DATE: June 18, 2026

TO: Joliet Plan Commission

FROM: Ray Heitner - Planner

SUBJECT: PUD-6-26: Final Planned Unit Development of Joliet Catholic Academy Subdivision

GENERAL INFORMATION:

APPLICANT:	Joliet Catholic Academy – Sisters of St. Francis of Mary Immaculate
STATUS OF APPLICANT:	Owner
OWNER:	Sisters of St. Francis of Mary Immaculate
REQUESTED ACTION:	Approval of a final 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)
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: R-2 (single-family residential) and R-4 (low density multi-family residential), University of St. Francis Clare Campus 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 City Council approved the Preliminary Planned Unit Development (PUD) for the Joliet Catholic Academy Subdivision at its January 20, 2026, meeting. Since Preliminary PUD approval, the applicant has submitted its Final PUD Plat which would finalize the location of all facilities within the project site in addition to the location of all proposed off-street parking facilities. The applicant has also submitted final site engineering plans, landscaping plans, and photometric plans. 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.

Prior to the City Council approval of the Preliminary Planned Unit Development, the applicant hosted three separate neighborhood open houses to detail the proposed project buildout.

SPECIAL INFORMATION: The applicant is requesting approval of a Final Planned Unit Development (PUD) of the Joliet Catholic Academy Subdivision. The proposed athletic facilities are in the same location as in the previously approved Preliminary PUD.

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 of 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. 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. The Traffic and Parking Management Plan estimates that the proposed amount of parking can accommodate approximately 4,400 fans. The school anticipates that high attendance games will occur one to three times a year depending on the season's home-game schedule. The applicant has commitments from the University of St. Francis and Will County Habitat for Humanity to utilize their parking lots for overflow parking when needed for events with high attendance.

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, though site landscaping plans show a density of landscaping to be installed north of the tennis courts to provide a buffer between the tennis courts and existing multi-family residential neighborhood to the north. The applicant has agreed to install a generous amount of landscaping, consisting of 20 shade trees and 20 ornamental trees, along the north side of Ingalls Avenue to help shield the multi-purpose athletic field from the viewshed for residents along the south side of the street. With the visitor's grandstand and multi-purpose athletic field set back over 200 feet from the Wyoming Avenue right-of-way, the City's standard parking lot perimeter landscaping requirement will be enforced along the Wyoming Avenue frontage. The proposed stormwater detention basin on the property's north end will feature perimeter landscaping as required by the City's Zoning Ordinance.

The City's Parking Lot Lighting Regulations include an exception for the lighting of outdoor recreational facilities. However, lighting for the proposed athletic facilities would be shielded to minimize light and glare from spilling onto adjacent residential properties. Spillover lighting at adjoining residential property lines would not be allowed to exceed one foot-candle. The applicant's submitted sound study shows an estimated range of 86-98 decibels within the future footprint of the multi-purpose athletic field.

ANALYSIS: Approval of the requested Final PUD would allow the applicant to present the Final PUD and Recording Plat to City Council for approval. Staff's outlook on the proposed development remains largely unchanged from the Preliminary PUD review. 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 that might 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 would see far lower attendance. City staff would work with the applicant to adjust traffic operations as needed to minimize traffic congestion.

RECOMMENDED ACTION: Staff recommends the Plan Commission recommend approval of the Final 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)

_____ **Preliminary**
__X__ **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: Ryan Quigley – JCA Dir. of Institutional Advancement

ADDRESS: c/o 1200 N. Larkin Ave, Joliet, IL 60435 PHONE [redacted]

OWNER: Sisters of St. Francis of Mary Immaculate

HOME ADDRESS: _____

CITY, STATE, ZIP: Joliet, IL 60435

HOME PHONE: _____

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

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

STATE, ZIP: Joliet, IL 60435

BUSINESS PHONE: [redacted]

ENGINEER: Wight & Company - Shawn Benson

ADDRESS: 2500 N. Frontage Road, Darien IL 60561 PHONE: [redacted]

LAND SURVEYOR: The Will Group - TWG Engineering

ADDRESS: 129 Capista Drive, Shorewood, IL 60404 PHONE: [redacted] ATTORNEY:

David Silverman - Mahoney, Silverman & Cross, LLC

ADDRESS: 822 129th Infantry Drive, Joliet, IL 60435 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: _____

NAME OF PUD: Joliet Catholic Academy

NOTARIZED SIGNATURE OF PETITIONER

STATE OF IL.) 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 and correct to the best of my knowledge and belief. I agree to be present in person or by representation when this is heard by the Plan Commission.

Date: 6/15/26

[redacted]
Petitioner's Signature

Subscribed and sworn to before me this 15 day of June, 2026

Notary Signature: [redacted]

(Seal) [redacted]

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.

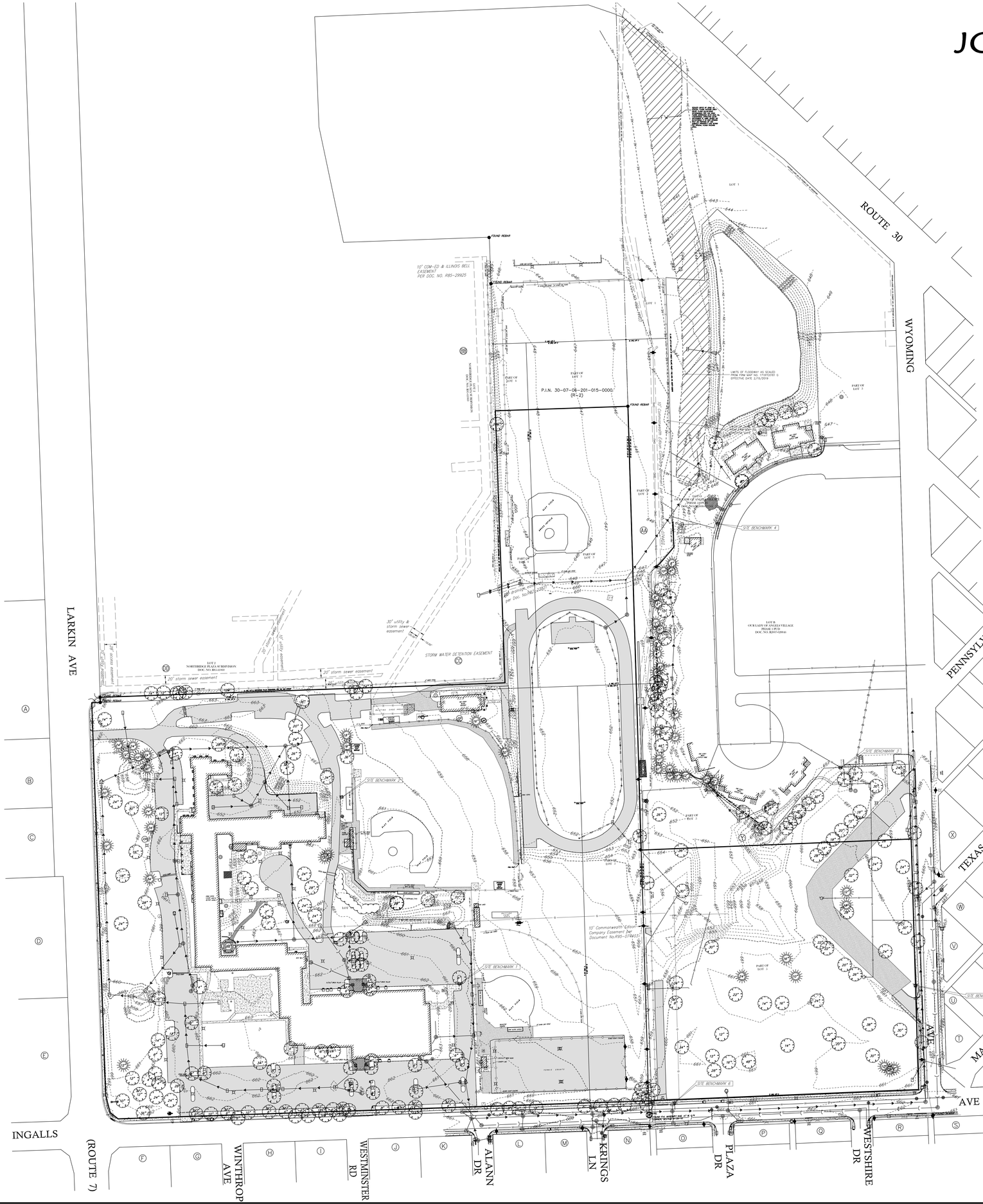
SIGNED: [redacted]

DATE: [redacted]

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

Dr. Jeffrey Budz, President/Principal

[redacted]



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

FINAL 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

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

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

Ⓒ 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)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ⓩ 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

mea.	MEASURED
rec.	RECORDED
calc.	CALCULATED
●	FOUND SURVEY MONUMENT
■	SET 5/8" REBAR UNLESS OTHERWISE NOTED
━━━	SUBJECT BOUNDARY LINE
───	ADJACENT BOUNDARY LINE
— — —	EASEMENT LINE
---AE------AE---	FLOOD ZONE AE LIMIT
---FW------FW---	FLOODWAY LINE LIMIT
--------XXX--------	CONTOUR
—x—x—x—x—	FENCE LINE
FP	FLAG POLE
▭	SIGN
●	UTILITY POLE
● ¤	UTILITY POLE WITH LIGHT
○──	GUY WIRE
──OHU──	OVERHEAD UTILITY LINE
¤	LIGHT POLE
E	ELECTRIC PEDESTAL
E	ELECTRIC HANDHOLE
TR	ELECTRIC TRANSFORMER
▢	CABLE TV PEDESTAL
T	TELEPHONE PEDESTAL
FO	FIBER OPTICS HANDHOLE
6"	TREE WITH SIZE
6"	EVERGREEN TREE WITH SIZE
⌒⌒⌒	TREE LINE/BUSH LINE
Ծ	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

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

SEE SHEET 3 OF 3 FOR SUBDIVISION/BOUNDARY LINE INFORMATION

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

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.

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*

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

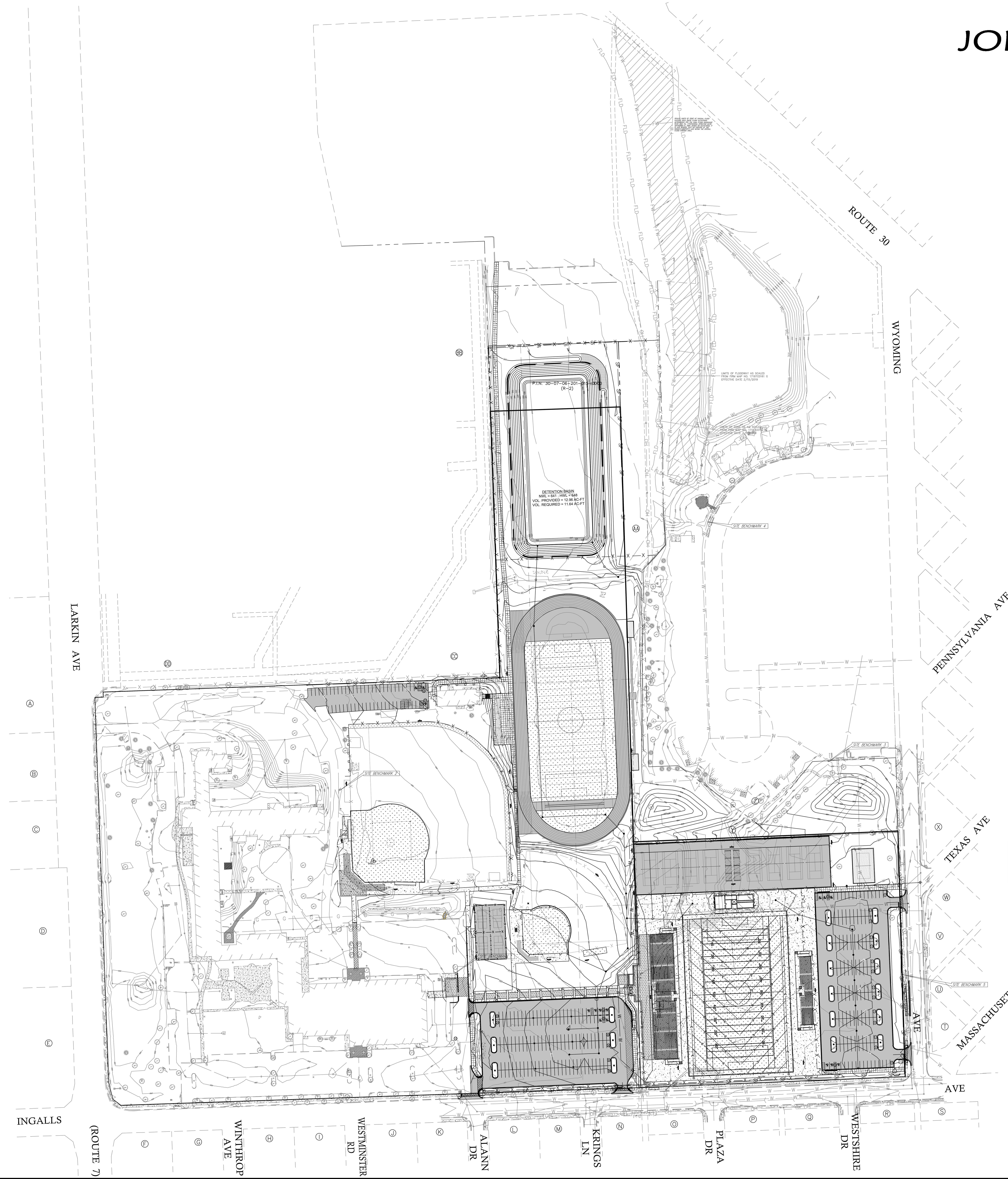
DATE CREATED: 4-14-2026					
FIELD BK: 20030773 BK1	LATEST TWG ENGINEERING REVISION				TWG Dwg. No.:
PAGE: 51-66	No.	DATE	DESCRIPTION	BY	425-0075-F
DRAWN BY: ECH					

EXISTING CONDITIONS
SHEET 1 OF 3

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

FINAL 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

(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)	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)
(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

mea.	MEASURED
rec.	RECORDED
calc.	CALCULATED
	FOUND SURVEY MONUMENT
	SET 5/8" REBAR UNLESS OTHERWISE NOTED
	SUBJECT BOUNDARY LINE
	ADJACENT BOUNDARY LINE
	EASEMENT LINE
---AE------AE---	FLOOD ZONE AE LIMIT
---FW------FW---	FLOODWAY LINE LIMIT
XXX	CONTOUR
	FENCE LINE
FP	FLAG POLE
	SIGN
	UTILITY POLE
	UTILITY POLE WITH LIGHT
	GUY WIRE
OHU	OVERHEAD UTILITY LINE
	LIGHT POLE
E	ELECTRIC PEDESTAL
E	ELECTRIC HANDHOLE
TR	ELECTRIC TRANSFORMER
C	CABLE TV PEDESTAL
T	TELEPHONE PEDESTAL
FO	FIBER OPTICS HANDHOLE
6"	TREE WITH SIZE
6"	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

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

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)

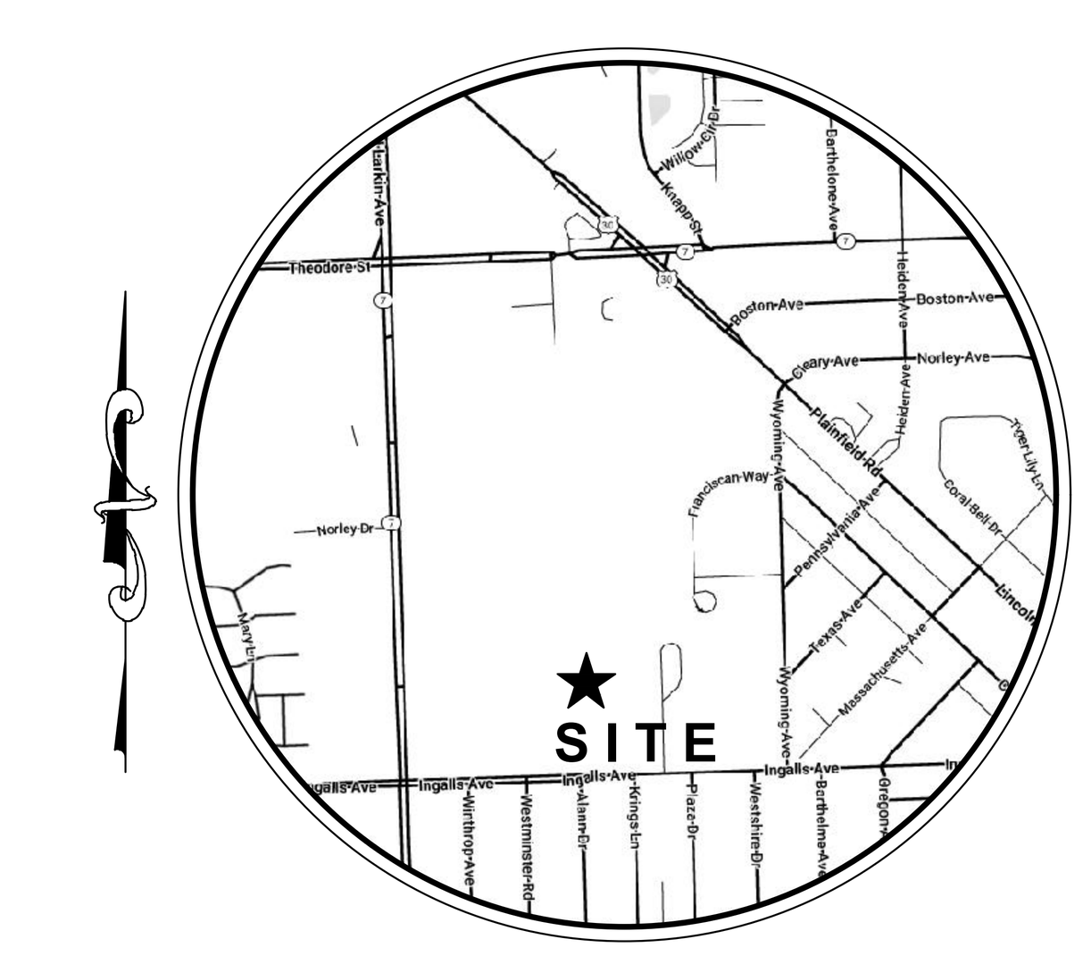
SITE BM 2
ARROW BOLT ON FIRE HYDRANT (AS SHOWN)
ELEVATION: 664.87 (NAVD88)

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)



SITE LOCATION MAP
NOT TO SCALE

SEE SHEET 3 OF 3 FOR SUBDIVISION/BOUNDARY LINE INFORMATION

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

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: 4-14-2026
FIELD BK: 20030773 BK1
PAGE: 51-66
DRAWN BY: ECH

LATEST TWG ENGINEERING REVISION				TWG Dwg. No.:
No.	DATE	DESCRIPTION	BY	425-0075-F

PROPOSED CONDITIONS

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

FINAL 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

Ⓐ	WILL COUNTY HABITAT FOR HUMANITY INC 2415 MCDONOUGH ST JOLIET IL 60436 P.I.N. 30-07-06-205-001-0000 (B-3)	Ⓟ	JOSE A LEDEZMA 1134 PLAZA DR JOLIET IL 60435 P.I.N. 30-07-05-301-001-0000 (R-2)
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Ⓒ	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)	Ⓡ	RAUL NEGRETE 1136 WESTSHIRE DR JOLIET IL 60435 P.I.N. 30-07-05-302-001-0000 (R-2)
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Ⓔ	GNI OF LARKIN LLC WALGREENS CO 3929-300 WILMOT RD MAILSTOP 3101 60015 P.I.N. 30-07-06-205-025-0000 (B-1)	Ⓣ	SARAH J FOSTER 1235 MASSACHUSETTS AVE JOLIET IL 60435 P.I.N. 30-07-05-108-037-0000 (R-2)
Ⓕ	LARKIN PROFESSIONAL PLAZA LLC 1118 N LARKIN AVE JOLIET IL 60435 P.I.N. 30-07-06-401-028-0000 (R-B)	Ⓤ	JOSEPH W JENSEN 1231 MASSACHUSETTS AVE JOLIET IL 60435 P.I.N. 30-07-05-108-031-0000 (R-2)
Ⓖ	VAGAS PROPERTIES LLC 2324 UNIVERSITY ST CREST HILL IL 60403 P.I.N. 30-07-06-401-012-0000 (R-2)	Ⓥ	VIRGEN ANDRADE 1212 WYOMING AVE JOLIET IL 60435 P.I.N. 30-07-05-108-017-0000 (R-2)
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Ⓘ	ENAK LLC 12137 W 159TH ST HOMER GLEN IL 60491 P.I.N. 30-07-06-402-012-0000 (R-2)	Ⓧ	ALYSSA ERICKSON 1306 WYOMING AVE JOLIET IL 60435 P.I.N. 30-07-05-107-012-0000 (R-2)
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Ⓚ	NORMA DELGADO 1121 ALANN DR JOLIET IL 60435 P.I.N. 30-07-06-403-012-0000 (R-2)	Ⓩ	THIRD ORDER OF ST FRANCIS 1433 ESSINGTON RD JOLIET IL 60435 P.I.N. 30-07-05-104-003-0000 (R-4)
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Ⓜ	DARLENE HARTMAN TR-KRINGS LN 1119 KRINGS LN JOLIET IL 60435 P.I.N. 30-07-06-404-012-0000 (R-2)	(BB)	NORTH WINDHAM PROPERTIES LLC 7 THORTON ST SEABROOK NEW HAMPSHIRE 03874 P.I.N. 30-07-06-201-008-0000 (R-4)
Ⓝ	LFP INVESTMENTS LLC 220 N BROADWAY ST JOLIET IL 60435 P.I.N. 30-07-06-405-001-0000 (R-2)	(CC)	NORTH WINDHAM PROPERTIES LLC 7 THORTON ST SEABROOK NEW HAMPSHIRE 03874 P.I.N. 30-07-06-201-008-0000 (R-4)
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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
– – –AE– – – – – –AE– – – –	FLOOD ZONE AE LIMIT
– – –FW– – – – – –FW– – – –	FLOODWAY LINE LIMIT
- - - - XXX - - - -	CONTOUR
—x—x—x—x—x—	FENCE LINE
(FP)	FLAG POLE
	SIGN
	UTILITY POLE
	UTILITY POLE WITH LIGHT
○——	GUY WIRE
——OHU——	OVERHEAD UTILITY LINE
¤	LIGHT POLE
E	ELECTRIC PEDESTAL
(E)	ELECTRIC HANDHOLE
TR	ELECTRIC TRANSFORMER
C	CABLE TV PEDESTAL
T	TELEPHONE PEDESTAL
(FO)	FIBER OPTICS HANDHOLE
6"	TREE WITH SIZE
6"	EVERGREEN TREE WITH SIZE
	TREE LINE/BUSH LINE
	FIRE HYDRANT
⊗	WATER VALVE BOX
——▶——▶——	STORM SEWER
▯	STORM STRUCTURE
◎	MANHOLE
▨	RETAINING WALL
▩	ASPHALT AREA
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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.

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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

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: 4-14-2026
FIELD BK: 20030773 BK1
PAGE: 51-66
DRAWN BY: ECH

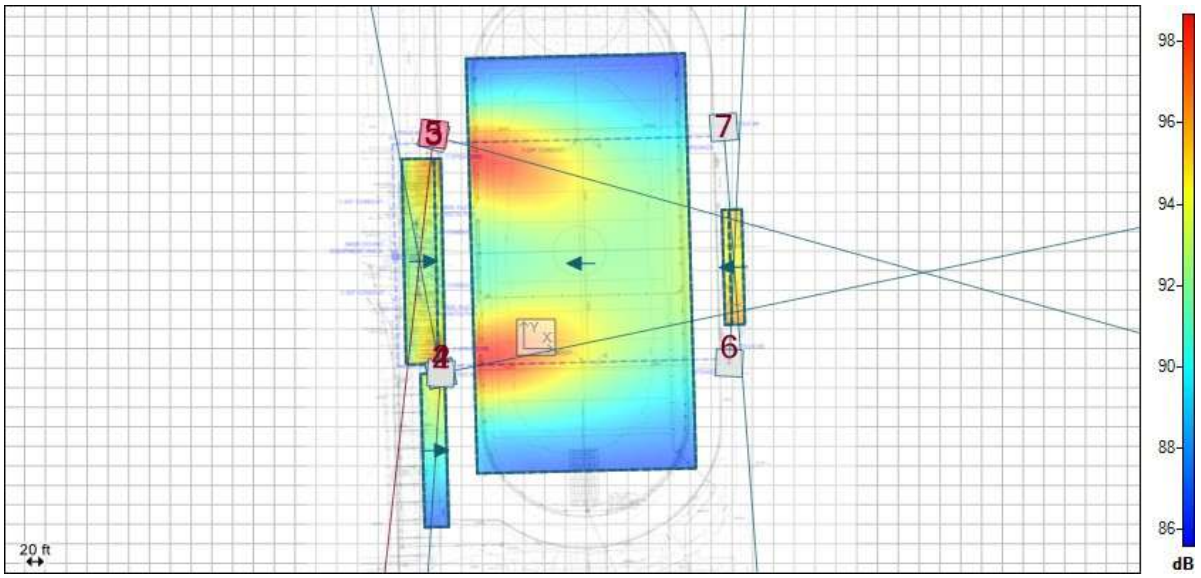
LATEST TWG ENGINEERING REVISION			
No.	DATE	DESCRIPTION	BY

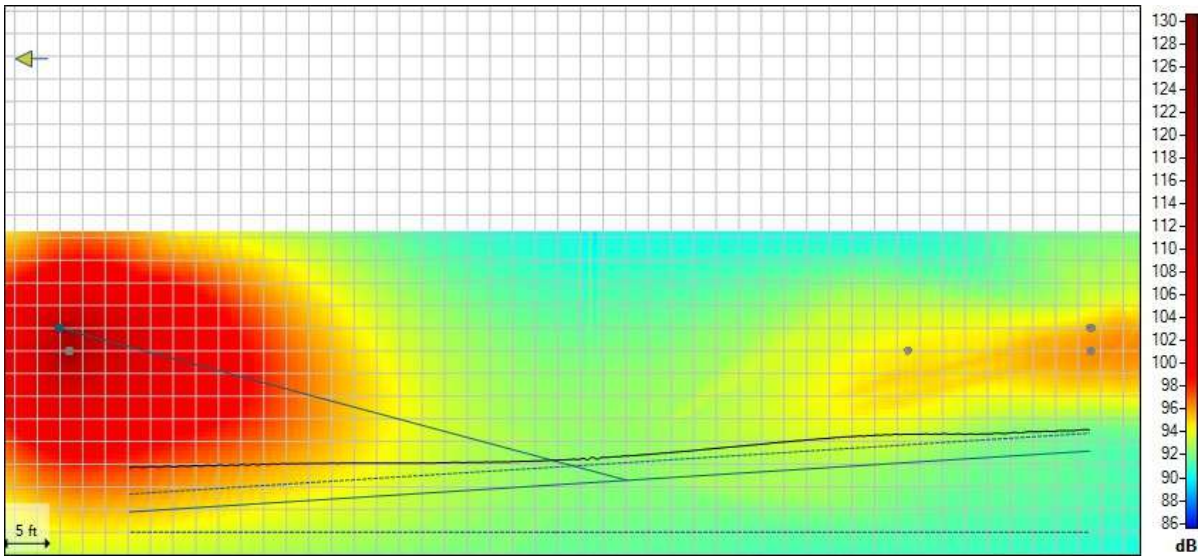
TWG Dwg. No.: 425-0075-F

BOUNDARY INFORMATION
SHEET 3 OF 3

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





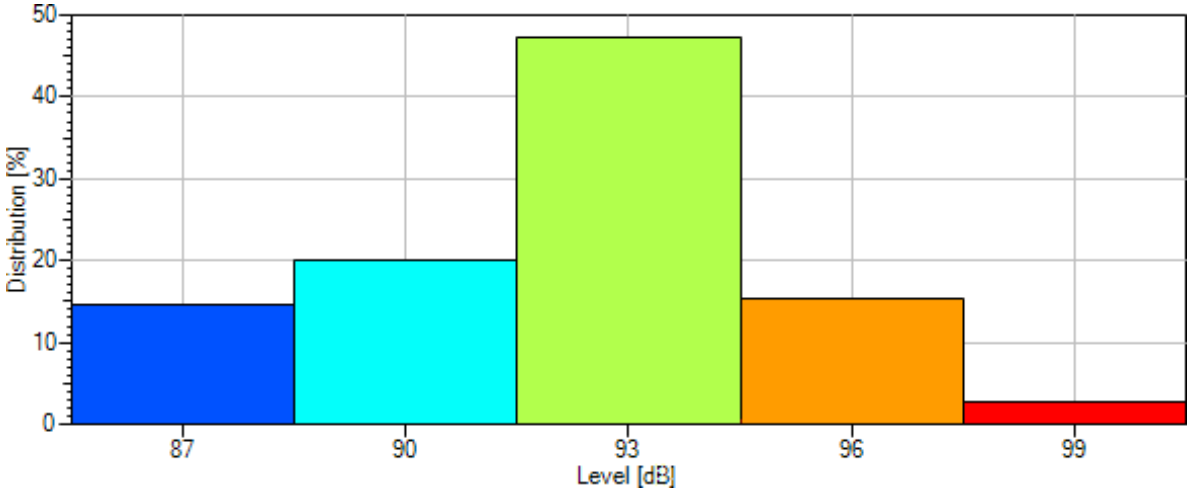
Side View: Home Pole #2

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

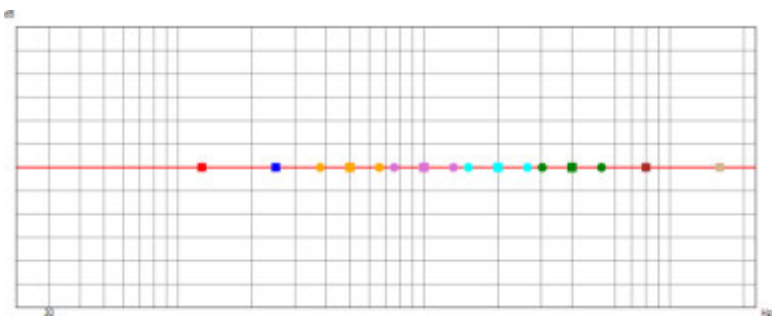
3 Distribution

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



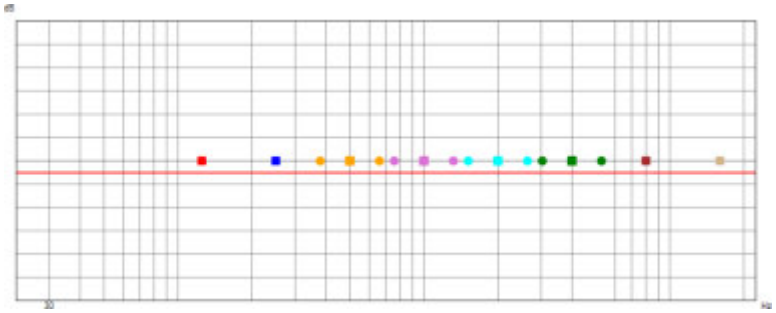
	Filter Type	Frequency	Gain / Slope	Q Factor

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

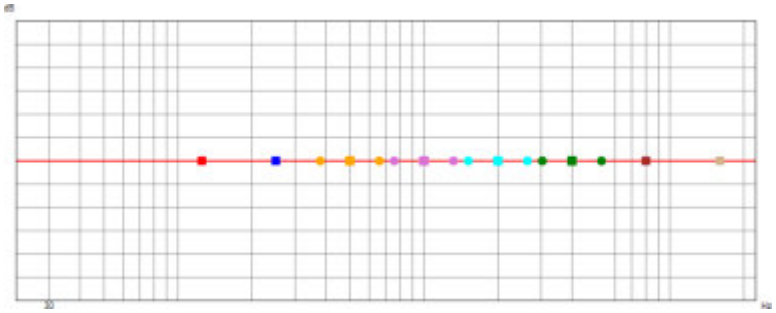
Status

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

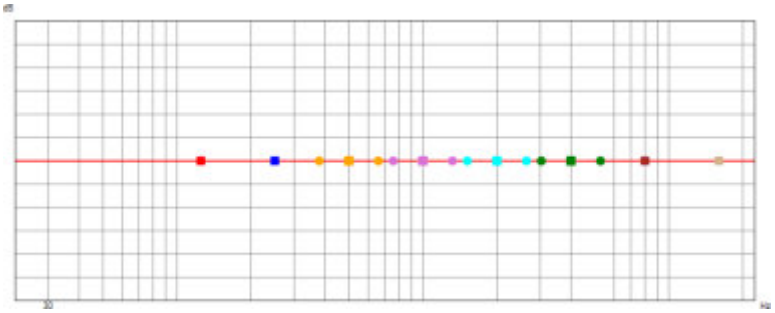
Status

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

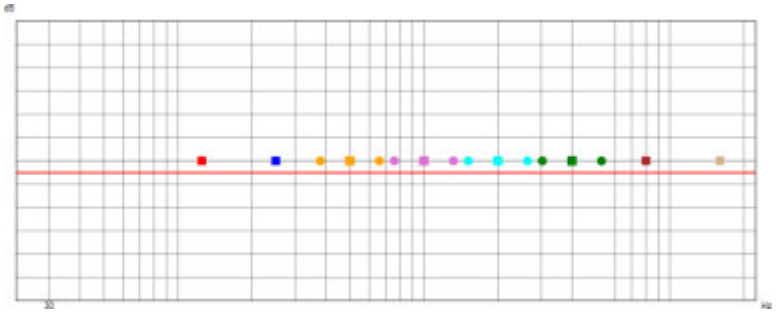
Status

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

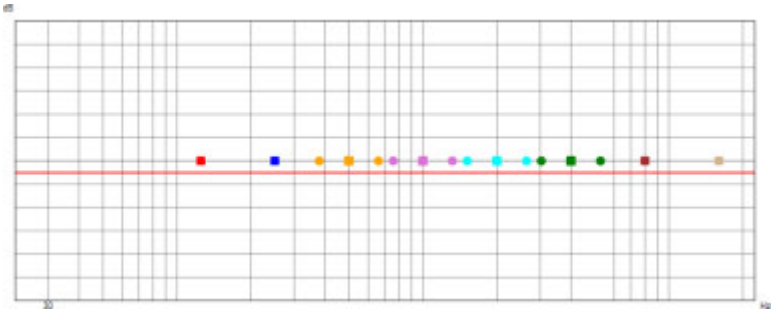
No Active Filters

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

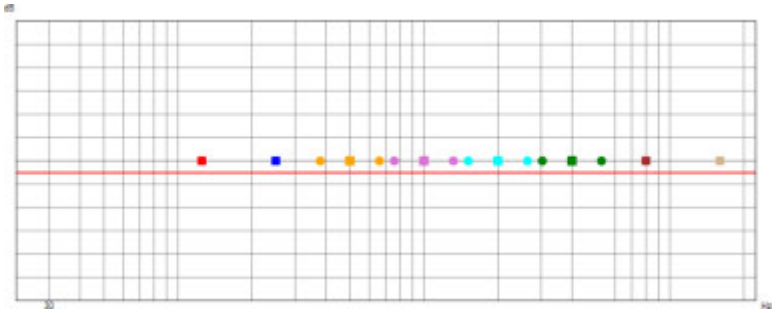
Status

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

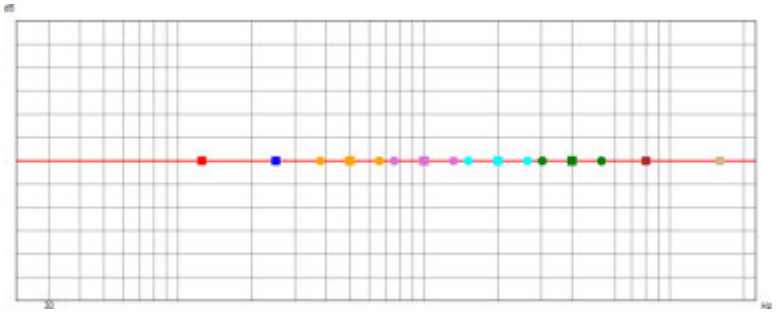
Status

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

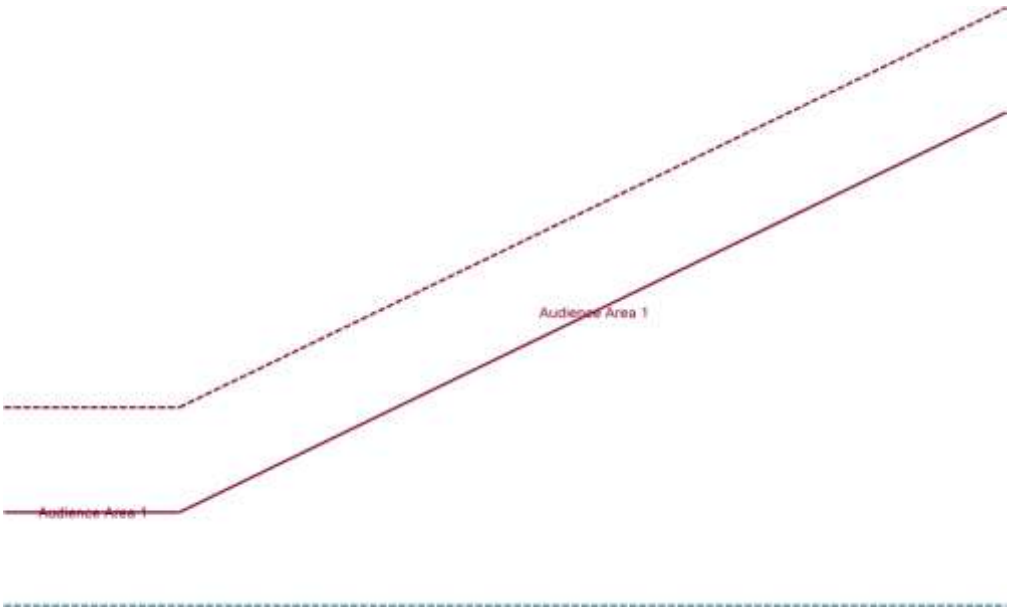
Status

No messages

12 Audience Zone - Audience Zone

Label:	Audience Zone
Shape:	Rectangle

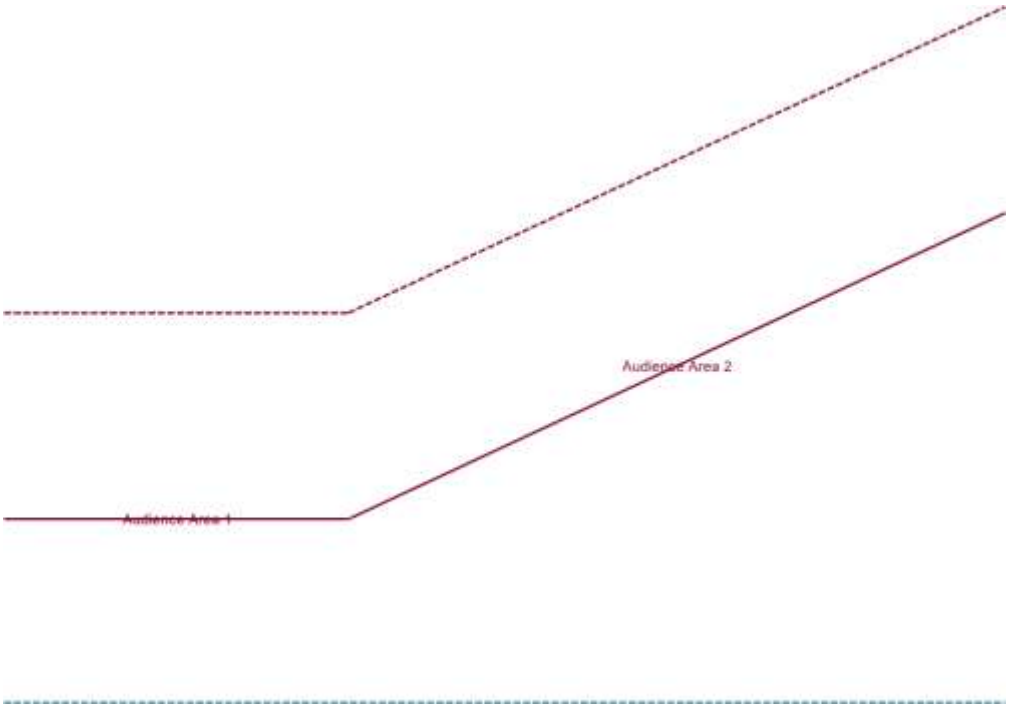
Label	Length	Ear Height
Audience Area 1	6.56 ft	3.94 ft (Sitting)
Audience Area 1	34.45 ft	3.94 ft (Sitting)



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)

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

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

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.

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

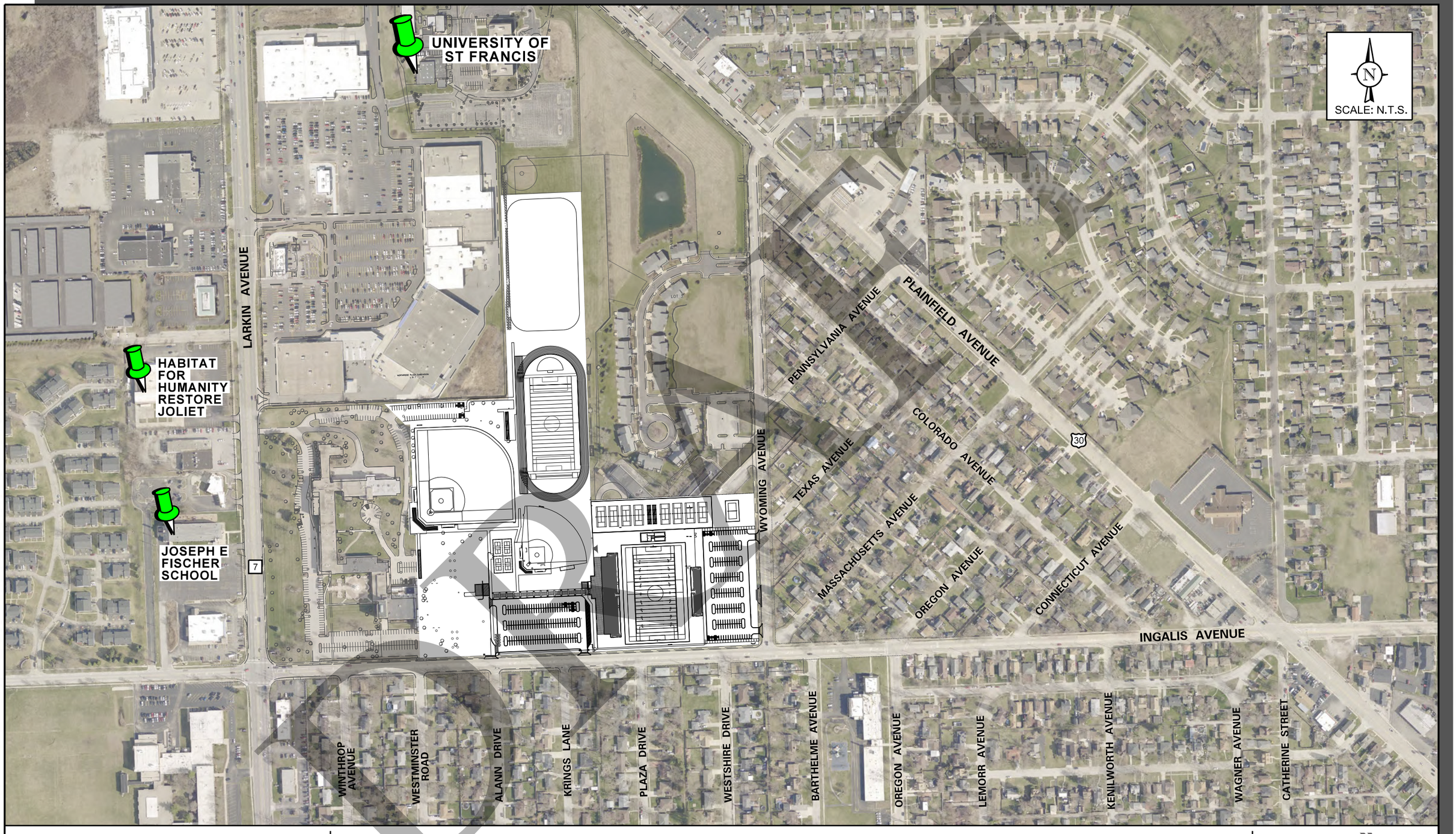
Remote yet proximate off-campus parking will likely be needed to accommodate the parking demand for a football game, again to minimize parking incursions into the surrounding neighborhood. JCA has identified three nearby locations providing the potential for 456 additional event parking spaces. In total, 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



JCA STADIUM
JOLIET, ILLINOIS

PROPOSED OFF-CAMPUS PARKING LOCATIONS

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

Job No: 25-146 Figure: 1

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)

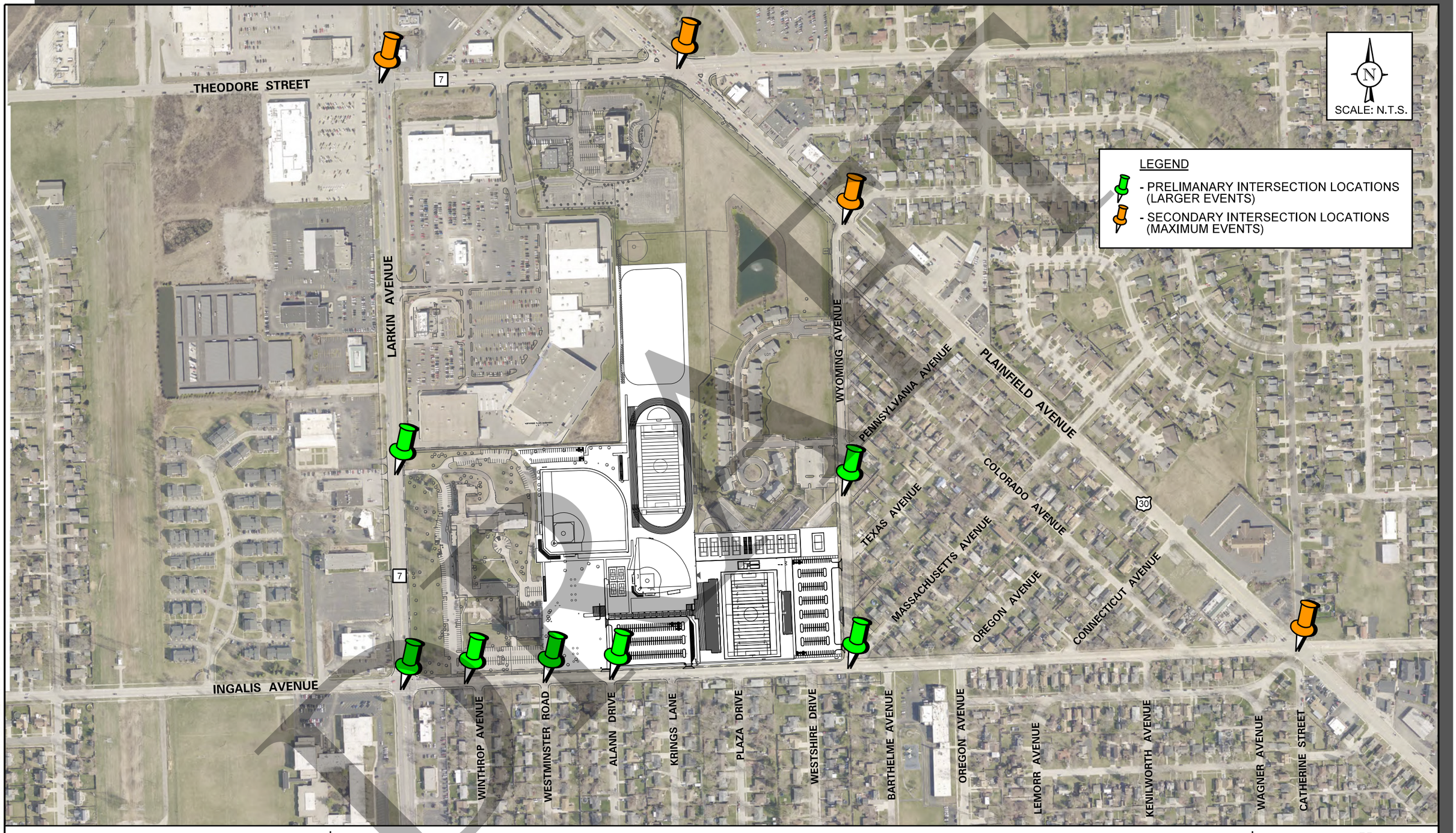
Figure 2 shows the primary and secondary locations for variable message boards and static message boards.

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.



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:

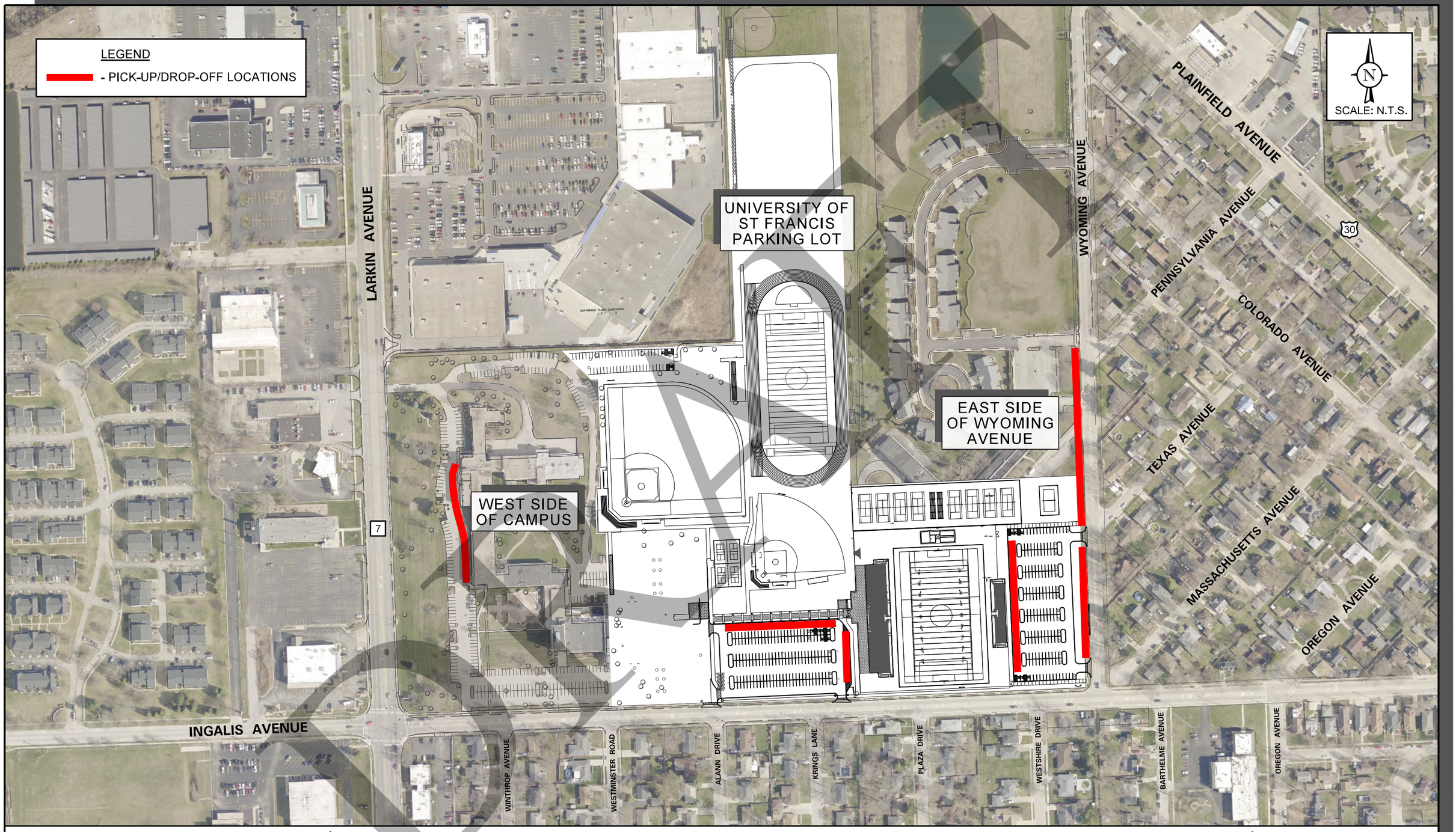
- Larkin Avenue/Ingalls Avenue
- Ingalls Avenue/Wyoming Avenue
- Plainfield Road/Wyoming Avenue

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.



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

- 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.

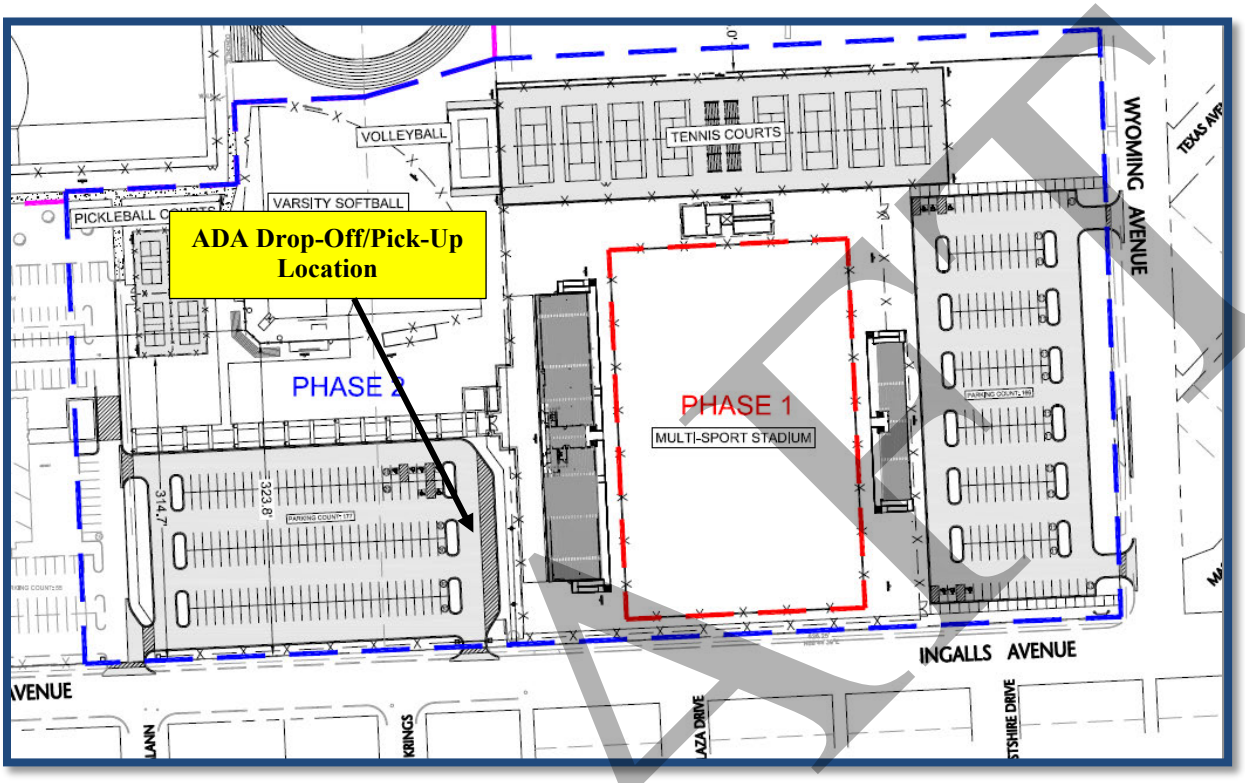
7. Specify an ADA Access Route

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.

- 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.

- 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.

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.

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

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

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.

Aerial View of JCA Campus **Figure 1**

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.

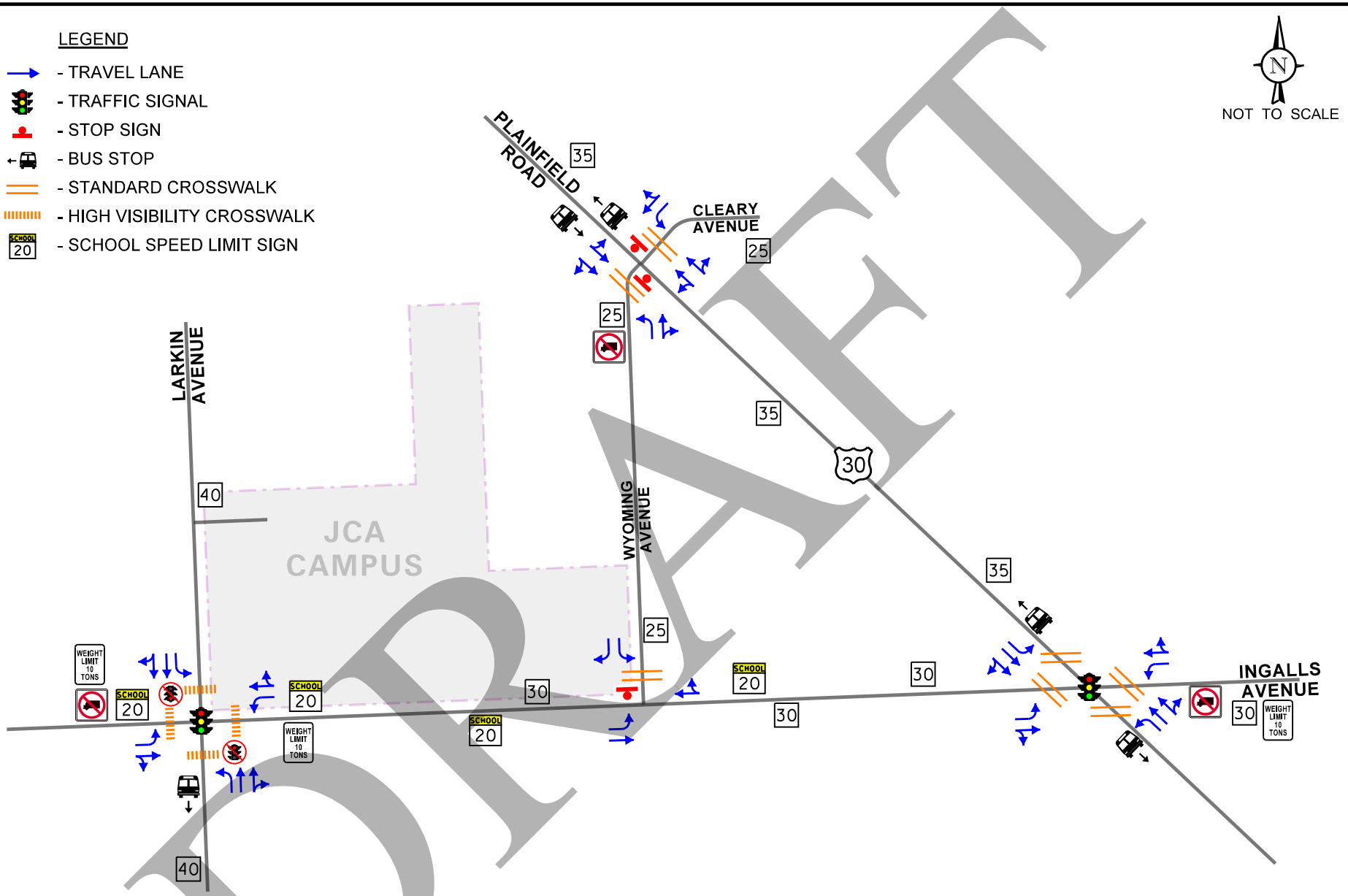
Ingalls Avenue is an east-west, collector roadway that has a three-lane cross section between Plainfield Road and Larkin Avenue. At its signalized intersections with Larkin Avenue and Plainfield Road, Ingalls Avenue has a separate left-turn lane and a shared through/right-turn lane on both approaches 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



JCA Stadium
Joliet, Illinois

Existing Roadway Characteristics

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Job No: 25-146

Figure: 2

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:

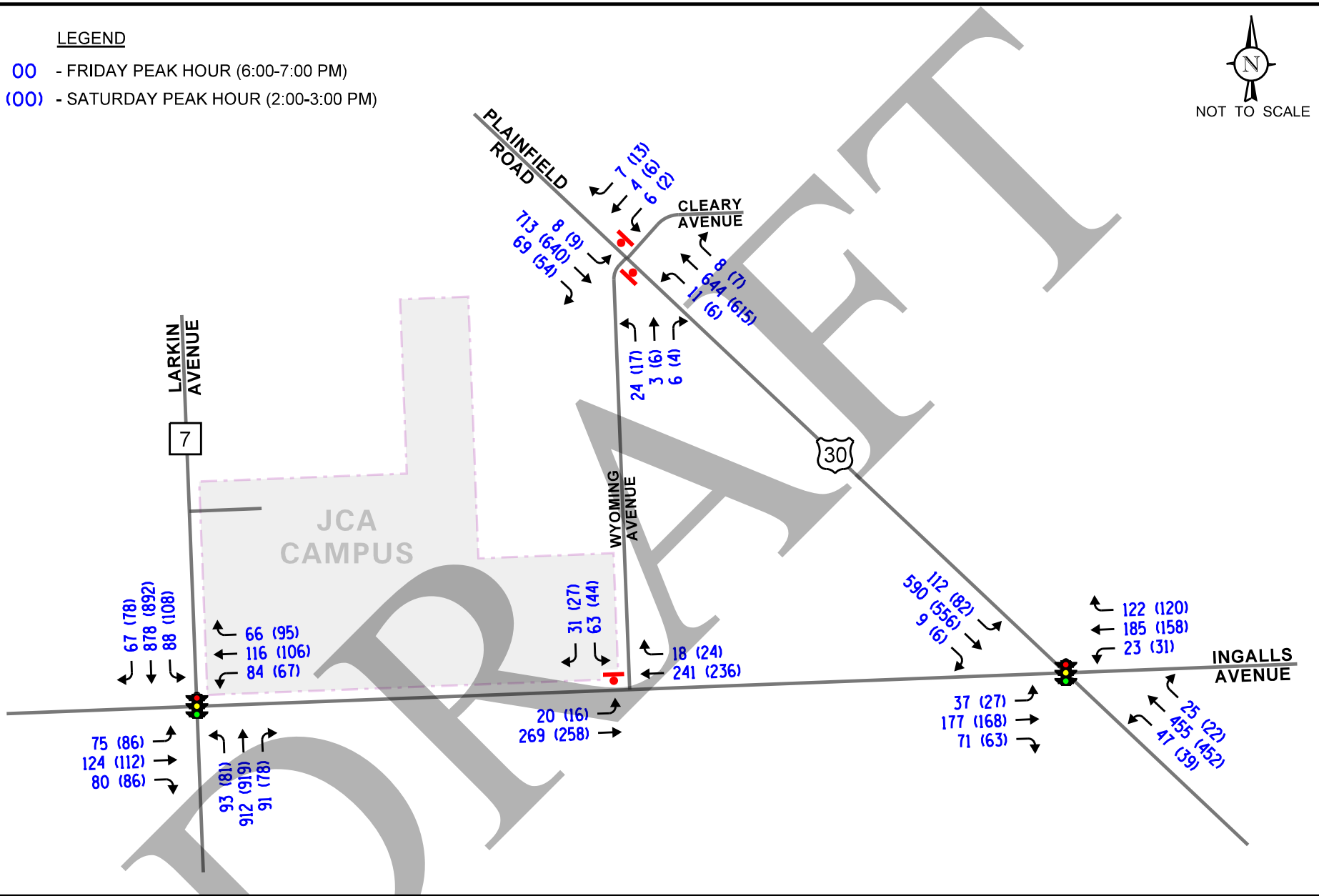
- At the Larkin Avenue/Ingalls Avenue intersection, the September total intersection traffic volumes were approximately two to four percent higher compared to the June total intersection traffic volumes. However, it is important to note that this was due to an increase in the through traffic along Larkin 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.



JCA Stadium
Joliet, Illinois

Existing Traffic Volumes

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Job No: 25-146

Figure: 3

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.

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:

- 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:

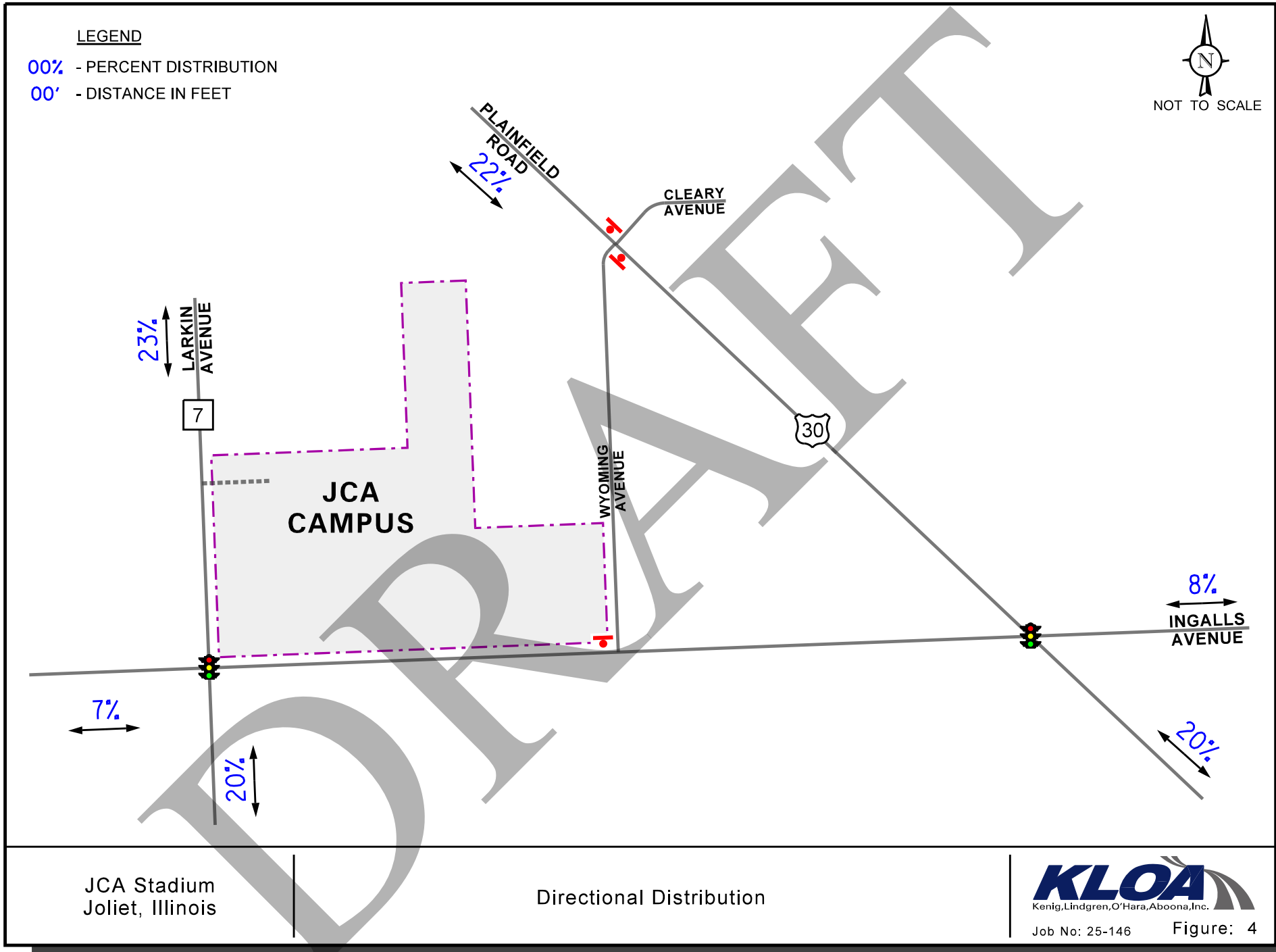
- An average attendance of 4,400 guests as (1) this covers all the home football games except one to two per year and (2) the parking on the JCA campus can generally accommodate the parking demand.

- 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.



JCA Stadium
Joliet, Illinois

Directional Distribution

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Job No: 25-146

Figure: 4

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

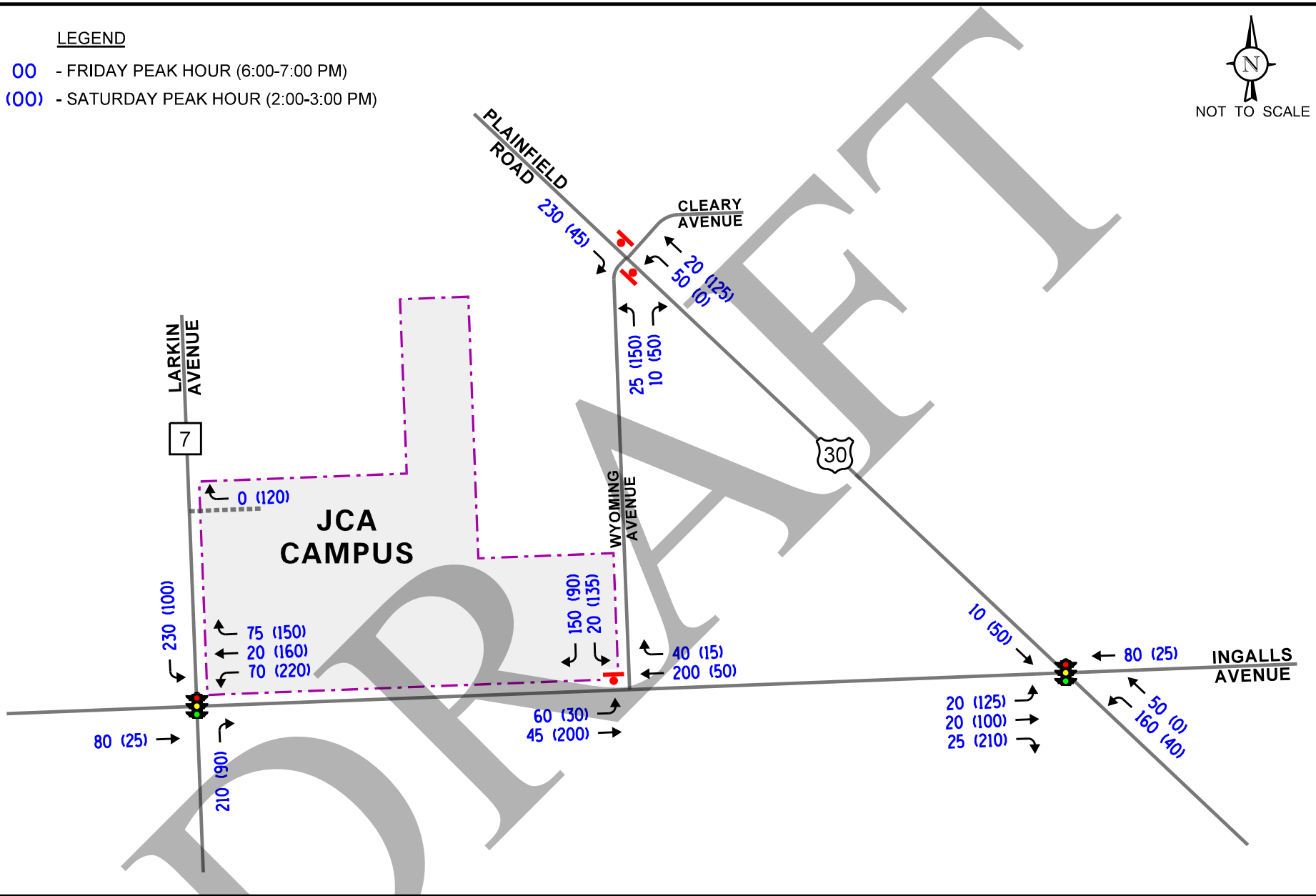
The estimated peak hour traffic volumes that will be generated by the proposed stadium an hour before and an hour after a football game with an attendance of 4,400 guests were assigned to the roadway system in accordance with the previously described directional distribution (Figure 4). **Figure 5**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



JCA Stadium
Joliet, Illinois

Site-Generated Traffic Volumes

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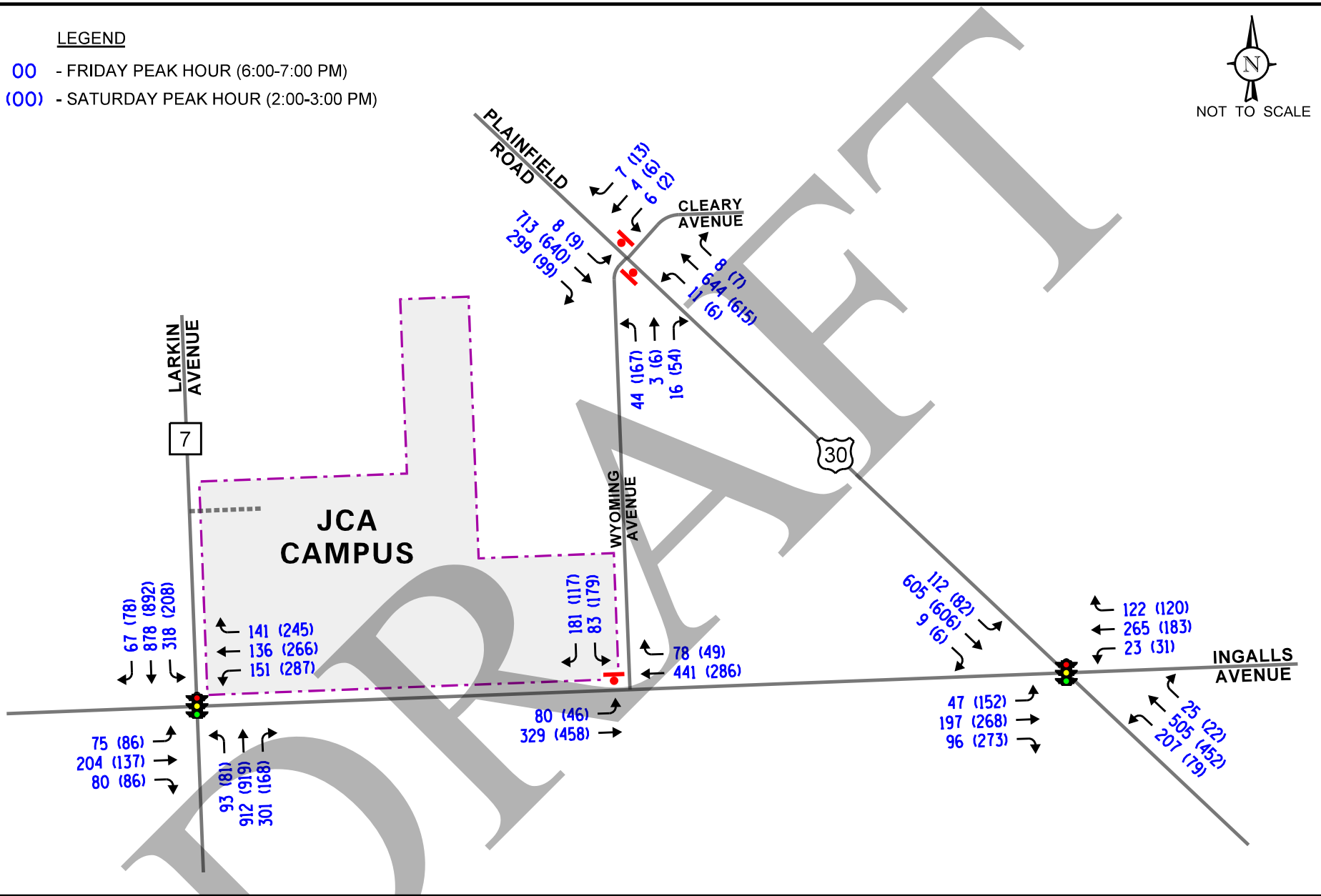
Figure: 5



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JCA Stadium
Joliet, Illinois

Total Traffic Volumes

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Figure: 6

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.

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

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.

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

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.

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.

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.

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.

Appendix

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

Intersection Traffic Counts – June

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	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
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

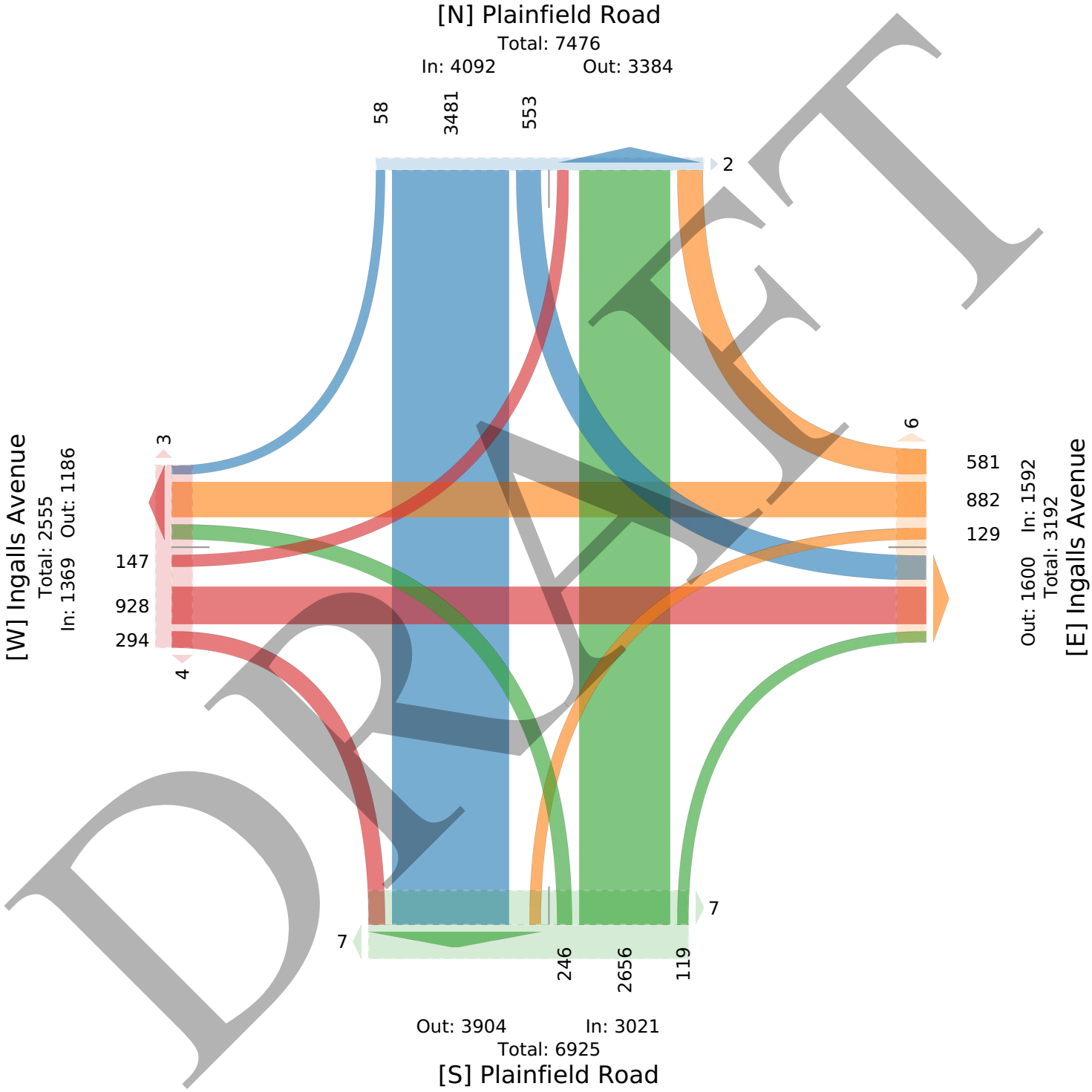
Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Bicycles on Road	0%	0.1%	0%	0%	**0.1%**	-	0%	0.1%	0%	0%	**0.1%**	-	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

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



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

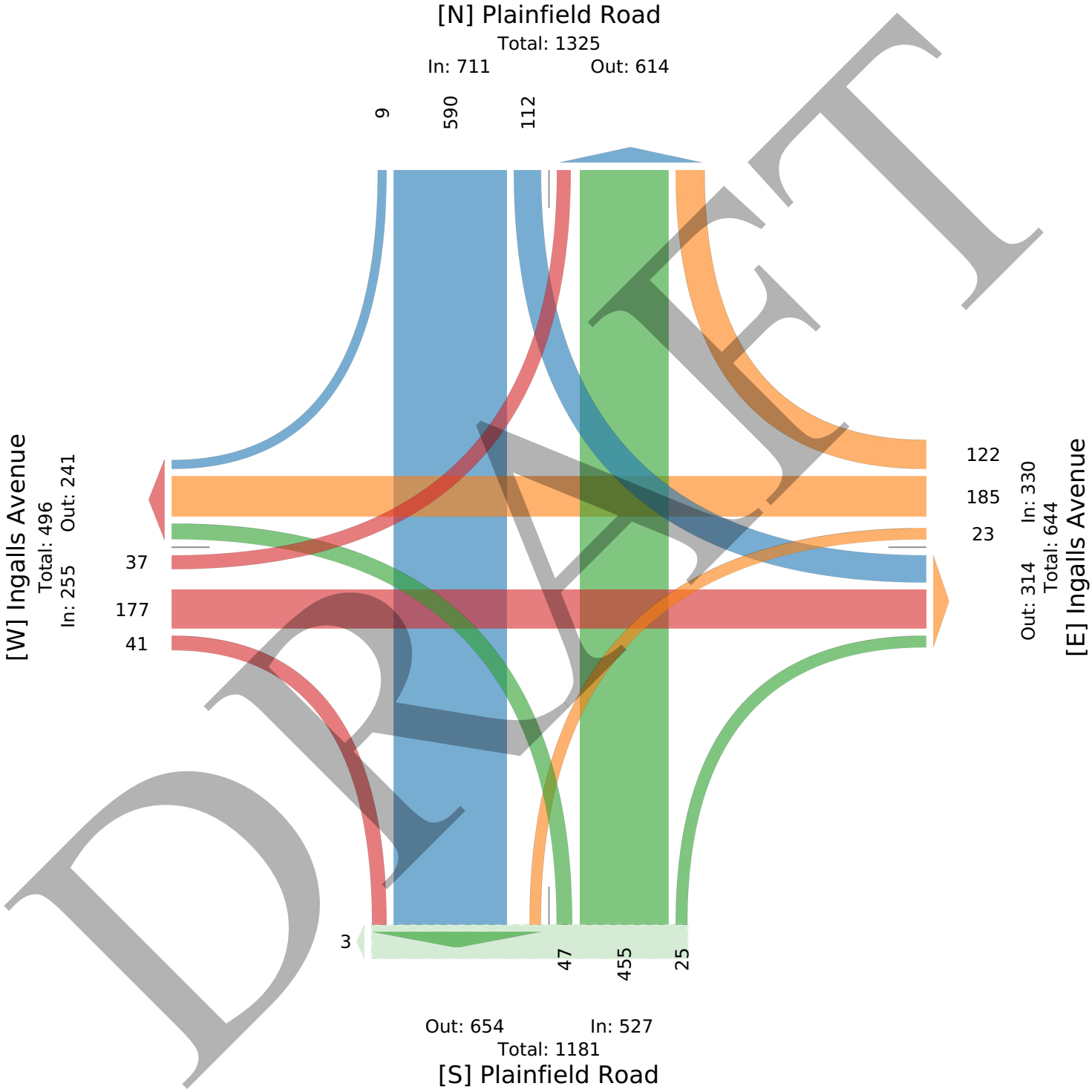
Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-06-06 6:00PM	9	41	12	0	**62**	0	8	52	34	0	**94**	0	18	115	8	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

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



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

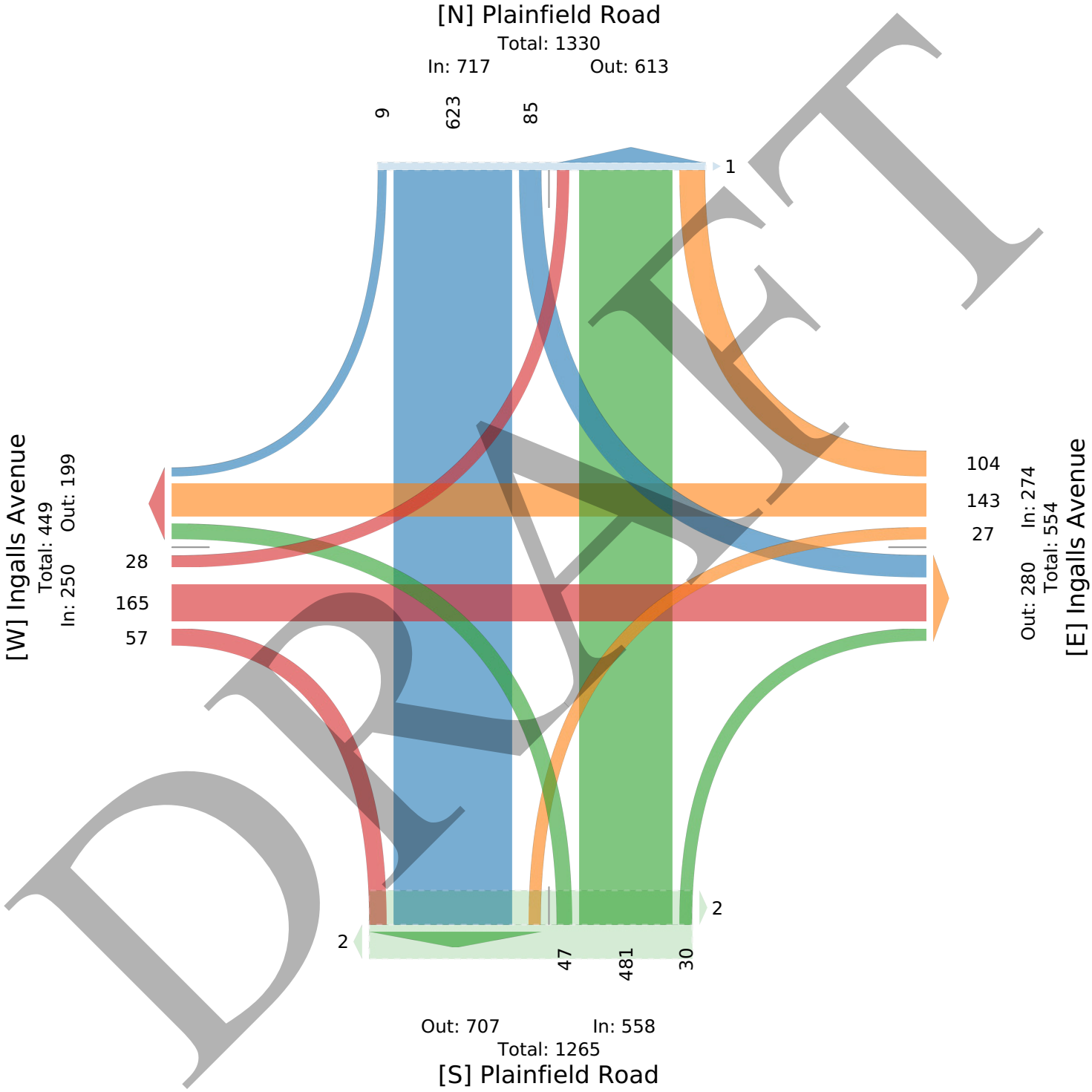
Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-06-07 2:15PM	5	42	11	0	**58**	0	9	23	19	0	**51**	0	11	110	9	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

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



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	Ingalls Avenue						Ingalls Avenue						Larkin Avenu						Larkin Avenue						
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
2025-06-06 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	

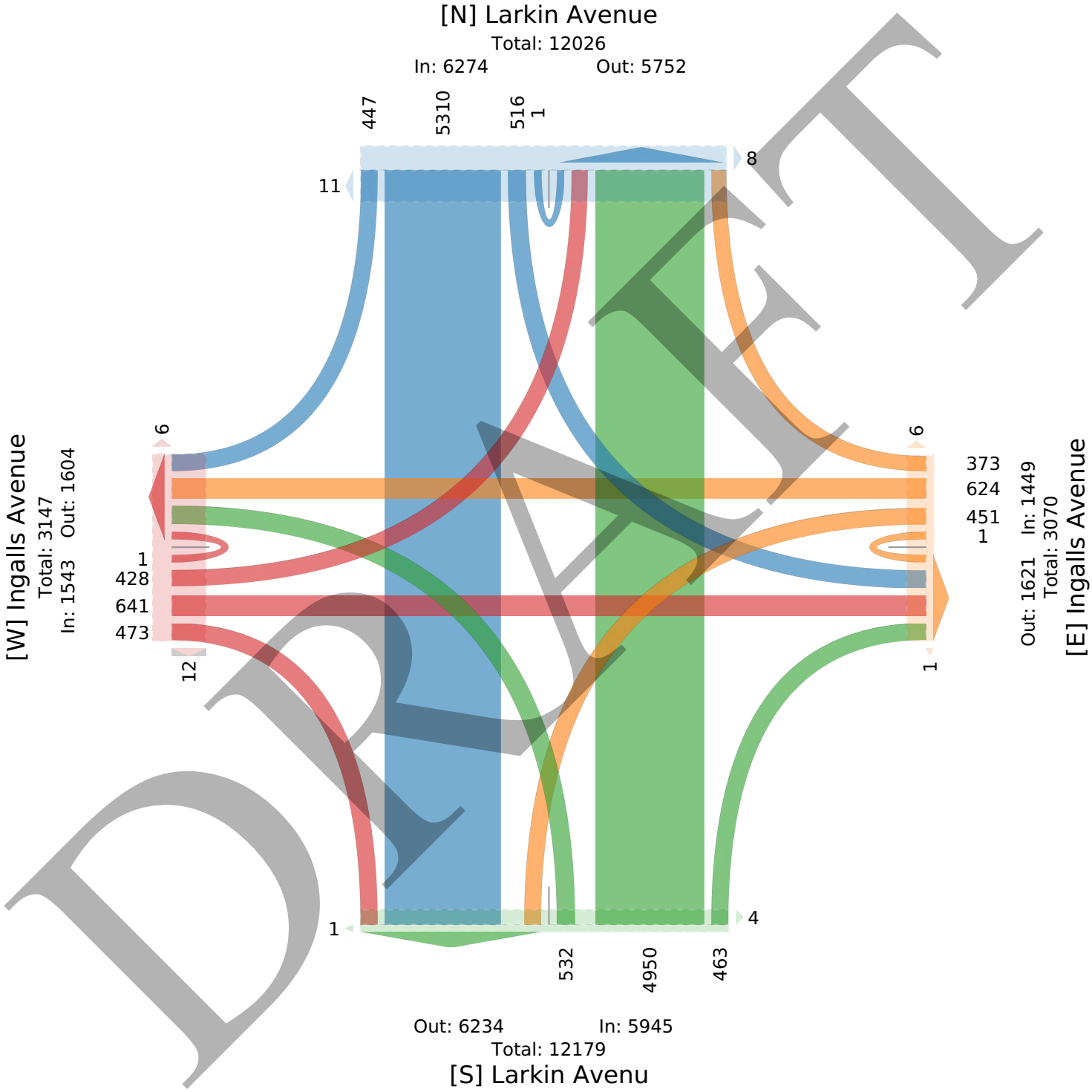
Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenu Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%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

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

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



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

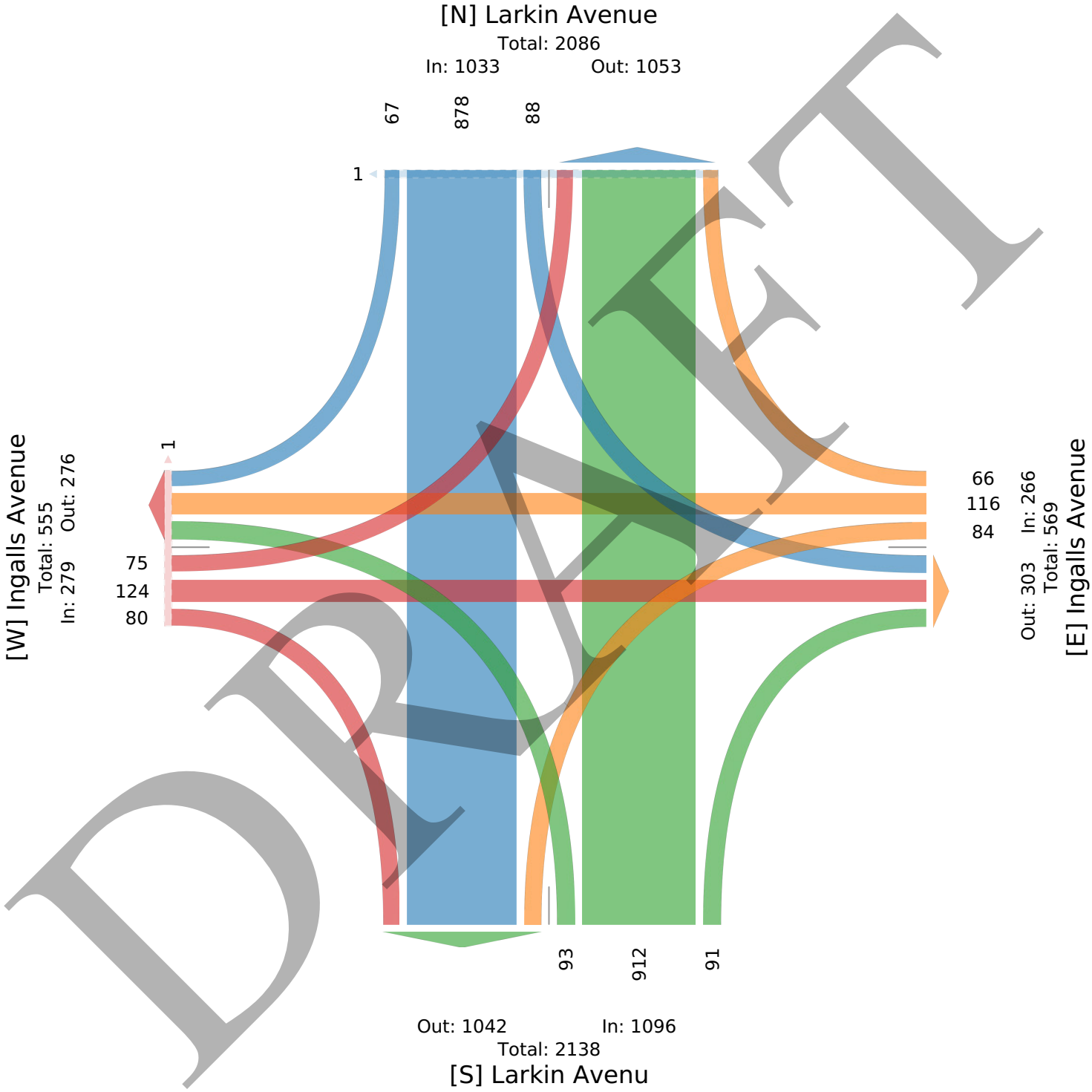
Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenu Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-06-06 6:00PM	14	31	17	0	**62**	1	24	27	16	0	**67**	0	22	228	22	0	**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

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



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

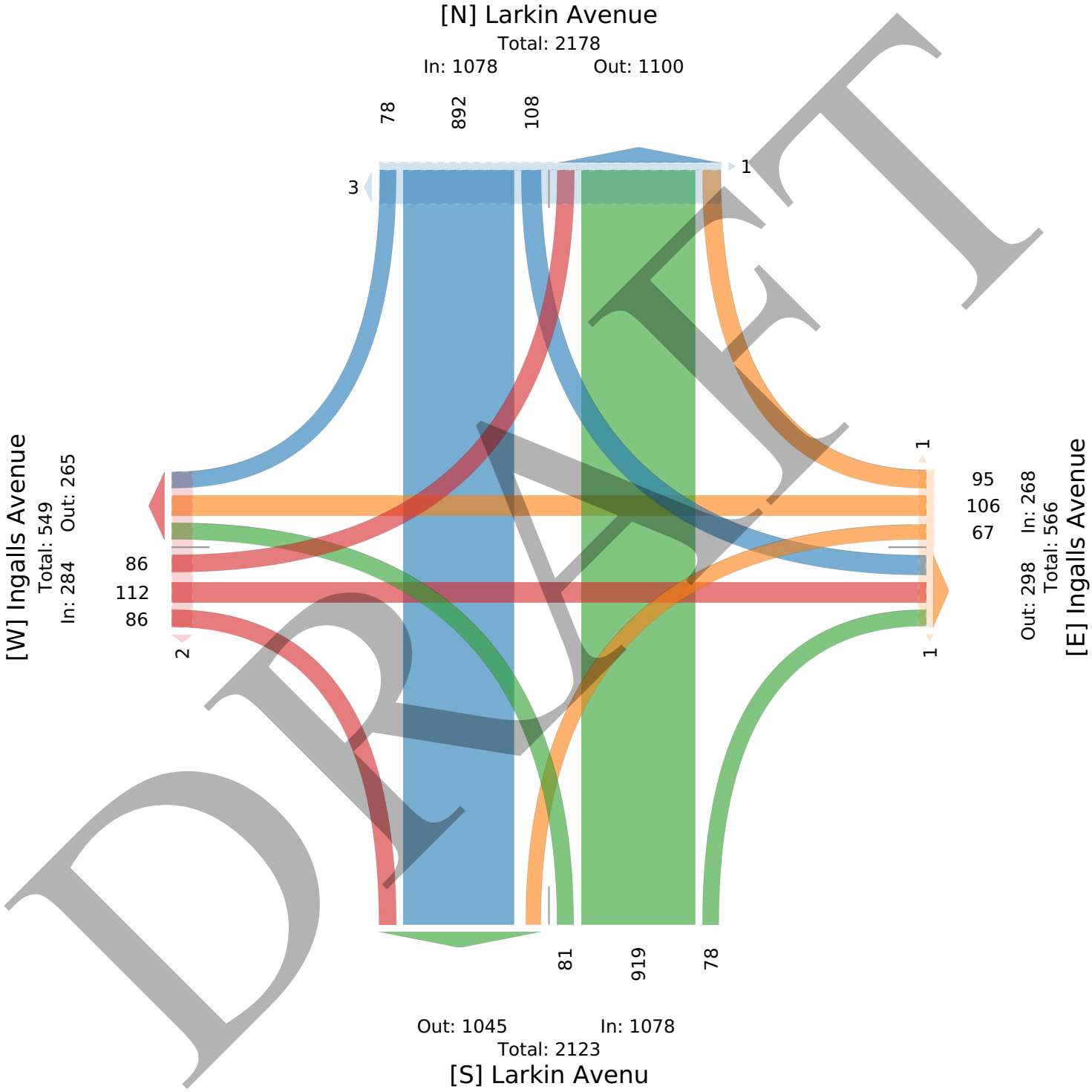
Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenu Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-06-07 2:45PM	25	29	15	0	**69**	0	15	25	30	0	**70**	1	19	249	20	0	**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

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



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

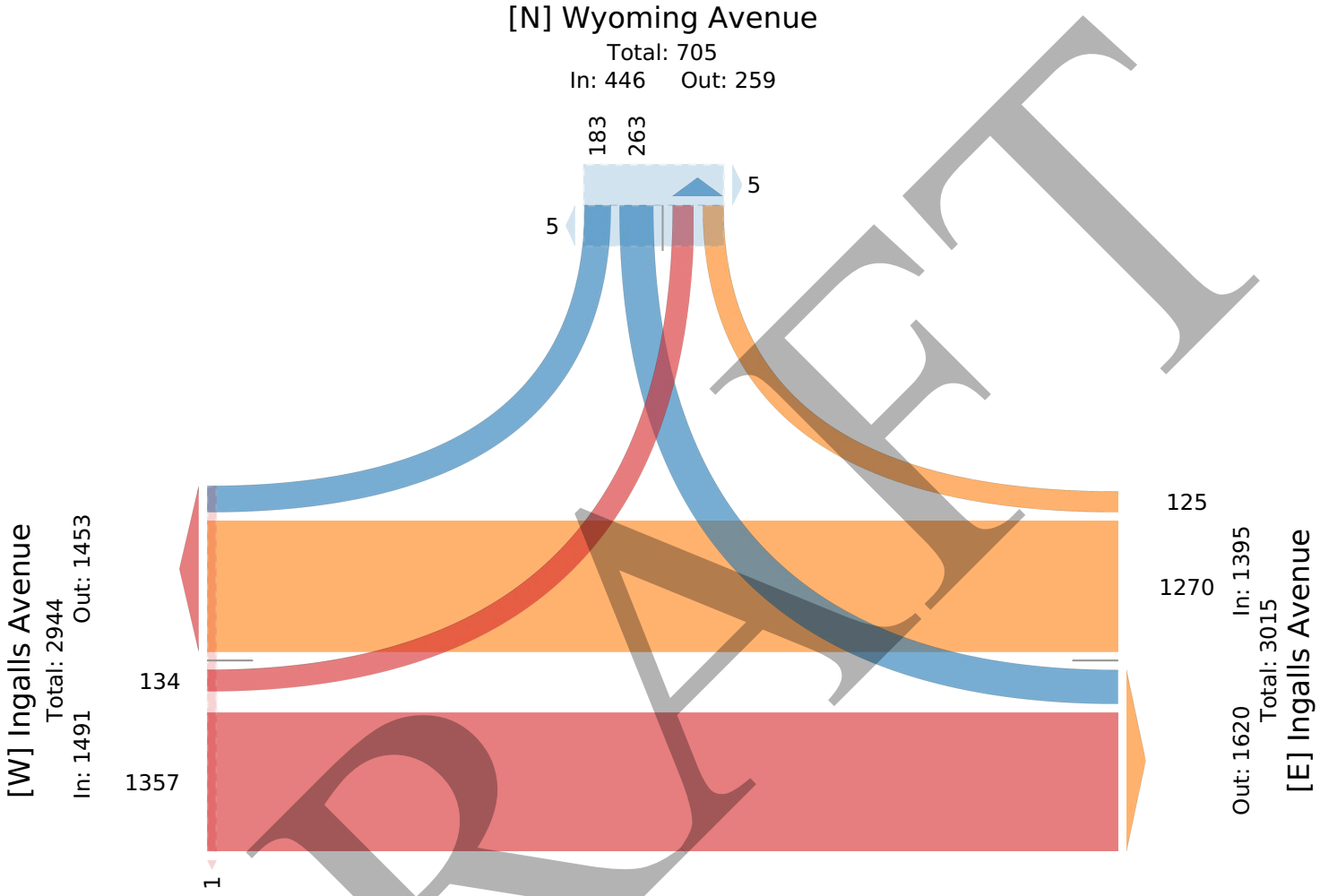
Leg	Ingalls Avenue					Ingalls Avenue					Wyoming Avenue					
Direction	Eastbound					Westbound					Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-06-06 6:00PM	5	61	0	**66**	0	77	5	0	**82**	0	13	12	0	**25**	0	**173**
6:15PM	5	74	0	**79**	0	64	8	0	**72**	0	16	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

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



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

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,
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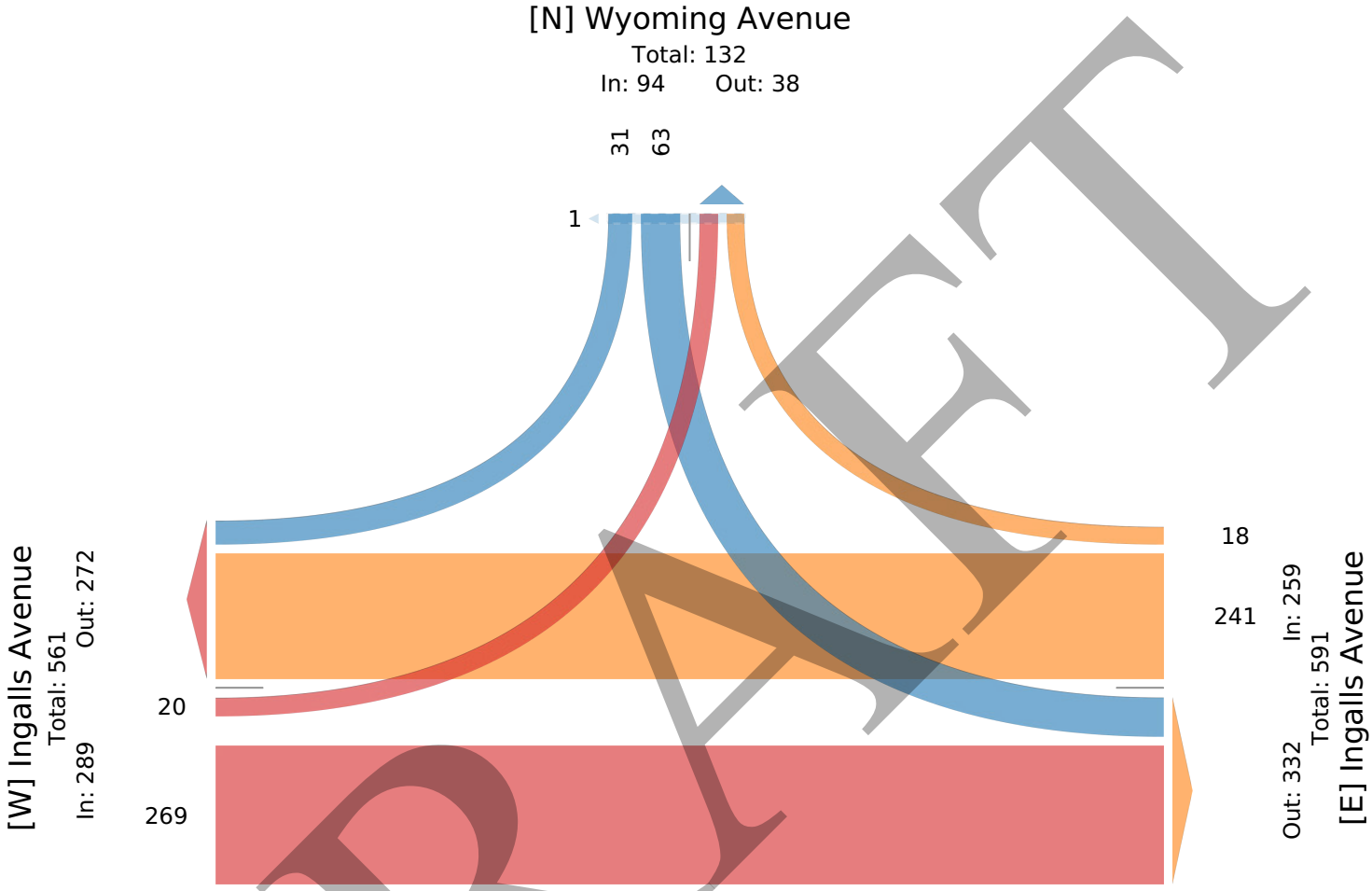


Wyoming Avenue with Ingalls Avenue TMC - TMC

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

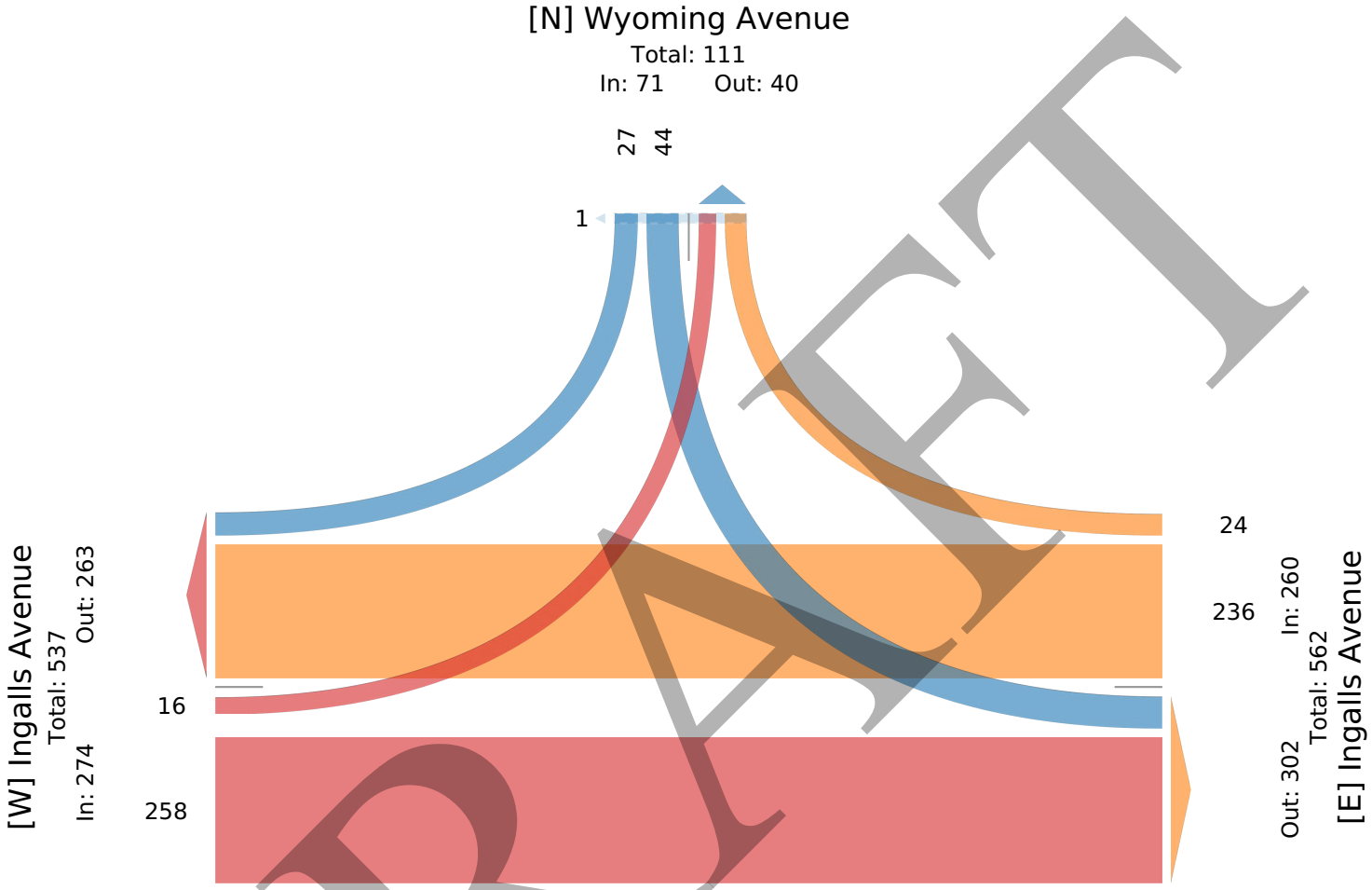
Leg / Direction	Ingalls Avenue Eastbound					Ingalls Avenue Westbound					Wyoming Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-06-07 2:45PM	3	71	0	**74**	0	69	8	0	**77**	0	16	6	0	**22**	0	**173**
3:00PM	5	58	0	**63**	0	59	2	0	**61**	0	7	8	0	**15**	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

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



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	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
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

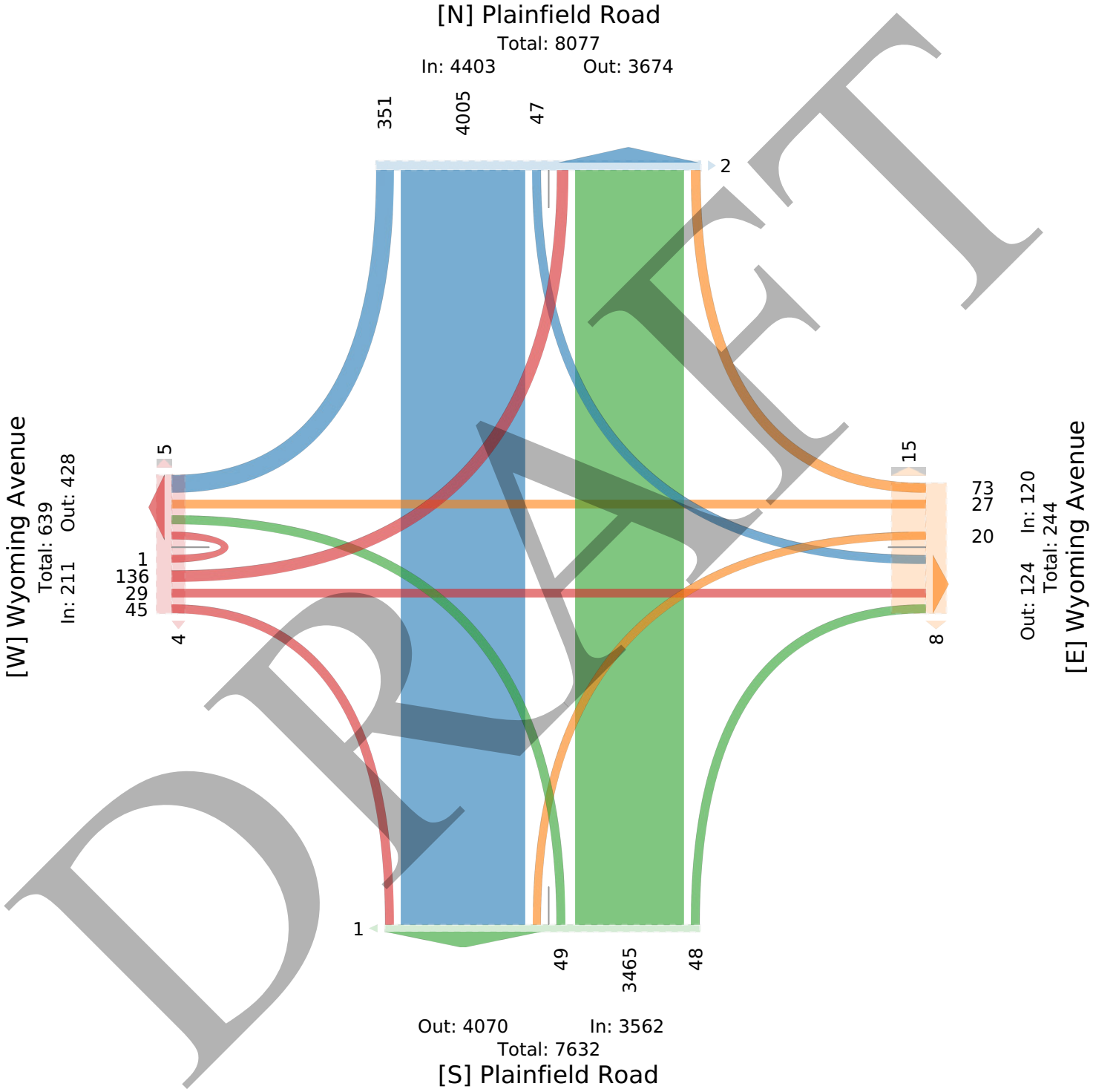
Leg Direction	Wyoming Avenue Eastbound						Wyoming Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	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

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



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

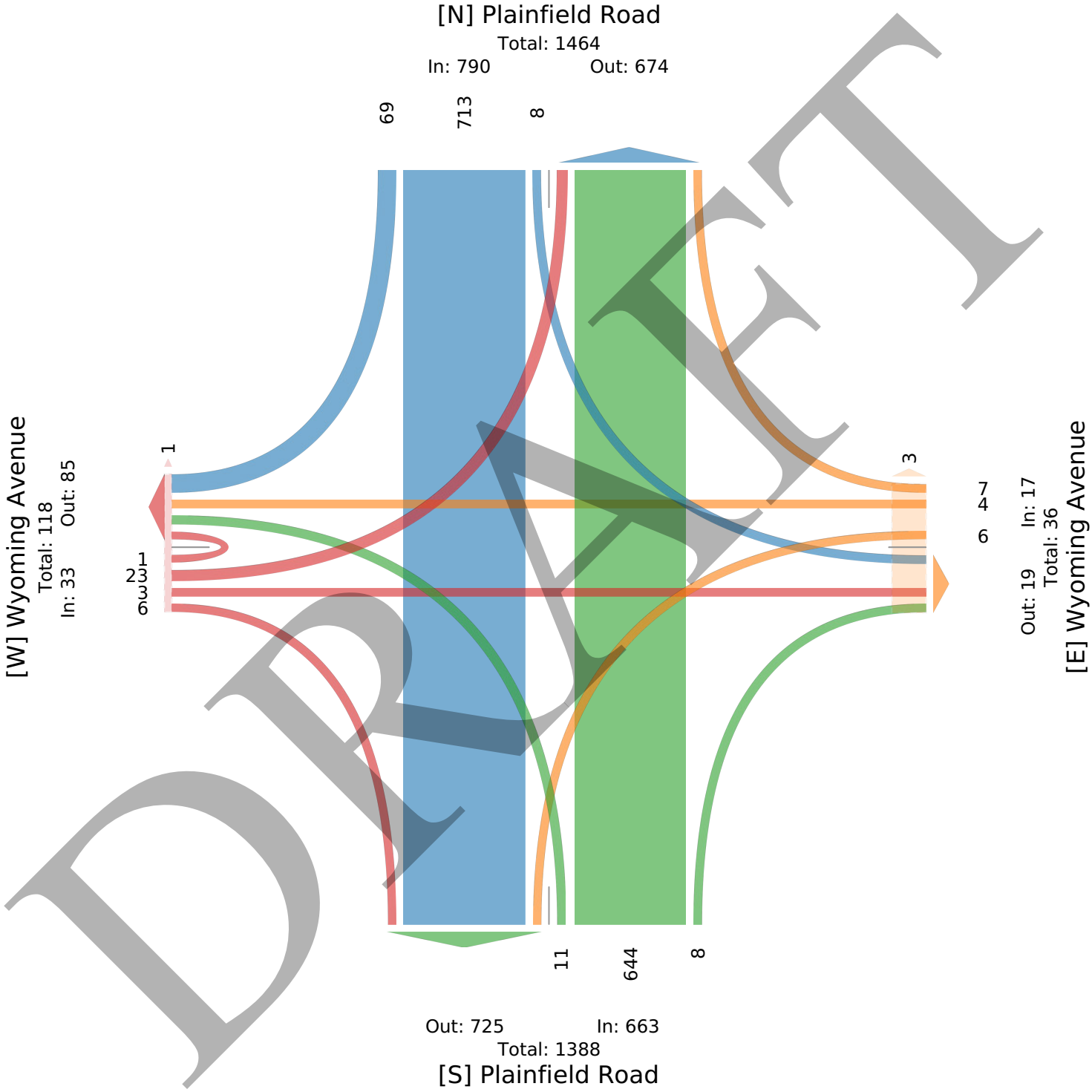
Leg Direction	Wyoming Avenue Eastbound						Wyoming Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-06-06 6:00PM	6	0	1	0	**7**	1	2	1	2	0	**5**	0	6	166	3	0	**175**	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

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



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

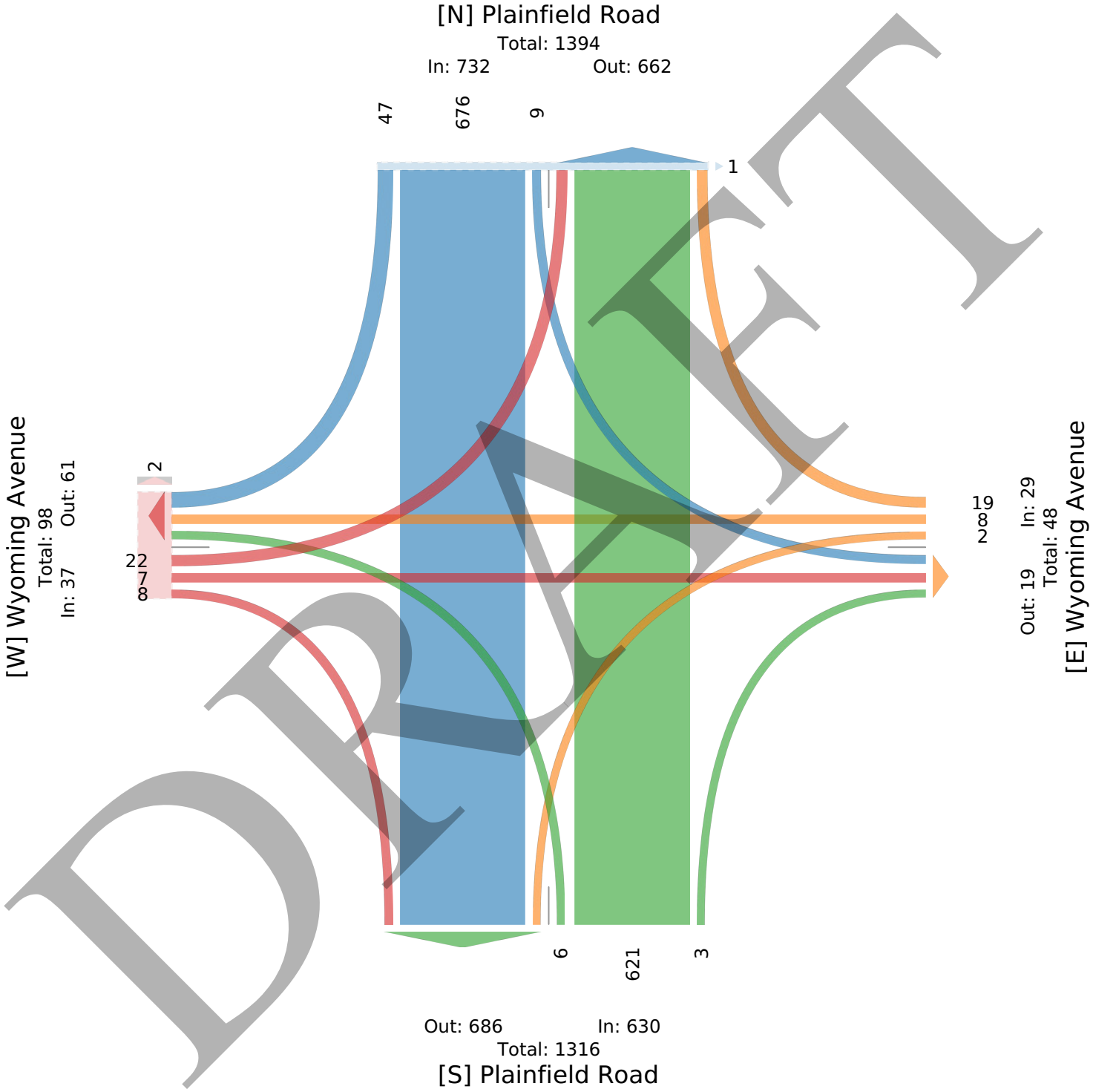
Leg Direction	Wyoming Avenue Eastbound						Wyoming Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-06-07 2:00PM	6	1	3	0	**10**	0	1	3	6	0	**10**	0	3	154	0	0	**157**	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

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



Intersection Traffic Counts – September

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

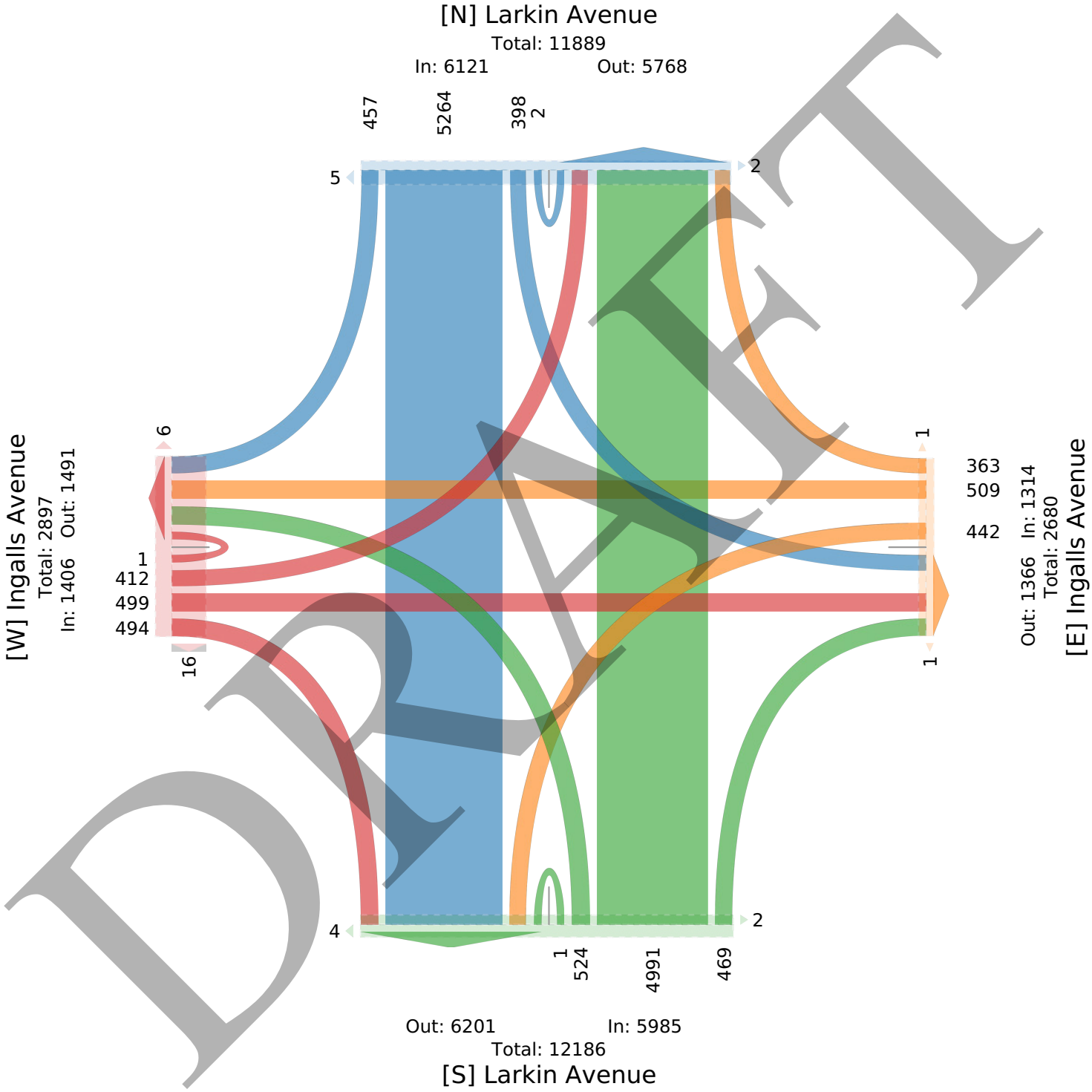
Leg / Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenue Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-09-19 6:00PM	20	23	20	1	**64**	1	24	24	22	0	**70**	0	19	237	17	0	**273**	0	17	246	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%	-

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

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



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

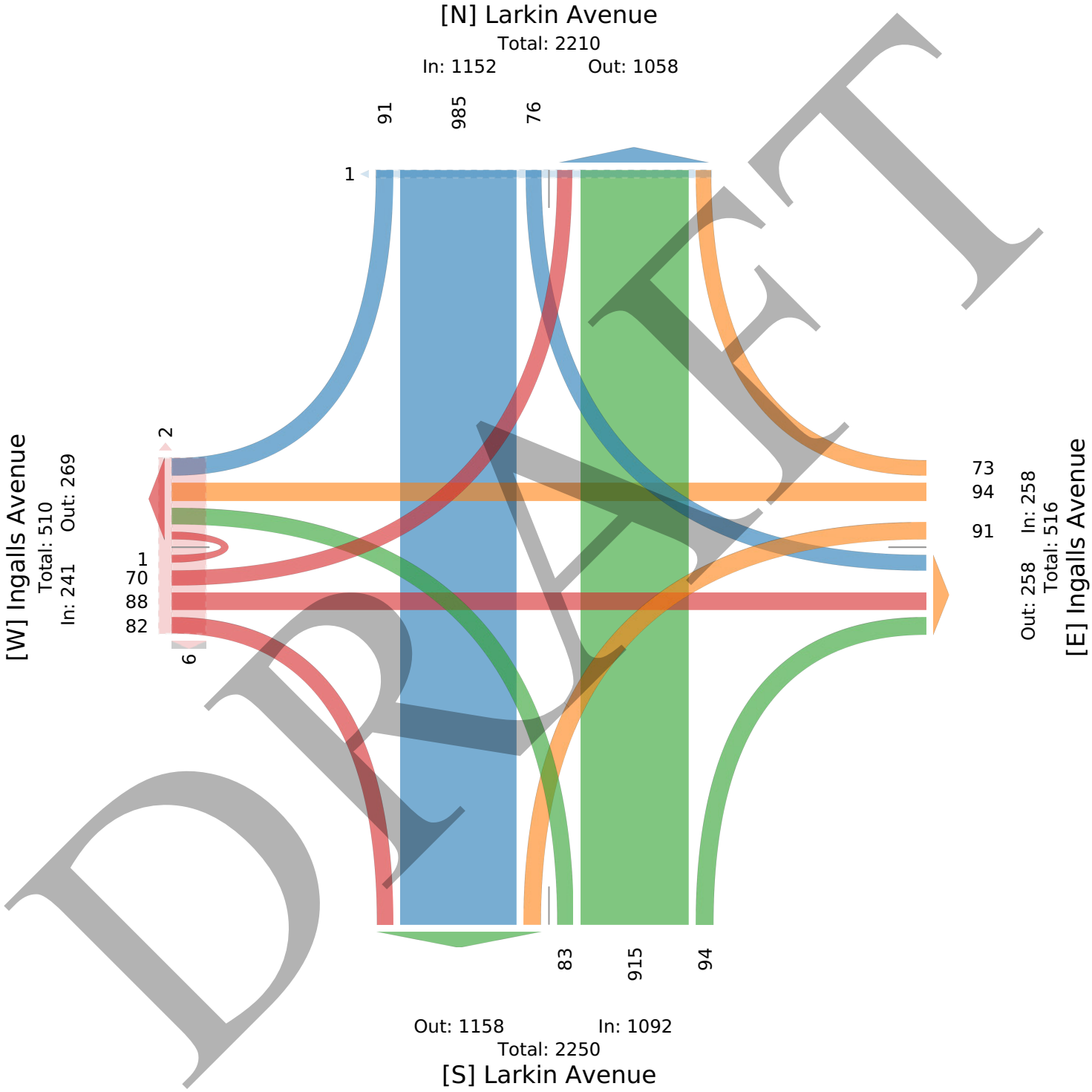
Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenue Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-09-19 6:00PM	20	23	20	1	**64**	1	24	24	22	0	**70**	0	19	237	17	0	**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

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



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

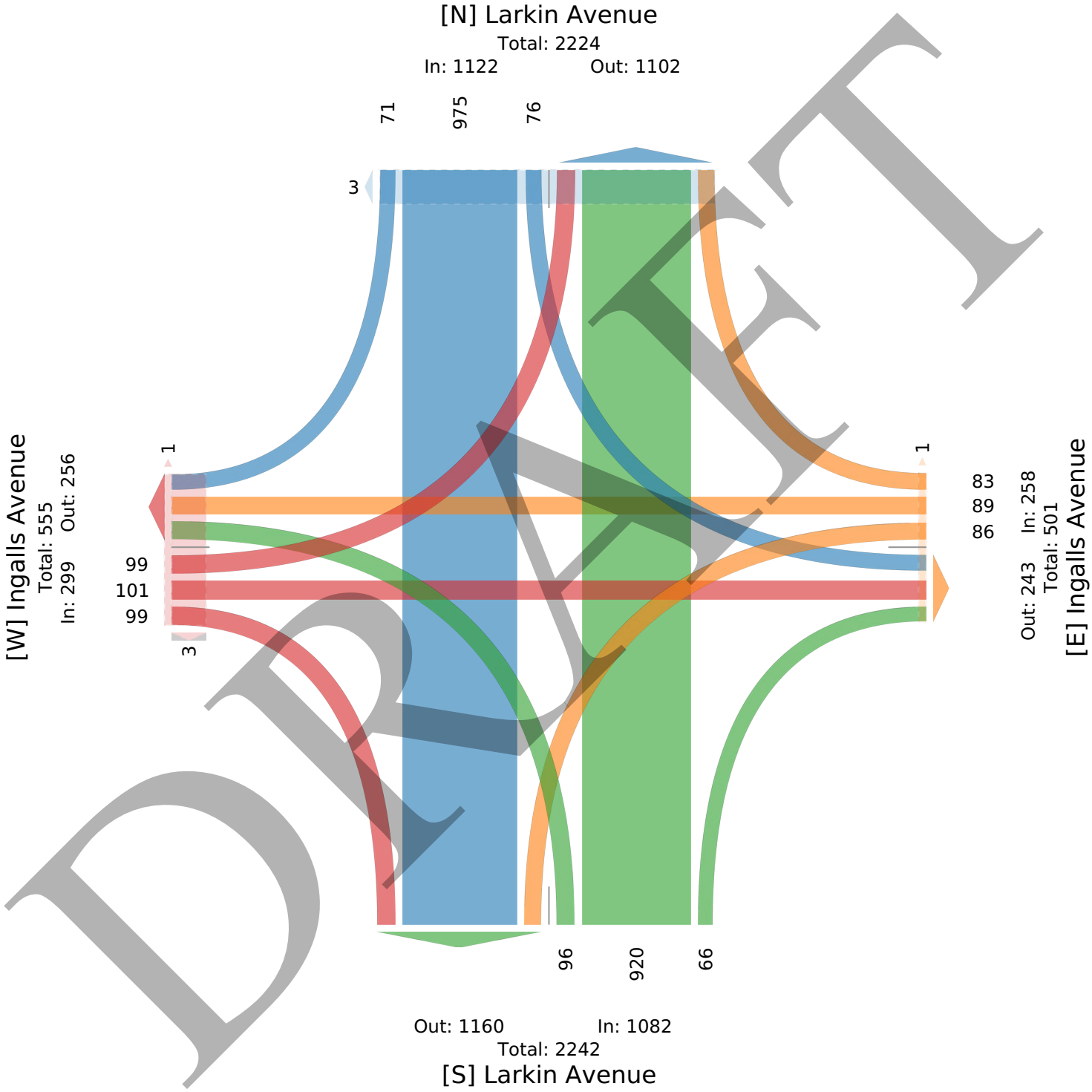
Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenue Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-09-20 3:00PM	27	22	21	0	**70**	0	16	20	20	0	**56**	0	21	209	18	0	**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

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



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

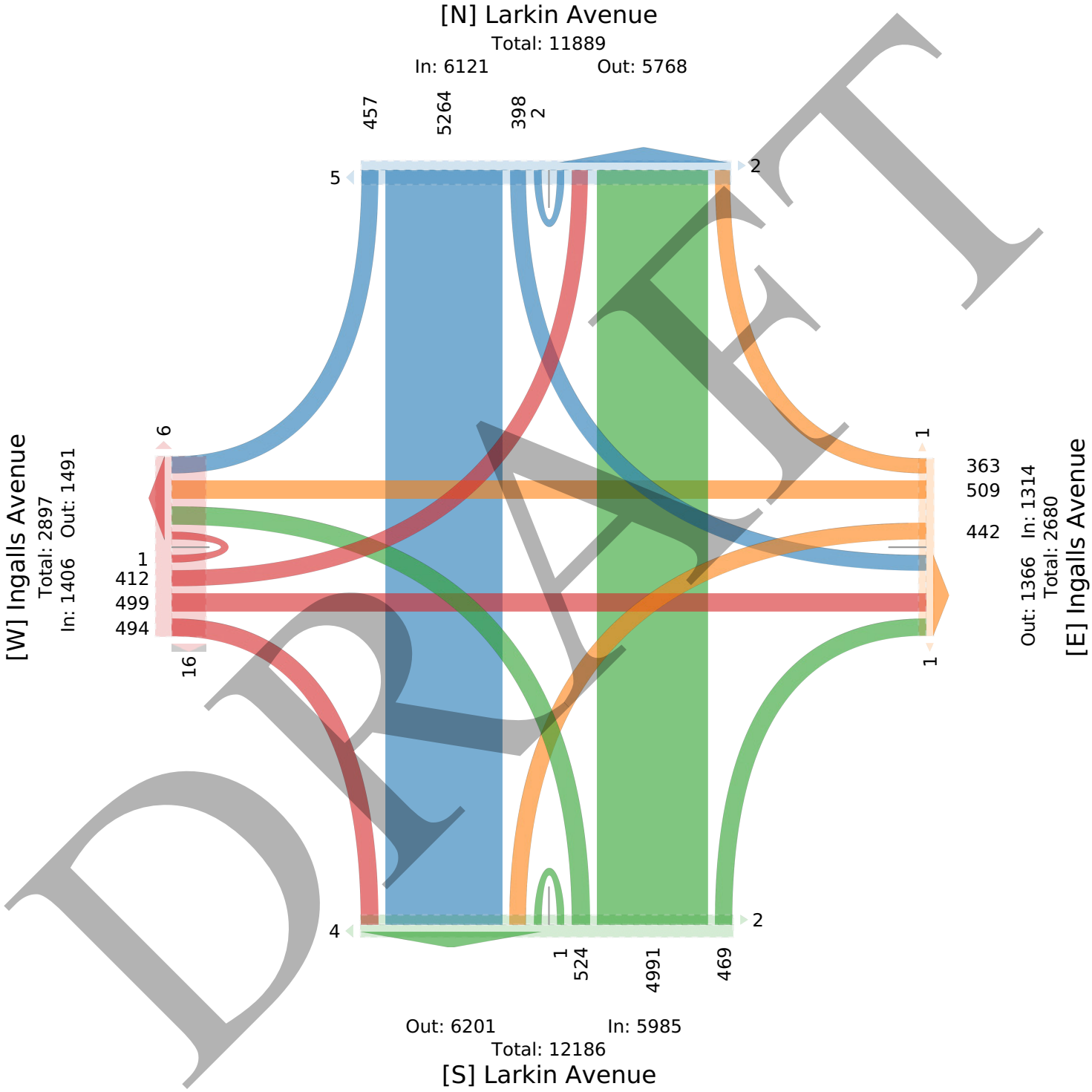
Leg / Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenue Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-09-19 6:00PM	20	23	20	1	**64**	1	24	24	22	0	**70**	0	19	237	17	0	**273**	0	17	246	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%	-

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

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



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

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

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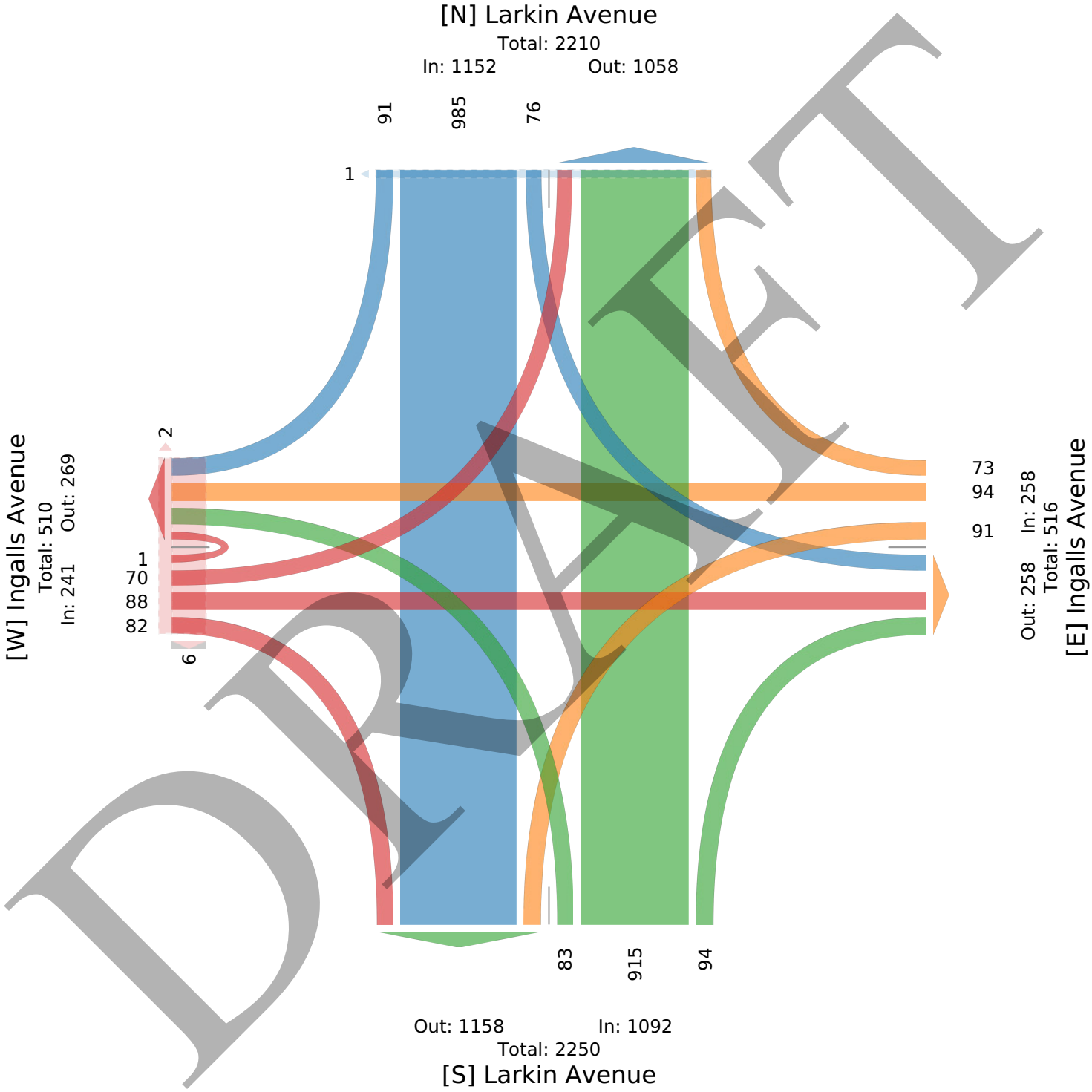


Larkin Avenue with Ingalls Avenue TMC - TMC

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

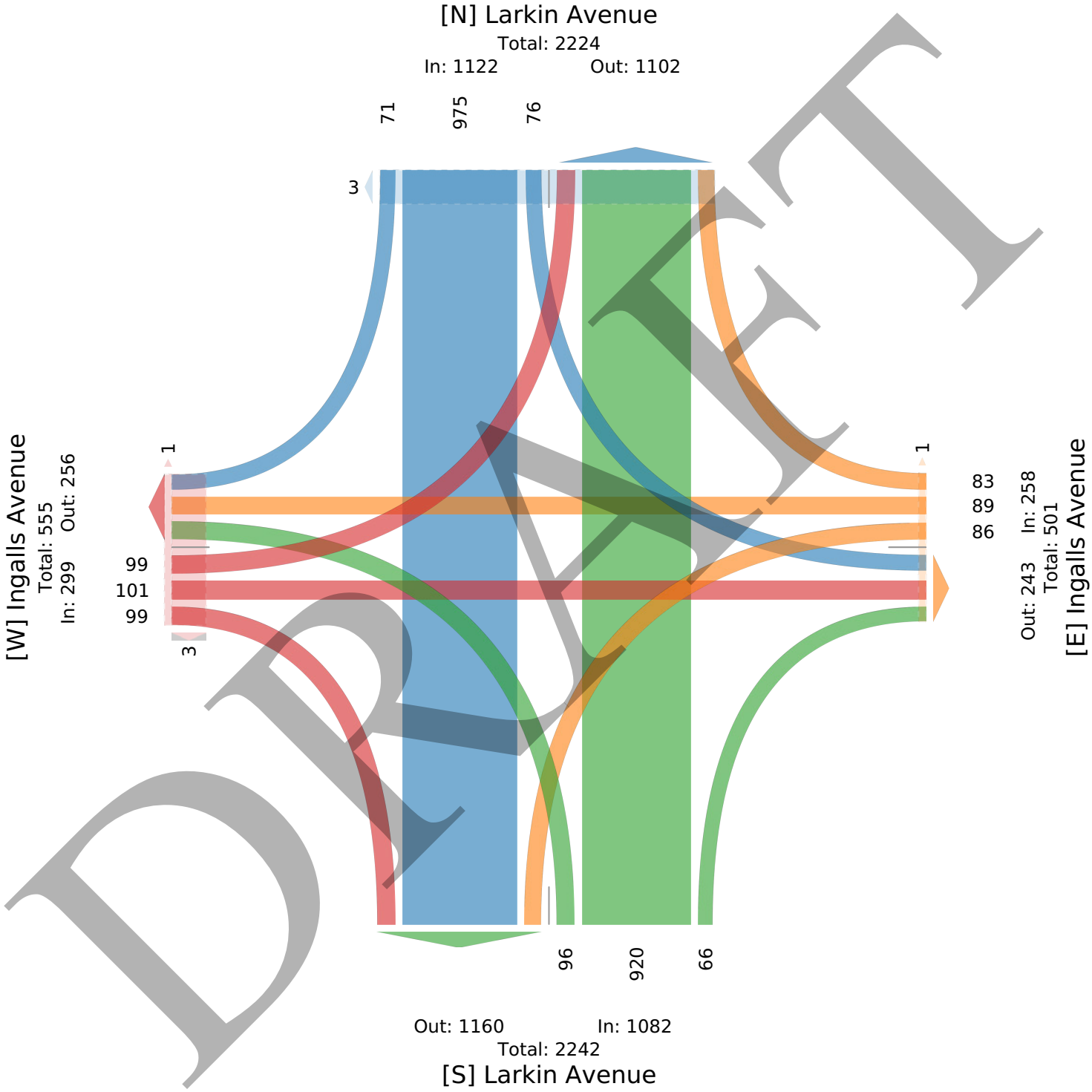
Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenue Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-09-20 3:00PM	27	22	21	0	**70**	0	16	20	20	0	**56**	0	21	209	18	0	**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

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



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

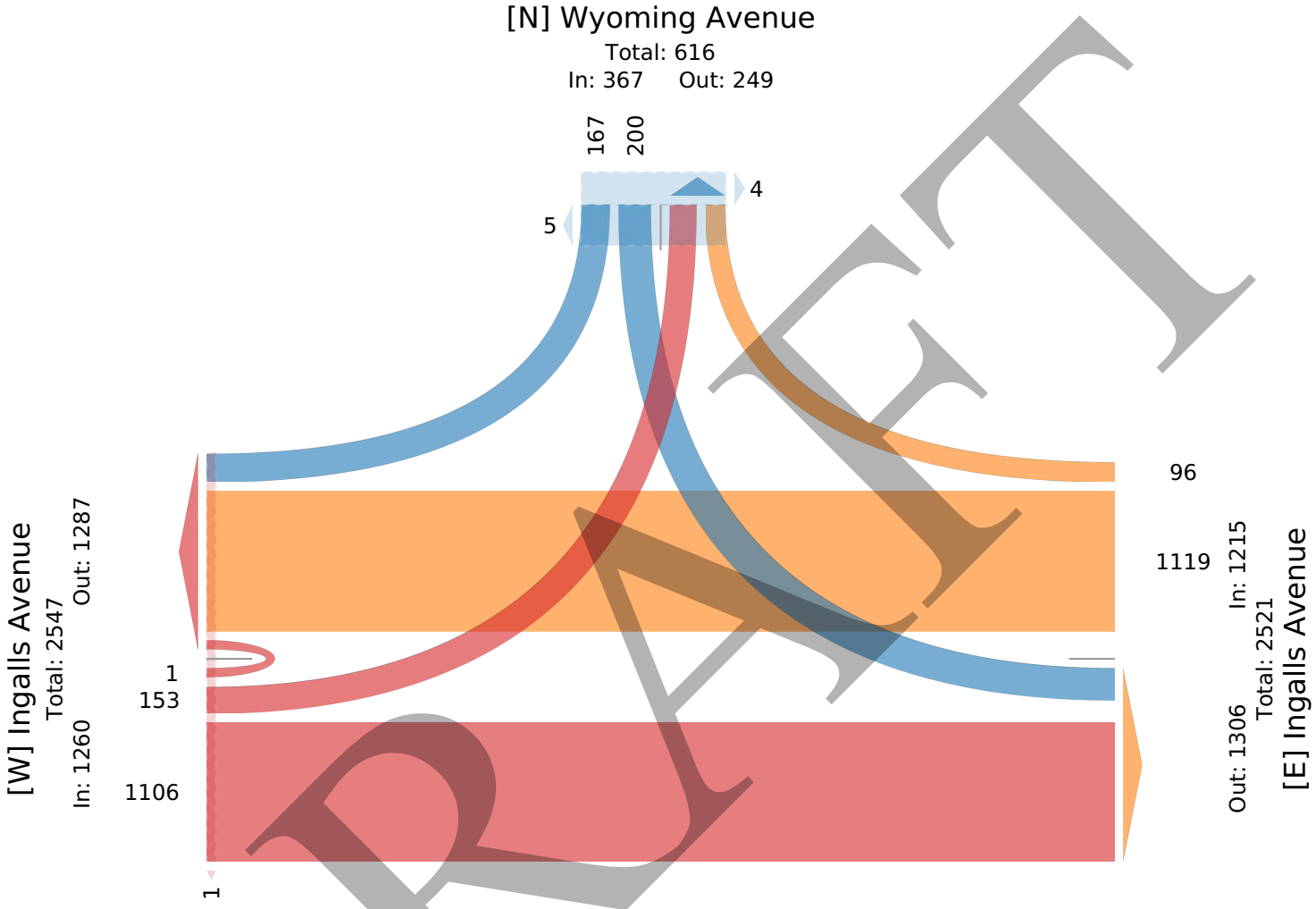
Leg	Ingalls Avenue					Ingalls Avenue					Wyoming Avenue					
Direction	Eastbound					Westbound					Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-09-19 6:00PM	5	49	0	**54**	0	56	9	0	**65**	0	9	17	0	**26**	1	**145**
6:15PM	5	52	0	**57**	0	65	6	0	**71**	0	11	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

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



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

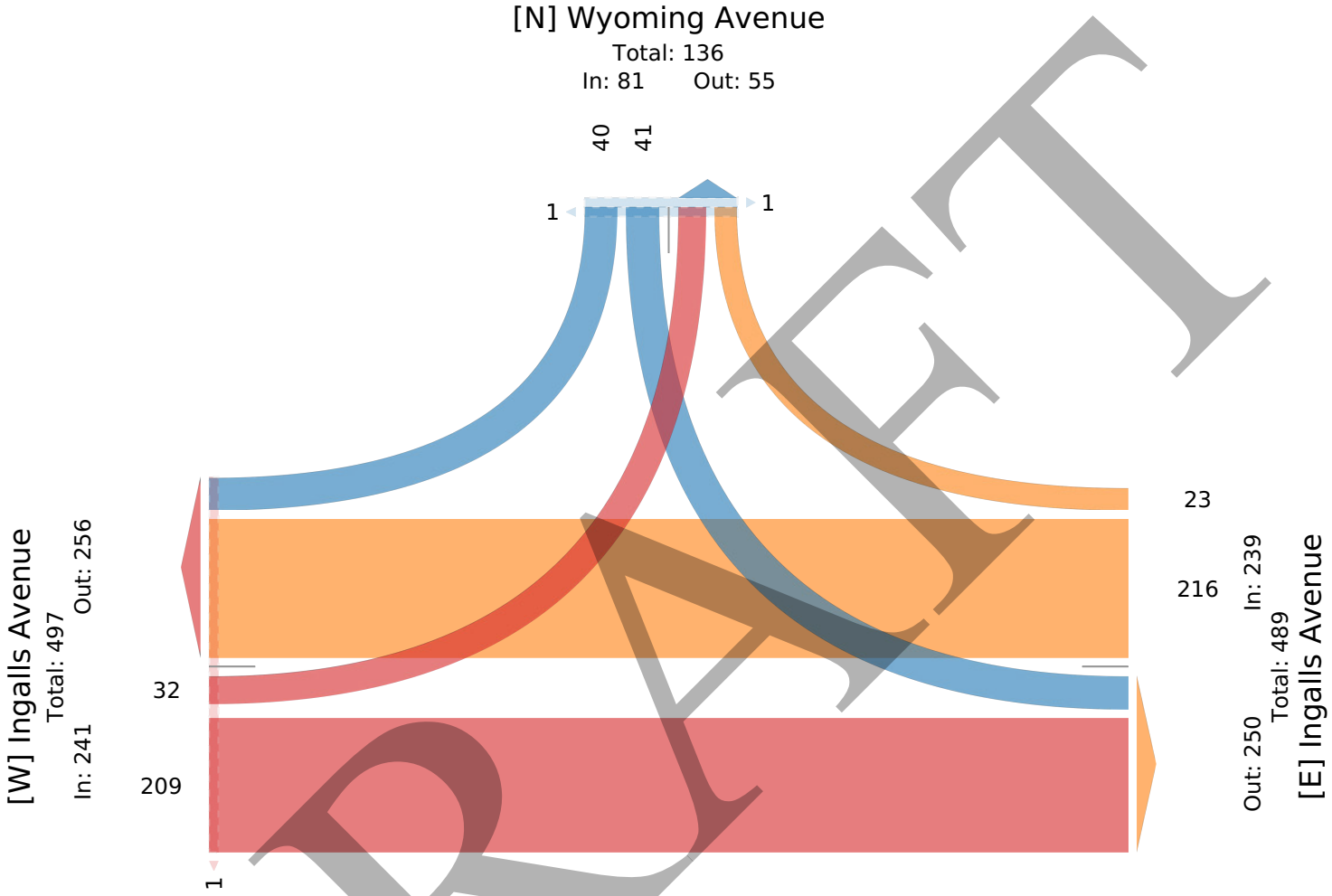
Leg / Direction	Ingalls Avenue Eastbound					Ingalls Avenue Westbound					Wyoming Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-09-19 6:00PM	5	49	0	**54**	0	56	9	0	**65**	0	9	17	0	**26**	1	**145**
6:15PM	5	52	0	**57**	0	65	6	0	**71**	0	11	8	0	**19**	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

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



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

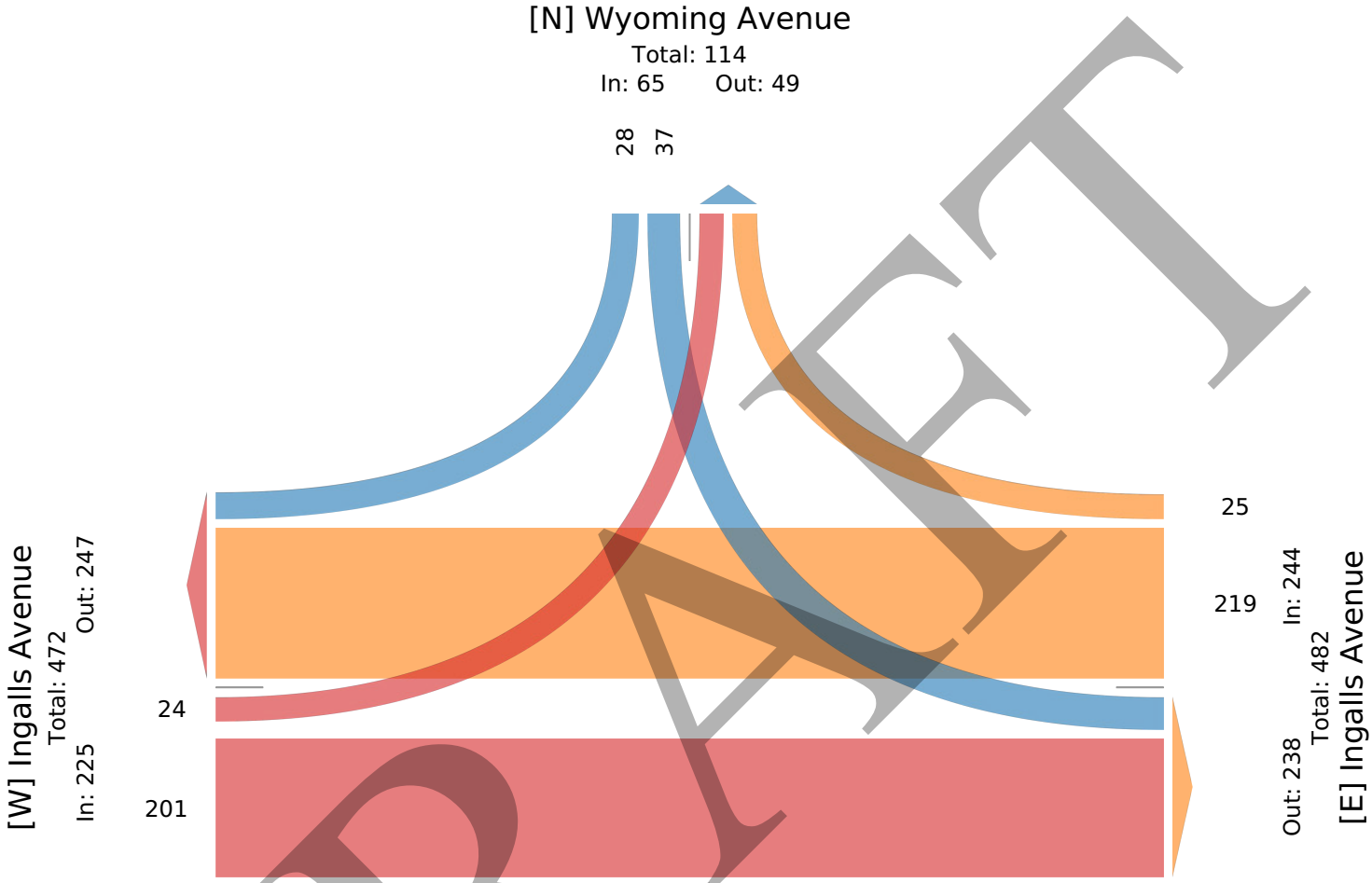
Leg / Direction	Ingalls Avenue Eastbound					Ingalls Avenue Westbound					Wyoming Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-09-20 3:00PM	7	48	0	**55**	0	45	4	0	**49**	0	7	10	0	**17**	0	**121**
3:15PM	5	57	0	**62**	0	56	9	0	**65**	0	6	7	0	**13**	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

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



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

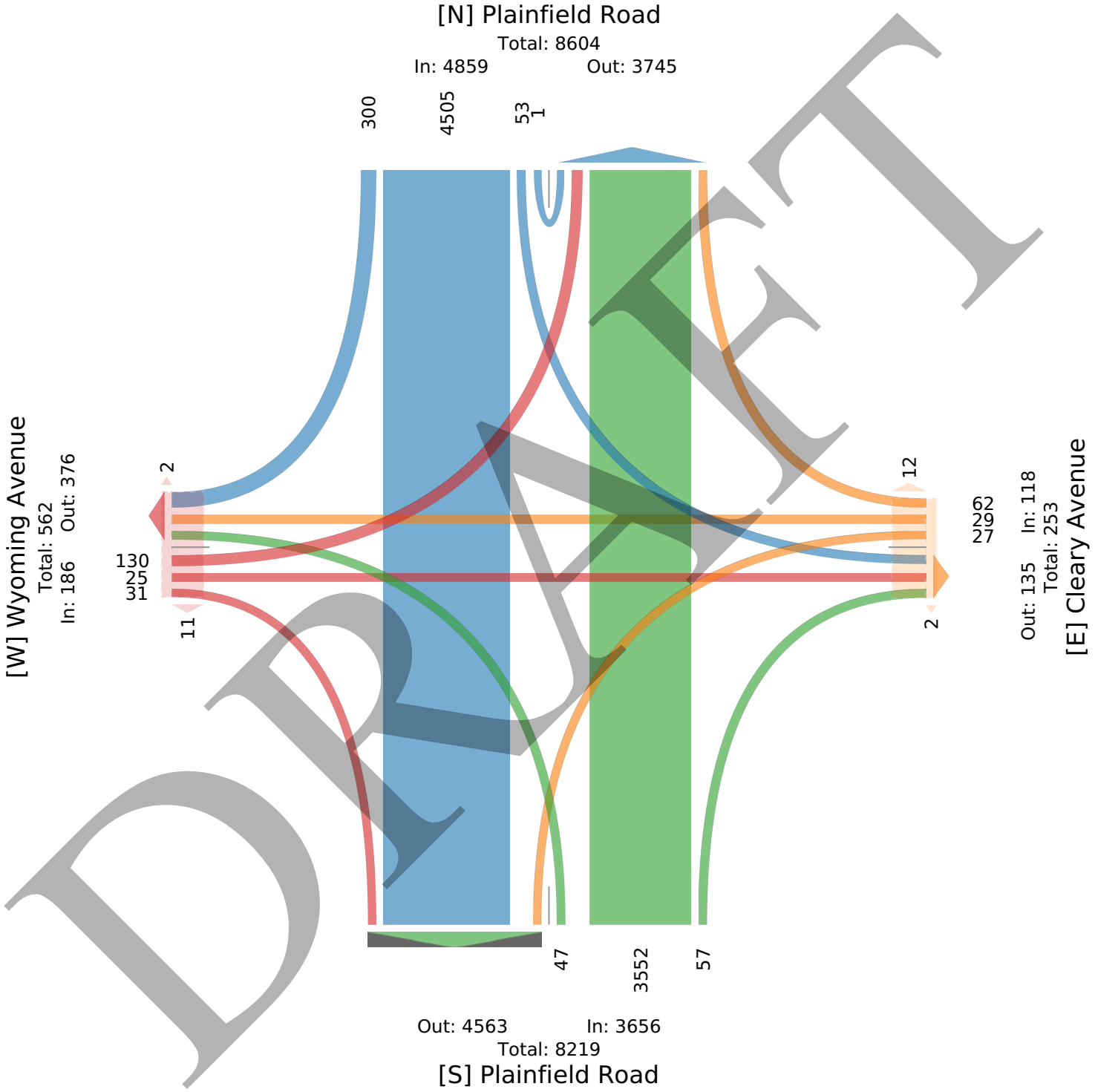
Leg Direction	Wyoming Avenue Eastbound						Cleary Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Bicycles on Road	0%	4.0%	3.2%	0%	**1.1%**	-	0%	6.9%	0%	0%	**1.7%**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

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



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	Wyoming Avenue Eastbound						Cleary Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Direction																									
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

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,
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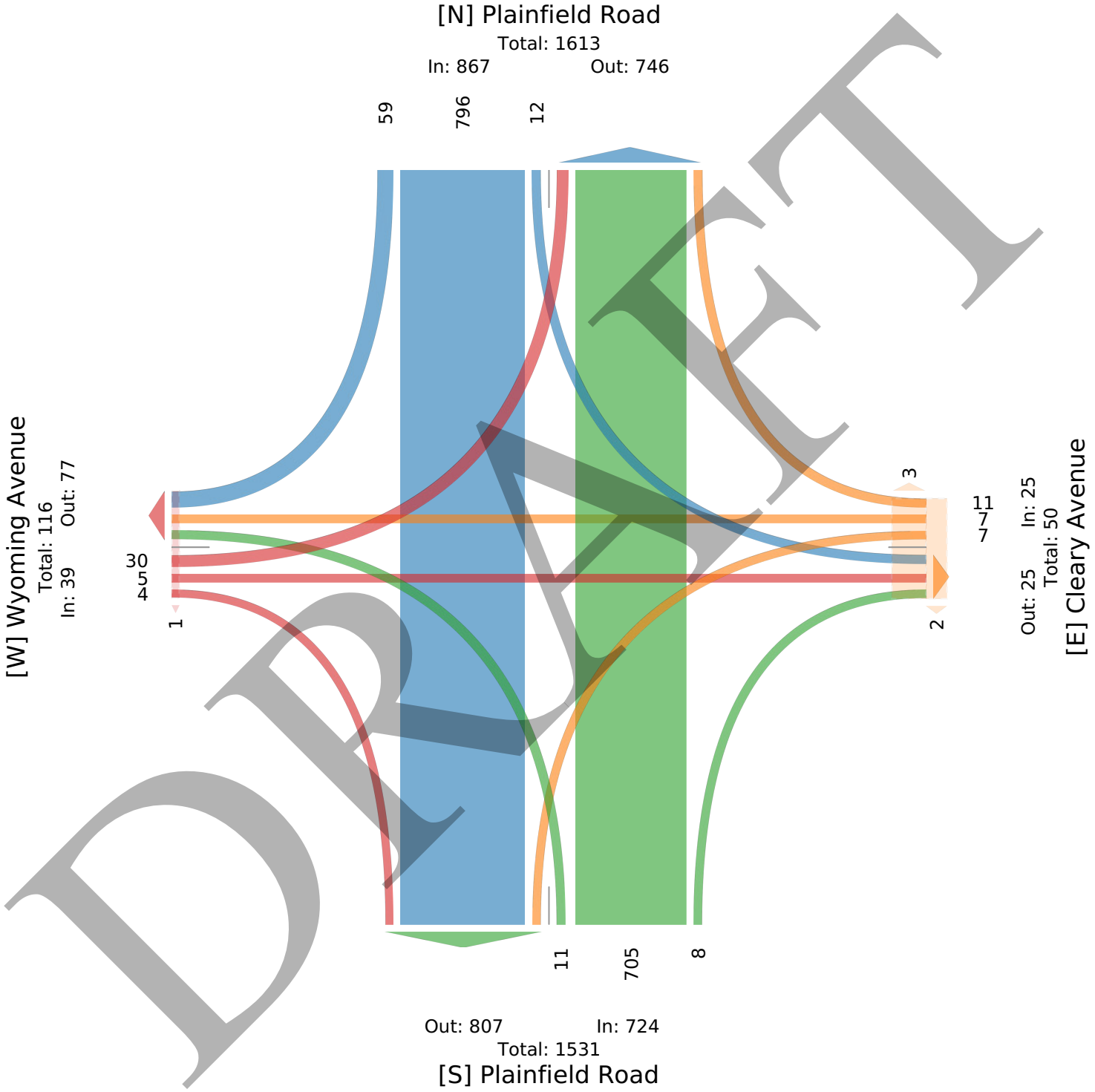

Wyoming Avenue with Plainfield Road TMC - TMC

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

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

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.
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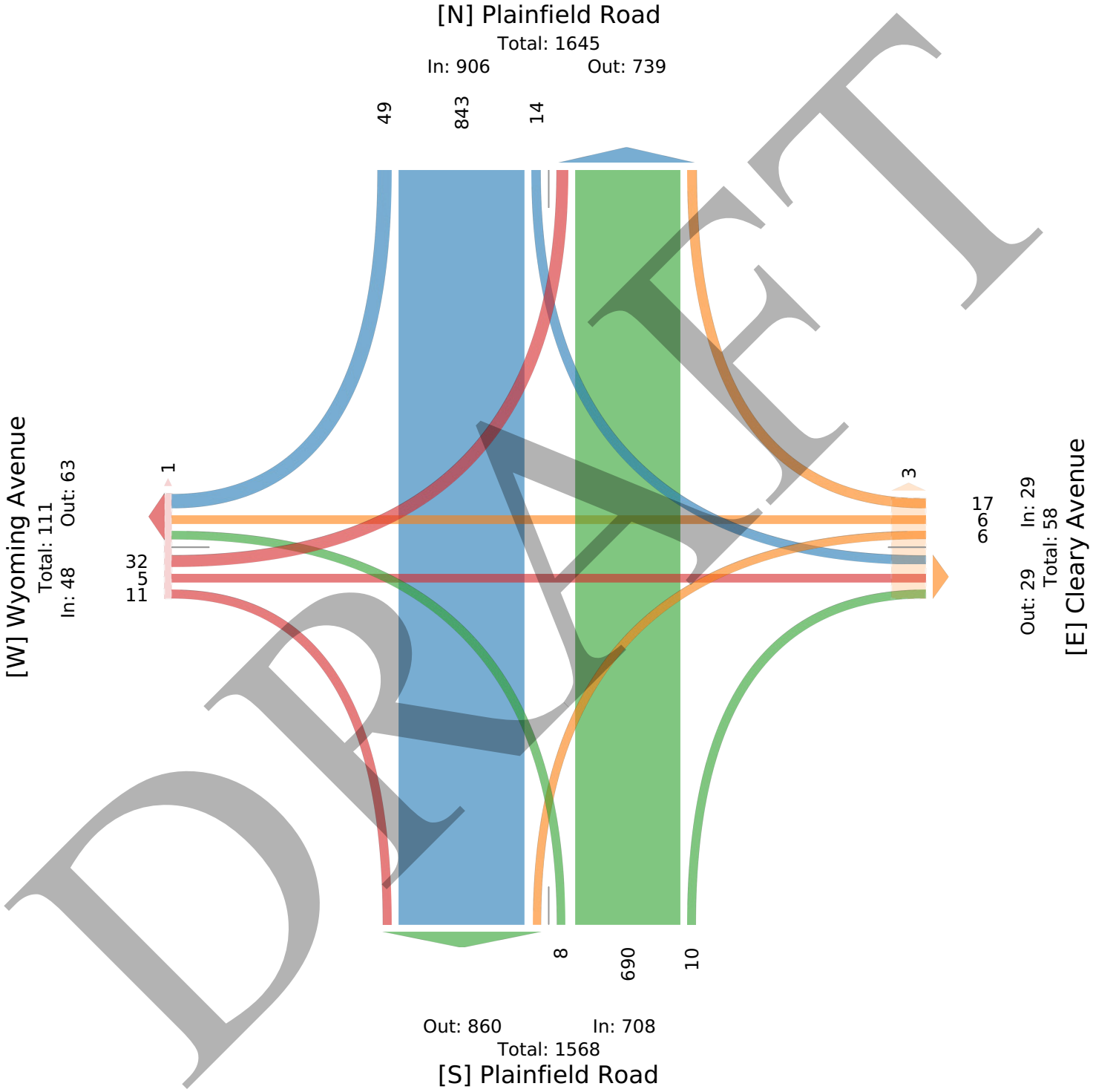
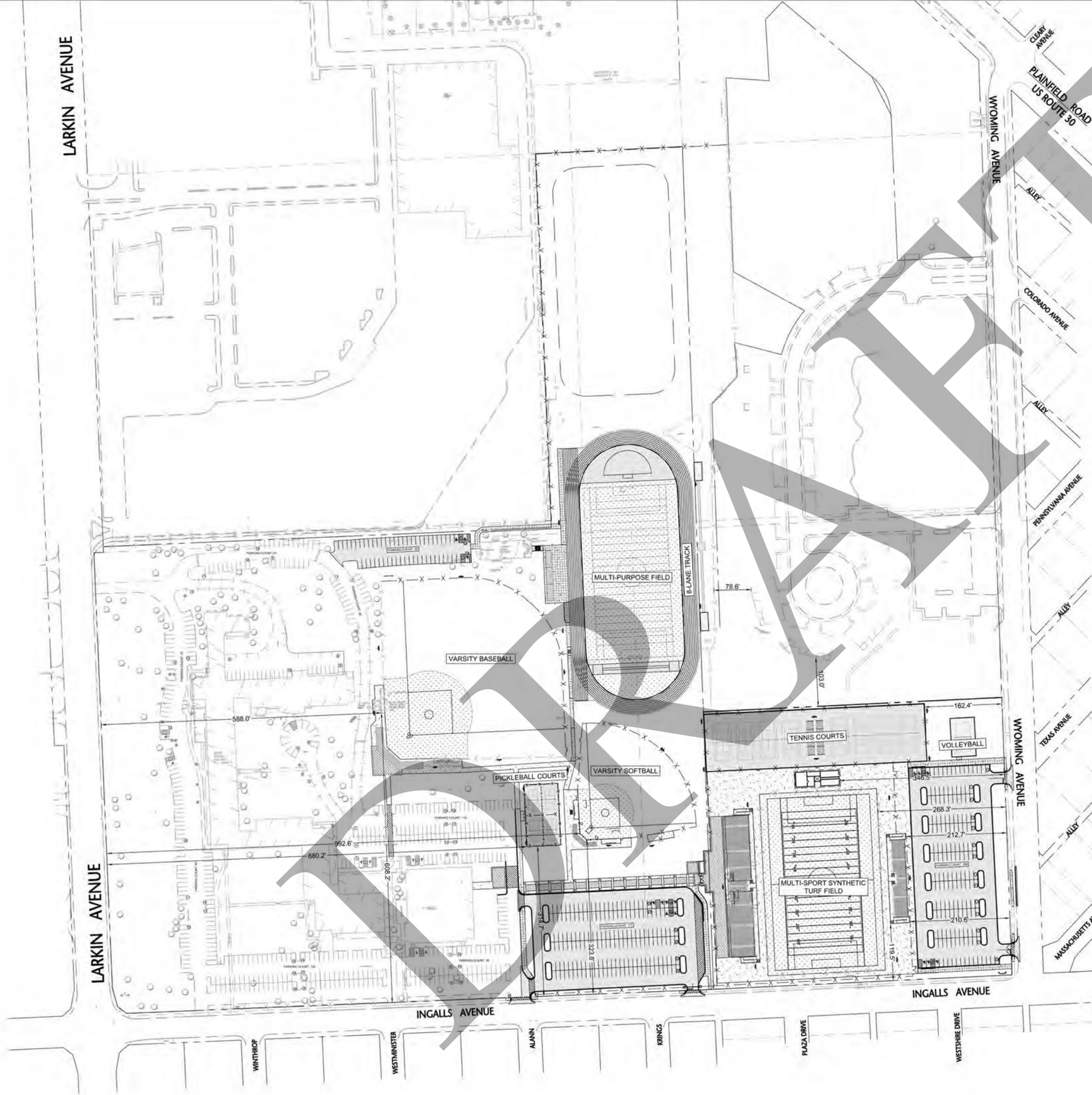


Site Plan



PARKING SUMMARY

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

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

Level of Service Table

LEVEL OF SERVICE CRITERIA

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

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

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

Capacity Analysis Summary Sheets

Friday Evening Peak Hour – Existing Conditions

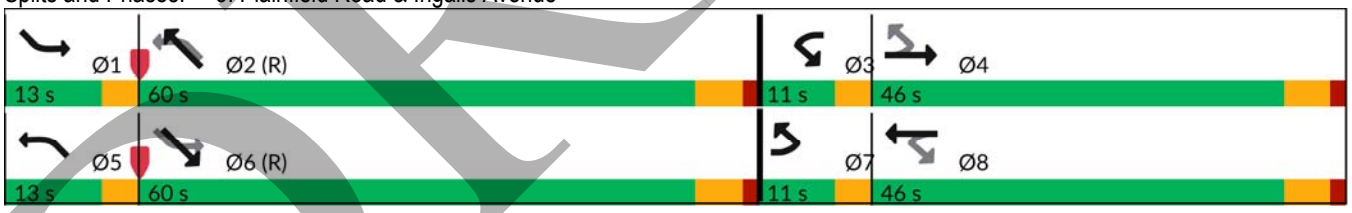
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	37	177	71	23	185	122	112	590	9	47	455	25
Future Volume (vph)	37	177	71	23	185	122	112	590	9	47	455	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (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	

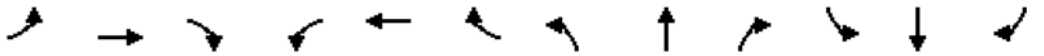
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio	0.19	0.59		0.09	0.80		0.22	0.33		0.11	0.28	
Control Delay (s/veh)	26.0	42.5		27.2	57.7		12.5	19.4		12.6	20.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	26.0	42.5		27.2	57.7		12.5	19.4		12.6	20.4	
LOS	C	D		C	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





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	

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

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
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

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

Capacity Analysis Summary Sheets

Saturday Midday Peak Hour – Existing Conditions

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	

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

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	

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

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

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

Capacity Analysis Summary Sheets

Friday Evening Peak Hour – Projected Conditions

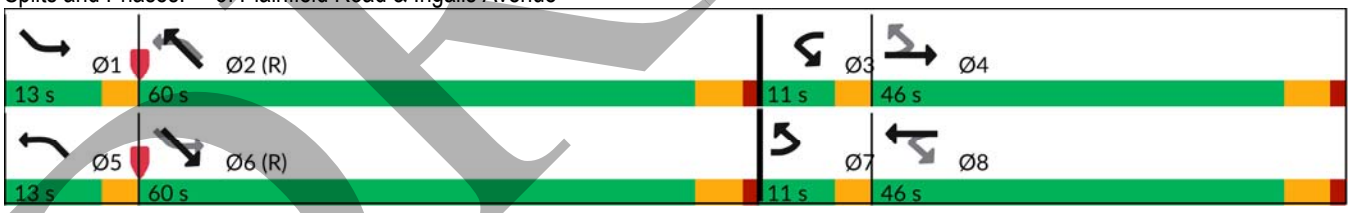
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	47	197	96	23	265	122	112	605	9	207	505	25
Future Volume (vph)	47	197	96	23	265	122	112	605	9	207	505	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (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	

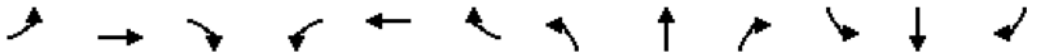
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio	0.24	0.59		0.08	0.84		0.25	0.41		0.50	0.34	
Control Delay (s/veh)	23.6	37.8		23.0	57.4		16.1	27.5		20.3	24.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	23.6	37.8		23.0	57.4		16.1	27.5		20.3	24.6	
LOS	C	D		C	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





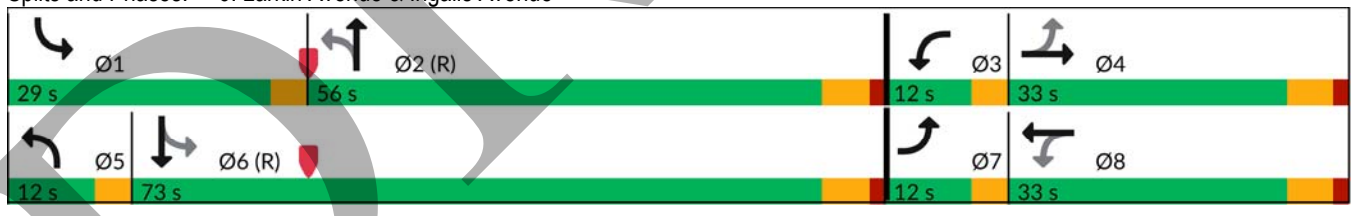
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	204	80	151	136	141	93	912	301	318	878	67
Future Volume (vph)	75	204	80	151	136	141	93	912	301	318	878	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane 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	

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



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

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

Capacity Analysis Summary Sheets

Saturday Midday Peak Hour – Projected Conditions

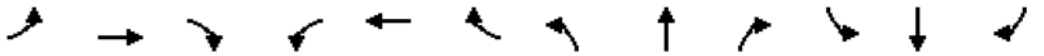
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	152	268	273	31	183	120	82	606	6	79	452	22
Future Volume (vph)	152	268	273	31	183	120	82	606	6	79	452	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (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	

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



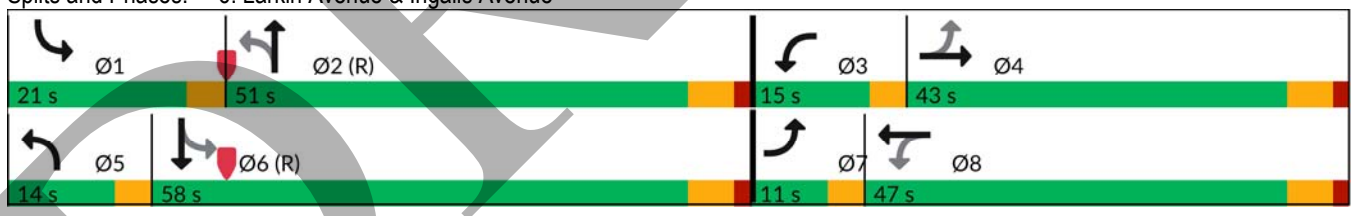
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	137	86	287	266	245	81	919	168	208	892	78
Future Volume (vph)	86	137	86	287	266	245	81	919	168	208	892	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane 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	

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



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

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

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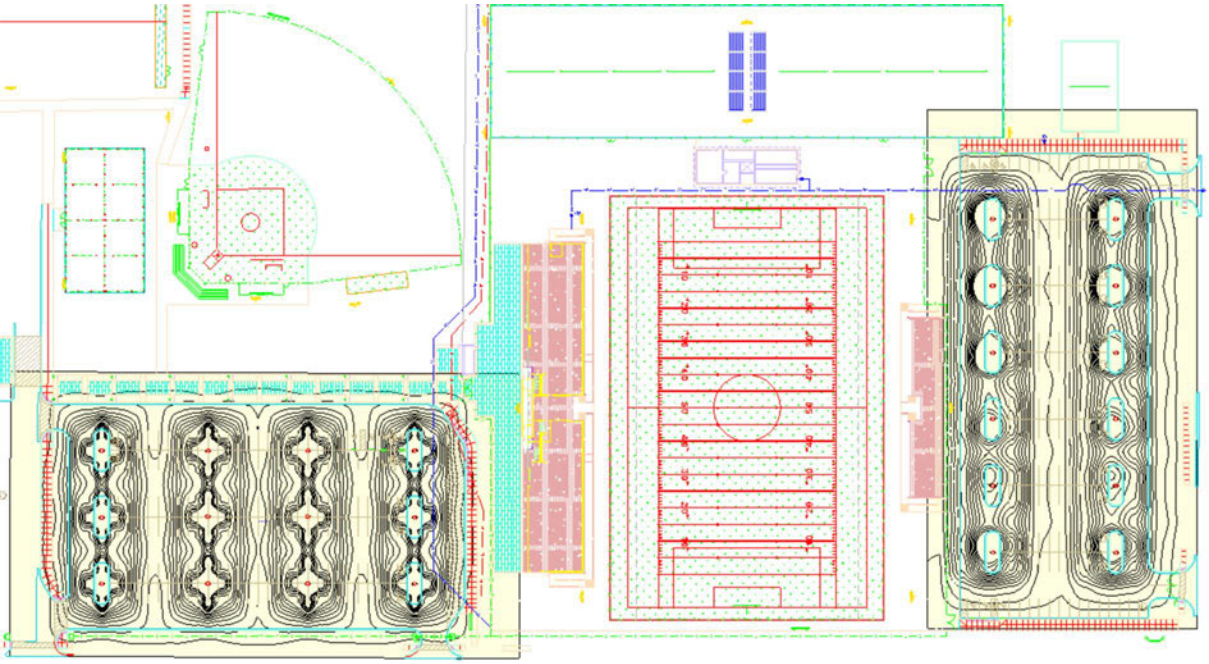

JCA Parking Project

Lighting project for two parking lots near the JCA stadium.

Object
1200 N. Larkin Avenue
Joliet, IL 60435

DIALux

Preface

Notes on planning:

The energy consumption quantities do not take into account light scenes and their dimming levels.

DIALux

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Product data sheets

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Outdoor space 3

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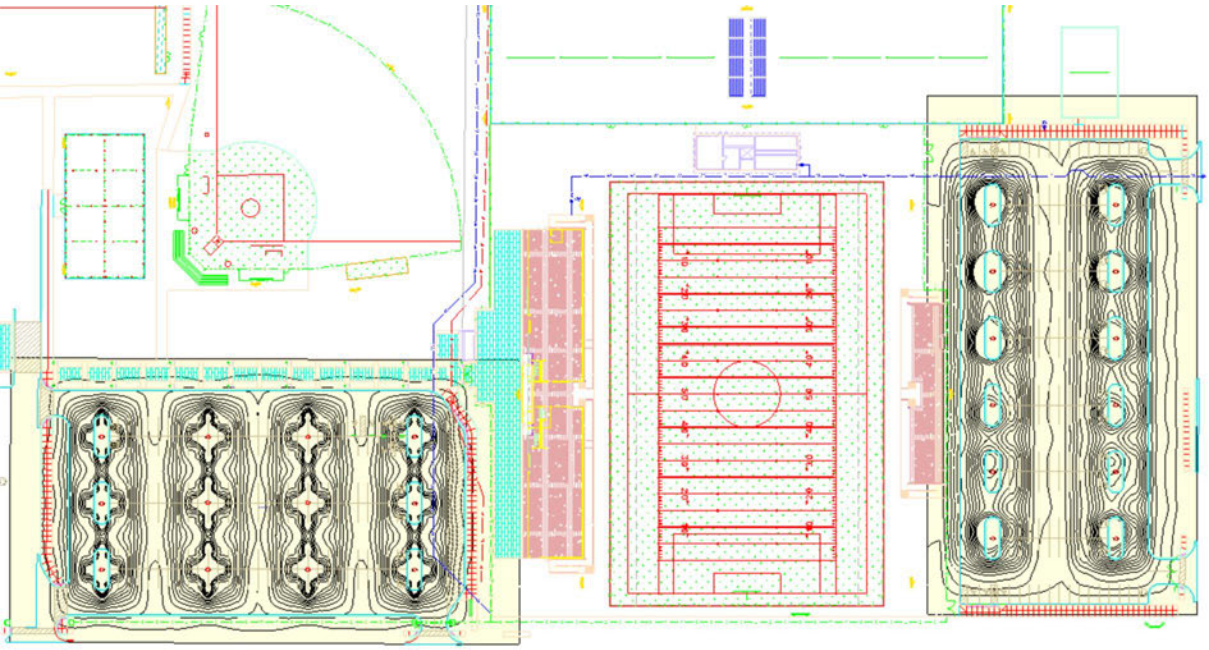
Contacts

Nick

CSN Electric Services LLC

T (815) 267-1887
nick@csnelectric.com



Description

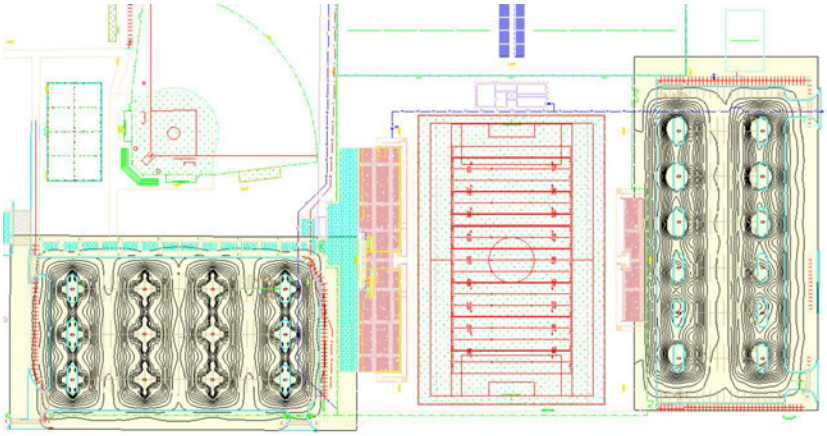
Nick

CSN Electric Services LLC

T (815) 267-1887
nick@csnelectric.com

Images

Site 1



DIALux

Luminaire list

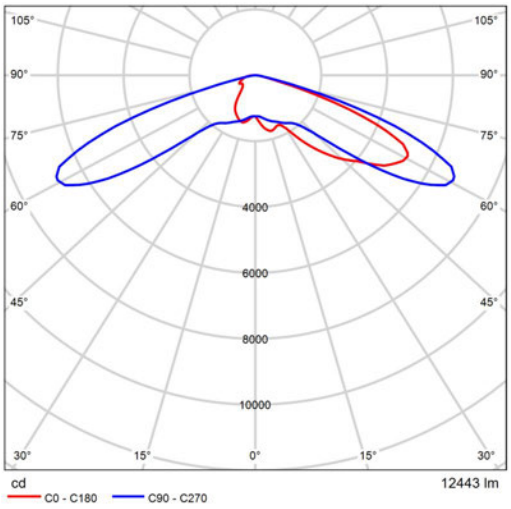
Φ_{total}	P_{total}	Luminous efficacy
597264 lm	4464.0 W	133.8 lm/W

pcs.	Manufacturer	Article No.	Article name	P	Φ	Luminous efficacy
48	Cooper Lighting	GALN-SA3A-730-U-T4W	GALLEON AREA AND ROADWAY LUMINAIRE (3) 70 CRI, 3000K, 615mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE IV WIDE OPTICS	93.0 W	12443 lm	133.8 lm/W

Product data sheet

Cooper Lighting - GALLEON AREA AND ROADWAY LUMINAIRE (3) 70 CRI, 3000K, 615mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE IV WIDE OPTICS

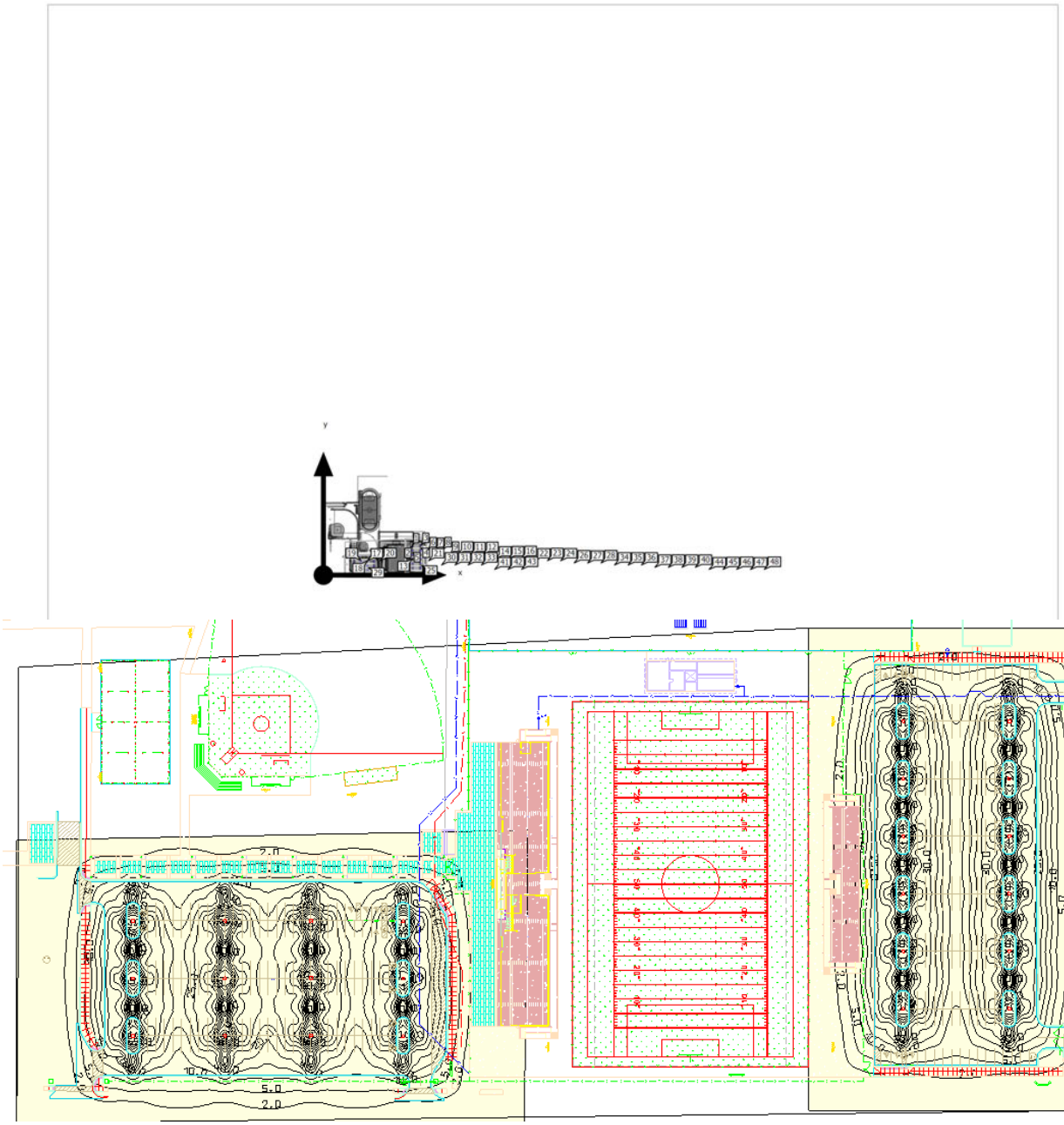
Article No.	GALN-SA3A-730-U-T4W
P	93.0 W
Φ_{Lamp}	–
$\Phi_{Luminaire}$	12443 lm
η	–
Luminous efficacy	133.8 lm/W
CCT	3000 K
CRI	100



Polar LDC

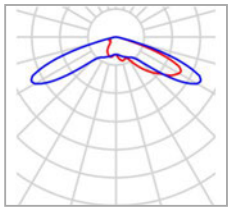
Site 1

Luminaire layout plan



Site 1

Luminaire layout plan



Manufacturer	Cooper Lighting	P	93.0 W
Article No.	GALN-SA3A-730-U-T4W	$\Phi_{Luminaire}$	12443 lm
Article name	GALLEON AREA AND ROADWAY LUMINAIRE (3) 70 CRI, 3000K, 615mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE IV WIDE OPTICS		
Fitting	48x		

Individual luminaires

X	Y	Mounting height	Luminaire
281.394 m	127.878 m	6.000 m	1
282.522 m	127.877 m	6.000 m	2
316.362 m	127.869 m	6.000 m	3
315.238 m	127.848 m	6.000 m	4
281.400 m	109.600 m	6.000 m	5
316.374 m	109.571 m	6.000 m	6
315.230 m	109.569 m	6.000 m	7
282.533 m	109.559 m	6.000 m	8
281.394 m	91.302 m	6.000 m	9

Site 1

Luminaire layout plan

X	Y	Mounting height	Luminaire
315.227 m	91.302 m	6.000 m	10
282.548 m	91.275 m	6.000 m	11
316.366 m	91.271 m	6.000 m	12
281.403 m	73.018 m	6.000 m	13
315.230 m	72.993 m	6.000 m	14
282.543 m	72.986 m	6.000 m	15
316.366 m	72.983 m	6.000 m	16
93.083 m	64.438 m	6.000 m	17
94.211 m	64.437 m	6.000 m	18
65.562 m	64.422 m	6.000 m	19
66.864 m	64.422 m	6.000 m	20
37.570 m	64.337 m	6.000 m	21
122.397 m	64.320 m	6.000 m	22
123.514 m	64.306 m	6.000 m	23
36.419 m	64.264 m	6.000 m	24
316.367 m	54.710 m	6.000 m	25
281.397 m	54.705 m	6.000 m	26
315.230 m	54.705 m	6.000 m	27
282.533 m	54.695 m	6.000 m	28
94.219 m	46.140 m	6.000 m	29
66.831 m	46.134 m	6.000 m	30
65.568 m	46.134 m	6.000 m	31

DIALux

Site 1

Luminaire layout plan

X	Y	Mounting height	Luminaire
93.094 m	46.120 m	6.000 m	32
36.352 m	46.028 m	6.000 m	33
123.507 m	46.027 m	6.000 m	34
37.669 m	46.013 m	6.000 m	35
122.382 m	46.007 m	6.000 m	36
282.529 m	36.429 m	6.000 m	37
316.362 m	36.429 m	6.000 m	38
281.397 m	36.417 m	6.000 m	39
315.230 m	36.417 m	6.000 m	40
93.083 m	27.862 m	6.000 m	41
94.211 m	27.861 m	6.000 m	42
66.853 m	27.846 m	6.000 m	43
65.584 m	27.846 m	6.000 m	44
37.659 m	27.735 m	6.000 m	45
123.518 m	27.709 m	6.000 m	46
36.419 m	27.688 m	6.000 m	47
122.373 m	27.688 m	6.000 m	48

DIALux

Site 1

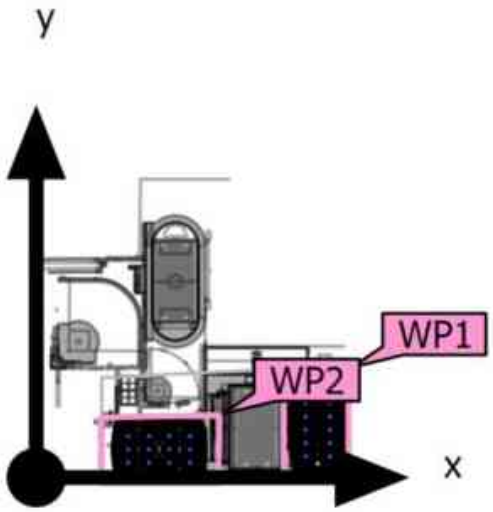
Luminaire list

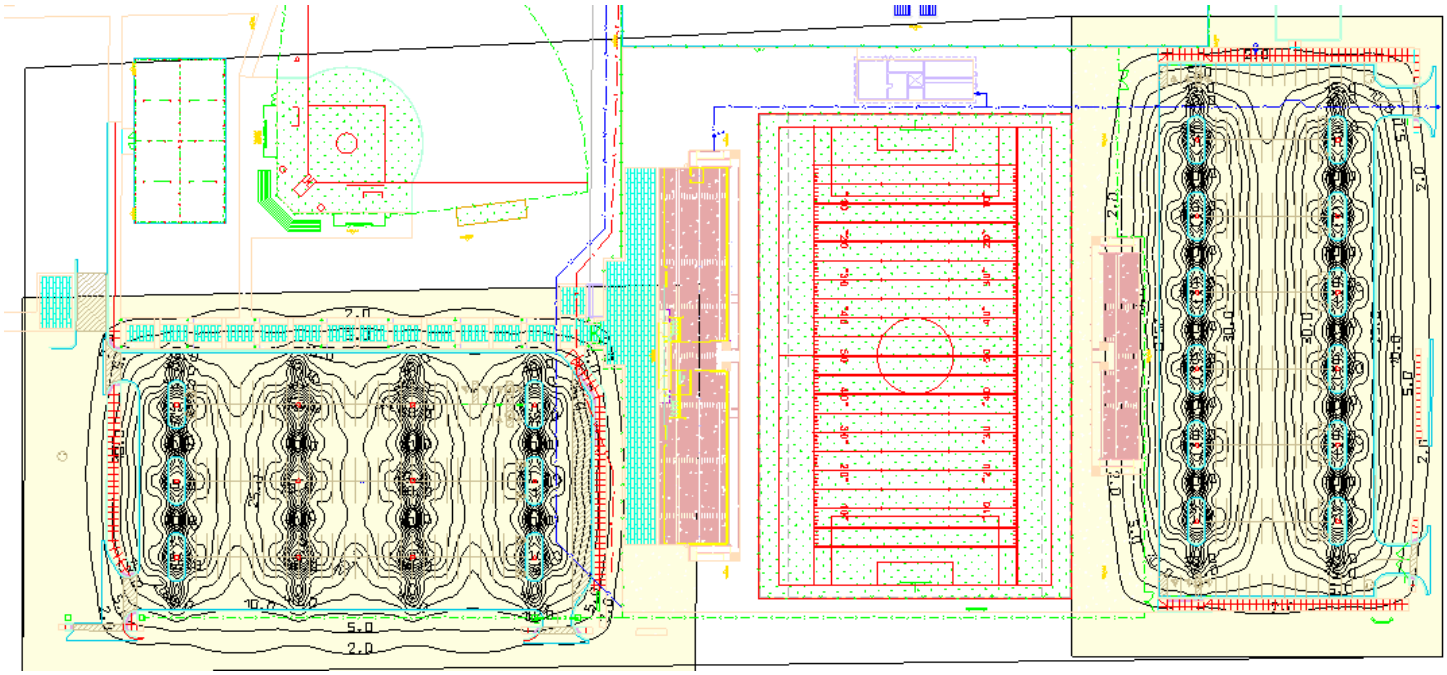
Φ_{total}	P_{total}	Luminous efficacy
597264 lm	4464.0 W	133.8 lm/W

pcs.	Manufacturer	Article No.	Article name	P	Φ	Luminous efficacy
48	Cooper Lighting	GALN-SA3A-730-U-T4W	GALLEON AREA AND ROADWAY LUMINAIRE (3) 70 CRI, 3000K, 615mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE IV WIDE OPTICS	93.0 W	12443 lm	133.8 lm/W

Site 1 (Light scene 1)

Calculation objects





Site 1 (Light scene 1)

Calculation objects

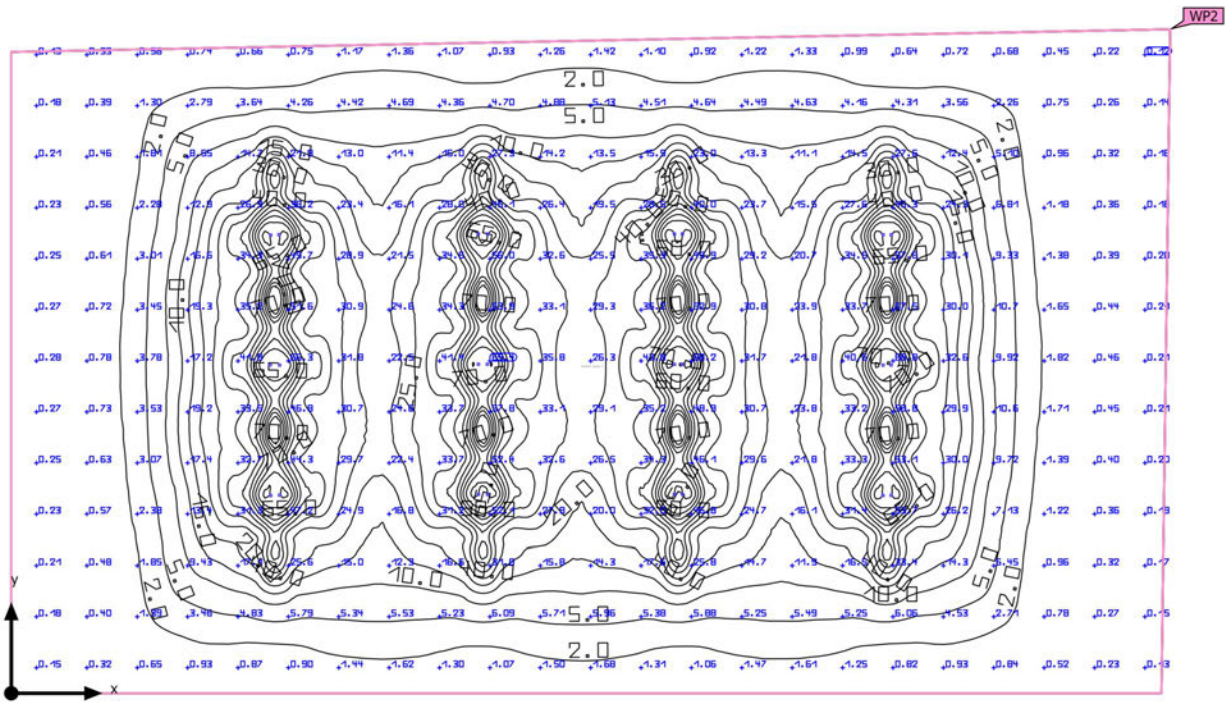
Working planes

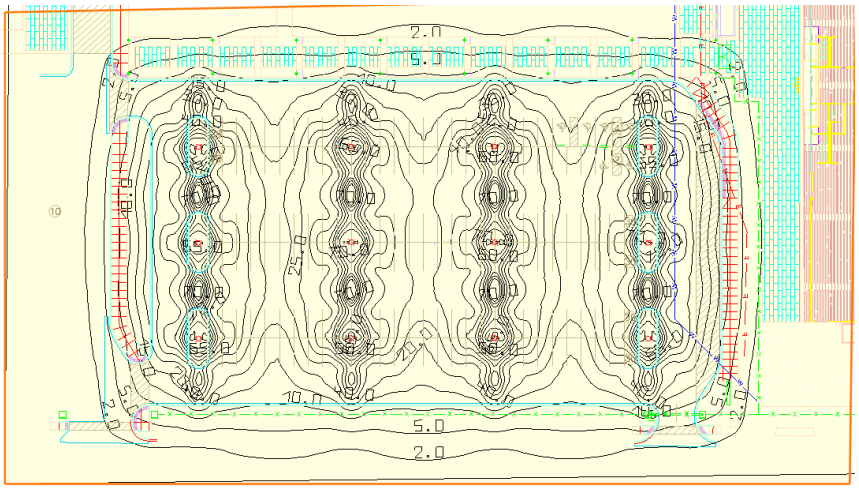
Properties	Ē (Target)	E_{min}	E_{max}	U_o (g_1) (Target)	g_2	Index
Working plane (Outdoor space 3) Perpendicular illuminance (adaptive) Height: 0.000 m, Wall zone: 0.000 m	15.9 lx (≥ 50.0 lx) ✗	0.11 lx	79.6 lx	0.007 (≥ 0.40) ✗	0.001	WP2
Working plane (Outdoor space 4) Perpendicular illuminance (adaptive) Height: 0.000 m, Wall zone: 0.000 m	17.3 lx (≥ 50.0 lx) ✗	0.17 lx	79.6 lx	0.010 (≥ 0.40) ✗	0.002	WP1

Utilisation profile: DIALux presetting (5.1.4 Standard (outdoor transportation area))

Site 1 · Outdoor space 3 (Light scene 1)

Summary





Ground area	14844.53 m²	Mounting height	6.000 m
Maintenance factor	0.80 (fixed)	Height Working plane	0.000 m
		Wall zone Working plane	0.000 m

Site 1 · Outdoor space 3 (Light scene 1)

Summary

Results

	Symbol	Calculated	Target	Check	Index
Energy estimation(2)	Consumption	19552 kWh/a	max. 519600 kWh/a	✓	
Space	Lighting power density	0.15 W/m²	–		
		0.94 W/m²/100 lx	–		

(1) Based on a rectangular space of 162.684 m x 93.193 m and SHR of 0.25.
(2) Calculated using DIN:18599-4.

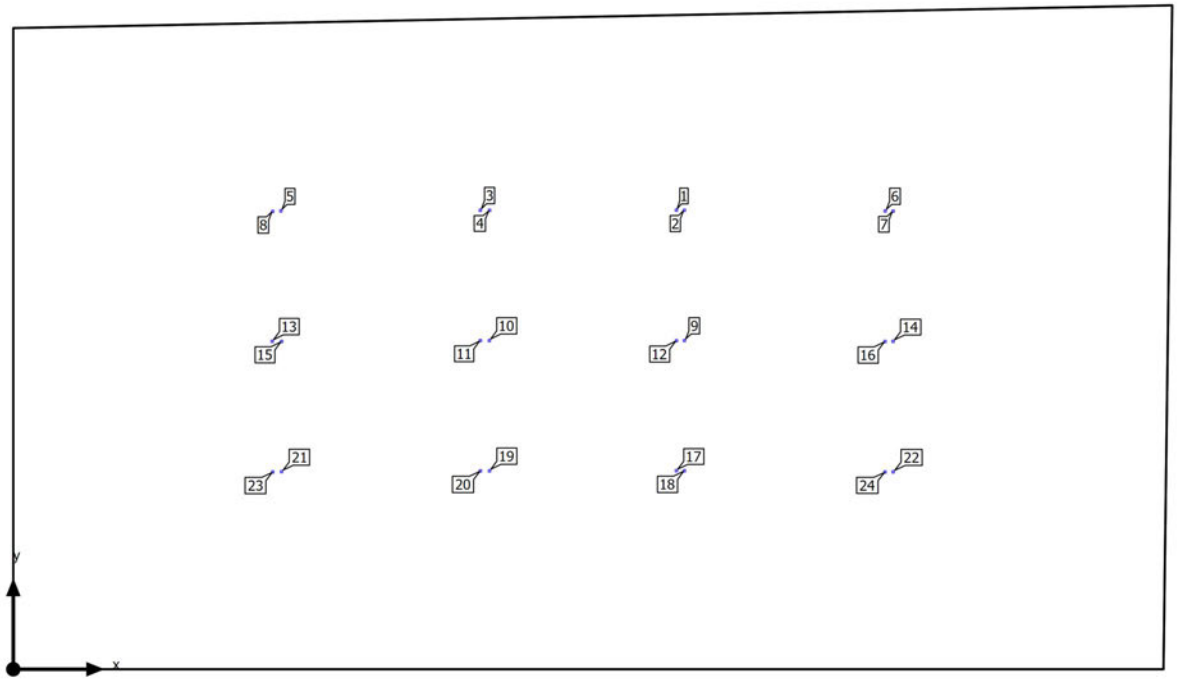
Utilisation profile: DIALux presetting (5.1.4 Standard (outdoor transportation area))

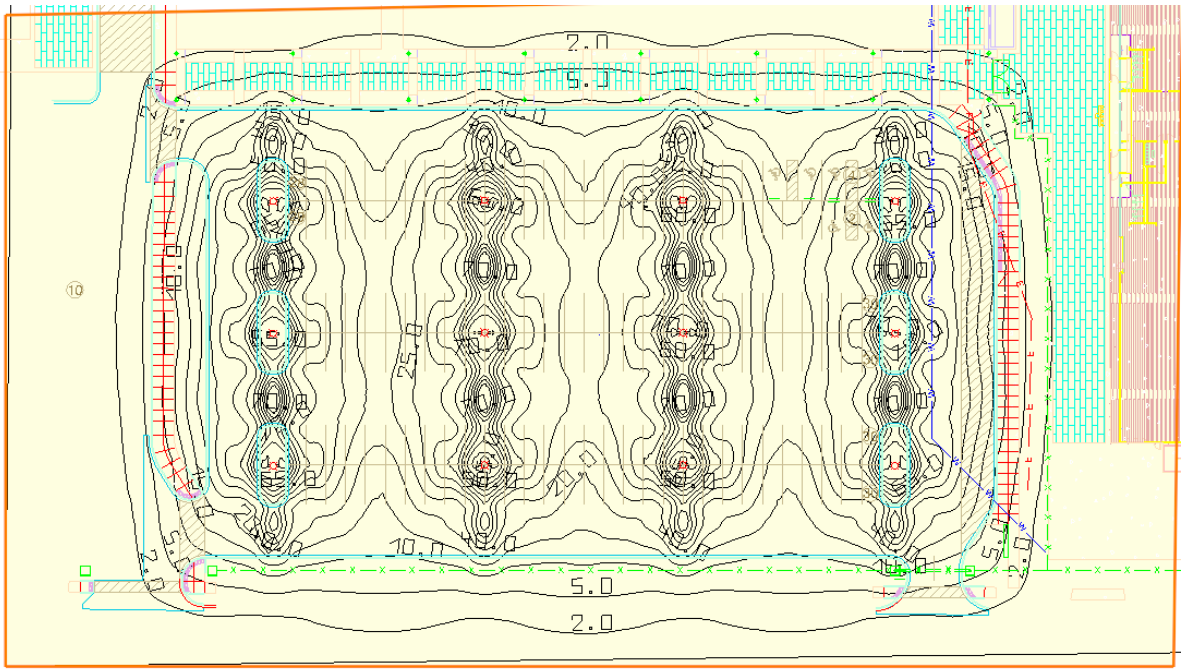
Luminaire list

pcs.	Manufacturer	Article No.	Article name	R_{UG}	P	Φ	Luminous efficacy
24	Cooper Lighting	GALN-SA3A-730-U-T4W	GALLEON AREA AND ROADWAY LUMINAIRE (3) 70 CRI, 3000K, 615mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE IV WIDE OPTICS	–	93.0 W	12443 lm	133.8 lm/W

Site 1 · Outdoor space 3

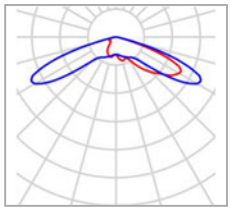
Luminaire layout plan





Site 1 · Outdoor space 3

Luminaire layout plan



Manufacturer	Cooper Lighting	P	93.0 W
Article No.	GALN-SA3A-730-U-T4W	$\Phi_{Luminaire}$	12443 lm
Article name	GALLEON AREA AND ROADWAY LUMINAIRE (3) 70 CRI, 3000K, 615mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE IV WIDE OPTICS		
Fitting	48x		

Individual luminaires

X	Y	Mounting height	Luminaire
93.083 m	64.438 m	6.000 m	1
94.211 m	64.437 m	6.000 m	2
65.562 m	64.422 m	6.000 m	3
66.864 m	64.422 m	6.000 m	4
37.570 m	64.337 m	6.000 m	5
122.397 m	64.320 m	6.000 m	6
123.514 m	64.306 m	6.000 m	7
36.419 m	64.264 m	6.000 m	8
94.219 m	46.140 m	6.000 m	9

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Site 1 · Outdoor space 3

Luminaire layout plan

X	Y	Mounting height	Luminaire
66.831 m	46.134 m	6.000 m	10
65.568 m	46.134 m	6.000 m	11
93.094 m	46.120 m	6.000 m	12
36.352 m	46.028 m	6.000 m	13
123.507 m	46.027 m	6.000 m	14
37.669 m	46.013 m	6.000 m	15
122.382 m	46.007 m	6.000 m	16
93.083 m	27.862 m	6.000 m	17
94.211 m	27.861 m	6.000 m	18
66.853 m	27.846 m	6.000 m	19
65.584 m	27.846 m	6.000 m	20
37.659 m	27.735 m	6.000 m	21
123.518 m	27.709 m	6.000 m	22
36.419 m	27.688 m	6.000 m	23
122.373 m	27.688 m	6.000 m	24

DIALux

Site 1 · Outdoor space 3

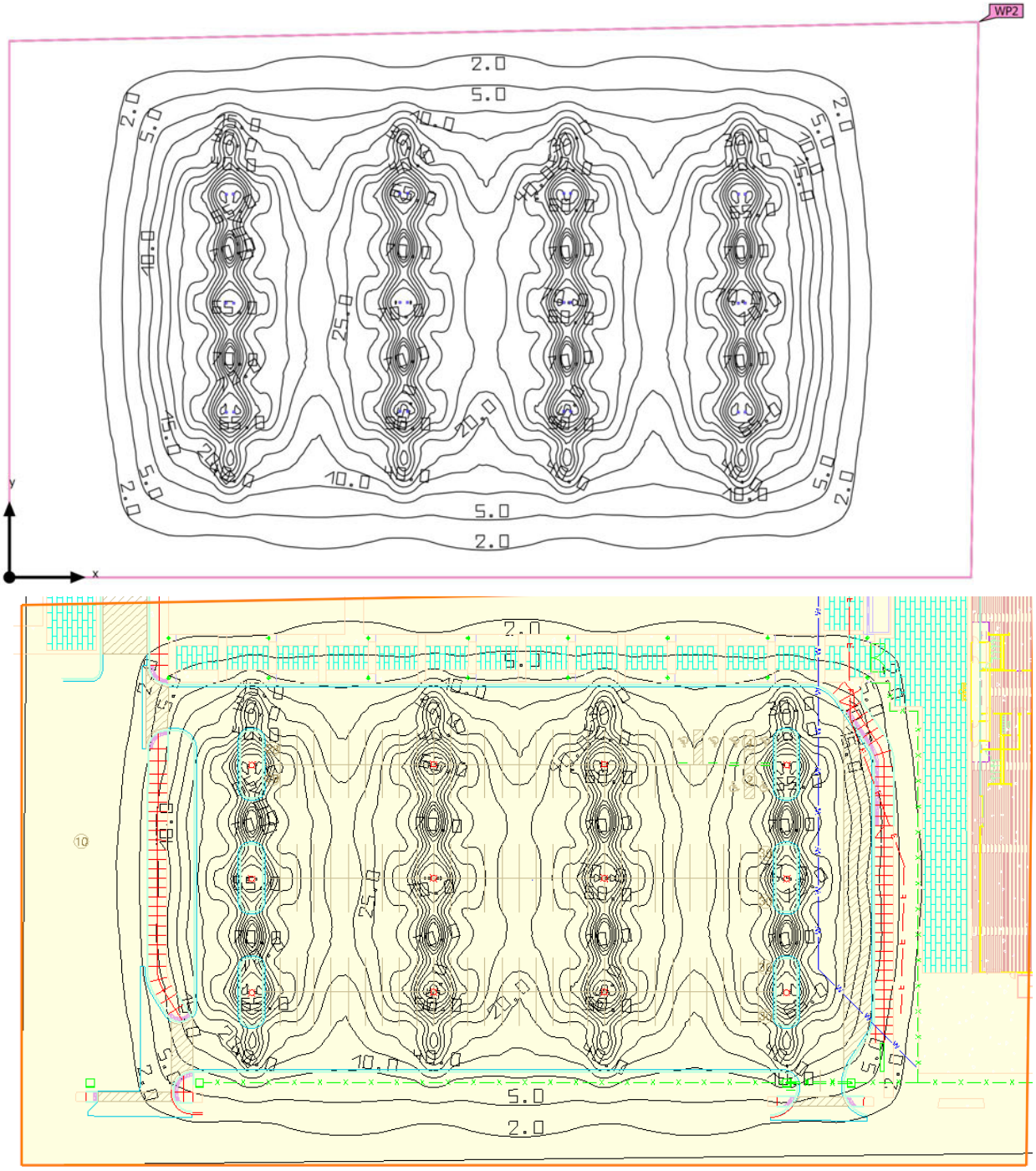
Luminaire list

Φ_{total}	P_{total}	Luminous efficacy
298632 lm	2232.0 W	133.8 lm/W

pcs.	Manufacturer	Article No.	Article name	P	Φ	Luminous efficacy
24	Cooper Lighting	GALN-SA3A-730-U-T4W	GALLEON AREA AND ROADWAY LUMINAIRE (3) 70 CRI, 3000K, 615mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE IV WIDE OPTICS	93.0 W	12443 lm	133.8 lm/W

Site 1 · Outdoor space 3 (Light scene 1)

Calculation objects



Site 1 · Outdoor space 3 (Light scene 1)

Calculation objects

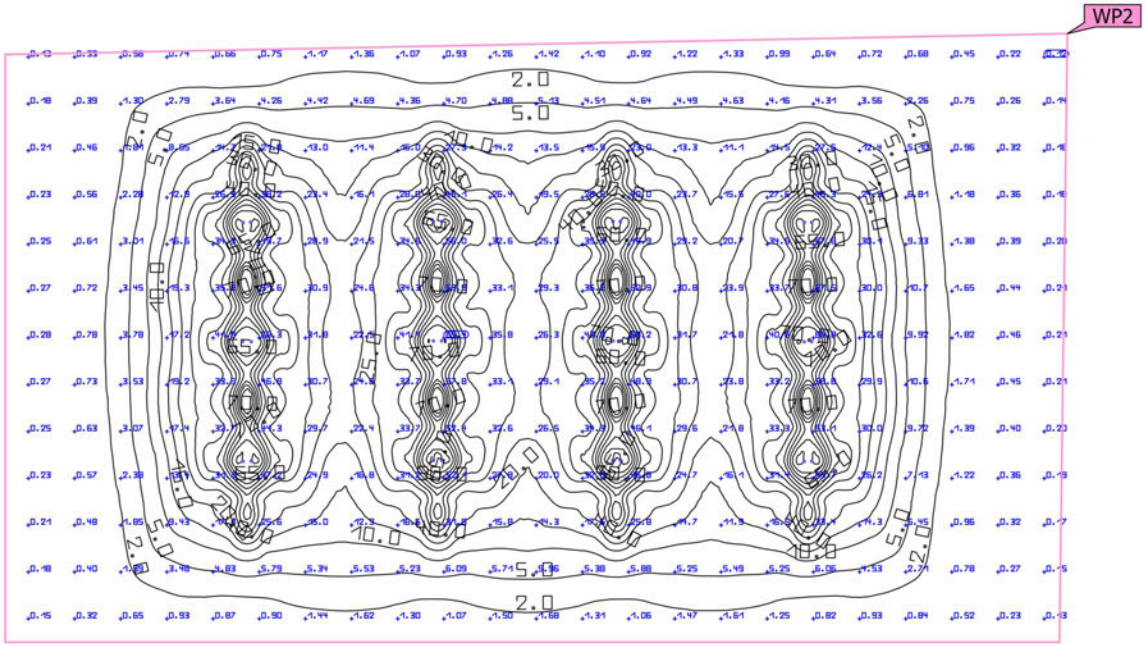
Working planes

Properties	Ē (Target)	E_{min}	E_{max}	U_o (g_1) (Target)	g_2	Index
Working plane (Outdoor space 3) Perpendicular illuminance (adaptive) Height: 0.000 m, Wall zone: 0.000 m	15.9 lx (≥ 50.0 lx) ✗	0.11 lx	79.6 lx	0.007 (≥ 0.40) ✗	0.001	WP2

Utilisation profile: DIALux presetting (5.1.4 Standard (outdoor transportation area))

Site 1 · Outdoor space 3 (Light scene 1)

Working plane (Outdoor space 3)

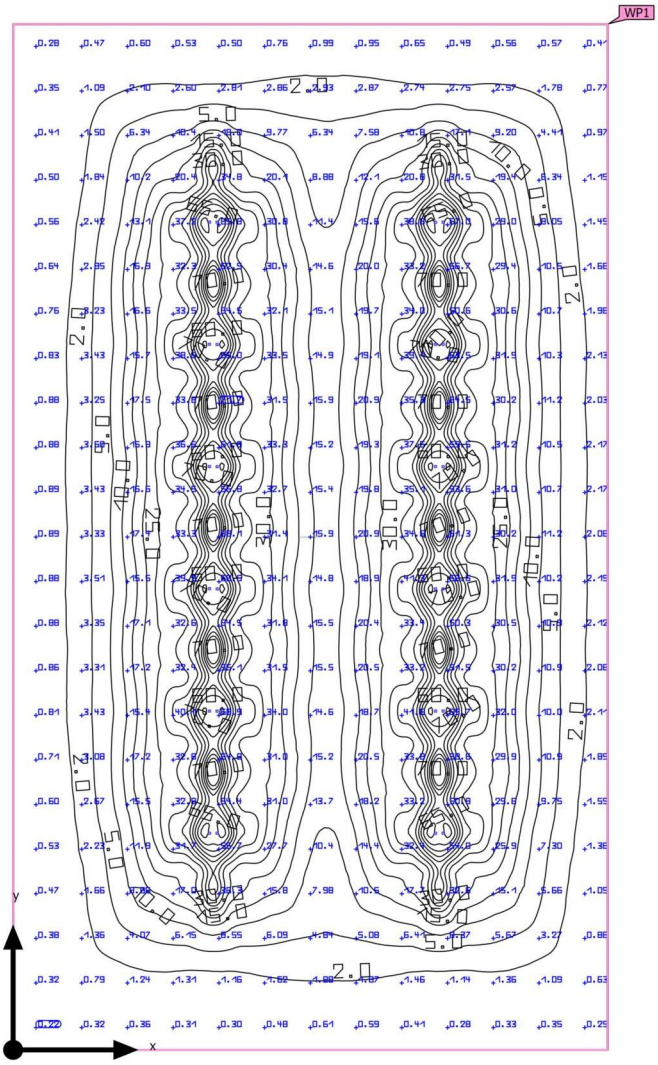


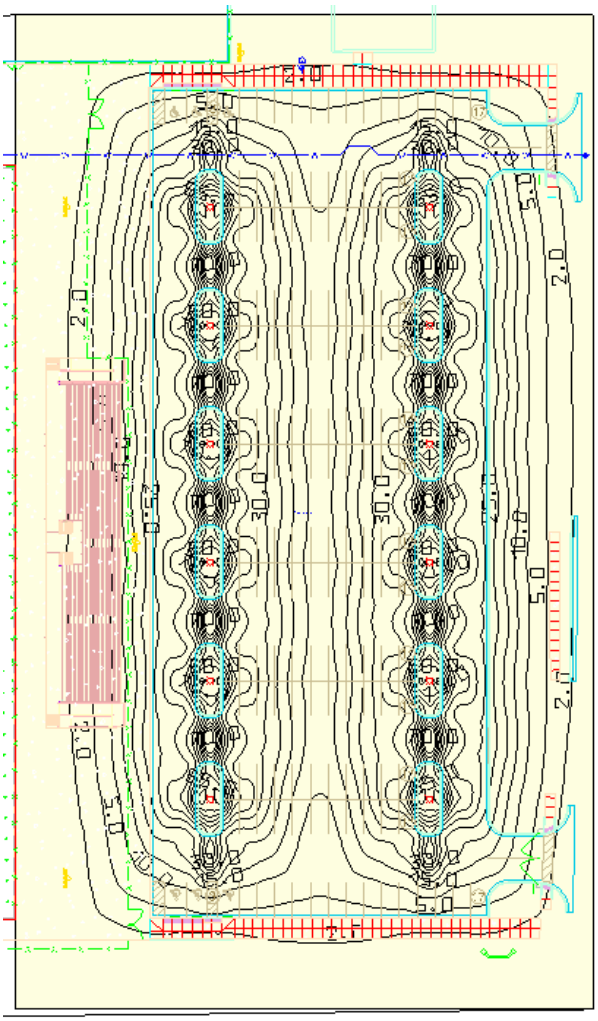
Properties	Ē (Target)	E_{min}	E_{max}	U_o (g_1) (Target)	g_2	Index
Working plane (Outdoor space 3) Perpendicular illuminance (adaptive) Height: 0.000 m, Wall zone: 0.000 m	15.9 lx (≥ 50.0 lx) ✗	0.11 lx	79.6 lx	0.007 (≥ 0.40) ✗	0.001	WP2

Utilisation profile: DIALux presetting (5.1.4 Standard (outdoor transportation area))

Site 1 · Outdoor space 4 (Light scene 1)

Summary





Ground area	13661.50 m²
Maintenance factor	0.80 (fixed)

Mounting height	6.000 m
Height Working plane	0.000 m
Wall zone Working plane	0.000 m

Site 1 · Outdoor space 4 (Light scene 1)

Summary

Results

	Symbol	Calculated	Target	Check	Index
Working plane	$\bar{E}_{perpendicular}$	17.3 lx	≥ 50.0 lx	✗	WP1
	U_o (g_1)	0.010	≥ 0.40	✗	WP1
Energy estimation(2)	Consumption	19552 kWh/a	max. 478200 kWh/a	✓	
Space	Lighting power density	0.16 W/m²	–		
		0.95 W/m²/100 lx	–		

(1) Based on a rectangular space of 153.500 m x 89.000 m and SHR of 0.25.
(2) Calculated using DIN:18599-4.

Utilisation profile: DIALux presetting (5.1.4 Standard (outdoor transportation area))

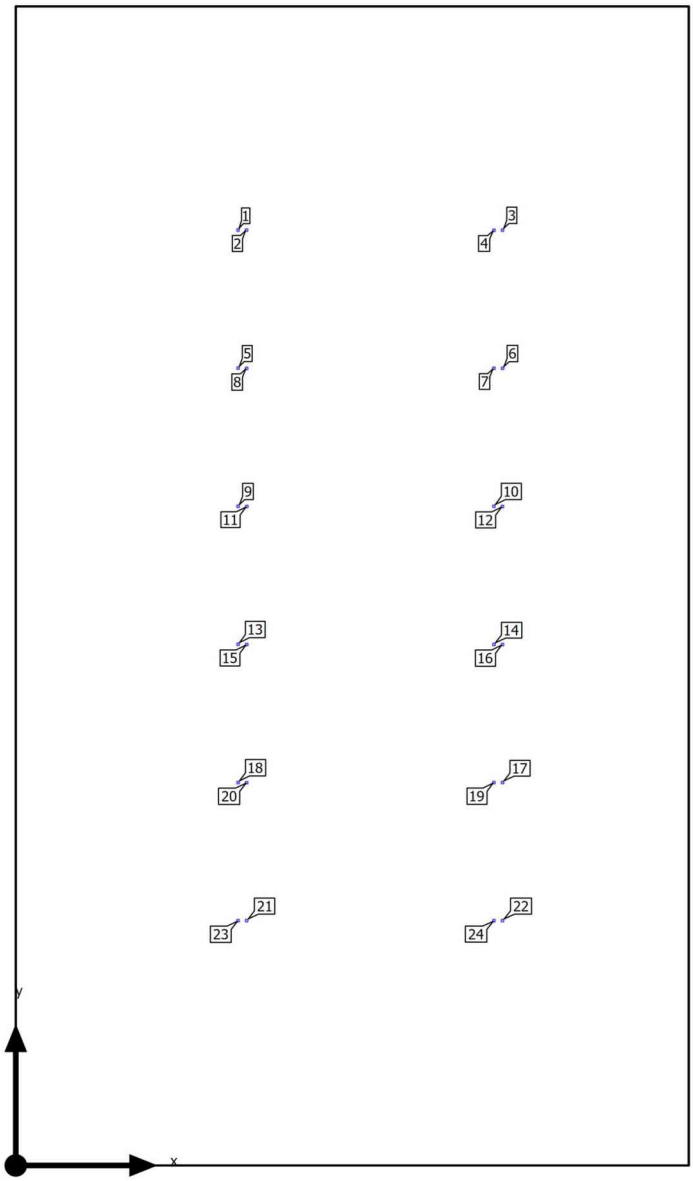
Luminaire list

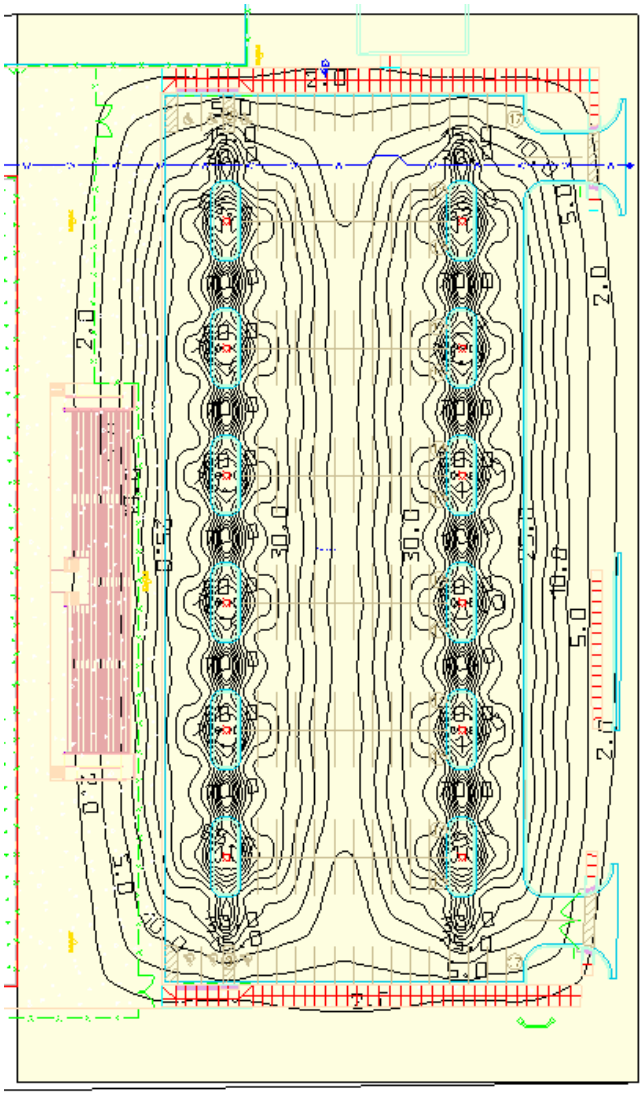
pcs.	Manufacturer	Article No.	Article name	R_{UG}	P	Φ	Luminous efficacy
24	Cooper Lighting	GALN-SA3A-730-U-T4W	GALLEON AREA AND ROADWAY LUMINAIRE (3) 70 CRI, 3000K, 615mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE IV WIDE OPTICS	–	93.0 W	12443 lm	133.8 lm/W

DIALux

Site 1 · Outdoor space 4

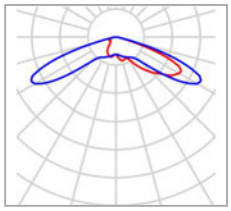
Luminaire layout plan





Site 1 · Outdoor space 4

Luminaire layout plan



Manufacturer	Cooper Lighting	P	93.0 W
Article No.	GALN-SA3A-730-U-T4W	$\Phi_{Luminaire}$	12443 lm
Article name	GALLEON AREA AND ROADWAY LUMINAIRE (3) 70 CRI, 3000K, 615mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE IV WIDE OPTICS		
Fitting	48x		

Individual luminaires

X	Y	Mounting height	Luminaire
29.394 m	123.878 m	6.000 m	1
30.522 m	123.877 m	6.000 m	2
64.362 m	123.869 m	6.000 m	3
63.238 m	123.848 m	6.000 m	4
29.400 m	105.600 m	6.000 m	5
64.374 m	105.571 m	6.000 m	6
63.230 m	105.569 m	6.000 m	7
30.533 m	105.559 m	6.000 m	8
29.394 m	87.302 m	6.000 m	9

DIALux

Site 1 · Outdoor space 4

Luminaire layout plan

X	Y	Mounting height	Luminaire
63.227 m	87.302 m	6.000 m	10
30.548 m	87.275 m	6.000 m	11
64.366 m	87.271 m	6.000 m	12
29.403 m	69.018 m	6.000 m	13
63.230 m	68.993 m	6.000 m	14
30.543 m	68.986 m	6.000 m	15
64.366 m	68.983 m	6.000 m	16
64.367 m	50.710 m	6.000 m	17
29.397 m	50.705 m	6.000 m	18
63.230 m	50.705 m	6.000 m	19
30.533 m	50.695 m	6.000 m	20
30.529 m	32.429 m	6.000 m	21
64.362 m	32.429 m	6.000 m	22
29.397 m	32.417 m	6.000 m	23
63.230 m	32.417 m	6.000 m	24

DIALux

Site 1 · Outdoor space 4

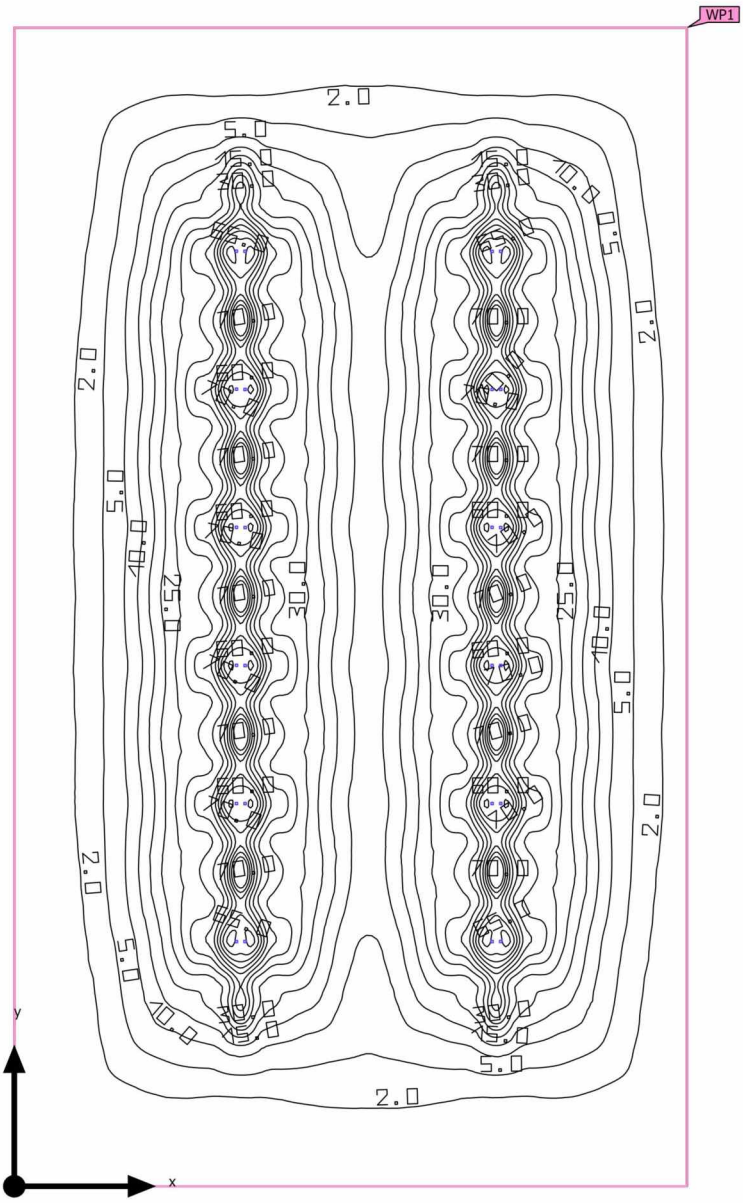
Luminaire list

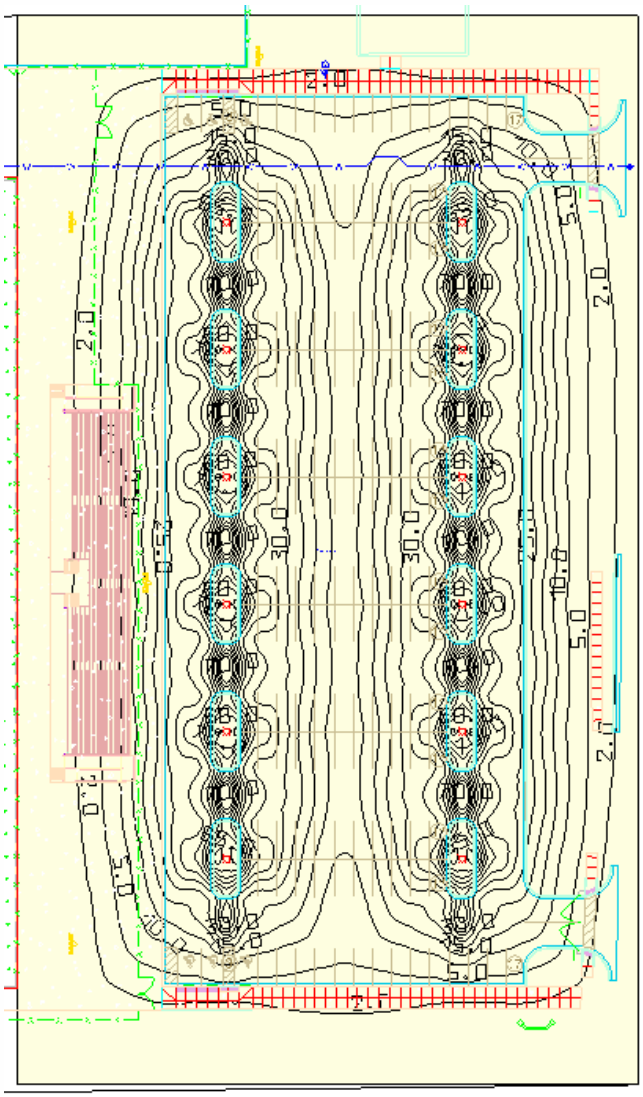
Φ_{total}	P_{total}	Luminous efficacy
298632 lm	2232.0 W	133.8 lm/W

pcs.	Manufacturer	Article No.	Article name	P	Φ	Luminous efficacy
24	Cooper Lighting	GALN-SA3A-730-U-T4W	GALLEON AREA AND ROADWAY LUMINAIRE (3) 70 CRI, 3000K, 615mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE IV WIDE OPTICS	93.0 W	12443 lm	133.8 lm/W

Site 1 · Outdoor space 4 (Light scene 1)

Calculation objects





Site 1 · Outdoor space 4 (Light scene 1)

Calculation objects

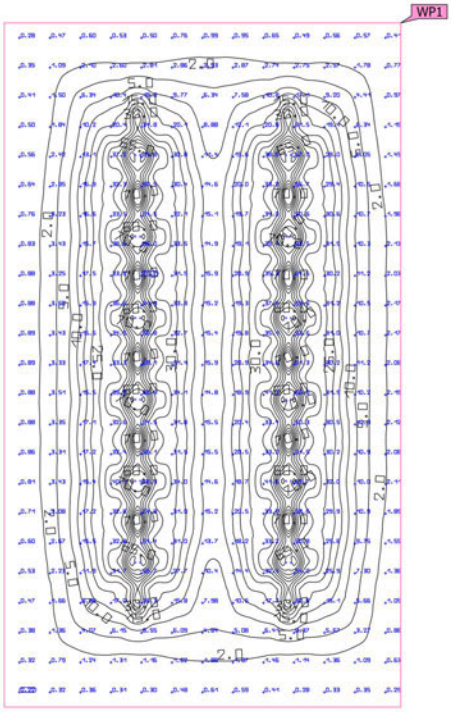
Working planes

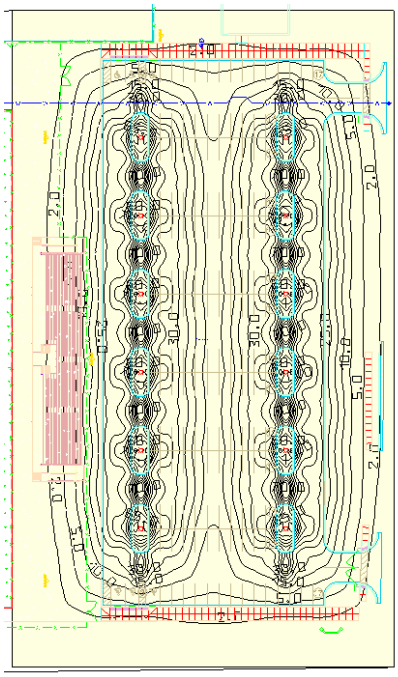
Properties	Ē (Target)	E_{min}	E_{max}	U_o (g_1) (Target)	g_2	Index
Working plane (Outdoor space 4) Perpendicular illuminance (adaptive) Height: 0.000 m, Wall zone: 0.000 m	17.3 lx (≥ 50.0 lx) ✗	0.17 lx	79.6 lx	0.010 (≥ 0.40) ✗	0.002	WP1

Utilisation profile: DIALux presetting (5.1.4 Standard (outdoor transportation area))

Site 1 · Outdoor space 4 (Light scene 1)

Working plane (Outdoor space 4)





Properties	Ē (Target)	E_{min}	E_{max}	U_o (g_1) (Target)	g_2	Index
Working plane (Outdoor space 4) Perpendicular illuminance (adaptive) Height: 0.000 m, Wall zone: 0.000 m	17.3 lx (≥ 50.0 lx) ✗	0.17 lx	79.6 lx	0.010 (≥ 0.40) ✗	0.002	WP1

Utilisation profile: DIALux presetting (5.1.4 Standard (outdoor transportation area))

Glossary

A

A	Formula symbol for a surface in the geometry

B

Background area	The background area borders the direct ambient area according to DIN EN 12464-1 and reaches up to the borders of the room. In larger rooms, the background area is at least 3 m wide. It is located horizontally at floor level.

C

CCT	(Engl. correlated color temperature) Body temperature of a thermal radiator which serves to describe its light color. Unit: Kelvin [K]. The lesser the numerical value the redder; the greater the numerical value the bluer the light colour. The color temperature of gas-discharge lamps and semi-conductors are termed "correlated color temperature" in contrast to the color temperature of thermal radiators. Allocation of the light colors to the color temperature ranges acc. to EN 12464-1: Light color - color temperature [K] warm white (ww) < 3,300 K neutral white (nw) ≥ 3,300 – 5,300 K daylight white (dw) > 5,300 K
Clearance height	The designation for the distance between upper edge of the floor and bottom edge of the ceiling (in the completely furnished status of room).
Control group	A group of luminaires that are dimmed and controlled together. For each lighting scene, a control group provides its own dimming value. All luminaires within a control group share this dimming value. The control groups with their luminaires are automatically determined by DIALux on the basis of the created light scenes and their luminaire groups.
CRI	(Engl. color rendering index) Designation for the color rendering index of a luminaire or a lamp acc. to DIN 6169: 1976 or CIE 13.3: 1995. The general color rendering index Ra (or CRI) is a dimensionless figure that describes the quality of a white light source in regards to its similarity with the remission spectra of defined 8 test colors (see DIN 6169 or CIE 1974) to a reference light source.

Glossary

D

Daylight autonomy	Describes what percentage of the daily working time the required illuminance is met by daylight. The nominal illuminance is used from the room profile, unlike described in EN 17037. The calculation is not done in the centre of the room but at the placed sensor measuring point. A room is considered sufficiently supplied with daylight if it achieves at least 50% daylight autonomy.
Daylight factor	Ratio of the illuminance achieved solely by daylight incidence at a point in the inside to the horizontal illuminance in the outer area under an unobstructed sky. Formula symbol: D (Engl. daylight factor) Unit: %
Daylight quotient effective area	A calculation surface within which the daylight quotient is calculated.

E

Energy evaluation	Based on an hourly calculation procedure for daylight in indoor spaces, considering the project geometry and any existing daylight control systems. Orientation and location of the project are also considered. The calculation uses the specified system power of the luminaires to determine the energy demand. A linear relationship between power and luminous flux in the dimmed state is assumed for daylight-controlled luminaires. Times of use and nominal illuminance are determined from the usage profiles of the spaces. Switched-on luminaires that are explicitly excluded from control also consider the specified times-of-use. The daylight control systems use a simplified control logic that closes them at an outdoor horizontal illuminance of 27,500lx. The calendar year 2022 is used as a reference only. It is not a simulation of this year. The reference year is only used to assign the days of the week to the calculated results. The changeover to summer time is not considered. The reference sky type used is the average sky described in CIE 110 without direct sunlight. The method was developed together with the Fraunhofer Institute for Building Physics and is available for review by the Joint Working Group 1 ISO TC 274 as an extension of the previous annual regression-based method.
Environmental zones	The assessment of intrusive light and light immission depends on the environment of the lighting installation. Depending on the standard, 4-6 different zones are defined, ranging from highly protected areas in natural settings to urban areas, commercial zones, and industrial zones.

Glossary

Eta (η)	(light output ratio) The light output ratio describes what percentage of the luminous flux of a free radiating lamp (or LED module) is emitted by the luminaire when installed. Unit: %

G

g_1	Often also U_o (Engl. overall uniformity) Designates the overall uniformity of the illuminance on a surface. It is the quotient from E_{min} to $\bar{E}$ and is required, for instance, in standards for illumination of workstations.
g_2	Actually it designates the "non-uniformity" of the illuminance on a surface. It is the quotient of E_{min} to E_{max} and is generally only relevant for certifying the emergency lighting acc. to EN 1838.

I

Illuminance	Describes the ratio of the luminous flux that strikes a certain surface to the size of this surface ($lm/m^2 = lx$). The illuminance is not tied to an object surface. It can be determined anywhere in space (inside or outside). The illuminance is not a product feature because it is a recipient value. Luxometers are used for measuring. Unit: Lux Abbreviation: lx Formula symbol: E
Illuminance, adaptive	For the determining of the middle adaptive illuminance on a surface, this is rastered "adaptively". In the area of large illuminance differences within the surface, the raster is subdivided finer; within lesser differences, a rougher classification is made.
Illuminance, horizontal	Illuminance that is calculated or measured on a horizontal (level) surface (this can be for example a table top or the floor). The horizontal illuminance is usually identified by the formula letter E_h.
Illuminance, perpendicular	Illuminance that is calculated or measured plumb-vertical to a surface. This needs to be taken into account for tilted surfaces. If the surface is horizontal or vertical, then there is no difference between the perpendicular and the horizontal or vertical illuminance.

Glossary

Illuminance, vertical	Illuminance that is calculated or measured on a vertical surface (this can be for example the front of some shelves). The vertical illuminance is usually identified by the formula letter E_v.

K

k_S	The glare effect of a light source can be described by the glare metric k_S. It relates the solid angle of the glaring light source as seen from the point of immission, the ambient luminance, and the maximum allowable luminance.

L

LENI	(Engl. lighting energy numeric indicator) Lighting energy numeric indicator acc. to EN 15193 Unit: kWh/(m^2 * a)
LLMF	(Engl. lamp lumen maintenance factor)/acc. to CIE 97: 2005 Lamp flux maintenance factor that takes the luminous flux reduction into account of a luminaire or an LED module in the course of the operating time. The lamp flux maintenance factor is specified as a decimal digit and can have a maximum value of 1 (no luminous flux reduction existing).
LMF	(Engl. luminaire maintenance factor)/acc. to CIE 97: 2005 Luminaire maintenance factor that takes the soiling into account of the luminaire in the course of the operating time. The luminaire maintenance factor is specified as a decimal digit and can have a maximum value of 1 (no soiling existing).
LSF	(Engl. lamp survival factor)/acc. to CIE 97: 2005 Lamp survival factor that takes the total failure into account of a luminaire in the course of the operating time. The lamp survival factor is specified as a decimal digit and can have a maximum value of 1 (no failures existing within the time concerned or prompt replacement after the failure).
Luminance	Dimension for the "brightness impression" that the human eye has of a surface. The surface itself can emit light thereby or light striking it can be reflected (emitter value). It is the only photometric value that the human eye can perceive. Unit: Candela per square metre Abbreviation: cd/m^2 Formula symbol: L

Glossary

Luminous efficacy	Ratio of the emitted luminous flux Φ [lm] to the absorbed electrical power P [W] Unit: lm/W. This ratio can be formed for the lamp or LED module (lamp or module light output), the lamp or module with control gear (system light output) and the complete luminaire (luminaire light output).
Luminous flux	Dimension for the total light output that is emitted from one light source in all directions. It is thus an "emitter value" that specifies the entire emitting output. The luminous flux of a light source can only be determined in a laboratory. A difference is made between the lamp or LED module luminous flux and the luminaire luminous flux. Unit: Lumen Abbreviation: lm Formula symbol: Φ
Luminous intensity	Describes the intensity of the light in a certain direction (emitter value). The luminous intensity is a matter of the luminous flux Φ that is emitted in a certain spherical angle Ω. The radiation characteristics of a light source are presented graphically in a light distribution curve (LDC). The luminous intensity is an SI base unit. Unit: Candela Abbreviation: cd Formula symbol: I

M

Maintenance factor	See MF
MF	(Engl. maintenance factor)/acc. to CIE 97: 2005 Maintenance factor as decimal number between 0 and 1 that describes the ratio of the new value of a photometric planning parameter (e.g. of the illuminance) to a maintenance value after a certain time. The maintenance factor takes into account the soiling of luminaires and rooms as well as the luminous flux reduction and the failure of light sources. The maintenance factor is taken into account either overall or determined in detail acc. to CIE 97: 2005 by the formula RMF x LMF x LLMF x LSF.

Glossary

O

Obtrusive light/Light immission	To protect the nocturnal environment and minimize problems for humans, flora, and fauna, it is necessary to limit obtrusive light (also known as light pollution), which can cause serious physiological and ecological issues for individuals and the environment. Light immission refers to the disturbing influence of emitted light from artificial light sources.
Operating times	The assessment of obtrusive light and light immission depends on the operating times of the lighting installation. Depending on the standard, 1-3 different operating times are specified. In the absence of specific details, an operating time between 06:00 and 22:00 can be assumed.

P

P	(Engl. power) Electric power consumption Unit: watt Abbreviation: W

R

$R_{(UG)}$ max	Measure of the psychological glare in indoor spaces. In addition to the luminance of luminaires, the level of the $R_{(UG)}$ value also depends on the observer position, the viewing direction and the ambient luminance. The calculation is made according to the table method, see CIE 117. Among other things, EN 12464-1:2021 specifies maximum permissible $R_{(UG)}$- values $R_{(UGL)}$ for various indoor workplaces.
R_{DLO}	The ratio of the luminous flux emitted below the horizontal plane to the total lamp luminous flux of a luminaire or lighting installation in its operational position.
R_G	The glare directly caused by luminaires of an outdoor lighting installation is determined using the CIE Glare Rating (RG) method. To calculate this, the equivalent veiling luminance of the surroundings is needed. There are four options for determining this: • An exact calculation according to CIE 112, based on the scene area. • A simplified method according to EN 12464-2, based on the scene area. • Using a custom calculation area to determine the equivalent veiling luminance. • Specifying a fixed value for easy comparability.

Glossary

R_{UF}	upward flux ratio The ratio of the luminous flux emitted directly or reflected above the horizontal plane to the luminous flux that cannot be avoided under ideal conditions to achieve the illuminance level on a deliberately illuminated area.
R_{UL}	upward light ratio The ratio of the luminous flux emitted above the horizontal plane to the luminous flux of a luminaire or lighting installation in its operational position. The luminaire efficiency is considered in this calculation.
R_{ULO}	upward light output ratio The ratio of the luminous flux emitted above the horizontal plane to the total lamp luminous flux of a luminaire or lighting installation in its operational position.
Reflection factor	The reflection factor of a surface describes how much of the striking light is reflected back. The reflection factor is defined by the color of the surface.
RMF	(Engl. room maintenance factor)/acc. to CIE 97: 2005 Room maintenance factor that takes the soiling into account of the space encompassing surfaces in the course of the operating time. The room maintenance factor is specified as a decimal digit and can have a maximum value of 1 (no soiling existing).
RUG (max)	(unified glare rating) Measure for the psychological glare effect in interiors. In addition to luminaire luminance, the RUG value also depends on the position of the observer, the viewing direction and the ambient luminance. Among other things, EN 12464-1 specifies maximum permissible RUG values for various indoor workplaces.
RUG observer	Calculation point in the room, for the DIALux the RUG value is determined. The location and height of the calculation point should correspond to the typical observer position (position and eye level of the user).

S

Surrounding area	The ambient area directly borders the area of the visual task and should be planned with a width of at least 0.5 m according to DIN EN 12464-1. It is at the same height as the area of the visual task.

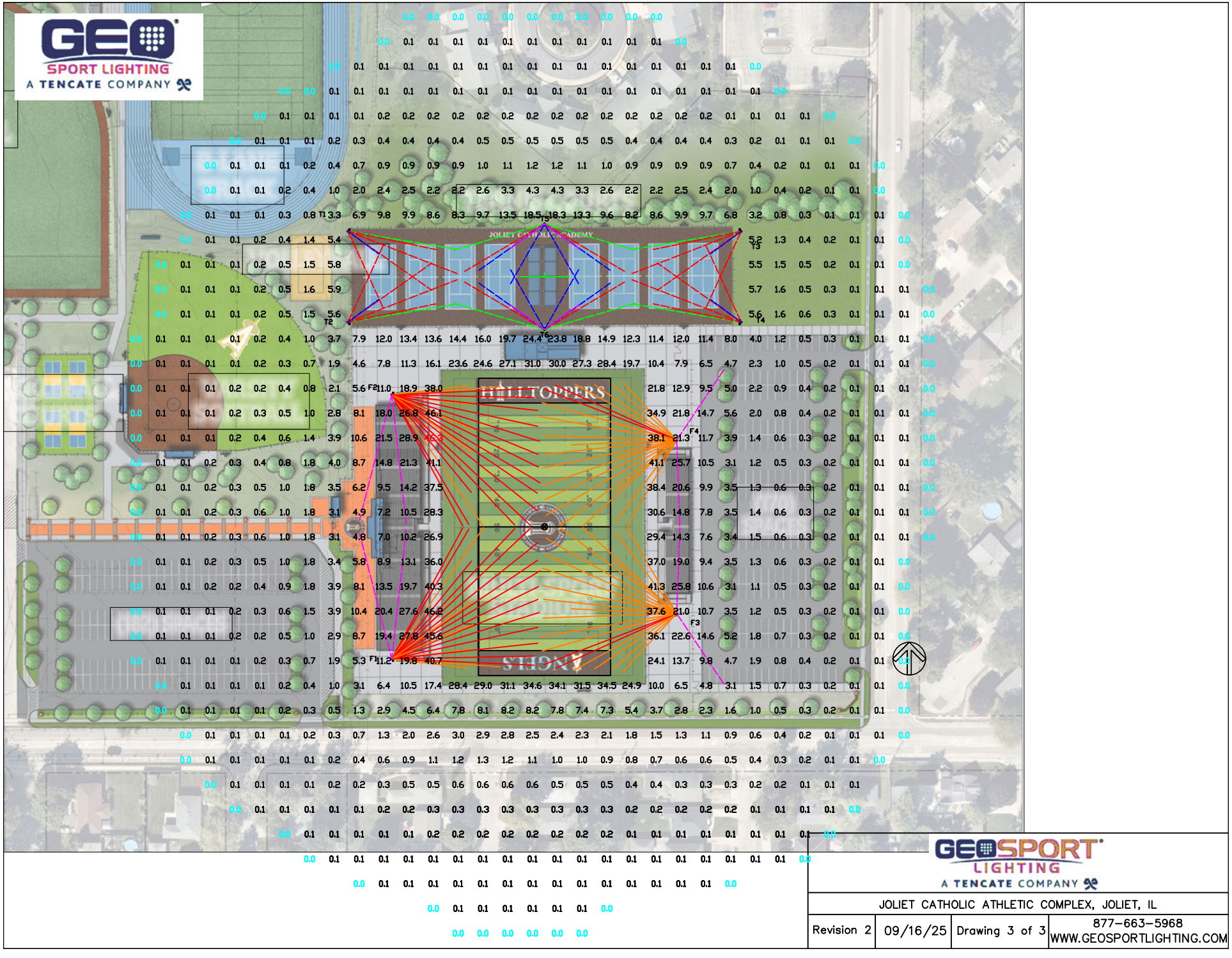
V

Visual task area	The area that is needed for carrying out the visual task in accordance with DIN EN 12464 -1. The height corresponds with the height at which the visual task is executed.

Glossary

W

Wall zone	Circumferential area between working plane and walls which is not taken into account for the calculation.
Working plane	Virtual measuring or calculation surface at the height of the visual task that generally follows the room geometry. The working plane may also feature a wall zone.



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A TENCATE COMPANY

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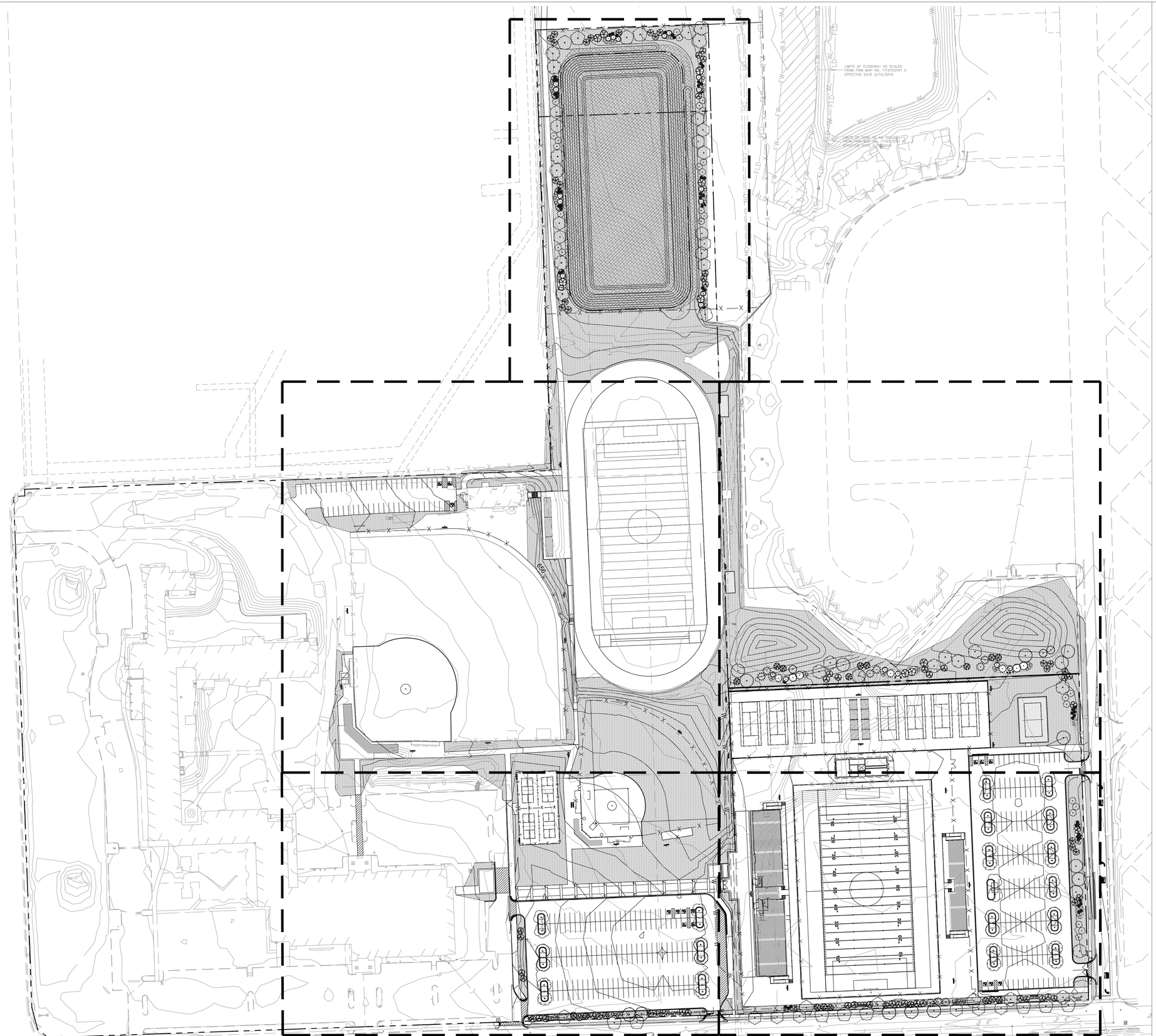

LEGEND

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.
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PLEASE SEE SHEET L1.01 FOR PLANT CALCULATIONS AND SHEET L1.04 FOR PLANT SCHEDULE

Wight & Company
wightco.com

2500 North Frontage Road
Darien, IL 60561

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KEY PLAN

REV	DESCRIPTION	DATE
	REV. PUD SUBMITTAL	05/15/2026
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

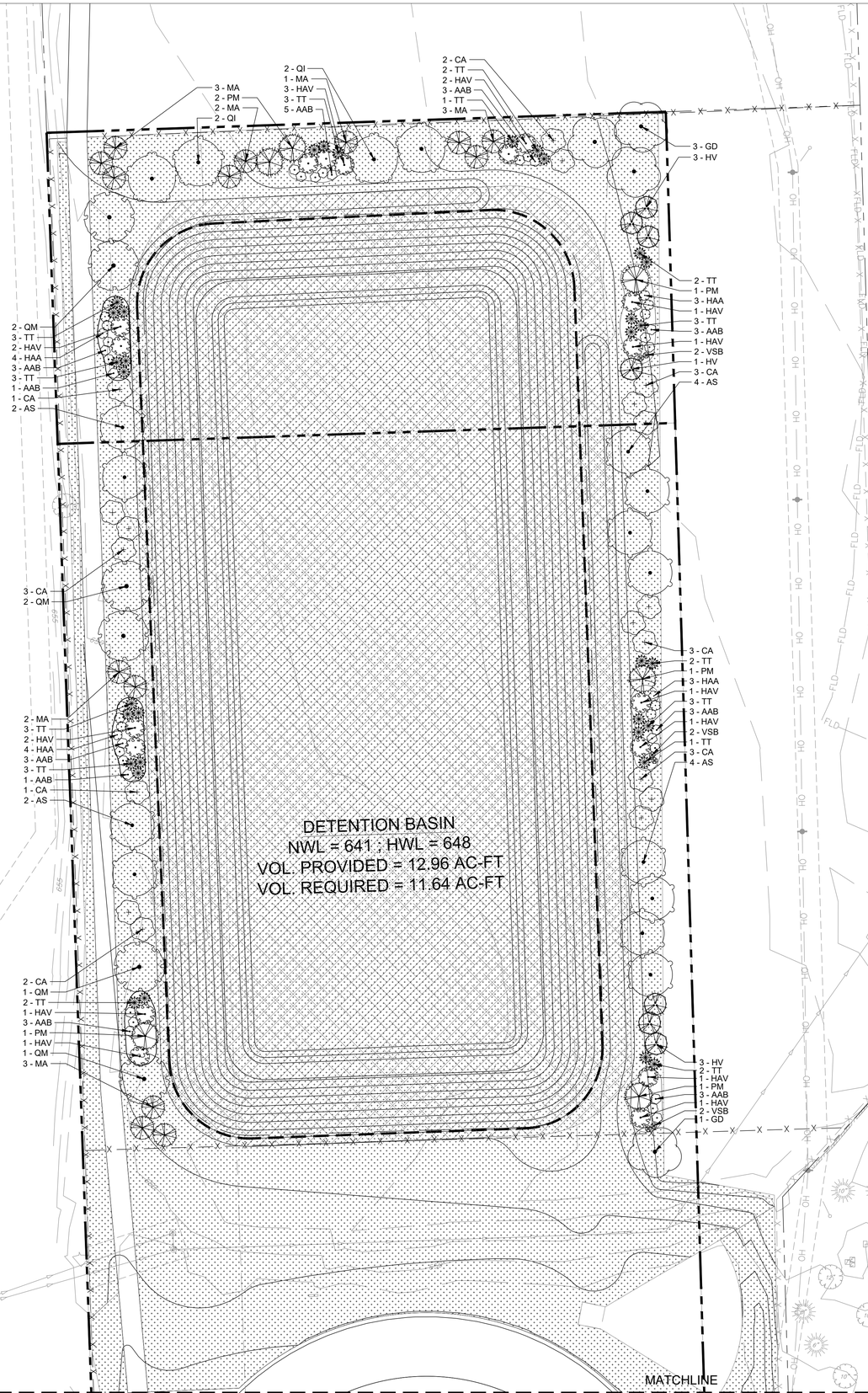
1200 N LARKIN AVE
JOLIET, IL 60435

OVERALL LANDSCAPE PLAN

Project Number: 240055
Drawn By: SS, NJ
Sheet: L1.00

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

NORTH



PERIMETER LANDSCAPE REQUIREMENTS
INGALLS AVE (915 LF)
REQUIREMENTS:
SHADE TREES: 2 TREES PER 100 LF (18 TREES)
ORNAMENTAL TREES: 3 TREES PER 100 LF (28 TREES)
EVERGREEN TREES: 3 TREES PER 100 LF (28 TREES)
SHRUBS: 5 PER 100 LF (46 SHRUBS)
PROPOSED:
SHADE TREES: 18*
ORNAMENTAL TREES: 28
EVERGREEN TREES: 28
SHRUBS: 46
*3 PARKWAY TREES COUNTED TOWARDS PERIMETER LANDSCAPE REQUIREMENT FOR INGALLS AVE
WYOMING AVE (491 LF)
REQUIREMENTS:
SHADE TREES: 2 TREES PER 100 LF (10 TREES)
ORNAMENTAL TREES: 3 TREES PER 100 LF (15 TREES)
EVERGREEN TREES: 3 TREES PER 100 LF (15 TREES)
SHRUBS: 5 PER 100 LF (25 SHRUBS)
PROPOSED:
SHADE TREES: 10*
ORNAMENTAL TREES: 15
EVERGREEN TREES: 15
SHRUBS: 28
*4 PARKWAY AND EXISTING SHADE TREES COUNTED TOWARDS PERIMETER LANDSCAPE REQUIREMENT FOR WYOMING AVE
TENNIS COURTS - NORTH (640 LF)
REQUIREMENTS:
SHADE TREES: 2 TREES PER 100 LF (13 TREES)
ORNAMENTAL TREES: 3 TREES PER 100 LF (19 TREES)
EVERGREEN TREES: 3 TREES PER 100 LF (19 TREES)
SHRUBS: 5 PER 100 LF (32 SHRUBS)
PROPOSED:
SHADE TREES: 13
ORNAMENTAL TREES: 19
EVERGREEN TREES: 19
SHRUBS: 32
DETENTION POND - EAST (530 LF)
REQUIREMENTS:
SHADE TREES: 2 TREES PER 100 LF (11 TREES)
ORNAMENTAL TREES: 3 TREES PER 100 LF (16 TREES)
EVERGREEN TREES: 3 TREES PER 100 LF (16 TREES)
SHRUBS: 5 PER 100 LF (27 SHRUBS)
PROPOSED:
SHADE TREES: 11
ORNAMENTAL TREES: 16
EVERGREEN TREES: 16
SHRUBS: 27
DETENTION POND - WEST (504 LF)
REQUIREMENTS:
SHADE TREES: 2 TREES PER 100 LF (10 TREES)
ORNAMENTAL TREES: 3 TREES PER 100 LF (15 TREES)
EVERGREEN TREES: 3 TREES PER 100 LF (15 TREES)
SHRUBS: 5 PER 100 LF (25 SHRUBS)
PROPOSED:
SHADE TREES: 10
ORNAMENTAL TREES: 15
EVERGREEN TREES: 15
SHRUBS: 25
DETENTION POND - NORTH (246 LF)
REQUIREMENTS:
SHADE TREES: 2 TREES PER 100 LF (5 TREES)
ORNAMENTAL TREES: 3 TREES PER 100 LF (8 TREES)
EVERGREEN TREES: 3 TREES PER 100 LF (8 TREES)
SHRUBS: 5 PER 100 LF (13 SHRUBS)
PROPOSED:
SHADE TREES: 5
ORNAMENTAL TREES: 8
EVERGREEN TREES: 8
SHRUBS: 13

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.
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4. ALL AREAS PLUGGED WITH NATIVE HERBACEOUS MATERIAL WILL RECEIVE 2" OF HARDWOOD SHREDDED MULCH.
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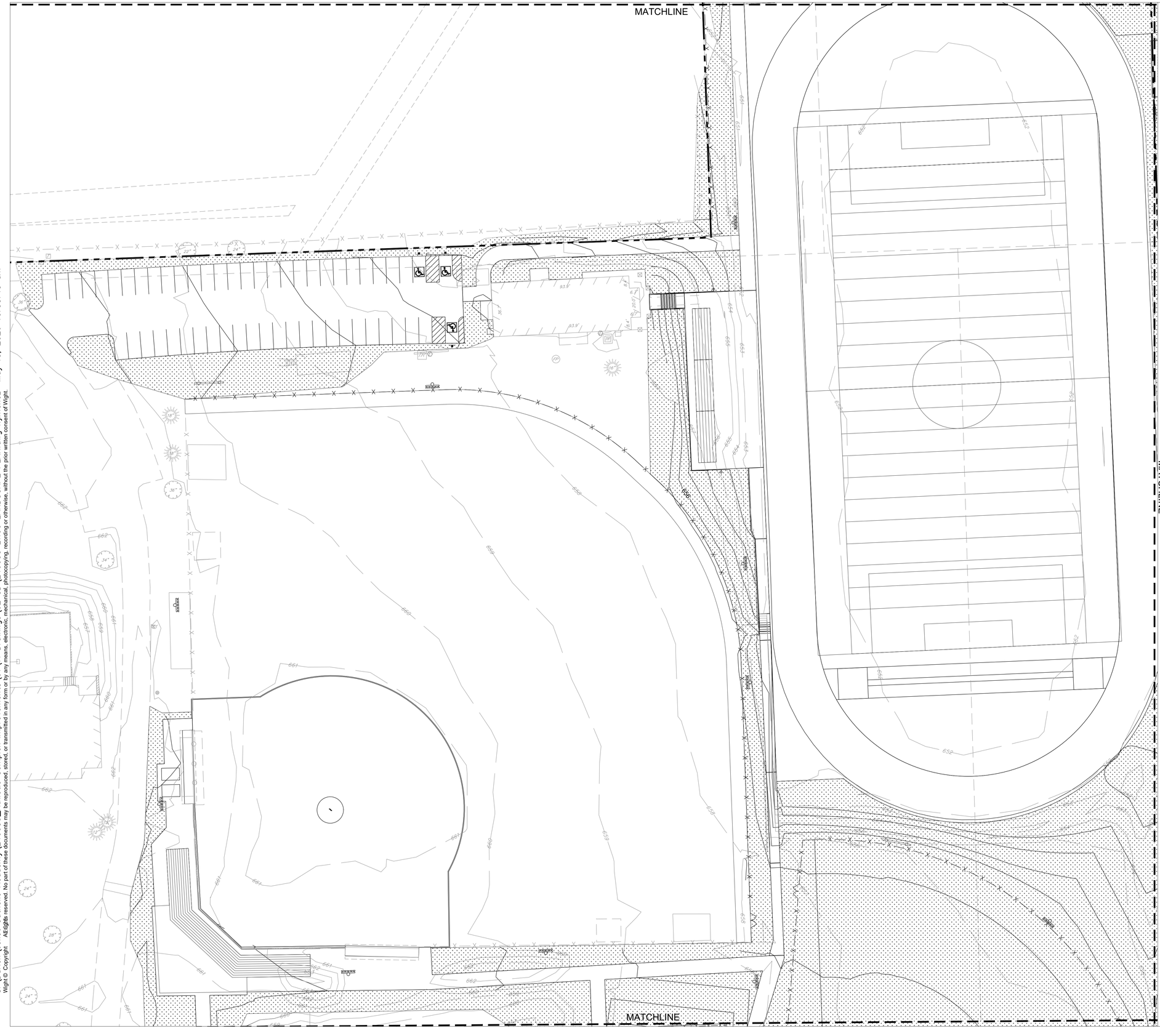

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JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

LANDSCAPE PLAN

Project Number: 240055
Drawn By: SS, NJ
Sheet:

1" = 30'
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NORTH

L1.02

LEGEND

PROPERTY LINE

SEED AND BLANKET

WET BOTTOM DETENTION SEED MIX

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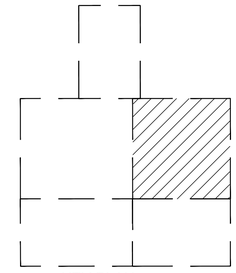

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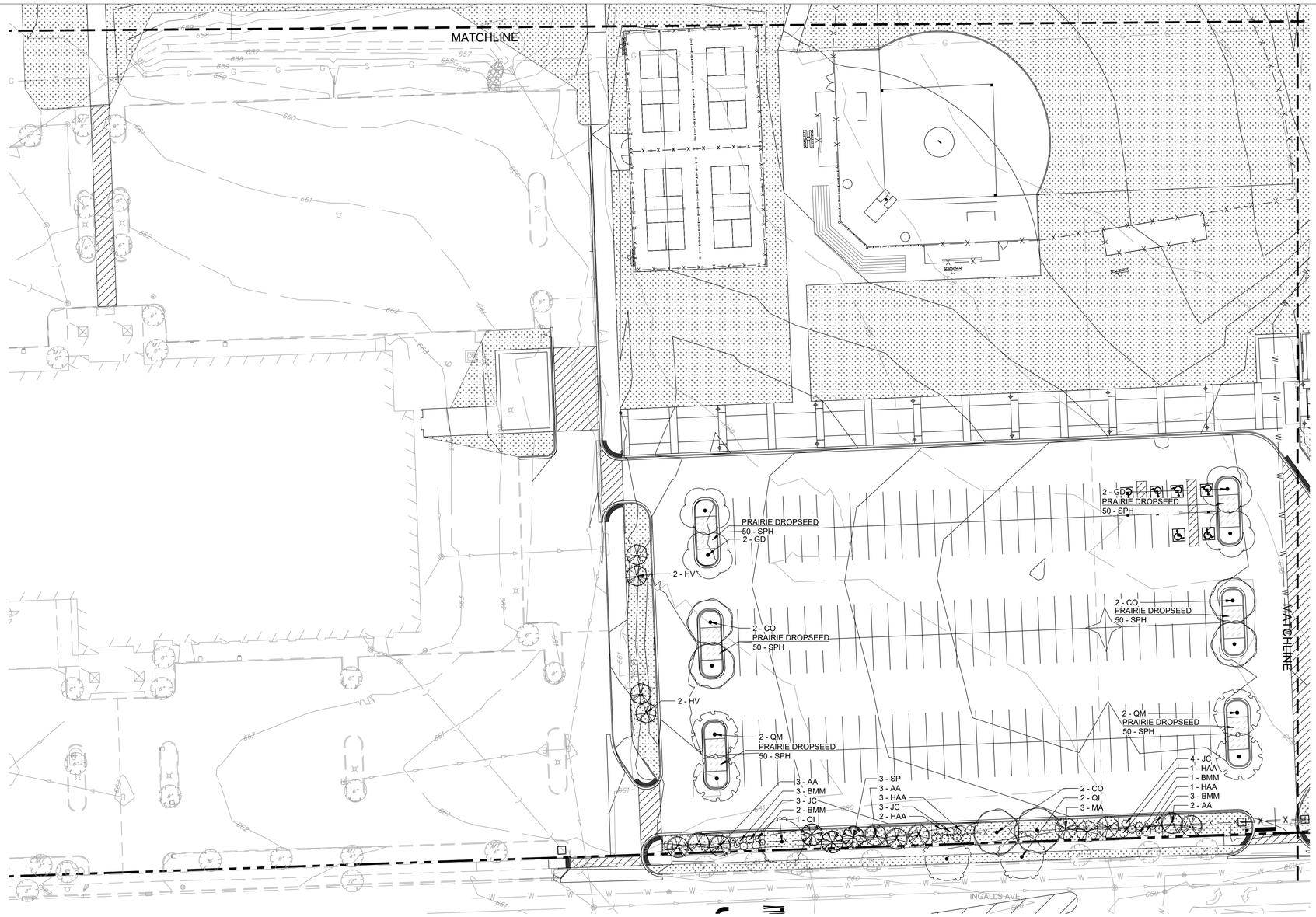

PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING	REMARKS
SHADE TREES							
AS	18	ACER SACCHARUM 'PNI 0285'	GREEN MOUNTAIN® SUGAR MAPLE	3" CAL.	B&B	AS SHOWN	
CO	17	CELTIS OCCIDENTALIS	COMMON HACKBERRY	3" CAL.	B&B	AS SHOWN	
GD	16	GYMNOCLADUS DIOICUS	KENTUCKY COFFEETREE	3" CAL.	B&B	AS SHOWN	
QI	16	QUERCUS IMBRICARIA	SHINGLE OAK	3" CAL.	B&B	AS SHOWN	
QM	18	QUERCUS MACROCARPA	BUR OAK	3" CAL.	B&B	AS SHOWN	
QU	16	QUERCUS MUEHLENBERGII	CHINKAPIN OAK	3" CAL.	B&B	AS SHOWN	
UM	18	ULMUS X 'MORTON GLOSSY'	TRIUMPH™ ELM	3" CAL.	B&B	AS SHOWN	
EVERGREEN TREES							
JC	22	JUNIPERUS CHINENSIS 'SPARTAN'	SPARTAN JUNIPER	3" CAL.	B&B	AS SHOWN	
PA	14	PICEA ABIES	NORWAY SPRUCE	6` HT.	B&B	AS SHOWN	
PM	12	PSEUDOTSUGA MENZIESII VAR. GLAUCA	DOUGLAS FIR	6` HT.	B&B	AS SHOWN	
TM	21	TAXODIUM DISTICHUM 'MICKELSON'	SHAWNEE BRAVE™ BALD CYPRESS	3" CAL.	B&B	AS SHOWN	
TT	51	THUJA OCCIDENTALIS 'TECHNY'	AMERICAN MISSION ARBORVITAE	6` HT.	B&B	AS SHOWN	
ORNAMENTAL TREES							
AA	27	AMELANCHIER CANADENSIS 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	6` HT.	B&B	AS SHOWN	MULTI-TRUNK
CA	27	CERCIS CANADENSIS	EASTERN REDBUD	3" CAL.	B&B	AS SHOWN	
HV	24	HAMAMELIS VIRGINIANA	FALL-BLOOMING WITCH HAZEL	6` HT.	B&B	AS SHOWN	MULTI-TRUNK
MA	27	MALUS 'PRAIRIFIRE'	PRAIRIFIRE CRABAPPLE	3" CAL.	B&B	AS SHOWN	
SP	27	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	56	ARONIA ARBUTIFOLIA 'BRILLIANTISSIMA'	BRILLIANT RED CHOKEBERRY	#5	CONT.	60" O.C.	
BMM	21	BUXUS X 'GREEN MOUNTAIN'	GREEN MOUNTAIN BOXWOOD	#5	CONT.	36" O.C.	
HAV	29	HAMAMELIS VERNALIS	SPRING-BLOOMING WITCH HAZEL	#5	CONT.	10' O.C.	
HAA	49	HYDRANGEA ARBORESCENS 'ABETWO'	INCREDIBALL® HYDRANGEA	#5	CONT.	60" O.C.	
SMP	9	SYRINGA MEYERI 'PALIBIN'	DWARF KOREAN LILAC	#5	CONT.	72" O.C.	
THC	10	THUJA OCCIDENTALIS 'CONGABE'	FIRE CHIEF™ ARBORVITAE	#5	CONT.	36" 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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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.

JOLIET CATHOLIC ACADEMY — CARMELITE FRANCISCAN — 1869

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
	REV. PUD SUBMITTAL	05/15/2026
	PUD SUBMITTAL	10/10/2025

JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

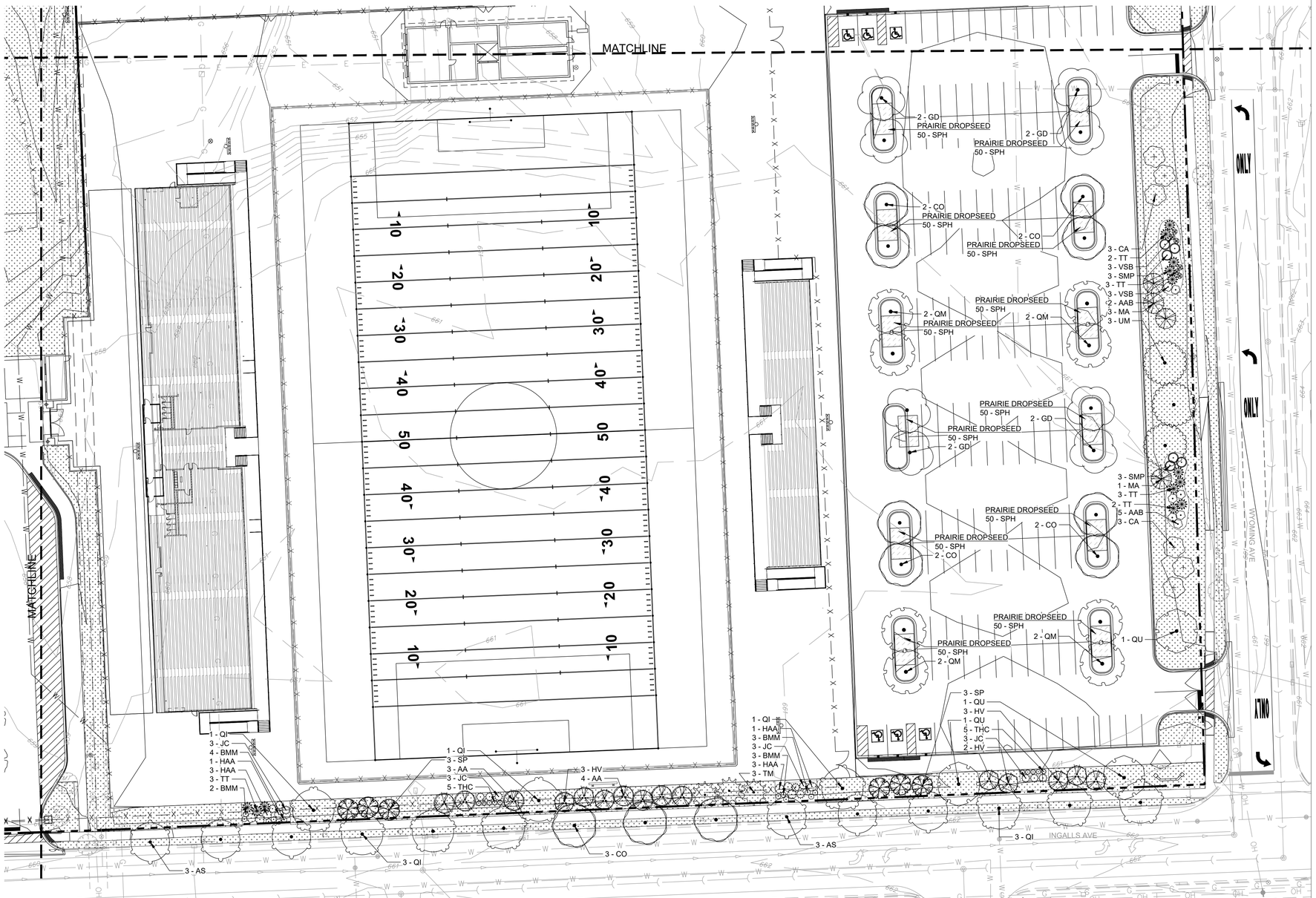
LANDSCAPE PLAN

Project Number: 240055
Drawn By: SS, NJ
Sheet:

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

NORTH

L1.04



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.
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JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

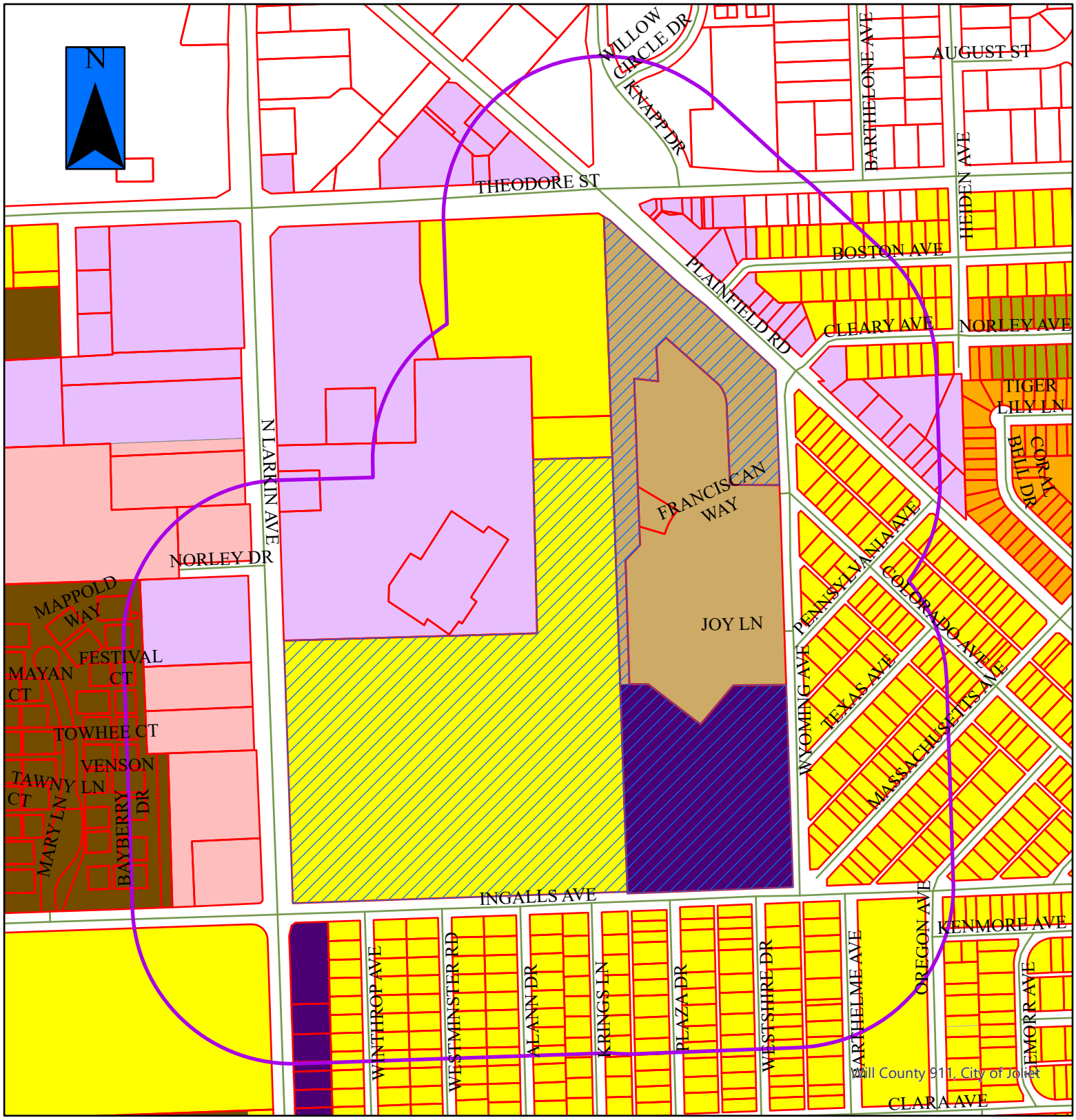
1200 N LARKIN AVE
JOLIET, IL 60435

LANDSCAPE PLAN

Project Number: 240055
Drawn By: SS, NJ
Sheet: L1.05
1" = 30'
0' 15' 30' 60'
NORTH


OF ANGELS
SHIPPING
RECEIVING
AMBULANCE
ENTRANCE


SPEED
LIMIT
30



PUD-6-26

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-6-26a

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)