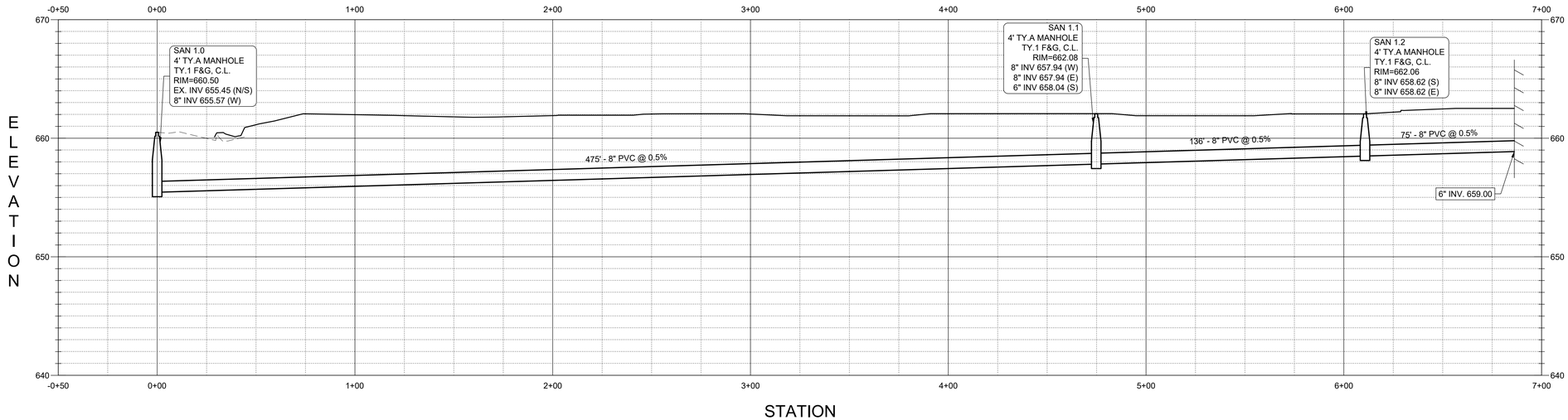
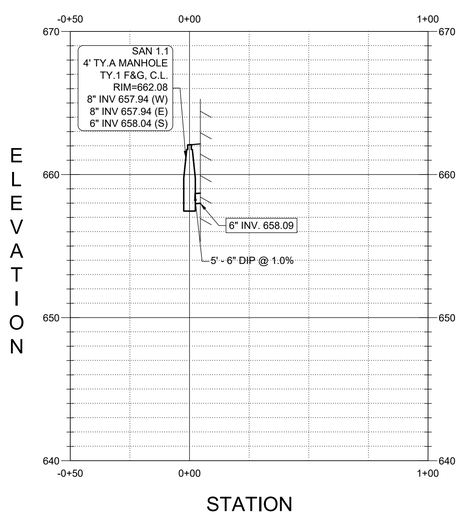
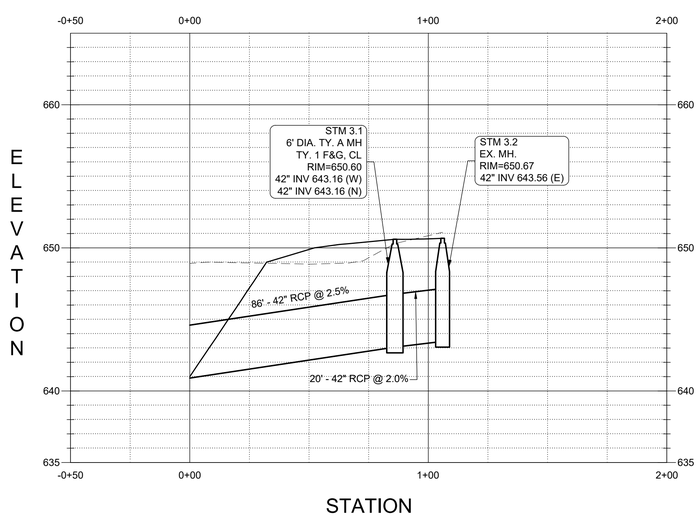
PROFILE VIEW OF SAN 1-A



PROFILE VIEW OF SAN 1-B



PROFILE VIEW OF STM 3



VERTICAL SCALE 1:5
HORIZONTAL SCALE 1:30

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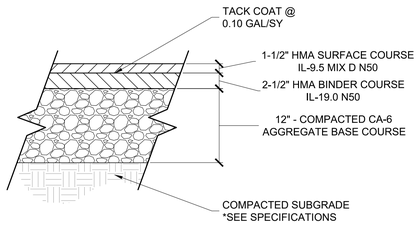
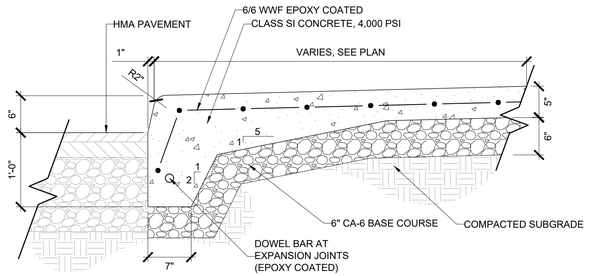
1 HMA PAVEMENT - FULL DEPTH
SCALE: NTS



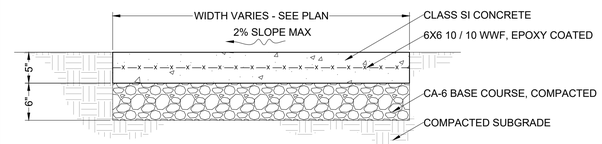
NOTES:
1. FOR UNSUITABLE SUBGRADES UNDERCUT 2 ADDITIONAL FOOT MAXIMUM.

2 INTEGRAL CURB
SCALE: 1"=1'-0"



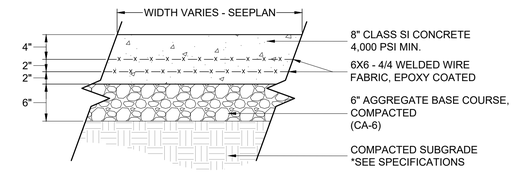
3 PCC SIDEWALK
SCALE: NTS

WELDED WIRE IS NOT PERMITTED IN THE CITY RIGHT-OF-WAY



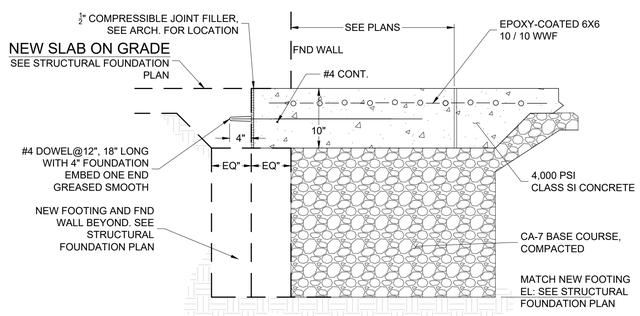
NOTES:
1. ALL SIDEWALKS SHALL BE CONSTRUCTED WITH IDOT CLASS SI CONCRETE, NOT LESS THAN 3500 P.S.I. CONCRETE AT 14 DAYS.
2. SIDEWALK THICKNESS CROSS DRIVEWAY SHALL BE A MINIMUM 8".
3. REFER TO EXPANSION JOINT DETAIL
4. THE TRANSVERSE JOINTS SHALL EXTEND TO 1/4 THE DEPTH OF THE SIDEWALK, SHALL NOT BE MORE THAN 1/4" IN WIDTH, AND SHALL BE EDGED HAVING A 1/4 INCH RADIUS. NO SLAB SHALL BE LONGER THAN 6 FEET NOR LESS THAN 4 FEET ON ANY ONE SIDE.

4 HEAVY DUTY CONCRETE PAVEMENT
SCALE: 1"=1'-0"

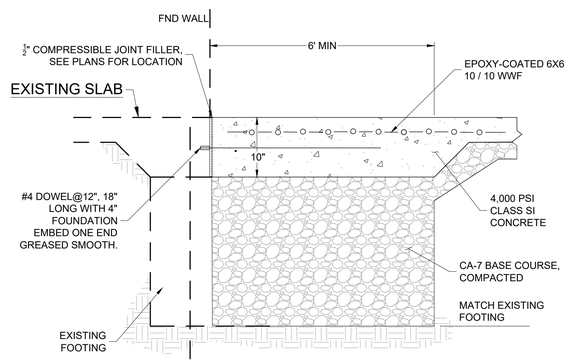


NOTES:
1. PROVIDE CONTRACTION JOINT EVERY 10' O.C.
2. PROVIDE EXPANSION JOINT AT LOCATIONS WHERE NEW CONCRETE POURS BEGIN/END.

5 FROST STOOP
SCALE: 1"=1'-0"

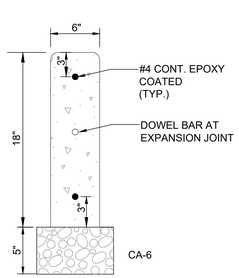


NOTES:
1. FROST STOOP TO EXTEND ENTIRE WIDTH OF ALL DOORS AT A MINIMUM.
2. ALL DOWELS AND REBAR TO BE EPOXY COATED.



NOTES:
1. FROST STOOP TO EXTEND ENTIRE WIDTH OF ALL DOORS AT A MINIMUM

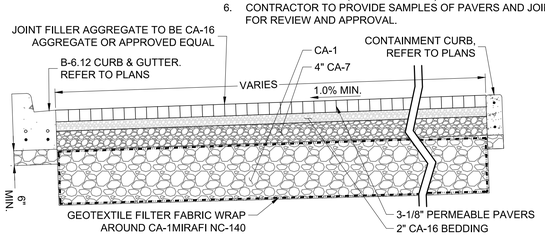
6 FLUSH CONCRETE CONTAINMENT CURB



NOTES:
1. REFER TO CURB AND GUTTER DETAIL FOR NOTES
2. REFER TO EXPANSION JOINT DETAIL FOR NOTES
3. ALL DOWELS AND REBAR TO BE EPOXY COATED.

7 PERMEABLE PAVERS
SCALE: NTS

PERMEABLE PAVER NOTES:
1. PAVER TYPE: UNILOCK ECO-PRIORA WITH PREMIER FINISH OR APPROVED EQUAL.
2. LAYING PATTERN: HERRINGBONE, FOR MECHANICAL INSTALLATION STAGGER CLUSTERS TO BREAK UP BOND LINES. NO CONTINUOUS BOND LINES ALLOWED. USE HAND INSTALLATION WHERE APPLICABLE. SUBMIT LAYING PATTERN FOR APPROVAL PRIOR TO INSTALLATION.
3. BORDER: SOLDIER COURSE (SAME PAVER TYPE AS MAIN FIELD OF PAVERS)
4. FACE SIZE: 5" X 10"
5. COLOR: OAKWOOD (PREMIER FINISH)
6. CONTRACTOR TO PROVIDE SAMPLES OF PAVERS AND JOINT FILLER AGGREGATE FOR REVIEW AND APPROVAL.



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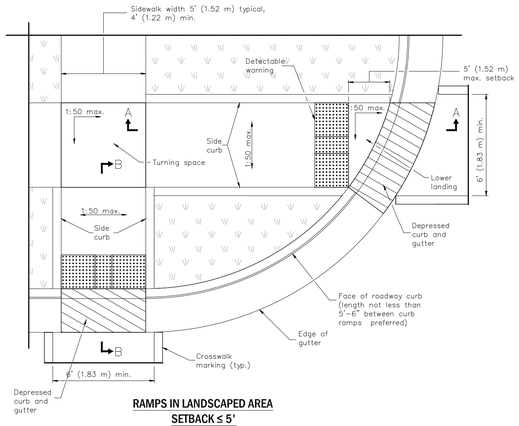
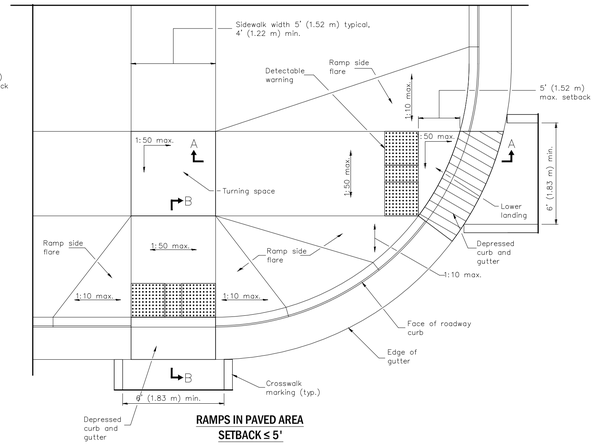
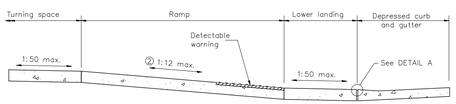
1 IDOT PERPINDICULAR CURB RAMPS FOR SIDEWALKS



RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

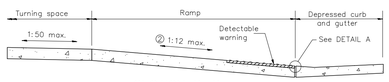


RAMPS IN PAVED AREA
SETBACK ≤ 5'



SECTION A–A

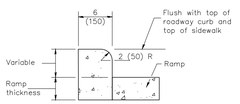
② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).



SECTION B–B

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

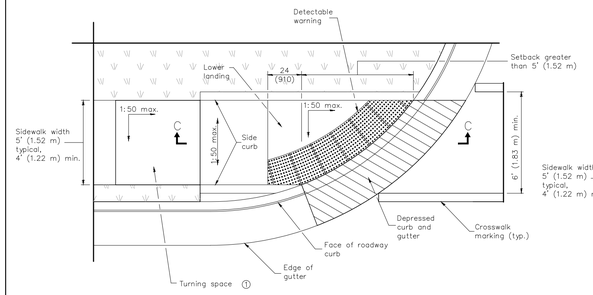
DETAIL A



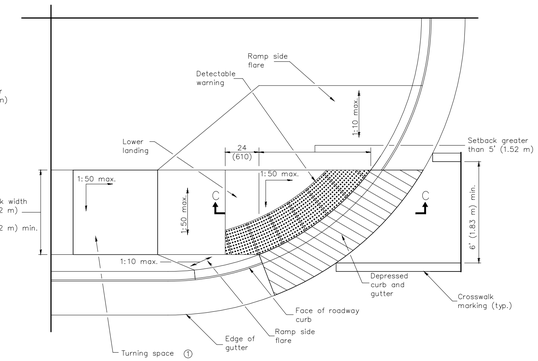
SIDE CURB DETAIL

See Sheet 2 for GENERAL NOTES.

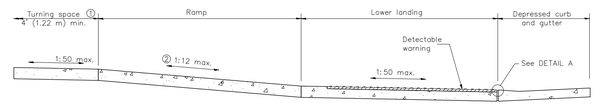
PERPENDICULAR CURB RAMPS FOR SIDEWALKS
(Sheet 1 of 2)
STANDARD 424001–10



RAMP IN LANDSCAPED AREA
SETBACK > 5'



RAMP IN PAVED AREA
SETBACK > 5'



SECTION C–C

① Turning space not required for ramp slopes flatter than 1:20.

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

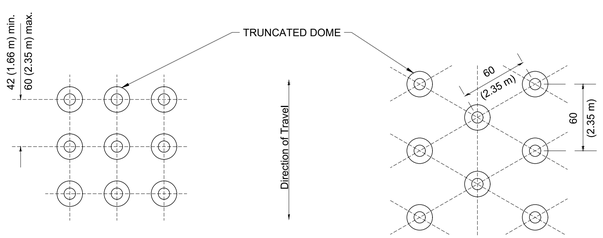
Where 1:50 maximum slope is shown, 1:64 is preferred.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS
(Sheet 2 of 2)
STANDARD 424001–10

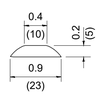
2 DETECTABLE WARNING
SCALE: NTS



SQUARE PATTERN
(Parallel Alignment)

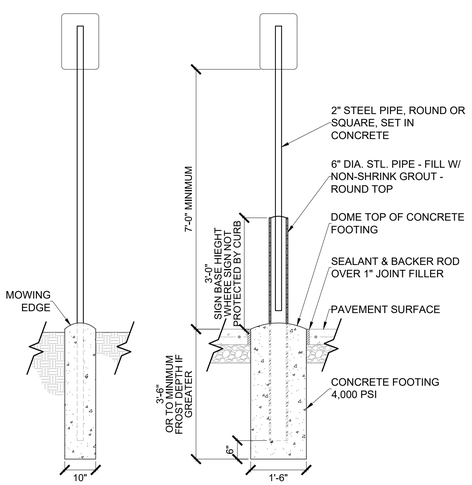
TRIANGULAR PATTERN

DETECTABLE WARNINGS DETAIL



TRUNCATED DOME DETAIL

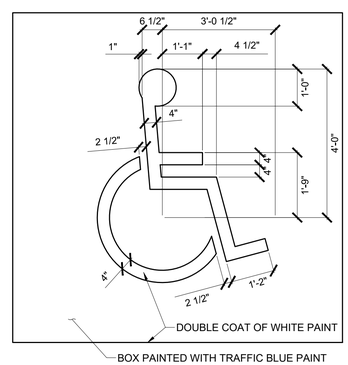
3 SIGN POST FOOTING
SCALE: 1/2"=1'-0"



SIGN IN LANDSCAPE AREA OR SIDEWALK DETAIL

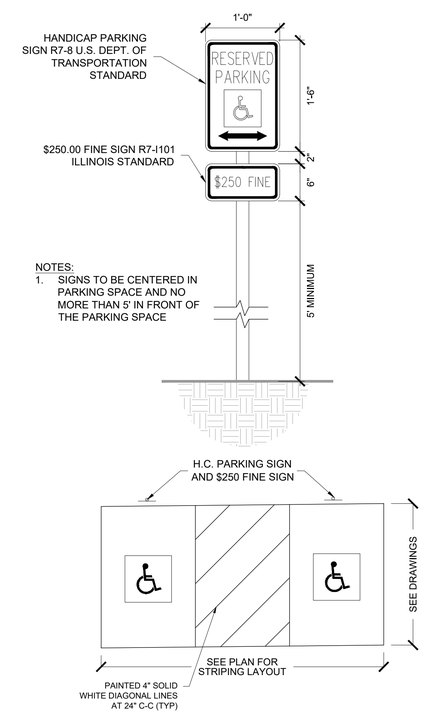
SIGN IN PARKING AREA OR DRIVE DETAIL

4 ADA PARKING SYMBOL
SCALE: 1"=1'-0"



NOTES:
1. CENTER SYMBOL ON STALL
2. SYMBOLS SHALL BE PAINTED WITH WHITE TRAFFIC PAINT

5 TYPICAL ADA PARKING SPACE AND SIGNAGE
SCALE: 1"=1'-0"



NOTES:
1. SIGNS TO BE CENTERED IN PARKING SPACE AND NO MORE THAN 5' IN FRONT OF THE PARKING SPACE

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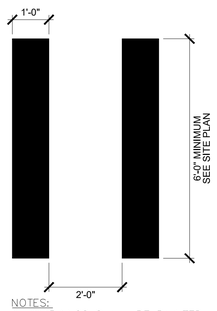
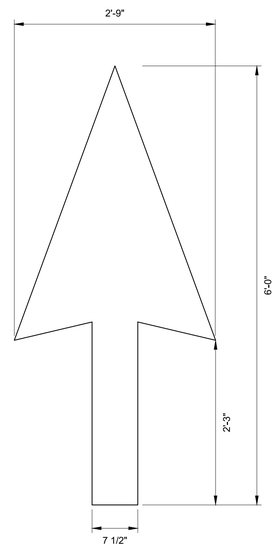
1 CROSSWALK MARKING



NOTES:
1. MARKINGS SHALL BE PAINTED WITH WHITE TRAFFIC PAINT

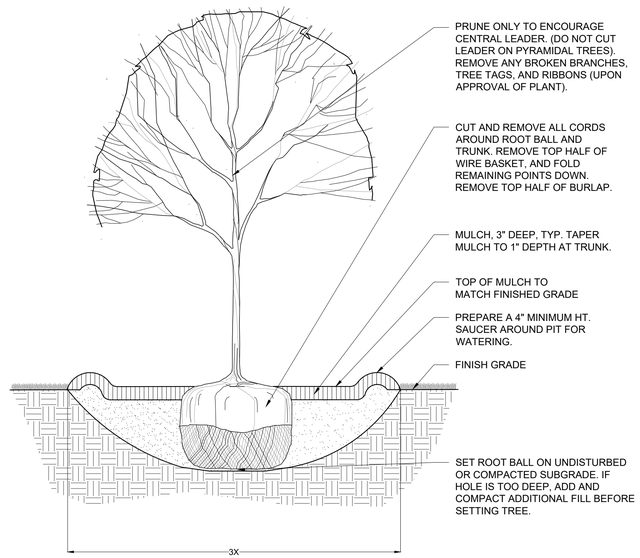
2 PAVEMENT MARKING ARROW



NOTES:
1. ARROWS SHALL BE PAINTED WITH WHITE TRAFFIC PAINT
2. ALL OTHER DIRECTION ARROWS ARE SIMILAR.

3 TREE PLANTING

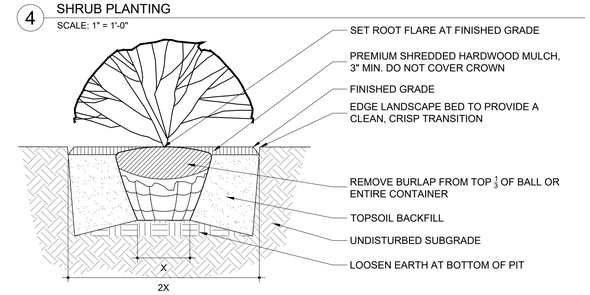
SCALE: 1/2" = 1'-0"



NOTES:
1. PRUNE TO THIN AND SHAPE TREE CANOPY PER SPECIFICATIONS
2. APPLY STAKES AND/ OR GUYS ONLY AS INDICATED IN THE PLANS OR AS DIRECTED BY THE LANDSCAPE ARCHITECT
3. AVOID PLACING SOIL ON TOP OF THE ROOT BALL. MAINTAIN EXPOSURE OF ROOT FLARE. IF ROOT FLARE IS NOT EXPOSED, CAREFULLY REMOVE EXCESS SOIL. SET ROOT BALL SO THAT BASE OF ROOT FLARE IS 3"-6" HIGHER THAN ADJACENT FINISH GRADE (ROOT FLARE IS TYPICALLY 6" BELOW BUD GRAFT UNION ON GRAFTED TREES).
4. FLARE PLANTING HOLE EDGE SIZE TO BE THREE TIMES AS WIDE AS ROOT BALL. BACKFILL PIT WITH 1/3 AMENDED TOPSOIL AND 2/3 EXCAVATED MATERIAL. REMOVE EXCESS EXCAVATED MATERIAL FROM SITE AND DISPOSE OF LEGALLY.
5. SET ROOT FLARE AND TOP OF ROOT BALL 2-3" ABOVE FINISHED GRADE - DO NOT BURY WITH MULCH OR TOPSOIL
6. EDGE TREE MULCH RING TO PROVIDE A CLEAN, CRISP TRANSITION FOR TREES LOCATED OUTSIDE OF LANDSCAPE BEDS. 5' Ø MIN. MULCH RING. DO NOT VOLCANO MULCH OR MOUND IN A SAUCER

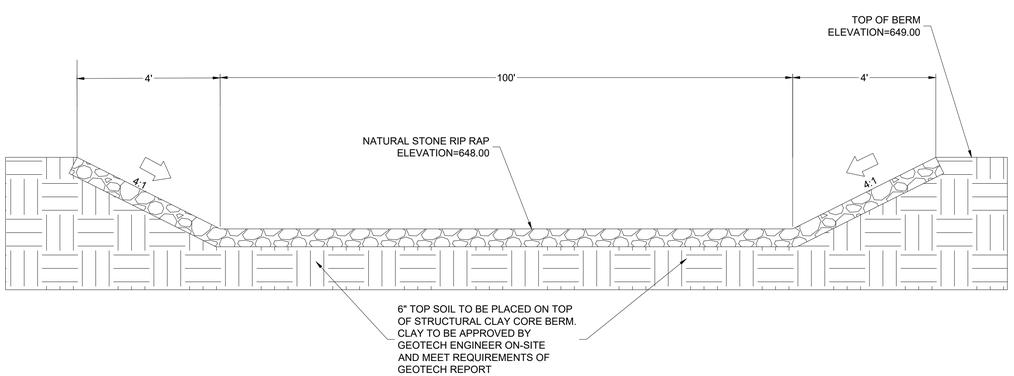
4 SHRUB PLANTING

SCALE: 1" = 1'-0"

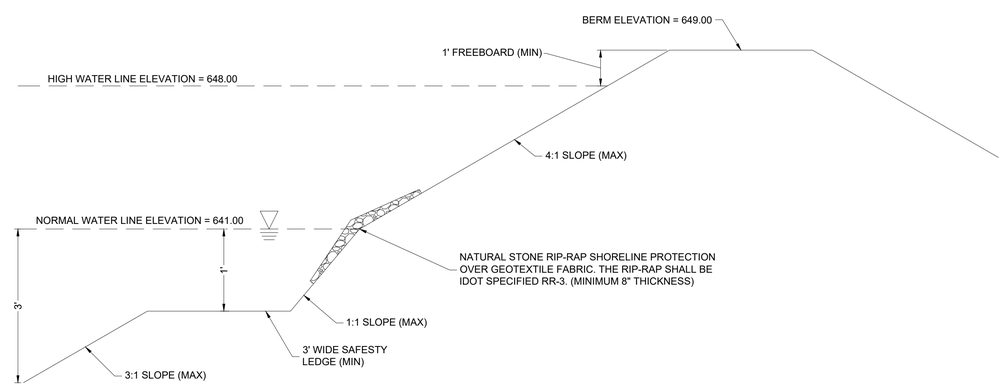


NOTE: TAKE CARE WHEN PLACING HARDWOOD MULCH NOT TO COVER WEEP HOLES

5 OVERFLOW WEIR



6 RETENTION POND CROSS SECTION



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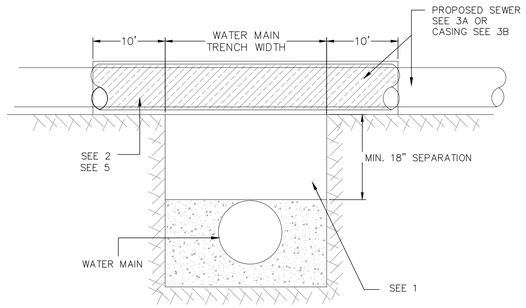
1 WATER AND SEWER VERTICAL SEPARATION



GUIDELINES:

IF SELECT GRANULAR BACKFILL EXISTS; REMOVE WITHIN WIDTH OF PROPOSED SEWER TRENCH AND REPLACE WITH SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT.

OMIT SELECT GRANULAR CRADLE AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF PIPE AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT FOR 10 FEET ON EITHER SIDE OF WATER MAIN.

A. CONSTRUCT 10 FEET OF PROPOSED SEWER OF WATER MAIN MATERIAL AND PRESSURE TEST, OR
B. USE 10 FEET OF CASING FOR PROPOSED SEWER AND SEAL ENDS OF CASING.

POINT LOADS SHALL NOT BE ALLOWED BETWEEN SEWER OR SEWER CASING AND WATER MAIN.

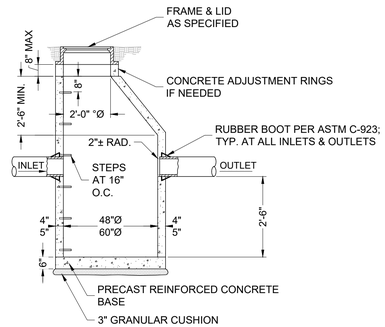
PROVIDE ADEQUATE SUPPORT FOR WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH.

NOTE THAT THE ABOVE APPLIES IF:

WATER MAIN BELOW PROPOSED SEWER LINE WITH 18" MINIMUM SEPARATION.

2 STANDARD CATCH BASIN, TYPE A

SCALE: NTS

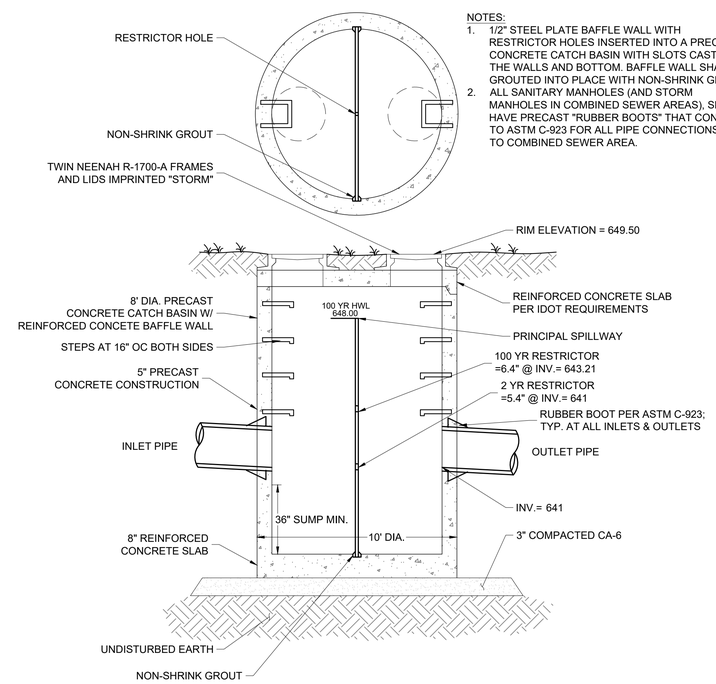


NOTES:

1. CATCH BASINS SHALL BE OF PRECAST REINFORCED CONCRETE SECTIONS UNLESS OTHERWISE SPECIFIED.
2. PIPE OPENINGS, AS INDICATED ON THE PLANS, SHALL BE CAST INTO THE WALL SECTIONS.
3. ALL CATCH BASINS SHALL BE CONSTRUCTED WITH A PRECAST REINFORCED CONCRETE BASE.
4. ALL JOINTS BETWEEN PRECAST RISER, TOP SLAB SECTIONS, ADJUSTMENT RINGS AND CASTINGS SHALL BE SEALED WITH A BITUMASTIC MATERIAL.
5. MORTAR SHALL NOT BE USED TO DRESS UP ADJUSTING RINGS.
6. STEPS SHALL BE IMBEDDED INTO THE WALL A MINIMUM OF 4" AND SHALL NOT BE EXTENDED ON THE OUTSIDE.
7. FRAME AND LID CASTING SHALL BE AS SPECIFIED ON THE PLANS.
8. THE CONTRACT UNIT PRICE FOR CATCH BASINS SHALL INCLUDE THE FRAME AND LID, STEPS AND THE GRANULAR CUSHION.
9. WHERE A FLAT TOP IS REQUIRED, IT SHALL BE PRECAST AND CONFORM TO IDOT STANDARDS.
10. ALL SANITARY MANHOLES (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS DUE TO COMBINED SEWER AREA.

3 STM 1.1 RESTRICTOR STRUCTURE

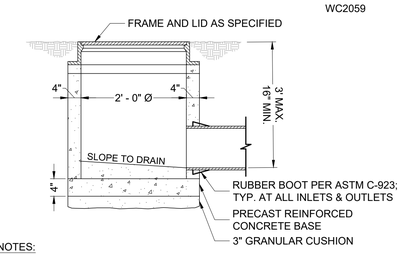
SCALE: NTS



NOTES:
1. 1/2" STEEL PLATE BAFFLE WALL WITH RESTRICTOR HOLES INSERTED INTO A PRECAST CONCRETE CATCH BASIN WITH SLOTS CAST INTO THE WALLS AND BOTTOM. BAFFLE WALL SHALL BE GROUTED INTO PLACE WITH NON-SHRINK GROUT.
2. ALL SANITARY MANHOLES (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS DUE TO COMBINED SEWER AREA.

4 INLET, TYPE A

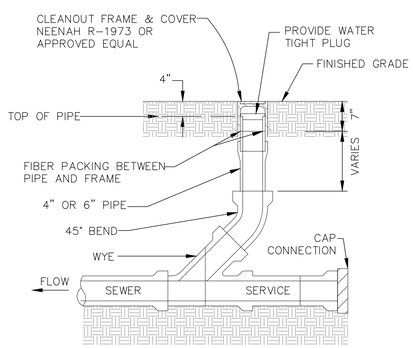
SCALE: NTS



NOTES:

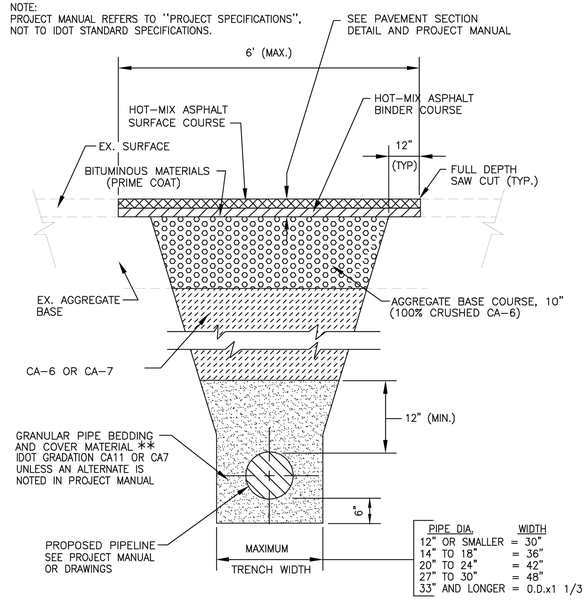
1. INLETS SHALL BE OF PRECAST REINFORCED CONCRETE SECTIONS.
2. PIPE OPENINGS, AS INDICATED ON THE PLANS, SHALL BE CAST INTO THE WALL SECTIONS.
3. ALL INLETS SHALL BE CONSTRUCTED WITH A PRECAST REINFORCED CONCRETE BASE.
4. ALL JOINTS BETWEEN PRECAST RISER, TOP SLAB SECTIONS, ADJUSTMENT RINGS AND CASTINGS SHALL BE SEALED WITH A BITUMASTIC MATERIAL.
5. MORTAR SHALL NOT BE USED TO DRESS UP ADJUSTING RINGS.
6. STEPS SHALL BE IMBEDDED INTO THE WALL A MINIMUM OF 4" AND SHALL NOT BE EXTENDED ON THE OUTSIDE.
7. FRAME AND LID CASTING SHALL BE AS SPECIFIED ON THE PLANS.
8. THE CONTRACT UNIT PRICE FOR INLETS SHALL INCLUDE THE FRAME AND LID, STEPS AND THE GRANULAR CUSHION.
9. WHERE A FLAT TOP IS REQUIRED, IT SHALL BE PRECAST AND CONFORM TO IDOT STANDARDS.
10. ALL SANITARY MANHOLES (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS DUE TO COMBINED SEWER AREA.

5 CLEAN OUT



NOTE:
THE CONTRACT UNIT PRICE FOR CLEANOUT WYES SHALL INCLUDE THE SERVICE LINE WYE, BEND AND RISER PIPE ENCASEMENT AND CONCRETE PAD.

NOTE:
PROJECT MANUAL REFERS TO "PROJECT SPECIFICATIONS", NOT TO IDOT STANDARD SPECIFICATIONS.



PIPE DIA.	WIDTH
12" OR SMALLER	= 30"
14" TO 18"	= 36"
20" TO 24"	= 42"
27" TO 30"	= 48"
33" AND LONGER	= 0.D.x1 1/3

FOR PAVEMENT WITH AGGREGATE BASE AND COMPACTED GRANULAR BACKFILL MATERIAL

** FOR FLEXIBLE THERMOPLASTIC PIPE COMPLY WITH ASTM D2321, CLASS IA, IB, OR II., (IDOT GRADATION CA15)

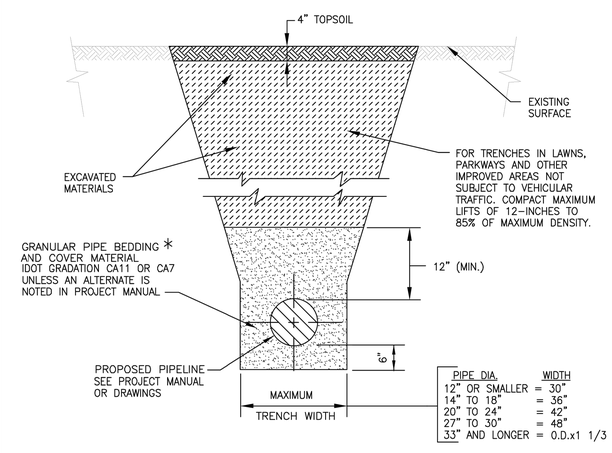
FOR RIGID PIPE COMPLY WITH ASTM C12, BEDDING CLASS B.

NOT TO SCALE

CITY OF JOLIET, ILLINOIS

TYPICAL TRENCH DETAIL
PAVEMENT AREA
AGGREGATE BASE
GEN-04
DATE: OCT. 2017

NOTES:
1. PROJECT MANUAL REFERS TO "PROJECT SPECIFICATIONS", NOT TO IDOT STANDARD SPECIFICATIONS.
2. FARM FIELDS, GARDENS, AND WETLAND AREAS MAY REQUIRE STRIPPING, STOCKPILING, AND REPLACING ORIGINAL MATERIAL TO A SPECIFIC DEPTH. SEE PROJECT MANUAL OR GENERAL NOTES FOR REQUIREMENTS.



PIPE DIA.	WIDTH
12" OR SMALLER	= 30"
14" TO 18"	= 36"
20" TO 24"	= 42"
27" TO 30"	= 48"
33" AND LONGER	= 0.D.x1 1/3

FOR NON-PAVED AREAS

* FOR HDPE PIPE COMPLY WITH ASTM 2321, CLASS I OR II.
FOR RIGID PIPE COMPLY WITH ASTM C12, BEDDING CLASS B.

NOT TO SCALE

CITY OF JOLIET, ILLINOIS

TYPICAL TRENCH DETAIL
NON PAVED AREAS
GEN-05

DATE: OCT. 2017

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wightco.com

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REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

CIVIL DETAILS

Project Number:
240055

Drawn By:
SS

Sheet:
C5.03

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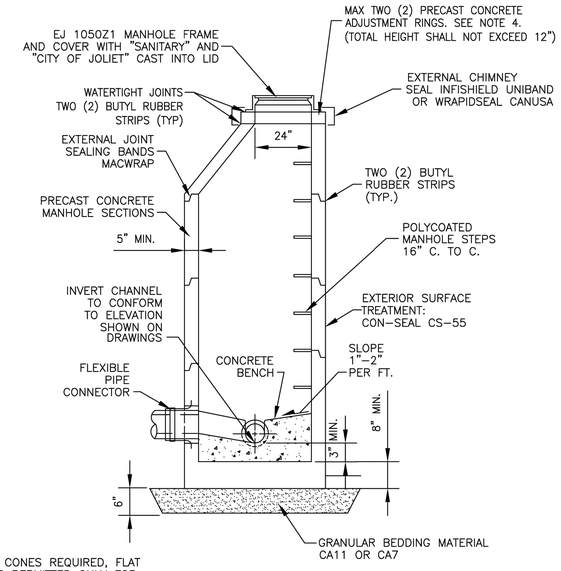


NOTE:

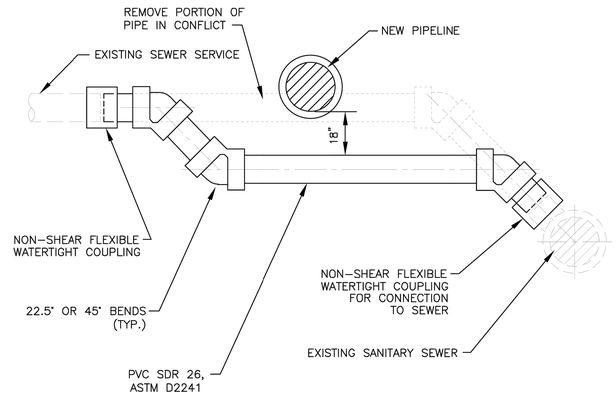
1. ECCENTRIC CONES REQUIRED, FLAT SLAB TOPS PERMITTED ONLY FOR MANHOLES TOO SHALLOW FOR CONES.
2. MANHOLE DIAMETER SHALL BE DETERMINED BY THE SEWER DEPTH, THE SEWER OUTSIDE DIAMETER, RELATIVE ANGLES OF SEWERS TO EACH OTHER, THE SIZE OF HOLES CORED/CAST FOR BOOTS, AND A MINIMUM OF 8" BETWEEN CORED/CAST HOLES. REFER TO DESIGN MANUAL.
3. ALL LIFT HOLES ARE TO BE GROUTED FROM THE INSIDE AND OUTSIDE BEFORE BACKFILLING.
4. FOR MANHOLES INSTALLED IN PAVEMENT, PROVIDE ONE RUBBER COMPOSITE ADJUSTMENT RING. EJ INFRA-RISER OR APPROVED EQUAL.

NOT TO SCALE

CITY OF JOLIET, ILLINOIS

SANITARY MANHOLE DETAIL
SAN-01

DATE: MARCH 2019

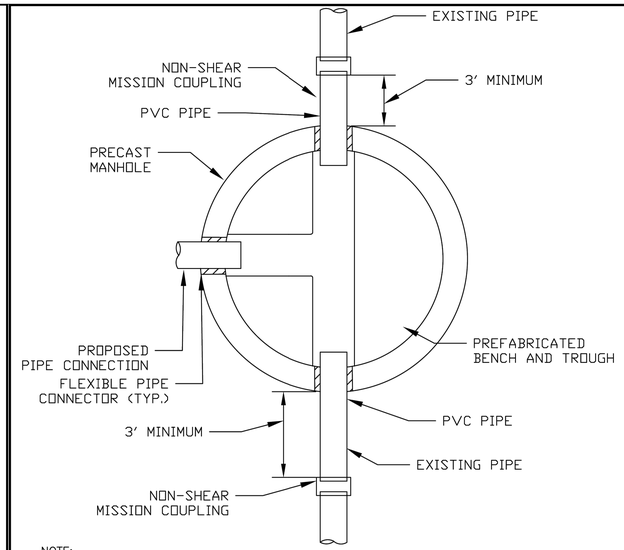


NOT TO SCALE

CITY OF JOLIET, ILLINOIS

SANITARY SEWER SERVICE RELOCATION
SAN-03

DATE: OCT. 2017



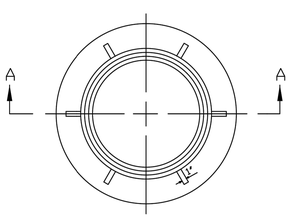
NOTE:

1. MANHOLE INSTALLATION MUST CONFORM TO CITY OF JOLIET STANDARD MANHOLE DETAIL (SAN-01).
2. EXTERNAL DROP CONNECTION MUST BE PROVIDED IF INVERT OF CONNECTING SEWER IS 24" OR MORE ABOVE THE INVERT OF OUTLET.
3. DOGHOUSE MANHOLES WILL NOT BE ACCEPTED UNLESS APPROVED BY THE ENGINEER.

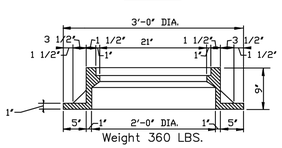
NOT TO SCALE

CITY OF JOLIET, ILLINOIS

NEW SANITARY MANHOLE ON EXISTING SANITARY MAIN DETAIL
SAN-17
DATE: NOVEMBER 2022

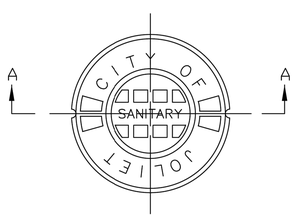


PLAN

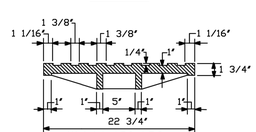


Weight 360 LBS.

Section A-A
Plan - Manhole
No Scale



PLAN



Weight 150 LBS.

Section A-A
Standard Closed Lid
No Scale

Sanitary Sewer:
East Jordan 1020 AGS cover and 1050Z1 frame W/Watertight Lid

NOT TO SCALE

CITY OF JOLIET, ILLINOIS

FRAME AND COVER CASTING
SAN-19

DATE: NOVEMBER 2022

Wight & Company
wightco.com

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P 630.969.7000
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REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

CIVIL DETAILS

Project Number:
240055

Drawn By:
SS

Sheet:
C5.04

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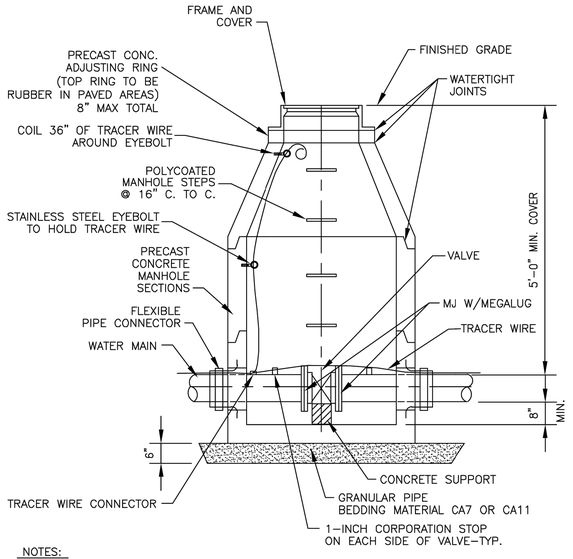


NOTES:

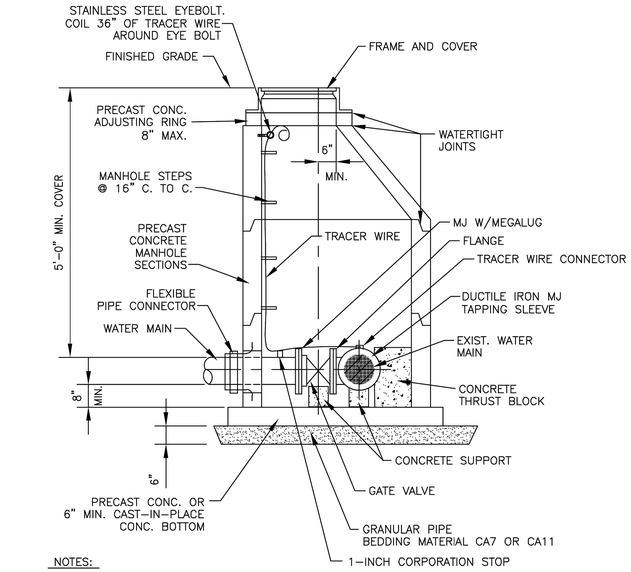
1. CONCENTRIC CONE REQUIRED FOR GATE VALVES, ECCENTRIC CONE REQUIRED FOR BUTTERFLY VALVES.
2. USE 4'-0" DIAMETER FOR WATER MAIN SIZES 4" THRU 10", 5'-0" FOR SIZES 12" OR GREATER
3. PROVIDE CAST IRON FRAME AND COVER WITH HEAVY DUTY LID, STAMPED WITH "CITY OF JOLIET" AND "WATER". EJ 1050Z1 OR NEENAH R170
4. ATTACH TRACER WIRE TO MAINTAIN MIN. 24" AWAY FROM STEPS

NOT TO SCALE

CITY OF JOLIET, ILLINOIS

WATER VALVE VAULT DETAIL WTR-01

DATE: NOVEMBER. 2022



NOTES:

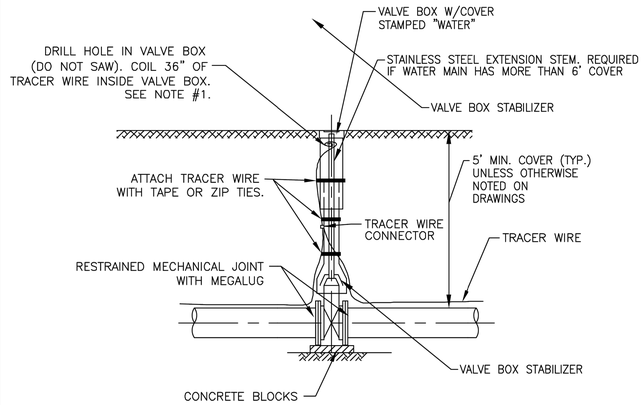
1. ECCENTRIC CONE REQUIRED
2. USE 4'-0" DIAMETER FOR WATER MAIN SIZES 4" THRU 8", USE 5'-0" DIAMETER FOR WATER MAIN SIZES 10" THRU 14", USE 6'-0" DIAMETER (OR LARGER PER DESIGNER) FOR WATER MAIN SIZES 16" OR GREATER.
3. PROVIDE CAST IRON FRAME AND COVER WITH HEAVY DUTY LID, STAMPED WITH "CITY OF JOLIET" AND "WATER". EJ 1050Z1
4. ATTACH TRACER WIRE TO MAINTAIN MIN. 24" AWAY FROM STEPS.

NOT TO SCALE

CITY OF JOLIET, ILLINOIS

PRESSURE CONNECTION DETAIL WTR-07

DATE: NOVEMBER 2022



NOTES:

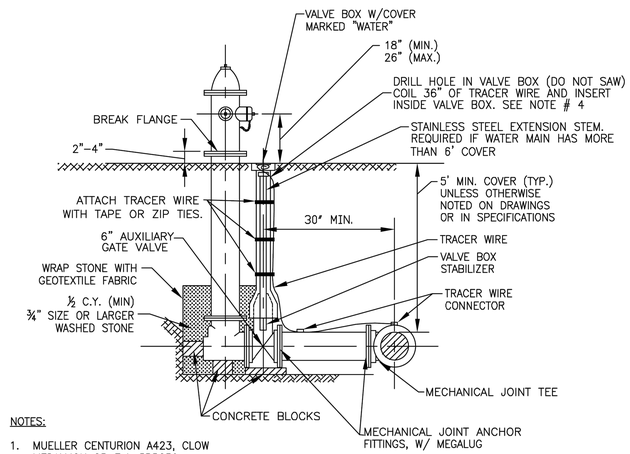
1. ATTACH TRACER WIRE TO OUTSIDE OF VALVE BOX USING TAPE OR ZIP TIES. DRILL ⅝" DIA. HOLE IN VALVE BOX 6" FROM TOP OF VALVE BOX.

NOT TO SCALE

CITY OF JOLIET, ILLINOIS

WATER VALVE BOX DETAIL WTR-02

DATE: NOVEMBER 2022



NOTES:

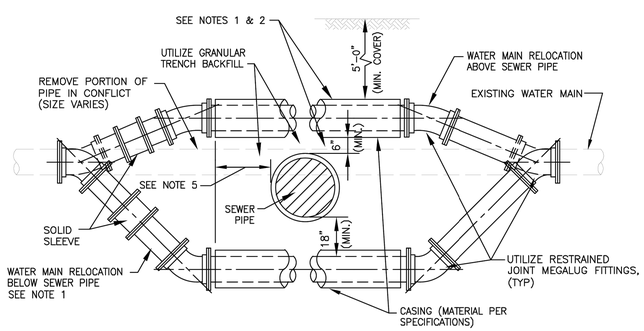
1. MUELLER CENTURION A423, CLOW MEDALLION OR E.J. 5BR250 (RED FOR MUNICIPAL TREATED WATER, GREEN FOR RAW WATER, YELLOW FOR PRIVATE HYDRANTS)
2. HYDRANTS SHALL BE LOCATED A MINIMUM OF 2 FEET BEHIND THE BACK OF CURB IN LOCATIONS SHOWN ON THE DRAWINGS
3. USE SWIVEL TEE AS CALLED OUT ON PLANS. 30" MINIMUM SEPARATION DOES NOT APPLY WHEN USING SWIVEL TEES.
4. ATTACH TRACER WIRE TO OUTSIDE OF VALVE BOX USING TAPE OR ZIP TIES. DRILL ⅝" DIA. HOLE IN VALVE BOX 6" FROM TOP OF VALVE BOX.

NOT TO SCALE

CITY OF JOLIET, ILLINOIS

FIRE HYDRANT DETAIL WTR-03

DATE: NOVEMBER 2022



NOTES:

1. ONLY TO BE USED IF WATER MAIN CANNOT CROSS ABOVE PROPOSED SEWER AND MAINTAIN THE REQUIRED 18" OF SEPARATION AS SHOWN ON DRAWING, OR APPROVED BY ENGINEER IN FIELD.
2. WHEN WATER MAIN CROSSES ABOVE SEWER AND MAINTAINS THE REQUIRED 18" OF SEPARATION, THE CASING PIPE IS NOT REQUIRED.
3. WATER MAIN RELOCATIONS ARE SUBJECT TO INSPECTION AT NORMAL SYSTEM PRESSURE BEFORE BURIAL.
4. USE ONLY 45 DEGREE BENDS UNLESS OTHERWISE PERMITTED BY THE ENGINEER.
5. CASING MUST EXTEND A MINIMUM OF 10 FEET BEYOND OUTSIDE EDGE OF SEWER PIPE – ON BOTH SIDES OF SEWER.

NOT TO SCALE

CITY OF JOLIET, ILLINOIS

WATER MAIN RELOCATION DETAIL WTR-05

DATE: OCT. 2017

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REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

CIVIL DETAILS

Project Number: 240055
Drawn By: SS
Sheet: C5.05

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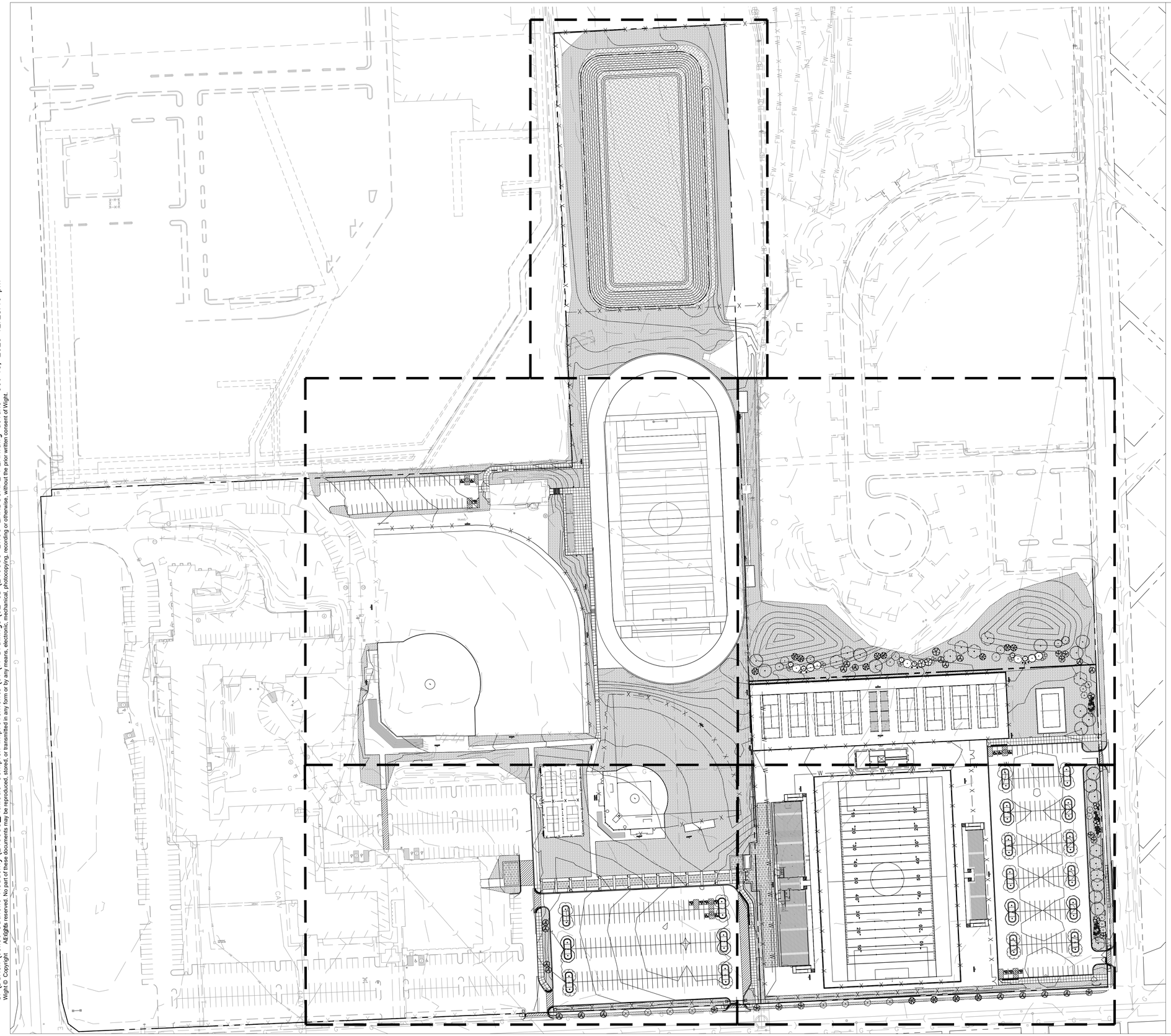

LEGEND

PROPERTY LINE

SEED AND BLANKET

WET BOTTOM DETENTION SEED MIX

LANDSCAPE NOTES:

1. ALL CONSTRUCTION WITH THE EXISTING TREES, IN PARTICULAR THE WOODLAND PATH, WILL USE LOW IMPACT EQUIPMENT TO AVOID COMPACTION. WHEN CONSTRUCTING THE WOODLAND PATH, ALL EQUIPMENT WILL FOLLOW AND STAY WITHIN THE PATH ALIGNMENT. ALL EXCAVATION WILL BE REMOVED AS WORK PROGRESSES, NO SOIL WILL BE STOCKPILED DURING CONSTRUCTION ACTIVITIES.
2. SEED AND BLANKET/LANDSCAPE RESTORATION LIMIT LINE IS APPROXIMATE. RESTORE TO LIMITS OF DISTURBANCE. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED WITH TOPSOIL (MIN. 6" DEPTH), FERTILIZER, SEED AND BLANKET AS SHOWN.
3. ALL LAWN SEEDING AND HERBACEOUS PLUGS WILL BE INSTALLED SPRING. ALL SAVANNA SEED AND WOODY PLANT MATERIAL WILL BE INSTALLED MID TO LATE FALL.
4. ALL AREAS PLUGGED WITH NATIVE HERBACEOUS MATERIAL WILL RECEIVE 2" OF HARDWOOD SHREDDED MULCH.
5. ALL NEW TREES WILL RECEIVE 4" OF SHREDDED HARDWOOD MULCH.
6. CONTRACTOR RESPONSIBLE TO RESTORE ALL AREAS DISTURBED BY CONSTRUCTION, OUTSIDE SCOPE LIMIT, TO EXISTING CONDITION.
7. ALL PROPOSED PLANTING BED AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED WITH TOPSOIL (MIN. 12" DEPTH) PRIOR TO PERENNIAL AND SHRUB INSTALLATION.
8. THE CONTRACTOR SHALL PROTECT ANY AND ALL TREES NOT SHOWN ON THE PLANS TO BE SAVED FROM DAMAGE DUE TO THEIR OPERATIONS. CONTRACTOR SHALL INSTALL TREE PROTECTION FENCING AS SHOWN ON PLANS AND DETAILS PRIOR TO BEGINNING WORK.
9. THE CONTRACTOR WILL MAKE NO SUBSTITUTIONS WITHOUT PRIOR WRITTEN CONSENT BY THE LANDSCAPE ARCHITECT. THE CONTRACTOR WILL SUBMIT ANY SUBSTITUTIONS IN WRITING TO THE LANDSCAPE ARCHITECT.
10. ALL PLANTING TECHNIQUES AND METHODS SHALL BE CONSISTENT WITH THE LATEST EDITION OF "AMERICAN STANDARD FOR NURSERY STOCK" AND AS DETAILED ON THESE DRAWINGS. DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE LANDSCAPE ARCHITECT.
11. ALL PLANTING BEDS WILL RECEIVE 3" PREMIUM DOUBLE SHREDDED HARDWOOD BARK. GROUNDCOVERS SHALL RECEIVE 1-1/2" CAREFULLY PLACED AROUND BASE OF PLANT.
12. TREES PLACED IN TURF AREAS WILL HAVE 6' DIA. MULCH RING WITH 4" DEEP SPADE CUT EDGE.
13. ALL BEDLINES SHALL BE SPADE CUT TO A MIN. DEPTH OF 4". CURVED BEDLINES TO BE SMOOTH AND NOT SEGMENTED.
14. EXISTING TURF IN PROPOSED PLANTING AREAS SHALL BE STRIPPED AND REMOVED.
15. ALL PERENNIAL & SHRUB BEDS TO HAVE AMENDED TOPPSOIL. 2" MINIMUM ORGANIC MATTER SHALL BE TILLED INTO THE TOP 10" OF TOPSOIL. THOROUGHLY TILL TO BREAK UP CLUMPS AND SPREAD EVENLY OVER SURFACE.
16. TREES SHALL BE INSTALLED A MINIMUM OF 10' HORIZONTALLY FROM NEAREST LIGHT POLE.
17. TREES SHALL BE INSTALLED A MINIMUM OF 5' HORIZONTALLY FROM UNDERGROUND ELECTRICAL FEEDERS, SANITARY SEWERS, SANITARY SERVICES, WATER MAINS, AND WATER SERVICES.
18. TREES SHALL BE INSTALLED A MINIMUM OF 10' HORIZONTALLY FROM UTILITY STRUCTURES AND APPURTENANCES, INCLUDING, BUT NOT LIMITED TO MANHOLES, VALVE VAULTS, VALVE BOXES, AND FIRE HYDRANTS.
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2500 North Frontage Road
Darien, IL 60561

P 630.969.7000
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KEY PLAN

REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

OVERALL LANDSCAPE PLAN

Project Number: 240055

Drawn By: SS, NJ

Sheet: L1.00

1" = 80'
0' 40' 80' 160'

NORTH

S:\Darien\Joliet Catholic Academy\240055_Athletic Complex Improvements\01\11 Drawings\02 CD\240055 L1.00 LANDSCAPE PLAN.dwg devans Oct 13, 2025 12:28:10 pm

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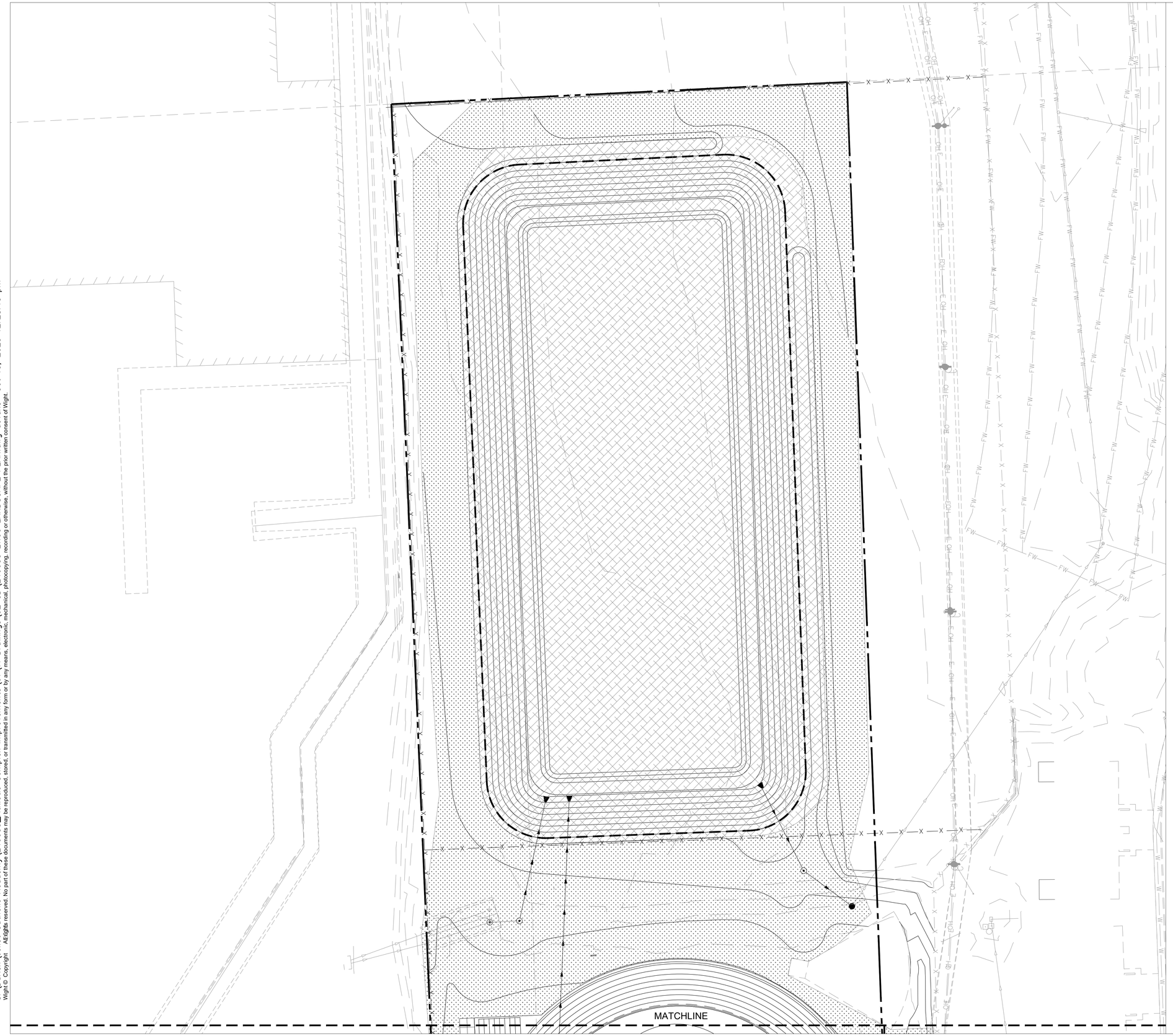

LEGEND

PROPERTY LINE

SEED AND BLANKET

WET BOTTOM DETENTION SEED MIX

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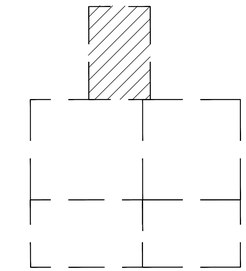

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1200 N LARKIN AVE
JOLIET, IL 60435

LANDSCAPE PLAN

Project Number: 240055

Drawn By: SS, NJ

Sheet: L1.01

1" = 30'

0' 15' 30' 60'

NORTH

S:\Darien\Joliet Catholic Academy\240055_Athletic Complex Improvements\01\11 Drawings\02 CD\240055 L1.00 LANDSCAPE PLAN.dwg devans Oct 13, 2025 12:28:15 pm
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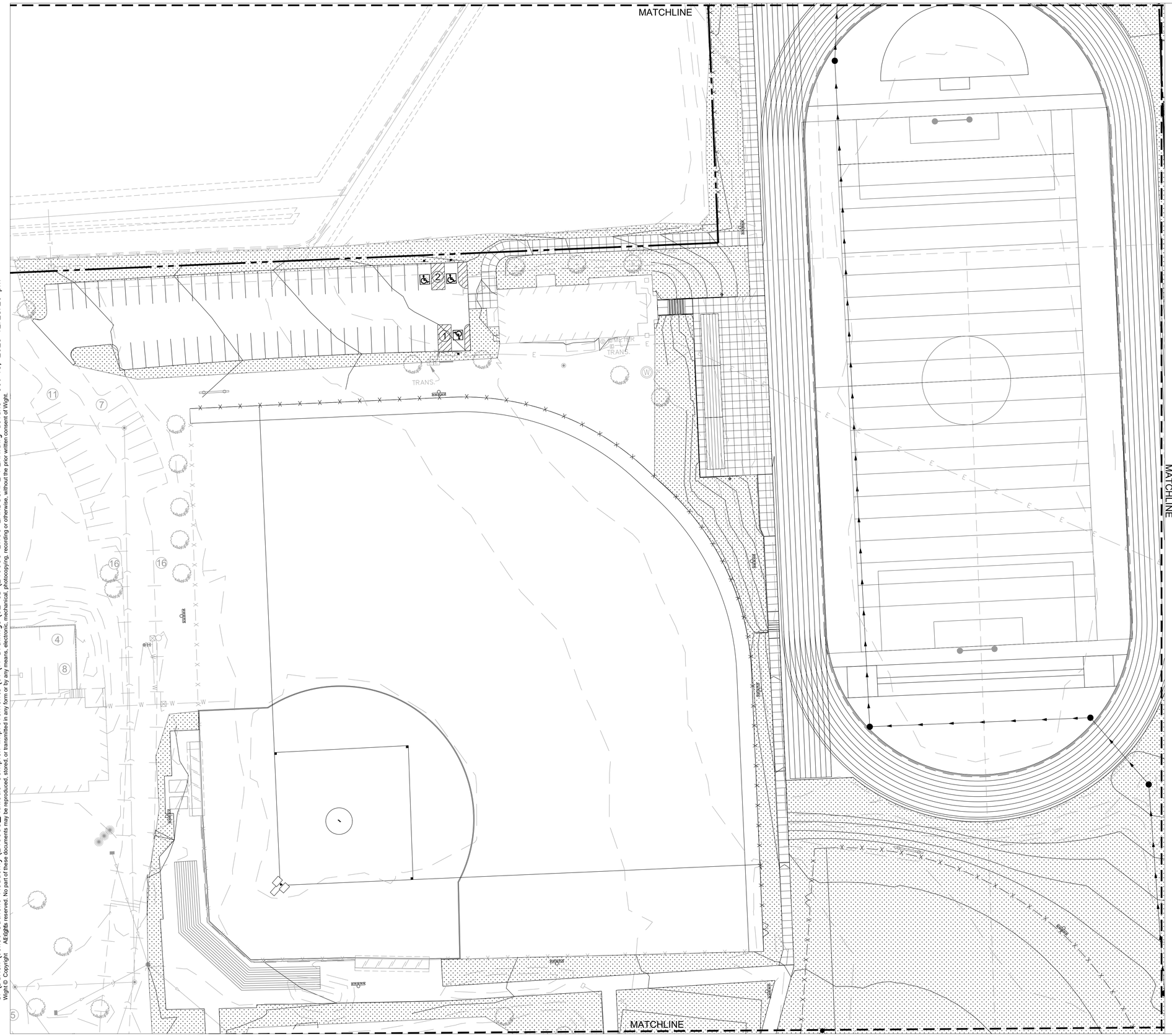

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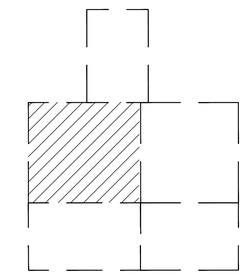

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LANDSCAPE PLAN

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Drawn By: SS, NJ

Sheet: L1.02

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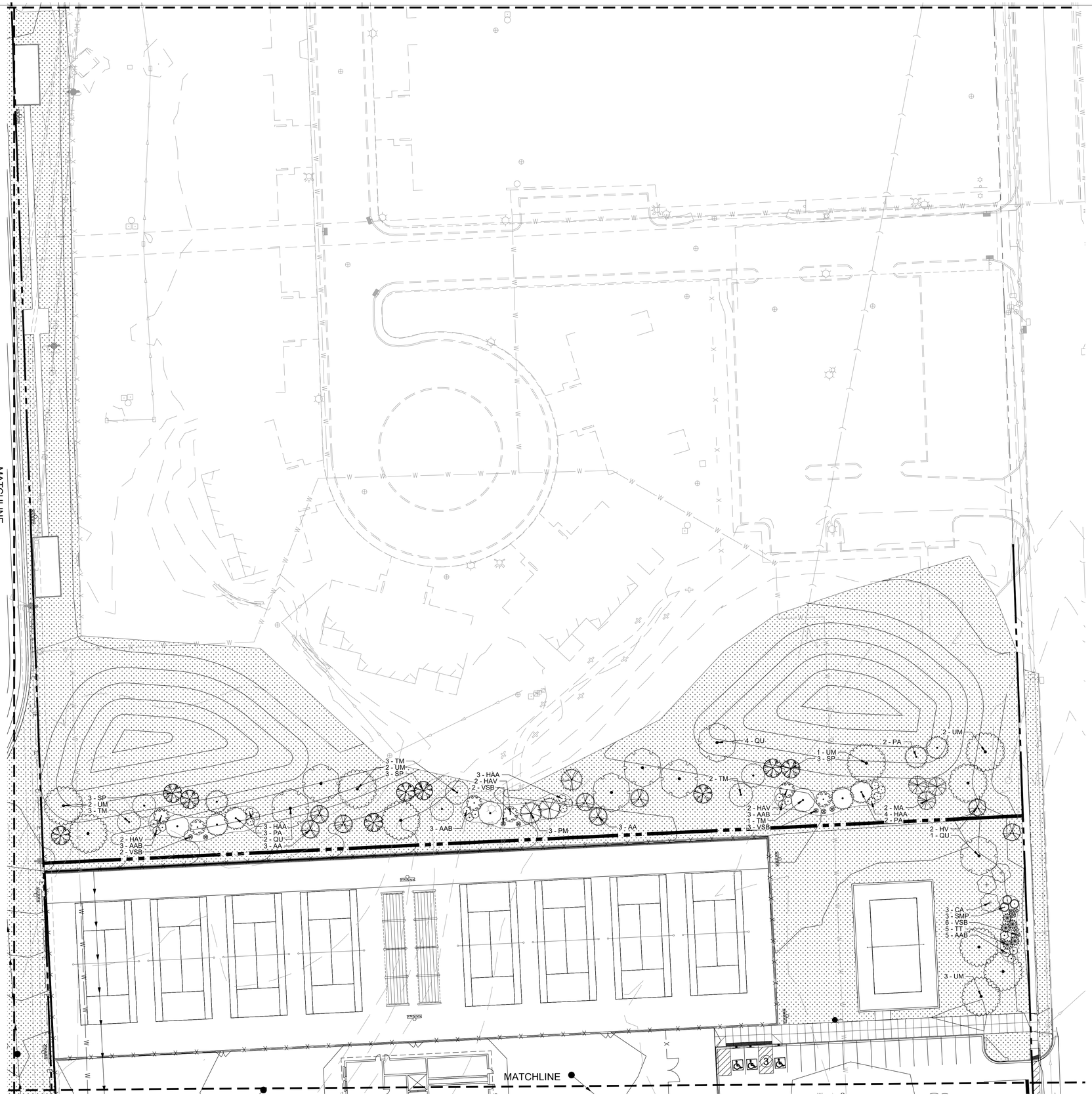

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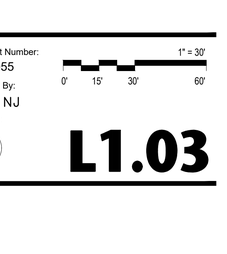

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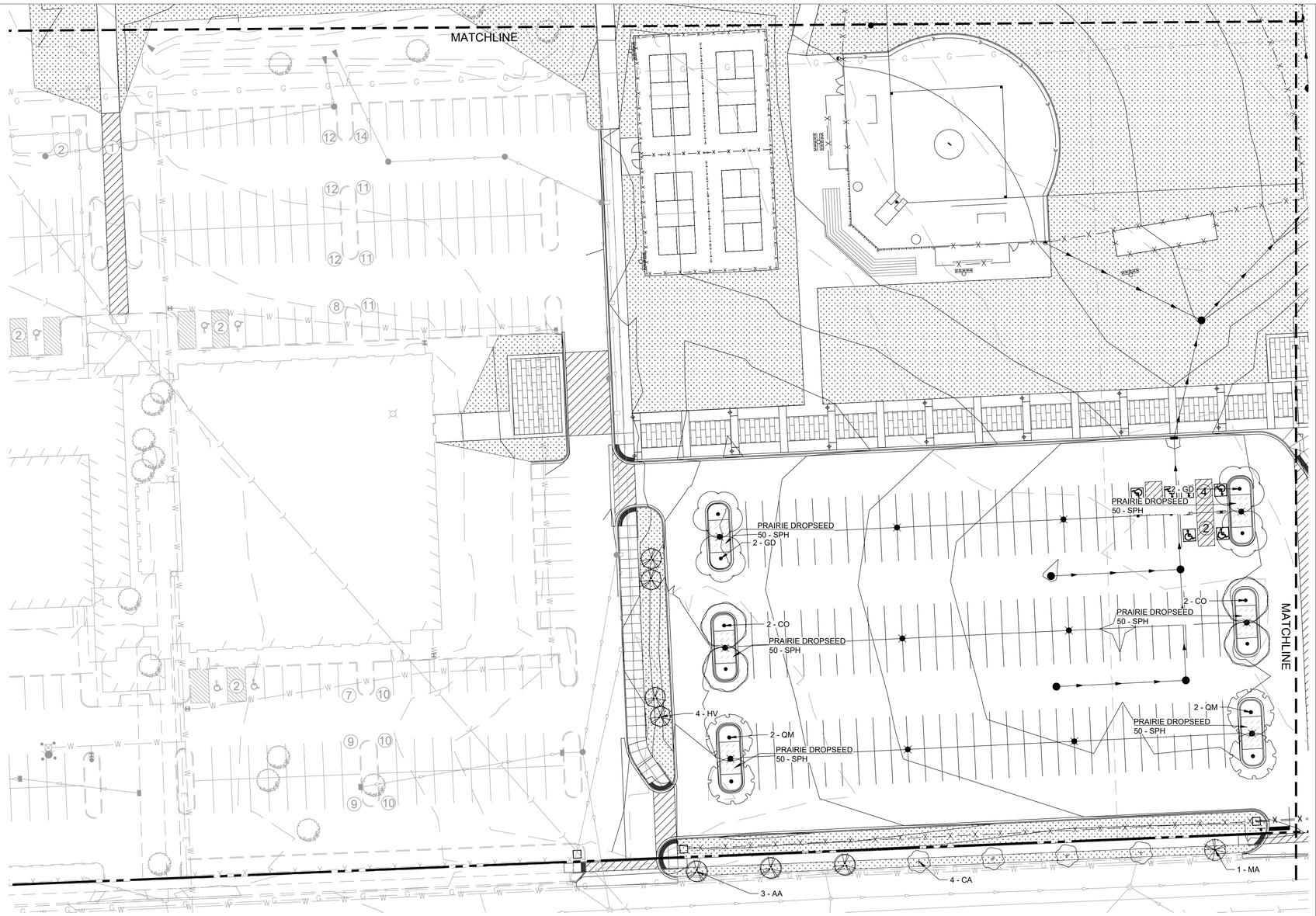

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PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING	REMARKS
SHADE TREES							
CO	12	CELTIS OCCIDENTALIS	COMMON HACKBERRY	3" CAL.	B&B	AS SHOWN	
GD	12	GYMNOCLADUS DIOICUS	KENTUCKY COFFEETREE	3" CAL.	B&B	AS SHOWN	
QM	12	QUERCUS MACROCARPA	BUR OAK	3" CAL.	B&B	AS SHOWN	
QU	11	QUERCUS MUEHLENBERGII	CHINKAPIN OAK	3" CAL.	B&B	AS SHOWN	
UM	16	ULMUS X 'MORTON GLOSSY'	TRIUMPH™ ELM	3" CAL.	B&B	AS SHOWN	
EVERGREEN TREES							
PA	7	PICEA ABIES	NORWAY SPRUCE	6` HT.	B&B	AS SHOWN	
PM	3	PSEUDOTSUGA MENZIESII VAR. GLAUCA	DOUGLAS FIR	6` HT.	B&B	AS SHOWN	
TM	9	TAXODIUM DISTICHUM 'MICKELSON'	SHAWNEE BRAVE™ BALD CYPRESS	3" CAL.	B&B	AS SHOWN	
TT	16	THUJA OCCIDENTALIS 'TECHNY'	AMERICAN MISSION ARBORVITAE	6` HT.	B&B	AS SHOWN	
ORNAMENTAL TREES							
AA	9	AMELANCHIER CANADENSIS 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	6` HT.	B&B	AS SHOWN	MULTI-TRUNK
CA	16	CERCIS CANADENSIS	EASTERN REDBUD	3" CAL.	B&B	AS SHOWN	
HV	10	HAMAMELIS VIRGINIANA	FALL-BLOOMING WITCH HAZEL	6` HT.	B&B	AS SHOWN	MULTI-TRUNK
MA	11	MALUS 'PRAIRIFIRE'	PRAIRIFIRE CRABAPPLE	3" CAL.	B&B	AS SHOWN	
SP	13	SYRINGA PEKINENSIS 'CHINA SNOW'	CHINA SNOW PEKING LILAC	6` HT.	B&B	AS SHOWN	SINGLE-TRUNK
CODE	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**ROOT**	**SPACING**	
SHRUBS							
AAB	23	ARONIA ARBUTIFOLIA 'BRILLIANTISSIMA'	BRILLIANT RED CHOKEBERRY	#5	CONT.	60" O.C.	
HAV	6	HAMAMELIS VERNALIS	SPRING-BLOOMING WITCH HAZEL	#5	CONT.	10' O.C.	
HAA	10	HYDRANGEA ARBORESCENS 'ABETWO'	INCREDIBALL® HYDRANGEA	#5	CONT.	60" O.C.	
SMP	12	SYRINGA MEYERI 'PALIBIN'	DWARF KOREAN LILAC	#5	CONT.	72" O.C.	
VSB	29	VIBURNUM CARLESII 'SMVCB'	SPICE BABY™ KOREANSPICE VIBURNUM	#3	CONT.	36" O.C.	
PERENNIALS / GRASSES							
SPH	900	SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED	#1	CONT.	24" O.C.	

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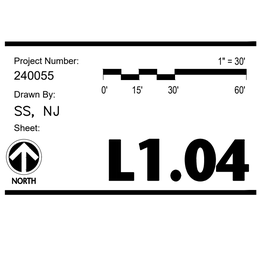

KEY PLAN

REV	DESCRIPTION	DATE
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

LANDSCAPE PLAN

Project Number: 240055

Drawn By: SS, NJ

Sheet: L1.04

1" = 30'
0' 15' 30' 60'

NORTH

S:\Darien\Joliet Catholic Academy\240055_Athletic Complex Improvements\01\11 Drawings\02 CD\240055 L1.00 LANDSCAPE PLAN.dwg devans Oct 13, 2025 12:28:31 pm
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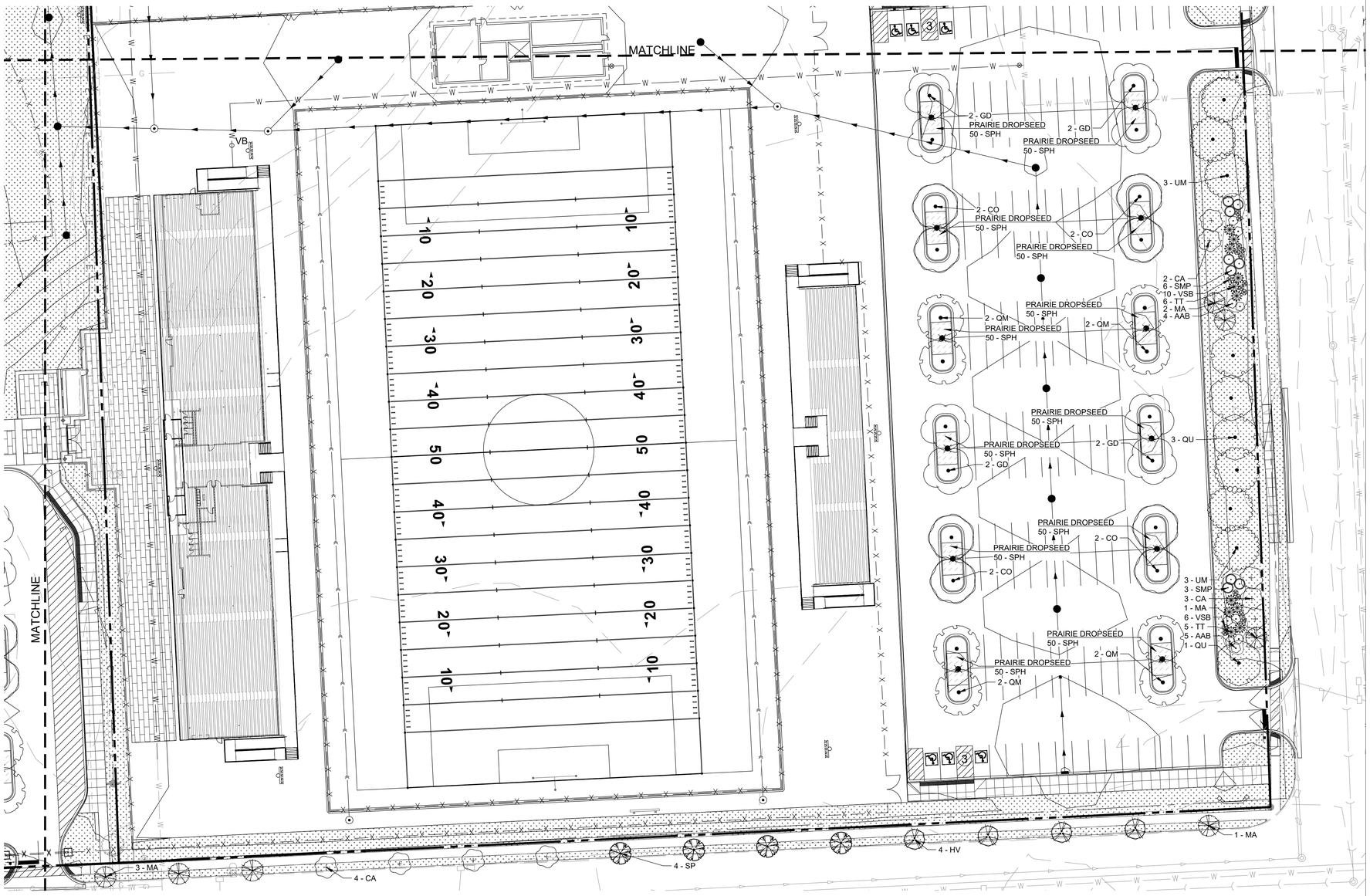

LEGEND

PROPERTY LINE

SEED AND BLANKET

WET BOTTOM DETENTION SEED MIX

LANDSCAPE NOTES:

1. ALL CONSTRUCTION WITH THE EXISTING TREES, IN PARTICULAR THE WOODLAND PATH, WILL USE LOW IMPACT EQUIPMENT TO AVOID COMPACTION. WHEN CONSTRUCTING THE WOODLAND PATH, ALL EQUIPMENT WILL FOLLOW AND STAY WITHIN THE PATH ALIGNMENT. ALL EXCAVATION WILL BE REMOVED AS WORK PROGRESSES, NO SOIL WILL BE STOCKPILED DURING CONSTRUCTION ACTIVITIES.
2. SEED AND BLANKET/LANDSCAPE RESTORATION LIMIT LINE IS APPROXIMATE. RESTORE TO LIMITS OF DISTURBANCE. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED WITH TOPSOIL (MIN. 6" DEPTH), FERTILIZER, SEED AND BLANKET AS SHOWN.
3. ALL LAWN SEEDING AND HERBACEOUS PLUGS WILL BE INSTALLED SPRING. ALL SAVANNA SEED AND WOODY PLANT MATERIAL WILL BE INSTALLED MID TO LATE FALL.
4. ALL AREAS PLUGGED WITH NATIVE HERBACEOUS MATERIAL WILL RECEIVE 2" OF HARDWOOD SHREDDED MULCH.
5. ALL NEW TREES WILL RECEIVE 4" OF SHREDDED HARDWOOD MULCH.
6. CONTRACTOR RESPONSIBLE TO RESTORE ALL AREAS DISTURBED BY CONSTRUCTION, OUTSIDE SCOPE LIMIT, TO EXISTING CONDITION.
7. ALL PROPOSED PLANTING BED AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED WITH TOPSOIL (MIN. 12" DEPTH) PRIOR TO PERENNIAL AND SHRUB INSTALLATION.
8. THE CONTRACTOR SHALL PROTECT ANY AND ALL TREES NOT SHOWN ON THE PLANS TO BE SAVED FROM DAMAGE DUE TO THEIR OPERATIONS. CONTRACTOR SHALL INSTALL TREE PROTECTION FENCING AS SHOWN ON PLANS AND DETAILS PRIOR TO BEGINNING WORK.
9. THE CONTRACTOR WILL MAKE NO SUBSTITUTIONS WITHOUT PRIOR WRITTEN CONSENT BY THE LANDSCAPE ARCHITECT. THE CONTRACTOR WILL SUBMIT ANY SUBSTITUTIONS IN WRITING TO THE LANDSCAPE ARCHITECT.
10. ALL PLANTING TECHNIQUES AND METHODS SHALL BE CONSISTENT WITH THE LATEST EDITION OF "AMERICAN STANDARD FOR NURSERY STOCK" AND AS DETAILED ON THESE DRAWINGS. DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE LANDSCAPE ARCHITECT.
11. ALL PLANTING BEDS WILL RECEIVE 3" PREMIUM DOUBLE SHREDDED HARDWOOD BARK. GROUNDCOVERS SHALL RECEIVE 1-1/2" CAREFULLY PLACED AROUND BASE OF PLANT.
12. TREES PLACED IN TURF AREAS WILL HAVE 6' DIA. MULCH RING WITH 4" DEEP SPADE CUT EDGE.
13. ALL BEDLINES SHALL BE SPADE CUT TO A MIN. DEPTH OF 4". CURVED BEDLINES TO BE SMOOTH AND NOT SEGMENTED.
14. EXISTING TURF IN PROPOSED PLANTING AREAS SHALL BE STRIPPED AND REMOVED.
15. ALL PERENNIAL & SHRUB BEDS TO HAVE AMENDED TOPSOIL. 2" MINIMUM ORGANIC MATTER SHALL BE TILLED INTO THE TOP 10" OF TOPSOIL. THOROUGHLY TILL TO BREAK UP CLUMPS AND SPREAD EVENLY OVER SURFACE.
16. TREES SHALL BE INSTALLED A MINIMUM OF 10' HORIZONTALLY FROM NEAREST LIGHT POLE.
17. TREES SHALL BE INSTALLED A MINIMUM OF 5' HORIZONTALLY FROM UNDERGROUND ELECTRICAL FEEDERS, SANITARY SEWERS, SANITARY SERVICES, WATER MAINS, AND WATER SERVICES.
18. TREES SHALL BE INSTALLED A MINIMUM OF 10' HORIZONTALLY FROM UTILITY STRUCTURES AND APPURTENANCES, INCLUDING, BUT NOT LIMITED TO MANHOLES, VALVE VAULTS, VALVE BOXES, AND FIRE HYDRANTS.
19. ANY AREA COMPACTED BY CONSTRUCTION TRAFFIC SHALL BE TILLED OR RESTORED TO ALLOW FOR SUITABLE PLANTING CONDITIONS.
20. THE CROWNS AND ROOTS OF TREES WHICH ARE TO BE PRESERVED IN THE PROJECT AREA, BUT WHICH COULD BE NEGATIVELY AFFECTED DURING THE CONSTRUCTION PROCESS, SHALL BE PRUNED BY A QUALIFIED ARBORIST ACCORDING TO THE TREE PRUNING STANDARDS SET BY ANSI 2100 CODE.
21. PRIOR TO INSTALLATION, THE CONTRACTOR SHALL LAYOUT LANDSCAPE BED OF HEDGE, SHRUBS AND PERENNIALS FOR APPROVAL BY THE LANDSCAPE ARCHITECT. NOTIFY THE LANDSCAPE ARCHITECT AT LEAST SEVEN WORKING DAYS PRIOR TO INSTALLATION OF PLANT MATERIALS. THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO HAVE THE CONTRACTOR REMOVE, RELOCATE OR REPOSITION ANY PLANT MATERIALS.

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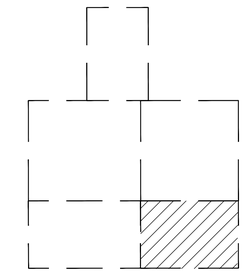

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DRAFT

MEMORANDUM TO: Joliet Catholic Academy

FROM: Michael A. Werthmann
Principal

DATE: October 10, 2025

SUBJECT: Preliminary Traffic and Parking Management Plan
Joliet Catholic Academy Proposed Stadium
Joliet, Illinois

Joliet Catholic Academy (JCA) is a co-educational high school located in the northeast corner of Larkin Avenue (IL 7) with Ingalls Avenue in Joliet, Illinois. While the academy currently has a multi-purpose field on the campus, it does not have a stadium to host football games, soccer games, and lacrosse games. JCA football games are currently held at Memorial Stadium, which is located at West Jefferson Street and 129th Infantry Drive just over two miles southwest of the JCA campus and is owned and operated by the Joliet Park District. Memorial Stadium has an approximately 10,000-seat capacity supported by two parking lots providing a total of approximately 1,093 parking spaces.

JCA is embarking on a multi-phase project to construct a stadium on the campus in order to host football games, soccer games, and lacrosse games. The proposed stadium will have bleacher seating for approximately 5,500 guests and will be located on the Our Lady of Angels Village property adjacent to the campus at the northwest corner of Ingalls Avenue with Wyoming Avenue. Other elements of the project include the relocation of the tennis courts, construction of a new softball field, improvements to the track and varsity baseball field, and construction of three new parking lots to expand the campus parking capacity by 94 percent from 481 spaces to approximately 933 spaces.

City of Joliet Parking Requirements

According to the officials at the City of Joliet, the stadium must provide one parking space for every six seats and one parking space for each employee to meet the City's parking requirements. The proposed stadium will have bleacher seating for approximately 5,500 guests and, according to school officials, a total of 10 to 15 employees will be working per game. As such, the JCA campus needs to provide a total of 926 to 931 parking spaces to meet the City's parking requirements. With a total of approximately 933 parking spaces, the proposed expanded JCA campus will generally meet the parking requirements of the City of Joliet.

Estimated Event Parking Demand

Football games are the largest events that will be held at the proposed stadium. JCA has four to eight home football games each year, typically occurring on Fridays at 7:00 P.M. In 2023 and 2024, JCA's home football games had an average attendance of approximately 3,300 guests per game. However, according to JCA officials, the average attendance at the football games is skewed due to the attendance of the game against Providence Catholic High School (attendance of 7,500 guests) and Morris High School (attendance of 5,310 guests). Home football games typically have an attendance of 1,500 to 3,100 guests, except the Providence Catholic High School and Morris High School football games. As such, except for one to two games a year, the average attendance of the home football games will be 3,100 guests or lower.

Based on the utilization of the Memorial Stadium parking lots during JCA football games as described to KLOA, Inc. by JCA staff, it is estimated that approximately 25 percent of the guests are dropped off/picked up, walk, or bike to the games and 75 percent of the guests drive and park. At an estimated auto occupancy of 3.5 guests per vehicle, the approximately 933 parking spaces to be provided on the JCA campus will accommodate an attendance of 4,350 to 4,400 guests.

The peak attendance at a JCA football game was 7,500 guests and occurred in 2023. While this number of guests was able to be accommodated at the 10,000-seat Memorial Stadium, it would not be possible at JCA's planned 5,500-seat stadium. Assuming a standing-room only crowd of 6,000 guests, the peak parking demand would be 1,286 parking spaces based on the same assumptions as above.

Purpose of Traffic and Parking Management Plan

A traffic and parking management plan is a tool used by event organizers to provide travel information to event attendees while moving traffic safely and efficiently to and from designated parking areas, minimizing conflicts between vehicles and pedestrians, reducing traffic impacts to other road users, and protecting adjoining residential communities from event traffic incursions. An organized traffic and parking management plan will be necessary for the four to eight home football games each year due to the volume of traffic likely to be generated. However, most games have an attendance of less than 3,000 guests and will only need to implement portions of the plans whereas larger attend games will need to implement additional measures/strategies to accommodate the increase in the number of guests. Soccer and lacrosse games only attract 200 to 300 guests, which generates a modest amount of traffic that can be self-regulated to and from the JCA campus parking lots without creating adverse impacts to the surrounding neighborhoods.

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Event Traffic and Parking Management Strategies

The event traffic and parking management plan utilizes several strategies to achieve these goals.

1. Maximize On-Site Parking Utilization in JCA Campus Lots

To minimize parking incursions into the surrounding neighborhood, parking on the JCA campus should be fully utilized on event days. The campus improvements will increase the on-site parking capacity to approximately 933 spaces, which will accommodate 100 percent of the estimated parking demand for the average attendance of a football game in 2023 and 2024 and up to approximately 4,400 guests. Cones and/or portable signs should be used to block access to filled lots and guide motorists to the next available lots until all on-site lots are utilized.

2. Designate Proximate Off-Campus Locations for Overflow Parking Needs

Remote yet proximate off-campus parking will likely be needed to accommodate the parking demand for a football game, again to minimize parking incursions into the surrounding neighborhood. JCA has identified three nearby locations providing the potential for 456 additional event parking spaces. In total, these parking lots in combination with the on-campus parking spaces would provide 1,389 parking spaces, which accommodate approximately 6,400 to 6,500 guests which exceeds the estimated peak attendance. The following summarizes and **Figure 1** illustrates the three off-campus parking facilities:

- JCA has a verbal agreement with *Will County Habitat for Humanity ReStore Joliet* to utilize the 99 parking spaces in its parking lot on the west side of Larkin Avenue across the road from the campus.

- JCA will explore the potential to utilize the 224 parking spaces in the *University of St. Francis* parking lot to the north of the campus. The campus development plan includes a sidewalk connection to this parking lot.

- JCA will explore the potential to utilize the 133 parking spaces in the *Joseph E. Fisher School* lot on the west side of Larkin Avenue across the road from the campus.

3. Well-Defined Parking Access Portals with Visible Motorist Information Signs

Traffic needs to move safely and efficiently from the major access roadways to the JCA campus parking lots, off-campus parking facilities, and drop-off/pick-up zones. To achieve this, advanced motorist information should be provided on the roadways serving the campus using portable changeable message boards and/or portable static wayfinding signs. Portable static sign types include minicades (sandwich boards) or signs atop orange cones, among others. The message on the signs could indicate "Event Parking" or "Football Game Parking" if that is the only event in which the signs would be used.

Orange Cone-Topped Signs

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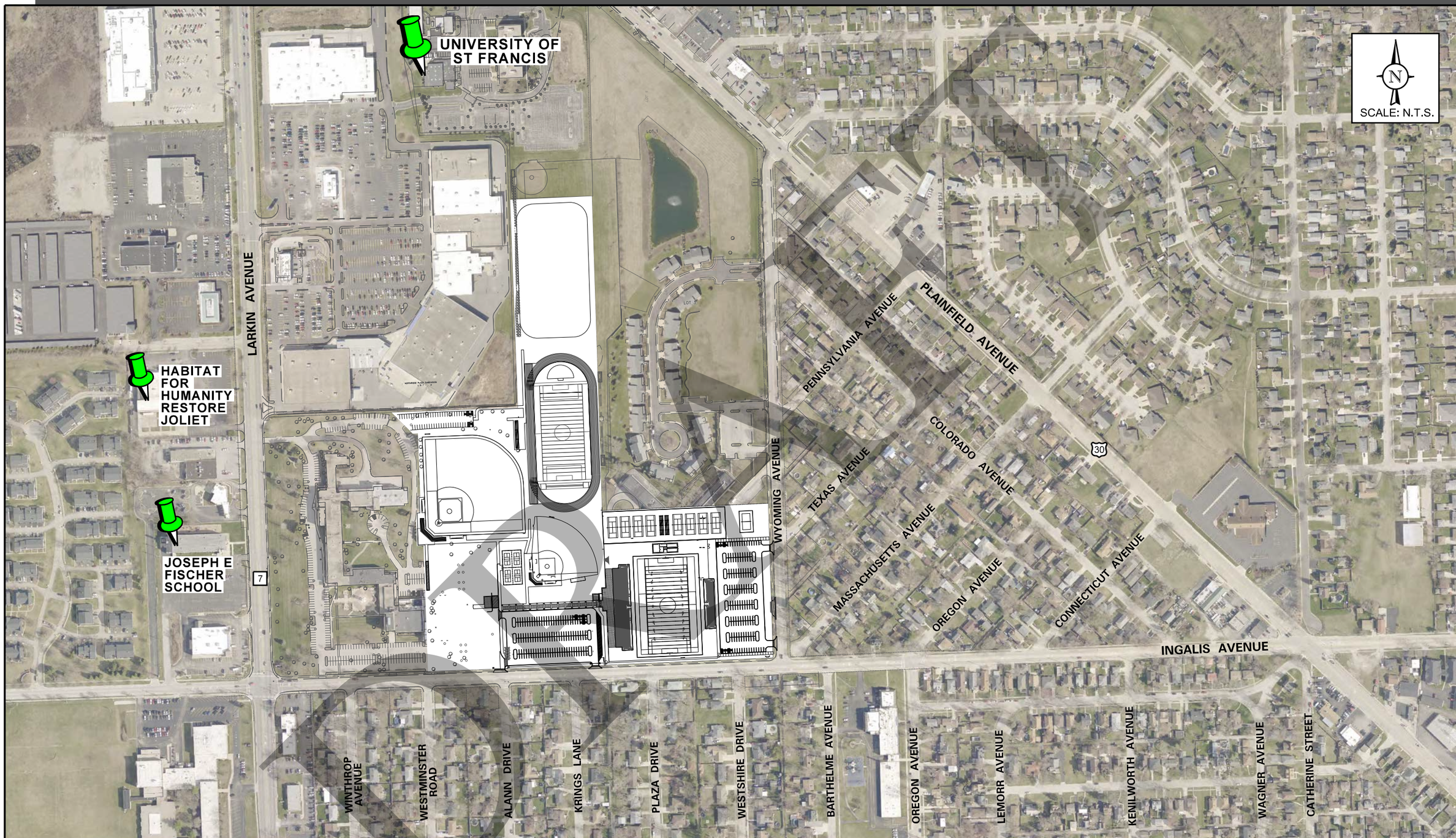

JCA STADIUM
JOLIET, ILLINOIS

PROPOSED OFF-CAMPUS PARKING LOCATIONS

KLOA
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Job No: 25-146 Figure: 1

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The messages on the digital boards can be changed, as necessary, to redirect motorists to the overflow parking lots when the primary lots are filled. The responsibilities for installing and removing the portable signage and orange cones at the JCA campus access driveways and within the JCA parking lots would be assigned to JCA staff. Signs should be installed at least two hours before kick-off time. It is recommended that portable event parking signage with directional arrows be installed at the following locations, at a minimum:

- JCA access drive opposite Alann Drive
- New JCA access drive between Krings Lane and Plaza Drive
- New north JCA parking lot drive on Wyoming Avenue
- Habitat for Humanity ReStore access drive on Larkin Avenue
- University of St. Francis access drive on Theodore Street (if remote parking arrangement is concluded)

Figure 2 shows the primary and secondary locations for variable message boards and static message boards.

Portable Changeable Message Boards

Minicade Folding Signs

4. Manage Traffic Movements at Parking Egress Portals

Memorial Stadium has two large parking lots, one on each side of the stadium. The larger of the two lots, which is on the west side of the stadium, has a single access drive on Jefferson Street that is under traffic signal control. The smaller lot on the east side of the stadium has three unsignalized access drives, one on Jefferson Street and two on 129th Infantry Drive. Two or more police officers supplied by the City of Joliet are currently utilized at Memorial Stadium to manage outbound traffic at the conclusion of football games at no cost to JCA. These police officers are stationed at the intersection of Jefferson Street and the west parking lot access drive to guide outbound traffic at the conclusion of a game out of the parking lot and to manually override the traffic signal to control the traffic movements. No police officers are used for outbound traffic at the conclusion of a game from the east parking lot or for inbound traffic before a game to either of the lots.

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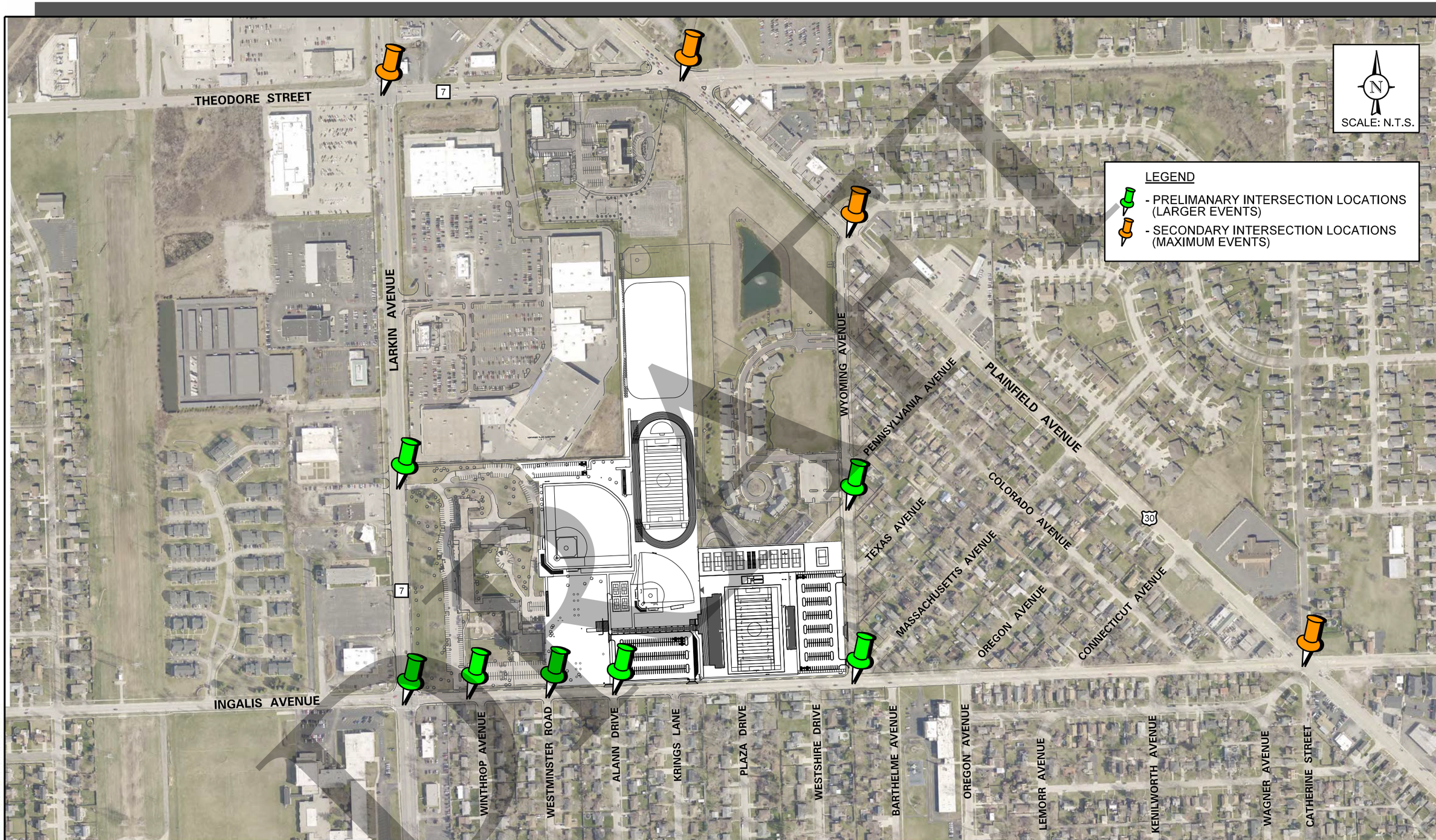

JCA STADIUM
JOLIET, ILLINOIS

PROPOSED LOCATIONS OF VARIABLE MESSAGE BOARDS AND STATIC SIGNS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 25-146
Figure: 2

Ideally, the City would continue to supply the same number of police officers to assist JCA with managing the inbound and outbound traffic at before and after football games at no cost to the school. The traffic and parking management plan attempts to utilize these officers for similar traffic functions.

As proposed, the JCA campus will have significantly more access drives than currently exist at Memorial Stadium, including two access drives on Wyoming Avenue, four access drives on Ingalls Avenue, and one access drive on Larkin Avenue. The multiple access drives will minimize the impact of the event traffic as it allows traffic to be dispersed through multiple access drives on three different roads. which more efficiently distributes the traffic along the roadway system. To minimize traffic conflicts and maintain the same traffic control personnel needs from the City, consideration should be given to prohibiting outbound left-turn movements after a game at the Larkin Avenue access drive and the two western Ingalls Avenue access drives. The left-turn restrictions would be implemented through use of portable signage at the access drives and/or orange cones in the median or on the centerline of the roadways. The police officers should be utilized at the following intersections to control traffic movements and move traffic as quickly and safely as possible:

- Larkin Avenue/Ingalls Avenue
- Ingalls Avenue/Wyoming Avenue
- Plainfield Road/Wyoming Avenue

The restrictions at the access drives would not be required for the inbound traffic arriving before a game as the arriving traffic does not have the same surging characteristics as the departing traffic. The event parking signage discussed above would guide traffic into the JCA parking lots where JCA personnel would be located to guide the motorists to the nearest parking stalls, as discussed below.

5. Dedicate a Drop-Off/Pick-Up Location

Many of the football game guests will be dropped off and picked up from the JCA campus. The drop-off/pick-up vehicles should be separated from those seeking parking to minimize parking delays and congestion within the lots, enhance pedestrian safety, and avert the potential for neighborhood roads to be used for this function. Portable signage should also be installed by JCA staff to identify the designated drop-off/pick-up locations. Recommended drop-off/pick-up locations are listed below and shown in **Figure 3**.

- *Wyoming Avenue*. Currently, Wyoming Avenue has no parking regulations on this 36-foot wide, two-lane road. If the pavement markings on the road were modified to delineate a drop-off/pick-up lane along the west (campus) side of the road, over 40 vehicles would be able to stage along the curb for drop-off before a game and pick-up after the game. Coordination would be needed with the City of Joliet.

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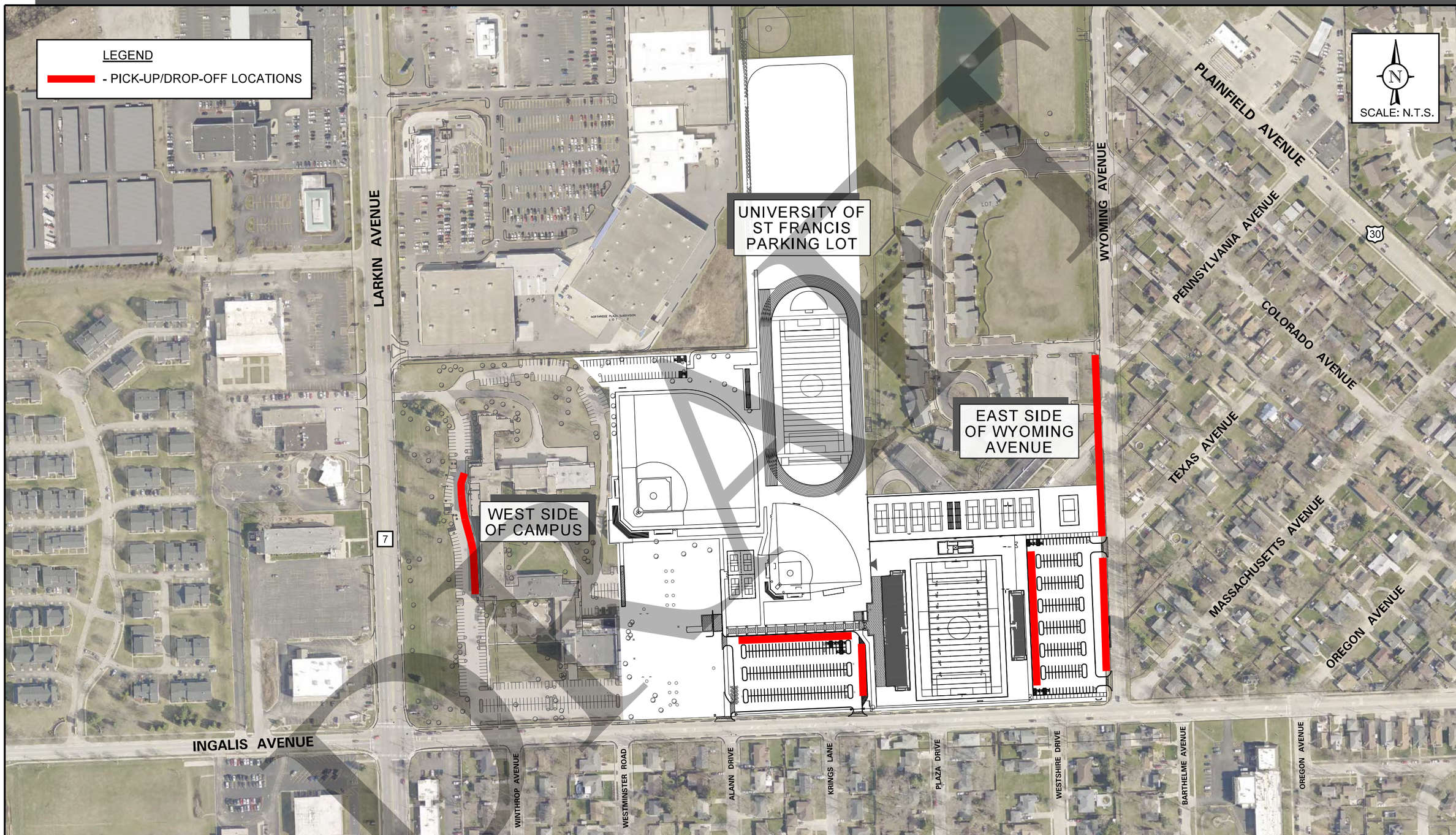

JCA STADIUM
JOLIET, ILLINOIS

POTENTIAL DROP-OFF/PICK-UP LOCATIONS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 25-146
Figure: 3

- *West side of JCA building facing Larkin Avenue.* The westernmost north-south drive aisle does not contain parking on the east side adjacent to most of the campus building. Up to 18 vehicles could be accommodated along the curbline of the building. Vehicles could enter the parking lot via Ingalls Avenue and exit the parking lot via Larkin Avenue to minimize conflicts with parking ingress and egress movements.

- *University of St. Francis parking lot.* If agreement is reached to utilize this lot for overflow parking, a portion of the lot could be marked off for drop-off/pick-up operations. The parking lot will be connected to the JCA campus and football stadium by a sidewalk connection.

To better direct and manage the drop-off/pick-up operations, it is recommended that the following signage be used at the various drop-off/pick-up areas:

- Utilize portable signage to guide traffic to the drop-off/pick-up location from the roadway system
- Utilize portable signage to identify the drop-off/pick-up zone
- Utilize "Pull Forward" signs to maximize the car loading/unloading capacity of the drop-off/pick-up zone

6. Manage Parking Lot Loading and Unloading

Parking attendants comprised of JCA staff should be utilized for the event arrival period to efficiently load the parking lots in a sequential manner, close the lots when full, and guide motorists to the next lot in the parking prioritization matrix. The parking attendants should be in wireless communication with each other or with an event parking supervisor. Further, the parking attendants can also be utilized at the conclusion of the games to assist in efficiently emptying the lots to the designated egress access drive by managing the traffic queues from the parking aisles.

- Utilize specific JCA access drives for inbound traffic to the parking lots, including:
    - JCA proposed north access drive serving the new JCA parking lot on Wyoming Avenue
    - JCA proposed access drive located on Ingalls Avenue between Krings Lane and Plaza Drive
    - JCA access drive on Ingalls Avenue located opposite Alann Drive

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- Utilize portable "Event Parking" signs on these access drives and on the driveways of the overflow lots.

- *Wyoming Avenue Parking Lot.* Use the north access drive only for inbound and outbound access to this new 170-space lot on the east side of the stadium. Access to/from the south access drive should be prohibited via orange cones. During the arrival period, load the lot from south to north. When the lot is full, install orange cones across the north access drive and replace the event parking sign with a "Lot Full" minicade. After the game, direct motorists to exit the lot from the north access drive only.

- *JCA Access Drive on Ingalls Avenue between Krings Lane and Plaza Drive.* This proposed new JCA access drive should be used to first load the new 182-space parking lot on the west side of the stadium using the north access drive to the lot only. Access to the parking lot via the south access drive closest to Ingalls Avenue should be prohibited via the use of orange cones. When the lot is full, use orange cones to prohibit access to the north access drive and direct motorists to the parking lot just west of the 182-space lot (the lot located between the new JCA access drive and the existing access drive opposite Alann Drive). Access to this parking lot should be prohibited from the west using orange cones. Once this lot is full, use orange cones to prohibit access to the parking lot from the east and direct motorists to the back lot to the west of the pickleball courts. Once this lot is full, direct motorists to the lots on the north/northwest side of the varsity baseball diamond. Once these lots are full, direct any remaining traffic onto Larkin Avenue and towards the overflow lots and install orange cones across the JCA access drive on Ingalls Avenue to prevent further ingress.

- *JCA Access Drive on Ingalls Avenue opposite Alann Drive.* This JCA access drive should be used to first load the lot to the west along Ingalls Avenue. Once this lot is full, guide traffic into the north-south lot along the west side of the building which runs parallel to Larkin Avenue. Once full, direct any remaining traffic onto Larkin Avenue and towards the overflow lots and install orange cones across the Ingalls Avenue access drive to prevent further ingress.

- Utilize gates or orange cones to block ingress and egress on the easternmost driveway on Ingalls Avenue (closest to the stadium) and the westernmost driveway on Ingalls Avenue (closest to Larkin Avenue) to prevent pedestrian conflicts near the stadium and traffic conflicts near the Ingalls Avenue/Larkin Avenue intersection.

7. Specify an ADA Access Route

Drop-off/pick-up and parking accommodations for mobility-impaired individuals should be clearly marked, easy to find, and located close to the stadium entrance.

- Utilize the east end of the new 182-space parking lot on the west side of the stadium as an ADA drop-off/pick-up zone.

- ADA parking stalls are located in the same area of the lot.

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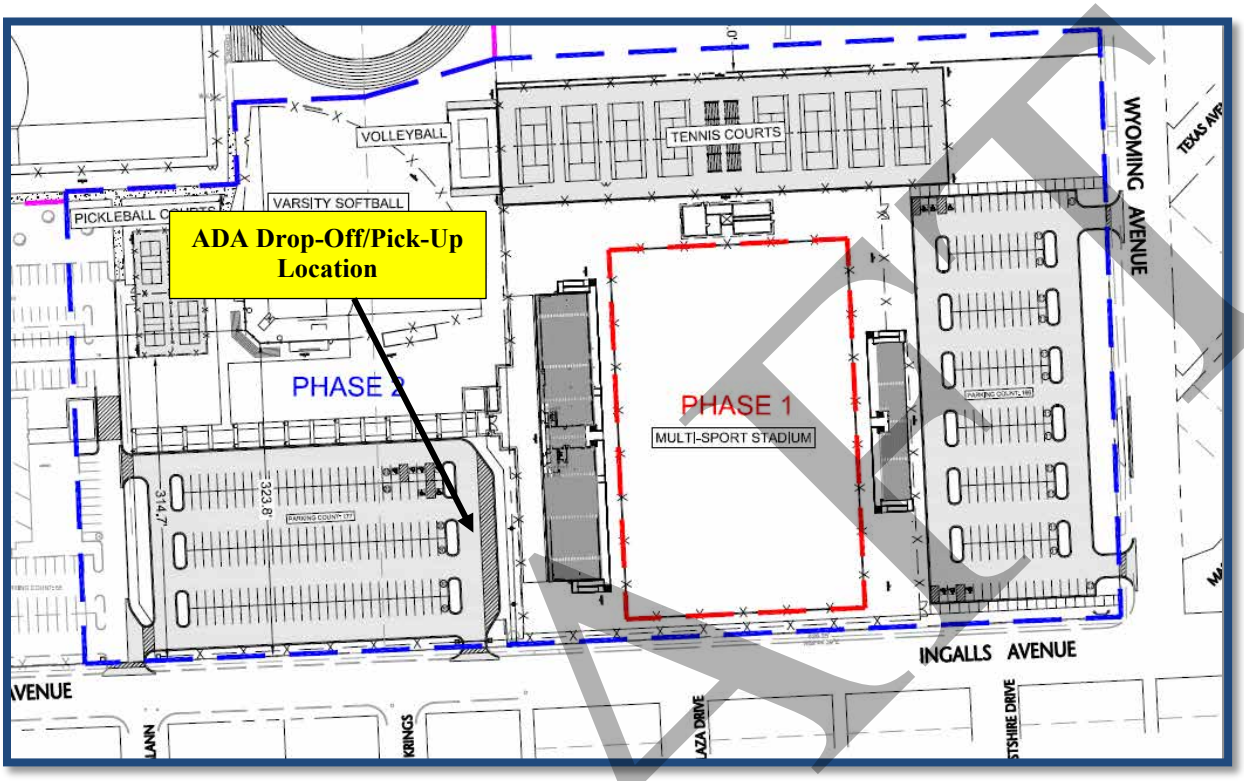
- Utilize portable signs to guide mobility-impaired guests to the ADA drop-off/pick-up zone and ADA parking area from the new JCA access drive between Krings Lane and Plaza Drive.



8. Safe Pedestrian Crossings

Pedestrian movements to/from the stadium from remote off-campus parking lots should be directed to cross the surrounding major roadways at the safest, controlled locations. The intersection of Ingalls Avenue/Larkin Avenue is under traffic signal control with high-visibility crosswalks and countdown pedestrian signals on all approaches. The intersection of Ingalls Avenue/Oregon Avenue is under all-way stop sign control with high-visibility crosswalks across all approaches. The intersection of Ingalls Avenue/Wyoming Avenue is under stop sign control on Wyoming Avenue with a standard parallel-line crosswalk across Wyoming Avenue.

- For all remote parking lots on the west side of Larkin Avenue, a portable sign should be posted in the lots on game days directing parkers to cross Larkin Avenue at the traffic signal at Ingalls Avenue.

- For any remote parking lots on the east side of Larkin Avenue south of Ingalls Avenue, a portable sign should be posted in the lots on game days directing parkers to cross Ingalls Avenue at the traffic signal at Larkin Avenue.

- If Taft School is utilized as a remote parking lot, a portable sign should be posted in the lot on game days directing parkers to cross Ingalls Avenue at the all-way stop controlled intersection with Oregon Avenue.

DRAFT

- JCA staff should have the responsibility to install and remove these portable signs from the remote parking lots.

JCA should work with the City of Joliet to replace the standard crosswalk on Wyoming Avenue at Ingalls Avenue with a high-visibility crosswalk.

9. Pedestrian Lighting

During the autumn period when football games will be scheduled, the sky will be dark when games conclude after 9:00 P.M. As such, the pedestrian and bicycle pathways to the new stadium should be well lit to improve safety, prevent accidents, and provide a sense of security. At a minimum, pedestrian-scale lighting should be installed along the following pathways:

- North side of Ingalls Avenue between Larkin Avenue and Wyoming Avenue
- West side of Wyoming Avenue along the JCA frontage
- Pedestrian pathway through JCA campus to University of St. Francis parking lot

10. Prevention of Traffic Incursions into Adjoining Neighborhoods

To reduce traffic and parking impacts to the neighborhoods to the east (Kerwin Terrance Apartment) and south of the JCA campus, consideration should be given to implementing one or more of the following measures and/or strategies:

- Install "No JCA Event On-Street Parking" signs at each end of the residential roads on the blocks immediately east of Wyoming Avenue and south of Ingalls Avenue to restrict JCA staff and/or guests from parking on the residential roads.

- If residents along these blocks want the ability to park on their streets, institute a form of residential permit parking that is only enforced when peak events are occurring at the JCA campus.

- Install "No Through Traffic" or "No Event Traffic" signs at each end of the residential roads on the blocks immediately east of Wyoming Avenue and south of Ingalls Avenue to restrict traffic from traversing the residential roads.

- If necessary and approved by the area residents, install barricades along some of the residential roads directly south and east of the campus to prohibit access to the residential roads from Ingalls Avenue and Wyoming Avenue. The barricades would be installed two hours before kick-off time and/or after the game.

JCA should coordinate with the City to determine responsibilities as to who would supply and install the signs and who would install the barricades, barricade style/specifications, where the barricades would be stored, and who would install and remove the barricades. It is anticipated that the City would prefer for the Police Department or Public Works Department to manage the game day neighborhood traffic barricade plan. The neighborhood plan should be regularly monitored with neighborhood groups and the City to determine if modifications are necessary.

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11. Personal Safety Equipment

Joliet police officers working traffic control duties, particularly at night, are used to wearing highly visible clothing and using hand-held lighting devices. Similarly, JCA traffic and parking attendants positioned within the campus parking areas and JCA security personnel also need to be seen and need to be in communication with each other.

- JCA traffic and parking attendants should wear fluorescent reflective safety vests, carry flashlights, and be in contact with each other via cell or radio communications.

12. Distribution of Event-Day Traffic and Parking Plan

To reduce delays and maximize circulation efficiency and safety, it is best to provide as much up-front information as possible to JCA event guests on travel routes, modal alternatives, and parking options. Traffic flow in particular moves better with less frustration if drivers have expectations on where they are headed.

- Post transportation information for JCA football games on the JCA website with maps showing travel routes, on-campus and off-campus parking locations, transit stops, pedestrian/bicycle pathways, street crossing locations, and bicycle parking facilities.

- Forward the event traffic and parking plan to the athletic departments of visiting schools for distribution within their community.

- JCA and the City of Joliet should collaborate with the residents of the Kerwin Terrance Apartment neighborhood to the east of Wyoming Avenue and the neighborhood to the south of Ingalls Avenue to gain consensus on a plan to protect the neighborhood roads from game-day traffic incursions using devices such as barricades, cones, portable signage, etc. The plan should be regularly monitored and reviewed with neighborhood residents.

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

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MEMORANDUM TO: Joliet Catholic Academy

FROM: Michael A. Werthmann
Principal

DATE: October 10, 2025

SUBJECT: Traffic Evaluation
Joliet Catholic Academy Proposed Stadium
Joliet, Illinois

This memorandum provides the results and findings of a traffic evaluation prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed athletic stadium to be located on the Joliet Catholic Academy (JCA) campus located in Joliet, Illinois. JCA is a co-educational high school located at the northeast corner of Larkin Avenue (IL 7) with Ingalls Avenue. While the academy currently has a multi-purpose field on the campus, it does not have a stadium to host football games, soccer games, and lacrosse games. JCA varsity football games are currently held at Memorial Stadium, which is located at West Jefferson Street and 129th Infantry Drive just over two miles southwest of the JCA campus.

JCA is embarking on a multi-phase project to construct a stadium on the campus in order to host football games, soccer games, and lacrosse games. The proposed stadium will have bleacher seating for approximately 5,500 guests and will be located on the Our Lady of Angels Village property adjacent to the campus in the northwest corner of Ingalls Avenue with Wyoming Avenue. Other elements of the project include the relocation of the tennis courts, construction of a new softball field, improvements to the track and varsity baseball field, and construction of three new parking lots to expand the campus parking capacity by 94 percent from 481 spaces to approximately 933 spaces.

The purpose of the traffic evaluation was to examine background traffic conditions, assess the impact that the proposed stadium 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 stadium. It should be noted that a separate traffic and parking management plan has been prepared for the stadium project. **Figure 1** shows an aerial view of the campus.

Existing Conditions

The following provides a description of the physical characteristics of the area roadway system including lane usage and traffic control devices and existing traffic volumes.

Study Area

The primary arterial routes serving the JCA campus are Larkin Avenue (IL 7) and Plainfield Road (U.S. Route 30). Direct access to the expanded JCA campus will be provided via Larkin Avenue, Ingalls Avenue, and Wyoming Avenue. As such, based on discussion with City of Joliet officials, the study area consists of Plainfield Road on the northeast, Ingalls Avenue on the south, and Larkin Avenue on the west.

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Aerial View of JCA Campus **Figure 1**

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Existing Roadway System Characteristics

The characteristics of the existing roads near the JCA campus are described below and illustrated in **Figure 2**.

Larkin Avenue (IL 7) is a north-south, arterial roadway that has a five-lane cross section. At its signalized intersection with Ingalls Avenue, Larkin Avenue has a separate left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. Larkin Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), has a posted speed limit of 40 mph, and has an Average Annual Daily Traffic (AADT) volume of 28,700 vehicles (IDOT 2023) north of Ingalls Avenue and 27,300 vehicles (IDOT 2023) south of Ingalls Avenue.

Plainfield Road (U.S. Rote 30) is a northwest-to-southeast, arterial roadway that has a four-lane cross section. At its signalized intersection with Ingalls Avenue, Plainfield Road has a separate left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. At is unsignalized intersection with Wyoming Avenue/Cleary Avenue, Plainfield Road has a shared left-turn/through lane and a shared through/right-turn lane on both approaches. Plainfield Road is under the jurisdiction of the IDOT, has a posted speed limit of 35 mph, and has an AADT volume of 19,800 vehicles (IDOT 2023) northwest of Ingalls Avenue and 15,500 vehicles (IDOT 2023) southeast of Ingalls Avenue.

Ingalls Avenue is an east-west, collector roadway that has a three-lane cross section between Plainfield Road and Larkin Avenue. At its signalized intersections with Larkin Avenue and Plainfield Road, Ingalls Avenue has a separate left-turn lane and a shared through/right-turn lane on both approaches at each intersection. At its unsignalized intersection with Wyoming Avenue, Ingalls Avenue has a two-way left-turn lane. Ingalls Avenue is under the jurisdiction of the City of Joliet, has a posted speed limit of 30 mph, and has an AADT volume of 5950 vehicles (IDOT 2019).

Wyoming Avenue is a north-south, local road roadway that extends between Plainfield Road and Ingalls Avenue and has one lane in each direction. At its intersection with Plainfield Road, Wyoming Avenue is aligned opposite Cleary Avenue and both approaches have a separate left-turn lane and a shared through/right-turn lane that are under stop sign control. Wyoming Avenue is under the jurisdiction of the City of Joliet and has a posted speed limit of 25 mph.

Existing Traffic Volumes

To determine current traffic conditions in the vicinity of the campus, peak period traffic counts were performed during the Friday later evening and Saturday afternoon peak periods at the following intersections:

- Ingalls Avenue with Larkin Avenue
- Ingalls Avenue with Wyoming Avenue
- Ingalls Avenue with Plainfield Road
- Plainfield Road with Wyoming Avenue

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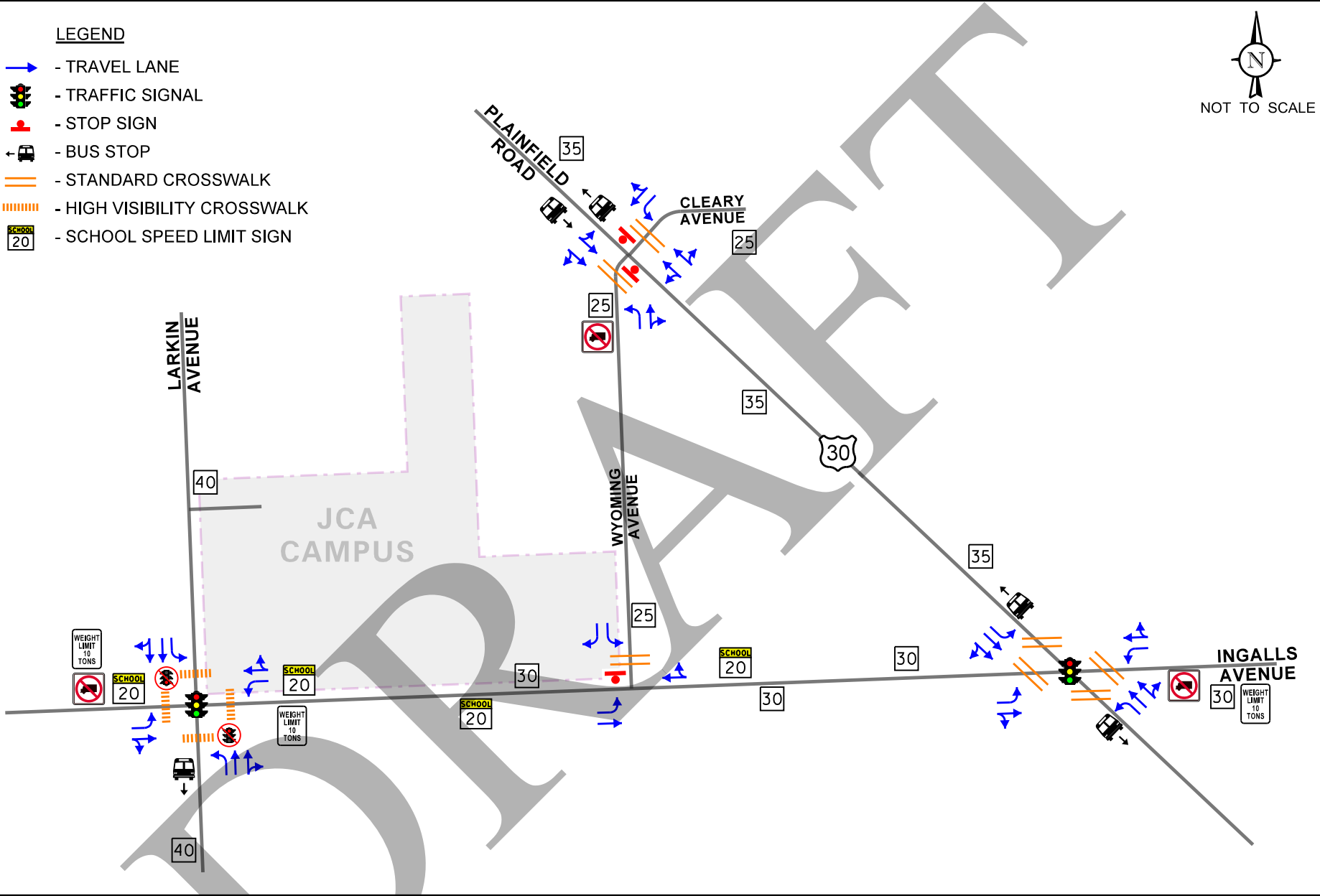

JCA Stadium
Joliet, Illinois

Existing Roadway Characteristics

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Job No: 25-146

Figure: 2

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The traffic counts were performed on Friday, June 6, 2025 during the later evening (6:00 to 11:00 P.M.) peak period and on Saturday, June 7, 2025 during the midday (2:00 to 4:00 P.M.) peak period. Given that the JCA football games typically start at 7:00 P.M. on a Friday and that the Saturday games occur during the day, the following peak hours were evaluated as part of this study:

- The hour between 6:00 and 7:00 P.M. on Friday, which represents the highest volume of traffic on the area roadway system before a football game at the stadium.

- The hour between 2:00 and 3:00 P.M. on Saturday, which represents the highest volume of traffic on the area roadway system after a football game at the stadium.

Per the request of the area residents, additional traffic counts were performed on Friday and Saturday, September 19 and 20, 2025. A review of the June and September traffic counts revealed the following:

- At the Larkin Avenue/Ingalls Avenue intersection, the September total intersection traffic volumes were approximately two to four percent higher compared to the June total intersection traffic volumes. However, it is important to note that this was due to an increase in the through traffic along Larkin Avenue. In fact, the traffic volumes traveling to and from the east leg of Ingalls Avenue were higher during the June traffic counts than compared to the September traffic counts.

- At the Plainfield Road/Wyoming Avenue intersection, the September total intersection traffic volumes were approximately 10 percent higher during the Friday peak hour and approximately 20 percent higher during the Saturday peak hour compared to the June total intersection traffic volumes. However, similar to the Larkin Avenue/Ingalls Avenue intersection, this was due to an increase in the through traffic along Plainfield Road. In fact, the traffic volumes traveling to and from the south leg of Wyoming Avenue were higher during the June traffic counts than compared to the September traffic counts.

- At the Ingalls Avenue/Wyoming Avenue intersection, the June total intersection traffic volumes were eight to 14 percent higher than the September total intersection traffic volumes.

As such, since the traffic volumes along Ingalls Avenue and Wyoming Avenue are the most critical roads serving the campus, the June traffic volumes were used for this study as they represented the highest volumes on the two roads.

Figure 3 illustrates the Year 2025 existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

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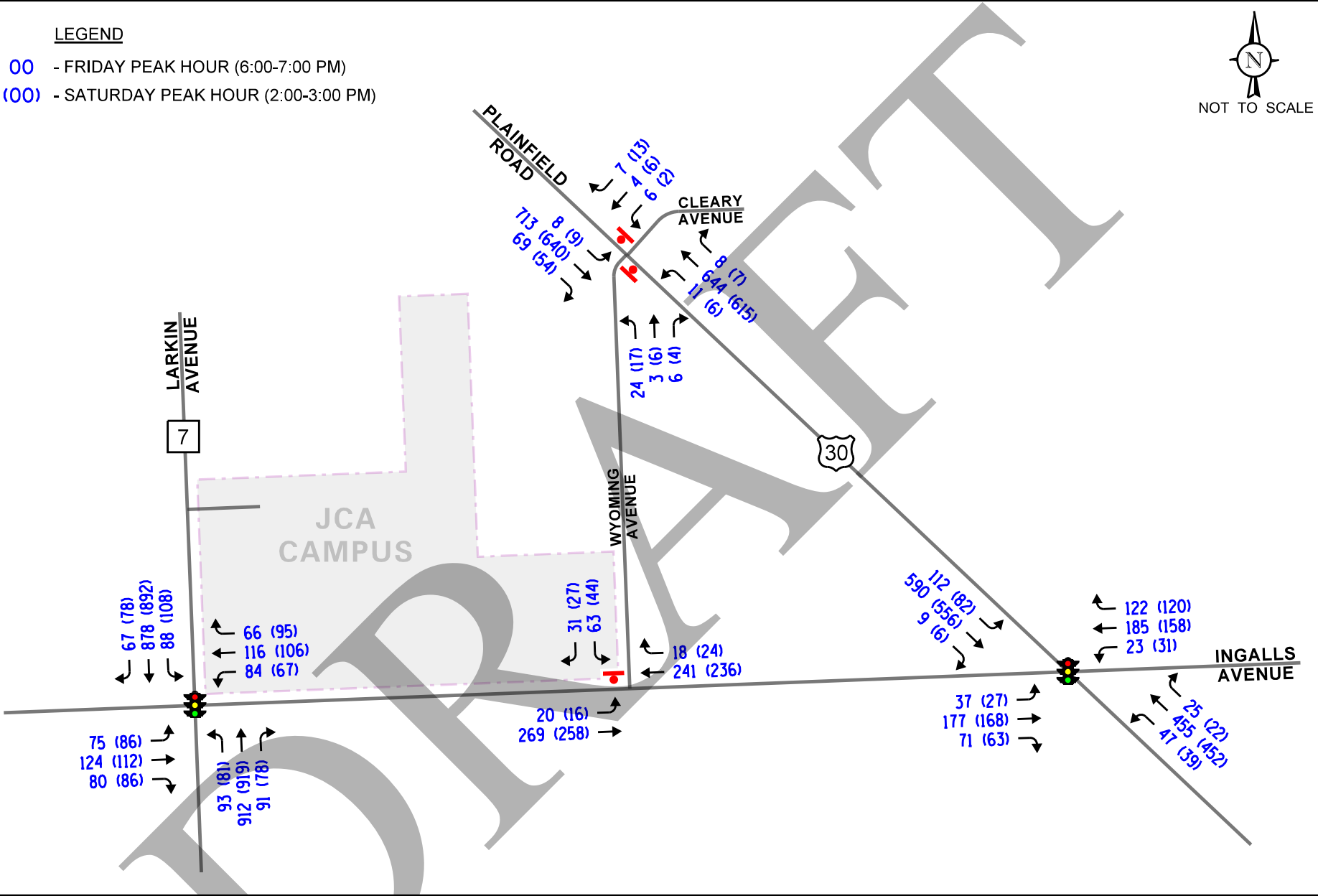

JCA Stadium
Joliet, Illinois

Existing Traffic Volumes

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Job No: 25-146

Figure: 3

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Traffic Characteristics of the Stadium

To evaluate future traffic conditions with the completion of the new JCA stadium, it was necessary to understand the design characteristics of the new facility, the event types and attendance estimates, the facility's access and parking accommodations, mode of travel of attendees, the traffic generation from peak football games, and the directions from which traffic will approach and depart the campus.

Proposed Stadium Project

The proposed stadium, which will be used for football, soccer, and lacrosse games, will have bleacher seating for approximately 5,500 guests and will be located on the Our Lady of Angels Village property adjacent to the campus in the northwest corner of Ingalls Avenue with Wyoming Avenue. Other elements of the project include the relocation of the tennis courts, a new softball field, and improvements to the track and varsity baseball field. The peak events that will occur at the stadium will be the four to eight homes football games per year that typically occur on a Friday evening and, occasionally, on a Saturday.

In addition, the stadium project will include the following three proposed parking lots and parallel parking along the internal circulation roads that will expand the parking capacity of the JCA campus by 94 percent from 481 spaces to approximately 933 spaces:

- A proposed parking lot to be located adjacent to the east side of the stadium in the northwest corner of Ingalls Avenue and Wyoming Avenue. Access to the 166-space parking lot will be provided via two access drives located on the west side of Wyoming Avenue at the north and south ends of the parking lot.

- A proposed parking lot to be located adjacent to the west side of the stadium and the east side of the existing campus. Access to the 177-space parking lot will be provided via two access drives located along the east side of the existing eastern north-south circulation road serving the campus and a proposed access drive to be located on the north side of Ingalls Avenue.

- A proposed parking lot to be located in the northeast portion of the existing campus. Access to the 55-space parking lot will be provided via one access drive located along the existing campus circulation system.

In addition, approximately 71 parallel parking spaces can be accommodated along grass areas adjacent to the internal circulation roads within the existing campus. A copy of the site plan is located in the Appendix.

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JCA Campus Access

Access to the expanded campus will be provided via the following existing and proposed access drives.

- Access to the existing campus and the proposed parking lots located on the west side of the stadium and in the northeast portion of the campus will be provided via the following access drives:
    - An existing access drive located on the east side of Larkin Avenue at the north end of the campus. This access drive provides one inbound lane and one outbound lane. Left-turn movements to the access drive are accommodated via the Larkin Avenue striped median.
    - Three existing access drives and one proposed access drive located on the north side of Ingalls Avenue. The four access drives are generally equally spaced along Ingalls Avenue between Larkin Avenue and Krings Lane. Left-turn movements from Ingalls Avenue to the westernmost access drive are prohibited due to the proximity of the access drive to Larkin Avenue. All the access drives will provide one inbound lane and one outbound lane. Left-turn movements to the access drives are/will be accommodated via the Ingalls Avenue two-way left-turn lane.
- Access to the proposed parking lot located on the east side of the stadium will be provided via two proposed access drives located on the west side of Wyoming Avenue at the north and south ends of the parking lot. Both access drives will provide one inbound lane and one outbound lane.

Drop-Off/Pick-Up Locations

Primary drop-off/pick-up locations will be within the campus at the following two locations:

- Along the east side of the proposed west parking lot and the west side of the stadium.
- Along the east side of the western north-south circulation road and the west side of the school building.

A potential secondary drop-off/pick-up location will be along the west side of Wyoming Avenue along the proposed west parking lot.

Directional Distribution

The directions from traffic will approach and depart the proposed JCA campus is a function of several variables, including the locations which patrons will be traveling to/from, the ease with which vehicles can travel through the system without encountering congestion, the most direct paths to the regional roadway system, the parking locations, and the traffic management plan guidance. Please note that the traffic was assigned as follows:

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- All stadium-generated traffic was assigned through the four intersections included in the study area and the existing JCA access drive on Larkin Avenue.

- Traffic will be restrcited from traversing the residential roads located south and east of the JCA campus.

Figure 4 shows the estimated directional distribution.

Trip Generation Estimates

Varsity football games are the largest events that will be held at the proposed stadium. JCA has four to eight home varsity football games each year, typically occurring on Fridays at 7:00 P.M. or on Saturdays during the day. In 2023 and 2024, JCA's home varsity football games had an average attendance of approximately 3,300 guests per game. However, the average attendance at the football games is skewed due to the attendance of the game against Providence Catholic High School (attendance of 7,500 guests) and Morris High School (attendance of 5,310 guests). Home football games typically have an attendance of 1,500 to 3,100 guests, except the Providence Catholic High School and Morris High School football games. As such, except for one to two games a year, the average attendance of the home football games will be 3,100 guests or lower.

Based on the utilization of the Memorial Stadium parking lots during JCA varsity football games, as described to KLOA, Inc. by JCA officials, it is estimated that approximately 25 percent of the guests are dropped off/picked up, walk, or bike to the football games and 75 percent of the guests drive and park. At an estimated auto occupancy of 3.5 guests per vehicle, the 933 parking spaces to be provided on the JCA campus will be able to accommodate an attendance of 4,350 to 4,400 guests. The traffic to be generated by the stadium was based on the following assumptions:

- An average attendance of 4,400 guests as (1) this covers all the home football games except one to two per year and (2) the parking on the JCA campus can generally accommodate the parking demand.

- An auto occupancy of 3.5 people per vehicle.

- Seventy-five percent of the guests drive to the stadium and 25 percent of the guests are dropped off/picked up, walk, or bike.

- Eighty percent of the guests arrive the hour before the football game and 90 percent of the guests depart the hour after the football game.

Table 1 shows the estimated traffic to be generated the hour before and the hour after a football game assuming an attendance of 4,400 guests. It should be noted that all but one to two football games every year will have an attendance well below 4,400 guests. Further, remote parking will be required for any football games that have an attendance greater than approximately 4,400 guests with most of the remote parking located either north of the campus or on the west side of Larkin Avenue. As such, the additional traffic generated during football games with an attendance greater than approximately 4,400 guests will generally be intercepted prior to the JCA campus. As such, while the larger attended football games will generate more traffic, the larger attended football games will not necessarily be adding additional traffic to the primary movements serving the JCA campus.

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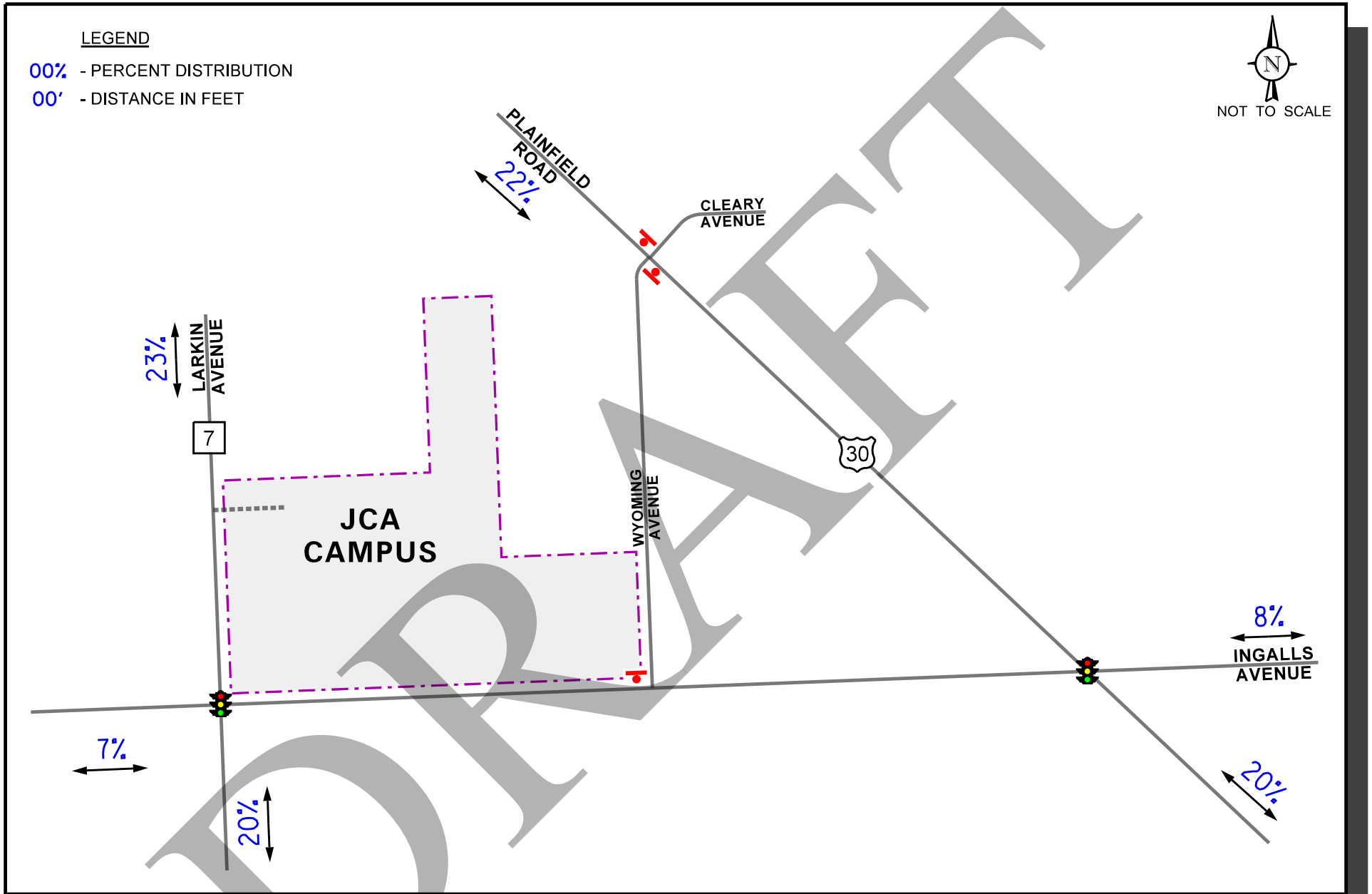

JCA Stadium
Joliet, Illinois

Directional Distribution

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Job No: 25-146

Figure: 4

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Table 1
TRAFFIC GENERATED BY PROPOSED STADIUM (4,400 GUESTS)

Vehicle Type	Inbound Peak Hour Friday @ 6:00 to 7:00 PM			Outbound Peak Hour Saturday @ 2:00 to 3:00 PM		
	In	Out	Total	In	Out	Total
Self-Park Vehicles	755	--	755	--	960	960
Drop-Off/Pick-Up Vehicles	250	250	500	325	325	650
Total:	***1005***	***250***	***1,255***	***325***	***1,285***	***1,610***

Trip generation based on 75% auto-self park mode of travel, 3.5 persons per vehicle, 80% arrivals in peak arrival period, and 90% departures in peak departure period.

Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes plus the traffic estimated to be generated by the proposed stadium.

Proposed Stadium Traffic Assignment

The estimated peak hour traffic volumes that will be generated by the proposed stadium an hour before and an hour after a football game with an attendance of 4,400 guests were assigned to the roadway system in accordance with the previously described directional distribution (Figure 4). **Figure 5** illustrates the peak hour of the inbound traffic and the outbound traffic to be generated by the proposed stadium.

Total Projected Traffic Volumes

The peak hour of the inbound and the outbound traffic to be generated by the proposed stadium assuming an attendance of 4,400 guests was added to the existing traffic volumes as described below to obtain total traffic volumes, which are shown in **Figure 6**:

- The peak hour of the inbound traffic was added to the 6:00 to 7:00 P.M. existing traffic on a Friday as the Friday evening traffic represents the highest volume of traffic on the area roadway system before a football game at the stadium.

- The peak hour of the outbound traffic was added to the 2:00 to 3:00 P.M. existing traffic on a Saturday as the Saturday midday traffic represents the highest volume of traffic on the area roadway system after a football game at the stadium.

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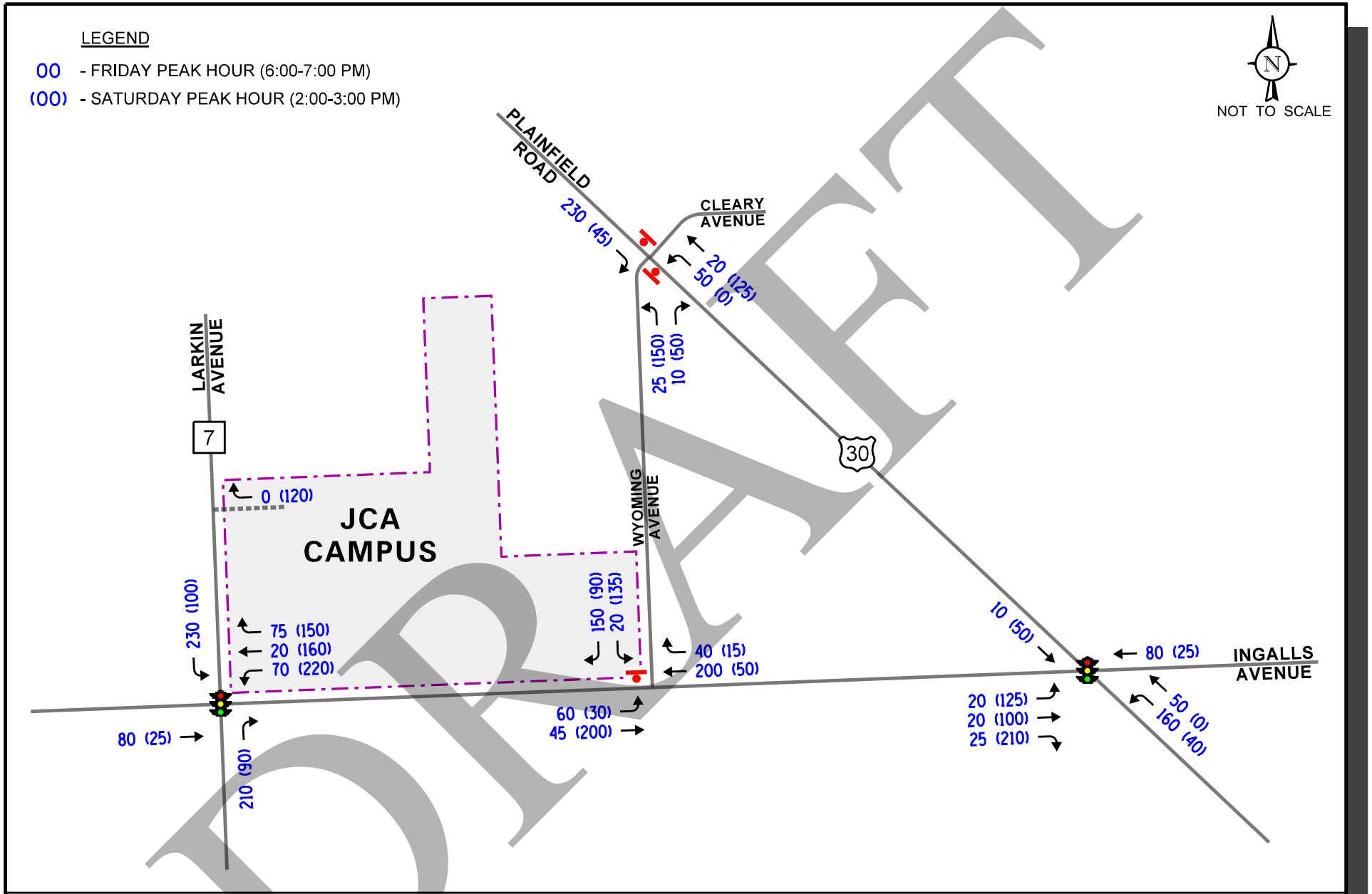

JCA Stadium
Joliet, Illinois

Site-Generated Traffic Volumes

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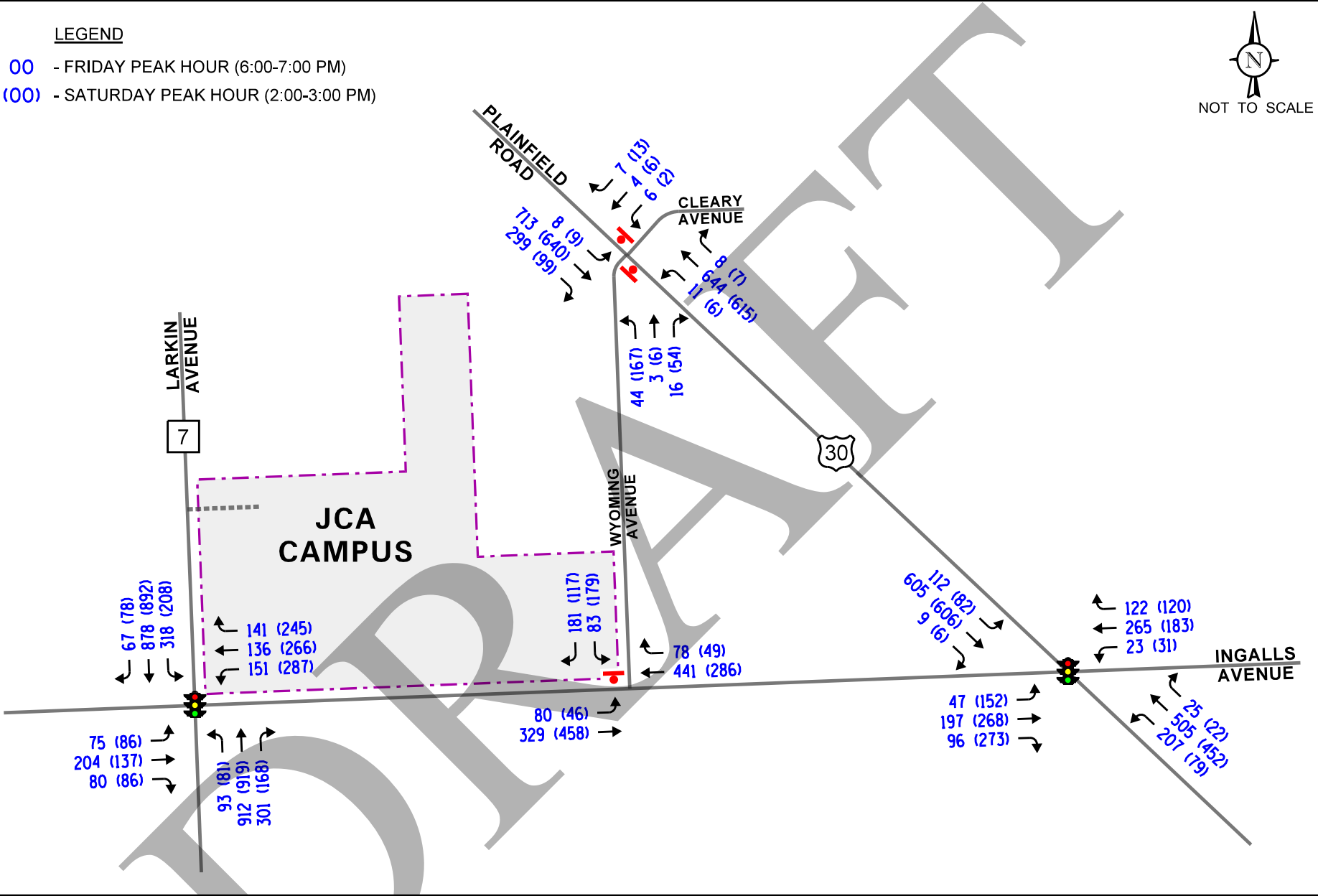

JCA Stadium
Joliet, Illinois

Total Traffic Volumes

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Traffic Analysis and Recommendations

The following provides an evaluation conducted for the Friday evening (6:00 to 7:00 PM) peak hour (inbound peak to a game) and the Saturday midday peak hour (outbound peak from a game). 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 two peak hours for the existing and total projected traffic volumes.

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

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

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized 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 and total projected conditions are presented in **Tables 2** through **5**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

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Table 2
CAPACITY ANALYSIS RESULTS – PLAINFIELD ROAD WITH INGALLS AVENUE – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Friday Evening	C 26.0	D 42.5	C 27.2	E 57.7	B 12.5	B 19.4	B 12.6	C 20.4	C 28.7
		D – 40.4		E – 55.5		B – 18.3		B – 19.7		
	Saturday Midday	C 26.9	D 47.5	C 31.3	E 58.3	B 10.2	B 15.9	B 10.4	B 16.6	C 27.1
		D – 45.3		E – 55.6		B – 15.1		B – 16.1		
Projected Conditions	Friday Evening	C 23.6	C 37.8	C 23.0	E 57.4	B 16.1	C 27.5	C 20.3	C 24.6	C 32.0
		D – 35.8		E – 55.5		C – 25.8		C – 23.4		
	Saturday Midday	B 19.8	D 37.1	B 18.3	C 33.7	C 22.2	D 36.7	C 22.8	C 34.2	C 33.5
		C – 33.3		C – 32.2		D – 35.0		C – 32.6		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

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Table 3
CAPACITY ANALYSIS RESULTS – LARKIN AVENUE WITH INGALLS AVENUE – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Friday Evening	C 33.7	D 53.9	D 35.1	D 49.8	B 12.4	C 22.9	B 12.6	C 22.6	C 27.0
		D – 48.5		D – 45.2		C – 22.0		C – 21.7		
	Saturday Midday	C 34.9	D 46.6	C 21.5	D 38.6	B 12.4	C 23.5	B 13.6	C 22.5	C 25.5
		D – 43.1		C – 34.3		C – 22.7		C – 21.6		
Projected Conditions[1]	Friday Evening	D 36.0	E 65.0	E 56.0	D 49.7	B 14.0	D 46.0	E 61.8	C 22.0	D 42.0
		E – 58.9		D – 51.9		D – 43.8		C – 32.0		
	Saturday Midday	D 38.0	D 37.6	D 35.7	E 66.9	C 20.8	D 52.1	D 54.2	D 35.1	D 46.2
		D – 37.7		E – 55.7		D – 49.9		D – 38.4		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

1. Assumes that a City of Joliet police officer will be stationed at this intersection to manually override the traffic signal operation to prioritize green time for the higher demand movements.

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Table 4
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Friday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay
Plainfield Road with Wyoming Avenue/Cleary Avenue				
• Northeast-bound Approach	C	24.1	C	19.4
• Southwest-bound Approach	C	18.8	B	14.7
• Northwest-bound Left Turn	A	9.6	A	9.1
• Southeast-bound Left Turn	A	8.3	A	8.1
Ingalls Avenue with Wyoming Avenue				
• Southbound Approach	B	12.1	B	11.0
• Eastbound Left Turn	A	7.8	A	7.8

LOS = Level of Service
Delay is measured in seconds.
1 – All-way stop control
2 – Two-way stop control

Table 5
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Friday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay
Plainfield Road with Wyoming Avenue/Cleary Avenue				
• Northeast-bound Approach	F	54.0	E	38.6
• Southwest-bound Approach	D	31.9	C	16.9
• Northwest-bound Left Turn	B	11.3	A	9.2
• Southeast-bound Left Turn	A	8.4	A	8.4
Ingalls Avenue with Wyoming Avenue				
• Southbound Approach	B	14.9	C	18.9
• Eastbound Left Turn	A	9.0	A	8.2

LOS = Level of Service
Delay is measured in seconds.
1 – All-way stop control
2 – Two-way stop control

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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 stadium-generated traffic. It is important to note that the capacity analyses do not consider the traffic control personnel that are to be stationed at some of the intersections as part of the proposed traffic control management plan discussed in a separate study. The intersections may operate better than the capacity analyses indicate, as the traffic control personnel will better manage the flow and surging of traffic through the various intersections.

Ingalls Avenue with Larkin Avenue

The signalized intersection of Ingalls Avenue with Larkin Avenue currently operates at an overall Level of Service (LOS) C during the two peak hours. Further, all the intersection movements operate at LOS D or better during both hours.

Per the traffic and parking management plan, it was assumed that during higher attended football games that a City of Joliet police officer will be stationed at this intersection to manually override the traffic signal operation to prioritize green time for the higher demand movements. It is important to note that this intersection will serve as one of the primary routes to/from the JCA campus and the stadium.

Assuming the total traffic volumes and modified traffic signal timings via the police override of the traffic signal, this signalized intersection is projected to operate at an overall LOS D during both peak hours. Further, all the intersection movements are projected to continue to operate at LOS D or better during both peak hours except for the following movements:

- The Larkin Avenue southbound left-turn movement is projected to operate at LOS E during the Friday peak (inbound) hour. Further, the left-turn queue is projected to exceed the left-turn lane storage. The capacity analyses assumed that the left-turn movement will require approximately 50 percent more green time than currently provided under the existing traffic signal timings. However, if necessary, the police officer at this intersection can give additional green time to the left-turn movement to (1) better accommodate the traffic demands at the intersection and (2) improve the operation and reduce the queue of the southbound left-turn movement.

- Several of the Ingalls Avenue movements are projected to operate at LOS E during both peak hours. This is due to (1) the fact that green time will be reallocated from the Ingalls Avenue signal phases to the Larkin Avenue signal phases during the peak inbound movements to a football game and (2) the surging of the outbound traffic after a football game.

It is important to note that the analysis of the total projected conditions is based on an attendance of 4,400 guests. However, the attendance at most football games will be lower than 4,400 guests. Therefore, the intersection and the individual movements are projected to operate better for many games.

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Ingalls Avenue with Plainfield Road

The signalized intersection of Ingalls Avenue with Larkin Avenue currently operates at an overall LOS C during both peak hours. Further, all the intersection movements operate at LOS D or better during both hours except the westbound through/right-turn movement, which operates on the threshold of LOS D/E.

Assuming the total traffic volumes and the existing signal timings, this signalized intersection is projected to continue to operate at an overall LOS C during both peak hours. Further, all the intersection movements are projected to continue to operate at LOS D or better during both peak hours except for westbound through/right-turn movement, which operates on the threshold of LOS D/E.

Plainfield Road with Wyoming Avenue and Cleary Avenue

All the critical approaches and movements at this two-way stop sign-controlled intersection currently operate at an overall LOS C or better during both peak hours. Further, the northbound and southbound left-turn movements operate at LOS C.

Per the traffic and parking management plan, it was assumed that during higher attended football games, a City of Joliet police officer will be stationed at this intersection to help direct and manage the flow of traffic through this intersection.

Assuming the total traffic volumes, all the critical approaches and movements are projected to operate at LOS D or better except the northbound approach which is projected to operate at LOS E. Further, the northbound and southbound left-turn movements are projected to operate at LOS E/F. The lower level of service for the northbound left-turn lane is expected given the reduced number of gaps along Plainfield Road and the increased surge of traffic before and after games. However, a police officer is proposed to be stationed at this intersection during higher-attended games to better manage the flow and surging of traffic through the intersection. Further, the total analysis is based on an attendance of 4,400 guests. However, the attendance at many of the football games will be lower than 4,400 guests. Therefore, the individual movements are projected to operate better for many games.

Ingalls Avenue with Wyoming Avenue

All the critical approaches and movements at this one-way stop sign-controlled intersection currently operate at an overall LOS B or better during both peak hours.

Per the traffic and parking management plan, it was assumed that during higher attended football games, a City of Joliet police officer will be stationed at this intersection to help direct and manage the flow of traffic through this intersection.

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Assuming the total traffic volumes, all the critical approaches and movements are projected to operate at LOS C or better. It should be noted that the intersection movements provide primary access to or from the JCA Campus and the stadium and, as such, may experience some additional delay and queueing due to the increased surging of inbound and outbound game-generated traffic. However, this is typical of the operation of movements before and after higher attended games. Also, a police officer is proposed to be stationed at this intersection during higher attended games to better manage the flow and surging of traffic through the intersection.

Peak or Maximum Attended Events

As can be expected, additional congestion will occur along the area roadways and intersections with football games that have an attendance greater than 4,400 guests. However, it is important to note that the impact of the higher attended football games will be reduced due to the following:

- Remote parking will be required for any football games that have an attendance greater than approximately 4,400 guests with most of the remote parking located either north of the campus or on the west side of Larkin Avenue. As such, the additional traffic generated during football games with an attendance greater than approximately 4,400 guests will generally be intercepted prior to the JCA campus. As such, while the larger attended football games will generate more traffic, the larger attended football games will not necessarily be adding additional traffic to the primary movements serving the JCA campus.

- During larger attended football games, more measures outlined in the traffic and parking management plan will be implemented, which will only enhance the flow and management of the traffic to and from the JCA campus.

- JCA officials have indicated that they have only one to two football games per year with an attendance greater than approximately 4,400 guests.

- The congestion will generally only occur for one hour before a game and one hour after a game.

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Conclusion

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

- The proposed stadium will have bleacher seating for approximately 5,500 guests and will be located on the Our Lady of Angels Village property adjacent to the campus at the northwest corner of Ingalls Avenue with Wyoming Avenue. As part of the project, three new parking lots are proposed on the campus which will increase the campus parking capacity by 92 percent from 481 spaces to approximately 933 spaces.

- In 2023 and 2024, JCA's home varsity football games had an average attendance of approximately 3,300 guests per game. However, according to JCA officials, the average attendance at the football games is skewed due to the attendance of the game against Providence Catholic High School (attendance of 7,500 guests) and Morris High School (attendance of 5,310 guests). Home football games typically have an attendance of 1,500 to 3,100 guests, except the Providence Catholic High School and Morris High School football game. As such, except for one to two games a year, the average attendance of the home football games will be 3,100 guests or lower.

- It is anticipated that 75 percent of the guests will arrive/depart via private vehicle and park and 25 percent of the guests will arrive/depart via walking, biking, ride-hailing services, and drop-offs/pick-ups. Assuming an average auto occupancy of 3.5 people per vehicle and the modal split, the approximately 933 parking spaces to be provided on campus will be able to accommodate 4,350 to 4,400 guests.

- In addition to the traffic study, a traffic and parking management plan was prepared that recommended measures and strategies to provide travel information to event guests while moving traffic safely and efficiently to and from designated parking areas, minimizing conflicts between vehicles and pedestrians, reducing traffic impacts to other road users, and protecting adjoining residential communities from event traffic incursions.

- It should be noted that the number of measures/strategies of the traffic and parking management plan that need to be implemented will be based on the attendance of the games. Most games have an attendance of less than 3,100 guests and will only need to implement portions of the plans whereas larger-attended games will need to implement additional measures/strategies to accommodate the increase in the number of guests.

- With the implementation of the event traffic management strategies, the roadway system generally has sufficient reserve capacity to accommodate the traffic to be generated by the stadium. Several of the approaches and movements at the area intersections are projected to operate at lower levels of service, which is due to the surging of inbound or outbound traffic, particularly after a game. However, traffic control personnel are proposed to be stationed at many of these intersections to better manage the flow and surging of traffic through the intersections.

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Appendix

Intersection Traffic Counts – June
Intersection Traffic Counts – September
Site Plan
Level of Service Table
Capacity Analyses Summary Sheets

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Intersection Traffic Counts – June

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Ingalls Avenu with Plainfield Road TMC - TMC

Fri Jun 6, 2025
Full Length (6 PM-11 PM, 2 PM-4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306365, Location: 41.544802, -88.111228

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-06-06 6:00PM	9	41	12	0	**62**	0	8	52	34	0	**94**	0	18	115	8	0	**141**	3	26	165	2	0	**193**	0	**490**
6:15PM	7	52	5	0	**64**	0	3	46	32	0	**81**	0	14	133	7	0	**154**	0	29	134	2	0	**165**	0	**464**
6:30PM	10	41	8	0	**59**	0	7	46	20	0	**73**	0	8	111	3	0	**122**	0	24	154	3	0	**181**	0	**435**
6:45PM	11	43	16	0	**70**	0	5	41	36	0	**82**	0	7	96	7	0	**110**	0	33	137	2	0	**172**	0	**434**
Hourly Total	37	177	41	0	**255**	0	23	185	122	0	**330**	0	47	455	25	0	**527**	3	112	590	9	0	**711**	0	**1823**
7:00PM	8	34	13	0	**55**	0	2	45	19	0	**66**	1	10	92	2	0	**104**	0	24	105	6	0	**135**	0	**360**
7:15PM	7	34	7	0	**48**	0	6	45	31	0	**82**	0	5	106	2	0	**113**	0	16	130	4	0	**150**	0	**393**
7:30PM	4	28	10	0	**42**	0	2	35	27	0	**64**	0	8	114	4	0	**126**	4	16	135	6	0	**157**	0	**389**
7:45PM	0	33	9	0	**42**	0	8	25	16	0	**49**	1	2	92	4	0	**98**	0	14	139	2	0	**155**	0	**344**
Hourly Total	19	129	39	0	**187**	0	18	150	93	0	**261**	2	25	404	12	0	**441**	4	70	509	18	0	**597**	0	**1486**
8:00PM	9	38	8	0	**55**	0	4	23	10	0	**37**	0	13	72	1	0	**86**	0	26	115	1	0	**142**	0	**320**
8:15PM	3	24	7	0	**34**	1	1	26	15	0	**42**	2	7	92	4	0	**103**	0	20	147	1	0	**168**	0	**347**
8:30PM	2	40	12	0	**54**	1	3	25	19	0	**47**	0	7	79	3	0	**89**	0	11	114	0	0	**125**	0	**315**
8:45PM	4	25	13	0	**42**	0	4	28	12	0	**44**	0	9	99	4	0	**112**	1	13	107	0	0	**120**	0	**318**
Hourly Total	18	127	40	0	**185**	2	12	102	56	0	**170**	2	36	342	12	0	**390**	1	70	483	2	0	**555**	0	**1300**
9:00PM	3	34	6	0	**43**	0	4	24	15	0	**43**	0	8	71	4	0	**83**	0	17	113	4	0	**134**	0	**303**
9:15PM	2	24	9	0	**35**	0	1	29	12	0	**42**	0	8	75	1	0	**84**	0	19	98	1	0	**118**	0	**279**
9:30PM	4	22	9	0	**35**	0	5	31	12	0	**48**	1	8	58	3	0	**69**	0	16	101	2	0	**119**	0	**271**
9:45PM	1	19	6	0	**26**	0	3	20	11	0	**34**	0	7	62	3	0	**72**	0	14	86	0	0	**100**	0	**232**
Hourly Total	10	99	30	0	**139**	0	13	104	50	0	**167**	1	31	266	11	0	**308**	0	66	398	7	0	**471**	0	**1085**
10:00PM	5	14	8	0	**27**	0	3	18	12	0	**33**	0	10	102	2	0	**114**	0	13	84	1	0	**98**	0	**272**
10:15PM	3	27	3	0	**33**	0	2	12	4	0	**18**	0	4	57	3	0	**64**	0	15	86	1	0	**102**	0	**217**
10:30PM	0	16	9	0	**25**	1	3	13	5	0	**21**	0	13	61	3	0	**77**	0	8	76	3	0	**87**	0	**210**
10:45PM	0	14	6	0	**20**	3	4	10	10	0	**24**	0	1	42	1	0	**44**	0	17	81	0	0	**98**	1	**186**
Hourly Total	8	71	26	0	**105**	4	12	53	31	0	**96**	0	28	262	9	0	**299**	0	53	327	5	0	**385**	1	**885**
2025-06-07 2:00PM	7	39	18	0	**64**	0	4	40	38	0	**82**	0	7	101	6	0	**114**	0	29	151	1	0	**181**	0	**441**
2:15PM	5	42	11	0	**58**	0	9	23	19	0	**51**	0	11	110	9	0	**130**	2	20	162	4	0	**186**	1	**425**
2:30PM	8	37	12	0	**57**	0	2	33	26	0	**61**	0	16	133	8	0	**157**	2	24	170	2	0	**196**	0	**471**
2:45PM	5	47	18	0	**70**	0	7	37	28	0	**72**	0	13	119	7	0	**139**	0	17	145	2	0	**164**	0	**445**
Hourly Total	25	165	59	0	**249**	0	22	133	111	0	**266**	0	47	463	30	0	**540**	4	90	628	9	0	**727**	1	**1782**
3:00PM	10	39	16	0	**65**	0	9	50	31	0	**90**	0	7	119	6	0	**132**	0	24	146	1	0	**171**	0	**458**
3:15PM	7	36	11	0	**54**	1	7	42	34	0	**83**	0	14	89	5	0	**108**	0	17	142	1	0	**160**	0	**405**
3:30PM	5	46	18	0	**69**	0	8	29	27	0	**64**	0	5	125	4	0	**134**	0	24	123	2	0	**149**	0	**416**
3:45PM	8	39	14	0	**61**	0	5	34	26	0	**65**	1	6	131	5	0	**142**	2	27	135	4	0	**166**	0	**434**
Hourly Total	30	160	59	0	**249**	1	29	155	118	0	**302**	1	32	464	20	0	**516**	2	92	546	8	0	**646**	0	**1713**
Total	147	928	294	0	**1369**	7	129	882	581	0	**1592**	6	246	2656	119	0	**3021**	14	553	3481	58	0	**4092**	2	**10074**
% Approach	10.7%	67.8%	21.5%	0%	**-**	-	8.1%	55.4%	36.5%	0%	**-**	-	8.1%	87.9%	3.9%	0%	**-**	-	13.5%	85.1%	1.4%	0%	**-**	-	-
% Total	1.5%	9.2%	2.9%	0%	**13.6%**	-	1.3%	8.8%	5.8%	0%	**15.8%**	-	2.4%	26.4%	1.2%	0%	**30.0%**	-	5.5%	34.6%	0.6%	0%	**40.6%**	-	-
Lights	147	924	292	0	**1363**	-	127	879	578	0	**1584**	-	246	2618	116	0	**2980**	-	552	3430	58	0	**4040**	-	9967
% Lights	100%	99.6%	99.3%	0%	**99.6%**	-	98.4%	99.7%	99.5%	0%	**99.5%**	-	100%	98.6%	97.5%	0%	**98.6%**	-	99.8%	98.5%	100%	0%	**98.7%**	-	98.9%
Single-Unit Trucks	0	2	1	0	**3**	-	0	2	3	0	**5**	-	0	13	3	0	**16**	-	0	22	0	0	**22**	-	46
% Single-Unit Trucks	0%	0.2%	0.3%	0%	**0.2%**	-	0%	0.2%	0.5%	0%	**0.3%**	-	0%	0.5%	2.5%	0%	**0.5%**	-	0%	0.6%	0%	0%	**0.5%**	-	0.5%
Articulated Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	23	0	0	**23**	-	28
% Articulated Trucks	0%	0%	0.3%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0.7%	0%	0%	**0.6%**	-	0.3%
Buses	0	1	0	0	**1**	-	2	0	0	0	**2**	-	0	20	0	0	**20**	-	0	6	0	0	**6**	-	29
% Buses	0%	0.1%	0%	0%	**0.1%**	-	1.6%	0%	0%	0%	**0.1%**	-	0%	0.8%	0%	0%	**0.7%**	-	0%	0.2%	0%	0%	**0.1%**	-	0.3%
Bicycles on Road	0	1	0	0	**1**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	1	0	0	0	**1**	-	4

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Leg	Ingalls Avenue						Ingalls Avenue						Plainfield Road						Plainfield Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Bicycles on Road	0%	0.1%	0%	0%	**0.1%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0.2%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	6	-	-	-	-	-	14	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

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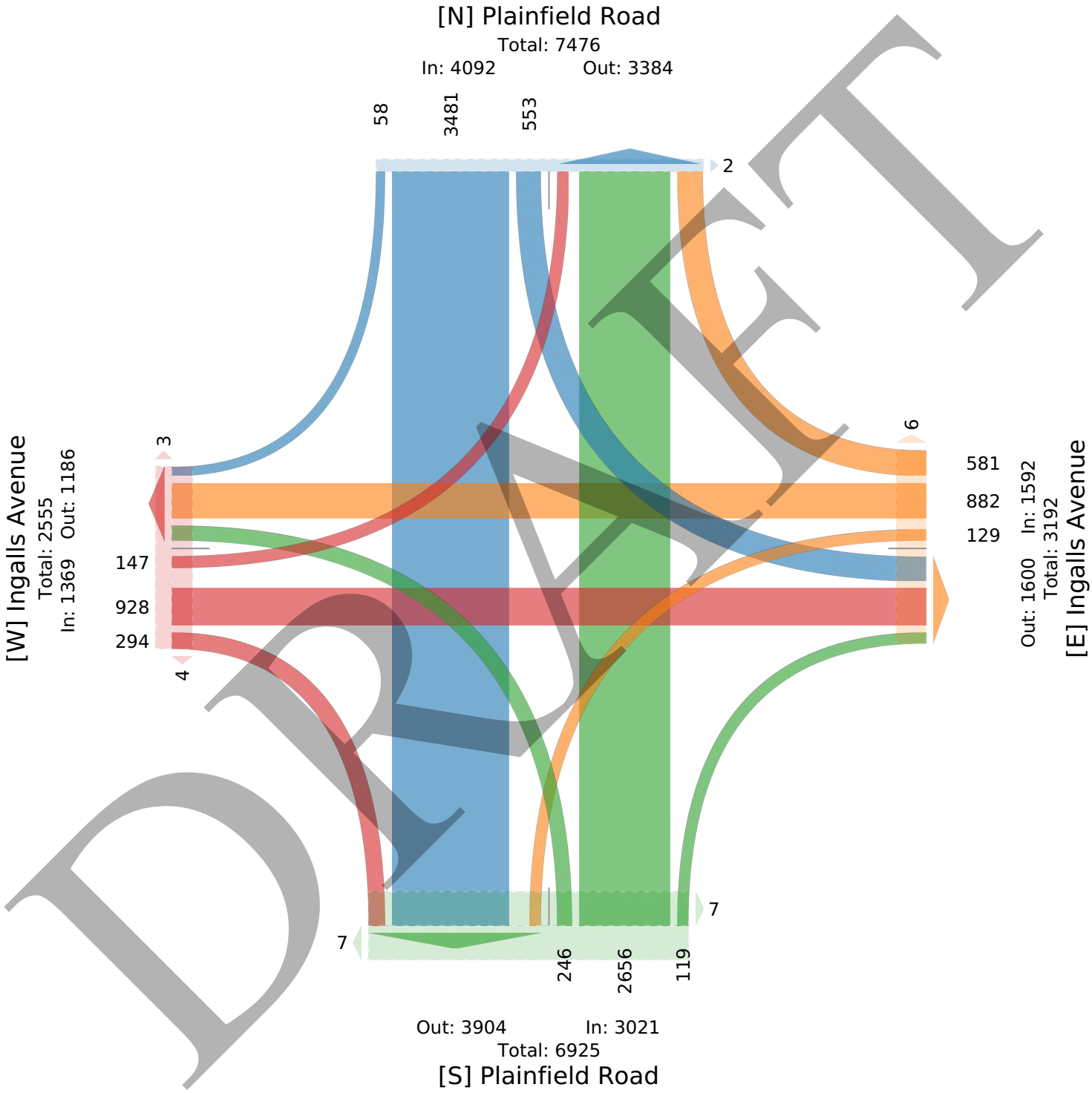
Ingalls Avenu with Plainfield Road TMC - TMC
Fri Jun 6, 2025
Full Length (6 PM-11 PM, 2 PM-4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306365, Location: 41.544802, -88.111228

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



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Ingalls Avenu with Plainfield Road TMC - TMC

Fri Jun 6, 2025
PM Peak (Jun 06 2025 6PM - 7 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306365, Location: 41.544802, -88.111228

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-06-06 6:00PM	9	41	12	0	**62**	0	8	52	34	0	**94**	0	18	115	8	0	**141**	3	26	165	2	0	**193**	0	**490**
6:15PM	7	52	5	0	**64**	0	3	46	32	0	**81**	0	14	133	7	0	**154**	0	29	134	2	0	**165**	0	**464**
6:30PM	10	41	8	0	**59**	0	7	46	20	0	**73**	0	8	111	3	0	**122**	0	24	154	3	0	**181**	0	**435**
6:45PM	11	43	16	0	**70**	0	5	41	36	0	**82**	0	7	96	7	0	**110**	0	33	137	2	0	**172**	0	**434**
Total	37	177	41	0	**255**	0	23	185	122	0	**330**	0	47	455	25	0	**527**	3	112	590	9	0	**711**	0	**1823**
% Approach	14.5%	69.4%	16.1%	0%	**-**	-	7.0%	56.1%	37.0%	0%	**-**	-	8.9%	86.3%	4.7%	0%	**-**	-	15.8%	83.0%	1.3%	0%	**-**	-	-
% Total	2.0%	9.7%	2.2%	0%	**14.0%**	-	1.3%	10.1%	6.7%	0%	**18.1%**	-	2.6%	25.0%	1.4%	0%	**28.9%**	-	6.1%	32.4%	0.5%	0%	**39.0%**	-	-
PHF	0.841	0.851	0.641	-	**0.911**	-	0.719	0.889	0.847	-	**0.878**	-	0.653	0.855	0.781	-	**0.856**	-	0.848	0.894	0.750	-	**0.921**	-	0.930
Lights	37	176	41	0	**254**	-	23	185	122	0	**330**	-	47	449	25	0	**521**	-	112	582	9	0	**703**	-	1808
% Lights	100%	99.4%	100%	0%	**99.6%**	-	100%	100%	100%	0%	**100%**	-	100%	98.7%	100%	0%	**98.9%**	-	100%	98.6%	100%	0%	**98.9%**	-	99.2%
Single-Unit Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	2	0	0	**2**	-	5
% Single-Unit Trucks	0%	0.6%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.3%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.6%**	-	0.2%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	2	0	0	**2**	-	6
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.8%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

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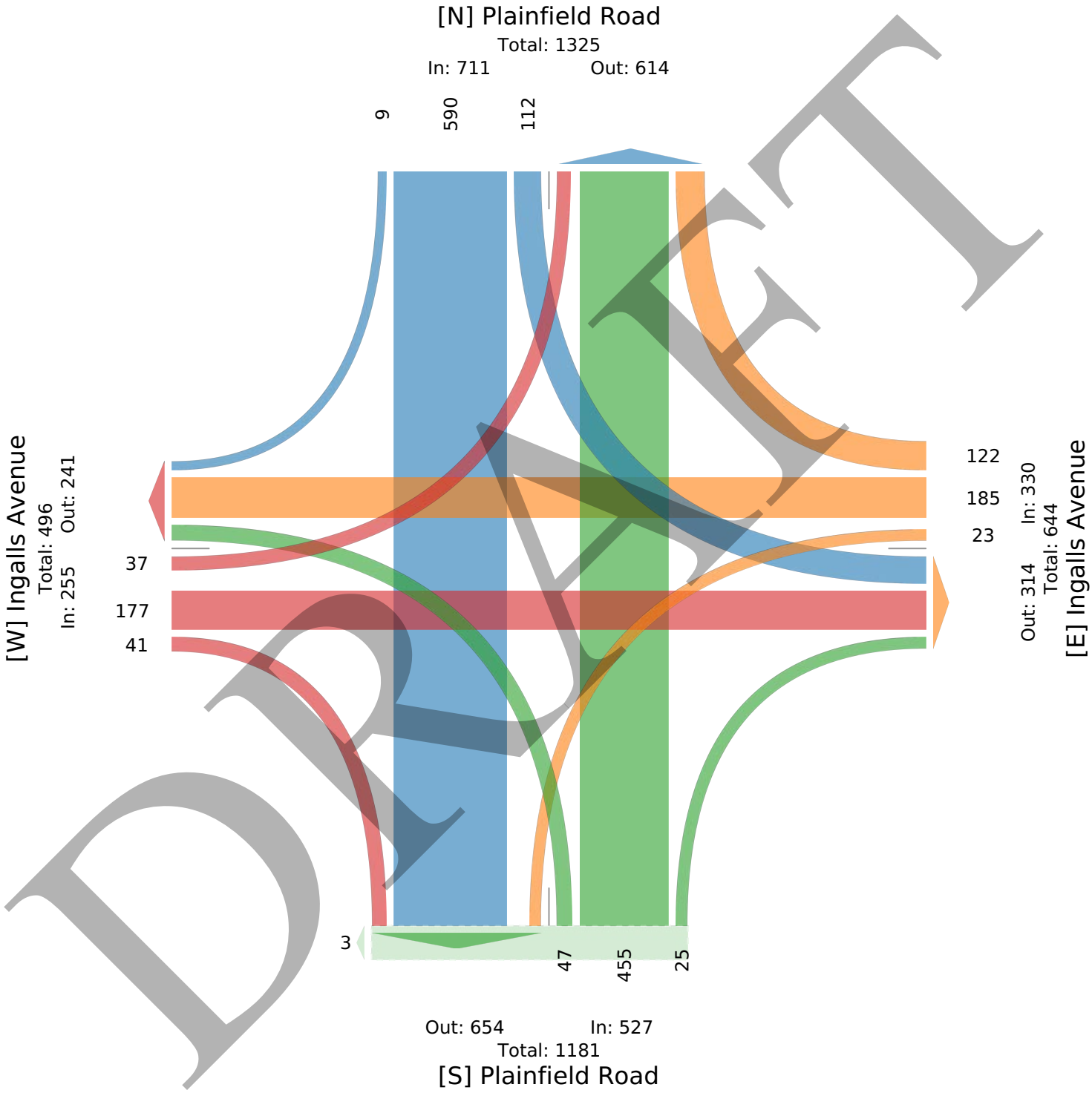
Ingalls Avenu with Plainfield Road TMC - TMC
Fri Jun 6, 2025
PM Peak (Jun 06 2025 6PM - 7 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306365, Location: 41.544802, -88.111228

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



DRAFT

Ingalls Avenu with Plainfield Road TMC - TMC

Sat Jun 7, 2025
PM Peak (WKND) (Jun 07 2025 2:15PM - 3:15 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306365, Location: 41.544802, -88.111228

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

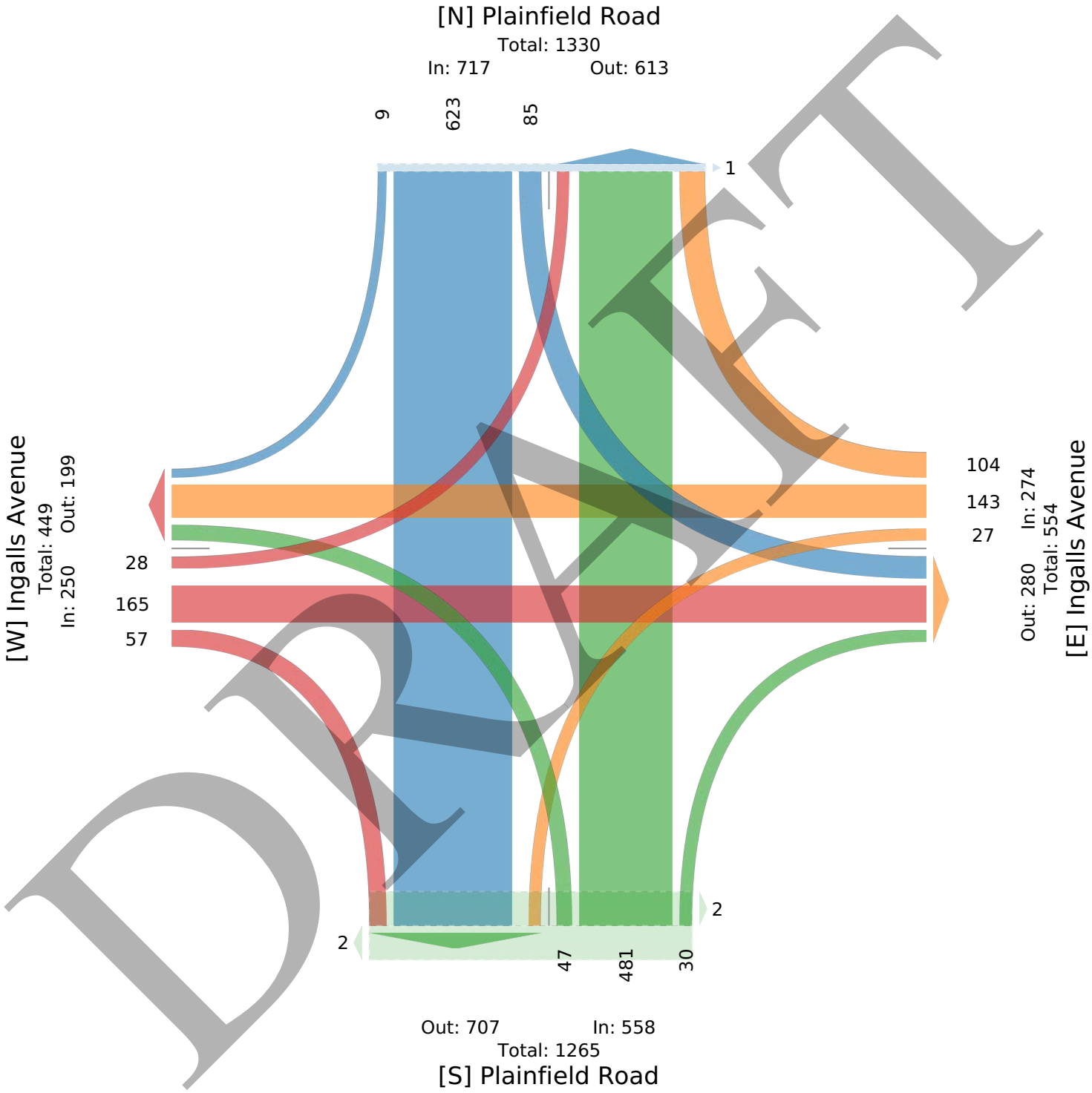
Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-06-07 2:15PM	5	42	11	0	**58**	0	9	23	19	0	**51**	0	11	110	9	0	**130**	2	20	162	4	0	**186**	1	**425**
2:30PM	8	37	12	0	**57**	0	2	33	26	0	**61**	0	16	133	8	0	**157**	2	24	170	2	0	**196**	0	**471**
2:45PM	5	47	18	0	**70**	0	7	37	28	0	**72**	0	13	119	7	0	**139**	0	17	145	2	0	**164**	0	**445**
3:00PM	10	39	16	0	**65**	0	9	50	31	0	**90**	0	7	119	6	0	**132**	0	24	146	1	0	**171**	0	**458**
Total	28	165	57	0	**250**	0	27	143	104	0	**274**	0	47	481	30	0	**558**	4	85	623	9	0	**717**	1	**1799**
% Approach	11.2%	66.0%	22.8%	0%	**-**	-	9.9%	52.2%	38.0%	0%	**-**	-	8.4%	86.2%	5.4%	0%	**-**	-	11.9%	86.9%	1.3%	0%	**-**	-	**-**
% Total	1.6%	9.2%	3.2%	0%	**13.9%**	-	1.5%	7.9%	5.8%	0%	**15.2%**	-	2.6%	26.7%	1.7%	0%	**31.0%**	-	4.7%	34.6%	0.5%	0%	**39.9%**	-	**-**
PHF	0.700	0.872	0.792	-	**0.889**	-	0.750	0.715	0.839	-	**0.761**	-	0.734	0.904	0.833	-	**0.889**	-	0.875	0.916	0.563	-	**0.918**	-	0.956
Lights	28	163	57	0	**248**	-	27	142	104	0	**273**	-	47	474	27	0	**548**	-	84	613	9	0	**706**	-	1775
% Lights	100%	98.8%	100%	0%	**99.2%**	-	100%	99.3%	100%	0%	**99.6%**	-	100%	98.5%	90.0%	0%	**98.2%**	-	98.8%	98.4%	100%	0%	**98.5%**	-	98.7%
Single-Unit Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	4	3	0	**7**	-	0	7	0	0	**7**	-	15
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.4%**	-	0%	0.8%	10.0%	0%	**1.3%**	-	0%	1.1%	0%	0%	**1.0%**	-	0.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	3	0	0	**3**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.2%
Buses	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	3
% Buses	0%	0.6%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	2
% Bicycles on Road	0%	0.6%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.2%	0%	0%	0%	**0.1%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Ingalls Avenu with Plainfield Road TMC - TMC
Sat Jun 7, 2025
PM Peak (WKND) (Jun 07 2025 2:15PM - 3:15 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306365, Location: 41.544802, -88.111228

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

Fri Jun 6, 2025
Full Length (2 PM-4 PM, 6 PM-11 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306360, Location: 41.544414, -88.125551

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenu Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-06-06 6:00PM	14	31	17	0	**62**	1	24	27	16	0	**67**	0	22	228	22	0	**272**	0	21	211	17	0	**249**	0	**650**
6:15PM	19	26	22	0	**67**	0	21	31	20	0	**72**	0	21	243	24	0	**288**	0	22	243	19	0	**284**	0	**711**
6:30PM	20	33	23	0	**76**	0	18	31	17	0	**66**	0	29	246	19	0	**294**	0	19	219	16	0	**254**	0	**690**
6:45PM	22	34	18	0	**74**	0	21	27	13	0	**61**	0	21	195	26	0	**242**	0	26	205	15	0	**246**	1	**623**
Hourly Total	75	124	80	0	**279**	1	84	116	66	0	**266**	0	93	912	91	0	**1096**	0	88	878	67	0	**1033**	1	**2674**
7:00PM	15	22	14	0	**51**	0	23	29	17	0	**69**	0	16	188	16	0	**220**	0	20	203	16	1	**240**	1	**580**
7:15PM	15	16	18	0	**49**	4	17	33	12	0	**62**	0	15	178	27	0	**220**	0	14	211	17	0	**242**	0	**573**
7:30PM	17	29	17	1	**64**	0	25	31	13	0	**69**	3	18	164	16	0	**198**	0	24	202	20	0	**246**	3	**577**
7:45PM	17	23	19	0	**59**	4	21	21	12	0	**54**	0	20	181	23	0	**224**	4	19	194	16	0	**229**	1	**566**
Hourly Total	64	90	68	1	**223**	8	86	114	54	0	**254**	3	69	711	82	0	**862**	4	77	810	69	1	**957**	5	**2296**
8:00PM	16	19	17	0	**52**	0	19	19	11	1	**50**	0	13	175	16	0	**204**	0	22	174	20	0	**216**	0	**522**
8:15PM	11	23	12	0	**46**	1	14	23	8	0	**45**	0	22	169	16	0	**207**	1	14	208	10	0	**232**	0	**530**
8:30PM	10	22	15	0	**47**	0	10	19	10	0	**39**	0	14	161	11	0	**186**	0	24	183	14	0	**221**	2	**493**
8:45PM	10	27	18	0	**55**	0	15	17	10	0	**42**	0	11	111	13	0	**135**	0	13	160	15	0	**188**	1	**420**
Hourly Total	47	91	62	0	**200**	1	58	78	39	1	**176**	0	60	616	56	0	**732**	1	73	725	59	0	**857**	3	**1965**
9:00PM	11	14	14	0	**39**	1	13	19	8	0	**40**	0	21	125	16	0	**162**	0	17	176	16	0	**209**	0	**450**
9:15PM	13	12	15	0	**40**	0	17	14	8	0	**39**	0	16	144	17	0	**177**	0	12	135	10	0	**157**	0	**413**
9:30PM	13	17	10	0	**40**	1	11	22	9	0	**42**	0	20	135	11	0	**166**	0	18	143	12	0	**173**	0	**421**
9:45PM	13	18	15	0	**46**	1	7	17	6	0	**30**	2	24	120	11	0	**155**	0	13	151	16	0	**180**	0	**411**
Hourly Total	50	61	54	0	**165**	3	48	72	31	0	**151**	2	81	524	55	0	**660**	0	60	605	54	0	**719**	0	**1695**
10:00PM	11	12	16	0	**39**	0	9	18	9	0	**36**	0	20	117	10	0	**147**	0	13	100	9	0	**122**	0	**344**
10:15PM	9	15	6	0	**30**	0	8	7	2	0	**17**	0	22	120	18	0	**160**	0	5	124	8	0	**137**	0	**344**
10:30PM	9	22	7	0	**38**	0	10	16	4	0	**30**	0	13	112	8	0	**133**	0	9	121	11	0	**141**	1	**342**
10:45PM	3	8	18	0	**29**	0	4	8	2	0	**14**	0	21	88	8	0	**117**	0	5	94	7	0	**106**	0	**266**
Hourly Total	32	57	47	0	**136**	0	31	49	17	0	**97**	0	76	437	44	0	**557**	0	32	439	35	0	**506**	1	**1296**
2025-06-07 2:00PM	19	29	16	0	**64**	0	20	17	18	0	**55**	0	11	210	11	0	**232**	0	15	244	23	0	**282**	0	**633**
2:15PM	18	20	18	0	**56**	1	13	21	18	0	**52**	0	21	192	23	0	**236**	0	18	242	14	0	**274**	0	**618**
2:30PM	16	28	19	0	**63**	1	24	27	16	0	**67**	0	20	202	9	0	**231**	0	24	236	24	0	**284**	4	**645**
2:45PM	25	29	15	0	**69**	0	15	25	30	0	**70**	1	19	249	20	0	**288**	0	32	247	24	0	**303**	4	**730**
Hourly Total	78	106	68	0	**252**	2	72	90	82	0	**244**	1	71	853	63	0	**987**	0	89	969	85	0	**1143**	8	**2626**
3:00PM	15	22	29	0	**66**	0	19	24	15	0	**58**	0	14	223	19	0	**256**	0	27	218	24	0	**269**	0	**649**
3:15PM	20	25	19	0	**64**	1	20	33	21	0	**74**	0	28	226	16	0	**270**	0	25	219	16	0	**260**	0	**668**
3:30PM	26	36	23	0	**85**	1	13	24	29	0	**66**	1	20	221	23	0	**264**	0	24	208	14	0	**246**	0	**661**
3:45PM	21	29	23	0	**73**	1	20	24	19	0	**63**	0	20	227	14	0	**261**	0	21	239	24	0	**284**	1	**681**
Hourly Total	82	112	94	0	**288**	3	72	105	84	0	**261**	1	82	897	72	0	**1051**	0	97	884	78	0	**1059**	1	**2659**
Total	428	641	473	1	**1543**	18	451	624	373	1	**1449**	7	532	4950	463	0	**5945**	5	516	5310	447	1	**6274**	19	**15211**
% Approach	27.7%	41.5%	30.7%	0.1%	**-**	-	31.1%	43.1%	25.7%	0.1%	**-**	-	8.9%	83.3%	7.8%	0%	**-**	-	8.2%	84.6%	7.1%	0%	**-**	-	**-**
% Total	2.8%	4.2%	3.1%	0%	**10.1%**	-	3.0%	4.1%	2.5%	0%	**9.5%**	-	3.5%	32.5%	3.0%	0%	**39.1%**	-	3.4%	34.9%	2.9%	0%	**41.2%**	-	**-**
Lights	425	638	472	1	**1536**	-	445	622	372	1	**1440**	-	532	4830	460	0	**5822**	-	516	5188	444	1	**6149**	-	14947
% Lights	99.3%	99.5%	99.8%	100%	**99.5%**	-	98.7%	99.7%	99.7%	100%	**99.4%**	-	100%	97.6%	99.4%	0%	**97.9%**	-	100%	97.7%	99.3%	100%	**98.0%**	-	98.3%
Single-Unit Trucks	2	0	1	0	**3**	-	6	0	1	0	**7**	-	0	43	3	0	**46**	-	0	44	0	0	**44**	-	100
% Single-Unit Trucks	0.5%	0%	0.2%	0%	**0.2%**	-	1.3%	0%	0.3%	0%	**0.5%**	-	0%	0.9%	0.6%	0%	**0.8%**	-	0%	0.8%	0%	0%	**0.7%**	-	0.7%
Articulated Trucks	1	3	0	0	**4**	-	0	0	0	0	**0**	-	0	69	0	0	**69**	-	0	72	1	0	**73**	-	146
% Articulated Trucks	0.2%	0.5%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	1.4%	0%	0%	**1.2%**	-	0%	1.4%	0.2%	0%	**1.2%**	-	1.0%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	7	0	0	**7**	-	0	5	0	0	**5**	-	12
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Bicycles on Road	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	1	0	0	**1**	-	0	1	2	0	**3**	-	6
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.4%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	18	-	-	-	-	-	7	-	-	-	-	-	5	-	-	-	-	-	19	

DRAFT

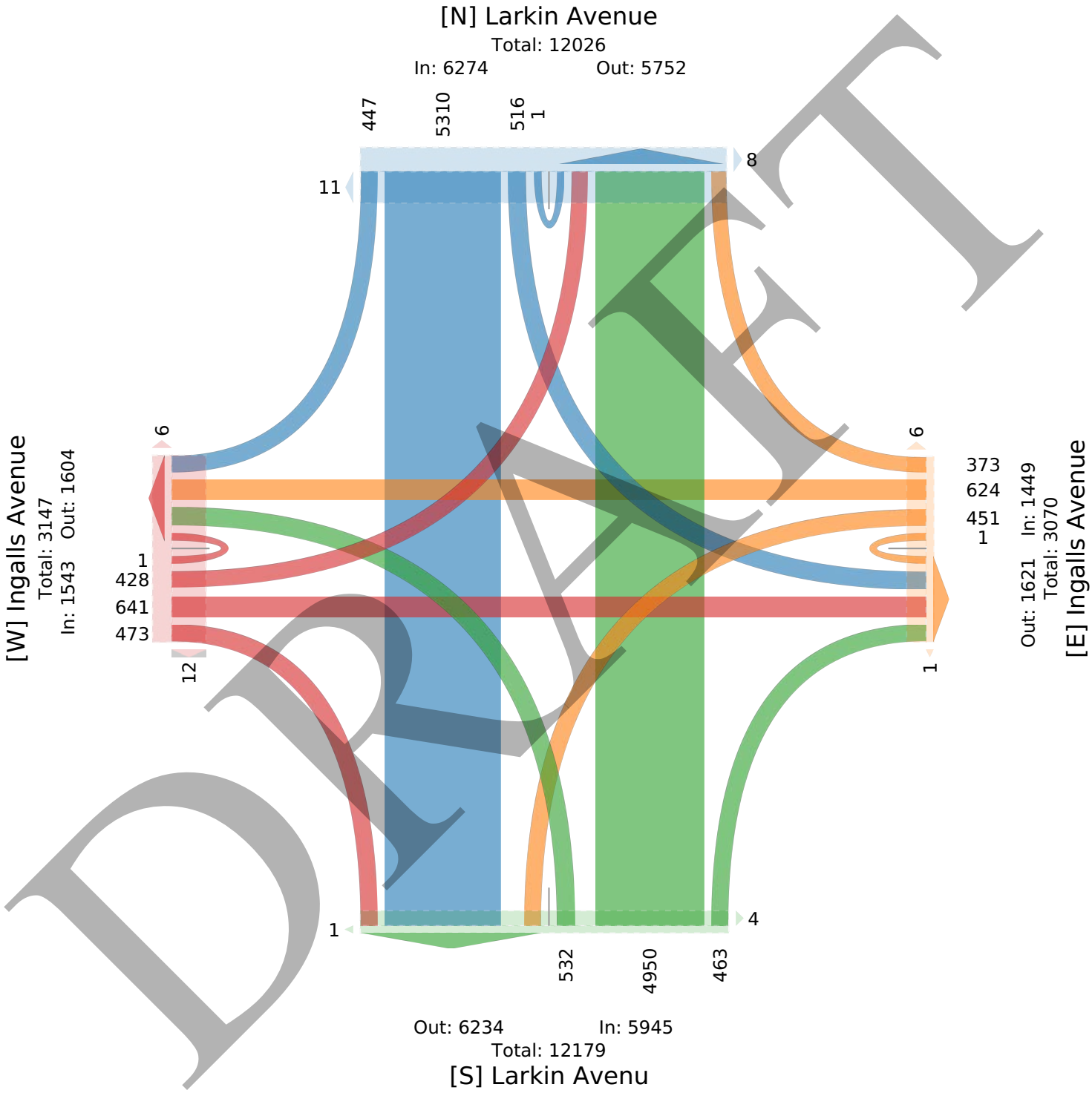
Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenu Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC
Fri Jun 6, 2025
Full Length (2 PM-4 PM, 6 PM-11 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306360, Location: 41.544414, -88.125551

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

Fri Jun 6, 2025
PM Peak (Jun 06 2025 6PM - 7 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306360, Location: 41.544414, -88.125551

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

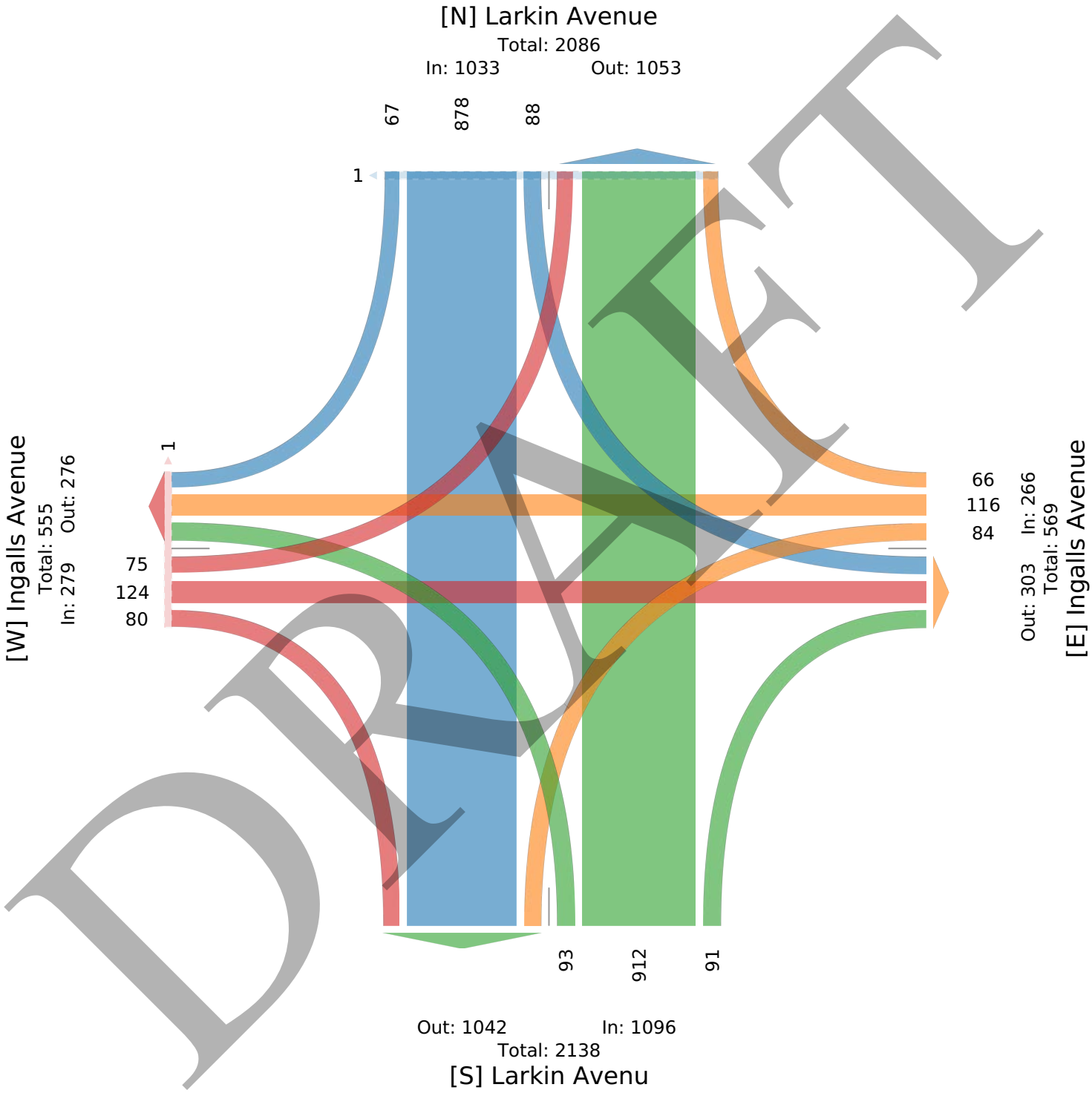
Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenu Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-06-06 6:00PM	14	31	17	0	**62**	1	24	27	16	0	**67**	0	22	228	22	0	**272**	0	21	211	17	0	**249**	0	**650**
6:15PM	19	26	22	0	**67**	0	21	31	20	0	**72**	0	21	243	24	0	**288**	0	22	243	19	0	**284**	0	**711**
6:30PM	20	33	23	0	**76**	0	18	31	17	0	**66**	0	29	246	19	0	**294**	0	19	219	16	0	**254**	0	**690**
6:45PM	22	34	18	0	**74**	0	21	27	13	0	**61**	0	21	195	26	0	**242**	0	26	205	15	0	**246**	1	**623**
Total	75	124	80	0	**279**	1	84	116	66	0	**266**	0	93	912	91	0	**1096**	0	88	878	67	0	**1033**	1	**2674**
% Approach	26.9%	44.4%	28.7%	0%	**-**	-	31.6%	43.6%	24.8%	0%	**-**	-	8.5%	83.2%	8.3%	0%	**-**	-	8.5%	85.0%	6.5%	0%	**-**	-	-
% Total	2.8%	4.6%	3.0%	0%	**10.4%**	-	3.1%	4.3%	2.5%	0%	**9.9%**	-	3.5%	34.1%	3.4%	0%	**41.0%**	-	3.3%	32.8%	2.5%	0%	**38.6%**	-	-
PHF	0.852	0.912	0.870	-	**0.918**	-	0.875	0.935	0.825	-	**0.924**	-	0.802	0.927	0.875	-	**0.932**	-	0.846	0.902	0.882	-	**0.908**	-	0.940
Lights	74	124	79	0	**277**	-	80	116	65	0	**261**	-	93	887	90	0	**1070**	-	88	838	67	0	**993**	-	2601
% Lights	98.7%	100%	98.8%	0%	**99.3%**	-	95.2%	100%	98.5%	0%	**98.1%**	-	100%	97.3%	98.9%	0%	**97.6%**	-	100%	95.4%	100%	0%	**96.1%**	-	97.3%
Single-Unit Trucks	1	0	1	0	**2**	-	4	0	1	0	**5**	-	0	5	1	0	**6**	-	0	11	0	0	**11**	-	24
% Single-Unit Trucks	1.3%	0%	1.3%	0%	**0.7%**	-	4.8%	0%	1.5%	0%	**1.9%**	-	0%	0.5%	1.1%	0%	**0.5%**	-	0%	1.3%	0%	0%	**1.1%**	-	0.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	18	0	0	**18**	-	0	27	0	0	**27**	-	45
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	2.0%	0%	0%	**1.6%**	-	0%	3.1%	0%	0%	**2.6%**	-	1.7%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	1	0	0	**1**	-	3
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC
Fri Jun 6, 2025
PM Peak (Jun 06 2025 6PM - 7 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306360, Location: 41.544414, -88.125551

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

Sat Jun 7, 2025
PM Peak (WKND) (Jun 07 2025 2:45PM - 3:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306360, Location: 41.544414, -88.125551

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

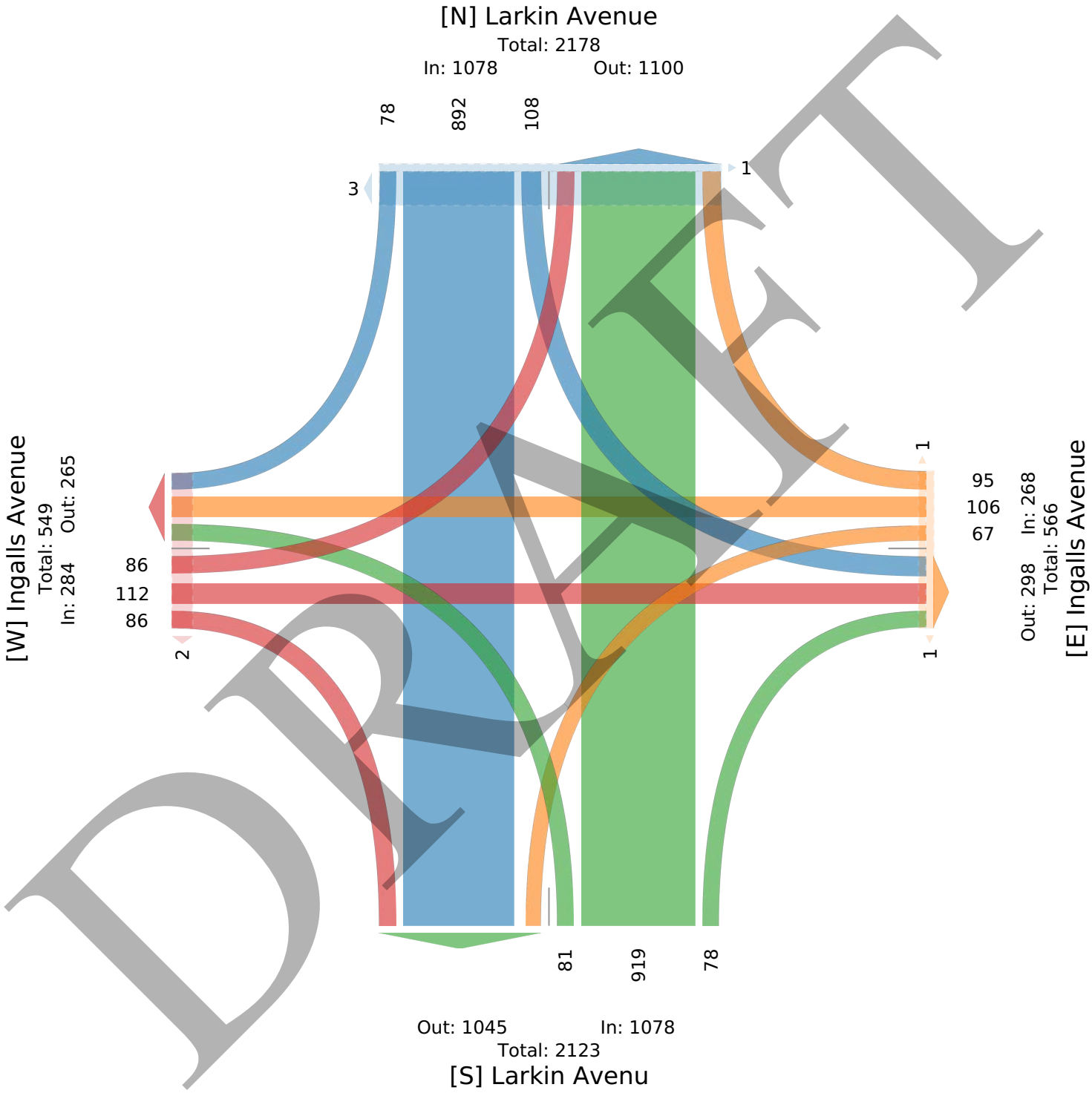
Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenu Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-06-07 2:45PM	25	29	15	0	**69**	0	15	25	30	0	**70**	1	19	249	20	0	**288**	0	32	247	24	0	**303**	4	**730**
3:00PM	15	22	29	0	**66**	0	19	24	15	0	**58**	0	14	223	19	0	**256**	0	27	218	24	0	**269**	0	**649**
3:15PM	20	25	19	0	**64**	1	20	33	21	0	**74**	0	28	226	16	0	**270**	0	25	219	16	0	**260**	0	**668**
3:30PM	26	36	23	0	**85**	1	13	24	29	0	**66**	1	20	221	23	0	**264**	0	24	208	14	0	**246**	0	**661**
Total	86	112	86	0	**284**	2	67	106	95	0	**268**	2	81	919	78	0	**1078**	0	108	892	78	0	**1078**	4	**2708**
% Approach	30.3%	39.4%	30.3%	0%	**-**	-	25.0%	39.6%	35.4%	0%	**-**	-	7.5%	85.3%	7.2%	0%	**-**	-	10.0%	82.7%	7.2%	0%	**-**	-	**-**
% Total	3.2%	4.1%	3.2%	0%	**10.5%**	-	2.5%	3.9%	3.5%	0%	**9.9%**	-	3.0%	33.9%	2.9%	0%	**39.8%**	-	4.0%	32.9%	2.9%	0%	**39.8%**	-	**-**
PHF	0.827	0.778	0.741	-	**0.835**	-	0.838	0.820	0.792	-	**0.914**	-	0.723	0.922	0.848	-	**0.935**	-	0.844	0.903	0.792	-	**0.894**	-	0.929
Lights	84	111	86	0	**281**	-	67	105	95	0	**267**	-	81	904	77	0	**1062**	-	108	876	76	0	**1060**	-	2670
% Lights	97.7%	99.1%	100%	0%	**98.9%**	-	100%	99.1%	100%	0%	**99.6%**	-	100%	98.4%	98.7%	0%	**98.5%**	-	100%	98.2%	97.4%	0%	**98.3%**	-	98.6%
Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	8	1	0	**9**	-	0	7	0	0	**7**	-	17
% Single-Unit Trucks	1.2%	0%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	1.3%	0%	**0.8%**	-	0%	0.8%	0%	0%	**0.6%**	-	0.6%
Articulated Trucks	1	1	0	0	**2**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	6	0	0	**6**	-	13
% Articulated Trucks	1.2%	0.9%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0%	0.7%	0%	0%	**0.6%**	-	0.5%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	3	0	0	**3**	-	4
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.1%
Bicycles on Road	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	0	0	2	0	**2**	-	4
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.4%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	2.6%	0%	**0.2%**	-	0.1%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC
Sat Jun 7, 2025
PM Peak (WKND) (Jun 07 2025 2:45PM - 3:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306360, Location: 41.544414, -88.125551

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC

Fri Jun 6, 2025
Full Length (6 PM-11 PM, 2 PM-4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306361, Location: 41.5446, -88.118405

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

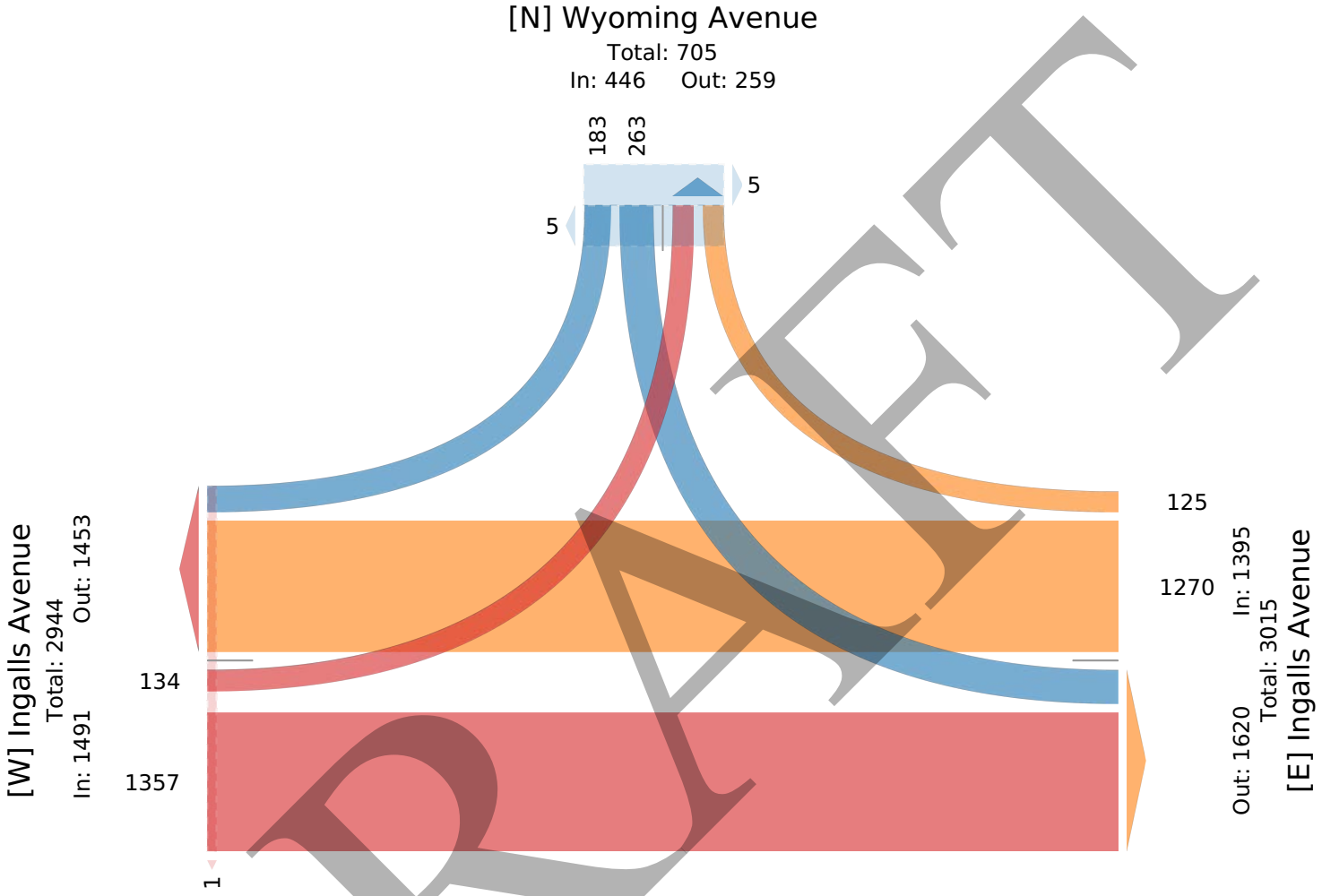
Leg Direction	Ingalls Avenue Eastbound					Ingalls Avenue Westbound					Wyoming Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-06-06 6:00PM	5	61	0	**66**	0	77	5	0	**82**	0	13	12	0	**25**	0	**173**
6:15PM	5	74	0	**79**	0	64	8	0	**72**	0	16	7	0	**23**	0	**174**
6:30PM	6	60	0	**66**	0	50	3	0	**53**	0	20	6	0	**26**	1	**145**
6:45PM	4	74	0	**78**	0	50	2	0	**52**	0	14	6	0	**20**	0	**150**
Hourly Total	20	269	0	**289**	0	241	18	0	**259**	0	63	31	0	**94**	1	**642**
7:00PM	4	49	0	**53**	0	57	3	0	**60**	0	12	7	0	**19**	2	**132**
7:15PM	6	51	0	**57**	0	64	5	0	**69**	0	8	7	0	**15**	0	**141**
7:30PM	3	55	0	**58**	0	61	4	0	**65**	0	10	8	0	**18**	0	**141**
7:45PM	7	52	0	**59**	0	42	5	0	**47**	0	8	7	0	**15**	1	**121**
Hourly Total	20	207	0	**227**	0	224	17	0	**241**	0	38	29	0	**67**	3	**535**
8:00PM	6	50	0	**56**	1	43	3	0	**46**	0	7	5	0	**12**	0	**114**
8:15PM	8	40	0	**48**	0	41	5	0	**46**	0	10	8	0	**18**	0	**112**
8:30PM	3	49	0	**52**	0	37	7	0	**44**	0	11	3	0	**14**	2	**110**
8:45PM	7	44	0	**51**	0	37	5	0	**42**	0	13	5	0	**18**	1	**111**
Hourly Total	24	183	0	**207**	1	158	20	0	**178**	0	41	21	0	**62**	3	**447**
9:00PM	8	32	0	**40**	0	29	3	0	**32**	0	11	8	0	**19**	0	**91**
9:15PM	5	41	0	**46**	0	40	3	0	**43**	0	4	6	0	**10**	0	**99**
9:30PM	5	39	0	**44**	0	36	3	0	**39**	0	2	6	0	**8**	0	**91**
9:45PM	4	29	0	**33**	0	25	3	0	**28**	0	5	10	0	**15**	0	**76**
Hourly Total	22	141	0	**163**	0	130	12	0	**142**	0	22	30	0	**52**	0	**357**
10:00PM	4	25	0	**29**	0	30	1	0	**31**	0	3	7	0	**10**	0	**70**
10:15PM	2	30	0	**32**	0	14	3	0	**17**	0	4	2	0	**6**	0	**55**
10:30PM	4	25	0	**29**	0	23	1	0	**24**	0	5	5	0	**10**	0	**63**
10:45PM	0	17	0	**17**	0	9	2	0	**11**	0	4	4	0	**8**	1	**36**
Hourly Total	10	97	0	**107**	0	76	7	0	**83**	0	16	18	0	**34**	1	**224**
2025-06-07 2:00PM	8	46	0	**54**	0	45	7	0	**52**	0	4	13	0	**17**	0	**123**
2:15PM	5	44	0	**49**	0	40	9	0	**49**	0	12	5	0	**17**	0	**115**
2:30PM	5	58	0	**63**	0	59	5	0	**64**	0	8	5	0	**13**	0	**140**
2:45PM	3	71	0	**74**	0	69	8	0	**77**	0	16	6	0	**22**	0	**173**
Hourly Total	21	219	0	**240**	0	213	29	0	**242**	0	40	29	0	**69**	0	**551**
3:00PM	5	58	0	**63**	0	59	2	0	**61**	0	7	8	0	**15**	1	**139**
3:15PM	3	54	0	**57**	0	61	6	0	**67**	0	9	5	0	**14**	0	**138**
3:30PM	5	75	0	**80**	0	47	8	0	**55**	0	12	8	0	**20**	0	**155**
3:45PM	4	54	0	**58**	0	61	6	0	**67**	0	15	4	0	**19**	1	**144**
Hourly Total	17	241	0	**258**	0	228	22	0	**250**	0	43	25	0	**68**	2	**576**
Total	134	1357	0	**1491**	1	1270	125	0	**1395**	0	263	183	0	**446**	10	**3332**
% Approach	9.0%	91.0%	0%	**-**	-	91.0%	9.0%	0%	**-**	-	59.0%	41.0%	0%	**-**	-	-
% Total	4.0%	40.7%	0%	**44.7%**	-	38.1%	3.8%	0%	**41.9%**	-	7.9%	5.5%	0%	**13.4%**	-	-
Lights	134	1353	0	**1487**	-	1266	125	0	**1391**	-	263	183	0	**446**	-	3324
% Lights	100%	99.7%	0%	**99.7%**	-	99.7%	100%	0%	**99.7%**	-	100%	100%	0%	**100%**	-	99.8%
Single-Unit Trucks	0	3	0	**3**	-	1	0	0	**1**	-	0	0	0	**0**	-	4
% Single-Unit Trucks	0%	0.2%	0%	**0.2%**	-	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0.1%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	1	0	**1**	-	3	0	0	**3**	-	0	0	0	**0**	-	4
% Bicycles on Road	0%	0.1%	0%	**0.1%**	-	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	10	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC
Fri Jun 6, 2025
Full Length (6 PM-11 PM, 2 PM-4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306361, Location: 41.5446, -88.118405

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC

Fri Jun 6, 2025
PM Peak (Jun 06 2025 6PM - 7 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306361, Location: 41.5446, -88.118405

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Ingalls Avenue Eastbound					Ingalls Avenue Westbound					Wyoming Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-06-06 6:00PM	5	61	0	**66**	0	77	5	0	**82**	0	13	12	0	**25**	0	**173**
6:15PM	5	74	0	**79**	0	64	8	0	**72**	0	16	7	0	**23**	0	**174**
6:30PM	6	60	0	**66**	0	50	3	0	**53**	0	20	6	0	**26**	1	**145**
6:45PM	4	74	0	**78**	0	50	2	0	**52**	0	14	6	0	**20**	0	**150**
Total	20	269	0	**289**	0	241	18	0	**259**	0	63	31	0	**94**	1	**642**
% Approach	6.9%	93.1%	0%	**-**	-	93.1%	6.9%	0%	**-**	-	67.0%	33.0%	0%	**-**	-	-
% Total	3.1%	41.9%	0%	**45.0%**	-	37.5%	2.8%	0%	**40.3%**	-	9.8%	4.8%	0%	**14.6%**	-	-
PHF	0.833	0.909	-	**0.915**	-	0.782	0.563	-	**0.790**	-	0.788	0.646	-	**0.904**	-	0.922
Lights	20	269	0	**289**	-	240	18	0	**258**	-	63	31	0	**94**	-	641
% Lights	100%	100%	0%	**100%**	-	99.6%	100%	0%	**99.6%**	-	100%	100%	0%	**100%**	-	99.8%
Single-Unit Trucks	0	0	0	**0**	-	1	0	0	**1**	-	0	0	0	**0**	-	1
% Single-Unit Trucks	0%	0%	0%	**0%**	-	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	**0%**	-	0.2%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC
Fri Jun 6, 2025
PM Peak (Jun 06 2025 6PM - 7 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306361, Location: 41.5446, -88.118405

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
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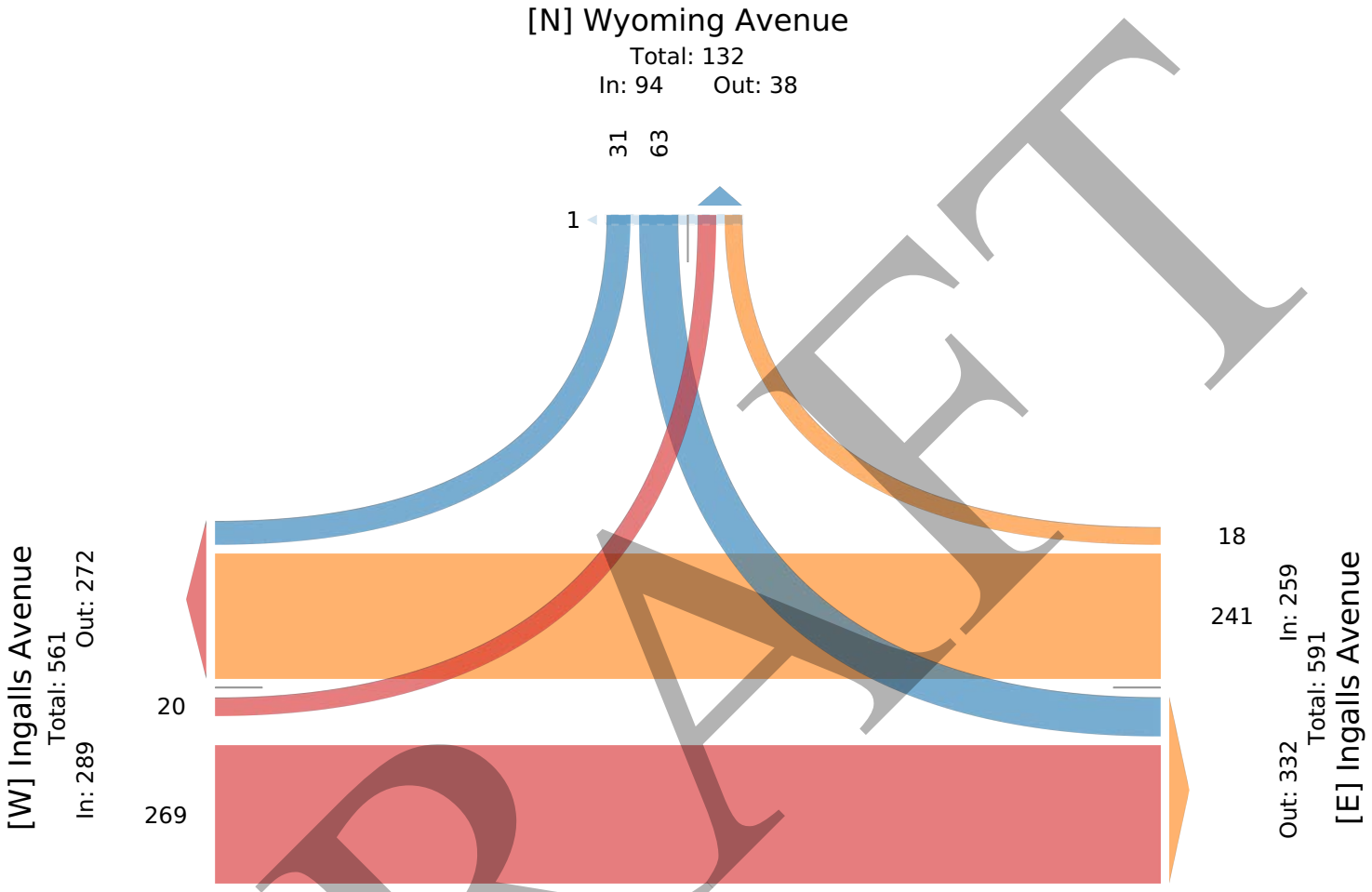


DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC

Sat Jun 7, 2025
PM Peak (WKND) (Jun 07 2025 2:45PM - 3:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306361, Location: 41.5446, -88.118405

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

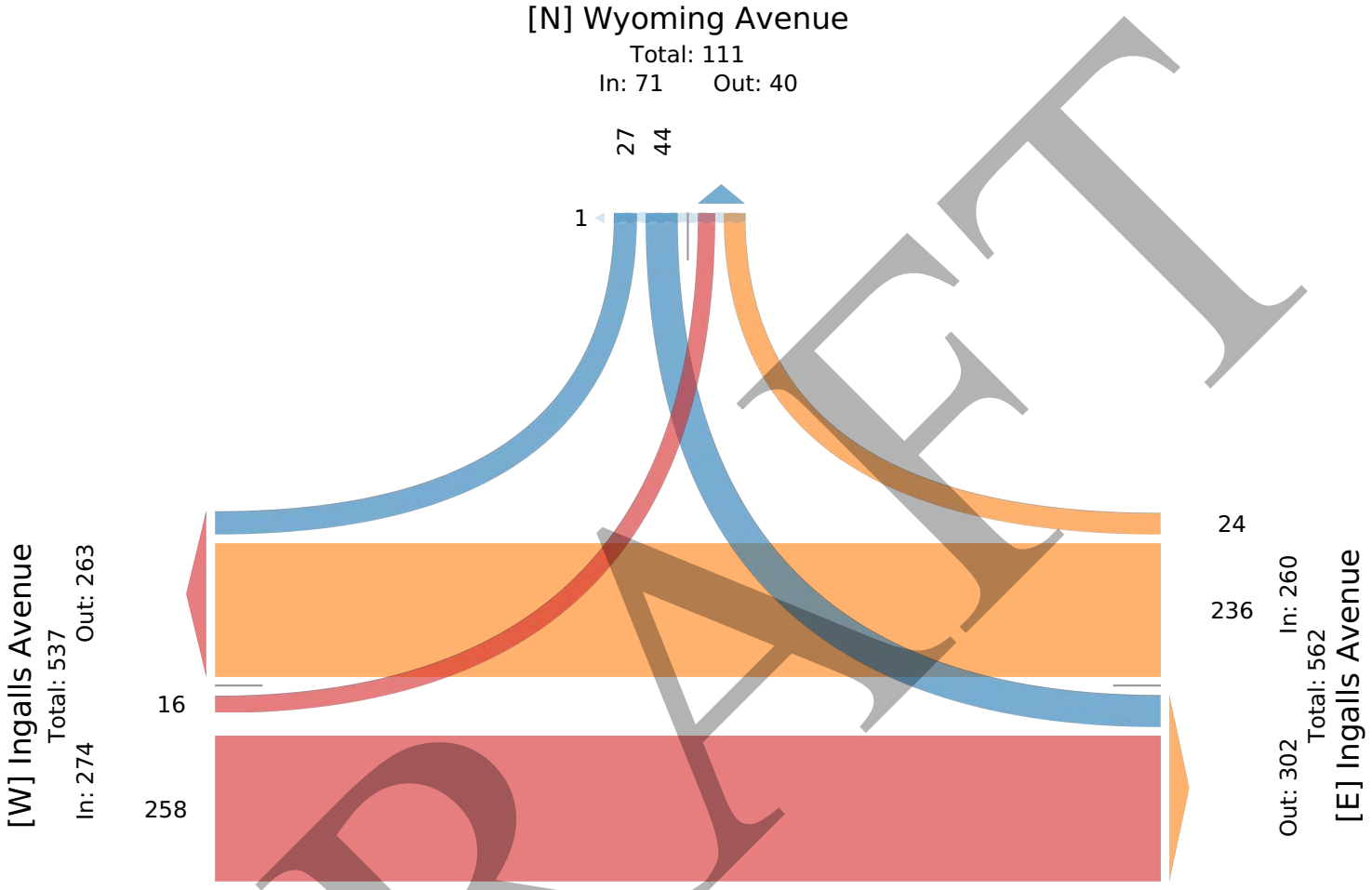
Leg Direction	Ingalls Avenue Eastbound					Ingalls Avenue Westbound					Wyoming Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-06-07 2:45PM	3	71	0	**74**	0	69	8	0	**77**	0	16	6	0	**22**	0	**173**
3:00PM	5	58	0	**63**	0	59	2	0	**61**	0	7	8	0	**15**	1	**139**
3:15PM	3	54	0	**57**	0	61	6	0	**67**	0	9	5	0	**14**	0	**138**
3:30PM	5	75	0	**80**	0	47	8	0	**55**	0	12	8	0	**20**	0	**155**
Total	16	258	0	**274**	0	236	24	0	**260**	0	44	27	0	**71**	1	**605**
% Approach	5.8%	94.2%	0%	**-**	-	90.8%	9.2%	0%	**-**	-	62.0%	38.0%	0%	**-**	-	-
% Total	2.6%	42.6%	0%	**45.3%**	-	39.0%	4.0%	0%	**43.0%**	-	7.3%	4.5%	0%	**11.7%**	-	-
PHF	0.800	0.860	-	**0.856**	-	0.851	0.750	-	**0.841**	-	0.688	0.844	-	**0.807**	-	0.873
Lights	16	256	0	**272**	-	235	24	0	**259**	-	44	27	0	**71**	-	602
% Lights	100%	99.2%	0%	**99.3%**	-	99.6%	100%	0%	**99.6%**	-	100%	100%	0%	**100%**	-	99.5%
Single-Unit Trucks	0	2	0	**2**	-	0	0	0	**0**	-	0	0	0	**0**	-	2
% Single-Unit Trucks	0%	0.8%	0%	**0.7%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.3%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	1	0	0	**1**	-	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	**0%**	-	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC
Sat Jun 7, 2025
PM Peak (WKND) (Jun 07 2025 2:45PM - 3:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306361, Location: 41.5446, -88.118405

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC

Fri Jun 6, 2025
Full Length (6 PM-11 PM, 2 PM-4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306363, Location: 41.549954, -88.118435

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Wyoming Avenue Eastbound						Wyoming Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-06-06 6:00PM	6	0	1	0	**7**	1	2	1	2	0	**5**	0	6	166	3	0	**175**	0	1	209	14	0	**224**	0	**411**
6:15PM	9	1	3	1	**14**	0	1	0	2	0	**3**	1	3	174	2	0	**179**	0	4	151	16	0	**171**	0	**367**
6:30PM	7	0	1	0	**8**	0	1	1	1	0	**3**	0	1	152	2	0	**155**	0	3	171	22	0	**196**	0	**362**
6:45PM	1	2	1	0	**4**	0	2	2	2	0	**6**	2	1	152	1	0	**154**	0	0	182	17	0	**199**	0	**363**
Hourly Total	23	3	6	1	**33**	1	6	4	7	0	**17**	3	11	644	8	0	**663**	0	8	713	69	0	**790**	0	**1503**
7:00PM	1	0	4	0	**5**	0	0	0	4	0	**4**	0	2	116	5	0	**123**	0	3	132	20	0	**155**	0	**287**
7:15PM	4	1	1	0	**6**	0	1	2	7	0	**10**	1	4	135	4	0	**143**	0	0	154	10	0	**164**	0	**323**
7:30PM	9	1	4	0	**14**	0	1	0	3	0	**4**	4	3	153	1	0	**157**	0	3	150	13	0	**166**	0	**341**
7:45PM	4	2	1	0	**7**	0	0	0	3	0	**3**	0	2	99	0	0	**101**	0	2	147	11	0	**160**	0	**271**
Hourly Total	18	4	10	0	**32**	0	2	2	17	0	**21**	5	11	503	10	0	**524**	0	8	583	54	0	**645**	0	**1222**
8:00PM	4	1	1	0	**6**	1	2	0	3	0	**5**	2	2	101	2	0	**105**	0	1	130	8	0	**139**	0	**255**
8:15PM	10	1	1	0	**12**	1	1	1	2	0	**4**	4	2	110	2	0	**114**	0	2	137	16	0	**155**	0	**285**
8:30PM	2	1	0	0	**3**	1	0	0	2	0	**2**	2	1	111	1	0	**113**	0	3	113	16	0	**132**	0	**250**
8:45PM	10	2	0	0	**12**	0	0	1	2	0	**3**	0	0	117	2	0	**119**	0	5	121	17	0	**143**	1	**277**
Hourly Total	26	5	2	0	**33**	3	3	2	9	0	**14**	8	5	439	7	0	**451**	0	11	501	57	0	**569**	1	**1067**
9:00PM	6	1	3	0	**10**	0	0	0	2	0	**2**	0	1	95	3	0	**99**	0	1	127	21	0	**149**	0	**260**
9:15PM	3	1	4	0	**8**	1	0	0	3	0	**3**	0	1	96	2	0	**99**	0	0	134	8	0	**142**	0	**252**
9:30PM	2	1	2	0	**5**	0	0	0	1	0	**1**	1	1	80	1	0	**82**	0	0	109	8	0	**117**	0	**205**
9:45PM	7	0	1	0	**8**	1	3	2	1	0	**6**	3	1	71	3	0	**75**	0	1	109	10	0	**120**	0	**209**
Hourly Total	18	3	10	0	**31**	2	3	2	7	0	**12**	4	4	342	9	0	**355**	0	2	479	47	0	**528**	0	**926**
10:00PM	2	0	1	0	**3**	0	0	4	1	0	**5**	0	2	116	1	0	**119**	0	0	95	7	0	**102**	0	**229**
10:15PM	5	1	0	0	**6**	0	1	0	1	0	**2**	0	1	58	1	0	**60**	0	1	107	5	0	**113**	0	**181**
10:30PM	0	1	3	0	**4**	1	0	0	0	0	**0**	0	2	67	1	0	**70**	0	0	96	9	0	**105**	0	**179**
10:45PM	1	1	0	0	**2**	0	0	1	1	0	**2**	0	2	50	0	0	**52**	0	0	90	7	0	**97**	0	**153**
Hourly Total	8	3	4	0	**15**	1	1	5	3	0	**9**	0	7	291	3	0	**301**	0	1	388	28	0	**417**	0	**742**
2025-06-07 2:00PM	6	1	3	0	**10**	0	1	3	6	0	**10**	0	3	154	0	0	**157**	0	3	172	7	0	**182**	1	**359**
2:15PM	8	4	2	0	**14**	0	0	1	4	0	**5**	0	0	149	0	0	**149**	0	3	181	17	0	**201**	0	**369**
2:30PM	6	0	3	0	**9**	1	0	2	4	0	**6**	0	0	165	2	0	**167**	0	1	162	5	0	**168**	0	**350**
2:45PM	2	2	0	0	**4**	1	1	2	5	0	**8**	0	3	153	1	0	**157**	0	2	161	18	0	**181**	0	**350**
Hourly Total	22	7	8	0	**37**	2	2	8	19	0	**29**	0	6	621	3	0	**630**	0	9	676	47	0	**732**	1	**1428**
3:00PM	4	0	2	0	**6**	0	0	1	3	0	**4**	3	2	157	3	0	**162**	0	4	167	14	0	**185**	0	**357**
3:15PM	4	0	1	0	**5**	0	1	1	3	0	**5**	0	1	138	2	0	**141**	1	1	160	11	0	**172**	0	**323**
3:30PM	7	4	1	0	**12**	0	0	2	2	0	**4**	0	0	167	1	0	**168**	0	2	152	11	0	**165**	0	**349**
3:45PM	6	0	1	0	**7**	0	2	0	3	0	**5**	0	2	163	2	0	**167**	0	1	186	13	0	**200**	0	**379**
Hourly Total	21	4	5	0	**30**	0	3	4	11	0	**18**	3	5	625	8	0	**638**	1	8	665	49	0	**722**	0	**1408**
Total	136	29	45	1	**211**	9	20	27	73	0	**120**	23	49	3465	48	0	**3562**	1	47	4005	351	0	**4403**	2	**8296**
% Approach	64.5%	13.7%	21.3%	0.5%	**-**	-	16.7%	22.5%	60.8%	0%	**-**	-	1.4%	97.3%	1.3%	0%	**-**	-	1.1%	91.0%	8.0%	0%	**-**	-	**-**
% Total	1.6%	0.3%	0.5%	0%	**2.5%**	-	0.2%	0.3%	0.9%	0%	**1.4%**	-	0.6%	41.8%	0.6%	0%	**42.9%**	-	0.6%	48.3%	4.2%	0%	**53.1%**	-	**-**
Lights	136	29	45	1	**211**	-	20	27	73	0	**120**	-	48	3423	48	0	**3519**	-	47	3950	351	0	**4348**	-	8198
% Lights	100%	100%	100%	100%	**100%**	-	100%	100%	100%	0%	**100%**	-	98.0%	98.8%	100%	0%	**98.8%**	-	100%	98.6%	100%	0%	**98.8%**	-	98.8%
Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	16	0	0	**17**	-	0	22	0	0	**22**	-	39
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.0%	0.5%	0%	0%	**0.5%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	22	0	0	**22**	-	27
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.3%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	20	0	0	**20**	-	0	8	0	0	**8**	-	28
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	3	0	0	**3**	-	4

DRAFT

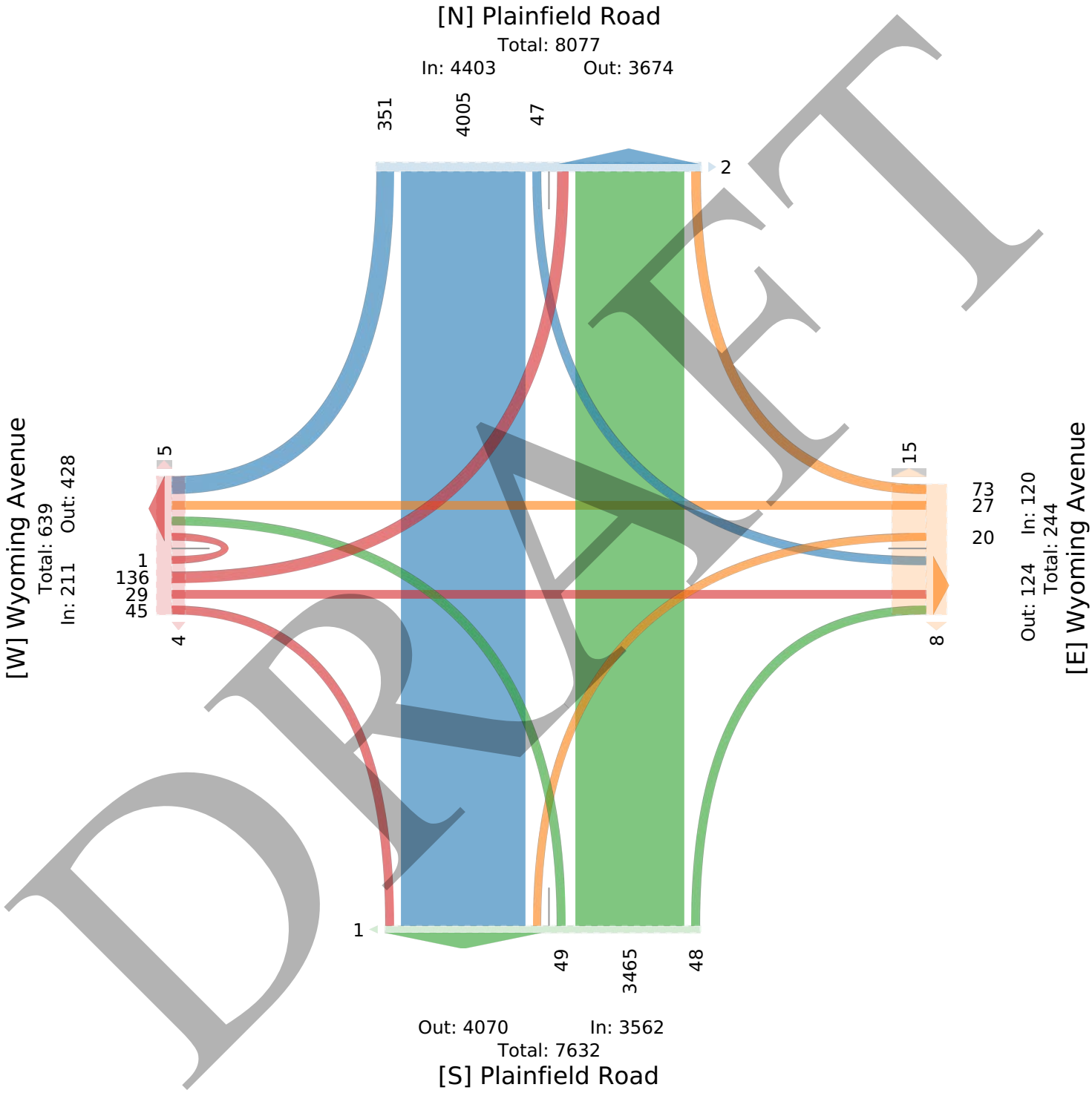
Leg	Wyoming Avenue						Wyoming Avenue						Plainfield Road						Plainfield Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	23	-	-	-	-	-	1	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC
Fri Jun 6, 2025
Full Length (6 PM-11 PM, 2 PM-4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306363, Location: 41.549954, -88.118435

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC

Fri Jun 6, 2025
PM Peak (Jun 06 2025 6PM - 7 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306363, Location: 41.549954, -88.118435

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

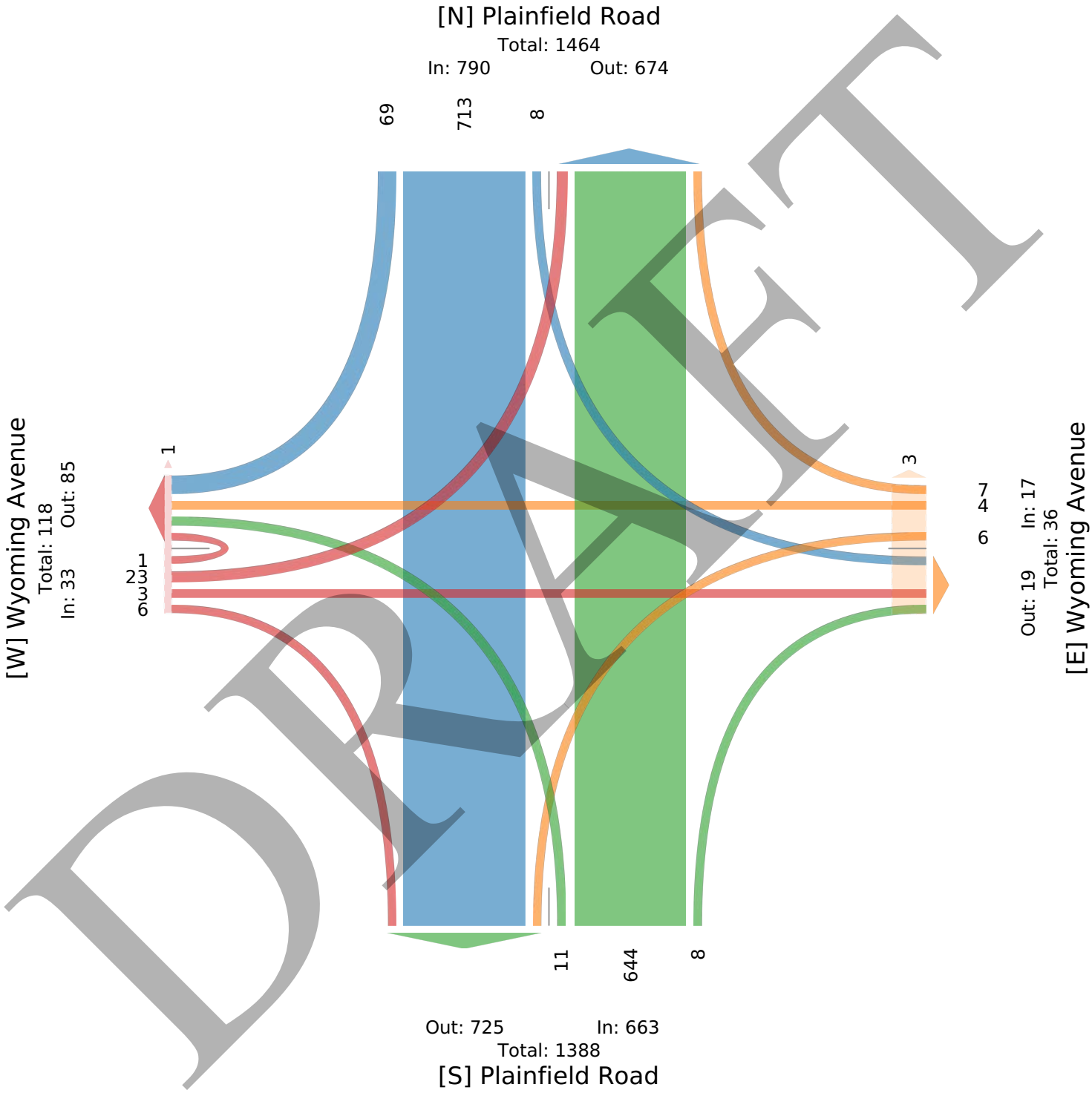
Leg Direction	Wyoming Avenue Eastbound						Wyoming Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-06-06 6:00PM	6	0	1	0	**7**	1	2	1	2	0	**5**	0	6	166	3	0	**175**	0	1	209	14	0	**224**	0	**411**
6:15PM	9	1	3	1	**14**	0	1	0	2	0	**3**	1	3	174	2	0	**179**	0	4	151	16	0	**171**	0	**367**
6:30PM	7	0	1	0	**8**	0	1	1	1	0	**3**	0	1	152	2	0	**155**	0	3	171	22	0	**196**	0	**362**
6:45PM	1	2	1	0	**4**	0	2	2	2	0	**6**	2	1	152	1	0	**154**	0	0	182	17	0	**199**	0	**363**
Total	23	3	6	1	**33**	1	6	4	7	0	**17**	3	11	644	8	0	**663**	0	8	713	69	0	**790**	0	**1503**
% Approach	69.7%	9.1%	18.2%	3.0%	**-**	-	35.3%	23.5%	41.2%	0%	**-**	-	1.7%	97.1%	1.2%	0%	**-**	-	1.0%	90.3%	8.7%	0%	**-**	-	-
% Total	1.5%	0.2%	0.4%	0.1%	**2.2%**	-	0.4%	0.3%	0.5%	0%	**1.1%**	-	0.7%	42.8%	0.5%	0%	**44.1%**	-	0.5%	47.4%	4.6%	0%	**52.6%**	-	-
PHF	0.639	0.375	0.500	0.250	**0.589**	-	0.750	0.500	0.875	-	**0.708**	-	0.458	0.925	0.667	-	**0.926**	-	0.500	0.852	0.784	-	**0.881**	-	0.914
Lights	23	3	6	1	**33**	-	6	4	7	0	**17**	-	11	636	8	0	**655**	-	8	702	69	0	**779**	-	1484
% Lights	100%	100%	100%	100%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	98.8%	100%	0%	**98.8%**	-	100%	98.5%	100%	0%	**98.6%**	-	98.7%
Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	4	0	0	**4**	-	8
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0.6%	0%	0%	**0.5%**	-	0.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.5%**	-	0.3%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	2	0	0	**2**	-	6
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.4%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC
Fri Jun 6, 2025
PM Peak (Jun 06 2025 6PM - 7 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306363, Location: 41.549954, -88.118435

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC

Sat Jun 7, 2025
PM Peak (WKND) (Jun 07 2025 2PM - 3 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306363, Location: 41.549954, -88.118435

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

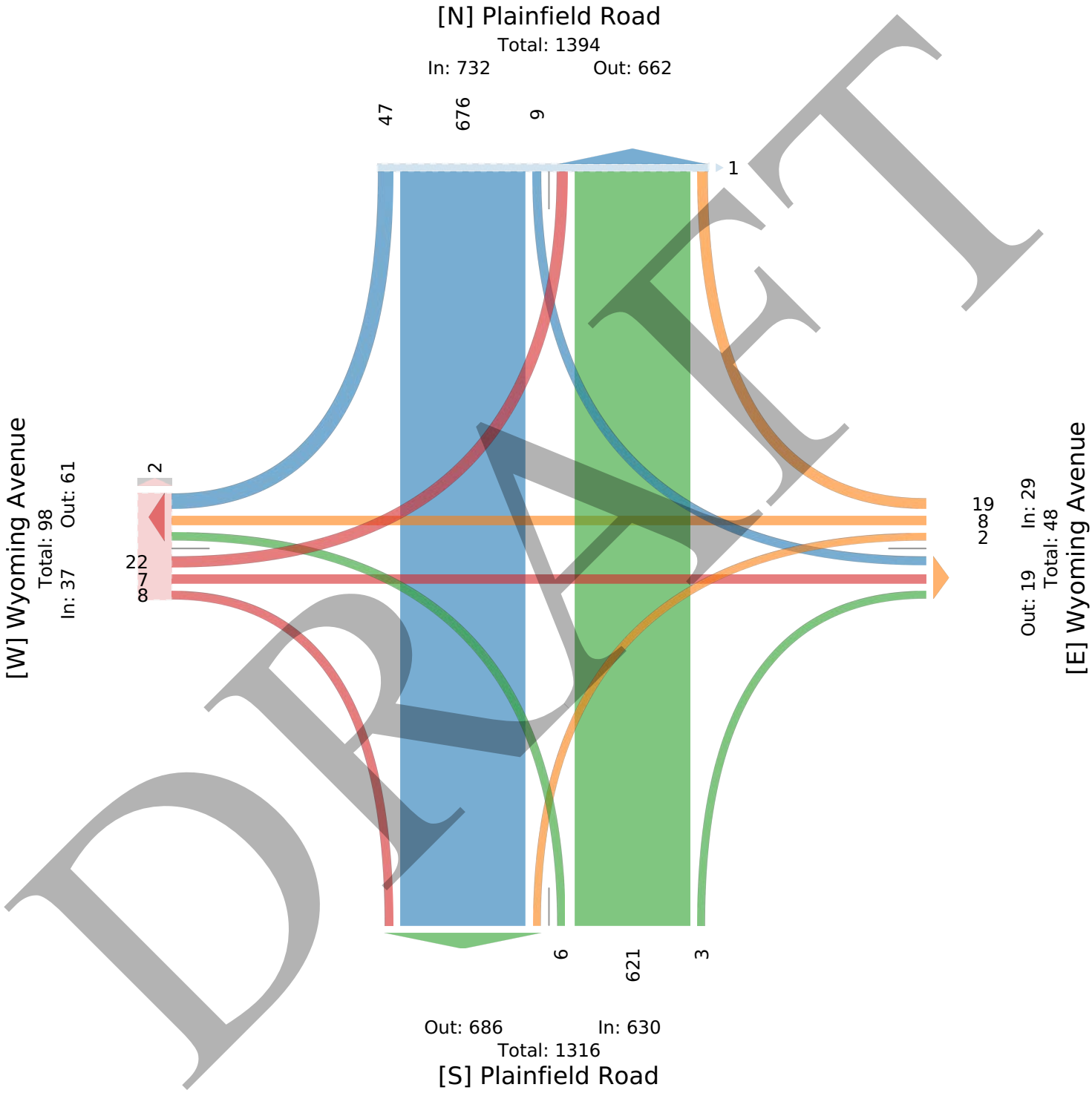
Leg Direction	Wyoming Avenue Eastbound						Wyoming Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-06-07 2:00PM	6	1	3	0	**10**	0	1	3	6	0	**10**	0	3	154	0	0	**157**	0	3	172	7	0	**182**	1	**359**
2:15PM	8	4	2	0	**14**	0	0	1	4	0	**5**	0	0	149	0	0	**149**	0	3	181	17	0	**201**	0	**369**
2:30PM	6	0	3	0	**9**	1	0	2	4	0	**6**	0	0	165	2	0	**167**	0	1	162	5	0	**168**	0	**350**
2:45PM	2	2	0	0	**4**	1	1	2	5	0	**8**	0	3	153	1	0	**157**	0	2	161	18	0	**181**	0	**350**
Total	22	7	8	0	**37**	2	2	8	19	0	**29**	0	6	621	3	0	**630**	0	9	676	47	0	**732**	1	**1428**
% Approach	59.5%	18.9%	21.6%	0%	**-**	-	6.9%	27.6%	65.5%	0%	**-**	-	1.0%	98.6%	0.5%	0%	**-**	-	1.2%	92.3%	6.4%	0%	**-**	-	**-**
% Total	1.5%	0.5%	0.6%	0%	**2.6%**	-	0.1%	0.6%	1.3%	0%	**2.0%**	-	0.4%	43.5%	0.2%	0%	**44.1%**	-	0.6%	47.3%	3.3%	0%	**51.3%**	-	**-**
PHF	0.688	0.438	0.667	-	**0.661**	-	0.500	0.667	0.792	-	**0.725**	-	0.500	0.941	0.375	-	**0.943**	-	0.750	0.931	0.653	-	**0.908**	-	0.966
Lights	22	7	8	0	**37**	-	2	8	19	0	**29**	-	6	611	3	0	**620**	-	9	664	47	0	**720**	-	1406
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	98.4%	100%	0%	**98.4%**	-	100%	98.2%	100%	0%	**98.4%**	-	98.5%
Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	6	0	0	**6**	-	10
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0.9%	0%	0%	**0.8%**	-	0.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	2	0	0	**2**	-	5
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.4%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	2	0	0	**2**	-	5
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.4%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	2
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.1%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC
Sat Jun 7, 2025
PM Peak (WKND) (Jun 07 2025 2PM - 3 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1306363, Location: 41.549954, -88.118435

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



DRAFT

Intersection Traffic Counts – September

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

Fri Sep 19, 2025
Full Length (6 PM-11 PM, 2 PM-4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335563, Location: 41.544414, -88.125551

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenue Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-09-19 6:00PM	20	23	20	1	**64**	1	24	24	22	0	**70**	0	19	237	17	0	**273**	0	17	246	30	0	**293**	0	**700**
6:15PM	14	22	17	0	**53**	4	20	23	21	0	**64**	0	31	247	19	0	**297**	0	20	240	25	0	**285**	1	**699**
6:30PM	19	22	31	0	**72**	0	29	24	11	0	**64**	0	18	215	26	0	**259**	0	24	254	20	0	**298**	0	**693**
6:45PM	17	21	14	0	**52**	3	18	23	19	0	**60**	0	15	216	32	0	**263**	0	15	245	16	0	**276**	0	**651**
Hourly Total	70	88	82	1	**241**	8	91	94	73	0	**258**	0	83	915	94	0	**1092**	0	76	985	91	0	**1152**	1	**2743**
7:00PM	24	21	20	0	**65**	0	14	19	22	0	**55**	0	20	213	17	0	**250**	0	28	206	15	0	**249**	1	**619**
7:15PM	11	22	14	0	**47**	0	13	22	7	0	**42**	0	22	211	17	0	**250**	0	12	225	25	0	**262**	0	**601**
7:30PM	17	23	23	0	**63**	0	13	20	17	0	**50**	0	19	187	16	1	**223**	0	11	180	10	0	**201**	0	**537**
7:45PM	12	13	16	0	**41**	2	21	13	14	0	**48**	0	16	192	16	0	**224**	1	12	197	19	1	**229**	1	**542**
Hourly Total	64	79	73	0	**216**	2	61	74	60	0	**195**	0	77	803	66	1	**947**	1	63	808	69	1	**941**	2	**2299**
8:00PM	15	7	22	0	**44**	1	12	10	8	0	**30**	0	14	163	18	0	**195**	0	13	203	18	0	**234**	1	**503**
8:15PM	15	13	16	0	**44**	0	9	14	8	0	**31**	0	18	135	26	0	**179**	0	12	141	15	0	**168**	0	**422**
8:30PM	15	19	17	0	**51**	1	23	14	9	0	**46**	0	17	150	16	0	**183**	0	4	156	14	0	**174**	0	**454**
8:45PM	9	14	20	0	**43**	0	21	7	11	0	**39**	0	29	137	13	0	**179**	0	8	175	12	0	**195**	0	**456**
Hourly Total	54	53	75	0	**182**	2	65	45	36	0	**146**	0	78	585	73	0	**736**	0	37	675	59	0	**771**	1	**1835**
9:00PM	9	16	17	0	**42**	0	19	23	3	0	**45**	0	21	158	21	0	**200**	0	12	133	12	0	**157**	0	**444**
9:15PM	8	16	10	0	**34**	0	10	13	3	0	**26**	0	15	98	19	0	**132**	0	9	111	7	0	**127**	0	**319**
9:30PM	8	16	17	0	**41**	0	11	11	10	0	**32**	0	12	89	4	0	**105**	0	10	101	10	0	**121**	0	**299**
9:45PM	5	7	7	0	**19**	0	11	6	7	0	**24**	0	22	108	12	0	**142**	0	12	110	17	0	**139**	0	**324**
Hourly Total	30	55	51	0	**136**	0	51	53	23	0	**127**	0	70	453	56	0	**579**	0	43	455	46	0	**544**	0	**1386**
10:00PM	11	14	12	0	**37**	0	6	15	1	0	**22**	0	12	109	8	0	**129**	0	5	107	11	0	**123**	0	**311**
10:15PM	7	8	7	0	**22**	0	1	11	3	0	**15**	0	9	83	7	0	**99**	0	10	108	9	0	**127**	0	**263**
10:30PM	0	7	11	0	**18**	0	4	14	3	0	**21**	0	7	78	10	0	**95**	0	7	83	8	0	**98**	0	**232**
10:45PM	3	9	8	0	**20**	0	9	11	5	0	**25**	0	11	62	10	0	**83**	0	9	93	8	0	**110**	0	**238**
Hourly Total	21	38	38	0	**97**	0	20	51	12	0	**83**	0	39	332	35	0	**406**	0	31	391	36	0	**458**	0	**1044**
2025-09-20 2:00PM	17	22	20	0	**59**	1	15	24	14	0	**53**	0	24	263	19	0	**306**	0	11	260	21	0	**292**	0	**710**
2:15PM	22	26	18	0	**66**	3	17	29	22	0	**68**	0	25	238	24	0	**287**	3	23	258	18	1	**300**	0	**721**
2:30PM	18	15	23	0	**56**	1	19	25	24	0	**68**	0	13	250	21	0	**284**	1	21	216	21	0	**258**	0	**666**
2:45PM	17	22	15	0	**54**	1	17	25	16	0	**58**	1	19	232	15	0	**266**	1	17	241	25	0	**283**	0	**661**
Hourly Total	74	85	76	0	**235**	6	68	103	76	0	**247**	1	81	983	79	0	**1143**	5	72	975	85	1	**1133**	0	**2758**
3:00PM	27	22	21	0	**70**	0	16	20	20	0	**56**	0	21	209	18	0	**248**	0	20	244	17	0	**281**	0	**655**
3:15PM	24	30	23	0	**77**	0	27	22	13	0	**62**	1	28	239	13	0	**280**	0	17	249	26	0	**292**	2	**711**
3:30PM	29	29	21	0	**79**	3	23	27	22	0	**72**	0	25	218	15	0	**258**	0	20	259	18	0	**297**	0	**706**
3:45PM	19	20	34	0	**73**	1	20	20	28	0	**68**	0	22	254	20	0	**296**	0	19	223	10	0	**252**	1	**689**
Hourly Total	99	101	99	0	**299**	4	86	89	83	0	**258**	1	96	920	66	0	**1082**	0	76	975	71	0	**1122**	3	**2761**
Total	412	499	494	1	**1406**	22	442	509	363	0	**1314**	2	524	4991	469	1	**5985**	6	398	5264	457	2	**6121**	7	**14826**
% Approach	29.3%	35.5%	35.1%	0.1%	**-**	-	33.6%	38.7%	27.6%	0%	**-**	-	8.8%	83.4%	7.8%	0%	**-**	-	6.5%	86.0%	7.5%	0%	**-**	-	**-**
% Total	2.8%	3.4%	3.3%	0%	**9.5%**	-	3.0%	3.4%	2.4%	0%	**8.9%**	-	3.5%	33.7%	3.2%	0%	**40.4%**	-	2.7%	35.5%	3.1%	0%	**41.3%**	-	**-**
Lights	410	494	494	1	**1399**	-	442	507	361	0	**1310**	-	521	4866	467	1	**5855**	-	396	5131	457	2	**5986**	-	14550
% Lights	99.5%	99.0%	100%	100%	**99.5%**	-	100%	99.6%	99.4%	0%	**99.7%**	-	99.4%	97.5%	99.6%	100%	**97.8%**	-	99.5%	97.5%	100%	100%	**97.8%**	-	98.1%
Single-Unit Trucks	2	1	0	0	**3**	-	0	0	1	0	**1**	-	2	42	2	0	**46**	-	1	53	0	0	**54**	-	104
% Single-Unit Trucks	0.5%	0.2%	0%	0%	**0.2%**	-	0%	0%	0.3%	0%	**0.1%**	-	0.4%	0.8%	0.4%	0%	**0.8%**	-	0.3%	1.0%	0%	0%	**0.9%**	-	0.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	73	0	0	**73**	-	0	73	0	0	**73**	-	146
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.5%	0%	0%	**1.2%**	-	0%	1.4%	0%	0%	**1.2%**	-	1.0%
Buses	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	10	0	0	**10**	-	1	7	0	0	**8**	-	19
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0.3%	0%	**0.1%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.3%	0.1%	0%	0%	**0.1%**	-	0.1%
Bicycles on Road	0	4	0	0	**4**	-	0	2	0	0	**2**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	7
% Bicycles on Road	0%	0.8%	0%	0%	**0.3%**	-	0%	0.4%	0%	0%	**0.2%**	-	0.2%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	22	-	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

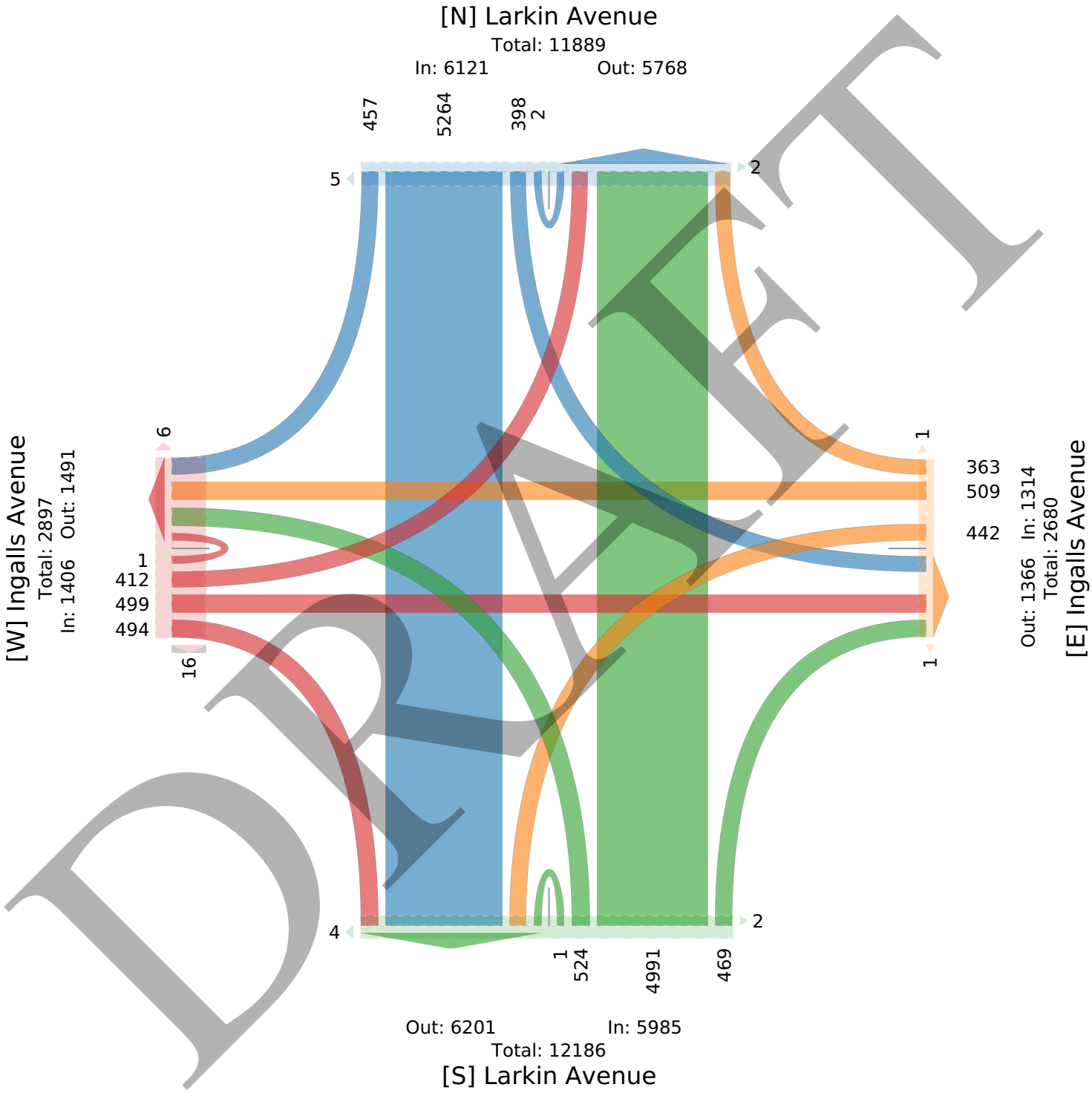
DRAFT

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC
Fri Sep 19, 2025
Full Length (6 PM-11 PM, 2 PM-4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335563, Location: 41.544414, -88.125551

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



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Larkin Avenue with Ingalls Avenue TMC - TMC

Fri Sep 19, 2025
PM Peak (Sep 19 2025 6PM - 7 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335563, Location: 41.544414, -88.125551

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

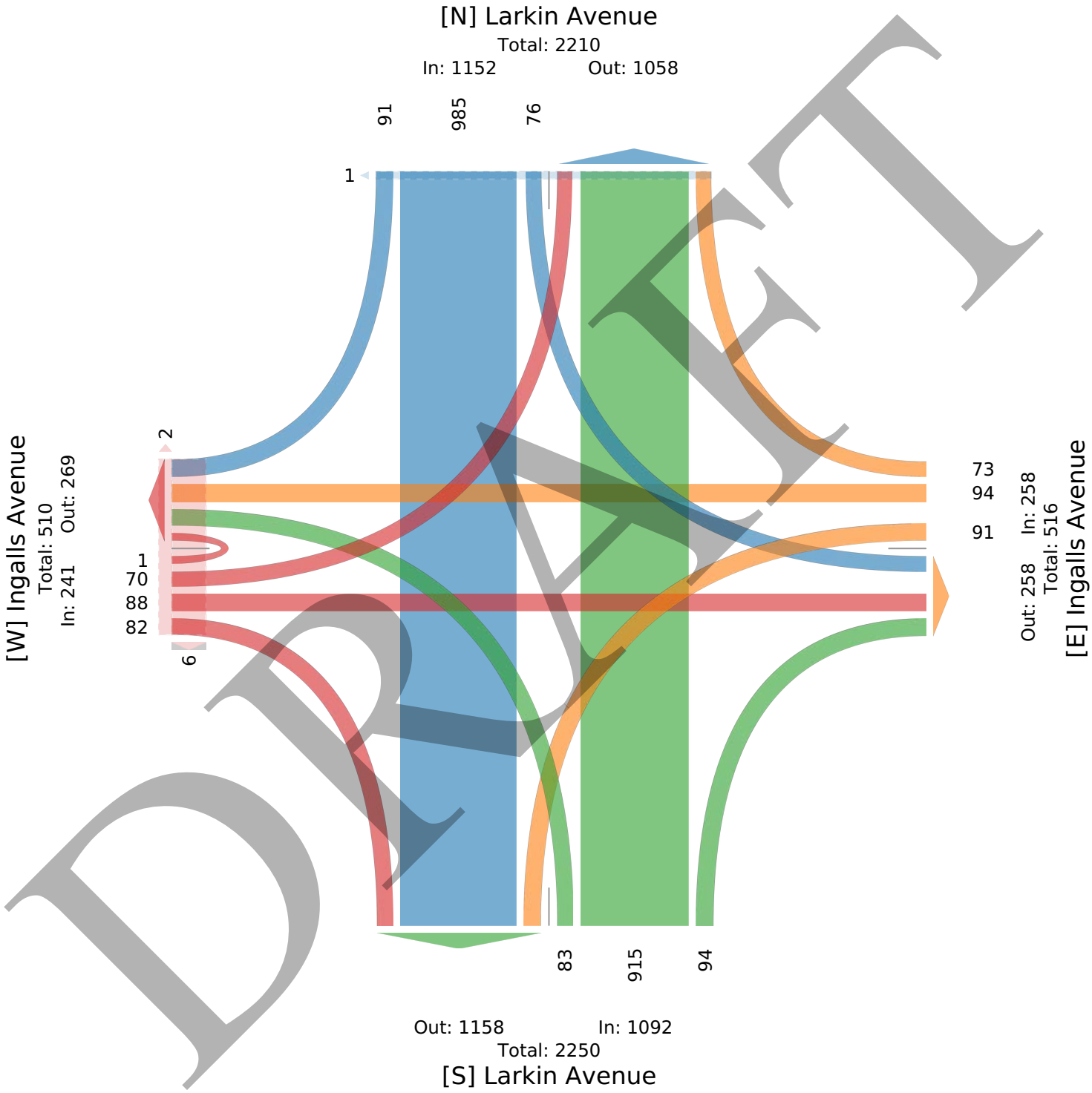
Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenue Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-09-19 6:00PM	20	23	20	1	**64**	1	24	24	22	0	**70**	0	19	237	17	0	**273**	0	17	246	30	0	**293**	0	**700**
6:15PM	14	22	17	0	**53**	4	20	23	21	0	**64**	0	31	247	19	0	**297**	0	20	240	25	0	**285**	1	**699**
6:30PM	19	22	31	0	**72**	0	29	24	11	0	**64**	0	18	215	26	0	**259**	0	24	254	20	0	**298**	0	**693**
6:45PM	17	21	14	0	**52**	3	18	23	19	0	**60**	0	15	216	32	0	**263**	0	15	245	16	0	**276**	0	**651**
Total	70	88	82	1	**241**	8	91	94	73	0	**258**	0	83	915	94	0	**1092**	0	76	985	91	0	**1152**	1	**2743**
% Approach	29.0%	36.5%	34.0%	0.4%	**-**	-	35.3%	36.4%	28.3%	0%	**-**	-	7.6%	83.8%	8.6%	0%	**-**	-	6.6%	85.5%	7.9%	0%	**-**	-	-
% Total	2.6%	3.2%	3.0%	0%	**8.8%**	-	3.3%	3.4%	2.7%	0%	**9.4%**	-	3.0%	33.4%	3.4%	0%	**39.8%**	-	2.8%	35.9%	3.3%	0%	**42.0%**	-	-
PHF	0.875	0.957	0.661	0.250	**0.837**	-	0.784	0.969	0.830	-	**0.918**	-	0.669	0.926	0.734	-	**0.919**	-	0.792	0.969	0.758	-	**0.966**	-	0.979
Lights	69	88	82	1	**240**	-	91	93	73	0	**257**	-	83	882	94	0	**1059**	-	76	951	91	0	**1118**	-	2674
% Lights	98.6%	100%	100%	100%	**99.6%**	-	100%	98.9%	100%	0%	**99.6%**	-	100%	96.4%	100%	0%	**97.0%**	-	100%	96.5%	100%	0%	**97.0%**	-	97.5%
Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	12	0	0	**12**	-	0	10	0	0	**10**	-	23
% Single-Unit Trucks	1.4%	0%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	1.3%	0%	0%	**1.1%**	-	0%	1.0%	0%	0%	**0.9%**	-	0.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	21	0	0	**21**	-	0	22	0	0	**22**	-	43
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	2.3%	0%	0%	**1.9%**	-	0%	2.2%	0%	0%	**1.9%**	-	1.6%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	2
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.1%
Bicycles on Road	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	1.1%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC
Fri Sep 19, 2025
PM Peak (Sep 19 2025 6PM - 7 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335563, Location: 41.544414, -88.125551

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

Sat Sep 20, 2025
PM Peak (WKND) (Sep 20 2025 3PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335563, Location: 41.544414, -88.125551

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenue Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-09-20 3:00PM	27	22	21	0	**70**	0	16	20	20	0	**56**	0	21	209	18	0	**248**	0	20	244	17	0	**281**	0	**655**
3:15PM	24	30	23	0	**77**	0	27	22	13	0	**62**	1	28	239	13	0	**280**	0	17	249	26	0	**292**	2	**711**
3:30PM	29	29	21	0	**79**	3	23	27	22	0	**72**	0	25	218	15	0	**258**	0	20	259	18	0	**297**	0	**706**
3:45PM	19	20	34	0	**73**	1	20	20	28	0	**68**	0	22	254	20	0	**296**	0	19	223	10	0	**252**	1	**689**
Total	99	101	99	0	**299**	4	86	89	83	0	**258**	1	96	920	66	0	**1082**	0	76	975	71	0	**1122**	3	**2761**
% Approach	33.1%	33.8%	33.1%	0%	**-**	-	33.3%	34.5%	32.2%	0%	**-**	-	8.9%	85.0%	6.1%	0%	**-**	-	6.8%	86.9%	6.3%	0%	**-**	-	-
% Total	3.6%	3.7%	3.6%	0%	**10.8%**	-	3.1%	3.2%	3.0%	0%	**9.3%**	-	3.5%	33.3%	2.4%	0%	**39.2%**	-	2.8%	35.3%	2.6%	0%	**40.6%**	-	-
PHF	0.853	0.825	0.728	-	**0.940**	-	0.796	0.824	0.741	-	**0.896**	-	0.857	0.906	0.825	-	**0.914**	-	0.950	0.941	0.683	-	**0.944**	-	0.970
Lights	98	99	99	0	**296**	-	86	89	83	0	**258**	-	96	906	65	0	**1067**	-	74	957	71	0	**1102**	-	2723
% Lights	99.0%	98.0%	100%	0%	**99.0%**	-	100%	100%	100%	0%	**100%**	-	100%	98.5%	98.5%	0%	**98.6%**	-	97.4%	98.2%	100%	0%	**98.2%**	-	98.6%
Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	8	1	0	**9**	-	1	8	0	0	**9**	-	19
% Single-Unit Trucks	1.0%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	1.5%	0%	**0.8%**	-	1.3%	0.8%	0%	0%	**0.8%**	-	0.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	6	0	0	**6**	-	0	7	0	0	**7**	-	13
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.6%**	-	0%	0.7%	0%	0%	**0.6%**	-	0.5%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	3	0	0	**4**	-	4
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.3%	0.3%	0%	0%	**0.4%**	-	0.1%
Bicycles on Road	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Bicycles on Road	0%	2.0%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

Sat Sep 20, 2025

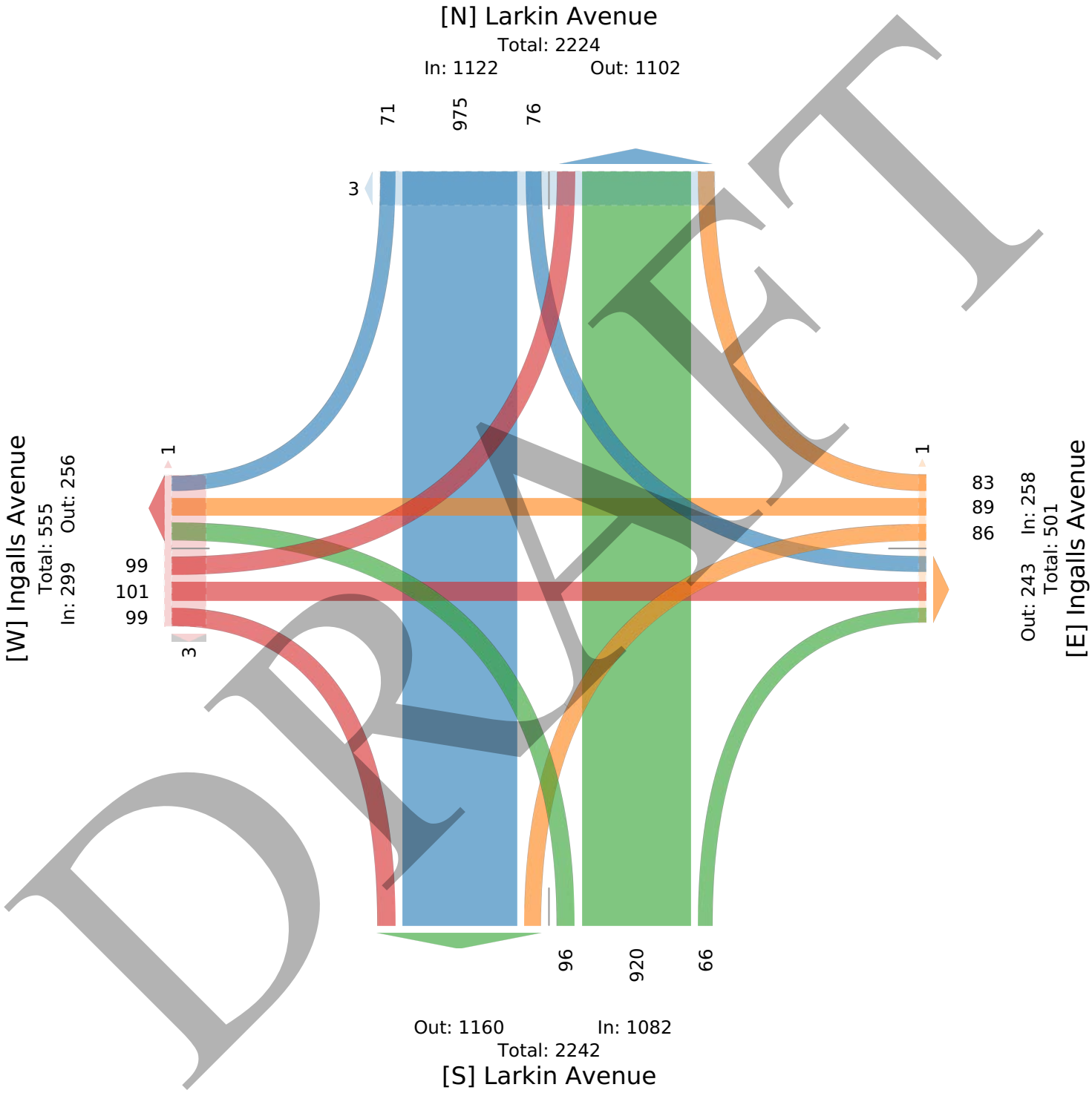
PM Peak (WKND) (Sep 20 2025 3PM - 4 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 1335563, Location: 41.544414, -88.125551

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

Fri Sep 19, 2025
Full Length (6 PM-11 PM, 2 PM-4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335563, Location: 41.544414, -88.125551

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenue Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-09-19 6:00PM	20	23	20	1	**64**	1	24	24	22	0	**70**	0	19	237	17	0	**273**	0	17	246	30	0	**293**	0	**700**
6:15PM	14	22	17	0	**53**	4	20	23	21	0	**64**	0	31	247	19	0	**297**	0	20	240	25	0	**285**	1	**699**
6:30PM	19	22	31	0	**72**	0	29	24	11	0	**64**	0	18	215	26	0	**259**	0	24	254	20	0	**298**	0	**693**
6:45PM	17	21	14	0	**52**	3	18	23	19	0	**60**	0	15	216	32	0	**263**	0	15	245	16	0	**276**	0	**651**
Hourly Total	70	88	82	1	**241**	8	91	94	73	0	**258**	0	83	915	94	0	**1092**	0	76	985	91	0	**1152**	1	**2743**
7:00PM	24	21	20	0	**65**	0	14	19	22	0	**55**	0	20	213	17	0	**250**	0	28	206	15	0	**249**	1	**619**
7:15PM	11	22	14	0	**47**	0	13	22	7	0	**42**	0	22	211	17	0	**250**	0	12	225	25	0	**262**	0	**601**
7:30PM	17	23	23	0	**63**	0	13	20	17	0	**50**	0	19	187	16	1	**223**	0	11	180	10	0	**201**	0	**537**
7:45PM	12	13	16	0	**41**	2	21	13	14	0	**48**	0	16	192	16	0	**224**	1	12	197	19	1	**229**	1	**542**
Hourly Total	64	79	73	0	**216**	2	61	74	60	0	**195**	0	77	803	66	1	**947**	1	63	808	69	1	**941**	2	**2299**
8:00PM	15	7	22	0	**44**	1	12	10	8	0	**30**	0	14	163	18	0	**195**	0	13	203	18	0	**234**	1	**503**
8:15PM	15	13	16	0	**44**	0	9	14	8	0	**31**	0	18	135	26	0	**179**	0	12	141	15	0	**168**	0	**422**
8:30PM	15	19	17	0	**51**	1	23	14	9	0	**46**	0	17	150	16	0	**183**	0	4	156	14	0	**174**	0	**454**
8:45PM	9	14	20	0	**43**	0	21	7	11	0	**39**	0	29	137	13	0	**179**	0	8	175	12	0	**195**	0	**456**
Hourly Total	54	53	75	0	**182**	2	65	45	36	0	**146**	0	78	585	73	0	**736**	0	37	675	59	0	**771**	1	**1835**
9:00PM	9	16	17	0	**42**	0	19	23	3	0	**45**	0	21	158	21	0	**200**	0	12	133	12	0	**157**	0	**444**
9:15PM	8	16	10	0	**34**	0	10	13	3	0	**26**	0	15	98	19	0	**132**	0	9	111	7	0	**127**	0	**319**
9:30PM	8	16	17	0	**41**	0	11	11	10	0	**32**	0	12	89	4	0	**105**	0	10	101	10	0	**121**	0	**299**
9:45PM	5	7	7	0	**19**	0	11	6	7	0	**24**	0	22	108	12	0	**142**	0	12	110	17	0	**139**	0	**324**
Hourly Total	30	55	51	0	**136**	0	51	53	23	0	**127**	0	70	453	56	0	**579**	0	43	455	46	0	**544**	0	**1386**
10:00PM	11	14	12	0	**37**	0	6	15	1	0	**22**	0	12	109	8	0	**129**	0	5	107	11	0	**123**	0	**311**
10:15PM	7	8	7	0	**22**	0	1	11	3	0	**15**	0	9	83	7	0	**99**	0	10	108	9	0	**127**	0	**263**
10:30PM	0	7	11	0	**18**	0	4	14	3	0	**21**	0	7	78	10	0	**95**	0	7	83	8	0	**98**	0	**232**
10:45PM	3	9	8	0	**20**	0	9	11	5	0	**25**	0	11	62	10	0	**83**	0	9	93	8	0	**110**	0	**238**
Hourly Total	21	38	38	0	**97**	0	20	51	12	0	**83**	0	39	332	35	0	**406**	0	31	391	36	0	**458**	0	**1044**
2025-09-20 2:00PM	17	22	20	0	**59**	1	15	24	14	0	**53**	0	24	263	19	0	**306**	0	11	260	21	0	**292**	0	**710**
2:15PM	22	26	18	0	**66**	3	17	29	22	0	**68**	0	25	238	24	0	**287**	3	23	258	18	1	**300**	0	**721**
2:30PM	18	15	23	0	**56**	1	19	25	24	0	**68**	0	13	250	21	0	**284**	1	21	216	21	0	**258**	0	**666**
2:45PM	17	22	15	0	**54**	1	17	25	16	0	**58**	1	19	232	15	0	**266**	1	17	241	25	0	**283**	0	**661**
Hourly Total	74	85	76	0	**235**	6	68	103	76	0	**247**	1	81	983	79	0	**1143**	5	72	975	85	1	**1133**	0	**2758**
3:00PM	27	22	21	0	**70**	0	16	20	20	0	**56**	0	21	209	18	0	**248**	0	20	244	17	0	**281**	0	**655**
3:15PM	24	30	23	0	**77**	0	27	22	13	0	**62**	1	28	239	13	0	**280**	0	17	249	26	0	**292**	2	**711**
3:30PM	29	29	21	0	**79**	3	23	27	22	0	**72**	0	25	218	15	0	**258**	0	20	259	18	0	**297**	0	**706**
3:45PM	19	20	34	0	**73**	1	20	20	28	0	**68**	0	22	254	20	0	**296**	0	19	223	10	0	**252**	1	**689**
Hourly Total	99	101	99	0	**299**	4	86	89	83	0	**258**	1	96	920	66	0	**1082**	0	76	975	71	0	**1122**	3	**2761**
Total	412	499	494	1	**1406**	22	442	509	363	0	**1314**	2	524	4991	469	1	**5985**	6	398	5264	457	2	**6121**	7	**14826**
% Approach	29.3%	35.5%	35.1%	0.1%	**-**	-	33.6%	38.7%	27.6%	0%	**-**	-	8.8%	83.4%	7.8%	0%	**-**	-	6.5%	86.0%	7.5%	0%	**-**	-	**-**
% Total	2.8%	3.4%	3.3%	0%	**9.5%**	-	3.0%	3.4%	2.4%	0%	**8.9%**	-	3.5%	33.7%	3.2%	0%	**40.4%**	-	2.7%	35.5%	3.1%	0%	**41.3%**	-	**-**
Lights	410	494	494	1	**1399**	-	442	507	361	0	**1310**	-	521	4866	467	1	**5855**	-	396	5131	457	2	**5986**	-	14550
% Lights	99.5%	99.0%	100%	100%	**99.5%**	-	100%	99.6%	99.4%	0%	**99.7%**	-	99.4%	97.5%	99.6%	100%	**97.8%**	-	99.5%	97.5%	100%	100%	**97.8%**	-	98.1%
Single-Unit Trucks	2	1	0	0	**3**	-	0	0	1	0	**1**	-	2	42	2	0	**46**	-	1	53	0	0	**54**	-	104
% Single-Unit Trucks	0.5%	0.2%	0%	0%	**0.2%**	-	0%	0%	0.3%	0%	**0.1%**	-	0.4%	0.8%	0.4%	0%	**0.8%**	-	0.3%	1.0%	0%	0%	**0.9%**	-	0.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	73	0	0	**73**	-	0	73	0	0	**73**	-	146
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.5%	0%	0%	**1.2%**	-	0%	1.4%	0%	0%	**1.2%**	-	1.0%
Buses	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	10	0	0	**10**	-	1	7	0	0	**8**	-	19
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0.3%	0%	**0.1%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.3%	0.1%	0%	0%	**0.1%**	-	0.1%
Bicycles on Road	0	4	0	0	**4**	-	0	2	0	0	**2**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	7
% Bicycles on Road	0%	0.8%	0%	0%	**0.3%**	-	0%	0.4%	0%	0%	**0.2%**	-	0.2%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	22	-	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

DRAFT

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC
Fri Sep 19, 2025
Full Length (6 PM-11 PM, 2 PM-4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335563, Location: 41.544414, -88.125551

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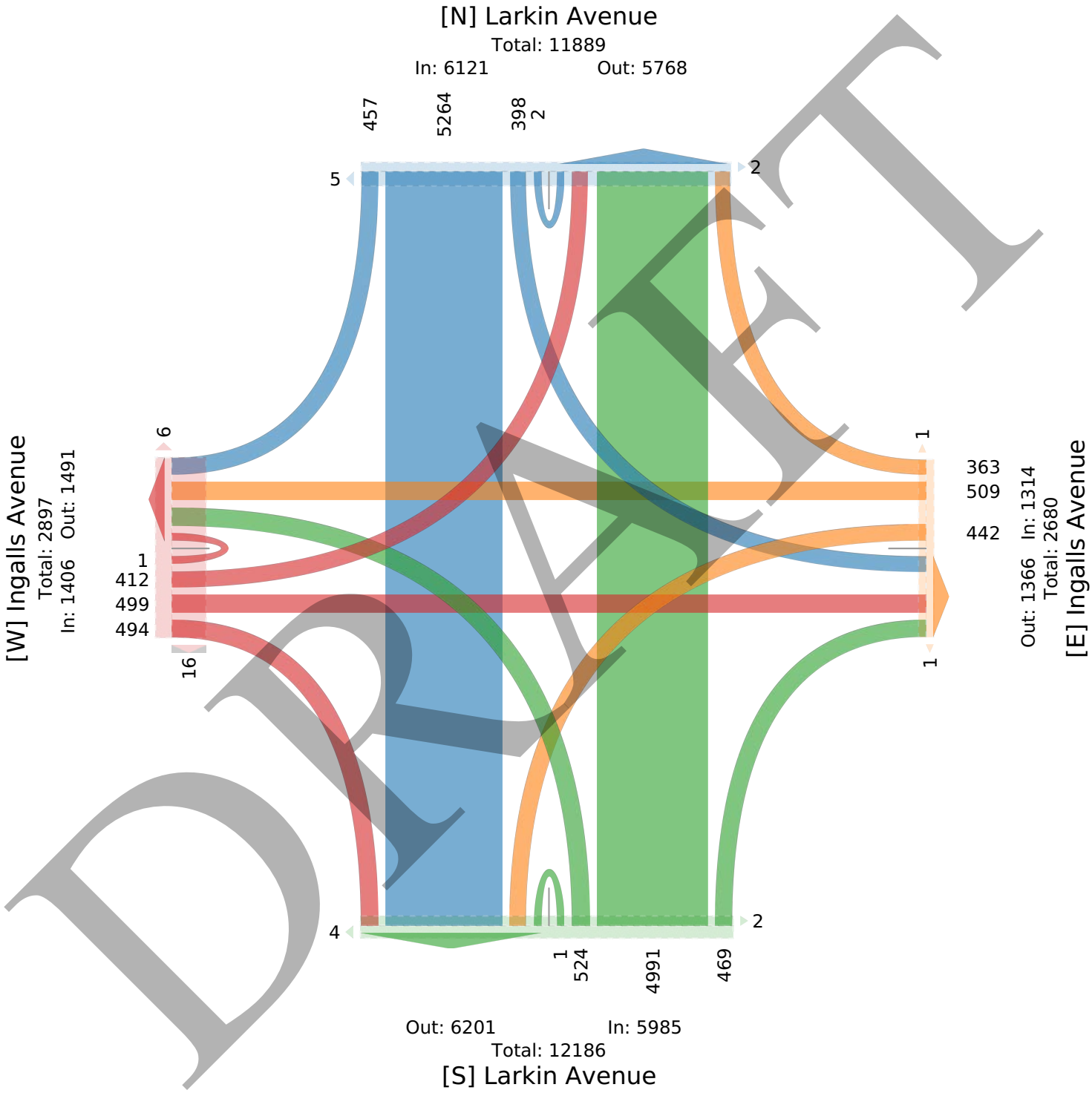


DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

Fri Sep 19, 2025
PM Peak (Sep 19 2025 6PM - 7 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335563, Location: 41.544414, -88.125551

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

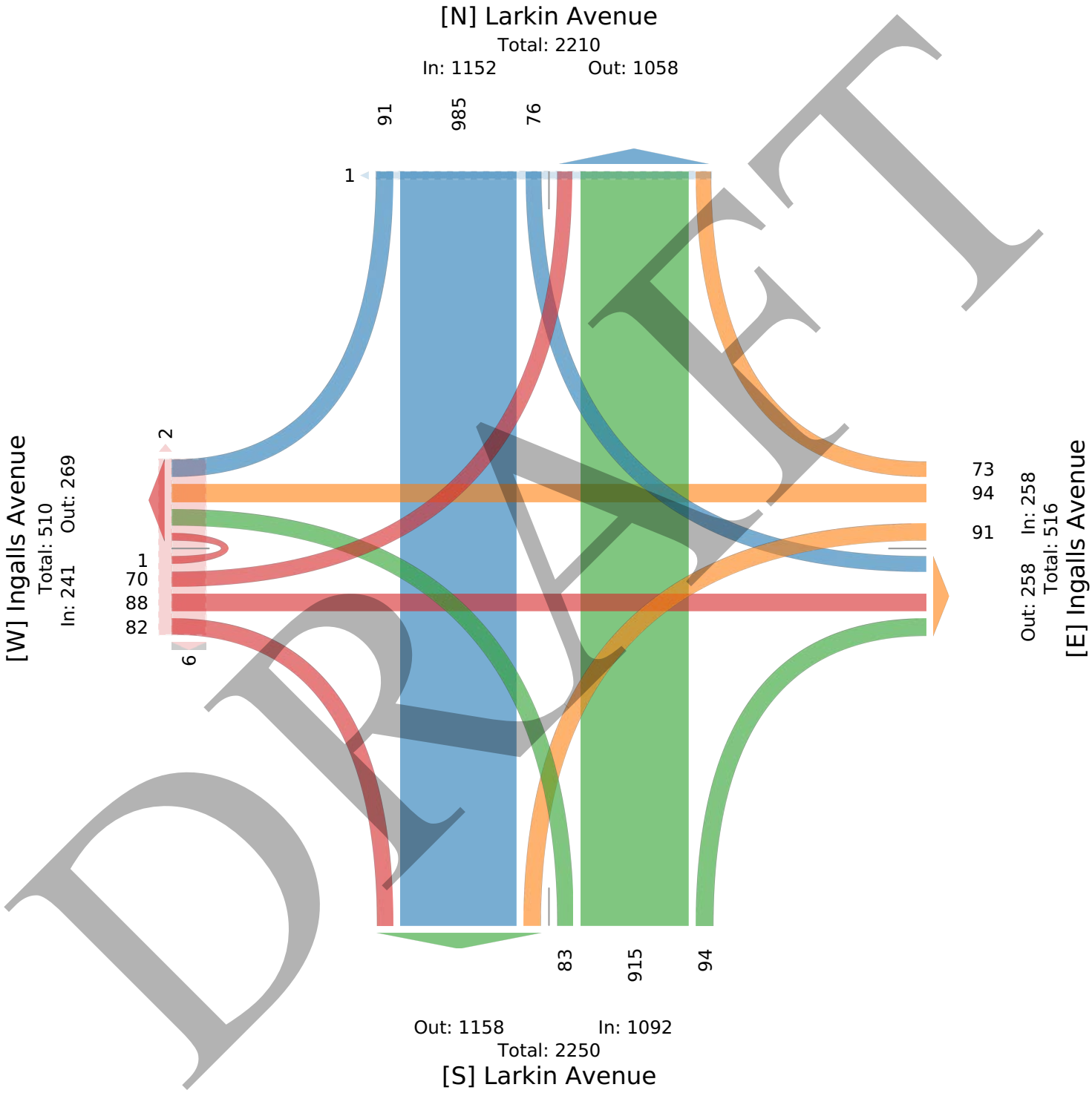
Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenue Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-09-19 6:00PM	20	23	20	1	**64**	1	24	24	22	0	**70**	0	19	237	17	0	**273**	0	17	246	30	0	**293**	0	**700**
6:15PM	14	22	17	0	**53**	4	20	23	21	0	**64**	0	31	247	19	0	**297**	0	20	240	25	0	**285**	1	**699**
6:30PM	19	22	31	0	**72**	0	29	24	11	0	**64**	0	18	215	26	0	**259**	0	24	254	20	0	**298**	0	**693**
6:45PM	17	21	14	0	**52**	3	18	23	19	0	**60**	0	15	216	32	0	**263**	0	15	245	16	0	**276**	0	**651**
Total	70	88	82	1	**241**	8	91	94	73	0	**258**	0	83	915	94	0	**1092**	0	76	985	91	0	**1152**	1	**2743**
% Approach	29.0%	36.5%	34.0%	0.4%	**-**	-	35.3%	36.4%	28.3%	0%	**-**	-	7.6%	83.8%	8.6%	0%	**-**	-	6.6%	85.5%	7.9%	0%	**-**	-	-
% Total	2.6%	3.2%	3.0%	0%	**8.8%**	-	3.3%	3.4%	2.7%	0%	**9.4%**	-	3.0%	33.4%	3.4%	0%	**39.8%**	-	2.8%	35.9%	3.3%	0%	**42.0%**	-	-
PHF	0.875	0.957	0.661	0.250	**0.837**	-	0.784	0.969	0.830	-	**0.918**	-	0.669	0.926	0.734	-	**0.919**	-	0.792	0.969	0.758	-	**0.966**	-	0.979
Lights	69	88	82	1	**240**	-	91	93	73	0	**257**	-	83	882	94	0	**1059**	-	76	951	91	0	**1118**	-	2674
% Lights	98.6%	100%	100%	100%	**99.6%**	-	100%	98.9%	100%	0%	**99.6%**	-	100%	96.4%	100%	0%	**97.0%**	-	100%	96.5%	100%	0%	**97.0%**	-	97.5%
Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	12	0	0	**12**	-	0	10	0	0	**10**	-	23
% Single-Unit Trucks	1.4%	0%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	1.3%	0%	0%	**1.1%**	-	0%	1.0%	0%	0%	**0.9%**	-	0.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	21	0	0	**21**	-	0	22	0	0	**22**	-	43
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	2.3%	0%	0%	**1.9%**	-	0%	2.2%	0%	0%	**1.9%**	-	1.6%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	2
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.1%
Bicycles on Road	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	1.1%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC
Fri Sep 19, 2025
PM Peak (Sep 19 2025 6PM - 7 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335563, Location: 41.544414, -88.125551

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

Sat Sep 20, 2025
PM Peak (WKND) (Sep 20 2025 3PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335563, Location: 41.544414, -88.125551

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenue Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-09-20 3:00PM	27	22	21	0	**70**	0	16	20	20	0	**56**	0	21	209	18	0	**248**	0	20	244	17	0	**281**	0	**655**
3:15PM	24	30	23	0	**77**	0	27	22	13	0	**62**	1	28	239	13	0	**280**	0	17	249	26	0	**292**	2	**711**
3:30PM	29	29	21	0	**79**	3	23	27	22	0	**72**	0	25	218	15	0	**258**	0	20	259	18	0	**297**	0	**706**
3:45PM	19	20	34	0	**73**	1	20	20	28	0	**68**	0	22	254	20	0	**296**	0	19	223	10	0	**252**	1	**689**
Total	99	101	99	0	**299**	4	86	89	83	0	**258**	1	96	920	66	0	**1082**	0	76	975	71	0	**1122**	3	**2761**
% Approach	33.1%	33.8%	33.1%	0%	**-**	-	33.3%	34.5%	32.2%	0%	**-**	-	8.9%	85.0%	6.1%	0%	**-**	-	6.8%	86.9%	6.3%	0%	**-**	-	-
% Total	3.6%	3.7%	3.6%	0%	**10.8%**	-	3.1%	3.2%	3.0%	0%	**9.3%**	-	3.5%	33.3%	2.4%	0%	**39.2%**	-	2.8%	35.3%	2.6%	0%	**40.6%**	-	-
PHF	0.853	0.825	0.728	-	**0.940**	-	0.796	0.824	0.741	-	**0.896**	-	0.857	0.906	0.825	-	**0.914**	-	0.950	0.941	0.683	-	**0.944**	-	0.970
Lights	98	99	99	0	**296**	-	86	89	83	0	**258**	-	96	906	65	0	**1067**	-	74	957	71	0	**1102**	-	2723
% Lights	99.0%	98.0%	100%	0%	**99.0%**	-	100%	100%	100%	0%	**100%**	-	100%	98.5%	98.5%	0%	**98.6%**	-	97.4%	98.2%	100%	0%	**98.2%**	-	98.6%
Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	8	1	0	**9**	-	1	8	0	0	**9**	-	19
% Single-Unit Trucks	1.0%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	1.5%	0%	**0.8%**	-	1.3%	0.8%	0%	0%	**0.8%**	-	0.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	6	0	0	**6**	-	0	7	0	0	**7**	-	13
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.6%**	-	0%	0.7%	0%	0%	**0.6%**	-	0.5%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	3	0	0	**4**	-	4
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.3%	0.3%	0%	0%	**0.4%**	-	0.1%
Bicycles on Road	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Bicycles on Road	0%	2.0%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

Sat Sep 20, 2025

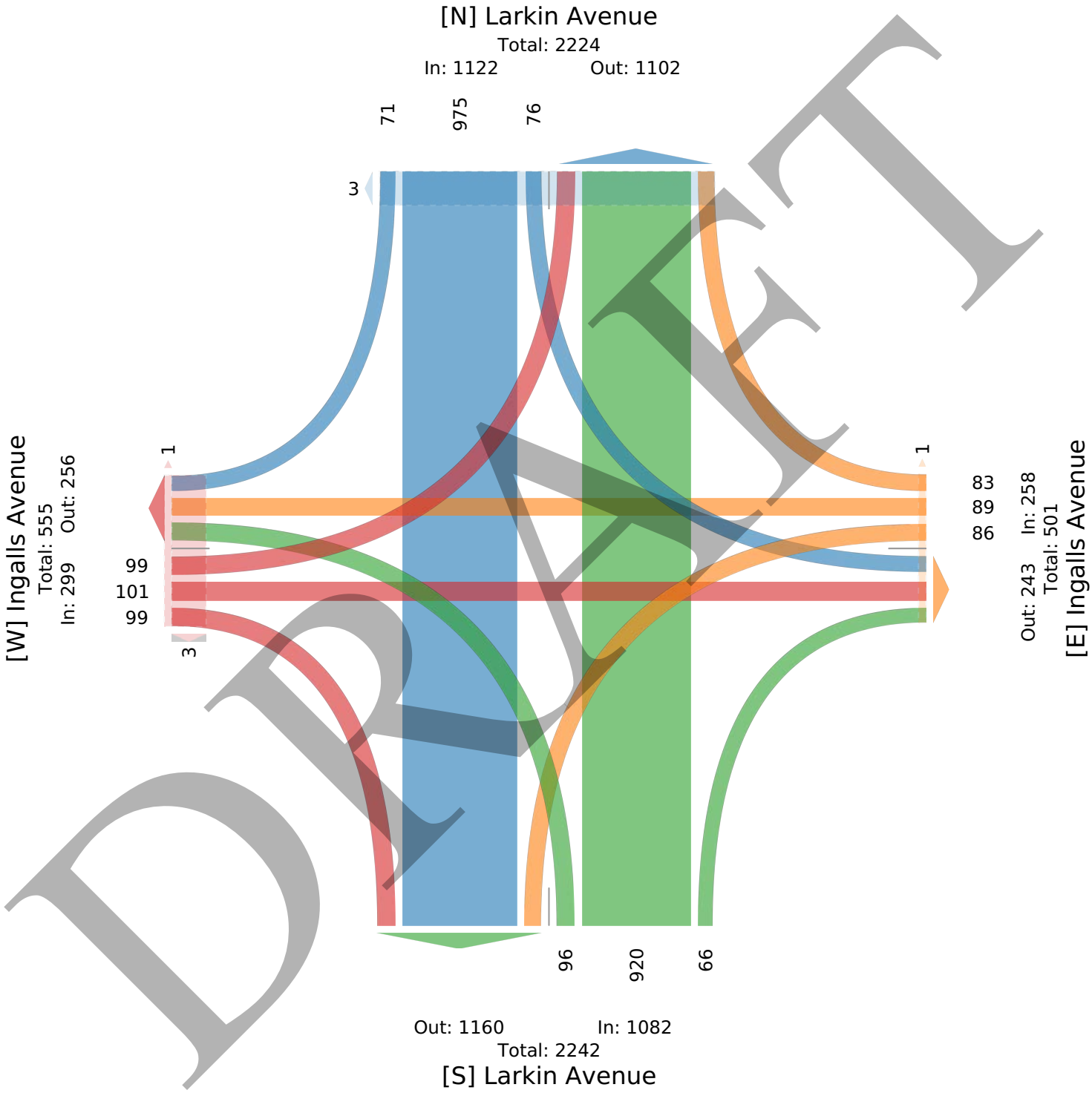
PM Peak (WKND) (Sep 20 2025 3PM - 4 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 1335563, Location: 41.544414, -88.125551

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC

Fri Sep 19, 2025
Full Length (6 PM-11 PM, 2 PM-4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335565, Location: 41.5446, -88.118405

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Ingalls Avenue Eastbound					Ingalls Avenue Westbound					Wyoming Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-09-19 6:00PM	5	49	0	**54**	0	56	9	0	**65**	0	9	17	0	**26**	1	**145**
6:15PM	5	52	0	**57**	0	65	6	0	**71**	0	11	8	0	**19**	1	**147**
6:30PM	7	60	0	**67**	1	43	3	0	**46**	0	12	10	0	**22**	0	**135**
6:45PM	15	48	0	**63**	0	52	5	0	**57**	0	9	5	0	**14**	0	**134**
Hourly Total	32	209	0	**241**	1	216	23	0	**239**	0	41	40	0	**81**	2	**561**
7:00PM	10	46	0	**56**	0	45	4	0	**49**	0	12	10	0	**22**	0	**127**
7:15PM	5	40	0	**45**	0	35	2	0	**37**	0	3	6	0	**9**	1	**91**
7:30PM	8	42	0	**50**	0	42	1	0	**43**	0	11	0	0	**11**	0	**104**
7:45PM	5	32	0	**37**	0	41	3	0	**44**	0	9	4	0	**13**	0	**94**
Hourly Total	28	160	0	**188**	0	163	10	0	**173**	0	35	20	0	**55**	1	**416**
8:00PM	4	31	0	**35**	0	33	1	0	**34**	0	4	7	0	**11**	1	**80**
8:15PM	1	45	0	**46**	0	33	0	0	**33**	0	2	9	0	**11**	0	**90**
8:30PM	7	31	0	**38**	0	36	2	0	**38**	0	7	6	0	**13**	0	**89**
8:45PM	4	23	1	**28**	0	31	0	0	**31**	0	10	5	0	**15**	0	**74**
Hourly Total	16	130	1	**147**	0	133	3	0	**136**	0	23	27	0	**50**	1	**333**
9:00PM	2	47	0	**49**	0	40	4	0	**44**	0	7	4	0	**11**	1	**104**
9:15PM	9	26	0	**35**	0	22	2	0	**24**	0	3	4	0	**7**	1	**66**
9:30PM	2	25	0	**27**	0	27	5	0	**32**	0	1	3	0	**4**	0	**63**
9:45PM	4	25	0	**29**	0	27	0	0	**27**	0	4	2	0	**6**	0	**62**
Hourly Total	17	123	0	**140**	0	116	11	0	**127**	0	15	13	0	**28**	2	**295**
10:00PM	4	19	0	**23**	0	15	2	0	**17**	0	2	1	0	**3**	0	**43**
10:15PM	2	22	0	**24**	0	17	2	0	**19**	0	6	2	0	**8**	0	**51**
10:30PM	2	20	0	**22**	0	20	1	0	**21**	0	2	6	0	**8**	0	**51**
10:45PM	0	22	0	**22**	0	23	3	0	**26**	0	4	2	0	**6**	0	**54**
Hourly Total	8	83	0	**91**	0	75	8	0	**83**	0	14	11	0	**25**	0	**199**
2025-09-20 2:00PM	7	45	0	**52**	0	40	3	0	**43**	0	8	8	0	**16**	0	**111**
2:15PM	9	61	0	**70**	0	54	1	0	**55**	0	13	9	0	**22**	1	**147**
2:30PM	8	45	0	**53**	0	59	6	0	**65**	0	10	4	0	**14**	0	**132**
2:45PM	4	49	0	**53**	0	44	6	0	**50**	0	4	7	0	**11**	2	**114**
Hourly Total	28	200	0	**228**	0	197	16	0	**213**	0	35	28	0	**63**	3	**504**
3:00PM	7	48	0	**55**	0	45	4	0	**49**	0	7	10	0	**17**	0	**121**
3:15PM	5	57	0	**62**	0	56	9	0	**65**	0	6	7	0	**13**	0	**140**
3:30PM	2	49	0	**51**	0	51	6	0	**57**	0	17	6	0	**23**	0	**131**
3:45PM	10	47	0	**57**	0	67	6	0	**73**	0	7	5	0	**12**	0	**142**
Hourly Total	24	201	0	**225**	0	219	25	0	**244**	0	37	28	0	**65**	0	**534**
Total	153	1106	1	**1260**	1	1119	96	0	**1215**	0	200	167	0	**367**	9	**2842**
% Approach	12.1%	87.8%	0.1%	**-**	-	92.1%	7.9%	0%	**-**	-	54.5%	45.5%	0%	**-**	-	-
% Total	5.4%	38.9%	0%	**44.3%**	-	39.4%	3.4%	0%	**42.8%**	-	7.0%	5.9%	0%	**12.9%**	-	-
Lights	152	1102	1	**1255**	-	1114	95	0	**1209**	-	200	165	0	**365**	-	2829
% Lights	99.3%	99.6%	100%	**99.6%**	-	99.6%	99.0%	0%	**99.5%**	-	100%	98.8%	0%	**99.5%**	-	99.5%
Single-Unit Trucks	0	1	0	**1**	-	0	0	0	**0**	-	0	0	0	**0**	-	1
% Single-Unit Trucks	0%	0.1%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	**0**	-	1	0	0	**1**	-	0	0	0	**0**	-	1
% Buses	0%	0%	0%	**0%**	-	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	1	3	0	**4**	-	4	1	0	**5**	-	0	2	0	**2**	-	11
% Bicycles on Road	0.7%	0.3%	0%	**0.3%**	-	0.4%	1.0%	0%	**0.4%**	-	0%	1.2%	0%	**0.5%**	-	0.4%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	9	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC
Fri Sep 19, 2025
Full Length (6 PM-11 PM, 2 PM-4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335565, Location: 41.5446, -88.118405

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
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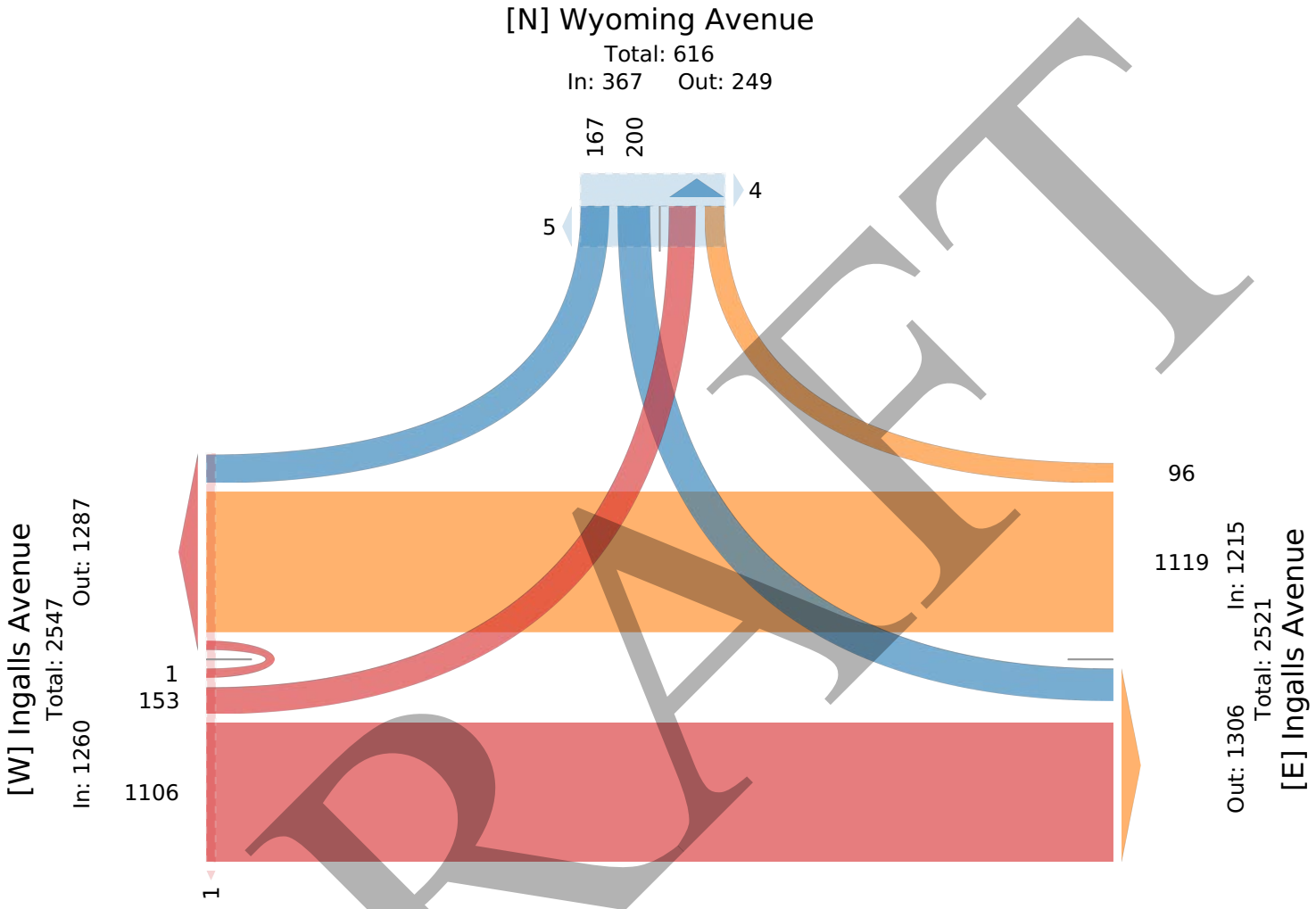

DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC

Fri Sep 19, 2025
PM Peak (Sep 19 2025 6PM - 7 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335565, Location: 41.5446, -88.118405

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Ingalls Avenue Eastbound					Ingalls Avenue Westbound					Wyoming Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-09-19 6:00PM	5	49	0	**54**	0	56	9	0	**65**	0	9	17	0	**26**	1	**145**
6:15PM	5	52	0	**57**	0	65	6	0	**71**	0	11	8	0	**19**	1	**147**
6:30PM	7	60	0	**67**	1	43	3	0	**46**	0	12	10	0	**22**	0	**135**
6:45PM	15	48	0	**63**	0	52	5	0	**57**	0	9	5	0	**14**	0	**134**
Total	32	209	0	**241**	1	216	23	0	**239**	0	41	40	0	**81**	2	**561**
% Approach	13.3%	86.7%	0%	**-**	-	90.4%	9.6%	0%	**-**	-	50.6%	49.4%	0%	**-**	-	**-**
% Total	5.7%	37.3%	0%	**43.0%**	-	38.5%	4.1%	0%	**42.6%**	-	7.3%	7.1%	0%	**14.4%**	-	**-**
PHF	0.554	0.892	-	**0.915**	-	0.840	0.639	-	**0.850**	-	0.854	0.574	-	**0.769**	-	0.952
Lights	31	207	0	**238**	-	215	23	0	**238**	-	41	39	0	**80**	-	556
% Lights	96.9%	99.0%	0%	**98.8%**	-	99.5%	100%	0%	**99.6%**	-	100%	97.5%	0%	**98.8%**	-	99.1%
Single-Unit Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	1	2	0	**3**	-	1	0	0	**1**	-	0	1	0	**1**	-	5
% Bicycles on Road	3.1%	1.0%	0%	**1.2%**	-	0.5%	0%	0%	**0.4%**	-	0%	2.5%	0%	**1.2%**	-	0.9%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC
Fri Sep 19, 2025
PM Peak (Sep 19 2025 6PM - 7 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335565, Location: 41.5446, -88.118405

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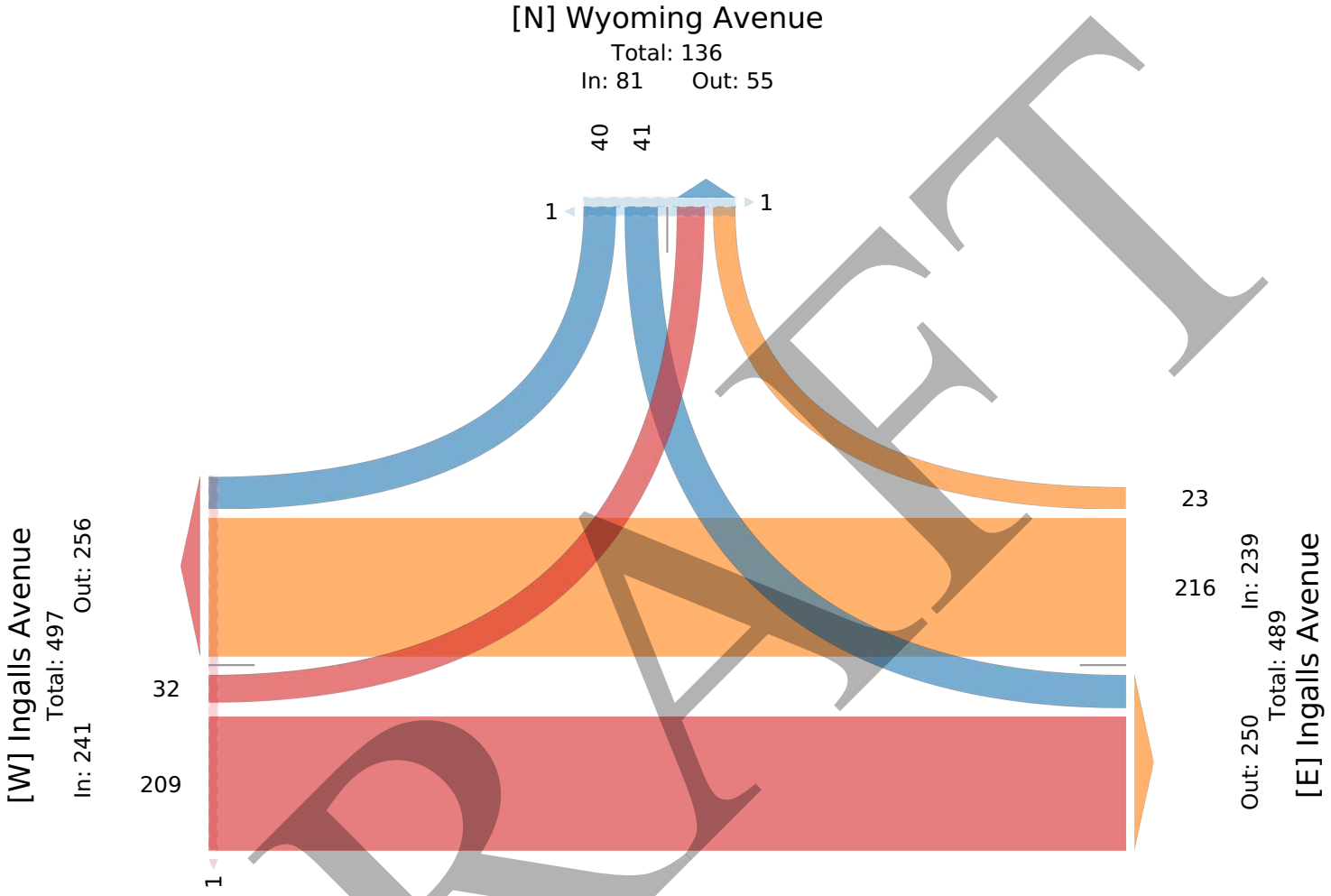


DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC

Sat Sep 20, 2025
PM Peak (WKND) (Sep 20 2025 3PM - 4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335565, Location: 41.5446, -88.118405

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

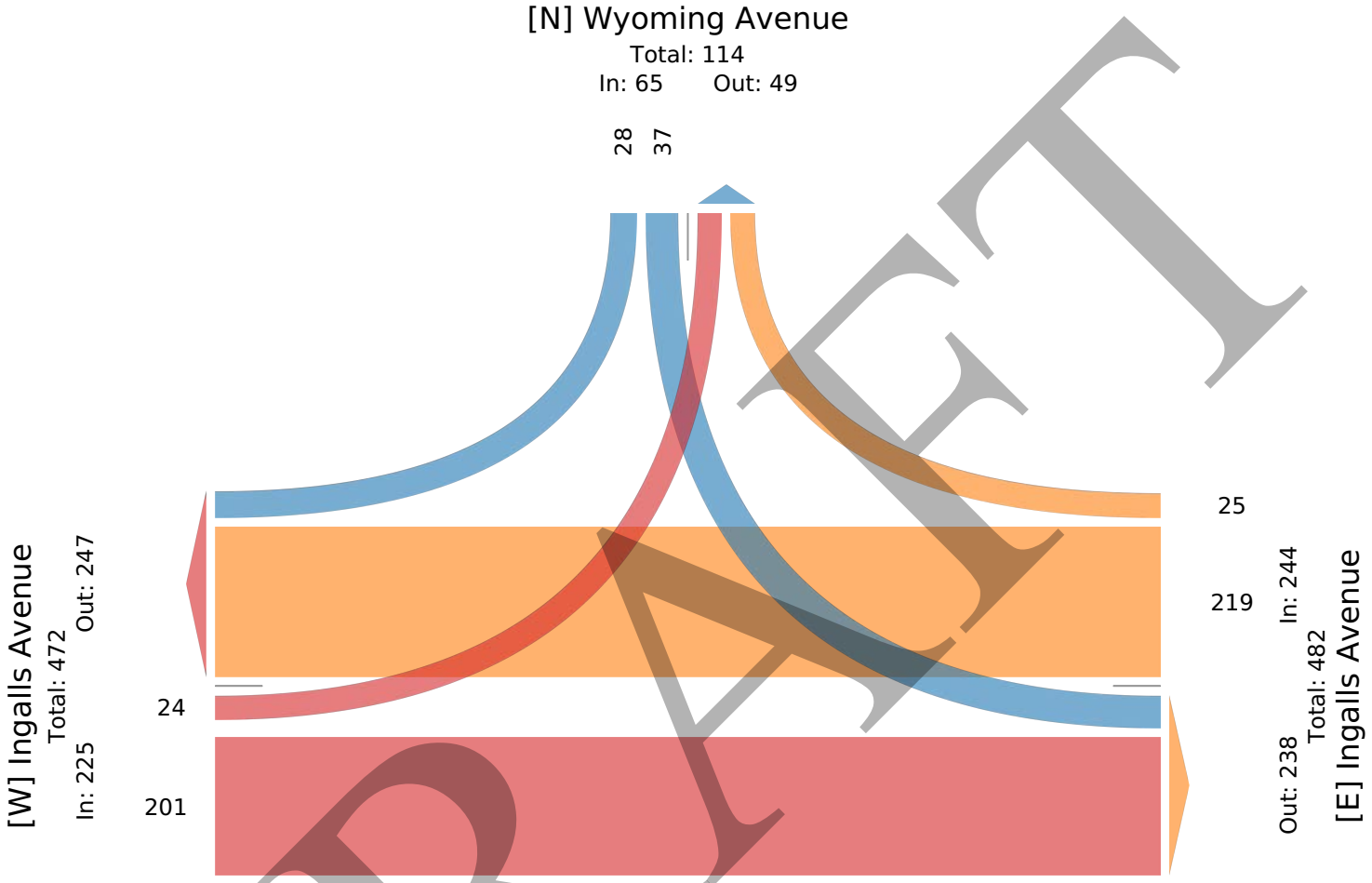
Leg Direction	Ingalls Avenue Eastbound					Ingalls Avenue Westbound					Wyoming Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-09-20 3:00PM	7	48	0	**55**	0	45	4	0	**49**	0	7	10	0	**17**	0	**121**
3:15PM	5	57	0	**62**	0	56	9	0	**65**	0	6	7	0	**13**	0	**140**
3:30PM	2	49	0	**51**	0	51	6	0	**57**	0	17	6	0	**23**	0	**131**
3:45PM	10	47	0	**57**	0	67	6	0	**73**	0	7	5	0	**12**	0	**142**
Total	24	201	0	**225**	0	219	25	0	**244**	0	37	28	0	**65**	0	**534**
% Approach	10.7%	89.3%	0%	**-**	-	89.8%	10.2%	0%	**-**	-	56.9%	43.1%	0%	**-**	-	**-**
% Total	4.5%	37.6%	0%	**42.1%**	-	41.0%	4.7%	0%	**45.7%**	-	6.9%	5.2%	0%	**12.2%**	-	**-**
PHF	0.600	0.882	-	**0.907**	-	0.835	0.667	-	**0.849**	-	0.544	0.700	-	**0.707**	-	0.948
Lights	24	201	0	**225**	-	217	24	0	**241**	-	37	28	0	**65**	-	531
% Lights	100%	100%	0%	**100%**	-	99.1%	96.0%	0%	**98.8%**	-	100%	100%	0%	**100%**	-	99.4%
Single-Unit Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	2	1	0	**3**	-	0	0	0	**0**	-	3
% Bicycles on Road	0%	0%	0%	**0%**	-	0.9%	4.0%	0%	**1.2%**	-	0%	0%	0%	**0%**	-	0.6%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC
Sat Sep 20, 2025
PM Peak (WKND) (Sep 20 2025 3PM - 4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335565, Location: 41.5446, -88.118405

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC

Fri Sep 19, 2025
Full Length (6 PM-11 PM, 2 PM-4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335569, Location: 41.549954, -88.118435

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Wyoming Avenue						Cleary Avenue						Plainfield Road						Plainfield Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-09-19 6:00PM	10	1	2	0	**13**	0	2	2	3	0	**7**	2	5	179	3	0	**187**	0	2	222	15	0	**239**	0	**446**
6:15PM	4	2	0	0	**6**	0	3	3	3	0	**9**	0	2	199	4	0	**205**	0	1	179	19	0	**199**	0	**419**
6:30PM	4	2	0	0	**6**	1	1	1	1	0	**3**	0	1	167	0	0	**168**	0	4	197	14	0	**215**	0	**392**
6:45PM	12	0	2	0	**14**	0	1	1	4	0	**6**	3	3	160	1	0	**164**	0	5	198	11	0	**214**	0	**398**
Hourly Total	30	5	4	0	**39**	1	7	7	11	0	**25**	5	11	705	8	0	**724**	0	12	796	59	0	**867**	0	**1655**
7:00PM	4	1	2	0	**7**	1	1	2	2	0	**5**	0	3	128	3	0	**134**	0	7	155	18	0	**180**	0	**326**
7:15PM	6	2	0	0	**8**	0	3	1	2	0	**6**	0	0	147	1	0	**148**	0	1	158	6	0	**165**	0	**327**
7:30PM	4	1	1	0	**6**	1	0	1	1	0	**2**	0	1	140	5	0	**146**	0	0	186	12	0	**198**	0	**352**
7:45PM	3	0	0	0	**3**	1	0	1	3	0	**4**	0	1	123	1	0	**125**	0	1	171	11	0	**183**	0	**315**
Hourly Total	17	4	3	0	**24**	3	4	5	8	0	**17**	0	5	538	10	0	**553**	0	9	670	47	0	**726**	0	**1320**
8:00PM	6	0	0	0	**6**	0	0	1	2	0	**3**	0	2	93	1	0	**96**	0	2	143	8	0	**153**	0	**258**
8:15PM	0	0	0	0	**0**	0	0	2	4	0	**6**	0	5	97	3	0	**105**	0	2	155	8	0	**165**	0	**276**
8:30PM	1	3	1	0	**5**	0	0	2	2	0	**4**	3	0	125	0	0	**125**	0	1	141	10	0	**152**	0	**286**
8:45PM	1	0	1	0	**2**	3	0	0	1	0	**1**	0	1	106	1	0	**108**	0	4	122	15	0	**141**	0	**252**
Hourly Total	8	3	2	0	**13**	3	0	5	9	0	**14**	3	8	421	5	0	**434**	0	9	561	41	0	**611**	0	**1072**
9:00PM	3	1	0	0	**4**	0	0	0	0	0	**0**	0	1	82	1	0	**84**	0	0	119	14	0	**133**	0	**221**
9:15PM	1	0	2	0	**3**	0	1	0	0	0	**1**	0	2	69	2	0	**73**	0	0	131	6	0	**137**	0	**214**
9:30PM	4	2	1	0	**7**	0	0	0	3	0	**3**	0	1	69	2	0	**72**	0	1	103	6	1	**111**	0	**193**
9:45PM	4	0	0	0	**4**	0	0	1	3	0	**4**	0	1	64	0	0	**65**	0	1	126	3	0	**130**	0	**203**
Hourly Total	12	3	3	0	**18**	0	1	1	6	0	**8**	0	5	284	5	0	**294**	0	2	479	29	1	**511**	0	**831**
10:00PM	1	2	0	0	**3**	0	0	0	0	0	**0**	0	1	60	2	0	**63**	0	0	92	4	0	**96**	0	**162**
10:15PM	2	0	1	0	**3**	1	0	0	0	0	**0**	0	0	62	0	0	**62**	0	1	125	7	0	**133**	0	**198**
10:30PM	1	0	0	0	**1**	0	3	3	0	0	**6**	0	1	48	1	0	**50**	0	1	105	5	0	**111**	0	**168**
10:45PM	0	0	1	0	**1**	0	1	0	3	0	**4**	0	1	43	3	0	**47**	0	0	74	5	0	**79**	0	**131**
Hourly Total	4	2	2	0	**8**	1	4	3	3	0	**10**	0	3	213	6	0	**222**	0	2	396	21	0	**419**	0	**659**
2025-09-20 2:00PM	6	0	0	0	**6**	0	1	0	2	0	**3**	0	5	143	3	0	**151**	0	0	186	12	0	**198**	0	**358**
2:15PM	9	1	1	0	**11**	0	2	0	1	0	**3**	0	1	207	4	0	**212**	0	0	185	20	0	**205**	0	**431**
2:30PM	4	2	4	0	**10**	2	0	2	2	0	**4**	3	1	170	1	0	**172**	0	0	215	13	0	**228**	0	**414**
2:45PM	8	0	1	0	**9**	2	2	0	3	0	**5**	0	0	181	5	0	**186**	0	5	174	9	0	**188**	0	**388**
Hourly Total	27	3	6	0	**36**	4	5	2	8	0	**15**	3	7	701	13	0	**721**	0	5	760	54	0	**819**	0	**1591**
3:00PM	10	1	4	0	**15**	1	0	1	5	0	**6**	1	1	157	3	0	**161**	0	5	199	15	0	**219**	0	**401**
3:15PM	7	1	2	0	**10**	0	3	3	7	0	**13**	2	2	162	2	0	**166**	0	2	211	8	0	**221**	0	**410**
3:30PM	8	2	0	0	**10**	0	2	1	4	0	**7**	0	1	196	3	0	**200**	0	4	223	18	0	**245**	0	**462**
3:45PM	7	1	5	0	**13**	0	1	1	1	0	**3**	0	4	175	2	0	**181**	0	3	210	8	0	**221**	0	**418**
Hourly Total	32	5	11	0	**48**	1	6	6	17	0	**29**	3	8	690	10	0	**708**	0	14	843	49	0	**906**	0	**1691**
Total	130	25	31	0	**186**	13	27	29	62	0	**118**	14	47	3552	57	0	**3656**	0	53	4505	300	1	**4859**	0	**8819**
% Approach	69.9%	13.4%	16.7%	0%	**-**	-	22.9%	24.6%	52.5%	0%	**-**	-	1.3%	97.2%	1.6%	0%	**-**	-	1.1%	92.7%	6.2%	0%	**-**	-	-
% Total	1.5%	0.3%	0.4%	0%	**2.1%**	-	0.3%	0.3%	0.7%	0%	**1.3%**	-	0.5%	40.3%	0.6%	0%	**41.5%**	-	0.6%	51.1%	3.4%	0%	**55.1%**	-	-
Lights	130	24	30	0	**184**	-	27	27	62	0	**116**	-	46	3494	56	0	**3596**	-	53	4436	298	1	**4788**	-	8684
% Lights	100%	96.0%	96.8%	0%	**98.9%**	-	100%	93.1%	100%	0%	**98.3%**	-	97.9%	98.4%	98.2%	0%	**98.4%**	-	100%	98.5%	99.3%	100%	**98.5%**	-	98.5%
Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	30	1	0	**32**	-	0	43	1	0	**44**	-	76
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.1%	0.8%	1.8%	0%	**0.9%**	-	0%	1.0%	0.3%	0%	**0.9%**	-	0.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	9	0	0	**9**	-	0	15	0	0	**15**	-	24
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.2%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.3%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	19	0	0	**19**	-	0	10	0	0	**10**	-	29
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.3%
Bicycles on Road	0	1	1	0	**2**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	1	1	0	**2**	-	6

DRAFT

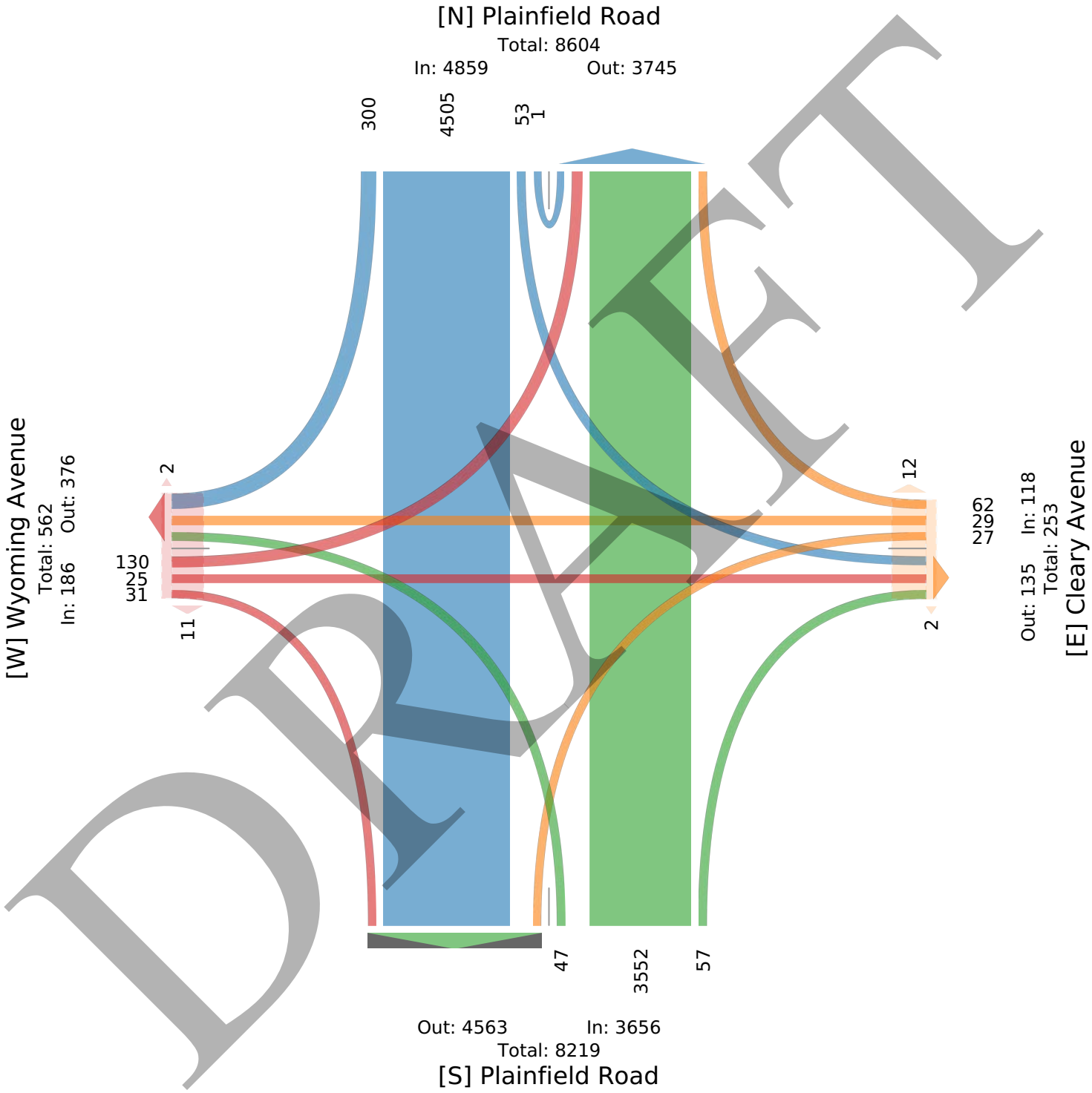
Leg	Wyoming Avenue						Cleary Avenue						Plainfield Road						Plainfield Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Bicycles on Road	0%	4.0%	3.2%	0%	**1.1%**	-	0%	6.9%	0%	0%	**1.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.3%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	13	-	-	-	-	-	14	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC
Fri Sep 19, 2025
Full Length (6 PM-11 PM, 2 PM-4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335569, Location: 41.549954, -88.118435

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC

Fri Sep 19, 2025
PM Peak (Sep 19 2025 6PM - 7 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335569, Location: 41.549954, -88.118435

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

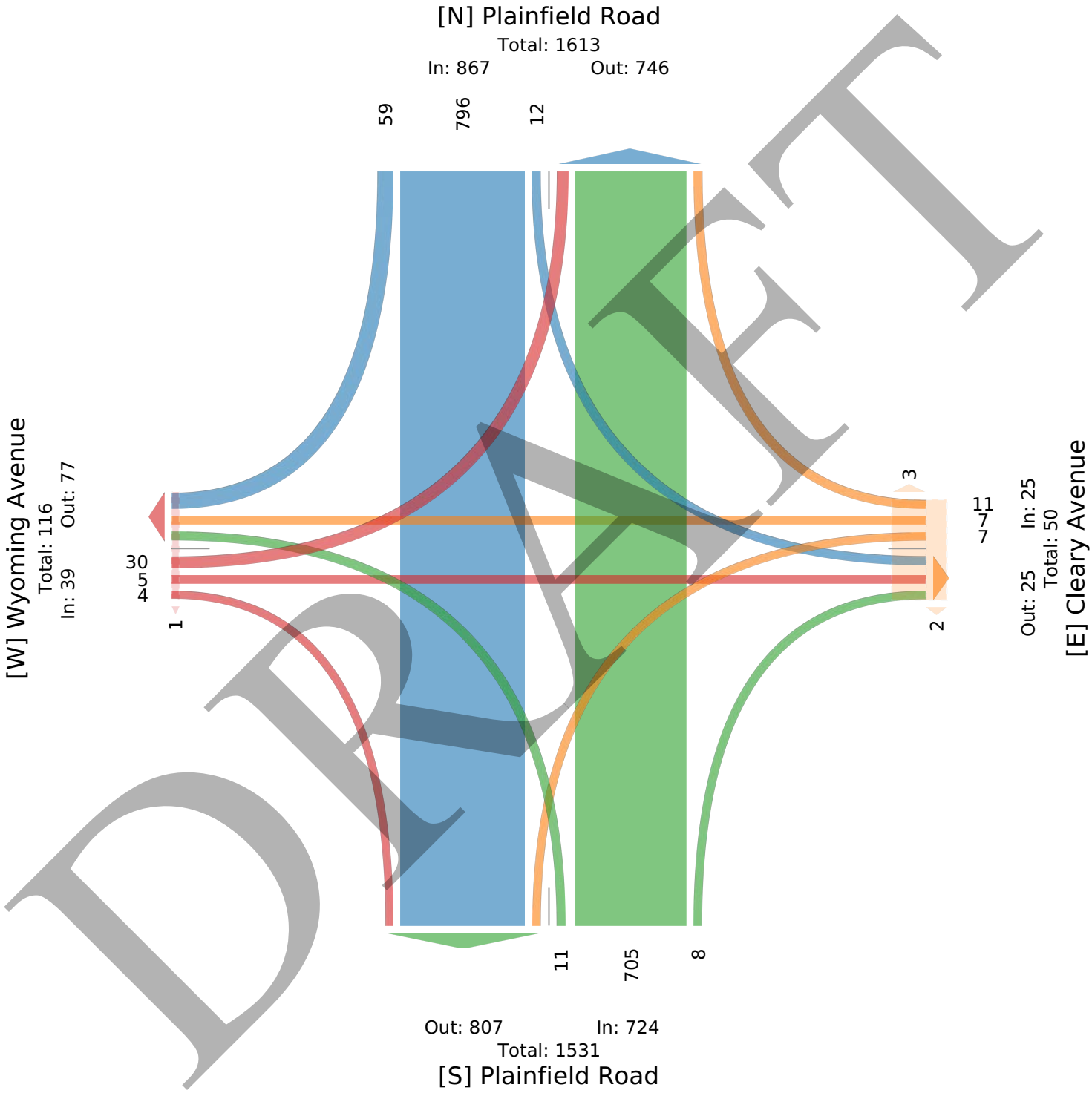
Leg Direction	Wyoming Avenue Eastbound						Cleary Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-09-19 6:00PM	10	1	2	0	**13**	0	2	2	3	0	**7**	2	5	179	3	0	**187**	0	2	222	15	0	**239**	0	**446**
6:15PM	4	2	0	0	**6**	0	3	3	3	0	**9**	0	2	199	4	0	**205**	0	1	179	19	0	**199**	0	**419**
6:30PM	4	2	0	0	**6**	1	1	1	1	0	**3**	0	1	167	0	0	**168**	0	4	197	14	0	**215**	0	**392**
6:45PM	12	0	2	0	**14**	0	1	1	4	0	**6**	3	3	160	1	0	**164**	0	5	198	11	0	**214**	0	**398**
Total	30	5	4	0	**39**	1	7	7	11	0	**25**	5	11	705	8	0	**724**	0	12	796	59	0	**867**	0	**1655**
% Approach	76.9%	12.8%	10.3%	0%	**-**	-	28.0%	28.0%	44.0%	0%	**-**	-	1.5%	97.4%	1.1%	0%	**-**	-	1.4%	91.8%	6.8%	0%	**-**	-	-
% Total	1.8%	0.3%	0.2%	0%	**2.4%**	-	0.4%	0.4%	0.7%	0%	**1.5%**	-	0.7%	42.6%	0.5%	0%	**43.7%**	-	0.7%	48.1%	3.6%	0%	**52.4%**	-	-
PHF	0.625	0.625	0.500	-	**0.696**	-	0.583	0.625	0.688	-	**0.821**	-	0.550	0.886	0.500	-	**0.883**	-	0.600	0.896	0.806	-	**0.906**	-	0.926
Lights	30	5	4	0	**39**	-	7	5	11	0	**23**	-	11	697	7	0	**715**	-	12	784	58	0	**854**	-	1631
% Lights	100%	100%	100%	0%	**100%**	-	100%	71.4%	100%	0%	**92.0%**	-	100%	98.9%	87.5%	0%	**98.8%**	-	100%	98.5%	98.3%	0%	**98.5%**	-	98.5%
Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	1	0	**3**	-	0	7	0	0	**7**	-	10
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	12.5%	0%	**0.4%**	-	0%	0.9%	0%	0%	**0.8%**	-	0.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	3	0	0	**3**	-	6
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0.4%	0%	0%	**0.3%**	-	0.4%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	2	0	0	**2**	-	5
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0.3%	0%	0%	**0.2%**	-	0.3%
Bicycles on Road	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	3
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	28.6%	0%	0%	**8.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	1.7%	0%	**0.1%**	-	0.2%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC
Fri Sep 19, 2025
PM Peak (Sep 19 2025 6PM - 7 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335569, Location: 41.549954, -88.118435

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC

Sat Sep 20, 2025
PM Peak (WKND) (Sep 20 2025 3PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335569, Location: 41.549954, -88.118435

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Wyoming Avenue Eastbound						Cleary Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-09-20 3:00PM	10	1	4	0	**15**	1	0	1	5	0	**6**	1	1	157	3	0	**161**	0	5	199	15	0	**219**	0	**401**
3:15PM	7	1	2	0	**10**	0	3	3	7	0	**13**	2	2	162	2	0	**166**	0	2	211	8	0	**221**	0	**410**
3:30PM	8	2	0	0	**10**	0	2	1	4	0	**7**	0	1	196	3	0	**200**	0	4	223	18	0	**245**	0	**462**
3:45PM	7	1	5	0	**13**	0	1	1	1	0	**3**	0	4	175	2	0	**181**	0	3	210	8	0	**221**	0	**418**
Total	32	5	11	0	**48**	1	6	6	17	0	**29**	3	8	690	10	0	**708**	0	14	843	49	0	**906**	0	**1691**
% Approach	66.7%	10.4%	22.9%	0%	**-**	-	20.7%	20.7%	58.6%	0%	**-**	-	1.1%	97.5%	1.4%	0%	**-**	-	1.5%	93.0%	5.4%	0%	**-**	-	-
% Total	1.9%	0.3%	0.7%	0%	**2.8%**	-	0.4%	0.4%	1.0%	0%	**1.7%**	-	0.5%	40.8%	0.6%	0%	**41.9%**	-	0.8%	49.9%	2.9%	0%	**53.6%**	-	-
PHF	0.800	0.625	0.550		**- 0.800**	-	0.500	0.500	0.607		**- 0.558**	-	0.500	0.880	0.833		**- 0.885**	-	0.700	0.944	0.681		**- 0.923**	-	0.915
Lights	32	5	11	0	**48**	-	6	6	17	0	**29**	-	8	682	10	0	**700**	-	14	831	48	0	**893**	-	1670
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	98.8%	100%	0%	**98.9%**	-	100%	98.6%	98.0%	0%	**98.6%**	-	98.8%
Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	6	1	0	**7**	-	12
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.7%**	-	0%	0.7%	2.0%	0%	**0.8%**	-	0.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	3	0	0	**3**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0.4%	0%	0%	**0.3%**	-	0.2%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	2	0	0	**2**	-	4
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	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	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

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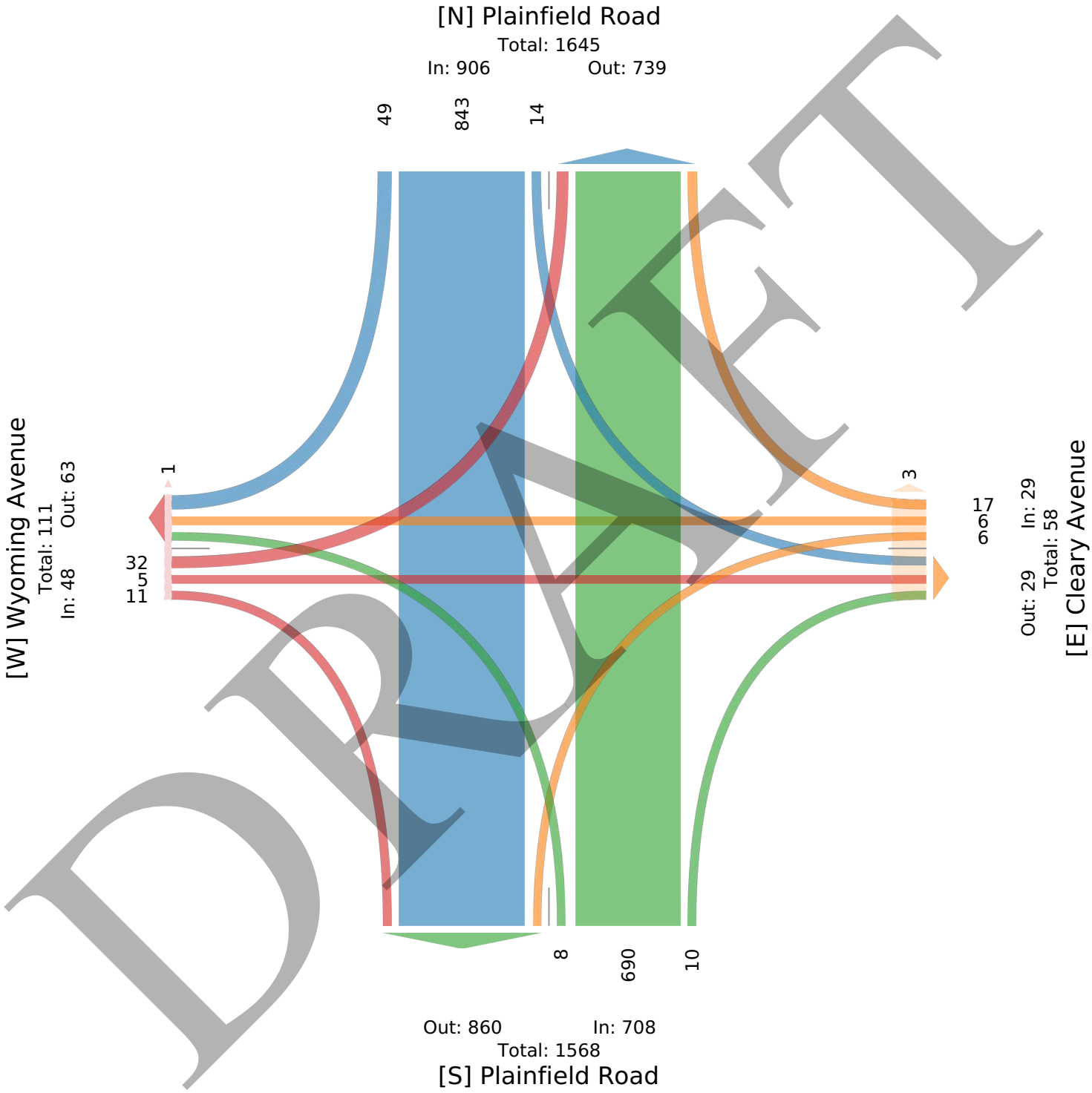
Wyoming Avenue with Plainfield Road TMC - TMC
Sat Sep 20, 2025
PM Peak (WKND) (Sep 20 2025 3PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1335569, Location: 41.549954, -88.118435

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



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Site Plan

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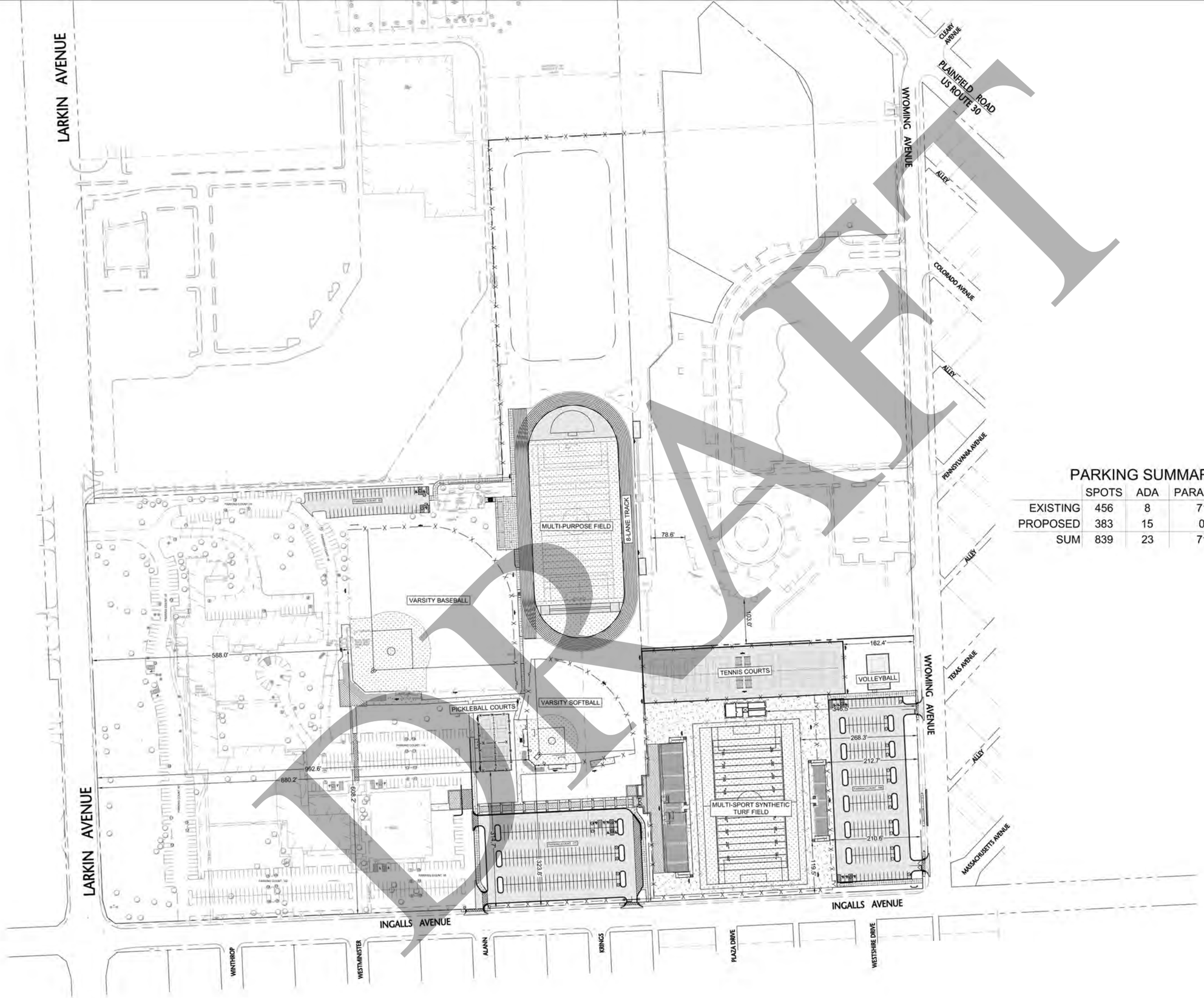

PARKING SUMMARY

	SPOTS	ADA	PARALLEL	TOTAL
EXISTING	456	8	71	535
PROPOSED	383	15	0	398
SUM	839	23	71	933

Wight

Wight & Company
wightco.com

2500 North Frontage Road
Darien, IL 60561

P 630.969.7000
F 630.969.7979

KEY PLAN

REV	DESCRIPTION	DATE
	PUD SUBMITTAL	06/XX/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

SITE PLAN – OVERALL

Project Number: 240055
Drawn By: SS
Sheet: C2.00

1" = 100'
0' 50' 100' 200'

NORTH

S:\Darien\Joliet Catholic Academy\240055_Athletic Complex Improvements\01\11 Drawings\02 CD\240055 C2.00 OVERALL SITE PLAN.dwg sspikes Oct 03, 2025 3:21:09 pm
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Level of Service Table

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LEVEL OF SERVICE CRITERIA

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

Unsignalized Intersections	
Level of Service	**Average Total Delay (sec/veh)**
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 7th Edition.

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Capacity Analysis Summary Sheets

Friday Evening Peak Hour – Existing Conditions

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	37	177	71	23	185	122	112	590	9	47	455	25
Future Volume (vph)	37	177	71	23	185	122	112	590	9	47	455	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	135		0	75		0	185		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			130			130			140		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00								
Frt		0.957			0.940			0.998			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1798	0	1805	1786	0	1805	3561	0	1805	3548	0
Flt Permitted	0.228			0.413			0.403			0.378		
Satd. Flow (perm)	433	1798	0	783	1786	0	766	3561	0	718	3548	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			26			1			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1972			1230			2741			735	
Travel Time (s)		44.8			28.0			62.3			16.7	
Confl. Peds. (#/hr)			3	3								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	266	0	25	330	0	120	644	0	51	516	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		3	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	11.0	46.0		11.0	46.0		13.0	60.0		13.0	60.0	
Total Split (%)	8.5%	35.4%		8.5%	35.4%		10.0%	46.2%		10.0%	46.2%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		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	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	39.1	31.5		36.9	28.8		81.6	71.2		76.8	67.3	
Actuated g/C Ratio	0.30	0.24		0.28	0.22		0.63	0.55		0.59	0.52	

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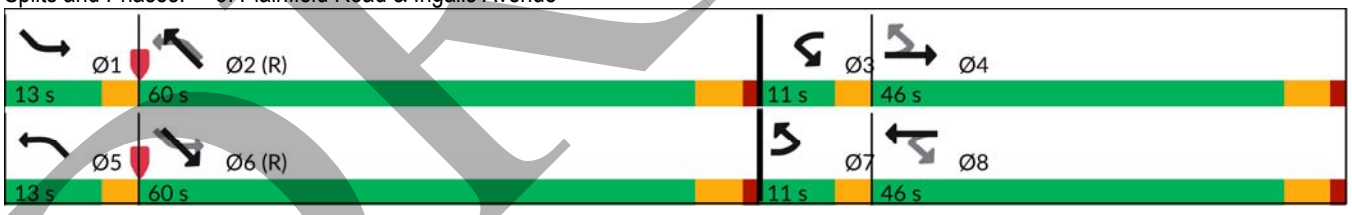
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio	0.19	0.59		0.09	0.80		0.22	0.33		0.11	0.28	
Control Delay (s/veh)	26.0	42.5		27.2	57.7		12.5	19.4		12.6	20.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	26.0	42.5		27.2	57.7		12.5	19.4		12.6	20.4	
LOS	C	D		C	E		B	B		B	C	
Approach Delay (s/veh)		40.4			55.5			18.3			19.7	
Approach LOS		D			E			B			B	
Queue Length 50th (ft)	17	189		14	246		39	161		16	127	
Queue Length 95th (ft)	m36	262		31	325		82	253		41	208	
Internal Link Dist (ft)		1892			1150			2661			655	
Turn Bay Length (ft)	135			75			185			175		
Base Capacity (vph)	216	564		285	567		566	1951		517	1856	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.19	0.47		0.09	0.58		0.21	0.33		0.10	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay (s/veh): 28.7 Intersection LOS: C
Intersection Capacity Utilization 57.1% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Plainfield Road & Ingalls Avenue



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	124	80	84	116	66	93	912	91	88	878	67
Future Volume (vph)	75	124	80	84	116	66	93	912	91	88	878	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	265		0	175		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	130			130			195			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				1.00		1.00	1.00			1.00	
Frt		0.941			0.946			0.986			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1781	0	1719	1782	0	1805	3448	0	1805	3400	0
Flt Permitted	0.478			0.366			0.207			0.187		
Satd. Flow (perm)	898	1781	0	662	1782	0	393	3448	0	355	3400	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			21			10			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		964			1966			358			868	
Travel Time (s)		21.9			44.7			8.1			19.7	
Confl. Peds. (#/hr)	1					1	1					1
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	1%	5%	0%	1%	0%	3%	1%	0%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	1	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	217	0	89	193	0	99	1067	0	94	1005	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	34.0		9.5	34.0		9.5	35.0		9.5	35.0	
Total Split (s)	14.0	34.0		17.0	37.0		18.0	61.0		18.0	61.0	
Total Split (%)	10.8%	26.2%		13.1%	28.5%		13.8%	46.9%		13.8%	46.9%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		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	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	34.4	22.7		36.6	23.8		80.7	69.8		80.3	69.7	
Actuated g/C Ratio	0.26	0.17		0.28	0.18		0.62	0.54		0.62	0.54	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.27	0.66		0.33	0.56		0.30	0.57		0.30	0.55	
Control Delay (s/veh)	33.7	53.9		35.1	49.8		12.4	22.9		12.6	22.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	33.7	53.9		35.1	49.8		12.4	22.9		12.6	22.6	
LOS	C	D		D	D		B	C		B	C	
Approach Delay (s/veh)		48.5			45.2			22.0			21.7	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	49	154		69	150		30	305		28	284	
Queue Length 95th (ft)	81	231		m108	222		62	443		59	413	
Internal Link Dist (ft)		884			1886			278			788	
Turn Bay Length (ft)	215			265			175			180		
Base Capacity (vph)	318	401		307	440		411	1856		390	1825	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.54		0.29	0.44		0.24	0.57		0.24	0.55	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 127 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay (s/veh): 27.0 Intersection LOS: C
Intersection Capacity Utilization 65.7% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Larkin Avenue & Ingalls Avenue

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Intersection	
Int Delay, s/veh	1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	8	713	69	11	644	8	24	3	6	6	4	7
Future Vol, veh/h	8	713	69	11	644	8	24	3	6	6	4	7
Conflicting Peds, #/hr	3	0	1	1	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	9	784	76	12	708	9	26	3	7	7	4	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	719	0	0	860	0	0	1220	1584	431	1150	1617	361
Stage 1	-	-	-	-	-	-	840	840	-	739	739	-
Stage 2	-	-	-	-	-	-	380	744	-	411	878	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1101	-	-	790	-	-	*212	136	578	244	129	*904
Stage 1	-	-	-	-	-	-	*330	384	-	593	570	-
Stage 2	-	-	-	-	-	-	*853	567	-	594	369	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	1098	-	-	789	-	-	*197	132	578	228	125	*902
Mov Cap-2 Maneuver	-	-	-	-	-	-	*197	132	-	228	125	-
Stage 1	-	-	-	-	-	-	*326	379	-	580	557	-
Stage 2	-	-	-	-	-	-	*823	554	-	576	364	-

Approach	SE	NW	NE	SW
HCM Ctrl Dly, s/v	0.16	0.33	24.09	19.56
HCM LOS			C	C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SER	SWLn1	SWLn2
Capacity (veh/h)	197	272	59	-	-	32	-	-	228	276
HCM Lane V/C Ratio	0.134	0.036	0.015	-	-	0.008	-	-	0.029	0.044
HCM Ctrl Dly (s/v)	26.1	18.8	9.6	0.2	-	8.3	0.1	-	21.3	18.6
HCM Lane LOS	D	C	A	A	-	A	A	-	C	C
HCM 95th %tile Q(veh)	0.5	0.1	0	-	-	0	-	-	0.1	0.1

Notes

~: Volume exceeds capacity $: Delay exceeds 300s
+: Computation Not Defined *: All major volume in platoon

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Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	269	241	18	63	31
Future Vol, veh/h	20	269	241	18	63	31
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	105	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	22	292	262	20	68	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	283	0	-	0	609	273
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	336	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1308	-	-	-	484	844
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	762	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	1307	-	-	-	475	843
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.54	0	11.25
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1307	-	-	-	573	843
HCM Lane V/C Ratio	0.017	-	-	-	0.12	0.04
HCM Ctrl Dly (s/v)	7.8	-	-	-	12.1	9.4
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	0.1

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Capacity Analysis Summary Sheets

Saturday Midday Peak Hour – Existing Conditions

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Lanes, Volumes, Timings
3: Plainfield Road & Ingalls Avenue

07/08/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	27	168	63	31	158	120	82	556	6	39	472	22
Future Volume (vph)	27	168	63	31	158	120	82	556	6	39	472	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	135		0	75		0	185		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			130			130			140		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	0.99			1.00				
Frt		0.959			0.935			0.998			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1800	0	1805	1756	0	1787	3525	0	1805	3535	0
Flt Permitted	0.269			0.369			0.421			0.414		
Satd. Flow (perm)	511	1800	0	700	1756	0	792	3525	0	787	3535	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			29			1			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1972			1230			2741			735	
Travel Time (s)		44.8			28.0			62.3			16.7	
Confl. Peds. (#/hr)	1		4	4		1						
Confl. Bikes (#/hr)			1						1			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	2%	0%	0%	1%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	241	0	32	290	0	85	585	0	41	515	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		3	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	41.0		9.5	41.0		9.5	45.5		9.5	45.5	
Total Split (s)	13.0	41.0		13.0	41.0		14.0	62.0		14.0	62.0	
Total Split (%)	10.0%	31.5%		10.0%	31.5%		10.8%	47.7%		10.8%	47.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		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	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	32.9	25.8		33.1	25.9		86.3	77.1		83.2	74.0	
Actuated g/C Ratio	0.25	0.20		0.25	0.20		0.66	0.59		0.64	0.57	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio	0.14	0.66		0.13	0.78		0.15	0.28		0.07	0.26	
Control Delay (s/veh)	26.9	47.5		31.3	58.3		10.2	15.9		10.4	16.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	26.9	47.5		31.3	58.3		10.2	15.9		10.4	16.6	
LOS	C	D		C	E		B	B		B	B	
Approach Delay (s/veh)		45.3			55.6			15.1			16.1	
Approach LOS		D			E			B			B	
Queue Length 50th (ft)	16	184		19	212		25	133		12	116	
Queue Length 95th (ft)	m34	242		40	289		57	211		32	188	
Internal Link Dist (ft)		1892			1150			2661			655	
Turn Bay Length (ft)	135			75			185			175		
Base Capacity (vph)	228	494		264	493		614	2089		607	2015	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.12	0.49		0.12	0.59		0.14	0.28		0.07	0.26	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay (s/veh): 27.1 Intersection LOS: C
Intersection Capacity Utilization 54.6% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Plainfield Road & Ingalls Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	112	86	67	106	95	81	919	78	108	892	78
Future Volume (vph)	86	112	86	67	106	95	81	919	78	108	892	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	265		0	175		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	130			130			195			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				0.99		1.00	1.00			1.00	
Frt		0.935			0.929			0.988			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1767	0	1805	1741	0	1805	3486	0	1805	3480	0
Flt Permitted	0.360			0.475			0.195			0.179		
Satd. Flow (perm)	668	1767	0	902	1741	0	370	3486	0	340	3480	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			34			8			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		964			1966			358			868	
Travel Time (s)		21.9			44.7			8.1			19.7	
Confl. Peds. (#/hr)	4					4	2		2	2		2
Confl. Bikes (#/hr)						1			1			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	0%	0%	1%	0%	0%	2%	1%	0%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	1	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	212	0	72	216	0	87	1072	0	116	1043	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	41.0		9.5	41.0		9.5	35.0		9.5	35.0	
Total Split (s)	16.0	41.0		16.0	41.0		14.0	59.0		14.0	59.0	
Total Split (%)	12.3%	31.5%		12.3%	31.5%		10.8%	45.4%		10.8%	45.4%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		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	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	37.0	25.7		34.4	22.7		79.7	69.2		81.4	70.1	
Actuated g/C Ratio	0.28	0.20		0.26	0.17		0.61	0.53		0.63	0.54	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.33	0.57		0.24	0.65		0.28	0.58		0.37	0.56	
Control Delay (s/veh)	34.9	46.6		21.5	38.6		12.4	23.5		13.6	22.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	34.9	46.6		21.5	38.6		12.4	23.5		13.6	22.5	
LOS	C	D		C	D		B	C		B	C	
Approach Delay (s/veh)		43.1			34.3			22.7			21.6	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	57	143		37	157		26	307		35	291	
Queue Length 95th (ft)	91	214		m43	224		57	458		72	433	
Internal Link Dist (ft)		884			1886			278			788	
Turn Bay Length (ft)	215			265			175			180		
Base Capacity (vph)	301	496		345	493		349	1859		338	1879	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.31	0.43		0.21	0.44		0.25	0.58		0.34	0.56	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 85 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay (s/veh): 25.5 Intersection LOS: C
Intersection Capacity Utilization 68.4% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Larkin Avenue & Ingalls Avenue

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Intersection	
Int Delay, s/veh	0.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	9	640	54	6	615	7	17	6	4	2	6	13
Future Vol, veh/h	9	640	54	6	615	7	17	6	4	2	6	13
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	9	660	56	6	634	7	18	6	4	2	6	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	641	0	0	717	0	0	1042	1362	360	1002	1386	322
Stage 1	-	-	-	-	-	-	708	708	-	650	650	-
Stage 2	-	-	-	-	-	-	333	654	-	352	736	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1163	-	-	893	-	-	*288	191	643	311	184	*921
Stage 1	-	-	-	-	-	-	*396	441	-	651	614	-
Stage 2	-	-	-	-	-	-	*868	612	-	644	428	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	1163	-	-	891	-	-	*268	187	641	294	180	*920
Mov Cap-2 Maneuver	-	-	-	-	-	-	*268	187	-	294	180	-
Stage 1	-	-	-	-	-	-	*391	435	-	646	609	-
Stage 2	-	-	-	-	-	-	*839	606	-	624	423	-

Approach	SE	NW	NE	SW
HCM Control Delay, s/v	0.18	0.16	19.36	14.74
HCM LOS			C	B

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SER	SWLn1	SWLn2
Capacity (veh/h)	268	261	34	-	-	42	-	-	294	400
HCM Lane V/C Ratio	0.065	0.04	0.007	-	-	0.008	-	-	0.007	0.049
HCM Control Delay (s/veh)	19.4	19.4	9.1	0.1	-	8.1	0.1	-	17.3	14.5
HCM Lane LOS	C	C	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0	-	-	0	0.2

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	258	236	24	44	27
Future Vol, veh/h	16	258	236	24	44	27
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	105	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	18	297	271	28	51	31

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	300	0	-	0	619	286
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	333	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1283	-	-	-	499	817
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	1282	-	-	-	491	816
Mov Cap-2 Maneuver	-	-	-	-	576	-
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	759	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.46	0	10.99
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1282	-	-	-	576	816
HCM Lane V/C Ratio	0.014	-	-	-	0.088	0.038
HCM Control Delay (s/veh)	7.8	-	-	-	11.8	9.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.1

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Capacity Analysis Summary Sheets

Friday Evening Peak Hour – Projected Conditions

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Lanes, Volumes, Timings
3: Plainfield Road & Ingalls Avenue

07/08/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	47	197	96	23	265	122	112	605	9	207	505	25
Future Volume (vph)	47	197	96	23	265	122	112	605	9	207	505	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	135		0	75		0	185		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			130			130			140		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00								
Frt		0.951			0.953			0.998			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1786	0	1805	1811	0	1805	3561	0	1805	3551	0
Flt Permitted	0.178			0.395			0.397			0.305		
Satd. Flow (perm)	338	1786	0	749	1811	0	754	3561	0	580	3551	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			18			1			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1972			1230			2741			735	
Travel Time (s)		44.8			28.0			62.3			16.7	
Confl. Peds. (#/hr)			3	3								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	315	0	25	416	0	120	661	0	223	570	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		3	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	11.0	46.0		11.0	46.0		13.0	60.0		13.0	60.0	
Total Split (%)	8.5%	35.4%		8.5%	35.4%		10.0%	46.2%		10.0%	46.2%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		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	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	46.1	38.1		42.8	34.8		69.7	58.3		74.8	61.0	
Actuated g/C Ratio	0.35	0.29		0.33	0.27		0.54	0.45		0.58	0.47	

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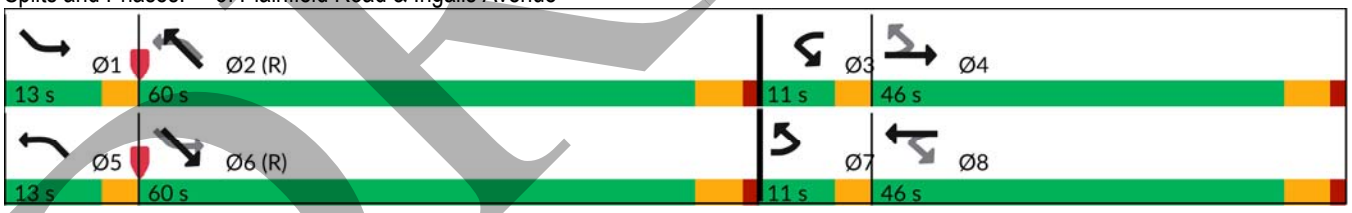
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio	0.24	0.59		0.08	0.84		0.25	0.41		0.50	0.34	
Control Delay (s/veh)	23.6	37.8		23.0	57.4		16.1	27.5		20.3	24.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	23.6	37.8		23.0	57.4		16.1	27.5		20.3	24.6	
LOS	C	D		C	E		B	C		C	C	
Approach Delay (s/veh)		35.8			55.5			25.8			23.4	
Approach LOS		D			E			C			C	
Queue Length 50th (ft)	24	188		13	316		45	207		90	162	
Queue Length 95th (ft)	m27	m250		28	410		91	284		162	239	
Internal Link Dist (ft)		1892			1150			2661			655	
Turn Bay Length (ft)	135			75			185			175		
Base Capacity (vph)	215	585		311	578		489	1670		446	1714	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.24	0.54		0.08	0.72		0.25	0.40		0.50	0.33	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay (s/veh): 32.0 Intersection LOS: C
Intersection Capacity Utilization 69.9% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Plainfield Road & Ingalls Avenue



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	204	80	151	136	141	93	912	301	318	878	67
Future Volume (vph)	75	204	80	151	136	141	93	912	301	318	878	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	265		0	175		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	130			130			195			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				0.99		1.00	0.99			1.00	
Frt		0.958			0.924			0.963			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1815	0	1719	1735	0	1805	3367	0	1805	3400	0
Flt Permitted	0.313			0.239			0.260			0.071		
Satd. Flow (perm)	588	1815	0	432	1735	0	494	3367	0	135	3400	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			36			40			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1293			1966			901			1337	
Travel Time (s)		29.4			44.7			20.5			30.4	
Confl. Peds. (#/hr)	1					1	1					1
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	1%	5%	0%	1%	0%	3%	1%	0%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	1	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	302	0	161	295	0	99	1290	0	338	1005	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	33.0		9.5	33.0		9.5	35.0		9.5	35.0	
Total Split (s)	12.0	33.0		12.0	33.0		12.0	56.0		29.0	73.0	
Total Split (%)	9.2%	25.4%		9.2%	25.4%		9.2%	43.1%		22.3%	56.2%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		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	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	36.4	25.8		37.6	28.3		64.1	53.8		82.7	68.9	
Actuated g/C Ratio	0.28	0.20		0.29	0.22		0.49	0.41		0.64	0.53	

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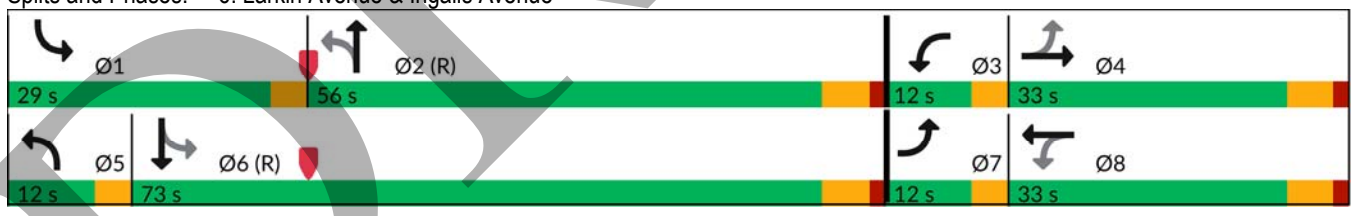
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.33	0.81		0.77	0.73		0.31	0.91		0.89	0.56	
Control Delay (s/veh)	36.0	65.0		56.0	49.7		14.0	46.0		61.8	22.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	36.0	65.0		56.0	49.7		14.0	46.0		61.8	22.0	
LOS	D	E		E	D		B	D		E	C	
Approach Delay (s/veh)		58.9			51.9			43.8			32.0	
Approach LOS		E			D			D			C	
Queue Length 50th (ft)	48	232		109	220		31	546		220	293	
Queue Length 95th (ft)	88	#363		m#163	#339		54	#710		#370	358	
Internal Link Dist (ft)		1213			1886			821			1257	
Turn Bay Length (ft)	215			265			175			180		
Base Capacity (vph)	245	388		209	406		332	1417		413	1805	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.33	0.78		0.77	0.73		0.30	0.91		0.82	0.56	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 127 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay (s/veh): 42.0 Intersection LOS: D
Intersection Capacity Utilization 93.1% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Larkin Avenue & Ingalls Avenue



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Intersection	
Int Delay, s/veh	3.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	8	713	299	61	664	8	44	3	16	6	4	7
Future Vol, veh/h	8	713	299	61	664	8	44	3	16	6	4	7
Conflicting Peds, #/hr	3	0	1	1	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	9	784	329	67	730	9	48	3	18	7	4	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	741	0	0	1113	0	0	1467	1842	557	1282	2002	372
Stage 1	-	-	-	-	-	-	966	966	-	871	871	-
Stage 2	-	-	-	-	-	-	501	876	-	411	1131	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1077	-	-	635	-	-	*129	88	479	187	67	*904
Stage 1	-	-	-	-	-	-	*277	335	-	479	485	-
Stage 2	-	-	-	-	-	-	*853	483	-	594	281	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	1074	-	-	634	-	-	*102	75	478	148	57	*902
Mov Cap-2 Maneuver	-	-	-	-	-	-	*102	75	-	148	57	-
Stage 1	-	-	-	-	-	-	*273	331	-	414	420	-
Stage 2	-	-	-	-	-	-	*725	417	-	560	277	-

Approach	SE	NW	NE	SW
HCM Ctrl Dly, s/v	0.14	2.1	54.08	31.88
HCM LOS			F	D

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SER	SWLn1	SWLn2
Capacity (veh/h)	102	260	295	-	-	20	-	-	148	142
HCM Lane V/C Ratio	0.474	0.08	0.106	-	-	0.008	-	-	0.044	0.085
HCM Ctrl Dly (s/v)	68.8	20.1	11.3	1.3	-	8.4	0.1	-	30.4	32.7
HCM Lane LOS	F	C	B	A	-	A	A	-	D	D
HCM 95th %tile Q(veh)	2.1	0.3	0.4	-	-	0	-	-	0.1	0.3

Notes

~: Volume exceeds capacity $: Delay exceeds 300s
+: Computation Not Defined *: All major volume in platoon

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Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	80	329	441	78	83	181
Future Vol, veh/h	80	329	441	78	83	181
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	105	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	87	358	479	85	90	197

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	565	0	-	0	1054	523
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	532	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	992	-	-	-	232	627
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	606	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	991	-	-	-	211	626
Mov Cap-2 Maneuver	-	-	-	-	364	-
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	606	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.76	0	14.85
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	991	-	-	-	364	626
HCM Lane V/C Ratio	0.088	-	-	-	0.248	0.314
HCM Ctrl Dly (s/v)	9	-	-	-	18.1	13.4
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1	1.3

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Capacity Analysis Summary Sheets

Saturday Midday Peak Hour – Projected Conditions

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	152	268	273	31	183	120	82	606	6	79	452	22
Future Volume (vph)	152	268	273	31	183	120	82	606	6	79	452	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	135		0	75		0	185		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			130			130			140		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99		1.00	0.99			1.00				
Frt		0.924			0.941			0.999			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1732	0	1805	1768	0	1787	3529	0	1805	3535	0
Flt Permitted	0.401			0.258			0.374			0.279		
Satd. Flow (perm)	762	1732	0	490	1768	0	704	3529	0	530	3535	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			25			1			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1972			1230			2741			735	
Travel Time (s)		44.8			28.0			62.3			16.7	
Confl. Peds. (#/hr)	1		4	4		1						
Confl. Bikes (#/hr)			1						1			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	2%	0%	0%	1%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	563	0	32	316	0	85	637	0	82	494	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		3	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	41.0		9.5	41.0		9.5	45.5		9.5	45.5	
Total Split (s)	13.0	41.0		13.0	41.0		14.0	62.0		14.0	62.0	
Total Split (%)	10.0%	31.5%		10.0%	31.5%		10.8%	47.7%		10.8%	47.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		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	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	64.1	55.1		55.3	46.2		55.6	44.3		55.3	44.2	
Actuated g/C Ratio	0.49	0.42		0.43	0.36		0.43	0.34		0.43	0.34	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio	0.34	0.74		0.12	0.49		0.23	0.53		0.26	0.41	
Control Delay (s/veh)	19.8	37.1		18.3	33.7		22.2	36.7		22.8	34.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	19.8	37.1		18.3	33.7		22.2	36.7		22.8	34.2	
LOS	B	D		B	C		C	D		C	C	
Approach Delay (s/veh)		33.3			32.2			35.0			32.6	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	77	427		14	189		41	227		39	166	
Queue Length 95th (ft)	m116	m572		31	290		75	297		72	224	
Internal Link Dist (ft)		1892			1150			2661			655	
Turn Bay Length (ft)	135			75			185			175		
Base Capacity (vph)	472	756		315	644		397	1520		335	1525	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.33	0.74		0.10	0.49		0.21	0.42		0.24	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay (s/veh): 33.5 Intersection LOS: C
Intersection Capacity Utilization 72.3% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Plainfield Road & Ingalls Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	137	86	287	266	245	81	919	168	208	892	78
Future Volume (vph)	86	137	86	287	266	245	81	919	168	208	892	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	265		0	175		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	130			130			195			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					0.99		1.00	1.00			1.00	
Frt		0.942			0.928			0.977			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1779	0	1805	1739	0	1805	3443	0	1805	3480	0
Flt Permitted	0.108			0.433			0.155			0.079		
Satd. Flow (perm)	201	1779	0	823	1739	0	294	3443	0	150	3480	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			37			18			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		964			1966			358			868	
Travel Time (s)		21.9			44.7			8.1			19.7	
Confl. Peds. (#/hr)	4					4	2		2	2		2
Confl. Bikes (#/hr)						1			1			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	0%	0%	1%	0%	0%	2%	1%	0%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	1	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	239	0	309	549	0	87	1169	0	224	1043	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	41.0		9.5	41.0		9.5	35.0		9.5	35.0	
Total Split (s)	11.0	43.0		15.0	47.0		14.0	51.0		21.0	58.0	
Total Split (%)	8.5%	33.1%		11.5%	36.2%		10.8%	39.2%		16.2%	44.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		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	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	46.7	36.8		54.3	41.0		58.4	47.4		68.7	54.1	
Actuated g/C Ratio	0.36	0.28		0.42	0.32		0.45	0.36		0.53	0.42	

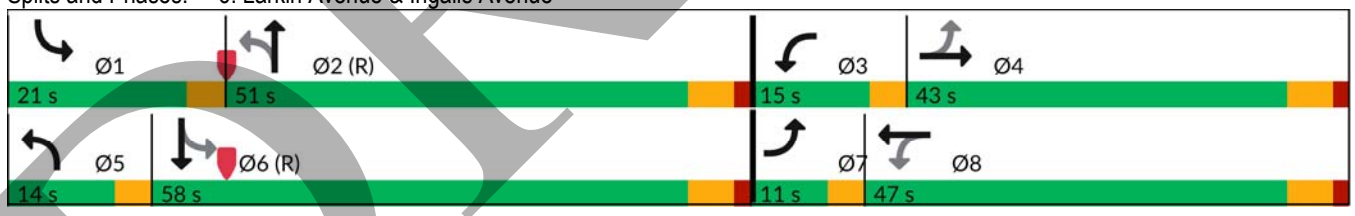
DRAFT

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.57	0.46		0.72	0.96		0.38	0.92		0.82	0.72	
Control Delay (s/veh)	38.0	37.6		35.7	66.9		20.8	52.1		54.2	35.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	38.0	37.6		35.7	66.9		20.8	52.1		54.2	35.1	
LOS	D	D		D	E		C	D		D	D	
Approach Delay (s/veh)		37.7			55.7			49.9			38.4	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	47	149		154	435		35	499		129	378	
Queue Length 95th (ft)	84	231		221	#665		64	#656		#242	473	
Internal Link Dist (ft)		884			1886			278			788	
Turn Bay Length (ft)	215			265			175			180		
Base Capacity (vph)	163	523		430	573		258	1267		301	1453	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.56	0.46		0.72	0.96		0.34	0.92		0.74	0.72	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 85 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay (s/veh): 46.2 Intersection LOS: D
Intersection Capacity Utilization 92.9% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Larkin Avenue & Ingalls Avenue



DRAFT

Intersection	
Int Delay, s/veh	5.4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	9	640	99	6	740	7	167	6	54	2	6	13
Future Vol, veh/h	9	640	99	6	740	7	167	6	54	2	6	13
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	9	660	102	6	763	7	172	6	56	2	6	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	770	0	0	764	0	0	1129	1514	383	1130	1561	386
Stage 1	-	-	-	-	-	-	731	731	-	779	779	-
Stage 2	-	-	-	-	-	-	398	782	-	352	782	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1071	-	-	858	-	-	*268	157	621	267	145	*888
Stage 1	-	-	-	-	-	-	*384	430	-	584	561	-
Stage 2	-	-	-	-	-	-	*837	558	-	644	408	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	1071	-	-	856	-	-	*247	154	620	229	142	*887
Mov Cap-2 Maneuver	-	-	-	-	-	-	*247	154	-	229	142	-
Stage 1	-	-	-	-	-	-	*379	425	-	578	556	-
Stage 2	-	-	-	-	-	-	*807	553	-	571	402	-

Approach	SE	NW	NE	SW
HCM Control Delay, s/v	0.18	0.16	38.62	16.87
HCM LOS			E	C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SER	SWLn1	SWLn2
Capacity (veh/h)	247	476	28	-	-	36	-	-	229	334
HCM Lane V/C Ratio	0.698	0.13	0.007	-	-	0.009	-	-	0.009	0.059
HCM Control Delay (s/veh)	47.6	13.7	9.2	0.1	-	8.4	0.1	-	20.9	16.4
HCM Lane LOS	E	B	A	A	-	A	A	-	C	C
HCM 95th %tile Q(veh)	4.6	0.4	0	-	-	0	-	-	0	0.2

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

DRAFT

Intersection	
Int Delay, s/veh	5.3

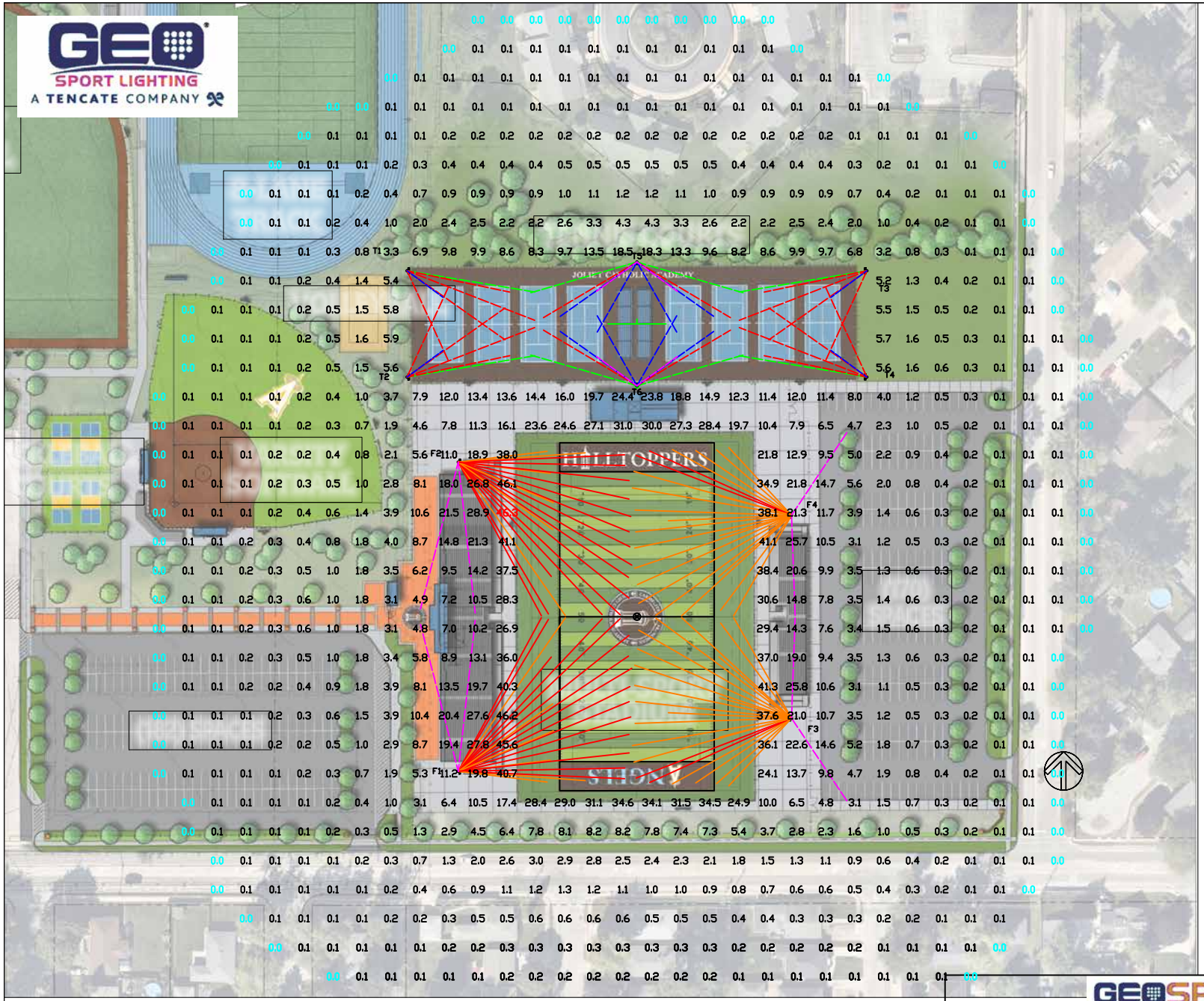
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	458	286	49	179	117
Future Vol, veh/h	46	458	286	49	179	117
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	105	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	53	526	329	56	206	134

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	386	0	-	0	990	358
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	632	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1186	-	-	-	261	755
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	540	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	1185	-	-	-	249	754
Mov Cap-2 Maneuver	-	-	-	-	390	-
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.75	0	18.86
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1185	-	-	-	390	754
HCM Lane V/C Ratio	0.045	-	-	-	0.528	0.178
HCM Control Delay (s/veh)	8.2	-	-	-	24.1	10.8
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	3	0.6

DRAFT



GEO SPORT LIGHTING
A TENCATE COMPANY

JOLIET CATHOLIC ATHLETIC COMPLEX, JOLIET, IL

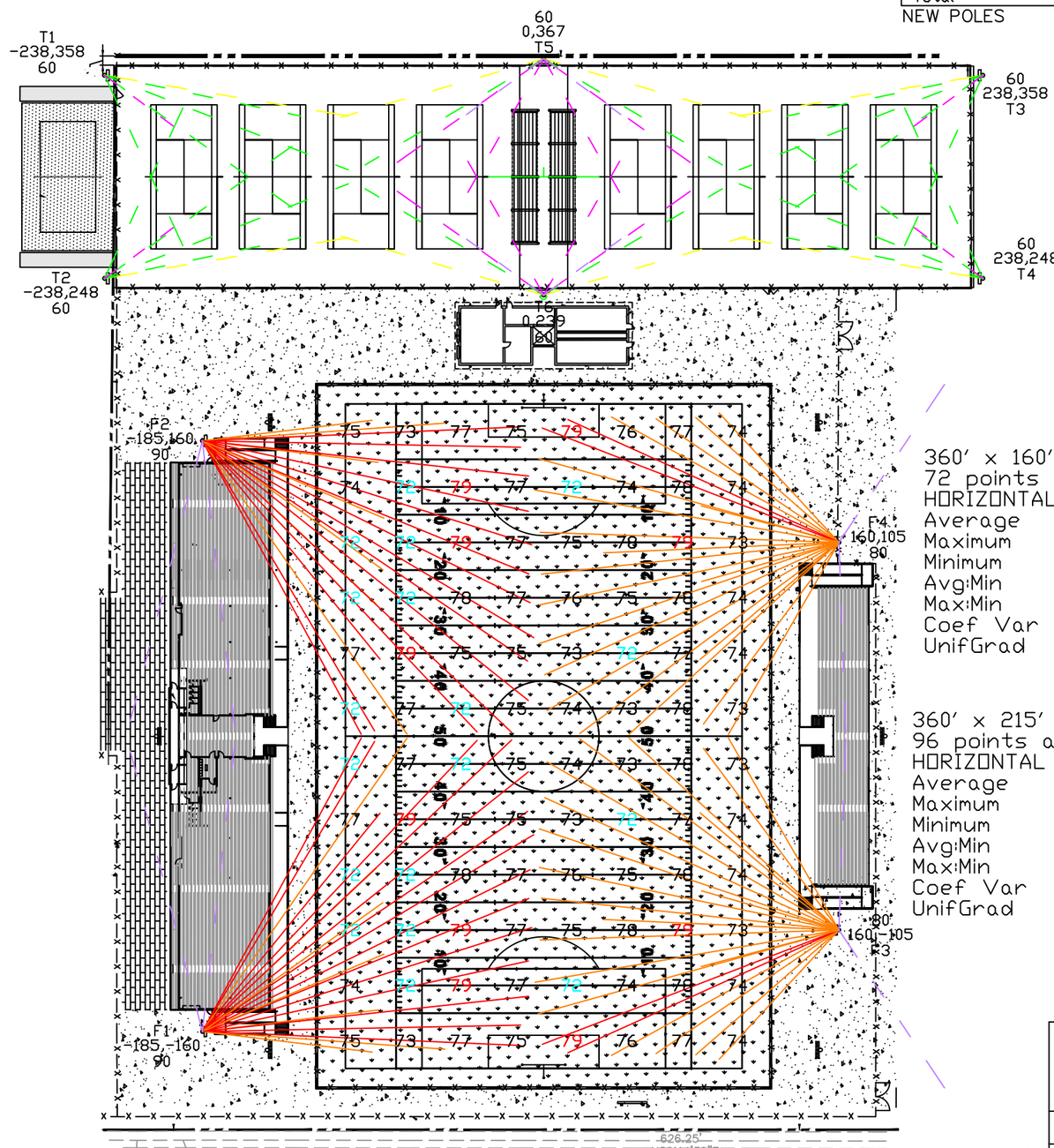
Revision 2	09/16/25	Drawing 3 of 3	877-663-5968 WWW.GEOSPORTLIGHTING.COM

DASHED LINES = FIXTURES TURNED OFF

POLES F1–F4 – 2 EGRESS MOUNTED 60' ABG

Pole	x-loc	y-loc	height	N-15	M-20	NARROW	MEDIUM	WIDE	XWIDE	Total	kw
F1	-185	-160	90ft	15	7					22	17.3
F2	-185	160	90ft	15	7					22	17.3
F3	160	-105	80ft	2	20					22	17.4
F4	160	105	80ft	2	20					22	17.4
T1	-238	358	60ft			1	4	1		6	3.8
T2	-238	248	60ft			1	4	1		6	3.8
T3	238	358	60ft			1	4	1		6	3.8
T4	238	248	60ft			1	4	1		6	3.8
T5	0	367	60ft			2	2	4	2	10	6.4
T6	0	239	60ft			2	2	4	2	10	6.4
other									8	8	5.1
Total				34	54	8	20	12	12	140	102.4

NEW POLES



360' x 160' Football
72 points at z=3, sp 30ft by 30ft
HORIZONTAL FOOTCANDLES

Average	76
Maximum	79
Minimum	72
Avg:Min	1.05
Max:Min	1.10
Coef Var	0.03
UnifGrad	1.10

360' x 215' Soccer
96 points at z=3, sp 30ft by 30ft
HORIZONTAL FOOTCANDLES

Average	75
Maximum	79
Minimum	72
Avg:Min	1.04
Max:Min	1.10
Coef Var	0.03
UnifGrad	1.10

XWIDE
GeoSport Clir TSLEV 650W
Light Loss Factor = 0.950
Watts per luminaire = 636
Number luminaires used = 12
kw these luminaires = 7.6

M-20
GeoSport Clir2 EV 800W
Light Loss Factor = 0.950
Watts per luminaire = 793
Number luminaires used = 54
kw these luminaires = 42.8

N-15
GeoSport Clir2 EV 800W
Light Loss Factor = 0.950
Watts per luminaire = 781
Number luminaires used = 34
kw these luminaires = 26.6

WIDE
GeoSport Clir TSLEV 650W
Light Loss Factor = 0.950
Watts per luminaire = 640
Number luminaires used = 12
kw these luminaires = 7.7

MEDIUM
GeoSport Clir TSLEV 650W
Light Loss Factor = 0.950
Watts per luminaire = 637
Number luminaires used = 20
kw these luminaires = 12.7

NARROW
GeoSport Clir TSLEV 650W
Light Loss Factor = 0.950
Watts per luminaire = 629
Number luminaires used = 8
kw these luminaires = 5.0

JOLIET CATHOLIC ATHLETIC COMPLEX, JOLIET, IL

Revision 2	09/16/25	Drawing 1 of 3	877-663-5968 WWW.GEOSPORTLIGHTING.COM

GEO SPORT LIGHTING
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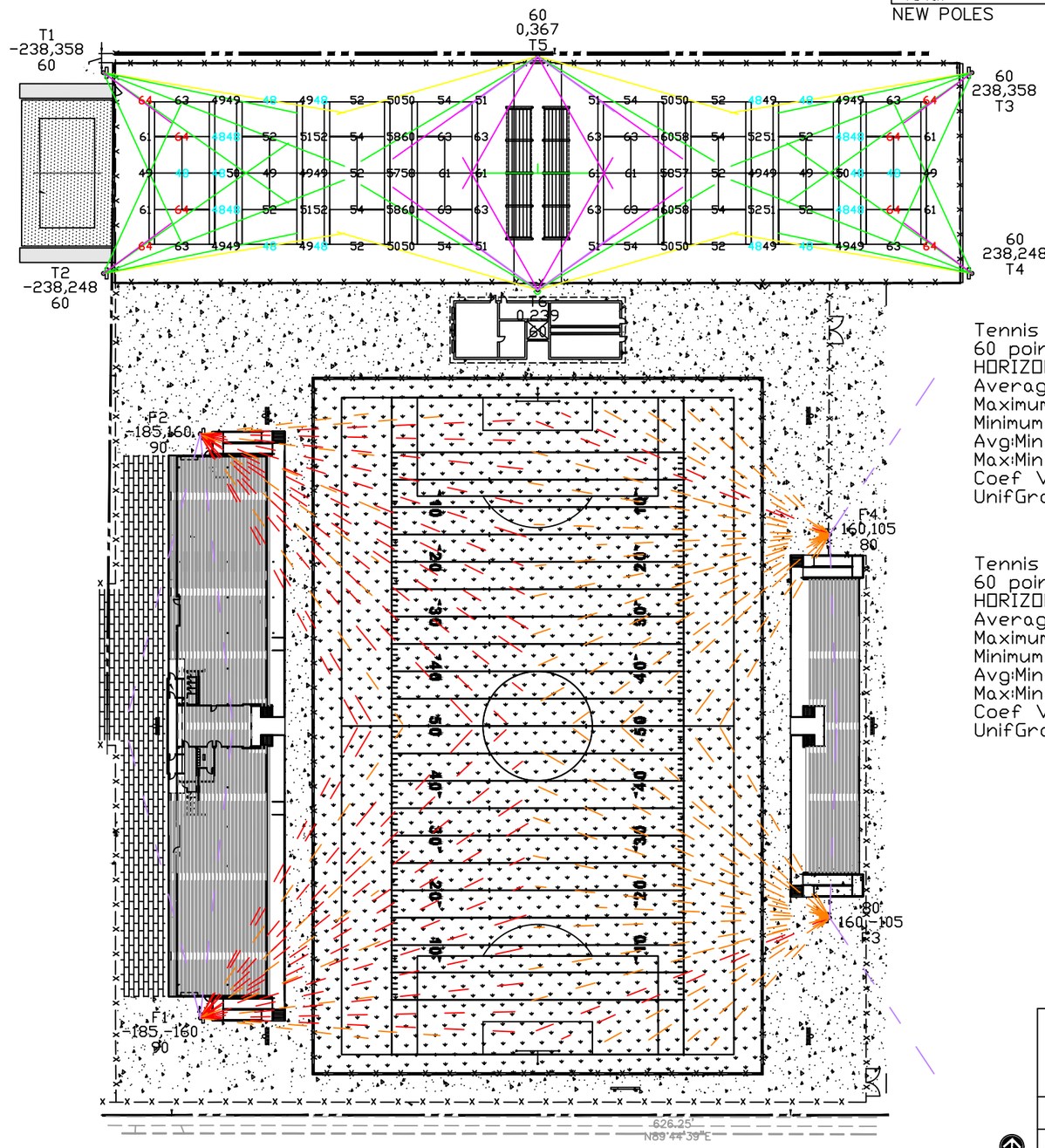
DASHED LINES = FIXTURES TURNED OFF
POLES F1–F4 – 2 EGRESS MOUNTED 60' ABG

Pole	x-loc	y-loc	height	N-15	M-20	NARROW	MEDIUM	WIDE	XWIDE	Total	kw
F1	-185	-160	90ft	15	7					22	17.3
F2	-185	160	90ft	15	7					22	17.3
F3	160	-105	80ft	2	20					22	17.4
F4	160	105	80ft	2	20					22	17.4
T1	-238	358	60ft			1	4	1		6	3.8
T2	-238	248	60ft			1	4	1		6	3.8
T3	238	358	60ft			1	4	1		6	3.8
T4	238	248	60ft			1	4	1		6	3.8
T5	0	367	60ft			2	2	4	2	10	6.4
T6	0	239	60ft			2	2	4	2	10	6.4
other									8	8	5.1
Total				34	54	8	20	12	12	140	102.4

NEW POLES



Tennis Courts 1-4
60 points at z=3, sp 4ft by 20ft
HORIZONTAL FOOTCANDLES

Average	54
Maximum	64
Minimum	48
Avg:Min	1.12
Max:Min	1.33
Coef Var	0.11
UnifGrad	1.33

Tennis Courts 5-8
60 points at z=3, sp 4ft by 20ft
HORIZONTAL FOOTCANDLES

Average	54
Maximum	64
Minimum	48
Avg:Min	1.12
Max:Min	1.33
Coef Var	0.11
UnifGrad	1.33

XWIDE
GeoSport Clir TSLEV 650W
Light Loss Factor = 0.950
Watts per luminaire = 636
Number luminaires used = 12
kw these luminaires = 7.6

M-20
GeoSport Clir2 EV 800W
Light Loss Factor = 0.950
Watts per luminaire = 793
Number luminaires used = 54
kw these luminaires = 42.8

N-15
GeoSport Clir2 EV 800W
Light Loss Factor = 0.950
Watts per luminaire = 781
Number luminaires used = 34
kw these luminaires = 26.6

WIDE
GeoSport Clir TSLEV 650W
Light Loss Factor = 0.950
Watts per luminaire = 640
Number luminaires used = 12
kw these luminaires = 7.7

MEDIUM
GeoSport Clir TSLEV 650W
Light Loss Factor = 0.950
Watts per luminaire = 637
Number luminaires used = 20
kw these luminaires = 12.7

NARROW
GeoSport Clir TSLEV 650W
Light Loss Factor = 0.950
Watts per luminaire = 629
Number luminaires used = 8
kw these luminaires = 5.0

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JOLIET CATHOLIC ATHLETIC COMPLEX, JOLIET, IL

Revision 2	09/16/25	Drawing 2 of 3	877-663-5968 WWW.GEOSPORTLIGHTING.COM

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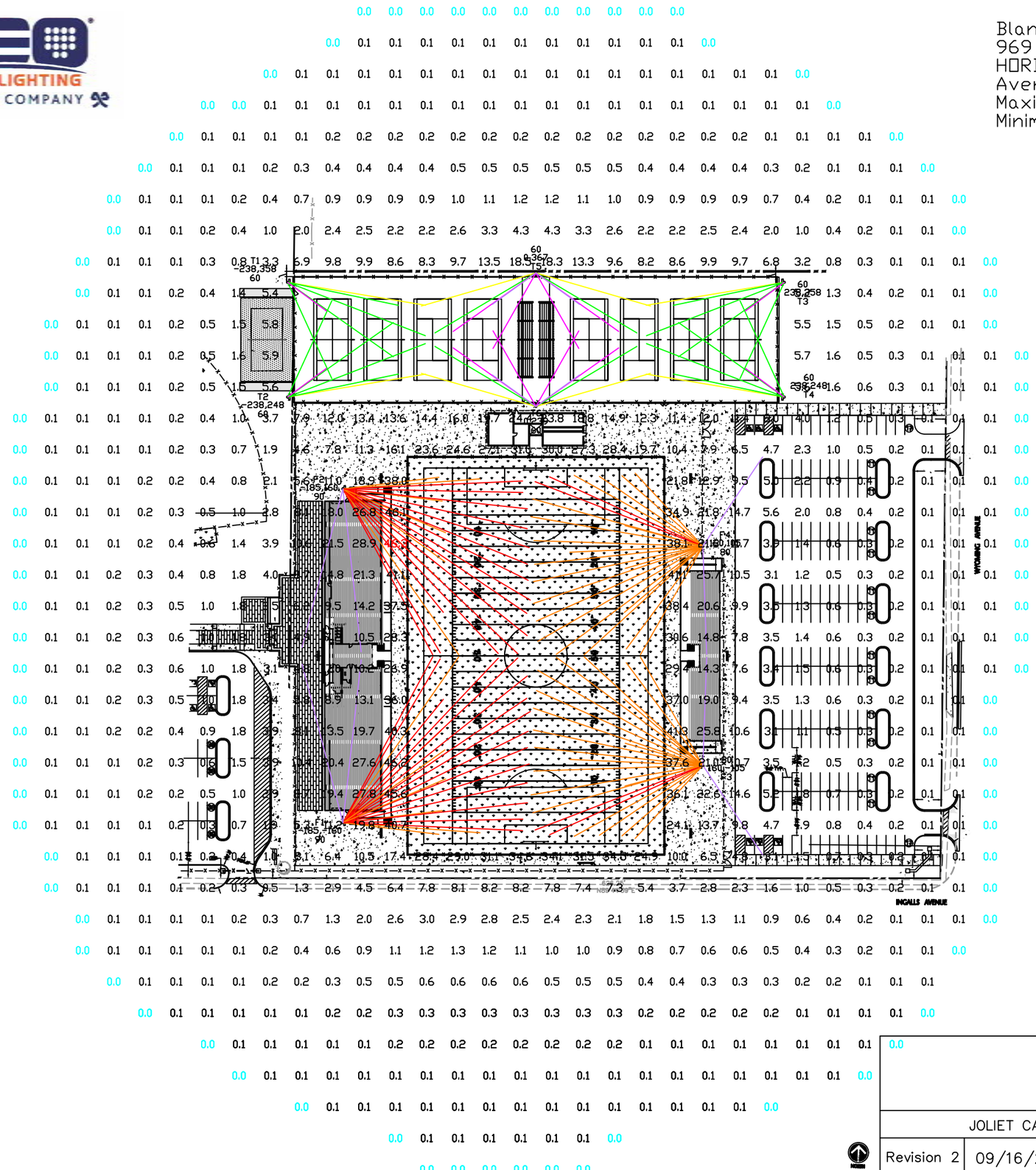
Blanket Grid
969 points at z=3, sp 30ft by 30ft
HORIZONTAL FOOTCANDLES

Average	3.3
Maximum	46.3
Minimum	0.0



GEOSPORT LIGHTING
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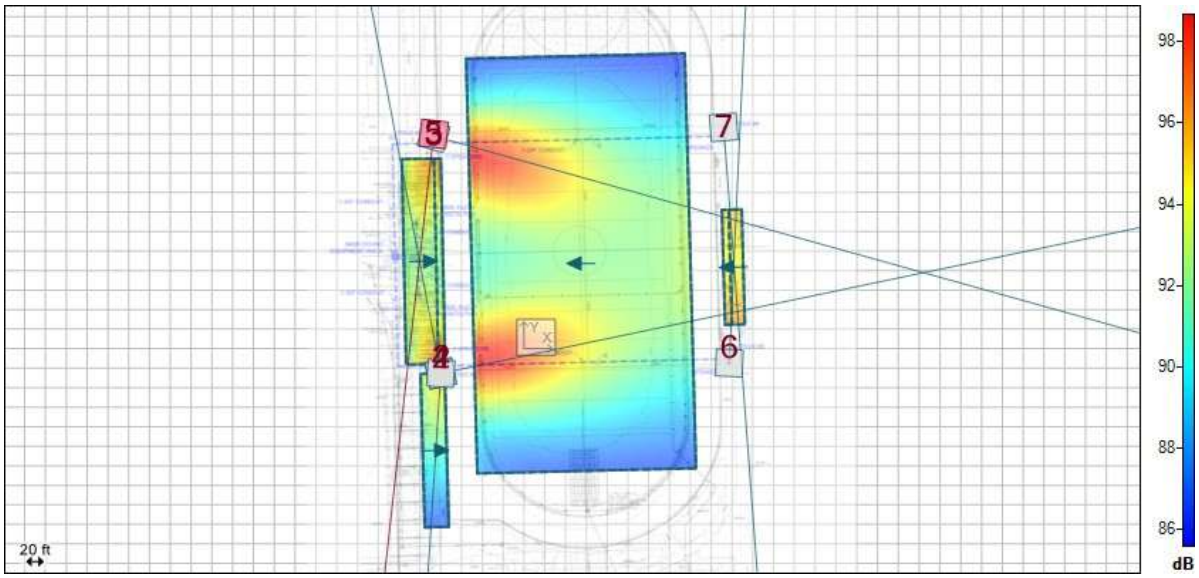
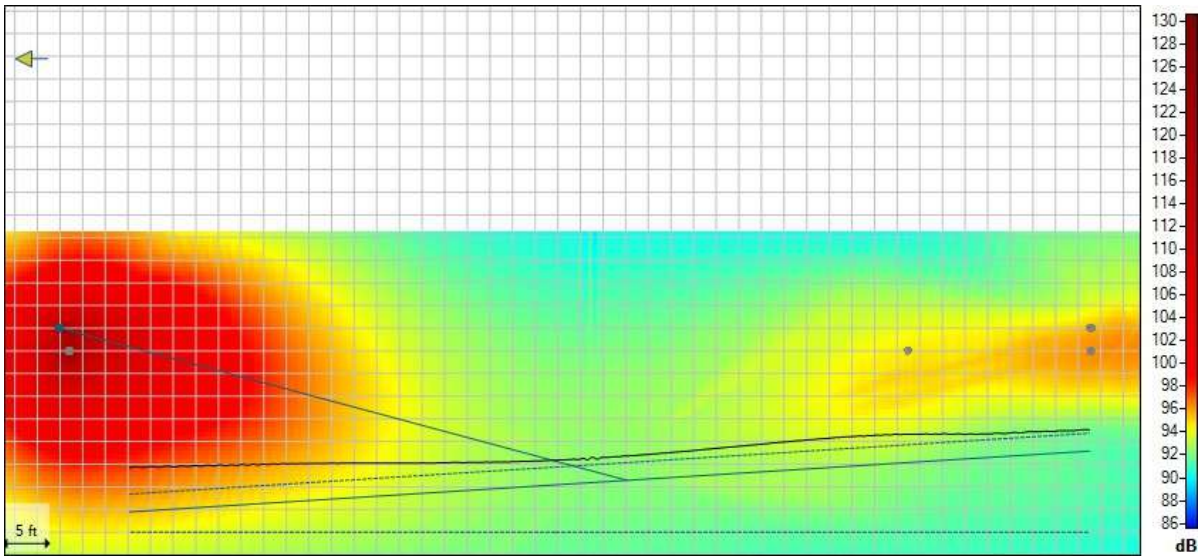
JOLIET CATHOLIC ATHLETIC COMPLEX, JOLIET, IL

Revision 2	09/16/25	Drawing 3 of 3	877-663-5968 WWW.GEOSPORTLIGHTING.COM

1 Project Information

Project Title:	Joliet Multi-Sport Stadium
Date:	Thursday September 18, 2025
Author:	SJA
Company:	NPI Audio Visual Solutions
Temperature:	68.0°F
Pressure:	Standard (1010 hPa)
Humidity:	Standard (60%)
Mapping:	Broadband - A-Weighted





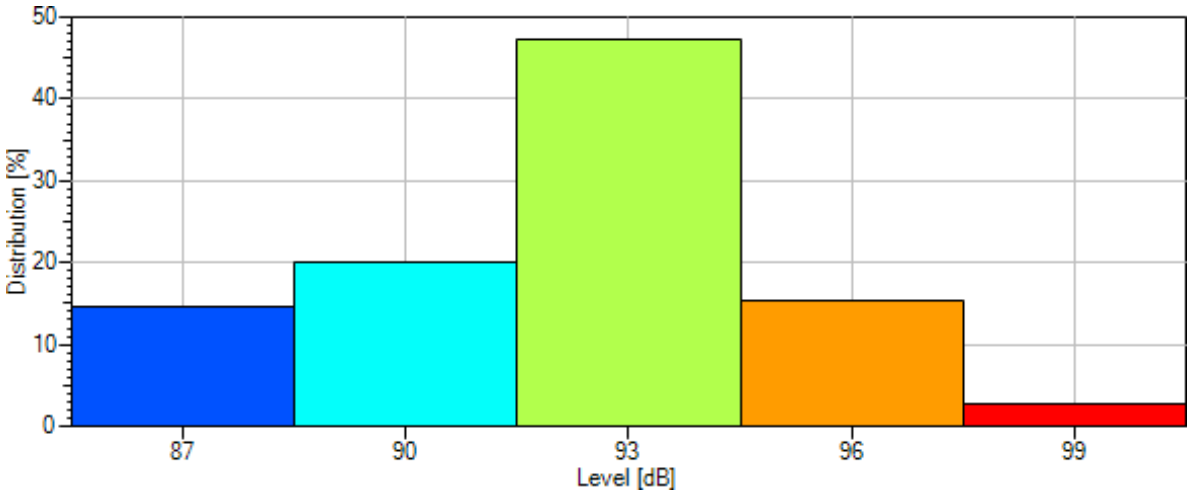
Side View: Home Pole #2

2 Sound Sources

	Label	Type	System	X [ft]	Y [ft]	Z [ft]	Hor [°]	Ver [°]	Rot [°]
1	Concessions Pole #1	Loudspeaker	R.5-99z	-80.00	-20.00	45.00	-93.6	-20.0	0.0
2	Home Field Pole #1	Loudspeaker	R.5-96MAX	-80.00	-20.00	40.00	11.8	-10.0	0.0
3	Home Field Pole #2	Loudspeaker	R.5-96MAX	-86.94	208.00	40.00	-15.6	-10.0	0.0
	Home Pole #1								
4	Home Pole #2	Loudspeaker	R.5-99z	-80.00	-20.00	45.00	100.8	-15.0	0.0
5	Visitor Pole #3	Loudspeaker	R.5-99z	-86.84	210.00	45.00	-96.4	-15.0	0.0
6	Visitor Pole #4	Loudspeaker	R.5-99z	197.40	-10.00	40.00	87.4	-25.0	0.0
7		Loudspeaker	R.5-99z	192.02	216.41	40.00	-85.7	-15.0	0.0

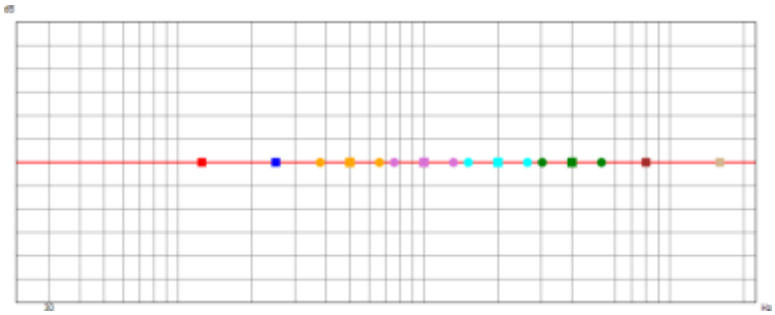
3 Distribution

Average:	92.0 dB ±2.8
Average - Std. Dev.:	89.2 dB
Average + Std. Dev.:	94.7 dB



4 Global Filter

Filter Status:	Active
Gain:	0.0 dB
Delay:	0.000 ms
Polarity:	Normal

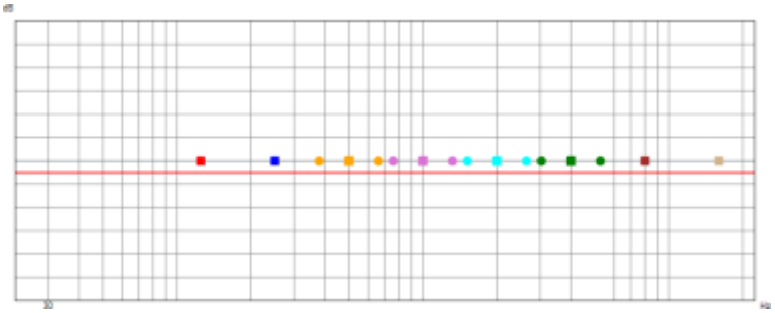


Filter Type	Frequency	Gain / Slope	Q Factor
No Active Filters			

5 Sound Source - Concessions Pole #1

System:	R.5-99z
Company:	Community Professional Loudspeakers
Label:	Concessions Pole #1
Position:	X=-80.00 ft Y=-20.00 ft Z=45.00 ft
Orientation:	Ver=-20.0° Hor=-93.6° Rot=0.0°

Filter Status:	Active
Gain:	-3.0 dB
Delay:	0.000 ms
Polarity:	Normal



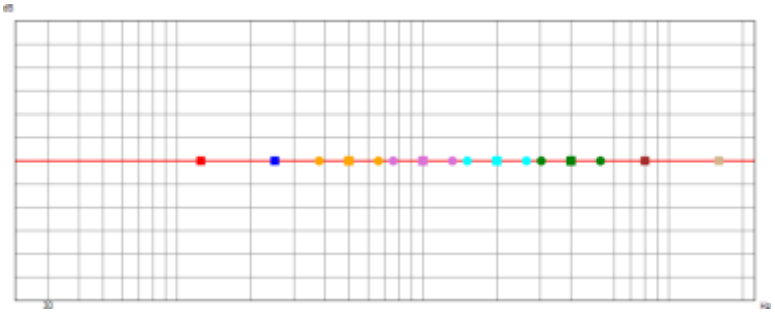
Filter Type	Frequency	Gain / Slope	Q Factor
No Active Filters			

Status
No messages

6 Sound Source - Home Field Pole #1

System:	R.5-96MAX
Company:	Community Professional Loudspeakers
Label:	Home Field Pole #1
Position:	X=-80.00 ft Y=-20.00 ft Z=40.00 ft
Orientation:	Ver=-10.0° Hor=11.8° Rot=0.0°

Filter Status:	Active
Gain:	0.0 dB
Delay:	0.000 ms
Polarity:	Normal



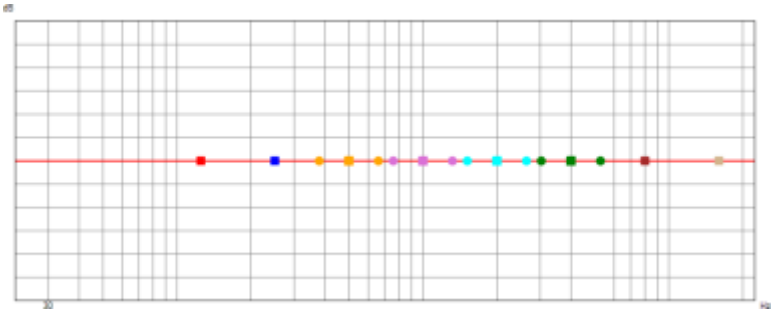
Filter Type	Frequency	Gain / Slope	Q Factor
No Active Filters			

Status
No messages

7 Sound Source - Home Field Pole #2

System:	R.5-96MAX
Company:	Community Professional Loudspeakers
Label:	Home Field Pole #2
Position:	X=-86.94 ft Y=208.00 ft Z=40.00 ft
Orientation:	Ver=-10.0° Hor=-15.6° Rot=0.0°

Filter Status:	Active
Gain:	0.0 dB
Delay:	0.000 ms
Polarity:	Normal



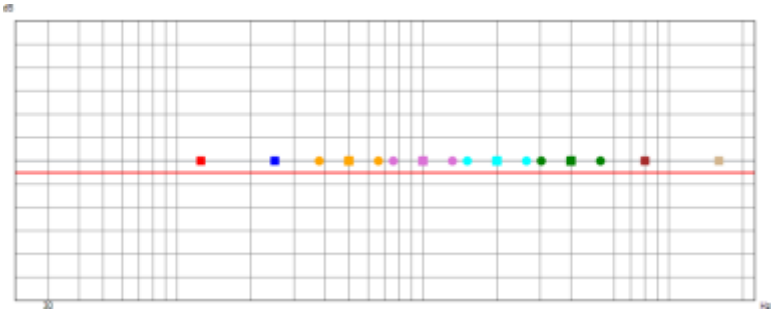
Filter Type	Frequency	Gain / Slope	Q Factor
No Active Filters			

Status
No messages

8 Sound Source - Home Pole #1

System:	R.5-99z
Company:	Community Professional Loudspeakers
Label:	Home Pole #1
Position:	X=-80.00 ft Y=-20.00 ft Z=45.00 ft
Orientation:	Ver=-15.0° Hor=100.8° Rot=0.0°

Filter Status:	Active
Gain:	-3.0 dB
Delay:	0.000 ms
Polarity:	Normal



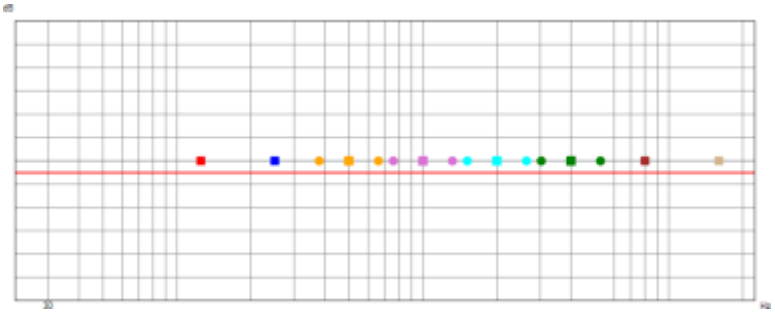
Filter Type	Frequency	Gain / Slope	Q Factor
No Active Filters			

Status
No messages

9 Sound Source - Home Pole #2

System:	R.5-99z
Company:	Community Professional Loudspeakers
Label:	Home Pole #2
Position:	X=-86.84 ft Y=210.00 ft Z=45.00 ft
Orientation:	Ver=-15.0° Hor=-96.4° Rot=0.0°

Filter Status:	Active
Gain:	-3.0 dB
Delay:	0.000 ms
Polarity:	Normal



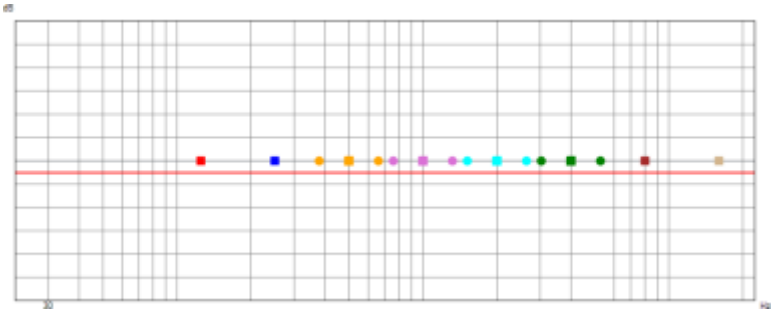
Filter Type	Frequency	Gain / Slope	Q Factor
No Active Filters			

Status
No messages

10 Sound Source - Visitor Pole #3

System:	R.5-99z
Company:	Community Professional Loudspeakers
Label:	Visitor Pole #3
Position:	X=197.40 ft Y=-10.00 ft Z=40.00 ft
Orientation:	Ver=-25.0° Hor=87.4° Rot=0.0°

Filter Status:	Active
Gain:	-3.0 dB
Delay:	0.000 ms
Polarity:	Normal



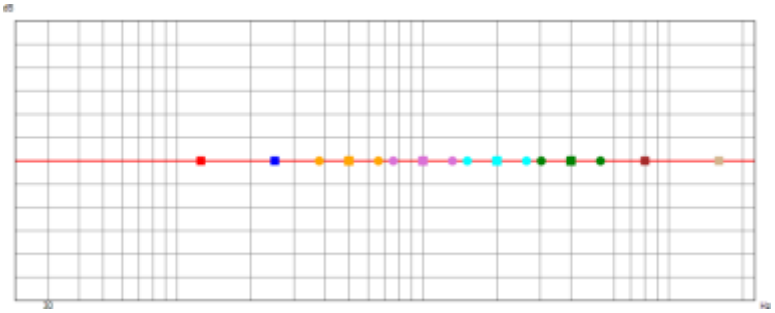
Filter Type	Frequency	Gain / Slope	Q Factor
No Active Filters			

Status
No messages

11 Sound Source - Visitor Pole #4

System:	R.5-99z
Company:	Community Professional Loudspeakers
Label:	Visitor Pole #4
Position:	X=192.02 ft Y=216.41 ft Z=40.00 ft
Orientation:	Ver=-15.0° Hor=-85.7° Rot=0.0°

Filter Status:	Active
Gain:	0.0 dB
Delay:	0.000 ms
Polarity:	Normal



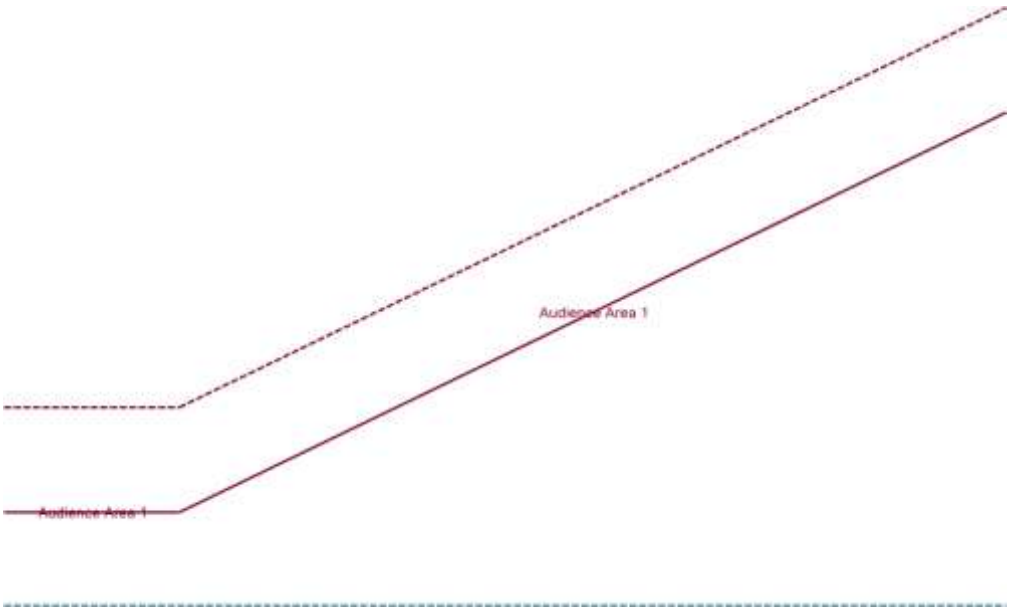
Filter Type	Frequency	Gain / Slope	Q Factor
No Active Filters			

Status
No messages

12 Audience Zone - Audience Zone

Label:	Audience Zone
Shape:	Rectangle

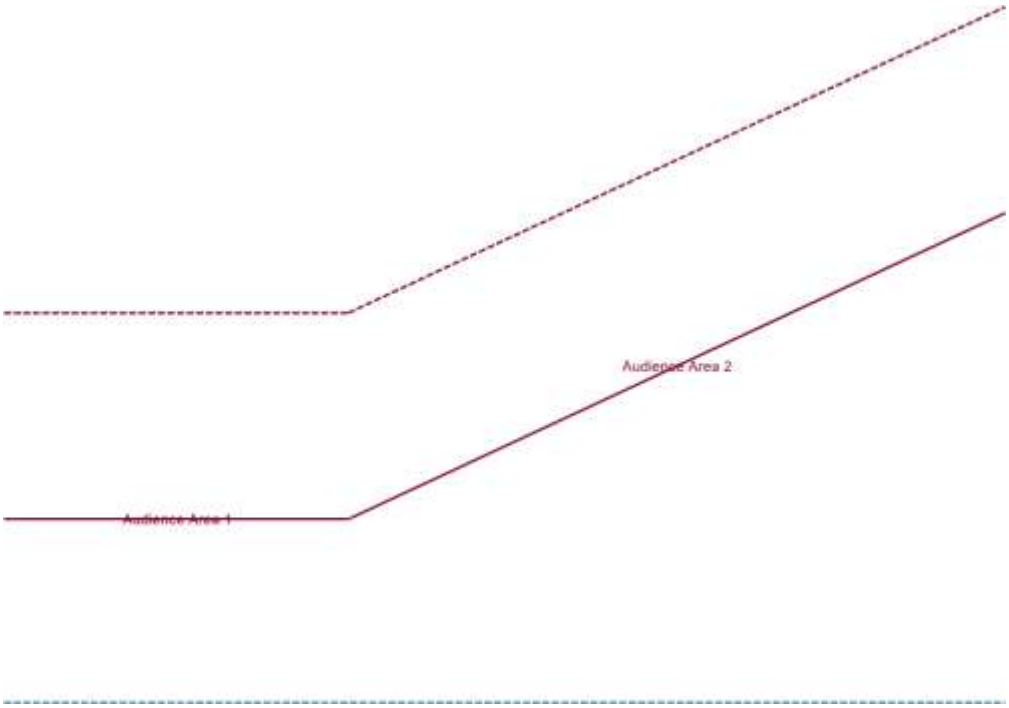
Label	Length	Ear Height
Audience Area 1	6.56 ft	3.94 ft (Sitting)
Audience Area 1	34.45 ft	3.94 ft (Sitting)



13 Audience Zone - Audience Zone 1

Label:	Audience Zone 1
Shape:	Rectangle

Label	Length	Ear Height
Audience Area 1	6.56 ft	3.94 ft (Sitting)
Audience Area 2	13.83 ft	3.94 ft (Sitting)



14 Audience Zone - Audience Zone 2

Label:	Audience Zone 2
Shape:	Rectangle

Label	Length	Ear Height
Audience Area 1	210.26 ft	3.94 ft (Sitting)

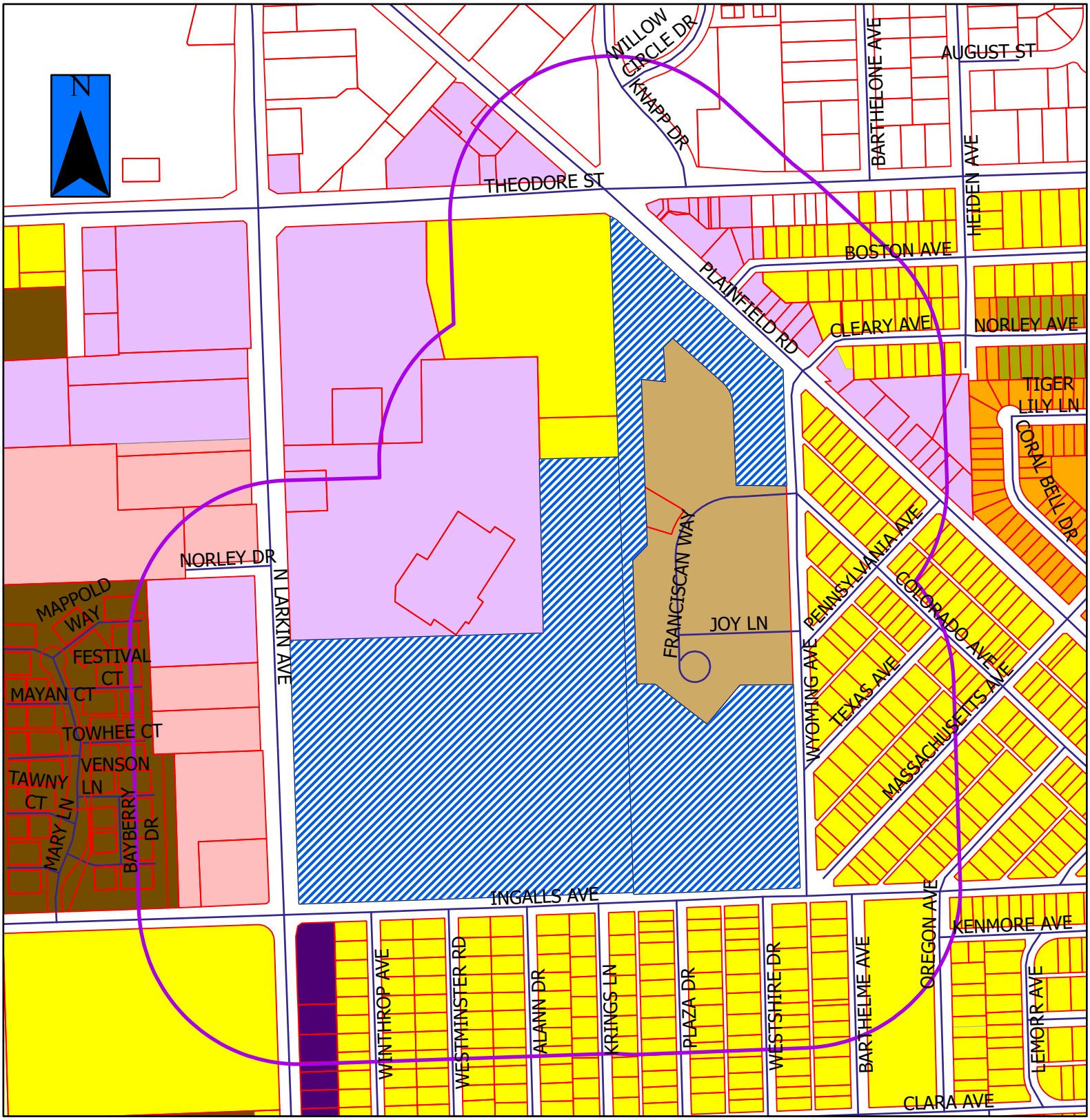
15 Audience Zone - Audience Zone 3

Label:	Audience Zone 3
Shape:	Rectangle

Label	Length	Ear Height
Audience Area 1	23.20 ft	3.94 ft (Sitting)

AMBULANCE
ENTRANCE

SPEED
LIMIT
30



PUD-10-25

JOLIET PLANNING DIVISION

= Property in Question

= 600' Public Notification Boundary

Legend

B-1	I-TA	R-2
B-2	I-TB	R-2A
B-3	I-TC	R-3
I-1	R-1	R-4
I-2	R-1A	R-5
I-T	R-1B	R-B

PUD-10-25a

JOLIET PLANNING DIVISION
DIVISIÓN DE PLANIFICACIÓN

= Property in Question / Propiedad en cuestión

= 600' Public Notification Boundary / Límite de notificación pública de 600 ft (180 m)