City of Joliet

Plan Commission

Meeting Agenda

Commission Members
Jason Cox
Jeff Crompton
Mike Eulitz
Scott R. Hammac
Wendell Martin
Debbie Radakovich
Michael F. Turk

Thursday, June 18, 2026 **4:00 PM** **City Hall, Council Chambers**

Citizens who are unable to attend the meeting can email comments in advance of the meeting to publiccomment@joliet.gov.

CALL TO ORDER

ROLL CALL

APPROVAL OF MINUTES

Approval of May 21, 2026 Plan Commission Minutes

Attachments: Plan Commission Meeting Minutes Pending Approval 5.21.26

OLD BUSINESS: PUBLIC HEARING

During the Public Hearing, members of the public will be allowed to present evidence and ask questions subject to the rules of the meeting.

NEW BUSINESS: PUBLIC HEARING

During the Public Hearing, members of the public will be allowed to present evidence and ask questions subject to the rules of the meeting.

PUD-6-26: Final Planned Unit Development of Joliet Catholic Academy Subdivision. (1200 N. Larkin Avenue and 1201 Wyoming Avenue) (PIN #s 30-07-06-201-014-0000 and 30-07-05-104-004-0000) (COUNCIL DISTRICT #2)

Attachments: PUD-6-26 Staff Report Packet_Redacted.pdf

PUD-7-26: Final Plat of Resubdivision of Lot 1 of Vista Ridge Phase 3 Planned Unit Development. (East of Greywall Boulevard and North of Caton Farm Road) (PIN # 00-06-26-450-001-0000) (COUNCIL DISTRICT #3)

Attachments: PUD-7-26 (Vista Ridge Phase 3 Resub) Staff Report Packet.pd

V-5-26: Vacation of an Approximately 20-Foot by 55-Foot Portion of Public Alley West of 359 Whitney Avenue. (Adjacent to 359 Whitney Avenue) (Adjacent to PIN 30-07-09-302-009-0000) (COUNCIL DISTRICT #4)

Attachments: Staff Report Packet V-5-26 (359 Whitney Ave).pdf

A-2-26: Annexation of 0.14 Acres Located at the Intersection of Elgin Avenue and Leach Avenue, Classification to R-3 (One-and-Two-Family Residential) Zoning, and Approval of an Annexation Agreement. (502 Leach Avenue) (PIN # 30-07-11-213-003-0000) (COUNCIL DISTRICT #4)

Attachments: Staff Report Packet A-2-26 502 Leach Avenue.pdf

CITIZENS TO BE HEARD ON AGENDA ITEMS

This section is for anyone wanting to speak regarding agenda items and are allowed a maximum of 4 minutes. It is not a question and answer period and staff, and the Plan Commission members do not generally respond to public comments. The City Clerk has a copy of the public speaking procedures; please note, speakers who engage in conduct injurious to the harmony of the meeting shall be called to order by the Presiding Officer and may forfeit the opportunity to speak.

OLD BUSINESS

NEW BUSINESS

OLD/NEW BUSINESS - NOT FOR FINAL ACTION OR RECOMMENDATION

PUBLIC COMMENT

This section is for anyone wanting to speak regarding non-agenda items and are allowed a maximum of 4 minutes. It is not a question and answer period and staff, and the Plan Commission members do not generally respond to public comments. The City Clerk has a copy of the public speaking procedures; please note, speakers who engage in conduct injurious to the harmony of the meeting shall be called to order by the Presiding Officer and may forfeit the opportunity to speak.

ADJOURNMENT

This meeting will be held in an accessible location. If you need a reasonable accommodation, please contact The City Clerk Office, 150 West Jefferson Street, Joliet, Illinois 60432 at (815) 724-3780.

Memo

File #: TMP-9896 **Agenda Date:**6/18/2026

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City of Joliet

150 West Jefferson Street
Joliet, IL 60432

Meeting Minutes - Pending Approval

Thursday, May 21, 2026

4:00 PM

City Hall, Council Chambers

Plan Commission

Commission Members
Jason Cox
Jeff Crompton
Mike Eulitz
Scott R. Hammac
John Kella
Wendell Martin
Debbie Radakovich
Michael F. Turk

Citizens who are unable to attend the meeting can email comments in advance of the meeting to publiccomment@joliet.gov.

CALL TO ORDER

ROLL CALL

Present Jason Cox, Jeff Crompton, Wendell Martin, Debbie Radakovich, Michael F. Turk and Scott R. Hammac

Absent Mike Eulitz

APPROVAL OF MINUTES

TMP-9794

Attachments: PC Meeting Minutes 04.16.26

A motion was made by Debbie Radakovich, seconded by Jeff Crompton, to approve: Approval of the April 16, 2026 Plan Commission Minutes. The motion carried by the following vote:

Aye: Cox, Crompton, Martin, Radakovich, Turk and Hammac

Absent: Eulitz

OLD BUSINESS: PUBLIC HEARING

None

NEW BUSINESS: PUBLIC HEARING

TMP-9795

Attachments: PUD-5-26 & V-3-26 Staff Report Packet.pdf

Ms. Jayne Bernhard read the staff report into the record. Mr. Kyle Quinn, representing Vista Ridge Development LLC, appeared on behalf of the petitions. The Commissioners did not have any questions or comments. No public comments were made in favor of or in opposition to the petitions.

A motion was made by Wendell Martin, seconded by Jeff Crompton, to approve: PUD-5-26: Amendment to the Final Plat of Vista Ridge Phase 1 Planned Unit Development. (2700 Vista Lane) (PIN # 00-06-26-248-006-0000) (COUNCIL DISTRICT #3)

V-3-26: Approval of a Vacation of a Public Utility and Drainage Easement for Vista Ridge Phase 1 Planned Unit Development. (2700 Vista Lane) (PIN # 00-06-26-248-006-0000) (COUNCIL DISTRICT #3). The motion carried by the following vote:

Aye: Cox, Crompton, Martin, Radakovich, Turk and Hammac

Absent: Eulitz

TMP-9796

Attachments: Staff Report P-5-26 & FP-1-26 Packet.pdf

Ms. Bernhard read the staff report into the record. Mr. Matthias Trizna, representing Northern Builders, Inc., appeared on behalf of the petitions. The Commissioners did not have any questions or comments. No public comments were made in favor of or in opposition to the petitions.

A motion was made by Jeff Crompton, seconded by Debbie Radakovich, to approve: P-5-26: Amendment to the Preliminary Plat of Cherry Hill Business Park (21) Subdivision. (Southeast corner of Cherry Hill Road and Spencer Road) (PIN #s 15-08-30-100-007-0000 and 15-08-30-100-006-0000) (COUNCIL DISTRICT #5)

FP-1-26: Approval of the Final Plat of Cherry Hill Business Park (21) Subdivision, Phase 2. (Southeast corner of Cherry Hill Road and Spencer Road) (PIN #s 15-08-30-100-007-0000 and 15-08-30-100-006-0000) (COUNCIL DISTRICT #5). The motion carried by the following vote:

Aye: Cox, Crompton, Martin, Radakovich, Turk and Hammac

Absent: Eulitz

TMP-9798

Attachments: Staff Report Packet A-1-26 (23656 S Houbolt Rd).pdf

Ms. Bernhard read the staff report into the record. Mr. John Argoudelis, representing the petitioner Whimsy Trucking, appeared on behalf of the petition. Commissioner Scott Hammock asked about potential oils and residues draining into the nearby pond. Mr. Argoudelis responded. Ms. Kathleen Garthus made a public comment in opposition to the petition.

A motion was made by Jeff Crompton, seconded by Michael F. Turk, to approve: A-1-26: Annexation of 23656 S. Houbolt Road, Classification to the I-1 (Light Industrial) Zoning District, and Approval of an Annexation Agreement. (23656 S. Houbolt Road) (PIN # 04-10-01-300-013-0000) (COUNCIL DISTRICT #5). The motion carried by the following vote:

Aye: Cox, Crompton, Martin, Radakovich, Turk and Hammac

Absent: Eulitz

TMP-9799

Attachments: Staff Report Packet M-1-26 M-2-26 (Autobahn Country Club).pdf
Ordinance 15820 Cedar Creek Watershed Protection Area.pdf

Ms. Bernhard read the staff report into the record. Mr. David Silverman, representing the petitioner Autobahn Country Club, appeared on behalf of the petitions. The Commissioners did not have any questions or comments. There were no public comments made in favor of or in opposition to the petitions.

A motion was made by Debbie Radakovich, seconded by Michael F. Turk, to approve: M-1-26: Special Use Permit to allow development on a lot containing Cedar Creek Watershed Protection Area. (3795 CenterPoint Way) (PIN # 10-11-06-201-003-0000) (COUNCIL DISTRICT #5)

M-2-26: Amendment to the Master Development Plan for Autobahn Country Club. (3795 CenterPoint Way) (PIN #s 10-11-06-301-019-0000, 10-11-06-401-003-0010, 10-11-06-401-003-0020, 10-11-06-301-024-0000, 10-11-07-101-030-0000, 10-11-06-401-005-0000, 10-11-07-101-017-0000, 10-11-06-302-001-0000, 10-11-06-301-020-0000, 10-11-07-101-013-0000, 10-11-06-302-004-0000, 10-11-07-101-027-0000, 10-11-06-301-014-0000, 10-11-07-101-019-0000, 10-11-07-101-009-0000, 10-11-06-302-003-0000, 10-11-07-101-010-0000, 10-11-07-101-026-0000, 10-11-06-301-039-0000, 10-11-06-400-009-0000, 10-11-06-301-023-0000, 10-11-07-101-007-0000, 10-11-07-101-011-0000, 10-11-06-302-002-0000, 10-11-06-401-006-0000, 10-11-06-301-004-0000, 10-11-07-101-031-0000, 10-11-06-401-015-0010, 10-11-06-301-021-0000, 10-11-06-401-002-0010, 10-11-06-401-011-0000, 10-11-07-101-024-0000, 10-11-07-101-014-0000, 10-11-07-101-029-0000, 10-11-06-401-008-0000, 10-11-07-101-028-0000, 10-11-06-301-037-0000,10-11-06-401-002-0020, 10-11-06-401-009-0000, 10-11-07-101-025-0000, 10-11-07-101-008-0000, 10-11-07-101-021-0000, 10-11-07-101-022-0000, 10-11-06-301-002-0000, 10-11-06-301-018-0000, 10-11-06-401-010-0000, 10-11-06-401-012-0000, 10-11-06-301-015-0000, 10-11-06-301-012-0000, 10-11-06-401-014-0000, 10-11-06-301-022-0000, 10-11-06-301-010-0000, 10-11-07-101-023-0000, 10-11-06-401-007-0000, 10-11-06-301-013-0000, 10-11-07-101-018-0000, 10-11-06-301-034-0000, 10-11-06-301-017-0000, 10-11-07-101-015-0000, 10-11-07-101-033-0000, 10-11-06-401-004-0000, 10-11-06-301-005-0000, 10-11-07-101-003-0000, 10-11-07-101-004-0000, 10-11-06-301-016-0000, 10-11-06-401-013-0000, 10-11-06-301-011-0000, 10-11-07-101-012-0000, 10-11-07-101-006-0000, 10-11-07-102-011-0000, 10-11-06-301-025-0000, 10-11-06-400-019-0000, 10-11-06-301-003-0000, 10-11-07-101-016-0000, 10-11-07-101-005-0000) (COUNCIL DISTRICT #5). The motion carried by the following vote:

Aye: Cox, Crompton, Martin, Radakovich, Turk and Hammac

Absent: Eulitz

CITIZENS TO BE HEARD ON AGENDA ITEMS

None

OLD BUSINESS

None

NEW BUSINESS

None

NEW OR OLD BUSINESS, NOT FOR FINAL ACTION OR RECOMMENDATION

None

PUBLIC COMMENT

None

ADJOURNMENT

A motion was made by Wendell Martin, seconded by Jeff Crompton, to approve adjournment. The motion carried by the following vote:

Aye: Cox, Crompton, Martin, Radakovich, Turk and Hammac

Absent: Eulitz

This meeting will be held in an accessible location. If you need a reasonable accommodation, please contact The City Clerk Office, 150 West Jefferson Street, Joliet, Illinois 60432 at (815) 724-3780.

Memo

File #: TMP-9904 **Agenda Date:**6/18/2026

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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

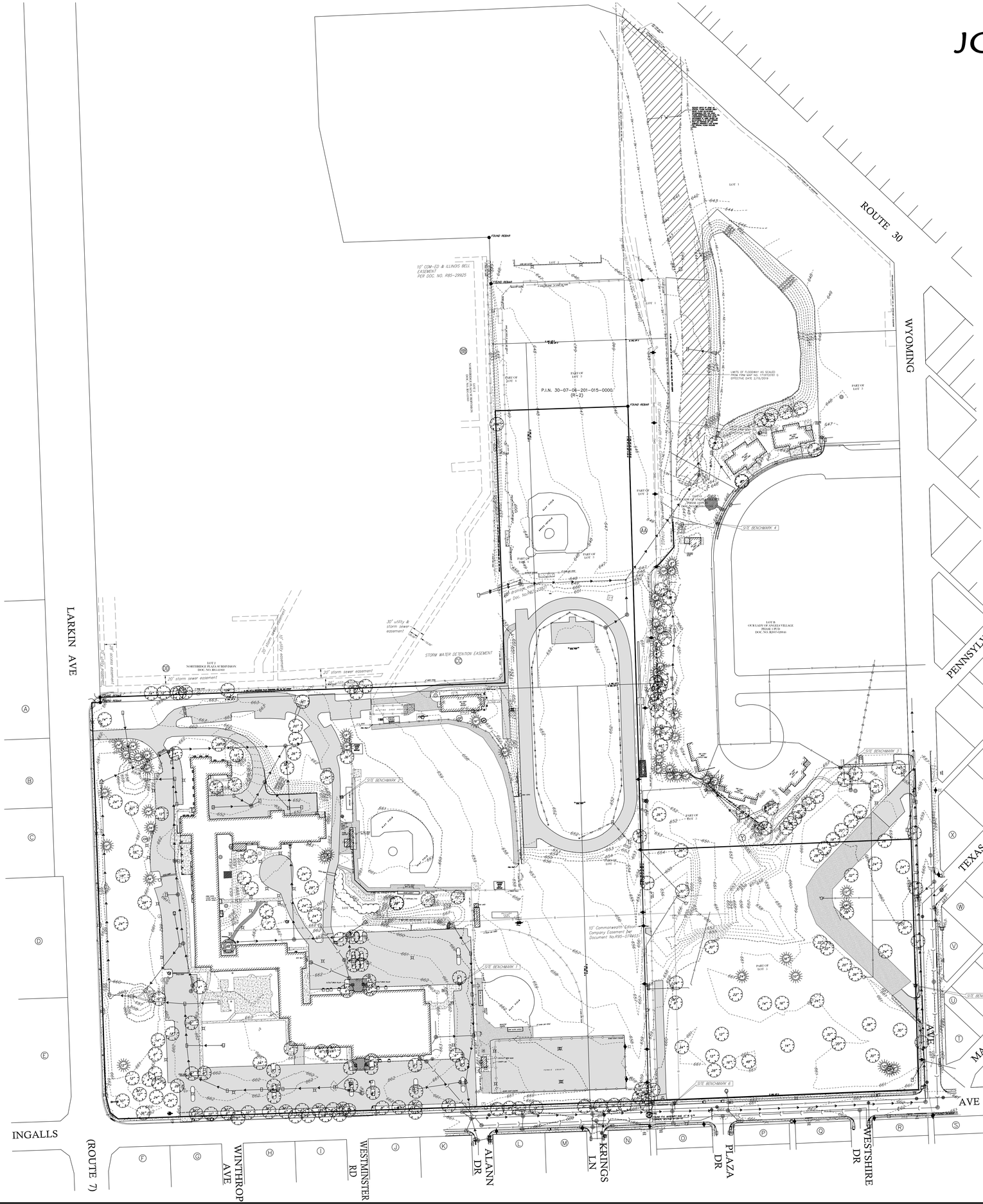
[redacted]

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.

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

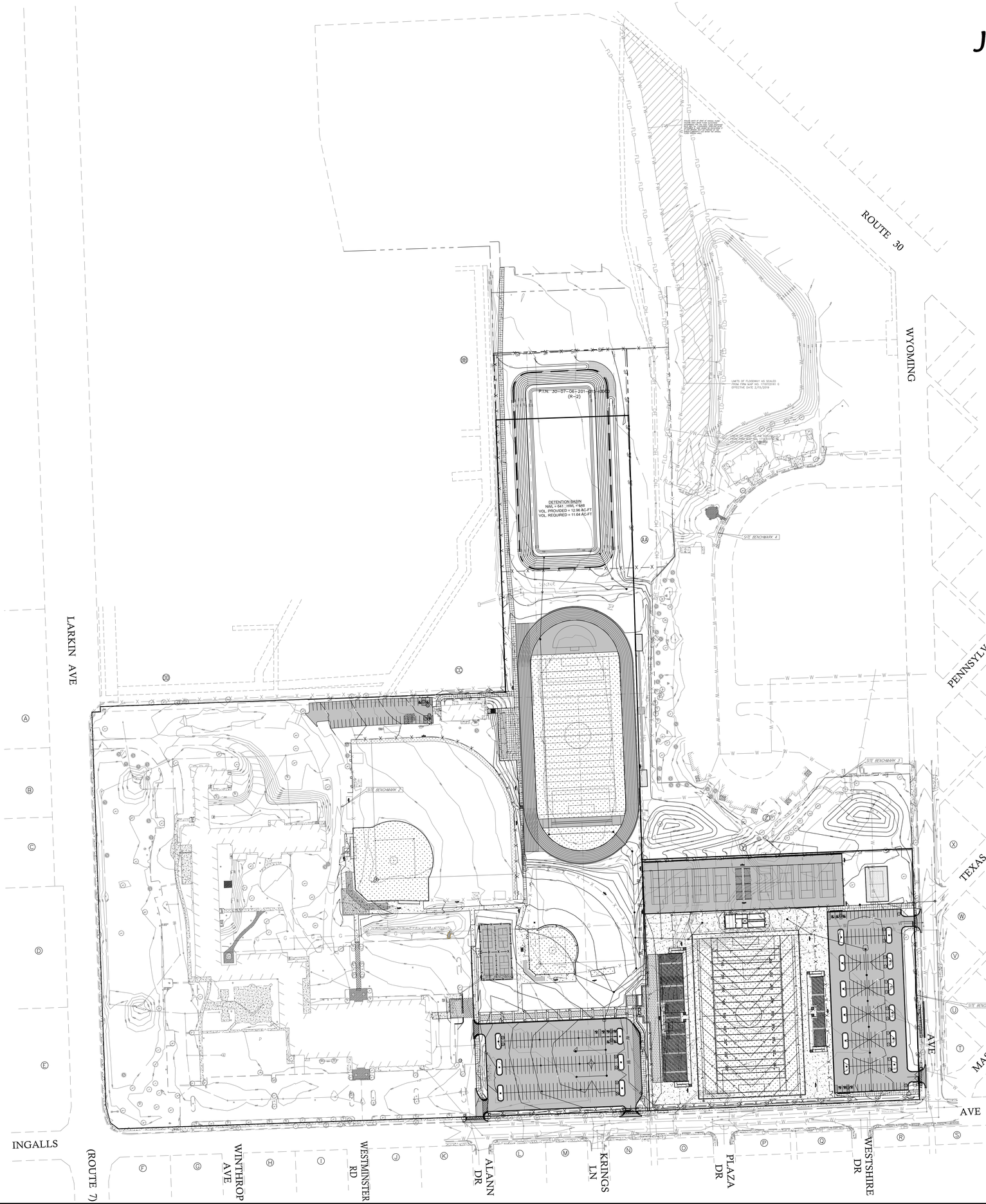


FINAL PLAT of JOLIET CATHOLIC ACADEMY

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.

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



ADJACENT OWNER INFORMATION

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

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

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

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

(E) 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
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(R-2)

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JOLIET IL 60435
P.I.N. 30-07-05-302-014-0000
(R-2)

(T) SARAH J FOSTER
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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
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(X) ALYSSA ERICKSON
1306 WYOMING AVE
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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
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P.I.N. 30-07-06-201-008-0000
(R-4)

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

LEGEND

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

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

LEGAL DESCRIPTION

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

TOGETHER WITH,

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

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

NOTES:

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

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

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

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

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

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

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)

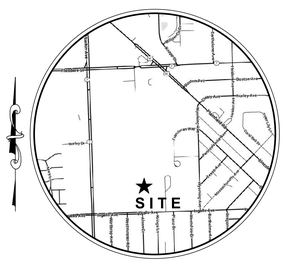
SITE BM 2
ARROW BOLT ON FIRE HYDRANT (AS SHOWN)
ELEVATION: 664.87 (NAVD88)

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: 2024/173 BK1	LATEST TWG ENGINEERING REVISION				TWG Dwg. No.:
PAGE: 51-56	No.	DATE	DESCRIPTION	BY	425-0075-F
DRAWN BY: EGH					

PROPOSED CONDITIONS
SHEET 2 OF 3

FINAL PLAT of JOLIET CATHOLIC ACADEMY

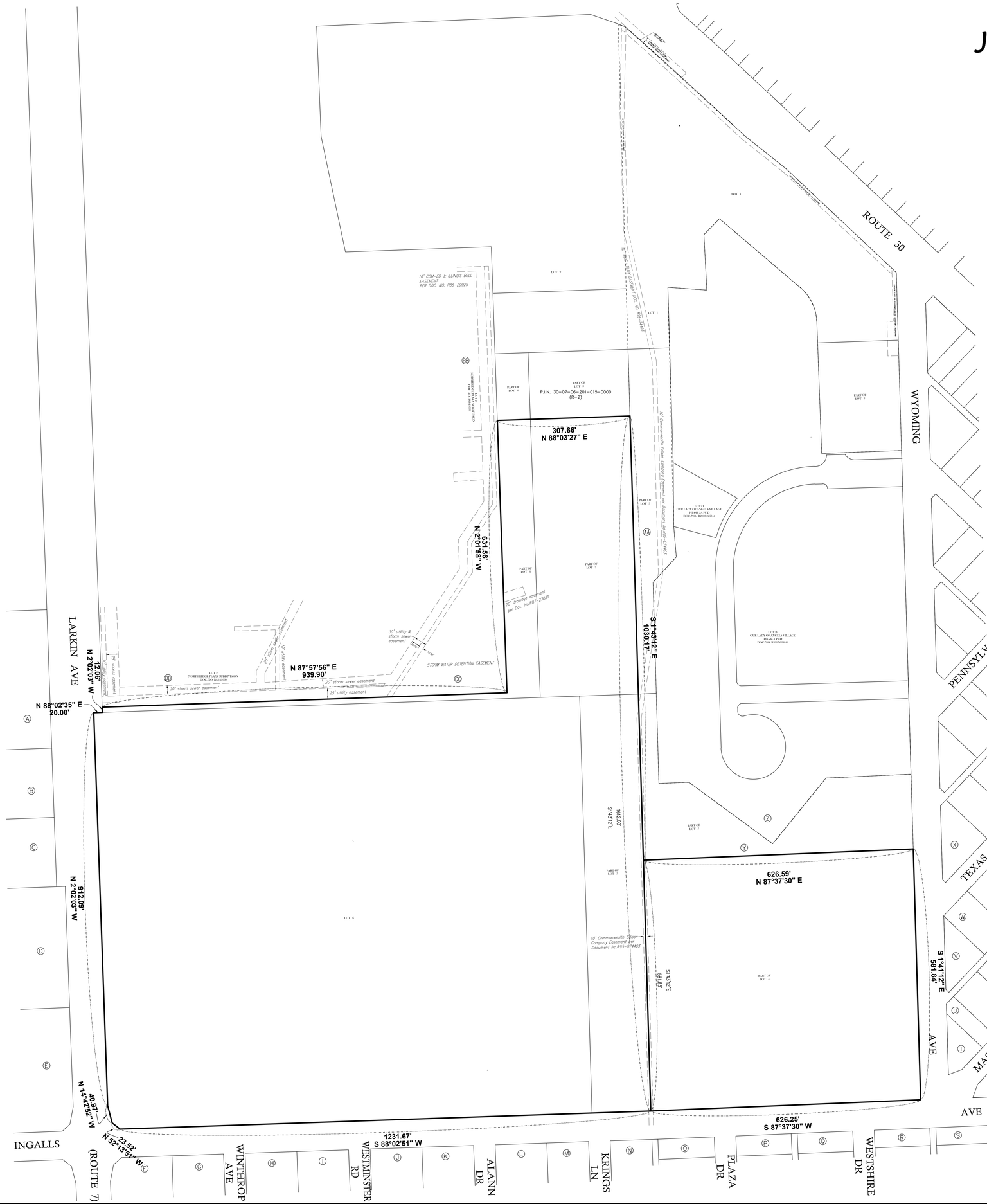
A Planned Unit Development

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.

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

GRAPHIC SCALE
80 0 80
(IN FEET)
1 inch = 80 ft.

BASIS OF BEARINGS IS THE
ILLINOIS STATE PLANE COORDINATE SYSTEM
EAST ZONE (NAD83)



ADJACENT OWNER INFORMATION

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

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

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

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

(E) 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
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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
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P.I.N. 30-07-06-404-012-0000
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(X) ALYSSA ERICKSON
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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
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JOLIET IL 60435
PART OF P.I.N. 30-07-05-104-004-0000
(R-4)

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

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LEGEND

meas.	MEASURED
rec.	RECORDED
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●	FOUND SURVEY MONUMENT
■	SET 5/8" REBAR UNLESS OTHERWISE NOTED
	SUBJECT BOUNDARY LINE
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AE	FLOOD ZONE AE LIMIT
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	STORM STRUCTURE
	MANHOLE
	RETAINING WALL
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LEGAL DESCRIPTION

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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:

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

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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 :
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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

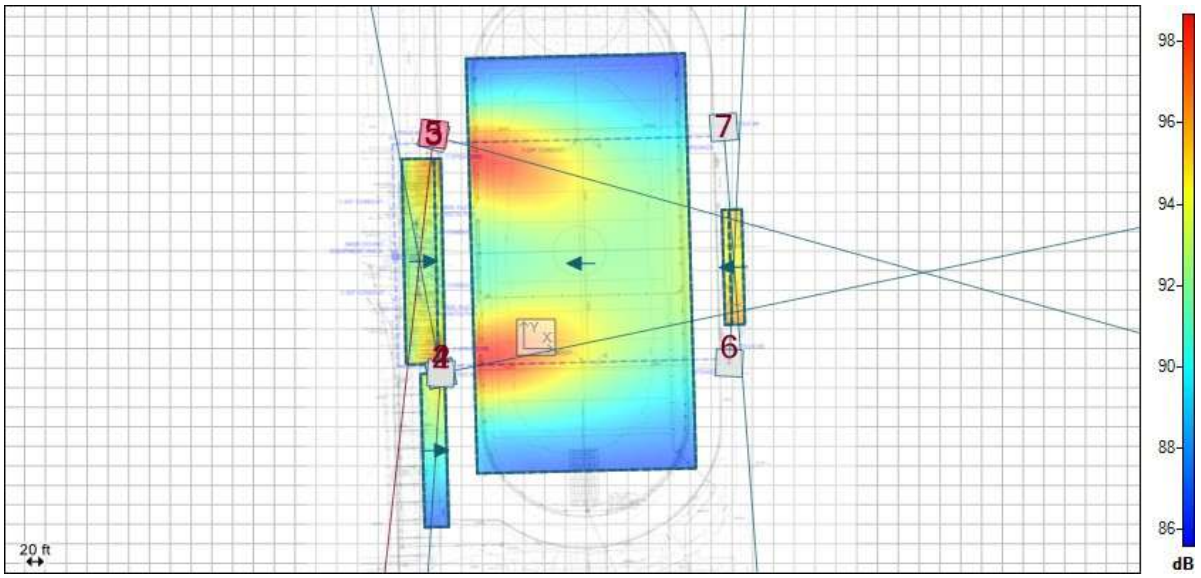
THE WILL GROUP ENGINEERING
Main Address: 129 Capista Drive, Shorewood, IL 60404 | Phone: 815-744-6600
Invoicing: 401 S. Carlton Avenue, Wheaton, IL 60187 | www.thewillgroup.com

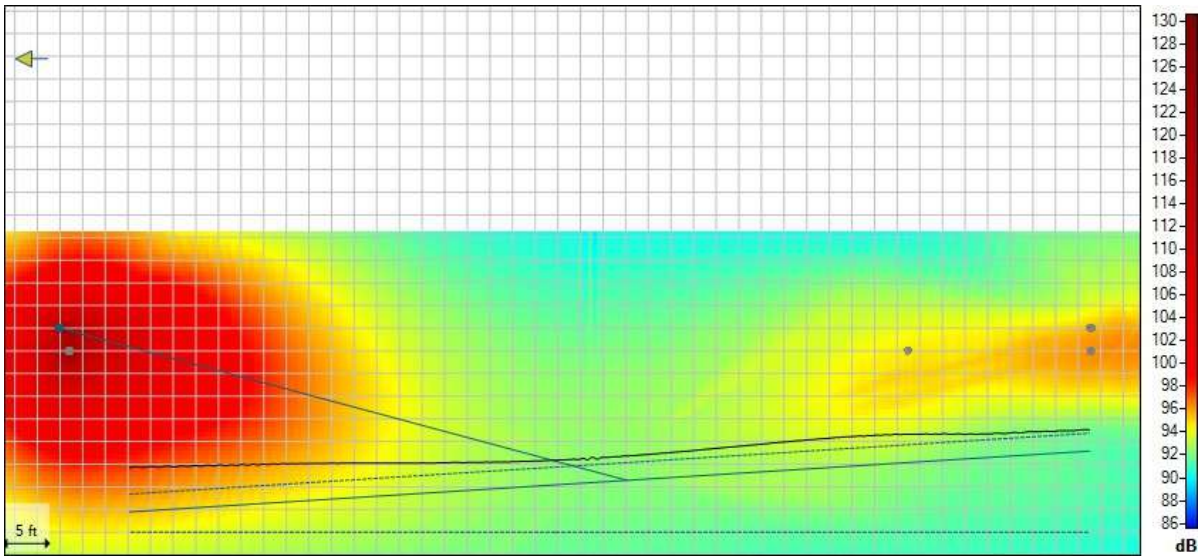
DATE CREATED: 4-14-2026					
FIELD WORK MEET BY:	LATEST TWG ENGINEERING REVISION				TWG Dwg. No.:
PAGE SIZE: 36X24	No.	DATE	DESCRIPTION	BY	425-0075-F
DRAWN BY: EGH					

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





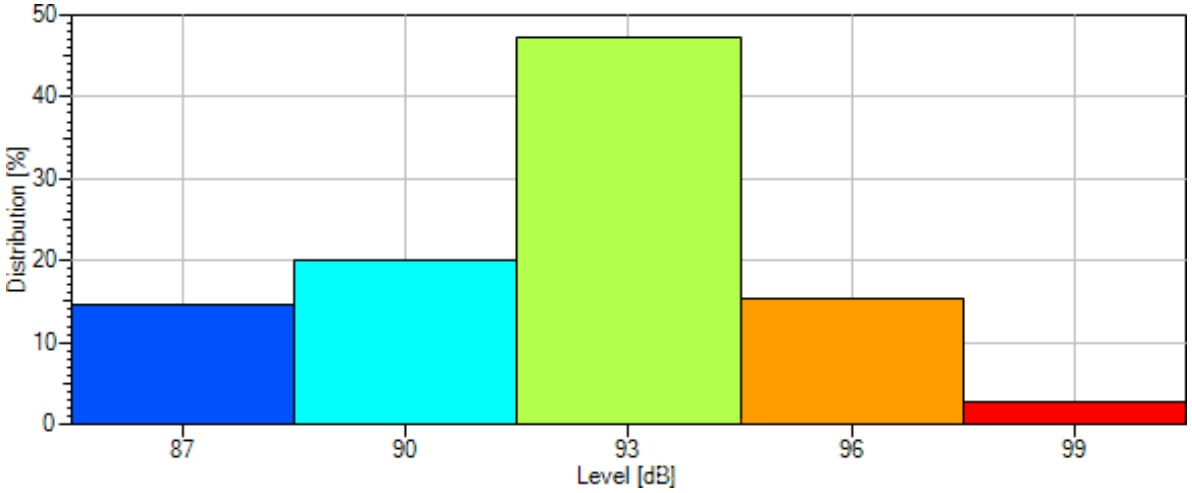
Side View: Home Pole #2

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

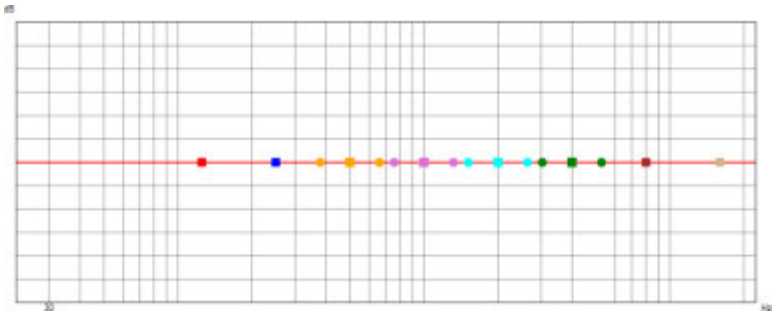
3 Distribution

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



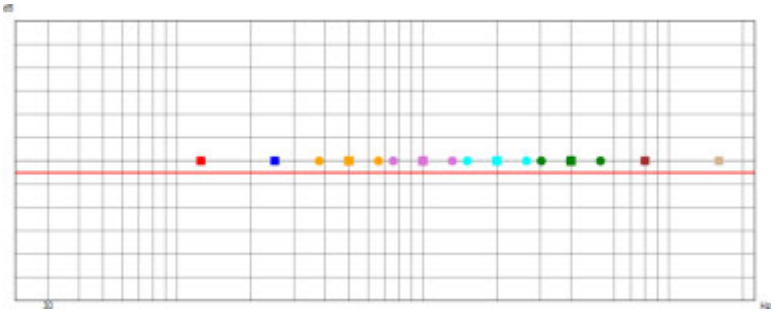
	Filter Type	Frequency	Gain / Slope	Q Factor

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

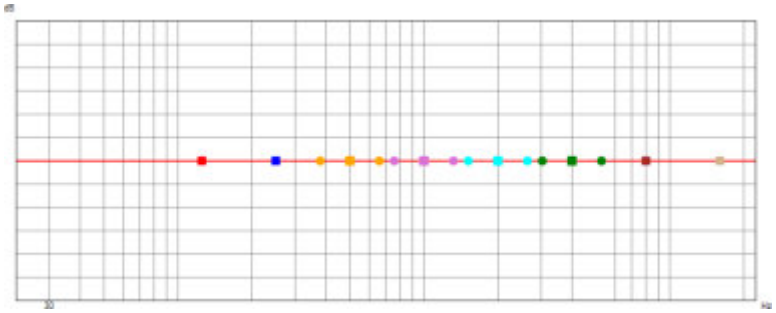
Status

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

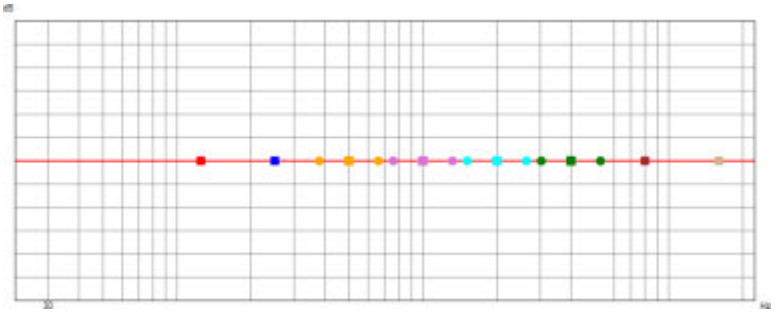
Status

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

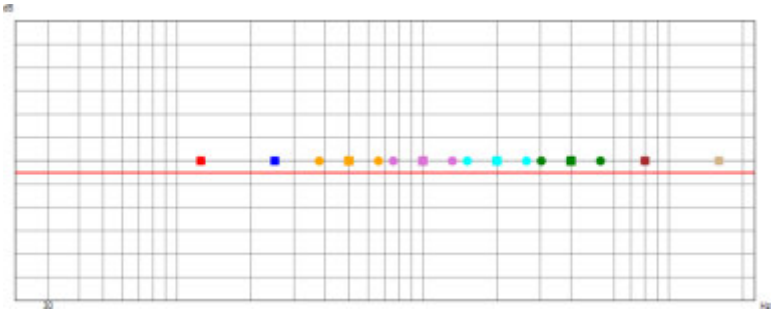
Status

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

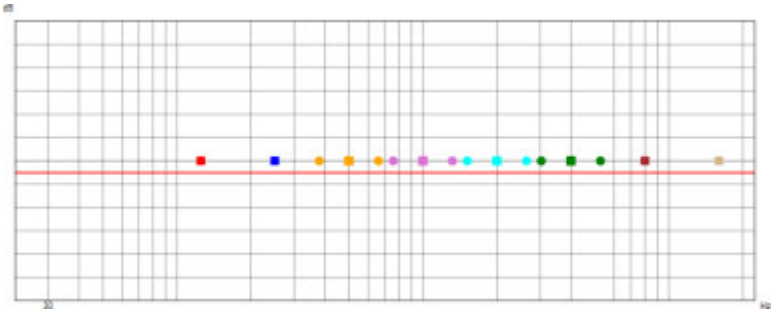
No Active Filters

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

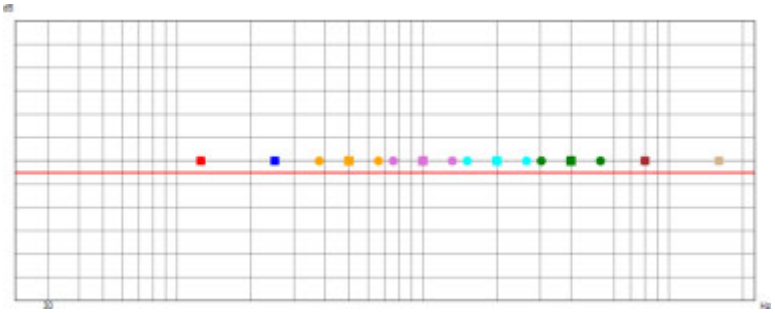
Status

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

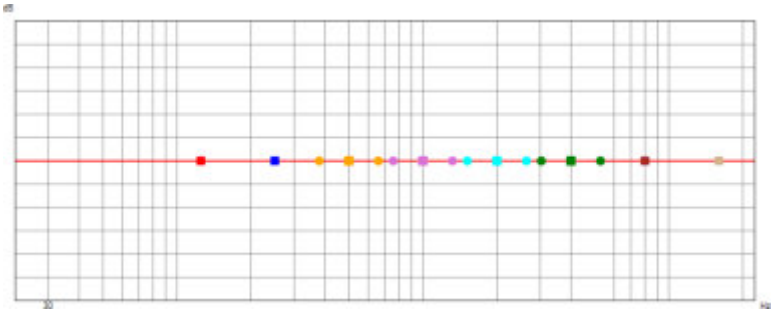
Status

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

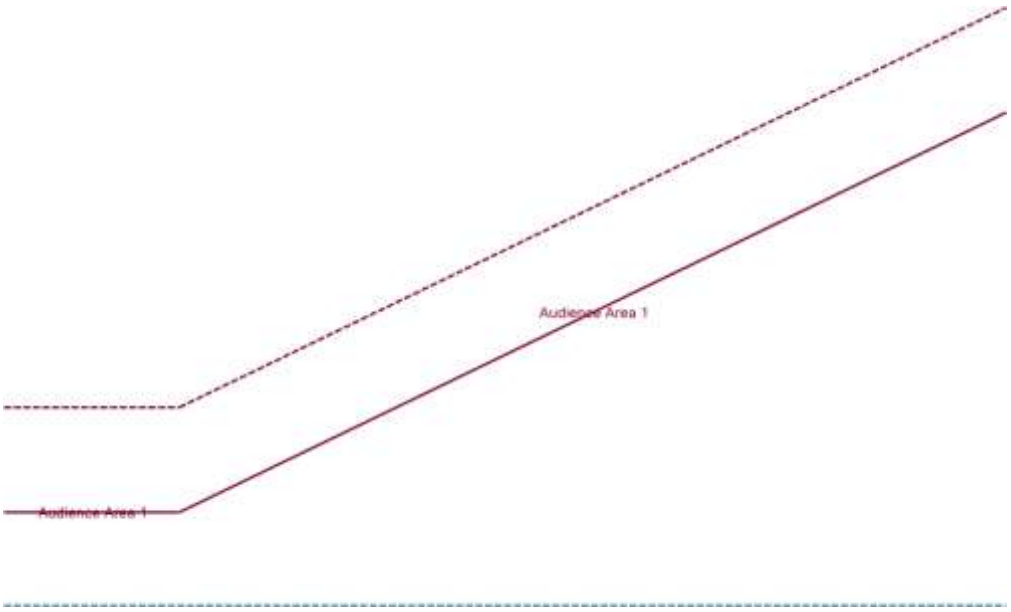
Status

No messages

12 Audience Zone - Audience Zone

Label:	Audience Zone
Shape:	Rectangle

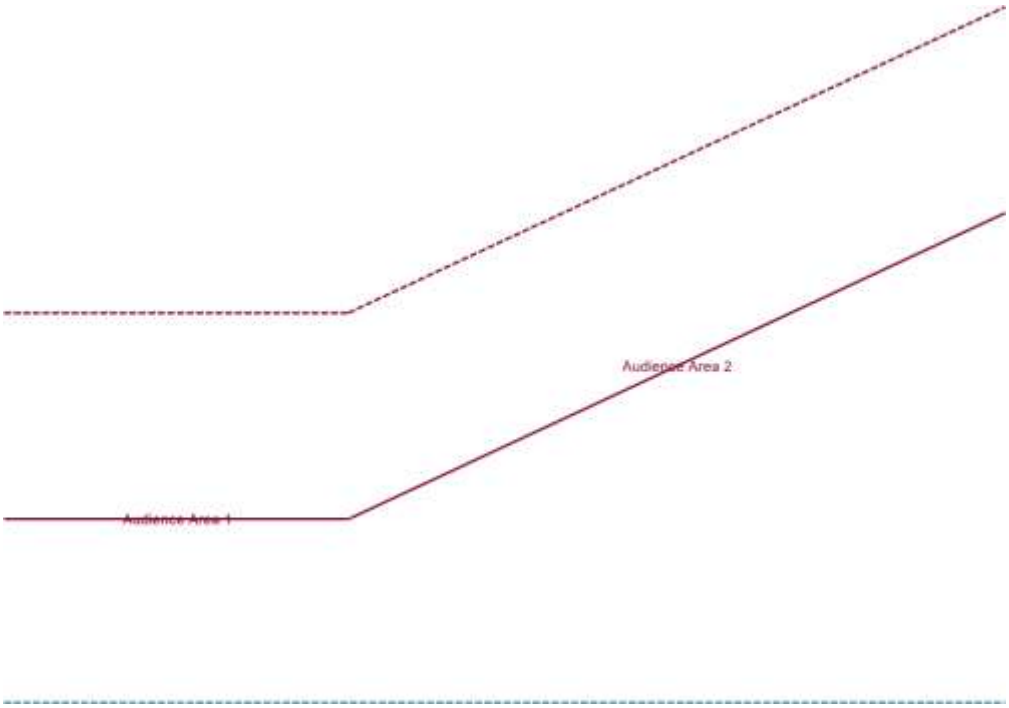
Label	Length	Ear Height
Audience Area 1	6.56 ft	3.94 ft (Sitting)
Audience Area 1	34.45 ft	3.94 ft (Sitting)



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.

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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.

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Estimated Event Parking Demand

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

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

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

Purpose of Traffic and Parking Management Plan

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

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Event Traffic and Parking Management Strategies

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

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

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

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

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

- JCA has a verbal agreement with *Will County Habitat for Humanity ReStore Joliet* to utilize the 99 parking spaces in its parking lot on the west side of Larkin Avenue across the road from the campus.
- JCA will explore the potential to utilize the 224 parking spaces in the *University of St. Francis* parking lot to the north of the campus. The campus development plan includes a sidewalk connection to this parking lot.
- JCA will explore the potential to utilize the 133 parking spaces in the *Joseph E. Fisher School* lot on the west side of Larkin Avenue across the road from the campus.

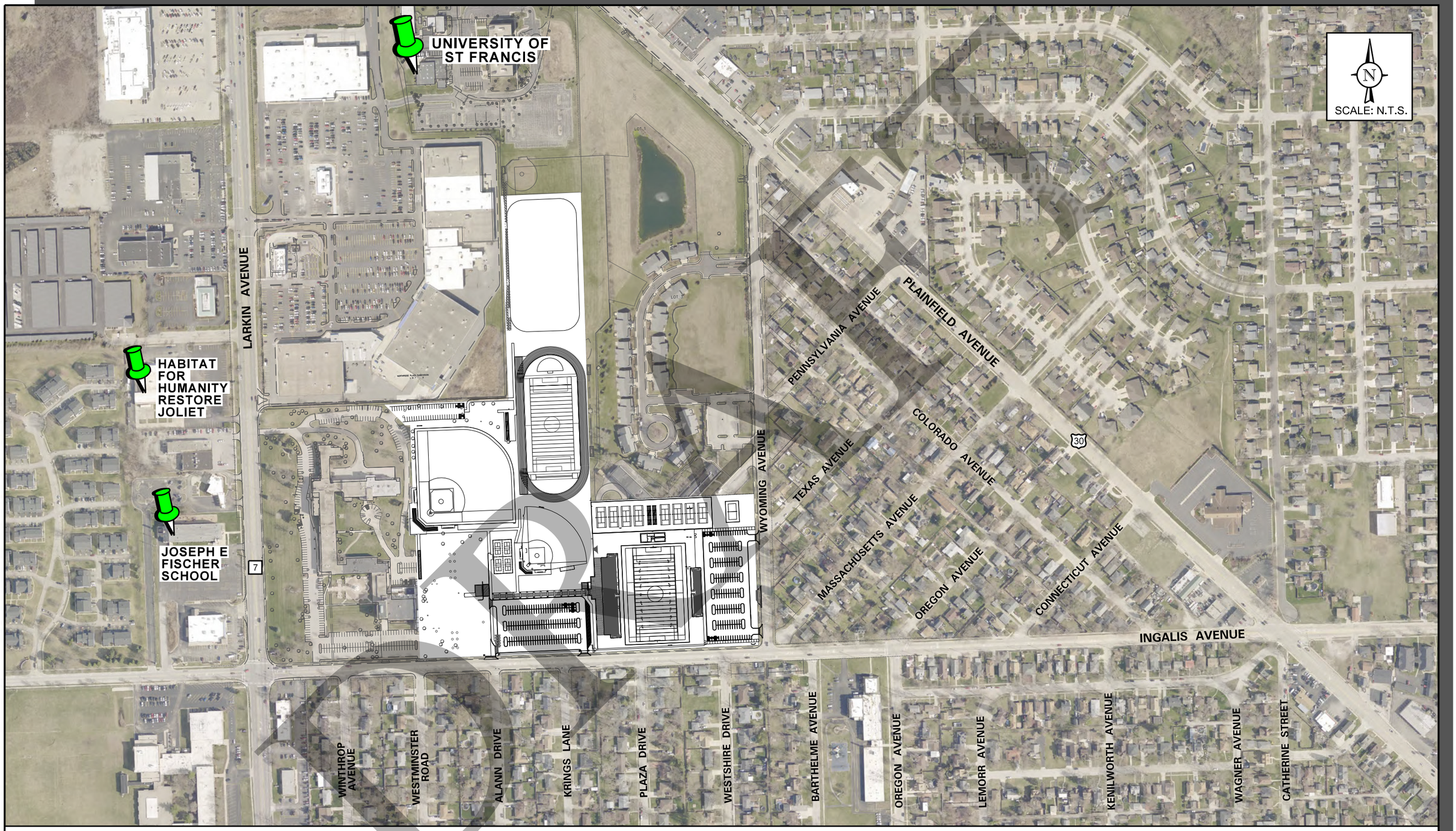
3. Well-Defined Parking Access Portals with Visible Motorist Information Signs

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



Orange Cone-Topped Signs

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JCA STADIUM
JOLIET, ILLINOIS

PROPOSED OFF-CAMPUS PARKING LOCATIONS

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Job No: 25-146 Figure: 1

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

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

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



Portable Changeable Message Boards

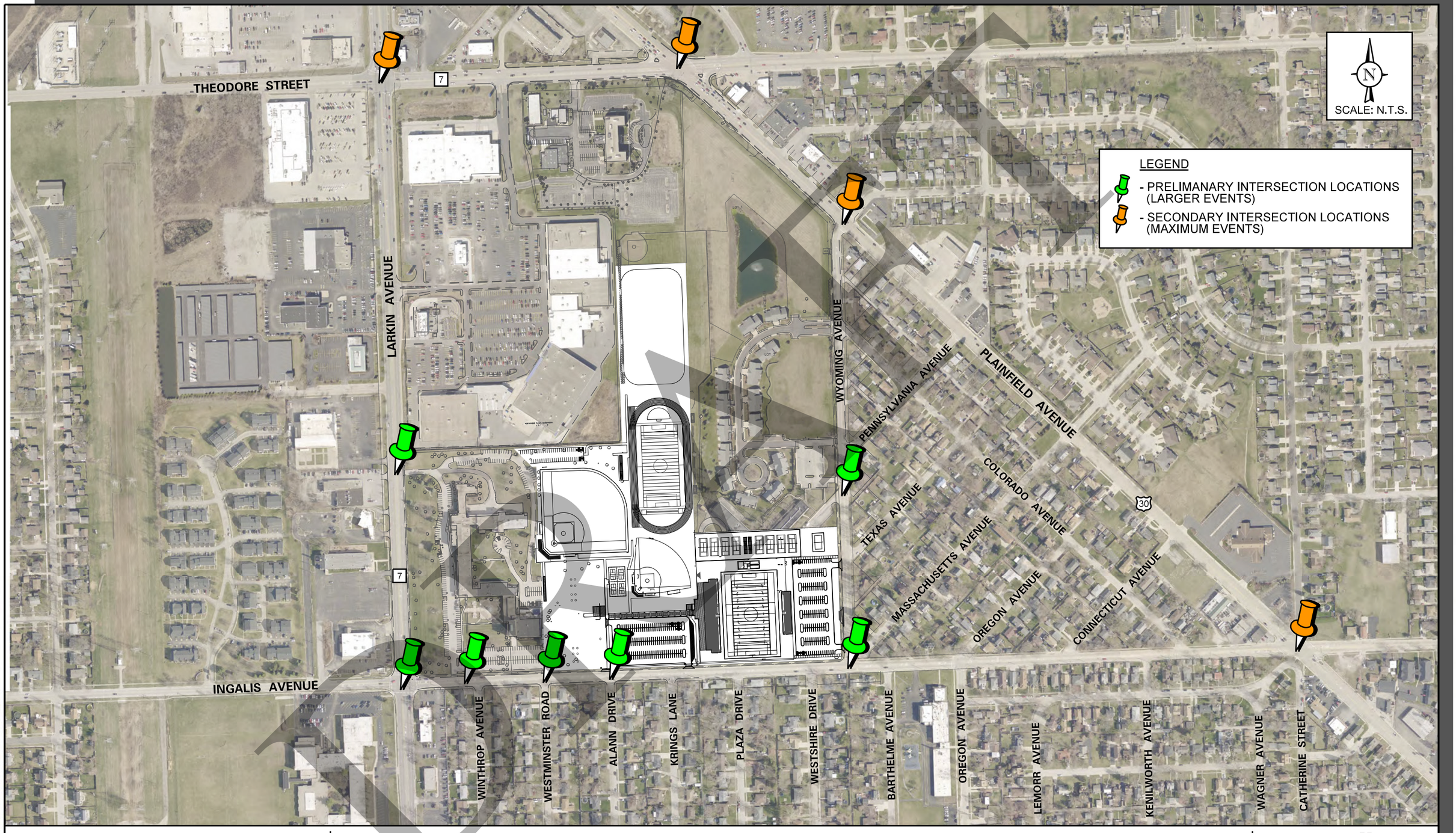


Minicade Folding Signs

4. Manage Traffic Movements at Parking Egress Portals

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

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JCA STADIUM
JOLIET, ILLINOIS

PROPOSED LOCATIONS OF VARIABLE MESSAGE BOARDS AND STATIC SIGNS

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

Job No: 25-146 Figure: 2

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

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

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

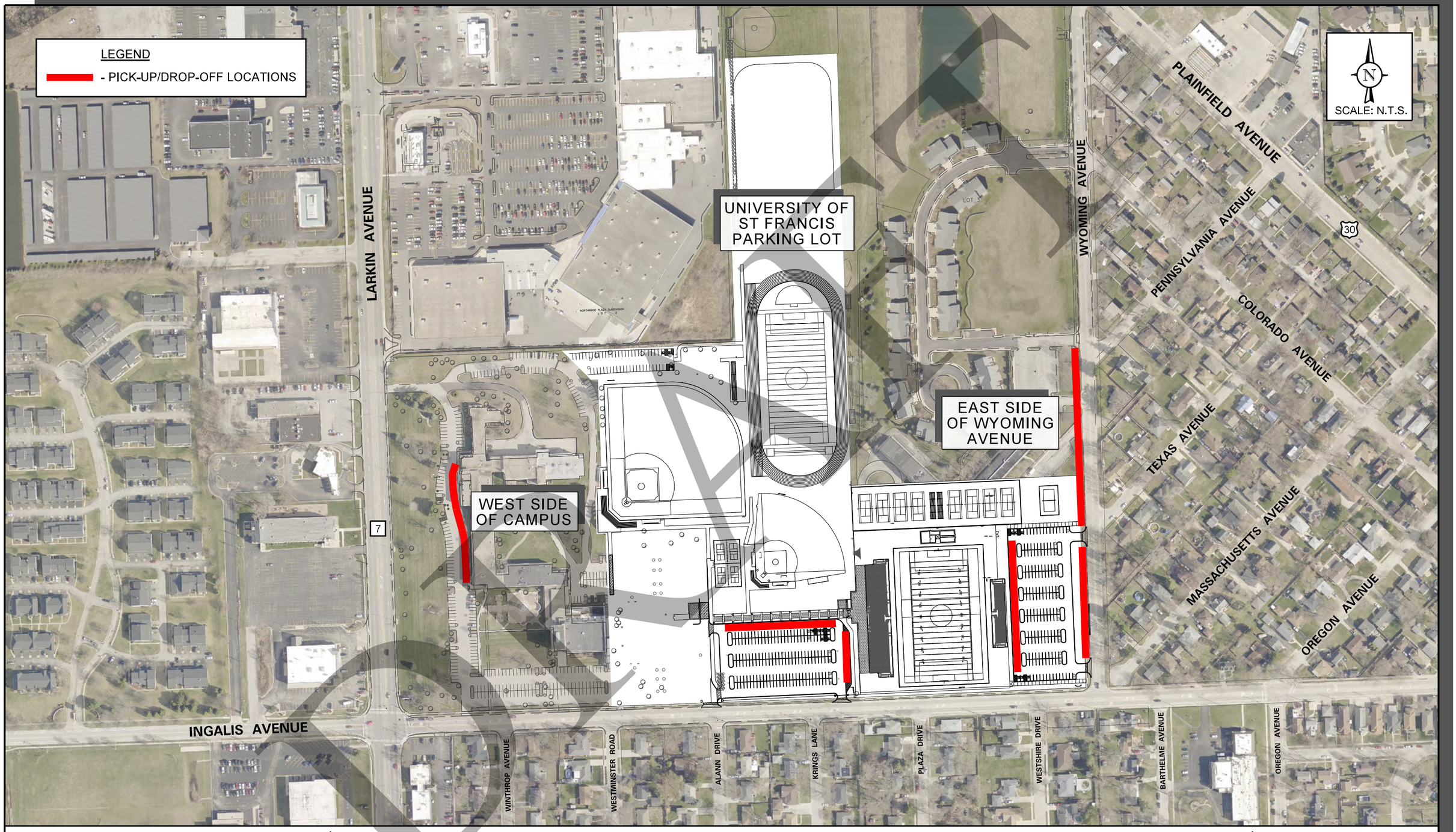
The restrictions at the access drives would not be required for the inbound traffic arriving before a game as the arriving traffic does not have the same surging characteristics as the departing traffic. The event parking signage discussed above would guide traffic into the JCA parking lots where JCA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

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

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

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

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JCA STADIUM
JOLIET, ILLINOIS

POTENTIAL DROP-OFF/PICK-UP LOCATIONS

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Job No: 25-146 Figure: 3

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

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

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

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



6. Manage Parking Lot Loading and Unloading

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

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

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

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

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

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

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

7. Specify an ADA Access Route

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

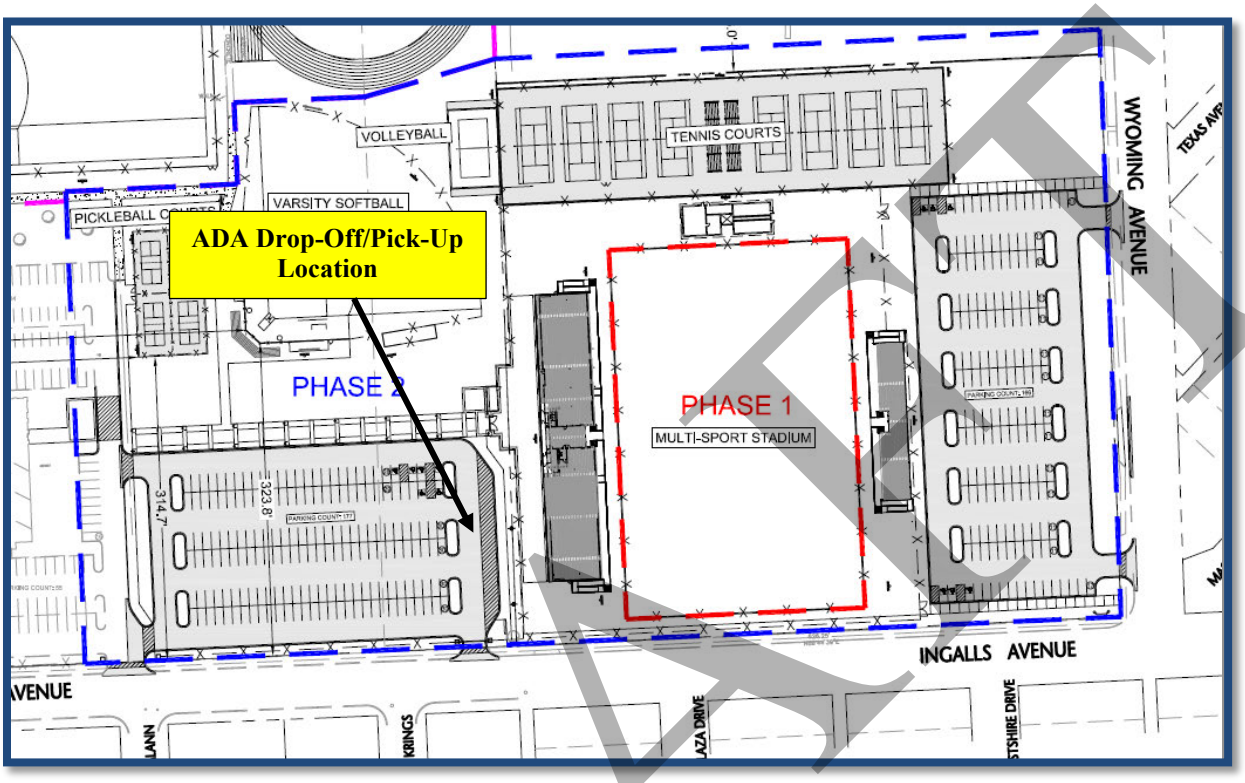


- Utilize the east end of the new 182-space parking lot on the west side of the stadium as an ADA drop-off/pick-up zone.

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

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



8. Safe Pedestrian Crossings

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

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

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

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

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

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

9. Pedestrian Lighting

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

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

10. Prevention of Traffic Incursions into Adjoining Neighborhoods

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

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

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

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

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

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

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11. Personal Safety Equipment

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

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

12. Distribution of Event-Day Traffic and Parking Plan

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

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

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

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

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

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

DRAFT

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**

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Existing Roadway System Characteristics

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

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

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

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

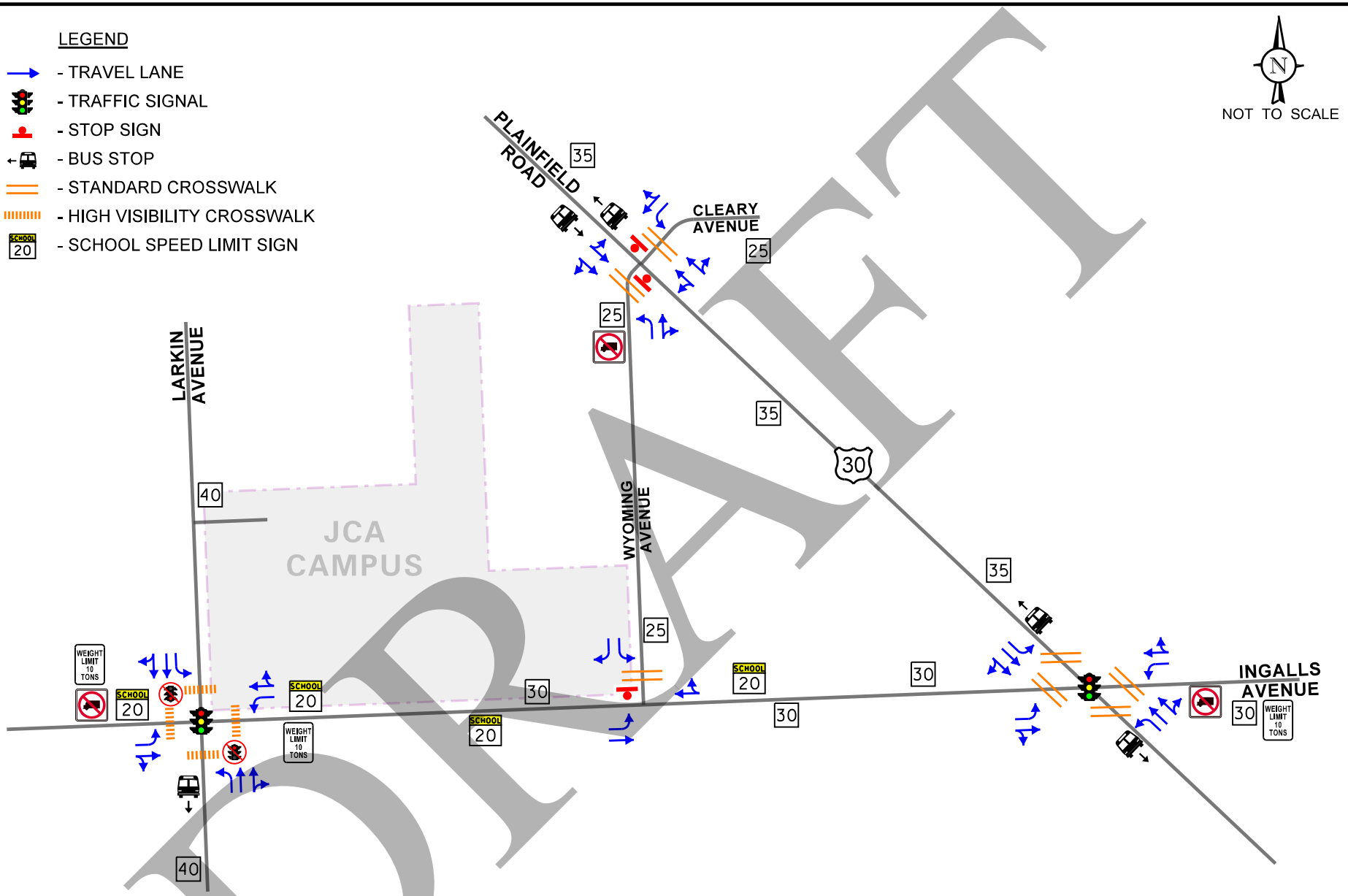
Wyoming Avenue is a north-south, local road roadway that extends between Plainfield Road and Ingalls Avenue and has one lane in each direction. At its intersection with Plainfield Road, Wyoming Avenue is aligned opposite Cleary Avenue and both approaches have a separate left-turn lane and a shared through/right-turn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

Existing Traffic Volumes

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

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

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Joliet, Illinois

Existing Roadway Characteristics

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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.

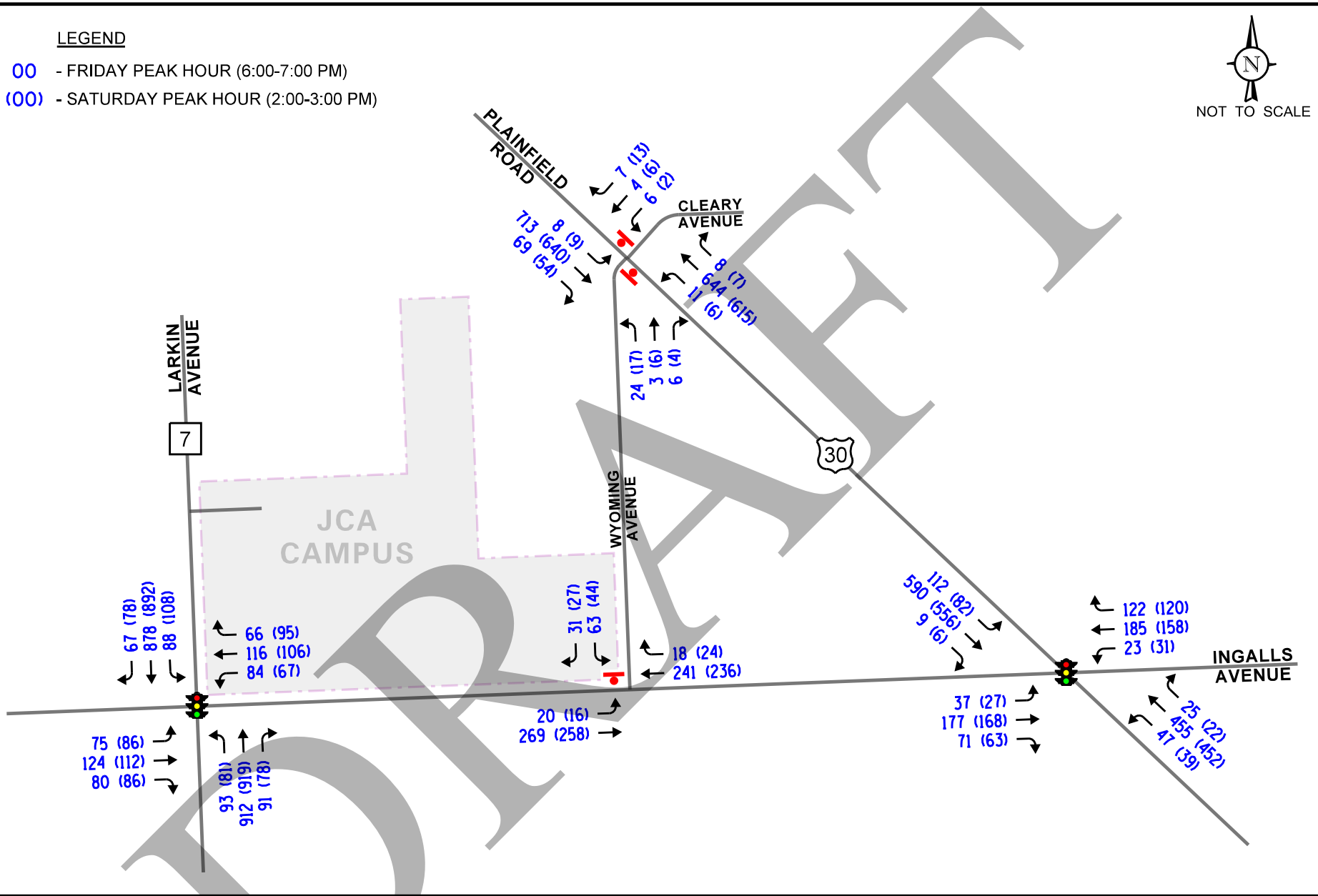
- At the Plainfield Road/Wyoming Avenue intersection, the September total intersection traffic volumes were approximately 10 percent higher during the Friday peak hour and approximately 20 percent higher during the Saturday peak hour compared to the June total intersection traffic volumes. However, similar 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.

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JCA Stadium
Joliet, Illinois

Existing Traffic Volumes

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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.

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JCA Campus Access

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

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

Drop-Off/Pick-Up Locations

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

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

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

Directional Distribution

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

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

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

Figure 4 shows the estimated directional distribution.

Trip Generation Estimates

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

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

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

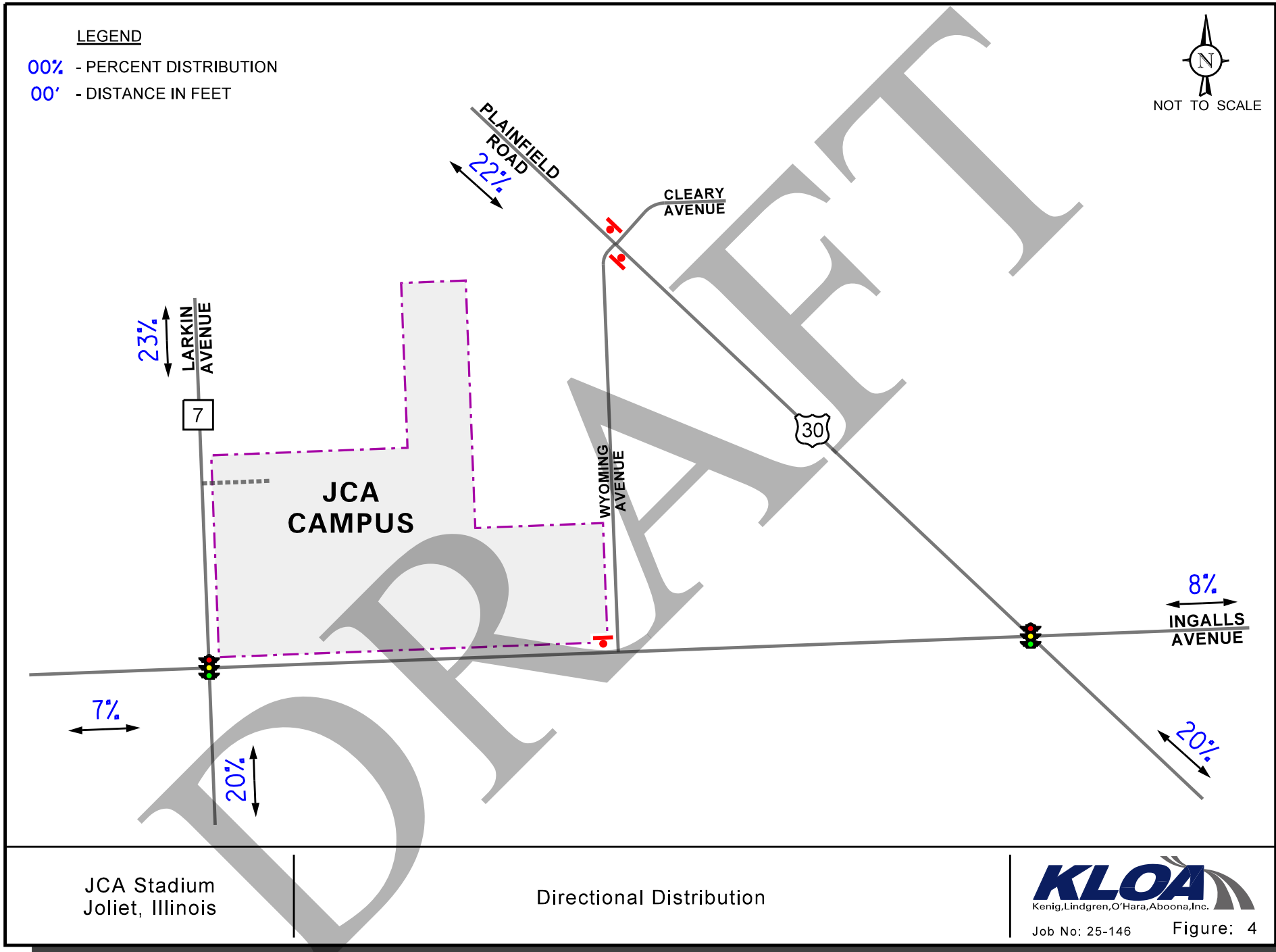
- An auto occupancy of 3.5 people per vehicle.

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

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

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

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JCA Stadium
Joliet, Illinois

Directional Distribution

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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.

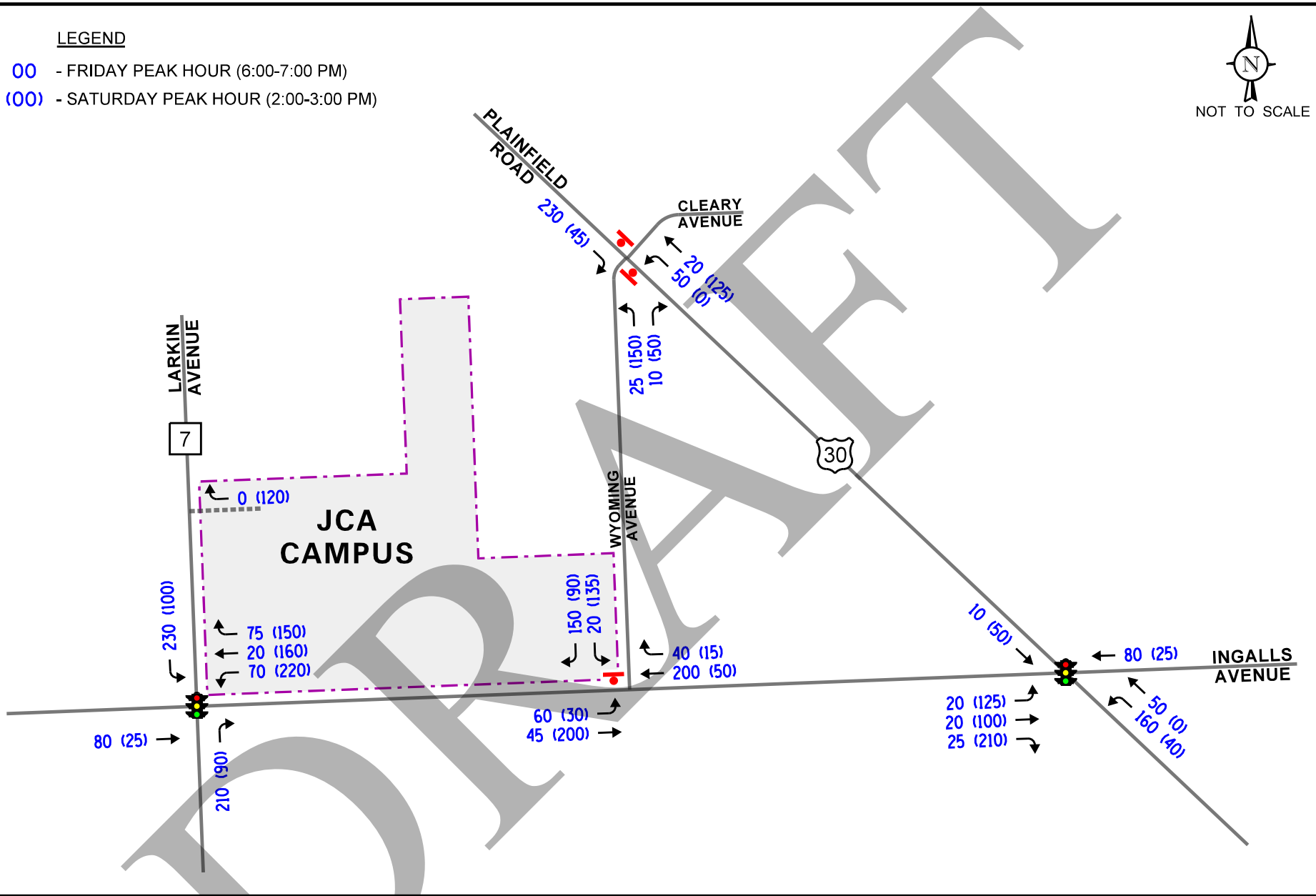
Total Projected Traffic Volumes

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.

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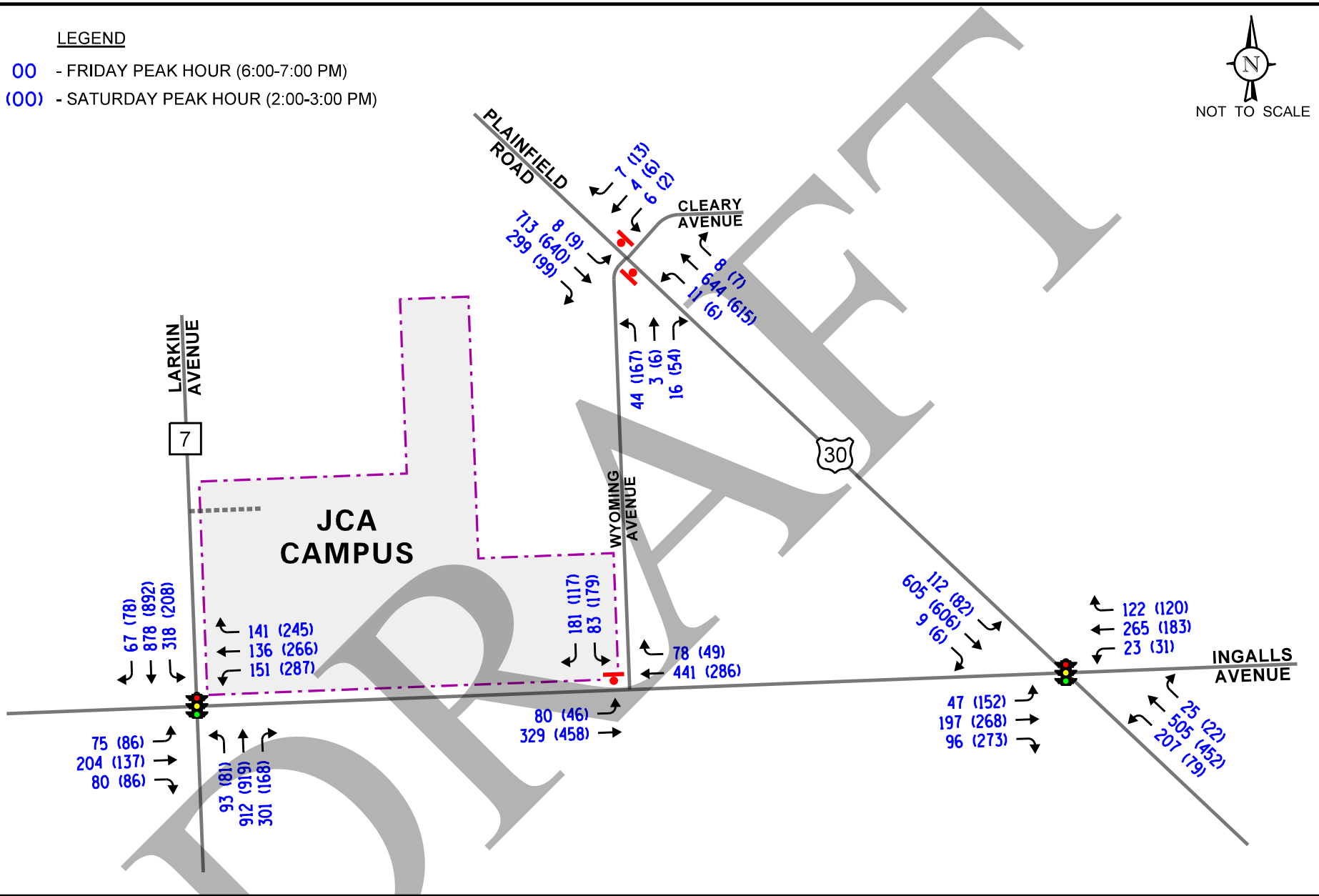
JCA Stadium
Joliet, Illinois

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.

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

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

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

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

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

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

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

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Table 4
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

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

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

Table 5
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS – UNSIGNALIZED

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

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

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Discussion and Recommendations

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

Ingalls Avenue with Larkin Avenue

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

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

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

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

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

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

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Ingalls Avenue with Plainfield Road

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

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

Plainfield Road with Wyoming Avenue and Cleary Avenue

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

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

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

Ingalls Avenue with Wyoming Avenue

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

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

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

Peak or Maximum Attended Events

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

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

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

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

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

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Conclusion

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

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

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

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

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

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

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

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Appendix

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

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Intersection Traffic Counts – June

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Ingalls Avenu with Plainfield Road TMC - TMC

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

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

Leg	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

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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%	-

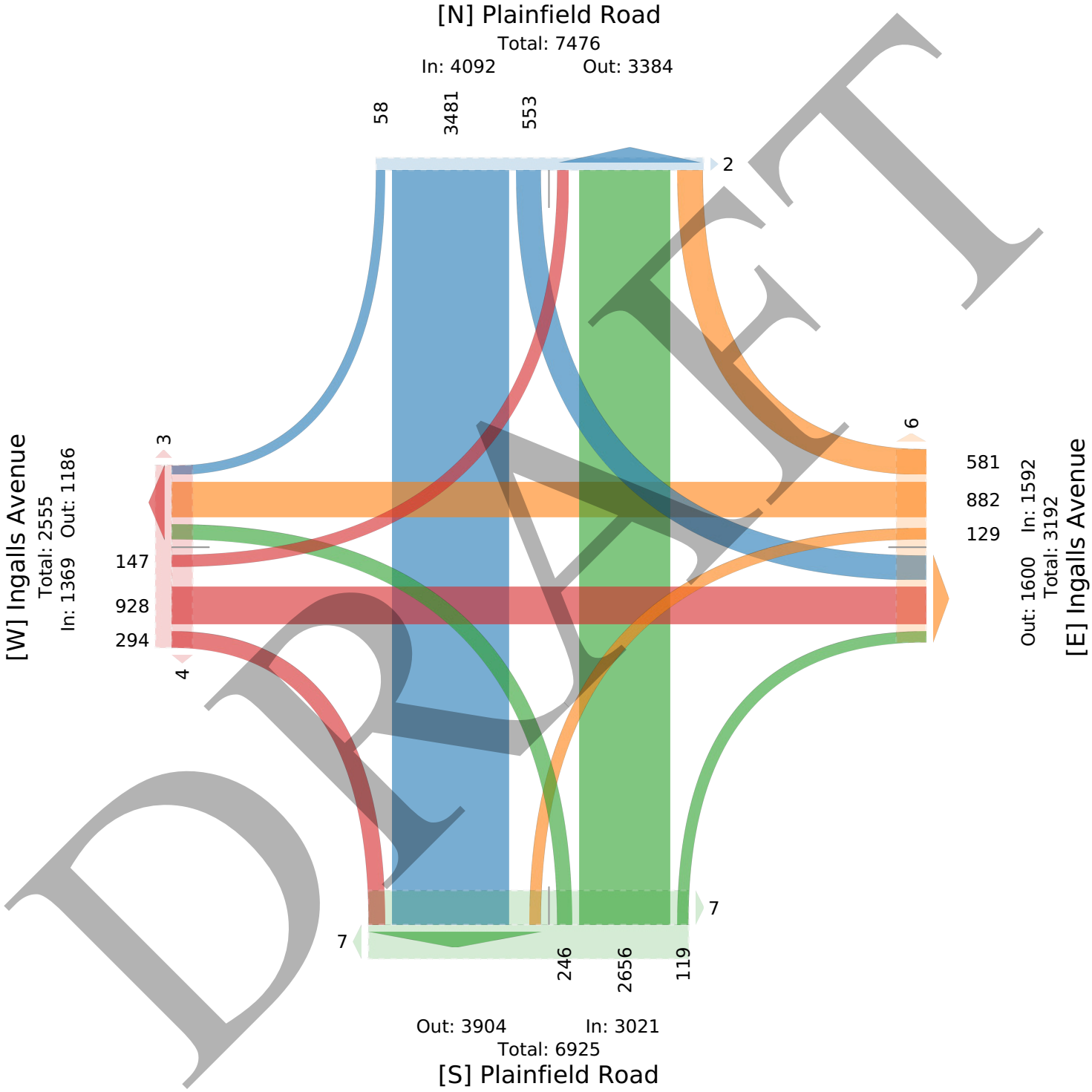
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

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Ingalls Avenu with Plainfield Road TMC - TMC

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

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



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Ingalls Avenu with Plainfield Road TMC - TMC

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

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

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

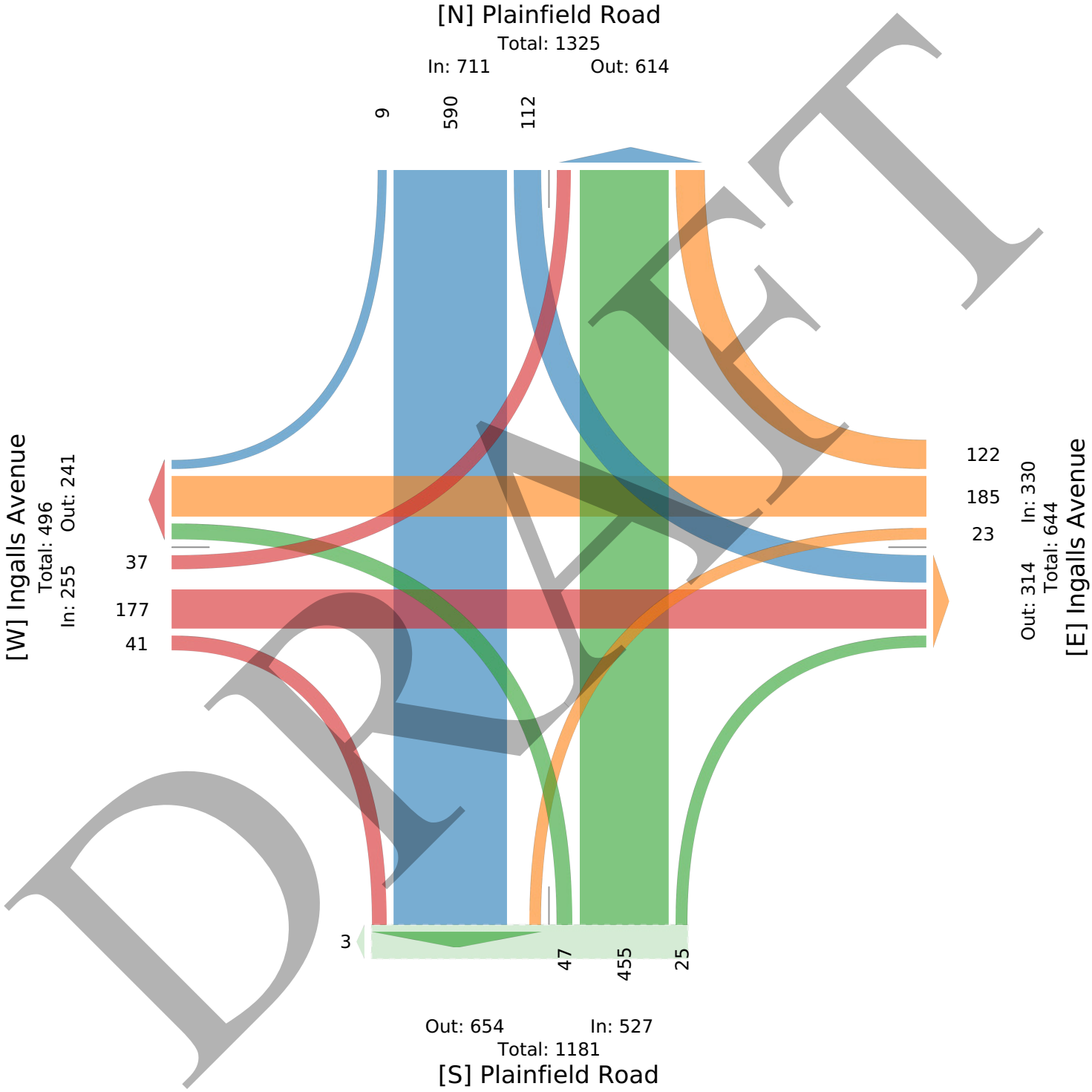
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

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Ingalls Avenu with Plainfield Road TMC - TMC

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

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
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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	Ingalls Avenue Eastbound						Ingalls 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**
2025-06-07 2:15PM	5	42	11	0	**58**	0	9	23	19	0	**51**	0	11	110	9	0	**130**	2	20	162	4	0	**186**	1	**425**
2:30PM	8	37	12	0	**57**	0	2	33	26	0	**61**	0	16	133	8	0	**157**	2	24	170	2	0	**196**	0	**471**
2:45PM	5	47	18	0	**70**	0	7	37	28	0	**72**	0	13	119	7	0	**139**	0	17	145	2	0	**164**	0	**445**
3:00PM	10	39	16	0	**65**	0	9	50	31	0	**90**	0	7	119	6	0	**132**	0	24	146	1	0	**171**	0	**458**
Total	28	165	57	0	**250**	0	27	143	104	0	**274**	0	47	481	30	0	**558**	4	85	623	9	0	**717**	1	**1799**
% Approach	11.2%	66.0%	22.8%	0%	**-**	-	9.9%	52.2%	38.0%	0%	**-**	-	8.4%	86.2%	5.4%	0%	**-**	-	11.9%	86.9%	1.3%	0%	**-**	-	-
% Total	1.6%	9.2%	3.2%	0%	**13.9%**	-	1.5%	7.9%	5.8%	0%	**15.2%**	-	2.6%	26.7%	1.7%	0%	**31.0%**	-	4.7%	34.6%	0.5%	0%	**39.9%**	-	-
PHF	0.700	0.872	0.792	-	**0.889**	-	0.750	0.715	0.839	-	**0.761**	-	0.734	0.904	0.833	-	**0.889**	-	0.875	0.916	0.563	-	**0.918**	-	0.956
Lights	28	163	57	0	**248**	-	27	142	104	0	**273**	-	47	474	27	0	**548**	-	84	613	9	0	**706**	-	1775
% Lights	100%	98.8%	100%	0%	**99.2%**	-	100%	99.3%	100%	0%	**99.6%**	-	100%	98.5%	90.0%	0%	**98.2%**	-	98.8%	98.4%	100%	0%	**98.5%**	-	98.7%
Single-Unit Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	4	3	0	**7**	-	0	7	0	0	**7**	-	15
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.4%**	-	0%	0.8%	10.0%	0%	**1.3%**	-	0%	1.1%	0%	0%	**1.0%**	-	0.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	3	0	0	**3**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.2%
Buses	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	3
% Buses	0%	0.6%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	2
% Bicycles on Road	0%	0.6%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.2%	0%	0%	0%	**0.1%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

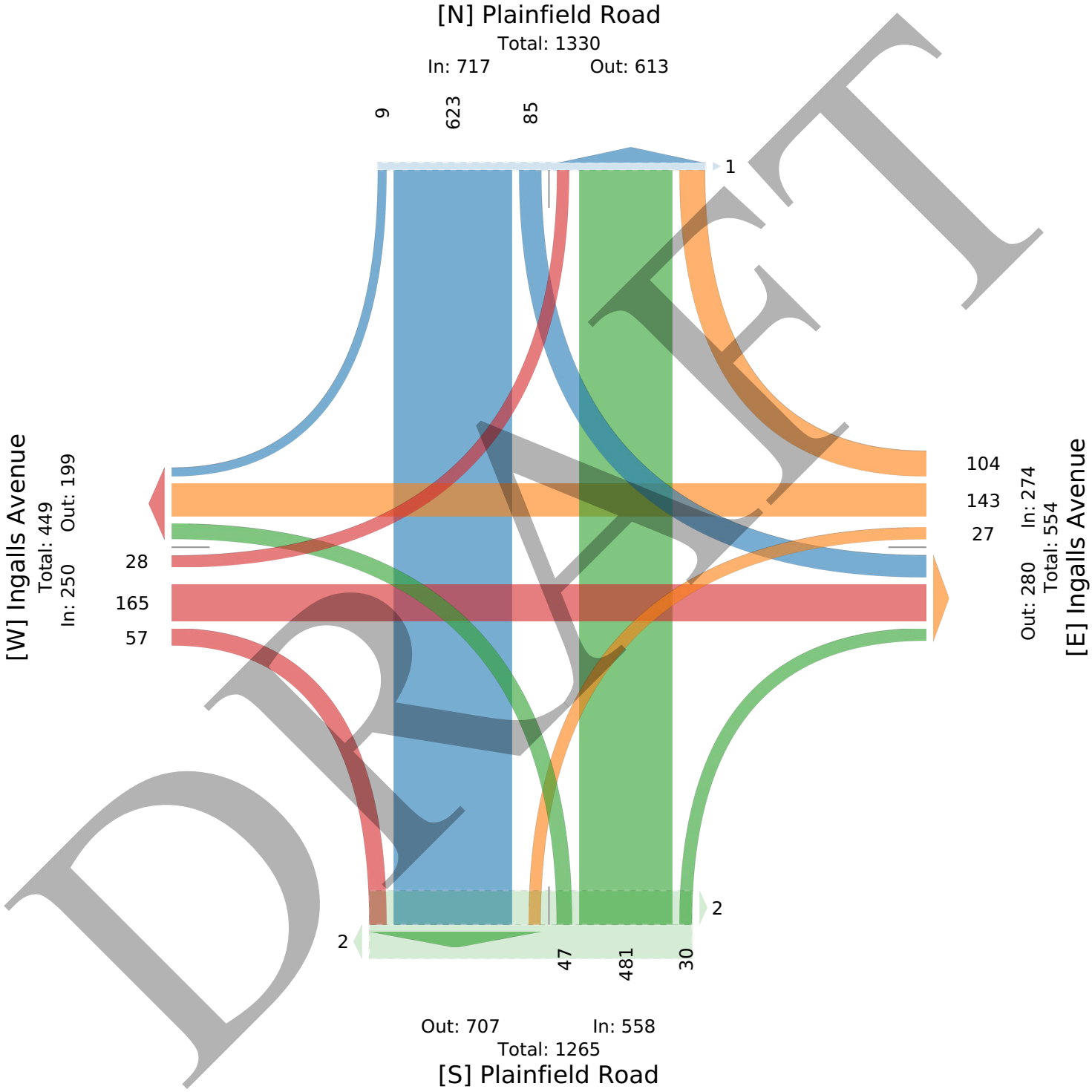
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Ingalls Avenu with Plainfield Road TMC - TMC

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

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



DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

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

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

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

DRAFT

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

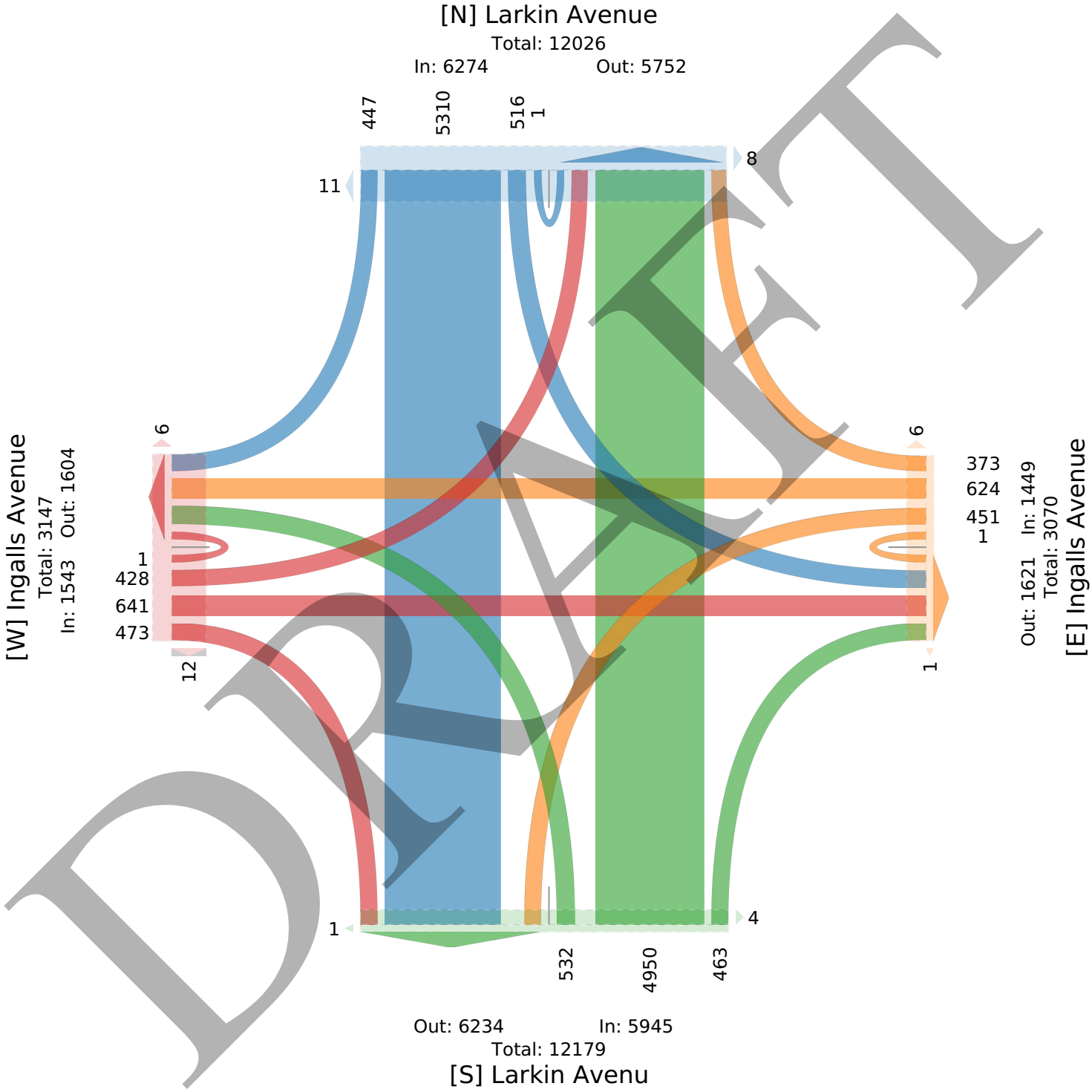
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

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

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



DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

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

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

Leg	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**
Total	75	124	80	0	**279**	1	84	116	66	0	**266**	0	93	912	91	0	**1096**	0	88	878	67	0	**1033**	1	**2674**
% Approach	26.9%	44.4%	28.7%	0%	**-**	-	31.6%	43.6%	24.8%	0%	**-**	-	8.5%	83.2%	8.3%	0%	**-**	-	8.5%	85.0%	6.5%	0%	**-**	-	-
% Total	2.8%	4.6%	3.0%	0%	**10.4%**	-	3.1%	4.3%	2.5%	0%	**9.9%**	-	3.5%	34.1%	3.4%	0%	**41.0%**	-	3.3%	32.8%	2.5%	0%	**38.6%**	-	-
PHF	0.852	0.912	0.870	-	**0.918**	-	0.875	0.935	0.825	-	**0.924**	-	0.802	0.927	0.875	-	**0.932**	-	0.846	0.902	0.882	-	**0.908**	-	0.940
Lights	74	124	79	0	**277**	-	80	116	65	0	**261**	-	93	887	90	0	**1070**	-	88	838	67	0	**993**	-	2601
% Lights	98.7%	100%	98.8%	0%	**99.3%**	-	95.2%	100%	98.5%	0%	**98.1%**	-	100%	97.3%	98.9%	0%	**97.6%**	-	100%	95.4%	100%	0%	**96.1%**	-	97.3%
Single-Unit Trucks	1	0	1	0	**2**	-	4	0	1	0	**5**	-	0	5	1	0	**6**	-	0	11	0	0	**11**	-	24
% Single-Unit Trucks	1.3%	0%	1.3%	0%	**0.7%**	-	4.8%	0%	1.5%	0%	**1.9%**	-	0%	0.5%	1.1%	0%	**0.5%**	-	0%	1.3%	0%	0%	**1.1%**	-	0.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	18	0	0	**18**	-	0	27	0	0	**27**	-	45
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	2.0%	0%	0%	**1.6%**	-	0%	3.1%	0%	0%	**2.6%**	-	1.7%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	1	0	0	**1**	-	3
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

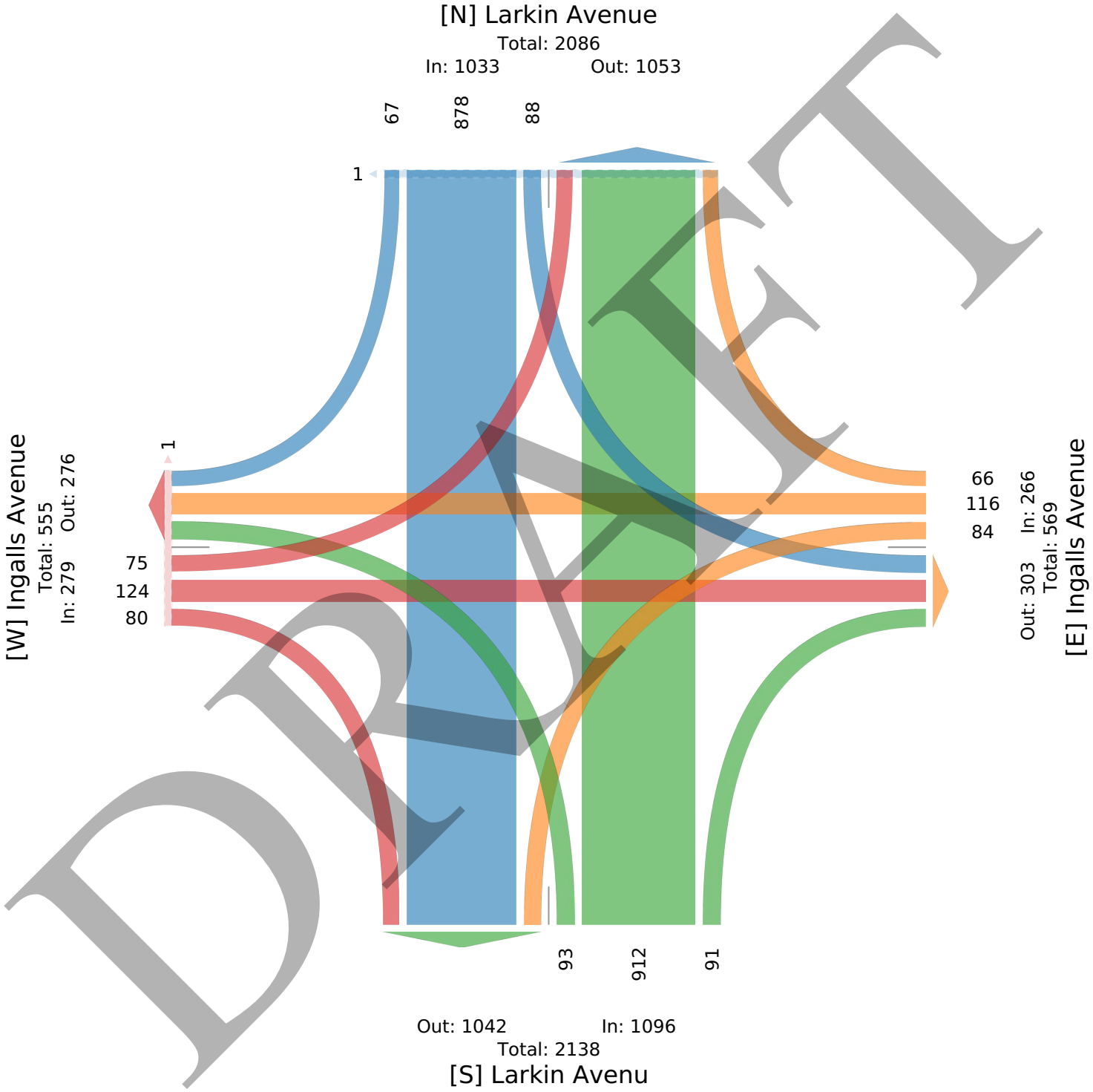
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

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

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



DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

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

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

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

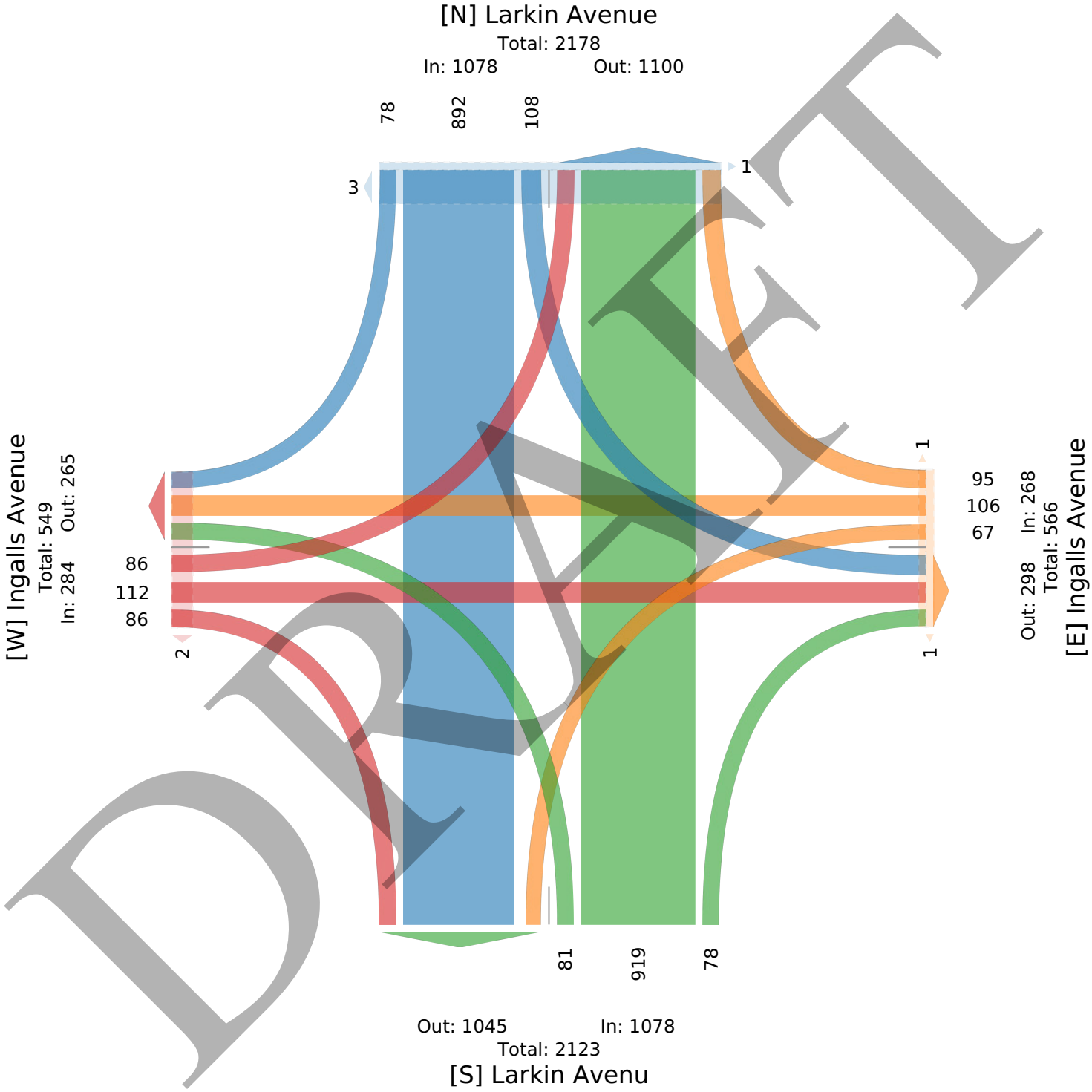
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

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

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



DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC

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

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

Leg	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%	-

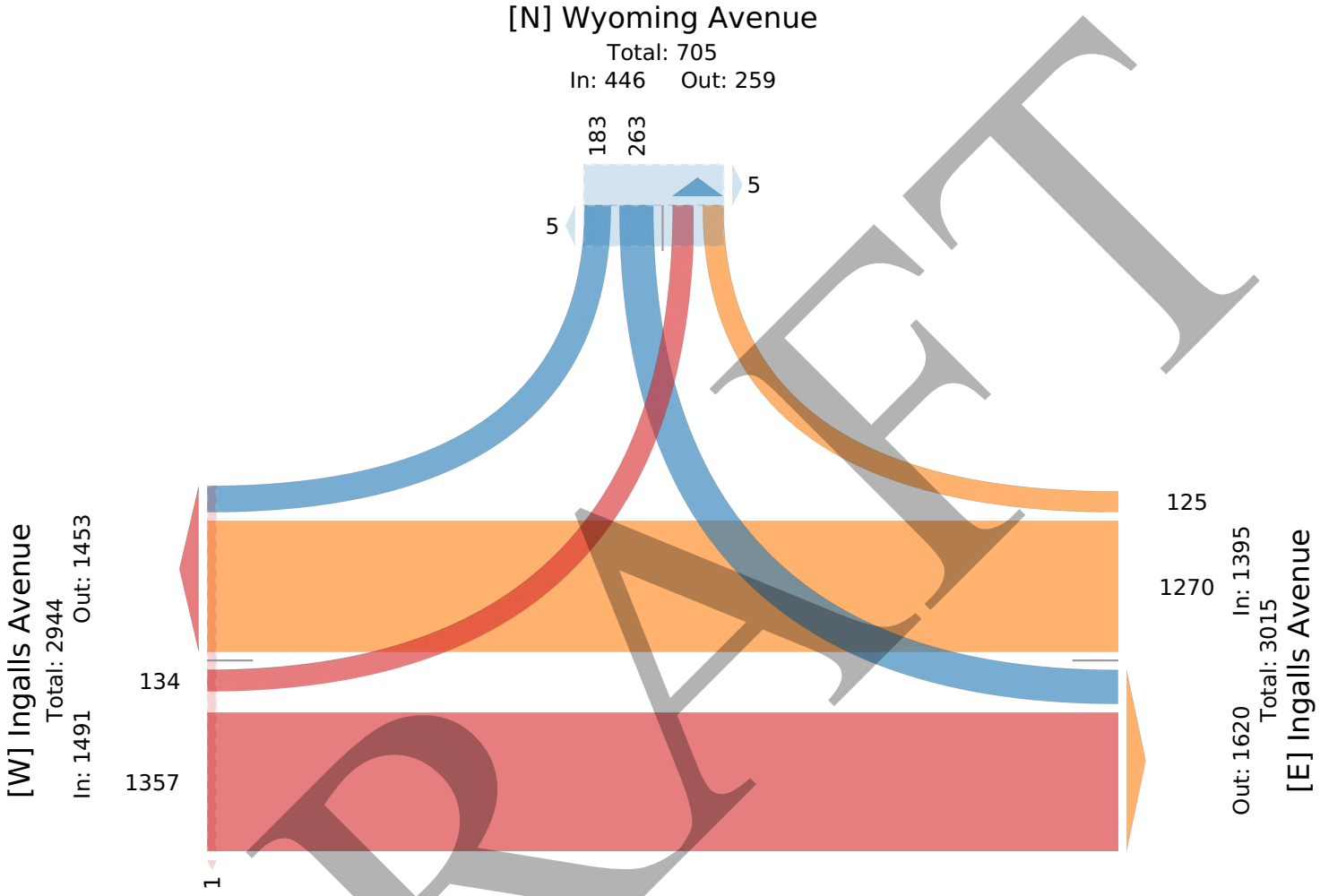
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC

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

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



DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC

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

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

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

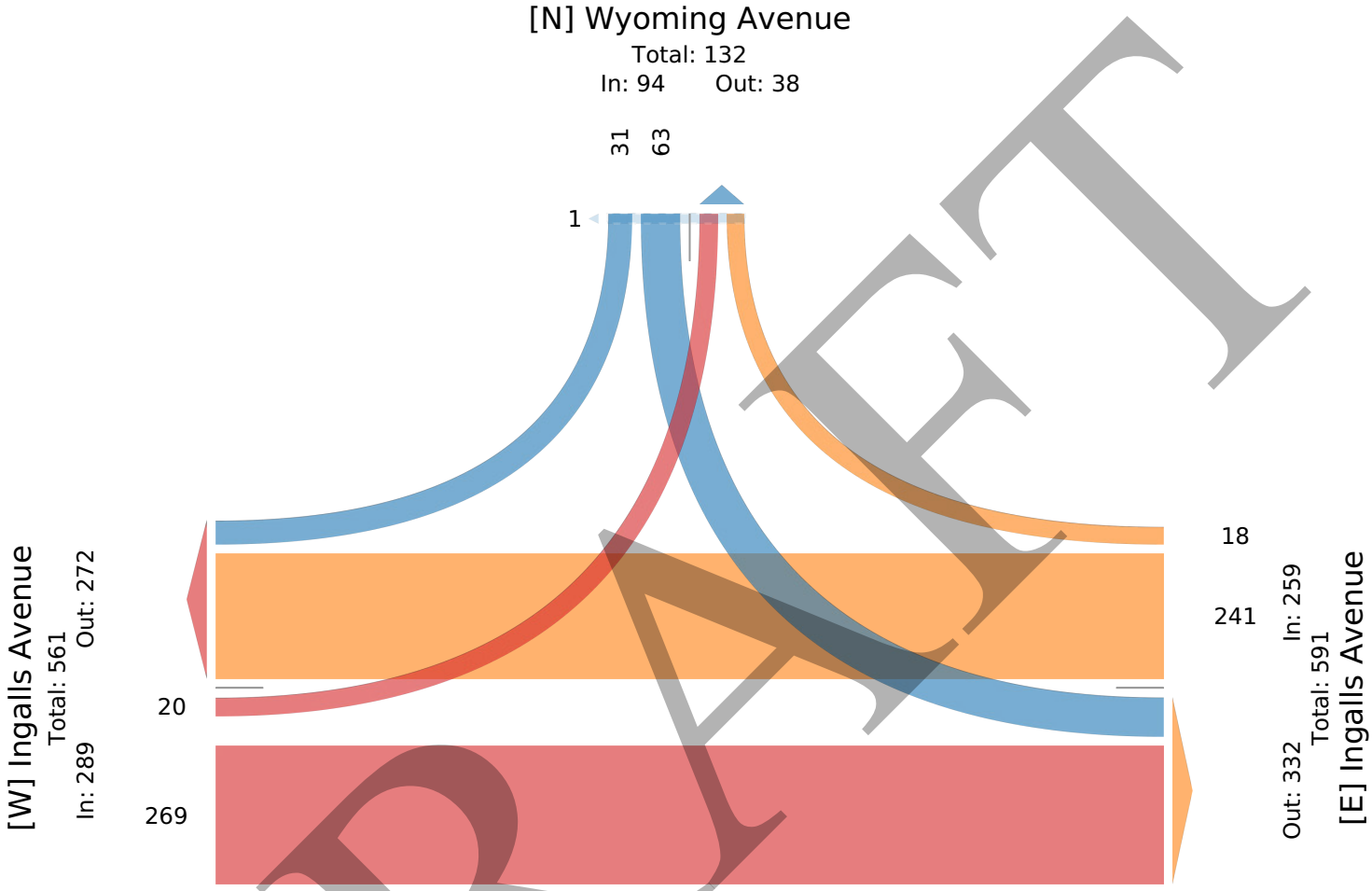
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC

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

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



DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC

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

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

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

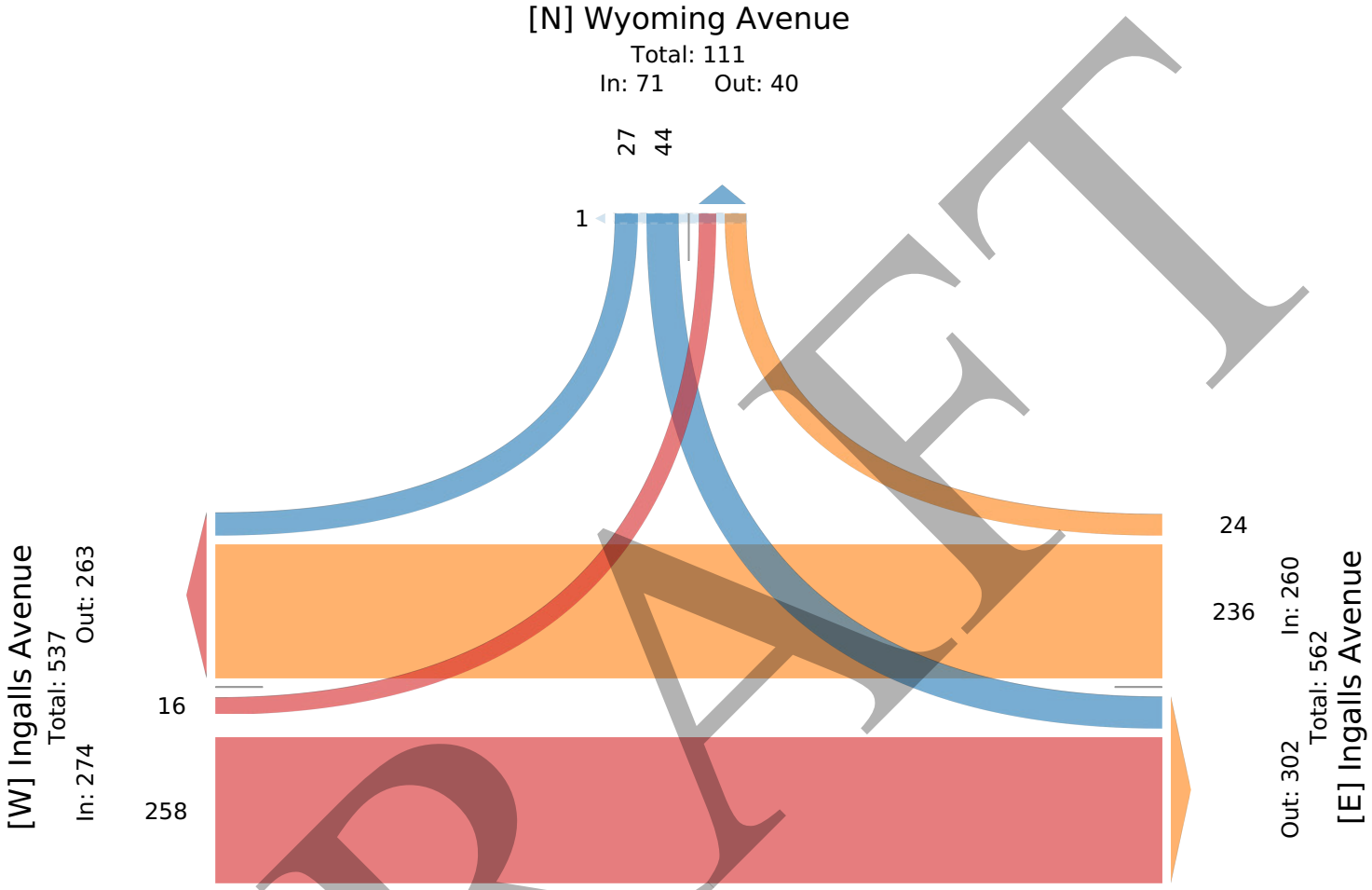
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC

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

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



DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC

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

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

Leg	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

DRAFT

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%	-

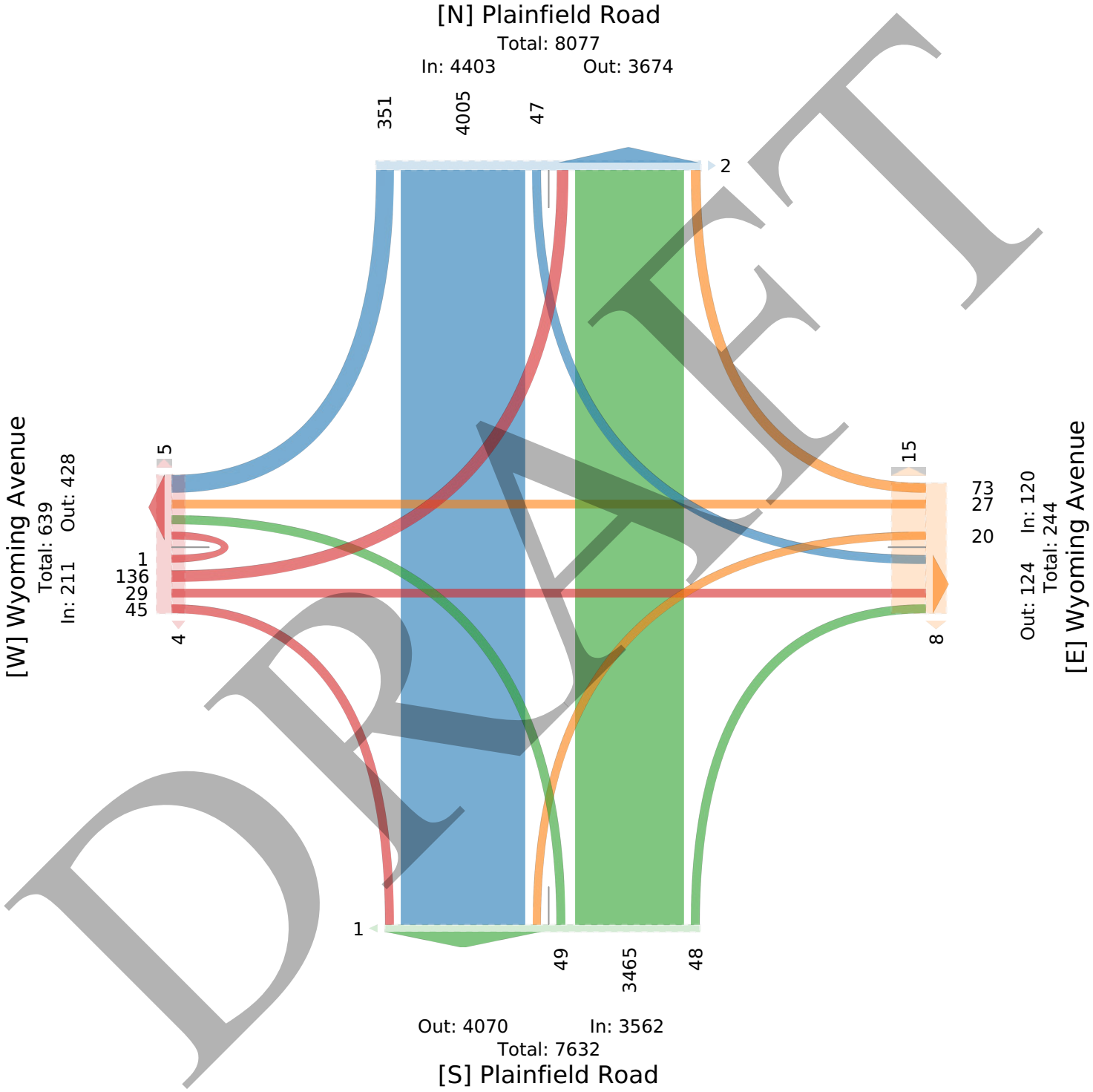
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC

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

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



DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC

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

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

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

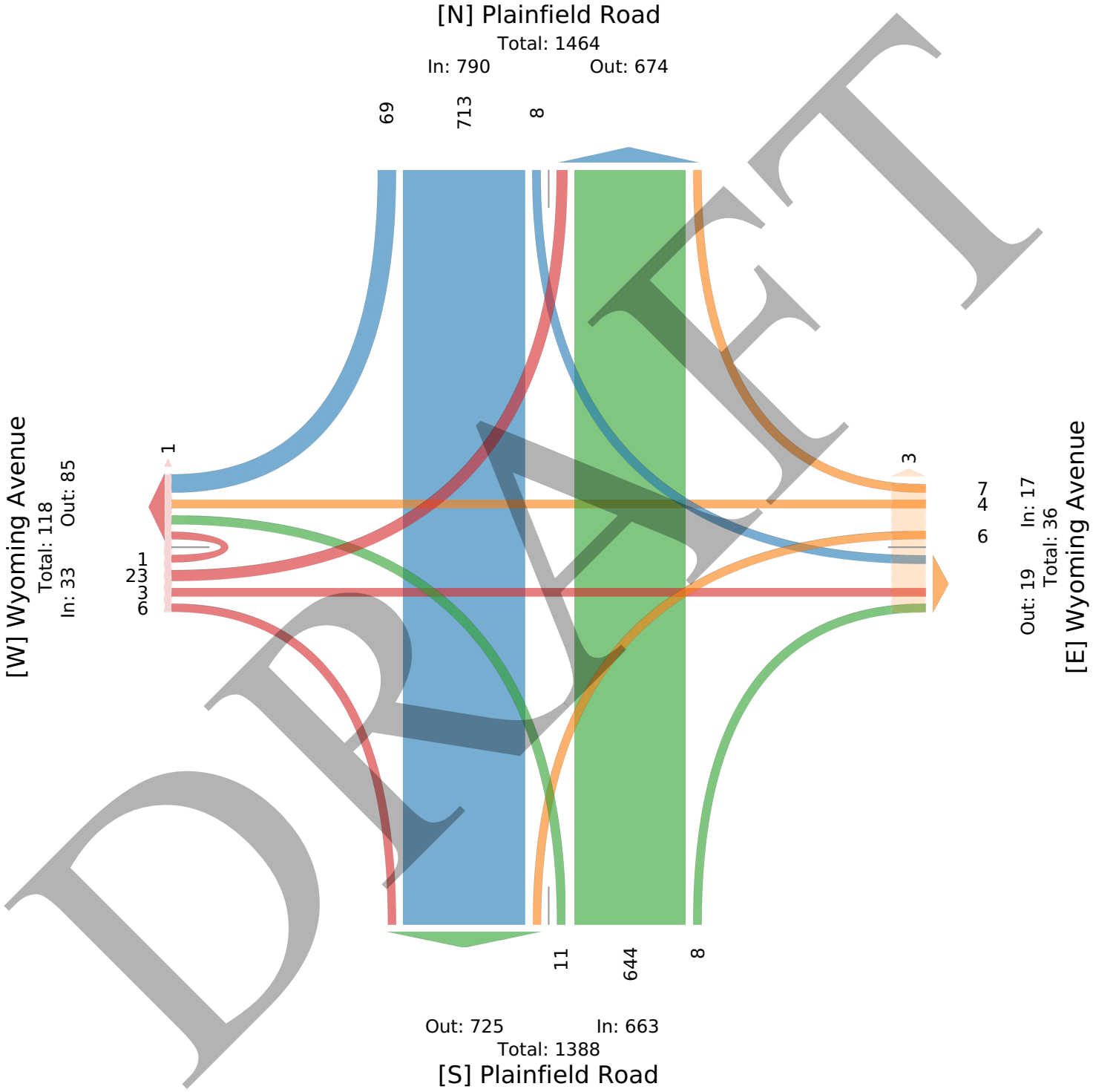
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC

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

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



DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC

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

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

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

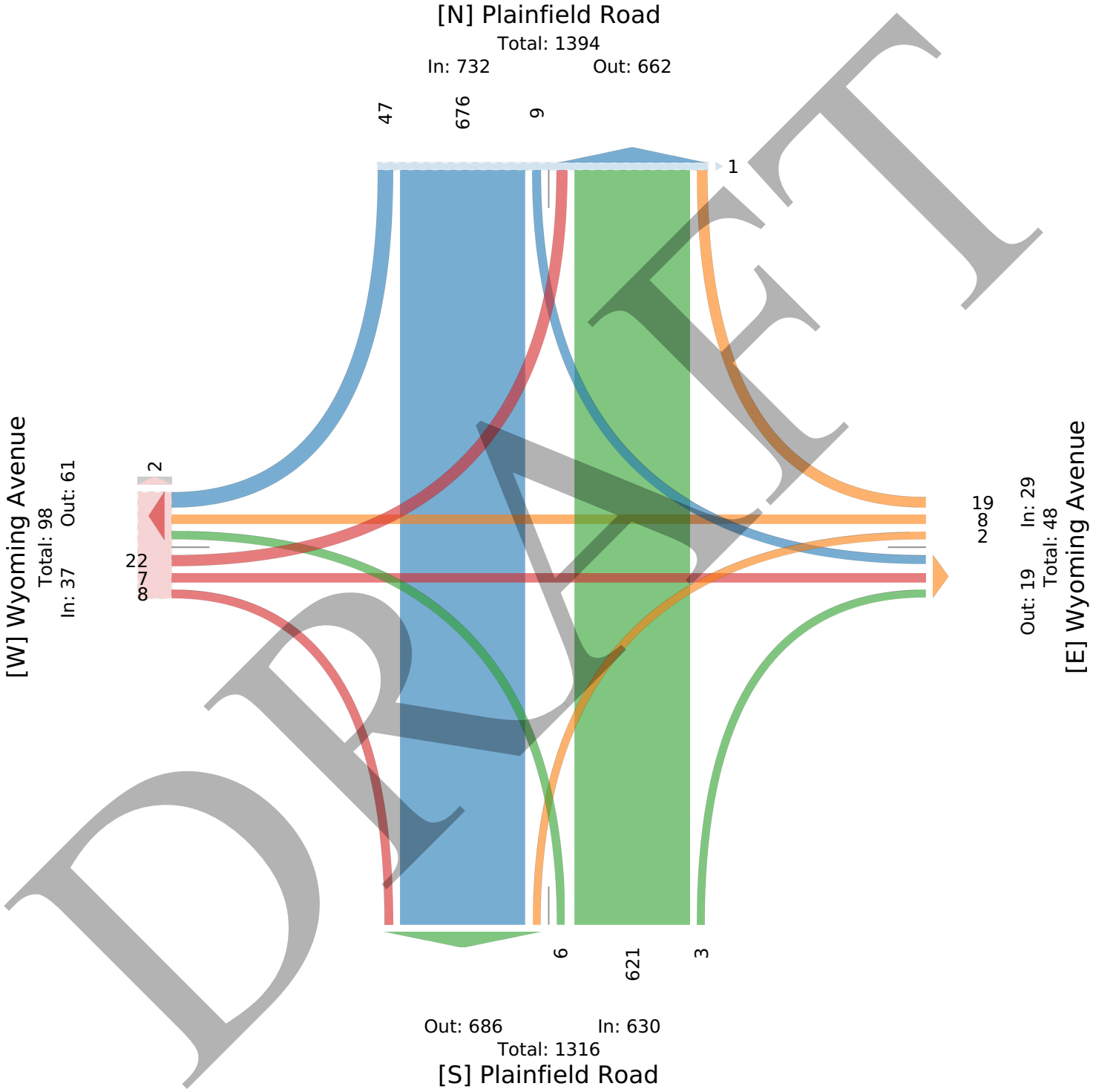
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC

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

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



DRAFT

Intersection Traffic Counts – September

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

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

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

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

DRAFT

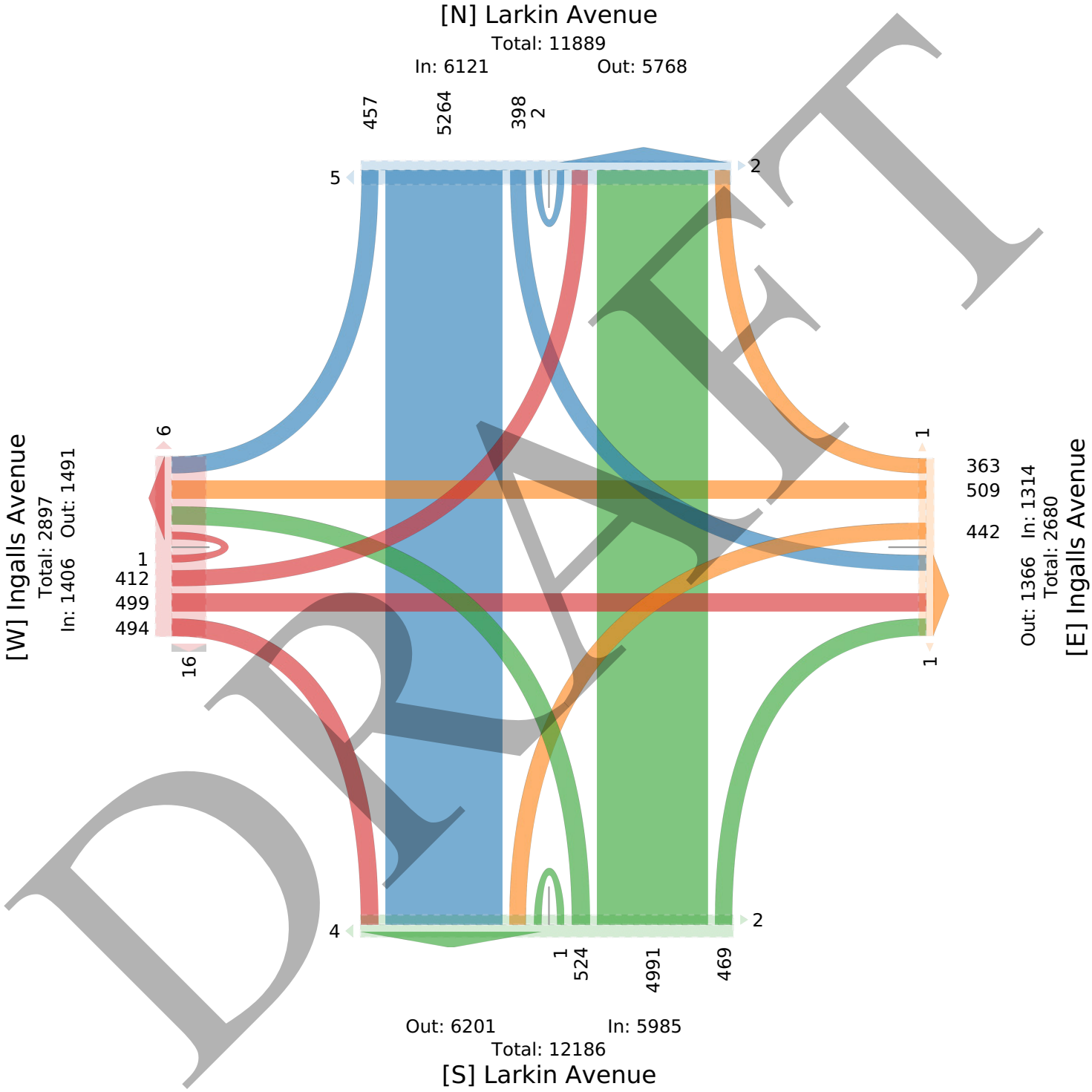
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

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

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



DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

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

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

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

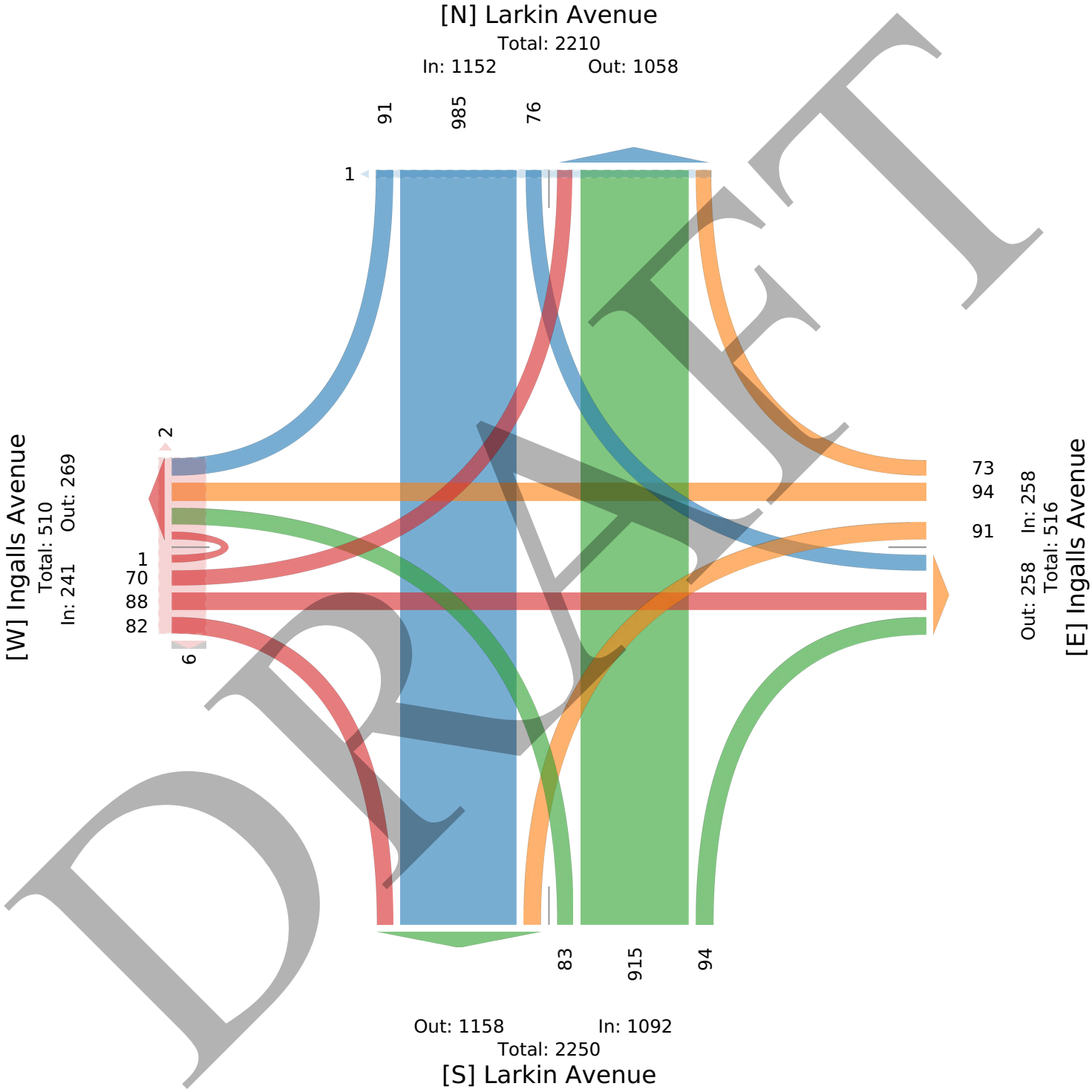
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

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

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



DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

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

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

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

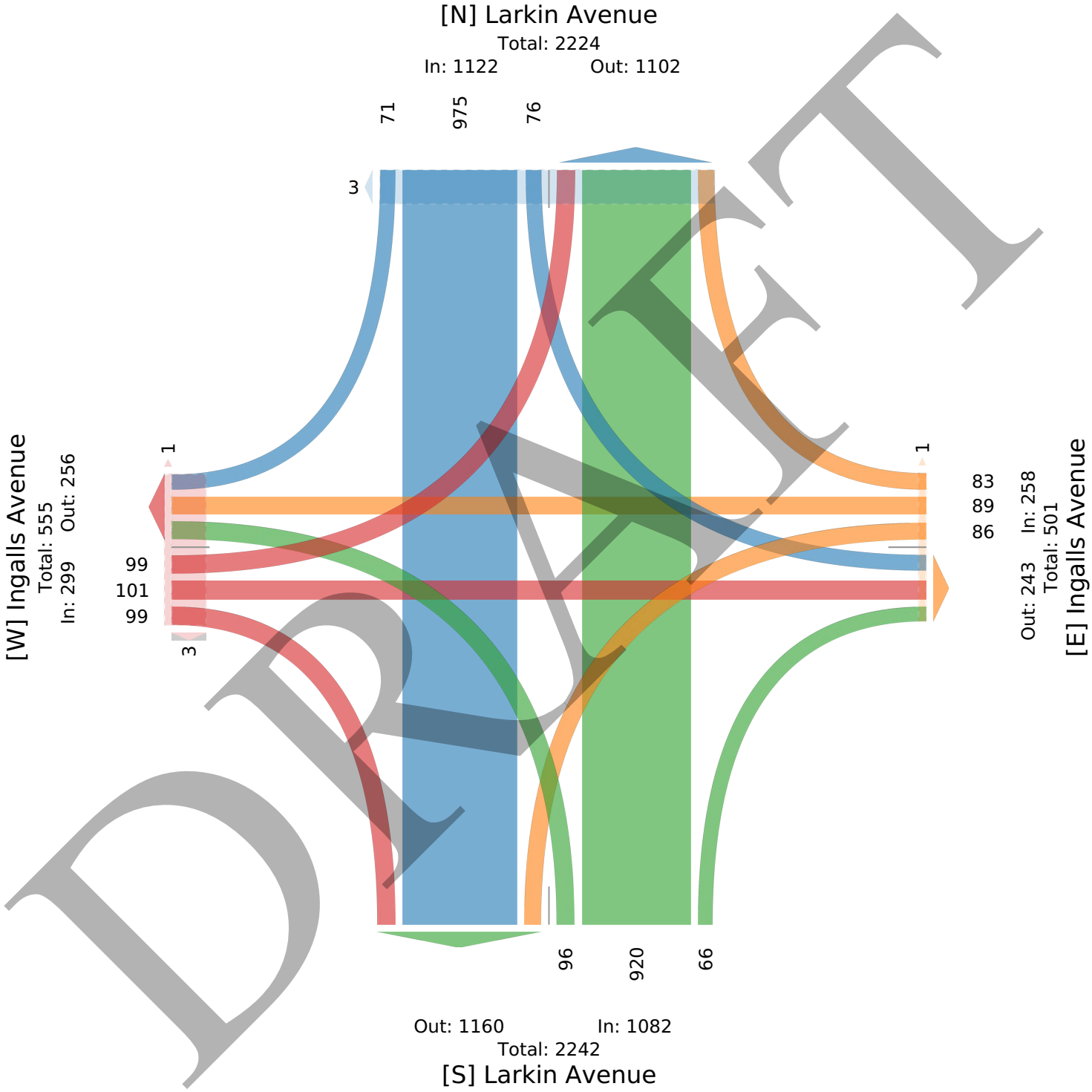
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

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

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



DRAFT

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%	-

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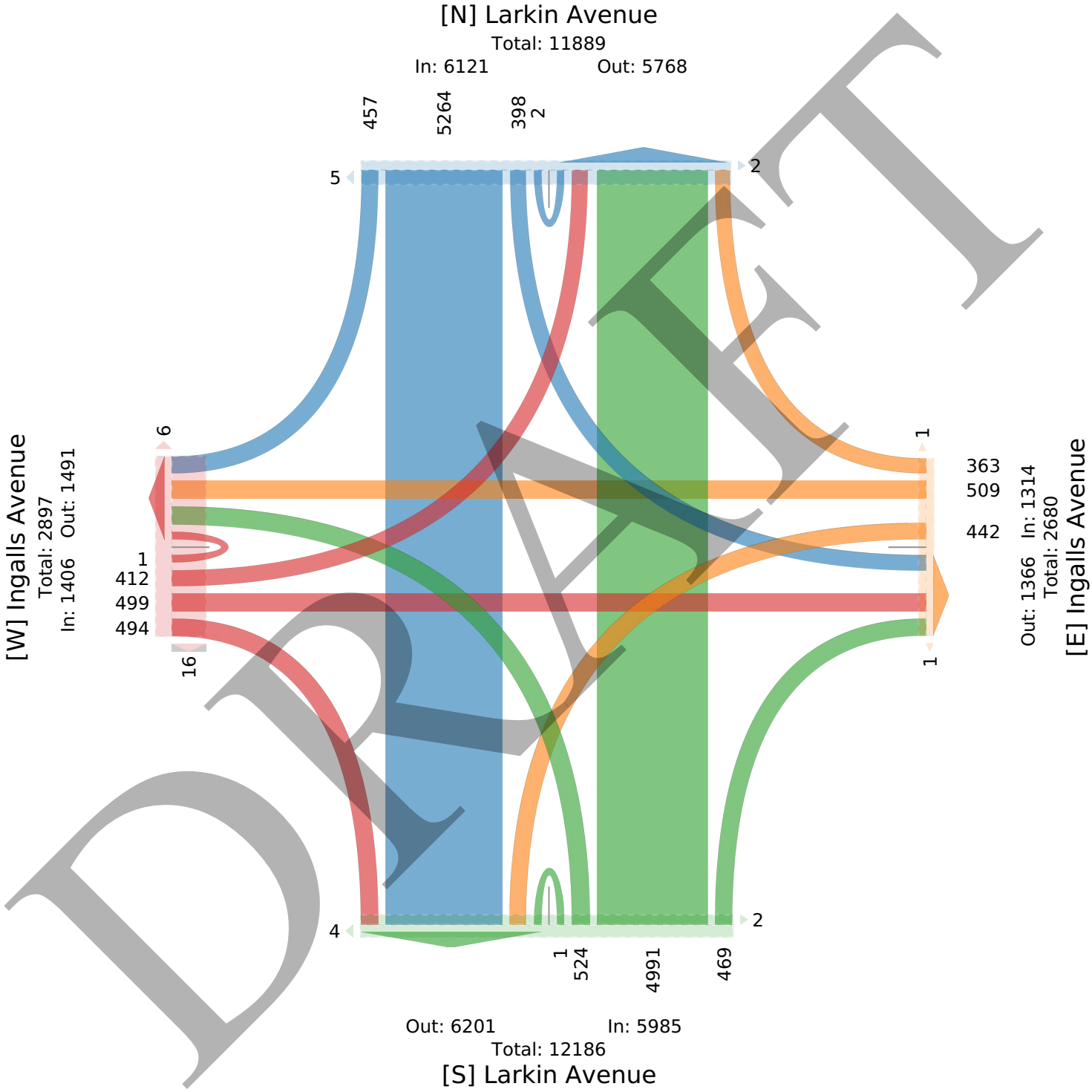
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

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

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



DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

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

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

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

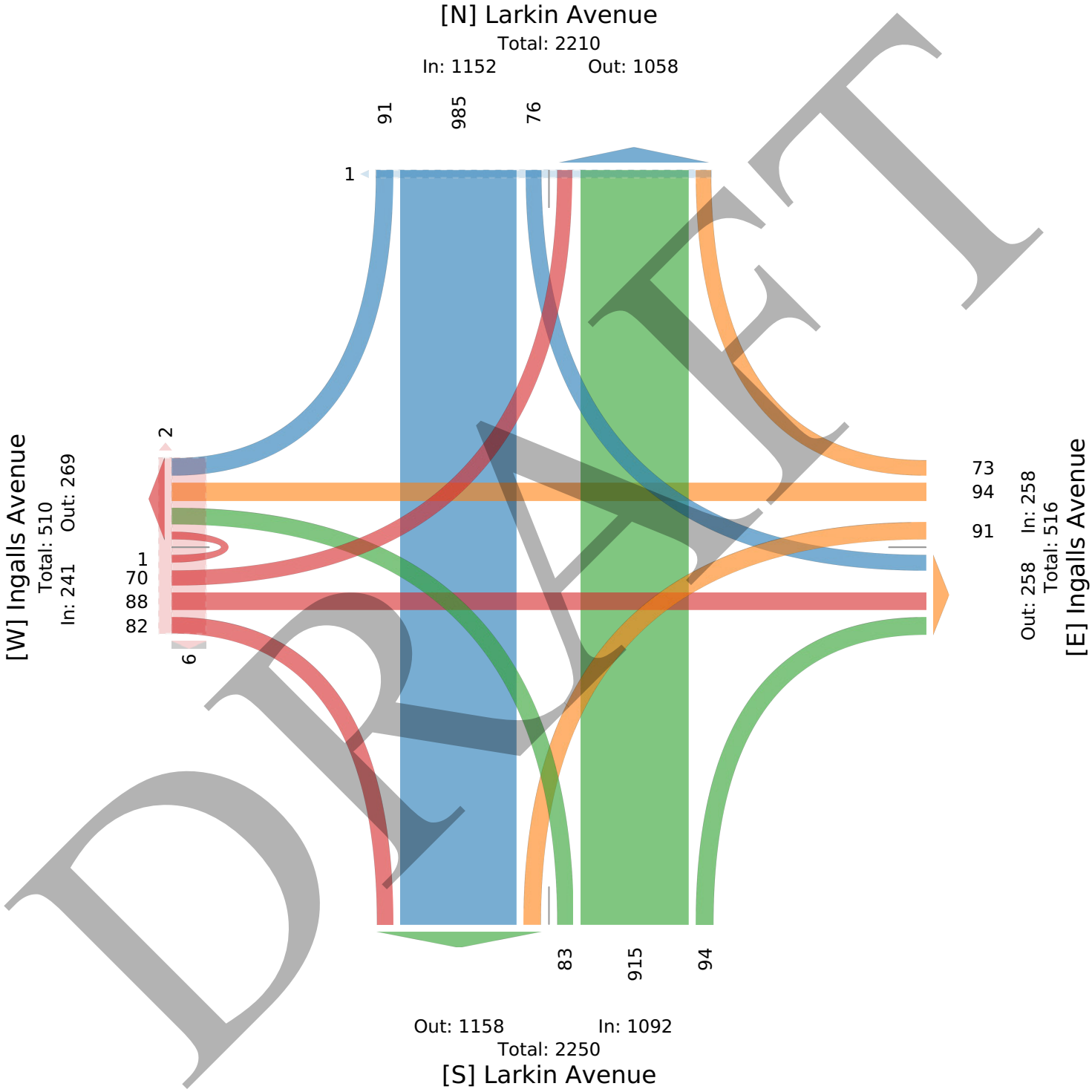
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

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

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DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

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

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

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

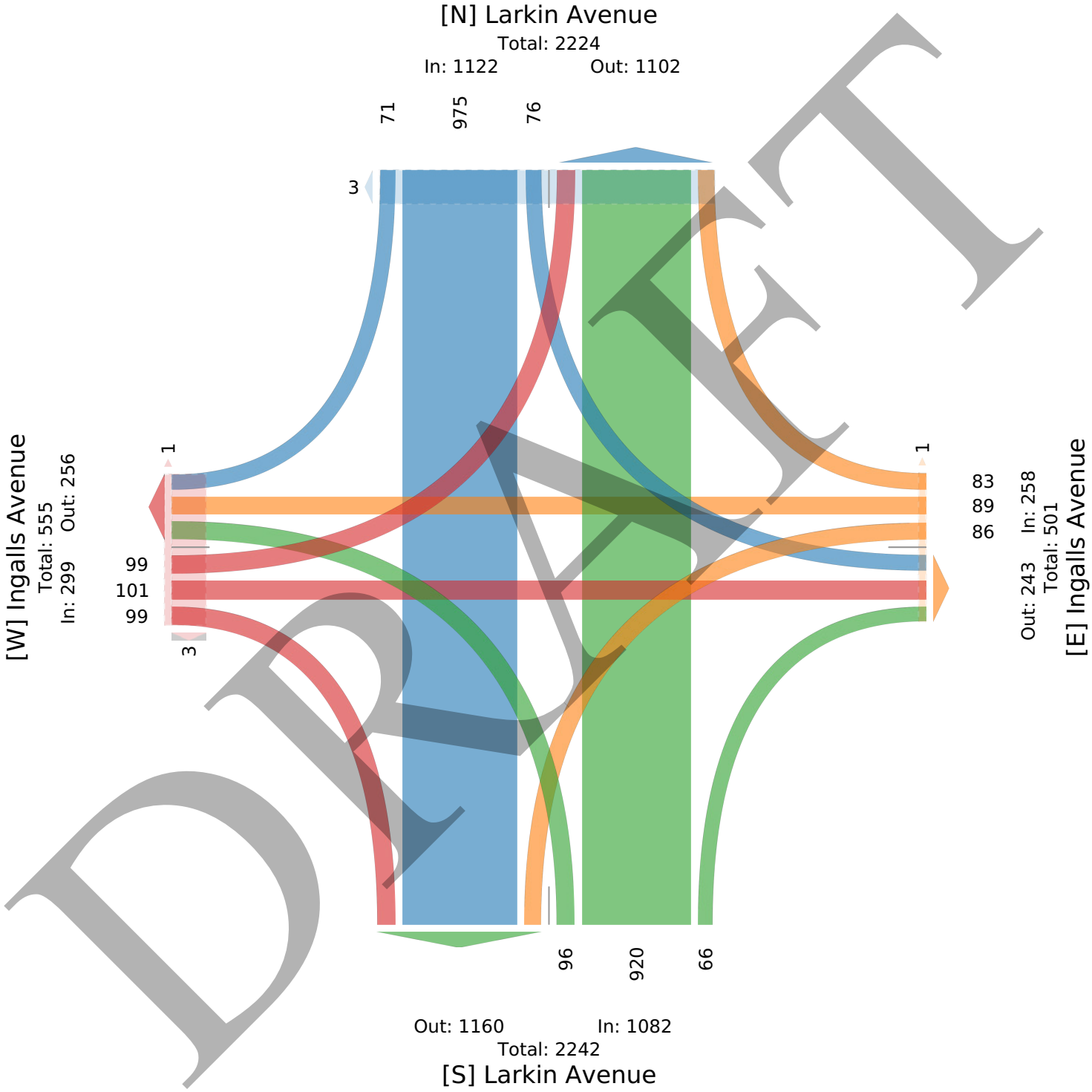
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

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

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



DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC

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

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

Leg	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%	-

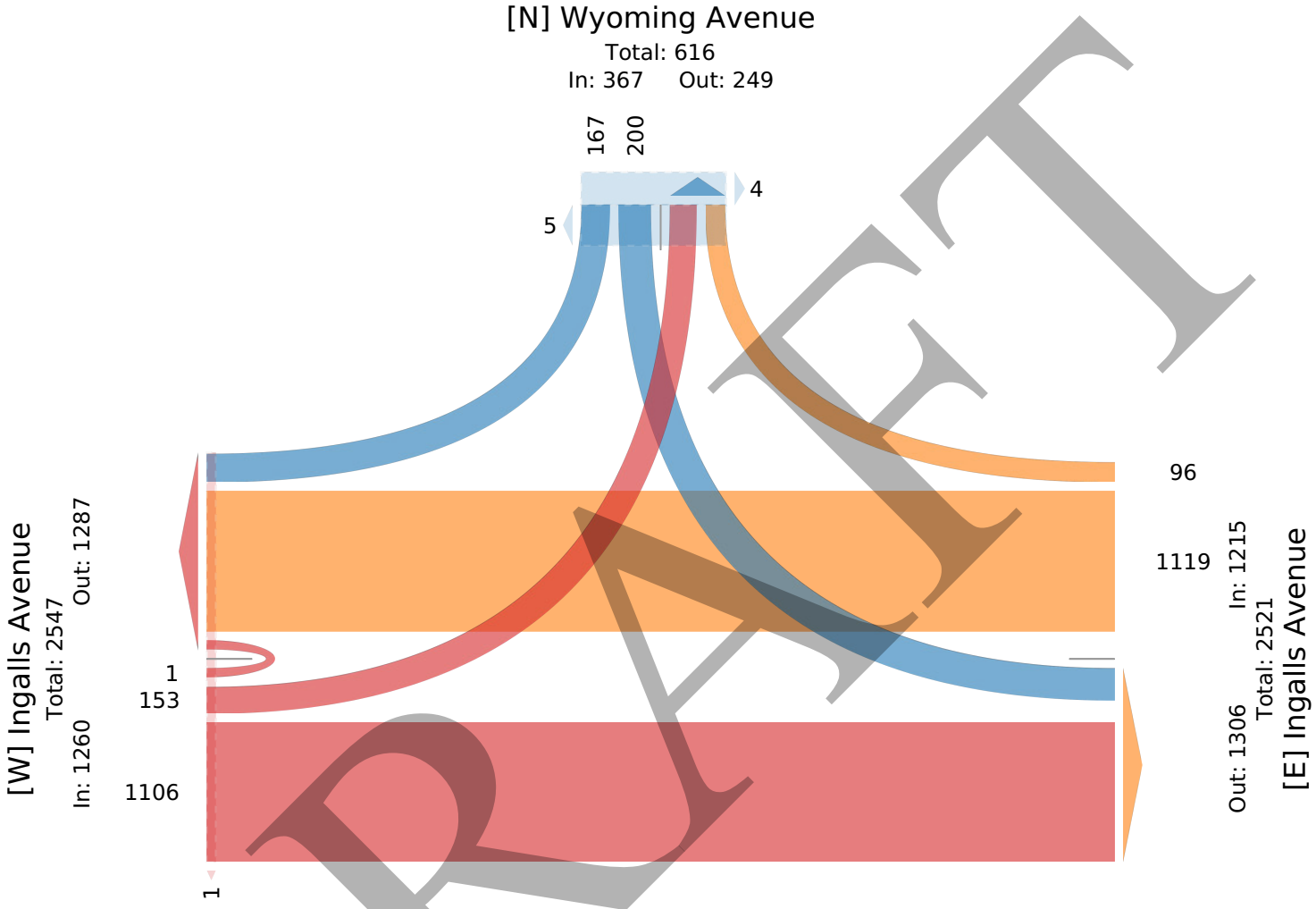
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC

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

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



DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC

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

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

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

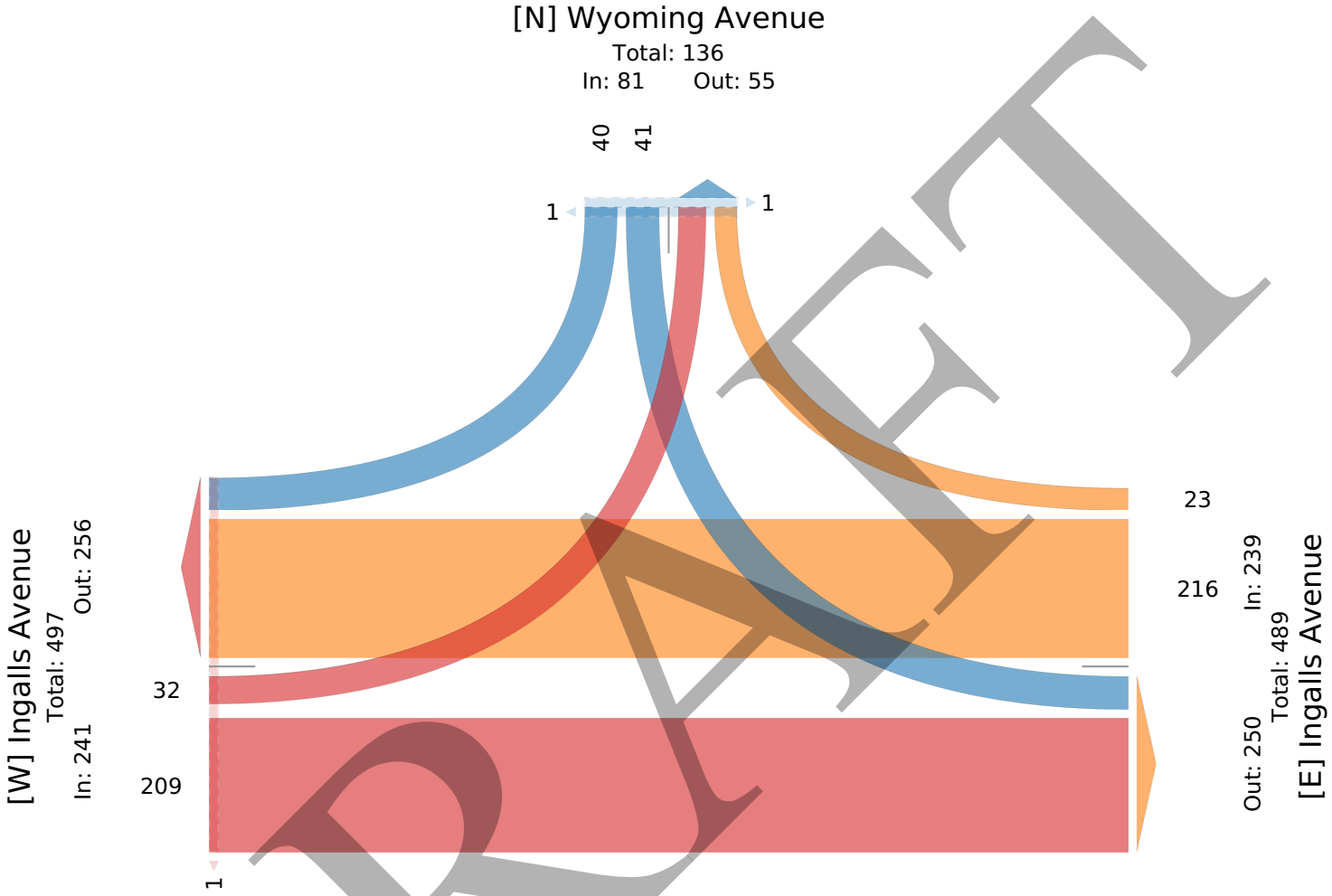
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC

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

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



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Wyoming Avenue with Ingalls Avenue TMC - TMC

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

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

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

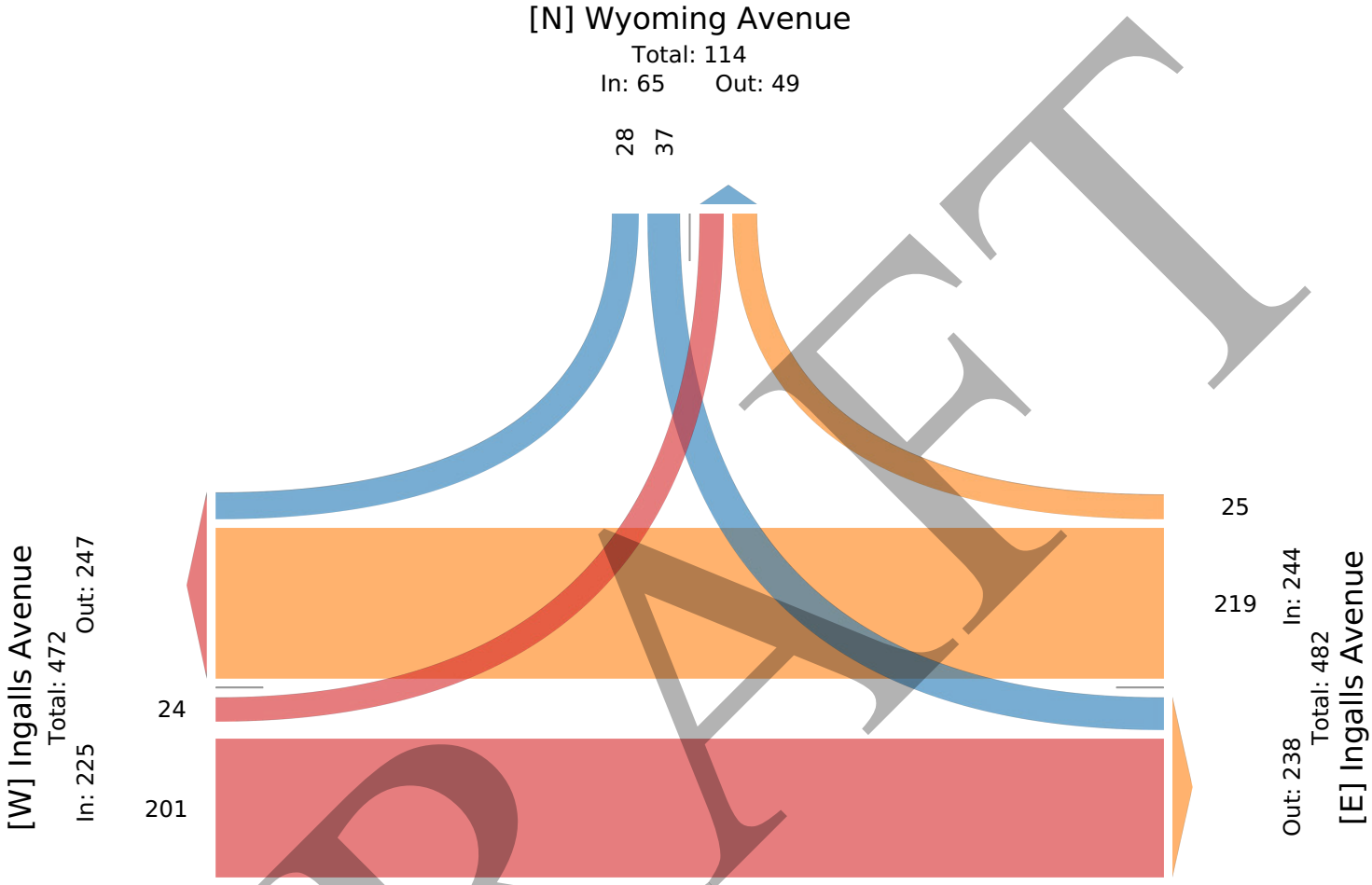
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Ingalls Avenue TMC - TMC

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

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



DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC

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

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

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

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

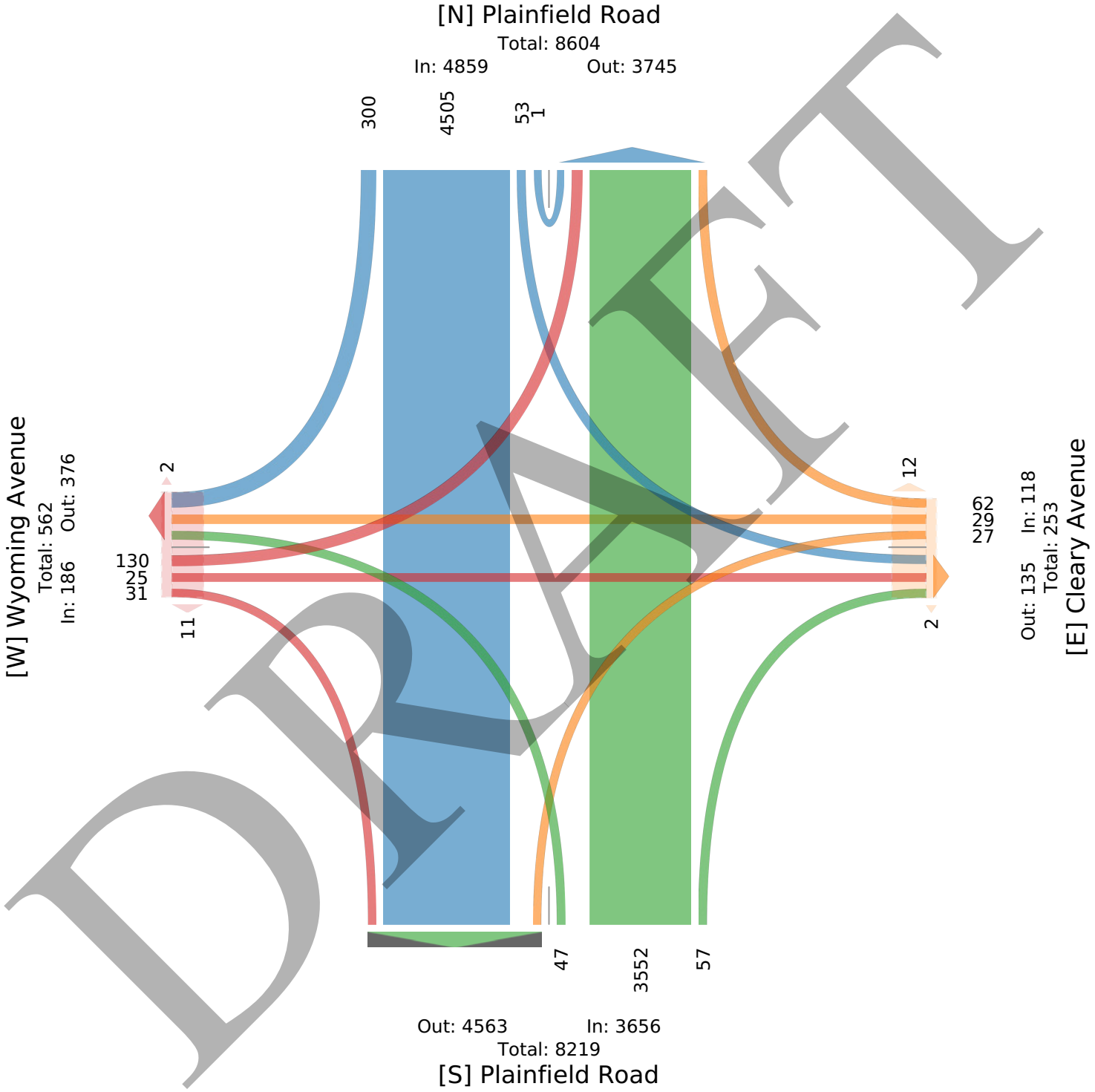
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC

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

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



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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.
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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%	-	-	-	-	-	-	-	-	-	-	-	-	-

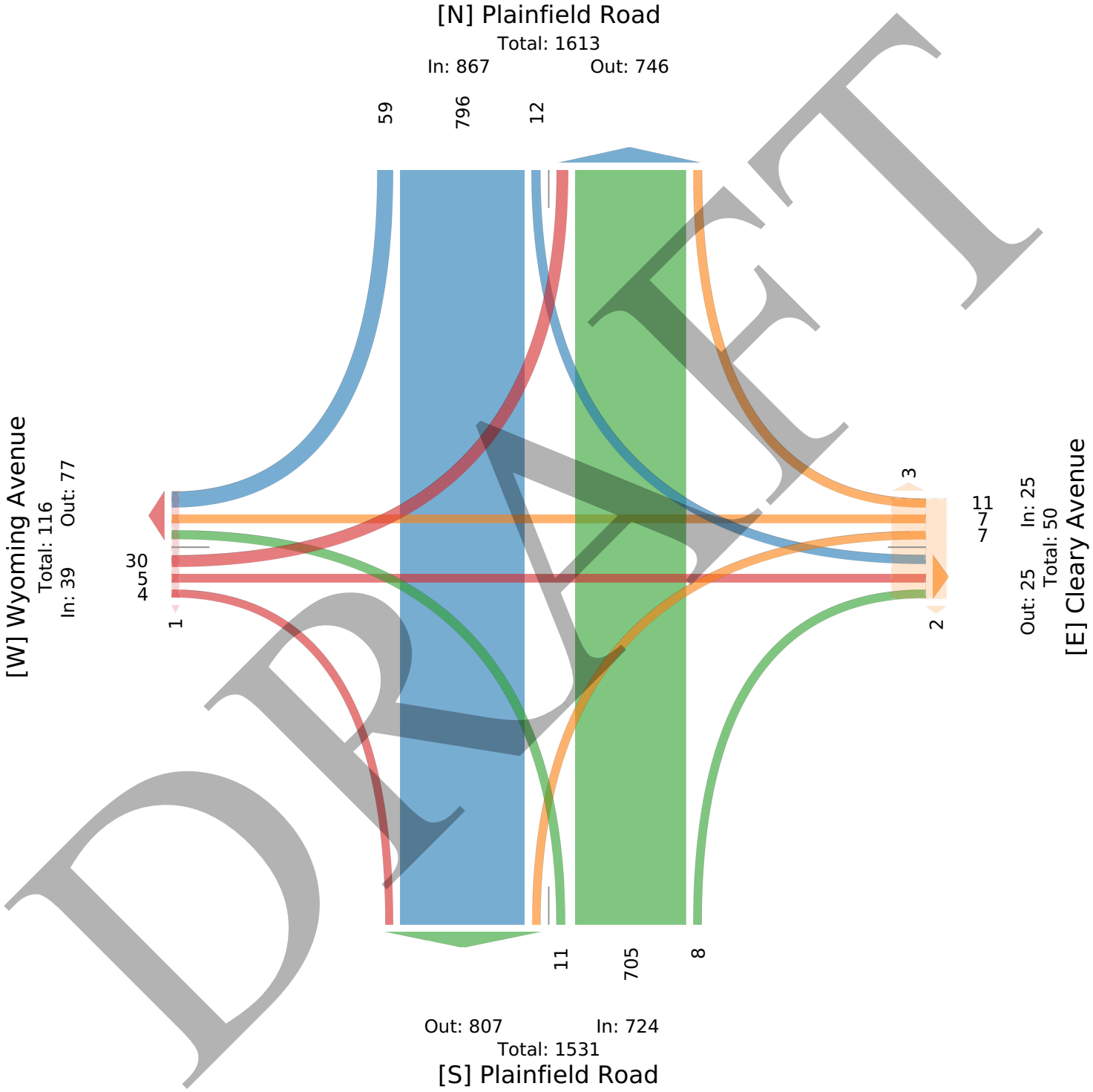
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC

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

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
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Rosemont, IL, 60018, US



DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC

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

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

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

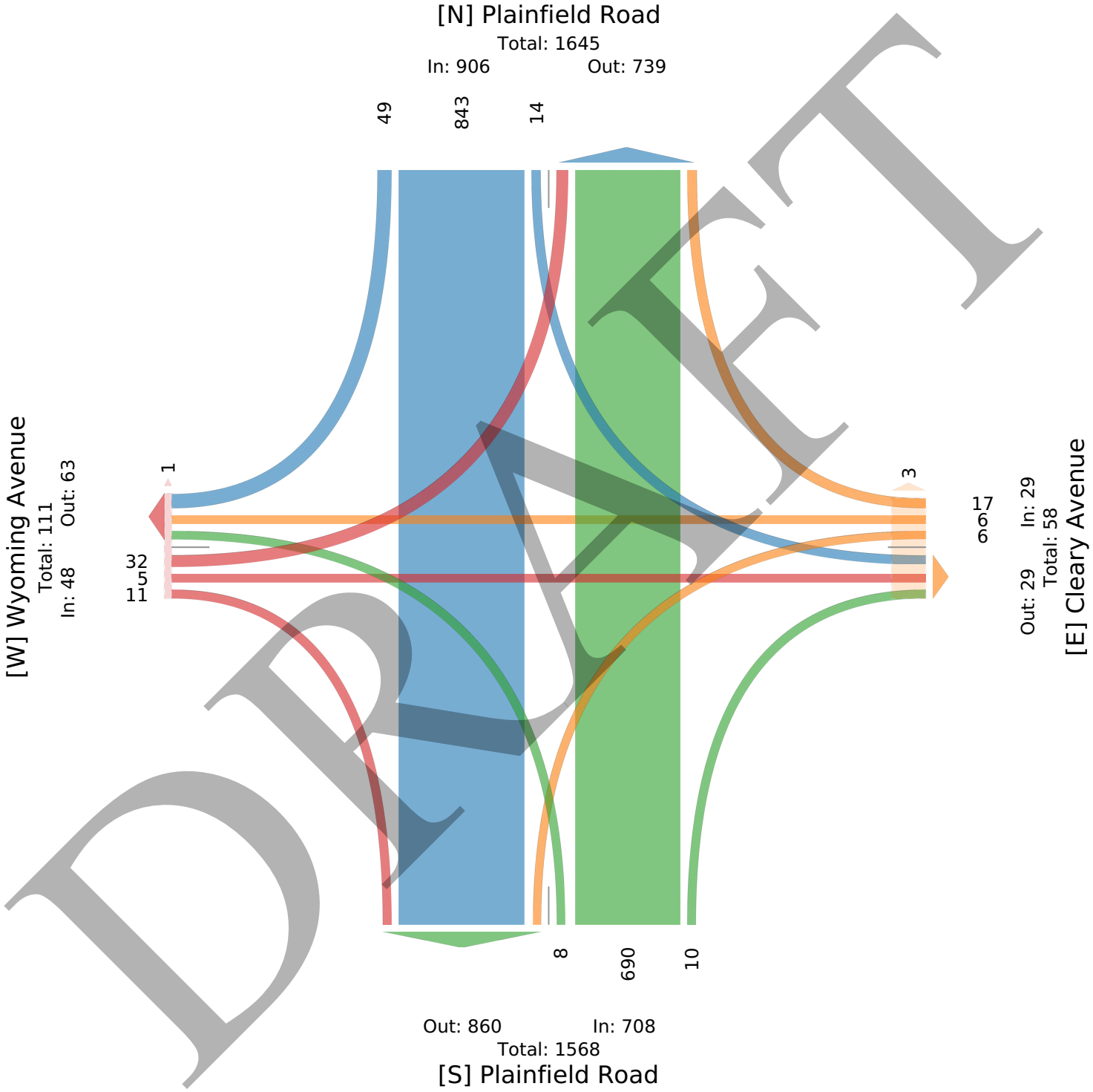
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

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Wyoming Avenue with Plainfield Road TMC - TMC

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

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

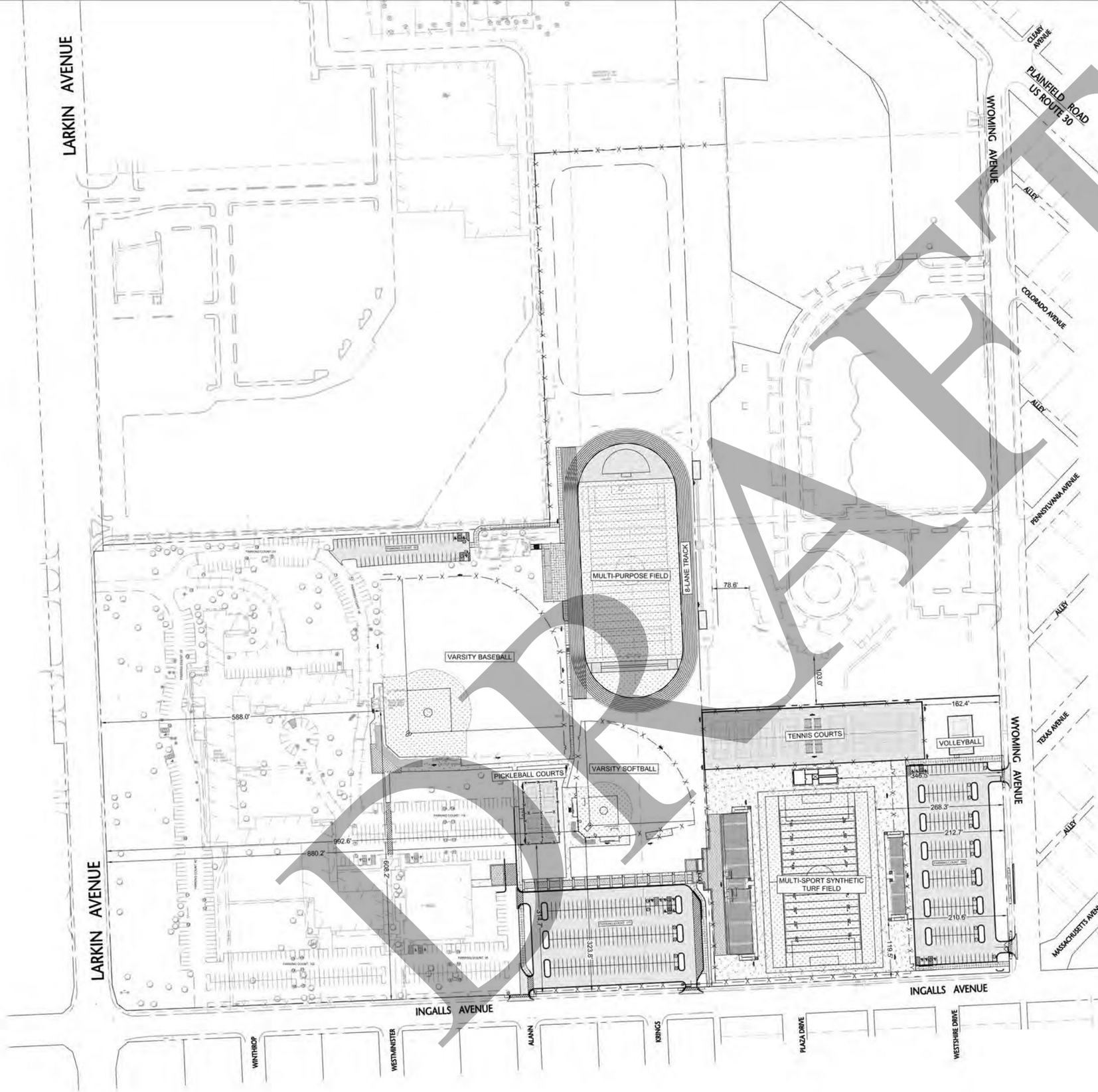


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Site Plan

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

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LEVEL OF SERVICE CRITERIA

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

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

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

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Capacity Analysis Summary Sheets

Friday Evening Peak Hour – Existing Conditions

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

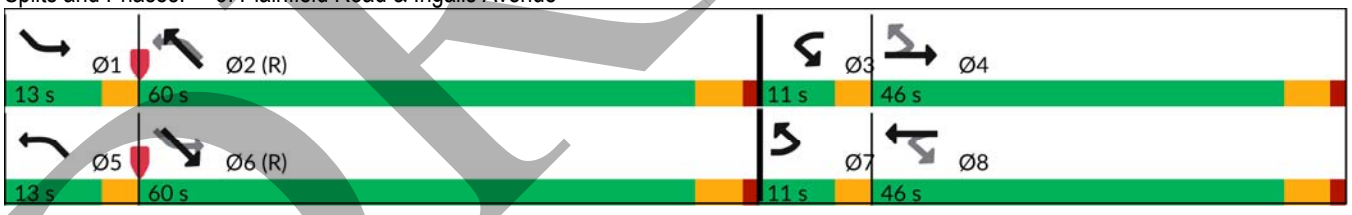
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio	0.19	0.59		0.09	0.80		0.22	0.33		0.11	0.28	
Control Delay (s/veh)	26.0	42.5		27.2	57.7		12.5	19.4		12.6	20.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	26.0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

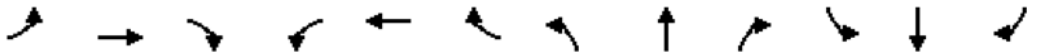
Intersection Summary

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

Splits and Phases: 3: Plainfield Road & Ingalls Avenue



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

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

Intersection Summary

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

Splits and Phases: 6: Larkin Avenue & Ingalls Avenue



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Intersection	
Int Delay, s/veh	1

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

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

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

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

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

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Intersection	
Int Delay, s/veh	1.9

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

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

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

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

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Capacity Analysis Summary Sheets

Saturday Midday Peak Hour – Existing Conditions

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

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

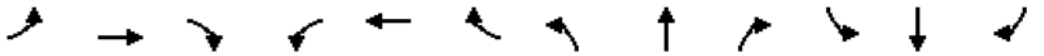
Intersection Summary

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

Splits and Phases: 3: Plainfield Road & Ingalls Avenue



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

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

Intersection Summary

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

Splits and Phases: 6: Larkin Avenue & Ingalls Avenue



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Intersection	
Int Delay, s/veh	0.8

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

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

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

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

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

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Intersection	
Int Delay, s/veh	1.5

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

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

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

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

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Capacity Analysis Summary Sheets

Friday Evening Peak Hour – Projected Conditions

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

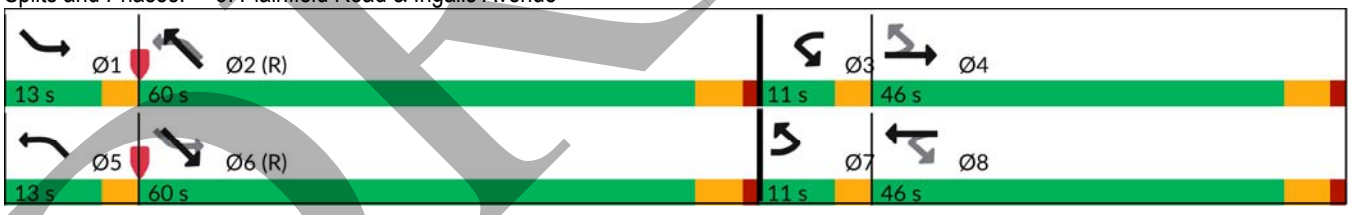
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio	0.24	0.59		0.08	0.84		0.25	0.41		0.50	0.34	
Control Delay (s/veh)	23.6	37.8		23.0	57.4		16.1	27.5		20.3	24.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	23.6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

Intersection Summary

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

Splits and Phases: 3: Plainfield Road & Ingalls Avenue



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

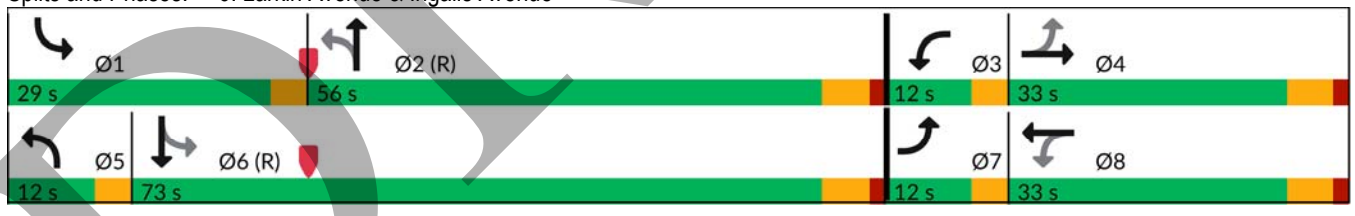
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.33	0.81		0.77	0.73		0.31	0.91		0.89	0.56	
Control Delay (s/veh)	36.0	65.0		56.0	49.7		14.0	46.0		61.8	22.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	36.0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

Intersection Summary

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

Splits and Phases: 6: Larkin Avenue & Ingalls Avenue



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Intersection	
Int Delay, s/veh	3.1

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

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

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

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

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

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Intersection	
Int Delay, s/veh	3.9

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

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

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

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

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Capacity Analysis Summary Sheets

Saturday Midday Peak Hour – Projected Conditions

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

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

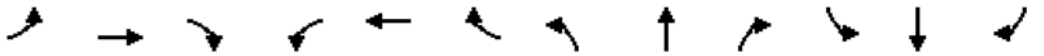
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 33.5		Intersection LOS: C	
Intersection Capacity Utilization 72.3%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 3: Plainfield Road & Ingalls Avenue



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

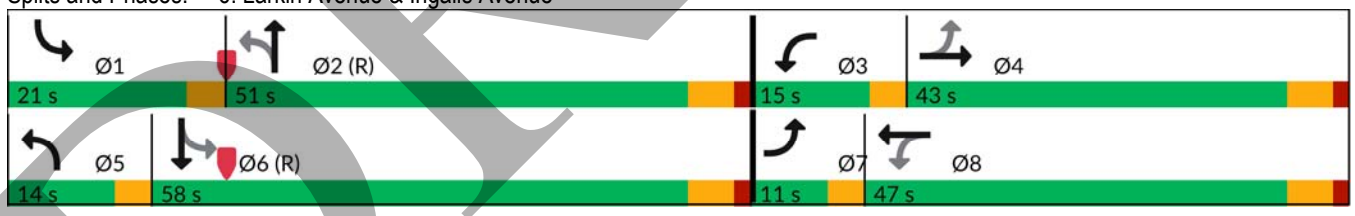
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.57	0.46		0.72	0.96		0.38	0.92		0.82	0.72	
Control Delay (s/veh)	38.0	37.6		35.7	66.9		20.8	52.1		54.2	35.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	38.0	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



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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

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Intersection	
Int Delay, s/veh	5.3

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

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

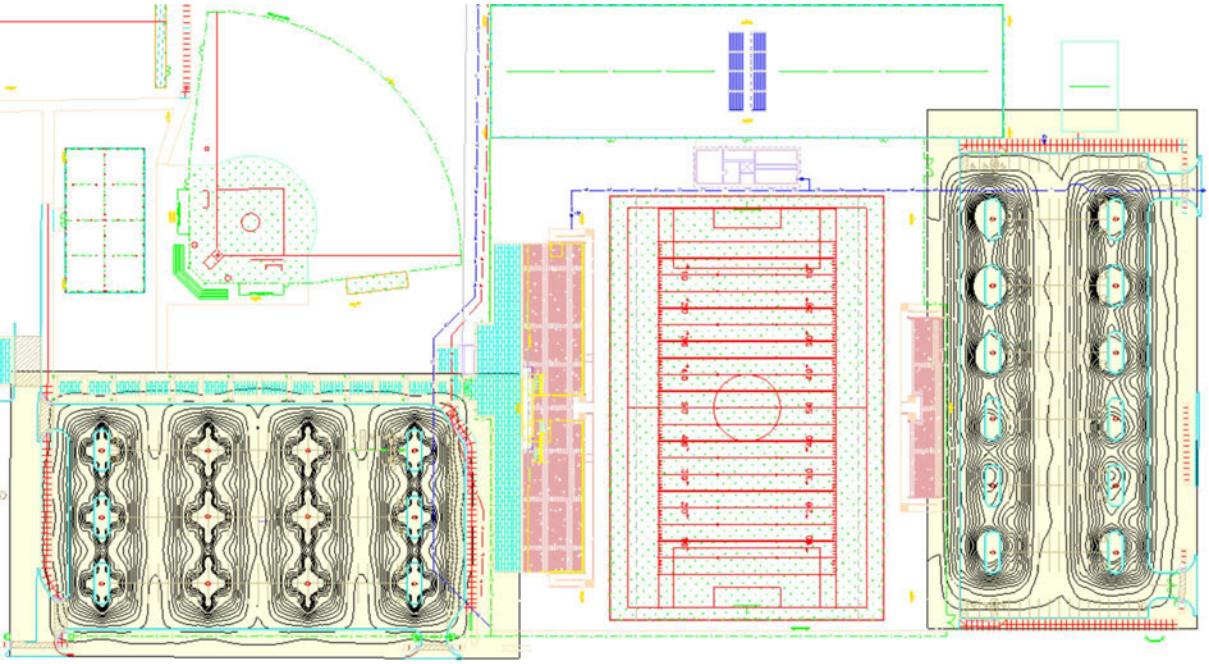
Approach	EB	WB	SB
HCM Control Delay, s/v	0.75	0	18.86
HCM LOS			C

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

DRAFT

Date 4/9/2026

DIALux



JCA Parking Project

Lighting project for two parking lots near the JCA stadium.

Object
1200 N. Larkin Avenue
Joliet, IL 60435

Created with DIALux

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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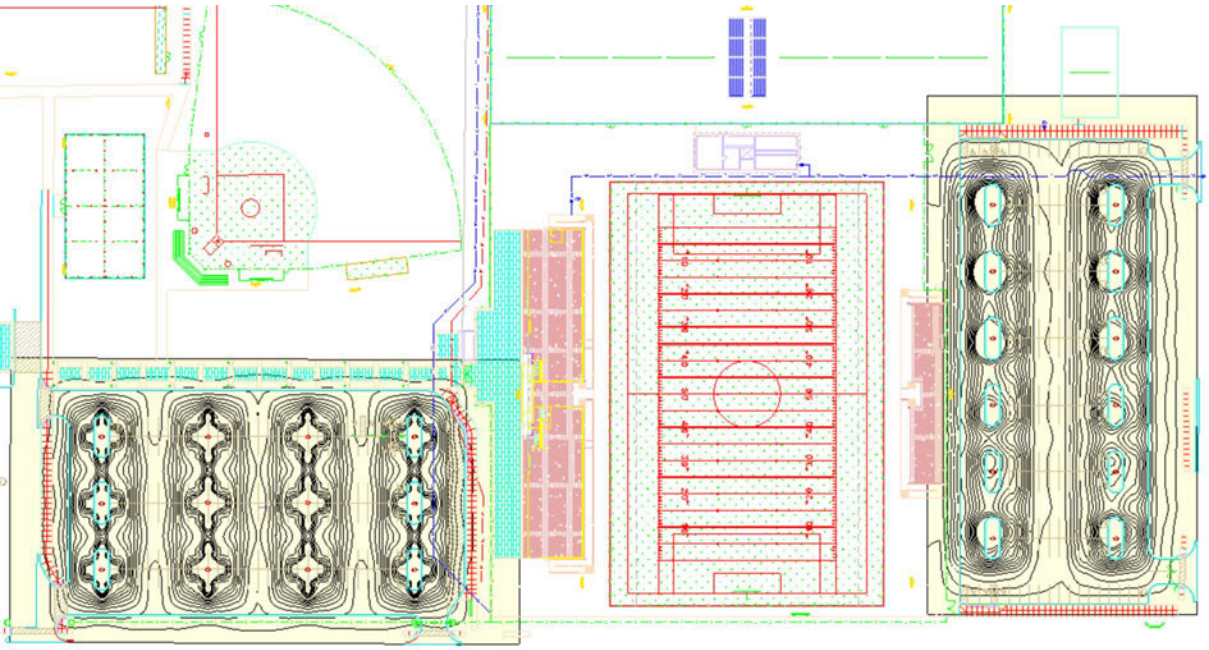
Glossary 35

Contacts

Nick

CSN Electric Services LLC

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



Description

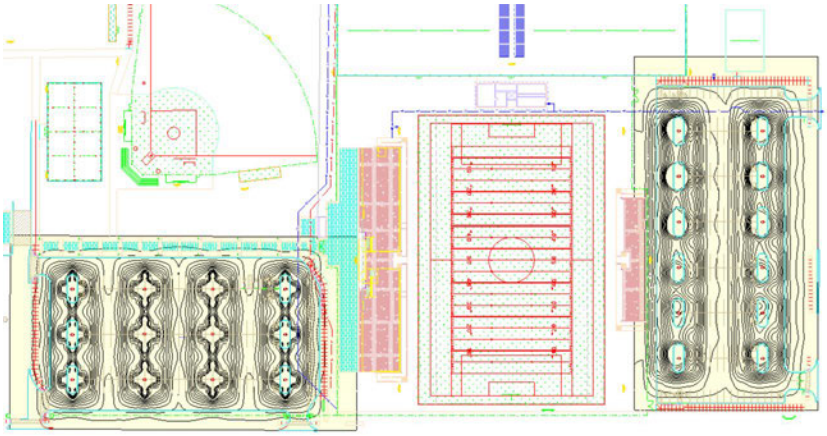
Nick

CSN Electric Services LLC

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

Images

Site 1



DIALux

Luminaire list

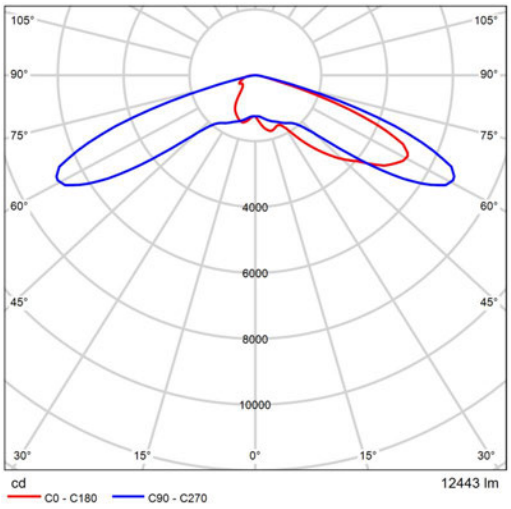
Φ_{total}	P_{total}	Luminous efficacy
597264 lm	4464.0 W	133.8 lm/W

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

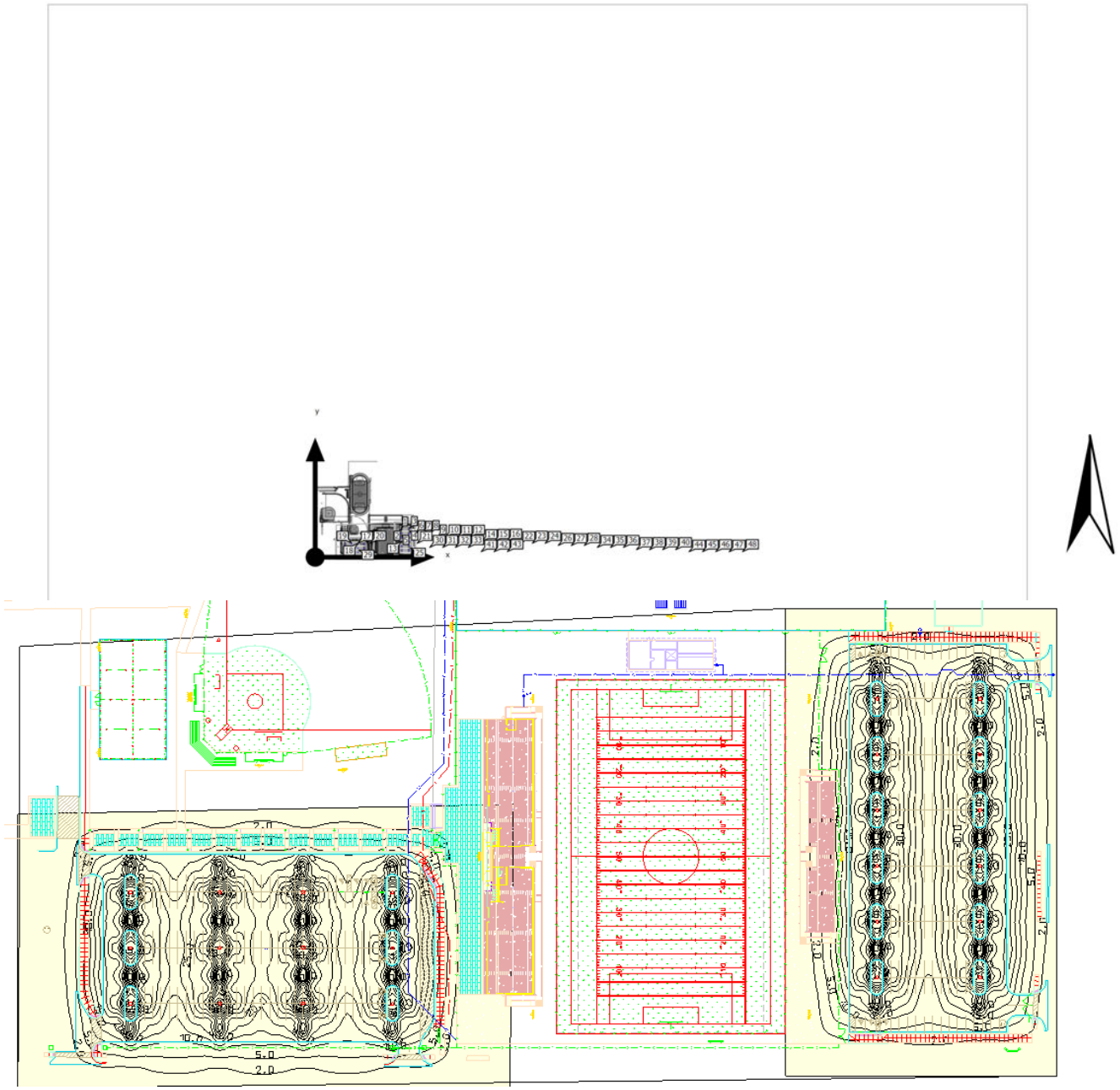
Article No.	GALN-SA3A-730-U-T4W
P	93.0 W
Φ_{Lamp}	–
$\Phi_{Luminaire}$	12443 lm
η	–
Luminous efficacy	133.8 lm/W
CCT	3000 K
CRI	100



Polar LDC

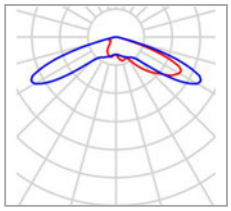
Site 1

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

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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

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Site 1

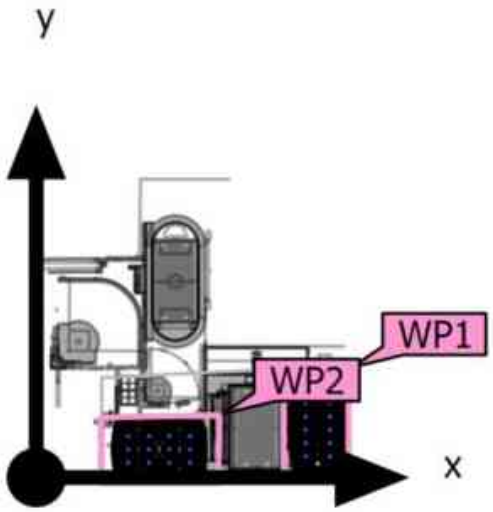
Luminaire list

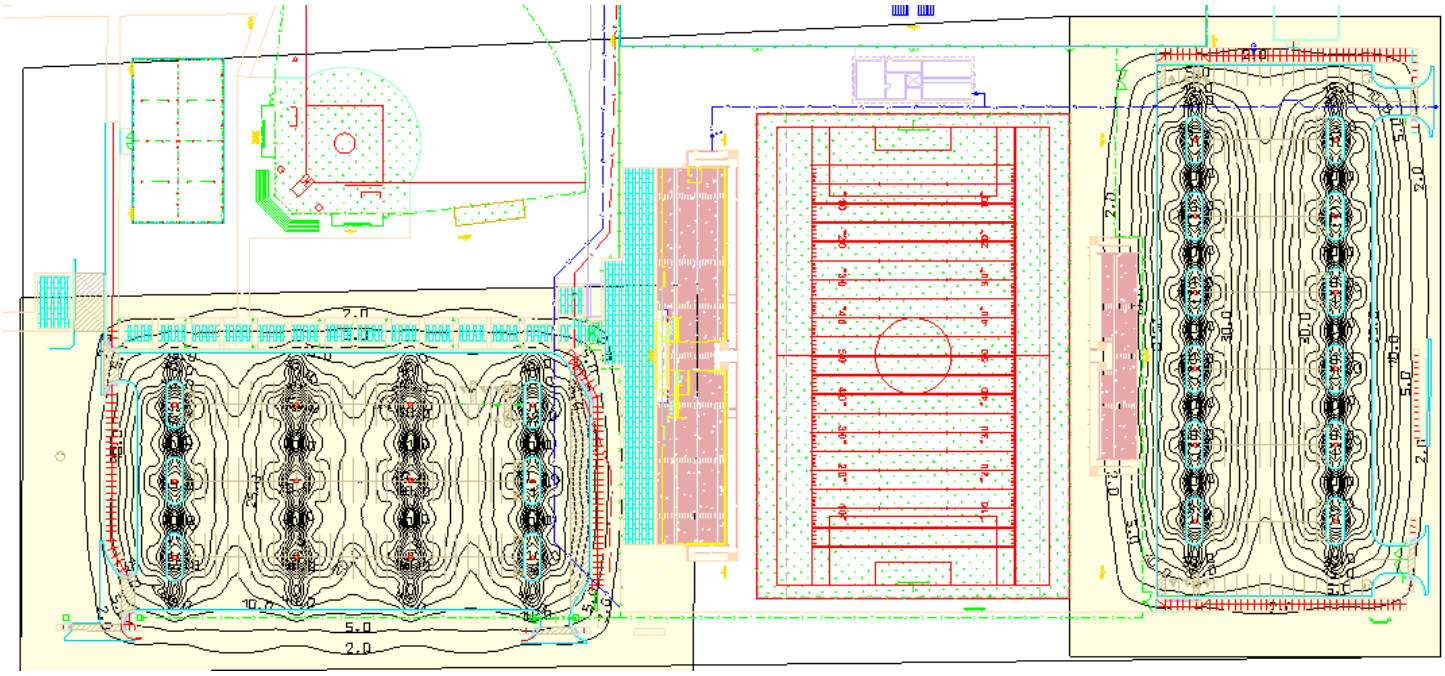
Φ_{total}	P_{total}	Luminous efficacy
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pcs.	Manufacturer	Article No.	Article name	P	Φ	Luminous efficacy
48	Cooper Lighting	GALN-SA3A-730-U-T4W	GALLEON AREA AND ROADWAY LUMINAIRE (3) 70 CRI, 3000K, 615mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE IV WIDE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

Site 1 (Light scene 1)

Calculation objects





Site 1 (Light scene 1)

Calculation objects

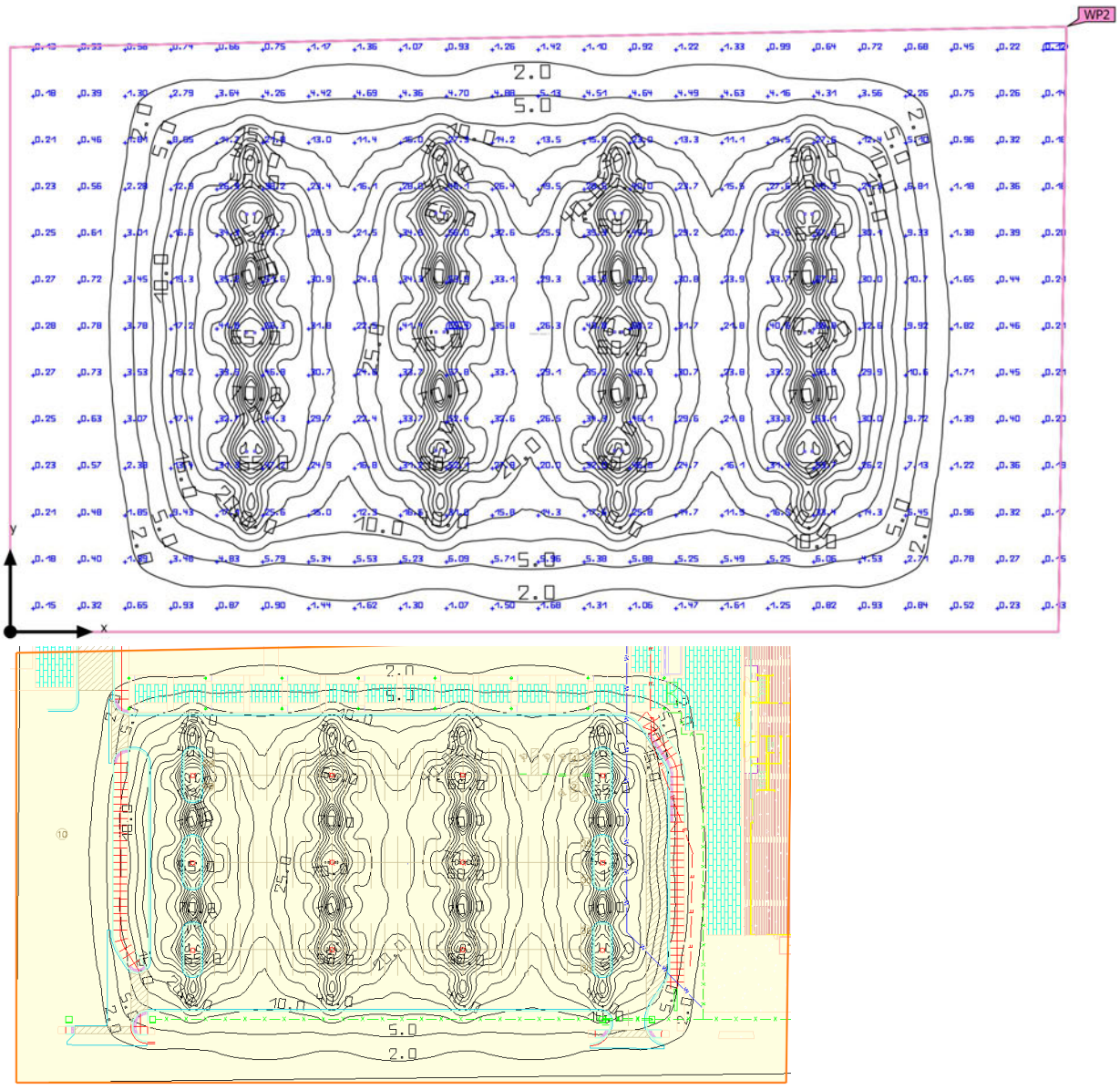
Working planes

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

DIALux

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.

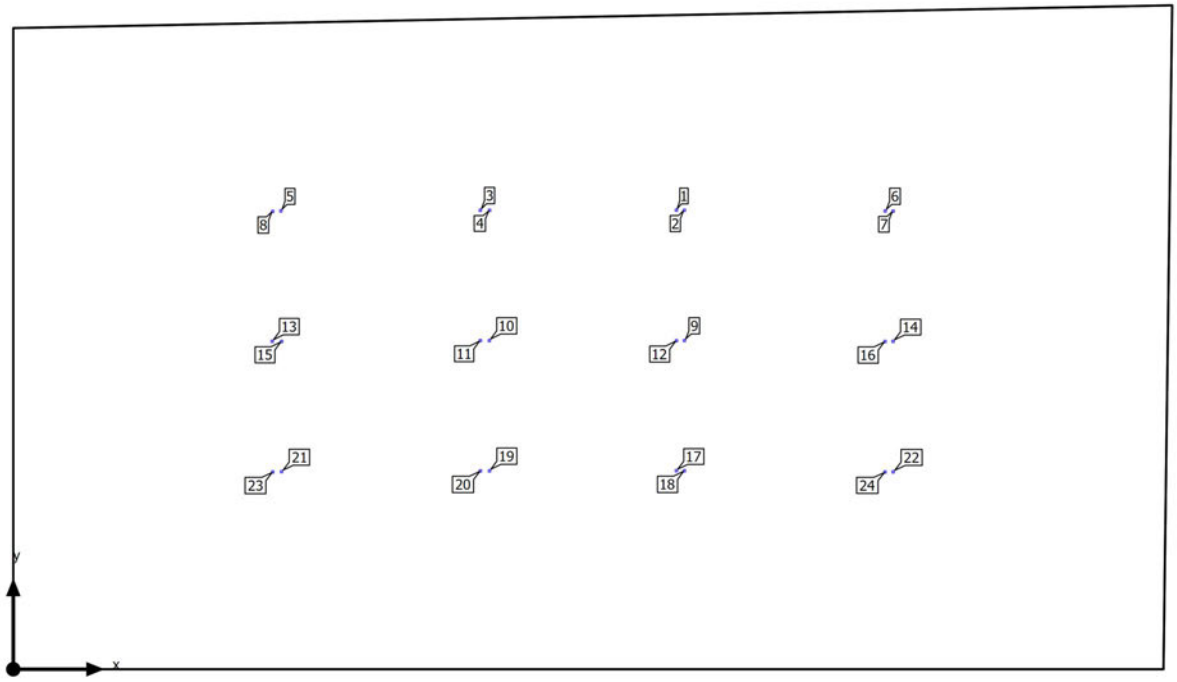
Utilisation profile: DIALux presetting (5.1.4 Standard (outdoor transportation area))

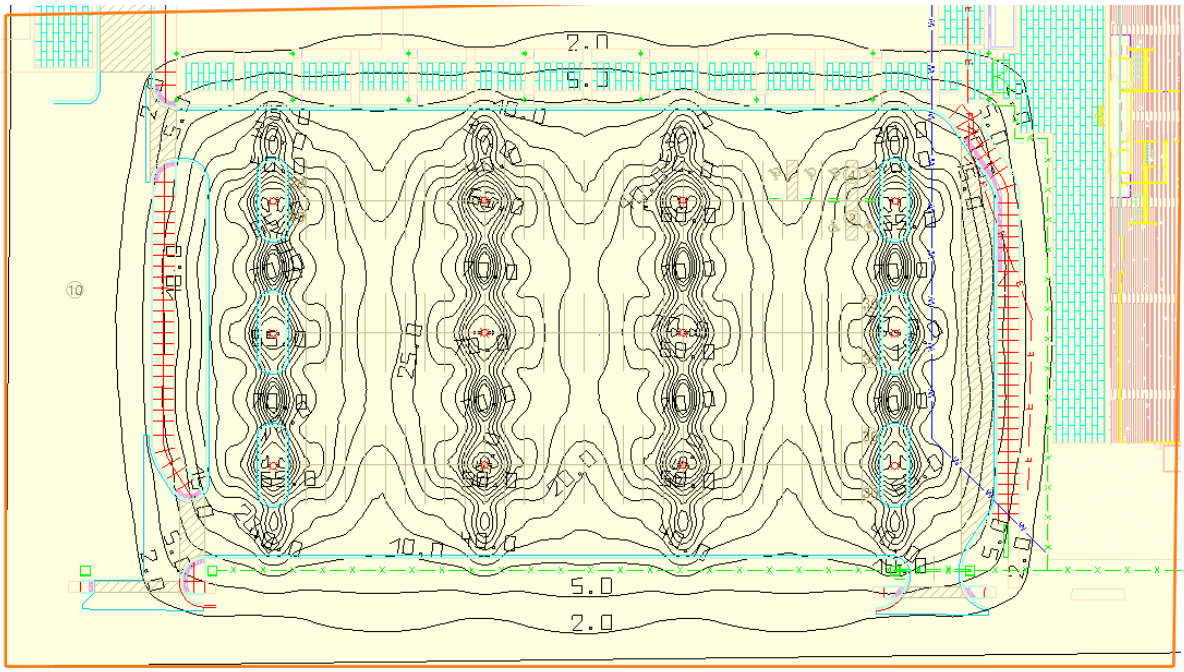
Luminaire list

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

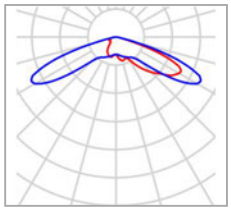
Luminaire layout plan





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

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

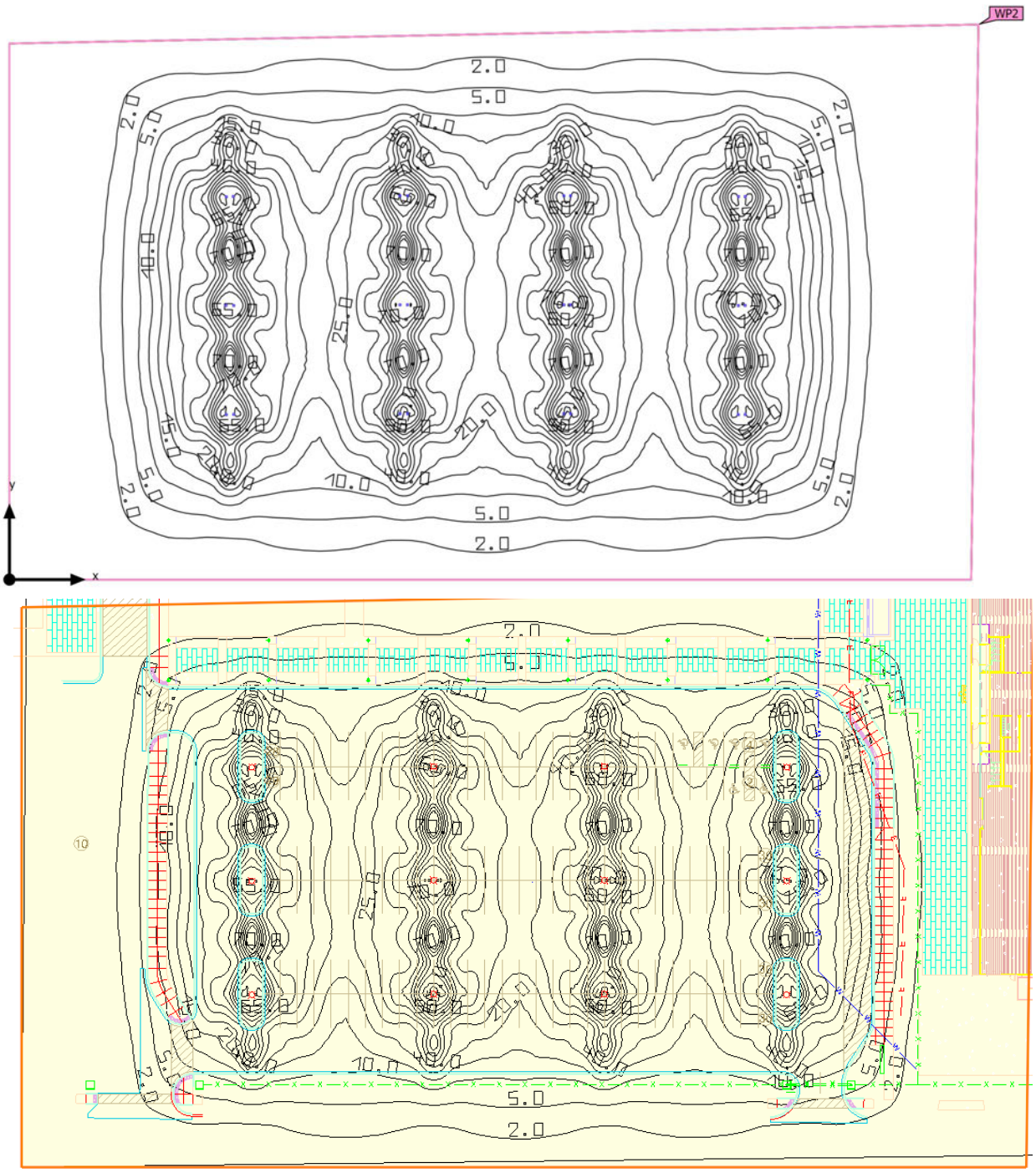
Luminaire list

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

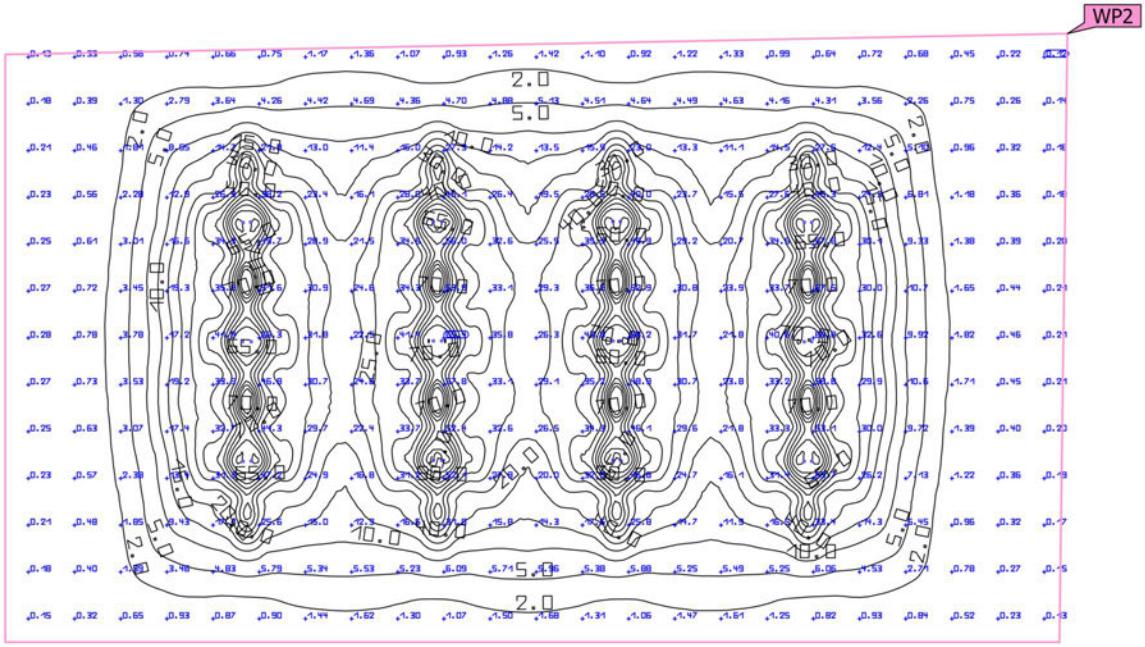
Working planes

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)

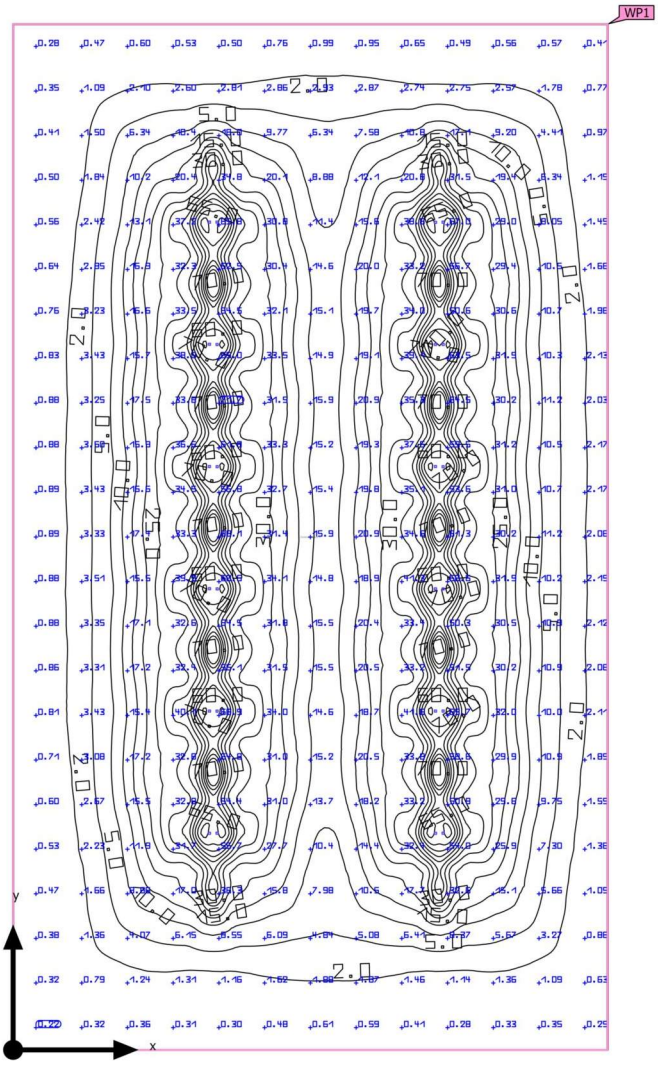


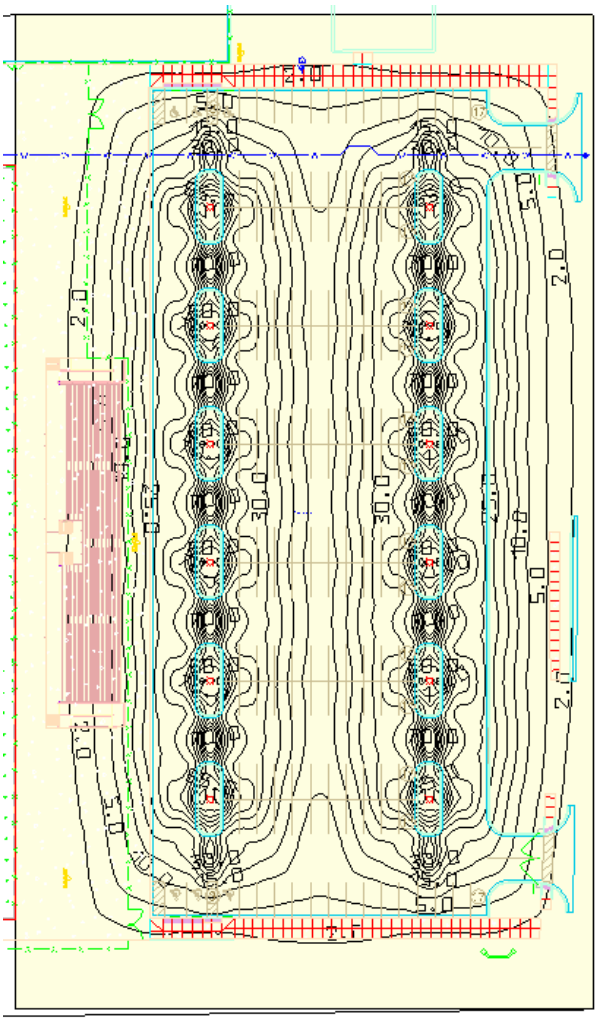
Properties	Ē (Target)	E_{min}	E_{max}	U_o (g_1) (Target)	g_2	Index
Working plane (Outdoor space 3) Perpendicular illuminance (adaptive) Height: 0.000 m, Wall zone: 0.000 m	15.9 lx (≥ 50.0 lx) ✗	0.11 lx	79.6 lx	0.007 (≥ 0.40) ✗	0.001	WP2

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.

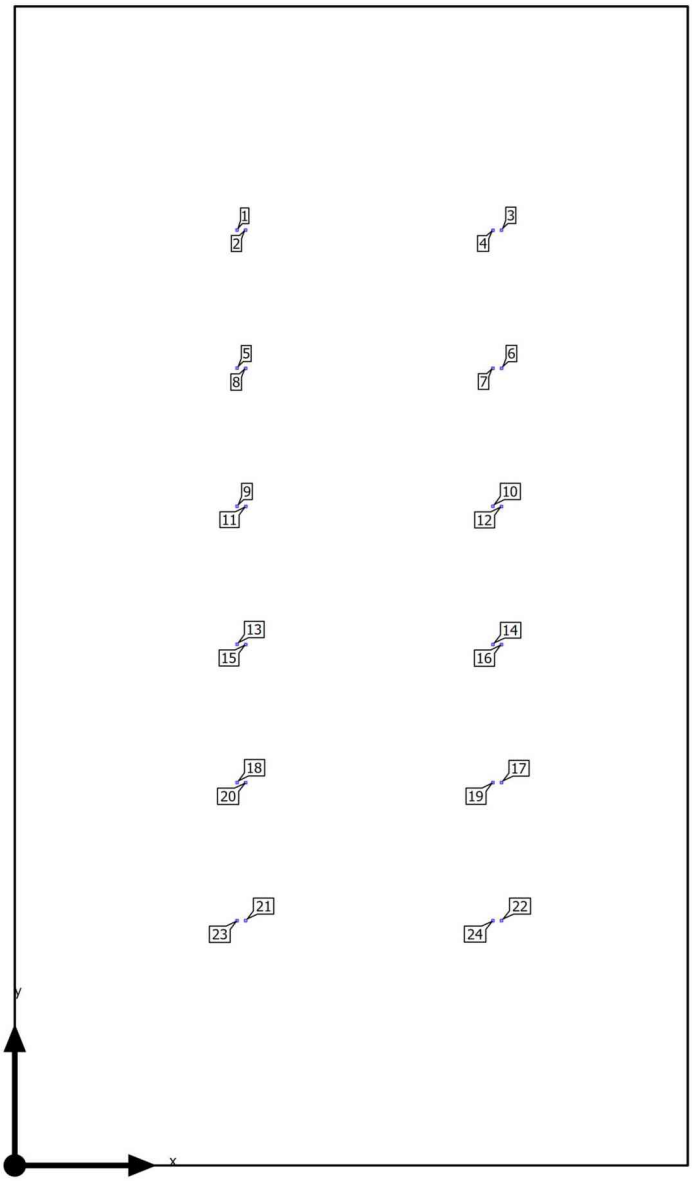
Utilisation profile: DIALux presetting (5.1.4 Standard (outdoor transportation area))

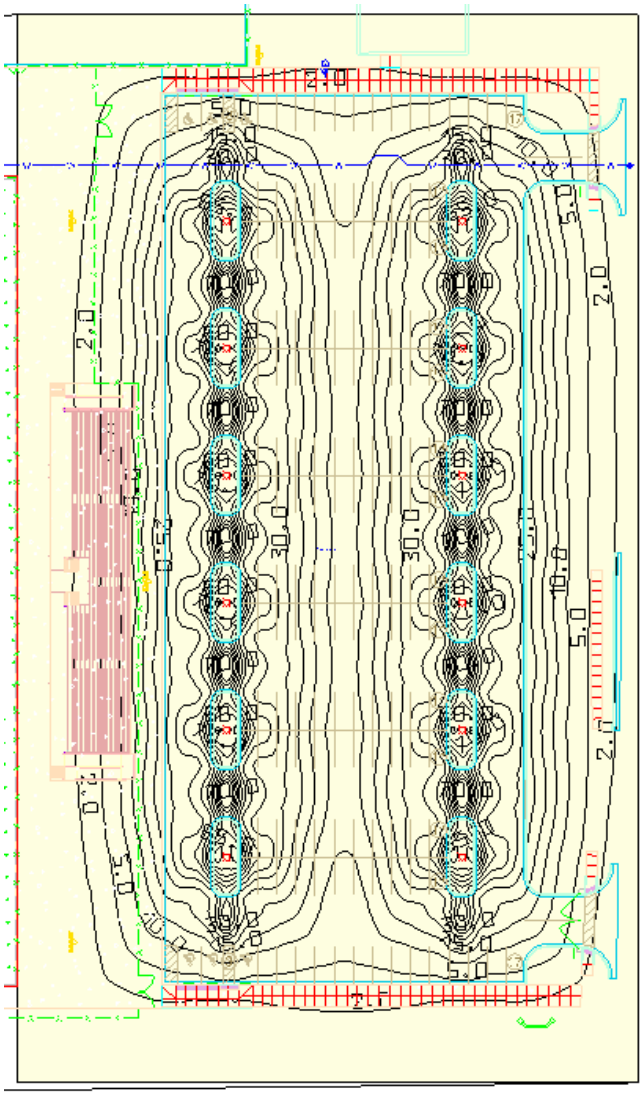
Luminaire list

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

Site 1 · Outdoor space 4

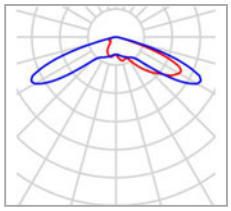
Luminaire layout plan





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

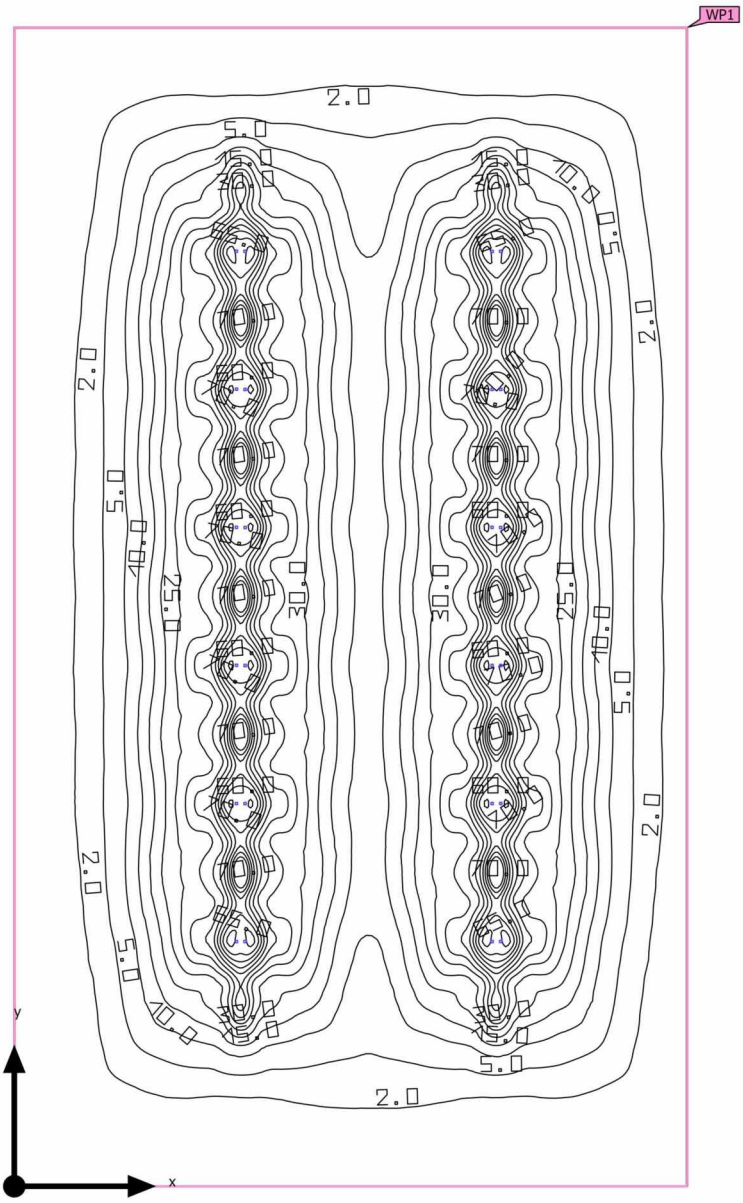
Luminaire list

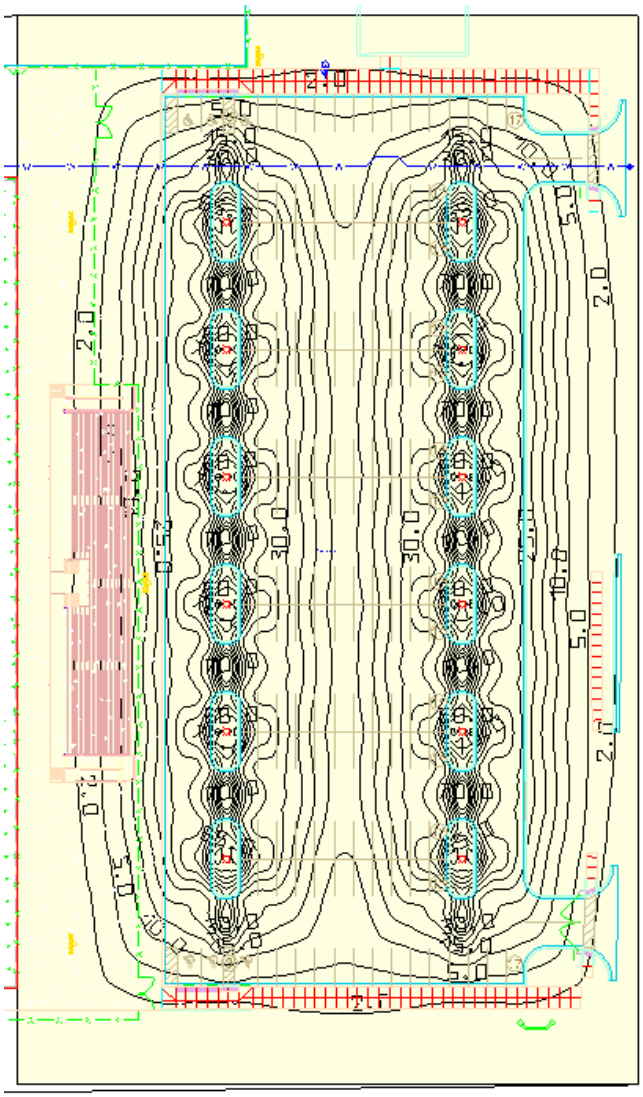
Φ_{total}	P_{total}	Luminous efficacy
298632 lm	2232.0 W	133.8 lm/W

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

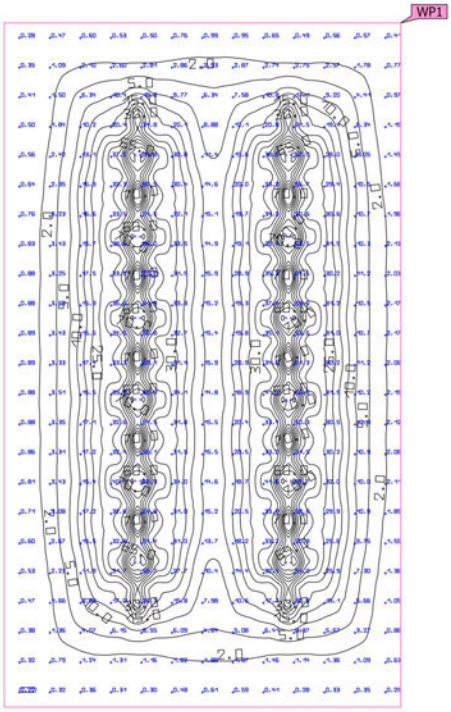
Working planes

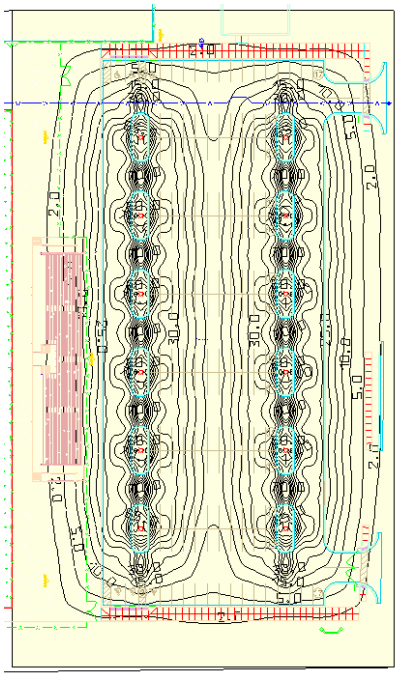
Properties	Ē (Target)	E_{min}	E_{max}	U_o (g_1) (Target)	g_2	Index
Working plane (Outdoor space 4) Perpendicular illuminance (adaptive) Height: 0.000 m, Wall zone: 0.000 m	17.3 lx (≥ 50.0 lx) ✗	0.17 lx	79.6 lx	0.010 (≥ 0.40) ✗	0.002	WP1

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.

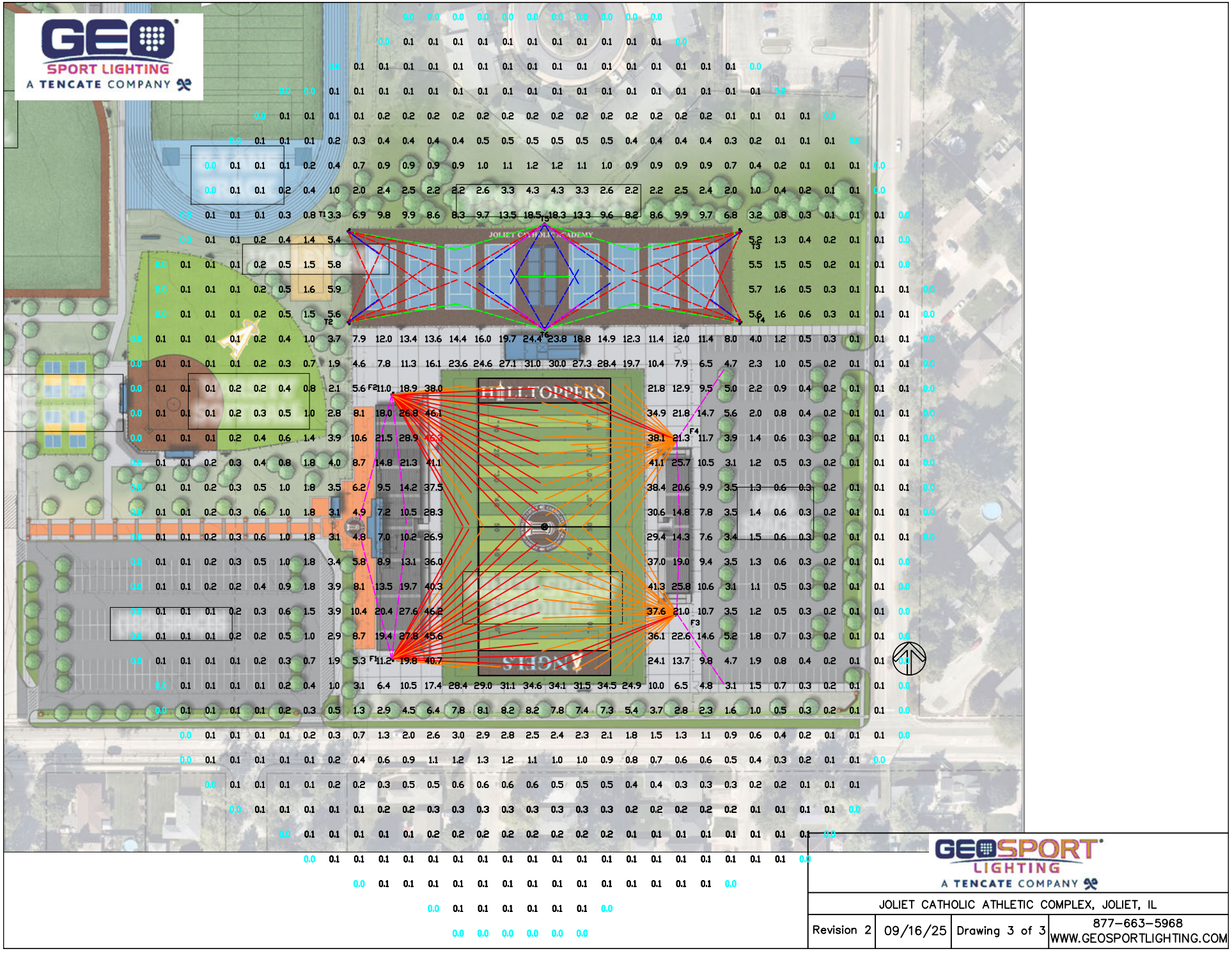
V

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

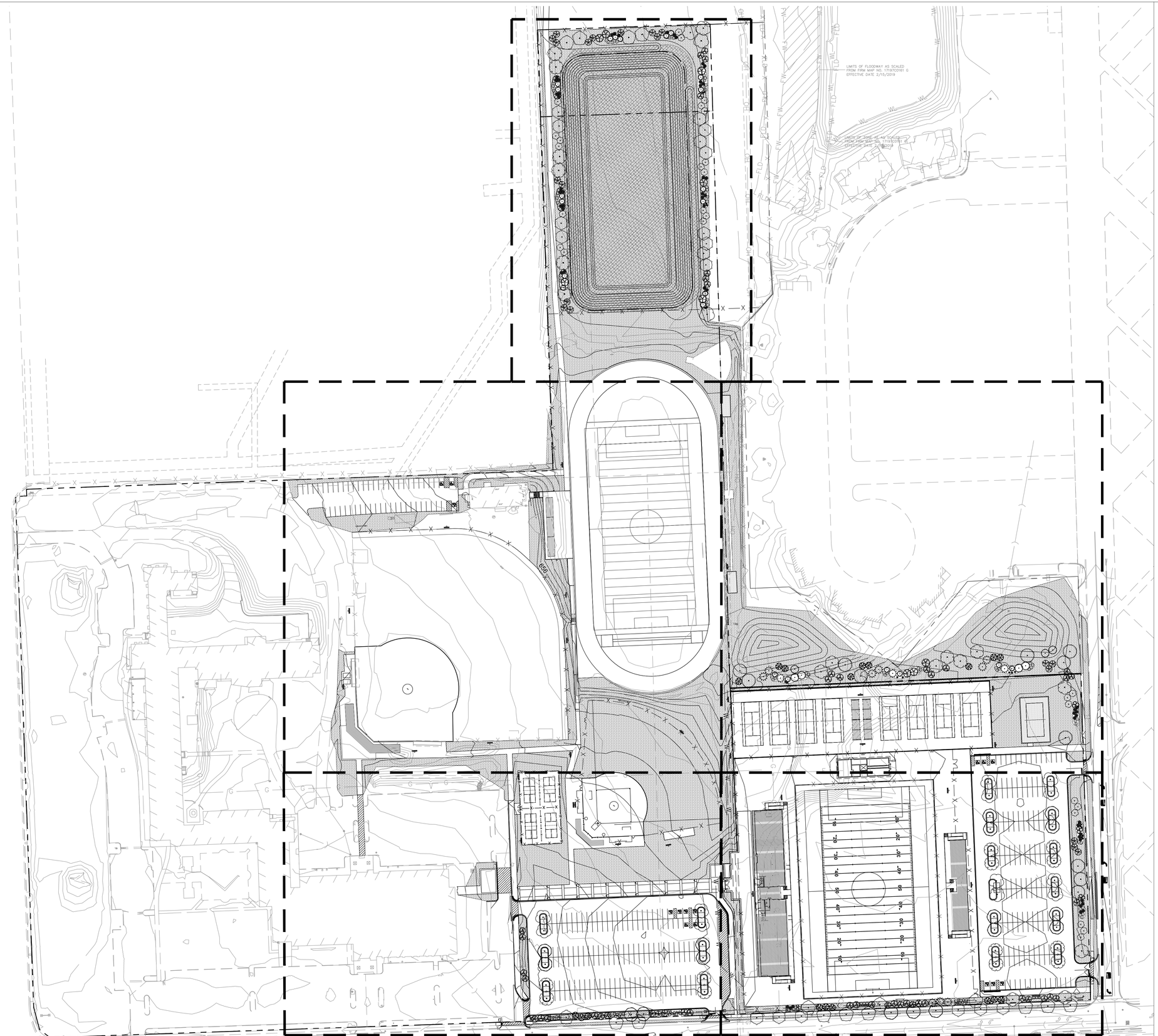
Wall zone	Circumferential area between working plane and walls which is not taken into account for the calculation.
Working plane	Virtual measuring or calculation surface at the height of the visual task that generally follows the room geometry. The working plane may also feature a wall zone.



GEOSPORT LIGHTING
A TENCATE COMPANY

JOLIET CATHOLIC ATHLETIC COMPLEX, JOLIET, IL

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



LEGEND

PROPERTY LINE

SEED AND BLANKET

WET BOTTOM DETENTION SEED MIX

LANDSCAPE NOTES:

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

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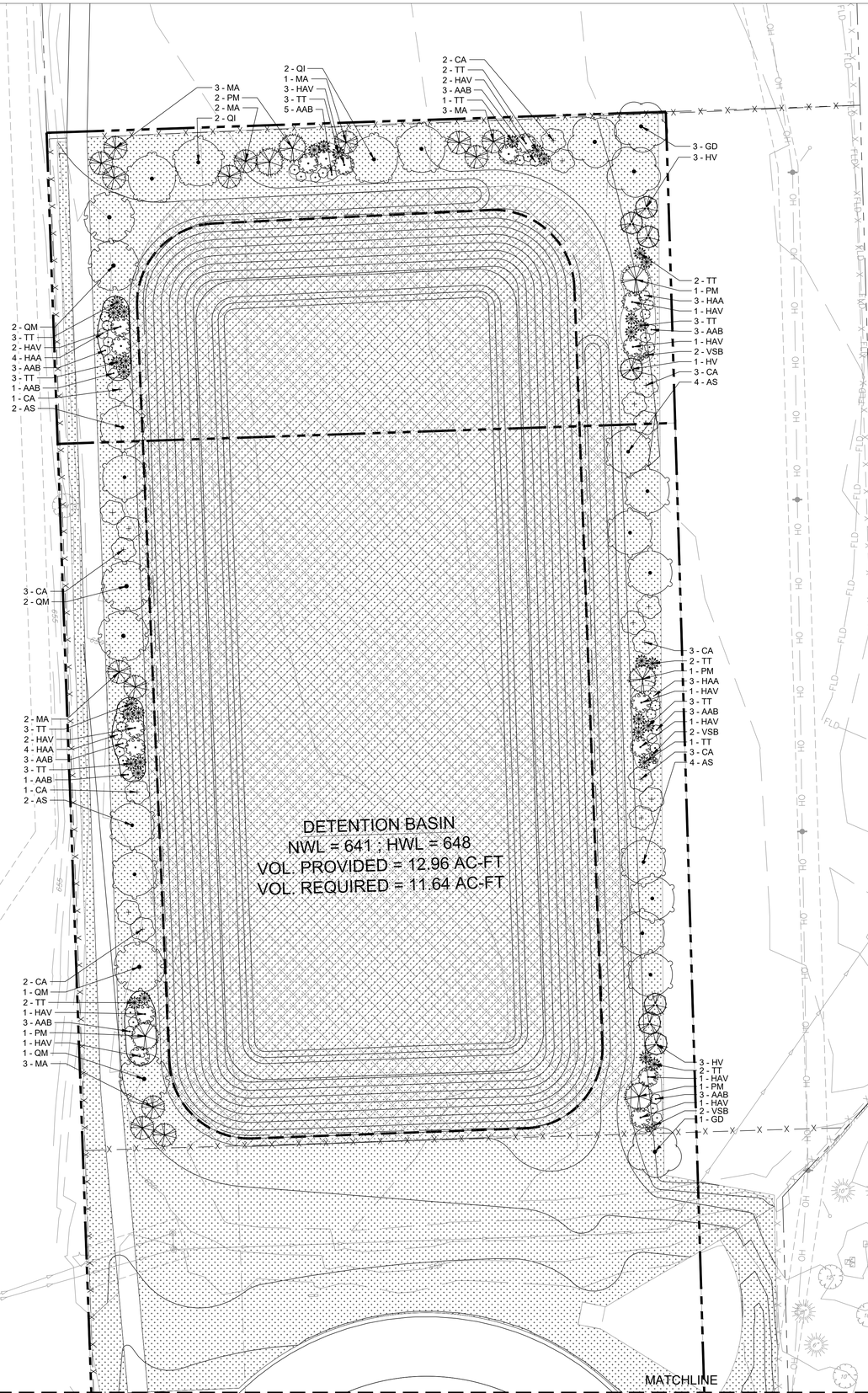
JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

OVERALL LANDSCAPE PLAN

Project Number: 240055
Drawn By: SS, NJ
Sheet: L1.00
NORTH
1" = 80'
0' 40' 80' 160'

S:\Darien\Joliet Catholic Academy\240055_Athletic Complex Improvements\01\11 Drawings\02 CD\240055 L1.00 LANDSCAPE PLAN.dwg njimenez May 15, 2026 10:35:35 am
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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

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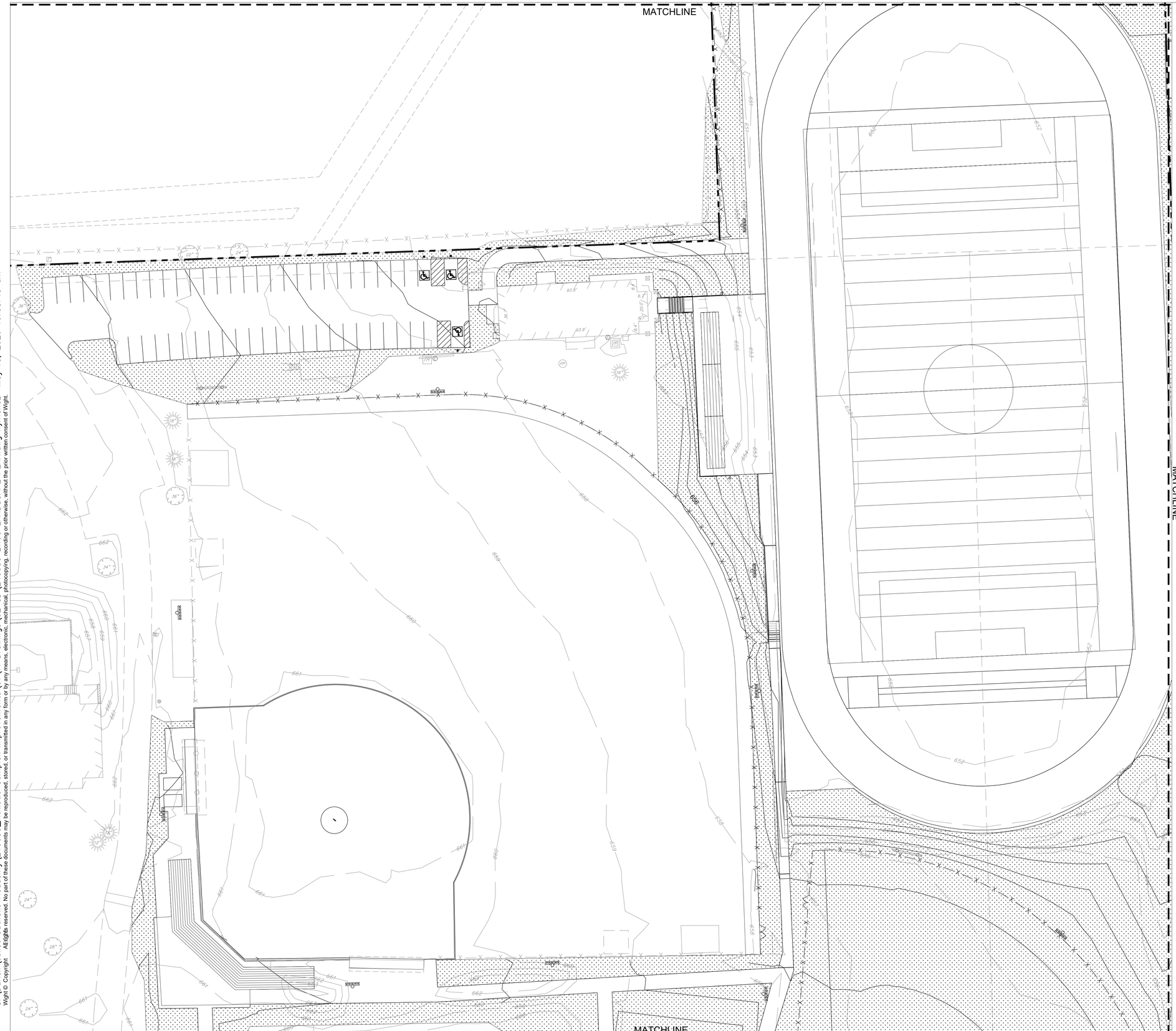
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Sheet:

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NORTH

L1.01

S:\Darien\Joliet Catholic Academy\240055_Athletic Complex Improvements\01\11 Drawings\02 CD\240055 L1.00 LANDSCAPE PLAN.dwg njimenez May 15, 2026 10:35:39 am
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1" = 30'
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LEGEND

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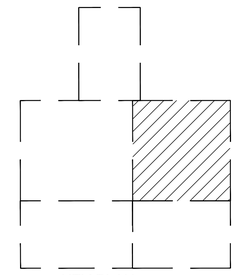
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	PUD SUBMITTAL	10/10/2025

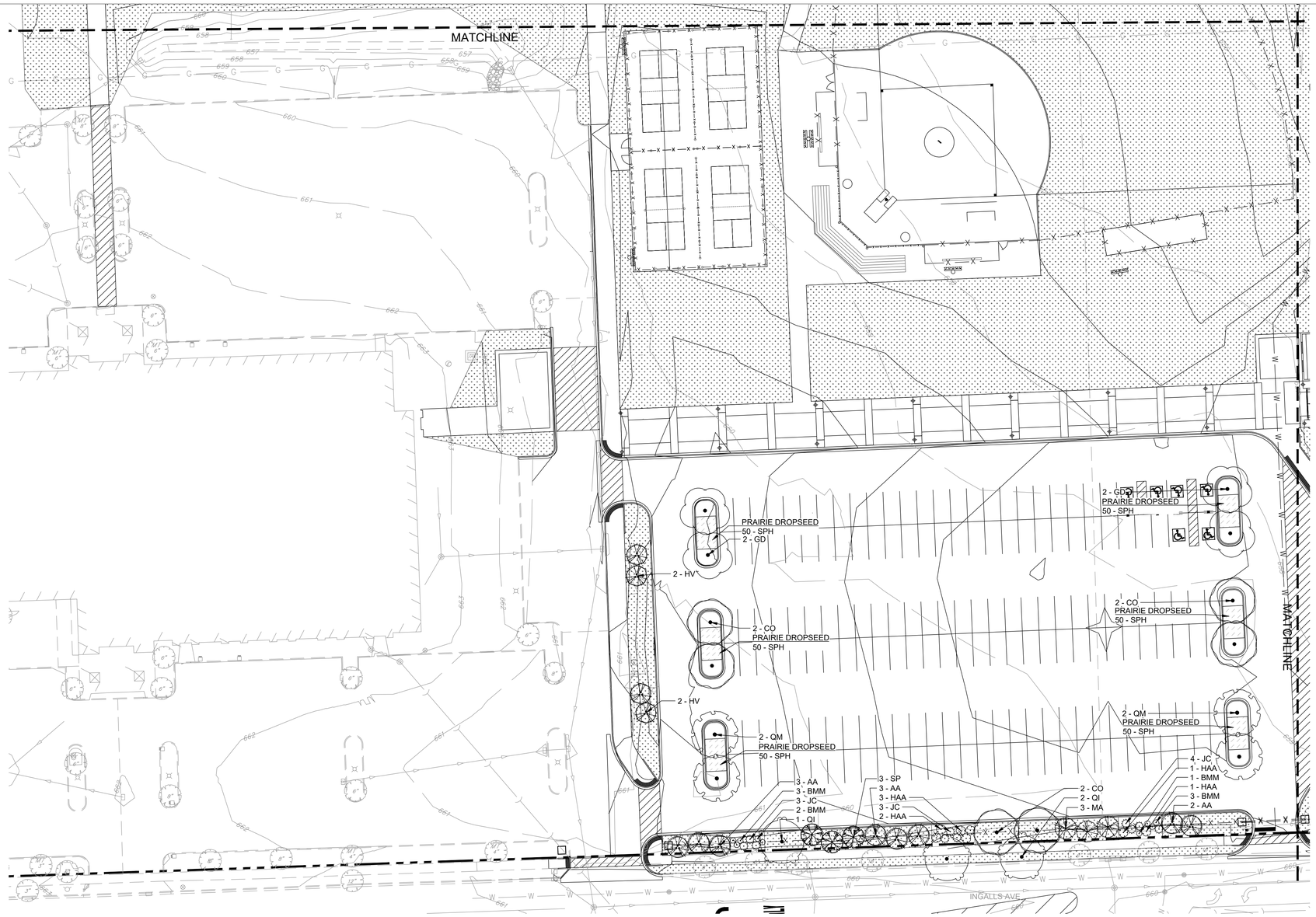
JOLIET CATHOLIC ATHLETIC COMPLEX IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

LANDSCAPE PLAN

Project Number: 240055
Drawn By: SS, NJ
Sheet: L1.03
1" = 30'
0' 15' 30' 60'
NORTH

S:\Darien\Joliet Catholic Academy\240055_Athletic Complex Improvements\01\11 Drawings\02 CD\240055 L1.00 LANDSCAPE PLAN.dwg njimenez May 15, 2026 10:35:47 am
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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.	

LEGEND

- PROPERTY LINE
- SEED AND BLANKET
- WET BOTTOM DETENTION SEED MIX

LANDSCAPE NOTES:

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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

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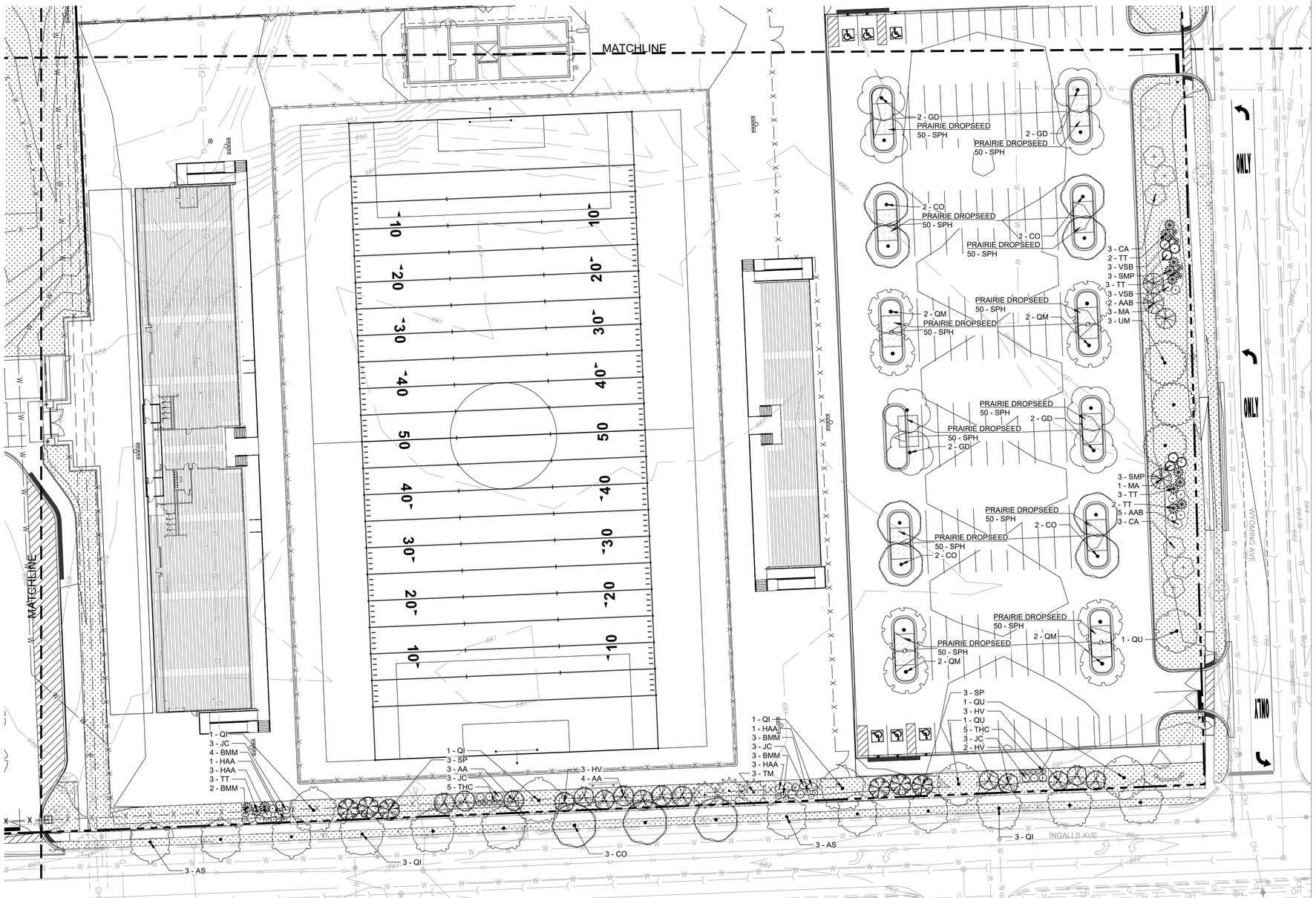
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NORTH

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CHILDREN OF ANGELS
SLIPPING
DECLINE
AMBULANCE
ENTRANCE

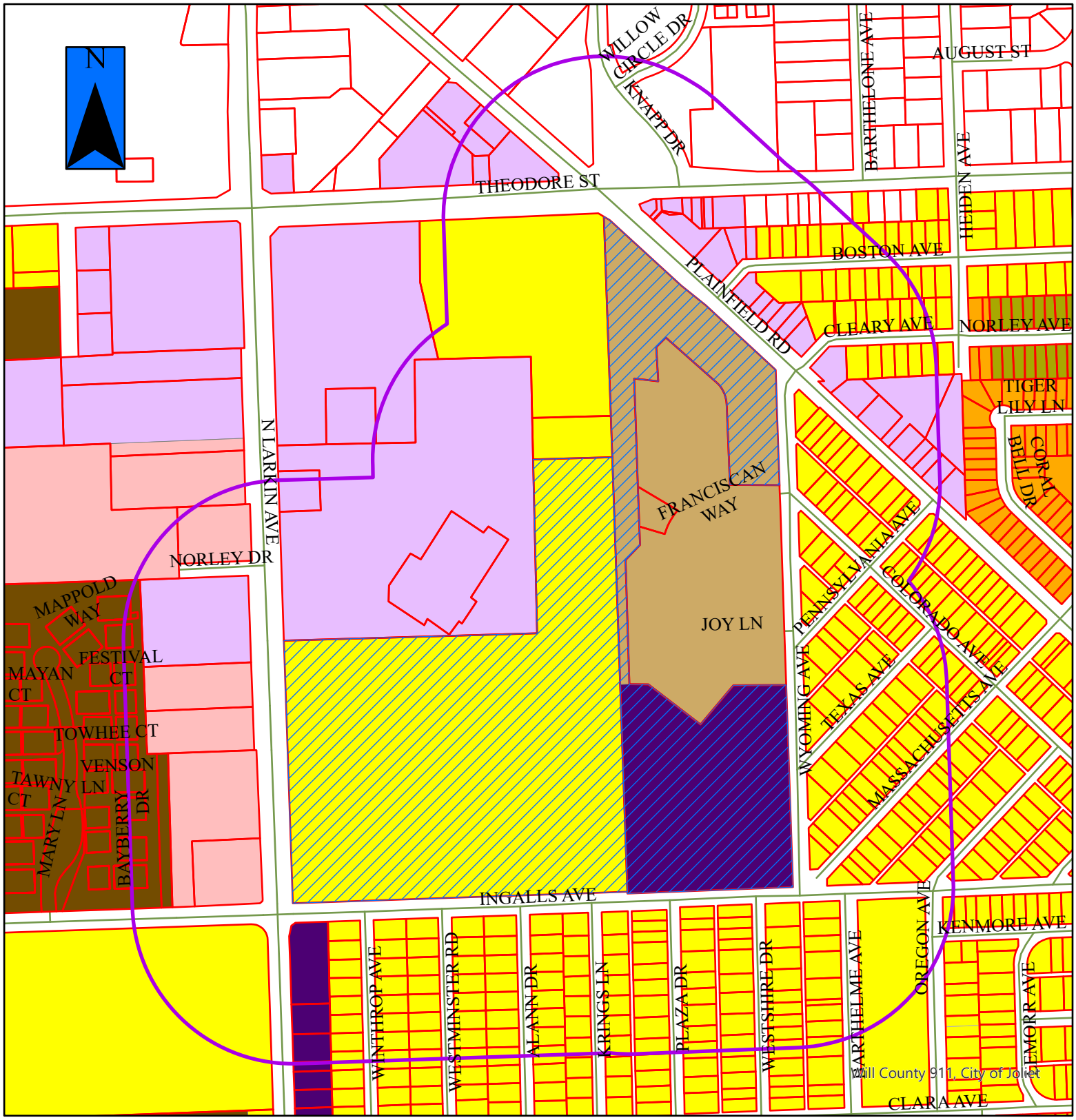

SPEED
LIMIT
30











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)

Memo

File #: TMP-9905 **Agenda Date:**6/18/2026

powered by Legistar™

DATE: June 18, 2026

TO: Joliet Plan Commission

FROM: Ray Heitner - Planner

SUBJECT: PUD-7-26: Final Plat of Resubdivision of Lot 1 of Vista Ridge Phase 3 Planned Unit Development (Council District #3)

GENERAL INFORMATION:

APPLICANT:	Vista Ridge Development, LLC
STATUS OF APPLICANT:	Owner and Developer
REQUESTED ACTION:	Approval of a Final Plat of Resubdivision
PURPOSE:	To allow continued development of a previously approved single-family residential subdivision
EXISTING ZONING:	R-2 (Single-Family Residential)
LOCATION:	East of Greywall Boulevard and North of Caton Farm Road
SIZE:	Approximately 18 Acres
EXISTING LAND USE:	Farmland

SURROUNDING LAND USE & ZONING:

NORTH: Farmland; R-2 (Single-Family Residential)
SOUTH: Ongoing single-family residential development; R-2 (Single-Family Residential)
EAST: Farmland; R-1B (Single-Family Residential)
WEST: Ongoing townhouse-style development; R-4 (Multi-Family Residential)

SITE HISTORY: The subject property was annexed into the City in 2004. On January 7, 2025, the City Council approved rezoning of the property to R-2 (Single-Family Residential) zoning. The preliminary plat for the entire subdivision buildout, consisting of 321 single-family and 76 townhouse dwelling units, was also approved at this time. The City Council approved the Recording Plat for the Phase 3 Subdivision on May 6, 2025. This subdivision was platted as one lot, with the intention of being resubdivided in the future to match the 78 single-family lots that were detailed on the Preliminary Plat. The

applicant currently wishes to move forward with Final and Recording platting of the Phase 3 lot to build out the previously considered 78 single-family residential lots.

SPECIAL INFORMATION: The overall number of lots (78) and lot geometry matches what was previously reviewed by the City when the Preliminary Plat for the overall subdivision was approved in 2025. Stormwater detention and site engineering were reviewed when the subject area was record platted last year. Lot sizes and setbacks confirm to R-2 (Single-Family Residential) zoning district regulations, with lots consisting of a minimum of 7,500 square feet and 30-foot front yard and 25-foot rear yard setbacks detailed on the plat. The subdivision involves the extension of three streets, Blue Sky Lane, Summit View Lane, and Scenic Trail, with the western edge of homes fronting Greywall Boulevard.

Elevations and floor plans of the approved home models have been included in the staff report packet. Homes would range between 1,366 and 2,571 square feet in size and feature 2-3 bathrooms and 3-5 bedrooms per unit.

The site will be subject to school site and school facilities fees, Joliet water and sewer connection fees, and the economic development impact fee. All new homes will be required to meet the City's Residential Construction and Anti-Monotony standards.

ANALYSIS: Approval of the requested Final Plat will allow the construction of 78 single-family residential dwelling units within the Phase 3 portion of the Vista Ridge Planned Unit Development. The proposed Final Plat of Resubdivision matches the lot structure of the previously approved Preliminary Plat.

RECOMMENDED ACTION: Staff recommend the Plan Commission recommend approval of the Final Plat of Resubdivision of Lot 1 of Vista Ridge Phase 3 Planned Unit Development to the City Council.

CASE NO. _____

DATE FILED: _____

CITY PLAN COMMISSION
JOLIET, ILLINOIS

PETITION FOR APPROVAL OF (Check One):

__X__ **Preliminary Plat**
__X__ **Final Plat**
__X__ **Recording Plat**

NAME OF SUBDIVISION: Vista Ridge

NAME OF PETITIONER: Vista Ridge Development LLC

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

HOME ADDRESS: 11S220 Jackson Street Suite # 101

CITY, STATE, ZIP: Burr Ridge, Illinois 60527

HOME PHONE: [redacted]

BUSINESS ADDRESS: 11S220 Jackson Street Suite # 101

CITY, STATE, ZIP: Burr Ridge, Illinois 60527

BUSINESS PHONE: [redacted]

INTEREST OF PETITIONER: Owner

NAME OF LOCAL AGENT: John Barry

ADDRESS: 11S220 Jackson Street, Suite # 101 Burr Ridge, IL 60527 PHONE: [redacted]

OWNER: Vista Ridge Development LLC

HOME ADDRESS: 11S220 Jackson Street Suite # 101 PHONE: [redacted]

CITY, STATE, ZIP: Burr Ridge, Illinois 60527

BUSINESS ADDRESS: 11S220 Jackson Street Suite # 101 PHONE: [redacted]

CITY, STATE, ZIP: Burr Ridge, Illinois 60527

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

ENGINEER: V3 Companies

ADDRESS: 7325 Janes Avenue Woodridge, IL 60517 PHONE: [redacted]

LAND SURVEYOR: V3 Companies

ADDRESS: 7325 Janes Avenue Woodridge, IL 60517 PHONE: [redacted]

ATTORNEY: Thomas Osterberger - KGG, LLC

ADDRESS: 111 N. Ottawa Street, Joliet Illinois 60423 PHONE: [redacted]

LEGAL DESCRIPTION OF PROPERTY: VISTA RIDGE PHASE 3 A PLANNED UNIT DEVELOPMENT PART OF SECTION 26, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE TOWNSHIP OF NA-AU-SAY, KENDALL COUNTY, ILLINOIS

COMMON ADDRESS: 8301 Caton Farm Rd, Plainfield, IL 60586

PERMANENT INDEX NUMBER (Tax No.): 06-26-450-001

SIZE: 18.08 ACRES

NO. OF LOTS: 78 Single Family Lots

PRESENT USE: Vacant EXISTING ZONING: R2

USES OF SURROUNDING PROPERTIES: North: Vacant

South: Single Family Residential

East: Single Family Residential & Farm

West: Single Family Residential

Name of Park District: Plainfield Park District

Date Contacted Park District: October 8 ,2025

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

If yes, what amount? N/A

(Acknowledgment by Park District Official) Bob Collins, Director of Planning

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: N/A

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

List all contiguous holdings in the same ownership (as defined in the Subdivision Regulations) by permanent index numbers: N/A

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

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

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

STATE OF ILLINOIS) ss
COUNTY OF WILL)

I, John Barry [redacted] and say that all of the above statements and the statements contained in th[redacted]re true. I agree to be present in person or by representation when this is h[redacted]

Date: 4/1/2026 [redacted]
Petitioner's Name

Subscribed and sworn to before me this 1st day of April, 20 26

[redacted]
Notary Public

11.18.2028
My Commission Expires:

[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):

- ☒ 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:

8301 Caton Farm Rd, Plainfield, IL 60586

PIN(s): _____

III. *PROPERTY OWNERSHIP*

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

☒	**Individual:**	State the names, addresses, and phone #'s of the individual owner(s)
☐	**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
☒	**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
☐	**Land Trust:**	State the names, addresses, and phone #'s of the trustee(s) and all beneficiaries
☐	**Partnership:**	State the names, addresses, and phone #'s of all partners
☐	**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

Lynette McNaughton, as Trustee

Brian Flanagan

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

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:

☐	**Individual:**	State the names, addresses, and phone #'s of the individual owner(s)
☐	**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
☒	**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
☐	**Partnership:**	State the names, addresses, and phone #'s of all partners
☐	**Other type of organization:**	State the names, addresses, and phone #'s of all persons having a legal or equitable ownership interest in the organization

Lynette McNaughton, as Trustee

Brian Flanagan

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

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

SIGNED: [redacted]

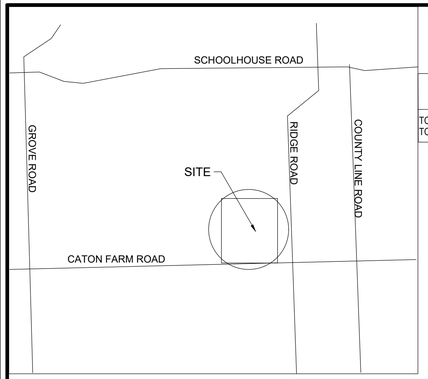
DATE: April 1, 2026

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

John T. Barry

FINAL PLAT
OF RESUBDIVISION OF
LOT 1 OF VISTA RIDGE, PHASE 3
- A PLANNED UNIT DEVELOPMENT

PART OF SECTION 26, TOWNSHIP 36 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE TOWNSHIP OF NA-AU-SAY, KENDALL COUNTY, ILLINOIS.



FLOODPLAIN: ACCORDING TO FEMA FIRM MAP 17093C0135H EFF. 1/8/2014 NO FLOODPLAIN EXISTS ON THIS SITE. ALL OF THE SITE IS WITHIN ZONE "X" (AREAS OF MINIMAL FLOOD HAZARD).

TOPOGRAPHY

TOPOGRAPHIC SURVEY PREPARED BY V3 COMPANIES DATED 09/05/2024
TOPOGRAPHIC SURVEY PREPARED BY V3 COMPANIES DATED 11/21/2024

THIS PLAT IS NOT FOR RECORD

OWNER / DEVELOPER

McNaughton Development
11S220 S. Jackson, St.
Burr Ridge, IL 60527-6818
630.325.3400

ENGINEER/SURVEYOR

V3 Companies, Ltd.
7325 Janes Avenue, Suite 100
Woodridge, Illinois 60517
630.724.9200

AREA TABLE - PHASE 3

SINGLE FAMILY LOTS	650,150 SQ. FT.	14.9254 AC.
RIGHT OF WAY HEREBY DEDICATED	137,426 SQ. FT.	3.1549 AC.
TOTAL AREA THIS SUBDIVISION	787,576 SQ. FT.	18.0803 AC.

LEGAL DESCRIPTION

PARCEL 1:

THE EAST 60 ACRES OF THE SOUTHWEST 1/4 OF SECTION 26, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE TOWNSHIP OF NA-AU-SAY, KENDALL COUNTY, ILLINOIS.

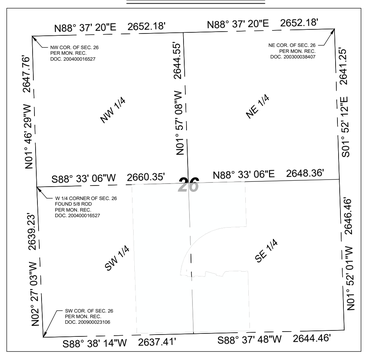
PARCEL 2:

THE WEST 60 ACRES OF THE SOUTHEAST 1/4 OF SECTION 26, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE TOWNSHIP OF NA-AU-SAY, KENDALL COUNTY, ILLINOIS.

USE EXCEPTIONS

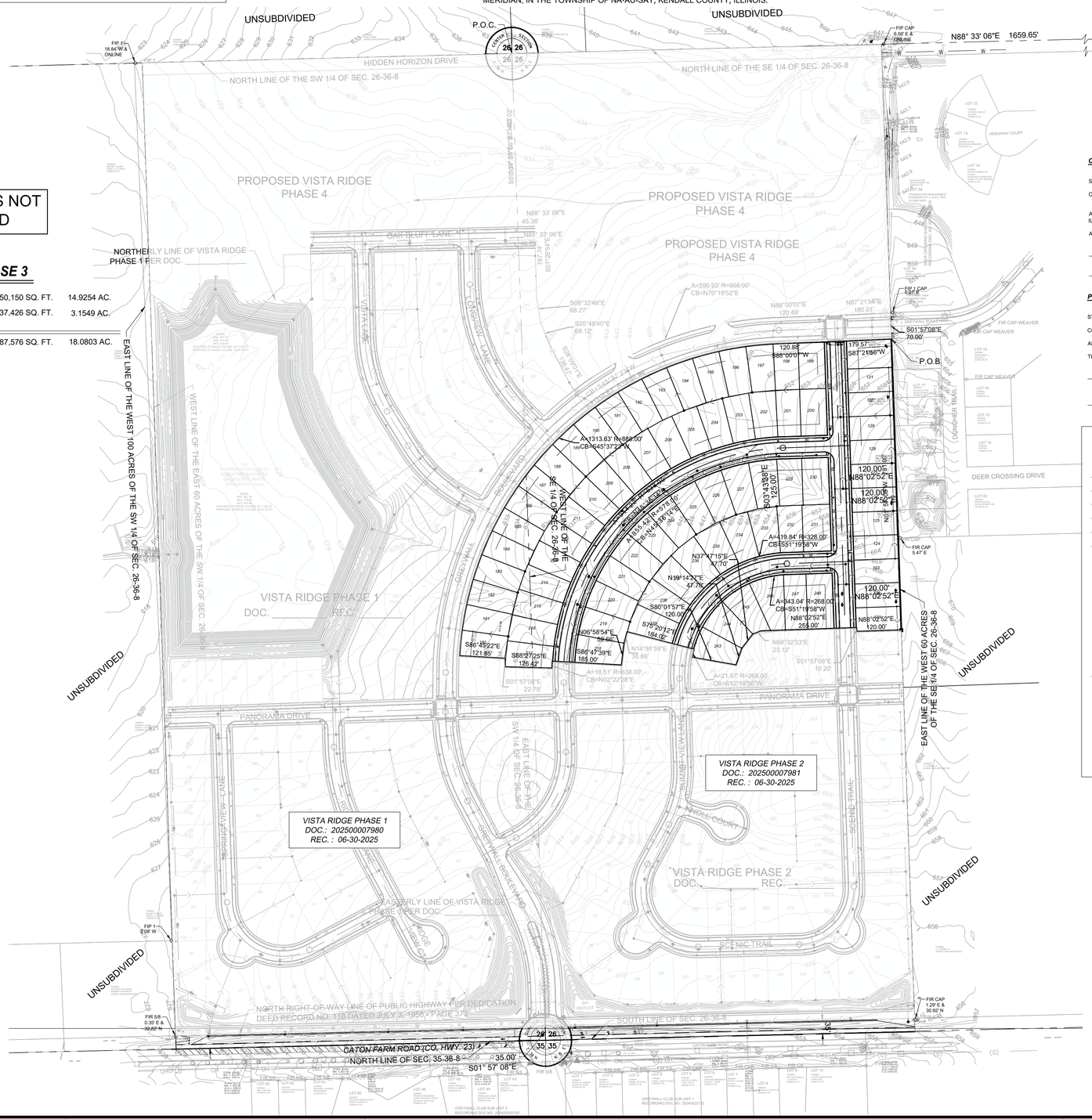
1. EXCEPTION TO REDUCE THE REQUIRED ROW FROM 66' TO 60'.
2. EXCEPTION TO ALLOW 4.45 DWELLING UNITS PER ACRE IN THE PROPOSED R-2 ZONING AREA INSTEAD OF THE MAXIMUM ALLOWABLE DENSITY OF 2.5 DWELLING UNITS PER ACRE, PER THE KENDALL COUNTY LAND USE PLAN.
3. EXCEPTION TO ALLOW 9.42 DWELLING UNITS PER ACRE IN THE PROPOSED R-4 ZONING AREA INSTEAD OF THE MAXIMUM ALLOWABLE DENSITY OF 6 DWELLING UNITS PER ACRE, PER THE REGULATIONS OF THE R-4 ZONING DISTRICT.
4. EXCEPTION TO ALLOW ROUNDABOUT AND EYEBROW RADII TO BE REDUCED FROM 75' TO 60'.
5. EXCEPTION TO REDUCE THE REQUIRED ROW OF GREYWALL BOULEVARD FROM 75' TO 70'.
6. REQUESTING AN EXCEPTION TO THE USE OF BRICK OR STONE IN EXTERIOR ELEVATIONS, PER SECTION 47-17.30(E) OF THE CITY'S ZONING ORDINANCE, TO ALLOW THE ATTACHED ELEVATIONS.

SECTION 26-36-8



NOTES

1. ONCE THE PLAT SHOWN HEREON IS RECORDED AND UPON COMPLETION OF CONSTRUCTION, 5/8" IRON RODS WITH PLASTIC CAPS SHALL BE SET AT ALL LOT CORNERS AND CHANGES IN GEOMETRY, UNLESS SHOWN OTHERWISE.
2. ALL MEASUREMENTS AND DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF. ARC DISTANCES ARE ALONG ALL CURVES.
3. SINGLE FAMILY ZONING R-2



BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE: 41-33-52.32432 N
LONGITUDE: 88-17-04.93388 W
ELLIPSOIDAL HEIGHT: 549.261 SFT
GROUND SCALE FACTOR: 1.0000510085 GEOID 18US
ALL MEASUREMENTS ARE ON THE GROUND.

STATE PLANE MERIDIAN

GRAPHIC SCALE

150' 0 75' 150' 300' 600'
1" = 150'

BENCHMARK

SOURCE:

STATION DESIGNATION: DP5475
ESTABLISHED BY: NGS
DATE: 2013

ELEVATION: 603.19 (PUBLISHED AND HELD)
DATUM: NAVD88
DESCRIPTION: *STAINLESS STEEL ROD IN CASE 8 FEET WEST OF THE EDGE OF PAVEMENT OF STATE HIGHWAY 59 AND 50 FEET SOUTH OF A LIGHT POLE AND 17 FEET EAST OF THE EAST EDGE OF A SIDEWALK.*
LAT 41-33-53.1; LONG 88-12-01.9

SITE
STATION DESIGNATION: SBM #1
ESTABLISHED BY: V3
DATE: 08-27-2024

ELEVATION: 633.15 (MEASURED)
DATUM: NAVD88
DESCRIPTION: *NW BOLT ON LIGHT STANDARD 4 FEET SOUTH OF SOUTH CURB LINE OF CATON FARM ROAD AND 809 FEET WEST OF WEST CURB LINE OF GREYWALL BOULEVARD.*

SITE
STATION DESIGNATION: SBM #2
ESTABLISHED BY: V3
DATE: 08-27-2024

ELEVATION: 652.81 (MEASURED)
DATUM: NAVD88
DESCRIPTION: *SET CUT CROSS IN SOUTH CURB OF CATON FARM ROAD 363 FEET EAST OF EAST CURB LINE OF GREYWALL BOULEVARD.*

THE ELEVATIONS ABOVE WERE KNOWN TO BE ACCURATE AT THE TIME THEY WERE ESTABLISHED. V3 DOES NOT CERTIFY TO THE ACCURACY THEREAFTER, NOR ASSUMES RESPONSIBILITY FOR THE MIS-USE OR MIS-INTERPRETATION OF THE INFORMATION SHOWN HEREON.

IT IS ADVISED THAT ALL OF THE ABOVE ELEVATIONS BE CHECKED BETWEEN EACH OTHER AND VERIFY A MINIMUM OF 3 SURROUNDING UTILITY RIM ELEVATIONS AND ANY ADJACENT BUILDING FINISHED FLOOR OR TOP OF FOUNDATION ELEVATIONS SHOWN HEREON PRIOR TO USE OR COMMENCEMENT OF ANY CONSTRUCTION OR OTHER WORK.

PERSONS USING THIS INFORMATION ARE TO CONTACT V3 IMMEDIATELY WITH ANY DISCREPANCIES FOUND PRIOR TO THE START OF ANY WORK.

CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

APPROVED AND ACCEPTED BY THE MAYOR AND THE CITY COUNCIL OF THE CITY OF JOLIET, ILLINOIS, AT A MEETING HELD THE ____ DAY OF _____, A.D., 20__.

APPROVED BY ORDINANCE NO. _____

_____
MAYOR

_____
CITY CLERK

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

APPROVED BY THE PLAN COMMISSION OF THE CITY OF JOLIET, WILL COUNTY, ILLINOIS

THIS ___ DAY OF _____, A.D., 20__.

_____
CHAIRMAN OF THE PLAN COMMISSION

_____
SECRETARY

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		SANITARY SEWER
		SANITARY FORCE MAIN
		STORM SEWER
		COMBINED SEWER
W	W	WATER MAIN
OH	OH	OVERHEAD ELECTRIC LINE
		OVERHEAD ELECTRIC POLE
		UTILITY STRUCTURE WITH CLOSED LID
		CURB INLET
		DRAINAGE STRUCTURE WITH OPEN LID
		FIRE HYDRANT
		VALVE IN VALVE BOX
		GATE VALVE IN VALVE VAULT
		FLARED END SECTION (F.E.S.)
710	710	CONTOUR
		STORMWATER OVERFLOW ROUTE
		RIGHT-OF-WAY LINE
		PROPERTY LINE (EXTERIOR)
		LOT LINE (INTERIOR)
		EASEMENT LINE
		CENTERLINE
		B-6.12 CURB & GUTTER

SITE DATA- PHASE 3

PHASE 3 AREA	= 18.0803 AC.
ROW DEDICATION	= 3.1549 AC.
78 SINGLE FAMILY LOTS + ROW	= 18.0803 AC.
GROSS LAND USE (78 LOTS + ROW)	= 100%
NET LAND USE (78 LOTS W/OUT ROW)	= 14.9254 AC.
SINGLE FAMILY DENSITY (78/14.9254)	= 5.22 DU/AC
MINIMUM LOT SIZE	= 7,600 SF
MAXIMUM LOT SIZE	= 10,386 SF
AVERAGE LOT SIZE	= 8,335 SF

LEGEND

3 2 / 10 11	SECTION CORNER
	SUBDIVISION BOUNDARY LINE
	UNDERLYING LOT LINE
	EXISTING LOT LINE
	PROPOSED LOT LINE
	EXISTING EASEMENT LINE
	PROPOSED EASEMENT LINE
	BUILDING SETBACK LINE
	SECTION LINE

N	NORTH
S	SOUTH
E	EAST
W	WEST
CB	CHORD BEARING
A	ARC LENGTH
R	RADIUS
PU&DE	PUBLIC UTILITY & DRAINAGE EASEMENT
D.E.	DRAINAGE EASEMENT
(0.00')	RECORD DATUM
0.00'	CALCULATED DATUM
■	SET CONCRETE MONUMENT
B.S.L.	BUILDING SETBACK LINE
○ FIP	FOUND IRON PIPE W/SIZE

Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
McNaughton Development
11S220 S. Jackson, St. 101
Burr Ridge, IL 60527-6818
630.325.3400

REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	05-01-26	REVISED PER CITY COMMENTS			
2	06-02-26	REVISED PER CITY COMMENTS			

FINAL PLAT
LOT 1 OF VISTA RIDGE, PHASE 3
A PLANNED UNIT DEVELOPMENT

DRAFTING COMPLETED: 1-27-25
FIELD WORK COMPLETED: N/A
DRAWN BY: MG
CHECKED BY: RMW
PROJECT MANAGER: CDB
SCALE: 1" = 150'

Project No: 241015
Group No: VP04.7
SHEET NO. 1 of 3

N:\2024\241015\Drawings\ACAD\LD\S04\Misc Drawings\Final Plat PUD\FNL241015Phase 3_R1.dwg 6/2/2026

THIS PLAT IS NOT FOR RECORD

FINAL PLAT OF RESUBDIVISION OF LOT 1 OF VISTA RIDGE, PHASE 3 - A PLANNED UNIT DEVELOPMENT

PART OF SECTION 26, TOWNSHIP 36 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE TOWNSHIP OF NA-AU-SAY, KENDALL COUNTY, ILLINOIS.



GRAPHIC SCALE

50' 0 25' 50' 100' 200'

1" = 50'

STATE PLANE MERIDIAN

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		SANITARY SEWER
		SANITARY FORCE MAIN
		STORM SEWER
		COMBINED SEWER
W	W	WATER MAIN
OH	OH	OVERHEAD ELECTRIC LINE
		OVERHEAD ELECTRIC POLE
		UTILITY STRUCTURE WITH CLOSED LID
		CURB INLET
		DRAINAGE STRUCTURE WITH OPEN LID
		FIRE HYDRANT
		VALVE IN VALVE BOX
		GATE VALVE IN VALVE VAULT
		FLARED END SECTION (F.E.S.)
710	710	CONTOUR
		STORMWATER OVERFLOW ROUTE
		RIGHT-OF-WAY LINE
		PROPERTY LINE (EXTERIOR)
		LOT LINE (INTERIOR)
		EASEMENT LINE
		CENTERLINE
		B-6.12 CURB & GUTTER

LEGEND

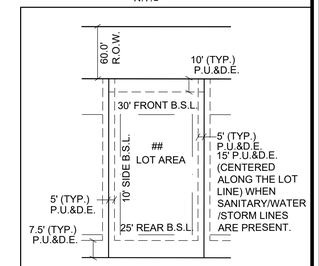
3 2 10 11 — SECTION CORNER

- SUBDIVISION BOUNDARY LINE
- UNDERLYING LOT LINE
- EXISTING LOT LINE
- PROPOSED LOT LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- BUILDING SETBACK LINE
- SECTION LINE

N	NORTH
S	SOUTH
E	EAST
W	WEST
CB	CHORD BEARING
A	ARC LENGTH
R	RADIUS
PU&DE	PUBLIC UTILITY & DRAINAGE EASEMENT
D.E.	DRAINAGE EASEMENT
(0.00')	RECORD DATUM
0.00'	CALCULATED DATUM
■	SET CONCRETE MONUMENT
B.S.L.	BUILDING SETBACK LINE
○ FIP	FOUND IRON PIPE W/SIZE

TYPICAL LOT DETAIL

N.T.S



EASEMENT & SETBACK TYPICAL UNLESS OTHERWISE SHOWN

Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:

McNaughton Development
11S220 S. Jackson, St. 101
Burr Ridge, IL 60527-6818
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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	05-01-26	REVISED PER CITY COMMENTS			
2	06-02-26	REVISED PER CITY COMMENTS			

FINAL PLAT

LOT 1 OF VISTA RIDGE, PHASE 3 - A PLANNED UNIT DEVELOPMENT
A PLANNED UNIT DEVELOPMENT

DRAFTING COMPLETED:	1-27-25	DRAWN BY:	MG	PROJECT MANAGER:	CDB
FIELD WORK COMPLETED:	N/A	CHECKED BY:	RMW	SCALE:	1" = 150'

Project No: 241015
Group No: VP04.7
SHEET NO. 2 of 3

N:\2024\241015\Drawings\ACAD\LD\S04\Misc Drawings\Final Plat PUD\FNL241015Phase 3_R1.dwg 6/2/2026

THIS PLAT IS NOT FOR RECORD

FINAL PLAT OF RESUBDIVISION OF LOT 1 OF VISTA RIDGE, PHASE 3 - A PLANNED UNIT DEVELOPMENT

P.I.N. 06-26-300-005
06-26-400-003

PART OF SECTION 26, TOWNSHIP 36 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE TOWNSHIP OF NA-AU-SAY, KENDALL COUNTY, ILLINOIS.

Parcel Table	
Parcel #	Area
121	7680.00 SF
122	7680.00 SF
123	7680.00 SF
124	7680.00 SF
125	7680.00 SF
126	7680.00 SF
127	7680.00 SF
128	7680.00 SF
129	7680.00 SF
130	7680.00 SF
131	7680.00 SF
132	9114.24 SF
180	8048.03 SF
181	8142.44 SF
182	8142.44 SF
183	8142.44 SF
184	8142.44 SF
185	8142.44 SF
186	8142.44 SF
187	8142.44 SF
188	8632.78 SF
189	9028.88 SF
190	8620.13 SF
191	8538.88 SF
192	8538.88 SF
193	8538.88 SF
194	8538.88 SF
195	8538.88 SF
196	8538.88 SF
197	8538.88 SF
198	8218.09 SF
199	8758.66 SF
200	8753.84 SF
201	7946.77 SF
202	8229.28 SF
203	8226.93 SF
204	8225.54 SF
205	8225.11 SF
206	8225.64 SF

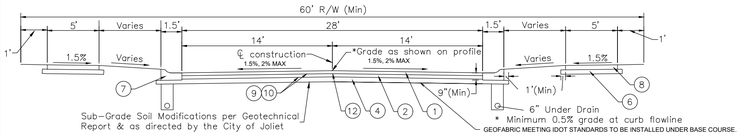
Parcel Table	
Parcel #	Area
207	8227.14 SF
208	8228.81 SF
209	7602.41 SF
210	8098.00 SF
211	8099.29 SF
212	8097.45 SF
213	8097.26 SF
214	8098.71 SF
215	8101.76 SF
216	8104.73 SF
217	8247.12 SF
218	8531.93 SF
219	8531.93 SF
220	8531.93 SF
221	8531.93 SF
222	8531.93 SF
223	8531.93 SF
224	8531.93 SF
225	8531.93 SF
226	8531.93 SF
227	8531.93 SF
228	8531.93 SF
229	8117.57 SF
230	8848.64 SF
231	9276.87 SF
232	8045.96 SF
233	8520.03 SF
234	8533.39 SF
235	8544.83 SF
236	8534.72 SF
237	8533.51 SF
238	8544.87 SF
239	8534.55 SF
243	8141.13 SF
244	8141.13 SF
245	8482.60 SF
246	9601.13 SF
247	8909.37 SF
248	10386.18 SF

NOTES

1. The right of way widths, pavement widths, and pavement thicknesses indicated on this sheet are minimums required by the City of Joliet. Greater dimensions may be provided and the City of Joliet may require greater dimensions as determined by the City. The developer/contractor shall review the plat and the plans to confirm the various widths indicated on this sheet and shall report any discrepancy to the City prior to proceeding with construction.
2. The location of proposed utilities as indicated hereon are based upon the experience of the City of Joliet and are so indicated to ensure the orderly development of the land. Strict adherence to the indicated location is required. Requests to change the location of the proposed utilities shall be submitted in writing to the City of Joliet. Utilities not meeting these requirements shall be removed and replaced as directed by the City of Joliet.
3. Arterial street and divided arterial streets are to be coordinated with the City of Joliet.
4. Local residential streets require only stop bars and crosswalk markings. Markings shall be thermoplastic in accordance with IDOT Standard Specifications. Refer to such drawings covering pavement markings, street signs and traffic control signs. A plan of proposed pavement markings shall be submitted to the City of Joliet for approval.
5. Vertical curves shall be provided with algebraic differences of 1.2% or greater and meet the following: minimum length of 100 feet, minimum K value of 25.
6. Minimum curb radius at the intersection of two local streets shall be twenty (20') feet and the minimum curb radius at an intersection not involving local streets shall be twenty–five (25') feet.
7. The cross slope on all streets, including intersections, shall be two (2%) percent or less.
8. Subbase and subgrade shall be tested in accordance with the Standard Specifications. Compaction testing shall be at the developer/contractor's expense and shall be preformed by an independent laboratory. Test results shall be submitted to the City prior to placing any material on the subbase subgrade. Once in place density test shall be completed for each lift according to the Standard Specifications.
9. Adequacy of subgrade shall be determined solely by the City based on a contractor performed proof roll with a fully loaded tri axle dump truck.
10. The contractor shall submit a detailed paving plan to the City. The paving plan shall show the location and type of jointing to be used in the construction. The location and type of jointing shall meet the requirements of the IDOT Standard Specifications.
6. Hot–Mix Asphalt & Portland Cement Concrete shall be tested in accordance with the Standard Specifications. Testing shall be at the developer/contractor's expense and shall be performed by an independent laboratory. Test results shall be submitted to the City for review. All existing practice and procedures shall meet IDOT QA/QC requirements.
7. Mix designs shall be submitted to the City for approval prior to construction of pavement. Chemical modification of soils per IDOT Standard Specifications shall be performed at the direction of the City of Joliet and be completed to a minimum depth of 14 inches. The mix design shall be determined in accordance with IDOT design procedures for soil modification or stabilization. The proposed design and construction procedure shall be submitted to the City. Unsatisfactory soil modifications, as determined by the City, may require an increase in depth of the aggregate base or binder. Geogrid may be used in lieu of, or in conjunction with, the chemical modification of soils, as directed by the City.
8. Minor arterials, arterials, and major arterials cross sections shall be determined by the IDOT pavement design manual and be approved by the Director of Public Works.
9. All streets constructed, reconstructed, paved, or overlaid (including asphalt, chip seal, slurry seal, or similar process/material) by City forces, under City contract, or under permit shall be accompanied by a warranty bond for a period of three (3) years upon acceptance of the improvements.
10. All streets constructed, reconstructed, paved, or overlaid (including asphalt, chip seal, slurry seal, or similar process/material) by City forces, under City contract, or under permit shall not thereafter be cut or opened for a period of ten years for construction/reconstruction and five years for overlays. If a street is to be opened during the moratorium period, the applicant will be subject to additional paving requirements as determined by the Director of Public Works.
11. Curb flag shall be 9 inches minimum or match pavement thickness, whichever is greater.

PAVEMENT LEGEND

① Hot–Mix Asphalt, Surface Course, IL–9.5, Mix "D", N50, 1.5"
② Hot–Mix Asphalt, Binder Course, IL–19.0, N50, 2.5"
③ Hot–Mix Asphalt, Binder Course, IL–19.0, N50, 4"
④ Sub–Base Granular Material, Type B, CA–06, 10"
⑤ Sub–Base Granular Material, Type B, CA–06, 6"
⑥ Sub–Base Granular Material, Type B, CA–06, 4"
⑦ Combination Concrete Curb & Gutter, Type B6.12 / M3.12
⑧ Portland Cement Concrete Sidewalk, 5" Thick
⑨ Bituminous Material Prime Coat
⑩ Aggregate Prime Coat
⑪ Strip Reflective Crack Control Treatment (as required)
⑫ Longitudinal Joint Sealant (LJS)



LOCAL RESIDENTIAL STREETS – Not to scale.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
FLEXIBLE DEPTH PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm); 1½"	4% @ 50 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 2½"	4% @ 50 Gyr.
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm)	4% @ 50 Gyr.

THE WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ. YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE " SBS/SBR PG70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE

SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE IDOT DISTRICT ONE SPECIAL PROVISIONS.

PUBLIC UTILITIES AND DRAINAGE EASEMENT PROVISIONS

EASEMENTS ARE HEREBY RESERVED FOR AND GRANTED TO THE CITY OF JOLIET, ILLINOIS ("CITY") AND TO THOSE PUBLIC UTILITY COMPANIES OPERATING UNDER FRANCHISE OR CONTRACT WITH THE CITY, OR OTHERWISE AUTHORIZED BY THE CITY, INCLUDING BUT NOT LIMITED TO ILLINOIS BELL TELEPHONE COMPANY DBA AT&T ILLINOIS, NICOR GAS COMPANY, COMMONWEALTH EDISON COMPANY, COMCAST, AND THEIR SUCCESSORS AND ASSIGNS, OVER, UPON, UNDER AND THROUGH ALL OF THE AREAS MARKED "PUBLIC UTILITIES AND DRAINAGE EASEMENT" OR "P.U. & D.E." OR "D.U.E." ON THE PLAT FOR THE PERPETUAL, RIGHT, PRIVILEGE AND AUTHORITY TO INSTALL, SURVEY, CONSTRUCT, RECONSTRUCT, REPAIR, REMOVE, INSPECT, MAINTAIN, AND OPERATE VARIOUS UTILITY TRANSMISSION AND DISTRIBUTION SYSTEMS, AND INCLUDING OVERLAND DRAINAGE, STORM AND/OR SANITARY SEWERS, TOGETHER WITH ANY AND ALL NECESSARY MANHOLES, CATCHBASINS, CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID CITY AND/OR UTILITY COMPANIES, OVER, UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENTS, TOGETHER WITH THE RIGHT OF ACCESS ACROSS THE PROPERTY FOR NECESSARY PERSONNEL AND EQUIPMENT TO DO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS WITHOUT NEED FOR PROVIDING COMPENSATION THEREFORE ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF THE SEWERS OR OTHER UTILITIES. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID EASEMENTS, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS. WHERE AN EASEMENT IS USED BOTH FOR CITY (WATER, SANITARY SEWERS, STORM, ETC.) AND OTHER UTILITIES, THE OTHER UTILITY INSTALLATION SHALL BE SUBJECT TO THE ORDINANCES OF THE CITY OF JOLIET.

EASEMENTS ARE HEREBY RESERVED AND GRANTED TO THE CITY OF JOLIET AND OTHER GOVERNMENTAL AUTHORITIES HAVING JURISDICTION OF THE LAND SUBDIVIDED HEREBY, OVER THE ENTIRE EASEMENT AREA FOR INGRESS, EGRESS AND THE PERFORMANCE OF MUNICIPAL AND OTHER GOVERNMENTAL SERVICES, INCLUDING BUT NOT LIMITED TO, WATER, STORM AND SANITARY SEWER SERVICE AND MAINTENANCE. THERE IS HEREBY RESERVED FOR AND GRANTED TO THE CITY AN EASEMENT FOR RIGHT OF ACCESS ON, OVER, ALONG AND ACROSS THE PROPERTY DESCRIBED HEREIN FOR THE LIMITED PURPOSE OF READING, EXAMINING, INSPECTING, INSTALLING, OPERATING, MAINTAINING, EXCHANGING, REMOVING, REPAIRING, TESTING, AND/OR REPLACING CITY OWNED UTILITY EQUIPMENT AND METERS WHICH SERVE SAID PROPERTY, INCLUDING NECESSARY PERSONNEL AND EQUIPMENT TO DO ANY OF THE ABOVE WORK.

SURVEYORS AUTHORIZATION CERTIFICATE

I, CHRISTOPHER D. BARTOSZ, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3189, DO HEREBY AUTHORIZE THE CITY OF JOLIET OR THEIR AGENT TO FILE WITH THE KENDALL COUNTY RECORDER'S OFFICE THE RECORD PLAT KNOWN AS VISTA RIDGE PHASE 3, BEING A SUBDIVISION OF PART OF SECTION 26, TOWNSHIP 36 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE TOWNSHIP OF NA-AU-SAY, KENDALL COUNTY, ILLINOIS.

CHRISTOPHER D. BARTOSZ
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3189
V3 COMPANIES, LTD.

CHRISTOPHER D. BARTOSZ #3189 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WOODRIDGE, ILLINOIS

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, CHRISTOPHER D. BARTOSZ, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3189 HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

THAT PART OF THE EAST 60 ACRES OF THE SOUTHWEST 1/4 OF SECTION 26 TOGETHER WITH THAT PART OF THE WEST 60 ACRES OF THE SOUTHEAST 1/4 OF SAID SECTION 26, ALL IN TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE TOWNSHIP OF NA-AU-SAY, KENDALL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

LOT 1, VISTA RIDGE PHASE 3 PER DOC 202500007982.

I FURTHER CERTIFY THAT THIS LAND IS WITHIN THE CORPORATE LIMITS OF A MUNICIPALITY WHICH HAS AUTHORIZED A COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE, AS NOW OR HEREAFTER AMENDED.

I FURTHER CERTIFY THAT THE ANNEXED PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. PERMANENT MONUMENTS WILL BE SET AT ALL LOT CORNERS AND CHANGES OF DIRECTION, EXCEPT WHERE CONCRETE MONUMENTS ARE INDICATED.

I FURTHER CERTIFY THAT THE ABOVE DESCRIBED PROPERTY IS IN AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN (ZONE X) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP OF KENDALL COUNTY, ILLINOIS & INCORPORATED AREAS (COMMUNITY PANEL NO. 17093C0135H) EFFECTIVE DATE 1/8/2014.

DATED THIS ____ DAY OF _____, A.D., 20___.

CHRISTOPHER D. BARTOSZ
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3189
MY LICENSE EXPIRES ON NOVEMBER 30, 2026.
V3 COMPANIES, LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2025.
cdbartosz@v3co.com

CHRISTOPHER D. BARTOSZ #3189 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WOODRIDGE, ILLINOIS

Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
McNaughton Development
11S220 S. Jackson, St. 101
Burr Ridge, IL 60527-6818
630.325.3400

REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	05-01-26	REVISED PER CITY COMMENTS			

FINAL PLAT

LOT 1 OF VISTA RIDGE, PHASE 3 - A PLANNED UNIT DEVELOPMENT
A PLANNED UNIT DEVELOPMENT

DRAFTING COMPLETED: 1-27-25	DRAWN BY: MG	PROJECT MANAGER: CDB	
FIELD WORK COMPLETED: N/A	CHECKED BY: RMW	SCALE: 1" = N/A	

Project No: 241015
Group No: VP04.7
SHEET NO. 3 of 3

N:\2024\241015\Drawings\ACAD\LD\S04\Misc Drawings\Final Plat PUD\FNL241015Phase 3_R1.dwg 6/2/2026



VISTA RIDGE

JOLIET

CONFIDENTIAL. The statements, plans, photographs and illustrations included herein are provided for conceptual purposes and will be refined throughout execution.

Product Offering – Single Family Detached







- **Single Story & Two-Story Homes**
- **3-5 beds**
- **2-Car Front-Loaded Garage**





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Elevations – Cedar

CYPRESS



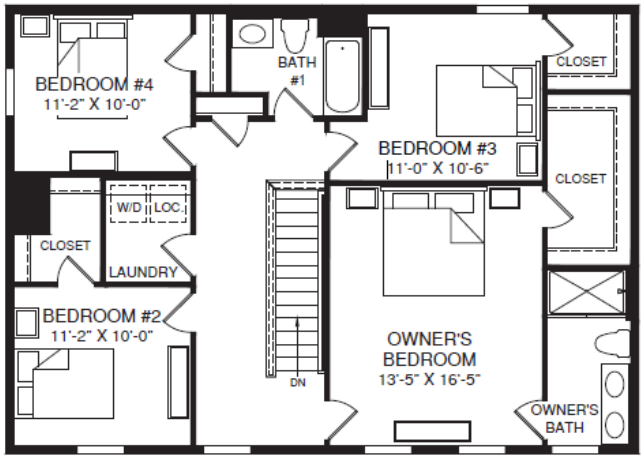




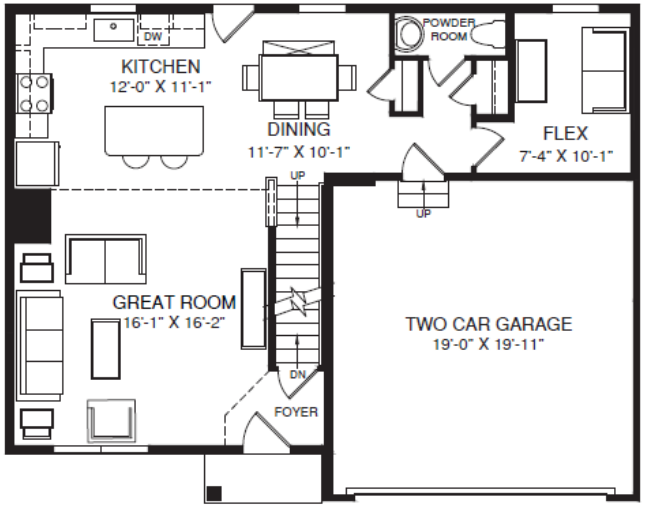
Standard: 4 Beds, 2.5 Baths, 2-Car Garage, 1903 SF

CONFIDENTIAL. The statements, plans, photographs and illustrations included herein are provided for conceptual purposes and will be refined throughout execution.

Elevations – Cedar

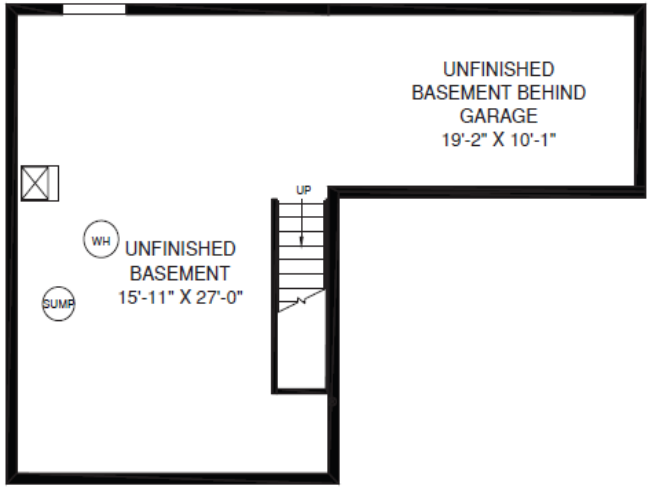


UPPER LEVEL



MAIN LEVEL

OPT. SLIDING GLASS DOOR



LOWER LEVEL

CONFIDENTIAL. The statements, plans, photographs and illustrations included herein are provided for conceptual purposes and will be refined throughout execution.

Elevations – Elder

ELDERBERRY



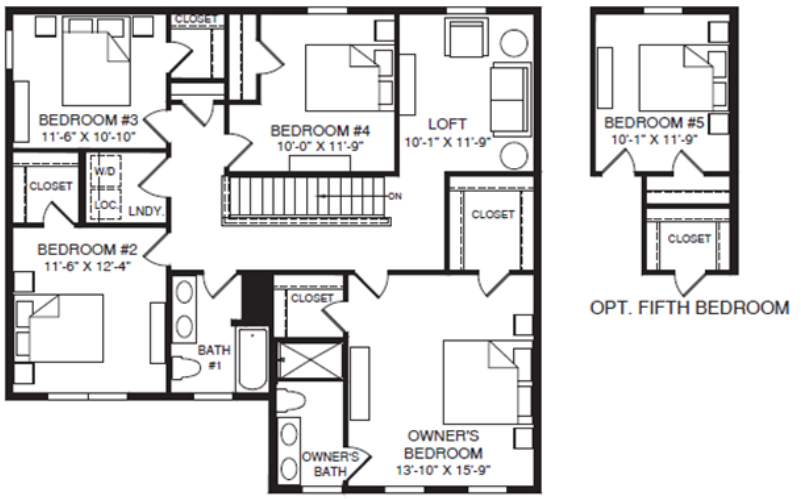


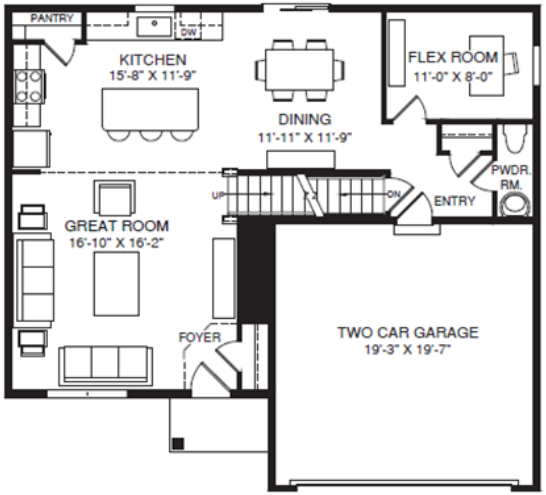


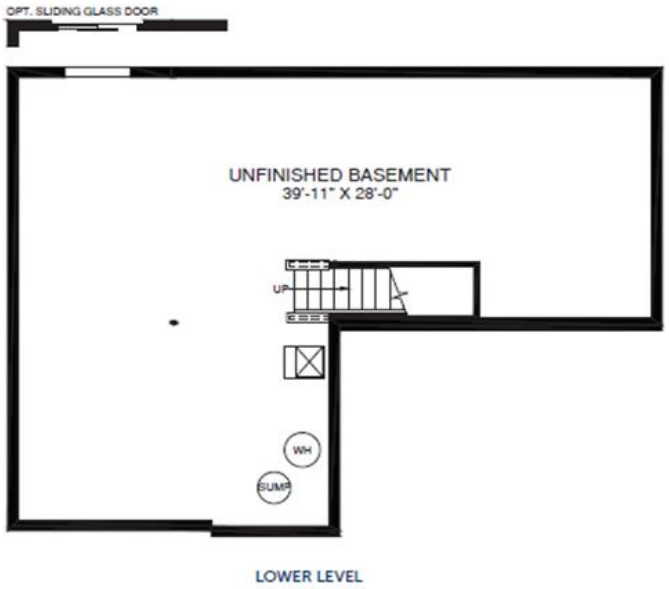
Standard: 4 Beds, 2.5 Baths, 2-Car Garage, 2203 SF

CONFIDENTIAL. The statements, plans, photographs and illustrations included herein are provided for conceptual purposes and will be refined throughout execution.

Elevations – Elder







CONFIDENTIAL. The statements, plans, photographs and illustrations included herein are provided for conceptual purposes and will be refined throughout execution.

Elevations – Hazel

HAZELNUT



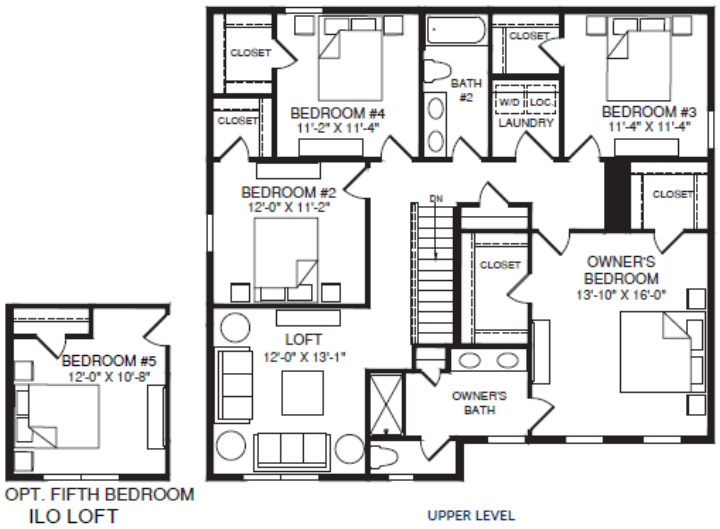


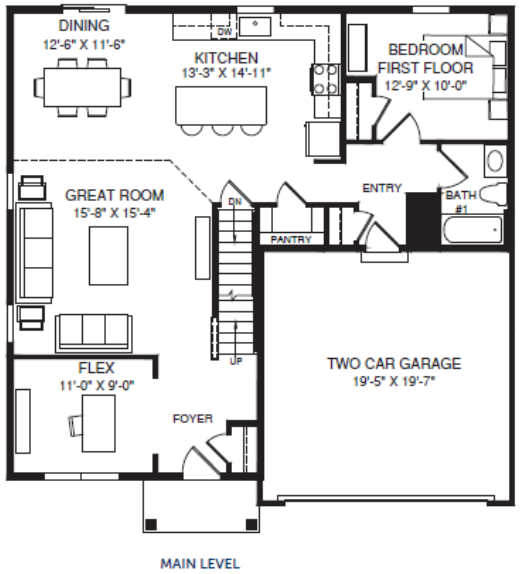


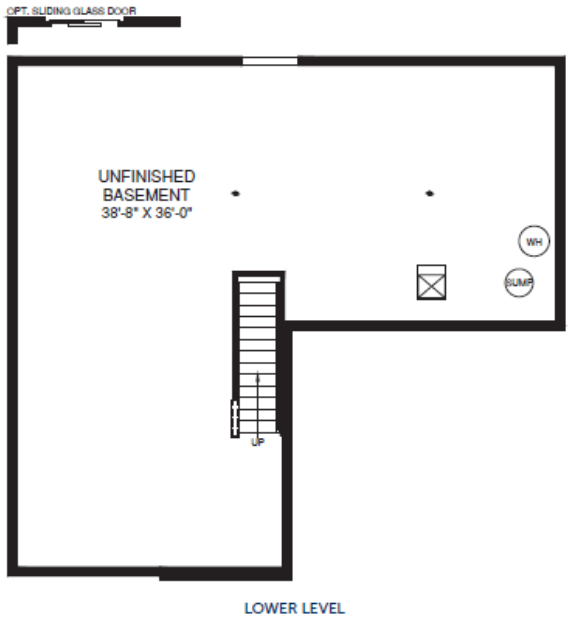
Standard: 5 Beds, 3 Baths, 2-Car Garage, 2541 SF

CONFIDENTIAL. The statements, plans, photographs and illustrations included herein are provided for conceptual purposes and will be refined throughout execution.

Elevations – Hazel







CONFIDENTIAL. The statements, plans, photographs and illustrations included herein are provided for conceptual purposes and will be refined throughout execution.

Elevations – Spruce

SILVER OAK

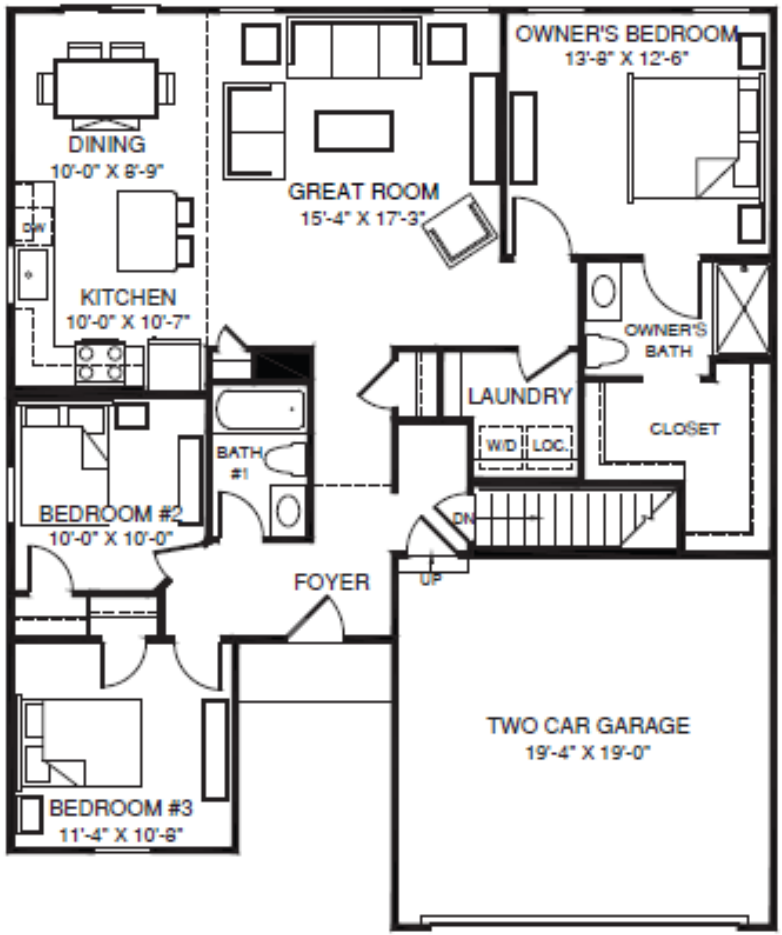


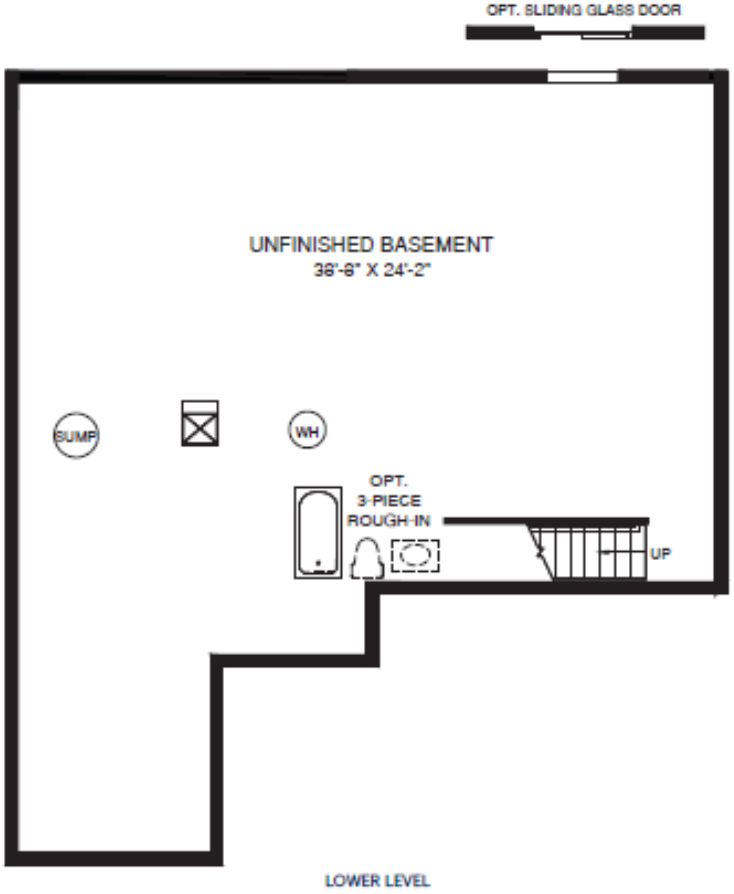


Standard: 3 Beds, 2 Baths, 2-Car Garage, 1366 SF

CONFIDENTIAL. The statements, plans, photographs and illustrations included herein are provided for conceptual purposes and will be refined throughout execution.

Elevations – Spruce





CONFIDENTIAL. The statements, plans, photographs and illustrations included herein are provided for conceptual purposes and will be refined throughout execution.

Elevations – Tupelo

WALNUT

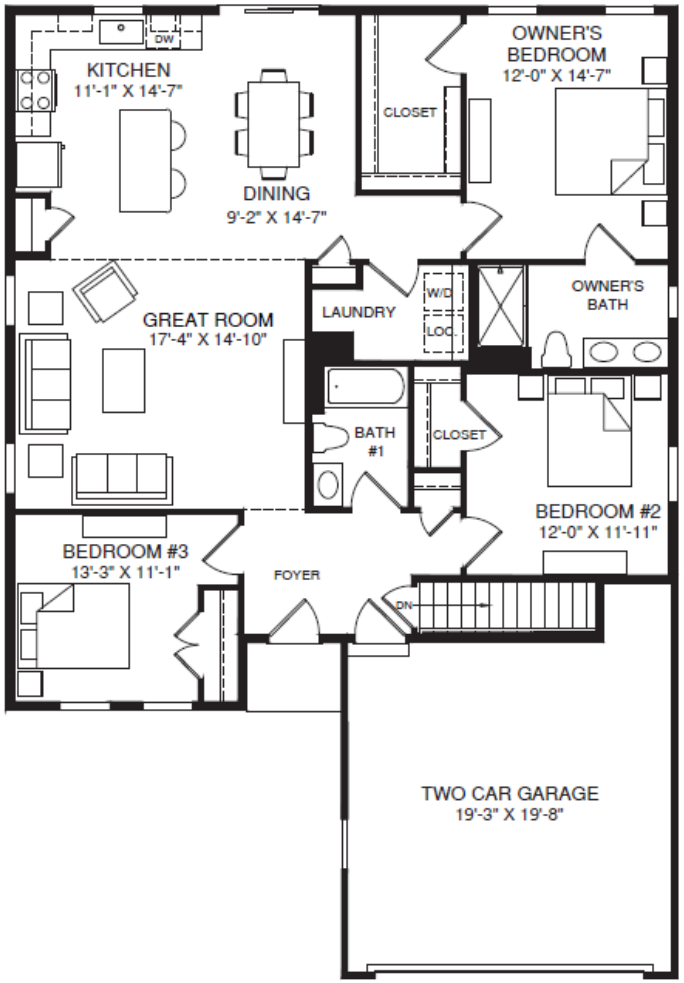




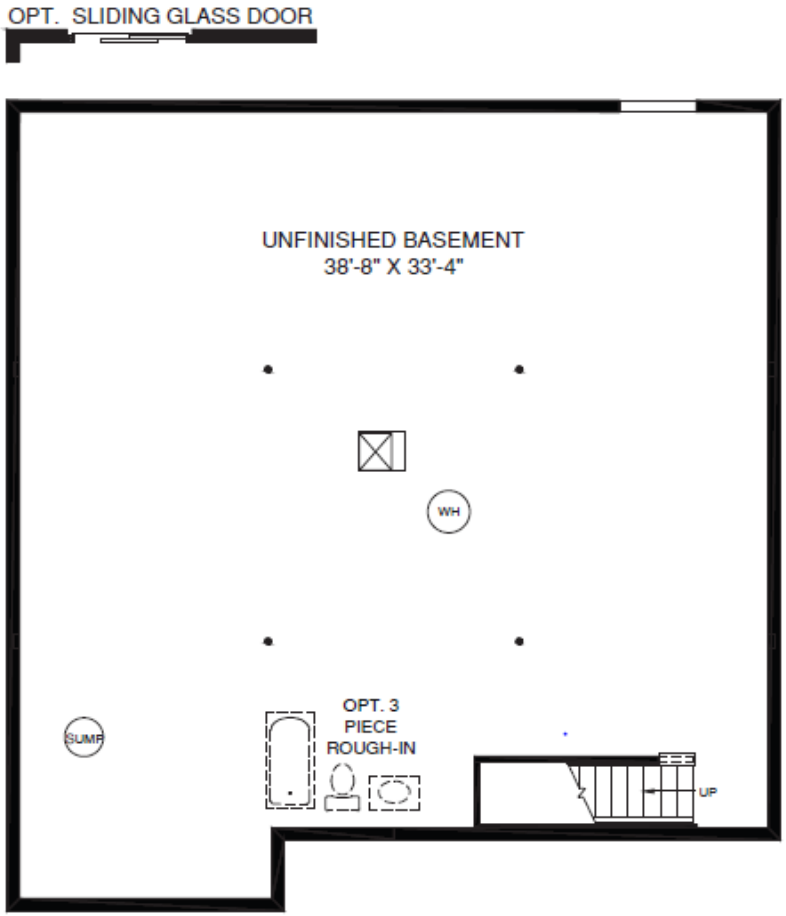
Standard: 3 Beds, 2 Baths, 2-Car Garage, 1559 SF

CONFIDENTIAL. The statements, plans, photographs and illustrations included herein are provided for conceptual purposes and will be refined throughout execution.

Elevations – Tupelo



MAIN LEVEL



LOWER LEVEL

CONFIDENTIAL. The statements, plans, photographs and illustrations included herein are provided for conceptual purposes and will be refined throughout execution.

SAMPLE INTERIOR: Elder



CONFIDENTIAL. The statements, plans, photographs and illustrations included herein are provided for conceptual purposes and will be refined throughout execution.

SAMPLE INTERIOR: Elder



CONFIDENTIAL. The statements, plans, photographs and illustrations included herein are provided for conceptual purposes and will be refined throughout execution.

SAMPLE INTERIOR: Elder



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SAMPLE INTERIOR: Elder



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SAMPLE INTERIOR: Elder



CONFIDENTIAL. The statements, plans, photographs and illustrations included herein are provided for conceptual purposes and will be refined throughout execution.

Thank You

Market Manager

Mike Ciabattoni

mciabatt@nvrinc.com

General Manager - Land

Charles Conde

cconde@nvrinc.com

Land Entitlements Manager

Kyle Quinn

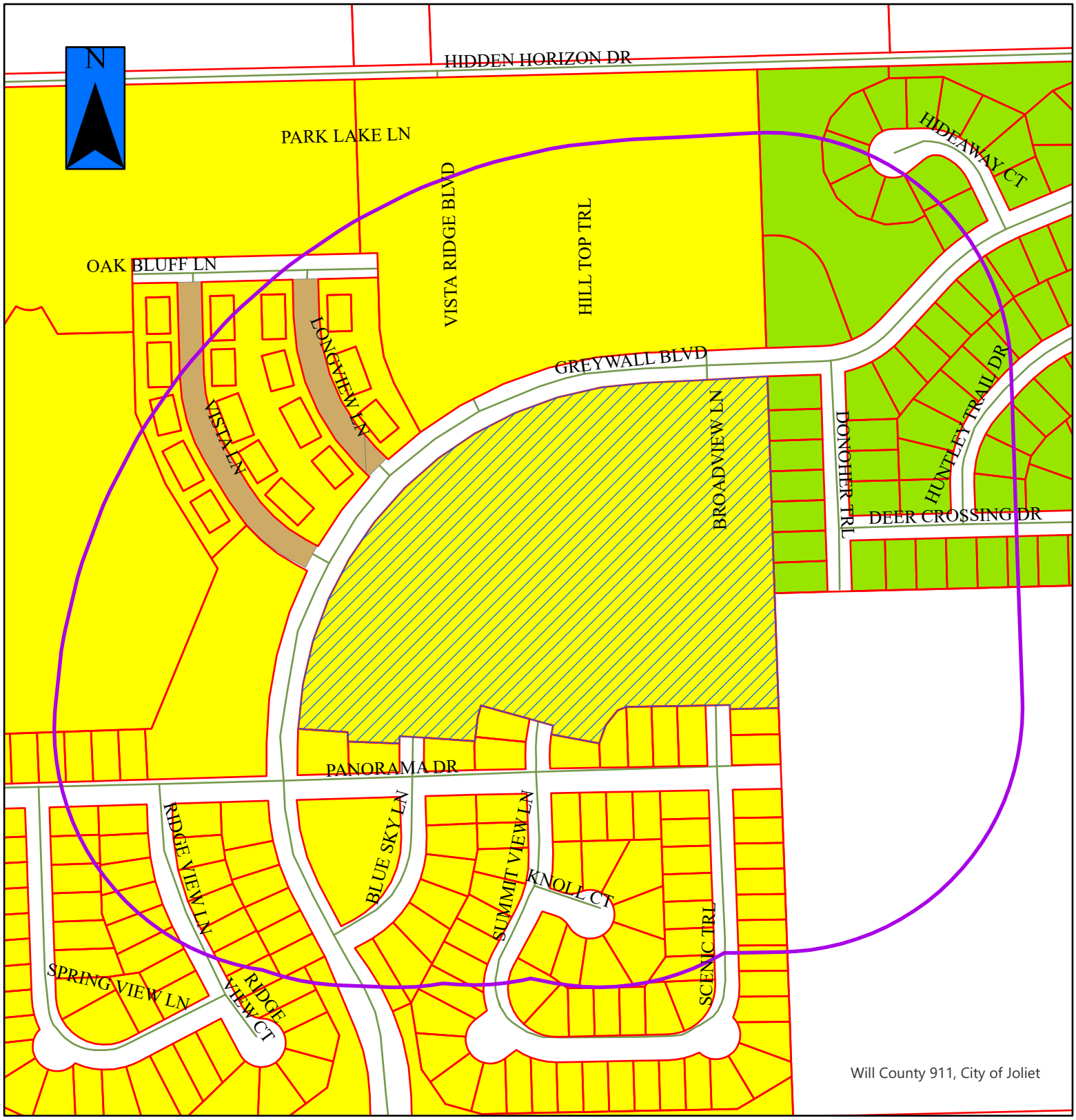
kyquinn@nvrinc.com

CONFIDENTIAL. The statements, plans, photographs and illustrations included herein are provided for conceptual purposes and will be refined throughout execution.









PUD-7-26

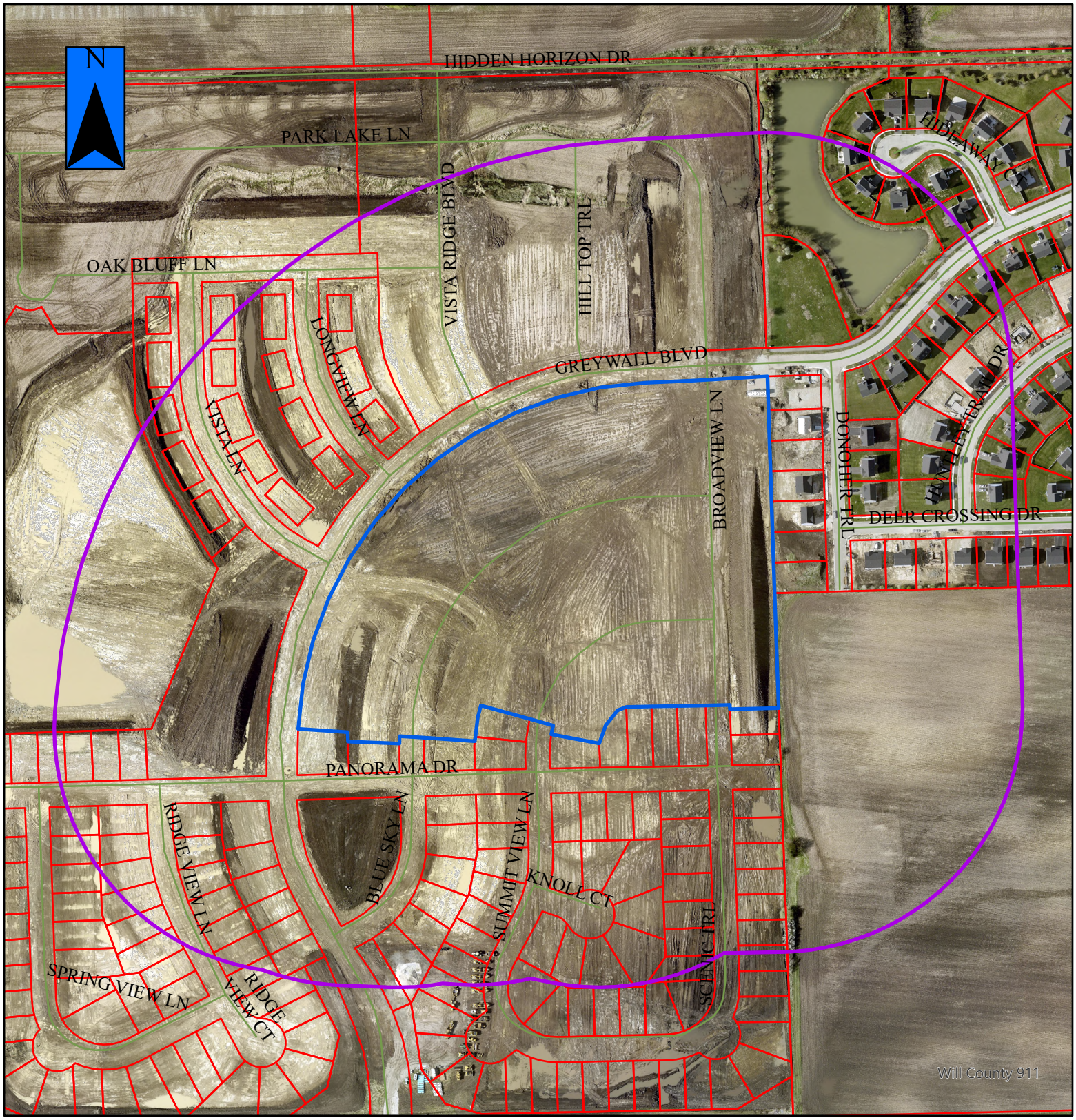
JOLIET PLANNING DIVISION

= 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-7-26a

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)

Memo

File #: TMP-9906 **Agenda Date:**6/18/2026

powered by Legistar™

DATE: June 11, 2026

TO: Joliet Plan Commission

FROM: Planning Staff

SUBJECT: V-5-26: Vacation of an Approximately 20-Foot by 55-Foot Portion of Public Alley West of 359 Whitney Avenue

GENERAL INFORMATION:

APPLICANT:	Anthony DeMichael
STATUS OF APPLICANT:	Adjacent Property Owner
REQUESTED ACTION:	Vacation of public right-of-way for an alley portion adjacent to the applicant's property
PURPOSE:	To combine the alley portion with the adjacent private property for private ownership and maintenance
EXISTING ZONING:	R-2 (single-family residential)
LOCATION:	Adjacent to 359 Whitney Avenue (Adjacent to 30-07-09-302-009-0000) (Council District #4)
RIGHT-OF-WAY SIZE:	Approximately 1,090 square feet
EXISTING LAND USE:	Public alley

SURROUNDING LAND USE & ZONING:

NORTH:	R-2 (single-family residential), residential
SOUTH:	R-2 (single-family residential), residential
EAST:	R-2 (single-family residential), residential
WEST:	R-2 (single-family residential), residential

SITE HISTORY: The public alley in question is located south of Glenwood Avenue between Wilcox Street and Whitney Avenue. The alley provides access to the adjacent residential properties that front Glenwood Avenue, Whitney Avenue, and Buell Avenue. The L-shaped alley runs east off Wilcox Street and then turns north and dead-ends before Glenwood Avenue between 654 Glenwood Avenue and the petitioner's property at 359 Whitney Avenue. The alley does not continue through to Glenwood Avenue due to a steep grade change from the end of the alley down to the street curb.

SPECIAL INFORMATION: The petitioner, Anthony DeMichael, owns the property at 359 Whitney Avenue and wishes to vacate the public alley portion adjacent to their property. The end portion of alley provides access to the detached garage at the rear of the petitioner's property. The alley is currently in disrepair, and established trees are growing in the subject portion. The City does not routinely pave alleys and there is no timeline for the City to patch or repair this portion of the alley. Therefore, the petitioner wishes to own this part of the alley so that they can pave and maintain it themselves.

The owner of 654 Glenwood Avenue has signed off on the vacation petition and does not wish to own the half of the alley adjacent to their property. There are no other properties adjacent to the alley portion. The driveway access points for 654 Glenwood Avenue and the neighboring Whitney Avenue properties are located south of the alley portion and would not be affected by the vacation.

There will be a public utility easement reserved over the entire alley portion, due to existing overhead ComEd electric lines in the area. Nicor has responded that they are not opposed to the vacation request. No other notified utility companies have submitted a response regarding this request as of the writing of this staff report. The Public Utilities and Public Works Departments are not opposed to this request provided that the public utility easement is reserved. No permanent structures could be constructed in the alley portion.

RECOMMENDED ACTION: Approval of the requested vacation of the approximately 20-foot by 55-foot alley portion will allow the adjacent owner to own and maintain this property as part of their private residential property. Staff supports this request because the alley portion is located at the dead-end of an alley and does not serve any other properties. The public utility easement will allow future access for public and private utility companies as needed.

Figure 1: Alley between Wilcox Avenue and Whitney Avenue / Glenwood Avenue (2026)



Figure 2: Alley portion in question, west of 359 Whitney Avenue (2026)

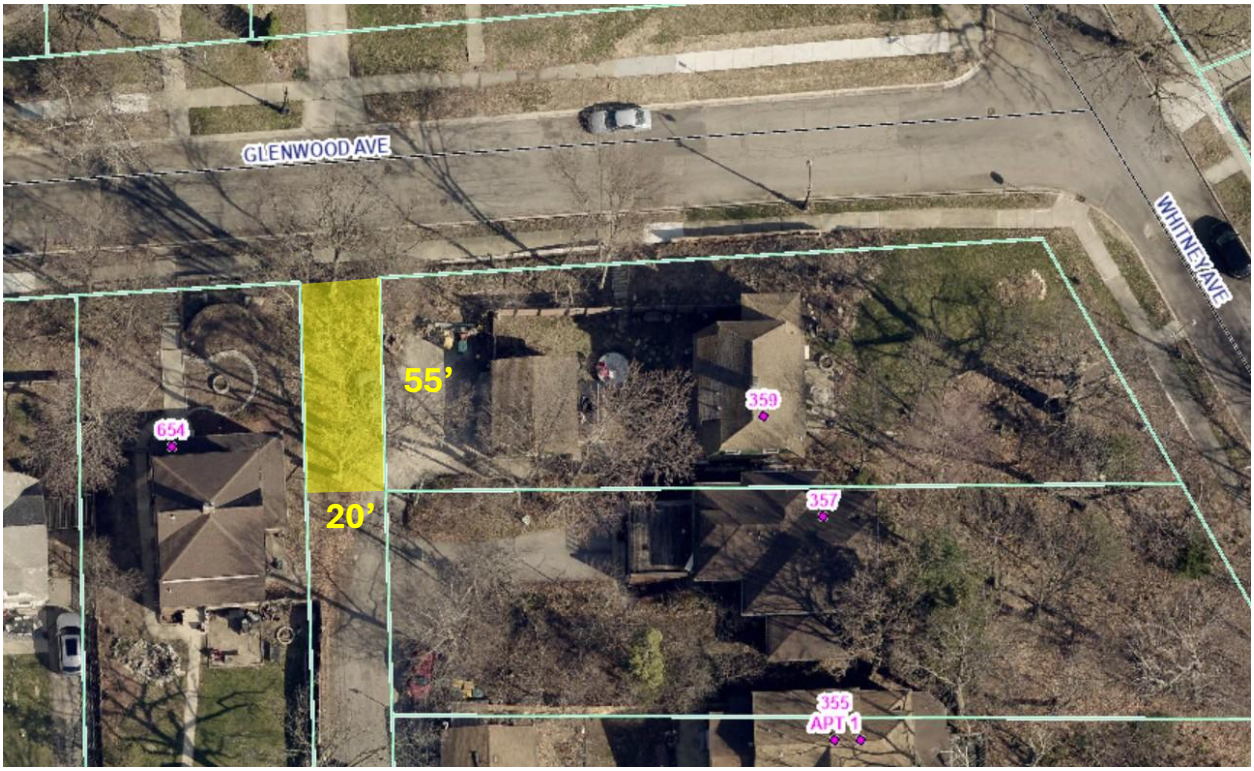


Figure 3: Dead-end of alley, view looking north from alley west of 357 Whitney Avenue (June 2026)

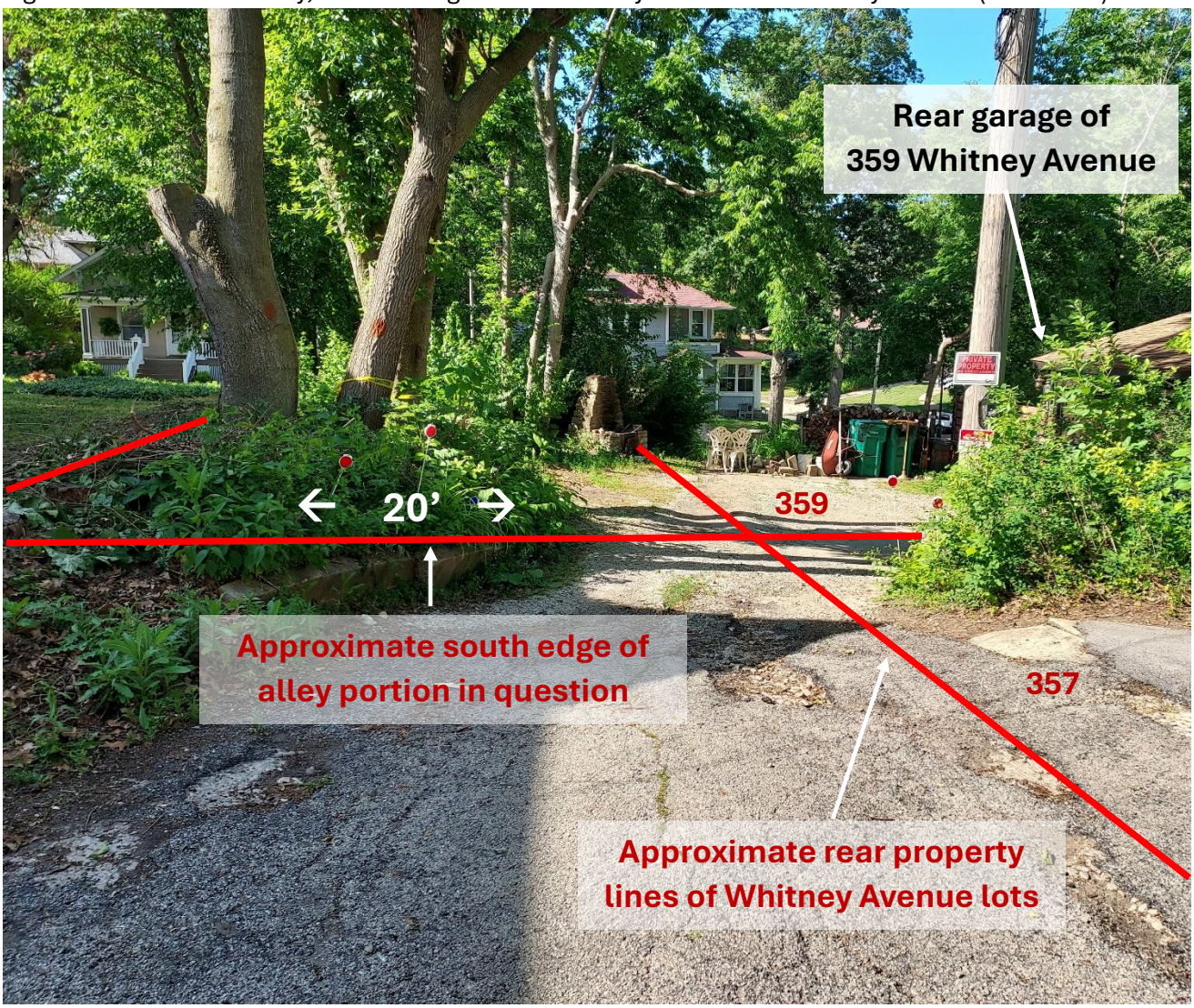


Figure 4: Alley end between 359 Whitney Avenue (left) and 654 Glenwood Avenue (right), view south from Glenwood Avenue (June 2026)

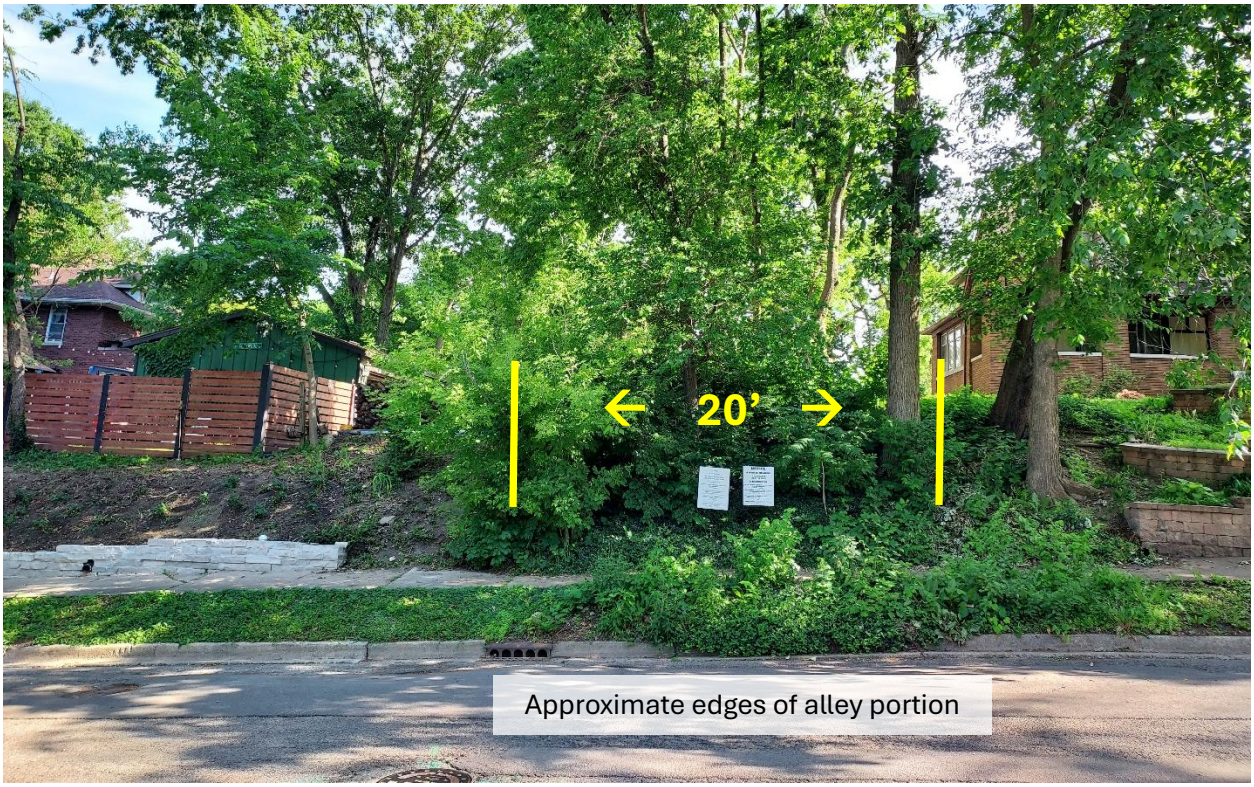
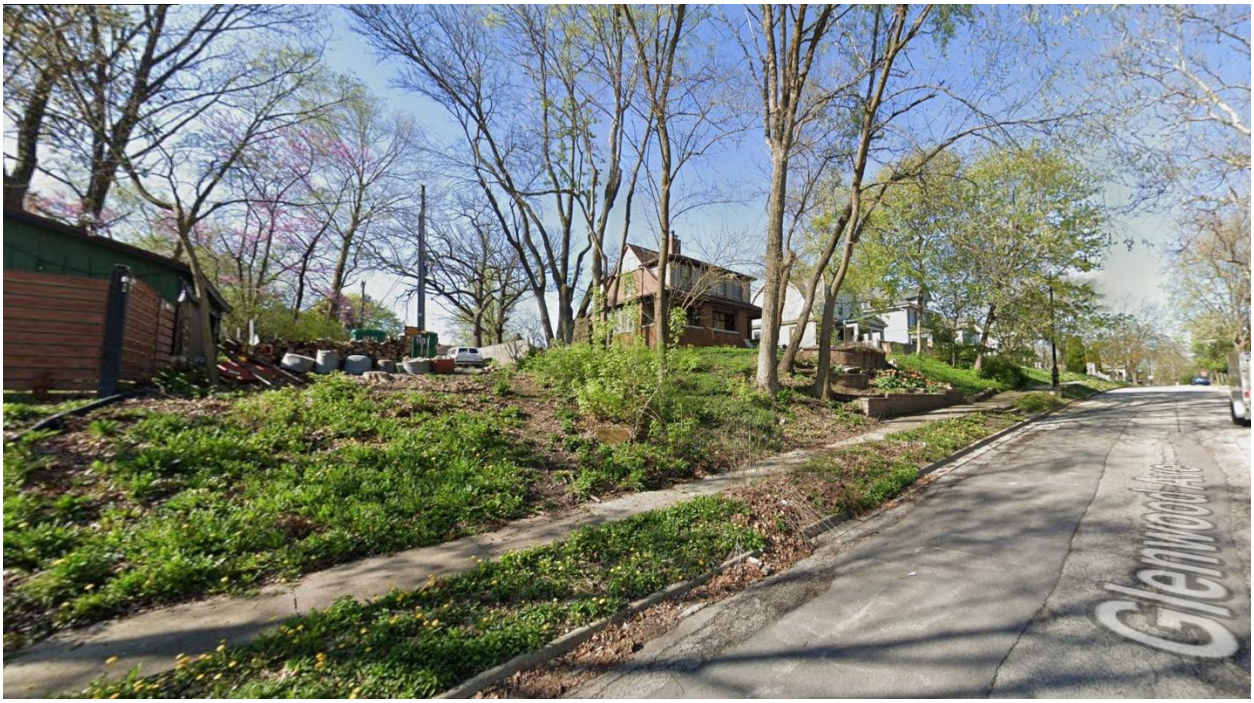
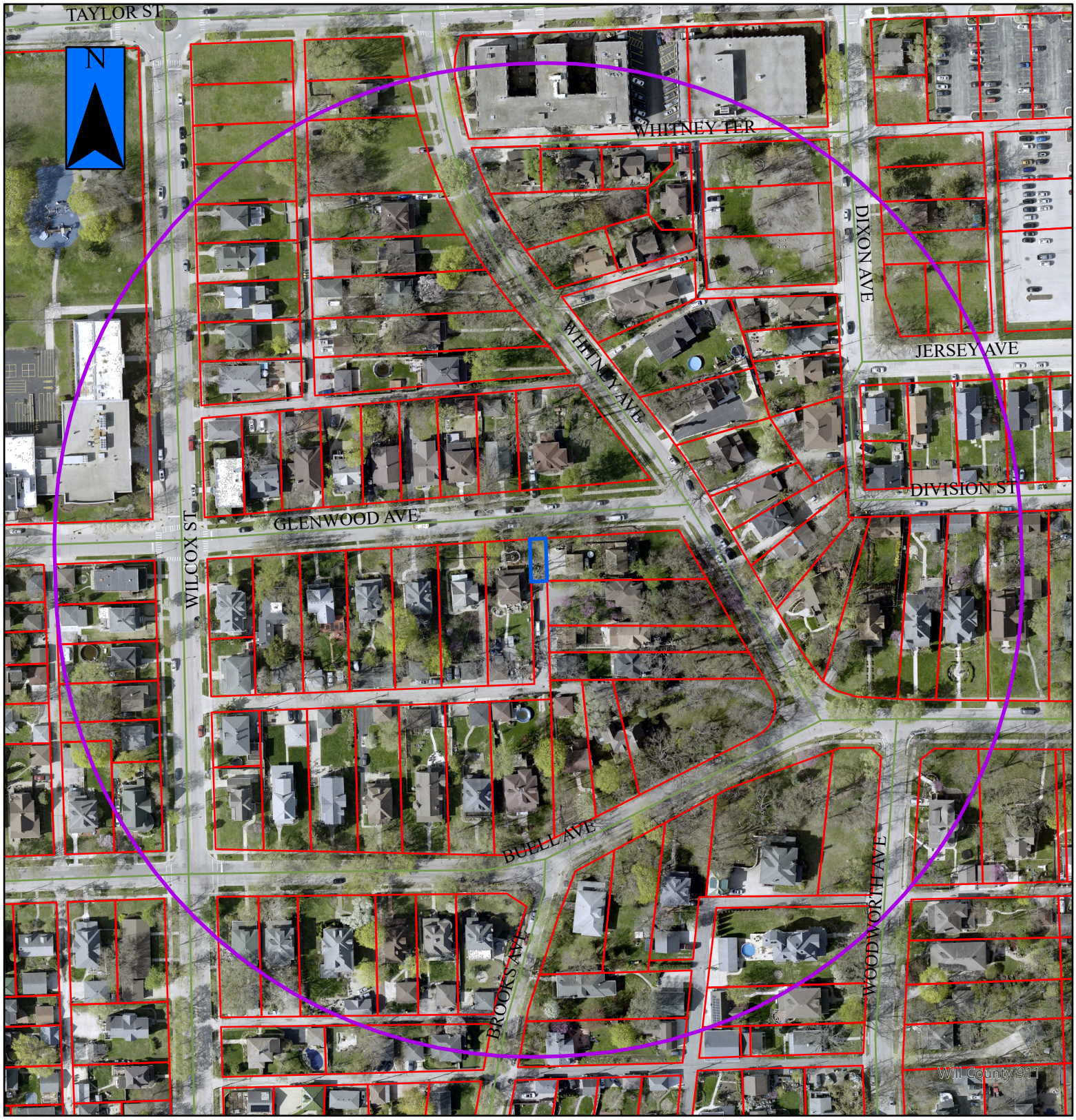


Figure 5: South side of Glenwood Avenue where alley ends, view looking southwest from Glenwood Avenue (April 2025)



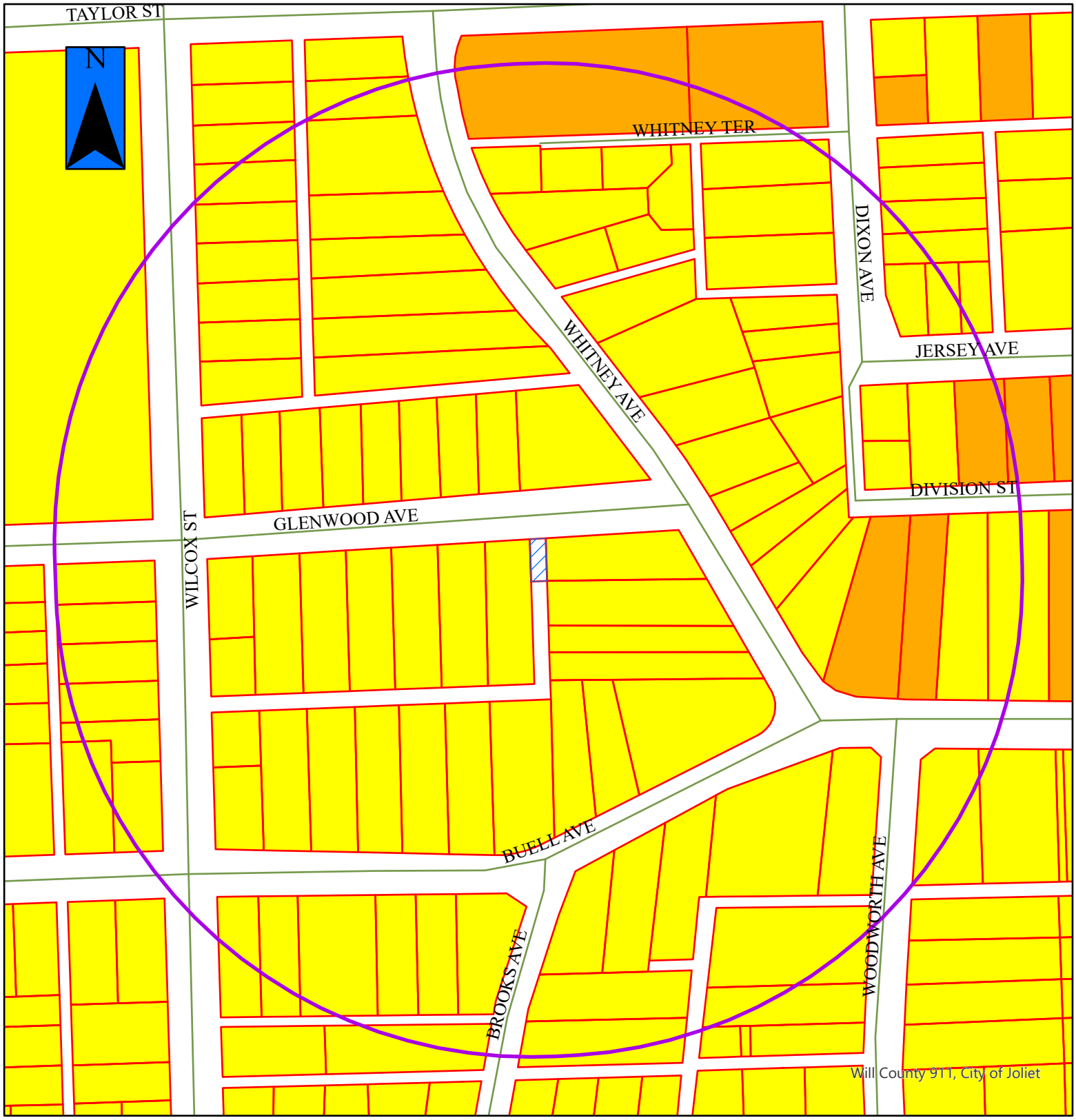


V-5-26a

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)



V-5-26

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

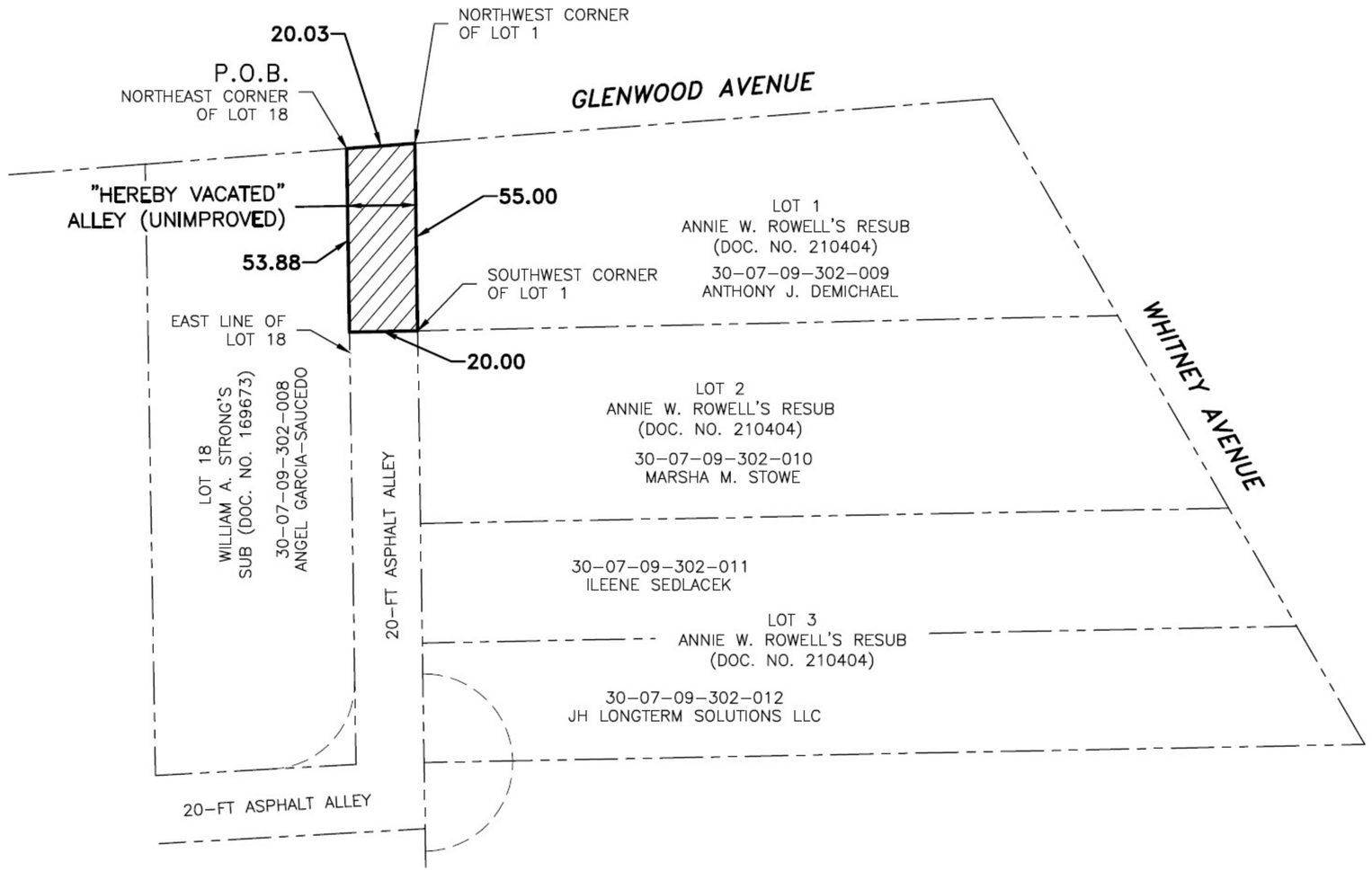
PLAT OF VACATION

ADJACENT P.I.N.
30-07-09-302-009-0000
ADJACENT ADDRESS
359 WHITNEY AVENUE
JOLIET, IL 60435

SCALE 1" = 40'

LEGAL DESCRIPTION

THAT PART OF THE NORTH/SOUTH ALLEY WITHIN PART OF W.A. STRONG'S SUBDIVISION OF BLOCK 8 IN THE WEST HALF OF AFORESAID SECTION 9, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 12, 1892 AS DOCUMENT NO. 169673, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF LOT 18 IN SAID W.A. STRONG'S SUBDIVISION, SAID CORNER BEING ON THE SOUTH RIGHT OF WAY LINE OF GLENWOOD AVENUE; THENCE EASTERLY ALONG SAID SOUTH RIGHT OF WAY LINE, 20.03 FEET TO THE NORTHWEST CORNER OF LOT 1 IN ANNIE W. ROWELL'S RESUBDIVISION OF LOTS 1, 2, AND 3 AND BARN LOTS 1, 2, AND 3 IN BLOCK 8 OF GLENWOOD, IN THE WEST HALF OF SECTION 9, TOWNSHIP 35 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 19, 1900, IN PLAT BOOK 10, PAGE 35, AS DOCUMENT NO. 210404; THENCE SOUTH ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 55.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1; THENCE WEST ALONG THE WEST PROLONGATION OF THE SOUTH LINE OF SAID LOT 1, A DISTANCE OF 20.00 FEET TO THE EAST LINE OF AFORESAID LOT 18; THENCE NORTH ALONG THE EAST LINE OF SAID LOT 18, A DISTANCE OF 53.88 FEET TO THE POINT OF BEGINNING, IN WILL COUNTY, ILLINOIS.
Containing 0.025 acres more or less.



STATE OF ILLINOIS)
COUNTY OF WILL)SS

I, CHRISTOPHER M. PAPESH, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF ILLINOIS, DO HEREBY CERTIFY THAT I HAVE PREPARED THIS PLAT OF VACATION OVER THE ABOVE CAPTIONED LANDS AND THAT THIS IS A CORRECT REPRESENTATION THEREOF, DATED AT CREST HILL, ILLINOIS,

THIS 20th DAY OF April, 2026, A.D.

[redacted]

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3369
EXPIRATION DATE 11/30/2026
CPAPESH@GEOTECHINCORP.COM

PROFESSIONAL LAND SURVEYOR
CHRISTOPHER M. PAPESH
035-003369
CREST HILL, ILLINOIS
STATE OF ILLINOIS

GEOTECH INC.
CONSULTING ENGINEERS — LAND SURVEYORS
1207 CEDARWOOD DRIVE CREST HILL, ILLINOIS 60403 815/730-1010

PROJECT: TONY DEMICHAEL		FIELD BOOK #:	
DRAWN BY: CP	DATE: 04.17.26	SCALE: 1"=40'	JOB NO. GJN22090

COMPARE THIS PLAT WITH YOUR RECORDS AND IMMEDIATELY REPORT ANY DISCREPANCIES

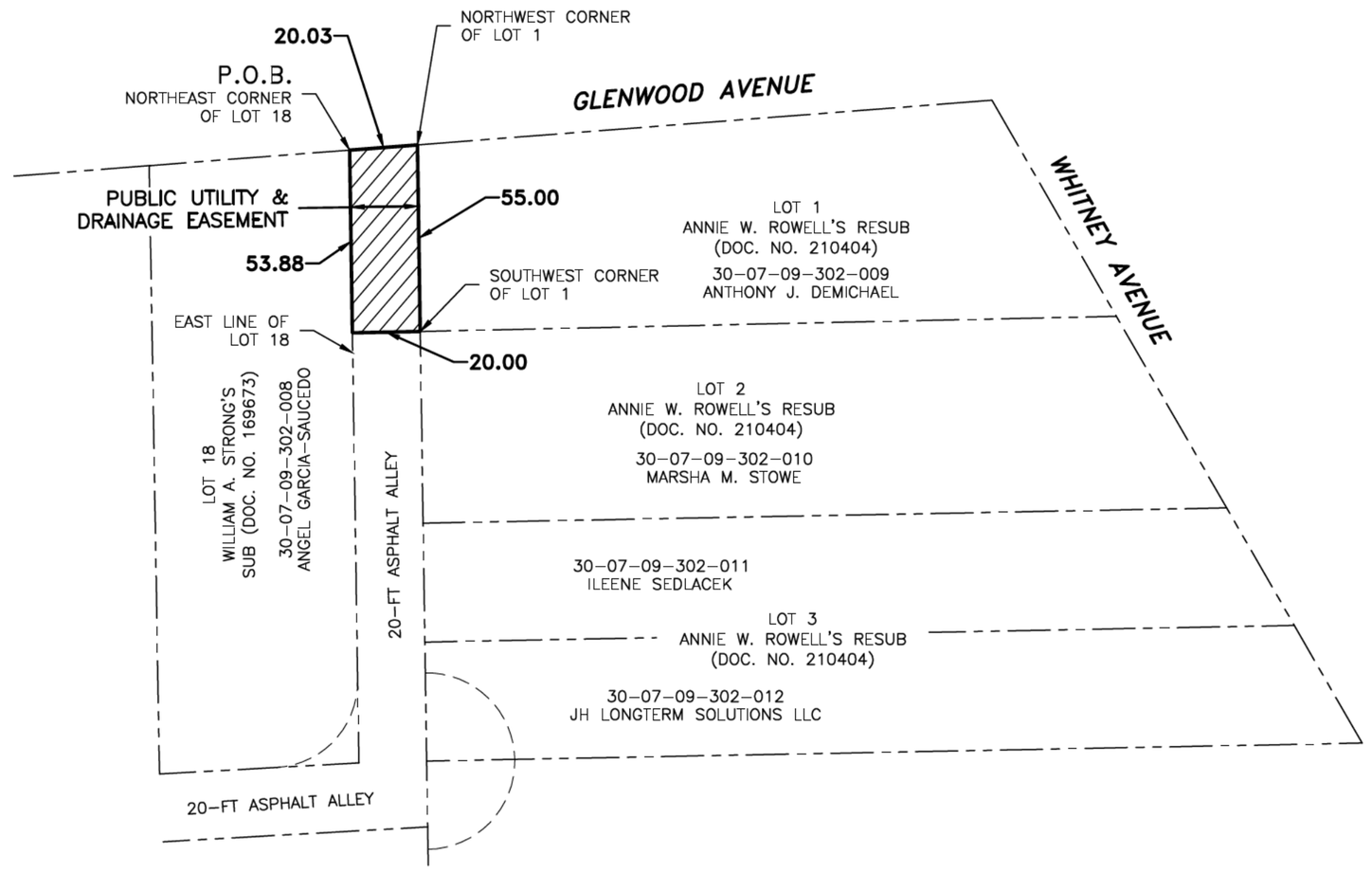
PLAT OF EASEMENT

ADJACENT P.I.N.
30-07-09-302-009-0000
ADJACENT ADDRESS
359 WHITNEY AVENUE
JOLIET, IL 60435

SCALE 1" = 40'

LEGAL DESCRIPTION

THAT PART OF THE NORTH/SOUTH ALLEY WITHIN PART OF W.A. STRONG'S SUBDIVISION OF BLOCK 8 IN THE WEST HALF OF AFORESAID SECTION 9, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 12, 1892 AS DOCUMENT NO. 169673, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF LOT 18 IN SAID W.A. STRONG'S SUBDIVISION, SAID CORNER BEING ON THE SOUTH RIGHT OF WAY LINE OF GLENWOOD AVENUE; THENCE EASTERLY ALONG SAID SOUTH RIGHT OF WAY LINE, 20.03 FEET TO THE NORTHWEST CORNER OF LOT 1 IN ANNIE W. ROWELL'S RESUBDIVISION OF LOTS 1, 2, AND 3 AND BARN LOTS 1, 2, AND 3 IN BLOCK 8 OF GLENWOOD, IN THE WEST HALF OF SECTION 9, TOWNSHIP 35 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 19, 1900, IN PLAT BOOK 10, PAGE 35, AS DOCUMENT NO. 210404; THENCE SOUTH ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 55.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1; THENCE WEST ALONG THE WEST PROLONGATION OF THE SOUTH LINE OF SAID LOT 1, A DISTANCE OF 20.00 FEET TO THE EAST LINE OF AFORESAID LOT 18; THENCE NORTH ALONG THE EAST LINE OF SAID LOT 18, A DISTANCE OF 53.88 FEET TO THE POINT OF BEGINNING, IN WILL COUNTY, ILLINOIS. Containing 0.025 acres more or less.



CITY OF JOLIET PUBLIC UTILITIES EASEMENT PROVISIONS

EASEMENTS ARE HEREBY RESERVED FOR AND GRANTED TO THE CITY OF JOLIET, ILLINOIS ("CITY") AND TO THOSE PUBLIC UTILITY COMPANIES OPERATING UNDER FRANCHISE OR CONTRACT WITH THE CITY, OR OTHERWISE AUTHORIZED BY THE CITY, INCLUDING BUT NOT LIMITED TO ILLINOIS BELL TELEPHONE COMPANY DBA AT&T ILLINOIS, NICOR GAS COMPANY, COMMONWEALTH EDISON COMPANY, COMCAST, AND THEIR SUCCESSORS AND ASSIGNS, OVER, UPON, UNDER AND THROUGH ALL OF THE AREAS MARKED "PUBLIC UTILITIES EASEMENT" OR "P.U.E." ON THE PLAT FOR THE PERPETUAL, RIGHT, PRIVILEGE AND AUTHORITY TO INSTALL, SURVEY, CONSTRUCT, RECONSTRUCT, REPAIR, REMOVE, INSPECT, MAINTAIN, AND OPERATE VARIOUS UTILITY TRANSMISSION AND DISTRIBUTION SYSTEMS, COMMUNITY ANTENNAE TELEVISION SYSTEMS AND INCLUDING STORM AND/OR SANITARY SEWERS, TOGETHER WITH ANY AND ALL NECESSARY MANHOLES, CATCH BASINS, CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID CITY, OVER, UPON, UNDER AND THROUGH SAID INDICATED EASEMENTS, TOGETHER WITH THE RIGHT OF ACCESS ACROSS THE PROPERTY FOR NECESSARY PERSONNEL AND EQUIPMENT TO DO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF THE SEWERS OR OTHER UTILITIES. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID EASEMENTS, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS. WHERE AN EASEMENT IS USED BOTH FOR CITY (WATER, SANITARY SEWERS, STORM, ETC.) AND OTHER UTILITIES, THE OTHER UTILITY INSTALLATION SHALL BE SUBJECT TO THE ORDINANCES OF THE CITY OF JOLIET. EASEMENTS ARE HEREBY RESERVED AND GRANTED TO THE CITY OF JOLIET AND OTHER GOVERNMENTAL AUTHORITIES HAVING JURISDICTION OF THE LAND SUBDIVIDED HEREBY OVER THE ENTIRE EASEMENT AREA FOR INGRESS, EGRESS AND THE PERFORMANCE OF MUNICIPAL AND OTHER GOVERNMENTAL SERVICES, INCLUDING BUT NOT LIMITED TO, WATER, STORM AND SANITARY SEWER SERVICE AND MAINTENANCE. THERE IS HEREBY RESERVED FOR AND GRANTED TO THE CITY AN EASEMENT FOR RIGHT OF ACCESS ON, OVER, ALONG AND ACROSS THE PROPERTY DESCRIBED HEREIN FOR THE LIMITED PURPOSE OF READING, EXAMINING, INSPECTING, INSTALLING, OPERATING, MAINTAINING, EXCHANGING, REMOVING, REPAIRING, TESTING, AND/OR REPLACING CITY OWNED UTILITY EQUIPMENT AND METERS WHICH SERVE SAID PROPERTY, INCLUDING NECESSARY PERSONNEL AND EQUIPMENT TO DO ANY OF THE ABOVE WORK.

NOTES:

1. GEOTECH INCORPORATED IS PROFESSIONAL DESIGN FIRM NUMBER 184-000165.
2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF.
3. THE BASIS OF BEARING FOR THE PLAT AND SURVEY, SHOWN HEREON, IS ASSUMED.

STATE OF ILLINOIS)
COUNTY OF WILL) SS

I, CHRISTOPHER M. PAPESH, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF ILLINOIS, DO HEREBY CERTIFY THAT I HAVE PREPARED THIS PLAT OF EASEMENT OVER THE ABOVE CAPTIONED LANDS AND THAT THIS IS A CORRECT REPRESENTATION THEREOF, DATED AT CREST HILL, ILLINOIS,

THIS 20th DAY OF April, 2026, A.D.

[redacted]

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3369
EXPIRATION DATE 11/30/2026
cpapesh@geotechincorp.com

PROFESSIONAL LAND SURVEYOR
CHRISTOPHER M. PAPESH
035-003369
CREST HILL, ILLINOIS
STATE OF ILLINOIS

EASEMENT PROVISIONS

An easement for serving the subdivision and other property with electric and communications service is hereby reserved for and granted to

**COMMONWEALTH EDISON COMPANY,
AMERITECH TELEPHONE COMPANY,
APPLICABLE CABLE TELEVISION COMPANY, GRANTEES**

their respective successors and assigns, jointly and severally, to install, operate, maintain and remove, from time to time, facilities used in connection with overhead and underground transmission and distribution of electricity and sounds and signals in, over, under, across, along and upon the surface of the property shown within the dotted lines on the plat and marked "Easement", the property designated in the Declaration of Condominium and/or on this plat as "Common Elements", and the property designated on the plat as a "Common area or areas", and the property designated on the plat for streets and alleys, whether public or private, together with the right to install required service connections over or under the surface of each lot and common area or areas to serve improvements thereon, or on adjacent lots, and common area or areas, the right to cut, trim or remove trees, bushes and roots as may be reasonably required incident to the rights herein given, and the right to enter upon the subdivided property for all such purposes. Obstructions shall not be placed over grantees' facilities or in, upon or over the property within the dotted lines marked "Easement" without the prior written consent of grantees. After installation of any such facilities the grade of the subdivided property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof. The term "Common Elements" shall have the meaning set forth for such term in the "Condominium Property Act", Chapter 765 ILCS 605/2(e), as amended from time to time. The term "common area or areas" is defined as a lot, parcel or area of real property, the beneficial use and enjoyment of which is reserved in whole as an appurtenance to the separately owned lots, parcels or areas within the planned development, even though such be otherwise designated on the plat by other terms such as, "outlots", "common elements", "open space", "open area", "common ground", "parking and common area". The terms "common area or areas" and "Common Elements" includes real property surfaced with interior driveways and walkways, but excludes real property physically occupied by a building, Service Business District or structures such as a pool or retention pond, or mechanical equipment. Relocation of facilities will be done by Grantees at cost of Grantor/Lot Owner, upon written request.

An easement is hereby reserved for and granted to NORTHERN ILLINOIS GAS COMPANY, its successors and assigns ("NI-Gas") to install, operate, maintain, repair and remove, facilities used in connection with the transmission and distribution of natural gas in, over, under, across, along and upon the surface of the property shown on this plat marked "Easement," "Common Area or Areas" and streets and alleys, whether public or private, and the property designated in the Declaration of Condominium and/or on this plat as "Common Elements," together with the right to install required service connections over or under the surface of each lot and common area or areas to serve improvements thereon, or on adjacent lots, and common area or areas, and to serve other property, adjacent or otherwise, and the right to remove obstructions, including but not limited to, trees, bushes, roots and fences, as may be reasonably required incident to the rights herein given, and the right to enter upon the property for all such purposes. Obstructions shall not be placed over NI-Gas' facilities or in, upon or over the property identified on this plat for utility purposes without the prior written consent of NI-Gas. After installation of any such facilities, the grade of the property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof.

The term "Common Elements" shall have that meaning set forth for such term in Section 605/2(e) of the "Condominium Property Act" (Illinois Compiled Statutes, Ch. 765, Sec. 605/2(e)), as amended from time to time.

The term "Common Area or Areas" is defined as a lot, parcel or area of real property, including real property surfaced with interior driveways and walkways, the beneficial use and enjoyment of which is reserved in whole as an appurtenance to the separately owned lots, parcels or areas within the property, even though such areas may be designated on this plat by other terms.

GEOTECH INC.
CONSULTING ENGINEERS - LAND SURVEYORS
1207 CEDARWOOD DRIVE CREST HILL, ILLINOIS 60403 815/730-1010

PROJECT: TONY DEMICHAEL		FIELD BOOK #:	
DRAWN BY: CP	DATE: 04.17.26	SCALE: 1"=40'	JOB NO. GJN22090

COMPARE THIS PLAT WITH YOUR RECORDS AND IMMEDIATELY REPORT ANY DISCREPANCIES

CASE NO. _____

DATE FILED : _____

CITY PLAN COMMISSION
JOLIET, ILLINOIS
PETITION TO VACATE

PETITIONER'S NAME: Anthony J. DeMichael

HOME ADDRESS: 359 Whitney Ave.

CITY, STATE, ZIP: Joliet, IL 60435

HOME PHONE: [redacted]

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

BUSINESS ADDRESS: _____

CITY, STATE, ZIP: _____

BUSINESS PHONE: _____

LEGAL DESCRIPTION OF PROPERTY: 20' x 55' of "alley" adjacent to 359 Whitney Ave to the West. This alley does not go through to Glenwood as the hill is too steep.

COMMON ADDRESS: Area between 359 Whitney and 654 Glenwood

PERMANENT INDEX NO. (Tax No.): _____

ROW/EASEMENT SIZE: Width 20' Depth 55' Area 1100 sf

PROPOSED USE AFTER VACATION: Create usable access to property from alley

USES OF SURROUNDING PROPERTIES: North: Glenwood Ave

South: Public alley

East: Petitioner's residence

West: 654 Glenwood residence

REASON FOR REQUEST: Need safe and usable access to my property. City will not do the work, so I will. Also will help the neighborhood aesthetic.

Is the Property owned by the City of Joliet? YES ✓ NO _____

What portion of the right-of-way do you wish to own as a result of the vacation or what portion of the easement do you wish to vacate? Wish to own the whole described property. 20'x 55' "alley"

I understand that I will be required to pay for an appraisal of the property requested to be vacated, and that I will be required to purchase it at fair market value established by that appraisal.

STATE OF ILLINOIS) ss
COUNTY OF WILL)

I, Anthony DeMichael, depose and say that the foregoing statements are true and correct to the best of my knowledge and belief, I further state that I agree to be present in person or by representation when this petition is heard by the Plan Commission.

[redacted]
Petitioner's Signature

Subscribed and sworn to before me
this 1 day of June, 20 26

[redacted]
Notary Public

My Commission Expires: 8/19/26

OFFICIAL SEAL
NICOLE HUGHES
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires August 19, 2026

<u>ROW vacations only</u> – The undersigned owners of adjacent property do not object to the vacation of the following described property:

_____

OWNER'S NAME	ADDRESS
Angel Garcia Saucedo	654 Glenwood Ave. Joliet IL.

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):

- ☐ 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:

359 Whitney Avenue, Joliet IL

PIN(s): 30-07-09-302-009-0000

III. *PROPERTY OWNERSHIP*

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

☐ **Individual:**	State the names, addresses, and phone #'s of the individual owner(s)
☐ **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
☐ **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
☐ **Land Trust:**	State the names, addresses, and phone #'s of the trustee(s) and all beneficiaries
☐ **Partnership:**	State the names, addresses, and phone #'s of all partners
☐ **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

Anthony DeMichael

E-MAIL: _____ **FAX:** _____

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:

☐	**Individual:**	State the names, addresses, and phone #'s of the individual owner(s)
☐	**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
☐	**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
☐	**Partnership:**	State the names, addresses, and phone #'s of all partners
☐	**Other type of organization:**	State the names, addresses, and phone #'s of all persons having a legal or equitable ownership interest in the organization

_____

_____

_____

_____

E-MAIL:_____ **FAX**:_____

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: 6/1/26

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

_____

_____

Memo

File #: TMP-9908 **Agenda Date:**6/18/2026

powered by Legistar™

DATE: May 29, 2026

TO: Joliet Plan Commission

FROM: Planning Staff

SUBJECT: A-2-26: Annexation of 0.14 Acres Located at the intersection of Elgin Avenue and Leach Avenue, Classification to R-3 (One-and-Two Family Residential) Zoning and Approval of an Annexation Agreement.

GENERAL INFORMATION:

APPLICANT:	Raul Ramirez Nunez
OWNER:	Same as applicant
REQUESTED ACTION:	Approval of an Annexation of 0.14 acres, Classification to R-3 (One-and-Two Family Residential) Zoning and Approval of an Annexation Agreement.
PURPOSE:	To allow the annexation of a vacant lot into the City of Joliet to consolidate it with the adjacent single family home property.
LOCATION:	502 Leach Ave (PIN #30-07-11-213-003-0000)
SIZE OF PARCEL:	0.14 acres
EXISTING LAND USE:	Vacant land
SURROUNDING LAND USE & ZONING:	

North:	Vacant Lot, Unincorporated Will County
South:	Single-family residential; Unincorporated Will County
East:	Single-family residential; R-3 (Single-Family Residence)
West:	Single-family residential; R2A (Single-Family Residential)

SITE HISTORY: The subject property is an original lot within the Elgin Park subdivision, located in the Ridgewood area of Joliet. The property matches the approximate size and dimensions of the other lots within the same block, measuring roughly 138’ x 46’ for an approximate lot size of 0.14 acres. The property, according to historic aerial images and Sanborn Maps, has always been vacant. **Figure 1** shows the existing vacant lot.

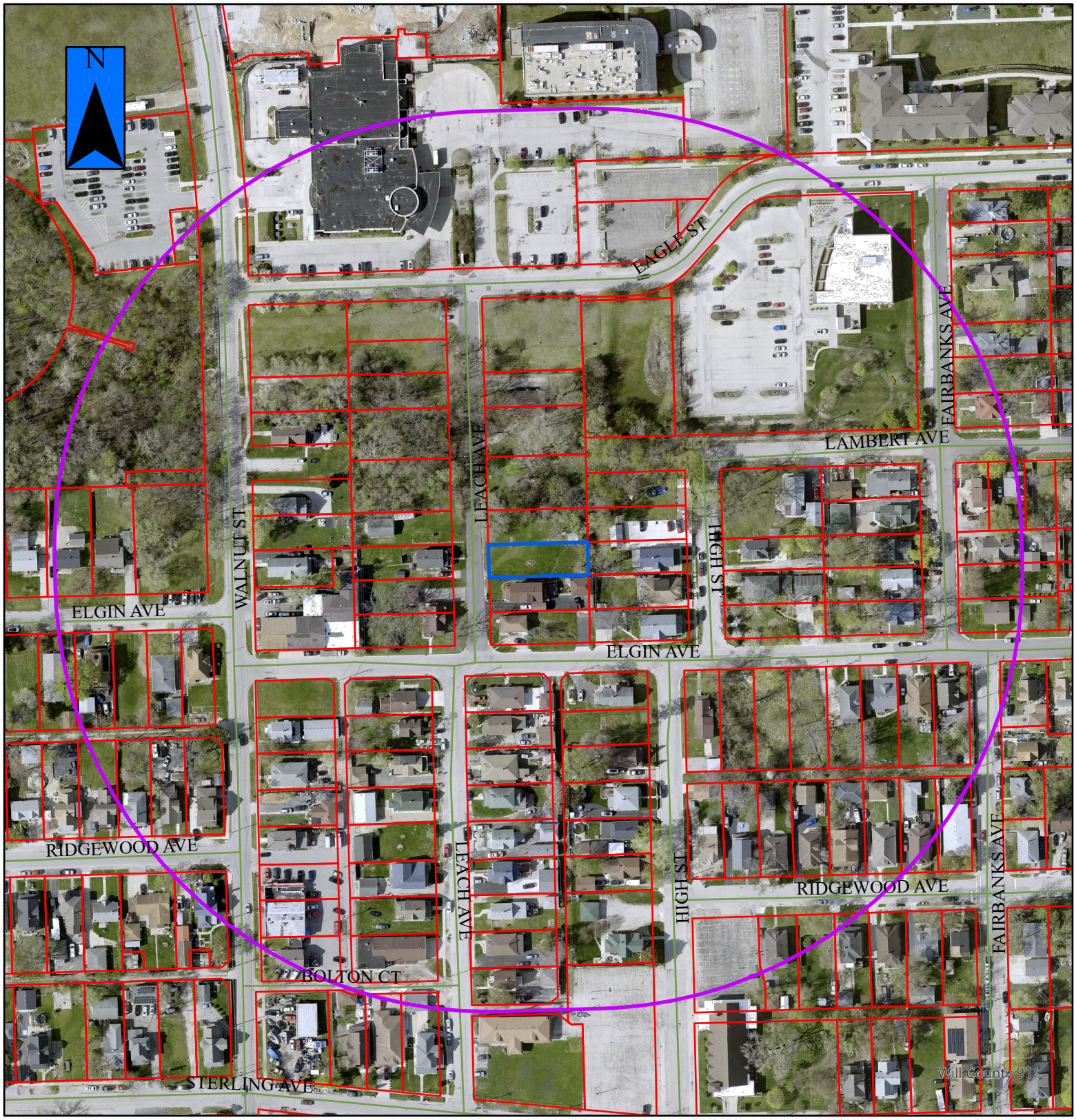
SPECIAL INFORMATION: The applicant, Raul Ramirez Nunez, is the current owner of the vacant lot in question as well as the adjacent property at 502 Leach Ave, located just south of the vacant lot. The applicant wishes to annex into the City of Joliet so that he can consolidate the vacant lot with the house lot at 502 Leach Ave, which is within city boundaries. The intent of the annexation is to be able to construct a shed on the vacant lot. The applicant was informed by Will County that an accessory structure is not allowed on a parcel that does not have an established primary structure.

City water and sanitary sewer lines are located approximately 30' to 40' east of the subject property within the City right-of-way. The property owner will be financially responsible for bringing water and sewer to the property, connecting the property to the water and sewer lines, and paying tap-on fees should future development occur. The property owner would also then be subject to the City's development impact fee. Sewer and water connection details and fees will be further defined as part of the Annexation Agreement. Detachment fees for the East Joliet Fire Protection District have been paid by the applicant in the amount of $263.35. The property is not in a library district and therefore library detachment fees are not required.

ANALYSIS: The approval of the annexation, annexation agreement and zoning classification to R-3 (One-and-Two Family Residential) will allow the consolidation of the vacant lot with an existing lot within the City of Joliet. The property is surrounded by the city limits on the east and west sides and can be adequately serviced by existing City utilities. Most homes within the 500 block of Leach Avenue are within the city limits and are single-family residential uses.

Figure 1: Subject Property



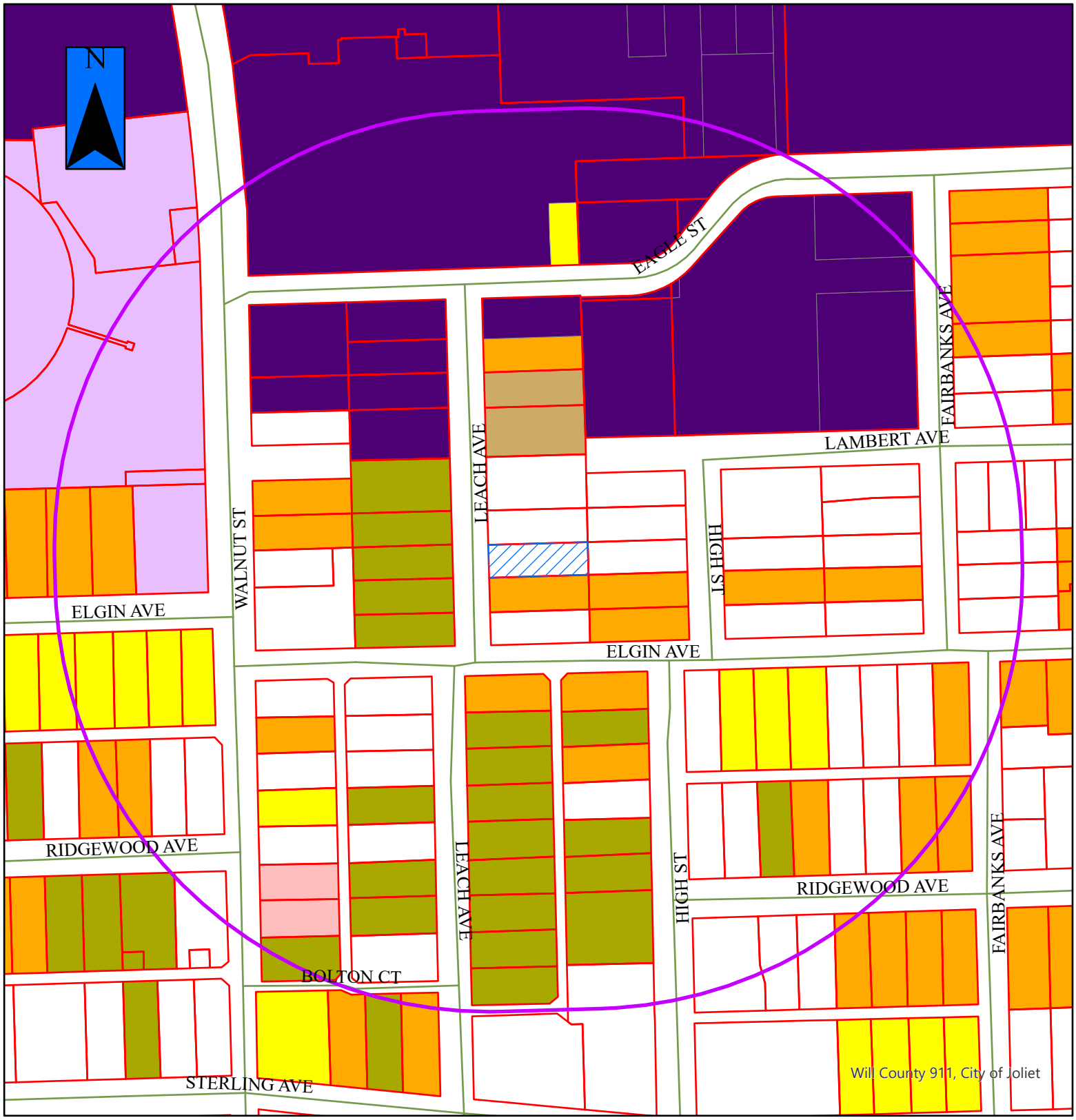


A-2-26a

JOLIET PLANNING DIVISION
DIVISION DE PLANIFICACIÓN

= Property in Question / Propiedad en cuestión

= 600' Public Notification Boundary /
Límite de notificación pública de 600 ft (180 m)



A-2-26

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

PLAT OF SURVEY

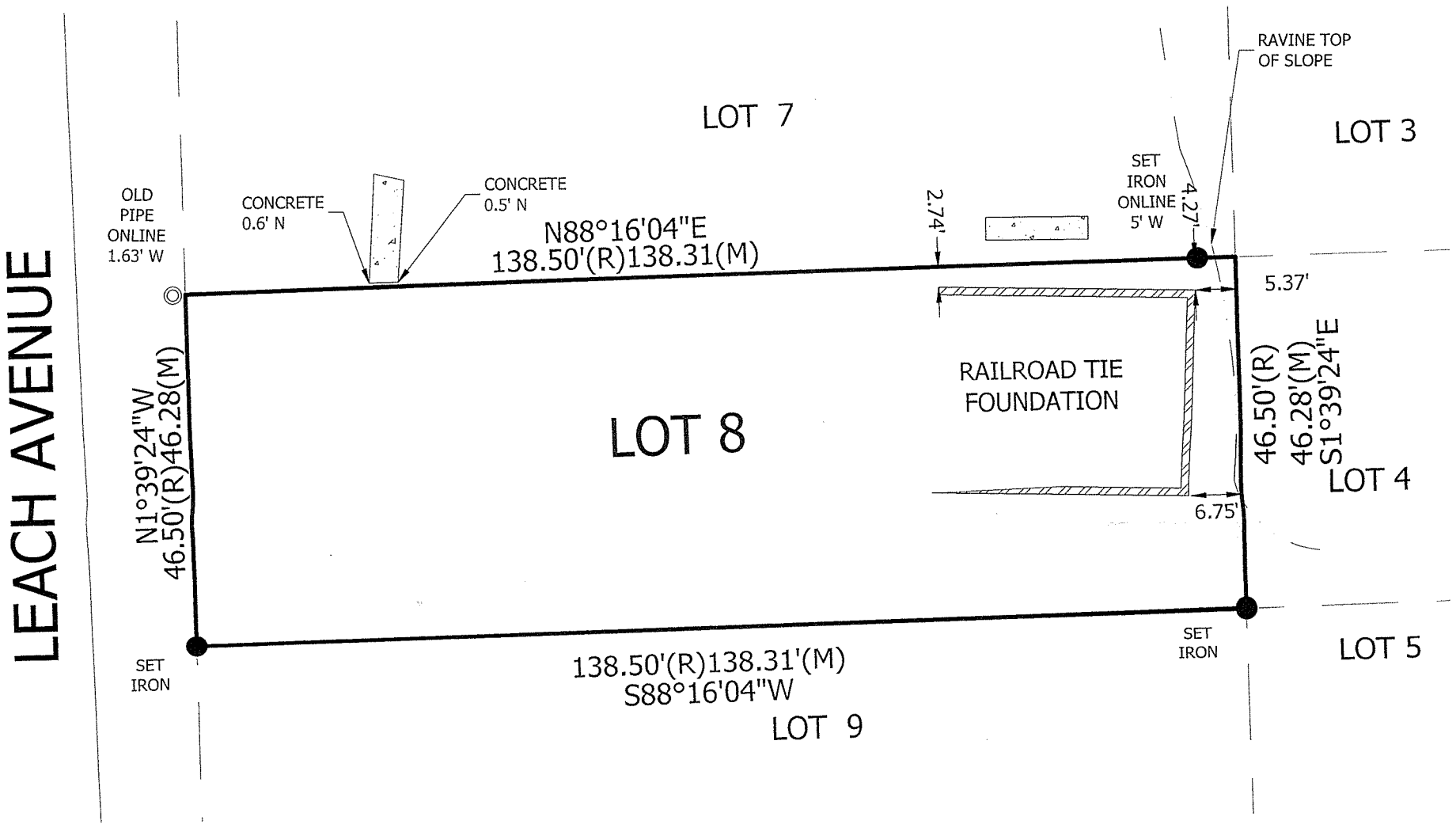
LOT 8 IN BLOCK 6 IN ELGIN PARK, A SUBDIVISION IN SECTION 11, IN TOWNSHIP 35 NORTH, AND IN RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 21, 1900 IN BOOK 10, PAGE 32, AS DOCUMENT 207623, IN WILL COUNTY, ILLINOIS.

NORTH

GRAPHIC SCALE

20 0 10 20

(IN FEET)
1 inch = 20 ft.



NOTES:

DUE	DRAINAGE & UTILITY EASEMENT
BSL	BUILDING SETBACK LINE
(M)	MEASURED
(R)	RECORD
(D)	DEED

STATE OF ILLINOIS)
COUNTY OF WILL)

I, MICHAEL R. ROGINA, ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED THE PROPERTY DESCRIBED IN THE ABOVE CAPTION AND THAT THIS PLAT OF SURVEY IS A CORRECT REPRESENTATION THEREOF.

DATED THIS 10TH DAY OF APRIL, 2026

MICHAEL R. ROGINA — I.P.L.S. 3516, LICENSE EXPIRES 11/30/2026

MICHAEL R. ROGINA 3516 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS JOLIET, ILLINOIS

COMPARE DESCRIPTION AND POINTS BEFORE BUILDING AND REPORT ANY APPARENT DIFFERENCE TO THE SURVEYOR.
REFER TO DEED OR GUARANTEE TITLE POLICY FOR BUILDING LINE RESTRICTIONS OR EASEMENTS NOT SHOWN ON PLAT OF SURVEY.
TO INSURE AUTHENTICITY OF ANY COPIES, THEY MUST BEAR THE SURVEYOR'S SEAL AND SIGNATURE IN RED INK.
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

F.B. MISC 271
PAGE 66

COMMONLY KNOWN AS:
VACANT
LEACH AVENUE
JOLIET, IL 60432

PIN 30-07-11-213-003

LOT 8, BLOCK 6 IN ELGIN PARK SUBDIVISION

SCALE:	FIELDWORK DATE:	REVISED FIELDWORK DATE:	DRAWN BY:
1" = 20'	4-3-26		CRR

ROGINA
ENGINEERS & SURVEYORS, L.L.C.
1225 Channahon Road Joliet, Illinois 815/729-0777 FAX 815/729-0782
Professional Design Firm License No. 184-006843 - Exp. 4/30/2027

RAUL RAMIREZ

FILE NO: 6997.01

PlotDate: 4/13/2026 10:51 AM , Layout: oce 11x17-SURVEY

ESTADO DE ILLINOIS)
) SS. **ANTE EL ALCALDE Y EL CONCEJO MUNICIPAL**
CONDADO DE WILL) **DE LA CIUDAD DE JOLIET, ILLINOIS**

PETICIÓN DE ANEXIÓN A LA CIUDAD DE JOLIET

De conformidad con la Sección 7-1-8 del Código Municipal de Illinois, el abajo firmante, habiendo prestado los debidos juramentos, declara lo siguiente:

1. El abajo firmante está debidamente autorizado por ley para ejecutar y presentar esta petición de anexión.

2. El abajo firmante es el propietario registrado de todo el terreno dentro del territorio descrito en el Anexo «A» («Territorio») adjunto al presente documento e incorporado al mismo como referencia.

3. El abajo firmante conforma al menos el 51 % de los electores que residen dentro del Territorio, si los hubiere.

4. El Territorio no se encuentra dentro de los límites corporativos de ningún municipio.

5. El abajo firmante solicita la anexión del Territorio, junto con la sección de cualquier carretera contigua al Territorio que no se encuentra dentro de ningún municipio, a la Ciudad de Joliet, Illinois.

FECHA: 04/21/26 [redacted]

PETICIONARIO

Suscrito y jurado ante mí en
este 21 de April de 2026.

[redacted]

NOTARIO PÚBLICO

NOTARY PUBLIC STATE OF ILLINOIS
LAUREN A HELLAND
OFFICIAL SEAL
Notary Public - State of Illinois
My Commission Expires
March 15, 2027

CASO N.°_____
FECHA DE SOLICITUD_____

HOJA DE INFORMACIÓN DE LA ANEXIÓN

(COMPLETAR DE FORMA CLARA Y LEGIBLE)

I. Información del solicitante:

NOMBRE DEL/DE LOS SOLICITANTE(S):

Raul		Ramirez Nunez	
1.°	2.°	apellido	(sufijo)
1.°	2.°	apellido	(sufijo)

[redacted]

DIRECCIÓN PARTICULAR (incluye suite, n.° de apto.)	CIUDAD	ESTADO	CÓDIGO POSTAL
DIRECCIÓN COMERCIAL	CIUDAD	ESTADO	CÓDIGO POSTAL

TELÉFONOS DE CONTACTO

(PERSONAL) (___) _____(TRABAJO) (___) _____CELULAR [redacted]

CORREO ELECTRÓNICO: _____

II. Información del propietario:

NOMBRE DEL/DE LOS PROPIETARIO(S): Si la titularidad de la propiedad está a nombre de una sociedad, corporación, empresa conjunta, fideicomiso u otro tipo de entidad, indique el nombre oficial de la entidad y el del administrador.

Raul		Ramirez Nunez	
1.°	2.°	apellido	(sufijo)
1.°	2.°	apellido	(sufijo)

#30-07-11-213-003-0000 Vacant land-no assigned address	Joliet	IL	60432
DIRECCIÓN PARTICULAR (incluye suite, n.° de apto.)	CIUDAD	ESTADO	CÓDIGO POSTAL
DIRECCIÓN COMERCIAL	CIUDAD	ESTADO	CÓDIGO POSTAL

TELÉFONOS DE CONTACTO

(PERSONAL) (___) _____(TRABAJO) (___) _____CELULAR [redacted]

CORREO ELECTRÓNICO: _____

En caso de un fideicomiso de propiedades, anexe una hoja con el nombre, la dirección y el número telefónico de todos los administradores y beneficiarios del fideicomiso.

III. Autorización de un agente:

Seleccione una de las siguientes opciones:

__X__ *Yo representaré mi petición ante la Comisión de Planificación y el Concejo Municipal de la Ciudad de Joliet.*

_____ *Por medio de la presente, autorizo a la persona nombrada más abajo para que actúe como mi agente en la representación de esta solicitud ante la Comisión de Planificación y el Concejo Municipal de la Ciudad de Joliet.*

Nota: El agente será la persona de contacto oficial para este proyecto y será el único contacto. Toda la correspondencia se enviará al agente y todas las comunicaciones se llevarán a cabo con el agente. Si no se ha nombrado un agente, el propietario será considerado el agente.

(Completar con letra imprenta)

_____

Nombre del agente Nombre de la empresa *(si corresponde)*

_____

Dirección postal del agente ciudad/estado/código postal

(_____)_____ (_____)_____ (_____)_____

Teléfono del agente Código de área Celular Código de área Fax

Correo electrónico: _____

Si un agente representa al dueño de la propiedad, complete la siguiente información:

Por medio de la presente, autorizo a la persona nombrada más abajo para que actúe como mi agente en el procesamiento de esta solicitud ante el Concejo Municipal de la Ciudad de Joliet:

Firma del/de los propietario(s):

_____ _____

Fecha: _____ Fecha: _____

IV. VOTANTES REGISTRADOS QUE RESIDEN EN EL TERRITORIO A ANEXAR:

NOMBRE	DIRECCIÓN	Cód. de área	Teléfono
N/A		(_____)	_____
_____	_____	(_____)	_____
_____	_____	(_____)	_____

V. Información de la propiedad:

DIRECCIÓN DE LA PROPIEDAD:

Vacant Leach Ave	Joliet	IL	Will	60432
DIRECCIÓN DE LA PROPIEDAD	CIUDAD	ESTADO	MUNICIPIO	CÓDIGO POSTAL

NÚMERO DE IDENTIFICACIÓN DE LA PROPIEDAD (PIN o números fiscales):

30-07-11-213-003-0000

DESCRIPCIÓN LEGAL DE LA PROPIEDAD (O ADJUNTAR COPIA DE «PLANO DE AGRIMENSURA»):

Vacant Leach Lot and Elgin Ave and Leach Ave Joliet IL 60432. See attached annexation Plan

TAMAÑO DEL LOTE: ANCHO 138.5 PROFUNDIDAD 138.5 ÁREA 19,180 sq ft

USO ACTUAL DEL TERRENO: vacant

ZONIFICACIÓN EXISTENTE: R-2A Zoning / R-2A

USO PROPUESTO DEL TERRENO O PROPÓSITO DE LA ANEXIÓN: annex the lot to the existing residential property

CLASIFICACIÓN DE ZONIFICACIÓN SOLICITADA: R-2A

USOS DE LAS PROPIEDADES CIRCUNDANTES:

NORTE Residential ESTE Residential

SUR Residential OESTE Residential

IMPORTANTE

Para presentar su solicitud de anexión, deberá comparecer ante la Comisión de Planificación y el Concejo Municipal. Un abogado puede comparecer en su nombre.

El abajo firmante entiende que no tiene derecho a ningún financiamiento por parte de la Ciudad de Joliet para mejoras públicas en virtud de esta anexión.

No se proporcionan traductores en las audiencias públicas.

Por medio de la presente, afirmo que todas las declaraciones anteriores son verdaderas y correctas a mi leal saber y entender.

X_____ _____

PETICIONARIO FECHA

_____ _____

PETICIONARIO FECHA

Suscrito y jurado ante mí en

este_____de_____ de 20___.

_____

NOTARIO PÚBLICO

FORMULARIO DE LA CIUDAD DE JOLIET PARA LA DIVULGACIÓN DE TITULARIDAD

La Ciudad de Joliet requiere que aquellas personas que solicitan un alivio de zonificación, una aprobación de subdivisión, permisos de construcción o licencias comerciales divulguen la identidad de todas las personas que tengan una participación propietaria en el negocio y los bienes inmuebles asociados con la solicitud. Se debe completar una copia de este formulario y enviarlo junto con los otros documentos de la solicitud. El no completar y enviar correctamente este formulario puede provocar la denegación de la solicitud.

I. INFORMACIÓN SOBRE LA SOLICITUD

Este formulario se envía como parte de una solicitud de (marque todas las opciones que correspondan):

- ☑ Rezonificación, permiso de uso especial, variación u otro alivio de zonificación (complete las secciones II y III)
- ☐ Plano catastral preliminar, plano catastral final o plano catastral de registro de subdivisión (complete las secciones II y III)
- ☐ Permiso de construcción (complete las secciones II y III)
- ☐ Licencia comercial (complete todas las secciones)

II. INFORMACIÓN SOBRE LA PROPIEDAD

La dirección y PIN(s) de los bienes inmuebles asociados con esta solicitud son:

Vacant Leach Avenue, Joliet IL 60432

PIN(s): 30-07-11 213-003

III. TITULARIDAD DE LA PROPIEDAD

Seleccione el tipo de propietario del inmueble asociado con esta solicitud y complete la información de contacto correspondiente a continuación:

☒	**Individuos:**	Indique los nombres, direcciones y números de teléfono del propietario o los propietarios individuales
☐	**Corporación:**	Indique los nombres, direcciones y números de teléfono de todas las personas que posean el 3 % o más de las acciones de la corporación y detalle el porcentaje de acciones en poder de dichos accionistas
☐	**Sociedad de responsabilidad limitada:**	Indique los nombres, direcciones y números de teléfono de todos los miembros de la empresa, junto con el porcentaje de propiedad de cada miembro
☐	**Fideicomiso de tierras:**	Indique los nombres, direcciones y números de teléfono de los fideicomisarios y todos los beneficiarios
☐	**Asociación:**	Indique los nombres, direcciones y números de teléfono de todos los socios
☐	**Otro tipo de organización:**	Indique los nombres, direcciones y números de teléfono de todas las personas pertenecientes a la organización o con el derecho de dirigir los asuntos de la organización y que tengan una participación propietaria legal o equitativa

Raul Ramirez Nunez

[redacted]

CORREO ELECTRÓNICO: _____ **FAX:** _____

IV. TITULARIDAD DEL NEGOCIO

Si el propietario del negocio no es el propietario del inmueble asociado a la solicitud, se deberá proporcionar la siguiente información:

Seleccione el tipo de propietario de negocio asociado con esta aplicación y complete la información de contacto a continuación:

☐ **Individuos:**	Indique los nombres, direcciones y números de teléfono del propietario o los propietarios individuales
☐ **Corporación:**	Indique los nombres, direcciones y números de teléfono de todas las personas que posean el 3 % o más de las acciones de la corporación y detalle el porcentaje de acciones en poder de dichos accionistas
☐ **Sociedad de responsabilidad limitada:**	Indique los nombres, direcciones y números de teléfono de todos los miembros de la empresa, junto con el porcentaje de propiedad de cada miembro
☐ **Asociación:**	Indique los nombres, direcciones y números de teléfono de todos los socios
☐ **Otro tipo de organización:**	Indique los nombres, direcciones y números de teléfono de todas las personas de la organización que tengan una participación propietaria legal o equitativa

N/A

CORREO ELECTRÓNICO: _____ **FAX**: _____

NOTA:
Si un accionista, miembro, beneficiario o socio mencionado en la Sección III o la Sección IV no es un individuo, también se deberá revelar la información relativa a las personas que tienen el título legal o equitativo de los bienes inmuebles o negocios asociados con la solicitud. Por ejemplo, si los bienes inmuebles asociados con una solicitud son propiedad de un fideicomiso de tierras y el beneficiario de dicho fideicomiso es una sociedad de responsabilidad limitada, se deberá revelar la información de los miembros de la sociedad de responsabilidad limitada. Si uno de los miembros de la sociedad de responsabilidad limitada es una asociación, se deberá revelar la identidad de los socios. Si uno de los socios es una corporación, se deberá revelar la información de todas las personas que posean el 3 % o más de las acciones emitidas.

FIRMADO: [redacted]

FECHA: 04 21 26

Nombre, cargo y números de teléfono de la persona que completa y envía este formulario:

ANNEXATION AGREEMENT

THIS ANNEXATION AGREEMENT is made and entered into this __day of _____, 2026, by and between the City of Joliet, an Illinois home rule municipal corporation ("City") and Raul Ramirez Nunez ("Owner").

RECITALS

WHEREAS, the Owner is the owner of record of 1 lot totaling approximately 0.14 Acres Lot 8 in Block 6 in Elgin Park, a Subdivision in Section 11, in Township 35 North and in Range 10, East of the Third Principal Meridian, According to the Plat Thereof Recorded May 21, 1900 in Book 10, Page 32, as Document 207623, in Will County Illinois, which property is referred to herein as "Lot 8" and is described in this agreement.

WHEREAS, the Parcel is not within the corporate limits of any municipality but is or shall be contiguous to the City prior to its annexation by the City in accordance with the applicable provisions of the *Illinois Municipal Code,* and

WHEREAS, the City and the Owner desire that the City annex the Parcel and approve the development of the Parcel in accordance with this Agreement and the ordinances and regulations of the City; and

WHEREAS, a public hearing has been held in the manner provided by law regarding the annexation and zoning classification of the Parcel and the adoption and approval of this Agreement; and

WHEREAS, by a favorable vote of at least two-thirds of its corporate authorities then holding office, the City has passed a resolution approving this Agreement and authorizing its execution by the Mayor and City Clerk.

NOW, THEREFORE, in consideration of the covenants and conditions contained in this Agreement, the City and the Owner agree as follows:

1. ***INCORPORATION OF RECITALS***

The foregoing recitals are hereby incorporated into the body of this Agreement. Similarly, any exhibit referred to in this Agreement is hereby incorporated by reference as if fully set forth and

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repeated.

2. ***ANNEXATION OF THE PARCEL***

Concurrently with the approval of this Agreement, the City shall, by ordinance, annex the Parcel in accordance with applicable law.

3. ***ZONING OF THE PARCEL***

Concurrently with the passage of an ordinance annexing the Parcel by the City, the City shall enact an ordinance classifying the Parcel as R-3 (One- and Two-Family Residential) zoning. The Zoning Ordinance of the City of Joliet (Ordinance No. 5285, as re-adopted pursuant to home rule authority by Ordinance No. 8730, as amended from time to time) ("Zoning Ordinance"), shall apply in all respects to the Parcel, except as may be expressly and specifically provided for herein. The City shall be permitted to amend the Zoning Ordinance or reclassify the Parcel during the effective term of this Agreement and thereafter in the manner set forth in the Zoning Ordinance or under law. Any ambiguity or omission shall be resolved in favor of the applicability of the Zoning Ordinance.

In addition to the prohibitions and requirements of the Zoning Ordinance, the following uses shall be prohibited on the Parcel:

- Outdoor Advertising, Except For Real Estate Sales And Marketing Signs Announcing Availability Of Property Within The Parcel;
- Mobile Homes or Recreational Vehicle Park;
- Sexually Oriented Businesses
- Salvage yards or storage of inoperable motor vehicles

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- Any use in violation of the applicable zoning ordinance

The enumeration of certain prohibited uses in this Agreement shall not beconstrued as permitting other uses.

4. ***SUBDIVISION OF THE PARCEL***

The Subdivision Regulations of the City of Joliet (Ordinance No. 7208, as amended), shall apply in all respects to the Parcel. Any ambiguity or omission shall be resolved in favor of the applicability of the Subdivision Regulations.

5. ***MUNICIPAL AND PUBLIC UTILITIES***

Article 31 of the Code of Ordinances, as amended, re-codified or succeeded from time to time, including, but not limited to the payment of water and sewer connection charges, shall apply in all respects to the Parcels and to the provision of water and sanitary sewer collection and treatment services to the Owner by the City, except as may be expressly and specifically provided for herein. Any ambiguity or omission shall be resolved in favor of the applicability of Article 31, as amended.

(a) *Water Supply*

Upon annexation of the Parcel to the City, and the issuance of required permits and approvals by the City, and any other agency having jurisdiction thereof, the Owner shall be permitted to connect the Parcel to the City public water utility system. The Owner shall be responsible for extending the water lines to the Parcel.

(b) *Sanitary Sewer Service*

Upon annexation of the Parcel to the City and the issuance of required permits and approvals by the City and any other agency having jurisdiction thereof, the Owner shall be permitted to connect the Parcel to the City sanitary sewer utility system. The Owner shall be responsible for extending the sewer lines to the Parcels.

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6. ***DEVELOPMENT FEES***

(a) *General*

In consideration of the approval of this Agreement by the City and the provision of municipal services to the Parcel, the Owner hereby agrees, for itself and its Successors, to timely pay in full the following items ("Development Fees") in accordance with the applicable ordinances, as such ordinances may be presently constituted or as may hereafter be amended.

(1) Water Connection Charge, Section 31-54 of the Code of Ordinances;

(2) Sanitary Sewer Connection Charge, Section 31-54 of the Code of Ordinances;

(3) Fire Protection District Disconnection Fee, Section 23-43 of the Code of Ordinances;

(4) Development Impact Fee, Section 23-60 of the Code of Ordinances; and

(5) Assurances for Public Improvements, Section IV of the Subdivision Regulations, including, but not limited to, sub-section 4.5(B) thereof.

(b) *Waiver of Right to Contest Public Improvement Requirements or Development Fees*

The Owner, for itself and its Successors, hereby waives and disclaims any and all right or claim it may have or hereafter acquire under which Owner or its Successors may seek to avoid, reduce, condition or delay the payment of Development Fees or seek a refund or rebate thereof, or that would have the effect of invalidating such fees or impairing the collection thereof. In addition, the Owner, for itself and its Successors,

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hereby waives and disclaims any and all right or claim it may have or hereafter acquire under which Owner or its Successors may seek to avoid, reduce, condition or delay the provision of the roadway improvements and other public improvements required by this Agreement or the Subdivision Regulations at the Owner's sole cost and expense and without the right of recapture.

(c) *Covenant Not to Sue*

In addition to the foregoing, Owner warrants and covenants with the City that it shall not bring suit, not shall it join or become included in any proceeding, including, but not limited to, a class action proceeding, that:

(1) seeks to enjoin, restrain, condition or impair the enforcement of ordinances imposing, implementing or amending Development Fees or the provision of public improvements;

(2) seeks a declaration regarding the validity, constitutionality or enforceability of such ordinances;

(3) seeks the mandatory approval or execution of subdivision plats or construction permits without the full and prompt payment of Development Fees or the provision of public improvements by a writ of mandamus or injunction; or

(4) seeks to enjoin, restrain, condition or impair the payment or collection of money or the transfer or improvement of property pursuant to ordinances imposing, implementing or amending Development Fees or requiring the provision of public improvements at the expense of the Owner;

(5) claims that the enforcement of ordinances imposing Development Fees or requiring the provision of public improvements at the expense of the Owner constitute a taking;

(6) claims the ordinances establishing, implementing or amending the Development Fees, the Zoning Ordinance or the Subdivision Regulations were not validly enacted.

(d) *Reliance by City*

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The parties acknowledge that the City has agreed to annex the Parcel and provide municipal services in strict reliance upon the Owner's agreement to pay Development Fees and to provide public improvements as set forth in this Agreement and the Subdivision Regulations.

(e) *Other Taxes and Fees*

The payment of Development Fees and the provision of public improvements shall be in addition to any other tax, fee, charge, assessment or requirement levied or imposed by the City.

7. ***ROAD AND OTHER IMPROVEMENTS***

Owner shall be required to construct or provide an escrow payment for the amount of roadway improvements along entire property frontage to Leach Avenue in accordance with Public Works Standards prior to permitting of any building or development activity on the subject property.

8. ***APPLICABILITY OF CITY CODES AND ORDINANCES***

Unless otherwise specifically and expressly exempted by this Agreement, the Parcel and any use made of the Parcel shall be subject to, and shall comply with, all City Codes and Ordinances including, but not limited to, the Code of Ordinances, the Zoning Ordinance and the Subdivision Regulations. In addition, the reference herein to any City code, ordinance or regulation shall not be construed to waive, modify, limit or otherwise affect the applicability of any other City code, ordinance.

9. ***NOTICES***

All notices required by this Agreement shall be in writing. The mailing of a notice by registered or certified mail, return receipt required, shall be sufficient service. Such notice shall be deemed served on the fourth day (excluding Sundays and legal holidays) after its deposit with the postal authorities.

Notice to City shall be addressed as follows:

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City Manager
City of Joliet
150 West Jefferson Street Joliet, Illinois 60432

with a copy to:

Corporation Counsel
City of Joliet
150 West Jefferson Street Joliet, Illinois 60434

Notice to Owner shall be addressed as follows:

Raul Ramirez Nunez

502 Leach Ave

Joliet, IL 60432

The parties may hereafter agree in writing to accept service of notice in any other manner.

10. ***AMENDMENTS***

This Agreement, including the attached exhibits, may be amended only with the mutual consent of the parties by a duly executed written Agreement.

Notwithstanding the foregoing, all or any portion of the Parcel may be rezoned upon the mutual Agreement of the City and the owner of record of the affected territory without such reclassification constituting an amendment to this Agreement. In such event, notice and hearing shall be provided as may be required by ordinance with respect to zoning reclassifications. Notice and hearing that may be required by law for amendments to annexation Agreements shall not be required. Furthermore, approval of the zoning reclassification shall not require a supermajority as may be required by law for the amendment of an annexation Agreement.

Neither the City nor the Owner shall be obligated to amend this Agreement during its term and no action shall lie to compel such action or to compensate a party for an election not to amend

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this Agreement. Similarly, the City may elect not to rezone the Parcels during the term of this Agreement and such election shall not be justiciable.

11. ***FINAL AGREEMENT AND CONSTRUCTION***

This Agreement supersedes all prior Agreements, negotiations and exhibits and is a full and complete integration of the matters of assent existing between the parties. The express reference in this Agreement to a specific ordinance, resolution or other requirement of the City shall not be construed so as to waive any other such ordinance, resolution or requirement. It is the understanding of the parties that all ordinances and regulations of the City shall apply to the Parcel in all respects unless otherwise expressly and specifically provided for herein. For purposes of construction, both the City and the Owner shall be deemed the authors of this Agreement.

12. ***ENFORCEMENT***

This Agreement shall be enforceable by actions in law and at equity, including actions for specific performance and injunctive relief, provided however, that an action for money damages shall not lie against the City or its officials. The laws of the State of Illinois shall control the construction and enforcement of this Agreement. The parties agree that all actions instituted on this Agreement shall be commenced and heard in the Circuit Court of Will County, Illinois, and not in any other county, and hereby waive venue in any other court of competent jurisdiction.

Before any failure of any party to perform any obligation arising from this Agreement shall be deemed to constitute a breach, the party claiming the breach shall notify the defaulting party and demand performance. No breach of this Agreement shall have been found to have occurred if performance is commenced to the satisfaction of the complaining party within thirty business days of the receipt of such notice.

13. ***SUCCESSORS***

This Agreement shall bind and inure to the benefit of each party and their successors in

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interest, including, but not limited to, their respective corporate authorities, heirs, successors, assigns, lessees, transferees, and licensees ("Successors"). The Owner may assign this Annexation Agreement to any of its related entities at any time without objection or approval of the City of Joliet and shall then be relieved of any duties or responsibilities under the Annexation Agreement.

14. ***AGREEMENT AS COVENANT***

The terms and conditions of this Agreement shall constitute restrictive covenants or equitable servitudes running with the land. The City shall record this Agreement with the Recorder of Deeds.

15. ***SEVERABILITY***

If any provision, covenant, Agreement or portion of this Agreement or its application to any person, entity or property is held invalid, such invalidity shall not affect the application or validity of any other provision, covenant, Agreement or portion of this Agreement, and to that end, every provisions, covenants, Agreements or portions of this Agreement is declared to be severable.

16. ***DURATION***

This Agreement shall take effect on the date hereinabove written and shall remain in effect for a term of 20 years. ***IN WITNESS WHEREOF,*** the parties have caused this Agreement to be executed on the date hereinabove first written.

17. ***COOPERATION IN EVENT OF CHALLENGE***

Developer agrees to indemnify, defend (with counsel reasonably acceptable to the City) and hold harmless the City, its elected and appointed officers, its boards, commissions and committees, the members of such boards commissions and committees, its employees, its representatives, its agents, its engineers, the successors, assigns, executors, administrators,

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heirs, and beneficiaries of the foregoing (the “Indemnitees”), which arise directly or indirectly from the entry of this Agreement, any actions contemplated or taken pursuant to this Agreement, including, but not limited to the annexation, rezoning, special use permits, or other City approvals, permits, or entitlements.IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on the date hereinabove first written.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on the date hereinabove first written.

CITY:	***OWNER:***
City of Joliet, an Illinois home rule Municipal corporation	**Raul Ramirez Nunez**

By: _____
Mayor, City of Joliet

Attest:

By: _____
City Clerk

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