Village of Morton Grove

PLAN COMMISSION MEETING

Tuesday, June 16, 2026 - 7:00 P.M.
Flickinger Municipal Center, 6101 Capulina Avenue, Morton Grove, IL 60053

AGENDA

I. CALL TO ORDER

II. APPROVAL OF MINUTES: May 19, 2026

III. PUBLIC HEARINGS:

CASE: PC 26-06 – *Continued from May 19, 2026, Meeting; Request for Continuation*

PETITION: Request for approval of an amendment to a Special Use Permit granted under Ordinance 04-01 to authorize a reduction in off-street parking and site plan changes for the property commonly known as 8930-9000 Waukegan Road in Morton Grove, Illinois (PIN 10-19-309-053-0000; 10-18-309-054-0000; 10-18-309-056-0000; 10-18-309-031-0000), all within a C-1 General Commercial District. The applicants are CMK 8930 Waukegan, LLC, and CMK 9000 Waukegan, LLC.

CASE: PC 26-07

PETITION: Request for approval of a Special Use Permit for municipal buildings and governmental offices and other facilities in accordance with Sections 12-4-2:C and 12-4-3:D, a Minor Subdivision in accordance with Chapter 12-8, and a Vacation in accordance with Section 12-9-5 for the property commonly known as 6201 Dempster Street in Morton Grove, Illinois (PIN 10-20-104-040-0000, 10-20-104-041-0000, 10-20-104-003-0000, 10-20-104-004-0000, 10-20-104-005-0000, 10-20-104-006-0000, 10-20-104-007-0000 , 10-20-104-021-0000, and 10-20-104-022-0000), all within a C-1 General Commercial District and an R-3 General Residence District with waivers for accessory structures (Section 12-2-6), fences (Section 12-3-5), landscaping (Chapter 12-11), off-street parking (Chapter 12-7), and signage (Chapter 10-10). The applicant is the Village of Morton Grove.

IV. OTHER BUSINESS: None

V. CLOSE MEETING

Note that all persons are welcome to attend the public meeting in-person as regularly scheduled. Comments relating to this case may also be submitted no later than 12:00 p.m. on Tuesday, June 16, 2026, to zheidorn@mortongroveil.org. All comments received in relation to this case will be read at the public hearing for consideration by the Plan Commission.

MINUTES OF THE MAY 19, 2026
MEETING OF THE MORTON GROVE PLAN COMMISSION
MORTON GROVE VILLAGE HALL, 6101 CAPULINA AVENUE, MORTON GROVE, IL 60053

Pursuant to proper notice in accordance with the Open Meetings Act, the meeting of the Plan Commission was called to order at 7:41 pm by Chairman Chris Kintner. Secretary Kirchner called the roll.

Commissioners Present:	Ingram, Kintner, Liston, Mohr, Stein and Wiedeman-Stone
Commissioners Absent:	Hussaini without notice
Village Staff Present:	Zoe Heidorn, Director of Community and Economic Development Anne Ryder Kirchner, Planner/Zoning Administrator James English, Building and Inspectional Services
Trustees Present:	Khan, Minx, Thill and White

Chairman Kintner described the procedures for the meeting. The Village will present the case and the Plan Commission may ask questions of the applicant. Then, anyone from the audience will be allowed to provide comment to the Plan Commission on the case. The Commission's decision is a recommendation to the Village Board. Chairman Kintner acknowledged there were 6 Commissioners present.

A motion to approve the minutes of the April 21, 2026 meeting was made by Commissioner Liston and was seconded by Commissioner Stone. Chairman Kintner called for the vote.

Commissioner Ingram	voting	abstain
Commissioner Liston	voting	aye
Commissioner Mohr	voting	aye
Commissioner Stein	voting	aye
Commissioner Wiedeman-Stone	voting	abstain
Chairman Kintner	voting	aye

Motion passed (4-0)

Chairman Kintner asked that case PC 26-06 be first on the agenda as it is requesting a continuance.

CASE: PC 26-06

APPLICANT: CMK 8930 Waukegan, LLC, and CMK 9000 Waukegan, LLC.

LOCATION: 8930-9000 Waukegan Road

PETITION: Request for an amendment to a Special Use Permit granted under Ordinance 04-01 to authorize a reduction in off-street parking and site plan changes.

Ms. Heidorn said the applicant has requested the case to be continued in order to complete the application requirements.

DRAFT

Commissioner Liston made a motion to continue the case. The motion was seconded by Commissioner Ingram, Chairman Kintner called for the vote.

Commissioner Ingram	voting	aye
Commissioner Hussaini	voting	aye
Commissioner Liston	voting	aye
Commissioner Mohr	voting	aye
Commissioner Stein	voting	aye
Commissioner Wiedeman-Stone	voting	aye
Chairman Kintner	voting	aye

Motion (6-0).

CASE: PC 25-06 (Remanded from April 28, 2026, Village Board Meeting)

APPLICANT: Midwest RE Acquisitions, LLC .

LOCATION: 8125-45 River Drive and 8120-40 Lehigh Avenue

PETITION: Requesting approval of a Plat of Subdivision in accordance with Chapter 12-8 of the Morton Grove Municipal Code, and a Special Use Permit for redevelopment to establish a warehousing and light manufacturing use with waivers for location of surface parking, landscaping, and signage (Section 12-2-6 and Chapters 10-10 and 12-11).

Ms. Heidorn said that in the case of PC 25-06, the applicant is requesting approval of a Special Use Permit and Plat of Subdivision to authorize the construction of a warehousing and light manufacturing use at the property at 8125-45 River Drive and 8120-40 Lehigh Avenue. In June 2025, the applicant appeared before the Plan Commission to present a 227,600-square-foot industrial building. Based on concerns raised through the Commission's review, the case was tabled in July 2025 until a future date.

In March 2026, the applicant again appeared before the Commission to present a reduced 198,670-square-foot building to include BBJ La Tavola and one unknown tenant. Based on Commission discussion and concerns raised, the motion to recommend approval of the application failed by a vote of 3-3 at the March meeting.

As required by Village Code, the Plan Commission's recommendation was forwarded to the Village Board at a regular meeting on April 28, at which time the applicant presented a revised site plan proposing a further reduction in square footage and elimination of the unknown second tenant, and requested that the case be remanded to the Plan Commission for reconsideration. The Village Board voted unanimously to remand Case PC 25-06 to the Plan Commission, which brings us to tonight.

Kurv Industrial is proposing various changes to the submitted plans to:

- Reduce the building size to 169,698 square feet, nearly a 20% reduction by comparison with the March proposal;
- Eliminate the second unknown tenant and have the Special Use Permit assigned to BBJ La Tavola;
- Reduce the vehicle parking from 317 to 266 spaces;
- Reduce the building height to less than 40 feet and conform to the district maximum;
- Increase the number of trees planted and the total greenspace to 34% of the site area, which is more than twice the Code requirement; and

DRAFT

- Reduce the maximum truck trips to 52 per day.

Due to the decrease in intensity of use and insignificant change with respect to appearance, both Chairmen of the Appearance Commission and Traffic Safety Commission waived review by their full Commissions as permitted by Code.

She noted she has a statement from the property owner that he requested be read to the Commission, as he was unable to attend tonight's meeting due to a delayed flight from Texas.

Chairman Kintner clarified the differences between the previous and new submittal. The building footprint has been reduced, a single tenant will be the occupant, the parking has been reduced, and the number of docks has not been reduced. The building height has been reduced to forty feet and the method of measuring the height at grade was discussed.

The landscaping plans has been revised and still require a variation for parkway trees, as they cannot be planted over public utilities. The trees will be planted elsewhere on the property and the total number of trees proposed exceeds requirements.

Chairman Kintner acknowledged the shade modeling provided by staff. Discussion ensued regarding the amount of parking and the landscaping of islands in the lots.

Ms. Heidorn noted that the current refined plan and tenant would most likely now be approvable as a permitted use but requiring waivers by the Zoning Board of Appeals

Commissioner Stone asked if there were plans to incorporate a sidewalk along River Drive. A sidewalk is being constructed on Lehigh Avenue. Staff did not determine that additional sidewalks were required.

Curt Pascoe, Executive Vice President of Development, of Kurv Industrial was sworn in. It was explained that Bridge Industrial has changed their name, but remains the same entity. Mr. Pascoe thanked the Commission and presented the new plans and tenant for the proposed facility. BBJ/La Tavola is the tenant for the build to suit project. The building has been scaled down for the tenant's needs.

Required waivers for landscaping, building height compliance, enhanced landscaping and employee break area on the west side, complying signage and storm water detention were discussed and presented. Waivers for the number of monument signs is required as monument signs are being used to direct truck parking in place of smaller, typical municipal reflective signs. It was noted that the setback, greenspace changes enhance the west side of the property.

Infrastructure improvements will be made for the brownfield site, including remediation of the site, adding storm water detention, reconstruction of Park Avenue and contribution to the Lehigh Avenue lighting and sidewalk improvements.

Mr. Greg Sullivan, CEO of BJJ/La Tavola, was sworn in. He described the operations of the 43-year old business, they are a luxury style vendor for linens across the country and wish to consolidate into this building for a long-term solution. It will be a corporate headquarters for decades to come. He described the operations of manufacturing, cleaning, and storing their linens. They are monitored by the Metropolitan Water Reclamation District and use non-commercial detergents.

Commissioner Liston asked for the volume and types of trucks/vehicles that would be at the site. Mr. Sullivan described the operations. One staged trailer arrives in the morning from UPS and is replaced with another trailer in the afternoon. Deliveries are made by 8, 18-foot box trucks and 2 step vans. There is not a lot of truck activity.

DRAFT

Chairman Kintner asked about waste management. Water goes into the regular sewer system and the PH is measured. He asked where the general waste is stored. They have a large compactor, and off-site recycling is shipped off site every 2 months.

Commissioner Mohr asked about the office area. It is an office and showroom. It will hold administrative offices and a large showroom to feature the linens.

Chairman Kintner asked about the traffic flow on the property, specifically the southeast corner of the property. Mr. Pasco said the layout purposely does not allow trucks to turn from Park Avenue to Lehigh. The new monuments signs will also provide truck direction.

Chairman Kintner noted there are more enhancements on the entry façade. He recognized the significant changes made from the original proposal as commendable.

Chairman Kintner asked for public comment. Mr. Tracy of 8110-20 River Drive expressed his concerns with the new plan. He is unsure of which plan is being presented. He is concerned with semi-truck turning radii. He said the site currently has underground detention. Chairman Kintner limited the public member's time to five minutes

Ms. Heidorn explained the review timeline for the application, its evolution and the remanding of the case to the Plan Commission. A condition of approval will include providing a lease for the tenant. Any future tenant will need to meet the other conditions of approval in the Special Use Permit.

Remediation management was discussed, it is undertaken by the property owner and overseen by the Illinois Environmental Protection Agency (IEPA).

The applicant was asked back to the podium. Mr. Pascoe described the detention area which drains with 24-48 hours. He noted they have consultants that work with the IEPA for the letter of remediation.

Jonathan Pozerycki, Partner with Kurv, was sworn in. He described the letter of intent and lease with BBJ/La Tavola and their 10-year term.

Commissioner Stone and Ms. Heidorn discussed the future conditions placed on larger trucks should the tenant change. There is no on-site truck parking.

Commissioner Liston asked why 19 truck docks are needed. Mr. Pascoe and Mr. Sullivan noted two docks are for the UPS trucks, two docks for waste, eight straight trucks, and the docks provide efficiency for loading and staging between the straight trucks.

There was no further public comment.

Ms. Heidorn read the statement submitted by the property owner:

"Good evening, members of the planning commission. My name is Nathan Rector, and I represent the owner of this property. The developer and tenant before you today are leading this presentation, but I wanted to take a moment to provide some context from the ownership perspective.

We acquired this building in March 2017, and since that time we have made every effort to lease it as a multi-tenant office building. I want to be very clear — this is not a case of an inexperienced or inattentive landlord. We successfully lease office properties across this county with strong results. Our portfolio performs well. This building is an outlier, and there is a reason for that.

DRAFT

The site itself works against us. If you drive around the surrounding area, you will find industrial use after industrial use. That context makes it extraordinarily difficult to attract the kind of office tenants needed to stabilize a building like this. We have learned that lesson through years of firsthand experience at this location.

Today we are down to two remaining tenants, and both are on their way out. As each tenant leaves, the assessed value of this property shrinks, and with it, the tax contribution this site makes to the community. Denying this redevelopment does not preserve value - it accelerates the decline of it.

We have appeared before this board before, with other tenants and proposals, and we have not always been approved. We have respected that process and come back in good faith each time. What we are bringing you today reflects years of market feedback, exhausted alternatives, and a genuine effort to find the right solution for this site.

The redevelopment before you is that solution. It aligns with the surrounding land uses, it returns this property to productive use, and it restores and grows the tax base this community depends on. We are fully supportive of this project and respectfully ask for your support as well.

Thank you."

Nathan Rector *| Woodside Funds*
Director
801 Cherry St | Ste 1800 | Ft. Worth, TX 76102
Office: (817) 752 4028
Cell: (785) 304 1031
woodsidecp.com

Chairman Kintner noted there are multiple conditions that are part of the approval. He thanked staff for the thorough staff report outlining the project. Commissioner Stein asked if the roof top equipment setback noted in condition number 6 be changed from 10 feet to 20 feet from all building sides.

Commissioner Liston made a motion to recommend approval of Case PC 25-06, a request for approval of a Plat of Subdivision in accordance with Chapter 12-8 of the Morton Grove Municipal Code, and a Special Use Permit for redevelopment to establish a warehousing and light manufacturing use at the property commonly known as 8125-45 River Drive and 8120-40 Lehigh Avenue, Morton Grove, Illinois, with waivers for location of surface parking, landscaping, and signage (Section 12-2-6 and Chapters 10-10 and 12-11), subject to the following conditions:

1. Prior to filing any permit application, the owner/applicant shall provide the Village with updated preliminary engineering plans and a stormwater management memorandum that conform to the final approved site plan for the approximately 169,698-square-foot building prepared by Nelson for Kurv Industrial dated April 6, 2026 (SP-16, 2 sheets). Any deviation or discrepancy between the submitted materials and the final approved site plan may require modification of the submitted materials and/or amendment to the Special Use Permit, as deemed appropriate by the Village Engineer and Village Administrator.
2. Prior to filing any permit application, the owner/applicant shall provide the Village with final elevations and material specifications for review and approval. Final elevations and materials must be deemed consistent with the approved elevations and materials, as determined by the Director of Community and Economic Development and Appearance Commission Chairperson. If such designs are deemed to be inconsistent with the approved plans or if materials are deemed to be of a lower quality than the approved materials, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.
3. Prior to filing any permit application, the owner/applicant shall provide the Village with a final landscape

DRAFT

plans and tree preservation plan for review and approval. Final plan selections, locations, and sizes must be deemed consistent with the approved selections, as determined by the Director of Community and Economic Development and Appearance Commission Chairperson. If such designs are deemed to be inconsistent with the approved plans or if materials are deemed to be of a lower quality than the approved materials, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.

4. Prior to filing any permit application, the owner/applicant shall provide the Village with updated turning path diagrams depicting maneuvering through the site interior's and through the nearest intersections, as deemed appropriate by the Director of Community and Economic Development, for a semi-truck and fire truck based on standard measurements provided by the Village, subject to review and approval by the Village Engineer, Fire Prevention Bureau Coordinator, and Director of Community and Economic Development. Any deficiencies in the turning path diagrams may require minor modification to the final approved site plan or amendment to the Special Use Permit as deemed appropriate by the Village Administrator.

5. Any proposed or future illuminated signs at the subject property shall not have a color temperature that exceeds 5,000 K (degrees Kelvin).

6. All rooftop mechanical appurtenances must be located a minimum of twenty feet (20') from the exterior building walls in order to minimize the visibility of rooftop equipment and improve the overall appearance of the building. The design and screening of all rooftop mechanical equipment shall be subject to review and approval by the Director of Community Development and the Appearance Commission Chairperson.

7. The development shall adhere to bird-friendly design guidelines contained in the "Bird-Friendly Building Design" manual of the American Bird Conservancy (2015, https://abcbirds.org/wp-content/uploads/2015/05/Bird-friendly-Building-Guide_2015.pdf) where practicable, subject to review and approval by the Community Development Administrator. Mirrored coatings may not be used, and inconspicuous window films featuring simple dot or lined patterns are strongly encouraged.

8. The Business Compliance Certificates issued for all existing and future businesses to be located at 8125-45 River Drive and 8120-40 Lehigh Avenue shall include conditions related to parking to ensure that no combination of uses results in a demand for parking in excess of the parking provided on-site at the subject property.

9. As part of zoning review for any future compliance certificate application for the subject property, the Village shall retain its right to review and conditionally approve proposed light manufacturing, distribution center, and warehouse uses, and any other uses noted as "Permitted/Special" in Section 12-4-4:E, as amended, within the M-O/R zoning district. Such use review shall ensure that the proposed uses at the subject property collectively do not generate truck traffic volumes exceeding fifty-two (52) truck trips per day, inclusive of inbound and outbound truck trips; provided that if such review demonstrates that the uses collectively do not generate truck traffic volumes exceeding fifty-two (52) truck trips per day and provided that such uses otherwise meet applicable performance standards, the requirements set forth herein, and the Village Code, such uses shall be considered a permitted use. Additionally, no individual use shall generate more than one (1) truck trip per day per two thousand, five hundred (2,500) square feet of floor area dedicated to that use. If the Village Administrator determines that a proposed use may cause truck volumes to exceed any limitation contained herein, or if the proposed use is reasonably anticipated to generate any nuisance, including but not limited to noise, odors, vibrations, or other exterior impacts beyond those contemplated and authorized by this Ordinance, the Village Administrator may require additional information and documentation to verify the impacts of the proposed use, including but not limited to an updated traffic and parking impact study, impose additional conditions of approval, or require an amendment to the Special Use Permit. All future uses shall comply with the off-street parking requirements set forth in Section 12-7-3 unless otherwise authorized by variation or amendment to the Special Use Permit.

DRAFT

10. Prior to filing any permit application, the owner/applicant shall submit a description of how snow removal, garbage collection, and courier services will be provided to the subject property, subject to review and approval by the Village Engineer.

11. Prior to filing any permit application, the owner/applicant shall provide the Village with a revised site and utility plans that indicates the proposed location of street lighting along Lehigh Avenue frontage, or engage in an agreement with the Village to reimburse the Village for the installation of street lighting, or a portion thereof as deemed appropriate by the Village Administrator, subject to review and approval by the Village Engineer and Village Administrator.

12. Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with revised site and utility plans for the reconstruction of pavement along Park Avenue, or engage in an agreement with the Village to reimburse the Village for the pavement reconstruction, or a portion thereof as deemed appropriate by the Village Administrator, subject to review and approval by the Village Engineer and Village Administrator.

13. Prior to filing any permit application, the owner/applicant shall provide the Village with a signed lease agreement between the applicant and BBJ La Tavola, subject to review by the Village Administrator. If the Village Administrator determines that the proposed use is not consistent with the representations made by the applicant during the Special Use Permit approval process, the Village Administrator may require additional information and documentation to verify the impacts of the proposed use, including but not limited to an updated traffic and parking impact study, impose additional conditions of approval, or require an amendment to the Special Use Permit.

14. The applicant shall comply with all comments issued by the Village Engineer in the departmental comment form dated March 4, 2026, by strict or alternative compliance, subject to their approval.

Commissioner Ingram seconded the motion, Chairman Kintner called for the vote.

Commissioner Ingram	voting	aye
Commissioner Liston	voting	aye
Commissioner Mohr	voting	aye
Commissioner Stein	voting	aye
Commissioner Wiedeman-Stone	voting	aye
Chairman Kintner	voting	aye

Motion to approve (6-0)

CASE: PC 26-03

APPLICANT: Mohsin Basha on behalf of Prime Logic Distributors, LLC

LOCATION: 6220-6222 Madison Court

PETITION: Requesting approval of a Special Use Permit for the operation of a warehouse and distribution center all within a M-2 General Manufacturing District, pursuant to Section 12-4-4:E.

Ms. Heidorn said that in the case of PC 26-03, Mohsin Basha on behalf of Prime Logic Distributors LLC is requesting approval of a Special Use Permit for the operation of a warehouse and distribution center at 6220-6222 Madison

DRAFT

Court. The Special Use Permit would legalize the business's current operations at the property, which were initiated prior to obtaining a Village Business Compliance Certificate.

In February, the Village and applicant entered into a compliance agreement authorizing the business to continue operations with restrictions and requiring the applicant to submit a Special Use Application. Staff is recommending various conditions of approval to ensure that the applicant's traffic and parking projections are in keeping with representations, that all operations are kept indoors, that interior storage complies with life safety requirements, including the requirement for a fire alarm system, and that operations do not attract rodents.

Staff visited the property today to determine current conditions at the business and can share images if that would be helpful to the Commission's review.

Chairman Kintner asked for the allowable uses within the M-2 District. Warehousing is allowed but the Village Administrator may determine it to be permitted by right or a special use.

Ms. Heidorn shared photos of outdoor storage and blocked entrances at 6220 and 6222 Madison Court taken this morning.

The applicant, Mohsin Basha, and Frank Friedman, attorney for the owner of the property, were sworn in. Mr. Basha said his deliveries from Sam's Club and Walmart do not give specific times for delivery and do not place the packages inside the building. He said if they see deliveries they immediately bring them inside. He no longer uses large trucks, he now uses box trucks and 18-feet trucks. He said he is conforming to the agreement with the Village.

He discussed the inside storage and the use of pallets with spacing as require by the fire department.

Commissioner Ingram asked if there are employees on site to take the deliveries. He acknowledged that his doorbell is not working. They are not always notified of deliveries.

Chairman Kintner asked if selling large quantities of items as described in the business plan would not require a large delivery. He asked Mr. English if the interior has been inspected for safety. As seen in today's photos, doorways are currently blocked. A racking plan is required by the Village.

Mr. Basha is using pallets to keep items off the floor and has not implemented a racking plan as of yet. He is waiting for the approval of the special use permit. A racking plan is required to be submitted, staff believes the unsafe conditions from the February inspection still exist today.

Chairman Kintner said he disagrees that a traffic study was not required for the application. Traffic and volume are an important part of the warehouse operations.

Commissioner Liston asked if any citations were issued after the inspection. A citation was issued for operating without a Business Compliance Certificate. He asked how the Village could enforce the storage of perishable goods as noted in condition number 4. Staff notes it would be difficult with time constraints.

Commissioner Ingram asked what other types of businesses are in the complex. There are a mix of offices and small distribution centers. This use is not complying with the zoning requirements for warehousing.

Mr. Friedman said the tenant is a good person who will correct the deficiencies of his operation. He is working toward compliance. He noted that the entire property will have a fire alarm system installed soon.

DRAFT

Discussion ensued regarding the requirement for an interior storage plan and inspections of businesses.

Chairman Kintner noted that two Commissioners would be abstaining from the vote for this case. Discussion ensued with the Village's Corporation Counsel regarding Village Code Section 12-1-5:C. Commissioners Mohr and Weideman-Stone left the meeting.

Commissioner Ingram made a motion to recommend approval of Case PC 26-03, a request for approval of a Special Use Permit for the operation of a warehouse and distribution center at the property commonly known as 6220-6222 Madison Court in Morton Grove, Illinois, subject to the following conditions:

1. Business operations, including delivery and pick-up activities, must be consistent with the representations made in the submitted business summary, Special Use Application, and all other submitted supporting documents. Merchandise shall be delivered to the subject property by no more than five (5) passenger vehicles, vans, or box trucks per day. Deliveries shall be spaced throughout the day to ensure no overlap of delivery vehicles on-site. Merchandise shall be picked up from the subject property no more than one (1) time per day by a UPS, FedEx, or USPS van, pick-up truck, or box truck. Shipments shall be received and pick-ups shall be conducted using the recessed double dock area. Merchandise shall be picked up from and delivered to the subject property only by use of passenger vehicles, vans, or box trucks, and not by any semi-truck or flatbed or similar vehicle. The Village Administrator shall be notified in writing of any increase to or change in delivery, pick-up, or other vehicular business activities. Such increase or change in activity shall be grounds for revocation of the Special Use Permit or requirement to amend the Special Use Permit, as determined by the Village Administrator.

2. The business shall store materials in an orderly fashion and in stable stacks. All merchandise must be stored on skids, dunnage, or pallets in order to maintain at least four inches (4") of clearance from the floor. The height of merchandise stacks shall not exceed eight feet (8') and a minimum of three feet (3') must be provided in aisle width between groups of pallets. An interior storage plan shall be filed and accurately maintained with the Fire Department, subject to review and approval by the Fire Prevention Bureau Coordinator.

3. No merchandise or other materials, except for refuse in authorized refuse containers, may be stored outside the building at any time. Merchandise and materials may only be placed outside temporarily for the limited purpose of actively transferring them between the building and a vehicle. Deliveries shall only be made while an agent of the business is at the subject property to receive the delivery.

4. Products delivered to and stored at the subject property shall not include perishable food items or items which attract rodents. Packaged perishable foods are items that require refrigeration or freezing to prevent spoilage and ensure safety, typically sealed in plastic, cartons, or vacuum-sealed bags. Shelf stable food products must be stored above the ground to minimize potential rodent harborage.

5. No more than three (3) employees shall work on-site at any given time.

6. The applicant or owner shall install a fire alarm system at the subject property, subject to review and approval by the Fire Prevention Bureau Coordinator.

Commissioner Liston seconded the motion. Chairman Kintner called for the vote.

Commissioner Ingram	voting	aye
Commissioner Liston	voting	aye
Commissioner Stein	voting	aye

DRAFT

Chairman Kintner voting aye

Motion (4-0)

There was no further business.

Commissioner Liston moved to adjourn the meeting by acclamation. The motion was seconded by Commissioner Stein.

The motion to adjourn the meeting was approved unanimously pursuant to a voice vote at 9:32 p.m.

Minutes by: Anne Kirchner

DRAFT

To: **Chairperson Kintner and Members of the Plan Commission**

From: **Zoe Heidorn, Director of Community and Economic Development**
Anne Ryder Kirchner, Planner/Zoning Administrator

Date: **June 10, 2026**

Re: **Plan Commission Case PC 26-07**
Requesting approval of a Special Use Permit for municipal buildings and governmental offices and other facilities in accordance with Sections 12-4-2:C and 12-4-3:D, a Minor Subdivision in accordance with Chapter 12-8, and a Vacation in accordance with Section 12-9-5 for the property commonly known as 6201 Dempster Street in Morton Grove, Illinois (PIN 10-20-104-040-0000, 10-20-104-041-0000, 10-20-104-003-0000, 10-20-104-004-0000, 10-20-104-005-0000, 10-20-104-006-0000, 10-20-104-007-0000 , 10-20-104-021-0000, and 10-20-104-022-0000), all within a C-1 General Commercial District and an R-3 General Residence District with waivers for accessory structures (Section 12-2-6), fences (Section 12-3-5), landscaping (Chapter 12-11), off-street parking (Chapter 12-7), and signage (Chapter 10-10). The applicant is the Village of Morton Grove.

STAFF REPORT

Public Notice

The Village provided Public Notice for the June 16, 2026, Plan Commission public hearing for PC 26-07, to be held at a regular meeting of the Plan Commission, in accordance with the Unified Development Code. The *Morton Grove Champion* published a public notice on May 28, 2026. The Village notified surrounding property owners via mail on May 28, 2026, and placed a public notice sign on the subject property on May 28, 2026.

Application

The Village of Morton Grove ("applicant") submitted a complete application to the Department of Community and Economic Development requesting approval of a Special Use Permit for "governmental offices and other facilities" and "municipal buildings" in accordance with Sections 12-4-2:C and 12-4-3:D, respectively, a Minor Subdivision in accordance with Chapter 12-8, and a Vacation in accordance with Section 12-9-5 for the property commonly known as 6201 Dempster Street ("subject property") under Case PC 26-07 ("application"). The subject property is split zoned C-1 General Commercial and R-3 General Residence.

The applicant is proposing to reuse and expand an existing 37,800-square-foot office building formerly operated as a bank branch for use as a combined village hall and police department facility for the Village of Morton Grove, Illinois ("municipal facility"). The facility will house and support the operation of the Village's Police Department, Administration, Finance Department, and Department of Community and Economic Development, including Building and Inspectional Services. The municipal facility will relocate these departments and operations from the Village's existing Richard T. Flickinger Municipal Center at 6101 Capulina Avenue, which is approximately four (4) blocks southeast of the subject property.

The applicant acquired the subject property in December 2024. The Fifth Third Bank branch formerly operating on the subject property continued its operation on the subject property under a Village lease agreement but has since relocated to a newly constructed facility directly across the street at 6210 Dempster Street. The relocation was completed pursuant to a coordinated real estate transaction between the Village, the Morton Grove Park District, and Fifth Third Bank that allowed the Village to acquire the subject property for long-term municipal use and Fifth Third to maintain continuous operation in the area. Following completion of the necessary entitlement and permitting processes, the Village anticipates commencing construction and renovation activities for the municipal facility in 2027 and completing the project and relocation in 2028.

Application Note: The applicant and its architect, FGM Architects (FGMA), have been working diligently to revise the plans associated with Case PC 26-07 in response to staff comments. Certain preliminary engineering and related plans are slightly behind the ongoing updates to the architectural site plan (Z0.10) and will require revision prior to submission of a permit application to ensure consistency with the final approved site plan, including any modifications recommended by the

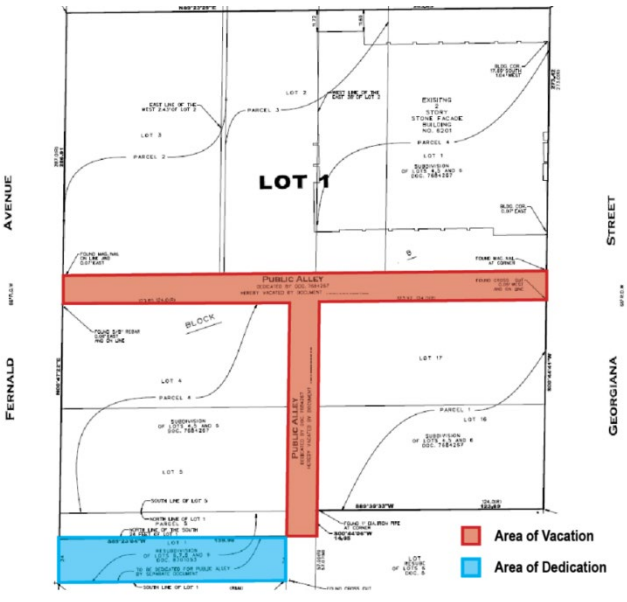
reviewing Commissions and incorporated into the Special Use Permit ordinance. Staff does not consider these discrepancies between the controlling site plan and subordinate plans to be a concern from an entitlement perspective. The preliminary engineering plans are intended to demonstrate the feasibility and constructability of the project and are typically refined during the final engineering and design phase prior to permitting.

Subject Property

The 70,671-square-foot (1.622-acre) subject property is bound by Fernald Avenue on the west, Dempster Street on the north, and Georgiana Avenue on the east. The subject property is currently bisected by two alleyways that intersect in a "T" configuration near the midpoint of the site, resulting in the creation of three separate noncontiguous parcels. Including the public alley right of way, the subject property measures 72,517 square feet (1.664 acres).

The subject property is split-zoned C-1 General Commercial and R-3 General Residence, as depicted in the property location and zoning map shown below. Properties to the west, across Fernald Avenue, are zoned C-1 and R-3 and improved with a muti-tenant commercial building and townhomes, respectively. Properties to the north, across Dempster Street, are zoned C-1 and R-1 Single-Family Residence and improved with a bank branch building and park district facilities, respectively. Properties to the east, across Georgiana Avenue, are zoned C-1 and R-2 Single Family Residence and improved with an automotive repair shop and single-family homes, respectively. To the south are abutting properties zoned R-3 General Residence and improved with single-family homes.

Subject Property Location and Zoning



Plat of Consolidation Depicting Proposed Area of Vacation (Red) and Area of Dedication (Blue)

Plat of Consolidation & Vacation

The submitted "Village of Morton Grove Plat of Consolidation" is subject to review in accordance with the requirements for a minor subdivision. Under the Village Code, the consolidation of multiple parcels into a single lot is processed in the same manner as a subdivision because it alters existing property boundaries and results in the creation of a new legal lot configuration. Section 12-17-1 defines a "minor subdivision" as:

SUBDIVISION, MINOR: Any subdivision fronting on an existing street, not involving any new street or road, that cannot result in more than two (2) buildable lots.

Because the proposed plat of consolidation qualifies as a minor subdivision, it may be reviewed and approved by the Village Board as a final plat without the need for separate preliminary plat review and approval. The purpose of the proposed plat of consolidation and vacation is to: (1) vacate select portions of the existing public alley right of way so that such areas may be incorporated into the Subject Property's private property parcel area; (2) consolidate the vacated right of way with the three

existing parcels comprising the Subject Property; and (3) dedicate a portion of the Subject Property to the Village for future use as a public alley.

Vacation: The submitted plat of consolidation includes areas of existing public alley right of way proposed to be vacated and incorporated into the subject property as private parcel area. Section 12-9-5 establishes the procedure for vacating public rights of way. Public streets or alleys are typically vacated to one or more abutting property owners. In this instance, the Village of Morton Grove is the sole abutting property owner. The Village submitted the items required for the Village Administrator to review the proposed plat in accordance with Section 12-9-5:B.1. Village staff reviewed and verified said items and, in accordance with Section 12-9-5:B.2, is issuing the following recommendations with respect to the proposed vacation:

a. **A recommendation with regard to retention of easements, if any, within the parcel for the benefit of public utilities:** *Staff recommends as a condition of approval that the applicant shall retain such easements for the benefit of public utilities as may be determined necessary and appropriate by the Village during the final design and engineering phase of the project, in coordination with the applicable utility providers. Any required easement plat or related agreement shall be subject to final review and approval by the Village Engineer and Village Administrator.*
b. **A recommendation regarding the vesting of title to the property upon vacation of the street or alley:** Staff recommends that, upon approval of the proposed vacation, title to the vacated alley right of way shall be vested to the Village of Morton Grove, as the sole abutting property owner, and be incorporated into the Subject Property in accordance with the approved plat of consolidation.
c. **A recommendation as to whether the applicant should pay the Village reasonable compensation for the parcel, or whether compensation should be waived:** Staff recommends that compensation for the vacation of the subject alley right of way be waived. The subject property is publicly owned by the Village of Morton Grove, and the proposed vacation is being undertaken to facilitate the redevelopment and consolidation of the site for a municipal public facility serving a public purpose.

Zoning Review

The majority of the subject property is zoned in a C-1 General Commercial District, in which "governmental offices and other facilities" are classified as a Special Use. The southwest portion of the subject property is zoned R-3 General Residence and is proposed to be improved with a secure Police Department parking area, trash enclosure, generator with associated screening, and transformer with associated screening. Pursuant to Section 12-4-2:C, "municipal buildings" are allowed as a Special Use within the R-3 District, while "parking lots adjacent to a commercial property, even if separated by a public alley," are a Permitted Use and allowed by right. Although no municipal building is proposed within the portion of the property zoned R-3, accessory structures and improvements associated with the governmental use are proposed. Accordingly, staff recommends that the Special Use Permit include approval for the "municipal buildings" use within the R-3 District to ensure the Special Use Permit accurately reflects the proposed site plan and intended use of the property. No building may be constructed within the R-3 portion of the property without a future amendment to the Special Use Permit.

While staff would typically recommend rezoning a property to establish uniform zoning as part of a redevelopment application, staff does not believe a map amendment is necessary in this case. Maintaining the existing split zoning preserves an additional layer of protection for the residences to the south and west from potential future commercial redevelopment should such redevelopment ever be proposed.

The proposed site plan complies with dimensional requirements for the C-1 District, which are set forth in Section 12-4-3:E. Three (3) waivers to Section 12-2-6:G, which controls accessory structures within yards, are requested to accommodate the proposed location of open accessory parking and the proposed trash enclosure along Fernald Avenue. The following table provides a comparison of the proposed municipal facility on the commercially zoned portion of the zoning lot against applicable dimensional controls:

Dimensional Control	Requirement	Proposed	Compliance
Minimum Front Yard (North Lot Line) (C-1 District: Sec. 12-4-3:E)	0 ft.	11.6 ft.	*Compliant*
Minimum Street Side Yard (West, East Lot Lines) (C-1 District: Sec. 12-4-3:E)	0 ft. (front yard minimum applies)	134.0 ft. (west) 0.0 ft. (east)	*Compliant*
Minimum Rear Yard (South Lot Line) (C-1 District: Sec. 12-4-3:E)	5 ft.	32.5 ft. (measured to nearest rear lot line segment)	*Compliant*

Maximum Building Height (C-1 District: Sec. 12-4-3:E)	40 ft.	32.7 ft.	*Compliant*
Maximum Floor Area Ratio (FAR) (C-1 District: Sec. 12-4-3:E)	2.0	0.7	*Compliant*
Minimum Setback for Open Accessory Parking Spaces (Sec. 12-2-6:G)	3 ft.	1.9 ft. along west lot line, 2.0 feet along south lot line	***Waiver to allow a setback less than 3 ft. from the west lot line***
Location of Open Accessory Parking Spaces (Sec. 12-2-6:G)	No portion may project into a front or street side yard	Within street side yard along Fernald Ave.	***Waiver to allow open accessory parking spaces within a street side yard along Fernald Ave.***
Detached Accessory Structures (12-2-2:B)	Max. 2	2 (garbage enclosure, generator enclosure)	*Compliant*
Detached Accessory Structure Siting (12-2-6:G)	Prohibited within required street side yard (25 ft. along Fernald Ave. in R-3 District)	Within street side yard	***Waiver to allow a detached accessory structure within a required street side yard***
Minimum Setback for Driveway (Sec. 12-2-6:G)	3 ft.	> 3 ft.	*Compliant*

To authorize the proposed site plan as presented, the applicant is requesting three (3) waivers:

- **12-2-6:G (Minimum Setback for Open Accessory Parking Spaces):** The applicant is requesting a waiver from the minimum setback requirement for open accessory parking spaces in order to accommodate the proposed layout for the secure Police Department parking area. The reduced setbacks along the west and south lot lines are necessitated by site constraints and the overarching goal of maximizing on-site parking stalls to mitigate off-site parking impacts. The requested reductions are in locations abutting a public street and a future public alley, and are not anticipated to negatively impact adjacent properties, drainage, or overall site functionality.

- **12-2-6:G (Location of Open Accessory Parking Spaces):** The applicant is requesting a waiver to allow open accessory parking spaces within the street side yard along Fernald Avenue due to the unique configuration of the subject property. Given the site's three street frontages, it would be difficult to design a functional building and parking that avoids locating parking within a street side yard.

- **12-2-6:G (Detached Accessory Structure Siting):** The proposed trash enclosure along Fernald Avenue is within the R-3 General Residence District, which requires a minimum 25-foot street side yard. Per Section 12-2-6:G, detached accessory structures are not permitted within a street side yard. Accordingly, the applicant is requesting a waiver to allow the trash enclosure within 25 feet of the Fernald Avenue west lot line. The waiver is necessitated by site layout constraints and the need to locate trash service functions in an area accessible to the Village's waste collection provider. Due to the enclosure's limited size, screening, and location adjacent to public rights-of-way rather than residential property, the waiver is not anticipated to create significant adverse impacts on adjacent properties. The site plan was also revised at staff's request to provide an eight-foot (8') sight line triangle at the nearby sidewalk and driveway intersection to improve visibility for drivers and pedestrians.

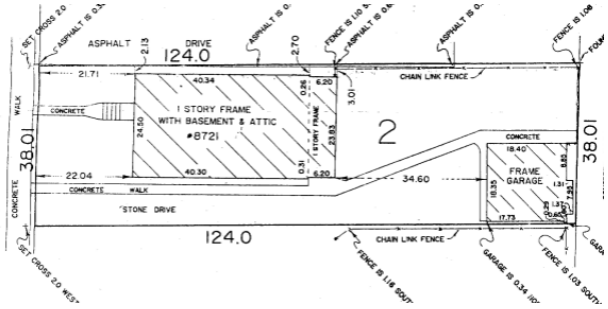
Site Access & Design

The applicant submitted a site plan depicting the locations and dimensions of existing and proposed structures, including the footprint of the existing building and the proposed 13,442-square-foot addition to the south. A public and employee parking lot in substantial conformity with existing conditions is proposed immediately west of the existing building, with a secure Police Department parking area located south of the public parking lot. The existing alleyways that bisect the site will be vacated as and incorporated into the subject property through a plat of consolidation. A new 24-foot publicly dedicated alleyway, 18 feet of which will be paved, will be established along the subject property's south lot line from the existing alley to Fernald Avenue to maintain through access for the block.

The site plan is designed to accommodate existing features on the property while accommodating the operational needs of the municipal facility. The plan maintains the existing building orientation, preserving the character of the Dempster Street frontage, with no significant modifications proposed to the front elevation facing the corridor. The proposed addition is located to the south of the existing building in a manner that complements the existing site layout and minimizes visual impacts along Dempster Street. The public parking lot remains prominently located along the Dempster Street frontage and benefits from convenient vehicular access using the signalized intersection at Fernald Avenue.

The site design reflects consideration for the surrounding residential neighborhood. Public and employee access to the site is concentrated toward the north portion of the property, thereby limiting public activity near the single-family residences to the south. The secure Police Department parking area is situated south within the site and secured from public access areas, helping separate operational functions from neighboring residential properties. Additionally, the proposed alley vacation and reconfiguration maintain necessary public connectivity and access for nearby residences and Jerusalem Lutheran Church while improving the overall functionality and cohesiveness of the site.

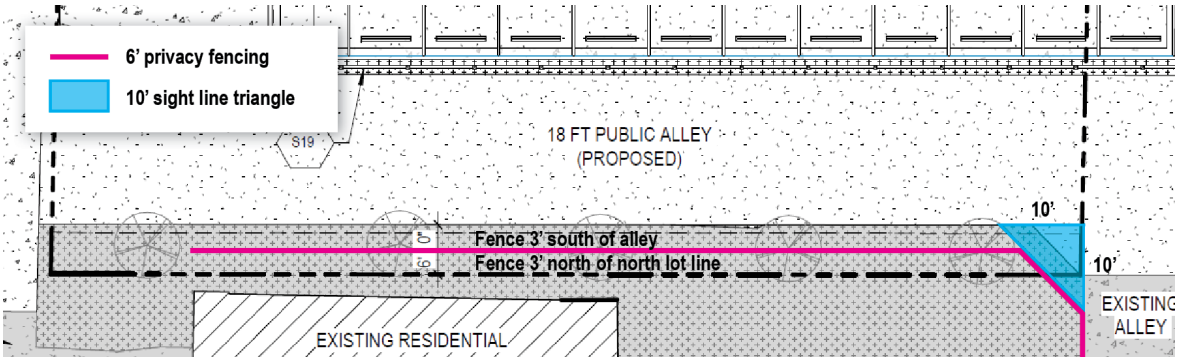
Impacts to Property at 8721 Fernald Avenue: The Village has worked closely with the owners of the single-family residential property immediately south of the subject property, located at 8721 Fernald Avenue, to ensure the proposed project does not negatively impact their use and enjoyment of their property. The submitted site plan depicts a new public alley adjacent to the property, replacing an existing landscaped island with five trees.



Plat of Survey for 8721 Fernald Avenue

The residential property is nonconforming, as the existing home is located approximately 2.13 feet from the north lot line at the narrowest point of the side yard, where a minimum side yard setback of five feet (5') feet is required within the zoning district. In addition, a portion of the rear yard fencing currently encroaches onto the Village-owned subject property.

In multiple meetings with staff, the property owners have expressed support for the overall project but indicated that they do not want to lose functional side yard space and wish to maintain privacy within their rear yard. The Village's initial site plan proposed locating the public alley approximately one foot (1') from the north side lot line of 8721 Fernald Avenue, resulting in a separation of just over three feet (3') between the alley and the residence. The Village worked aggressively with FGM to revise the site design and shift the alley further north in order to increase the buffer between the residential property and the proposed alley. The revised site plan now proposes a six-foot (6') setback between the north side lot line of 8721 Fernald Avenue and the future alley edge of pavement. Within this unpaved buffer area, the Village proposes to install, at its expense, new Trex composite privacy fencing centered within the buffer area between the home's front building line and the rear lot line, providing a compliant ten-foot (10') sight line triangle at the intersection of the alleyways. The improvements are depicted below and will be subject to final review and agreement with the property owner at 8721 Fernald Avenue.



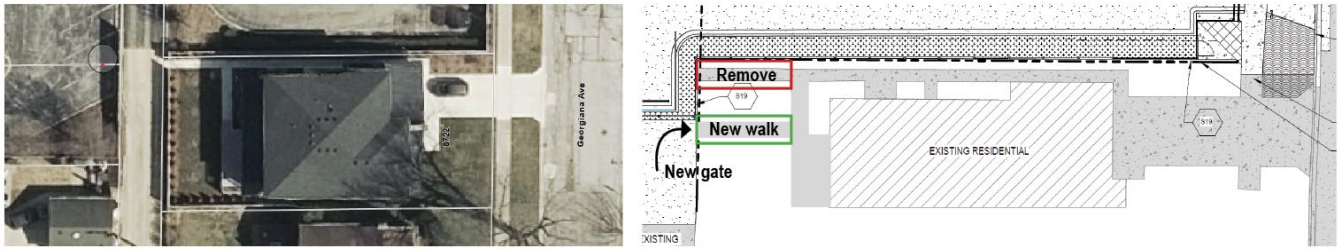
Proposed Buffer Area Between New Public Alley and 8721 Fernald Avenue

AutoTURN exhibits prepared by Kimley-Horn demonstrate that the proposed 18-foot-wide alley can accommodate the turning movements of a garbage truck and similarly sized service vehicles. Existing conditions already require vehicles to navigate a 90-degree turn at the south end of the existing 16-foot-wide alley, which currently functions adequately for vehicular traffic. Compared to these existing conditions, the proposed 18-foot-wide alley segment will provide additional maneuvering space and improved vehicle circulation within the block.

Impacts to Property at 8722 Georgiana Avenue: The Village is also working with the owner of the single-family residential property immediately south of the subject property, located at 8722 Georgiana Avenue, to ensure the proposed project does not negatively impact their use and enjoyment of their property. The submitted site plan depicts new privacy and ornamental fencing along the south lot line abutting the residential property. The proposed addition will be located 32.5 feet north of the residential property's north lot line, with substantial separation provided by a secure Police Department access drive and a

landscape buffer.

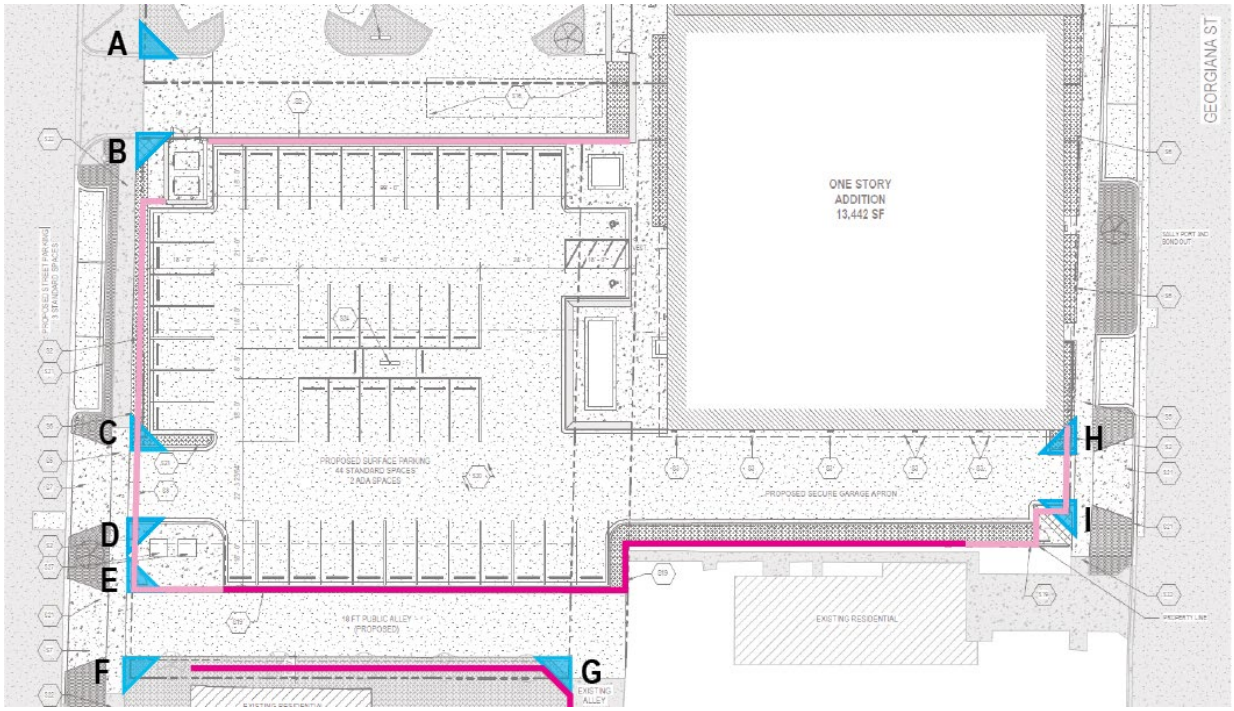
The residential property's existing access to the alley will be affected by the proposed vacation of a portion of the public alley currently used by the residence for alley access and refuse collection. To accommodate this change, the Village proposes to install, at its sole expense, a new walkway and access gate on the residential property, relocating the alley access point and pedestrian connection south of its existing location. The proposed improvements are depicted below and will be subject to final review and agreement with the property owner at 8722 Georgiana Avenue.



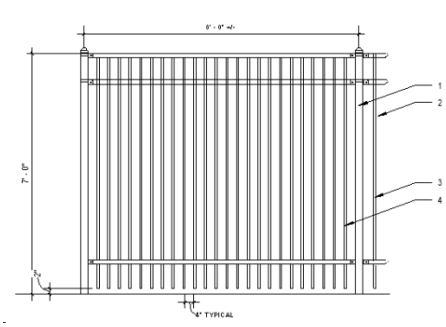
Proposed Improvements at 8722 Georgiana Avenue

As a condition of approval, staff recommends that the proposed modifications and improvements associated with the adjacent single-family residential properties, including but not limited to fencing, landscaping, walkway modifications, gates, and relocated access points, be incorporated into the final approved site plan, subject to review and approval by the affected property owners and the Village Administrator. The installation of such improvements shall be completed by the Village at its sole expense prior to issuance of a final certificate of occupancy for the project, or at such other time as may be mutually agreed upon by the respective property owners and the Village.

Fencing & Sight Lines: The applicant is proposing a combination of ornamental fencing and privacy fencing at a height of seven feet (7') around the perimeter of the Police Department's secure parking area and accessways. The location of proposed fencing, as presented in the submitted plan, is shown below, with ornamental metal fencing depicted in light pink and Trex composite privacy fencing depicted in pink. The height of the privacy fencing serving the single-family residence at 8721 Fernald Avenue will not exceed six feet (6') in height. The proposed metal ornamental fencing will have one-inch (1") pickets with four-inch (4") spacing, providing a transparency level of approximately 80%. The locations at which ten-foot by ten-foot (10' x 10') sight lines are required to be provided if fencing is present are also noted for discussion purposes.



Proposed Fencing and Sight Lines



Proposed Ornamental Metal Fencing and Trex Composite Privacy Fencing

Additionally, Section 12-11-3:G.6 establishes a similar sight line requirement for landscaping at the intersection of any accessways: "For all privately owned property, landscaping exceeding two feet (2') in height shall not be located within a 45-degree 10-foot by 10-foot sight line triangle at any point where a vehicular access way intersects a driveway, alley, sidewalk, or other vehicular or pedestrian access way." A review of each sight line location, as depicted in the graphic on the previous page, is provided below.

- **A**: No fencing is proposed. Existing shrubs are located in this area and will be reviewed as part of the final permitting process to ensure compliance with the landscaping sight line requirements set forth in Section 12-11-3:G.6.

- **B**: An eight-foot-tall (8') trash enclosure is proposed at this location. As depicted in the submitted site plan (and yet to be updated in the engineering and other related plans), staff requested that FGM move the trash enclosure as far back from the intersection and provide as compliant a sight line as possible at this location. As currently presented, the proposed sight line is eight feet (8') by eight feet (8'), **requiring a waiver of two feet (2')** if the fencing sight line requirement is applied.

- **C & D**: Seven-foot-tall (7') ornamental fencing is proposed along the property line in this location, obstructing a portion of the sight line triangle. Staff notes that the fencing is 80% transparent and that pedestrians will be aware of vehicles entering and exiting the site due to the movement of the sliding gate, which takes approximately ten (10) seconds to fully open or close. The Traffic Safety Commission has recommended security warning lights to provide an additional safety measure.

- **E**: Seven-foot-tall (7') ornamental fencing is proposed along the property line in this location, fully wrapping the corner. *As a condition of approval, staff recommends requiring a ten-foot sight line triangle at this location to bring the fencing into compliance with the sight line requirement.* The enclosed area at this location will house electrical equipment, so the final design may be subject to review by ComEd engineers.

Variations from the requirements of Section 12-3-5 are necessary to approve the fencing plan at the subject property as presented. The table below provides a comparison of the presented fencing plan against Code requirements, and the waivers requested to authorize the plan.

Fencing Control	Requirement	Proposed	Compliance
Fence Location (Sec. 12-3-5:A)	No fence allowed in any portion of a front or street-side yard	Fence proposed within 25-ft. yard along Fernald Ave. within R-3 District	***Waiver requested to allow fencing within the 25-foot required yard along Fernald Ave. (R-3 District)***
Fence Height (Sec. 12-3-5:D)	Max. 7 ft. (in commercial district or residential district with adjacent commercial)	7 ft. fencing, 8 ft. trash enclosure	***Waiver to allow 8 ft. screening of the trash enclosure***
Sight Line Triangle (Sec. 12-3-5:B)	10-ft. by 10-ft. sight line triangle must be provided at intersection of accessways	Fencing within required sight line areas in select locations	***Waiver requested to allow fencing within sight line areas in select locations***
Eligibility for Street Side Yard Fencing (Sec. 12-3-5:C.1)	May not be on a property which is part of a block face with one or more front yards	On block face with more than one front yards	***Waiver requested to allow street side yard fencing on ineligible property***

Street Side Yard Fencing Location (Sec. 12-3-5:C.2)	Must be behind the rear portion of the principal structure closest to the street side yard property line	Street side yard fencing proposed to side of principal structure (west side)	***Waiver requested to allow street side yard fencing to side of principal structure***
Street Side Yard Fencing Height (Sec. 12-3-5:C.3)	Max. 4 ft.	7 ft.	***Waiver to allow 7 ft. fencing in a street side yard***
Street Side Yard Fencing Transparency (Sec. 12-3-5:C.4)	Min. 50%	80%	*Compliant*

To authorize the proposed site plan as presented, the applicant is requesting the following waivers:

- **12-3-5:A (Fence Location):** The applicant is requesting a waiver to allow fencing within the 25-foot required yard along Fernald Avenue within the area that is zoned R-3 General Residence, wherein a 25-foot street side yard applies. The proposed fencing within the Fernald Avenue "front yard" area along the block face is proposed to be ornamental with 80% transparency. The fencing is necessary in this location to provide adequate secure Police Department parking and controlled access to the site. It is noted that such fencing would be a permitted improvement in this location if the property were fully zoned C-1.

- **12-3-5:D (Fence Height):** The applicant is requesting a waiver to allow a trash enclosure height of eight feet (8'), which exceeds the maximum fence height of seven feet (7') by one foot (1'). The additional height is requested to ensure adequate screening of the refuse containers and to maintain visual compatibility with surrounding improvements.

- **12-3-5:B (Sight Line Triangle):** The applicant has worked with FGM to optimize sight lines at the public and employee access points along Fernald and Georgiana Avenues, but waivers must be requested to authorize the plan as presented and provide the applicant with a site design that accommodates the needs of its public use and operations (see locations B, C, D, H, I). While the perimeter fencing and existing site constraints present design challenges, staff has requested several minor modifications and conditions of approval to further enhance visibility at these access points. Consideration has been given to factors such as the timing of gate operations, the location of potential visual obstructions, and the intended users of each accessway.

  At the June 4, 2026 Traffic Safety Commission meeting, the Commissioners discussed sight lines and pedestrian and vehicle visibility in relation to the project. Given that the perimeter of the Police Department parking area is secured with ornamental fencing along Georgiana and Fernald Avenues, the vehicular access drives serving this area were identified as the primary area of concern. FGM confirmed that the sliding vehicular gates at the Georgiana and Fernald Avenue entrances provide a timed physical barrier that helps prevent unsafe conflicts with adjacent sidewalks and pedestrians. The gates require approximately ten (10) seconds to fully open and close, making their operation readily noticeable to passing pedestrians. Commissioners further discussed the potential installation of lighting features to accentuate when the gates are in operation and to alert the public to vehicles entering and exiting the site. This recommendation was formally forwarded to the Plan Commission and has been incorporated into the recommended conditions of approval.

- **12-3-5:C.1 (Eligibility for Street Side Yard Fencing):** The applicant is requesting approval of street side yard fencing along Fernald Avenue on a subject property that is not otherwise eligible for street side yard fencing, as it is located along a block face with one or more front yards. The request is necessary to provide a secured perimeter for adequate Police Department parking. The proposed fencing is ornamental in design and approximately 80% transparent to maintain visual permeability along the streetscape. Plans have been shared with adjacent property owners, and no objections have been raised.

- **12-3-5:C.2 (Street Side Yard Fencing Location):** The applicant is requesting a street side yard that is not in line with or behind the portion of the principal structure closest to the street side yard property line to allow the secure Police Department fencing to extend north of the rear building line and to the side of the principal structure. This waiver is being requested to provide sufficient secured parking to accommodate sworn Police Department personnel and fleet vehicles. If the street side yard fencing were required to be brought into alignment with the rear building line, the Department's operational and security needs could not be adequately accommodated.

- **12-3-5:C.3 (Street Side Yard Fencing Height):** The applicant is requesting street side yard fencing along Fernald

Avenue that is higher than the maximum four feet (4') permitted by Code. The increased height is necessary to meet the security and operational needs of the Police Department, including providing a secure perimeter for sworn staff parking and controlled access to the site. The proposed fencing is seven feet (7') in height, which is consistent with the maximum height permitted in commercial districts and where residential properties abut commercial uses.

Building Design, Lighting, Signage & Landscaping

Building design, materials, lighting, landscaping, and signage are reviewed and discussed in the Staff Report to the Appearance Commission in the case of AC 26-08, attached hereto as **Attachment A**.

Traffic & Parking Impact

The applicant submitted a traffic and parking impact study prepared by Kimley-Horn. As part of the traffic engineering firm's analysis, the existing roadway network was evaluated to assess current operations at the study intersections. Projected site-generated trips were then added to existing traffic volumes to determine the potential impacts of the proposed project on the surrounding roadway network. The study concludes on page 28 that: "While the new Village Hall and Police Department is expected to generate some additional traffic, the estimated new trips associated with this project account for less than two percent of the total intersection volume at the Dempster Street/Fernald Avenue intersection. All study intersections are anticipated to continue to operate with acceptable levels of service under future conditions with the addition of traffic generated by the relocated Village Hall and Police Department. Therefore, no off-site improvements are recommended to accommodate the new Village Hall and Police Department."

That said, concerns regarding the Dempster Street and Fernald Avenue intersection, as well as broader safety conditions along the Dempster corridor, have been raised through the Dempster Corridor Plan process and through general resident feedback. The Village will continue to evaluate this intersection as part of ongoing planning and engineering reviews to determine whether additional signage or other improvements are warranted and, if so, which measures may be most effective in enhancing pedestrian, cyclist, and vehicular safety.

In order to minimize neighborhood parking impacts, one of the Village's main objectives in project design was to maximize the number of dedicated parking spaces to the proposed municipal use. Currently, there are 107 off-street parking spaces that serve the existing municipal facility at 6101 Capulina Avenue. Kimley-Horn observed parking at the site on October 14, 2025, the day of a Village Board meeting at which somewhat elevated attendance was expected to occur. For the overall site, the overall peak parking activity observed was a total of 53 occupied spaces out of a total of 107 spaces, or 50% utilization.

The Village is proposing to provide 93 on-site parking spaces, 39 for non-sworn employee and public parking in the north lot and 53 for sworn Police Department employees and fleet vehicles in the south lot and enclosed garage areas. Additionally, the Village is proposing to construction nine (9) on-street parking spaces that will be restricted to Village use for employee and fleet vehicles. In total, the use will be served by 102 dedicated parking spaces.

Considering only off-street parking and applying the Village Code parking requirement of one (1) space per 500 square feet of gross floor area, the minimum off-street requirement set forth by Code is 99 parking spaces, which presents a deficit of six (6) spaces. However, including the on-street dedicated parking, the proposed use has sufficient parking capacity to meet the Code minimum.

With complete data available on fleet vehicle and employment numbers, staff prepared a parking layout showing the possible location of all employee parking and fleet vehicles, which demonstrates that there is adequate parking capacity to accommodate all employee and fleet vehicles and provide a fair amount of public parking for visitors. It should be noted that the parking plan assumes maximum peak demand for Police Department shift changes and that each employee drives their own personal vehicle to work. At this time, staff is aware that at least five (5) employees working at Village Hall use other modes of transportation to commute to work and do not have personal vehicles parked on-site.

Staff notes that the driveway and aisle dimensions of the off-street parking lot for the Police Department are slightly less than the minimum dimensions the Village requires, and which may be varied by approval of the Village Engineer. Per the Village Engineer, "this variance from the standard is not expected to cause any operational problem in the [north] parking lot," where proposed dimensions generally match existing conditions. For the south lot, the Village Engineer states that "the parking lot is a secure area limited to the Police Department operations. Police officers are trained, professional drivers and the dimensional variations in a limited number of parking spaces should not introduce an operation problem." *Still, as a condition of approval, staff recommends that prior to the issuance of a building permit, the applicant shall submit all turning path diagrams requested by the Fire Prevention Bureau Coordinator, Director of Community and Economic Development, and*

Village Engineer, subject to the review and approval of the Village Administrator.

The submitted traffic and parking impact study recommends the installation of on-site bicycle parking to encourage the use of non-motorized transportation. In response, the site plan has been revised to include a designated area for bicycle parking. The final design and configuration will be determined during the development of the final construction plans.

Stormwater Detention

The proposed project is subject to the stormwater management requirements of both the Metropolitan Water Reclamation District (MWRD) and the Village. The submitted plans include underground stormwater detention facilities beneath the secure Police Department parking area, which is proposed to be fully reconstructed. The preliminary stormwater system design and calculations have been provided as part of the application and determined to be sufficient by the Village Engineer. Compliance with all applicable MWRD and Village stormwater detention and volume-control requirements will be verified through the final engineering and permitting process.

Snow Removal & Trash Collection

The submitted plans do not include a formal snow removal and storage plan. However, snow management needs have been reviewed extensively by Village staff as part of the project evaluation and can be accommodated by the proposed site design. Snow is anticipated to be plowed to on-site landscape areas under typical conditions, with off-site storage at the Civic Center property available during significant snowfall events if necessary. *To ensure that snow removal operations are adequately planned and coordinated, staff recommends a condition of approval requiring the applicant to prepare a snow removal and storage plan, subject to review and approval by the Public Works Director.*

A trash enclosure is proposed at the northwest corner of the secure Police Department parking area. The Village Engineer has stated that garbage collection is expected to continue to be provided by the Village's vendor. The collection is planned to be from the north side of the corral just after the garbage truck enters the site. The garbage truck will likely circle the public parking lot and exit the site. The forward movement of the truck through the site is expected to provide a safer environment for all users at the site.

Sustainable Design Features

The proposed project incorporates a variety of sustainable design elements intended to improve energy efficiency, reduce resource consumption, and support long-term operational savings. Key features include:

- Compliance with the current Illinois Energy Conservation Code (IECC), which is based on ASHRAE 90.1 and exceeds prior federal energy code requirements.
- Building energy modeling completed using the ASHRAE compliance method to evaluate and optimize anticipated energy performance.
- High-efficiency LED lighting throughout the building and site.
- Occupancy and vacancy sensors in interior spaces to reduce unnecessary energy use.
- Low-flow plumbing fixtures to reduce water consumption.
- Use of low-VOC paints and wall coverings to support improved indoor air quality.
- High-efficiency emergency generator designed to reduce fuel use and emissions compared to conventional systems.
- Dark-sky-compliant exterior lighting to reduce light pollution while maintaining safe and effective site illumination.
- Conduit for future electric vehicle (EV) charging stations, allowing for phased implementation that can take advantage of future grant opportunities.
- Accommodations for potential future rooftop solar installations and associated electrical infrastructure.
- Native landscaping to reduce irrigation demands, improve habitat, and enhance long-term landscape resilience.
- Improved stormwater management through new underground detention capacity.
- Bicycle parking to encourage non-motorized transportation.
- Reusing and renovating an existing building instead of tearing it down and rebuilding, which reduces construction waste and lowers the environmental impact of making all-new materials.
- Location along the Dempster Street Pulse bus rapid transit corridor, a major transit route, to encourage the use of public transportation and reduce reliance on single-occupancy vehicle trips.

Collectively, these measures support reduced energy and water consumption, improved multimodal access, enhanced environmental performance, and long-term operational efficiency for the facility.

Public Hearings

Appearance Commission

On June 2, 2026, the Appearance Commission reviewed the application and unanimously approved (6-0) an Appearance Certificate for the proposed project and forwarded a recommendation of approval of case PC 26-07 to the Plan Commission. The staff report to the Appearance Commission is included as **Attachment A**. *The Appearance Commission provided comments and conditions of approval, which are incorporated into the proposed conditions of the Special Use Permit.*

Traffic Safety Commission

In accordance with Section 12-16-4 of the Unified Development Code, the applicant appeared before the Traffic Safety Commission (TSC) at their June 4, 2026, meeting. The Commissioners discussed the applicant's proposed operations at the property and related traffic and parking impacts. After hearing all testimony and considering the application, the Commission voted unanimously (5-0) to recommend approval of the application. The following comments were forwarded to the Plan Commission for consideration and have been incorporated into the recommended conditions of approval:

1) *The applicant shall evaluate the potential installation of a stop sign at the intersection of the new alley segment and the Fernald Avenue sidewalk to require vehicles to stop prior to entering the sidewalk and alley apron area. If determined to be warranted and feasible, the stop sign shall be installed accordingly.*

2) *The Village shall evaluate the feasibility of installing security warning lights at the vehicular gates serving the secure Police Department parking area and associated access drives to provide pedestrians with advance warning of vehicles entering and exiting the property at these locations. If determined to be feasible, such warning lights shall be installed accordingly.*

Departmental Review

Building and Inspectional Services, the Police Department, the Fire Department, and Public Works/Engineering were provided several advance opportunities to review and comment on the proposed plans. All comments issued during that review have been addressed through site plan modifications prior to submittal of the application. Any remaining minor issues that may arise in final design and engineering will be addressed through the permitting process.

- **Building & Inspectional Services:** No comments.
- **Police Department:** No comments.
- **Fire Department:** No comments.
- **Public Works Department/Engineering:** No comments.

Standards for Review

The Standards for Special Uses are established in Section 12-16-4:C.5 of the Unified Development Code:

Standards For Special Uses: The following standards for evaluating special uses shall be applied in a reasonable manner, taking into consideration the restrictions and/or limitations which exist for the site being considered for development:

1. Preservation Of Health, Safety, Morals, And Welfare: The establishment, maintenance and operation of the special use will not be detrimental to or endanger the public health, safety, morals or general welfare.
2. Adjacent Properties: The special use should not be injurious to the use and enjoyment of other property in the immediate vicinity for the uses permitted in the zoning district.
3. Orderly Development: The establishment of the special use will not impede normal and orderly development or impede the utilization of surrounding property for uses permitted in the zoning district.
4. Adequate Facilities: Adequate utilities, access roads, drainage and other necessary facilities are in existence or are being provided.
5. Traffic Control: Adequate measures have been or will be taken to provide ingress and egress designed to minimize traffic congestion on the public streets. The proposed use of the subject site should not draw substantial amounts of traffic on local residential streets.
6. Adequate Buffering: Adequate fencing and/or screening shall be provided to ensure the right of enjoyment of surrounding properties to provide for the public safety or to screen parking areas and other visually incompatible uses.

7. Conformance To Other Regulations: The special use shall, in all other respects, conform to applicable provisions of this title or amendments thereto. Variation from provisions of this title as provided for in subsection 12-16-3A, "Variations", of this chapter, may be considered by the plan commission and the Village board of trustees as a part of the special use permit.

The Standards for Subdivisions are established in Section 12-16-4:D.3 of the Unified Development Code:

Standards for Subdivisions: The following standards for evaluating subdivisions shall be applied in a reasonable manner, taking into consideration the restrictions and/or limitations which exist for the site being considered for development:

1. Orderly Development: The proposed subdivision will encourage orderly and harmonious development within the village.
2. Coordination of Streets: The streets within the proposed subdivision will coordinate with other existing and planned streets within the village.
3. Coordination of Utilities: The utilities within the proposed subdivision will coordinate with existing and planned utilities, and create a uniform system of utilities within the village.
4. Consistency with Comprehensive Plan: The proposed subdivision will be evaluated based on its consistency with the overall land use policies of the village as may be expressed in the village's comprehensive plan.

Recommendation

Should the Plan Commission recommend approval of this application, staff suggests the following motion and conditions:

Motion to recommend approval of Case PC 26-07, a request for approval of a Special Use Permit for municipal buildings and governmental offices and other facilities in accordance with Sections 12-4-2:C and 12-4-3:D, a Minor Subdivision in accordance with Chapter 12-8, and a Vacation in accordance with Section 12-9-5 for the property commonly known as 6201 Dempster Street in Morton Grove, Illinois, all within a C-1 General Commercial District and an R-3 General Residence District with waivers for accessory structures (Section 12-2-6), fences (Section 12-3-5), landscaping (Chapter 12-11), off-street parking (Chapter 12-7), and signage (Chapter 10-10), subject to the following conditions:

1. *The applicant shall retain such easements for the benefit of public utilities as may be determined necessary and appropriate during the final design and engineering phase of the project, in coordination with the applicable utility providers. Any required easement plat or related agreement shall be subject to final review and approval by the Village Engineer and Village Administrator.*

2. *The proposed modifications and improvements associated with the adjacent single-family residential properties, including but not limited to fencing, landscaping, walkway modifications, gates, and relocated access points, be incorporated into the final approved site plan, subject to review and approval by the affected property owners and the Village Administrator. The installation of such improvements shall be completed by the Village at its sole expense prior to issuance of a final certificate of occupancy for the project, or at such other time as may be mutually agreed upon by the respective property owners and the Village.*

3. *A ten-foot sight line triangle shall be provided at the southwest corner of the secure Police Department parking lot perimeter fencing, subject to final review and approval by the Village Administrator.*

4. *Prior to filing any permit application, the applicant shall provide the Village with site plan and building specifications for review and approval. Site plan and building specifications must be deemed consistent with the approved materials and Appearance Commission discussion, as determined by the Director of Community and Economic Development and Appearance Commission Chairperson. If such designs are deemed to be inconsistent with the approved materials or discussion with the Appearance Commission, or are deemed to be of a lower quality than the approved materials, then the applicant will be required to file an application for an amendment to the Appearance Certificate.*

5. *The applicant shall submit a final landscape plan depicting final proposed plantings and related landscape improvements for review and approval by the Appearance Commission. The applicant shall install such plantings*

and related improvements prior to issuance of a certificate of occupancy, unless otherwise approved by the Appearance Commission.

6. *Illuminated signage and other illuminating features on the property may not exceed 5,000K (degrees Kelvin).*
7. *Four (4) trees shall be planted by the applicant within the public right of way with preference given to locations in proximity to the subject property, subject to review and approval by the Director of Community and Economic Development and Director of Public Works.*
8. *The applicant shall explore opportunities to break up the addition's blank wall areas along the east elevation through the incorporation of vertical landscaping, public art, architectural treatments, or similar design elements intended to enhance visual interest, subject to review and approval by the Director of Community and Economic Development.*
9. *The applicant shall evaluate the potential installation of a stop sign at the intersection of the new alley segment and the Fernald Avenue sidewalk to require vehicles to stop prior to entering the sidewalk and alley apron area. If determined to be warranted and feasible, the stop sign shall be installed accordingly.*
10. *The Village shall evaluate the feasibility of installing security warning lights at the vehicular gates serving the secure Police Department parking area and associated access drives to provide pedestrians with advance warning of vehicles entering and exiting the property at these locations. If determined to be feasible, such warning lights shall be installed accordingly.*
11. *To ensure that snow removal operations are adequately planned and coordinated, the applicant shall prepare a snow removal and storage plan, subject to review and approval by the Public Works Director.*
12. *Prior to the issuance of a building permit, the applicant shall submit all turning path diagrams requested by the Fire Prevention Bureau Coordinator, Director of Community and Economic Development, and Village Engineer, subject to the review and approval of the Village Administrator.*

    (Any other conditions recommended by the Plan Commission)

Attachment A

DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT

MORTON GROVE
Incredibly Close ✦ Amazingly Open

To: **Chairperson Pietron and Members of the Appearance Commission**

From: **Zoe Heidorn, Community and Economic Development Director**
Anne Ryder Kirchner, Planner/Zoning Administrator

Date: **May 26, 2026**

Re: **Appearance Commission Case AC 26-08**
Request for approval of an Appearance Certificate for building, signage, and landscape plans associated with case PC 26-07, a request for approval of a Special Use Permit for municipal buildings and governmental offices and other facilities in accordance with Sections 12-4-2:C and 12-4-3:D, a Minor Subdivision in accordance with Chapter 12-8, and a Vacation in accordance with Section 12-9-5 for the property commonly known as 6201 Dempster Street in Morton Grove, Illinois (PIN 10-20-104-040-0000, 10-20-104-041-0000, 10-20-104-003-0000, 10-20-104-004-0000, 10-20-104-005-0000, 10-20-104-006-0000, 10-20-104-007-0000 , 10-20-104-021-0000, and 10-20-104-022-0000), all within a C-1 General Commercial District and an R-3 General Residence District with waivers for accessory structures (Section 12-2-6), fences (Section 12-3-5), landscaping (Chapter 12-11), off-street parking (Chapter 12-7), and signage (Chapter 10-10). The applicant is the Village of Morton Grove.

STAFF REPORT

Application Summary

The Village of Morton Grove ("applicant") submitted a complete application to the Department of Community and Economic Development requesting approval of a Special Use Permit for "governmental offices and other facilities" and "municipal buildings" in accordance with Sections 12-4-2:C and 12-4-3:D, a Minor Subdivision in accordance with Chapter 12-8, and a Vacation in accordance with Section 12-9-5 for the property commonly known as 6201 Dempster Street ("subject property") under Case PC 26-07 ("application"). The subject property is split-zoned C-1 General Commercial and R-3 General Residence.

The applicant is proposing to reuse and expand an existing 37,800-square-foot office building formerly operated as a bank branch for use as a combined village hall and police department facility for the Village of Morton Grove, Illinois ("municipal facility"). The facility will house and support the operation of the Village's Police Department, Administration, Finance Department, and Department of Community and Economic Development, including Building and Inspectional Services. The municipal facility will relocate these departments and operations from the Village's existing Richard T. Flickinger Municipal Center at 6101 Capulina Avenue, which is approximately four (4) blocks southeast of the subject property.

The applicant acquired the subject property in December 2024. The Fifth Third Bank branch currently operating on the subject property has continued its operation on the subject property under a Village lease agreement and will soon relocate to a newly constructed facility directly across the street at 6210 Dempster Street. The relocation was completed pursuant to a coordinated real estate transaction between the Village, the Morton Grove Park District, and Fifth Third Bank that allowed the Village to acquire the subject property for long-term municipal use and Fifth Third to maintain continuous operation in the area. Following completion of the necessary entitlement and permitting processes, the Village anticipates commencing construction and renovation activities for the municipal facility in 2027 and completing the project and relocation in 2028.

Application Note: The applicant and its architect, FGM Architects (FGMA), have been working diligently to revise the plans associated with Case PC 26-07 in response to staff comments. Certain preliminary engineering and related plans are slightly behind the ongoing updates to the architectural site plan (Z0.10) and will require revision prior to submission of a permit application to ensure consistency with the final approved site plan, including any modifications recommended by the reviewing Commissions and incorporated into the Special Use Permit ordinance. Staff does not consider these discrepancies between the controlling site plan and subordinate plans to be a concern from an entitlement perspective. The preliminary engineering plans are intended to demonstrate the feasibility and constructability of the project and are typically refined during the final engineering and design phase prior to permitting.

Subject Property

The 70,671-square-foot (1.622-acre) subject property, as measured by the Gremley & Biedermann ALTA/NSPS Land Title Survey, is bound by Fernald Avenue on the west, Dempster Street on the north, and Georgiana Avenue on the east. Including the area in the public right of way, the survey measures a site area of 72,517 square feet (1.664 acres). The subject property is bisected by two alleyways that intersect in a "T" configuration near the midpoint of the site, resulting in the creation of three separate noncontiguous parcels. Based on the submitted Plat of Consolidation consolidating the property's parcels with select existing public alley area and excluding an area to be publicly dedicated as a future alley (3,360 square feet), the subject property measures 73,947 square feet (1.70 acres). This latter subject property area will be used for calculations made in the staff report.

The subject property is split-zoned C-1 General Commercial and R-3 General Residence, as depicted in the property location and zoning map shown below. Properties to the west, across Fernald Avenue, are zoned C-1 and R-3 and improved with a muti-tenant commercial building and townhomes, respectively. Properties to the north, across Dempster Street, are zoned C-1 and R-1 Single-Family Residence and improved with a bank branch building and Morton Grove Park District facilities, respectively. Properties to the east, across Georgiana Avenue, are zoned C-1 and R-2 Single Family Residence and improved with an automotive repair shop and single-family homes, respectively. To the south are abutting properties zoned R-3 General Residence and improved with single-family homes.

Subject Property Location and Zoning

Project Overview

The applicant is proposing to reuse and expand the existing 37,800-square-foot office building currently operated as a bank branch to operate a new municipal facility. The proposed project includes a 13,442-square-foot addition to the existing structure, which, along with the southern portion of the existing building, will primarily accommodate Police Department operations. Village Hall functions will generally occupy the northern portion of the existing building. The first floor is proposed to include the Village Board chambers, Finance Department, and Building and Inspectional Services functions, while the second floor will house Administration, Information Technology, and Community and Economic Development. Employee support spaces are proposed within the basement level, and staff lunchrooms are proposed on the second floor with potential access to an outdoor patio area located above the addition.

Appearance Commission Responsibility

Section 12-16-4:A.2 requires all Special Use Applications to be distributed to the Appearance Commission for review. Comments and suggested changes and conditions from the Commission will be forwarded to the Plan Commission as part of the staff report on the proposed project. The Plan Commission will hold a public hearing on the proposed Special Use Permit on Tuesday, June 16, 2026, and their recommendations will be forwarded to the Village Board for final action.

Per Section 12-16-2:C.2, the Appearance Commission is also charged with reviewing the exterior elevations, sketches, materials, and exhibits as to whether they are appropriate to or compatible with the character of the immediate neighborhood and whether the submitted plans comply with the provisions of the regulations and standards set forth in Chapter 12, "Design Standards." Further, in accordance with Section 12-11-1:A.2, all landscaping and tree preservation plans are also to be reviewed by the Appearance Commission, and an Appearance Certificate and any necessary waivers to Chapter 12-11 are to

be granted by the Commission prior to the issuance of a building permit. The Appearance Commission may also approve waivers to the requirements of Chapter 10-10 for proposed signage, based on the standards established in Section 10-10-3:E.

In accordance with the above requirements, the applicant submitted site, architectural, landscape, illumination, and signage plans for the Appearance Commission's review. These plans are discussed in detail in the following sections.

Site Plan

The applicant submitted an architectural site plan depicting the location and dimensions of the proposed development, including the footprint of the existing building and the proposed 13,442-square-foot addition to the south. A public and employee parking lot is proposed immediately west of the existing building, with a secure Police Department parking area located south of the public parking lot. The existing alleyways that bisect the site will be vacated as part of the Case PC 26-07 application and incorporated into the subject property through a plat of consolidation. A new 18-foot publicly dedicated alleyway will be established to maintain through access between the existing north-south alley and the residences and Jerusalem Lutheran Church located to the south within the same block.

The proposed site plan is designed to accommodate existing features on the property while accommodating the operational needs of the municipal facility. The plan maintains the existing building orientation and preserves the established character of the Dempster Street frontage, with no significant modifications proposed to the front elevation facing the commercial corridor. The proposed addition is located to the south of the existing building in a manner that complements the existing site layout and minimizes visual impacts along Dempster Street. The public parking lot remains prominently located along the Dempster Street frontage and benefits from convenient vehicular access using the signalized intersection at Fernald Avenue.

The site design also reflects consideration for the surrounding residential neighborhood. Public and employee access to the site is concentrated toward the north portion of the property, thereby limiting public activity near the single-family residences to the south. The secure Police Department parking area is situated south within the site and secured from public access areas, helping separate operational functions from neighboring residential properties. Additionally, the proposed alley vacation and reconfiguration maintain necessary public connectivity and access for nearby residences and Jerusalem Lutheran Church while improving the overall functionality and cohesiveness of the site.

Building Design

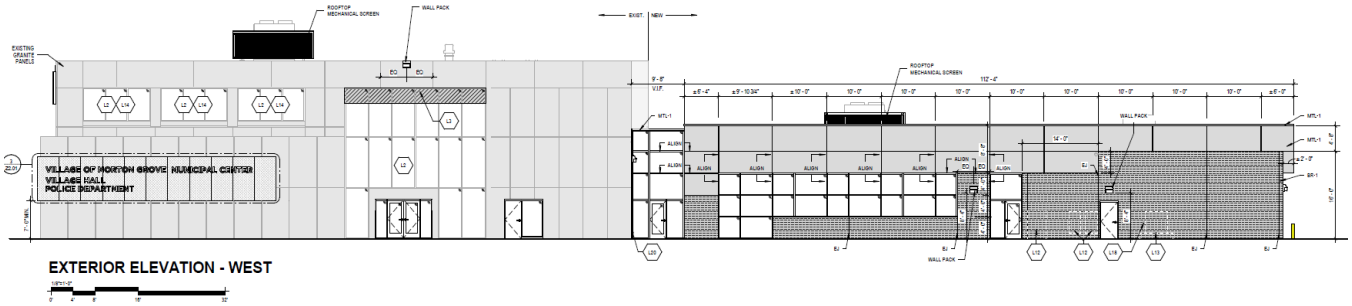
The applicant proposes to reuse the existing building, preserving its current architectural character, and construct a south addition designed to complement the existing structure. The existing building is a contemporary two-story (32.7-foot-tall) commercial office building clad in white and black marbled granite, creating an overall gray appearance, and glass curtain wall systems. The light gray exterior is accented by darker window glazing and framing elements. Large areas of glazing along the Dempster Street elevation provide a prominent and modern appearance along the commercial corridor. Architectural elements include flat rooflines, articulated facade projections, and a primary entrance oriented toward the Fernald Avenue parking lot.

The applicant proposes to wrap the northwest corner of the existing building with a black perforated metal panel, which will serve as a mounting surface for metal channel letter signage along the west elevation, facing the public parking area. The panel is intended to add architectural interest and help break up existing wall space. During evening hours, the perforated panel will be backlit to create a subtle glowing effect, enhancing the building's visual character and providing added interest at different times of day.

The proposed one-story addition will measure 20.7 feet in height and will include the following exterior finishes to complement the existing building:

- **Face Brick in Endicott Manganese Ironspot Smooth:** This is a full bed brick that will be mounted on conventional construction concrete masonry unit (CMU) or steel wall construction.
- **Aluminum Composite Metal Panel in Aluminum**
- **Black Metal Coping**

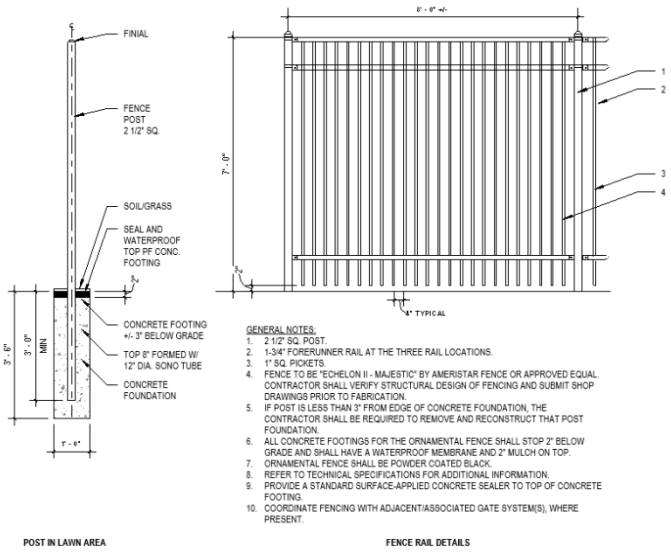
The proposed materials are depicted in a materials palette included with the application. The proposed materials are not intended to replicate the existing granite, which would be difficult to match, but rather to complement the building's existing design by emphasizing the strong contrast produced by the granite and the darker recessed window areas. All new materials were selected by FGMA for their high quality, durability, and compatibility with the existing building design. All rooftop mechanical equipment will be screened from view from abutting public rights of way.



Renderings of Northwest Corner and Southeast Corner, West Elevation

Fencing & Enclosures

The driveway to the immediate south of the proposed addition will provide through access to Police Department vehicles between Georgiana and Fernald Avenues, connecting to the Department's garage doors along the south elevation and the secure parking lot to the west. The Police Department parking and driveway areas will be secured by perimeter fencing of two types: (1) seven-foot-tall (7') black ornamental metal fencing along the north, west, and east fence lines and wrapping to the front building lines of the single-family residences to the immediate south of the subject property, and (2) seven-foot-tall (7') Trex composite privacy fencing in a coordinating color along the south lot lines.



Proposed Ornamental Fence Detail

The eight-foot-tall (8') trash enclosure located at the northwest corner of the secure Police Department parking area will be finished in a matching face brick in Endicott Manganese Ironspot, stone coping, and a privacy gate. The generator to be located to the immediate west of the Police Department addition will be surrounded on three sides by a sixteen-foot-tall (16') wall also finished in a matching brick face in Endicott Manganese Ironspot.

Landscape Plan

The applicant submitted a landscape plan for the proposed development that incorporates existing conditions and proposed plantings. The submitted plan is incomplete as the design of the landscape areas abutting Dempster Street has not been completed due to budget uncertainties. *Staff proposes as a condition of approval that the applicant is required to submit a final landscape plan depicting final proposed plantings and related landscape area improvements for review and approval by the Appearance Commission, and that the applicant shall install such plantings and related improvements prior to issuance of any certificate of occupancy, unless otherwise approved by the Appearance Commission.*

The following table compares the proposed landscape plan as presented with the Village's landscaping requirements, which are established in Chapter 12-11 of the Unified Development Code. The area to be publicly dedicated as an alley has been excluded from the site area for the purpose of calculations.

Landscaping Control	Ordinance Requirement	Proposed	Waivers Requested
General Landscaping Requirements			
Landscaping Required (12-11-2:B.1.C)	8% of total site for properties within TIF districts (0.14 acres)	0.03 acres – 1.8%	***Waiver of 6.2% requested to allow 1.8% of site area landscaped***
Trees in Public Parkways (12-11-2:B.5)	Max. 40 ft. separation, min. 2.5 in. caliper: Fernald (287 ft.): 7 trees Dempster (264 ft.): 7 trees Georgiana (273 ft.): 7 trees	Fernald: 1 tree Dempster: 4 trees Georgiana: 3 trees Total: 8 trees	***Waiver of 13 trees requested***
Parking Lot Landscaping Adjacent to Public Right of Way (12-11-4:B.1.a)	Landscaped yard min. 5 ft. width, 3 ft. height containing year-round opaque screen	Dempster: TBD Fernald (North Lot): ≥ 5 ft. width, 3 ft. height screen Fernald (South Lot): Combination of ornamental fence and 3 ft. height grass in select areas due to obstruction of area with gate mechanism	*Dempster landscape screen excluded from approval* *Fernald North Lot Compliant* ***Waiver requested for select area of Fernald South Lot landscape screen and yard width***
Parking Lot Adjacent to Public Alley (12-11-4-B.1b.2)	Screening min. 5 ft. height	7-ft. privacy fencing along west portion of south lot line	*Compliant*
Parking Lot Landscaping Adjacent to Other Properties (12-11-4:B.2)	Landscaped yard min. 5 ft. width, min. 5 ft. height, min. 1 tree per 40 ft. linear common lot line (Georgiana Ave. single-family residence)	7-ft. privacy fencing and 6-ft. Taylor Juniper landscape screen within 5-ft. landscaped yard	*Compliant*
Parking Lot Islands (12-11-4:B.3.b)	Min. 40 sq. ft.	> 40 sq. ft.	*Compliant*
Parking Lot Internal Landscaping (12-11-4:3.c.1)	Min. 5% landscaped areas	North Lot: 4% South Lot: 0%	***Waiver requested to allow less than 5% internal landscaping***
Screening Requirements			
Screening (12-11-5)	Min. 5 ft. required for trash areas, electrical equipment enclosures	Masonry wall provided for trash and generator enclosures; ornamental fencing and adjacent landscaping provided for transformer	*Compliant*
Tree Preservation Requirements			
Protected Tree Replacement (12-11-7:B)	Municipal properties exempt, typically 1 replacement tree required per protected tree removed	Planned removal of 4 protected on-site trees (1 within site, 3 along future alley)	*Compliant – No waiver requested but Village commits to planting 4 new trees at off-site locations in the surrounding area as space allows*

The submitted landscape plan requires four waivers from the Appearance Commission if the plan is approved as presented:

- **Landscaping Required (12-11-2:B.1.C):** The applicant is proposing approximately 0.03 acres of area to be used for landscaping, or approximately 1.8% of the total site area. For properties in a tax increment financing (TIF) district, the minimum requirement is 8% of the site area. The applicant is requesting a waiver of 6.2% to allow 1.8% of the site area to be landscaped, with the proposed landscaped areas to be focused along the Dempster Street frontage. Staff supports the waiver given the constraints of the property and proposed use as a public facility with new stormwater detention capacity. The site is largely built out with existing development and infrastructure, significantly limiting opportunities to introduce additional functional landscaped areas without adversely impacting the design and operation of the proposed use. Compliance with the full landscaping requirement would substantially reduce the site's functionality and ability to accommodate required parking, access, and improvements. The request reflects a reasonable accommodation of the site's existing conditions while still incorporating landscaping where feasible.
- **Trees in Public Parkways (12-11-2:B.5):** The applicant is proposing a total of eight public parkway trees where a minimum of 21 trees are required by Code, or one tree per 40 linear feet of frontage, requiring a waiver of 13 trees. Staff supports the requested waiver because portions of the parkway are proposed to be used for the municipal facility's

access drives and new on-street parking spaces intended to mitigate parking impacts on the surrounding neighborhood. The installation of additional parkway trees in these areas would conflict with the layout and functionality of the proposed public parking improvements. While the number of required trees cannot be accommodated within the parkway due to space constraints, the Village intends to continue planting trees within the immediate area and surrounding neighborhood, as space permits, to help offset the reduced number of parkway trees along the subject property's frontages.

- **Parking Lot Landscaping Adjacent to Public Right of Way (12-11-4:B.1.a):** The applicant is requesting a waiver from the required landscape screening between the secure Police Department parking area and Fernald Avenue. In the area where the proposed ornamental fence gate will slide open, landscaping cannot be installed without interfering with the gate's operation. Accordingly, no plantings are proposed within this portion of the Fernald Avenue frontage. In areas not impacted by the gate operation, ornamental grasses with a minimum height of three feet are proposed behind the ornamental fencing to provide required screening. The proposed landscaped yard in this area is also narrower than the minimum required width of five feet (5'), measuring just under two feet (2') in width. This reduced width is the result of existing site constraints and the need to maximize secure on-site parking capacity for Police Department operations.
- **Parking Lot Internal Landscaping (12-11-4:3.c.1):** The applicant is requesting a waiver to allow internal landscaped areas within the parking lots to measure less than five percent (5%) of the total parking lot area. In the north lot, which is existing, the landscaped areas measure approximately four percent (4%) of the parking lot area. In the south Police Department lot, no internal landscaping is proposed. Staff supports the requested waiver due to the project's unique operational and site constraints. The south parking area is intended for secure Police Department use and is not publicly accessible or highly visible from surrounding public streets. As such, the aesthetic benefit typically associated with internal parking lot landscaping is limited in this context. Eliminating internal landscaped islands within the secure Police Department lot also improves the functionality, maneuverability, and operational efficiency of the parking area while reducing long-term maintenance obligations. The absence of landscaped islands allows for more flexible parking configurations, improved snow storage and removal operations, and enhanced usability for police vehicles and secured operations. Landscaping is instead concentrated around the perimeter of the site and within visible public-facing areas where it will provide the greatest aesthetic benefit.

Species included in the applicant's proposed plant schedule, along with their designation as native or non-native, are provided in the table below. The majority of plantings proposed for the site consist of species native to Illinois.

Species	Native / Non-Native
Summer Beauty Allium	Cultivar of plant native from Europe and Asia, developed based on plant material collected from a Chicago area garden, excellent resilience and pollinator
Hinsdale Blackchokeberry	Native
Summer Stars Bushhoneysuckle	Native
Magnus Coneflower	Native
Taylor Juniper	Native
Little Spire Russian Sage	Non-native, but thrives in the Midwest
Gro Low Sumac	Native
Blackeyed Susan	Native
The Blues Little Bluestem	Native
Prairie Dropseed	Native
Spreading Yew	Native

Subject Property Trees

A total of 14 trees measuring are proposed to be removed from the subject property. However, only four trees measure 12 or more inches in diameter, meaning they would be classified as a "protected tree" as part of a typical commercial development. While Section 12-11-7:A exempts municipal and other public facilities from the tree replacement and fee-in-lieu requirements of Section 12-11-7, the Village commits to planting four new trees off-site at locations identified by the Village Arborist within the surrounding neighborhood, as space permits, with priority given to areas closest to the subject property.

Public Right of Way Trees

Two (2) trees are proposed to be removed from the Fernald Avenue public parkway to make room for three (3) new on-street parallel parking spaces. One (1) Chicagoland Hackberry tree will be planted to the south of the future public parking spaces, resulting in a net loss of one (1) tree along Fernald. Two (2) trees are also proposed to be removed from the Georgiana Avenue Parkway to make room for new on-street parking spaces, and one (1) new Chicago Hackberry tree will be planted within the existing parkway, resulting in a net loss of one (1) tree along Georgiana. The Village will continue to plant new trees in the parkways abutting the site and in the immediate area surrounding the property as deemed appropriate to offset the net

loss of two (2) public right of way trees, which is necessary to accommodate the public use and need for on-street parking.

Illumination

The applicant submitted a photometric plan showing levels of illumination along all lot lines. Levels along the south lot lines abutting the future public alley along Fernald Avenue do not exceed 0.3 footcandles, and levels along the single-family residential property along Georgiana Avenue do not exceed 0.2 footcandles. Per Section 12-4-3:B.5, parking and loading areas are required to be illuminated to a minimum of one foot-candle at the surface. However, lighting must be designed to remain confined to the site, with illumination reduced to as close to zero as practicable at property boundaries, and with no glare visible from adjacent properties or public rights-of-way. The submitted plan generally reflects compliance with these standards by limiting spillover lighting at the site edges. The developer may be required to further refine or modify the lighting plan, subject to review and approval by the Village Engineer, to achieve illumination levels as close to zero as practicable at the property lines in accordance with Code requirements.

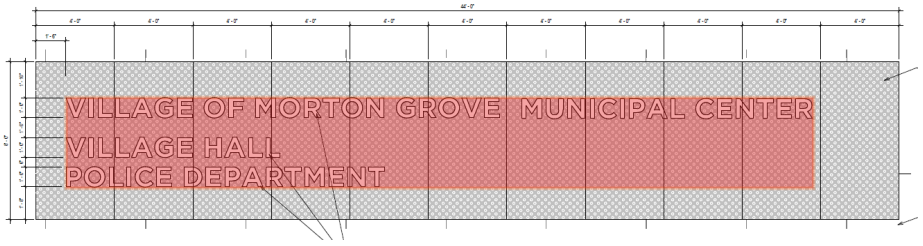
Section 12-12-3 of the Unified Development Code establishes lighting fixture standards. For off-street parking areas, lighting must be directed away from adjacent property, streets, and other public rights-of-way. All lighting units must be of the full cutoff type, meaning luminaires may not emit any light above the source's horizontal plane. The International Dark-Sky Association (IDA) recommends full cutoff fixtures, which minimize glare and light trespass. The fixtures proposed in the submitted lighting plan qualify as full cutoff fixtures and comply with IDA guidelines.

Signage Plan

Existing Fifth Third signage installed at the subject property, including the Dempster Street wall sign and monument sign, will be removed. The applicant is proposing to install two new wall signs at the property to signify its use as the Village's municipal facility: (1) channel wall lettering along the west elevation to be mounted on the perforated metal screen and (2) a wall sign along the Dempster Street elevation depicting the Village of Morton Grove emblem. The following table compares the proposed signage with the Village's wall sign requirements, which are established in Chapter 10-10:

Signage Control	Code Requirement	Proposed Sign	Waiver Requested
Wall Sign Requirements			
Maximum Permitted Primary Sign Face Area (Fernald Avenue) (10-10-7:F.3)	Max. 1.5 sq. ft. per 1 ft. linear frontage, max. 120 sq. ft.	171.0 sq. ft.	***Waiver of 51 sq. ft. requested***
Maximum Permitted Secondary Sign Face Area (Dempster Street) (10-10-7:F.3)	Max. 32 sq. ft.	28.3 sq. ft.	*Compliant*

Measurement of the proposed wall signs were taken in accordance with Section 10-10-6:H, which provides that for channel letter signs, "the area of channel letter signs shall be computed by taking the area enclosed within the smallest geometric figure needed to completely encompass each letter, word, insignia, emblem or symbol of the sign." Based on this methodology, staff calculated a rectangular sign area of 4.5 feet by 38.0 feet, a total area of 171.0 square feet. Although this calculation results in a sign area that exceeds the maximum permitted by Code and therefore requires a waiver, a significant portion of the measured area consists of unused negative space. As a result, the effective visual mass of the signage is considerably smaller than the calculated sign area. Staff finds that the proposed primary wall sign is appropriately scaled to the building elevation and consistent with the intent of the sign regulations, and that the requested waiver is reasonable.



Calculation of Primary Channel Letter Sign Face

Appearance Commission Review

In accordance with Unified Development Code Section 12-12-1:C, all site, landscape and building plans are to be reviewed by the Appearance Commission, and an Appearance Certificate by the Commission granted, prior to the issuance of a building

permit. Further, per Section 12-16-2:C.2, the Appearance Commission is charged with reviewing the exterior elevations, sketches, and materials and other exhibits as to whether they are appropriate to or compatible with the character of the immediate neighborhood and whether the submitted plans comply with the provisions of the regulations and standards set forth in chapter, 12 "Design Standards," of this title.

The Design Standards (Sec. 12-12-1:D) are as follows: *"Criteria and Evaluation Elements: The following factors and characteristics relating to a unit or development and which affect appearance, will govern the appearance review commission's evaluation of a design submission:*

1. *Evaluation Standards:*
    a. *Property Values: Where a substantial likelihood exists that a building will depreciate property values of adjacent properties or throughout the community, construction of that building should be barred.*
    b. *Inappropriateness: A building that is obviously incongruous with its surroundings or unsightly and grotesque can be inappropriate in light of the comprehensive plan goal of preserving the character of the municipality.*
    c. *Similarity/Dissimilarity: A builder should avoid excessively similar or excessively dissimilar adjacent buildings.*
    d. *Safety: A building whose design or color might, because of the building's location, be distracting to vehicular traffic may be deemed a safety hazard.*
2. *Design Criteria:*
    a. *Standards: Appearance standards as set forth in this chapter.*
    b. *Logic Of Design: Generally accepted principles, parameters and criteria of validity in the solution of design problems.*
    c. *Architectural Character: The composite or aggregate of the components of structure, form, materials and functions of a building or group of buildings and other architectural and site composing elements.*
    d. *Attractiveness: The relationship of compositional qualities of commonly accepted design parameters such as scale, mass, volume, texture, color and line, which are pleasing and interesting to the reasonable observer.*
    e. *Compatibility: The characteristics of different uses of activities that permit them to be located near each other in harmony and without conflict. Some elements affecting compatibility include intensity of occupancy as measured by dwelling units per acre; floor area ratio; pedestrian or vehicular traffic generated; parking required; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution, erosion, or radiation.*
    f. *Harmony: A quality which produces an aesthetically pleasing whole as in an arrangement of varied architectural and landscape elements.*
    g. *Material Selection: Material selection as it relates to the evaluation standards and ease and feasibility of future maintenance.*
    h. *Landscaping: All requirements set forth in chapter 11, "Landscaping and Trees", of this title."*

Recommendation

If the Appearance Commission recommends approval of Case AC 26-08, a request for approval of an Appearance Certificate for building plans associated with case PC 26-07, a request for approval of a Special Use Permit for municipal buildings and governmental offices and other facilities in accordance with Sections 12-4-2:C and 12-4-3:D, a Minor Subdivision in accordance with Chapter 12-8, and a Vacation in accordance with Section 12-9-5 for the property commonly known as 6201 Dempster Street in Morton Grove, Illinois, with waivers for accessory structures (Section 12-2-6), fences (Section 12-3-5), landscaping (Chapter 12-11), off-street parking (Chapter 12-7), and signage (Chapter 10-10). staff recommends the following conditions of approval:

1. *Prior to filing any permit application, the applicant shall provide the Village with site plan and building specifications for review and approval. Site plan and building specifications must be deemed consistent with the approved materials and Appearance Commission discussion, as determined by the Director of Community and Economic Development and Appearance Commission Chairperson. If such designs are deemed to be inconsistent with the approved materials or discussion with the Appearance Commission, or are deemed to be of a lower quality than the approved materials, then the applicant will be required to file an application for an amendment to the Appearance Certificate.*

2. *The applicant shall submit a final landscape plan depicting final proposed plantings and related landscape improvements for review and approval by the Appearance Commission. The applicant shall install such plantings and related improvements prior to issuance of a certificate of occupancy, unless otherwise approved by the Appearance Commission.*

3. *[Additional conditions as recommended by the Appearance Commission.]*

SPECIAL USE APPLICATION

Village of Morton Grove
Department of Community Development
6101 Capulina Avenue, Morton Grove, Illinois 60053
commdev@mortongroveil.org | 847-663-3063

Case Number: PC 26-07 Date Application Filed: 5/11/2026

APPLICANT INFORMATION

Applicant Name: Charles L. Meyer, Village Administrator
Applicant Organization: Village of Morton Grove
Applicant Address: 6101 Capulina Avenue
Applicant City / State / Zip Code: Morton Grove, Illinois 60053
Applicant Phone: 847-663-3001
Applicant Email: zheidorn@mortongroveil.org
Applicant Relationship to Property Owner: Village Administrator
Applicant Signature: Charles Meyer

PROPERTY OWNER INFORMATION (IF DIFFERENT FROM APPLICANT)

Owner Name:
Owner Address:
Owner City / State / Zip Code:
Owner Phone:
Owner Email:
Owner Signature:

PROPERTY INFORMATION

Common Address of Property: 6201 Dempster Street, Morton Grove, IL 60053
Property Identification Number (PIN): 10-20-104-040-0000, 10-20-104-041-0000, 10-20-104-003-0000, 10-20-104-004-0000, 10-20-104-005-0000, 10-20-104-006-0000, 10-20-104-007-0000, 10-20-104-021-0000, and 10-20-104-022-0000
Property Square Footage: 72,512 square feet or 1.664 acres
Legal Description (attach as necessary): See attached ALTA / NSPS Land Title Survey
Property Zoning District: C-1 General Commercial & R-3 General Residence

APPLICATION INFORMATION

Requested Special Use: Governmental offices and other facilities (12-4-3:D) and municipal buildings (12-4-2:C)
Purpose of Special Use (attach as necessary): Seeking a Special Use Permit to authorize the reuse and expansion of an existing bank building for use as a new Village Hall and Police Department facility for the Village of Morton Grove

RESPONSES TO STANDARDS FOR SPECIAL USE

Provide responses to the seven (7) Standards for Special Use as listed in Section 12-16-4-C-5 of the Village of Morton Grove Unified Development Code. The applicant must present this information for the official record of the Planning Commission. The Special Use Standards are as follows:

a. The establishment, maintenance, or operation of the Special Use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare.

The establishment, maintenance, and operation of the proposed Special Use for the reuse and expansion of the existing bank building as a new Village Hall and Police Department will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare. The project will modernize and improve municipal operations, provide upgraded facilities for police services and Village department, and enhance the Village's ability to efficiently serve residents in a safe, accessible, and secure environment.

b. The Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.

The proposed Special Use will not be injurious to the use and enjoyment of surrounding properties or substantially diminish property values within the neighborhood. The subject property has historically operated as a commercial and office use and will continue to function in a similar capacity with municipal operations. The project is expected to improve the appearance and functionality of the property through building renovations, site improvements, landscaping, and upgraded infrastructure, thereby contributing positively to the surrounding area.

c. The establishment of the Special Use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

The establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding properties for permitted uses within the district. The proposed municipal use is compatible with surrounding commercial, institutional, and mixed-use development patterns along the Dempster Street corridor and represents a long-term investment in the community that supports continued reinvestment in the area.

d. Adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided.

Adequate utilities, access roads, drainage, and necessary public facilities have been or are being provided. The utilities serving the development within the consolidated property will be coordinated with existing and planned facilities, creating and connecting to a uniform system of utilities. The proposed reuse of the existing bank building as the new Village Hall and Police Department will utilize and integrate with existing public utility infrastructure, and any necessary upgrades or modifications will be completed in coordination with applicable utility providers and Village engineering standards.

e. Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

Adequate measures have been or will be taken to provide ingress and egress designed to minimize traffic congestion on public streets. The subject property is located along Dempster Street, a major arterial roadway designed to accommodate significant traffic volumes. The site benefits from existing access drives, signalized intersections, and established circulation patterns. The proposed municipal use is not anticipated to generate excessive traffic volumes and will include on-site parking and circulation improvements to safely accommodate employees, residents, and police operations.

f. The proposed Special Use is not contrary to the objectives of the current Comprehensive Plan for the Village of Morton Grove.

The proposed Special Use is consistent with the objectives of the Comprehensive Plan for the Village of Morton Grove. The project represents reinvestment into an existing developed property, promotes efficient use of land and infrastructure, enhances municipal facilities, and supports the continued provision of high-quality municipal services within a centrally located and accessible area of the community.

g. The Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Commission.

The proposed Special Use will conform to the applicable regulations of the C-1 District, except as may otherwise be modified through the Special Use approval process. The proposed redevelopment will be subject to review by the Plan Commission and Appearance Commission to ensure compliance with applicable zoning, design, landscaping, parking, stormwater, and operational standards established by the Village Code.

SUBDIVISION APPLICATION

Village of Morton Grove
Department of Community Development
6101 Capulina Avenue Morton Grove, Illinois 60053
(847)470-5231 (p) (847)965-4162 (f)

CASE NUMBER: PC 26-07 DATE APPLICATION FILED: 5/11/2026

APPLICANT INFORMATION

Applicant Name: Charles L. Meyer, Village Administrator

Applicant Organization: Village of Morton Grove

Applicant Address: 6101 Capulina Avenue

Applicant City / State / Zip Code: Morton Grove, IL 60053

Applicant Phone: Work: (847) 663-3001 Home: (____) _____

Mobil / Other: (____) _____

Applicant Fax: Work :(____) _____ Home :(____) _____

Applicant Email: cmeyer@mortongroveil.org

Applicant Relationship to Property Owner: Village Administrator

Applicant Signature: Charles Meyer

PROPERTY OWNER INFORMATION (IF DIFFERENT FROM APPLICANT)

Owner Name: _____

Owner Address: _____

Owner City / State / Zip Code: _____

Owner Phone: Work: (____) _____ Home: (____) _____

Mobil / Other: (____) _____

Owner Fax: Work :(____) _____ Home :(____) _____

Owner Email: _____

Owner Signature: _____

PROPERTY INFORMATION

Common Address of Property: 6201 Dempster Street, Morton Grove, IL 60053

Property Identification Number (PIN): 10-20-104-040-0000, 10-20-104-041-0000, 10-20-104-003-0000, 10-20-104-004-0000, 10-20-104-005-0000, 10-20-104-006-0000, 10-20-104-007-0000 , 10-20-104-021-0000, and 10-20-104-022-0000 (see legal description enclosed)

Provide responses to the Subdivision standards as listed in Section 12-16-4.D.3 of the Unified Development Code. The Subdivision standards are as follows:

a. Orderly Development: The proposed subdivision will encourage orderly and harmonious development within the Village.

The Village of Morton Grove is seeking approval of a plat of consolidation to consolidate lots at 6201 Dempster Street with portions of a public alley to be vacated to the Village and is seeking to dedicate a portion of the property at 6201 Dempster Street as a public alley, all to support the reuse of property at 6201 Dempster Street as a new Village Hall and Police Department, which is part of orderly and harmonious development in the Village.

b. Coordination of Streets: The streets within the proposed subdivision will coordinate with other existing and planned streets.

The proposed development and consolidation will coordinate with existing streets and existing and planned alleyways, including Fernald Avenue, Dempster Street, Georgiana Avenue, and connecting alleyways.

c. Coordination of Utilities: The utilities within the proposed subdivision will coordinate with other existing and planned utilities, and create a uniform system of utilities within the Village.

The utilities serving the development within the consolidated property will be coordinated with existing and planned facilities, creating and connecting to a uniform system of utilities. The proposed reuse of the bank building will utilize and integrate with existing public utility infrastructure, and any necessary upgrades or modifications will be completed in coordination with applicable utility providers and Village engineering standards.

d. Consistency with Comprehensive Plan: The proposed subdivision will be evaluated based on its consistency with the overall land use policies of the Village as may be expressed in the Village's comprehensive plan.

The proposed consolidation to support the reuse of the property as a municipal facility is in keeping with the 1999 Comprehensive Plan for the Village of Morton Grove.

VACATION APPLICATION

Village of Morton Grove
Department of Community & Economic Development
6101 Capulina Avenue Morton Grove, Illinois 60053
847-663-3063 commdev@mortongroveil.org

CASE NUMBER: PC 26-07 DATE APPLICATION FILED: 5/11/2026

APPLICANT INFORMATION

Applicant Name: Charles L. Meyer, Village Administrator
Applicant Organization: Village of Morton Grove
Applicant Address: 6101 Capulina Avenue
Applicant City / State / Zip Code: Morton Grove, Illinois 60053
Applicant Phone: Work: 847-663-3001 Cell: _____
Applicant Email: cmeyer@mortongroveil.org
Applicant Relationship to Property: Village Administrator
Applicant Signature: Charles Meyer

PROPERTY OWNER INFORMATION (IF DIFFERENT FROM APPLICANT)

Owner Name: _____
Owner Address: _____
Owner City / State / Zip Code: _____
Owner Phone: Work: _____ Cell: _____
Owner Email: _____
Owner Signature: _____

PROPERTY INFORMATION

Common Address of Property: 6201 Dempster Street, Morton Grove, IL 60053
Property Identification Number (PIN): 10-20-104-040-0000, 10-20-104-041-0000, 10-20-104-003-0000, 10-20-104-004-0000, 10-20-104-005-0000, 10-20-104-006-0000, 10-20-104-007-0000 , 10-20-104-021-0000, and 10-20-104-022-0000
Legal Description (Attach additional sheets as necessary): See attached

THIS INSTRUMENT WAS PREPARED BY:

Teresa Hoffman Liston, Esq.
Corporation Counsel
Village of Morton Grove
6101 Capulina Ave
Morton Grove, IL 60053

AFTER RECORDING RETURN TO:

Teresa Hoffman Liston, Esq.
Corporation Counsel
Village of Morton Grove
6101 Capulina Ave
Morton Grove, IL 60053

SEND SUBSEQUENT TAX BILLS TO:

Village of Morton Grove
Attn: Finance Director
6101 Capulina Avenue
Morton Grove, Illinois 60053

SPECIAL WARRANTY DEED
(6201 Dempster)

THIS SPECIAL WARRANTY DEED is made and executed as of the 20th day of December, 2024, by **FIFTH THIRD BANK, NATIONAL ASSOCIATION,** a federally chartered institution (formerly known as MB Financial Bank, N.A.), whose address is 38 Fountain Square Plaza, MD10903K, Cincinnati, Ohio 45263 ("**Grantor**"), to and in favor of **VILLAGE OF MORTON GROVE,** an Illinois municipal corporation, whose address is 6101 Capulina Avenue, Morton Grove, Illinois 60053, Attn: Charles L. Meyer, Village Administrator ("**Grantee**").

WITNESSETH, that Grantor, for and in consideration of the sum of Ten and No/100 Dollars ($10.00) and other good and valuable consideration in hand paid by Grantee, the receipt and sufficiency of which is hereby acknowledged, by these presents does REMISE, RELEASE, ALIEN, GRANT, BARGAIN, SELL AND CONVEY unto Grantee, and to its successors and assigns, FOREVER, all of the following described real estate and the improvements located on and appurtenances attached thereto, situated in the County of Cook and State of Illinois and legally described on **Exhibit A** attached hereto and by this reference made a part hereof (collectively, the "**Property**") and the reversion and reversions, remainder and remainders, rents, issues and profits thereof, and all the estate, right, title, interest, claim or demand whatsoever, of Grantor, either in law or equity, of, in and to the Property, with all and singular the hereditaments and appurtenances subject to the Permitted Exceptions listed in **Exhibit B** attached hereto and subject to the Deed Restrictions listed in **Exhibit C** attached hereto;

TO HAVE AND TO HOLD the Property, with the appurtenances, unto Grantee, its successors and assigns forever.

And Grantor, for itself, and its successors, does covenant, promise and agree, to and with Grantee and its successors and assigns, that it has not done or suffered to be done, anything whereby the Property hereby granted is, or may be, in any manner encumbered or charged, except as herein recited; and that it WILL WARRANT AND DEFEND the Property against all persons lawfully claiming, or to claim the same, by, through or under it, subject only to (i) the matters set forth on **Exhibit B**, and (ii) the Deed Restrictions listed on **Exhibit C**, attached hereto and by this reference made a part hereof.

Address of Property: 6201 Dempster St. Morton Grove IL, 60053

PINs: 10-20-104-040-0000, 10-20-104-041-0000, 10-20-104-003-0000, 10-20-104-004-0000, 10-20-104-005-0000, 10-20-104-006-0000, 10-20-104-007-0000 , 10-20-104-021-0000, and 10-20-104-022-0000

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, said Grantor has executed and sealed this Special Warranty Deed as of the day and year first above written.

GRANTOR:

FIFTH THIRD BANK, NATIONAL ASSOCIATION,
a federally chartered institution

By: _____
Name: Thomas A. Ross
Title: VP-Director of Corporate Real Estate
12/20/2024
And By: _____
Name: _____
Title: Thomas J. Neltner
12/20/2024 SVP - Director EWS & Chief Security Officer

STATE OF OHIO)
) SS.
COUNTY OF HAMILTON)

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY that Thomas Ross, the VP of Fifth Third Bank, National Association, a federally chartered institution, and Thomas Neltner, the SVP of said institution, who are personally known to me to be the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that they signed and delivered the said instrument as their own free and voluntary act and as the free and voluntary act of said institution for the uses and purposes therein set forth.

GIVEN under my hand and notarial seal this 20th day of December, 2024.

_____
Notary Public

(SEAL)

MOLLIE SHIRK - NOTARY PUBLIC
STATE OF OHIO
COMM EXP: AUG 12, 2028

EXEMPT-PURSUANT TO SECTION 1-11-5
VILLAGE OF MORTON GROVE REAL ESTATE TRANSFER STAMP
EXEMPTION NO. 12030 DATE 12/18/24
ADDRESS 6201 Dempster St
(VOID IF DIFFERENT FROM DEED)
BY _____

State of Illinois
DEPARTMENT OF REVENUE
STATEMENT OF EXEMPTION
UNDER REAL ESTATE
TRANSFER TAX ACT

This deed represents a transaction exempt under provisions of Paragraph b, of the Real Estate Transfer Tax Act, 35 ILCS 200/31-45.

Dated this 20 day of December, 2024

Grantor or Agent

EXHIBIT A

LEGAL DESCRIPTION

PARCEL 1:
LOTS 1, 2, 3, 4, 5, 16 AND 17 IN BLOCK 6 IN THE SUBDIVISION OF LOTS 4, 5, AND 6 IN HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16 FEET OF LOT 44 IN COUNTY CLERK'S DIVISION OF SECTION 20 AND THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, (LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY), IN COOK COUNTY, ILLINOIS.

PARCEL 2:
LOT 1 IN THE RESUBDIVISION OF LOTS 6 TO 9 IN BLOCK 6 IN THE SUBDIVISION OF LOTS 4, 5 AND 6 IN HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16 FEET OF LOT 44 IN COUNTY CLERK'S DIVISION OF SECTION 20 AND THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, (LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY), IN COOK COUNTY, ILLINOIS.

EXHIBIT B

PERMITTED EXCEPTIONS

1. Non-delinquent real property taxes and assessments.

2. All easements, covenants, conditions, restrictions and other agreements of record.

3. All matters which would be disclosed by a recent and accurate survey of the Property.

4. Public streets and legal highways.

5. Municipal, zoning and subdivision laws and ordinances.

EXHIBIT C

DEED RESTRICTIONS

Grantee covenants, agrees and acknowledges, by its acceptance and recordation of the Special Warranty Deed to which these Deed Restrictions are attached (the "**Deed**"), that it hereby takes title to the Property (as defined in the Deed) subject to the following provisions (collectively, the "**Deed Restrictions**"), which provisions shall be binding upon Grantee and its successors and assigns, including, without limitation, any successive owners, tenants and other occupants of the Property:

A. **RESTRICTION AGAINST BANKING SERVICES USE**: Grantee, its successors and assigns shall not, and shall not permit any third party or other entity to, operate on, construct on, or use the Property or any portion thereof, for or by any Banking Services Provider (as defined herein) or for any Banking Services (as defined herein), for a period of ten (10) years after the date hereof. As used herein, "***Banking Services Provider***" will mean any financial institutions, banks, savings and loans institutions, trust companies, ATMs, automated teller machines or other free standing cash dispensing or financial transaction machines, stock brokerages, mortgage companies, brokerages, credit unions, or any type of financial services entity or any entity offering any Banking Services. As used herein, "***Banking Services***" will mean the provision of checking, savings, check cashing, credit card, commercial loan, consumer loan, residential loan, international letters of credit, trust, automatic teller, securities brokerage and other financial services provided by commercial banking and savings and loan institutions to commercial and consumer customers. The foregoing restriction against Banking Services Provider and Banking Services shall also prohibit Grantee, its successors and assigns and any third party or other entity from placing signage (including but not limited to "Coming Soon" signs) on the Property or any portion thereof, or otherwise advertising (whether by physical or digital advertisement), the Property or any portion thereof, for or by any Banking Services Provider or for any Banking Services. Notwithstanding anything contained herein to the contrary, no restriction on use contained herein shall preclude or restrict any use by Fifth Third Bank of the Property or any portion thereof. In the event of a breach, or attempted or threatened breach of such use restriction, Grantor or its successors or assigns shall be entitled to full and adequate relief by injunction and all other available legal and equitable remedies from the consequences of such breach.

B. **RESTRICTION AGAINST MARIJUANA USES**: Grantee, its successors and assigns, any third party or other entity shall not use, and shall not knowingly allow or permit the operation on or use of, the Property or any portion thereof for any Marijuana Uses (as defined herein) for a period of two years after the date hereof. For the purposes of the foregoing restriction, "***Marijuana Uses***" will mean any marijuana-related activities, including but not limited to the possession, sale, cultivation, manufacturing, dispensing or distribution of marijuana for medical or recreational purposes, and/or the sale, manufacturing, dispensing or distribution of paraphernalia for use with marijuana or illicit drugs. Notwithstanding anything to the contrary herein, the preceding restriction against Marijuana Uses as to Grantee only shall run with the land without expiration unless otherwise agreed in writing by the Grantor. The foregoing restriction shall not prohibit Grantee from conducting normal government or police department operations, including without limitation the taking of custody or storage of evidence. In the event of a breach, or attempted or threatened breach of such use restriction by Grantee or its successors or assigns or future owners of the Property, Grantor or its successors or assigns, shall be entitled to full and adequate relief by injunction and all other available legal and equitable remedies from the consequences of such breach.

C. **RESTRICTION AGAINST NOXIOUS USES**: Grantee, its successors and assigns, any third party or other entity shall not use, and shall not knowingly permit the operation on, or use of the Property or any portion thereof for any Noxious Use (as defined herein) for a period of time equal to the greater of: (i) fifty (50) years from the date of recording of this Deed and (ii) the permanent termination of the use of the property commonly known as 6210 Dempster Street,

Morton Grove, Illinois for Banking Sources (the word "permanent" as used herein, shall not include closures of a temporary nature, including but not limited to remodeling and/or repair of damage from casualty). As used herein "Noxious Use" shall mean any of the following:

1. Night club, cocktail lounge, bar or any other establishment that sells alcoholic beverages for on-premises consumption (however, this shall not prohibit any such business operated in connection with a restaurant provided the revenue derived from the sale of alcoholic beverages does not exceed 50% of the gross revenues of such business);
2. Pool hall or billiard parlor;
3. Massage parlor;
4. Establishment providing nude or topless entertainment or waitstaff, or any establishment selling or exhibiting pornographic materials (including, without limitation, adult books, or videos). Materials shall be considered "adult" or "pornographic" under this paragraph if the same are not available for sale or rental to children under 18 years old because they explicitly deal with or depict sexuality;
5. Mortuary or funeral home;
6. Firearms sales;
7. Liquor stores;
8. Gambling, bingo, or similar games of chance;
9. Any mobile home park, trailer court, labor camp, junkyard, or stockyard;
10. Any dumping, disposing, incineration, or reduction of garbage; and
11. Any other use which constitutes an unlawful public or private nuisance, or which causes unreasonably loud noises or noxious or offensive smoke or odors.

In the event of a breach, or attempted or threatened breach of such use restrictions by Grantee or its successors or assigns or future owners of the Property, Grantor or its successors or assigns, shall be entitled to full and adequate relief by injection and all other available legal and equitable remedies from the consequences of such breach.

GREMLEY & BIEDERMANN

A DIVISION OF

PLCS Corporation

LICENSE NO. 184-005332

PROFESSIONAL LAND SURVEYORS

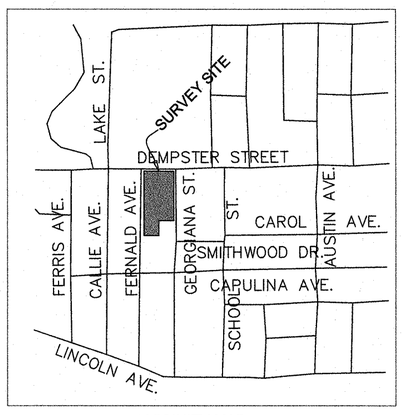
4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630
TELEPHONE: (773) 685-5102 EMAIL: INFO@PLCS-SURVEY.COM

ALTA / NSPS Land Title Survey

PARCEL 1:
LOTS 1, 2, 3, 4, 5, 16 AND 17 IN BLOCK 6 IN THE SUBDIVISION OF LOTS 4, 5, AND 6 IN HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16 FEET OF LOT 44 IN COUNTY CLERK'S DIVISION OF SECTION 20 AND THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, (LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY), IN COOK COUNTY, ILLINOIS.

PARCEL 2:
LOT 1 IN THE RESUBDIVISION OF LOTS 6 TO 9 IN BLOCK 6 IN THE SUBDIVISION OF LOTS 4, 5 AND 6 IN HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16 FEET OF LOT 44 IN COUNTY CLERK'S DIVISION OF SECTION 20 AND THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, (LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY), IN COOK COUNTY, ILLINOIS.

NET PROPERTY AREA: 70,671 SQUARE FEET OR 1.622 ACRES MORE OR LESS.
AREA IN PUBLIC RIGHT OF WAY: 1,846 SQUARE FEET OR 0.042 ACRES MORE OR LESS.
GROSS AREA: 72,517 SQUARE FEET OR 1.664 ACRES MORE OR LESS.



VICINITY MAP
(NOT TO SCALE)

LEGEND

- Storm MH
- Storm CB
- Storm Inlet
- San MH
- Water MH
- Water Buffalo Box
- Water Fire Hydrant
- Telephone MH
- Utility Pole
- Guy Anchor
- Electric Vault
- Electric Light Pole
- Electric Traffic Signal
- Gas Meter
- Sign Post
- Bumper Post
- Unclassified Manhole
- Iron Pipe
- Cut Cross
- Cut Notch
- Bike Rack

GRAPHIC SCALE

20 0 10 20

(IN FEET)
1" = 20'

REVIEWED WITH TITLE AND REVISED JUNE 19, 2023
PER ORDER #2023-31253 [RL]

ORDERED BY: VILLAGE OF MORTON GROVE	CHECKED: LB	DRAWN: RL
ADDRESS: 6201 WEST DEMPSTER STREET		

GREMLEY & BIEDERMANN
A DIVISION OF
PLCS, CORPORATION
LICENSE NO. 184-005332
PROFESSIONAL LAND SURVEYORS
4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630
TELEPHONE: (773) 685-5102 EMAIL: INFO@PLCS-SURVEY.COM

ORDER NO.	DATE:	PAGE NO.
2023-31146-001	APRIL 28, 2023	1 OF 1
	SCALE: 1 INCH = 20 FEET	

G:\CAD\2023\2023-31146\2023-31146-001.dwg

SURVEY NOTES:

SURVEYOR'S LICENSE EXPIRES November 30, 2024

Note (R&M) denotes Record and Measured distances respectively.

Distances are marked in feet and decimal parts thereof. Compare all points BEFORE building by same and at once report any differences BEFORE damage is done.

For easements, building lines and other restrictions not shown on survey plat refer to your abstract, deed, contract, title policy and local building line regulations.

NO dimensions shall be assumed by scale measurement upon this plat.

Unless otherwise noted hereon the Bearing Basis, Elevation Datum and Coordinate Datum if used is ASSUMED.

COPYRIGHT GREMLEY & BIEDERMANN, INC. 2023 "All Rights Reserved"

SURVEY NOTE:

THIS SURVEY WAS PREPARED BASED ON CHICAGO TITLE INSURANCE COMPANY TITLE COMMITMENT NO. FCHI2300035LI
COMMITMENT DATE: JANUARY 23, 2023 AS TO MATTERS OF RECORD.

ITEMS LISTED IN SCHEDULE "B"

C 8. RIGHTS OF THE PUBLIC, AND OF THE VILLAGE OF MORTON GROVE IN AND TO THAT PART OF LAND LYING SOUTH OF A LINE 40 FEET NORTH OF AND PARALLEL WITH THE CENTER LINE OF DEMPSTER STREET CONDEMNED FOR STREET ON A PETITION OF THE VILLAGE OF MORTON GROVE FILED MARCH 1, 1956 IN THE CIRCUIT COURT OF COOK COUNTY ILLINOIS AS CASE 56C01144. [PLOTTED]

ALL REMAINING ITEMS ARE NOT A MATTER OF SURVEY.

PROPERTY APPEARS IN "OTHER AREAS" ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, PER FLOOD INSURANCE RATE MAP COOK COUNTY, ILLINOIS, MAP NO. 17031C0241J,
EFFECTIVE DATE AUGUST 19, 2008.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7(A), 7(B)(1), 7(C), 8, 9, 14, AND 19 OF TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON APRIL 28, 2023.

DATE OF PLAT JUNE 20, 2023.

BY: Robert G. Biedermann

ROBERT G. BIEDERMANN
PROFESSIONAL ILLINOIS LAND SURVEYOR NO. 2802

ROBERT G. BIEDERMANN 2802 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS CHICAGO, ILLINOIS

VILLAGE OF MORTON GROVE
PLAT OF CONSOLIDATION

IN PART OF THE SECTION 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

ILLINOIS DEPARTMENT OF TRANSPORTATION CERTIFICATE

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

_____
ANTHONY J. QUIGLEY, P.E.
REGION ONE ENGINEER

VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

IN ACCORDANCE WITH (RESOLUTION/ORDINANCE) NO, _____
THIS PLAT WAS HEREBY ACCEPTED AND APPROVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF MORTON GROVE, ILLINOIS, AT A MEETING HELD ON _____ DAY OF _____ A.D., 20_____

BY:_____
VILLAGE PRESIDENT

ATTEST:_____
VILLAGE CLERK

SURFACE WATER DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DuPAGE)SS

WE HEREBY CERTIFY TO THE BEST OF OUR KNOWLEDGE AND BELIEF THAT ADEQUATE PROVISIONS HAVE BEEN MADE FOR THE DIVERSION AND DETENTION OF SURFACE WATERS INTO PUBLIC AREAS OR DRAINS WITHIN THE RIGHTS OF THE SUBDIVIDER AND THAT SUCH SURFACE WATER WILL NOT BE DEPOSITED ON ADJACENT LAND OWNERS PROPERTY IN SUCH CONCENTRATION THAT MAY CAUSE DAMAGE BY EROSION OR SEDIMENTATION TO SUCH PROPERTY BECAUSE OF CONSTRUCTION OF THE SUBDIVISION.

BY:_____ DATED:_____
OWNER

BY:_____ DATED:_____
ILLINOIS PROFESSIONAL ENGINEER

OWNER AND NOTARY CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DU PAGE) SS

THIS IS TO CERTIFY THAT _____
_____ AS OWNER OF THE PROPERTY DESCRIBED IN THE ANNEXED PLAT, HAS CAUSED THE SAME TO BE PLATTED AS INDICATED HEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

WE FURTHER CERTIFY THAT THE PROPERTY HEREIN CONSOLIDATED LIES WITHIN SCHOOL DISTRICTS:

_____
_____

DATED AT _____, ILLINOIS, THIS _____ DAY OF _____ A.D., 20_____.

BY:_____

TITLE:_____

ATTEST:_____

TITLE:_____

STATE OF ILLINOIS)
COUNTY OF) SS

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ AND _____, OF _____, PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH _____ AND _____, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION, FOR THE USES AND PURPOSES THEREIN SET FORTH AND THE SECRETARY DID ALSO THEN AND THERE ACKNOWLEDGE THAT HE, AS CUSTODIAN OF THE CORPORATE SEAL OF SAID CORPORATION, DID AFFIX SAID CORPORATE SEAL TO SAID INSTRUMENT AS HIS OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL AT _____, ILLINOIS,

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

BY:_____
NOTARY PUBLIC

_____
MY COMMISSION EXPIRES

GENERAL NOTES

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT WHICH WOULD INCLUDE AN INSURED LEGAL DESCRIPTION, DISCLOSE EASEMENTS, ROADWAY DEDICATIONS AND RESTRICTIONS.

NO SEARCH OF RECORDS FOR EASEMENTS OR ENCUMBRANCES WAS DONE BY THE SURVEYOR.

FOR BUILDING LINES, EASEMENTS AND OTHER RESTRICTIONS, REFER TO THE OWNER'S DEED, TITLE POLICY AND LOCAL ZONING ORDNANCES.

BUILDING TIES ARE TO THE STONE FACADE

FIELDWORK COMPLETED 9-26-2025.

VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF MORTON GROVE ON THIS DAY OF _____ A.D., 20_____

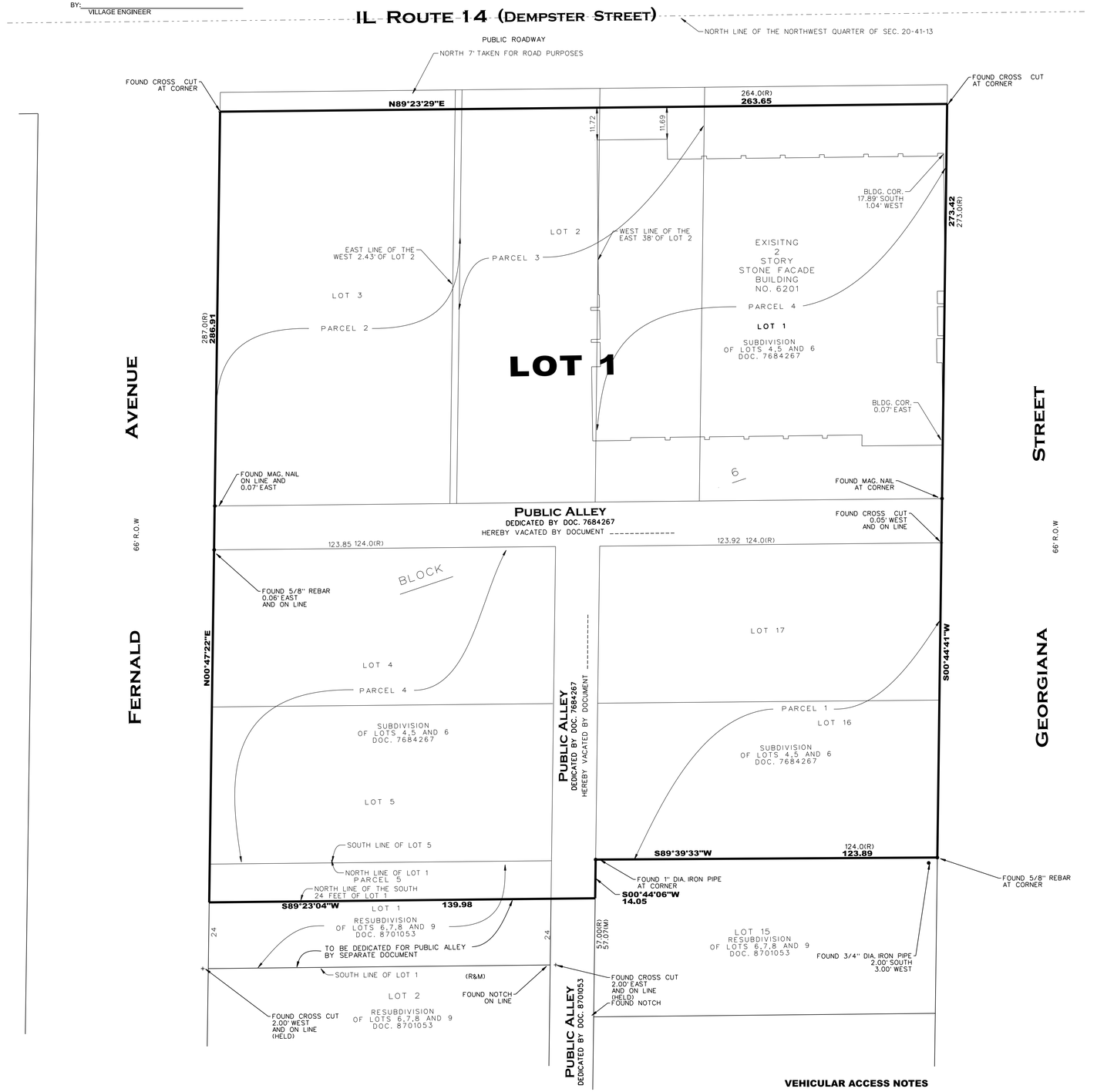
BY:_____
VILLAGE ENGINEER

AREA TO BE CONSOLIDATED

73,947 SQUARE FEET OR 1.70 ACRES

P.I.N.

10-20-104-003
10-20-104-004
10-20-104-005
10-20-104-006
10-20-104-007 PART OF OFF
10-20-104-021
10-20-104-022
10-20-104-040



VEHICULAR ACCESS NOTES

1. THERE SHALL BE NO DIRECT VEHICULAR ACCESS POINT(S) TO IL ROUTE 14(DEMPSTER AVENUE).

SURVEYOR CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DuPAGE)SS

THIS IS TO CERTIFY THAT WEBSTER, McGRATH AND AHLBERG, LTD., HAVE SURVEYED AND CONSOLIDATED THE FOLLOWING PROPERTY:
PARCEL 1:

LOTS 16 AND 17 IN THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND43 TOGETHER WITH THE NORTH 16,00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, AND THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY) ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922 AS DOCUMENT NUMBER 7684267, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

LOT 3 AND THE WEST 2,43 FEET OF LOT 2 (EXCEPT THE NORTH 7,00 FEET THEREOF) IN THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16,00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, AND THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST, PAUL RAILWAY) ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922 AS DOCUMENT NUMBER 7684267, IN COOK COUNTY, ILLINOIS.

PARCEL 3:

LOT 2 (EXCEPT THE EAST 38 FEET AND THE WEST 2,43 FEET THEREOF AND EXCEPT THE NORTH 7,00 FEET THEREOF) IN THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16,00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, AND THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST, PAUL RAILWAY) ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922AS DOCUMENT NUMBER 7684267, IN COOK COUNTY, ILLINOIS.

PARCEL 4:

THE EAST 38 FEET OF LOT 2 AND LOT 1 (EXCEPT THE NORTH 7,00 FEET THEREOF) AND LOTS 4 AND 5 IN THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16,00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, AND THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST, PAUL RAILWAY) ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922 AS DOCUMENT NUMBER 7684267, IN COOK COUNTY, ILLINOIS.

PARCEL 5:

LOT 1, EXCEPT THE SOUTH 24 FEET OF LOT 1, IN RESUBDIVISION OF LOTS 6, 7, 8 AND 9 OF A PART OF A RESUBDIVISION OF BLOCK 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 OF COUNTY CLERK'S DIVISION OF SECTION 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 10, 1924 AS DOCUMENT NUMBER 8701053, IN COOK COUNTY, ILLINOIS.

ALSO:

ALL OF THE EAST-WEST ALLEY LYING SOUTH OF AND ADJACENT TO LOTS 1,2 AND 3 IN BLOCK 6 OF THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16,00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, AND THE NORTHEAST QUARTER OFSECTION 19, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST, PAUL RAILWAY ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922 AS DOCUMENT NUMBER 7684267, IN COOK COUNTY, ILLINOIS

TOGETHER WITH:

THAT PART OF THE NORTH-SOUTH ALLEY LYING EAST OF AND ADJACENT TO LOTS 4 AND 5 IN BLOCK 6 OF THE SUBDIVISON OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16,00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, AND THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST, PAUL RAILWAY ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922 AS DOCUMENT NUMBER 7684267. AND THAT PART OF THE NORTH-SOUTH ALLEY LYING EAST OF AND ADJACENT TO LOT 1, EXCEPT THE SOUTH 24 FEET THEREOF, IN THE RESUBDIVISION OF LOTS 6, 7, 8 AND 9 OF A PART OF A RESUBDIVISION OF BLOCK 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 OF COUNTY CLERK'S DIVISION OF SECTION 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 10, 1924 AS DOCUMENT NUMBER 8701053 IN COOK COUNTY, ILLINOIS, IN COOK COUNTY, ILLINOIS.

WE FURTHER CERTIFY THAT THE PROPERTY SHOWN ON THE PLAT HEREON DRAWN IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF MORTON GROVE WHICH HAS AUTHORIZED A COMPREHENSIVE PLAN AND WHICH IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS HERETOFORE AND HEREAFTER AMENDED.

WE FURTHER CERTIFY THAT THIS PROPERTY IS WITHIN ZONE "UNSHADED" X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS DESIGNATED BY THE FLOOD INSURANCE RATE MAP (F.I.R.M.) FOR VILLAGE OF MORTON GROVE, ILLINOIS, MAP NUMBER 17043C0241 J, WITH AN EFFECTIVE DATE OF AUGUST 8, 2008.

ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.

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

GIVEN UNDER MY HAND AND CORPORATE SEAL AT WHEATON, ILLINOIS, THIS _____

DAY OF _____, A.D., 20_____.

WEBSTER, McGRATH AND AHLBERG, LTD.

BY:_____

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3561
LICENSE EXPIRATION DATE: NOVEMBER 30, 2026
2100 MANCHESTER ROAD, SUITE 203
WHEATON, ILLINOIS 60187
PHONE: (630) 668-7603
JOELV@WMALTD.COM

LINE LEGEND

- = BOUNDARY LINE
- = LOT LINE
- = SETBACK LINE
- = EASEMENT LINE

Rev	Date	Description	By

PLAT OF CONSOLIDATION

LOCATION: 6201 DEMPSTER ST. MORTON GROVE, ILLINOIS

PREPARED FOR: FGMA, 1 WESTBROOK CORPORATE CENTER SUITE 1000 WESTCHESTER, ILLINOIS 60154 PHONE: 630.574.8300

WEBSTER, McGRATH & AHLBERG LTD.
WMA
LAND SURVEYING - CIVIL ENGINEERING - LANDSCAPE ARCHITECTURE
Over a Century of Service to our Clients
2100 Manchester Road, Suite 203 Wheaton, Illinois 60187
ph: (630)668-7603 web: www.wmaltd.com
Design Firm License No. 184-003101

JOB #:	DATE:	SCALE:
45149	4-28-2026	1"=20'
SURV: JCV	DRAWN: JCV	DESIGN: XXX
FILE #: COOK CO, 20-41-13		SHEET #: 1 of 1

$FILEL$ $DATE$ $TIME$

C:\Users\JoelV\wmasurvey\WMALTD - Documents\ACTIVE-PROJECTS\45149-xxxxxx-Cook\SURV-XX\45149 Plat of Consolidation.dgn, Model: Sheet, Date: 5/6/2026

MORTON GROVE

Incredibly Close ✦ Amazingly Open

Janine Witko, Mayor

MORTON GROVE VILLAGE HALL & POLICE DEPARTMENT

May 2026

APPLICANT

VILLAGE OF MORTON GROVE

6101 Capulina Avenue
Morton Grove, Illinois 60053

ARCHITECT

FGM ARCHITECTS

1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154

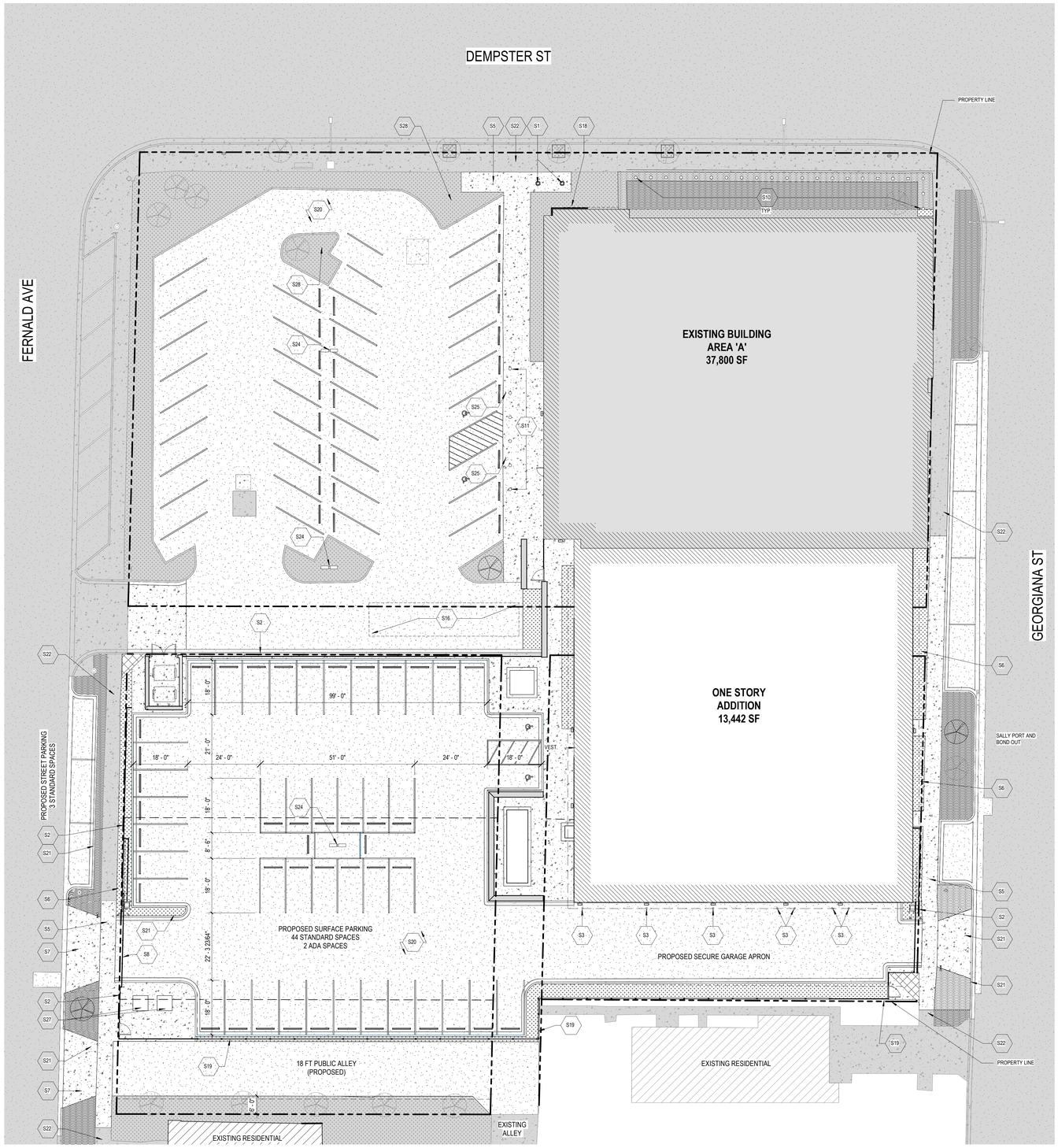
We Build Community

© 2026 FGM Architects

fgma FGMARCHITECTS

SITE PLAN & PRELIMINARY ENGINEERING

© 2026 FGM Architects



SITE PLAN LEGEND

- NEW BUILDING
- EXISTING BUILDING
- CONCRETE
- EXISTING CONCRETE
- ASPHALT
- EXISTING ASPHALT
- PLANTING BEDS
- EXISTING PLANTING BEDS
- SOD/SEED
- EXISTING SOD/SEED
- TREE TO REMAIN, COORDINATE WITH CIVIL AND LANDSCAPE DRAWINGS
- PROPERTY LINE
- FENCE LINE
- OVERHEAD LINES
- SETBACK LINE
- SEE CIVIL FOR MORE INFORMATION

ZONING CODE REQUIREMENTS

Applicable Zoning Code: Village of Morton Grove Unified Development Code (Municipal Code of Morton Grove - Title 12)

Zoning District: C-1 General Commercial District (12-4-3:C.1)

The C-1 general commercial district is intended to provide for the full range retail activity and commercial activity serving the Village. Facilities required to serve the needs of governmental uses may be permitted within the district as special uses.

Bulk Requirements (12-4-3:E)

Minimum Lot Area:	0ft	Actual Lot Area:	75,088ft
Minimum Lot Width:	0ft	Actual Lot Width:	273.5ft
Minimum Yards		Actual Yards	
Front:	0ft	Front:	11.6ft
Side:	0ft	Side:	0ft; 134ft (12-2-6:F)
Rear:	5ft	Rear:	6.05ft
Maximum Floor Area Ratio:	2.0	Actual Floor Area Ratio:	0.7
Maximum Building Height:	40ft	Actual Building Height:	32.7ft

SITE PLAN KEYED NOTES

TAG	DESCRIPTION
S1	NEW FLAG POLE WITH CONCRETE FOUNDATION. SEE SITE DETAILS FOR ADDITIONAL INFORMATION. PROVIDE NEW LIGHT. SEE ELECTRICAL DRAWINGS AND SPECIFICATIONS FOR ADDITIONAL INFORMATION.
S2	PROVIDE ORNAMENTAL FENCE SYSTEM WITH EQUALLY SPACED VERTICAL SUPPORT POSTS. PROVIDE CONCRETE FOOTINGS FOR ALL SUPPORT POSTS. SEE SITE DETAILS FOR ADDITIONAL INFORMATION. COORDINATE FINAL HEIGHT AND FINISHCOLOR WITH ARCHITECT. COORDINATE FINAL LOCATION AND EXTENTS OF FENCE IN FIELD.
S3	6" STEEL SECURITY BOLLARD WITH PLASTIC COVER. SEE SITE DETAILS FOR ADDITIONAL INFORMATION.
S5	NEW CONCRETE SITEWALK. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S6	RAISED LANDSCAPE BEDS WITH CONCRETE PERIMETER CURBS. SEE CIVIL AND LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
S7	PROVIDE PARKING LOT ACCESS, INCLUDING BUT NOT LIMITED TO NEW CURB CUT, DEPRESSED CURB, AND CONCRETE APRON. REVER TO CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S8	SECURITY GATE. REFER TO CIVIL FOR MORE INFORMATION. BASIS OF DESIGN: AMERISTAR TRANSPORT TRAVERSE II
S10	PROVIDE CRASH RATED LIGHTED SECURITY BOLLARDS. REFER TO CIVIL AND ELECTRICAL DRAWINGS FOR MORE INFORMATION.
S11	LIGHTED SECURITY BOLLARDS. REFER TO CIVIL AND ELECTRICAL DRAWINGS FOR MORE INFORMATION.
S16	LOADING BERTH.
S18	NEW SIGN, REFER TO ELEVATIONS FOR MORE INFORMATION
S19	PROVIDE PRIVACY FENCE TO TIE INTO ORNAMENTAL FENCE. EQUALLY SPACE VERTICAL SUPPORT POSTS AND PROVIDE CONCRETE FOOTINGS FOR ALL SUPPORT POSTS. HEIGHT TO MATCH ADJACENT ORNAMENTAL FENCE. SEE DETAILS, SPECIFICATIONS, AND CIVIL DRAWINGS FOR ADDITIONAL INFORMATION. COORDINATE FINAL LOCATION AND EXTENTS OF FENCE IN FIELD. BASIS OF DESIGN: TREX FENCING
S20	PROVIDE NEW ASPHALT PAVING, STRIPING AND CURB STOPS AS INDICATED THROUGHOUT ALL LOTS. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S21	NEW CONCRETE CURB. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S22	EXISTING SIDEWALK TO REMAIN. PROTECT DURING CONSTRUCTION. PATCH AS REQUIRED. SEE CIVIL AND LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
S24	PROVIDE LIGHT POLE, FIXTURE AND BASE. SEE ELECTRICAL AND CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S25	PROVIDE HANDICAP PARKING SIGN. REFER TO CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S27	COMED EQUIPMENT.
S28	LOCATION OF DEMOED EQUIPMENT, REFER TO DEMO PLANS FOR FULL EXTENT. PATCH LANDSCAPING.

N

SITE PLAN

0' 8' 16' 32' 64'

fgma
FGMARCHITECTS

FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154

630.574.8300 OFFICE

ILLINOIS PROFESSIONAL DESIGN
FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1887 HIGH GROVE LANE
NAPERVILLE, IL 60540
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

ISSUANCE

NO	DATE	DESCRIPTION

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

ISSUED FOR PERMIT

ARCHITECTURAL SITE PLAN

SHEET NO.
Z0.10

JOB NO. 25-4288.01

© 2026 FGM Architects

5/21/2026 2:35:15 PM
Autodesk Docs://Morton GroveVHand PD/25-4288.01_MortonGrove_VHandPD_Adition and Renovation_2024_CD.rvt

Copyright 2026 FGM ARCHITECTS

BOUNDARY AND TOPOGRAPHIC SURVEY

PARCEL 1:

LOTS 16 AND 17 IN THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND43 TOGETHER WITH THE NORTH 16.00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, AND THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY) ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922 AS DOCUMENT NUMBER 7684267, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

LOT 3 AND THE WEST 2.43 FEET OF LOT 2 (EXCEPT THE NORTH 7.00 FEET THEREOF) IN THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNINGS SUBDIVISION OF LOTS 42 AND .43 TOGETHER WITH THE NORTH 16.00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, AND THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY) ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922 AS DOCUMENT NUMBER 7684267, IN COOK COUNTY, ILLINOIS.

PARCEL 3:

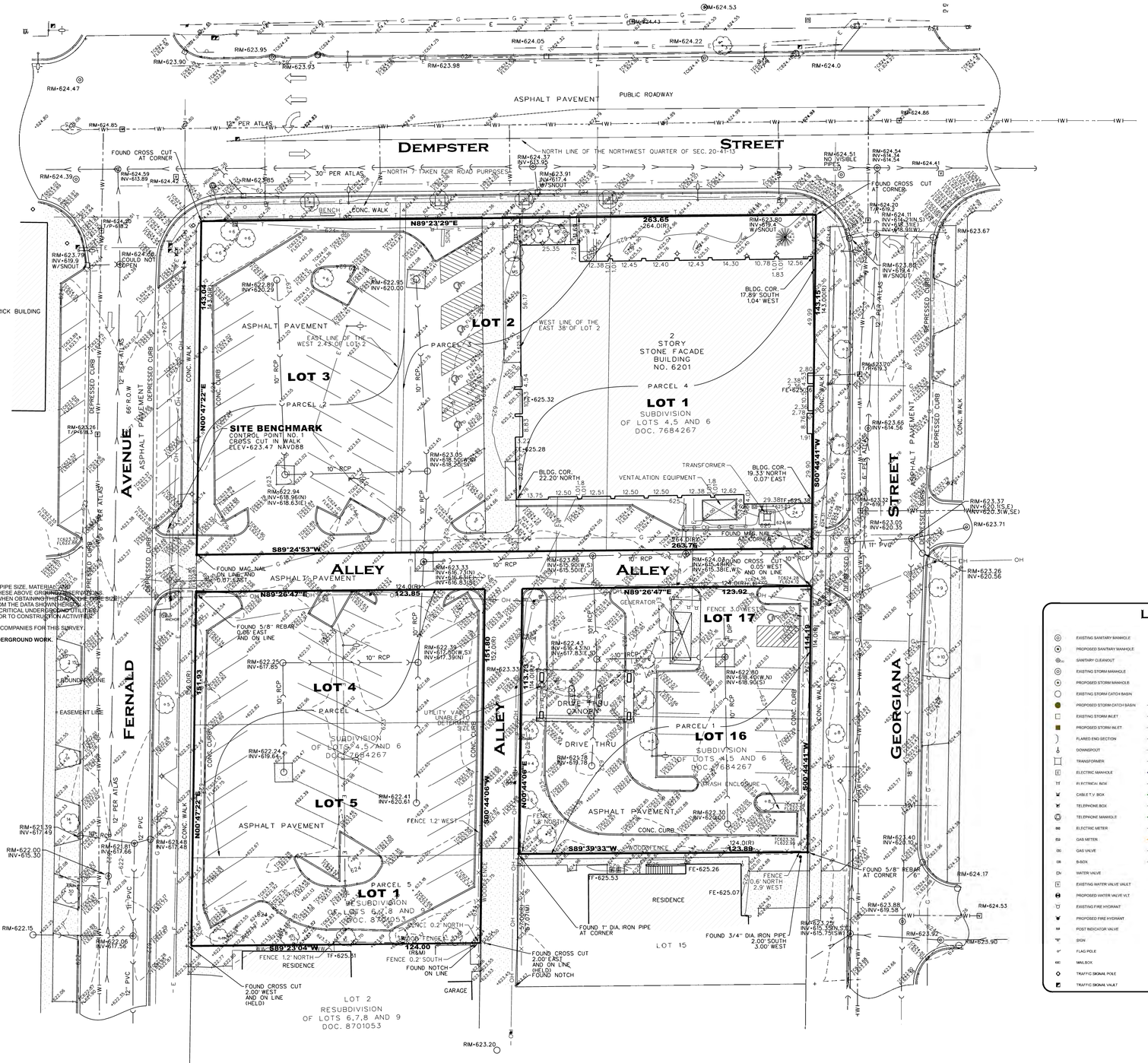
LOT 2 (EXCEPT THE EAST 38 FEET AND THE WEST 2.43 FEET THEREOF AND EXCEPT THE NORTH 7.00 FEET THEREOF) IN THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16.00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, AND THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY) ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922AS DOCUMENT NUMBER 7684267, IN COOK COUNTY, ILLINOIS.

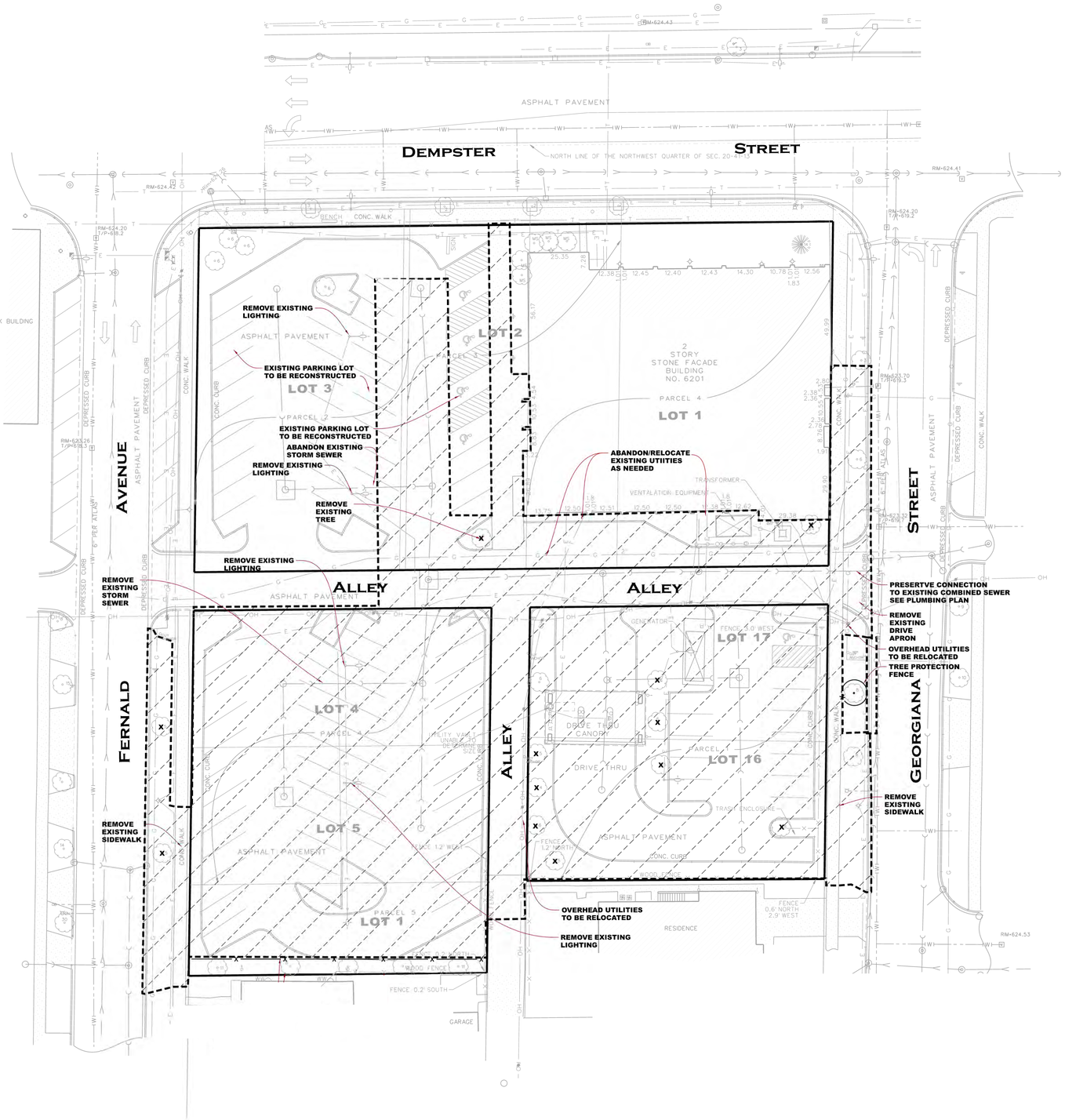
PARCEL 4:

THE EAST 38 FEET OF LOT 2 AND LOT 1 (EXCEPT THE NORTH 7.00 FEET THEREOF) AND LOTS 4 AND 5 IN THE SUBDIVISION OF LOTS 4, 5 AND 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND 43 TOGETHER WITH THE NORTH 16.00 FEET OF LOT 44 OF THE COUNTY CLERK'S DIVISION OF SECTION 20, AND THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF LINCOLN AVENUE AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY) ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1922 AS DOCUMENT NUMBER 7684267, IN COOK COUNTY, ILLINOIS.

PARCEL 5:

LOT 1 IN RESUBDIVISION OF LOTS 6, 7, 8 AND 9 OF A PART OF A RESUBDIVISION OF BLOCK 6 OF HENNING'S SUBDIVISION OF LOTS 42 AND .43 OF COUNTY CLERK'S DIVISION OF SECTION 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 10, 1924 AS DOCUMENT NUMBER 8701053, IN COOK COUNTY, ILLINOIS.


DEMPSTER STREET
NORTH LINE OF THE NORTHWEST QUARTER OF SEC. 20-41-13
ASPHALT PAVEMENT
PUBLIC ROADWAY
FOUND CROSS CUT AT CORNER
30" PER ATLAS
NORTH 7 TAKEN FOR ROAD PURPOSES
30" BENCH
CONC. WALK
N89°23'29"E
263.65
(264.0(R))
BRICK BUILDING
ASPHALT PAVEMENT
EAST LINE OF THE WEST 2.43.00 LOT 2
WEST LINE OF THE EAST 38'OF LOT 2
LOT 2
LOT 3
LOT 1
SUBDIVISION OF LOTS 4,5 AND 6 DOC. 7684267
2 STORY STONE FACADE BUILDING NO. 6201
PARCEL 3
PARCEL 4
PARCEL 2
SITE BENCHMARK
CONTROL POINT NO. 1
CROSS CUT IN WALK
ELEV=623.47 NAVD88
AVENUE
66' R.O.W
ASPHALT PAVEMENT
DEPRESSED CURB
CONC. WALK
CONC. CURB
N00°47'22"E
143.05
(143.0(R))
S00°44'41"W
143.15
(143.0(R))
BLDG. COR. 17.89' SOUTH 1.04' WEST
BLDG. COR. 22.20' NORTH
BLDG. COR. 19.33' NORTH 0.07' EAST
TRANSFORMER
VENTALATION EQUIPMENT
FOUND MAG NAIL AT CORNER
ALLEY
ASPHALT PAVEMENT
N89°24'53"W
263.76
(264.0(R))
FOUND MAG NAIL ON LINE AND 0.07' EAST
N89°26'47"E
124.0(R)
123.85
FOUND 5/8" REBAR 0.05' EAST AND ON LINE
FOUND CROSS CUT 0.05' WEST AND ON LINE
N89°26'47"E
123.92
GENERATOR
FENCE 3.0'WEST
LOT 17
LOT 16
SUBDIVISION OF LOTS 4,5 AND 6 DOC. 7684267
DRIVE THRU CANOPY
DRIVE THRU
TRASH ENCLOSURE
FENCE 1.0' NORTH
WOODFENCE
ASPHALT PAVEMENT
CONC. CURB
N00°44'06"E
S00°44'06"W
151.93
(152.0(R))
114.19
(114.0(R))
S89°39'33"W
124.0(R)
123.88
FOUND 5/8" REBAR AT CORNER
FOUND CROSS CUT AT CORNER
LOT 4
LOT 5
LOT 1
RESUBDIVISION OF LOTS 6,7,8 AND 9 DOC. 8701053
PARCEL 1
PARCEL 4
PARCEL 5
FENCE 0.2' NORTH
FENCE 0.2' SOUTH
FOUND NOTCH ON LINE
S89°23'03"W
124.00
(R&M)
FENCE 1.2' NORTH
RESIDENCE
FF=625.51
FF=625.53
FE=625.26
FF=625.07
FOUND 1" DIA IRON PIPE AT CORNER
FOUND 3/4" DIA IRON PIPE 2.00' SOUTH 3.00' WEST
FOUND CROSS CUT 2.00' EAST AND ON LINE (HELD)
FOUND NOTCH
FOUND CROSS CUT 2.00' WEST AND ON LINE (HELD)
GARAGE
LOT 15
LOT 2
RESUBDIVISION OF LOTS 6,7,8 AND 9 DOC. 8701053
ALLEY
FERNALD
GEORGIANA
STREET
BOUNDARY LINE
EASEMENT LINE
UTILITY VAULT UNABLE TO DETERMINE SIZE
SUBDIVISION OF LOTS 4,5 AND 6 DOC. 7684267
RIM-624.53
RIM-624.47
RIM-624.39
RIM-623.90
RIM-623.93
RIM-623.95
RIM-624.05
RIM-624.22
RIM-623.98
RIM-624.0
RIM-624.85
RIM-624.86
RIM-624.59 INV=613.89
RIM-624.42
RIM-623.85
RIM-624.37 INV=613.95
RIM-623.91 INV=617.4 W/SNOUT
RIM-624.51 NO VISIBLE PIPES
RIM-624.54 INV=614.54
RIM-624.41
RIM-624.20 (P/-619.2)
RIM-624.11 INV=614.4(IN,S) INV=618.31(E) INV=618.51(W)
RIM-623.67
RIM-623.79 INV=619.9 W/SNOUT
RIM-624.66 COULD NOT OPEN
RIM-624.2 (T/P-618.2)
RIM-622.89 INV=620.29
RIM-622.95 INV=620.00
RIM-623.80 INV=619.4 W/SNOUT
RIM-623.88 INV=619.4 W/SNOUT
RIM-623.70 (T/P=619.1)
RIM-623.65 INV=614.56
RIM-623.37 INV=620.15(E) INV=620.3(W,SE)
RIM-623.71
RIM-623.30 INV=620.33
RIM-623.26 INV=620.56
RIM-622.94 INV=618.96(N) INV=618.63(E)
RIM-623.05 INV=618.50(W,N) INV=618.20(S)
RIM-623.33 INV=616.7(N) INV=616.63(E) INV=616.83(S)
RIM-623.46 INV=615.09(E,S) INV=615.59(E)
RIM-624.02 INV=615.46(W,S) INV=615.38(E,W)
RIM-622.43 INV=616.43(N) INV=617.83(E,S)
RIM-622.80 INV=618.40(W,N) INV=618.90(S)
RIM-622.25 INV=617.85
RIM-622.39 INV=617.60(W,S) INV=617.39(N)
RIM-623.33
RIM-622.24 INV=619.64
RIM-622.41 INV=620.61
RIM-622.78 INV=619.78
RIM-622.30 INV=620.00
RIM-623.40 INV=620.10
RIM-621.39 INV=617.49
RIM-622.00 INV=615.30
RIM-621.81 INV=617.66
RIM-622.48
RIM-622.15
RIM-622.06 INV=617.56
RIM-623.20
RIM-623.22 INV=615.75(SW)
RIM-623.92
RIM-623.90
RIM-624.17
RIM-624.53
FF=623.70
FE=624.20
FF=623.66
FF=623.88
FF=623.22
FF=623.92
FF=623.90
FF=624.17
FF=624.53
FF=623.37
FF=623.71
FF=623.26
FF=623.56
FF=623.40
FF=623.60
FF=623.39
FF=623.59
FF=623.20



SITEWORK DEMOLITION NOTES:

1. STORM SEWERS SHALL REMAIN ACTIVE DURING DEMOLITION ACTIVITIES.
2. MAINTAIN SITE DRAINAGE THROUGH THE COURSE OF DEMOLITION.
3. ONSITE ABANDONED SANITARY AND STORM SEWER PIPING 8" DIAMETER AND SMALLER SHALL BE MORTAR PLUGGED ABANDONED IN PLACE. ABANDONED MANHOLES AND OR CATCH BASINS SHALL HAVE THE BARREL SECTION REMOVED TO 3' BELOW GRADE, MORTAR PLUG OPENINGS, AND BACKFILL WITH FA-1 SAND.
4. REMOVE EXISTING TREES AS NOTED WITHIN THE PROJECT LIMITS.
5. PUBLIC STREETS SHALL BE KEPT FREE OF CONSTRUCTION / DEMOLITION RELATED DEBRIS AT ALL TIMES.
6. DEMOLITION CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND MAINTAINING ANY APPROPRIATE TRAFFIC CONTROL MEASURES DURING THE DEMOLITION PROCESS.
7. DEMOLITION CONTRACTOR IS RESPONSIBLE FOR WORKER AND PUBLIC SAFETY DURING THE DEMOLITION PROCESS.
8. DEMOLITION CONTRACTOR IS RESPONSIBLE FOR ALL MEANS AND METHODS OF DEMOLITION AND SHALL ENSURE THAT THERE IS NO DAMAGE TO ADJACENT PROPERTY DURING THE DEMOLITION PROCESS. THE ENGINEER SHALL NOT ADVISE ON, ISSUE DIRECTIONS, OR ASSUME CONTROL OVER SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK.
9. THE LOCATION OF EXISTING UNDERGROUND UTILITIES SHOWN ON THESE PLANS HAS BEEN DETERMINED FROM THE BEST AVAILABLE INFORMATION. HOWEVER, THE OWNER AND THE ENGINEER DO NOT ASSUME RESPONSIBILITY IN THE EVENT THAT UNDERGROUND UTILITIES ARE ENCOUNTERED IN DIFFERENT LOCATIONS THAN AS SHOWN HEREON. CONTACT THE ENGINEER IMMEDIATELY IF DIFFERENCES ARE FOUND.
10. NOTIFY THE OWNER AND THE VILLAGE OF MORTON GROVE AT LEAST 48 HOURS IN ADVANCE OF PERFORMING ANY WORK.
11. DEMOLITION CONTRACTOR SHALL COORDINATE SHUT DOWN OF ALL UTILITIES INCLUDING ELECTRIC, TELEPHONE, INTERNET, CABLE, GAS, WATER, SEWER, ETC. WITH THE APPLICABLE UTILITY COMPANIES AND THE CITY of BERWYN. ALL SERVICES SHALL BE CAPPED AND TERMINATED PER APPLICABLE CODE REQUIREMENTS.
12. ALL DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY SEEDING WITHIN 7 DAYS OF COMPLETION OF DEMOLITION DISTURBANCE, UNLESS CONSTRUCTION OF NEW SCHOOL HAS COMMENCED. SEE IDOT STANDARD SPECIFICATIONS SECTION 250 FOR SEEDING REQUIREMENTS.

ELECTRICAL SCOPE:

CONTRACTOR SHALL COORDINATE SHUT DOWN OF ALL UTILITIES TO BUILDING INCLUDING ELECTRIC, TELEPHONE, BROADBAND, CABLE, ETC. CONTACT UTILITY COMPANIES FOR SERVICE SHUT DOWN AND REMOVAL OF UTILITY EQUIPMENT FROM SITE PRIOR TO DEMOLITION. CONTRACTOR SHALL DISCONNECT AND HAVE REMOVED THE EXISTING ELECTRICAL TRANSFORMER, ELECTRIC METER, PRIMARY FEEDERS, ALL UTILITY SMARK EQUIPMENT, ETC. ALL UTILITIES SHALL BE CAPPED AND TERMINATED PER ALL CODE REQUIREMENTS.

MECHANICAL SCOPE:

CONTRACTOR SHALL COORDINATE SHUT DOWN OF ALL UTILITIES TO BUILDING INCLUDING GAS, WATER, SANITARY, ETC. CONTACT UTILITY COMPANIES FOR SERVICE SHUT DOWN AND REMOVAL OF UTILITY COMPANIES FOR SERVICE SHUT DOWN AND REMOVAL OF UTILITY EQUIPMENT FROM SITE PRIOR TO DEMOLITION. CONTRACTOR SHALL DISCONNECT AND HAVE REMOVED ALL UNDERGROUND GAS, WATER, SANITARY PIPING FROM SITE AND CAPPED AT RESEPCTIVE MAINS, OR AS NOTED ON PLAN. ALL UTILITIES SHALL BE CAPPED AND TERMINATED PER ALL CODE REQUIREMENTS.

DEMOLITION LIMIT AREA
SITE IMPROVEMENT DEMOLITION LIMITS

TREE TO BE REMOVED

fgma
FGMARCHITECTS

FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154

630.574.8300 OFFICE

ILLINOIS PROFESSIONAL DESIGN FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1887 HIGH GROVE LANE
NAPERVILLE, IL 60540
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

NOT FOR CONSTRUCTION

FOR REVIEW ONLY

Not for regulatory approval, permit or construction.

The information on this document is preliminary or incomplete, not for construction, recording purposes, or implementation.

NO	DATE	ISSUANCE DESCRIPTION
	05/07/2025	APPEARANCE COMMISSION

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

APPEARANCE COMMISSION

Site Demolition Plan

SHEET NO.
C-1.2

JOB NO. 25-4288.01

© 2025 FGM Architects

11/13/2025 1:52:05 PM
Autodesk Docs://Morton GroveVHand PD/25-4288.01_MortonGrove_VHandPD_Adition and Renovation_2024_DD.rvt
Copyright 2025 FGM ARCHITECTS

PAVEMENT SECTIONS

HMA PAVEMENT

2" HMA Surface N-50
3" HMA Binder N-50
8" CA-6 BASE

HMA PAVEMENT w/ ADDED BASE FOR DETENTION

2" HMA Surface N-50
3" HMA Binder N-50
DEPTH VARIES CA-7 BASE

TRENCH RESTORATION

1.5" HMA Surface N-50
2.5" HMA Binder N-50
9" Cnocrete
4" CA-6 BASE

CONCRETE PAVEMENT

8" CONCRETE, 4,500 PSI
6" CA-6 BASE
Add Expansion Joint every 50 feet
and Transverse Joints every 4-5 feet

CONCRETE SIDEWALK

5" CONCRETE, 4,500 PSI (8" AT DRIVE)
4" CA-6 BASE (12" AT DRIVE)
Add Expansion Joint every 50 feet
and Transverse Joints every 12 feet

FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154

630.574.8300 OFFICE

ILLINOIS PROFESSIONAL DESIGN
FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1887 HIGH GROVE LANE
NAPERVILLE, IL 60540
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

NOT FOR CONSTRUCTION

FOR REVIEW ONLY

Not for regulatory approval, permit or construction.

The information on this document is preliminary or incomplete, not for construction, recording purposes, or implementation.

ISSUANCE		
NO	DATE	DESCRIPTION
	05/07/2025	APPEARANCE COMMISSION

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

APPEARANCE COMMISSION

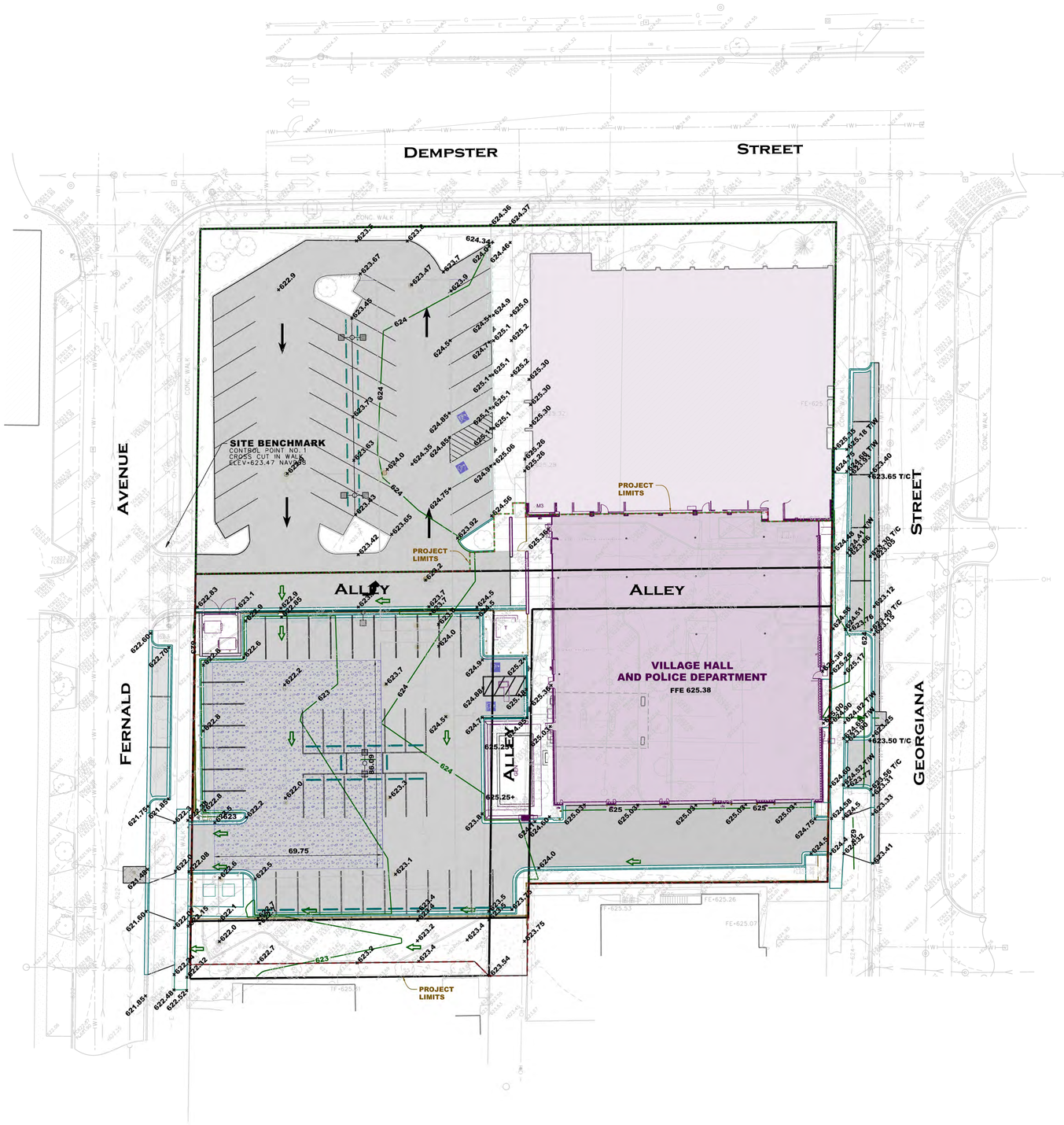
Paving and Layout

SHEET NO.
C-2

JOB NO. 25-4288.01

© 2025 FGM Architects

11/13/2025 1:52:05 PM
Autodesk Docs://Morton GroveVHand PD/25-4288.01_MortonGrove_VHandPD_Adition and Renovation_2024_DD.rvt
Copyright 2025 FGM ARCHITECTS
3133754
E:\ACTIVE-PROJECTS\45149-xxxxxx-Cook\ENGR-BMP\45149-civil and landscape.dgn, Model: C-2, Date: 5/4/2026



DETENTION SUMMARY:

SITE AREA = 1.76 acre

PROJECT AREA = 0.96 acre

IMPERVIOUS AREA = 0.93 acre (current project)

LANDSCAPE AREA = 0.03 acre

MWRD VOLUME CONTROL REQUIRED = 0.074 ac. ft. (0.93 ac. x .08")

DETENTION FOR BALANCE OF SITE UNDISTURBED AREA PER 1976 MWRD PERMIT (DETENTION REQUIRED BY VILLAGE)

UNDISTURBED AREA = 0.79 acre
0.68 CFS RELEASE RATE FOR 1.515 ACRES - 1976 PERMIT
0.45 CFS/AC.
RELEASE RATE FOR UNDISTURBED AREA = 0.36 CFS

DETENTION REQUIRED FOR 0.79 acre = 0.125 ac.ft.

DETENTION REQUIRED FOR CURRENT PROJECT = 0.383 ac. ft.
0.96 acres
C = 0.89
Release Rate = 0.15 cfs/ac. = 0.139

TOTAL DETENTION REQUIRED = 0.508 ac. ft.

DETENTION PROVIDED = 0.51 ac. ft.
(Volume Control also used for Village Required Detention)
0.44 ac. ft Detention Vault
0.075 ac. ft. within Aggregate Infiltration Trench

MWRD VOLUME CONTROL REQUIREMENT PROVIDED = 0.075 ac. ft.
Volume Provided within Aggregate Trench
100% Volume Elevation 619.5-620.5
50% Volume At Drain Tile Elevation 620.5-621.5

SITE OVERFLOW = 622.5

BUILDING FFE = 625.38

OVERFLOW ARROW

VOLUME CONTROL

fgma
FGMARCHITECTS

FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154

630.574.8300 OFFICE

ILLINOIS PROFESSIONAL DESIGN
FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1887 HIGH GROVE LANE
NAPERVILLE, IL 60540
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

NOT FOR CONSTRUCTION

FOR REVIEW ONLY

Not for regulatory approval, permit or construction.

The information on this document is preliminary or incomplete, not for construction, recording purposes, or implementation.

ISSUANCE		
NO	DATE	DESCRIPTION
	05/07/2025	APPEARANCE COMMISSION

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

APPEARANCE COMMISSION

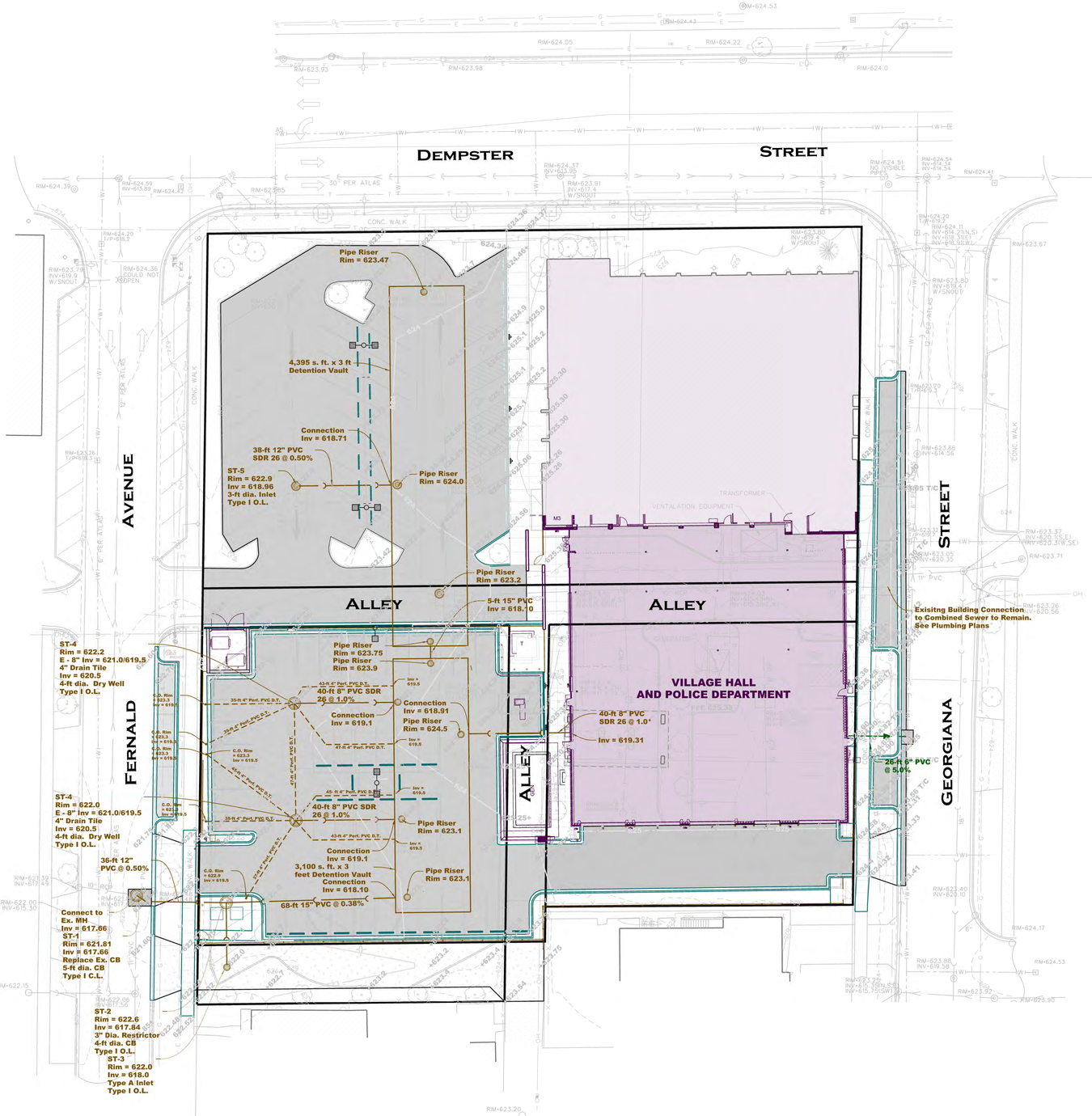
Grading Plan

SHEET NO.
C-3

JOB NO. 25-4288.01

© 2025 FGM Architects

11/13/2025 1:52:05 PM
Autodesk Docs://Morton GroveVHand PD/25-4288.01_MortonGrove_VHandPD_Adition and Renovation_2024_DD.rvt
Copyright 2025 FGM ARCHITECTS
E:\ACTIVE-PROJECTS\45149-xxxxxx-Cook\ENGR-BMP\45149-civil and landscape.dgn, Model: C-3, Date: 5/4/2026
1133754



fgma
FGMARCHITECTS

FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154

630.574.8300 OFFICE

ILLINOIS PROFESSIONAL DESIGN
FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1887 HIGH GROVE LANE
NAPERVILLE, IL 60540
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

NOT FOR CONSTRUCTION

FOR REVIEW ONLY

Not for regulatory approval, permit or construction.

The information on this document is preliminary or incomplete, not for construction, recording purposes, or implementation.

NO	DATE	ISSUANCE DESCRIPTION
	05/07/2025	APPEARANCE COMMISSION

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

APPEARANCE COMMISSION

Utility Plan

SHEET NO.
C-4

JOB NO. 25-4288.01

© 2025 FGM Architects

11/13/2025 1:52:05 PM
Autodesk Docs://Morton GroveVHand PD/25-4288.01_MortonGrove_VHandPD_Adition and Renovation_2024_DD.rvt
Copyright 2025 FGM ARCHITECTS

E:\ACTIVE-PROJECTS\45149-xxxxxx-Cook\ENGR-BMB\45149-civil and landscape.dgn, Model: C-4, Date: 5/4/2026

1133754

SOIL STABILIZATION CHART

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
TEMPORARY SEEDING & MULCHING				■	■	■	■	■	■	■		
PERMANENT SEEDING				■	■	■			■	■		
DORMANT SEEDING	■	■	■								■	■

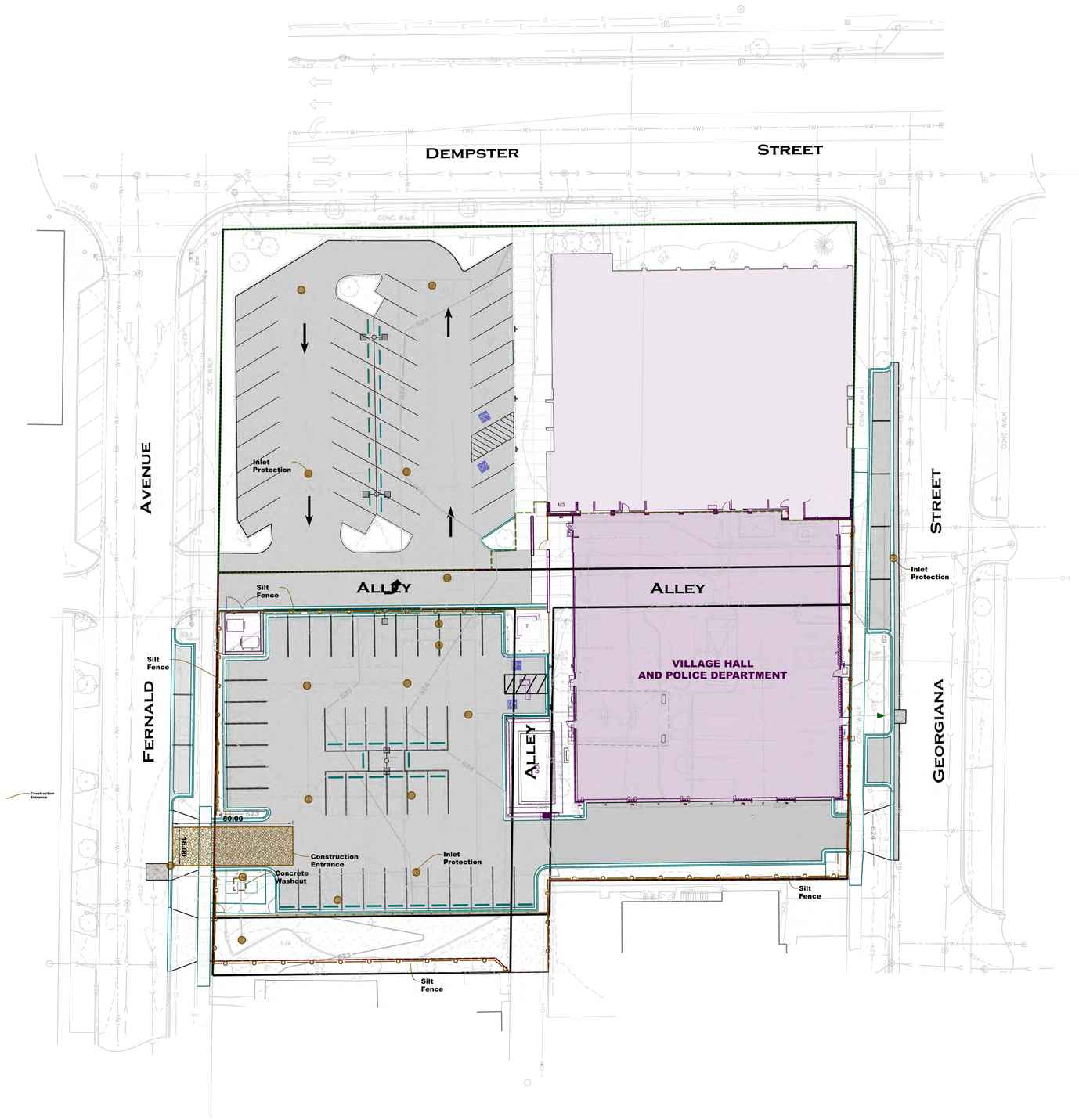
SEEDING & MULCHING RATES

TEMPORARY SEEDING
25/LBS/ ACRE PERENNIAL RYEGRASS

TEMPORARY MULCHING
90 LBS OF STRAW PER 1,000 S.F.

PERMANENT SEEDING
100 LBS/ACRE KENTUCKY BLUEGRASS
60 LBS/ACRE PERENNIAL RYEGRASS
40 LBS/ACRE CREEPING RED FESCUE

DORMANT SEEDING
110 LBS/ACRE KENTUCKY BLUEGRASS
70 LBS/ACRE PERENNIAL RYEGRASS
50 LBS/ACRE CREEPING RED FESCUE



EROSION CONTROL NOTES

1. EROSION CONTROL AND SEDIMENTATION MEASURES SHALL BE CONSTRUCTED AND FUNCTIONAL PRIOR TO SITE CLEARING, GRADING, STRIPPING, EXCAVATION, OR FILLING.
2. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS FOLLOWING THE END OF ACTIVE DISTURBANCE OR REDISTURBANCE.
3. PROVIDE EROSION CONTROL MEASURES FOR TOPSOIL STOCKPILES TO REMAIN IN PLACE FOR MORE THAN 5 DAYS. STOCKPILES, NOT BEING ACTIVELY WORKED AND TO REMAIN IN PLACE 14 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.
4. DUST CONTROL SHALL BE COMPLETED AS REQUIRED BY THE VILLAGE OF MORTON GROVE BY THE EARTHWORK CONTRACTOR.
5. ANY SEDIMENT REACHING A PUBLIC OR PRIVATE ROAD SHALL BE REMOVED BY SHOVELING OR STREET CLEANING (NOT FLUSHING) BEFORE THE END OF EACH WORKDAY AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL SITE.
6. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT THE PROJECT. EROSION CONTROL MEASURES MAY BE REMOVED WHEN APPROVED BY THE VILLAGE OF MORTON GROVE
7. REMOVE ALL SILT/SEDIMENT WITHIN SEDIMENT BASIN PRIOR TO THE INSTALLATION OF THE EROSION CONTROL PLAN. REMOVE ALL SILT/SEDIMENT WITHIN THE SEDIMENT BASINS AFTER THE PONDS AND SITE ARE STABILIZED. PLACE EXCAVATED SEDIMENT WITHIN THE TOPSOIL STOCKPILE AREA.
8. CONTACT THE VILLAGE OF MORTON GROVE PRIOR TO THE INSTALLATION OF THE EROSION CONTROL PLAN.
9. IF DEWATERING DEVICES ARE USED, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. ALL PUMPED DISCHARGES SHALL BE ROUTED THROUGH APPROPRIATELY DESIGNED SEDIMENT TRAPS OR BASINS.
10. ALL ACCESS TO AND FROM THE SITE IS TO BE RESTRICTED TO THE CONSTRUCTION ENTRANCE.
11. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED WITH PERMANENT SOIL STABILIZATION MEASURES.
12. CATCH ALL INLET PROTECTORS SHALL HAVE OVERFLOW DEVICES
13. ANY DIRT, DEBRIS, MUD ETC TRACKED ONTO ANY PUBLIC ROADWAY SHALL BE IMMEDIATELY AND CONTINOUSLY REMOVED BY THE CONTRACTOR.
14. CONCRETE WASHOUT SHOULD BE CONTAINED AT ALL TIMES. WASHOUT MATERIAL SHOULD NOT BE ALLOWED TO ENTER STORM SEWERS OR LEACH INTO THE SOIL UNDER ANY CIRCUMSTANCES. ANY WASTE SHOULD BE DISPOSED OF PROPERLY AND THE LOCATION OF THE WASHOUT SHOULD BE DESIGNATED WITH PROPER SIGNAGE.
15. SEEDING RATES AND MIX SHALL BE PER THE LANDSCAPE PLAN.
16. PLANS ONSITE SHOULD REFLECT THE CURRENT SITE PLAN INCLUDING ANY SECONDARY ENTRANCES AND/OR ANY SECONDARY INLET PROTECTIONS.
17. UNFILTERED DEWATERING DIRECTLY TO THE EXISTING STORM SEWER IS PROHIBITED.

LEGEND

- SILT FENCE
- CONSTRUCTION ENTRANCE
- INLET PROTECTION

fgma
FGMARCHITECTS

FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154

630.574.8300 OFFICE

ILLINOIS PROFESSIONAL DESIGN
FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1887 HIGH GROVE LANE
NAPERVILLE, IL 60540
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

NOT FOR CONSTRUCTION

FOR REVIEW ONLY

Not for regulatory approval, permit or construction.

The information on this document is preliminary or incomplete, not for construction, recording purposes, or implementation.

ISSUANCE		
NO	DATE	DESCRIPTION
	05/07/2025	APPEARANCE COMMISSION

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

APPEARANCE COMMISSION

Erosion Control Plan

SHEET NO.
C-5

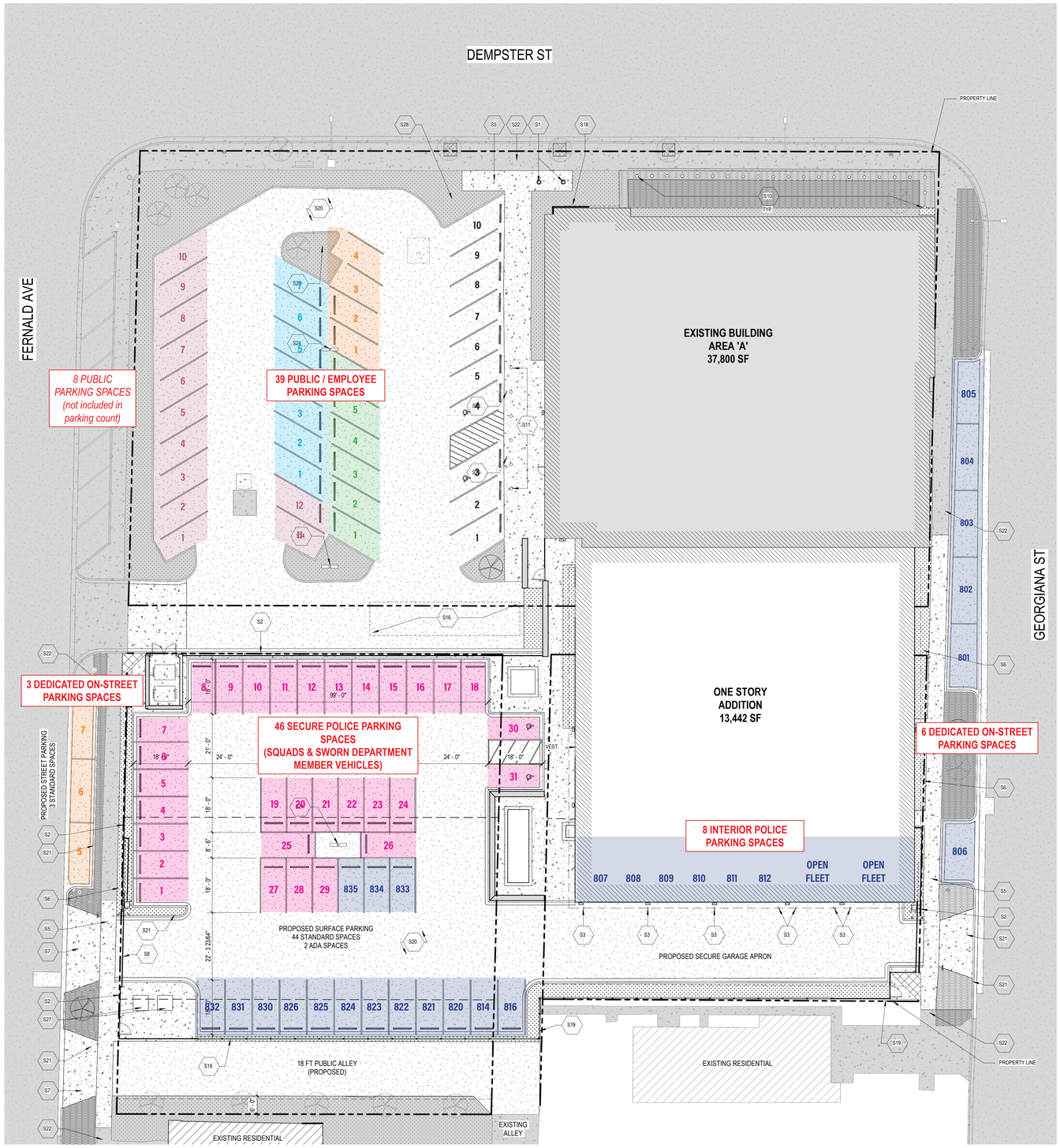
JOB NO. 25-4288.01
© 2025 FGM Architects

11/13/2025 1:52:05 PM
Autodesk Docs://Morton GroveVHand PD/25-4288.01_MortonGrove_VHandPD_Adition and Renovation_2024_DD.rvt
Copyright 2025 FGM ARCHITECTS
E:\ACTIVE-PROJECTS\45149-xxxxxx-Cook\ENGR-BMB\45149-civil and landscape.dgn, Model: C-5, Date: 5/4/2026
1133754

CIRCULATION & PARKING

© 2026 FGM Architects

PARKING PLAN



SITE PLAN

0' 8' 16' 32' 64'

SITE PLAN LEGEND

- NEW BUILDING
- EXISTING BUILDING
- CONCRETE
- EXISTING CONCRETE
- ASPHALT
- EXISTING ASPHALT
- PLANTING BEDS
- EXISTING PLANTING BEDS
- SOD/SEED
- EXISTING SOD/SEED
- TREE TO REMAIN, COORDINATE WITH CIVIL AND LANDSCAPE DRAWINGS
- PROPERTY LINE
- FENCE LINE
- OVERHEAD LINES
- SETBACK LINE
- SEE CIVIL FOR MORE INFORMATION

ZONING CODE REQUIREMENTS

Applicable Zoning Code: Village of Morton Grove Unified Development Code (Municipal Code of Morton Grove - Title 12)

Zoning District: C-1 General Commercial District (12-4-3:C-1)

The C-1 general commercial district is intended to provide for the full range retail activity and commercial activity serving the Village. Facilities required to serve the needs of governmental uses may be permitted within the district as special uses.

Bulk Requirements (12-4-3:E)

Minimum Lot Area:	0ft	Actual Lot Area:	75,088ft
Minimum Lot Width:	0ft	Actual Lot Width:	273.5ft
Minimum Yards		Actual Yards	
Front:	0ft	Front:	11.6ft
Side:	0ft	Side:	0ft; 134ft (12-2-6:F)
Rear:	5ft	Rear:	6.05ft
Maximum Floor Area Ratio:	2.0	Actual Floor Area Ratio:	0.7
Maximum Building Height:	40ft	Actual Building Height:	32.7ft

SITE PLAN KEYED NOTES

TAG	DESCRIPTION
S1	NEW FLAG POLE WITH CONCRETE FOUNDATION. SEE SITE DETAILS FOR ADDITIONAL INFORMATION. PROVIDE NEW LIGHT. SEE ELECTRICAL DRAWINGS AND SPECIFICATIONS FOR ADDITIONAL INFORMATION.
S2	PROVIDE ORNAMENTAL FENCE SYSTEM WITH EQUALLY SPACED VERTICAL SUPPORT POSTS. PROVIDE CONCRETE FOOTINGS FOR ALL SUPPORT POSTS. SEE SITE DETAILS FOR ADDITIONAL INFORMATION. COORDINATE FINAL HEIGHT AND FINISHCOLOR WITH ARCHITECT. COORDINATE FINAL LOCATION AND EXTENTS OF FENCE IN FIELD.
S3	6" STEEL SECURITY BOLLARD WITH PLASTIC COVER. SEE SITE DETAILS FOR ADDITIONAL INFORMATION.
S5	NEW CONCRETE SITEWALK. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S6	RAISED LANDSCAPE BEDS WITH CONCRETE PERIMETER CURBS. SEE CIVIL AND LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
S7	PROVIDE PARKING LOT ACCESS, INCLUDING BUT NOT LIMITED TO NEW CURB CUT, DEPRESSED CURB, AND CONCRETE APRON. REVER TO CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S8	SECURITY GATE. REFER TO CIVIL FOR MORE INFORMATION. BASIS OF DESIGN: AMERISTAR TRANSPORT TRAVERSE II
S10	PROVIDE CRASH RATED LIGHTED SECURITY BOLLARDS. REFER TO CIVIL AND ELECTRICAL DRAWINGS FOR MORE INFORMATION.
S11	LIGHTED SECURITY BOLLARDS. REFER TO CIVIL AND ELECTRICAL DRAWINGS FOR MORE INFORMATION.
S16	LOADING BERTH.
S18	NEW SIGN, REFER TO ELEVATIONS FOR MORE INFORMATION
S19	PROVIDE PRIVACY FENCE TO TIE INTO ORNAMENTAL FENCE. EQUALLY SPACE VERTICAL SUPPORT POSTS AND PROVIDE CONCRETE FOOTINGS FOR ALL SUPPORT POSTS. HEIGHT TO MATCH ADJACENT ORNAMENTAL FENCE. SEE DETAILS, SPECIFICATIONS, AND CIVIL DRAWINGS FOR ADDITIONAL INFORMATION. COORDINATE FINAL LOCATION AND EXTENTS OF FENCE IN FIELD. BASIS OF DESIGN: TREX FENCING
S20	PROVIDE NEW ASPHALT PAVING, STRIPING AND CURB STOPS AS INDICATED THROUGHOUT ALL LOTS. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S21	NEW CONCRETE CURB. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S22	EXISTING SIDEWALK TO REMAIN. PROTECT DURING CONSTRUCTION. PATCH AS REQUIRED. SEE CIVIL AND LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
S24	PROVIDE LIGHT POLE, FIXTURE AND BASE. SEE ELECTRICAL AND CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S25	PROVIDE HANDICAP PARKING SIGN. REFER TO CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S27	COMED EQUIPMENT.
S28	LOCATION OF DEMOED EQUIPMENT, REFER TO DEMO PLANS FOR FULL EXTENT. PATCH LANDSCAPING.

Maximum Employee Parking Demand Plan *

North Lot & Fernald Avenue Dedicated Parking

Administration	Max. 7 employees
Community & Economic Development	Max. 7 employees
Finance	Max. 6 employees
Police Non-Sworn	Max. 12 employees

South Lot & Georgiana Avenue Dedicated Parking

Sworn Members During Shift Overlap	Max. 30 employees, typically 23 employees
Fleet Vehicles	27 vehicles

**Plan represents the maximum number of employees that would reasonably be on-site at a time and assumes each employee is driving one (1) vehicle. Currently, at least three (3) Village Hall employees do not drive personal vehicles to work.*

ON-SITE PARKING

39 PUBLIC / EMPLOYEE PARKING SPACES - NORTH LOT
46 SECURE POLICE PARKING SPACES - SOUTH LOT
8 INTERIOR POLICE PARKING SPACES
93 TOTAL ON-SITE PARKING SPACES

DEDICATED ON-STREET PARKING

3 DEDICATED SPACES ON FERNALD AVENUE
6 DEDICATED SPACES ON GEORGIANA AVENUE
9 TOTAL ON-STREET PARKING SPACES

102 TOTAL SPACES DEDICATED TO PROPOSED USE

ACCESSIBLE PARKING COMPLIANCE (ADA)

NORTH LOT: 2 ACCESSIBLE SPACES REQUIRED
2 ACCESSIBLE SPACES PROVIDED

SOUTH LOT: 2 ACCESSIBLE SPACES REQUIRED
2 ACCESSIBLE SPACES PROVIDED

fgma FGMARCHITECTS
FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154
630.574.8300 OFFICE
ILLINOIS PROFESSIONAL DESIGN FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1887 HIGH GROVE LANE
NAPERVILLE, IL 60540
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

ISSUANCE

NO	DATE	DESCRIPTION

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

ISSUED FOR PERMIT

ARCHITECTURAL SITE PLAN

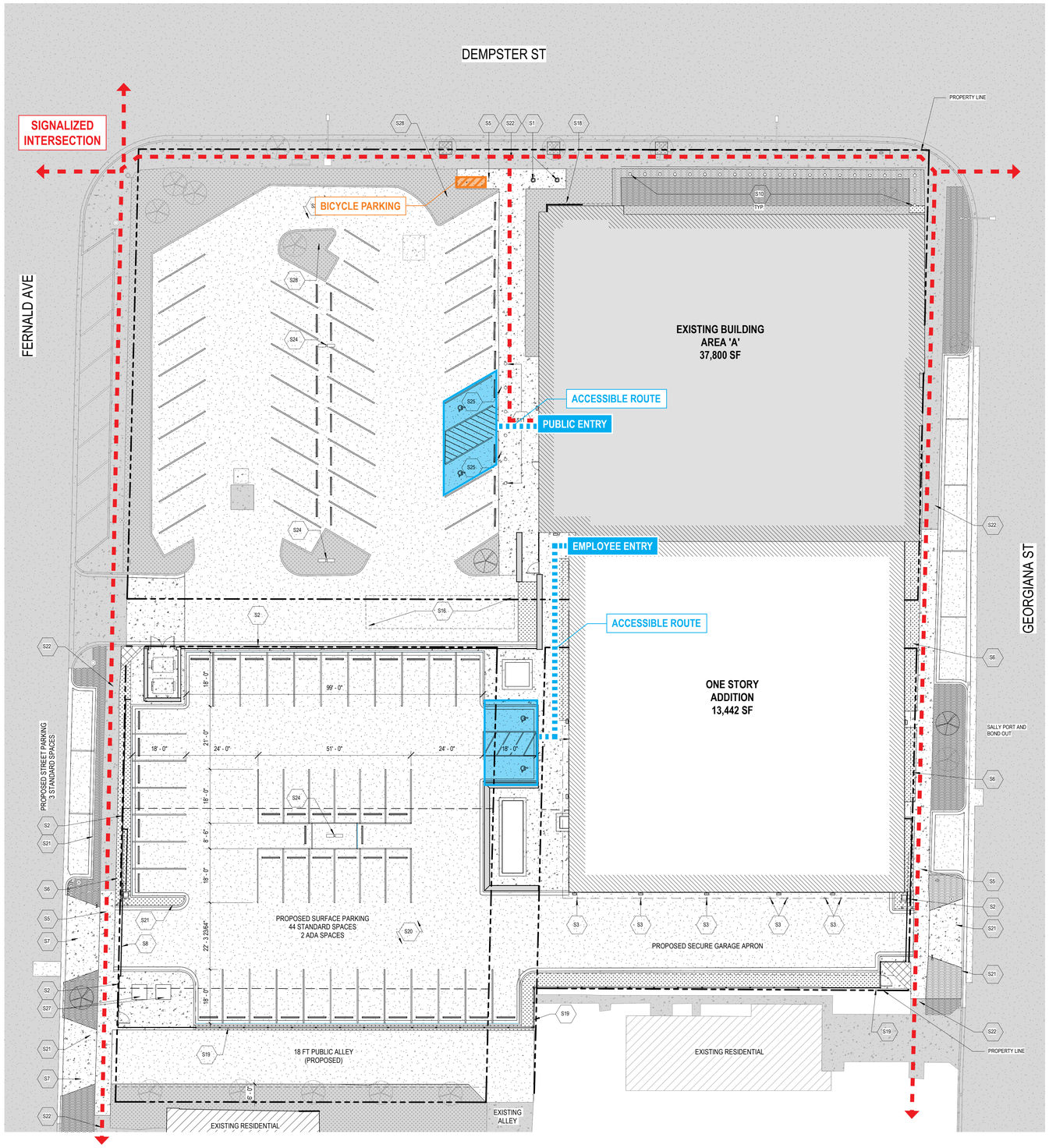
SHEET NO.
Z0.10

JOB NO. 25-4288.01

© 2026 FGM Architects

5/21/2026 2:35:15 PM
Autodesk Docs://Morton GroveVHand PD/25-4288.01_MortonGrove_VHandPD_Adition and Renovation_2024_CD.rvt
Copyright 2026 FGM ARCHITECTS

ACCESSIBLE PARKING, BICYCLE PARKING, AND PEDESTRIAN ACCESS PLAN



N

SITE PLAN

0' 8' 16' 32' 64'

SITE PLAN LEGEND

- NEW BUILDING
- EXISTING BUILDING
- CONCRETE
- EXISTING CONCRETE
- ASPHALT
- EXISTING ASPHALT
- PLANTING BEDS
- EXISTING PLANTING BEDS
- SOD/SEED
- EXISTING SOD/SEED
- TREE TO REMAIN, COORDINATE WITH CIVIL AND LANDSCAPE DRAWINGS
- PROPERTY LINE
- FENCE LINE
- OVERHEAD LINES
- SETBACK LINE
- SEE CIVIL FOR MORE INFORMATION

BICYCLE PARKING

ACCESSIBLE PARKING

ACCESSIBLE ROUTE

ACCESSIBLE ROUTE

ZONING CODE REQUIREMENTS
Applicable Zoning Code: Village of Morton Grove Unified Development Code (Municipal Code of Morton Grove - Title 12)

Zoning District: C-1 General Commercial District (12-4-3:C.1)
The C-1 general commercial district is intended to provide for the full range retail activity and commercial activity serving the Village. Facilities required to serve the needs of governmental uses may be permitted within the district as special uses.

Bulk Requirements (12-4-3:E)

Minimum Lot Area:	0ft	Actual Lot Area:	75,088ft
Minimum Lot Width:	0ft	Actual Lot Width:	273.5ft
Minimum Yards		Actual Yards	
Front:	0ft	Front:	11.6ft
Side:	0ft	Side:	0ft; 134ft (12-2-6:F)
Rear:	5ft	Rear:	6.05ft
Maximum Floor Area Ratio:	2.0	Actual Floor Area Ratio:	0.7
Maximum Building Height:	40ft	Actual Building Height:	32.7ft

SITE PLAN KEYED NOTES

TAG	DESCRIPTION
S1	NEW FLAG POLE WITH CONCRETE FOUNDATION. SEE SITE DETAILS FOR ADDITIONAL INFORMATION. PROVIDE NEW LIGHT. SEE ELECTRICAL DRAWINGS AND SPECIFICATIONS FOR ADDITIONAL INFORMATION.
S2	PROVIDE ORNAMENTAL FENCE SYSTEM WITH EQUALLY SPACED VERTICAL SUPPORT POSTS. PROVIDE CONCRETE FOOTINGS FOR ALL SUPPORT POSTS. SEE SITE DETAILS FOR ADDITIONAL INFORMATION. COORDINATE FINAL HEIGHT AND FINISH/COLOR WITH ARCHITECT. COORDINATE FINAL LOCATION AND EXTENTS OF FENCE IN FIELD.
S3	6" STEEL SECURITY BOLLARD WITH PLASTIC COVER. SEE SITE DETAILS FOR ADDITIONAL INFORMATION.
S5	NEW CONCRETE SITEWALK. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S6	RAISED LANDSCAPE BEDS WITH CONCRETE PERIMETER CURBS. SEE CIVIL AND LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
S7	PROVIDE PARKING LOT ACCESS, INCLUDING BUT NOT LIMITED TO NEW CURB CUT, DEPRESSED CURB, AND CONCRETE APRON. REVER TO CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S8	SECURITY GATE. REFER TO CIVIL FOR MORE INFORMATION. BASIS OF DESIGN: AMERISTAR TRANSPORT TRAVERSE II
S10	PROVIDE CRASH RATED LIGHTED SECURITY BOLLARDS. REFER TO CIVIL AND ELECTRICAL DRAWINGS FOR MORE INFORMATION.
S11	LIGHTED SECURITY BOLLARDS. REFER TO CIVIL AND ELECTRICAL DRAWINGS FOR MORE INFORMATION.
S16	LOADING BERTH.
S18	NEW SIGN. REFER TO ELEVATIONS FOR MORE INFORMATION
S19	PROVIDE PRIVACY FENCE TO TIE INTO ORNAMENTAL FENCE. EQUALLY SPACE VERTICAL SUPPORT POSTS AND PROVIDE CONCRETE FOOTINGS FOR ALL SUPPORT POSTS. HEIGHT TO MATCH ADJACENT ORNAMENTAL FENCE. SEE DETAILS, SPECIFICATIONS, AND CIVIL DRAWINGS FOR ADDITIONAL INFORMATION. COORDINATE FINAL LOCATION AND EXTENTS OF FENCE IN FIELD. BASIS OF DESIGN: TREX FENCING
S20	PROVIDE NEW ASPHALT PAVING, STRIPING AND CURB STOPS AS INDICATED THROUGHOUT ALL LOTS. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S21	NEW CONCRETE CURB. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S22	EXISTING SIDEWALK TO REMAIN. PROTECT DURING CONSTRUCTION. PATCH AS REQUIRED. SEE CIVIL AND LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
S24	PROVIDE LIGHT POLE, FIXTURE AND BASE. SEE ELECTRICAL AND CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S25	PROVIDE HANDICAP PARKING SIGN. REFER TO CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S27	COMED EQUIPMENT.
S28	LOCATION OF DEMOED EQUIPMENT. REFER TO DEMO PLANS FOR FULL EXTENT. PATCH LANDSCAPING.

fgma FGMARCHITECTS
FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154
630.574.8300 OFFICE
ILLINOIS PROFESSIONAL DESIGN FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1887 HIGH GROVE LANE
NAPERVILLE, IL 60540
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

ISSUANCE

NO	DATE	DESCRIPTION

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

ISSUED FOR PERMIT

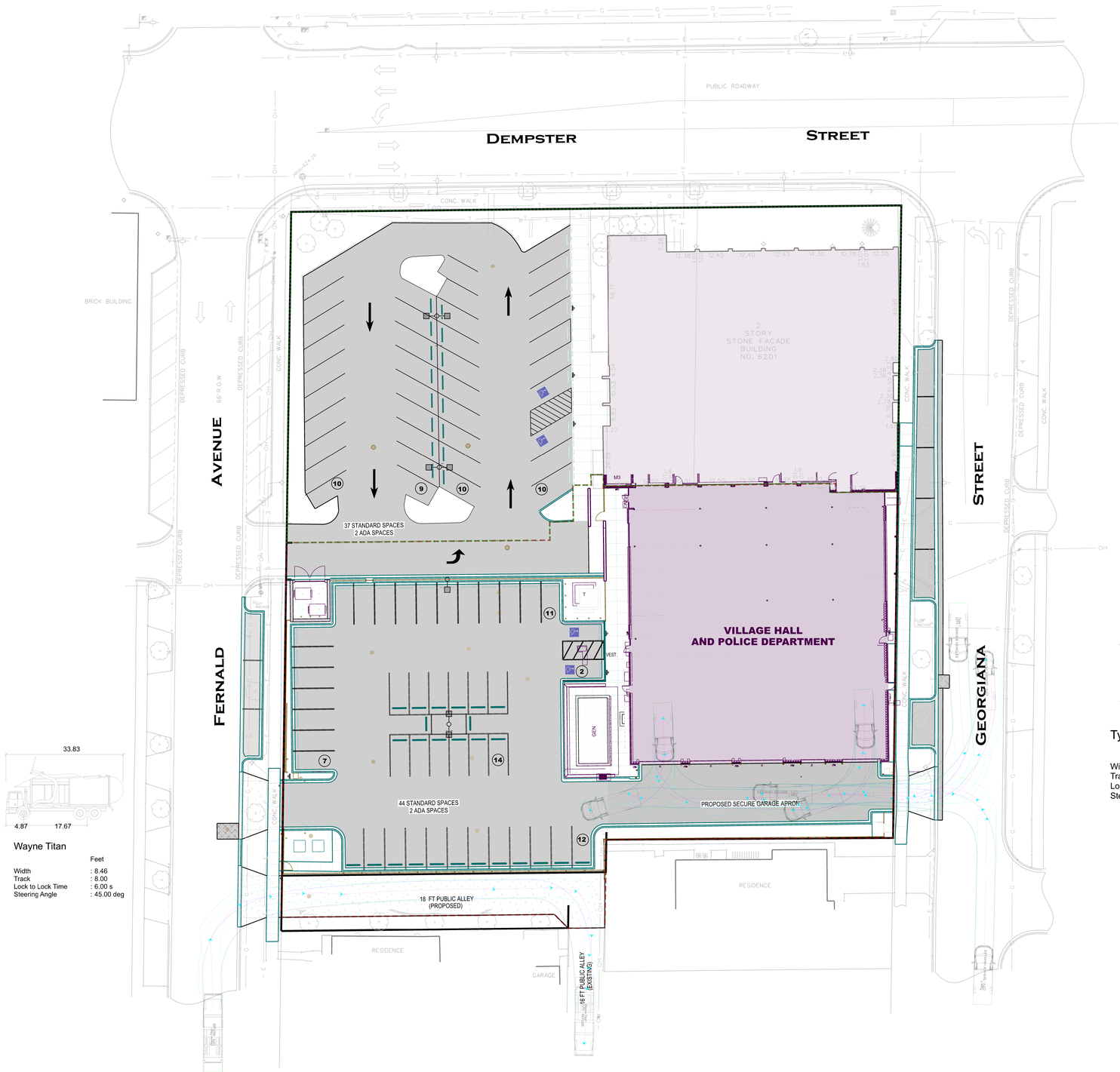
ARCHITECTURAL SITE PLAN

SHEET NO.
Z0.10

JOB NO. 25-4288.01

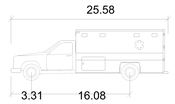
© 2026 FGM Architects

5/21/2026 2:35:15 PM
Autodesk Docs://Morton GroveVHand PD/25-4288.01_MortonGrove_VHandPD_Adition and Renovation_2024_CD.rvt
Copyright 2026 FGM ARCHITECTS



Wayne Titan

	Feet
Width	: 8.46
Track	: 8.00
Lock to Lock Time	: 6.00 s
Steering Angle	: 45.00 deg



Type 1

	Feet
Width	: 8.17
Track	: 8.04
Lock to Lock Time	: 6.00 s
Steering Angle	: 42.08 deg

fgma
FGMARCHITECTS

FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154

630.574.8300 OFFICE

ILLINOIS PROFESSIONAL DESIGN
FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1887 HIGH GROVE LANE
NAPERVILLE, IL 60540
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

NOT FOR CONSTRUCTION

FOR REVIEW ONLY

Not for regulatory approval, permit or construction.

The information on this document is preliminary or incomplete, not for construction, recording purposes, or implementation.

ISSUANCE

NO	DATE	DESCRIPTION
	05/07/2025	APPEARANCE COMMISSION

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

APPEARANCE COMMISSION

Auto Turn

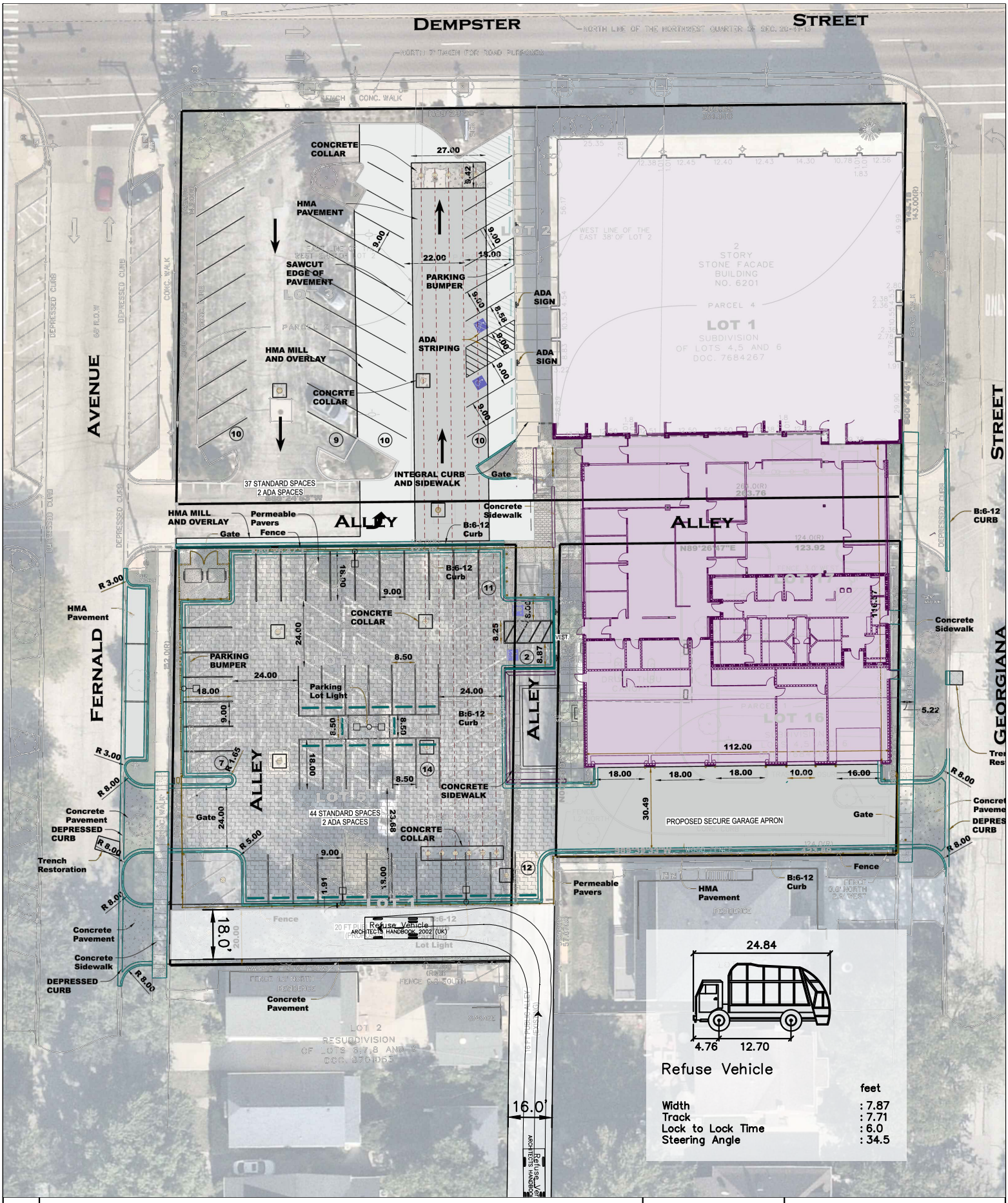
SHEET NO.
AT-1

JOB NO. 25-4288.01

© 2025 FGM Architects

11/13/2025 1:52:05 PM
Autodesk Docs://Morton GroveVHand PD/25-4288.01_MortonGrove_VHandPD_Adition and Renovation_2024_DD.rvt
Copyright 2025 FGM ARCHITECTS

1133754
E:\ACTIVE-PROJECTS\45149-xxxxxx-Cook\ENGR-BMB\45149-civil and landscape.dgn, Model: At-1, Date: 5/4/2026

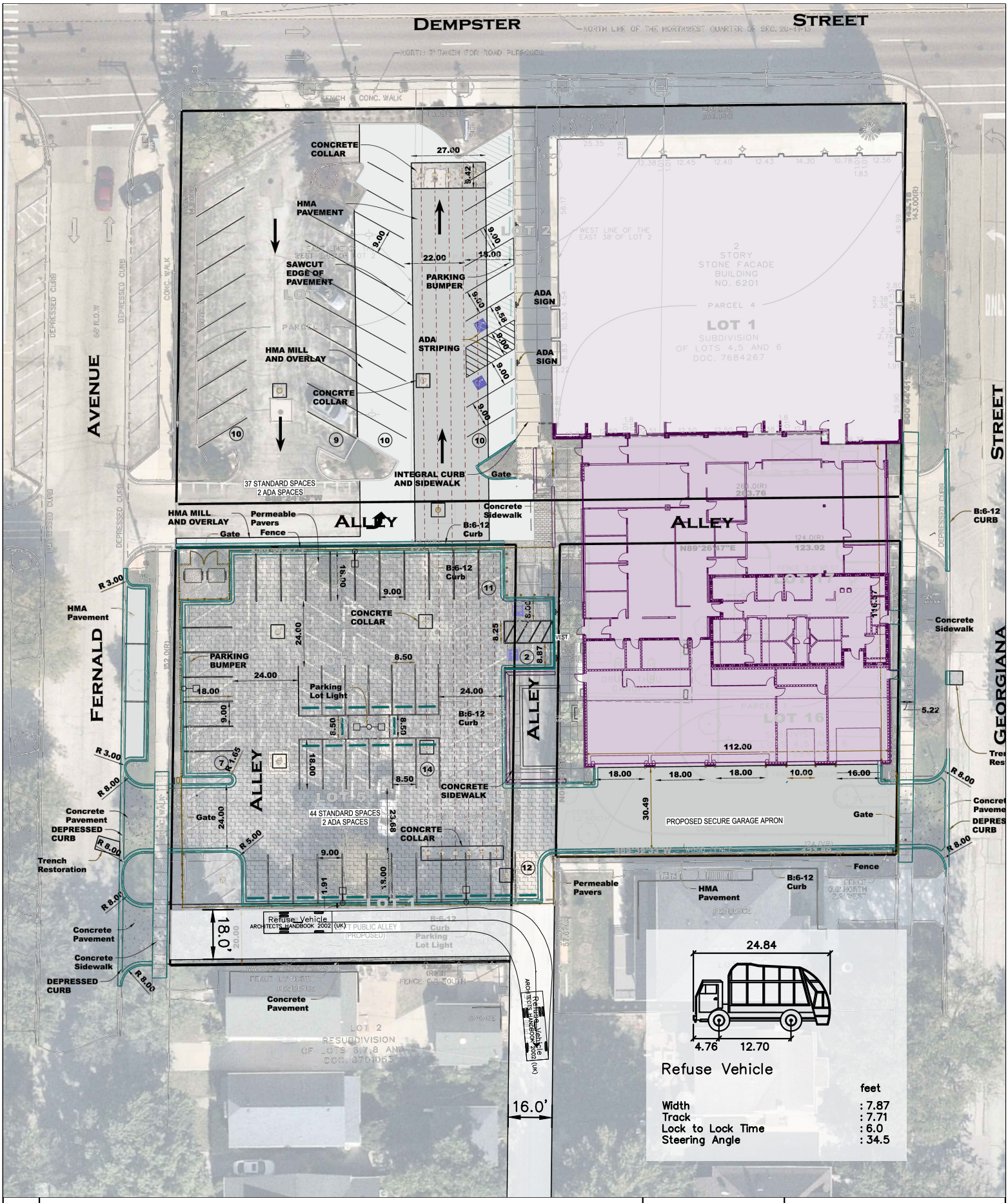


SHEET NUMBER

FERNALD AVENUE & NEW PUBLIC ALLEY, MORTON GROVE, IL

Kimley»Horn

© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
111 W JACKSON BLVD, SUITE 1320, CHICAGO, IL 60555
PHONE: 312-726-9445.KIMLEY-HORN.COM



SHEET NUMBER

FERNALD AVENUE & NEW PUBLIC ALLEY, MORTON GROVE, IL

Kimley»Horn

© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
111 W JACKSON BLVD, SUITE 1320, CHICAGO, IL 60555
PHONE: 312-726-9445.KIMLEY-HORN.COM

BUILDING LOCATION & SCALE

© 2026 FGM Architects

BUILDING LOCATION & SCALE

Ground-Mounted Utilities

Ground-mounted utilities include garbage dumpsters, generator and transformer. Refer to drawings and renderings for proposed screening.

Fire Hydrants:

Fire hydrants are existing to remain. There is also a fire department connection at the Northeast corner of the building that is existing to remain.

Appearance:

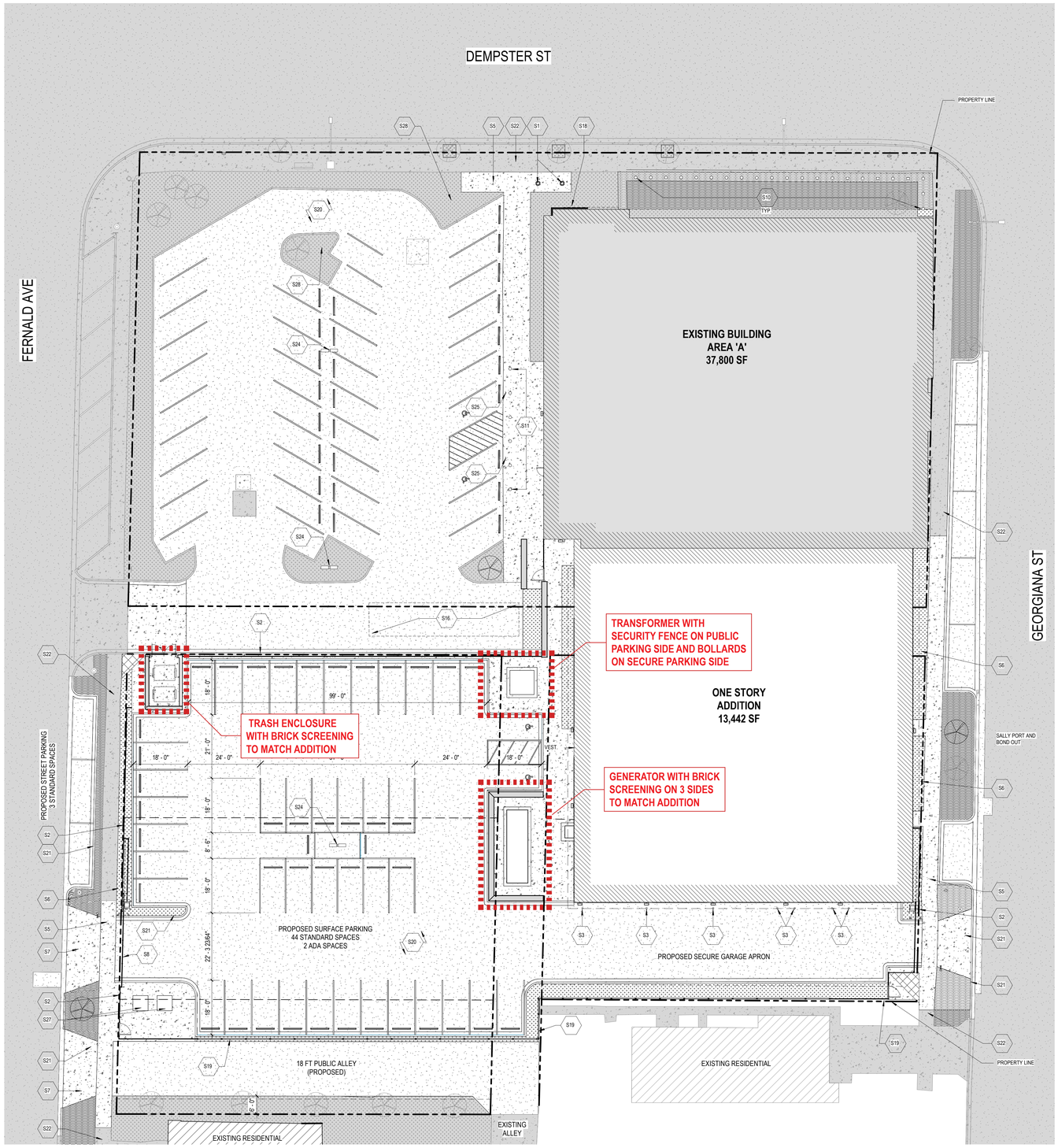
See attached renderings / elevations for the proposed design of the addition.

Materials

See attached photos and information regarding the proposed materials to be used on the addition.

© 2026 FGM Architects

GROUND MOUNTED UTILITIES & SCREENING



N

SITE PLAN

0' 8' 16' 32' 64'

SITE PLAN LEGEND

- NEW BUILDING
- EXISTING BUILDING
- CONCRETE
- EXISTING CONCRETE
- ASPHALT
- EXISTING ASPHALT
- PLANTING BEDS
- EXISTING PLANTING BEDS
- SOD/SEED
- EXISTING SOD/SEED
- TREE TO REMAIN, COORDINATE WITH CIVIL AND LANDSCAPE DRAWINGS
- PROPERTY LINE
- FENCE LINE
- OVERHEAD LINES
- SETBACK LINE
- SEE CIVIL FOR MORE INFORMATION

ZONING CODE REQUIREMENTS

Applicable Zoning Code: Village of Morton Grove Unified Development Code (Municipal Code of Morton Grove - Title 12)

Zoning District: C-1 General Commercial District (12-4-3:C-1)

The C-1 general commercial district is intended to provide for the full range retail activity and commercial activity serving the Village. Facilities required to serve the needs of governmental uses may be permitted within the district as special uses.

Bulk Requirements (12-4-3:E)

Minimum Lot Area:	0ft	Actual Lot Area:	75,088ft
Minimum Lot Width:	0ft	Actual Lot Width:	273.5ft
Minimum Yards		Actual Yards	
Front:	0ft	Front:	11.6ft
Side:	0ft	Side:	0ft; 134ft (12-2-6:F)
Rear:	5ft	Rear:	6.05ft
Maximum Floor Area Ratio:	2.0	Actual Floor Area Ratio:	0.7
Maximum Building Height:	40ft	Actual Building Height:	32.7ft

SITE PLAN KEYED NOTES

TAG	DESCRIPTION
S1	NEW FLAG POLE WITH CONCRETE FOUNDATION. SEE SITE DETAILS FOR ADDITIONAL INFORMATION. PROVIDE NEW LIGHT. SEE ELECTRICAL DRAWINGS AND SPECIFICATIONS FOR ADDITIONAL INFORMATION.
S2	PROVIDE ORNAMENTAL FENCE SYSTEM WITH EQUALLY SPACED VERTICAL SUPPORT POSTS. PROVIDE CONCRETE FOOTINGS FOR ALL SUPPORT POSTS. SEE SITE DETAILS FOR ADDITIONAL INFORMATION. COORDINATE FINAL HEIGHT AND FINISHCOLOR WITH ARCHITECT. COORDINATE FINAL LOCATION AND EXTENTS OF FENCE IN FIELD.
S3	6" STEEL SECURITY BOLLARD WITH PLASTIC COVER. SEE SITE DETAILS FOR ADDITIONAL INFORMATION.
S5	NEW CONCRETE SITEWALK. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S6	RAISED LANDSCAPE BEDS WITH CONCRETE PERIMETER CURBS. SEE CIVIL AND LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
S7	PROVIDE PARKING LOT ACCESS, INCLUDING BUT NOT LIMITED TO NEW CURB CUT, DEPRESSED CURB, AND CONCRETE APRON. REVER TO CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S8	SECURITY GATE. REFER TO CIVIL FOR MORE INFORMATION. BASIS OF DESIGN: AMERISTAR TRANSPORT TRAVERSE II
S10	PROVIDE CRASH RATED LIGHTED SECURITY BOLLARDS. REFER TO CIVIL AND ELECTRICAL DRAWINGS FOR MORE INFORMATION.
S11	LIGHTED SECURITY BOLLARDS. REFER TO CIVIL AND ELECTRICAL DRAWINGS FOR MORE INFORMATION.
S16	LOADING BERTH.
S18	NEW SIGN, REFER TO ELEVATIONS FOR MORE INFORMATION
S19	PROVIDE PRIVACY FENCE TO TIE INTO ORNAMENTAL FENCE. EQUALLY SPACE VERTICAL SUPPORT POSTS AND PROVIDE CONCRETE FOOTINGS FOR ALL SUPPORT POSTS. HEIGHT TO MATCH ADJACENT ORNAMENTAL FENCE. SEE DETAILS, SPECIFICATIONS, AND CIVIL DRAWINGS FOR ADDITIONAL INFORMATION. COORDINATE FINAL LOCATION AND EXTENTS OF FENCE IN FIELD. BASIS OF DESIGN: TREX FENCING
S20	PROVIDE NEW ASPHALT PAVING, STRIPING AND CURB STOPS AS INDICATED THROUGHOUT ALL LOTS. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S21	NEW CONCRETE CURB. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S22	EXISTING SIDEWALK TO REMAIN. PROTECT DURING CONSTRUCTION. PATCH AS REQUIRED. SEE CIVIL AND LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
S24	PROVIDE LIGHT POLE, FIXTURE AND BASE. SEE ELECTRICAL AND CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S25	PROVIDE HANDICAP PARKING SIGN. REFER TO CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S27	COMED EQUIPMENT.
S28	LOCATION OF DEMOED EQUIPMENT, REFER TO DEMO PLANS FOR FULL EXTENT. PATCH LANDSCAPING.

fgma
FGMARCHITECTS

FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154

630.574.8300 OFFICE

ILLINOIS PROFESSIONAL DESIGN
FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1887 HIGH GROVE LANE
NAPERVILLE, IL 60540
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

ISSUANCE

NO	DATE	DESCRIPTION

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

ISSUED FOR PERMIT

ARCHITECTURAL SITE PLAN

SHEET NO.
Z0.10

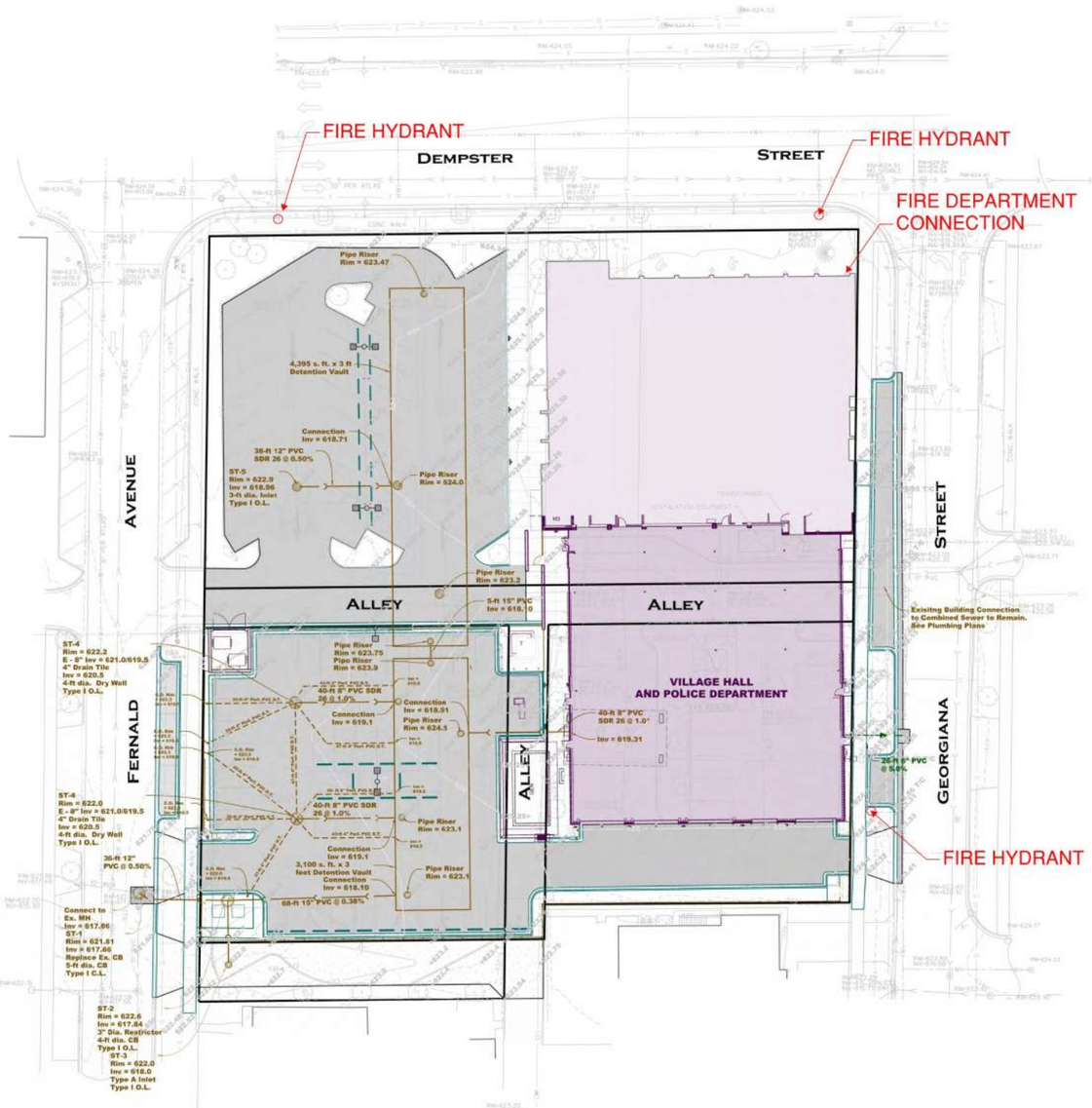
JOB NO. 25-4288.01

© 2026 FGM Architects

5/21/2026 2:35:15 PM
Autodesk Docs://Morton Grove\Hand PD/25-4288.01_MortonGrove_VHandPD_Adition and Renovation_2024_CD.rvt

Copyright 2026 FGM ARCHITECTS

FIRE HYDRANTS & FIRE DEPARTMENT CONNECTION



11/13/2025 1:52:05 PM
Autodesk Docs://Morton Grove\Hand PD/25-4288.01_MortonGrove_VHandPD_Adition and Renovation_2024_D0.rvt
Copyright 2025 FGM ARCHITECTS

E:\AC Info\PROJECTS\4501\49-Illinois Code\DWG\Architectural\Landscape.dgn, Model: C-4, Date: 1/6/2026

1133754

fgma
FGMARCHITECTS

FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154

630.574.8300 OFFICE

ILLINOIS PROFESSIONAL DESIGN FIRM 184-000350

CIVIL
WMA
2320 MANCHESTER RD, BUILDING A, SUITE 101
WHEATON, IL 60187
630.668.7600 EXT. 6301 (C) 17600

LANDSCAPE
WMA
2320 MANCHESTER RD, BUILDING A, SUITE 101
WHEATON, IL 60187
630.668.7600 EXT. 6301 (C) 17600

STRUCTURAL
McCluskey Engineering Corporation
1601 HIGH GROVE LANE
NAPERVILLE, IL 60540
630.717.5235 (O) 630.717.5370 (F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

NOT FOR CONSTRUCTION

FOR REVIEW ONLY

Not for regulatory approval, permit or construction.

The information on this document is preliminary or incomplete, not for construction, recording purposes, or implementation.

ISSUANCE		
NO	DATE	DESCRIPTION
	05/07/2025	APPEARANCE COMMISSION

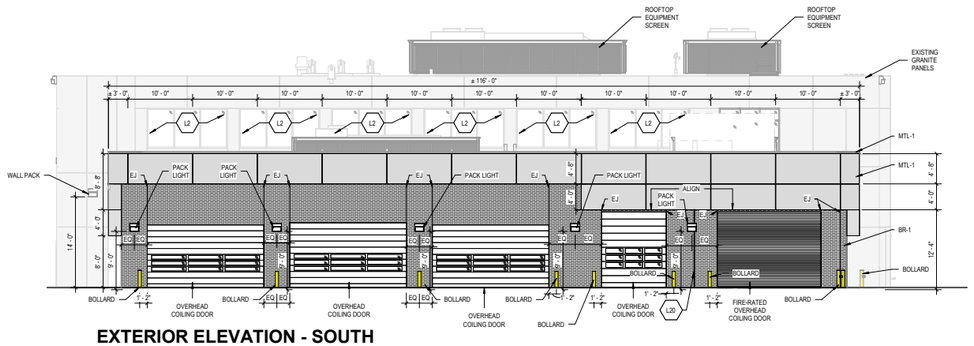
MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

APPEARANCE COMMISSION

Utility Plan

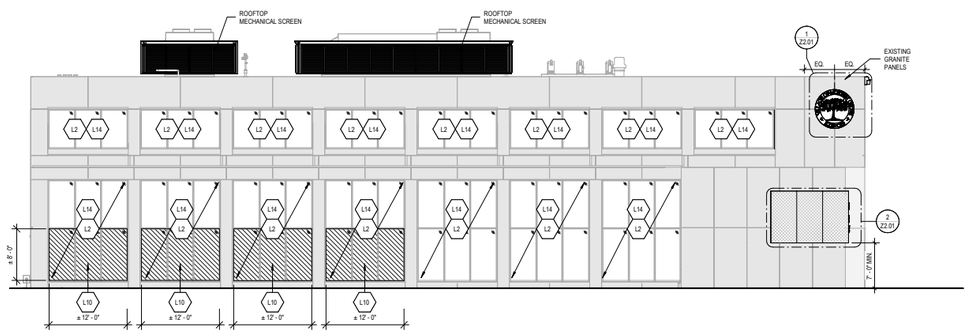
SHEET NO. **C-4**

JOB NO. 25-4288.01
© 2025 FGM Architects



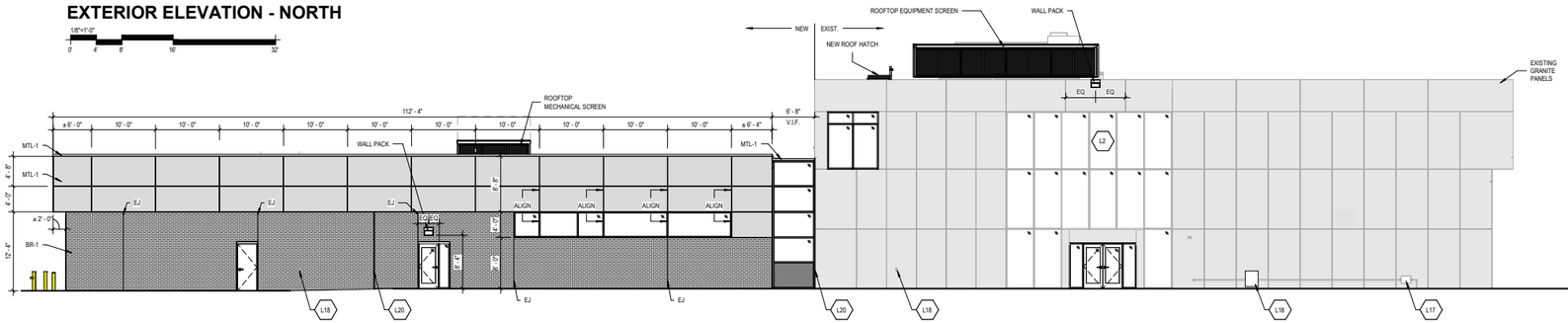
EXTERIOR ELEVATION - SOUTH

1/8"=1'-0"



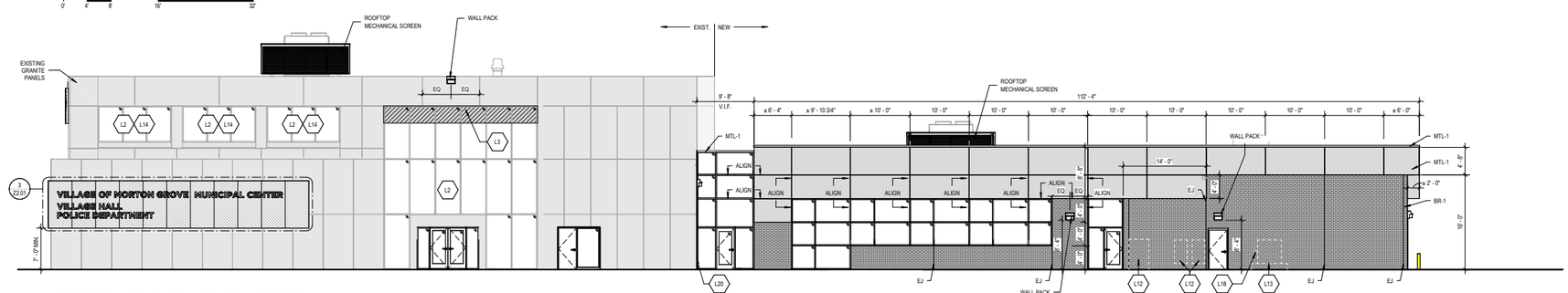
EXTERIOR ELEVATION - NORTH

1/8"=1'-0"



EXTERIOR ELEVATION - EAST

1/8"=1'-0"



EXTERIOR ELEVATION - WEST

1/8"=1'-0"

EXTERIOR ELEVATIONS KEYED NOTES	
TAG	DESCRIPTION
L2	PROVIDE NEW PERIMETER BACKER ROD AND SEALANT SYSTEM AROUND THE EXISTING STOREFRONT SYSTEM.
L3	APPROXIMATE LOCATION OF THE NEW PERIMETER NEOPRENE GASKET IS TO BE ADDED ONCE EXISTING IS REMOVED.
L10	PROVIDE BULLET RESISTIVE FILM ON THE INTERIOR OF THE EXISTING STOREFRONT. REFER TO FINISH PLANS AND INTERIOR ELEVATIONS FOR MORE INFORMATION.
L12	ELECTRICAL EQUIPMENT. REFER TO ELECTRICAL DRAWINGS FOR MORE INFORMATION.
L13	MECHANICAL EQUIPMENT. REFER TO MECHANICAL DRAWINGS FOR MORE INFORMATION.
L14	PROVIDE BIRD SAFETY FILM ON THE EXTERIOR OF THE EXISTING STOREFRONT. REFER TO SPECS FOR ADDITIONAL INFORMATION.
L17	NEW NATURAL GAS SERVICE. REFER TO MECHANICAL FOR MORE INFORMATION.
L18	NEW PLUMBING FIXTURE. REFER TO PLUMBING FOR MORE INFORMATION.
L20	WALL EXPANSION JOINT COVER TYP. AT ALL BUILDING EXPANSION JOINT LOCATIONS.

fgma
FGMA ARCHITECTS
FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154
630.574.8300 OFFICE
ILLINOIS PROFESSIONAL DESIGN FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7820 (O) 630.682.1740(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7820 (O) 630.682.1740(F)

STRUCTURAL
McCluskey Engineering Corporation
1360 THOR DRIVE UNIT
NAPERVILLE, IL 60540
630.717.5135 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

ISSUANCE		
NO	DATE	DESCRIPTION

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

ISSUED FOR PERMIT

EXTERIOR ELEVATIONS

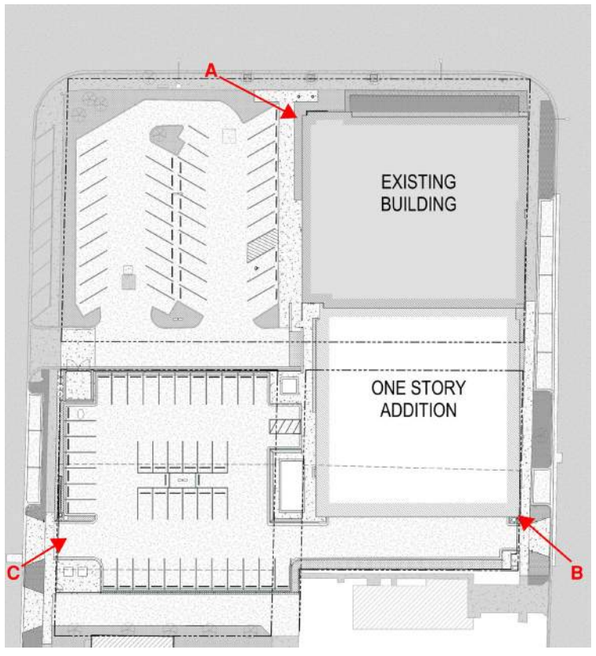
SHEET NO.
Z2.00

JOB NO. 25-4288.01
© 2026 FGM Architects

5/7/2026 11:19:08 AM
Autodesk Docs://Morton GroveWand PD/25-4288.01_MortonGrove_VHandPD_Adtion and Renovation_2024_CD.rvt
Copyright 2026 FGM ARCHITECTS

© 2026 FGM Architects

EXISTING VIEW A



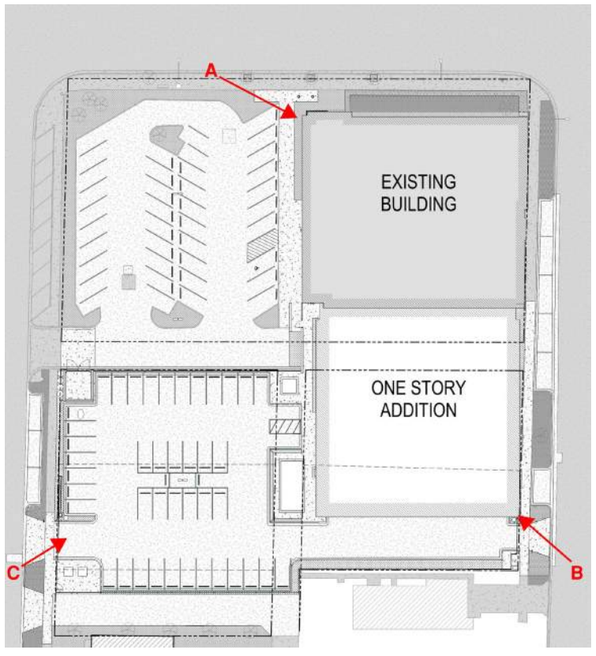
RENDERING VIEW A - DAY

RENDERING VIEW A - NIGHT

© 2026 FGM Architects

EXISTING VIEW B

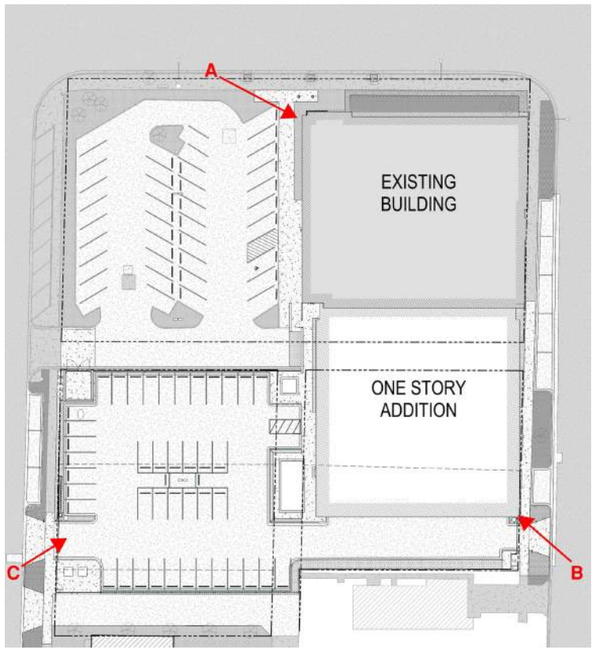
RENDERING VIEW B



© 2026 FGM Architects

EXISTING VIEW C

RENDERING VIEW C



© 2026 FGM Architects

MATERIALS:

MTL-1:

- COPINGS
- ALUMINUM COMPOSITE METAL PANEL
- EMBLEM SIGNAGE
- STOREFRONT / CURTAIN WALL FRAMES

MTL-2

- BACKLIT PERFORATED SIGNAGE

MTL-3

- SIGNAGE LETTERS; GOTHAM FONT, BOLD

BR-1

- BRICK FACADE

© 2026 FGM Architects

SECTION 3

SITE ILLUMINATION

© 2026 FGM Architects

SITE ILLUMINATION

General:

See the attached site photometric plan for the proposed lighting at Morton Grove Village Hall & Police Department.

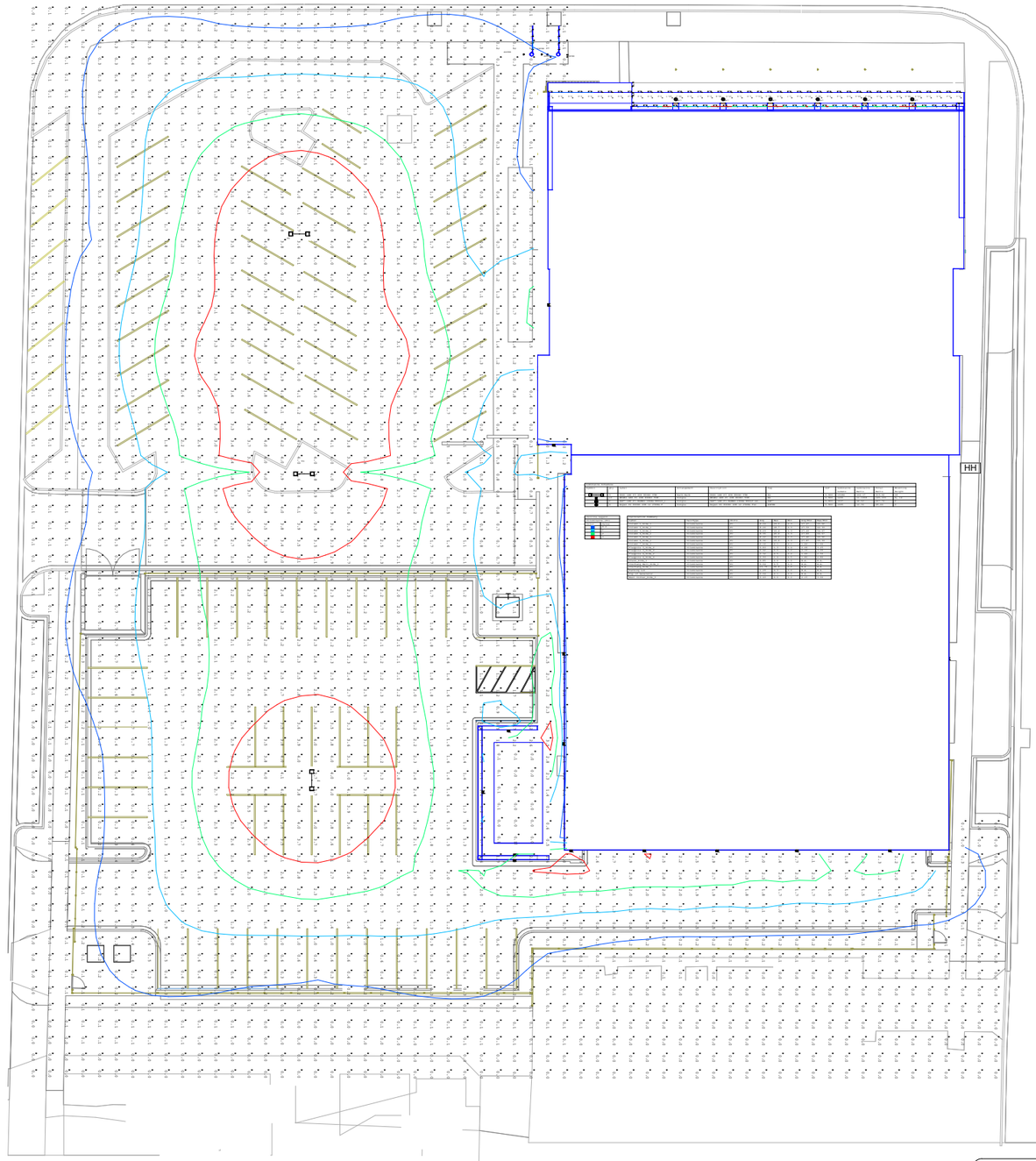
Proposed Fixtures:

See attached cut sheets for proposed fixture sections for both pole mounted and ground mounted site lighting.

© 2026 FGM Architects

GENERAL NOTES

1. SEE SITE PHOTOMETRIC PLAN FOR PROPOSED LIGHTING AT VILLAGE OF MORTON GROVE. ALL POLE HEIGHTS AND CUT-OFF WILL COMPLY WITH VILLAGE REQUIREMENTS.
2. SEE ATTACHED CUTSHEETS FOR PROPOSED FIXTURE SELECTIONS FOR BOTH POLE-MOUNTED AND BUILDING MOUNTED SITE LIGHTING



1 **ELECTRICAL SITE PHOTOMETRIC**
12" = 1'-0"

PRELIMINARY
PLOTTED: APRIL 30, 2026
NOT FOR CONSTRUCTION

fgma
FGMARCHITECTS
FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154
630.574.8300 OFFICE
ILLINOIS PROFESSIONAL DESIGN
FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1000 JORIE BLVD
WAYERVILLE, IL 60540
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

NOT FOR CONSTRUCTION

FOR REVIEW ONLY

Not for regulatory approval, permit or construction.

The information on this document is preliminary or incomplete, not for construction, recording purposes, or implementation.

ISSUANCE

NO	DATE	DESCRIPTION
1	02.20.2026	ISSUED FOR 100% DD

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

2026.02.20 - 100% DD

ELECTRICAL SITE PHOTOMETRIC

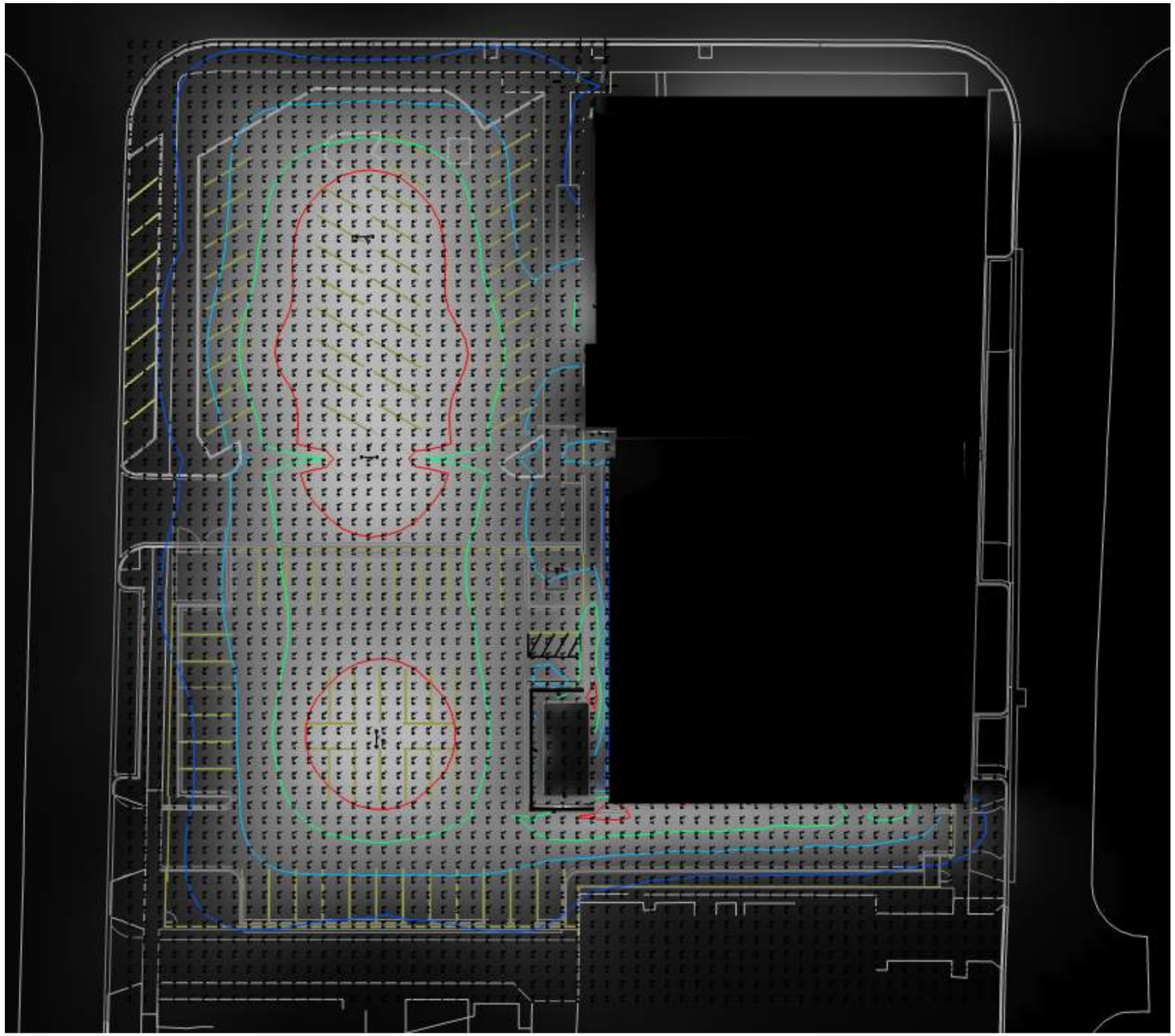
SHEET NO.
E0.02

JOB NO. 25-4288.01
© 2026 FGM Architects

MILLIES ENGINEERING GROUP
971 Valparaiso Drive, Munster, IN 46321
221 N. LaSalle Street, Chicago, IL 60601
99 Monroe Avenue NW, Grand Rapids, MI 49503
(219)924-8400
www.milliesengineeringgroup.com
Copyright © 2026 Millies Engineering Group

2/23/2026 1:28:05 PM
Autodesk Docs://Morton GroveVHand PD/MEG_Morton Grove VH-PD_MEP-R24.rvt
Copyright 2023 FGM ARCHITECTS

© 2026 FGM Architects



1 **ELECTRICAL SITE PHOTOMETRIC**
1/2" = 1'-0"

PRELIMINARY
PLOTTED: APRIL 30, 2026
NOT FOR CONSTRUCTION

fgma
FGMAARCHITECTS
FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154
630.574.8300 OFFICE
ILLINOIS PROFESSIONAL DESIGN
FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1 Parkview Plaza
WARRENVILLE, IL 60555
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

NOT FOR CONSTRUCTION

FOR REVIEW ONLY

Not for regulatory approval, permit or construction.

The information on this document is preliminary or incomplete, not for construction, recording purposes, or implementation.

ISSUANCE		
NO	DATE	DESCRIPTION
1	02.20.2026	ISSUED FOR 100% DD

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

2026.02.20 - 100% DD

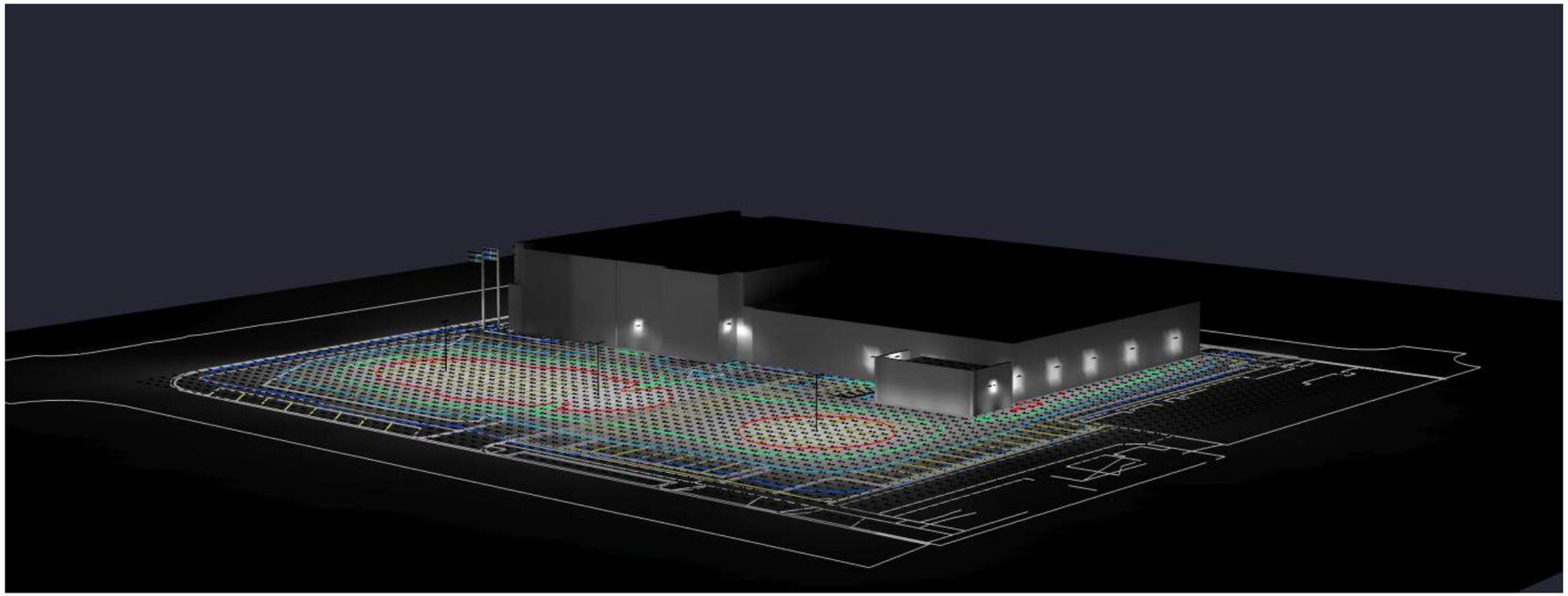
ELECTRICAL SITE PHOTOMETRIC

SHEET NO.
E0.03

JOB NO. 25-4288.01
© 2026 FGM Architects

MILLIES
ENGINEERING GROUP
971 Valparaiso Drive — Munster, IN 46321
221 N. LaSalle Street — Chicago, IL 60601
99 Monroe Avenue NW — Grand Rapids, MI 49503
(219)924-8400
www.milliesengineeringgroup.com
Copyright © 2026 Millies Engineering Group

2/23/2026 1:28:05 PM
Autodesk Docs://Morton GroveVHand PD/MEG_Morton Grove VH-PD_MEP-R24.rvt
Copyright 2025 FGM ARCHITECTS



1 **ELECTRICAL SITE PHOTOMETRIC**
1/2" = 1'-0"

fgma
FGMARCHITECTS

FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154

630.574.8300 OFFICE

ILLINOIS PROFESSIONAL DESIGN
FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1 TRAFALGAR
NAPERVILLE, IL 60540
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

NOT FOR CONSTRUCTION

FOR REVIEW ONLY

Not for regulatory approval, permit or construction.

The information on this document is preliminary or incomplete, not for construction, recording purposes, or implementation.

ISSUANCE		
NO	DATE	DESCRIPTION
1	02.20.2026	ISSUED FOR 100% DD

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

2026.02.20 - 100% DD

ELECTRICAL SITE PHOTOMETRIC

SHEET NO.
E0.04

JOB NO. 25-4288.01
© 2026 FGM Architects

PRELIMINARY
PLOTTED: APRIL 30, 2026
NOT FOR CONSTRUCTION

MILLIES
ENGINEERING GROUP

970 Valparaiso Drive — Munster, IN 46321
221 N. LaSalle Street — Chicago, IL 60601
99 Monroe Avenue NW — Grand Rapids, MI 46503
(219)924-8400
www.milliesengineeringgroup.com

Copyright © 2026 Millies Engineering Group

2/23/2026 1:28:05 PM
Autodesk Docs://Morton GroveVHand PD/MEG_Morton Grove VH-PD_MEP-R24.rvt
Copyright 2025 FGM ARCHITECTS

© 2026 FGM Architects

1 **ELECTRICAL SITE PHOTOMETRIC**
12" = 1'-0"

2/23/2026 1:28:05 PM
Autodesk Docs://Morton Grove VHand PD/MEG_Morton Grove VH-PD_MEP-R24.rvt
Copyright 2023 FGM ARCHITECTS

PRELIMINARY
PLOTTED: February 17, 2026
NOT FOR CONSTRUCTION

fgma
FGMARCHITECTS
FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154
630.574.8300 OFFICE
ILLINOIS PROFESSIONAL DESIGN
FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1 NORTHFIELD PLAZA
NORTHFIELD, IL 60143
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

NOT FOR CONSTRUCTION

FOR REVIEW ONLY

Not for regulatory approval, permit or construction.

The information on this document is preliminary or incomplete, not for construction, recording purposes, or implementation.

ISSUANCE		
NO	DATE	DESCRIPTION
1	02.20.2026	ISSUED FOR 100% DD

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

2026.02.20 - 100% DD

ELECTRICAL SITE PHOTOMETRIC

SHEET NO.
E0.07

JOB NO. 25-4288.01
© 2026 FGM Architects

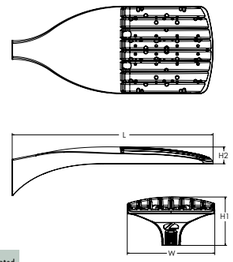
MILLIES ENGINEERING GROUP
971 Valparaiso Drive — Munster, IN 46321
221 N. LaSalle Street — Chicago, IL 60601
99 Monroe Avenue NW — Grand Rapids, MI 49503
(219)924-8400
www.milliesengineering-group.com
Copyright © 2026 Millies Engineering Group

D-Series Size 1
LED Area Luminaire

d"series

Specifications

EPA:	0.69 ft²	(0.06 m²)
Length:	32.71"	(83.1 cm)
Width:	14.26"	(36.2 cm)
Height H1:	7.88"	(20.0 cm)
Height H2:	2.73"	(6.9 cm)
Weight:	34 lbs	(15.4 kg)



Design Select options indicated by this color background.

Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

Ordering Information

EXAMPLE: DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series: DSX1 LED

LEDs
- **Forward optics**: P1, P2, P3, P4, P5, P6, P7, P8, P9
- **Rotated optics**: P10[1], P11[1], P12[1], P13[1]

Color temperature[2] (this section 70CRI only)
- 30K 3000K
- 40K 4000K
- 50K 5000K
- 27K 2700K
- 30K 3000K
- 35K 3500K
- 40K 4000K
- 50K 5000K

Color Rendering Index[2]
- 70CRI
- 70CRI
- 70CRI
- 80CRI
- 80CRI
- 80CRI
- 80CRI
- 80CRI

Distribution
- AFR Automotive front row
- T1S Type I short
- T2M Type II medium
- T3M Type III medium
- T3LG Type III low glare[3]
- T4M Type IV medium
- T4LG Type IV low glare[3]
- TFTM Forward throw medium
- T5M Type V medium
- T5LG Type V low glare
- T5W Type V wide
- BLC3 Type III backlight control[3]
- BLC4 Type IV backlight control[3]
- LCCO Left corner cutoff[3]
- RCCO Right corner cutoff[3]

Voltage
- MVOLT (120V-277V)[4]
- HVOLT (347V-480V)[5,6]
- XVOLT (277V - 480V)[7,8]
- 120[16,26]
- 208[16,26]
- 240[16,26]
- 277[16,26]
- 347[16,26]
- 480[16,26]

Mounting

Shipped included
- SPA Square pole mounting (#8 drilling)
- RPA Round pole mounting (#8 drilling)
- SPA5 Square pole mounting #5 drilling[9]
- RPA5 Round pole mounting #5 drilling[9]
- SPA8N Square narrow pole mounting #8 drilling
- WBA Wall bracket[10]
- MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)

Control options

Shipped installed
- NLTAIR2 PIRHN nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc[11,12,20,21]
- PIR High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc[13,20,21]
- PER NEMA twist-lock receptacle only (controls ordered separate)[14]
- PERS Five-pin receptacle only (controls ordered separate)[14,21]
- PER7 Seven-pin receptacle only (controls ordered separate)[14,21]
- FAO Field adjustable output[15,21]
- BL30 Bi-level switched dimming, 30%[16,21]
- BL50 Bi-level switched dimming, 50%[16,21]
- DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[17]
- DS Dual switching[18,19,21]

Other options

Shipped installed
- SPD20KV 20KV surge protection
- HS Houseside shield (black finish standard)[22]
- L90 Left rotated optics[1]
- R90 Right rotated optics[1]
- CCE Coastal Construction[23]
- HA 50°C ambient operation[24]
- BAA Buy America(n) Act and/or Build America Buy America Qualified
- SF Single fuse (120, 277, 347V)[26]
- DF Double fuse (208, 240, 480V)[26]

Shipped separately
- EGSR External Glare Shield (reversible, field install required, matches housing finish)
- BSDB Bird Spikes (field install required)

Finish *(required)*
- DDBXD Dark Bronze
- DBLXD Black
- DNAXD Natural Aluminum
- DWHXD White
- DDBTXD Textured dark bronze
- DBLBXD Textured black
- DNATXD Textured natural aluminum
- DWHGXD Textured white

verify with arch

Controls Options

Nomenclature	Description	Functionality	Primary control device	Notes
NLTAIR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with motion sensor override when wirelessly connected to the nLight Airgen.	nLight Air EWs.	nLight AIR sensors can be programmed and commissioned from the ground using the CLAIRITY Pro app. Cannot be used with other controls options that need the 0-10V leads.

Ordering Information

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V)[25]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V)[25]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V)[25]
DSHORT SBK	Shorting cap[25]
DSX1HS P#	House-side shield (enter package number 1-13 in place of #)
DSXRPA (FINISH)	Round pole adapter (#8 drilling, specify finish)
DSXSPA5 (FINISH)	Square pole adapter #5 drilling (specify finish)
DSXRPA5 (FINISH)	Round pole adapter #5 drilling (specify finish)
DSX1EGSR (FINISH)	External glare shield (specify finish)
DSX1BSDB (FINISH)	Bird spike deterrent bracket (specify finish)

NOTES
1. Rotated optics available with packages P10, P11, P12 and P13. Must be combined with option L90 or R90.
2. 30K, 40K, and 50K available in 70CRI and 80CRI. 27K and 35K only available with 80CRI. Contact Technical Support for other possible combinations.
3. T3LG, T4LG, BLC3, BLC4, LCCO, RCCO not available with option HS.
4. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
5. HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
6. HVOLT not available with package P1 and P10 when combined with option NLTAIR2 PIRHN or option PIR.
7. XVOLT operates with any voltage between 277V and 480V (50/60 Hz).
8. XVOLT not available in packages P1 or P10. XVOLT not available with fusing (SF or DF).
9. SPA5 and RPA5 for use with #5 drilling only (Not for use with #8 drilling).
10. WBA cannot be combined with Type 5 distributions plus photocell (PER).
11. NLTAIR2 and PIRHN must be ordered together. For more information on nLight AIR2 visit this link
12. NLTAIR2 PIRHN not available with other controls including PIR, PER, PER5, PER7, FAO, BL30, BL50, DMG and DS. NLTAIR2 PIRHN not available with P1 and P10 using HVOLT. NLTAIR2 PIRHN not available with P1 and P10 using XVOLT.
13. PIR not available with NLTAIR2 PIRHN, PER, PER5, PER7, FAO BL30, BL50, DMG and DS. PIR not available with P1 and P10 using HVOLT. PIR not available with P1 and P10 using XVOLT.
14. PER/PERS/PER7 not available with NLTAIR2 PIRHN, PIR, BL30, BL50, FAO, DMG and DS. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
15. FAO not available with other dimming control options NLTAIR2 PIRHN, PIR, PER5, PER7, BL30, BL50, DMG and DS.
16. BL30 and BL50 are not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, FAO, DMG and DS. BL30 or BL50 must specify 120 or 277V.
17. DMG not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, FAO and DS.
18. DS not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, FAO and DMG.
19. DS requires (2) separately switched circuits. DS provides 50/50 fixture operation via (2) different sets of leads using (2) drivers. DS only available with packages P8, P9, P10, P11, P12 and P13.
20. Reference Motion Sensor Default Settings table on page 4 to see functionality.
21. Reference Controls Options table on page 4.
22. HS not available with T3LG, T4LG, BLC3, BLC4, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
23. CCE option not available with option BS and EGSR. Contact Technical Support for availability.
24. Option HA not available with performance packages P4, P5, P7, P8, P9 and P13.
25. Requires luminaire to be specified with PER, PER5 or PER7 option. See Controls Table on page 4.
26. Single fuse (SF) requires 120V, 277V, or 347V. Double fuse (DF) requires 208V, 240V or 480V. XVOLT not available with fusing (SF or DF).

Shield Accessories

External Glare Shield (EGSR)

House Side Shield (HS)

fgma FGMARCHITECTS
FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154
630.574.8300 OFFICE
ILLINOIS PROFESSIONAL DESIGN FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1 TOWNSEND LANE
NAPERVILLE, IL 60540
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

NOT FOR CONSTRUCTION

FOR REVIEW ONLY

Not for regulatory approval, permit or construction.

The information on this document is preliminary or incomplete, not for construction, recording purposes, or implementation.

ISSUANCE		
NO	DATE	DESCRIPTION
1	02.20.2026	ISSUED FOR 100% DD

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

2026.02.20 - 100% DD

ELECTRICAL SITE PHOTOMETRIC

SHEET NO.
E0.05

JOB NO. 25-4288.01
© 2026 FGM Architects

PRELIMINARY
PLOTTED: APRIL 30, 2026
NOT FOR CONSTRUCTION

MILLIES ENGINEERING GROUP
931 Valparaiso Drive, Munster, IN 46321
221 N. LaSalle Street, Chicago, IL 60601
99 Monroe Avenue NW, Grand Rapids, MI 46503
(219)956-8400
www.milliesengineeringgroup.com

Copyright © 2026 Millies Engineering Group

2/23/2026 1:28:05 PM
Autodesk Docs://Morton Grove\Hand PD\MEG_Morton Grove VH-PD_MEP-R24.rvt
Copyright 2025 FGM ARCHITECTS

© 2026 FGM Architects

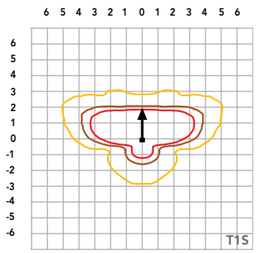
Photometric Diagrams

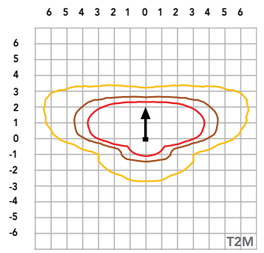
To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's homepage.

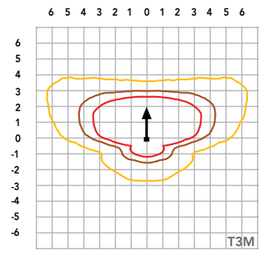
Isofootcandle plots for the DSX1 LED P9 40K 70CRI. Distances are in units of mounting height (25').

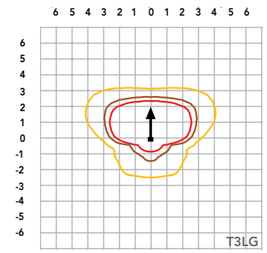
LEGEND

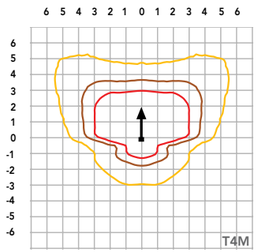
- 0.1 fc
- 0.5 fc
- 1.0 fc

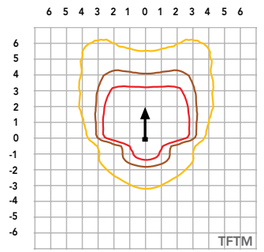


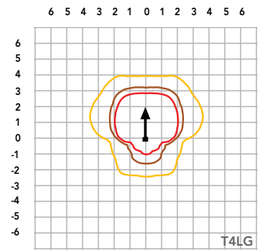


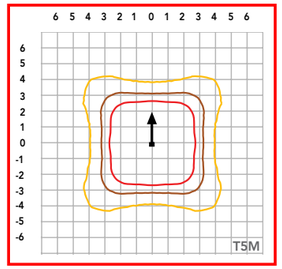


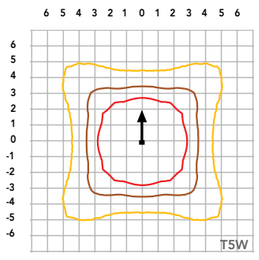


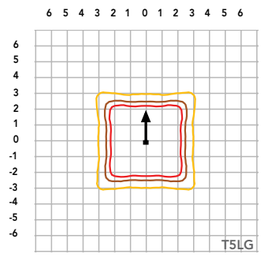


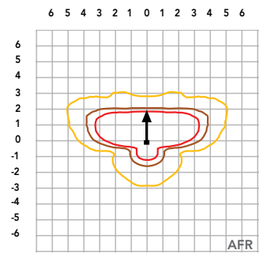


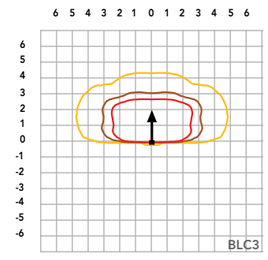


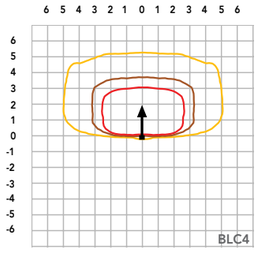


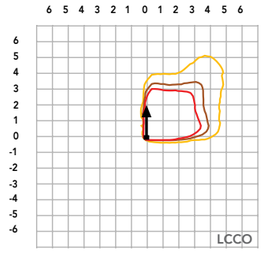


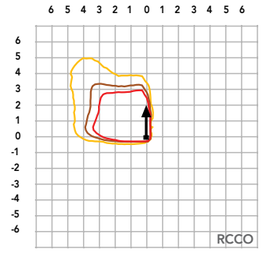












PRELIMINARY
PLOTTED: APRIL 30, 2026
NOT FOR CONSTRUCTION

2/23/2026 1:28:05 PM
Autodesk Docs://Morton Grove VHand PD/MEG_Morton Grove VH-PD_MEP-R24.rvt
Copyright 2025 FGM ARCHITECTS

fgma
FGMARCHITECTS
FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154
630.574.8300 OFFICE
ILLINOIS PROFESSIONAL DESIGN
FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1 TOWNSQUARE
MARYDALE, IL 60540
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

NOT FOR CONSTRUCTION

FOR REVIEW ONLY

Not for regulatory approval, permit or construction.

The information on this document is preliminary or incomplete, not for construction, recording purposes, or implementation.

ISSUANCE		
NO	DATE	DESCRIPTION
1	02.20.2026	ISSUED FOR 100% DD

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

2026.02.20 - 100% DD

ELECTRICAL SITE PHOTOMETRIC

SHEET NO.
E0.06

JOB NO. 25-4288.01
© 2026 FGM Architects

MILLIES ENGINEERING GROUP
971 Valparaiso Drive — Munster, IN 46321
221 N. LaSalle Street — Chicago, IL 60601
99 Monroe Avenue NW — Grand Rapids, MI 46505
(219)934.8400
www.milliesengineeringgroup.com
Copyright © 2026 Millies Engineering Group

© 2026 FGM Architects

WDGE2 LED

Architectural Wall Sconce
Precision Refractive Optic

Catalog Number

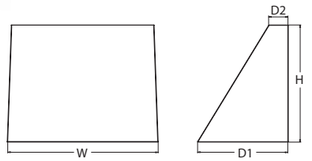
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

Depth (D1):	7"
Depth (D2):	1.5"
Height:	9"
Width:	11.5"
Weight: (without options)	13.5 lbs



Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing a true site-wide solution. Embedded with nLight® AIR wireless controls, the WDGE family provides additional energy savings and code compliance.

WDGE2 with industry leading precision refractive optics provides great uniform distribution and optical control. When combined with multiple integrated emergency battery backup options, including an 18W cold temperature option, the WDGE2 becomes the ideal wall-mounted lighting solution for pedestrian scale applications in any environment.

design select — Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect. *See ordering tree for details

WDGE LED Family Overview

Luminaire	Optics	Standard EM, 0°C	Cold EM, -20°C	Sensor	Approximate Lumens (4000K, 80CRI)						
					P0	P1	P2	P3	P4	P5	P6
WDGE1 LED	Visual Comfort	4W		--	750	1,200	2,000	--	--	--	--
WDGE2 LED	Visual Comfort	10W	18W	Standalone / nLight	--	1,200	2,000	3,000	4,500	6,000	--
WDGE2 LED	Precision Refractive	10W	18W	Standalone / nLight	700	1,200	2,000	3,200	4,200	--	--
WDGE3 LED	Precision Refractive	15W	18W	Standalone / nLight	--	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	Precision Refractive			Standalone / nLight	--	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE2 LED P3 40K 80CRI T3M MVOLT SRM DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE2 LED	P0[1]	27K 2700K	70CRI[4]	T1S Type I Short	MVOLT	**Shipped included**
	P1[1]	30K 3000K	80CRI	T2M Type II Medium	347[5]	SRM Surface mounting bracket
	P2[2]	40K 4000K	LW[3] Limited Wavelength	T3M Type III Medium	480[5]	ICW Indirect Canopy/Ceiling Washer bracket (dry[6] / damp locations only)[6]
	P3[2]	50K 5000K		T4M Type IV Medium		**Shipped separately**
	P4[2]	AMB[3] Amber		TFTM Forward Throw Medium		AWS 3/8inch Architectural wall spacer[7]
						PBBW Surface-mounted back box (top, left, right conduit entry). Use when there is no junction box available[7]

Options

E10WH	Emergency battery backup, Certified in CA Title 20 MAEDBS (10W, 5°C min)
E20WC	Emergency battery backup, Certified in CA Title 20 MAEDBS (18W, -20°C min)
PE	Photocell, Button Type[8]
DMG	0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)[9]
BCE	Bottom conduit entry for back box (PBBW). Total of 4 entry points.
CCE	Coastal Construction[7]

Standalone Sensors/Controls

PIR	Bi-level (100/35%) motion sensor for 8-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.
PIRH	Bi-level (100/35%) motion sensor for 15-30' mounting heights. Intended for use on switched circuits with external dusk to dawn switching
PIR1FC3V	Bi-level (100/35%) motion sensor for 8-15' mounting heights with photocell pre-programmed for dusk to dawn operation.
PIRH1FC3V	Bi-level (100/35%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk to dawn operation.

Networked Sensors/Controls

NLTAIR2 PIR	Embedded wireless controls by nLight with Passive Infrared Occ sensor and on/off photocell for 8-15' mounting heights.
NLTAIR2 PIRH	Embedded wireless controls by nLight with Passive Infrared Occ sensor and on/off photocell for 15-30' mounting heights.
NLTAIREM2 PIR	Embedded wireless controls by nLight with UL924 listed emegency operation, Passive Infrared Occ sensor and on/off photocell for 8-15' mounting heights
NLTAIREM2 PIRH	Embedded wireless controls by nLight with UL924 listed emegency operation, Passive Infrared Occ sensor and on/off photocell for 15-30' mounting heights.

See page 4 for out of box functionality

Finish

DDBXD	Dark bronze
DBLXD	Black
DNAXD	Natural aluminum
DWHXD	White
DSSXD	Sandstone
DDBTXD	Textured dark bronze
DBLBXD	Textured black
DNATXD	Textured natural aluminum
DWHGXD	Textured white
DSSTXD	Textured sandstone

VERIFY WITH ARCH

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Performance Package	System Watts	Dist. Type	27K (2700K, 80 CRI)					30K (3000K, 80 CRI)					40K (4000K, 80 CRI)					50K (5000K, 80 CRI)					Amber (Limited Wavelength)				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P0	7W	T1S	636	92	0	0	0	666	97	0	0	1	699	101	0	0	1	691	100	0	0	1	712	47	0	0	1
		T2M	662	96	0	0	0	693	101	0	0	0	728	106	0	0	0	719	104	0	0	0	741	48	0	0	0
		T3M	662	96	0	0	0	693	101	0	0	0	728	106	0	0	0	719	104	0	0	0	741	48	0	0	0
		T4M	648	94	0	0	0	679	98	0	0	0	712	103	0	0	0	704	102	0	0	0	726	47	0	0	0
		TFTM	652	95	0	0	0	683	99	0	0	0	717	104	0	0	0	708	103	0	0	0	730	48	0	0	1
P1	11W	T1S	1,105	99	0	0	1	1,157	104	0	0	1	1,215	109	0	0	1	1,200	107	0	0	1					
		T2M	1,150	103	0	0	1	1,204	108	0	0	1	1,264	113	0	0	1	1,249	112	0	0	1					
		T3M	1,150	103	0	0	1	1,205	108	0	0	1	1,265	113	0	0	1	1,250	112	0	0	1					
		T4M	1,126	101	0	0	1	1,179	106	0	0	1	1,238	111	0	0	1	1,223	110	0	0	1					
		TFTM	1,133	101	0	0	1	1,186	106	0	0	1	1,245	112	0	0	1	1,230	110	0	0	1					
P2	19W	T1S	1,801	95	1	0	1	1,886	99	1	0	1	1,981	104	1	0	1	1,957	103	1	0	1					
		T2M	1,875	99	1	0	1	1,963	103	1	0	1	2,061	109	1	0	1	2,037	107	1	0	1					
		T3M	1,876	99	1	0	1	1,964	103	1	0	1	2,062	109	1	0	1	2,038	107	1	0	1					
		T4M	1,836	97	1	0	1	1,922	101	1	0	1	2,018	106	1	0	1	1,994	105	1	0	1					
		TFTM	1,847	97	1	0	1	1,934	102	1	0	1	2,030	107	1	0	1	2,006	106	1	0	1					
P3	32W	T1S	2,809	87	1	0	1	2,942	92	1	0	1	3,089	96	1	0	1	3,052	95	1	0	1					
		T2M	2,924	91	1	0	1	3,062	95	1	0	1	3,215	100	1	0	1	3,176	99	1	0	1					
		T3M	2,925	91	1	0	1	3,063	95	1	0	1	3,216	100	1	0	1	3,177	99	1	0	1					
		T4M	2,862	89	1	0	1	2,997	93	1	0	1	3,147	98	1	0	1	3,110	97	1	0	1					
		TFTM	2,880	90	1	0	1	3,015	94	1	0	1	3,166	99	1	0	1	3,128	97	1	0	1					
P4	47W	T1S	3,729	80	1	0	1	3,904	84	1	0	1	4,099	88	1	0	1	4,051	87	1	0	1					
		T2M	3,881	83	1	0	1	4,063	87	1	0	1	4,267	91	1	0	1	4,216	90	1	0	1					
		T3M	3,882	83	1	0	1	4,065	87	1	0	1	4,268	91	1	0	1	4,217	90	1	0	1					
		T4M	3,799	81	1	0	1	3,978	85	1	0	1	4,177	90	1	0	1	4,127	88	1	0	1					
		TFTM	3,822	82	1	0	1	4,002	86	1	0	1	4,202	90	1	0	1	4,152	89	1	0	1					

Performance Package	System Watts	Dist. Type	27K (2700K, 70 CRI)					30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P0	7W	T3M	737	107	0	0	0	763	111	0	0	0	822	119	0	0	0	832	121	0	0	1
		T4M	721	105	0	0	0	746	108	0	0	0	804	117	0	0	1	814	118	0	0	1
P1	11W	T3M	1,280	115	0	0	1	1,325	119	0	0	1	1,427	128	1	0	1	1,445	129	1	0	1
		T4M	1,253	112	0	0	1	1,297	116	0	0	1	1,397	125	0	0	1	1,415	127	0	0	1
P2	19W	T3M	2,087	110	1	0	1	2,160	114	1	0	1	2,327	123	1	0	1	2,357	124	1	0	1
		T4M	2,042	108	1	0	1	2,114	111	1	0	1	2,278	120	1	0	1	2,306	121	1	0	1
P3	32W	T3M	3,254	101	1	0	1	3,369	105	1	0	1	3,629	113	1	0	1	3,675	114	1	0	1
		T4M	3,185	99	1	0	1	3,297	103	1	0	1	3,552	111	1	0	1	3,597	112	1	0	1
P4	47W	T3M	4,319	93	1	0	1	4,471	96	1	0	1	4,817	103	1	0	2	4,878	105	1	0	2
		T4M	4,227	91	1	0	1	4,376	94	1	0	2	4,714	101	1	0	2	4,774	102	1	0	2

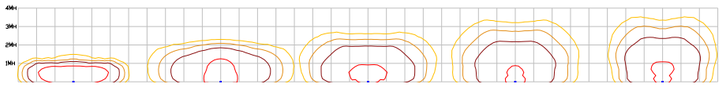
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting WDGE LED homepage. Tested in accordance with IESNA LM-79 and LM-80 standards.

LEGEND

0.25 fc
0.5 fc
1.0 fc
3.0 fc

MH = 10ft
Grid = 10ft x 10ft



"P3 40K 80CRI T1S" "P3 40K 80CRI T2M" "P3 40K 80CRI T3M" "P3 40K 80CRI T4M" "P3 40K 80CRI TFTM"

© 2019-2025 Acuity Brands Lighting, Inc. All rights reserved.

PRELIMINARY
PLOTTED: APRIL 30, 2026
NOT FOR CONSTRUCTION

fgma FGMARCHITECTS
FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154
630.574.8300 OFFICE
ILLINOIS PROFESSIONAL DESIGN FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1807 HIGH GROVE LANE
NAPERVILLE, IL 60540
630.717.5330 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

NOT FOR CONSTRUCTION

FOR REVIEW ONLY

Not for regulatory approval, permit or construction.

The information on this document is preliminary or incomplete, not for construction, recording purposes, or implementation.

ISSUANCE		
NO	DATE	DESCRIPTION
1	02.20.2026	ISSUED FOR 100% DD

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

2026.02.20 - 100% DD

ELECTRICAL SITE PHOTOMETRIC

SHEET NO.
E0.07

JOB NO. 25-4288.01
© 2026 FGM Architects

MILLIES ENGINEERING GROUP
931 Valparaiso Drive, Munster, IN 46321
311 N. LaSalle Street, Chicago, IL 60606
99 Monroe Avenue NW, Grand Rapids, MI 46503
(219)956-8400
www.milliesengineeringgroup.com
Copyright © 2026 Millies Engineering Group

2/23/2026 1:28:05 PM
Autodesk Docs://Morton Grove\Hand PD\MEG_Morton Grove VH-PD_MEP-R24.rvt
Copyright 2025 FGM ARCHITECTS

© 2026 FGM Architects

HYDREL

CATALOG NUMBER

NOTES

TYPE

Specifications

Weight:	15lbs
EPA:	KM: .73
	YM: .71

SAF7 LED SPECIALTY ARCHITECTURAL FLOOD

HIGHLIGHTS

- Suitable for a variety of mounting applications including ground, wall, pole, stanchion
- 3G vibration rating per ANSI C136.31
- 0-10V, Reverse phase Dimming
- Taper-Lock technology provides full aiming integrity utilizing both a rugged knuckle and yoke design
- Available in 80CRI and 90CRI
- 5,000lm
- IK10 option available
- Minimalist design that provides clean and intentional lines and transitions
- Slightly convex watershed lens that evades water build up and staining
- Industry leading flow-thru design achieved with separately sealed optical chamber and driver
- NOM Listed
- Available in MVOLT and 347 volt
- nLight Air wireless option available

5 YEAR warranty

IP68

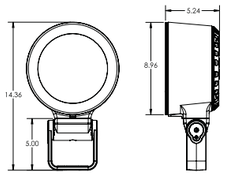
BAA

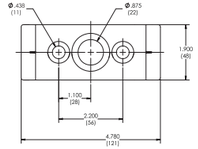
BABA

nLIGHT

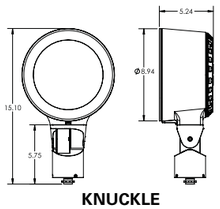
ds

DIMENSIONS





YOKE



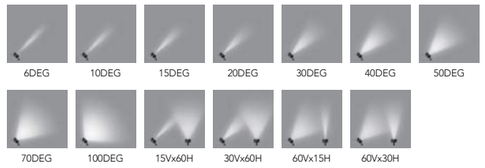
KNUCKLE

LUMEN PACKAGES

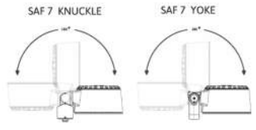
	6DEG	10DEG	15DEG	20DEG	30DEG	40DEG	50DEG
Delivered Lumens	3,413	3,253	2,995	2,975	2,935	2,888	2,867
Watts	43	43	33	33	33	33	33
LPW	79	76	91	90	89	88	87
Peak Candela	205,130	81,866	26,659	18,265	7,403	4,302	3,117
	70DEG	**100DEG**	**15Vx60H**	**30Vx60H**	**60Vx15H**	**60Vx30H**	
Delivered Lumens	2,779	2,524	3,063	2,957	2,866	2,825	
Watts	33	33	33	33	33	33	
LPW	84	76	93	90	87	86	
Peak Candela	1,897	1,270	7,663	4,225	7,945	4,018	

Note: Information based on 4000K @ P1, 80CRI

STANDARD DISTRIBUTION



AIMING DETAIL



ds Design Select options indicated by this color background.

ORDERING INFORMATION

EXAMPLE: SAF7 LED P1 80CRI 27K MVOLT 6DEG CWL KM CJB L1 ZT BL

SAF7

Series*	Source*	Performance Packages*	CRI*	Color Temperature*	Voltage*	Distribution*	Lens*	Mounting*
SAF7 Specialty Architectural Flood	LED	P1 P2 P3 *Note: P3 not available in 6DEG & 10DEG* *Note: 347 volt is not available with P3*	80CRI 90CRI *Note: 90CRI Not available in 50K* *Note: CRI not required with AMBLW*	27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K AMBLW[1] Amber Limited Wavelength (591nm) *Note: AMBLW not available in 6DEG* *Note: AMBLW only availbale in P1* *Note: 347 volt is not available with AMBLW*	MVOLT 347	6DEG 6° 10DEG 10° 15DEG 15° 20DEG 20° 30DEG 30° 40DEG 40° 50DEG 50° 70DEG 70° 100DEG 100° 15VX60H 15° x 60° 30VX60H 30° x 60° 60VX15H 60° x 15° 60VX30H 60° x 30° *Note: 347 is not available with 6DEC and 10DEG*	CWL Clear Watershed Lens *Note: CWL lens IK07. For IK10 use external WRG option*	KM Knuckle YM Yoke

Mounting Accessories		Options Internal Accessory		Options		Control Input		External		Finish*	
ADPMR	Architectural Decorative Pole Mount Round	L1	Prismatic Lens	CSL	10' – 50' of cord available in 5' increments	ZT	0-10V dimming to 1%	GS	Glare shield	BL	Black Textured
ADPMS	Architectural Decorative Pole Mount Square	L2	Linear Spread Lens		*Note: Cord length required for Yoke Mounting only*	ELV	Reverse phase	FGS	Full Glare Shield	BRS	Bronze Smooth
AMPC_/_	Architectural Mid Pole Clamp available to fit on a 4" or 6" pole with 1 or 2 fixtures	L3	Softening Lens			NLTAIR2	nLight Air Wireless Enabled for Dimming	WRG	Wire Rock Guard	BRT	Bronze Textured
APAR	Round 18" Pole Mount	IHL	Honeycomb Louver			*Note: 347 volt is not available with ELV and NLTAIR2*				DBL	Black Smooth
APAS	Square 18" Pole Mount	*Note: Only one internal accessory can be choosen*				*Note: ZT is not available with 347 with YM*				DDB	Designer Bronze
AWSC	Architectural Wall Splice Cover	Hardware								DNA	Natural Aluminum
CAJB	Cylindrical Architectural Junction box	TPH	Tamper proof hardware							NBS	Natural Bronze Smooth
CJB	Cylindrical Junction Box	LASC	Safety Cable							VET	Verde Textured
CPM	Cylindrical Pedestal Mount									WH	White Textured
CPMSA	Cylindrical Pole Mount Splice Access									WHS	White Smooth
CSM_	Cylindrical Stancion Mount 12"-48" available in 6" increments									__Z	Zinc Undercoat (i.e.BLZ) Note: Zinc Undercoat provides corrosion protection for Marine Environment and Natatorium Construction
CWMA_T	Cylindrical Wall Mount Arm Top 12"-48" (available in 6" increments)									CF	Custom Finish
CWMA_E	Cylindrical Wall Mount Arm End 12"-48" (available in 6" increments)									RALTBD	RAL Paint Finishes
										Note: RALTBD for pricing only, replace with applicable RAL call out when ready to order. See the RALBROCHURE for available options. It is recommended that Hydrel products only use textured paint.	

Verify with Architect

*Required Fields

Notes:

1 Lumens not reflective of Amber output. See below chart

DIMMING CHART

Voltage	Control Input	Min Dimming Level
MVOLT	ZT	1%
MVOLT	ELV Reserve Phase	1%
MVOLT	NLTAIR2	1%

ds design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.

*See ordering tree for details

PRELIMINARY

PLOTTED: February 17, 2026

NOT FOR CONSTRUCTION

MILLIES ENGINEERING GROUP

970 Valparaiso Drive, Munster, IN 46321
111 N. LaSalle Street, Chicago, IL 60603
99 Monroe Avenue NW, Grand Rapids, MI 49503
(219)924-8400
www.milliesengineeringgroup.com

Copyright © 2026 Millies Engineering Group

fgma FGMARCHITECTS

FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154

630.574.8300 OFFICE

ILLINOIS PROFESSIONAL DESIGN FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1807 HIGH GROVE LANE
NAPERVILLE, IL 60540
630.717.5330 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

NOT FOR CONSTRUCTION

FOR REVIEW ONLY

Not for regulatory approval, permit or construction.

The information on this document is preliminary or incomplete, not for construction, recording purposes, or implementation.

ISSUANCE

NO	DATE	DESCRIPTION
1	02.20.2026	ISSUED FOR 100% DD

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

2026.02.20 - 100% DD

ELECTRICAL SITE PHOTOMETRIC

SHEET NO.

E0.08

JOB NO. 25-4288.01

© 2026 FGM Architects

2/23/2026 1:28:05 PM
Autodesk Docs://Morton Grove\Hand PD/MEG_Morton Grove VH-PD_MEP-R24.rvt
Copyright 2025 FGM ARCHITECTS

SECTION

4

LANDSCAPING

© 2026 FGM Architects

LANDSCAPING

Proposed Landscaping:

The landscape plan is designed to provide seasonal color with the use of evergreens, shrubs with fall color, and flowering perennials for summer interest. We have provided trees in the landscape islands provided and note the replacement of a pear tree with a new tree.

The plantings provided will be tolerant of an urban condition with watering only necessary during plant establishment and times of extreme drought.

Proposed Species List:

Summer Beauty Allium

Hinsdale Black Chokeberry

Chicagoland Hackberry

Summer Stars Bushhoneysuckle

Magnus Coneflower

Taylor Juniper

Little Spire Russian Sage

Gro Low Sumac

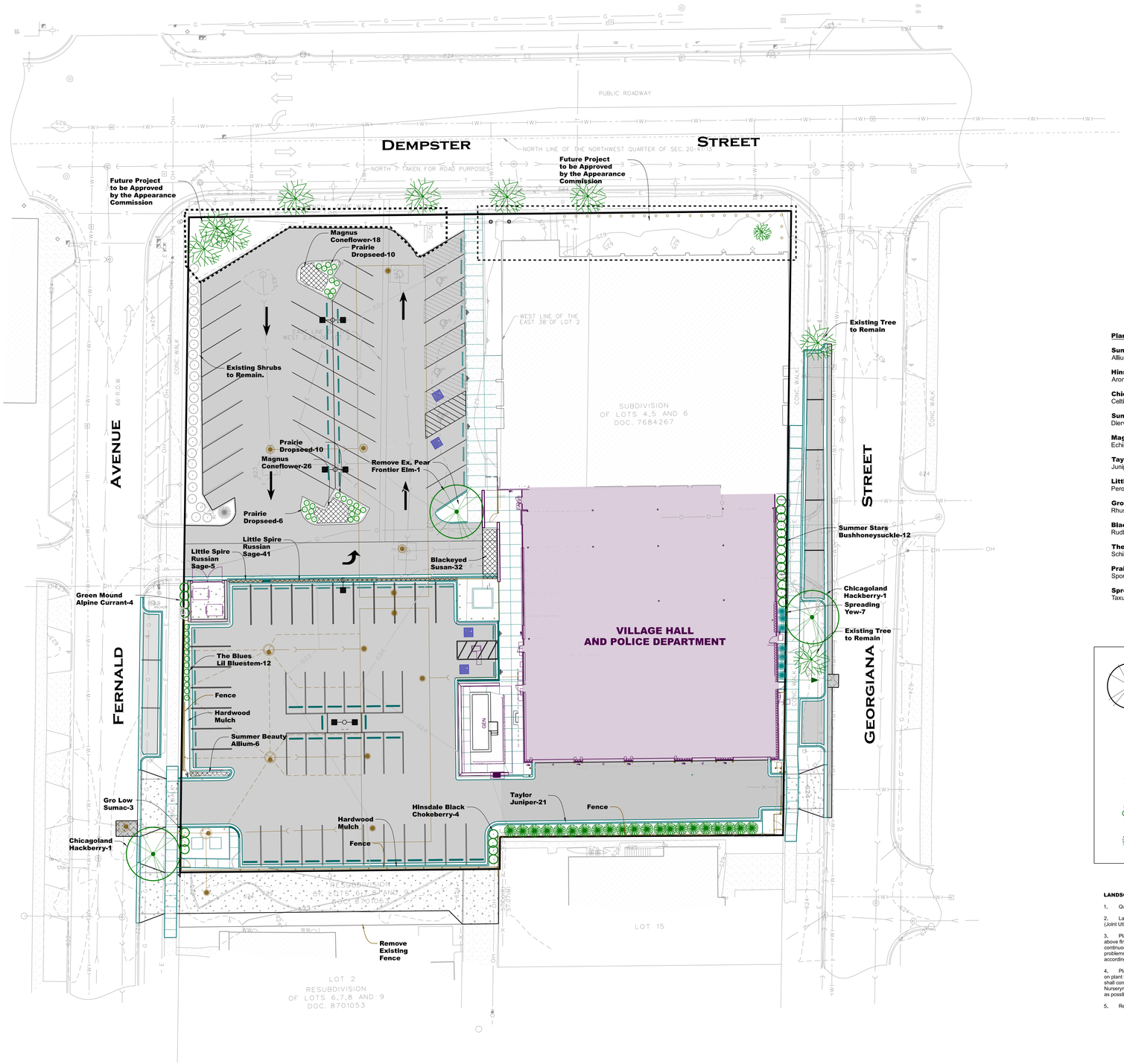
Blackeyed Susan

The Blues Little Bluestem

Prairie Dropseed

Spreading Yew

© 2026 FGM Architects



Plant List	QTY/Root Form/Size
Summer Beauty Allium Allium tanguticum 'Summer Beauty'	**6/pot/1 gal.**
Hinsdale Blackchokeberry Aronia melanocarpa 'Hinsdale'	**4/b&b/36"**
Chicagoland Hackberry Celtis occidentalis 'Chicagoland'	**2/b&b/3"**
Summer Stars Bushhoneysuckle Diervilla rivularis 'Morton'	**12/b&b/30"**
Magnus Coneflower Echinacea purpurea 'Magnus'	**44/pot/1 gal.**
Taylor Juniper Juniperus virgiana 'Taylor'	**21/b&b/6'**
Little Spire Russian Sage Perovskia atriplicifolia	**46/pot/1 gal.**
Gro Low Sumac Rhus aromatica 'Gro Low'	**3/b&b/30"**
Blackeyed Susan Rudbeckia fulgida 'Goldstrum'	**32/pot/1 gal.**
The Blues Little Bluestem Schizachyrium scoparium 'The Blues'	**12/pot/1 gal.**
Prairie Dropseed Sporobolus heterolepis	**20/pot/1 gal.**
Spreading Yew Taxus media 'Dark Green Spreader'	**7/b&b/3 gal.**

LEGEND

DECIDUOUS TREES

DECIDUOUS SHRUB

EVERGREEN SHRUB

PERENNIALS AND GRASSES

EXISTING TREE TO REMAIN

LANDSCAPING NOTES:

1. Quantity lists are supplied as a convenience, The Contractor shall verify all quantities,
2. Landscape Contractor shall verify locations of all underground utilities prior to digging. Contact "J.U.L.I.E" (Joint Utility Locating for Excavators) 1-800-892-0123.
3. Planting beds shall be elevated slightly to provide for proper drainage. Rootballs of trees shall be elevated above finished grade as illustrated on installation details. All grading shall provide slopes which are smooth, continuous and have positive drainage in all areas. Should the Landscape Contractor encounter drainage problems which may be detrimental to the growth of the specified plant materials, the Owner shall be notified accordingly, prior to installation.
4. Plant material shall be nursery grown and be either ball and burlapped or container grown. Sizes indicated on plant list represent minimum requirements. The requirements for measurement, branching and ball size shall conform to the "American Standard for Nursery Stock" (latest edition) by the American Association of Nurserymen, Inc. Plant materials for groupings or where symmetry is critical, shall be matched as nearly as possible.
5. Restore all disturbed area with 6" of clean topsoil and sod

WMA No. 45149

0 20 40
GRAPHIC SCALE - FEET

fgma
FGMARCHITECTS

FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154

630.574.8300 OFFICE

ILLINOIS PROFESSIONAL DESIGN
FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1887 HIGH GROVE LANE
NAPERVILLE, IL 60540
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

NOT FOR CONSTRUCTION

FOR REVIEW ONLY

Not for regulatory approval, permit or construction.

The information on this document is preliminary or incomplete, not for construction, recording purposes, or implementation.

ISSUANCE		
NO	DATE	DESCRIPTION
	05/21/2026	LANDSCAPE PLAN

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

PROGRESS PRINTS

Landscape Plan

SHEET NO.
L-1

JOB NO. 25-4288.01

© 2025 FGM Architects

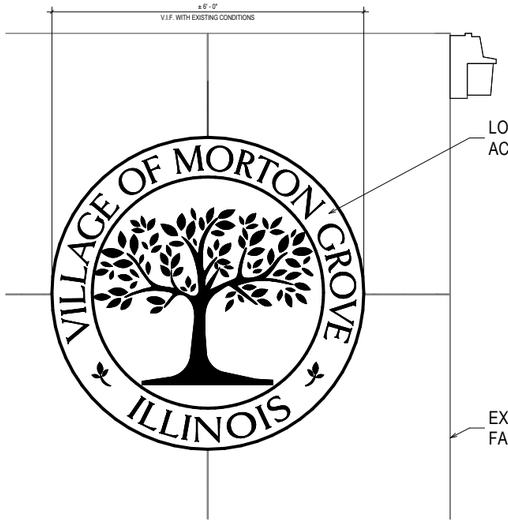
11/13/2025 1:52:05 PM
Autodesk Docs://Morton GroveVHand PD/25-4288.01_MortonGrove_VHandPD_Adition and Renovation_2024_DD.rvt
Copyright 2025 FGM ARCHITECTS

1133754

SECTION 5

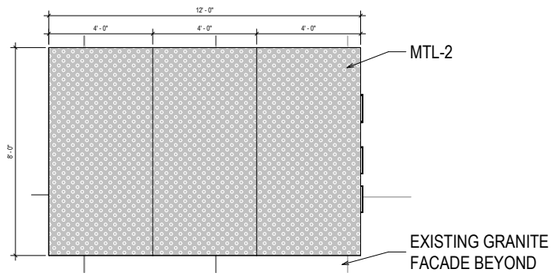
GRAPHICS & SIGNAGE

© 2026 FGM Architects



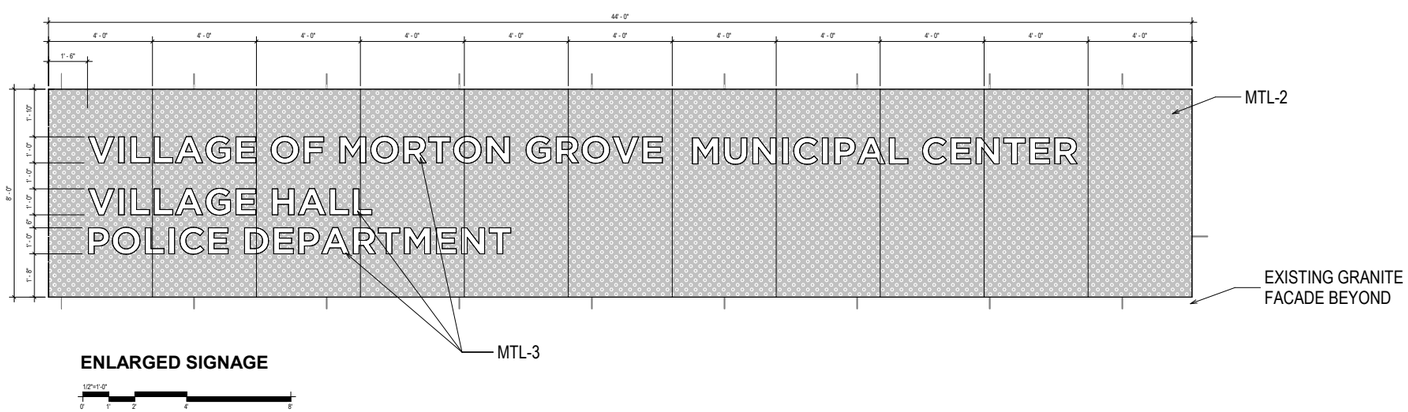
ENLARGED SIGN

1"=1'-0"
0' 1/2" 1' 2' 4'



ENLARGED SIGNAGE

1/2"=1'-0"
0' 1' 2' 4' 8'



ENLARGED SIGNAGE

1/2"=1'-0"
0' 1' 2' 4' 8'

fgma
FGMARCHITECTS
FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154
630.574.8300 OFFICE
ILLINOIS PROFESSIONAL DESIGN FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1887 HIGH GROVE LANE
NAPERVILLE, IL 60540
630.717.5105 (O) 630.717.5197(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

ISSUANCE		
NO	DATE	DESCRIPTION

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

ISSUED FOR PERMIT

EXTERIOR DETAILS

SHEET NO.
Z2.01

JOB NO. 25-4288.01
© 2026 FGM Architects

5/7/2026 11:18:23 AM
Autodesk Docs://Morton Grove\VHand PD\25-4288.01_MortonGrove_VHandPD_Adition and Renovation_2024_CD.rvt
Copyright 2026 FGM ARCHITECTS

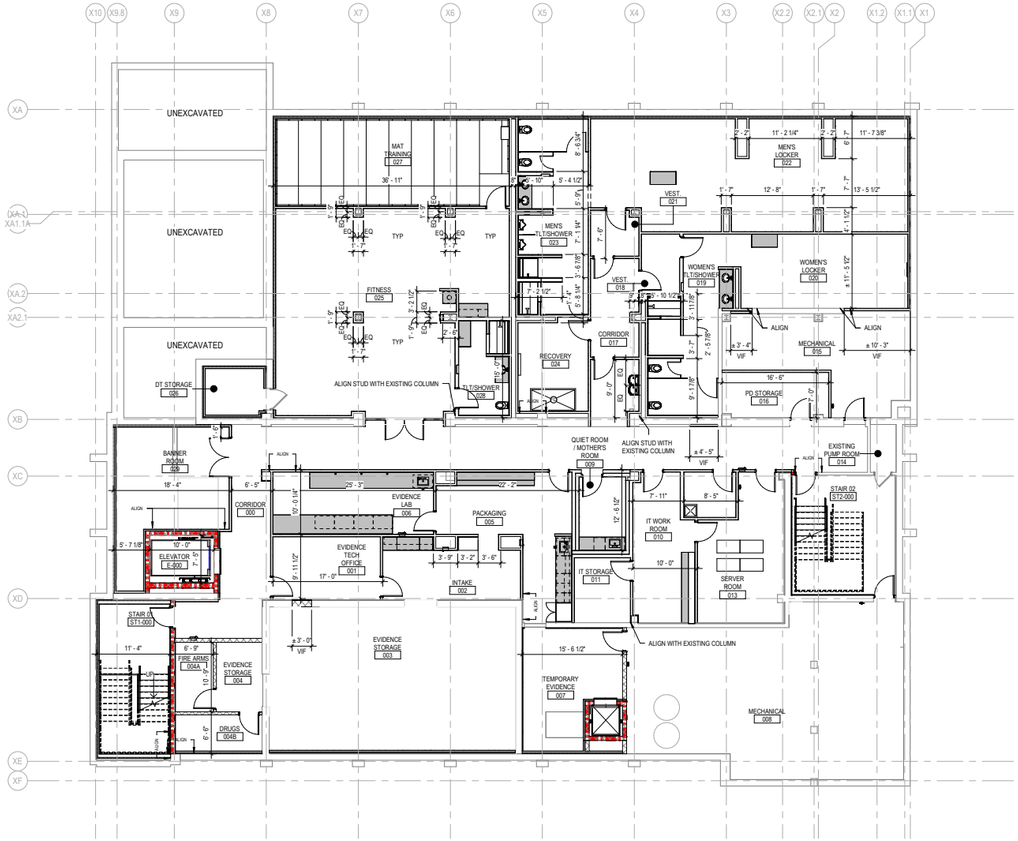
© 2026 FGM Architects

SECTION

6

BUILDING PLANS

© 2026 FGM Architects



DIMENSION PLAN - LOWER LEVEL

1/8"=1'-0"

GENERAL FLOOR PLAN NOTES

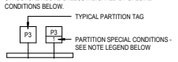
1. REFER TO G-SERIES SHEETS FOR TYPICAL ABBREVIATIONS, SYMBOLS & TAGS.
2. REFER TO PARTITION TYPES FOR THICKNESS OF WALLS AND PARTITIONS.
3. WALL AND PARTITION DIMENSIONS ARE SHOWN TO FINISHED FACE OF WALL.
4. DIMENSIONS FOR AREAS DRAWN AT A LARGER SCALE ARE SHOWN ON ENLARGED SCALE PLANS. SEE A4 SERIES DRAWINGS.
5. UNLESS OTHERWISE NOTED, WALLS AND PARTITIONS WHICH ARE LAID OUT RADIALLY, ARE DIMENSIONED BY RADIAN (DEGREES) FROM THE NEAREST GRID LINES.
6. UNLESS OTHERWISE NOTED, WALLS AND PARTITIONS WHICH ARE SHOWN TO BE ON A GRID LINE OR IMMEDIATELY NEXT TO A GRID LINE SHALL BE LOCATED PARALLEL WITH THE GRID LINE WITH THE FACE OF THE WALL 1" AWAY FROM THE LEG OF THE STEEL JOIST. (SEE A4 SERIES)
7. UNLESS OTHERWISE NOTED, WALL AND PARTITIONS WHICH ARE LAID OUT CONCENTRICALLY ARE DIMENSIONED FROM THE NEAREST GRID AND SHALL BE LAID OUT ALONG THE ESTABLISHED RADIUS.
8. WALLS AND PARTITIONS WHICH ARE NOT INTENDED TO BE LAID OUT ON A RADIUS, ARE SHOWN TO BE PERPENDICULAR (⊥) OR AT SOME ANGLE (∠) TO THE ADJOINING WALLS OR PERPENDICULAR TO A GRID LINE (⊥).
9. DIMENSIONS ALONG CURVED LINES ARE ACTUAL CURVED DIMENSIONED ARC LENGTHS.
10. FOR PARTITION TYPES, SEE A6 SERIES DRAWINGS.
11. FOR TYPICAL COLUMN ENCLOSURE DETAILS, SEE A4 SERIES DRAWINGS.
12. FOR FINISH PLAN, SEE A1 SERIES DRAWINGS.
13. FOR DOOR AND FRAME INFORMATION, SEE A5 SERIES DRAWINGS.
14. FOR WINDOW AND STOREFRONT TYPES, SEE ELEVATIONS ON A5 SERIES DRAWINGS.
15. FOR EXTERIOR ENVELOPE DETAILS, SEE A3 SERIES DRAWINGS.
16. FOR LARGE SCALE PLANS, SEE A4 SERIES DRAWINGS.
17. FOR INTERIOR ELEVATIONS, SEE A4 SERIES DRAWINGS.
18. FOR CEILING INFORMATION, SEE A1 SERIES DRAWINGS.
19. FOR STAIR INFORMATION, SEE A3 SERIES DRAWINGS.
20. FOR SPECIAL FINISHES, PATTERNS, ETC., SEE A1 SERIES DRAWINGS.
21. FOR TYPICAL ROOM SIGNS AND FIRE EXTINGUISHER CABINET DETAILS, SEE A6 SERIES DRAWINGS.
22. FURNITURE AND EQUIPMENT SHOWN DOTTED IS NOT IN CONTRACT AND IS SHOWN FOR COORDINATION PURPOSES.

GENERAL PARTITION NOTES

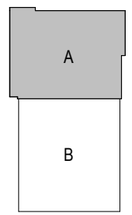
1. PROVIDE HORIZONTAL JOINT REINFORCING AT ALL MASONRY PARTITIONS. PROVIDE JOINT REINFORCING @ EACH SECOND COURSE AND ONE COURSE BELOW AND ABOVE OPENINGS UNLESS NOTED OTHERWISE. REFER TO STRUCTURAL DRAWINGS FOR ADDITIONAL REINFORCING.
2. FOR WALL FINISHES SEE FINISH PLANS OR ROOM FINISH SCHEDULE.
3. FOR EXTERIOR WALLS SEE WALL SECTIONS ON A3-SERIES DRAWINGS.
4. ALL PARTITION FRAMING AND FINISH SHALL EXTEND TO FLOOR OR ROOF STRUCTURE ABOVE AND SHALL BE TAPED AND FINISHED, UNLESS NOTED OTHERWISE.
5. PROVIDE 3" SOUND ATTENUATING INSULATION AT ALL STUD WALL PARTITIONS, UNLESS NOTED OTHERWISE.
6. FOR LOCATION AND RATINGS OF FIRE RESISTIVE PARTITIONS, SEE G-SERIES CODE COMPLIANCE PLANS, IN ADDITION TO INFORMATION GIVEN ON INDIVIDUAL PARTITION TYPES.
7. PROVIDE IMPACT RESISTANT GYPSUM BOARD PANELS WHERE SCHEDULED UP TO 6' ABOVE CEILINGS.
8. PROVIDE DOUBLE STUDS AT ALL JAMBS AND EXTEND TO STRUCTURE ABOVE AND TIE TOGETHER.
9. PROVIDE CMU BULLNOSE SHAPE AT ALL EXPOSED CORNERS WHICH ARE NOT COVERED BY ANOTHER MATERIAL OR FINISH.
10. PROVIDE CEMENT BACKING BOARD AT ALL WALL TILE LOCATIONS, UNLESS NOTED OTHERWISE.

PARTITION SPECIAL CONDITION NOTES

NOTE: PARTITIONS SHALL EXTEND TO DECK OR STRUCTURE ABOVE UNLESS INDICATED BY SPECIAL CONDITIONS BELOW.



1. PARTITION HEIGHT TO EXTEND 6" ABOVE HIGHEST ADJACENT FINISH CEILING.



fgma
FGMARCHITECTS
FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154
630.574.8300 OFFICE
ILLINOIS PROFESSIONAL DESIGN FIRM #184-000330

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 205
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 205
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1887 FISH CREEK LANE
NAPERVILLE, IL 60540
630.717.5835 (O) 630.717.5397(F)

M.E.P. / F.P.
Millner Engineering Group
175 N. Ann St.
CHICAGO, IL 60601
312.332.8400 (O)

ISSUANCE		
NO	DATE	DESCRIPTION

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

ISSUED FOR PERMIT

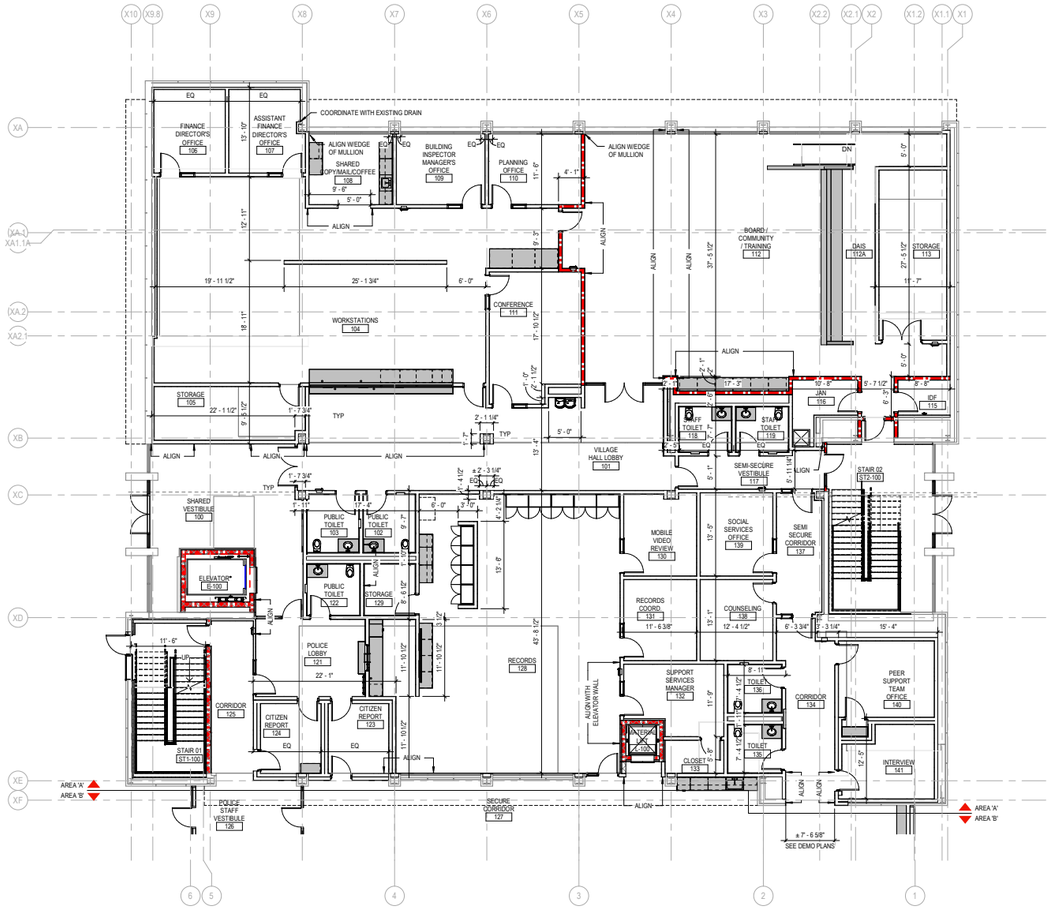
DIMENSION PLAN - LOWER LEVEL

SHEET NO.
Z1.20

JOB NO. 25-4288.01
© 2026 FGM Architects

5/7/2026 3:08:19 PM
Autodesk Docs://Morton Grove VHand PD/25-4288.01_MortonGrove_VHandPD_Addition and Renovation_2024_CD.rvt
Copyright 2026 FGM ARCHITECTS

© 2026 FGM Architects



DIMENSION PLAN - FIRST FLOOR - AREA A

1/8"=1'-0"

0' 4' 8' 16' 32'

GENERAL FLOOR PLAN NOTES

1. REFER TO G-SERIES SHEETS FOR TYPICAL ABBREVIATIONS, SYMBOLS & TAGS.
2. REFER TO PARTITION TYPES FOR THICKNESS OF WALLS AND PARTITIONS.
3. WALL AND PARTITION DIMENSIONS ARE SHOWN TO FINISHED FACE OF WALL.
4. DIMENSIONS FOR AREAS DRAWN AT A LARGER SCALE ARE SHOWN ON ENLARGED SCALE PLANS. SEE A4 SERIES DRAWINGS.
5. UNLESS OTHERWISE NOTED, WALLS AND PARTITIONS WHICH ARE LAID OUT RADIALLY, ARE DIMENSIONED BY RADIAN (DEGREES) FROM THE NEAREST GRID LINES.
6. UNLESS OTHERWISE NOTED, WALLS AND PARTITIONS WHICH ARE SHOWN TO BE ON A GRID LINE OR IMMEDIATELY NEXT TO A GRID LINE SHALL BE LOCATED PARALLEL WITH THE GRID LINE WITH THE FACE OF THE WALL 1" AWAY FROM THE LEG OF THE STEEL JOIST. (SEE A-6 SERIES)
7. UNLESS OTHERWISE NOTED, WALL AND PARTITIONS WHICH ARE LAID OUT CONCENTRICALLY ARE DIMENSIONED FROM THE NEAREST GRID AND SHALL BE LAID OUT ALONG THE ESTABLISHED RADIUS.
8. WALLS AND PARTITIONS WHICH ARE NOT INTENDED TO BE LAID OUT ON A RADIUS, ARE SHOWN TO BE PERPENDICULAR (⊣) OR AT SOME ANGLE) ⊣) TO THE ADJOINING WALLS OR PERPENDICULAR TO A GRID LINE (⊣).
9. DIMENSIONS ALONG CURVED LINES ARE ACTUAL CURVED DIMENSIONED ARC LENGTHS.
10. FOR PARTITION TYPES, SEE A6 SERIES DRAWINGS.
11. FOR TYPICAL COLUMN ENCLOSURE DETAILS, SEE A4 SERIES DRAWINGS.
12. FOR FINISH PLAN, SEE A1 SERIES DRAWINGS.
13. FOR DOOR AND FRAME INFORMATION, SEE A5 SERIES DRAWINGS.
14. FOR WINDOW AND STOREFRONT TYPES, SEE ELEVATIONS ON A5 SERIES DRAWINGS.
15. FOR EXTERIOR ENVELOPE DETAILS, SEE A3 SERIES DRAWINGS.
16. FOR LARGE SCALE PLANS, SEE A4 SERIES DRAWINGS.
17. FOR INTERIOR ELEVATIONS, SEE A4 SERIES DRAWINGS.
18. FOR CEILING INFORMATION, SEE A1 SERIES DRAWINGS.
19. FOR STAIR INFORMATION, SEE A3 SERIES DRAWINGS.
20. FOR SPECIAL FINISHES, PATTERNS, ETC., SEE A1 SERIES DRAWINGS.
21. FOR TYPICAL ROOM SIGNS AND FIRE EXTINGUISHER CABINET DETAILS, SEE A6 SERIES DRAWINGS.
22. FURNITURE AND EQUIPMENT SHOWN DOTTED IS NOT IN CONTRACT AND IS SHOWN FOR COORDINATION PURPOSES.

GENERAL PARTITION NOTES

1. PROVIDE HORIZONTAL JOINT REINFORCING AT ALL MASONRY PARTITIONS. PROVIDE JOINT REINFORCING @ EACH SECOND COURSE AND ONE COURSE BELOW AND ABOVE OPENINGS UNLESS NOTED OTHERWISE. REFER TO STRUCTURAL DRAWINGS FOR ADDITIONAL REINFORCING.
2. FOR WALL FINISHES SEE FINISH PLANS OR ROOM FINISH SCHEDULE.
3. FOR EXTERIOR WALLS SEE WALL SECTIONS ON A3 SERIES DRAWINGS.
4. ALL PARTITION FRAMING AND FINISH SHALL EXTEND TO FLOOR OR ROOF STRUCTURE ABOVE AND SHALL BE TAPED AND FINISHED, UNLESS NOTED OTHERWISE.
5. PROVIDE 3" SOUND ATTENUATING INSULATION AT ALL STUD WALL PARTITIONS, UNLESS NOTED OTHERWISE.
6. FOR LOCATION AND RATINGS OF FIRE RESISTIVE PARTITIONS, SEE G-SERIES CODE COMPLIANCE PLANS, IN ADDITION TO INFORMATION GIVEN ON INDIVIDUAL PARTITION TYPES.
7. PROVIDE IMPACT RESISTANT GYPSUM BOARD PANELS WHERE SCHEDULED UP TO 6" ABOVE CEILINGS.
8. PROVIDE DOUBLE STUDS AT ALL JAMBS AND EXTEND TO STRUCTURE ABOVE AND TIE TOGETHER.
9. PROVIDE CMU BULLNOSE SHAPE AT ALL EXPOSED CORNERS WHICH ARE NOT COVERED BY ANOTHER MATERIAL OR FINISH.
10. PROVIDE CEMENT BACKING BOARD AT ALL WALL TILE LOCATIONS, UNLESS NOTED OTHERWISE.

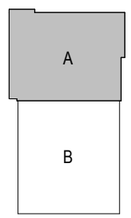
PARTITION SPECIAL CONDITION NOTES

NOTE: PARTITIONS SHALL EXTEND TO DECK OR STRUCTURE ABOVE UNLESS INDICATED BY SPECIAL CONDITIONS BELOW:

TYPICAL PARTITION TAG

P3 P3 — PARTITION SPECIAL CONDITIONS - SEE NOTE LEGEND BELOW

1. PARTITION HEIGHT TO EXTEND 6" ABOVE HIGHEST ADJACENT FINISH CEILING.



fgma
FGMARCHITECTS
FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154
630.574.8300 OFFICE
ILLINOIS PROFESSIONAL DESIGN FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1807 HIGH GROVE LANE
NAPERVILLE, IL 60540
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
225 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

ISSUANCE		
NO	DATE	DESCRIPTION

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

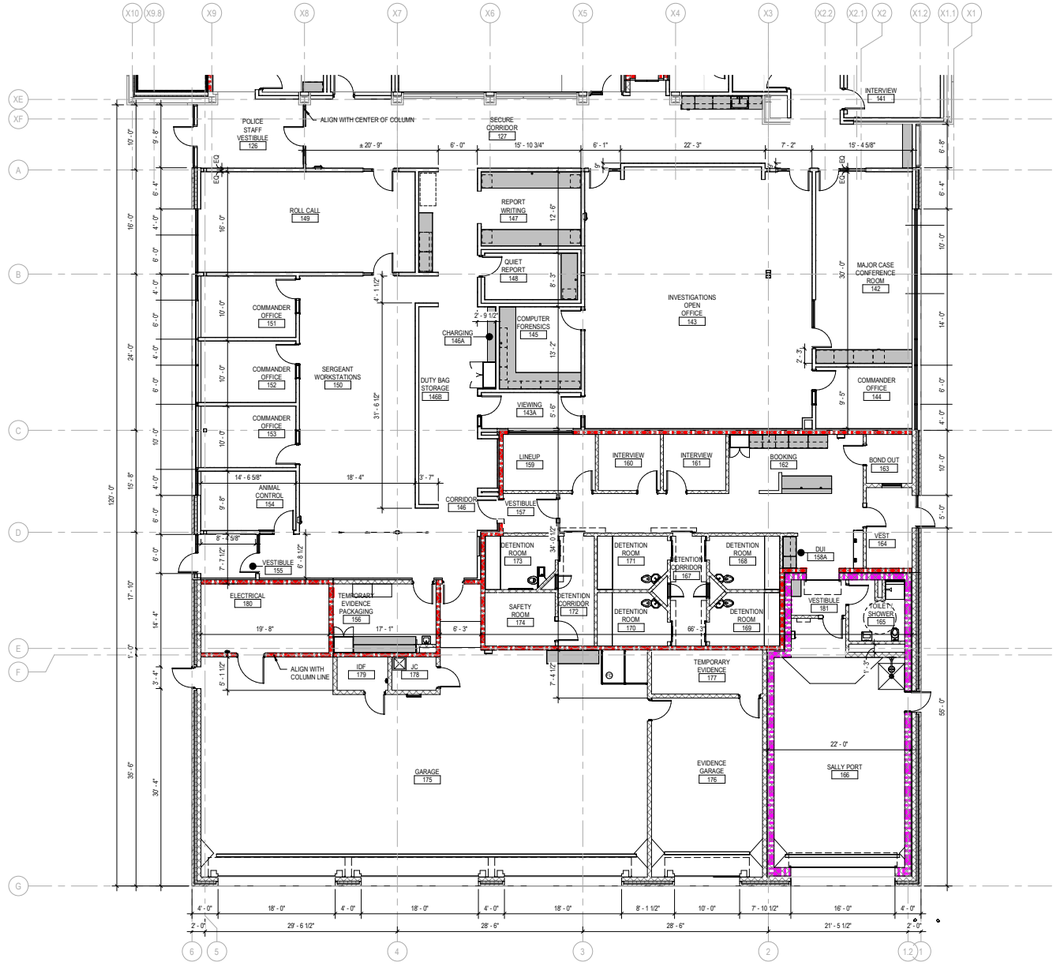
ISSUED FOR PERMIT

DIMENSION PLAN - FIRST FLOOR - AREA A

SHEET NO.
Z1.21A

JOB NO. 25-4288.01
© 2026 FGM Architects

5/7/2026 3:07:50 PM
Autodesk Docs://Morton Grove/Hland PD/25-4288.01_MortonGrove_VHandPD_Adition and Renovation_2024_CD.rvt
Copyright 2026 FGM ARCHITECTS



DIMENSION PLAN - FIRST FLOOR - AREA B

1/8"=1'-0"

GENERAL FLOOR PLAN NOTES

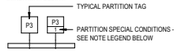
1. REFER TO G-SERIES SHEETS FOR TYPICAL ABBREVIATIONS, SYMBOLS & TAGS.
2. REFER TO PARTITION TYPES FOR THICKNESS OF WALLS AND PARTITIONS.
3. WALL AND PARTITION DIMENSIONS ARE SHOWN TO FINISHED FACE OF WALL.
4. DIMENSIONS FOR AREAS DRAWN AT A LARGER SCALE ARE SHOWN ON ENLARGED SCALE PLANS. SEE A4 SERIES DRAWINGS.
5. UNLESS OTHERWISE NOTED, WALLS AND PARTITIONS WHICH ARE LAID OUT RADIALLY, ARE DIMENSIONED BY RADIAN (DEGREES) FROM THE NEAREST GRID LINES.
6. UNLESS OTHERWISE NOTED, WALLS AND PARTITIONS WHICH ARE SHOWN TO BE ON A GRID LINE OR IMMEDIATELY NEXT TO A GRID LINE SHALL BE LOCATED PARALLEL WITH THE GRID LINE WITH THE FACE OF THE WALL 1" AWAY FROM THE LEG OF THE STEEL JOIST. (SEE A-6 SERIES)
7. UNLESS OTHERWISE NOTED, WALL AND PARTITIONS WHICH ARE LAID OUT CONCENTRICALLY ARE DIMENSIONED FROM THE NEAREST GRID AND SHALL BE LAID OUT ALONG THE ESTABLISHED RADIUS.
8. WALLS AND PARTITIONS WHICH ARE NOT INTENDED TO BE LAID OUT ON A RADIUS, ARE SHOWN TO BE PERPENDICULAR (⊥) OR AT SOME ANGLE) ⊣) TO THE ADJOINING WALLS OR PERPENDICULAR TO A GRID LINE (⊥).
9. DIMENSIONS ALONG CURVED LINES ARE ACTUAL CURVED DIMENSIONED ARC LENGTHS.
10. FOR PARTITION TYPES, SEE A6 SERIES DRAWINGS.
11. FOR TYPICAL COLUMN ENCLOSURE DETAILS, SEE A4 SERIES DRAWINGS.
12. FOR FINISH PLAN, SEE A1 SERIES DRAWINGS.
13. FOR DOOR AND FRAME INFORMATION, SEE A5 SERIES DRAWINGS.
14. FOR WINDOW AND STOREFRONT TYPES, SEE ELEVATIONS ON A5 SERIES DRAWINGS.
15. FOR EXTERIOR ENVELOPE DETAILS, SEE A3 SERIES DRAWINGS.
16. FOR LARGE SCALE PLANS, SEE A4 SERIES DRAWINGS.
17. FOR INTERIOR ELEVATIONS, SEE A4 SERIES DRAWINGS.
18. FOR CEILING INFORMATION, SEE A1 SERIES DRAWINGS.
19. FOR STAIR INFORMATION, SEE A3 SERIES DRAWINGS.
20. FOR SPECIAL FINISHES, PATTERNS, ETC., SEE A1 SERIES DRAWINGS.
21. FOR TYPICAL ROOM SIGNS AND FIRE EXTINGUISHER CABINET DETAILS, SEE A6 SERIES DRAWINGS.
22. FURNITURE AND EQUIPMENT SHOWN DOTTED IS NOT IN CONTRACT AND IS SHOWN FOR COORDINATION PURPOSES.

GENERAL PARTITION NOTES

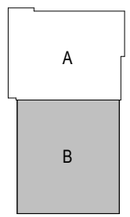
1. PROVIDE HORIZONTAL JOINT REINFORCING AT ALL MASONRY PARTITIONS. PROVIDE JOINT REINFORCING @ EACH SECOND COURSE AND ONE COURSE BELOW AND ABOVE OPENINGS UNLESS NOTED OTHERWISE. REFER TO STRUCTURAL DRAWINGS FOR ADDITIONAL REINFORCING.
2. FOR WALL FINISHES SEE FINISH PLANS OR ROOM FINISH SCHEDULE.
3. FOR EXTERIOR WALLS SEE WALL SECTIONS ON A3-SERIES DRAWINGS.
4. ALL PARTITION FRAMING AND FINISH SHALL EXTEND TO FLOOR OR ROOF STRUCTURE ABOVE AND SHALL BE TAPED AND FINISHED, UNLESS NOTED OTHERWISE.
5. PROVIDE 3" SOUND ATTENUATING INSULATION AT ALL STUD WALL PARTITIONS, UNLESS NOTED OTHERWISE.
6. FOR LOCATION AND RATINGS OF FIRE RESISTIVE PARTITIONS, SEE G-SERIES CODE COMPLIANCE PLANS, IN ADDITION TO INFORMATION GIVEN ON INDIVIDUAL PARTITION TYPES.
7. PROVIDE IMPACT RESISTANT GYPSUM BOARD PANELS WHERE SCHEDULED UP TO 6' ABOVE CEILINGS.
8. PROVIDE DOUBLE STUDS AT ALL JAMBS AND EXTEND TO STRUCTURE ABOVE AND TIE TOGETHER.
9. PROVIDE CMU BULLNOSE SHAPE AT ALL EXPOSED CORNERS WHICH ARE NOT COVERED BY ANOTHER MATERIAL OR FINISH.
10. PROVIDE CEMENT BACKING BOARD AT ALL WALL TILE LOCATIONS, UNLESS NOTED OTHERWISE.

PARTITION SPECIAL CONDITION NOTES

NOTE: PARTITIONS SHALL EXTEND TO DECK OR STRUCTURE ABOVE UNLESS INDICATED BY SPECIAL CONDITIONS BELOW.



1. PARTITION HEIGHT TO EXTEND 6" ABOVE HIGHEST ADJACENT FINISH CEILING.



fgma
FGMARCHITECTS
FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154
630.574.8300 OFFICE
ILLINOIS PROFESSIONAL DESIGN FIRM #184-006350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 205
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 205
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1887 HIGH GROVE LANE
NAPERVILLE, IL 60540
630.717.5191 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE
CHICAGO, IL 60601
312.332.8400 (O)

ISSUANCE		
NO	DATE	DESCRIPTION

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

ISSUED FOR PERMIT

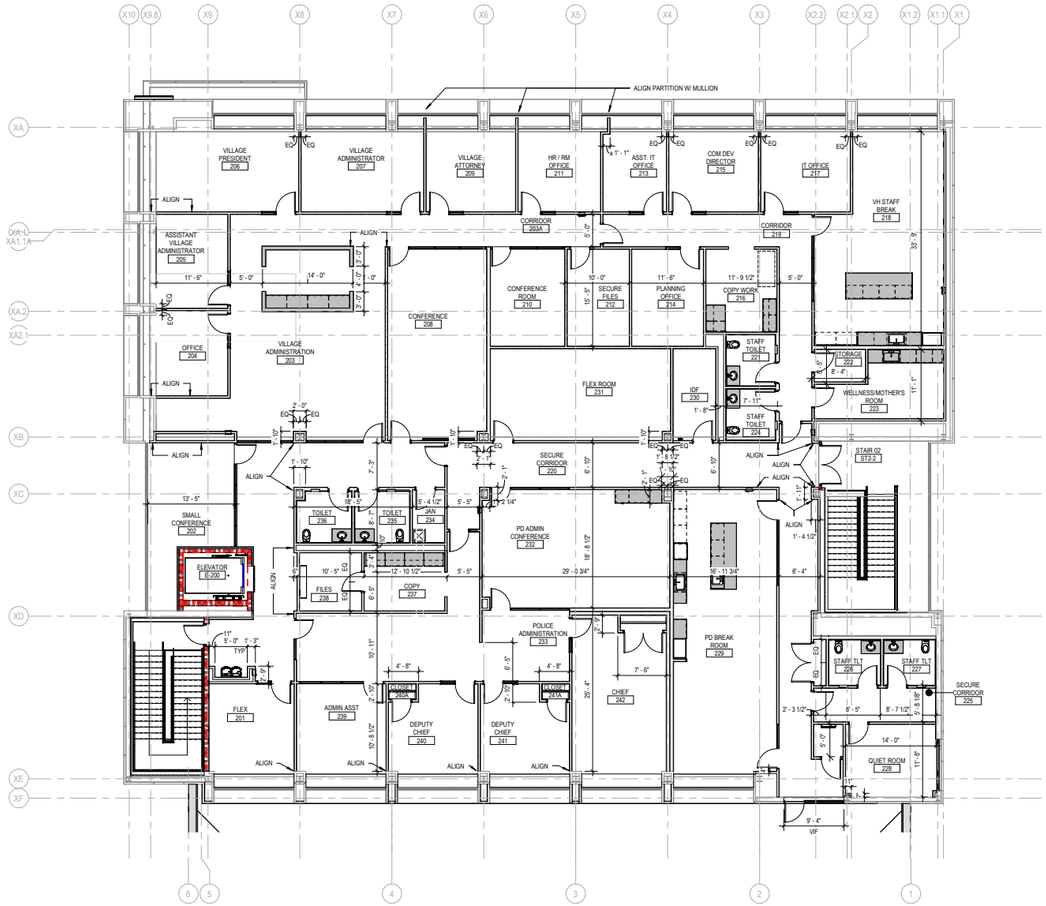
DIMENSION PLAN - FIRST FLOOR - AREA B

SHEET NO.
Z1.21B

JOB NO. 25-4288.01
© 2026 FGM Architects

5/7/2026 3:07:18 PM
Autodesk Docs://Morton Grove\Vhand PD/25-4288.01_MortonGrove_VHandPD_ Adition and Renovation_2024_CD.rvt
Copyright 2026 FGM ARCHITECTS

© 2026 FGM Architects



DIMENSION PLAN - SECOND FLOOR

1/8"=1'-0"

GENERAL FLOOR PLAN NOTES

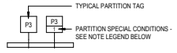
1. REFER TO G-SERIES SHEETS FOR TYPICAL ABBREVIATIONS, SYMBOLS & TAGS.
2. REFER TO PARTITION TYPES FOR THICKNESS OF WALLS AND PARTITIONS.
3. WALL AND PARTITION DIMENSIONS ARE SHOWN TO FINISHED FACE OF WALL.
4. DIMENSIONS FOR AREAS DRAWN AT A LARGER SCALE ARE SHOWN ON ENLARGED SCALE PLANS, SEE A4 SERIES DRAWINGS.
5. UNLESS OTHERWISE NOTED, WALLS AND PARTITIONS WHICH ARE LAID OUT RADIALLY, ARE DIMENSIONED BY RADIAN (DEGREES) FROM THE NEAREST GRID LINES.
6. UNLESS OTHERWISE NOTED, WALLS AND PARTITIONS WHICH ARE SHOWN TO BE ON A GRID LINE OR IMMEDIATELY NEXT TO A GRID LINE SHALL BE LOCATED PARALLEL WITH THE GRID LINE WITH THE FACE OF THE WALL 1" AWAY FROM THE LEG OF THE STEEL JOIST. (SEE A-6 SERIES)
7. UNLESS OTHERWISE NOTED, WALL AND PARTITIONS WHICH ARE LAID OUT CONCENTRICALLY ARE DIMENSIONED FROM THE NEAREST GRID AND SHALL BE LAID OUT ALONG THE ESTABLISHED RADIUS.
8. WALLS AND PARTITIONS WHICH ARE NOT INTENDED TO BE LAID OUT ON A RADIUS, ARE SHOWN TO BE PERPENDICULAR (–) OR AT SOME ANGLE) –) TO THE ADJOINING WALLS OR PERPENDICULAR TO A GRID LINE (–).
9. DIMENSIONS ALONG CURVED LINES ARE ACTUAL CURVED DIMENSIONED ARC LENGTHS.
10. FOR PARTITION TYPES, SEE A6 SERIES DRAWINGS.
11. FOR TYPICAL COLUMN ENCLOSURE DETAILS, SEE A4 SERIES DRAWINGS.
12. FOR FINISH PLAN, SEE A1 SERIES DRAWINGS.
13. FOR DOOR AND FRAME INFORMATION, SEE A5 SERIES DRAWINGS.
14. FOR WINDOW AND STOREFRONT TYPES, SEE ELEVATIONS ON A5 SERIES DRAWINGS.
15. FOR EXTERIOR ENVELOPE DETAILS, SEE A3 SERIES DRAWINGS.
16. FOR LARGE SCALE PLANS, SEE A4 SERIES DRAWINGS.
17. FOR INTERIOR ELEVATIONS, SEE A4 SERIES DRAWINGS.
18. FOR CEILING INFORMATION, SEE A1 SERIES DRAWINGS.
19. FOR STAIR INFORMATION, SEE A3 SERIES DRAWINGS.
20. FOR SPECIAL FINISHES, PATTERNS, ETC., SEE A1 SERIES DRAWINGS.
21. FOR TYPICAL ROOM SIGNS AND FIRE EXTINGUISHER CABINET DETAILS, SEE A6 SERIES DRAWINGS.
22. FURNITURE AND EQUIPMENT SHOWN DOTTED IS NOT IN CONTRACT AND IS SHOWN FOR COORDINATION PURPOSES.

GENERAL PARTITION NOTES

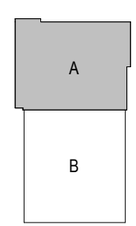
1. PROVIDE HORIZONTAL JOINT REINFORCING AT ALL MASONRY PARTITIONS. PROVIDE JOINT REINFORCING @ EACH SECOND COURSE AND ONE COURSE BELOW AND ABOVE OPENINGS UNLESS NOTED OTHERWISE. REFER TO STRUCTURAL DRAWINGS FOR ADDITIONAL REINFORCING.
2. FOR WALL FINISHES SEE FINISH PLANS OR ROOM FINISH SCHEDULE.
3. FOR EXTERIOR WALLS SEE WALL SECTIONS ON A3-SERIES DRAWINGS.
4. ALL PARTITION FRAMING AND FINISH SHALL EXTEND TO FLOOR OR ROOF STRUCTURE ABOVE AND SHALL BE TAPED AND FINISHED, UNLESS NOTED OTHERWISE.
5. PROVIDE 3" SOUND ATTENUATING INSULATION AT ALL STUD WALL PARTITIONS, UNLESS NOTED OTHERWISE.
6. FOR LOCATION AND RATINGS OF FIRE RESISTIVE PARTITIONS, SEE G-SERIES CODE COMPLIANCE PLANS, IN ADDITION TO INFORMATION GIVEN ON INDIVIDUAL PARTITION TYPES.
7. PROVIDE IMPACT RESISTANT GYPSUM BOARD PANELS WHERE SCHEDULED UP TO 6' ABOVE CEILINGS.
8. PROVIDE DOUBLE STUDS AT ALL JAMBS AND EXTEND TO STRUCTURE ABOVE AND TIE TOGETHER.
9. PROVIDE CMU BULLNOSE SHAPE AT ALL EXPOSED CORNERS WHICH ARE NOT COVERED BY ANOTHER MATERIAL OR FINISH.
10. PROVIDE CEMENT BACKING BOARD AT ALL WALL TILE LOCATIONS, UNLESS NOTED OTHERWISE.

PARTITION SPECIAL CONDITION NOTES

NOTE: PARTITIONS SHALL EXTEND TO DECK OR STRUCTURE ABOVE UNLESS INDICATED BY SPECIAL CONDITIONS BELOW.



1. PARTITION HEIGHT TO EXTEND 6" ABOVE HIGHEST ADJACENT FINISH CEILING.



fgma
FGMARCHITECTS
FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154
630.574.8300 OFFICE
ILLINOIS PROFESSIONAL DESIGN FIRM #184-000300

CIVIL
WMA
2320 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

LANDSCAPE
WMA
2320 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7600 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1 TOWNSHIP PKWY
MAPLEHILL, IL 60540
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

ISSUANCE		
NO	DATE	DESCRIPTION

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

ISSUED FOR PERMIT

DIMENSION PLAN - SECOND FLOOR

SHEET NO.
Z1.22

JOB NO. 25-4288.01
© 2026 FGM Architects

5/7/2026 3:06:16 PM
Autodesk Docs://Morton Grove\VHand PD/25-4288.01_MortonGrove_VHandPD_Adition and Renovation_2024_CD.rvt
Copyright 2026 FGM ARCHITECTS

VILLAGE HALL & POLICE DEPARTMENT

Traffic Impact Study

Morton Grove, Illinois

April 2026

Prepared for:

The Village of Morton Grove

Kimley»Horn

TABLE OF CONTENTS

Executive Summary....1
1. Introduction....2
2. Existing Conditions....4
3. Development Characteristics....12
4. Future Conditions....17
5. Parking Evaluation....24
6. Recommendations & Conclusions....28
Appendix....29

LIST OF TABLES

Table 2.1 Level of Service Grading Descriptions....9
Table 2.2 Level of Service Grading Criteria....9
Table 2.3 Existing (2026) Levels of Service....10
Table 3.1 Typical Village Hall and Police Department Operations....12
Table 3.2 Existing Village Hall and Police Department Trip Generation Data....13
Table 3.3 Estimated Trip Distribution....13
Table 4.1 CMAP Projected Growth Rates....17
Table 4.2 Future (2033) without Village Hall Levels of Service....21
Table 4.3 Future (2033) with Village Hall Levels of Service....22
Table 5.1 Parking Utilization Counts – Existing Village Hall and Police Department (Morton Grove, IL)....25
Table 5.2 Village Code Off-Street Parking Requirements....26
Table 5.3 Projected Parking Demand....27

LIST OF EXHIBITS

Exhibit 1. Site Location Map 3
Exhibit 2. Existing Roadway Characteristics 6
Exhibit 3. Existing (2026) Traffic Volumes 8
Exhibit 4. Site Trip Assignment – Village Hall 14
Exhibit 5. Site Trip Assignment – Police Department 15
Exhibit 6. Site Trip Assignment - Total 16
Exhibit 7. Future (2033) without Village Hall Traffic Projections 19
Exhibit 8. Future (2033) with Village Hall Traffic Projections 20

EXECUTIVE SUMMARY

Kimley-Horn was retained by the Village of Morton Grove to prepare a traffic impact study for the proposed Village Hall and Police Department to be located at 6201 Dempster Street, Morton Grove IL. The site is currently occupied by an existing Fifth Third Bank with access to the site provided via a public alley running east-west, approximately 180 feet south of Dempster Street. Following redevelopment, this east-west public alley will no longer function as a public alley, but will be modified to provide access to the new Village Hall. Access between this road and Georgiana Avenue will be removed. Two gated, police-only access points will be constructed approximately 300 feet south of Dempster Street with one along Fernald Avenue and the other along Georgiana Avenue. Additionally, a new public alley will be built immediately south of the site, approximately 340 feet south of Dempster Street, to connect the existing north-south public alley to Fernald Avenue. The village hall and police department is anticipated to be constructed and operational in 2028.

This traffic impact study evaluates existing and future traffic conditions for the intersections in the study area and the proposed site access driveways following redevelopment of the subject site. Based on a review of future traffic conditions, traffic generated by the proposed site is not expected to materially impact traffic conditions at the study intersections. The study intersections and approaches are expected to operate at similar levels of service with the new village hall and police department as compared to existing conditions. No off-site improvements are recommended to accommodate the Morton Grove Village Hall and Police Department. Bike parking racks should be installed on site to encourage the use of non-motorized transportation. The Village Hall Access along Fernald Avenue should operate under minor-leg stop control with a stop sign and stop bar, while both Police Access along Fernald Avenue and Georgiana Avenue are planned to be gated.

The 102 total proposed dedicated off-street and on-street parking spaces, including (i) 39 off-street and 3 on-street spaces (totaling 42 spaces) for non-sworn Village Hall/Police Department employees and visitors and (ii) 54 secure off-street spaces and 6 on-street spaces (totaling 60 spaces) for sworn police staff and fleet vehicles, are expected to accommodate Village Hall and Police Department parking demands. If needed, spillover parking is available at the adjacent Morton Grove Civic Center for any additional parking demand during times with increased activity at the Village Hall and the Police Department staff would facilitate safe pedestrian movements across Dempster Street.

These Study results and key findings are discussed in more detail in the *Recommendations & Conclusions* section of this report.

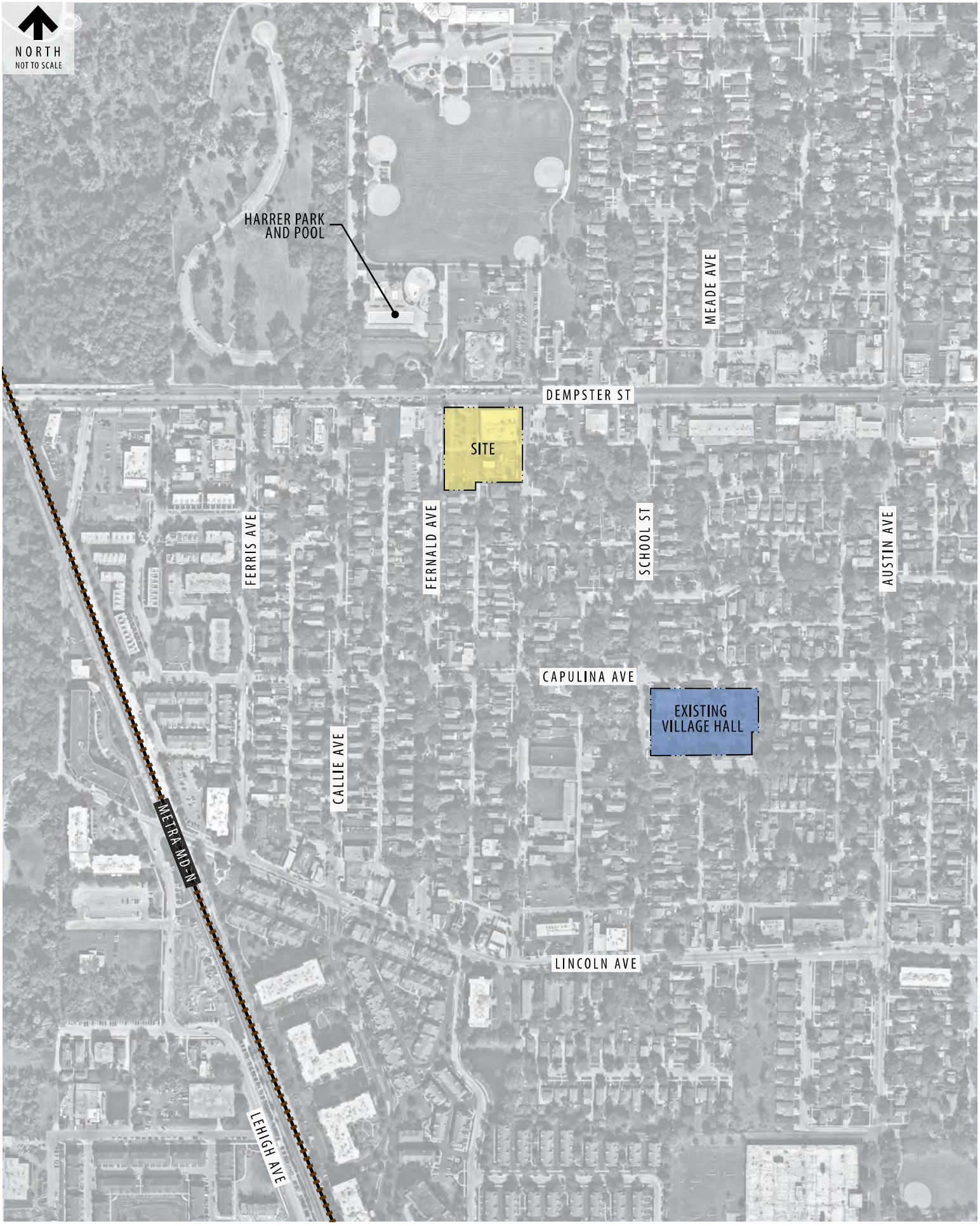
INTRODUCTION

Kimley-Horn was retained by the Village of Morton Grove to prepare a traffic impact study for the proposed Village Hall and Police Department to be located at 6201 Dempster Street, Morton Grove IL. The site is currently occupied by an existing Fifth Third drive-in bank on the northeastern portion. The proposed redevelopment would include the replacement of the existing 37,800 square-foot (SF) Fifth Third Bank building with a new Morton Grove Village Hall and the construction of a new 14,800 SF Police Department building on the southeastern portion. The development would provide 102 dedicated parking spaces off-street and on-street, including 42 spaces for non-sworn Village Hall/Police Department employees and visitors and 60 spaces for sworn police staff and fleet vehicles.

Access to the site would be provided via three full access driveways. Two gated, police-only access points will be constructed approximately 300 feet south of Dempster Street with one along Fernald Avenue and the other along Georgiana Avenue. Additionally, following redevelopment, the east-west public alley, located approximately 180 feet south of Dempster Street, will no longer function as a public alley between Fernald Avenue and Georgiana Avenue. The east leg of its intersection with Fernald Avenue will act as a full access driveway for the new Village Hall while the west leg of its intersection with Georgiana Avenue will be removed. A new public alley will be built immediately south of the site, approximately 340 feet south of Dempster Street, to connect the existing north-south public alley to Fernald Avenue. An aerial view of the study location and surrounding roadway network is presented in **Exhibit 1.**

As part of this study, the existing roadway network is analyzed to evaluate current operations at the study intersections. In order to assess the site's potential impact on the area roadway network, site-generated trips were established and added to the background traffic volumes.

This report presents and documents data collection, summarizes the evaluation of the existing and projected future traffic conditions on the surrounding roadways, and identifies recommendations, as appropriate, to address the potential impact of site-generated traffic on the adjacent roadway network.



Kimley»Horn

EXHIBIT 1
SITE LOCATION MAP

EXISTING CONDITIONS

Kimley-Horn conducted a review of the subject site including existing land uses in the surrounding area, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic controls at nearby intersections, and other key roadway characteristics. This section of the report details information on the existing conditions, while **Exhibit 2** graphically displays the existing roadway characteristics of the site area.

Area Land Uses & Connectivity

Located at 6201 Dempster Street in Morton Grove, Illinois, the subject site is currently a Fifth Third Bank. Surrounding properties generally include a mix of retail, commercial, and recreational properties including the Morton Grove Civic Center and Harrer Park and Pool, located along the north side of Dempster Street. The site is immediately bound by Dempster Street to the north, Fernald Avenue to the west, Georgiana Avenue to the east, and residential properties to the south.

Local east-west regional connectivity is provided via Dempster Street located along the northern frontage of the site, while north-south local connectivity is provided via Waukegan Road, located less than a mile west of the site. Regional connectivity is provided via Interstate 94 (I-94) with an interchange along Dempster Street approximately one mile east of the site.

Existing Roadway Characteristics

Dempster Street (IL 58) is an east-west roadway located along the southern frontage of the site. Through the study area, Dempster Street provides two travel lanes in each direction and a posted speed limit of 30 miles per hour (MPH). Dempster Street is under the jurisdiction of the Illinois Department of Transportation (IDOT) and is classified as a principal arterial as well as a Strategic Regional Arterial (SRA). The SRA system was established by IDOT to promote mobility on key routes throughout the Chicago area by applying various strategies, such as access control and limited signalization.

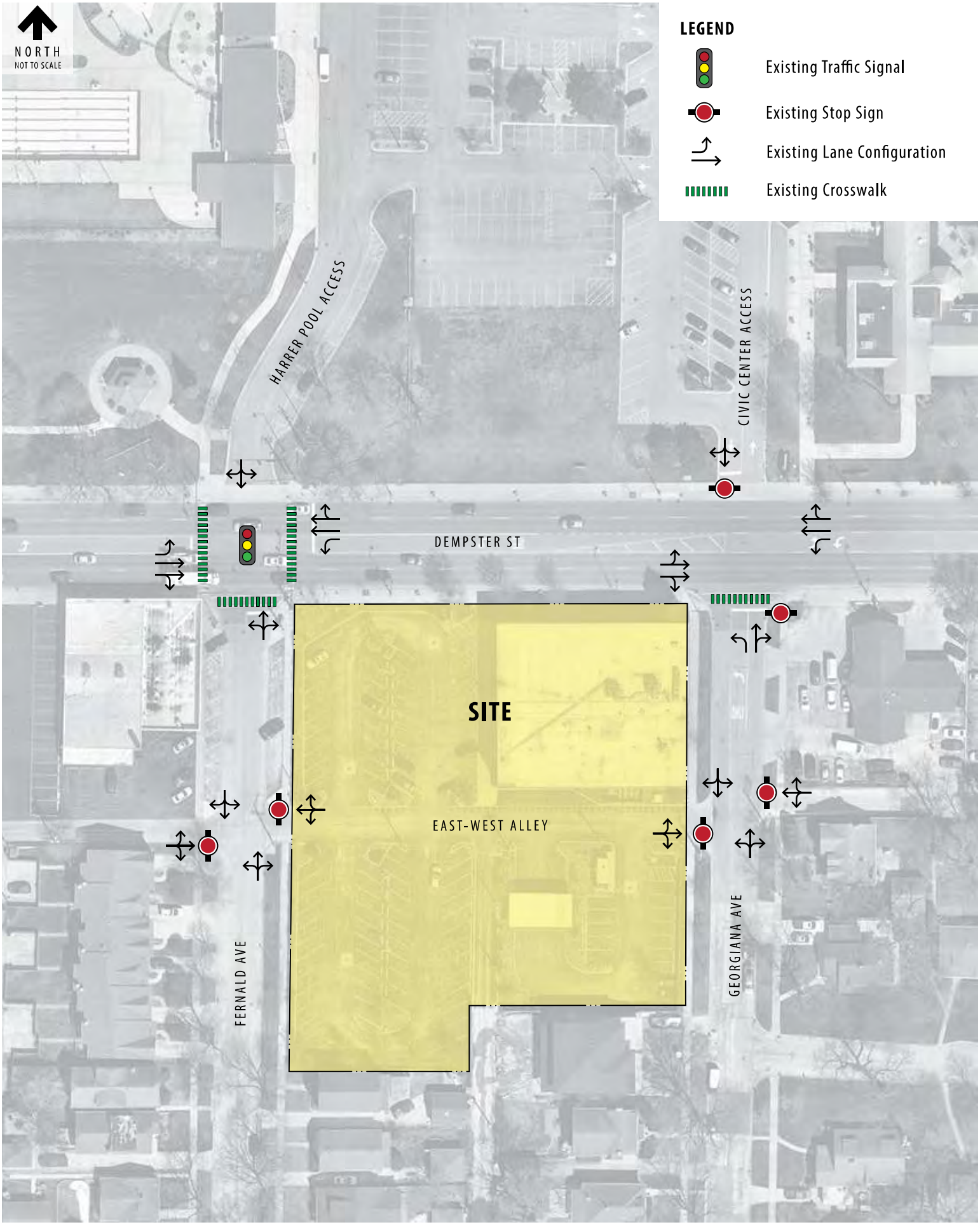
Georgiana Avenue is a north-south roadway located along the eastern frontage of the site. Through the study area, Georgiana Avenue provides one travel lane in each direction and sidewalk along both sides of the street. With the exception of a 20 MPH school zone speed limit, approximately 250 feet south of the site, there is no posted speed limit along Georgiana Avenue. Therefore, a speed limit of 25 MPH was assumed for analysis. On-street parking is provided along Georgiana Avenue and is restricted to permit parking only in the morning (6:00 – 9:00 AM). Georgiana Avenue is under the jurisdiction of the Village of Morton Grove and classified as a local road.

Fernald Avenue is a north-south roadway located along the western frontage of the site. Through the study area, Fernald Avenue provides one travel lane in each direction and a posted speed limit of 25 MPH. Fernald Avenue provides striped, on-street angled parking between Dempster Street and East-West Public Alley, which is restricted overnight (2:00 – 5:00 AM). On-street parking is provided south of the alley which is restricted to permit parking only in the morning (6:00 – 9:00 AM). Fernald Avenue is under the jurisdiction of the Village of Morton Grove.

Pedestrian, Bicycle, and Transit Accommodations

Pedestrian and bicycle accommodations are provided throughout the study area with sidewalk present on both sides of Dempster Street, Fernald Avenue, and Georgiana Avenue. All approaches of the Dempster Street/Fernald Avenue intersection provide striped crosswalks as well as the northbound approach of the Dempster Street/Georgiana Avenue approach.

The Pace Pulse Dempster Line operates a bus route in the immediate vicinity of the site. Route 250 (Evanston – Des Plaines Metra Station) runs east-west along Dempster Street and provide stops at the Dempster Street/Fernald Avenue intersection, located immediately northwest of the site.



Kimley»Horn

EXHIBIT 2

EXISTING ROADWAY CHARACTERISTICS

Traffic Count Data

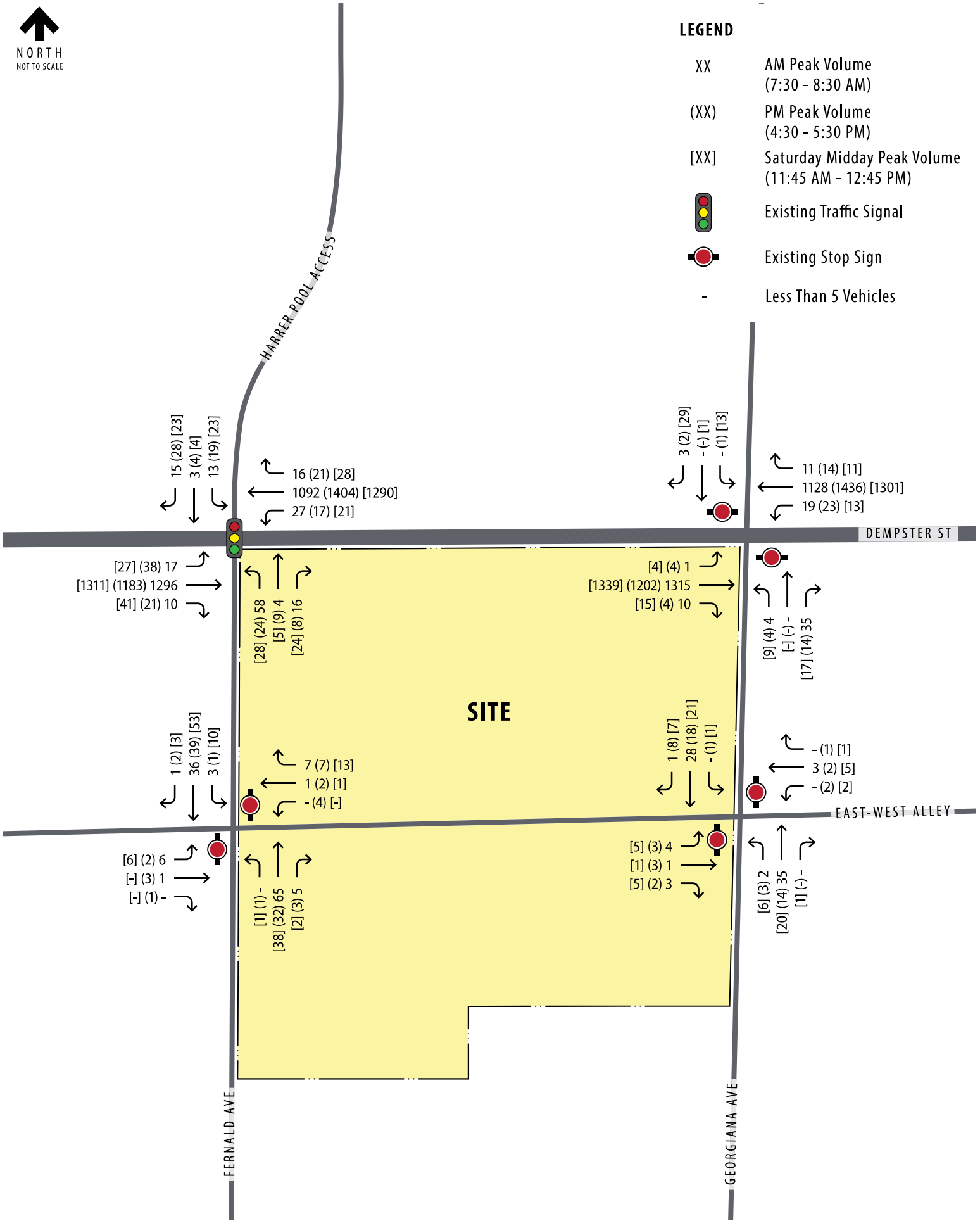
Turning movement count data was collected on May 18th and 20th, 2023 at the intersections listed below. Counts were conducted on a typical weekday from 7:00 to 9:00 AM and 4:00 to 6:00 PM in order to capture peak traffic conditions. In addition, counts were conducted from 11:00 AM to 1:00 PM on a typical Saturday.

- Dempster Street / Georgiana Avenue
- Georgiana Avenue / East-West Alley
- Dempster Street / Fernald Avenue
- Fernald Avenue / East-West Alley

These count periods were selected in order to capture peak travel periods in the area. The traffic count data indicates that peak traffic volumes occur within the study area from 7:30 – 8:30 AM and 4:30 – 5:30 PM on weekdays, as well as from 11:45 AM – 12:45 PM on Saturdays.

To reflect growth between the traffic count Year 2023 and existing Year 2026, the existing 2023 peak hour volumes were grown for three years using the background growth rate discussed in more detail in the *Future Conditions* section of this report. Additionally, traffic count data was collected before the Harrer Pool, located immediately north of the subject site, was opened for the season. To account for the traffic generated by the pool, traffic volumes were estimated based on pool attendance data provided in the Traffic Analysis Memorandum completed by Eriksson Engineering dated June 2020 and were added to the existing (Year 2026) traffic volumes.

The existing Year 2026 traffic volumes are presented in **Exhibit 3**. A summary of the count data is provided in the **Appendix**.



Kimley»Horn

EXHIBIT 3

EXISTING YEAR (2026) TRAFFIC VOLUMES

Existing Capacity Analysis

Capacity analyses were conducted to assess existing and future build operating conditions at the study intersections during the weekday and Saturday midday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). The lowest LOS grade typically accepted by jurisdictional transportation agencies in Northeastern Illinois is LOS D.

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.1**.

Table 2.1 Level of Service Grading Descriptions[1]

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

[1]Highway Capacity Manual, 7th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.2**.

Table 2.2 Level of Service Grading Criteria

Level of Service[1]	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F[2]	> 50	> 80

[1]Highway Capacity Manual, 7th Edition

[2]All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, the results of the capacity analysis for existing conditions are summarized in **Table 2.3**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service based on HCM 7th Edition methodology. Copies of the Synchro reports are provided in the **Appendix**.

Table 2.3 Existing (2026) Levels of Service

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Midday Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Dempster Street / Fernald Avenue ★						
Eastbound	9	A	9	A	9	A
Westbound	7	A	10+	B	6	A
Northbound	50	D	46	D	47	D
Southbound	47	D	45	D	45	D
Intersection	*9*	*A*	*10+*	*B*	*10-*	*A*
Dempster Street / Georgiana Avenue △						
Eastbound (Left-Turn)	11	B	14	B	12	B
Westbound (Left-Turn)	13	B	12	B	13	B
Northbound	19	C	21	C	26	D
Southbound	21	C	32	E	28	D
Fernald Avenue / East-West Public Alley △						
Eastbound	9	A	9	A	9	A
Westbound	9	A	9	A	9	A
Northbound (Left-Turn)	7	A	7	A	7	A
Southbound (Left-Turn)	7	A	7	A	7	A
Georgiana Avenue / East-West Public Alley △						
Eastbound	9	A	9	A	9	A
Westbound	9	A	9	A	9	A
Northbound (Left-Turn)	7	A	7	A	7	A
Southbound (Left-Turn)	7	A	7	A	7	A

★ - Signalized Intersection △- Minor-Leg Stop-Controlled Intersection

Dempster Street / Fernald Avenue

The signalized Dempster Street/Fernald Avenue intersection currently operates acceptably at LOS B or B during all peak hours with all approaches operating at LOS D or better for all peak hours. Additionally, all 95th percentile queues are accommodated by the provided storage length.

Dempster Street / Georgiana Avenue

Across all peak hours, all approaches of the unsignalized Dempster Street/Georgiana Avenue intersection operate acceptably at LOS D or better with the exception of the southbound approach during the evening peak hour which operates at LOS E. This is common for minor-street approaches, and particularly for left-turn movements, under stop control at arterial roadways that do not stop as they must yield right-of-way in both directions before completing their turn. Additionally, the capacity analyses do not account for gaps in traffic created by the changing traffic signal phases at the Dempster Street/Fernald Avenue and Dempster Street/Austin Avenue intersections. Additionally, all 95th percentile queues are one vehicle or less across all peak hours.

Fernald Avenue / East-West Public Alley

Across all peak hours, all approaches of the unsignalized Fernald Avenue/East-West Public Alley intersection operate acceptably at LOS A with 95th percentile queues of less than one vehicle.

Georgiana Avenue / East-West Public Alley

Across all peak hours, all approaches of the unsignalized Georgiana Avenue/East-West Public Alley intersection operate acceptably at LOS A or better with 95th percentile queues of less than one vehicle.

DEVELOPMENT CHARACTERISTICS

This section of the report outlines the proposed site plan, summarizes site-specific traffic characteristics, and develops future traffic projections for analysis.

Development Characteristics

The proposed redevelopment would include a new 62,600 square-foot (SF) Village Hall and Police Department, redeveloping the existing 37,800 SF Fifth Third Bank building and adding a one-story 14,800 SF addition attached to the south elevation of the existing structure. Access to the Village Hall would be provided via a full access driveway along Fernald Avenue, located at the existing east-west public alley, approximately 180 feet south of the Dempster Street/Fernald Avenue intersection. Gated access to the Police Department would be provided via two new, full access driveways, including one along Fernald Avenue and one along Georgiana Avenue, both approximately 300 feet south of Dempster Street. A new east-west public alley is also planned to provide connection between Fernald Avenue and the existing north-south public alley south of the site. There is no direct connection planned between the public alleyway and the proposed site.

The proposed village hall and police department plans to provide a total of 102 parking spaces, including 42 on-street or off-street spaces dedicated for non-sworn Police Department and Village Hall employees and 60 on-street or off-street spaces dedicated for sworn police staff. A copy of the site plan is provided in the **Appendix**.

Trip Generation

The Village Hall generates traffic associated with resident, business, and general community needs, as outlined in **Table 3.1**.

Village Hall Typical Operations	Police Department Typical Operations
Purchasing/Renewing Vehicle Stickers & Bill Pay	Police Patrol Operations
Submitting Permit or Applications (building, zoning, special events, etc.)	Resident Visitors
General Building Maintenance Needs	Police Report Filing/Processing
Village Board, Commission, and Committee Meetings	Attorney Visitors
Adjudication Court	Detective Operations

In order to calculate trips generated by the proposed site, data was collected at the access drives of the existing Morton Grove Village Hall and Police Department located less than half a mile southeast of the new location. These driveway counts were collected on Tuesday October 14th, 2025 which coincided with a well-attended village board meeting.

Typical industry standard traffic impact studies include the weekday morning and evening peak hours as well as the Saturday midday peak hour. Given that Village Hall's typical operating hours are Monday – Friday, it was assumed that a reduced number of trips would be generated on Saturdays. Additionally, the Police Department administrative facilities also operate Monday – Friday. Given the new Village Hall location along Dempster Street, it is pertinent to analyze the traffic on Saturdays given the mix of commercial uses along the corridor. In order to provide a conservative estimate for

traffic generated by the new Village Hall and Police Department during the Saturday midday peak hour, the midday weekday peak hour trips associated with the Police Department were applied to the Saturday peak hour.

The current number of employees at the Village Hall and Police Department is expected to remain consistent with the proposed relocation. However, to provide a conservative estimate and to account for any additional traffic due to revitalized interest in a new Village Hall or ease of access due to its location on the prominent Dempster Street corridor, the site-generated volumes were increased by a factor of 50 percent.

The calculated peak hour trip generation for the existing and new village hall and police department are shown in **Table 3.2**. A copy of the driveway traffic counts is provided in the **Appendix**.

Table 3.2 Existing Village Hall and Police Department Trip Generation Data

Land Use	Daily[1]	Weekday						Saturday[2]		
		AM Peak Hour			PM Peak Hour			Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Existing Village Hall	190	9	5	14	5	10	15	-	-	-
Existing Police Department	210	15	7	22	9	8	17	9	11	20
Net Existing Site Trips	400	24	12	36	14	18	32	9	11	20
New Village Hall (+50%)	290	14	8	22	8	15	23	-	-	-
New Police Department (+50)	310	23	11	34	14	12	26	14	17	31
Net New Site Trips	600	37	19	56	22	27	49	14	17	31

[1]Daily volumes are rounded to the nearest multiple of ten.

[2]Traffic volumes were not collected at the existing Village Hall and Police Department on Saturday, so the Weekday Midday Peak Hour was assumed for Police Department

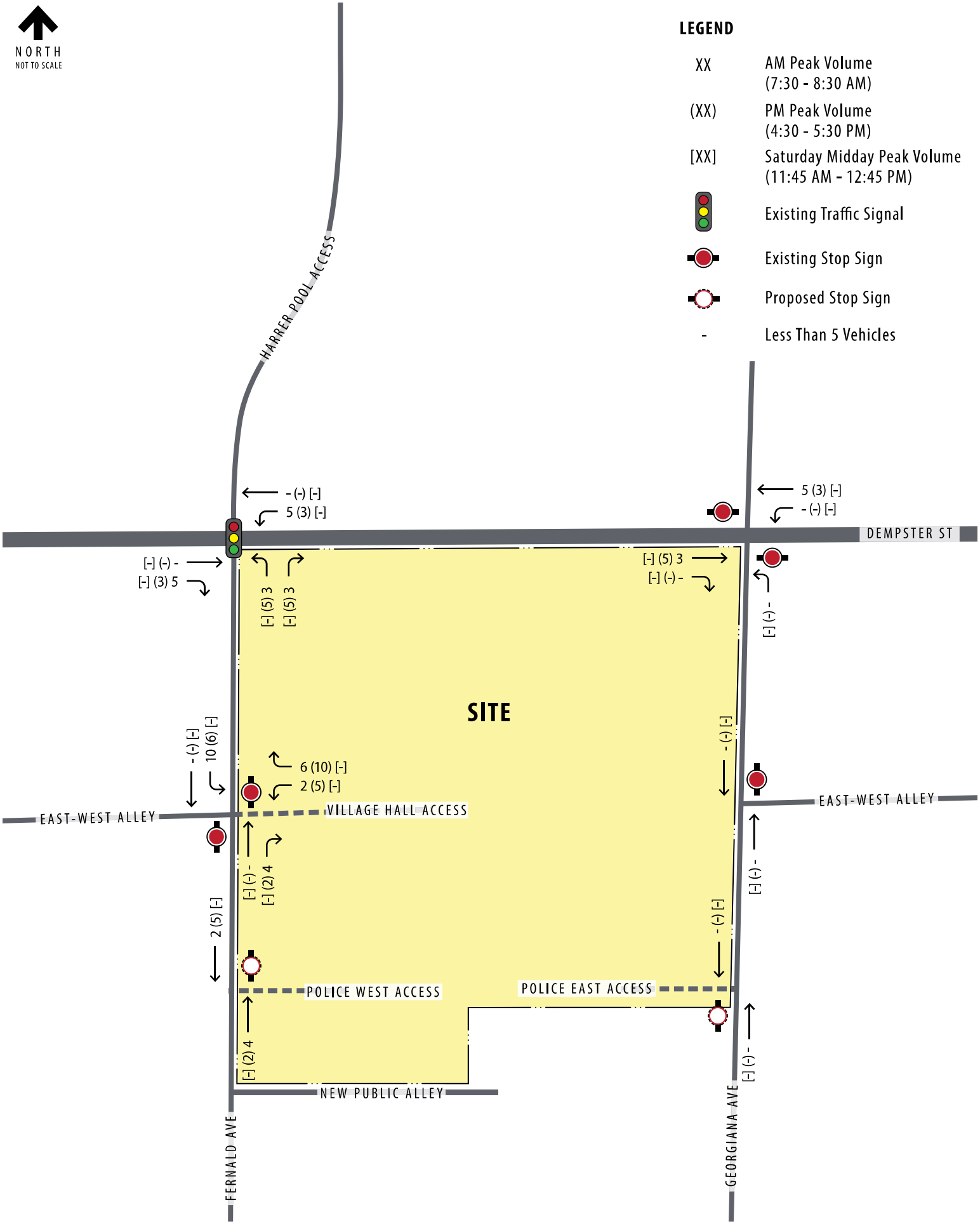
Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, traffic volumes/patterns associated with the existing Village Hall and Police Department, characteristics of the street system, and the ease with which motorists can travel over various sections of that system. As such, the anticipated directional distributions estimated for the site-generated trips are outlined in **Table 3.3.**

Table 3.3 Estimated Trip Distribution

Traveling to/from	Estimated Trip Distribution	
	Village Hall	Police Department
West on Dempster Street	35%	30%
East on Dempster Street	35%	30%
South on Fernald Avenue	30%	20%
South on Georgiana Avenue	-	20%
Total	100%	100%

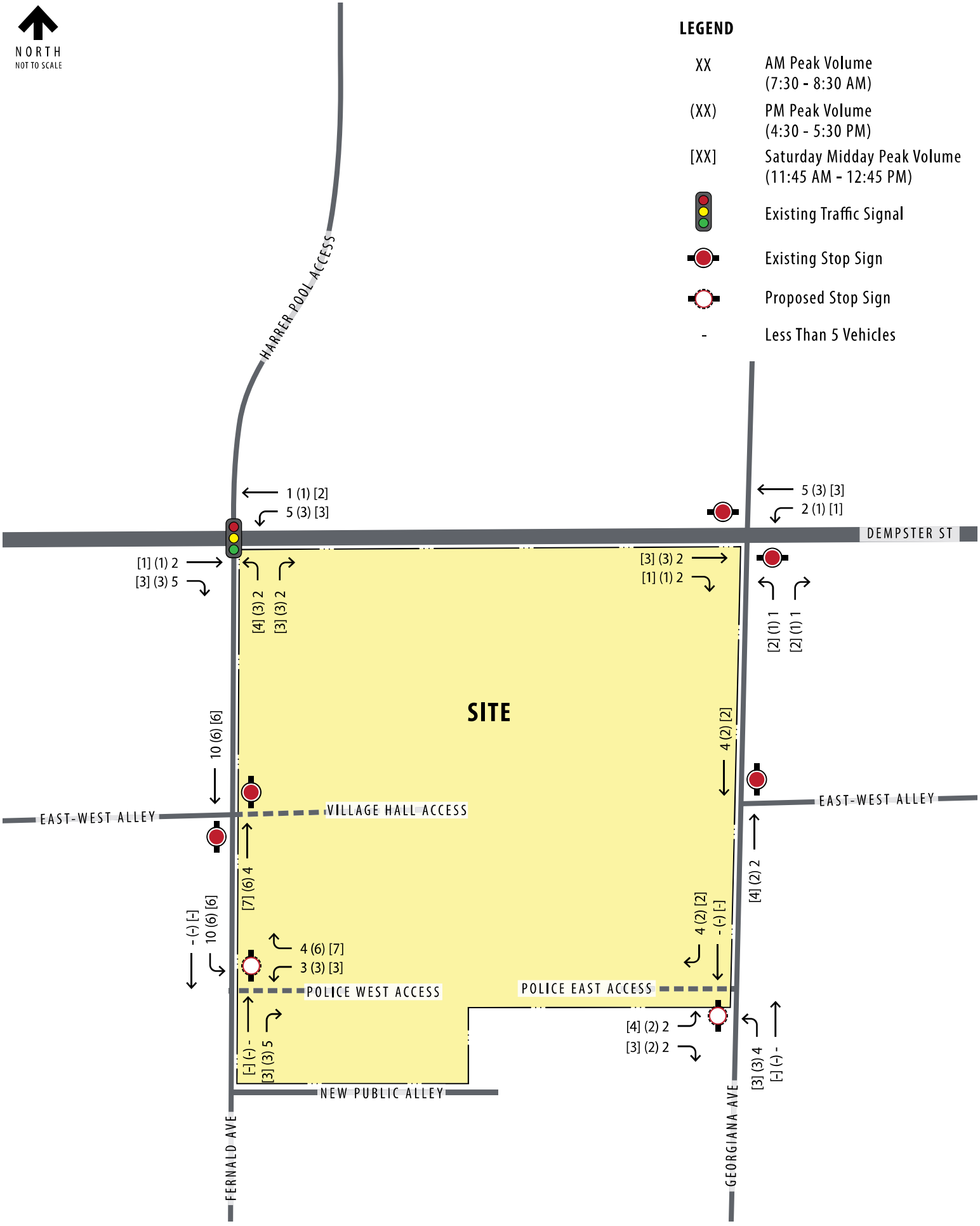
Based on these assumptions, the site trip assignment for the Village Hall and Police Department are illustrated in **Exhibit 4** and **Exhibit 5**, respectively. The total site-generated trips are depicted in **Exhibit 6**.



Kimley»Horn

EXHIBIT 4

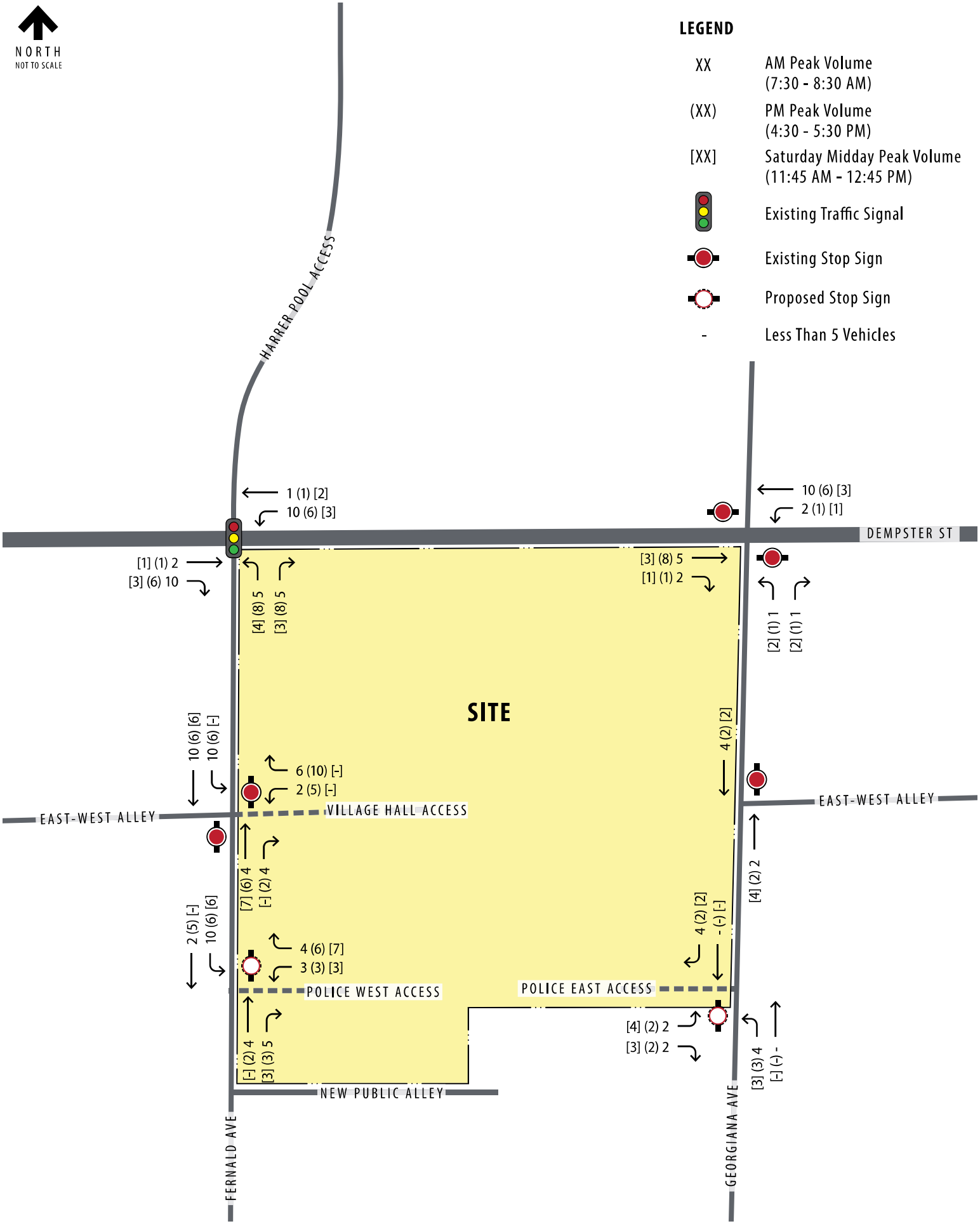
SITE TRIP ASSIGNMENT - VILLAGE HALL



Kimley»Horn

EXHIBIT 5

SITE TRIP ASSIGNMENT - POLICE DEPARTMENT



Kimley»Horn

EXHIBIT 6

SITE TRIP ASSIGNMENT - TOTAL

FUTURE CONDITIONS

This section of the report summarizes site-specific traffic characteristics and develops future traffic projections for analysis. The project is anticipated to be completed in 2028. Therefore, Year 2033 traffic projections were developed, which reflects a build plus-five years analysis horizon per typical IDOT requirements.

Future (2033) Background Traffic Projections without Village Hall

The following describes the growth rate assumptions background development projections from existing and future surrounding properties that were developed to analyze background conditions for future year 2033. Future traffic projections without the development for Year 2033 were calculated by adding Fifth Third Bank generated trips (Exhibit A1) to no-build (2033) traffic projections. The resulting traffic projections for the Future (2033) without Village Hall scenario are presented in **Exhibit 7**.

Average Annual Traffic Growth Rate

Background traffic growth estimates were reviewed using data from the Chicago Metropolitan Agency for Planning (CMAP). As shown in **Table 4.1**, the background annual compounded growth rate based on CMAP year 2050 traffic projections for the surrounding roadway network is 0.69% along Dempster Street. As such, the 0.69% growth rate was applied for a period of ten years to reflect traffic growth between Year 2023 (existing traffic counts) and future Year 2033. An official letter from CMAP for Year 2050 volumes is provided in the **Appendix**.

Table 4.1 CMAP Projected Growth Rates

Roadway Segment	CMAP Projected Growth Rate
Dempster Street east of Waukegan Avenue	0.69%
Austin Avenue north of Dempster Street	0.00%
Austin Avenue south of Dempster Street	0.03%
Ferris Avenue south of Dempster Street	0.02%
Average Annual Growth Rate	0.19%

Fifth Third Bank Background Development

A 2,800 SF Fifth Third Bank is currently under construction immediately north of the development at 6210 Dempster Street in Morton Grove, Illinois. The Fifth Third Bank is expected to be operational in 2026. Site trip assignment for the bank was referenced from the traffic impact study previously completed by Kimley-Horn and dated June 2023. An exhibit depicting the Fifth Third Bank traffic is provided as an attachment to this memo (**Exhibit A1**).

Future (2033) Traffic Projections with Village Hall

Future traffic projections associated with the development for Year 2033 were calculated by adding the total site-generated trips (Exhibit 6) to the Future (2033) without Village Hall traffic projections (Exhibit 7). Traffic projections for the Future (2033) with Village Hall scenario are illustrated in **Exhibit 8**.

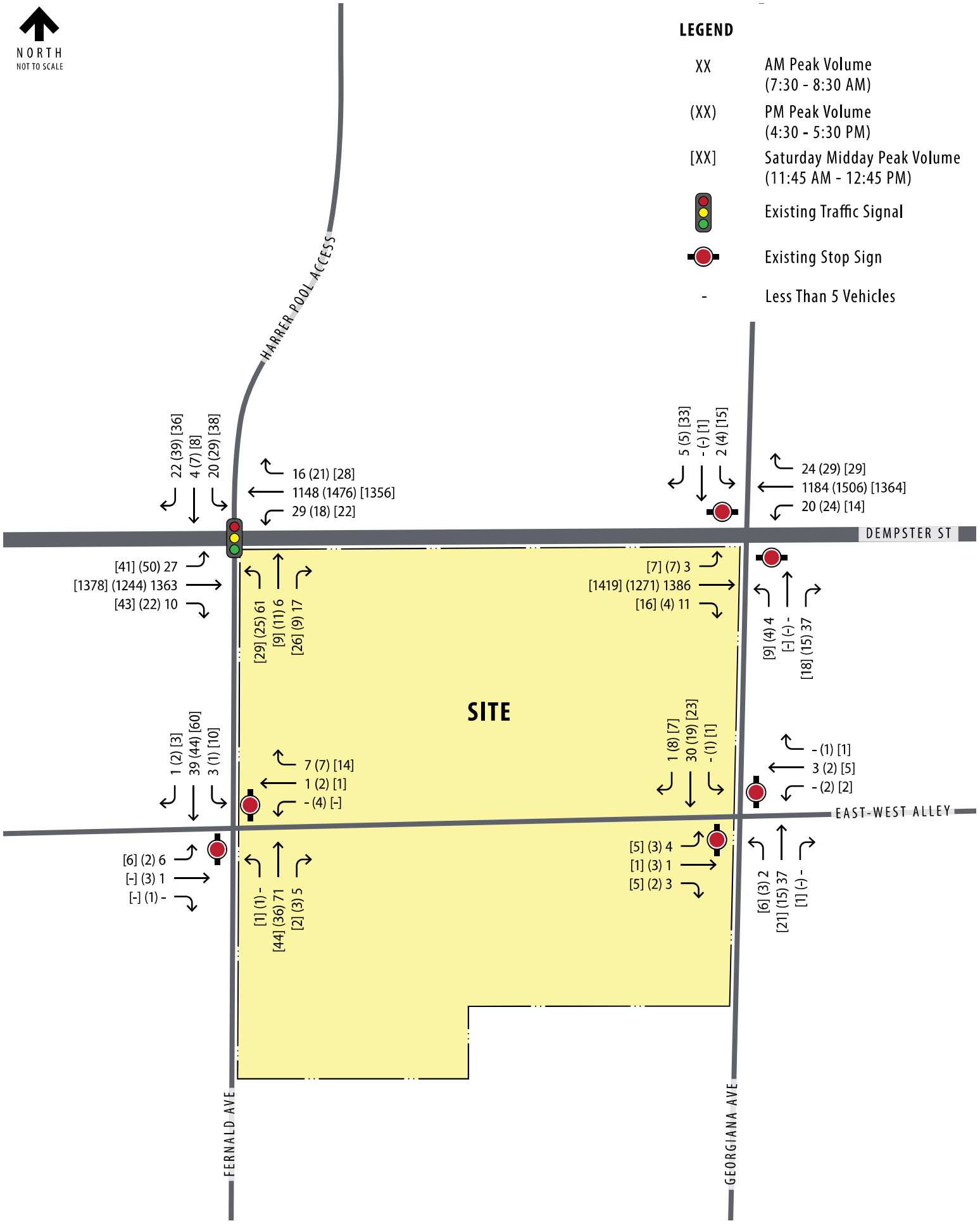
Future Geometry

For the analysis of future traffic conditions, turn lane warrants were evaluated using guidelines published in the IDOT *Bureau of Design and Environment (BDE) Manual*. Right- and left-turn lane warrants were evaluated at the proposed site access driveways along Fernald Avenue and Georgiana Avenue. As traffic projections at the proposed site access driveway intersections do not meet volume guidance for dedicated right- or left-turn lanes, no additional turn lanes along Fernald Avenue or Georgiana Avenue at the proposed site access locations are included in the future analysis.

New Public Alley Evaluation

A new public alleyway is planned to be constructed south of the site along Fernald Avenue. This 20-foot-wide proposed alley would connect Fernald Avenue to the existing 16-foot, north-south alley to serve as access for residential cars, garbage trucks, and other vehicles. Kimley-Horn used AutoTURN software to review the feasibility of a garbage truck maneuvering this connection and ensure that vehicles would not encroach on adjacent residential properties.

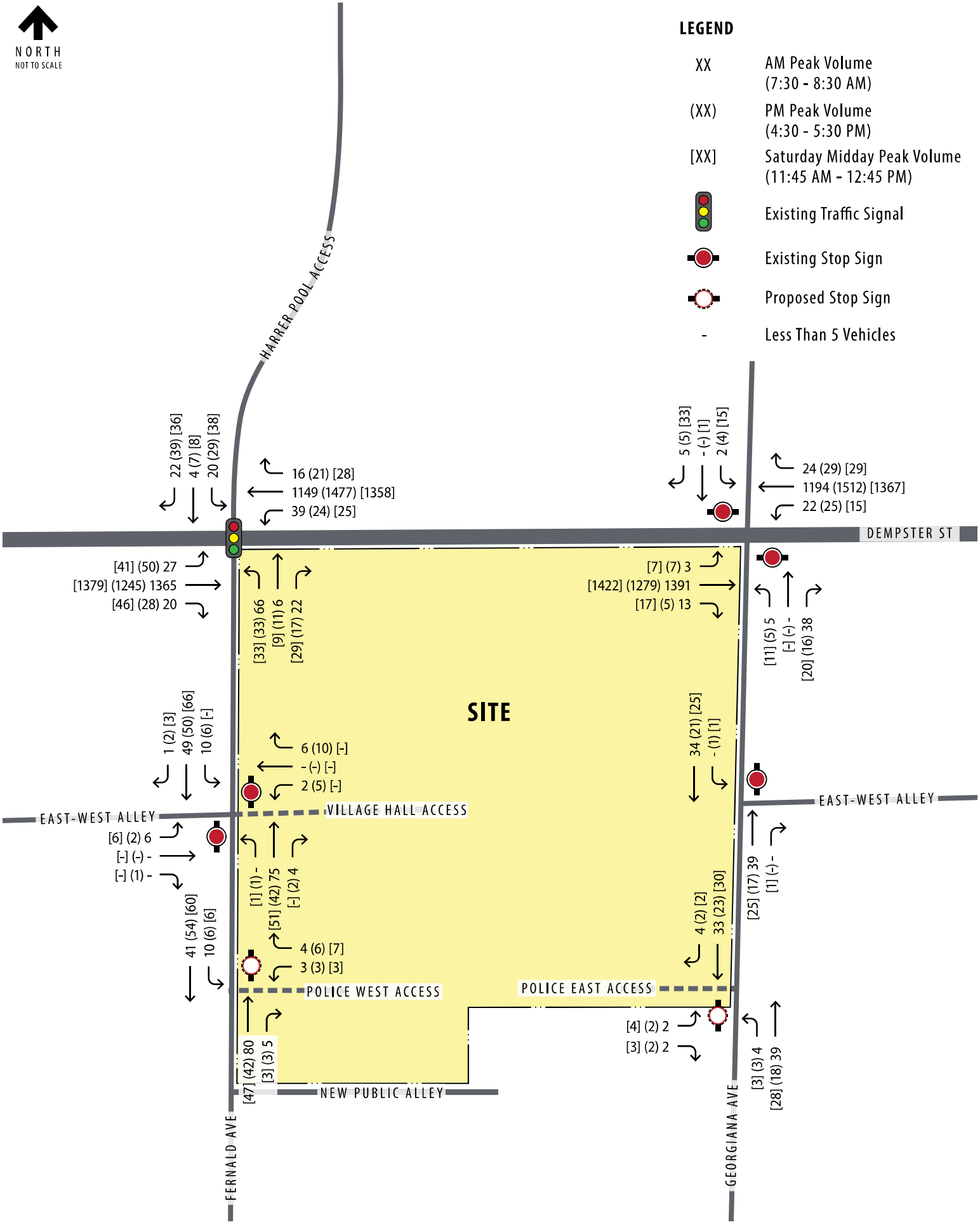
Through data provided by the Village of Morton Grove, it is Kimley-Horn's understanding that garbage services are under contract with Groot Industries, Inc, and typically a McNeilus Standard Rear Loader is used for garbage collection. As the McNeilus truck ranges from 20-27 feet in length depending on capacity, the most similar truck model available in AutoTURN was selected for analysis. Based on this review, the proposed plan and alley width are expected to adequately accommodate the garbage truck turning path without encroaching on adjacent residential properties. Exhibits illustrating the garbage truck path in and out of the alley are provided in the **Appendix**.



Kimley»Horn

EXHIBIT 7

FUTURE (2033) WITHOUT VILLAGE HALL TRAFFIC PROJECTIONS



Kimley»Horn

EXHIBIT 8

FUTURE (2033) WITH VILLAGE HALL TRAFFIC PROJECTIONS

Future (2033) Capacity Analysis without Village Hall

Based on the traffic projections presented in Exhibit 7, capacity results were identified for the study intersections under Future (2033) conditions without Village Hall. The results of the capacity analysis are summarized in **Table 4.2**. Copies of the Synchro reports are provided in the **Appendix**.

Table 4.2 Future (2033) without Village Hall Levels of Service

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Midday Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Dempster Street / Fernald Avenue ★						
Eastbound	9	A	10-	A	10+	B
Westbound	8	A	12	B	10+	B
Northbound	50	D	45	D	47	D
Southbound	48	D	47	D	48	D
Intersection	*11*	*B*	*12*	*B*	*12*	*B*
Dempster Street / Georgiana Avenue △						
Eastbound (Left-Turn)	12	B	14	B	13	B
Westbound (Left-Turn)	13	B	13	B	14	B
Northbound	20	C	22	C	29	D
Southbound	26	D	39	E	33	D
Fernald Avenue / East-West Public Alley △						
Eastbound	9	A	9	A	9	A
Westbound	9	A	9	A	9	A
Northbound (Left-Turn)	7	A	7	A	7	A
Southbound (Left-Turn)	7	A	7	A	7	A
Georgiana Avenue / East-West Public Alley △						
Eastbound	9	A	9	A	9	A
Westbound	9	A	9	A	9	A
Northbound (Left-Turn)	7	A	7	A	7	A
Southbound (Left-Turn)	7	A	7	A	7	A

★ - Signalized Intersection △- Minor-Leg Stop-Controlled Intersection

The addition of background growth yields similar results as the existing condition analysis. All approaches are projected to continue to operate with generally consistent levels of service, average vehicle delay, and queuing compared to existing conditions.

Future (2033) Capacity Analysis with Village Hall

Based on the traffic projections presented in **Exhibit 8**, capacity results were identified for the study intersections under Future (2033) conditions with Village. The results of the capacity analysis are summarized in **Table 4.3.** Copies of the Synchro reports are provided in the **Appendix**.

Table 4.3 Future (2033) with Village Hall Levels of Service

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Midday Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Dempster Street / Fernald Avenue ★						
Eastbound	10-	A	10-	A	10+	B
Westbound	8	A	12	B	10+	B
Northbound	50	D	46	D	47	D
Southbound	47	D	47	D	48	D
Intersection	*11*	*B*	*12*	*B*	*12*	*B*
Dempster Street / Georgiana Avenue △						
Eastbound (Left-Turn)	12	B	15-	B	13	B
Westbound (Left-Turn)	13	B	13	B	14	B
Northbound	21	C	23	C	30	D
Southbound	26	D	40	E	34	D
Fernald Avenue / Village Hall Access (East-West Public Alley) △						
Eastbound	10-	A	9	A	9	A
Westbound	9	A	9	A	9	A
Northbound (Left-Turn)	7	A	7	A	7	A
Southbound (Left-Turn)	7	A	7	A	7	A
Georgiana Avenue / East-West Public Alley △						
Westbound	9	A	9	A	9	A
Southbound (Left-Turn)	7	A	7	A	7	A
Fernald Avenue / Police Access △						
Westbound	9	A	9	A	9	A
Southbound (Left-Turn)	7	A	7	A	7	A
Georgiana Avenue / Police Access △						
Eastbound	9	A	9	A	9	A
Northbound (Left-Turn)	7	A	7	A	7	A
Fernald Avenue / Public Alley △						
Westbound	9	A	9	A	9	A
Southbound (Left-Turn)	7	A	7	A	7	A

★ - Signalized Intersection △- Minor-Leg Stop-Controlled Intersection

The proposed Village Hall and Police Department is not expected to materially impact the operation and capacity of the study intersections as the addition of site-generated traffic yields similar average vehicle delays, levels of service, and queuing compared to Future (2033) without Village Hall conditions.

Dempster Street / Fernald Avenue

With the introduction of site traffic, the signalized Dempster Street/Fernald Avenue intersection is expected to continue to operate acceptably with all approaches operating at LOS D or better across all peak hours, and all 95th percentile queues are projected to be contained within their provided storage lengths across all peak hours. It should be noted that this traffic signal, along with all traffic signals along Dempster Street, provided emergency vehicle preemption. This is a technology that allows emergency vehicles to (police, fire, trucks, ambulances) to safely and quickly navigate the intersection by temporarily overriding the traffic signal to provide a green light.

Dempster Street / Georgiana Avenue

Similar to future conditions without development, all approaches of the Dempster Street/Georgiana Avenue intersection are projected to continue operating acceptably at LOS D or better across all peak hours, with the exception of the southbound approach during the evening peak hour which continues to operate at LOS E. This is not uncommon for minor-leg approaches under stop control at arterial roadways that do not stop as they must yield to the heavy mainline (east-west) traffic. Further, all 95th percentile queues are projected to be less approximately one vehicle or less across all peak hours.

Fernald Avenue / Village Hall Access (East-West Public Alley)

With the transition of the east leg of the East-West Public Alley to a full access driveway for the Village Hall, all approaches of the intersection are expected to operate acceptably at LOS B or better across all peak hours. Additionally, all 95th percentile queues are projected to be less than one vehicle across all peak hours.

Georgiana Avenue / East-West Public Alley

With the removal of the west leg of the Georgiana Avenue/East-West Alley intersection, all other approaches are expected to continue to operate acceptably at LOS B or better across all peak hours. Additionally, all 95th percentile queues are projected to be less than one vehicle across all peak hours.

Fernald Avenue / Police Access

All approaches of the Fernald Avenue/ Police Access intersection are expected to operate acceptably at LOS A across all peak hours. Additionally, the 95th percentile queues are projected to be less than one vehicle across all peak hours.

Georgiana Avenue / Police Access

All approaches of the Georgiana Avenue/ Police Access intersection are expected to operate acceptably at LOS A across all peak hours. Additionally, the 95th percentile queues are projected to be less than one vehicle across all peak hours.

Fernald Avenue / New Public Alley

All approaches of the relocated Public Alley/Fernald Avenue intersection are expected to operate acceptably at LOS A across all peak hours. Additionally, the 95th percentile queues are projected to be less than one vehicle across all peak hours.

PARKING EVALUATION

Kimley-Horn reviewed the adequacy of the proposed parking supply using the parking demand observed at the existing Morton Grove Village Hall and Police department, as well as the Morton Grove Village Code.

Parking Count Data

Kimley-Horn conducted a field visit and collected 24-hour video footage at the existing Village Hall and Police department during a typical weekday on Tuesday, October 14, 2025. This footage was reviewed and the parking capacity of the various surface lots was inventoried. Counts of occupied spaces were surveyed hourly, starting at 7:00 AM with the last count at 9:00 PM. This period was chosen as it coincides with typical Village Hall operations with a well-attended board meeting during the evening starting at 7:00 PM.

A summary of the observed hourly parking utilization by parking sub area is presented in **Table 5.1**. This summary includes the parking utilization for each hourly period along with the percentage occupancy and number of available spaces for both the overall site and the identified subareas.

As presented in Table 5.1, during the weekday observations, the Village Hall (West Parking Lot) experienced peak parking activity at 12:00 PM and 3:00 PM with 23 occupied spaces, while the Police Department (East Parking Lot) experienced peak parking activity at 10:00 AM with 33 occupied spaces. For the entire site, the overall peak parking activity (highlighted in yellow) was observed at 10:00 AM with a total of 53 occupied spaces out of a total of 107 spaces, resulting in 50% utilization.

Table 5.1 Parking Utilization Counts – Existing Village Hall and Police Department (Morton Grove, IL)

Location	Capacity	Tuesday (10/14) Occupied Spaces														
		7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM[2]	8 PM	9 PM
WEST LOT (ASSUMED VILLAGE HALL PARKING)																
Regular	*40*	7	12	19	20	21	23	20	21	23	19	15	9	18	3	3
ADA	*4*	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
Subtotal FRONT LOT	44	7	12	19	20	21	23	20	21	23	19	15	9	19	3	3
Available Spaces		37	32	25	24	23	21	24	23	21	25	29	35	25	41	41
Utilization		16%	27%	43%	45%	48%	52%	45%	48%	52%	43%	34%	20%	43%	7%	7%
EAST LOT (ASSUMED POLICE DEPARTMENT PARKING)																
Regular	*59*	30	30	32	33	31	28	26	25	23	16	19	19	20	17	17
ADA	*4*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal BACK LOT	63	30	30	32	33	31	28	26	25	23	16	19	19	20	17	17
Available Spaces		33	33	31	30	32	35	37	38	40	47	44	44	43	46	46
Utilization		48%	48%	51%	52%	49%	44%	41%	40%	37%	25%	30%	30%	32%	27%	27%
Subtotal OFF STREET	107	37	42	51	53	52	51	46	46	46	35	34	28	39	20	20
Available Spaces	0	70	65	56	54	55	56	61	61	61	72	73	79	68	87	87
Utilization	0	35%	39%	48%	50%	49%	48%	43%	43%	43%	33%	32%	26%	36%	19%	19%
CAPULINA AVENUE ON-STREET PARKING[1]																
Regular	*3*	-	1	2	1	-	-	-	-	-	1	1	-	1	2	2
Available Spaces		3	2	1	2	3	3	3	3	3	2	2	3	2	1	1
Utilization		0%	33%	67%	33%	0%	0%	0%	0%	0%	33%	33%	0%	33%	67%	67%

[1]Capacities of on-street spaces were calculated assuming 22 ft per space & 1 space buffer from driveways & intersections

[2] Village Board meeting starting time

Morton Grove Village Code

Table 5.2 summarizes the parking requirements per section 12-7-3.I of the Village of Morton Grove Unified Development code for the proposed uses. For this use, the Village code defines parking requirements based on SF of gross floor area. Additionally, as the Village code defines parking requirements for off-street parking spaces, the 15 on-street spaces, including 11 spaces along Fernald Avenue and four spaces along Georgiana were not included in the proposed parking supply.

Based on Village code, a total of 99 off-street parking spaces are required for the Village Hall and Police Department. The proposed supply of 93 off-street spaces does not meet the 99-space requirement by a deficit of six spaces. However, it should be noted that nine on-street spaces, including six along the west side of Georgiana Avenue and three along the east side of Fernald Avenue, are planned to be dedicated to Village Hall/Police Department use. Additionally, the facility will have shared use of the eight existing angled, on-street parking spaces along the east side of Fernald Avenue, north of the existing alleyway.

Table 5.2 Village Code Off-Street Parking Requirements

Land Use	Code Categorization / Land Use	Size	Required Space by Use	Required Spaces	Proposed Spaces
Village Hall & Police Department	Public Administrative Offices	49,375 SF	1.0 space per 500 SF of gross floor area	99 spaces	93 off-street spaces
			Total	99 spaces	93 spaces

Overall, analyzing parking demand for the new Village Hall and Police Department based on the existing data collected and the operations of the use is more pertinent, as the data is specific to the Village Hall and Police Department operations rather than a general administrative office per the guidelines outlined in the Village Code.

Proposed Parking Plan

The new village hall and police department plan to provide a total of 102 dedicated parking spaces, as outlined below, including 93 off-street spaces and nine new on-street parallel parking spaces. In addition to the nine new on-street spaces, including three along the east side of Fernald Avenue and six along the west side of Georgiana Avenue, the new facility will also have shared use of the eight existing, angled on-street spaces along Fernald Avenue, north of the existing alleyway.

Non-sworn Employee Police Department & Village Hall Parking – 42 spaces

- Non-Sworn Employee (Off-street) 39 spaces
- Non-Sworn Employee (Fernald Avenue, on-street, parallel) 3 spaces

Sworn Employee & Fleet Police Department Parking – **60** spaces

- Police Sworn Employees (Off-street) 29 spaces
- Temporary Evidence Processing / Sallyport Parking 2 spaces
- Police Fleet Vehicles (Off-street) 23 spaces
- Police Fleet Vehicles (Georgiana Avenue, on-street, parallel) 6 spaces

Based on the current parking demand observed at the existing Village Hall and Police Department and the proposed parking supply, **Table 5.3** summarizes the projected overall utilization and available spaces for the new location. The projected utilization of Village Hall and Police Department parking is expected to be 50-55 percent during the weekday peak hours with an expected surplus parking supply of 19 and 29 parking spaces for the non-sworn and sworn employees, respectively.

Table 5.3 Projected Parking Demand

Characteristic	Non-Sworn Police & Village Hall Employee Parking	Sworn Employee & Fleet Vehicle Police Department Parking
Existing Peak Parking Demand	23 parking spaces	30 parking spaces
Proposed Parking Supply	42 parking spaces	60 parking spaces
Projected Parking Utilization	55%	50%
Projected Surplus/Deficit of Spaces	+19 parking spaces	+30 parking spaces

While the parking demand projections are based on data collected at the existing Village Hall and Police Department, there is potential for parking demand to vary on any given day. As such, Village Staff have prepared a parking space allocation plan for a maximum demand scenario, to ensure sufficient supply for all expected staff and visitors. The supply of 42 parking spaces for non-sworn employees of the Village Hall and Police Department is expected to accommodate the maximum of 33 non-sworn employees working at any given time, while maintaining nine dedicated spaces open for visitor use. The supply of 59 secure parking spaces for sworn Police Department staff and fleet vehicles is expected to accommodate the Department's full fleet of vehicles as well as the maximum employee shift overlap.

Given the nature of the Village Hall's business, there are times when increased activity and parking demand is expected on-site such as adjudication court, board meetings, etc. In the event that additional parking is required, spill-over parking would be provided via the nine available on-street angled spaces on the west side of Fernald Avenue and the Morton Grove Civic Center parking lot, located immediately north of the site across Dempster Street. The 81 parking spaces in the Civic Center lot are expected to adequately accommodate any additional parking demand during times of increased activity. Furthermore, the Morton Grove Police Department staff would facilitate safe pedestrian movements across Dempster Street between the Civic Center parking lot and the new Village Hall when needed.

RECOMMENDATIONS & CONCLUSIONS

Kimley-Horn evaluated the traffic and parking characteristics and projected operations of the proposed Morton Grove Village Hall and Police Department to be located at the address of 6201 Dempster Street in Morton Grove, Illinois. While the new Village Hall and Police Department is expected to generate some additional traffic, the estimated new trips associated with this project account for less than two percent of the total intersection volume at the Dempster Street/Fernald Avenue intersection. All study intersections are anticipated to continue to operate with acceptable levels of service under future conditions with the addition of traffic generated by the relocated Village Hall and Police Department. Therefore, no off-site improvements are recommended to accommodate the new Village Hall and Police Department. Bike parking racks should be installed on site to encourage the use of non-motorized transportation. The Village Hall Access along Fernald Avenue should operate under minor-leg stop control with a stop sign and stop bar, while both Police Access along Fernald Avenue and Georgiana Avenue are planned to be gated.

The proposed Village Hall and Police Department has plans to provide a total of 102 dedicated parking spaces, including four ADA accessible spaces. Based on the parking demand observed at the existing Morton Grove Village Hall and Police Department, the proposed parking supply is expected to adequately accommodate employee and visitor demand. Further, spillover parking is available at the adjacent Morton Grove Civic Center for any additional parking demand during times with increased activity at the Village Hall and the Police Department staff would facilitate safe pedestrian movements across Dempster Street if needed.

Regardless of the final configuration of the intersection geometrics, several additional items should be taken into consideration when preparing site plans for the subject development. As the site design progresses, care should be taken with landscaping, signage, and monumentation at the site access locations to ensure that adequate horizontal sight distance is maintained. If alterations to the site plan or land use should occur, changes to the analysis provided within this traffic impact study may be needed.

APPENDIX

Conceptual Site Plan

Traffic Count Data

Existing Year (2026) Capacity Reports

CMAP Letter with Projected Year 2050 Traffic Volumes

Garbage Truck New Public Alley AutoTURN

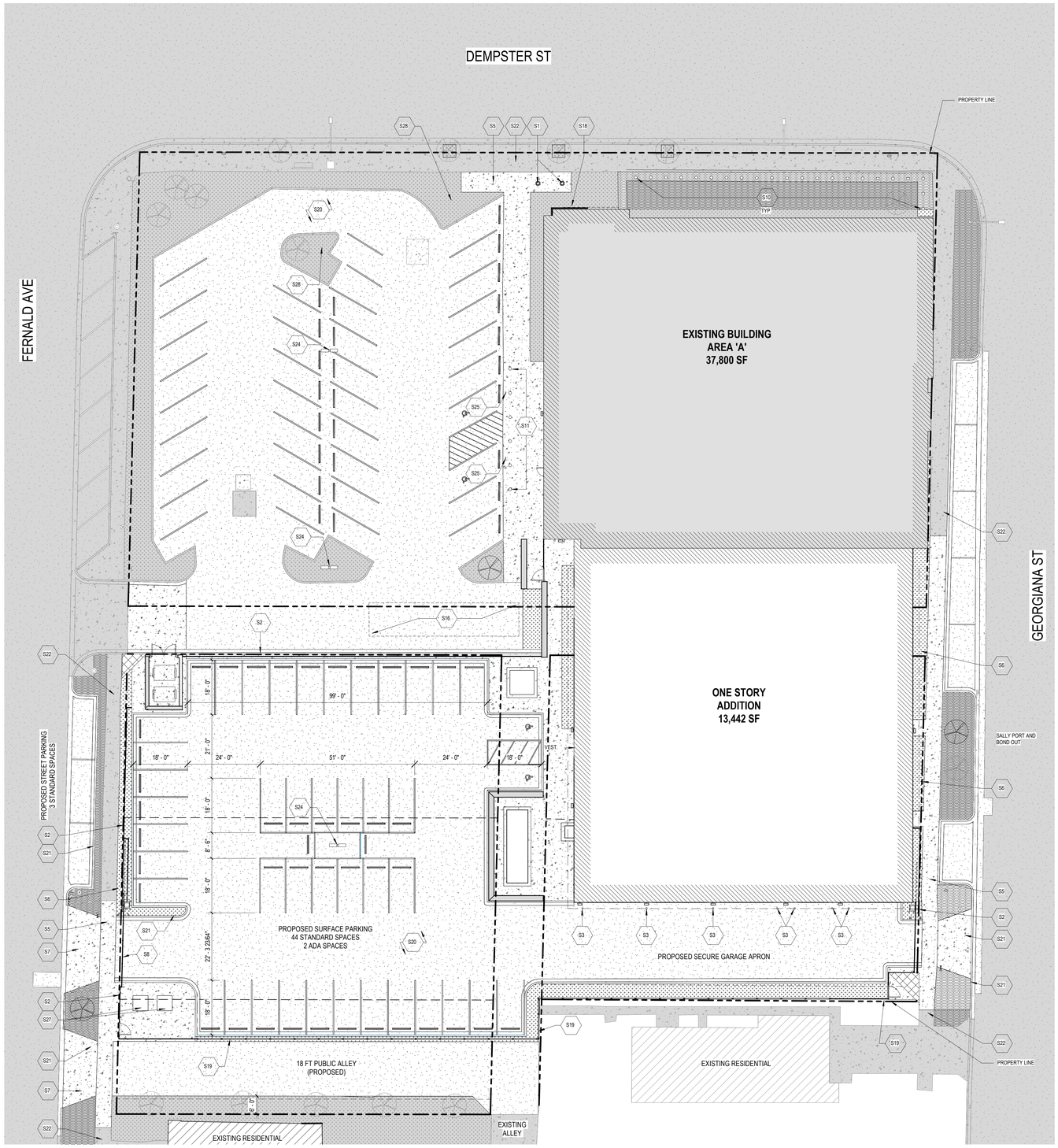
Fifth Third Bank Site Trip Assignment

Future (2033) without Village Hall Capacity Reports

Future (2033) with Village Hall Capacity Reports

Kimley»Horn

CONCEPTUAL SITE PLAN



SITE PLAN LEGEND

- NEW BUILDING
- EXISTING BUILDING
- CONCRETE
- EXISTING CONCRETE
- ASPHALT
- EXISTING ASPHALT
- PLANTING BEDS
- EXISTING PLANTING BEDS
- SOD/SEED
- EXISTING SOD/SEED
- TREE TO REMAIN, COORDINATE WITH CIVIL AND LANDSCAPE DRAWINGS
- PROPERTY LINE
- FENCE LINE
- OVERHEAD LINES
- SETBACK LINE
- SEE CIVIL FOR MORE INFORMATION

ZONING CODE REQUIREMENTS

Applicable Zoning Code: Village of Morton Grove Unified Development Code (Municipal Code of Morton Grove - Title 12)

Zoning District: C-1 General Commercial District (12-4-3:C.1)

The C-1 general commercial district is intended to provide for the full range retail activity and commercial activity serving the Village. Facilities required to serve the needs of governmental uses may be permitted within the district as special uses.

Bulk Requirements (12-4-3:E)

Minimum Lot Area:	0ft	Actual Lot Area:	75,088ft
Minimum Lot Width:	0ft	Actual Lot Width:	273.5ft
Minimum Yards		Actual Yards	
Front:	0ft	Front:	11.6ft
Side:	0ft	Side:	0ft; 134ft (12-2-6:F)
Rear:	5ft	Rear:	6.05ft
Maximum Floor Area Ratio:	2.0	Actual Floor Area Ratio:	0.7
Maximum Building Height:	40ft	Actual Building Height:	32.7ft

SITE PLAN KEYED NOTES

TAG	DESCRIPTION
S1	NEW FLAG POLE WITH CONCRETE FOUNDATION. SEE SITE DETAILS FOR ADDITIONAL INFORMATION. PROVIDE NEW LIGHT. SEE ELECTRICAL DRAWINGS AND SPECIFICATIONS FOR ADDITIONAL INFORMATION.
S2	PROVIDE ORNAMENTAL FENCE SYSTEM WITH EQUALLY SPACED VERTICAL SUPPORT POSTS. PROVIDE CONCRETE FOOTINGS FOR ALL SUPPORT POSTS. SEE SITE DETAILS FOR ADDITIONAL INFORMATION. COORDINATE FINAL HEIGHT AND FINISHCOLOR WITH ARCHITECT. COORDINATE FINAL LOCATION AND EXTENTS OF FENCE IN FIELD.
S3	6" STEEL SECURITY BOLLARD WITH PLASTIC COVER. SEE SITE DETAILS FOR ADDITIONAL INFORMATION.
S5	NEW CONCRETE SITEWALK. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S6	RAISED LANDSCAPE BEDS WITH CONCRETE PERIMETER CURBS. SEE CIVIL AND LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
S7	PROVIDE PARKING LOT ACCESS, INCLUDING BUT NOT LIMITED TO NEW CURB CUT, DEPRESSED CURB, AND CONCRETE APRON. REVER TO CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S8	SECURITY GATE. REFER TO CIVIL FOR MORE INFORMATION. BASIS OF DESIGN: AMERISTAR TRANSPORT TRAVERSE II
S10	PROVIDE CRASH RATED LIGHTED SECURITY BOLLARDS. REFER TO CIVIL AND ELECTRICAL DRAWINGS FOR MORE INFORMATION.
S11	LIGHTED SECURITY BOLLARDS. REFER TO CIVIL AND ELECTRICAL DRAWINGS FOR MORE INFORMATION.
S16	LOADING BERTH.
S18	NEW SIGN, REFER TO ELEVATIONS FOR MORE INFORMATION
S19	PROVIDE PRIVACY FENCE TO TIE INTO ORNAMENTAL FENCE. EQUALLY SPACE VERTICAL SUPPORT POSTS AND PROVIDE CONCRETE FOOTINGS FOR ALL SUPPORT POSTS. HEIGHT TO MATCH ADJACENT ORNAMENTAL FENCE. SEE DETAILS, SPECIFICATIONS, AND CIVIL DRAWINGS FOR ADDITIONAL INFORMATION. COORDINATE FINAL LOCATION AND EXTENTS OF FENCE IN FIELD. BASIS OF DESIGN: TREX FENCING
S20	PROVIDE NEW ASPHALT PAVING, STRIPING AND CURB STOPS AS INDICATED THROUGHOUT ALL LOTS. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S21	NEW CONCRETE CURB. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S22	EXISTING SIDEWALK TO REMAIN. PROTECT DURING CONSTRUCTION. PATCH AS REQUIRED. SEE CIVIL AND LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
S24	PROVIDE LIGHT POLE, FIXTURE AND BASE. SEE ELECTRICAL AND CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S25	PROVIDE HANDICAP PARKING SIGN. REFER TO CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
S27	COMED EQUIPMENT.
S28	LOCATION OF DEMOED EQUIPMENT, REFER TO DEMO PLANS FOR FULL EXTENT. PATCH LANDSCAPING.

N

SITE PLAN

0' 8' 16' 32' 64'

fgma
FGMARCHITECTS

FGM Architects
1 Westbrook Corporate Center
Suite 1000
Westchester, Illinois 60154

630.574.8300 OFFICE

ILLINOIS PROFESSIONAL DESIGN
FIRM #184-000350

CIVIL
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

LANDSCAPE
WMA
2100 MANCHESTER RD, BUILDING A, SUITE 203
WHEATON, IL 60187
630.668.7603 (O) 630.682.1760(F)

STRUCTURAL
McCluskey Engineering Corporation
1887 HIGH GROVE LANE
NAPERVILLE, IL 60540
630.717.5335 (O) 630.717.5397(F)

M.E.P. / F.P.
Millies Engineering Group
221 N. LASALLE ST.
CHICAGO, IL 60601
312.332.8400 (O)

ISSUANCE

NO	DATE	DESCRIPTION

MORTON GROVE VH AND PD
VILLAGE OF MORTON GROVE
6201 DEMPSTER ST, MORTON GROVE, IL 60053

ISSUED FOR PERMIT

ARCHITECTURAL SITE PLAN

SHEET NO.
Z0.10

JOB NO. 25-4288.01

© 2026 FGM Architects

5/21/2026 2:35:15 PM
Autodesk Docs://Morton GroveVHand PD/25-4288.01_MortonGrove_VHandPD_Adition and Renovation_2024_CD.rvt

Copyright 2026 FGM ARCHITECTS

TRAFFIC COUNT DATA

01_Dempster Street / Fernald Avenue - TMC

Thu May 18, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068723, Location: 42.040891, -87.782449

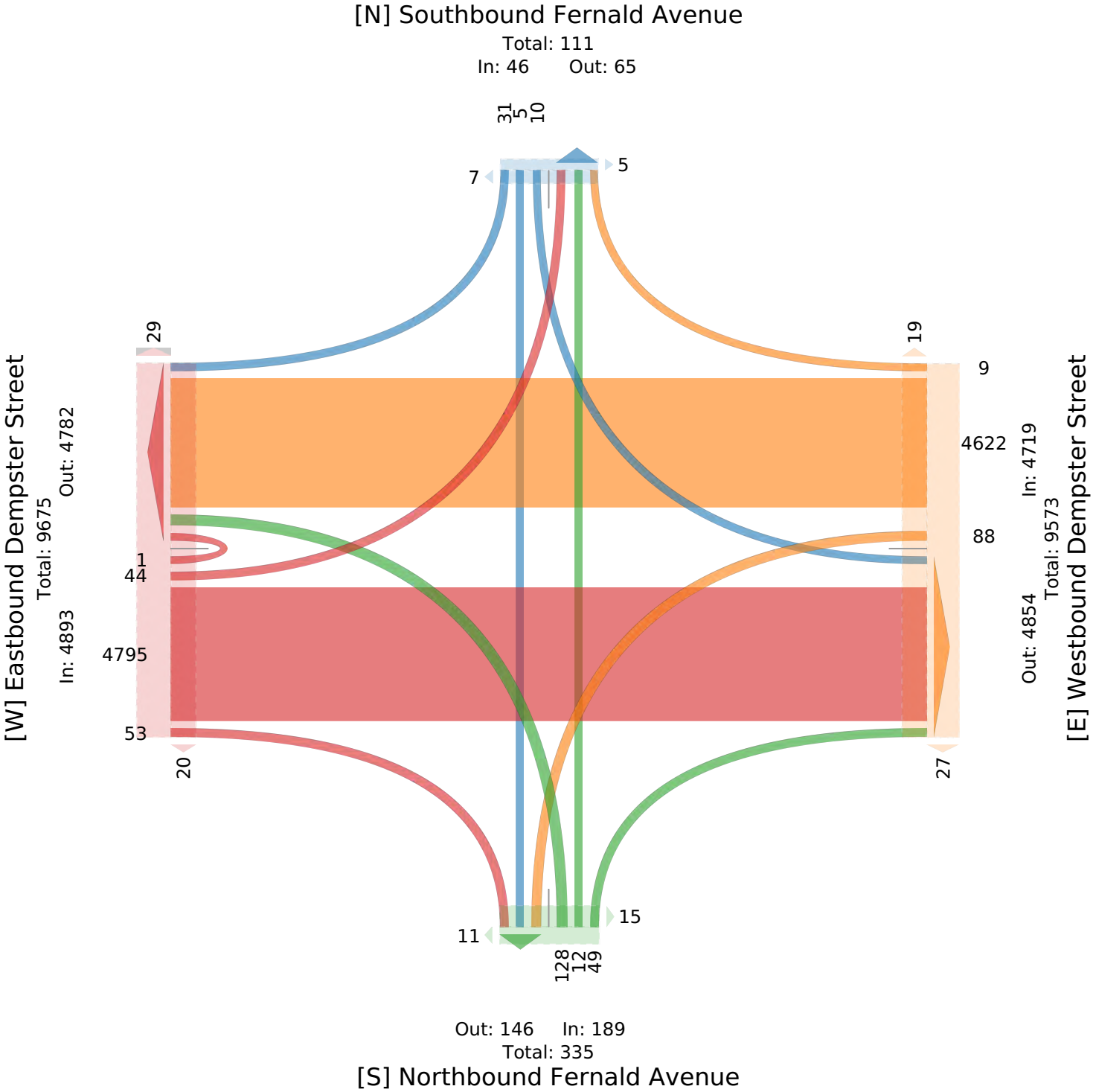
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound Dempster Street						Westbound Dempster Street						Northbound Fernald Avenue						Southbound Fernald 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
2023-05-18 7:00AM	1	276	2	0	**279**	1	3	246	0	0	**249**	0	4	0	1	0	**5**	0	0	0	1	0	**1**	0	**534**
7:15AM	1	340	1	0	**342**	1	7	267	2	0	**276**	4	6	0	4	0	**10**	0	0	0	0	0	**0**	0	**628**
7:30AM	0	340	1	0	**341**	0	7	233	0	0	**240**	0	3	0	3	0	**6**	1	2	0	1	0	**3**	1	**590**
7:45AM	1	272	4	1	**278**	1	6	295	0	0	**301**	7	4	0	2	0	**6**	3	0	0	3	0	**3**	1	**588**
Hourly Total	3	1228	8	1	**1240**	3	23	1041	2	0	**1066**	11	17	0	10	0	**27**	4	2	0	5	0	**7**	2	**2340**
8:00AM	0	348	3	0	**351**	6	9	247	2	0	**258**	6	21	2	5	0	**28**	3	0	0	1	0	**1**	0	**638**
8:15AM	2	310	2	0	**314**	1	4	302	0	0	**306**	1	22	0	6	0	**28**	0	4	2	3	0	**9**	0	**657**
8:30AM	0	299	6	0	**305**	1	3	277	0	0	**280**	0	8	1	3	0	**12**	1	0	0	1	0	**1**	0	**598**
8:45AM	1	308	2	0	**311**	0	7	269	0	0	**276**	0	8	0	2	0	**10**	0	0	0	1	0	**1**	0	**598**
Hourly Total	3	1265	13	0	**1281**	8	23	1095	2	0	**1120**	7	59	3	16	0	**78**	4	4	2	6	0	**12**	0	**2491**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:00PM	3	263	6	0	**272**	4	6	326	0	0	**332**	23	11	1	4	0	**16**	2	0	0	1	0	**1**	1	**621**
4:15PM	2	309	2	0	**313**	3	4	253	0	0	**257**	1	6	0	5	0	**11**	1	0	1	3	0	**4**	0	**585**
4:30PM	3	305	4	0	**312**	3	4	364	0	0	**368**	0	8	0	0	0	**8**	1	0	0	1	0	**1**	2	**689**
4:45PM	9	252	3	0	**264**	1	5	331	3	0	**339**	1	3	1	3	0	**7**	0	1	0	5	0	**6**	1	**616**
Hourly Total	17	1129	15	0	**1161**	11	19	1274	3	0	**1296**	25	28	2	12	0	**42**	4	1	1	10	0	**12**	4	**2511**
5:00PM	4	287	5	0	**296**	10	3	348	2	0	**353**	0	3	1	2	0	**6**	10	1	0	2	0	**3**	0	**658**
5:15PM	7	312	5	0	**324**	8	5	347	0	0	**352**	0	7	4	3	0	**14**	1	0	0	3	0	**3**	1	**693**
5:30PM	7	294	3	0	**304**	3	10	251	0	0	**261**	0	11	0	3	0	**14**	2	1	1	4	0	**6**	0	**585**
5:45PM	3	280	4	0	**287**	6	5	266	0	0	**271**	3	3	2	3	0	**8**	1	1	1	1	0	**3**	5	**569**
Hourly Total	21	1173	17	0	**1211**	27	23	1212	2	0	**1237**	3	24	7	11	0	**42**	14	3	2	10	0	**15**	6	**2505**
6:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	44	4795	53	1	**4893**	49	88	4622	9	0	**4719**	46	128	12	49	0	**189**	26	10	5	31	0	**46**	12	**9847**
% Approach	0.9%	98.0%	1.1%	0%	**-**	-	1.9%	97.9%	0.2%	0%	**-**	-	67.7%	6.3%	25.9%	0%	**-**	-	21.7%	10.9%	67.4%	0%	**-**	-	-
% Total	0.4%	48.7%	0.5%	0%	**49.7%**	-	0.9%	46.9%	0.1%	0%	**47.9%**	-	1.3%	0.1%	0.5%	0%	**1.9%**	-	0.1%	0.1%	0.3%	0%	**0.5%**	-	-
Lights	44	4667	51	1	**4763**	-	86	4496	7	0	**4589**	-	127	12	47	0	**186**	-	10	4	31	0	**45**	-	9583
% Lights	100%	97.3%	96.2%	100%	**97.3%**	-	97.7%	97.3%	77.8%	0%	**97.2%**	-	99.2%	100%	95.9%	0%	**98.4%**	-	100%	80.0%	100%	0%	**97.8%**	-	97.3%
Articulated Trucks	0	36	2	0	**38**	-	0	29	0	0	**29**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	67
% Articulated Trucks	0%	0.8%	3.8%	0%	**0.8%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Buses and Single-Unit Trucks	0	92	0	0	**92**	-	2	97	0	0	**99**	-	1	0	2	0	**3**	-	0	0	0	0	**0**	-	194
% Buses and Single-Unit Trucks	0%	1.9%	0%	0%	**1.9%**	-	2.3%	2.1%	0%	0%	**2.1%**	-	0.8%	0%	4.1%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	2.0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	2	0	**2**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	3
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	22.2%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	20.0%	0%	0%	**2.2%**	-	0%
Pedestrians	-	-	-	-	-	37	-	-	-	-	-	43	-	-	-	-	-	16	-	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	75.5%	-	-	-	-	-	93.5%	-	-	-	-	-	61.5%	-	-	-	-	-	58.3%	-
Bicycles on Crosswalk	-	-	-	-	-	12	-	-	-	-	-	3	-	-	-	-	-	10	-	-	-	-	-	5	
% Bicycles on Crosswalk	-	-	-	-	-	24.5%	-	-	-	-	-	6.5%	-	-	-	-	-	38.5%	-	-	-	-	-	41.7%	-

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

01_Dempster Street / Fernald Avenue - TMC
Thu May 18, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068723, Location: 42.040891, -87.782449

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



01_Dempster Street / Fernald Avenue - TMC

Thu May 18, 2023
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068723, Location: 42.040891, -87.782449

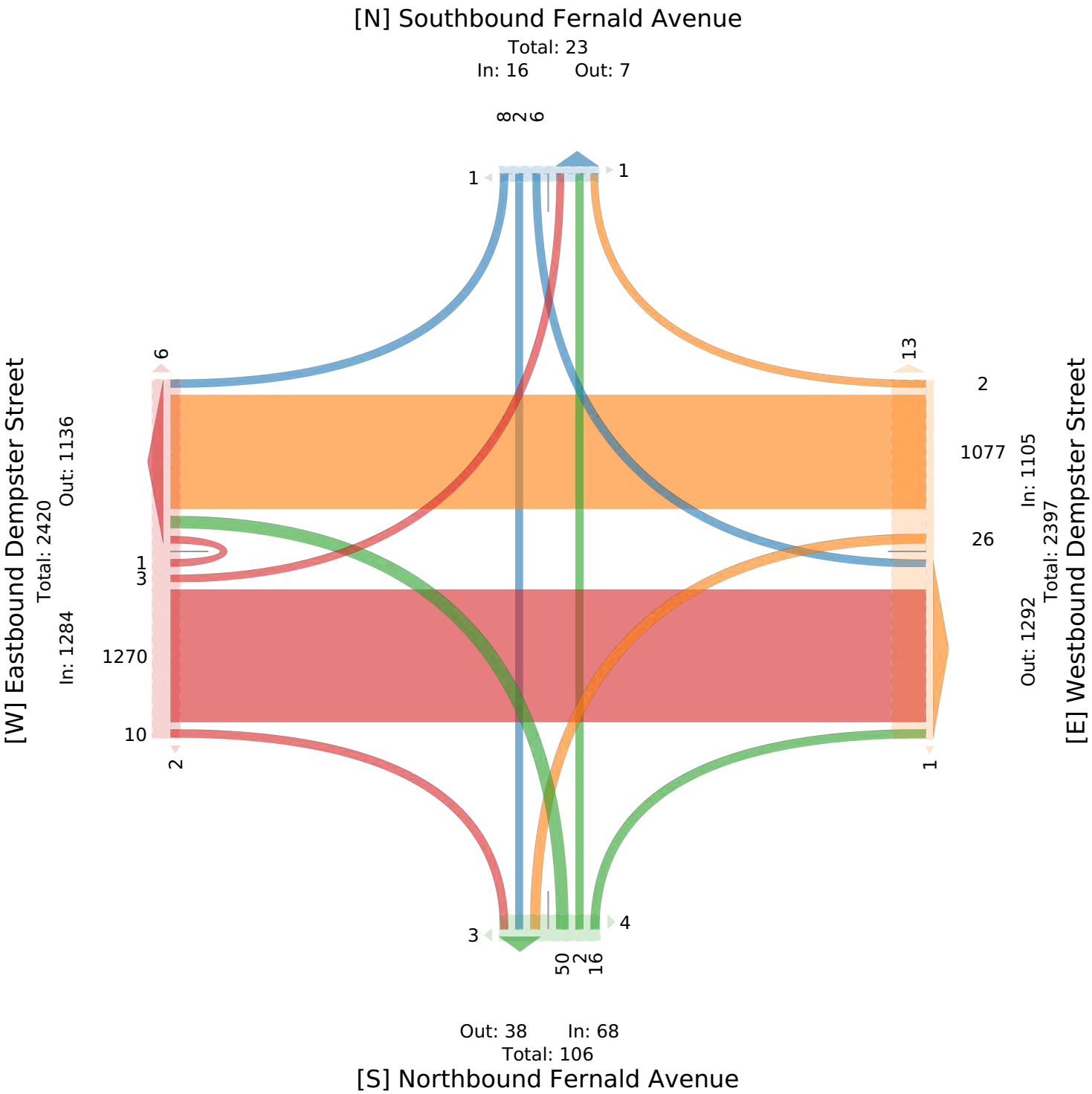
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound Dempster Street						Westbound Dempster Street						Northbound Fernald Avenue						Southbound Fernald 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
2023-05-18 7:30AM	0	340	1	0	**341**	0	7	233	0	0	**240**	0	3	0	3	0	**6**	1	2	0	1	0	**3**	1	**590**
7:45AM	1	272	4	1	**278**	1	6	295	0	0	**301**	7	4	0	2	0	**6**	3	0	0	3	0	**3**	1	**588**
8:00AM	0	348	3	0	**351**	6	9	247	2	0	**258**	6	21	2	5	0	**28**	3	0	0	1	0	**1**	0	**638**
8:15AM	2	310	2	0	**314**	1	4	302	0	0	**306**	1	22	0	6	0	**28**	0	4	2	3	0	**9**	0	**657**
Total	3	1270	10	1	**1284**	8	26	1077	2	0	**1105**	14	50	2	16	0	**68**	7	6	2	8	0	**16**	2	**2473**
% Approach	0.2%	98.9%	0.8%	0.1%	**-**	-	2.4%	97.5%	0.2%	0%	**-**	-	73.5%	2.9%	23.5%	0%	**-**	-	37.5%	12.5%	50.0%	0%	**-**	-	**-**
% Total	0.1%	51.4%	0.4%	0%	**51.9%**	-	1.1%	43.6%	0.1%	0%	**44.7%**	-	2.0%	0.1%	0.6%	0%	**2.7%**	-	0.2%	0.1%	0.3%	0%	**0.6%**	-	**-**
PHF	0.375	0.912	0.625	0.250	**0.915**	-	0.722	0.892	0.250	-	**0.903**	-	0.568	0.250	0.667	-	**0.607**	-	0.375	0.250	0.667	-	**0.444**	-	0.941
Lights	3	1218	10	1	**1232**	-	25	1030	2	0	**1057**	-	49	2	14	0	**65**	-	6	2	8	0	**16**	-	2370
% Lights	100%	95.9%	100%	100%	**96.0%**	-	96.2%	95.6%	100%	0%	**95.7%**	-	98.0%	100%	87.5%	0%	**95.6%**	-	100%	100%	100%	0%	**100%**	-	95.8%
Articulated Trucks	0	17	0	0	**17**	-	0	16	0	0	**16**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	33
% Articulated Trucks	0%	1.3%	0%	0%	**1.3%**	-	0%	1.5%	0%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.3%
Buses and Single-Unit Trucks	0	35	0	0	**35**	-	1	31	0	0	**32**	-	1	0	2	0	**3**	-	0	0	0	0	**0**	-	70
% Buses and Single-Unit Trucks	0%	2.8%	0%	0%	**2.7%**	-	3.8%	2.9%	0%	0%	**2.9%**	-	2.0%	0%	12.5%	0%	**4.4%**	-	0%	0%	0%	0%	**0%**	-	2.8%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	14	-	-	-	-	-	5	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	62.5%	-	-	-	-	-	100%	-	-	-	-	-	71.4%	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	37.5%	-	-	-	-	-	0%	-	-	-	-	-	28.6%	-	-	-	-	-	50.0%	-

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

01_Dempster Street / Fernald Avenue - TMC
Thu May 18, 2023
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068723, Location: 42.040891, -87.782449

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



01_Dempster Street / Fernald Avenue - TMC

Thu May 18, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068723, Location: 42.040891, -87.782449

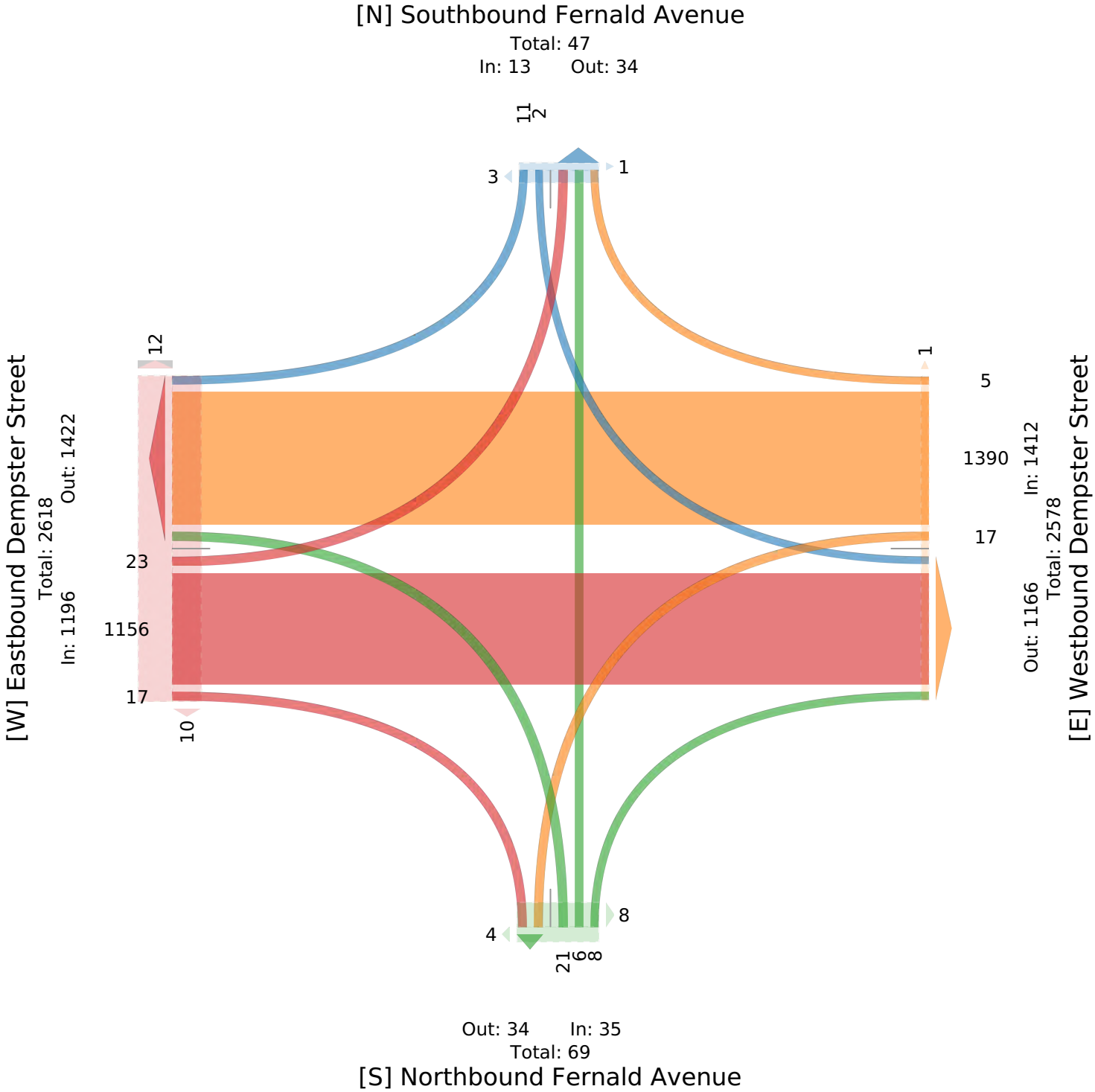
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg / Direction	Eastbound Dempster Street Eastbound						Westbound Dempster Street Westbound						Northbound Fernald Avenue Northbound						Southbound Fernald 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**
2023-05-18 4:30PM	3	305	4	0	**312**	3	4	364	0	0	**368**	0	8	0	0	0	**8**	1	0	0	1	0	**1**	2	**689**
4:45PM	9	252	3	0	**264**	1	5	331	3	0	**339**	1	3	1	3	0	**7**	0	1	0	5	0	**6**	1	**616**
5:00PM	4	287	5	0	**296**	10	3	348	2	0	**353**	0	3	1	2	0	**6**	10	1	0	2	0	**3**	0	**658**
5:15PM	7	312	5	0	**324**	8	5	347	0	0	**352**	0	7	4	3	0	**14**	1	0	0	3	0	**3**	1	**693**
Total	23	1156	17	0	**1196**	22	17	1390	5	0	**1412**	1	21	6	8	0	**35**	12	2	0	11	0	**13**	4	**2656**
% Approach	1.9%	96.7%	1.4%	0%	**-**	-	1.2%	98.4%	0.4%	0%	**-**	-	60.0%	17.1%	22.9%	0%	**-**	-	15.4%	0%	84.6%	0%	**-**	-	**-**
% Total	0.9%	43.5%	0.6%	0%	**45.0%**	-	0.6%	52.3%	0.2%	0%	**53.2%**	-	0.8%	0.2%	0.3%	0%	**1.3%**	-	0.1%	0%	0.4%	0%	**0.5%**	-	**-**
PHF	0.639	0.926	0.850	-	**0.923**	-	0.850	0.955	0.417	-	**0.959**	-	0.656	0.375	0.667	-	**0.625**	-	0.500	-	0.550	-	**0.542**	-	0.958
Lights	23	1141	17	0	**1181**	-	17	1367	5	0	**1389**	-	21	6	8	0	**35**	-	2	0	11	0	**13**	-	2618
% Lights	100%	98.7%	100%	0%	**98.7%**	-	100%	98.3%	100%	0%	**98.4%**	-	100%	100%	100%	0%	**100%**	-	100%	0%	100%	0%	**100%**	-	98.6%
Articulated Trucks	0	6	0	0	**6**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	8
% Articulated Trucks	0%	0.5%	0%	0%	**0.5%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	0	9	0	0	**9**	-	0	21	0	0	**21**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	30
% Buses and Single-Unit Trucks	0%	0.8%	0%	0%	**0.8%**	-	0%	1.5%	0%	0%	**1.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.1%
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	-	-	-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	68.2%	-	-	-	-	-	100%	-	-	-	-	-	41.7%	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	31.8%	-	-	-	-	-	0%	-	-	-	-	-	58.3%	-	-	-	-	-	50.0%	-

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

01_Dempster Street / Fernald Avenue - TMC
Thu May 18, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068723, Location: 42.040891, -87.782449

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



01_Dempster Street / Fernald Avenue - TMC

Sat May 20, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068727, Location: 42.040891, -87.782449

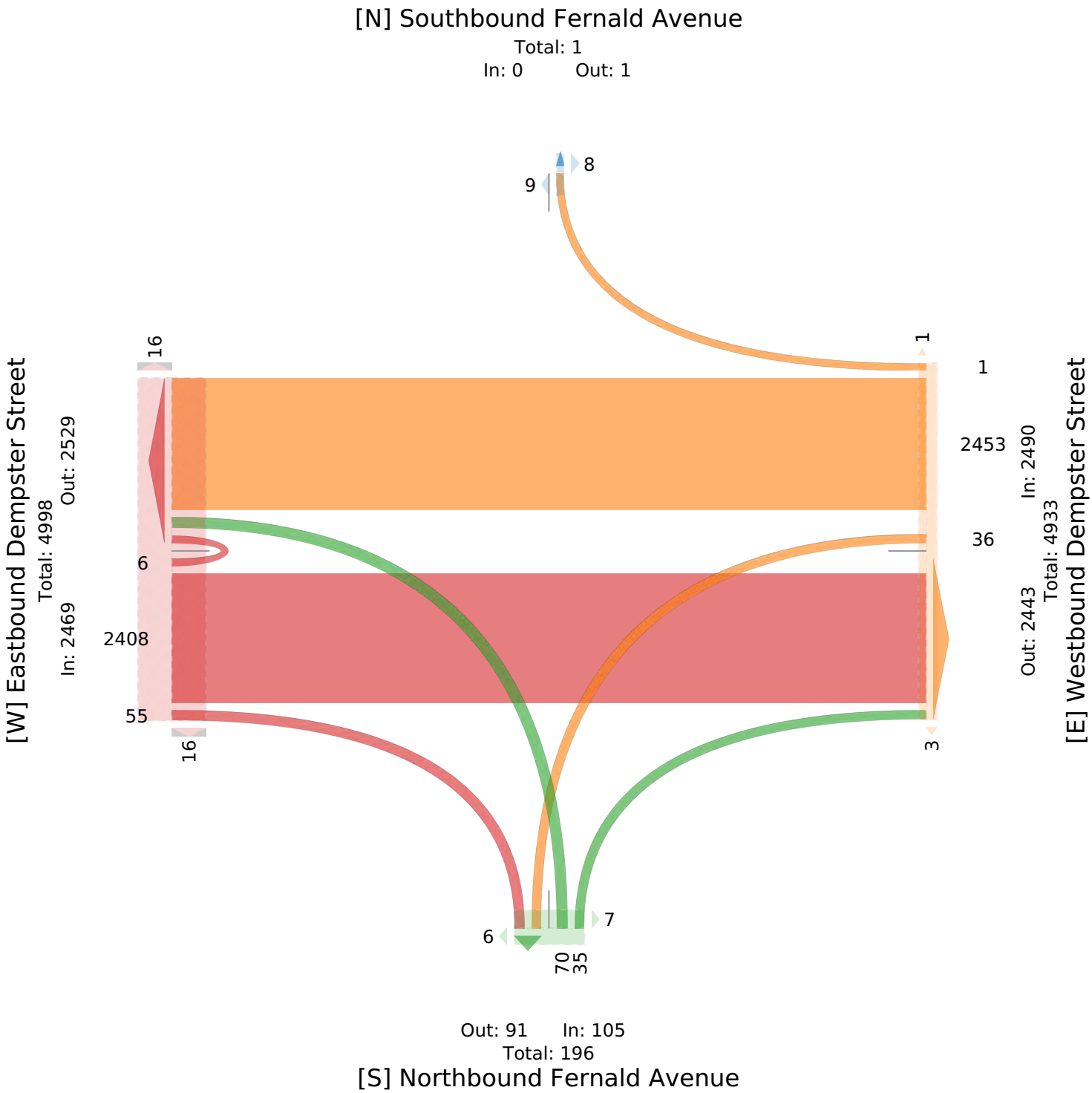
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound Dempster Street						Westbound Dempster Street						Northbound Fernald Avenue						Southbound Fernald 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**
2023-05-20 11:00AM	0	249	2	0	**251**	2	4	283	0	0	**287**	0	8	0	3	0	**11**	4	0	0	0	0	**0**	0	**549**
11:15AM	0	289	6	1	**296**	6	5	311	0	0	**316**	0	9	0	2	0	**11**	3	0	0	0	0	**0**	2	**623**
11:30AM	0	250	3	0	**253**	4	4	279	0	0	**283**	0	14	0	4	0	**18**	0	0	0	0	0	**0**	1	**554**
11:45AM	0	341	9	4	**354**	6	3	311	0	0	**314**	0	6	0	8	0	**14**	0	0	0	0	0	**0**	7	**682**
Hourly Total	0	1129	20	5	**1154**	18	16	1184	0	0	**1200**	0	37	0	17	0	**54**	7	0	0	0	0	**0**	10	**2408**
12:00PM	0	367	10	0	**377**	3	6	306	0	0	**312**	0	6	0	7	0	**13**	4	0	0	0	0	**0**	5	**702**
12:15PM	0	292	8	1	**301**	5	7	323	0	0	**330**	3	9	0	4	0	**13**	0	0	0	0	0	**0**	0	**644**
12:30PM	0	284	13	0	**297**	5	5	323	1	0	**329**	1	6	0	5	0	**11**	1	0	0	0	0	**0**	0	**637**
12:45PM	0	336	4	0	**340**	1	2	317	0	0	**319**	0	12	0	2	0	**14**	1	0	0	0	0	**0**	2	**673**
Hourly Total	0	1279	35	1	**1315**	14	20	1269	1	0	**1290**	4	33	0	18	0	**51**	6	0	0	0	0	**0**	7	**2656**
Total	0	2408	55	6	**2469**	32	36	2453	1	0	**2490**	4	70	0	35	0	**105**	13	0	0	0	0	**0**	17	**5064**
% Approach	0%	97.5%	2.2%	0.2%	**-**	-	1.4%	98.5%	0%	0%	**-**	-	66.7%	0%	33.3%	0%	**-**	-	0%	0%	0%	0%	**-**	-	-
% Total	0%	47.6%	1.1%	0.1%	**48.8%**	-	0.7%	48.4%	0%	0%	**49.2%**	-	1.4%	0%	0.7%	0%	**2.1%**	-	0%	0%	0%	0%	**0%**	-	-
Lights	0	2377	55	6	**2438**	-	36	2423	0	0	**2459**	-	70	0	35	0	**105**	-	0	0	0	0	**0**	-	5002
% Lights	0%	98.7%	100%	100%	**98.7%**	-	100%	98.8%	0%	0%	**98.8%**	-	100%	0%	100%	0%	**100%**	-	0%	0%	0%	0%	**-**	-	98.8%
Articulated Trucks	0	4	0	0	**4**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	8
% Articulated Trucks	0%	0.2%	0%	0%	**0.2%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0.2%
Buses and Single-Unit Trucks	0	27	0	0	**27**	-	0	26	0	0	**26**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	53
% Buses and Single-Unit Trucks	0%	1.1%	0%	0%	**1.1%**	-	0%	1.1%	0%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	1.0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	100%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%
Pedestrians	-	-	-	-	-	29	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	15	
% Pedestrians	-	-	-	-	-	90.6%	-	-	-	-	-	75.0%	-	-	-	-	-	53.8%	-	-	-	-	-	88.2%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	9.4%	-	-	-	-	-	25.0%	-	-	-	-	-	46.2%	-	-	-	-	-	11.8%	-

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

01_Dempster Street / Fernald Avenue - TMC
Sat May 20, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068727, Location: 42.040891, -87.782449

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



01_Dempster Street / Fernald Avenue - TMC

Sat May 20, 2023
Midday Peak (WKND) (11:45 AM - 12:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068727, Location: 42.040891, -87.782449

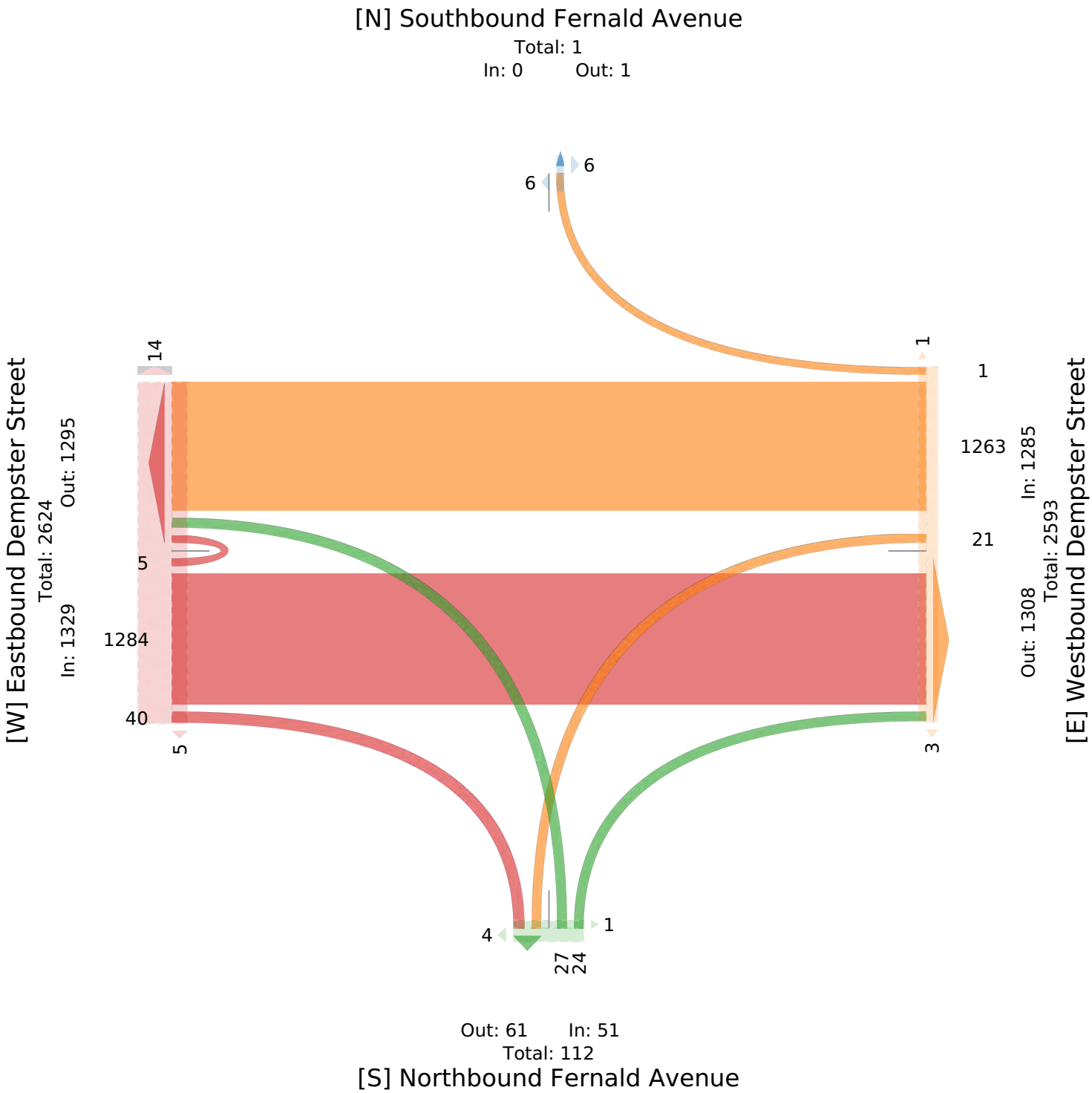
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound Dempster Street						Westbound Dempster Street						Northbound Fernald Avenue						Southbound Fernald 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**
2023-05-20 11:45AM	0	341	9	4	**354**	6	3	311	0	0	**314**	0	6	0	8	0	**14**	0	0	0	0	0	**0**	7	**682**
12:00PM	0	367	10	0	**377**	3	6	306	0	0	**312**	0	6	0	7	0	**13**	4	0	0	0	0	**0**	5	**702**
12:15PM	0	292	8	1	**301**	5	7	323	0	0	**330**	3	9	0	4	0	**13**	0	0	0	0	0	**0**	0	**644**
12:30PM	0	284	13	0	**297**	5	5	323	1	0	**329**	1	6	0	5	0	**11**	1	0	0	0	0	**0**	0	**637**
Total	0	1284	40	5	**1329**	19	21	1263	1	0	**1285**	4	27	0	24	0	**51**	5	0	0	0	0	**0**	12	**2665**
% Approach	0%	96.6%	3.0%	0.4%	**-**	-	1.6%	98.3%	0.1%	0%	**-**	-	52.9%	0%	47.1%	0%	**-**	-	0%	0%	0%	0%	**-**	-	-
% Total	0%	48.2%	1.5%	0.2%	**49.9%**	-	0.8%	47.4%	0%	0%	**48.2%**	-	1.0%	0%	0.9%	0%	**1.9%**	-	0%	0%	0%	0%	**0%**	-	-
PHF	-	0.875	0.769	0.313	**0.881**	-	0.750	0.978	-	-	**0.973**	-	0.750	-	0.750	-	**0.911**	-	-	-	-	-	**-**	-	0.949
Lights	0	1271	40	5	**1316**	-	21	1246	0	0	**1267**	-	27	0	24	0	**51**	-	0	0	0	0	**0**	-	2634
% Lights	0%	99.0%	100%	100%	**99.0%**	-	100%	98.7%	0%	0%	**98.6%**	-	100%	0%	100%	0%	**100%**	-	0%	0%	0%	0%	**-**	-	98.8%
Articulated Trucks	0	1	0	0	**1**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4
% Articulated Trucks	0%	0.1%	0%	0%	**0.1%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0.2%
Buses and Single-Unit Trucks	0	12	0	0	**12**	-	0	14	0	0	**14**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	26
% Buses and Single-Unit Trucks	0%	0.9%	0%	0%	**0.9%**	-	0%	1.1%	0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	1.0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	100%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%
Pedestrians	-	-	-	-	-	18	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	12	
% Pedestrians	-	-	-	-	-	94.7%	-	-	-	-	-	75.0%	-	-	-	-	-	40.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	5.3%	-	-	-	-	-	25.0%	-	-	-	-	-	60.0%	-	-	-	-	-	0%	-

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

01_Dempster Street / Fernald Avenue - TMC
Sat May 20, 2023
Midday Peak (WKND) (11:45 AM - 12:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068727, Location: 42.040891, -87.782449

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



02_Dempster Street / Georgiana Avenue - TMC

Thu May 18, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068724, Location: 42.040893, -87.78121

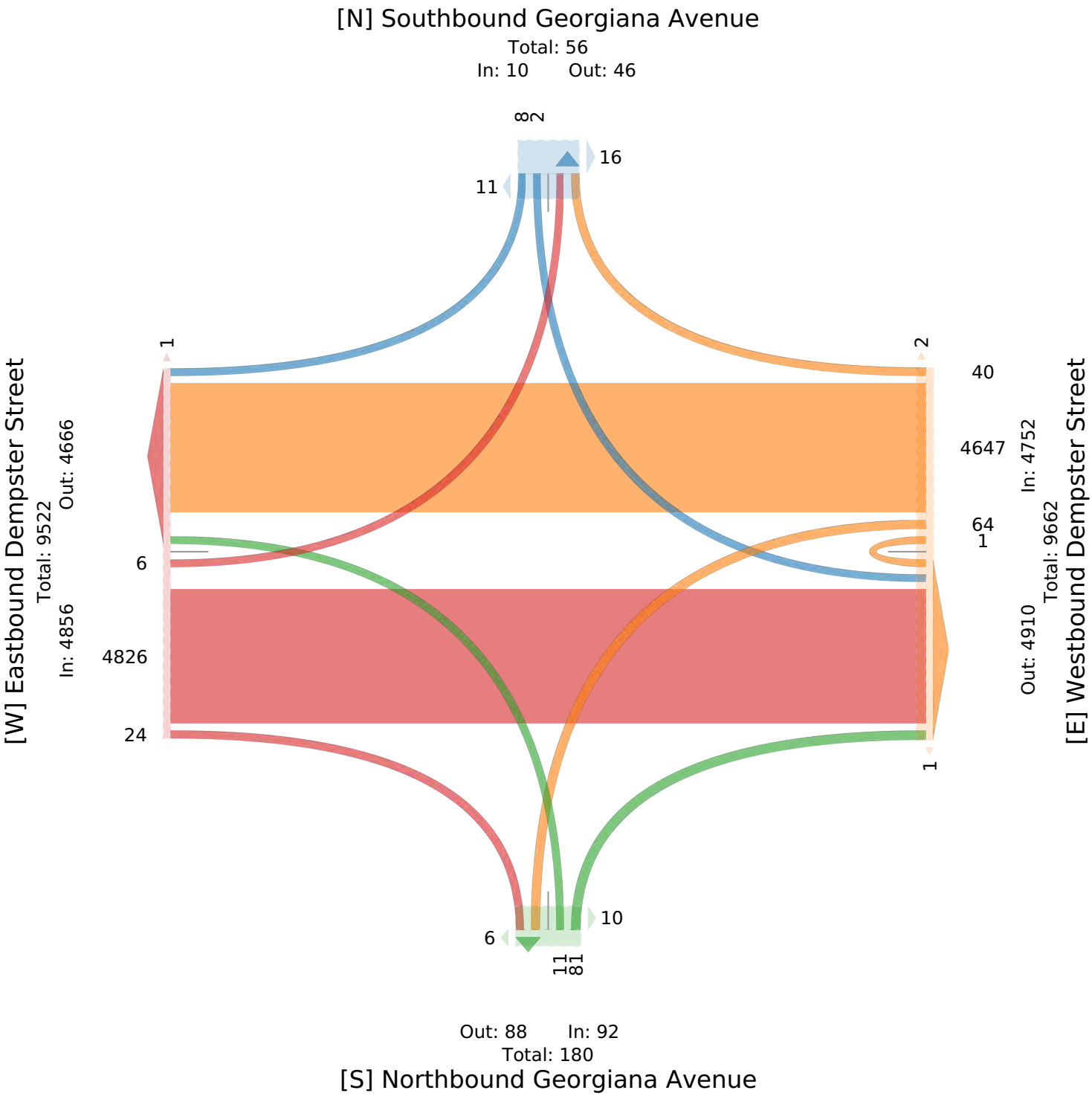
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound Dempster Street Eastbound						Westbound Dempster Street Westbound						Northbound Georgiana Avenue Northbound						Southbound Georgiana 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**
2023-05-18 7:00AM	0	273	0	0	**273**	0	0	269	0	0	**269**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	**543**
7:15AM	0	353	1	0	**354**	0	2	254	2	0	**258**	0	0	0	7	0	**7**	0	0	0	0	0	**0**	2	**619**
7:30AM	0	327	2	0	**329**	0	4	263	2	0	**269**	0	1	0	4	0	**5**	1	0	0	0	0	**0**	1	**603**
7:45AM	0	278	3	0	**281**	0	5	290	0	0	**295**	0	0	0	6	0	**6**	1	0	0	0	0	**0**	1	**582**
Hourly Total	0	1231	6	0	**1237**	0	11	1076	4	0	**1091**	0	1	0	18	0	**19**	2	0	0	0	0	**0**	4	**2347**
8:00AM	1	350	3	0	**354**	0	5	240	4	0	**249**	0	2	0	15	0	**17**	0	0	0	3	0	**3**	1	**623**
8:15AM	0	318	2	0	**320**	0	4	288	5	0	**297**	1	1	0	9	0	**10**	0	0	0	0	0	**0**	0	**627**
8:30AM	0	296	0	0	**296**	0	1	272	3	0	**276**	0	1	0	3	0	**4**	2	0	0	1	0	**1**	0	**577**
8:45AM	0	304	1	0	**305**	0	2	255	2	0	**259**	0	0	0	2	0	**2**	0	0	0	0	0	**0**	2	**566**
Hourly Total	1	1268	6	0	**1275**	0	12	1055	14	0	**1081**	1	4	0	29	0	**33**	2	0	0	4	0	**4**	3	**2393**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:00PM	0	263	3	0	**266**	0	6	338	2	0	**346**	0	2	0	7	0	**9**	3	0	0	0	0	**0**	3	**621**
4:15PM	1	317	3	0	**321**	0	4	258	0	1	**263**	0	0	0	5	0	**5**	1	0	0	0	0	**0**	1	**589**
4:30PM	2	296	2	0	**300**	0	6	354	3	0	**363**	0	0	0	4	0	**4**	1	0	0	0	0	**0**	7	**667**
4:45PM	1	260	0	0	**261**	0	2	338	4	0	**344**	0	1	0	1	0	**2**	0	1	0	0	0	**1**	1	**608**
Hourly Total	4	1136	8	0	**1148**	0	18	1288	9	1	**1316**	0	3	0	17	0	**20**	5	1	0	0	0	**1**	12	**2485**
5:00PM	1	297	1	0	**299**	0	8	342	4	0	**354**	0	2	0	3	0	**5**	6	0	0	2	0	**2**	1	**660**
5:15PM	0	308	1	0	**309**	0	7	341	3	0	**351**	1	1	0	6	0	**7**	0	0	0	0	0	**0**	2	**667**
5:30PM	0	298	1	0	**299**	0	3	281	2	0	**286**	1	0	0	6	0	**6**	1	1	0	0	0	**1**	1	**592**
5:45PM	0	288	1	0	**289**	1	5	264	4	0	**273**	0	0	0	2	0	**2**	0	0	0	2	0	**2**	4	**566**
Hourly Total	1	1191	4	0	**1196**	1	23	1228	13	0	**1264**	2	3	0	17	0	**20**	7	1	0	4	0	**5**	8	**2485**
6:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	6	4826	24	0	**4856**	1	64	4647	40	1	**4752**	3	11	0	81	0	**92**	16	2	0	8	0	**10**	27	**9710**
% Approach	0.1%	99.4%	0.5%	0%	**-**	-	1.3%	97.8%	0.8%	0%	**-**	-	12.0%	0%	88.0%	0%	**-**	-	20.0%	0%	80.0%	0%	**-**	-	**-**
% Total	0.1%	49.7%	0.2%	0%	**50.0%**	-	0.7%	47.9%	0.4%	0%	**48.9%**	-	0.1%	0%	0.8%	0%	**0.9%**	-	0%	0%	0.1%	0%	**0.1%**	-	**-**
Lights	6	4703	23	0	**4732**	-	64	4538	39	1	**4642**	-	11	0	77	0	**88**	-	2	0	7	0	**9**	-	9471
% Lights	100%	97.5%	95.8%	0%	**97.4%**	-	100%	97.7%	97.5%	100%	**97.7%**	-	100%	0%	95.1%	0%	**95.7%**	-	100%	0%	87.5%	0%	**90.0%**	-	97.5%
Articulated Trucks	0	35	0	0	**35**	-	0	30	0	0	**30**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	65
% Articulated Trucks	0%	0.7%	0%	0%	**0.7%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Buses and Single-Unit Trucks	0	87	1	0	**88**	-	0	78	1	0	**79**	-	0	0	4	0	**4**	-	0	0	1	0	**1**	-	172
% Buses and Single-Unit Trucks	0%	1.8%	4.2%	0%	**1.8%**	-	0%	1.7%	2.5%	0%	**1.7%**	-	0%	0%	4.9%	0%	**4.3%**	-	0%	0%	12.5%	0%	**10.0%**	-	1.8%
Bicycles on Road	0	1	0	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	22	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	66.7%	-	-	-	-	-	31.3%	-	-	-	-	-	81.5%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	11	-	-	-	-	-	5	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-	-	-	-	-	68.8%	-	-	-	-	-	18.5%	-

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

02_Dempster Street / Georgiana Avenue - TMC
Thu May 18, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068724, Location: 42.040893, -87.78121

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



02_Dempster Street / Georgiana Avenue - TMC

Thu May 18, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068724, Location: 42.040893, -87.78121

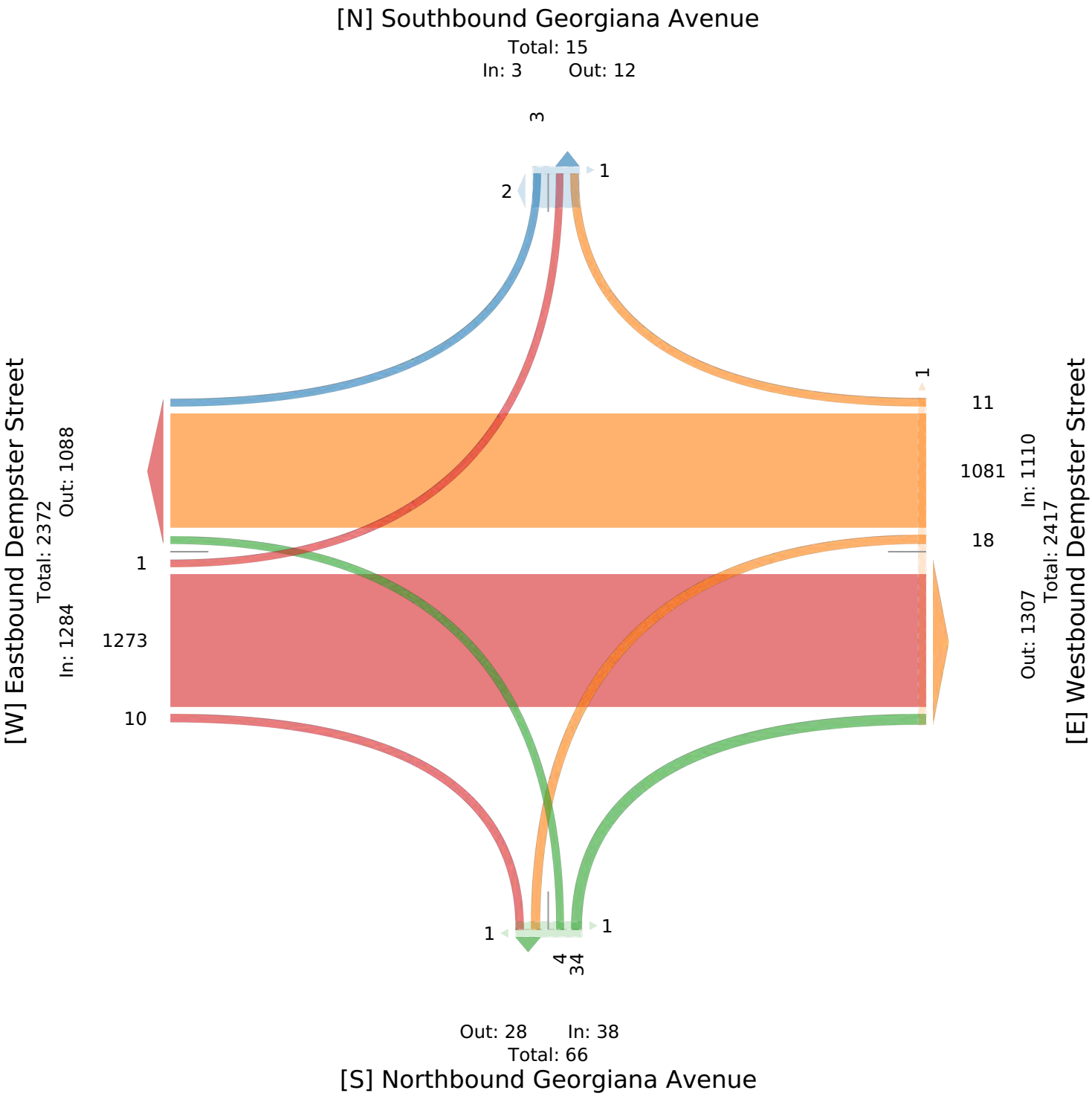
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound Dempster Street						Westbound Dempster Street						Northbound Georgiana Avenue						Southbound Georgiana 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**
2023-05-18 7:30AM	0	327	2	0	**329**	0	4	263	2	0	**269**	0	1	0	4	0	**5**	1	0	0	0	0	**0**	1	**603**
7:45AM	0	278	3	0	**281**	0	5	290	0	0	**295**	0	0	0	6	0	**6**	1	0	0	0	0	**0**	1	**582**
8:00AM	1	350	3	0	**354**	0	5	240	4	0	**249**	0	2	0	15	0	**17**	0	0	0	3	0	**3**	1	**623**
8:15AM	0	318	2	0	**320**	0	4	288	5	0	**297**	1	1	0	9	0	**10**	0	0	0	0	0	**0**	0	**627**
Total	1	1273	10	0	**1284**	0	18	1081	11	0	**1110**	1	4	0	34	0	**38**	2	0	0	3	0	**3**	3	**2435**
% Approach	0.1%	99.1%	0.8%	0%	**-**	-	1.6%	97.4%	1.0%	0%	**-**	-	10.5%	0%	89.5%	0%	**-**	-	0%	0%	100%	0%	**-**	-	-
% Total	0%	52.3%	0.4%	0%	**52.7%**	-	0.7%	44.4%	0.5%	0%	**45.6%**	-	0.2%	0%	1.4%	0%	**1.6%**	-	0%	0%	0.1%	0%	**0.1%**	-	-
PHF	0.250	0.909	0.833	-	**0.907**	-	0.900	0.932	0.550	-	**0.934**	-	0.500	-	0.567	-	**0.559**	-	-	-	0.250	-	**0.250**	-	0.971
Lights	1	1228	10	0	**1239**	-	18	1045	10	0	**1073**	-	4	0	30	0	**34**	-	0	0	2	0	**2**	-	2348
% Lights	100%	96.5%	100%	0%	**96.5%**	-	100%	96.7%	90.9%	0%	**96.7%**	-	100%	0%	88.2%	0%	**89.5%**	-	0%	0%	66.7%	0%	**66.7%**	-	96.4%
Articulated Trucks	0	15	0	0	**15**	-	0	14	0	0	**14**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	29
% Articulated Trucks	0%	1.2%	0%	0%	**1.2%**	-	0%	1.3%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.2%
Buses and Single-Unit Trucks	0	30	0	0	**30**	-	0	22	1	0	**23**	-	0	0	4	0	**4**	-	0	0	1	0	**1**	-	58
% Buses and Single-Unit Trucks	0%	2.4%	0%	0%	**2.3%**	-	0%	2.0%	9.1%	0%	**2.1%**	-	0%	0%	11.8%	0%	**10.5%**	-	0%	0%	33.3%	0%	**33.3%**	-	2.4%
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	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	66.7%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	33.3%	-

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

02_Dempster Street / Georgiana Avenue - TMC
Thu May 18, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068724, Location: 42.040893, -87.78121

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



02_Dempster Street / Georgiana Avenue - TMC

Thu May 18, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068724, Location: 42.040893, -87.78121

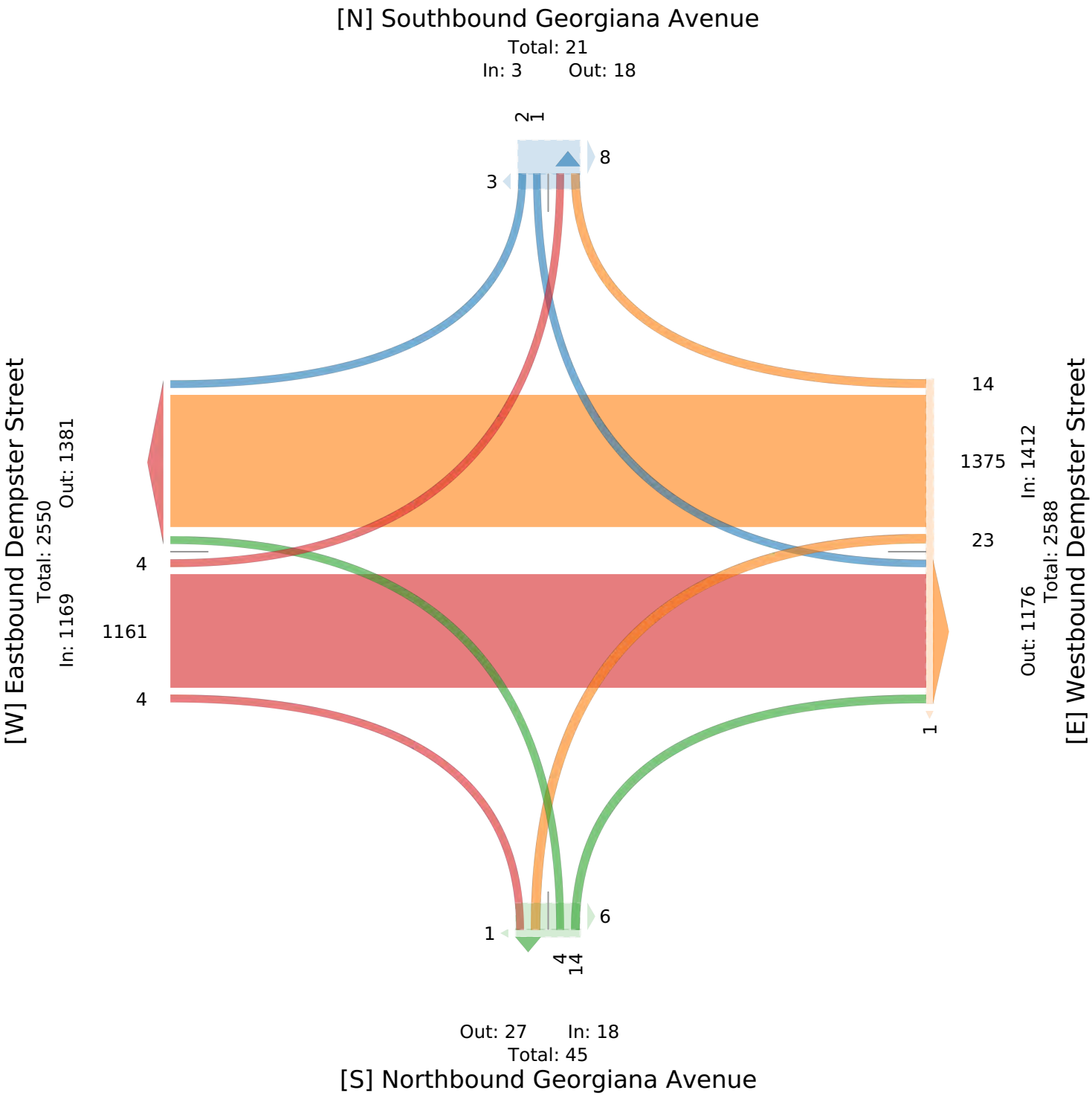
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound Dempster Street						Westbound Dempster Street						Northbound Georgiana Avenue						Southbound Georgiana 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
2023-05-18 4:30PM	2	296	2	0	**300**	0	6	354	3	0	**363**	0	0	0	4	0	**4**	1	0	0	0	0	**0**	7	**667**
4:45PM	1	260	0	0	**261**	0	2	338	4	0	**344**	0	1	0	1	0	**2**	0	1	0	0	0	**1**	1	**608**
5:00PM	1	297	1	0	**299**	0	8	342	4	0	**354**	0	2	0	3	0	**5**	6	0	0	2	0	**2**	1	**660**
5:15PM	0	308	1	0	**309**	0	7	341	3	0	**351**	1	1	0	6	0	**7**	0	0	0	0	0	**0**	2	**667**
Total	4	1161	4	0	**1169**	0	23	1375	14	0	**1412**	1	4	0	14	0	**18**	7	1	0	2	0	**3**	11	**2602**
% Approach	0.3%	99.3%	0.3%	0%	**-**	-	1.6%	97.4%	1.0%	0%	**-**	-	22.2%	0%	77.8%	0%	**-**	-	33.3%	0%	66.7%	0%	**-**	-	-
% Total	0.2%	44.6%	0.2%	0%	**44.9%**	-	0.9%	52.8%	0.5%	0%	**54.3%**	-	0.2%	0%	0.5%	0%	**0.7%**	-	0%	0%	0.1%	0%	**0.1%**	-	-
PHF	0.500	0.942	0.500	-	**0.946**	-	0.719	0.973	0.875	-	**0.974**	-	0.500	-	0.583	-	**0.643**	-	0.250	-	0.250	-	**0.375**	-	0.975
Lights	4	1145	4	0	**1153**	-	23	1357	14	0	**1394**	-	4	0	14	0	**18**	-	1	0	2	0	**3**	-	2568
% Lights	100%	98.6%	100%	0%	**98.6%**	-	100%	98.7%	100%	0%	**98.7%**	-	100%	0%	100%	0%	**100%**	-	100%	0%	100%	0%	**100%**	-	98.7%
Articulated Trucks	0	7	0	0	**7**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	9
% Articulated Trucks	0%	0.6%	0%	0%	**0.6%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	0	9	0	0	**9**	-	0	15	0	0	**15**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	24
% Buses and Single-Unit Trucks	0%	0.8%	0%	0%	**0.8%**	-	0%	1.1%	0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.9%
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%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	- 81.8%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	- 100%	-	-	-	-	-	- 100%	-	-	-	-	-	- 18.2%	-

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

02_Dempster Street / Georgiana Avenue - TMC
Thu May 18, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068724, Location: 42.040893, -87.78121

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



02_Dempster Street / Georgiana Avenue - TMC

Sat May 20, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068728, Location: 42.040893, -87.78121

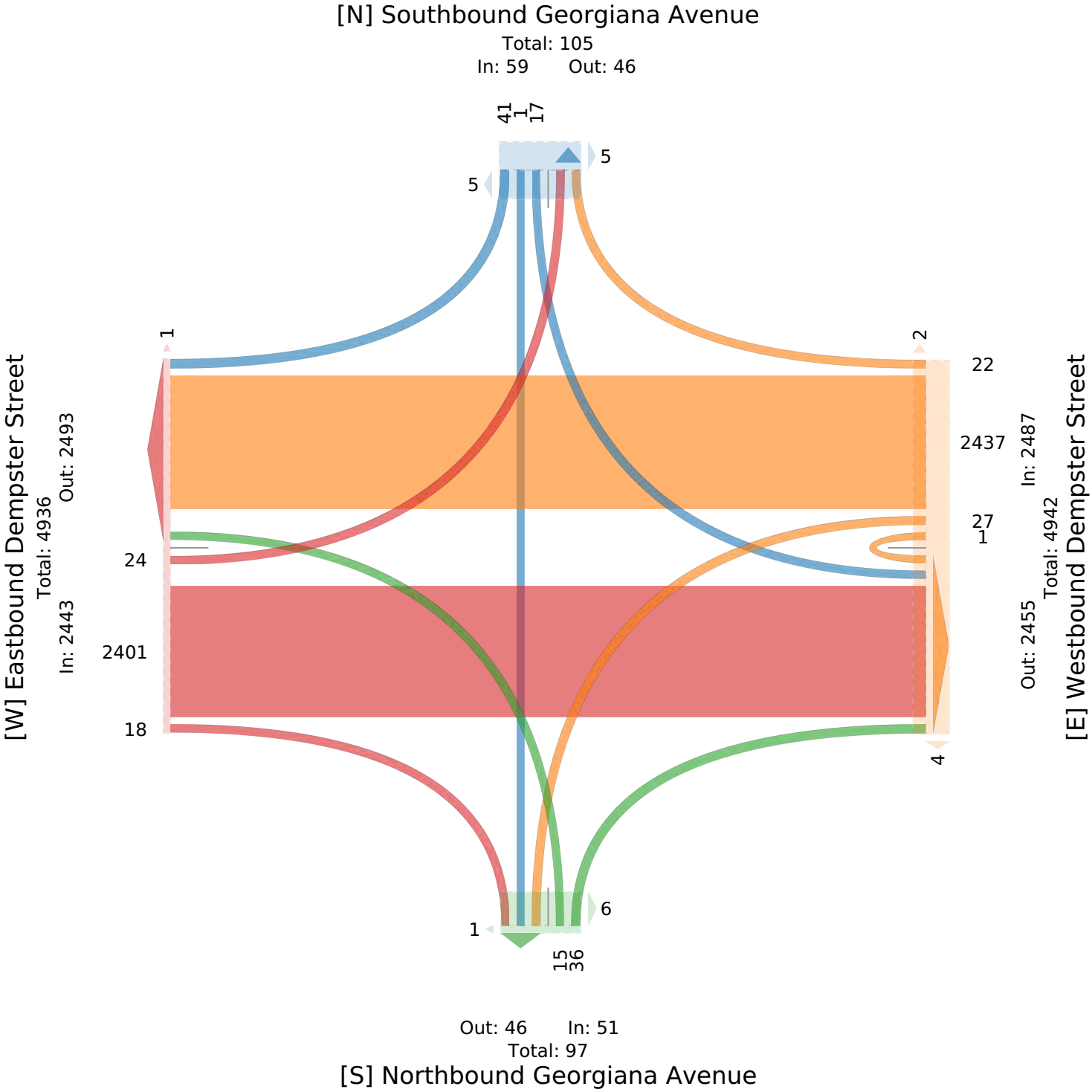
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound Dempster Street						Westbound Dempster Street						Northbound Georgiana Avenue						Southbound Georgiana 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**
2023-05-20 11:00AM	2	254	0	0	**256**	0	2	292	5	0	**299**	0	2	0	2	0	**4**	1	0	0	5	0	**5**	1	**564**
11:15AM	6	275	3	0	**284**	0	3	317	3	0	**323**	3	0	0	6	0	**6**	2	2	0	2	0	**4**	2	**617**
11:30AM	12	248	0	0	**260**	0	5	271	3	0	**279**	1	2	0	4	0	**6**	0	2	0	4	0	**6**	1	**551**
11:45AM	1	343	3	0	**347**	1	2	297	6	0	**305**	0	3	0	7	0	**10**	1	6	0	5	0	**11**	1	**673**
Hourly Total	21	1120	6	0	**1147**	1	12	1177	17	0	**1206**	4	7	0	19	0	**26**	4	10	0	16	0	**26**	5	**2405**
12:00PM	0	372	2	0	**374**	0	2	311	3	0	**316**	1	2	0	2	0	**4**	1	3	0	11	0	**14**	2	**708**
12:15PM	1	294	6	0	**301**	0	2	318	2	0	**322**	1	3	0	3	0	**6**	0	4	1	7	0	**12**	2	**641**
12:30PM	2	275	4	0	**281**	0	7	320	0	0	**327**	0	1	0	5	0	**6**	1	0	0	5	0	**5**	0	**619**
12:45PM	0	340	0	0	**340**	0	4	311	0	1	**316**	0	2	0	7	0	**9**	1	0	0	2	0	**2**	1	**667**
Hourly Total	3	1281	12	0	**1296**	0	15	1260	5	1	**1281**	2	8	0	17	0	**25**	3	7	1	25	0	**33**	5	**2635**
Total	24	2401	18	0	**2443**	1	27	2437	22	1	**2487**	6	15	0	36	0	**51**	7	17	1	41	0	**59**	10	**5040**
% Approach	1.0%	98.3%	0.7%	0%	**-**	-	1.1%	98.0%	0.9%	0%	**-**	-	29.4%	0%	70.6%	0%	**-**	-	28.8%	1.7%	69.5%	0%	**-**	-	**-**
% Total	0.5%	47.6%	0.4%	0%	**48.5%**	-	0.5%	48.4%	0.4%	0%	**49.3%**	-	0.3%	0%	0.7%	0%	**1.0%**	-	0.3%	0%	0.8%	0%	**1.2%**	-	**-**
Lights	24	2372	17	0	**2413**	-	26	2404	22	1	**2453**	-	15	0	36	0	**51**	-	17	1	41	0	**59**	-	4976
% Lights	100%	98.8%	94.4%	0%	**98.8%**	-	96.3%	98.6%	100%	100%	**98.6%**	-	100%	0%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	98.7%
Articulated Trucks	0	4	0	0	**4**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	9
% Articulated Trucks	0%	0.2%	0%	0%	**0.2%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	0	25	1	0	**26**	-	1	27	0	0	**28**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	54
% Buses and Single-Unit Trucks	0%	1.0%	5.6%	0%	**1.1%**	-	3.7%	1.1%	0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.1%
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%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	28.6%	-	-	-	-	-	90.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	71.4%	-	-	-	-	-	10.0%	-

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

02_Dempster Street / Georgiana Avenue - TMC
Sat May 20, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068728, Location: 42.040893, -87.78121

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



02_Dempster Street / Georgiana Avenue - TMC

Sat May 20, 2023
Midday Peak (WKND) (11:45 AM - 12:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068728, Location: 42.040893, -87.78121

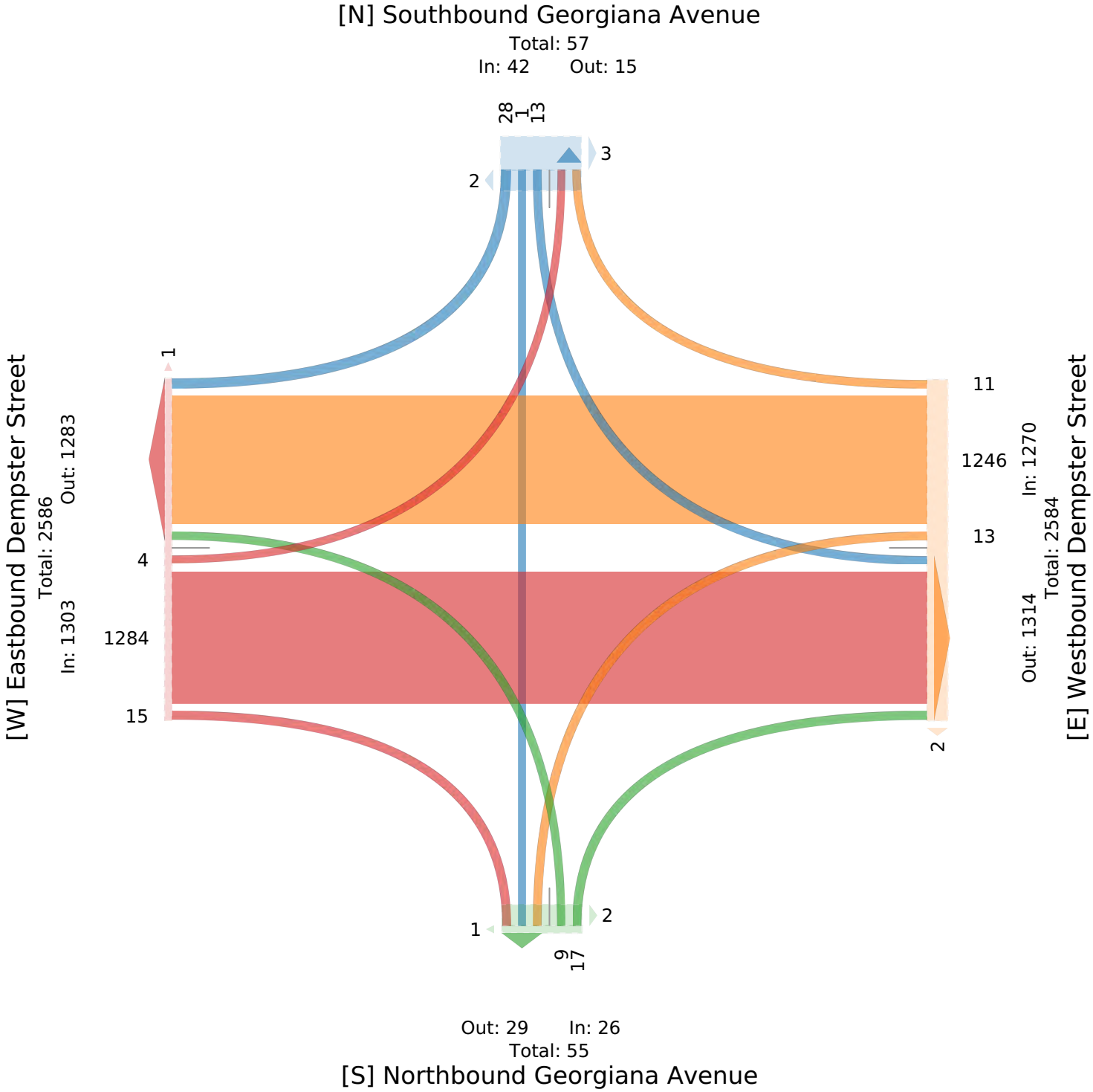
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound Dempster Street Eastbound						Westbound Dempster Street Westbound						Northbound Georgiana Avenue Northbound						Southbound Georgiana 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**
2023-05-20 11:45AM	1	343	3	0	**347**	1	2	297	6	0	**305**	0	3	0	7	0	**10**	1	6	0	5	0	**11**	1	**673**
12:00PM	0	372	2	0	**374**	0	2	311	3	0	**316**	1	2	0	2	0	**4**	1	3	0	11	0	**14**	2	**708**
12:15PM	1	294	6	0	**301**	0	2	318	2	0	**322**	1	3	0	3	0	**6**	0	4	1	7	0	**12**	2	**641**
12:30PM	2	275	4	0	**281**	0	7	320	0	0	**327**	0	1	0	5	0	**6**	1	0	0	5	0	**5**	0	**619**
Total	4	1284	15	0	**1303**	1	13	1246	11	0	**1270**	2	9	0	17	0	**26**	3	13	1	28	0	**42**	5	**2641**
% Approach	0.3%	98.5%	1.2%	0%	**-**	-	1.0%	98.1%	0.9%	0%	**-**	-	34.6%	0%	65.4%	0%	**-**	-	31.0%	2.4%	66.7%	0%	**-**	-	-
% Total	0.2%	48.6%	0.6%	0%	**49.3%**	-	0.5%	47.2%	0.4%	0%	**48.1%**	-	0.3%	0%	0.6%	0%	**1.0%**	-	0.5%	0%	1.1%	0%	**1.6%**	-	-
PHF	0.500	0.863	0.625	-	**0.871**	-	0.464	0.976	0.458	-	**0.973**	-	0.750	-	0.607	-	**0.650**	-	0.542	0.250	0.636	-	**0.750**	-	0.932
Lights	4	1273	15	0	**1292**	-	13	1227	11	0	**1251**	-	9	0	17	0	**26**	-	13	1	28	0	**42**	-	2611
% Lights	100%	99.1%	100%	0%	**99.2%**	-	100%	98.5%	100%	0%	**98.5%**	-	100%	0%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	98.9%
Articulated Trucks	0	1	0	0	**1**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	5
% Articulated Trucks	0%	0.1%	0%	0%	**0.1%**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	0	10	0	0	**10**	-	0	14	0	0	**14**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	24
% Buses and Single-Unit Trucks	0%	0.8%	0%	0%	**0.8%**	-	0%	1.1%	0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.9%
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%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	33.3%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	66.7%	-	-	-	-	-	0%	-

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

02_Dempster Street / Georgiana Avenue - TMC
Sat May 20, 2023
Midday Peak (WKND) (11:45 AM - 12:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068728, Location: 42.040893, -87.78121

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



03_Fernald Avenue / East-West Alley - TMC

Thu May 18, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068725, Location: 42.040391, -87.782446

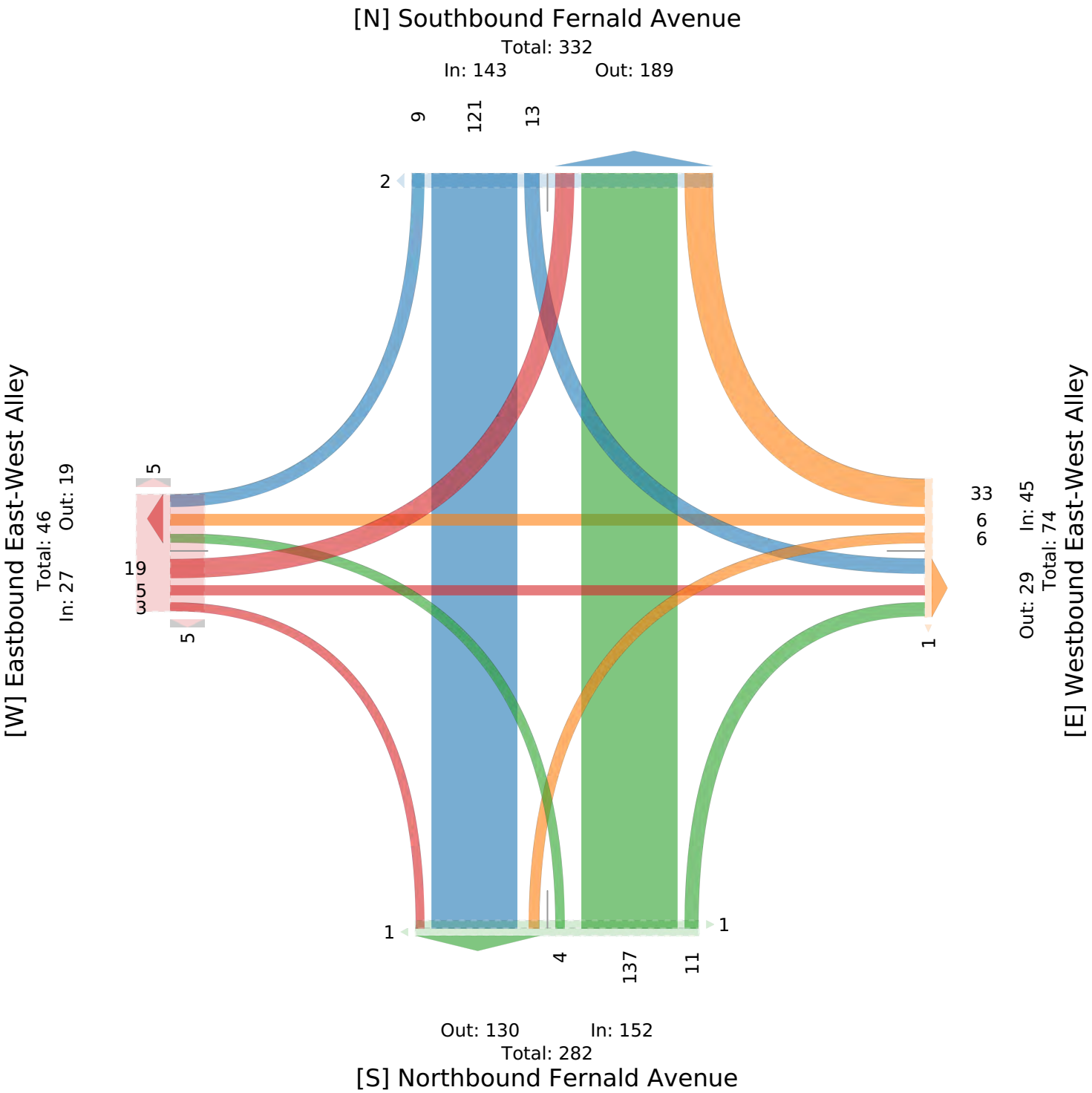
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg / Direction	Eastbound East-West Alley Eastbound						Westbound East-West Alley Westbound						Northbound Fernald Avenue Northbound						Southbound Fernald 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
2023-05-18 7:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	6	0	0	**6**	0	0	5	0	0	**5**	0	**11**
7:15AM	0	0	0	0	**0**	0	0	0	1	0	**1**	0	1	8	0	0	**9**	0	0	9	0	0	**9**	0	**19**
7:30AM	1	1	0	0	**2**	0	0	0	1	0	**1**	0	0	5	0	0	**5**	0	0	7	0	0	**7**	0	**15**
7:45AM	0	0	0	0	**0**	0	0	0	2	0	**2**	0	0	4	2	0	**6**	0	0	9	0	0	**9**	0	**17**
Hourly Total	1	1	0	0	**2**	0	0	0	4	0	**4**	0	1	23	2	0	**26**	0	0	30	0	0	**30**	0	**62**
8:00AM	3	0	0	0	**3**	0	0	1	0	0	**1**	0	0	30	2	0	**32**	0	0	8	1	0	**9**	0	**45**
8:15AM	2	0	0	0	**2**	0	0	0	4	0	**4**	0	0	23	1	0	**24**	0	3	6	0	0	**9**	0	**39**
8:30AM	2	0	0	0	**2**	1	0	0	1	0	**1**	0	0	7	1	0	**8**	0	1	7	1	0	**9**	0	**20**
8:45AM	2	0	0	0	**2**	0	0	0	3	0	**3**	0	0	5	0	0	**5**	0	2	3	1	0	**6**	0	**16**
Hourly Total	9	0	0	0	**9**	1	0	1	8	0	**9**	0	0	65	4	0	**69**	0	6	24	3	0	**33**	0	**120**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:00PM	2	0	1	0	**3**	0	0	1	3	0	**4**	0	0	7	1	0	**8**	0	1	12	0	0	**13**	0	**28**
4:15PM	3	0	0	0	**3**	1	2	0	2	0	**4**	0	1	5	1	0	**7**	0	4	3	1	0	**8**	0	**22**
4:30PM	0	1	0	0	**1**	0	1	0	3	0	**4**	0	0	6	1	0	**7**	1	1	8	0	0	**9**	1	**21**
4:45PM	1	1	1	0	**3**	0	2	0	1	0	**3**	0	0	6	2	0	**8**	0	0	9	0	0	**9**	0	**23**
Hourly Total	6	2	2	0	**10**	1	5	1	9	0	**15**	0	1	24	5	0	**30**	1	6	32	1	0	**39**	1	**94**
5:00PM	0	0	0	0	**0**	2	0	0	3	0	**3**	0	0	6	0	0	**6**	0	0	7	1	0	**8**	1	**17**
5:15PM	1	1	0	0	**2**	1	1	2	0	0	**3**	0	1	10	0	0	**11**	0	0	10	1	0	**11**	0	**27**
5:30PM	1	0	1	0	**2**	2	0	0	7	0	**7**	0	0	5	0	0	**5**	0	1	10	2	0	**13**	0	**27**
5:45PM	1	1	0	0	**2**	3	0	2	2	0	**4**	1	1	4	0	0	**5**	1	0	8	1	0	**9**	0	**20**
Hourly Total	3	2	1	0	**6**	8	1	4	12	0	**17**	1	2	25	0	0	**27**	1	1	35	5	0	**41**	1	**91**
6:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	19	5	3	0	**27**	10	6	6	33	0	**45**	1	4	137	11	0	**152**	2	13	121	9	0	**143**	2	**367**
% Approach	70.4%	18.5%	11.1%	0%	**-**	-	13.3%	13.3%	73.3%	0%	**-**	-	2.6%	90.1%	7.2%	0%	**-**	-	9.1%	84.6%	6.3%	0%	**-**	-	-
% Total	5.2%	1.4%	0.8%	0%	**7.4%**	-	1.6%	1.6%	9.0%	0%	**12.3%**	-	1.1%	37.3%	3.0%	0%	**41.4%**	-	3.5%	33.0%	2.5%	0%	**39.0%**	-	-
Lights	18	4	3	0	**25**	-	6	5	33	0	**44**	-	4	135	11	0	**150**	-	12	115	8	0	**135**	-	354
% Lights	94.7%	80.0%	100%	0%	**92.6%**	-	100%	83.3%	100%	0%	**97.8%**	-	100%	98.5%	100%	0%	**98.7%**	-	92.3%	95.0%	88.9%	0%	**94.4%**	-	96.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.7%	0%	0%	**1.4%**	-	0.5%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	2	0	0	**2**	-	5
% Buses and Single-Unit Trucks	5.3%	0%	0%	0%	**3.7%**	-	0%	0%	0%	0%	**0%**	-	0%	1.5%	0%	0%	**1.3%**	-	0%	1.7%	0%	0%	**1.4%**	-	1.4%
Bicycles on Road	0	1	0	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1	2	1	0	**4**	-	6
% Bicycles on Road	0%	20.0%	0%	0%	**3.7%**	-	0%	16.7%	0%	0%	**2.2%**	-	0%	0%	0%	0%	**0%**	-	7.7%	1.7%	11.1%	0%	**2.8%**	-	1.6%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	90.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	10.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

03_Fernald Avenue / East-West Alley - TMC
Thu May 18, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068725, Location: 42.040391, -87.782446

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



03_Fernald Avenue / East-West Alley - TMC

Thu May 18, 2023
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068725, Location: 42.040391, -87.782446

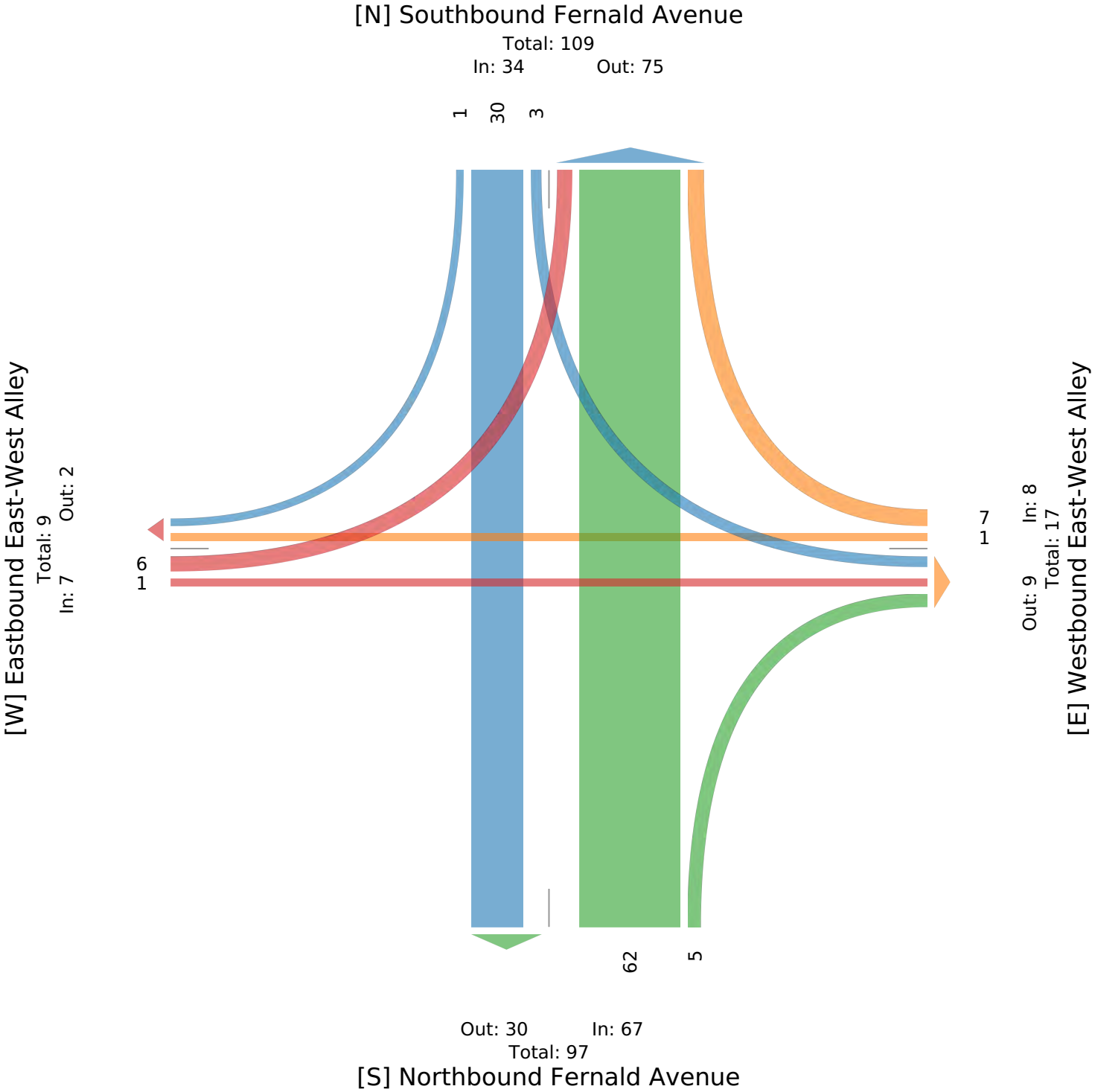
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound East-West Alley Eastbound						Westbound East-West Alley Westbound						Northbound Fernald Avenue Northbound						Southbound Fernald 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**
2023-05-18 7:30AM	1	1	0	0	**2**	0	0	0	1	0	**1**	0	0	5	0	0	**5**	0	0	7	0	0	**7**	0	**15**
7:45AM	0	0	0	0	**0**	0	0	0	2	0	**2**	0	0	4	2	0	**6**	0	0	9	0	0	**9**	0	**17**
8:00AM	3	0	0	0	**3**	0	0	1	0	0	**1**	0	0	30	2	0	**32**	0	0	8	1	0	**9**	0	**45**
8:15AM	2	0	0	0	**2**	0	0	0	4	0	**4**	0	0	23	1	0	**24**	0	3	6	0	0	**9**	0	**39**
Total	6	1	0	0	**7**	0	0	1	7	0	**8**	0	0	62	5	0	**67**	0	3	30	1	0	**34**	0	**116**
% Approach	85.7%	14.3%	0%	0%	**-**	-	0%	12.5%	87.5%	0%	**-**	-	0%	92.5%	7.5%	0%	**-**	-	8.8%	88.2%	2.9%	0%	**-**	-	**-**
% Total	5.2%	0.9%	0%	0%	**6.0%**	-	0%	0.9%	6.0%	0%	**6.9%**	-	0%	53.4%	4.3%	0%	**57.8%**	-	2.6%	25.9%	0.9%	0%	**29.3%**	-	**-**
PHF	0.500	0.250	-	-	**0.583**	-	-	-	0.438	-	**0.438**	-	-	0.517	0.625	-	**0.523**	-	0.250	0.833	0.250	-	**0.944**	-	0.653
Lights	5	1	0	0	**6**	-	0	0	7	0	**7**	-	0	60	5	0	**65**	-	3	29	1	0	**33**	-	111
% Lights	83.3%	100%	0%	0%	**85.7%**	-	0%	0%	100%	0%	**87.5%**	-	0%	96.8%	100%	0%	**97.0%**	-	100%	96.7%	100%	0%	**97.1%**	-	95.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	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%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	1	0	0	**1**	-	4
% Buses and Single-Unit Trucks	16.7%	0%	0%	0%	**14.3%**	-	0%	0%	0%	0%	**0%**	-	0%	3.2%	0%	0%	**3.0%**	-	0%	3.3%	0%	0%	**2.9%**	-	3.4%
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%	100%	0%	0%	**12.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

03_Fernald Avenue / East-West Alley - TMC
Thu May 18, 2023
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068725, Location: 42.040391, -87.782446

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



03_Fernald Avenue / East-West Alley - TMC

Thu May 18, 2023
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068725, Location: 42.040391, -87.782446

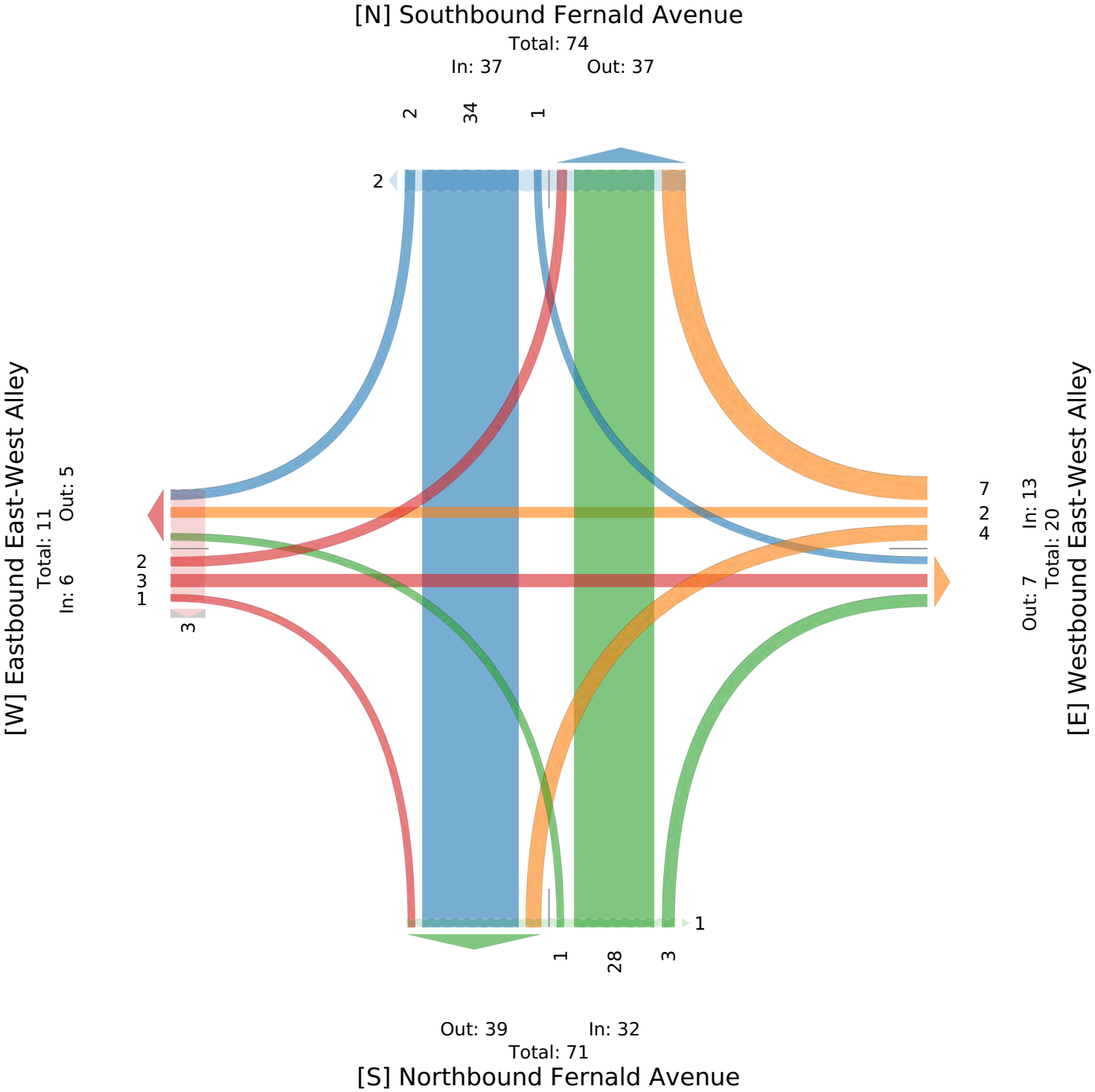
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound East-West Alley Eastbound						Westbound East-West Alley Westbound						Northbound Fernald Avenue Northbound						Southbound Fernald 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**
2023-05-18 4:30PM	0	1	0	0	**1**	0	1	0	3	0	**4**	0	0	6	1	0	**7**	1	1	8	0	0	**9**	1	**21**
4:45PM	1	1	1	0	**3**	0	2	0	1	0	**3**	0	0	6	2	0	**8**	0	0	9	0	0	**9**	0	**23**
5:00PM	0	0	0	0	**0**	2	0	0	3	0	**3**	0	0	6	0	0	**6**	0	0	7	1	0	**8**	1	**17**
5:15PM	1	1	0	0	**2**	1	1	2	0	0	**3**	0	1	10	0	0	**11**	0	0	10	1	0	**11**	0	**27**
Total	2	3	1	0	**6**	3	4	2	7	0	**13**	0	1	28	3	0	**32**	1	1	34	2	0	**37**	2	**88**
% Approach	33.3%	50.0%	16.7%	0%	**-**	-	30.8%	15.4%	53.8%	0%	**-**	-	3.1%	87.5%	9.4%	0%	**-**	-	2.7%	91.9%	5.4%	0%	**-**	-	**-**
% Total	2.3%	3.4%	1.1%	0%	**6.8%**	-	4.5%	2.3%	8.0%	0%	**14.8%**	-	1.1%	31.8%	3.4%	0%	**36.4%**	-	1.1%	38.6%	2.3%	0%	**42.0%**	-	**-**
PHF	0.500	0.500	0.250	-	**0.625**	-	0.500	0.250	0.583	-	**0.813**	-	0.250	0.700	0.375	-	**0.727**	-	0.250	0.917	0.250	-	**0.972**	-	0.850
Lights	2	2	1	0	**5**	-	4	2	7	0	**13**	-	1	28	3	0	**32**	-	1	33	1	0	**35**	-	85
% Lights	100%	66.7%	100%	0%	**83.3%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	97.1%	50.0%	0%	**94.6%**	-	96.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	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%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	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	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	1	0	**2**	-	3
% Bicycles on Road	0%	33.3%	0%	0%	**16.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	2.9%	50.0%	0%	**5.4%**	-	3.4%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

03_Fernald Avenue / East-West Alley - TMC
Thu May 18, 2023
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068725, Location: 42.040391, -87.782446

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



03_Fernald Avenue / East-West Alley - TMC

Sat May 20, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068729, Location: 42.040391, -87.782446

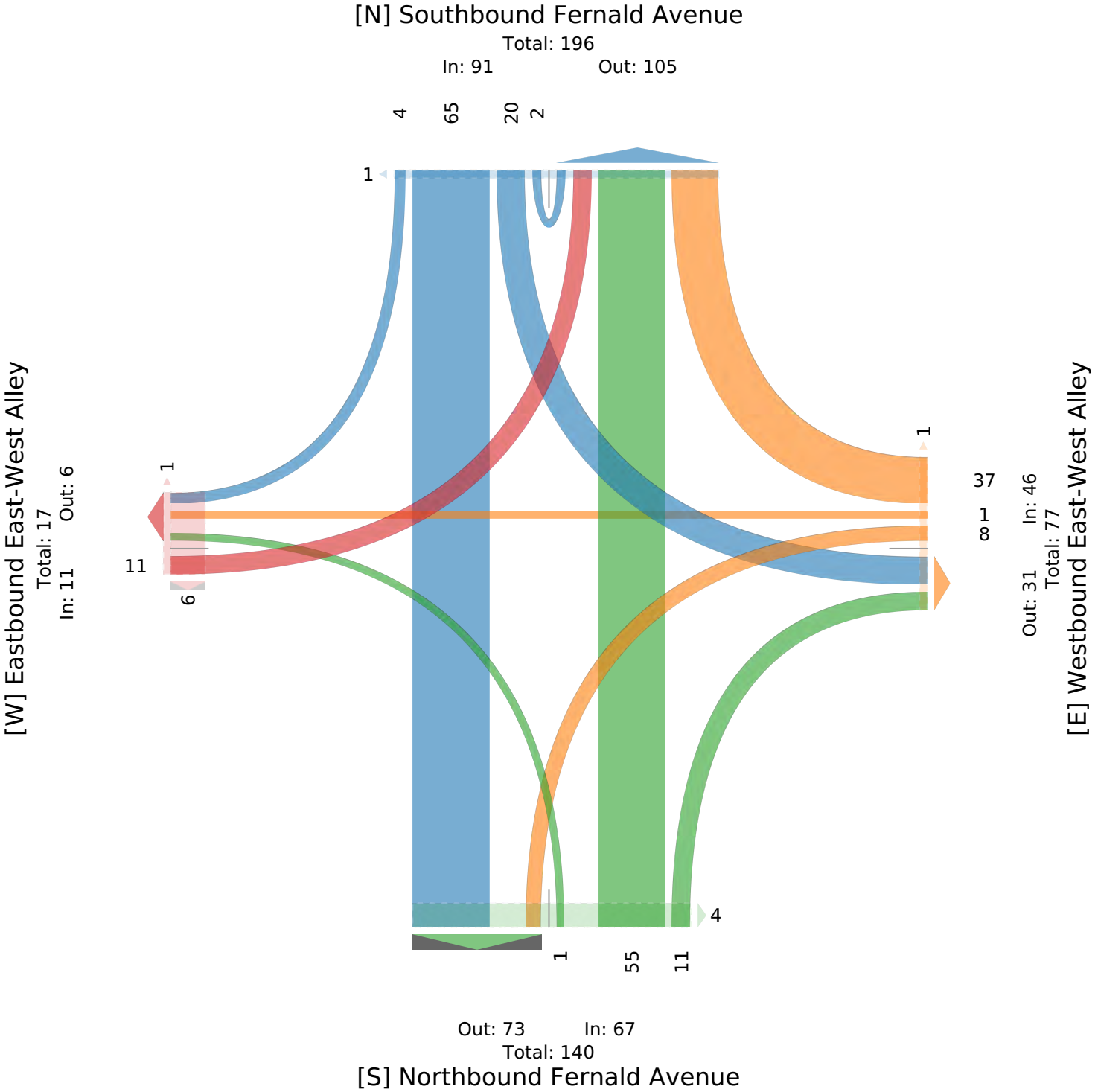
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg / Direction	Eastbound East-West Alley Eastbound						Westbound East-West Alley Westbound						Northbound Fernald Avenue Northbound						Southbound Fernald 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**
2023-05-20 11:00AM	0	0	0	0	**0**	0	1	0	8	0	**9**	0	0	3	2	0	**5**	0	3	2	1	1	**7**	1	**21**
11:15AM	0	0	0	0	**0**	1	3	0	6	0	**9**	0	0	4	3	0	**7**	0	4	6	0	0	**10**	0	**26**
11:30AM	4	0	0	0	**4**	3	2	0	5	0	**7**	0	0	11	3	0	**14**	1	1	5	0	0	**6**	0	**31**
11:45AM	3	0	0	0	**3**	1	0	0	5	0	**5**	0	0	4	0	0	**4**	0	1	9	1	0	**11**	0	**23**
Hourly Total	7	0	0	0	**7**	5	6	0	24	0	**30**	0	0	22	8	0	**30**	1	9	22	2	1	**34**	1	**101**
12:00PM	1	0	0	0	**1**	0	0	0	2	0	**2**	0	1	11	0	0	**12**	3	3	14	1	0	**18**	0	**33**
12:15PM	1	0	0	0	**1**	0	0	1	5	0	**6**	0	0	6	1	0	**7**	0	2	12	0	0	**14**	0	**28**
12:30PM	1	0	0	0	**1**	1	0	0	1	0	**1**	0	0	8	1	0	**9**	0	4	13	1	0	**18**	0	**29**
12:45PM	1	0	0	0	**1**	1	2	0	5	0	**7**	1	0	8	1	0	**9**	0	2	4	0	1	**7**	0	**24**
Hourly Total	4	0	0	0	**4**	2	2	1	13	0	**16**	1	1	33	3	0	**37**	3	11	43	2	1	**57**	0	**114**
Total	11	0	0	0	**11**	7	8	1	37	0	**46**	1	1	55	11	0	**67**	4	20	65	4	2	**91**	1	**215**
% Approach	100%	0%	0%	0%	**-**	-	17.4%	2.2%	80.4%	0%	**-**	-	1.5%	82.1%	16.4%	0%	**-**	-	22.0%	71.4%	4.4%	2.2%	**-**	-	-
% Total	5.1%	0%	0%	0%	**5.1%**	-	3.7%	0.5%	17.2%	0%	**21.4%**	-	0.5%	25.6%	5.1%	0%	**31.2%**	-	9.3%	30.2%	1.9%	0.9%	**42.3%**	-	-
Lights	10	0	0	0	**10**	-	7	1	37	0	**45**	-	1	55	10	0	**66**	-	19	64	4	2	**89**	-	210
% Lights	90.9%	0%	0%	0%	**90.9%**	-	87.5%	100%	100%	0%	**97.8%**	-	100%	100%	90.9%	0%	**98.5%**	-	95.0%	98.5%	100%	100%	**97.8%**	-	97.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	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%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	12.5%	0%	0%	0%	**2.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Bicycles on Road	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	1	1	0	0	**2**	-	4
% Bicycles on Road	9.1%	0%	0%	0%	**9.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	9.1%	0%	**1.5%**	-	5.0%	1.5%	0%	0%	**2.2%**	-	1.9%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	57.1%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	42.9%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

03_Fernald Avenue / East-West Alley - TMC
Sat May 20, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068729, Location: 42.040391, -87.782446

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



03_Fernald Avenue / East-West Alley - TMC

Sat May 20, 2023
Forced Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068729, Location: 42.040391, -87.782446

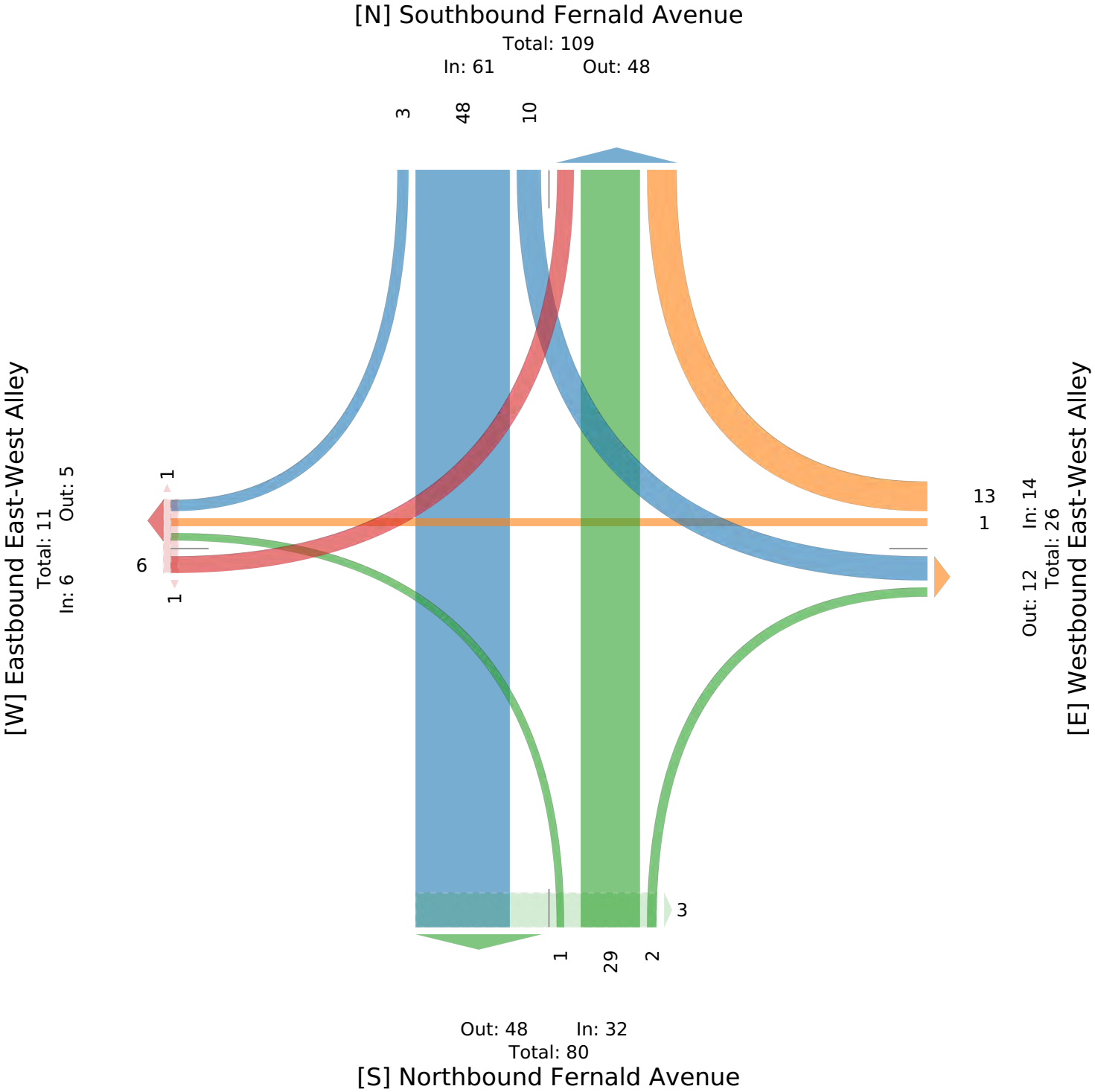
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound East-West Alley Eastbound						Westbound East-West Alley Westbound						Northbound Fernald Avenue Northbound						Southbound Fernald 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**
2023-05-20 11:45AM	3	0	0	0	**3**	1	0	0	5	0	**5**	0	0	4	0	0	**4**	0	1	9	1	0	**11**	0	**23**
12:00PM	1	0	0	0	**1**	0	0	0	2	0	**2**	0	1	11	0	0	**12**	3	3	14	1	0	**18**	0	**33**
12:15PM	1	0	0	0	**1**	0	0	1	5	0	**6**	0	0	6	1	0	**7**	0	2	12	0	0	**14**	0	**28**
12:30PM	1	0	0	0	**1**	1	0	0	1	0	**1**	0	0	8	1	0	**9**	0	4	13	1	0	**18**	0	**29**
Total	6	0	0	0	**6**	2	0	1	13	0	**14**	0	1	29	2	0	**32**	3	10	48	3	0	**61**	0	**113**
% Approach	100%	0%	0%	0%	**-**	-	0%	7.1%	92.9%	0%	**-**	-	3.1%	90.6%	6.3%	0%	**-**	-	16.4%	78.7%	4.9%	0%	**-**	-	-
% Total	5.3%	0%	0%	0%	**5.3%**	-	0%	0.9%	11.5%	0%	**12.4%**	-	0.9%	25.7%	1.8%	0%	**28.3%**	-	8.8%	42.5%	2.7%	0%	**54.0%**	-	-
PHF	0.500	-	-	-	**0.500**	-	-	0.250	0.650	-	**0.583**	-	0.250	0.659	0.500	-	**0.667**	-	0.625	0.857	0.750	-	**0.847**	-	0.856
Lights	6	0	0	0	**6**	-	0	1	13	0	**14**	-	1	29	2	0	**32**	-	10	48	3	0	**61**	-	113
% Lights	100%	0%	0%	0%	**100%**	-	0%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	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%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	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
% 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	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

03_Fernald Avenue / East-West Alley - TMC
Sat May 20, 2023
Forced Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068729, Location: 42.040391, -87.782446

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



04_Georgiana Avenue / East-West Alley - TMC

Thu May 18, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068726, Location: 42.040391, -87.781229

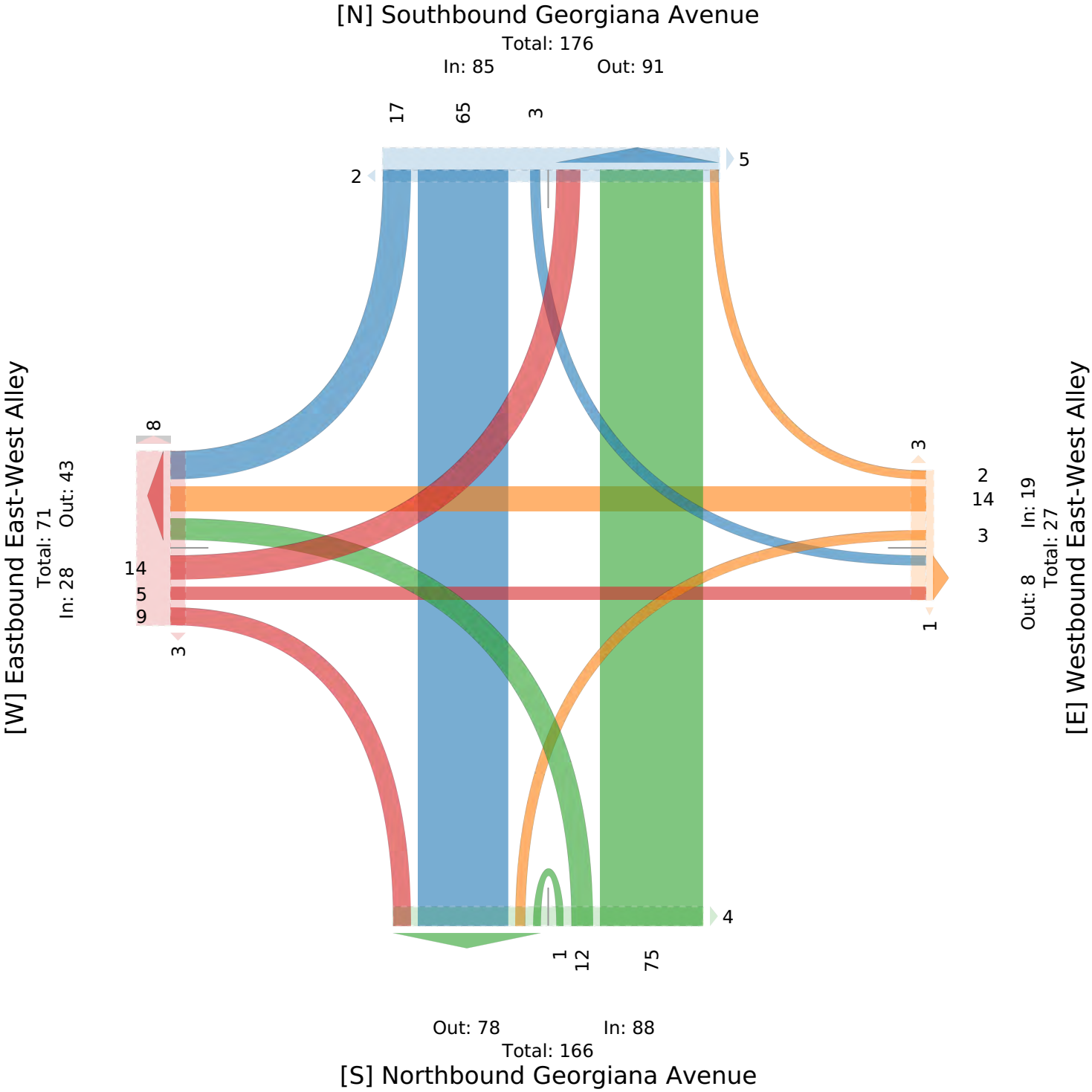
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound East-West Alley Eastbound						Westbound East-West Alley Westbound						Northbound Georgiana Avenue Northbound						Southbound Georgiana 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**
2023-05-18 7:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	**1**
7:15AM	0	0	0	0	**0**	0	0	1	0	0	**1**	0	2	8	0	0	**10**	0	1	2	0	0	**3**	0	**14**
7:30AM	0	1	1	0	**2**	0	0	1	0	0	**1**	0	1	4	0	0	**5**	0	0	4	1	0	**5**	0	**13**
7:45AM	1	0	1	0	**2**	4	0	1	0	0	**1**	0	0	4	0	0	**4**	0	0	7	0	0	**7**	0	**14**
Hourly Total	1	1	2	0	**4**	4	0	3	0	0	**3**	0	3	17	0	0	**20**	0	1	13	1	0	**15**	0	**42**
8:00AM	2	0	0	0	**2**	0	0	1	0	0	**1**	0	0	15	0	0	**15**	0	0	7	0	0	**7**	0	**25**
8:15AM	1	0	1	0	**2**	2	0	0	0	0	**0**	2	1	9	0	0	**10**	0	0	6	0	0	**6**	3	**18**
8:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	1	4	0	0	**5**	0	0	1	0	0	**1**	0	**6**
8:45AM	0	0	0	0	**0**	0	0	1	0	0	**1**	0	1	2	0	0	**3**	0	1	2	0	0	**3**	0	**7**
Hourly Total	3	0	1	0	**4**	2	0	2	0	0	**2**	2	3	30	0	0	**33**	0	1	16	0	0	**17**	3	**56**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:00PM	4	0	0	0	**4**	4	1	2	1	0	**4**	0	1	4	0	1	**6**	3	0	5	5	0	**10**	1	**24**
4:15PM	1	1	3	0	**5**	0	0	2	0	0	**2**	1	1	4	0	0	**5**	0	0	4	2	0	**6**	0	**18**
4:30PM	1	1	1	0	**3**	0	0	0	0	0	**0**	0	1	3	0	0	**4**	0	1	6	1	0	**8**	0	**15**
4:45PM	1	1	0	0	**2**	0	0	0	0	0	**0**	0	1	1	0	0	**2**	1	0	2	0	0	**2**	1	**6**
Hourly Total	7	3	4	0	**14**	4	1	4	1	0	**6**	1	4	12	0	1	**17**	4	1	17	8	0	**26**	2	**63**
5:00PM	0	0	1	0	**1**	0	0	1	1	0	**2**	0	1	4	0	0	**5**	0	0	5	4	0	**9**	0	**17**
5:15PM	1	1	0	0	**2**	0	2	1	0	0	**3**	0	0	6	0	0	**6**	0	0	5	3	0	**8**	0	**19**
5:30PM	2	0	1	0	**3**	0	0	1	0	0	**1**	1	0	4	0	0	**4**	0	0	3	0	0	**3**	1	**11**
5:45PM	0	0	0	0	**0**	1	0	2	0	0	**2**	0	1	2	0	0	**3**	0	0	6	1	0	**7**	1	**12**
Hourly Total	3	1	2	0	**6**	1	2	5	1	0	**8**	1	2	16	0	0	**18**	0	0	19	8	0	**27**	2	**59**
6:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	14	5	9	0	**28**	11	3	14	2	0	**19**	4	12	75	0	1	**88**	4	3	65	17	0	**85**	7	**220**
% Approach	50.0%	17.9%	32.1%	0%	**-**	-	15.8%	73.7%	10.5%	0%	**-**	-	13.6%	85.2%	0%	1.1%	**-**	-	3.5%	76.5%	20.0%	0%	**-**	-	-
% Total	6.4%	2.3%	4.1%	0%	**12.7%**	-	1.4%	6.4%	0.9%	0%	**8.6%**	-	5.5%	34.1%	0%	0.5%	**40.0%**	-	1.4%	29.5%	7.7%	0%	**38.6%**	-	-
Lights	14	3	9	0	**26**	-	3	12	2	0	**17**	-	12	71	0	1	**84**	-	3	63	17	0	**83**	-	210
% Lights	100%	60.0%	100%	0%	**92.9%**	-	100%	85.7%	100%	0%	**89.5%**	-	100%	94.7%	0%	100%	**95.5%**	-	100%	96.9%	100%	0%	**97.6%**	-	95.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	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%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	2	0	0	**2**	-	6
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	5.3%	0%	0%	**4.5%**	-	0%	3.1%	0%	0%	**2.4%**	-	2.7%
Bicycles on Road	0	2	0	0	**2**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4
% Bicycles on Road	0%	40.0%	0%	0%	**7.1%**	-	0%	14.3%	0%	0%	**10.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.8%
Pedestrians	-	-	-	-	-	11	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

04_Georgiana Avenue / East-West Alley - TMC
Thu May 18, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068726, Location: 42.040391, -87.781229

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



04_Georgiana Avenue / East-West Alley - TMC

Thu May 18, 2023
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068726, Location: 42.040391, -87.781229

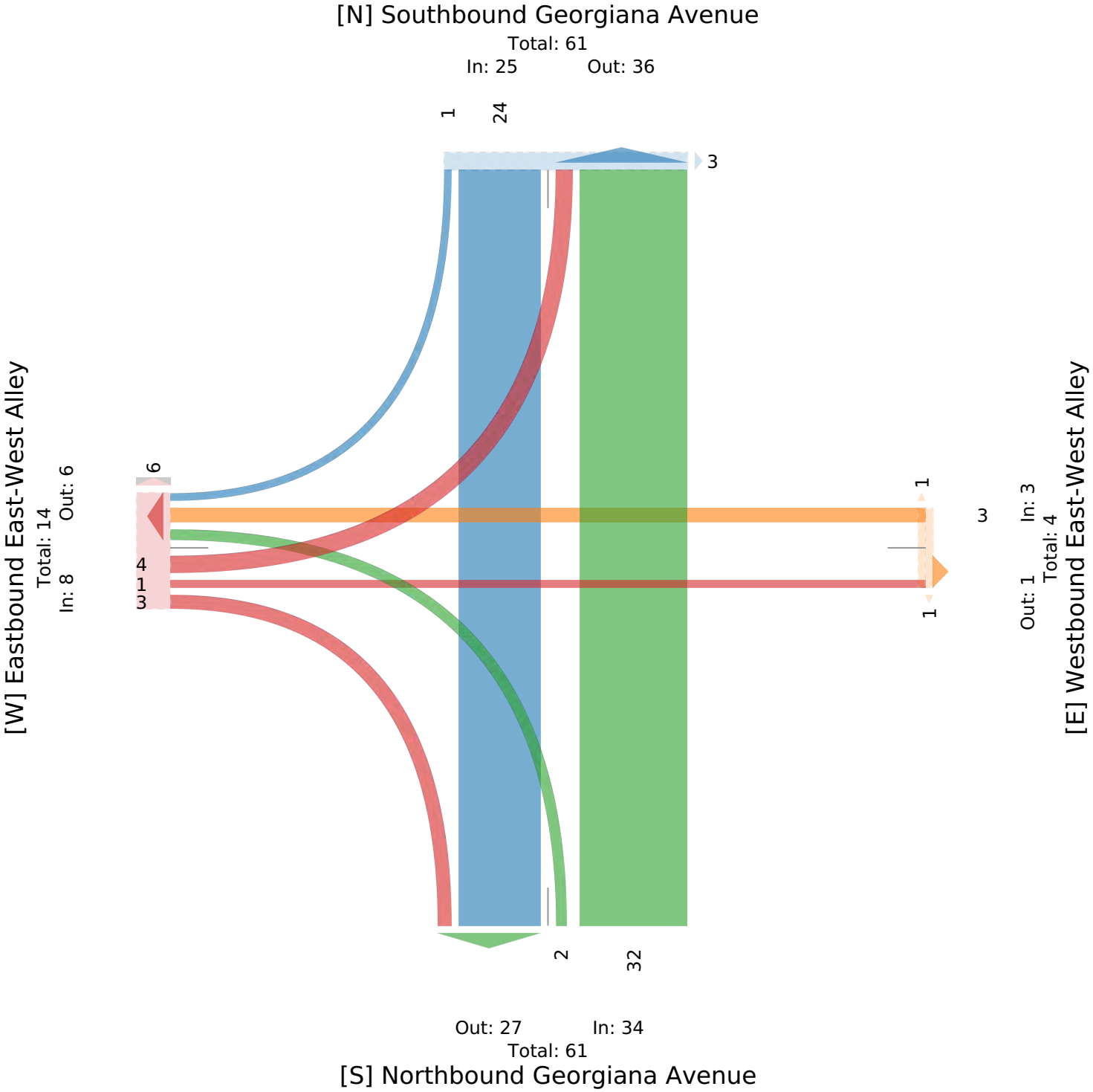
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound East-West Alley Eastbound						Westbound East-West Alley Westbound						Northbound Georgiana Avenue Northbound						Southbound Georgiana 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**
2023-05-18 7:30AM	0	1	1	0	**2**	0	0	1	0	0	**1**	0	1	4	0	0	**5**	0	0	4	1	0	**5**	0	**13**
7:45AM	1	0	1	0	**2**	4	0	1	0	0	**1**	0	0	4	0	0	**4**	0	0	7	0	0	**7**	0	**14**
8:00AM	2	0	0	0	**2**	0	0	1	0	0	**1**	0	0	15	0	0	**15**	0	0	7	0	0	**7**	0	**25**
8:15AM	1	0	1	0	**2**	2	0	0	0	0	**0**	2	1	9	0	0	**10**	0	0	6	0	0	**6**	3	**18**
Total	4	1	3	0	**8**	6	0	3	0	0	**3**	2	2	32	0	0	**34**	0	0	24	1	0	**25**	3	**70**
% Approach	50.0%	12.5%	37.5%	0%	**-**	-	0%	100%	0%	0%	**-**	-	5.9%	94.1%	0%	0%	**-**	-	0%	96.0%	4.0%	0%	**-**	-	-
% Total	5.7%	1.4%	4.3%	0%	**11.4%**	-	0%	4.3%	0%	0%	**4.3%**	-	2.9%	45.7%	0%	0%	**48.6%**	-	0%	34.3%	1.4%	0%	**35.7%**	-	-
PHF	0.500	0.250	0.750	-	**1.000**	-	-	0.250	-	-	**0.250**	-	0.500	0.533	-	-	**0.567**	-	-	0.857	0.250	-	**0.893**	-	0.708
Lights	4	1	3	0	**8**	-	0	1	0	0	**1**	-	2	28	0	0	**30**	-	0	24	1	0	**25**	-	64
% Lights	100%	100%	100%	0%	**100%**	-	0%	33.3%	0%	0%	**33.3%**	-	100%	87.5%	0%	0%	**88.2%**	-	0%	100%	100%	0%	**100%**	-	91.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	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%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	4
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	12.5%	0%	0%	**11.8%**	-	0%	0%	0%	0%	**0%**	-	5.7%
Bicycles on Road	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	66.7%	0%	0%	**66.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.9%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

04_Georgiana Avenue / East-West Alley - TMC
Thu May 18, 2023
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068726, Location: 42.040391, -87.781229

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



04_Georgiana Avenue / East-West Alley - TMC

Thu May 18, 2023
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068726, Location: 42.040391, -87.781229

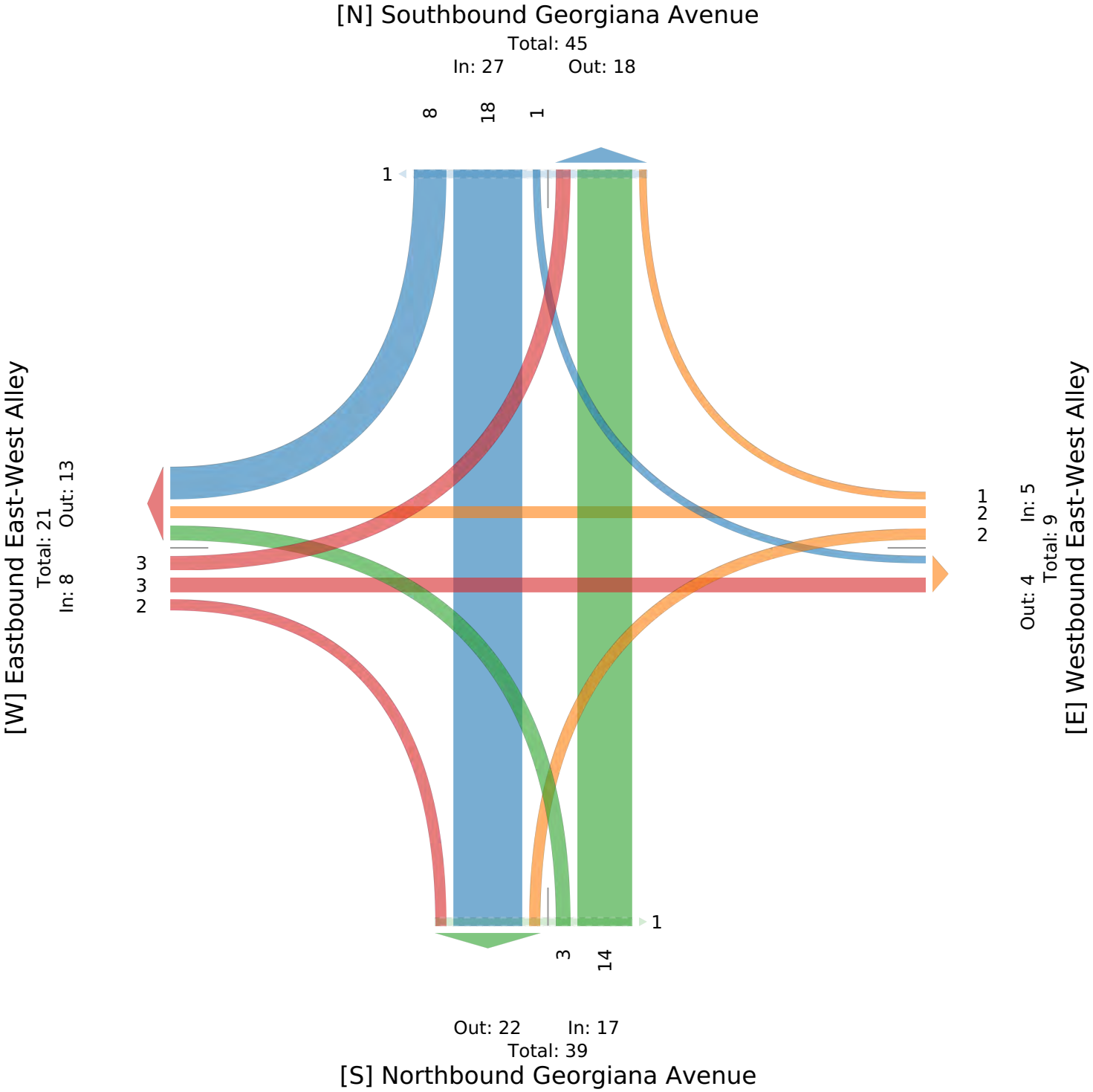
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound East-West Alley Eastbound						Westbound East-West Alley Westbound						Northbound Georgiana Avenue Northbound						Southbound Georgiana 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**
2023-05-18 4:30PM	1	1	1	0	**3**	0	0	0	0	0	**0**	0	1	3	0	0	**4**	0	1	6	1	0	**8**	0	**15**
4:45PM	1	1	0	0	**2**	0	0	0	0	0	**0**	0	1	1	0	0	**2**	1	0	2	0	0	**2**	1	**6**
5:00PM	0	0	1	0	**1**	0	0	1	1	0	**2**	0	1	4	0	0	**5**	0	0	5	4	0	**9**	0	**17**
5:15PM	1	1	0	0	**2**	0	2	1	0	0	**3**	0	0	6	0	0	**6**	0	0	5	3	0	**8**	0	**19**
Total	3	3	2	0	**8**	0	2	2	1	0	**5**	0	3	14	0	0	**17**	1	1	18	8	0	**27**	1	**57**
% Approach	37.5%	37.5%	25.0%	0%	**-**	-	40.0%	40.0%	20.0%	0%	**-**	-	17.6%	82.4%	0%	0%	**-**	-	3.7%	66.7%	29.6%	0%	**-**	-	-
% Total	5.3%	5.3%	3.5%	0%	**14.0%**	-	3.5%	3.5%	1.8%	0%	**8.8%**	-	5.3%	24.6%	0%	0%	**29.8%**	-	1.8%	31.6%	14.0%	0%	**47.4%**	-	-
PHF	0.750	0.500	0.500	-	**0.583**	-	0.250	0.500	0.250	-	**0.417**	-	0.750	0.583	-	-	**0.708**	-	0.250	0.750	0.500	-	**0.750**	-	0.737
Lights	3	2	2	0	**7**	-	2	2	1	0	**5**	-	3	14	0	0	**17**	-	1	17	8	0	**26**	-	55
% Lights	100%	66.7%	100%	0%	**87.5%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	0%	0%	**100%**	-	100%	94.4%	100%	0%	**96.3%**	-	96.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	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%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	5.6%	0%	0%	**3.7%**	-	1.8%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	33.3%	0%	0%	**12.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

04_Georgiana Avenue / East-West Alley - TMC
Thu May 18, 2023
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068726, Location: 42.040391, -87.781229

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



04_Georgiana Avenue / East-West Alley - TMC

Sat May 20, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068730, Location: 42.040391, -87.781229

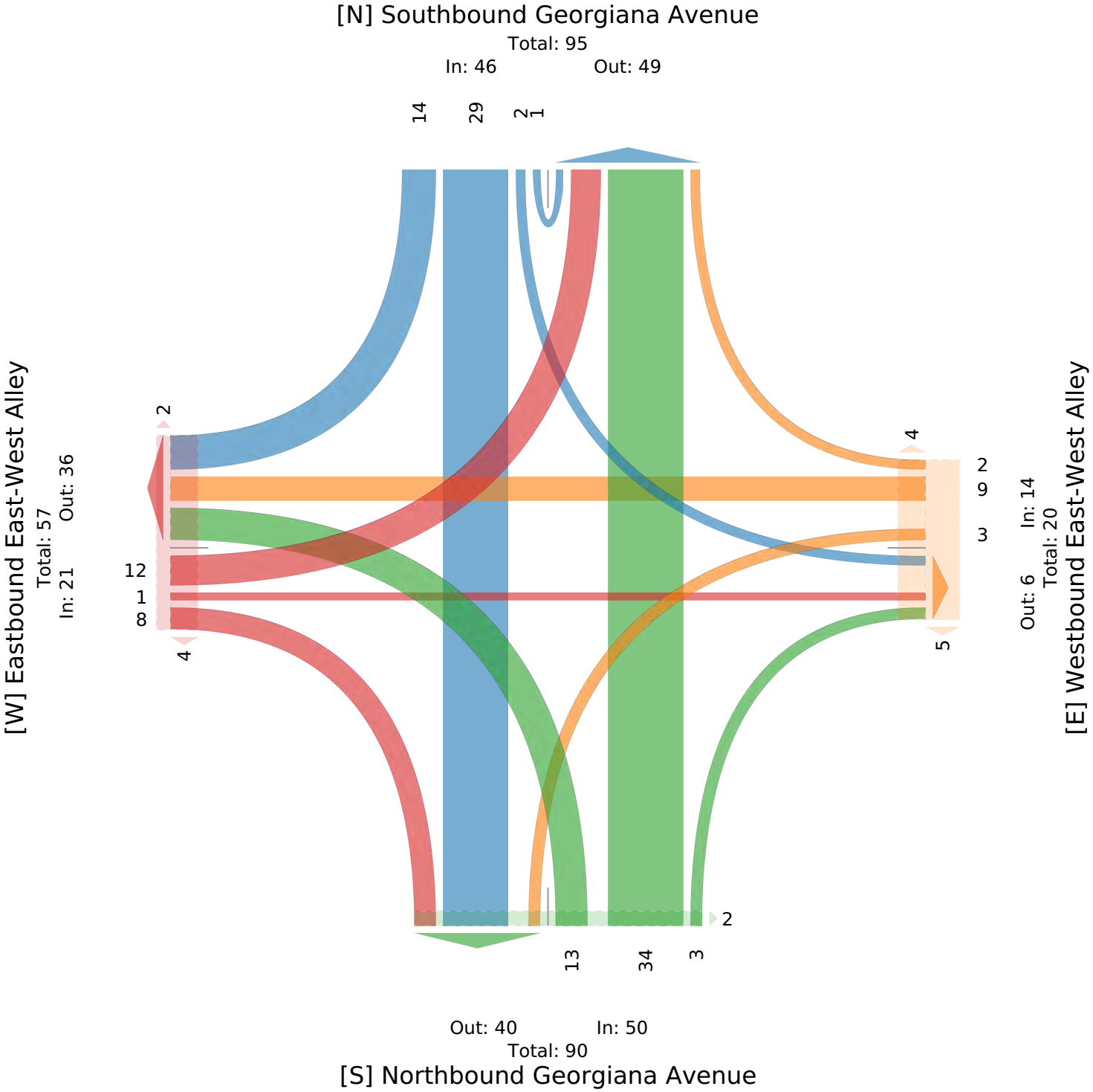
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Eastbound East-West Alley						Westbound East-West Alley						Northbound Georgiana Avenue						Southbound Georgiana 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
2023-05-20 11:00AM	1	0	0	0	**1**	3	1	2	0	0	**3**	1	2	2	0	0	**4**	0	0	1	1	0	**2**	0	**10**
11:15AM	2	0	0	0	**2**	0	0	1	0	0	**1**	4	4	4	0	0	**8**	2	1	2	1	1	**5**	0	**16**
11:30AM	2	0	1	0	**3**	0	0	1	1	0	**2**	1	1	3	2	0	**6**	0	0	4	2	0	**6**	0	**17**
11:45AM	1	0	0	0	**1**	0	2	2	1	0	**5**	0	2	6	0	0	**8**	0	0	2	2	0	**4**	0	**18**
Hourly Total	6	0	1	0	**7**	3	3	6	2	0	**11**	6	9	15	2	0	**26**	2	1	9	6	1	**17**	0	**61**
12:00PM	2	1	2	0	**5**	2	0	1	0	0	**1**	1	0	3	0	0	**3**	0	0	2	2	0	**4**	0	**13**
12:15PM	0	0	1	0	**1**	0	0	2	0	0	**2**	1	1	3	0	0	**4**	0	1	6	1	0	**8**	0	**15**
12:30PM	2	0	1	0	**3**	0	0	0	0	0	**0**	1	2	7	1	0	**10**	0	0	7	2	0	**9**	0	**22**
12:45PM	2	0	3	0	**5**	1	0	0	0	0	**0**	0	1	6	0	0	**7**	0	0	5	3	0	**8**	0	**20**
Hourly Total	6	1	7	0	**14**	3	0	3	0	0	**3**	3	4	19	1	0	**24**	0	1	20	8	0	**29**	0	**70**
Total	12	1	8	0	**21**	6	3	9	2	0	**14**	9	13	34	3	0	**50**	2	2	29	14	1	**46**	0	**131**
% Approach	57.1%	4.8%	38.1%	0%	**-**	-	21.4%	64.3%	14.3%	0%	**-**	-	26.0%	68.0%	6.0%	0%	**-**	-	4.3%	63.0%	30.4%	2.2%	**-**	-	**-**
% Total	9.2%	0.8%	6.1%	0%	**16.0%**	-	2.3%	6.9%	1.5%	0%	**10.7%**	-	9.9%	26.0%	2.3%	0%	**38.2%**	-	1.5%	22.1%	10.7%	0.8%	**35.1%**	-	**-**
Lights	12	1	7	0	**20**	-	3	9	2	0	**14**	-	11	34	3	0	**48**	-	1	28	14	1	**44**	-	126
% Lights	100%	100%	87.5%	0%	**95.2%**	-	100%	100%	100%	0%	**100%**	-	84.6%	100%	100%	0%	**96.0%**	-	50.0%	96.6%	100%	100%	**95.7%**	-	96.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	50.0%	0%	0%	0%	**2.2%**	-	0.8%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	1	0	0	**1**	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	7.7%	0%	0%	0%	**2.0%**	-	0%	3.4%	0%	0%	**2.2%**	-	1.5%
Bicycles on Road	0	0	1	0	**1**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	2
% Bicycles on Road	0%	0%	12.5%	0%	**4.8%**	-	0%	0%	0%	0%	**0%**	-	7.7%	0%	0%	0%	**2.0%**	-	0%	0%	0%	0%	**0%**	-	1.5%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	9	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	83.3%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	16.7%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

04_Georgiana Avenue / East-West Alley - TMC
Sat May 20, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068730, Location: 42.040391, -87.781229

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



04_Georgiana Avenue / East-West Alley - TMC

Sat May 20, 2023
Forced Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068730, Location: 42.040391, -87.781229

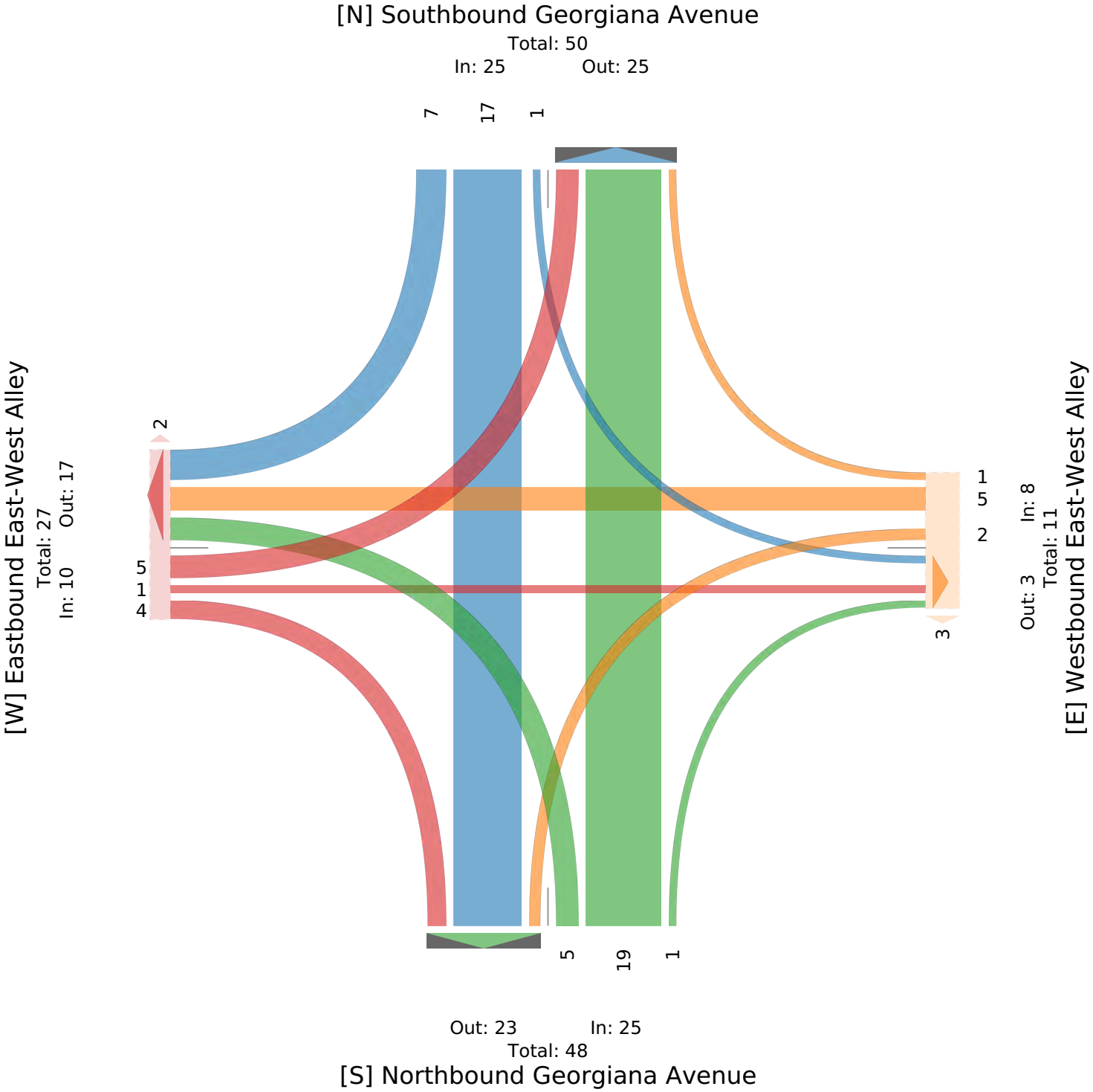
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Eastbound East-West Alley Eastbound						Westbound East-West Alley Westbound						Northbound Georgiana Avenue Northbound						Southbound Georgiana 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**
2023-05-20 11:45AM	1	0	0	0	**1**	0	2	2	1	0	**5**	0	2	6	0	0	**8**	0	0	2	2	0	**4**	0	**18**
12:00PM	2	1	2	0	**5**	2	0	1	0	0	**1**	1	0	3	0	0	**3**	0	0	2	2	0	**4**	0	**13**
12:15PM	0	0	1	0	**1**	0	0	2	0	0	**2**	1	1	3	0	0	**4**	0	1	6	1	0	**8**	0	**15**
12:30PM	2	0	1	0	**3**	0	0	0	0	0	**0**	1	2	7	1	0	**10**	0	0	7	2	0	**9**	0	**22**
Total	5	1	4	0	**10**	2	2	5	1	0	**8**	3	5	19	1	0	**25**	0	1	17	7	0	**25**	0	**68**
% Approach	50.0%	10.0%	40.0%	0%	**-**	-	25.0%	62.5%	12.5%	0%	**-**	-	20.0%	76.0%	4.0%	0%	**-**	-	4.0%	68.0%	28.0%	0%	**-**	-	-
% Total	7.4%	1.5%	5.9%	0%	**14.7%**	-	2.9%	7.4%	1.5%	0%	**11.8%**	-	7.4%	27.9%	1.5%	0%	**36.8%**	-	1.5%	25.0%	10.3%	0%	**36.8%**	-	-
PHF	0.625	0.250	0.500		**0.500**	-	0.250	0.625	0.250		**0.400**	-	0.500	0.679	0.250		**0.667**	-	0.250	0.607	0.875		**0.694**	-	0.798
Lights	5	1	4	0	**10**	-	2	5	1	0	**8**	-	4	19	1	0	**24**	-	1	17	7	0	**25**	-	67
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	80.0%	100%	100%	0%	**96.0%**	-	100%	100%	100%	0%	**100%**	-	98.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	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%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	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**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	20.0%	0%	0%	0%	**4.0%**	-	0%	0%	0%	0%	**0%**	-	1.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

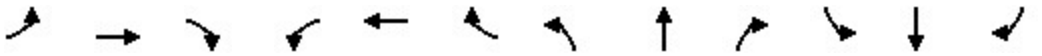
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

04_Georgiana Avenue / East-West Alley - TMC
Sat May 20, 2023
Forced Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1068730, Location: 42.040391, -87.781229

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



EXISTING (2026) CAPACITY REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1296	10	27	1092	2	58	2	16	6	2	8
Future Volume (veh/h)	3	1296	10	27	1092	2	58	2	16	6	2	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.97		0.97	0.97		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1841	1841	1870	1870	1870	1707	1870	1945	1870
Adj Flow Rate, veh/h	3	1364	11	28	1149	2	61	2	17	6	2	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	2	4	4	2	2	2	13	2	2	2
Cap, veh/h	368	2597	21	305	2663	5	182	12	38	101	44	104
Arrive On Green	0.00	0.73	0.73	0.02	0.74	0.74	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1781	3555	29	1753	3582	6	1031	92	303	481	349	830
Grp Volume(v), veh/h	3	671	704	28	561	590	80	0	0	16	0	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1835	1753	1749	1840	1427	0	0	1660	0	0
Q Serve(g_s), s	0.1	20.1	20.1	0.5	14.5	14.5	5.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	20.1	20.1	0.5	14.5	14.5	6.1	0.0	0.0	1.0	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.00	0.76		0.21	0.37		0.50
Lane Grp Cap(c), veh/h	368	1278	1341	305	1300	1367	231	0	0	249	0	0
V/C Ratio(X)	0.01	0.53	0.53	0.09	0.43	0.43	0.35	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	505	1278	1341	417	1300	1367	372	0	0	404	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.0	7.1	7.1	5.8	5.8	5.8	48.5	0.0	0.0	46.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	1.5	0.1	1.0	1.0	1.9	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	11.6	12.0	0.3	8.7	9.1	4.2	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.0	8.6	8.5	5.9	6.9	6.8	50.4	0.0	0.0	46.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		1378			1179			80			16	
Approach Delay, s/veh		8.6			6.8			50.4			46.6	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	93.7		21.0	3.8	95.2		21.0				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	68.0		27.0	9.5	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.5	22.1		8.1	2.1	16.5		3.0				
Green Ext Time (p_c), s	0.0	36.9		0.6	0.0	33.8		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.3
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1308	10	19	1114	11	4	1	35	0	1	3
Future Vol, veh/h	1	1308	10	19	1114	11	4	1	35	0	1	3
Conflicting Peds, #/hr	3	0	2	2	0	3	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	4	2	2	3	9	2	2	12	2	2	33
Mvmt Flow	1	1377	11	20	1173	12	4	1	37	0	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1187	0	0	1389	0	0	2013	2613	697	1913	2613	595
Stage 1	-	-	-	-	-	-	1386	1386	-	1221	1221	-
Stage 2	-	-	-	-	-	-	627	1227	-	692	1391	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	7.14	7.54	6.54	7.56
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.42	3.52	4.02	3.63
Pot Cap-1 Maneuver	584	-	-	489	-	-	35	24	361	41	24	378
Stage 1	-	-	-	-	-	-	151	209	-	191	250	-
Stage 2	-	-	-	-	-	-	438	249	-	400	207	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	582	-	-	488	-	-	32	22	360	34	22	377
Mov Cap-2 Maneuver	-	-	-	-	-	-	111	110	-	120	105	-
Stage 1	-	-	-	-	-	-	150	208	-	178	234	-
Stage 2	-	-	-	-	-	-	406	233	-	356	206	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	0.21	19.13	21.06
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	111	339	3	-	-	488	-	-	228
HCM Lane V/C Ratio	0.038	0.112	0.002	-	-	0.041	-	-	0.018
HCM Ctrl Dly (s/v)	38.8	17	11.2	0	-	12.7	-	-	21.1
HCM Lane LOS	E	C	B	A	-	B	-	-	C
HCM 95th %tile Q(veh)	0.1	0.4	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	1	1	1	7	1	63	5	3	35	1
Future Vol, veh/h	6	1	1	1	1	7	1	63	5	3	35	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	17	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	6	1	1	1	1	7	1	66	5	3	37	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	113	117	37	115	115	69	38	0	0	72	0	0
Stage 1	44	44	-	71	71	-	-	-	-	-	-	-
Stage 2	69	74	-	44	44	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	831	773	1035	862	775	994	1572	-	-	1529	-	-
Stage 1	934	859	-	939	836	-	-	-	-	-	-	-
Stage 2	905	834	-	970	858	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	821	771	1035	858	773	994	1572	-	-	1529	-	-
Mov Cap-2 Maneuver	821	771	-	858	773	-	-	-	-	-	-	-
Stage 1	932	857	-	938	835	-	-	-	-	-	-	-
Stage 2	896	833	-	966	856	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.35	8.84	0.11	0.57
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	26	-	-	836	947	138	-	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.01	0.002	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.4	8.8	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

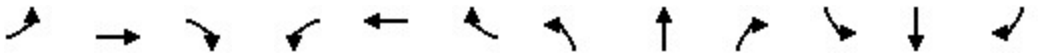
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	1	3	1	3	1	2	35	1	1	28	1
Future Vol, veh/h	4	1	3	1	3	1	2	35	1	1	28	1
Conflicting Peds, #/hr	3	0	0	0	0	3	6	0	2	2	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	13	2	2	2	2
Mvmt Flow	4	1	3	1	3	1	2	37	1	1	29	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	84	82	36	76	82	42	37	0	0	40	0	0
Stage 1	38	38	-	44	44	-	-	-	-	-	-	-
Stage 2	46	44	-	32	39	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	903	808	1037	914	808	1028	1574	-	-	1570	-	-
Stage 1	977	863	-	971	859	-	-	-	-	-	-	-
Stage 2	968	858	-	984	863	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	889	800	1031	906	800	1023	1565	-	-	1567	-	-
Mov Cap-2 Maneuver	889	800	-	906	800	-	-	-	-	-	-	-
Stage 1	971	858	-	967	856	-	-	-	-	-	-	-
Stage 2	960	855	-	979	857	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.93	9.22	0.38	0.24
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	94	-	-	924	858	60	-	-
HCM Lane V/C Ratio	0.001	-	-	0.009	0.006	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.9	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1183	21	17	1404	5	24	6	8	2	1	11
Future Volume (veh/h)	23	1183	21	17	1404	5	24	6	8	2	1	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.96		0.95	0.96		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	24	1245	22	18	1478	5	25	6	8	2	1	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	2553	45	326	2587	9	174	43	43	48	32	186
Arrive On Green	0.01	0.71	0.71	0.01	0.71	0.71	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	3572	63	1781	3633	12	861	298	299	98	223	1283
Grp Volume(v), veh/h	24	619	648	18	723	760	39	0	0	15	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1858	1781	1777	1868	1459	0	0	1604	0	0
Q Serve(g_s), s	0.4	18.3	18.3	0.3	23.7	23.7	1.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	18.3	18.3	0.3	23.7	23.7	2.6	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.01	0.64		0.21	0.13		0.80
Lane Grp Cap(c), veh/h	268	1270	1328	326	1266	1330	261	0	0	266	0	0
V/C Ratio(X)	0.09	0.49	0.49	0.06	0.57	0.57	0.15	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	384	1270	1328	447	1266	1330	376	0	0	392	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.1	7.5	7.5	6.0	8.4	8.4	44.9	0.0	0.0	44.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.3	1.3	0.1	1.9	1.8	0.6	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	11.0	11.4	0.2	13.7	14.3	1.9	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.2	8.8	8.8	6.1	10.3	10.2	45.5	0.0	0.0	44.5	0.0	0.0
LnGrp LOS	A	A	A	A	B	B	D			D		
Approach Vol, veh/h		1291			1501			39			15	
Approach Delay, s/veh		8.8			10.2			45.5			44.5	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	91.8		23.4	5.2	91.5		23.4				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	68.0		27.0	9.5	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.3	20.3		4.6	2.4	25.7		2.9				
Green Ext Time (p_c), s	0.0	35.4		0.2	0.0	36.4		0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			10.2									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1185	4	23	1420	14	4	1	14	1	1	2
Future Vol, veh/h	4	1185	4	23	1420	14	4	1	14	1	1	2
Conflicting Peds, #/hr	11	0	7	7	0	11	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1247	4	24	1495	15	4	1	15	1	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1520	0	0	1259	0	0	2061	2834	634	2195	2829	766
Stage 1	-	-	-	-	-	-	1265	1265	-	1562	1562	-
Stage 2	-	-	-	-	-	-	796	1569	-	634	1267	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	435	-	-	548	-	-	32	17	422	25	17	345
Stage 1	-	-	-	-	-	-	179	239	-	117	171	-
Stage 2	-	-	-	-	-	-	346	170	-	434	238	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	429	-	-	545	-	-	28	15	419	21	15	341
Mov Cap-2 Maneuver	-	-	-	-	-	-	114	90	-	82	88	-
Stage 1	-	-	-	-	-	-	175	234	-	106	156	-
Stage 2	-	-	-	-	-	-	316	155	-	410	233	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.25	0.19	20.75	32.22
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	114	337	12	-	-	545	-	-	136
HCM Lane V/C Ratio	0.037	0.047	0.01	-	-	0.044	-	-	0.031
HCM Ctrl Dly (s/v)	37.8	16.2	13.5	0.2	-	11.9	-	-	32.2
HCM Lane LOS	E	C	B	A	-	B	-	-	D
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	1	4	2	7	1	29	3	1	35	2
Future Vol, veh/h	2	3	1	4	2	7	1	29	3	1	35	2
Conflicting Peds, #/hr	2	0	1	1	0	2	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	3	1	4	2	7	1	31	3	1	37	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	79	79	42	76	78	34	42	0	0	34	0	0
Stage 1	43	43	-	34	34	-	-	-	-	-	-	-
Stage 2	36	36	-	42	44	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	910	811	1029	914	812	1039	1567	-	-	1578	-	-
Stage 1	971	859	-	982	867	-	-	-	-	-	-	-
Stage 2	980	865	-	973	858	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	896	808	1025	907	809	1037	1563	-	-	1578	-	-
Mov Cap-2 Maneuver	896	808	-	907	809	-	-	-	-	-	-	-
Stage 1	968	856	-	981	866	-	-	-	-	-	-	-
Stage 2	968	865	-	967	855	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.18	8.83	0.22	0.19
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	54	-	-	867	954	47	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.014	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.2	8.8	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

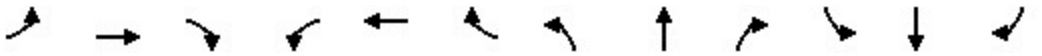
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	3	2	2	2	1	3	14	1	1	18	8
Future Vol, veh/h	3	3	2	2	2	1	3	14	1	1	18	8
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	6	2
Mvmt Flow	3	3	2	2	2	1	3	15	1	1	19	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	48	47	24	45	51	16	27	0	0	16	0	0
Stage 1	25	25	-	22	22	-	-	-	-	-	-	-
Stage 2	23	22	-	24	29	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	952	844	1052	957	840	1063	1586	-	-	1602	-	-
Stage 1	992	874	-	997	877	-	-	-	-	-	-	-
Stage 2	995	877	-	994	871	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	945	842	1051	948	838	1062	1586	-	-	1602	-	-
Mov Cap-2 Maneuver	945	842	-	948	838	-	-	-	-	-	-	-
Stage 1	992	874	-	995	876	-	-	-	-	-	-	-
Stage 2	989	875	-	987	870	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.92	8.94	1.21	0.27
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	296	-	-	926	919	63	-	-
HCM Lane V/C Ratio	0.002	-	-	0.009	0.006	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.9	8.9	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1311	41	21	1290	1	28	1	24	1	1	1
Future Volume (veh/h)	1	1311	41	21	1290	1	28	1	24	1	1	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.96		0.96	0.96		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	1	1380	43	22	1358	1	29	1	25	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	2535	79	287	2671	2	138	17	91	96	95	75
Arrive On Green	0.00	0.72	0.72	0.01	0.73	0.73	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	3517	109	1781	3644	3	674	124	664	410	693	551
Grp Volume(v), veh/h	1	696	727	22	662	697	55	0	0	3	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1850	1781	1777	1870	1462	0	0	1654	0	0
Q Serve(g_s), s	0.0	21.6	21.7	0.4	19.0	19.0	2.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	21.6	21.7	0.4	19.0	19.0	3.8	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.00	0.53		0.45	0.33		0.33
Lane Grp Cap(c), veh/h	292	1281	1333	287	1303	1371	246	0	0	266	0	0
V/C Ratio(X)	0.00	0.54	0.54	0.08	0.51	0.51	0.22	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	431	1281	1333	405	1303	1371	372	0	0	408	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.9	7.7	7.7	6.4	6.8	6.8	46.3	0.0	0.0	44.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	1.6	0.1	1.4	1.3	1.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	12.5	13.0	0.3	11.2	11.6	2.8	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.9	9.3	9.3	6.5	8.2	8.2	47.2	0.0	0.0	44.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		1424			1381			55			3	
Approach Delay, s/veh		9.3			8.2			47.2			44.8	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	92.5		22.4	3.6	94.0		22.4				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	68.0		27.0	9.5	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.4	23.7		5.8	2.0	21.0		2.2				
Green Ext Time (p_c), s	0.0	36.8		0.4	0.0	37.2		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.5
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1316	15	13	1274	11	9	1	17	13	1	29
Future Vol, veh/h	4	1316	15	13	1274	11	9	1	17	13	1	29
Conflicting Peds, #/hr	5	0	3	3	0	5	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1385	16	14	1341	12	9	1	18	14	1	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1358	0	0	1404	0	0	2104	2790	706	2083	2792	682
Stage 1	-	-	-	-	-	-	1405	1405	-	1379	1379	-
Stage 2	-	-	-	-	-	-	699	1385	-	704	1412	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	502	-	-	482	-	-	29	18	379	31	18	392
Stage 1	-	-	-	-	-	-	147	204	-	152	210	-
Stage 2	-	-	-	-	-	-	396	209	-	394	203	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	499	-	-	481	-	-	25	17	377	27	17	389
Mov Cap-2 Maneuver	-	-	-	-	-	-	102	98	-	103	95	-
Stage 1	-	-	-	-	-	-	144	201	-	144	199	-
Stage 2	-	-	-	-	-	-	346	198	-	367	199	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.13	25.8	27.61
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	102	325	11	-	-	481	-	-	204
HCM Lane V/C Ratio	0.093	0.058	0.008	-	-	0.028	-	-	0.222
HCM Ctrl Dly (s/v)	43.9	16.8	12.3	0.2	-	12.7	-	-	27.6
HCM Lane LOS	E	C	B	A	-	B	-	-	D
HCM 95th %tile Q(veh)	0.3	0.2	0	-	-	0.1	-	-	0.8

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	1	1	1	13	1	33	2	10	49	3
Future Vol, veh/h	6	1	1	1	1	13	1	33	2	10	49	3
Conflicting Peds, #/hr	0	0	3	3	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	1	1	1	1	14	1	35	2	11	52	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	114	115	58	114	116	36	57	0	0	37	0	0
Stage 1	76	76	-	38	38	-	-	-	-	-	-	-
Stage 2	37	39	-	76	78	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	864	775	1008	863	775	1037	1548	-	-	1574	-	-
Stage 1	933	832	-	977	863	-	-	-	-	-	-	-
Stage 2	978	863	-	933	830	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	843	768	1003	852	767	1037	1545	-	-	1574	-	-
Mov Cap-2 Maneuver	843	768	-	852	767	-	-	-	-	-	-	-
Stage 1	925	824	-	977	863	-	-	-	-	-	-	-
Stage 2	963	862	-	922	823	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.28	8.66	0.2	1.18
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	49	-	-	850	999	287	-	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.016	0.007	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.3	8.7	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	5	2	5	1	6	20	1	1	21	7
Future Vol, veh/h	5	1	5	2	5	1	6	20	1	1	21	7
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	3	3	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	5	2	5	1	6	21	1	1	22	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	65	67	27	62	70	25	30	0	0	25	0	0
Stage 1	29	29	-	37	37	-	-	-	-	-	-	-
Stage 2	36	38	-	25	33	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	928	824	1049	933	821	1052	1582	-	-	1589	-	-
Stage 1	988	871	-	978	864	-	-	-	-	-	-	-
Stage 2	979	864	-	993	868	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	916	817	1048	920	814	1049	1581	-	-	1585	-	-
Mov Cap-2 Maneuver	916	817	-	920	814	-	-	-	-	-	-	-
Stage 1	986	870	-	971	858	-	-	-	-	-	-	-
Stage 2	968	858	-	986	866	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.79	9.21	1.62	0.25
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	396	-	-	960	863	59	-	-
HCM Lane V/C Ratio	0.004	-	-	0.012	0.01	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.8	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

CMAP LETTER WITH PROJECTED YEAR 2050 TRAFFIC VOLUMES

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

October 3, 2025

Nina Zlataric
Project Coordinator
Kimley-Horn
111 W Jackson Blvd
Suite 1320
Chicago IL, 60604

Subject: Dempster Street and Austin Ave
IDOT

Dear Ms. Zlataric:

In response to a request made on your behalf and dated October 2, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Dempster Street (east of Waukegan)	34,900	**40,900**
Austin Ave (north of Dempster Street)	2,900	**3,400**
Austin Ave (south of Dempster Street)	6,050	**7,100**
Ferris Ave (south of Dempster Street)	3,200	**3,750**

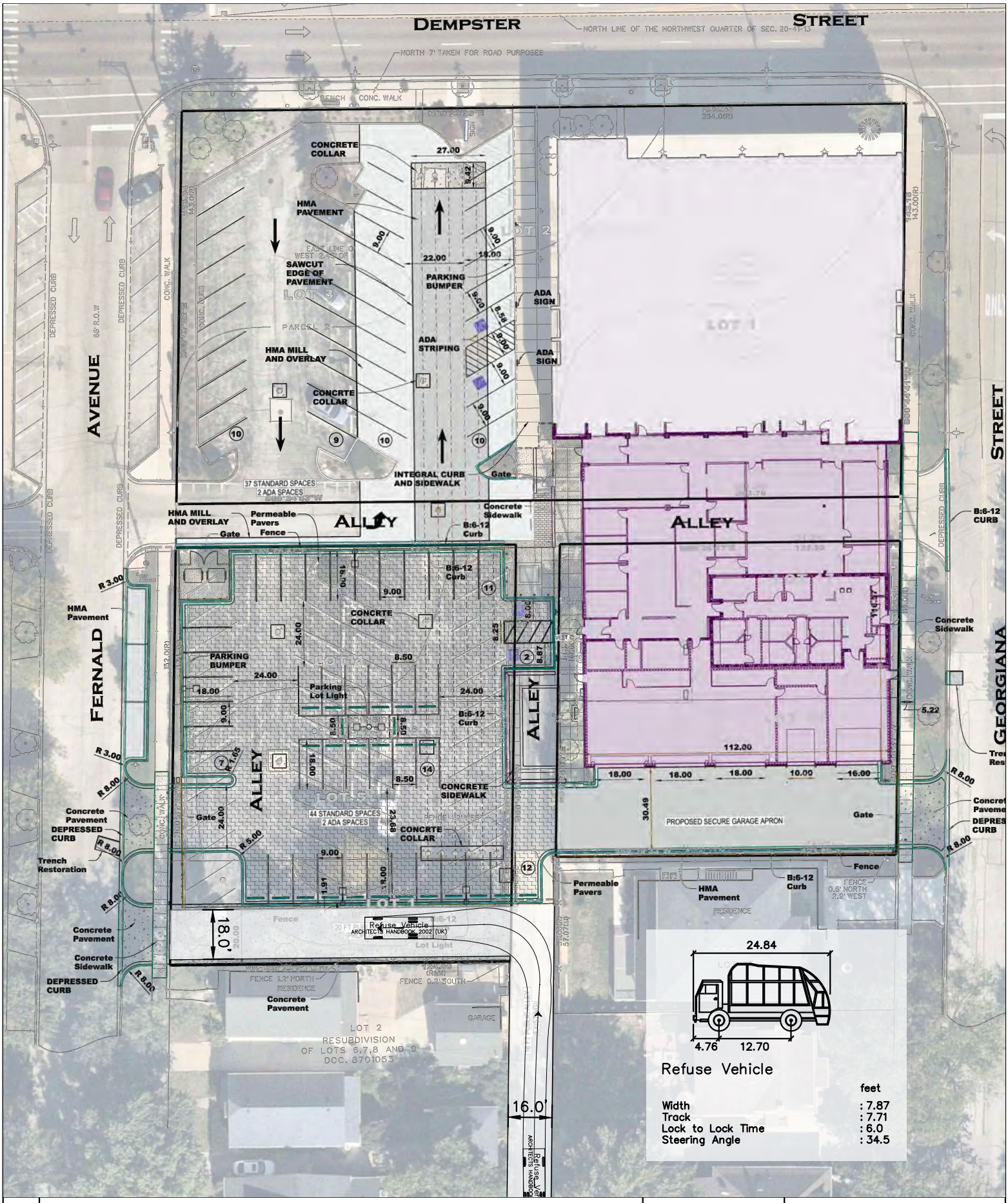
Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2025 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

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

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

cc: Rios (IDOT)
S:\AdminGroups\ResearchAnalysis\2025_trafficForecasts\MortonGrove\ck-106-25\ck-106-25.docx

GARBAGE TRUCK NEW PUBLIC ALLEY AUTOTURNS

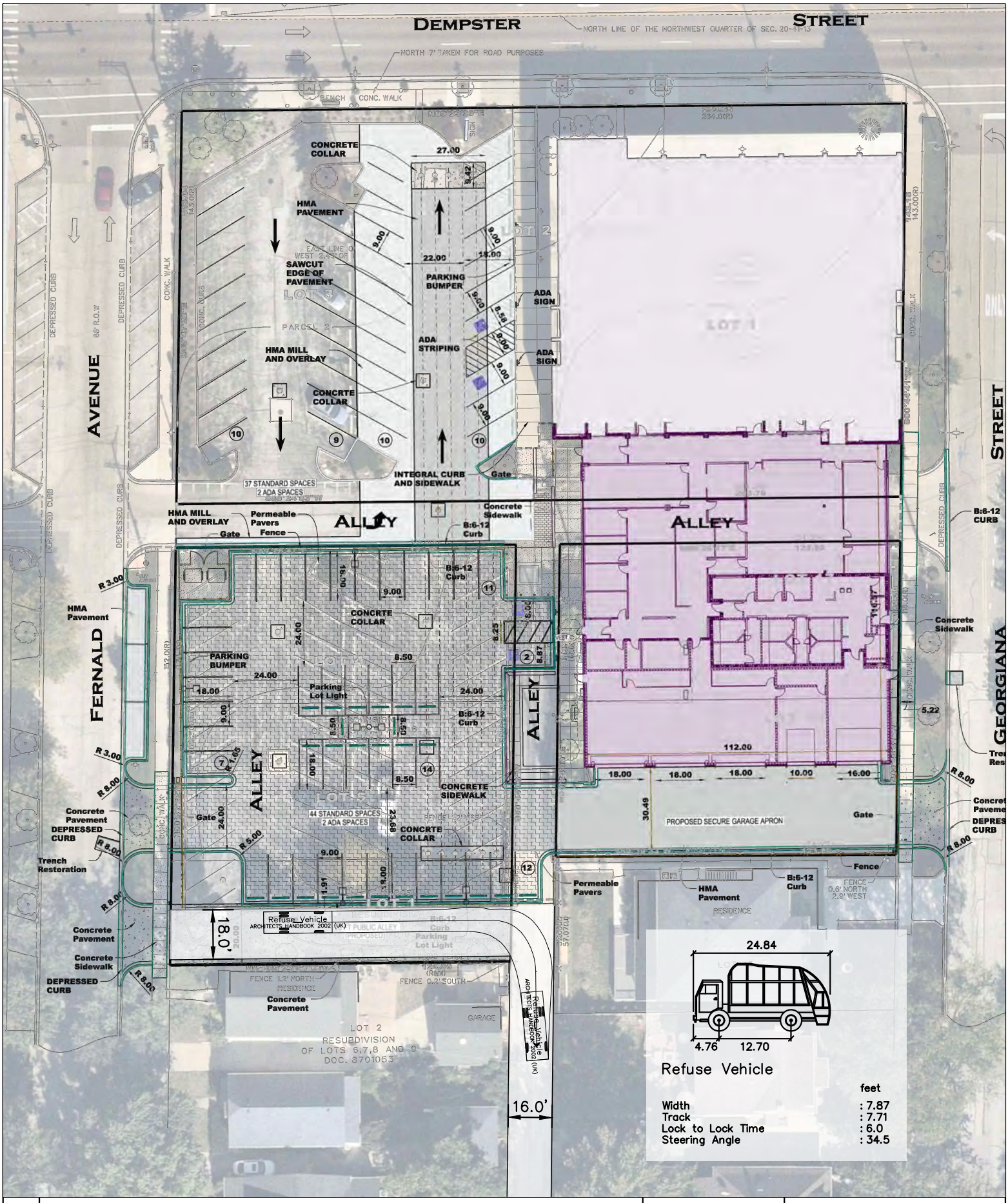


SHEET NUMBER

FERNALD AVENUE & NEW PUBLIC ALLEY, MORTON GROVE, IL

Kimley»Horn

© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
111 W JACKSON BLVD, SUITE 1320, CHICAGO, IL 60555
PHONE: 312-726-9445.KIMLEY-HORN.COM



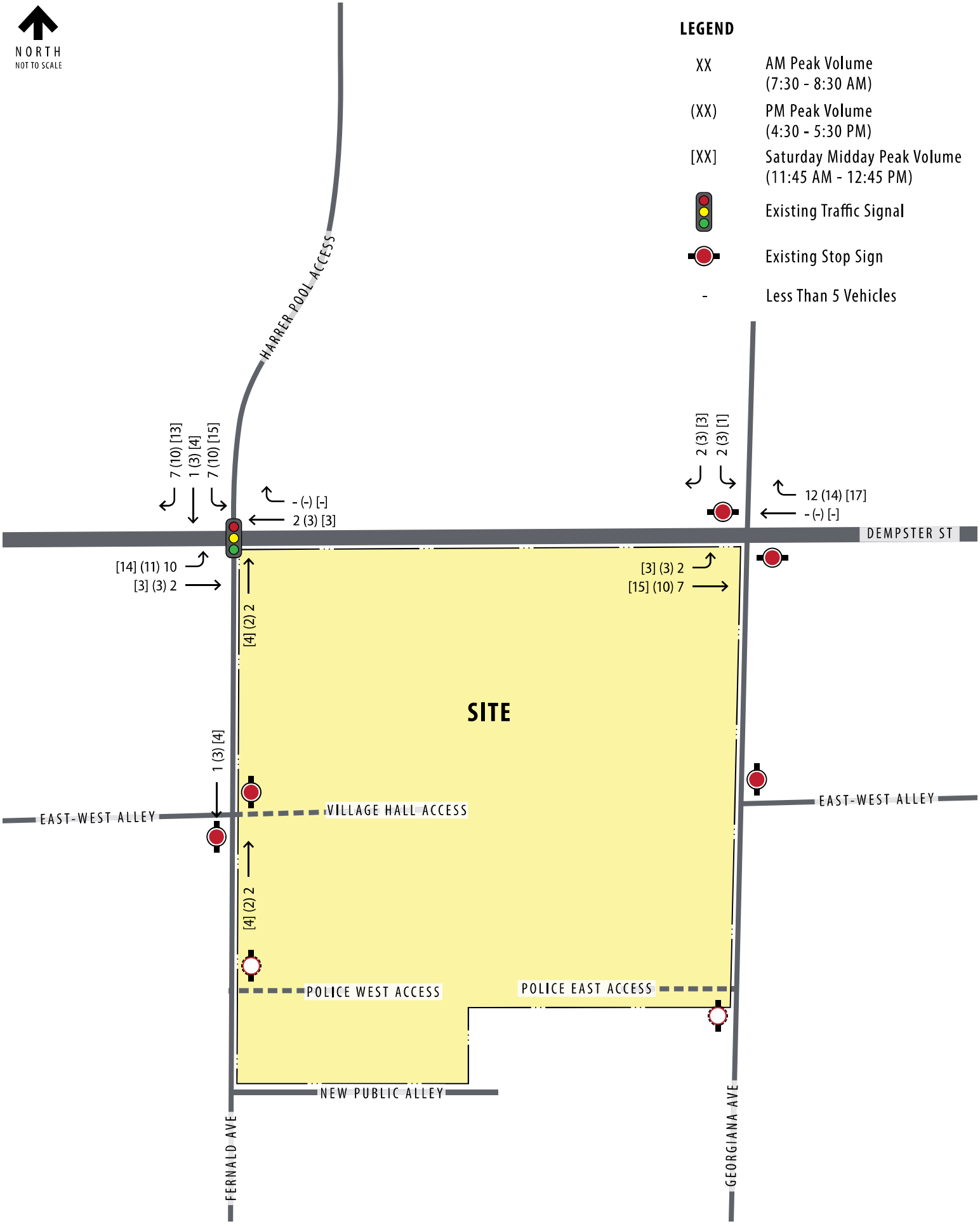
SHEET NUMBER

FERNALD AVENUE & NEW PUBLIC ALLEY, MORTON GROVE, IL

Kimley»Horn

© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
111 W JACKSON BLVD, SUITE 1320, CHICAGO, IL 60555
PHONE: 312-726-9445.KIMLEY-HORN.COM

FIFTH THIRD BANK SITE TRIP ASSIGNMENT

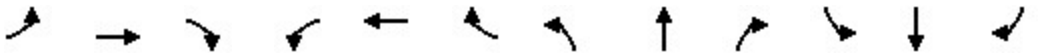


Kimley»Horn

EXHIBIT A1

SITE TRIP ASSIGNMENT - FIFTH THIRD BANK

FUTURE (2033) WITHOUT VILLAGE HALL CAPACITY REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1363	10	29	1148	16	61	6	17	20	4	22
Future Volume (veh/h)	27	1363	10	29	1148	16	61	6	17	20	4	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.97		0.97	0.97		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1841	1841	1870	1870	1870	1707	1870	1945	1870
Adj Flow Rate, veh/h	28	1435	11	31	1208	17	64	6	18	21	4	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	2	4	4	2	2	2	13	2	2	2
Cap, veh/h	354	2587	20	285	2571	36	180	21	38	119	34	101
Arrive On Green	0.02	0.73	0.73	0.02	0.73	0.73	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1781	3557	27	1753	3531	50	1009	164	302	594	265	791
Grp Volume(v), veh/h	28	705	741	31	598	627	88	0	0	48	0	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1836	1753	1749	1831	1476	0	0	1650	0	0
Q Serve(g_s), s	0.5	22.1	22.1	0.6	17.0	17.0	3.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	22.1	22.1	0.6	17.0	17.0	6.2	0.0	0.0	2.9	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.03	0.73		0.20	0.44		0.48
Lane Grp Cap(c), veh/h	354	1272	1335	285	1273	1334	240	0	0	253	0	0
V/C Ratio(X)	0.08	0.55	0.55	0.11	0.47	0.47	0.37	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	468	1272	1335	396	1273	1334	377	0	0	402	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.3	7.5	7.5	6.3	6.7	6.7	48.2	0.0	0.0	47.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.7	1.7	0.2	1.2	1.2	2.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	12.6	13.1	0.3	10.1	10.5	4.6	0.0	0.0	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.4	9.2	9.1	6.4	8.0	7.9	50.2	0.0	0.0	47.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		1474			1256			88			48	
Approach Delay, s/veh		9.1			7.9			50.2			47.7	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	93.3		21.3	5.3	93.4		21.3				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	68.0		27.0	9.5	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.6	24.1		8.2	2.5	19.0		4.9				
Green Ext Time (p_c), s	0.0	36.9		0.7	0.0	35.0		0.3				

Intersection Summary		
HCM 7th Control Delay, s/veh	10.5	
HCM 7th LOS	B	

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1386	11	20	1184	24	4	1	37	2	1	5
Future Vol, veh/h	3	1386	11	20	1184	24	4	1	37	2	1	5
Conflicting Peds, #/hr	3	0	2	2	0	3	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	4	2	2	3	9	2	2	12	2	2	33
Mvmt Flow	3	1459	12	21	1246	25	4	1	39	2	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1275	0	0	1473	0	0	2139	2790	738	2041	2783	639
Stage 1	-	-	-	-	-	-	1473	1473	-	1304	1304	-
Stage 2	-	-	-	-	-	-	666	1317	-	737	1479	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	7.14	7.54	6.54	7.56
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.42	3.52	4.02	3.63
Pot Cap-1 Maneuver	541	-	-	454	-	-	28	18	339	33	19	352
Stage 1	-	-	-	-	-	-	133	189	-	169	229	-
Stage 2	-	-	-	-	-	-	415	225	-	376	188	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	539	-	-	453	-	-	25	17	338	26	17	350
Mov Cap-2 Maneuver	-	-	-	-	-	-	97	97	-	105	92	-
Stage 1	-	-	-	-	-	-	131	187	-	157	211	-
Stage 2	-	-	-	-	-	-	378	208	-	327	186	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.14	0.22	20.44	25.83
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	97	317	8	-	-	453	-	-	181
HCM Lane V/C Ratio	0.043	0.126	0.006	-	-	0.046	-	-	0.046
HCM Ctrl Dly (s/v)	43.7	18	11.7	0.1	-	13.3	-	-	25.8
HCM Lane LOS	E	C	B	A	-	B	-	-	D
HCM 95th %tile Q(veh)	0.1	0.4	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	1	1	1	7	1	71	5	3	39	1
Future Vol, veh/h	6	1	1	1	1	7	1	71	5	3	39	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	17	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	6	1	1	1	1	7	1	75	5	3	41	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	125	130	42	127	128	77	42	0	0	80	0	0
Stage 1	48	48	-	79	79	-	-	-	-	-	-	-
Stage 2	77	82	-	48	48	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	815	761	1029	846	763	983	1567	-	-	1518	-	-
Stage 1	929	855	-	929	829	-	-	-	-	-	-	-
Stage 2	896	827	-	966	855	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	805	758	1029	842	760	983	1567	-	-	1518	-	-
Mov Cap-2 Maneuver	805	758	-	842	760	-	-	-	-	-	-	-
Stage 1	927	853	-	928	828	-	-	-	-	-	-	-
Stage 2	887	826	-	961	853	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.43	8.89	0.09	0.51
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	23	-	-	821	935	125	-	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.01	0.002	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.4	8.9	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

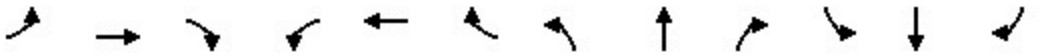
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	1	3	1	3	1	2	37	1	1	30	1
Future Vol, veh/h	4	1	3	1	3	1	2	37	1	1	30	1
Conflicting Peds, #/hr	3	0	0	0	0	3	6	0	2	2	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	13	2	2	2	2
Mvmt Flow	4	1	3	1	3	1	2	39	1	1	32	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	88	86	38	80	86	44	39	0	0	42	0	0
Stage 1	40	40	-	46	46	-	-	-	-	-	-	-
Stage 2	48	46	-	34	41	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	897	804	1034	908	804	1025	1571	-	-	1567	-	-
Stage 1	975	861	-	968	857	-	-	-	-	-	-	-
Stage 2	966	856	-	982	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	883	796	1028	901	796	1021	1562	-	-	1564	-	-
Mov Cap-2 Maneuver	883	796	-	901	796	-	-	-	-	-	-	-
Stage 1	968	856	-	965	854	-	-	-	-	-	-	-
Stage 2	957	854	-	977	855	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.95	9.24	0.37	0.23
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	90	-	-	919	853	56	-	-
HCM Lane V/C Ratio	0.001	-	-	0.009	0.006	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1244	22	18	1476	21	25	11	9	29	7	39
Future Volume (veh/h)	50	1244	22	18	1476	21	25	11	9	29	7	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.96		0.96	0.96		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	53	1309	23	19	1554	22	26	12	9	31	7	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	2535	45	303	2511	36	162	73	44	116	38	121
Arrive On Green	0.02	0.71	0.71	0.01	0.70	0.70	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	3573	63	1781	3587	51	770	485	297	495	254	808
Grp Volume(v), veh/h	53	651	681	19	769	807	47	0	0	79	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1858	1781	1777	1861	1552	0	0	1558	0	0
Q Serve(g_s), s	1.0	20.1	20.2	0.4	27.5	27.6	0.0	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	1.0	20.1	20.2	0.4	27.5	27.6	2.8	0.0	0.0	5.1	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.03	0.55		0.19	0.39		0.52
Lane Grp Cap(c), veh/h	251	1261	1319	303	1244	1303	279	0	0	275	0	0
V/C Ratio(X)	0.21	0.52	0.52	0.06	0.62	0.62	0.17	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	354	1261	1319	424	1244	1303	389	0	0	389	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.6	8.0	8.0	6.6	9.5	9.5	44.6	0.0	0.0	45.5	0.0	0.0
Incr Delay (d2), s/veh	0.4	1.5	1.4	0.1	2.3	2.2	0.6	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	12.0	12.4	0.2	15.7	16.4	2.3	0.0	0.0	4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.0	9.5	9.4	6.7	11.8	11.8	45.2	0.0	0.0	46.7	0.0	0.0
LnGrp LOS	A	A	A	A	B	B	D			D		
Approach Vol, veh/h		1385			1595			47			79	
Approach Delay, s/veh		9.5			11.7			45.2			46.7	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	91.1		24.0	6.0	90.0		24.0				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	68.0		27.0	9.5	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.4	22.2		4.8	3.0	29.6		7.1				
Green Ext Time (p_c), s	0.0	35.9		0.3	0.0	34.6		0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			12.1									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	1271	4	24	1506	29	4	1	15	4	1	5
Future Vol, veh/h	7	1271	4	24	1506	29	4	1	15	4	1	5
Conflicting Peds, #/hr	11	0	7	7	0	11	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1338	4	25	1585	31	4	1	16	4	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1627	0	0	1349	0	0	2205	3039	679	2347	3026	819
Stage 1	-	-	-	-	-	-	1362	1362	-	1662	1662	-
Stage 2	-	-	-	-	-	-	844	1677	-	685	1364	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	396	-	-	506	-	-	25	13	394	19	13	319
Stage 1	-	-	-	-	-	-	156	214	-	101	153	-
Stage 2	-	-	-	-	-	-	324	150	-	404	214	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	390	-	-	503	-	-	21	11	391	16	11	314
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	76	-	70	76	-
Stage 1	-	-	-	-	-	-	150	207	-	91	137	-
Stage 2	-	-	-	-	-	-	288	134	-	374	206	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.5	0.19	22.48	39.07
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	98	311	20	-	-	503	-	-	116
HCM Lane V/C Ratio	0.043	0.054	0.019	-	-	0.05	-	-	0.091
HCM Ctrl Dly (s/v)	43.4	17.2	14.4	0.4	-	12.5	-	-	39.1
HCM Lane LOS	E	C	B	A	-	B	-	-	E
HCM 95th %tile Q(veh)	0.1	0.2	0.1	-	-	0.2	-	-	0.3

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	1	4	2	7	1	36	3	1	44	2
Future Vol, veh/h	2	3	1	4	2	7	1	36	3	1	44	2
Conflicting Peds, #/hr	2	0	1	1	0	2	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	3	1	4	2	7	1	38	3	1	46	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	96	96	51	93	95	41	51	0	0	41	0	0
Stage 1	52	52	-	42	42	-	-	-	-	-	-	-
Stage 2	43	43	-	51	54	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	887	794	1017	891	795	1029	1555	-	-	1568	-	-
Stage 1	960	851	-	973	860	-	-	-	-	-	-	-
Stage 2	971	859	-	962	850	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	873	791	1013	885	792	1027	1550	-	-	1568	-	-
Mov Cap-2 Maneuver	873	791	-	885	792	-	-	-	-	-	-	-
Stage 1	957	848	-	972	860	-	-	-	-	-	-	-
Stage 2	959	858	-	956	847	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.27	8.9	0.18	0.16
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	44	-	-	849	938	38	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.015	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.3	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

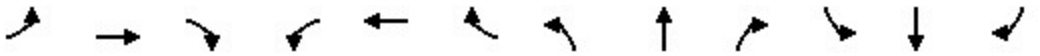
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	3	2	2	2	1	3	15	1	1	19	8
Future Vol, veh/h	3	3	2	2	2	1	3	15	1	1	19	8
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	6	2
Mvmt Flow	3	3	2	2	2	1	3	16	1	1	20	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	50	49	25	47	53	17	28	0	0	17	0	0
Stage 1	26	26	-	23	23	-	-	-	-	-	-	-
Stage 2	24	23	-	25	31	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	949	842	1051	954	838	1061	1585	-	-	1600	-	-
Stage 1	991	873	-	996	876	-	-	-	-	-	-	-
Stage 2	994	876	-	993	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	942	840	1050	945	836	1060	1585	-	-	1600	-	-
Mov Cap-2 Maneuver	942	840	-	945	836	-	-	-	-	-	-	-
Stage 1	991	873	-	994	875	-	-	-	-	-	-	-
Stage 2	987	874	-	986	869	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.93	8.95	1.15	0.26
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	281	-	-	924	917	61	-	-
HCM Lane V/C Ratio	0.002	-	-	0.009	0.006	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.9	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1378	43	22	1356	28	29	9	26	38	8	36
Future Volume (veh/h)	41	1378	43	22	1356	28	29	9	26	38	8	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.97		0.96	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	43	1451	45	23	1427	29	31	9	27	40	8	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	2516	78	265	2526	51	131	45	89	133	37	99
Arrive On Green	0.02	0.72	0.72	0.01	0.71	0.71	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	3518	109	1781	3559	72	610	316	625	624	257	698
Grp Volume(v), veh/h	43	732	764	23	712	744	67	0	0	86	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1850	1781	1777	1855	1550	0	0	1579	0	0
Q Serve(g_s), s	0.8	23.9	24.0	0.4	23.3	23.4	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	0.8	23.9	24.0	0.4	23.3	23.4	4.1	0.0	0.0	5.4	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.04	0.46		0.40	0.47		0.44
Lane Grp Cap(c), veh/h	282	1271	1323	265	1261	1316	264	0	0	268	0	0
V/C Ratio(X)	0.15	0.58	0.58	0.09	0.56	0.57	0.25	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	389	1271	1323	382	1261	1316	385	0	0	393	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.1	8.3	8.3	7.1	8.4	8.4	45.9	0.0	0.0	46.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	1.9	1.8	0.1	1.8	1.8	1.1	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	13.8	14.3	0.3	13.5	14.0	3.4	0.0	0.0	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.3	10.2	10.1	7.2	10.3	10.2	47.0	0.0	0.0	47.9	0.0	0.0
LnGrp LOS	A	B	B	A	B	B	D			D		
Approach Vol, veh/h		1539			1479			67			86	
Approach Delay, s/veh		10.1			10.2			47.0			47.9	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	91.8		23.0	5.8	91.2		23.0				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	68.0		27.0	9.5	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.4	26.0		6.1	2.8	25.4		7.4				
Green Ext Time (p_c), s	0.0	36.4		0.5	0.0	36.2		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.9									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	1419	16	14	1364	29	9	1	18	15	1	33
Future Vol, veh/h	7	1419	16	14	1364	29	9	1	18	15	1	33
Conflicting Peds, #/hr	5	0	3	3	0	5	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1494	17	15	1436	31	9	1	19	16	1	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1471	0	0	1514	0	0	2269	3021	760	2250	3014	739
Stage 1	-	-	-	-	-	-	1520	1520	-	1486	1486	-
Stage 2	-	-	-	-	-	-	749	1501	-	764	1528	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	454	-	-	438	-	-	22	13	348	23	13	360
Stage 1	-	-	-	-	-	-	124	179	-	130	187	-
Stage 2	-	-	-	-	-	-	370	183	-	362	178	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	451	-	-	436	-	-	18	12	347	19	12	357
Mov Cap-2 Maneuver	-	-	-	-	-	-	85	82	-	87	81	-
Stage 1	-	-	-	-	-	-	120	174	-	122	175	-
Stage 2	-	-	-	-	-	-	313	172	-	330	172	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.42	0.13	29.07	33.44
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	85	297	17	-	-	436	-	-	177
HCM Lane V/C Ratio	0.111	0.067	0.016	-	-	0.034	-	-	0.291
HCM Ctrl Dly (s/v)	52.4	18	13.1	0.4	-	13.5	-	-	33.4
HCM Lane LOS	F	C	B	A	-	B	-	-	D
HCM 95th %tile Q(veh)	0.4	0.2	0	-	-	0.1	-	-	1.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	1	1	1	14	1	44	2	10	60	3
Future Vol, veh/h	6	1	1	1	1	14	1	44	2	10	60	3
Conflicting Peds, #/hr	0	0	3	3	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	1	1	1	1	15	1	46	2	11	63	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	137	138	70	137	139	47	68	0	0	48	0	0
Stage 1	88	88	-	49	49	-	-	-	-	-	-	-
Stage 2	49	51	-	88	89	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	834	753	993	834	752	1022	1533	-	-	1559	-	-
Stage 1	920	822	-	964	854	-	-	-	-	-	-	-
Stage 2	964	853	-	920	821	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	813	745	988	823	745	1022	1530	-	-	1559	-	-
Mov Cap-2 Maneuver	813	745	-	823	745	-	-	-	-	-	-	-
Stage 1	912	815	-	963	853	-	-	-	-	-	-	-
Stage 2	949	852	-	909	814	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.42	8.72	0.16	1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	38	-	-	822	984	244	-	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.017	0.007	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.4	8.7	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.8

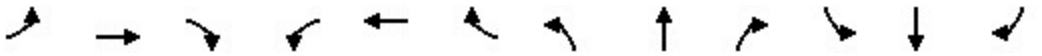
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	5	2	5	1	6	21	1	1	23	7
Future Vol, veh/h	5	1	5	2	5	1	6	21	1	1	23	7
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	3	3	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	5	2	5	1	6	22	1	1	24	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	68	70	29	65	73	26	33	0	0	26	0	0
Stage 1	31	31	-	38	38	-	-	-	-	-	-	-
Stage 2	37	39	-	27	35	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	924	821	1046	929	817	1050	1579	-	-	1588	-	-
Stage 1	986	869	-	977	863	-	-	-	-	-	-	-
Stage 2	978	863	-	991	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	912	814	1045	916	811	1047	1578	-	-	1583	-	-
Mov Cap-2 Maneuver	912	814	-	916	811	-	-	-	-	-	-	-
Stage 1	984	868	-	970	857	-	-	-	-	-	-	-
Stage 2	967	857	-	984	865	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.81	9.23	1.56	0.23
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	382	-	-	957	859	55	-	-
HCM Lane V/C Ratio	0.004	-	-	0.012	0.01	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.8	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

FUTURE (2033) WITH VILLAGE HALL CAPACITY REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1365	20	39	1149	16	66	6	22	20	4	22
Future Volume (veh/h)	27	1365	20	39	1149	16	66	6	22	20	4	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.97		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1841	1841	1870	1870	1870	1707	1870	1945	1870
Adj Flow Rate, veh/h	28	1437	21	41	1209	17	69	6	23	21	4	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	2	4	4	2	2	2	13	2	2	2
Cap, veh/h	351	2541	37	282	2555	36	180	21	46	122	35	105
Arrive On Green	0.02	0.72	0.72	0.02	0.72	0.72	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1781	3528	52	1753	3531	50	973	157	347	599	261	791
Grp Volume(v), veh/h	28	712	746	41	599	627	98	0	0	48	0	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1831	1753	1749	1832	1477	0	0	1652	0	0
Q Serve(g_s), s	0.5	23.1	23.1	0.8	17.3	17.3	4.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	23.1	23.1	0.8	17.3	17.3	7.0	0.0	0.0	2.9	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.03	0.70		0.23	0.44		0.48
Lane Grp Cap(c), veh/h	351	1259	1319	282	1265	1325	246	0	0	261	0	0
V/C Ratio(X)	0.08	0.57	0.57	0.15	0.47	0.47	0.40	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	465	1259	1319	388	1265	1325	377	0	0	403	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.5	7.9	7.9	6.7	7.0	7.0	48.0	0.0	0.0	46.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.8	1.8	0.2	1.3	1.2	2.2	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	13.1	13.6	0.5	10.3	10.6	5.2	0.0	0.0	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.6	9.8	9.7	6.9	8.2	8.2	50.3	0.0	0.0	47.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		1486			1267			98			48	
Approach Delay, s/veh		9.7			8.2			50.3			47.2	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	92.4		21.8	5.3	92.8		21.8				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	68.0		27.0	9.5	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.8	25.1		9.0	2.5	19.3		4.9				
Green Ext Time (p_c), s	0.0	36.5		0.8	0.0	34.8		0.3				

Intersection Summary		
HCM 7th Control Delay, s/veh	11.0	
HCM 7th LOS	B	

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1391	13	22	1194	24	5	1	38	2	1	5
Future Vol, veh/h	3	1391	13	22	1194	24	5	1	38	2	1	5
Conflicting Peds, #/hr	3	0	2	2	0	3	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	4	2	2	3	9	2	2	12	2	2	33
Mvmt Flow	3	1464	14	23	1257	25	5	1	40	2	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1285	0	0	1480	0	0	2155	2811	742	2059	2805	644
Stage 1	-	-	-	-	-	-	1479	1479	-	1319	1319	-
Stage 2	-	-	-	-	-	-	675	1331	-	740	1486	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	7.14	7.54	6.54	7.56
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.42	3.52	4.02	3.63
Pot Cap-1 Maneuver	536	-	-	451	-	-	27	18	337	32	18	349
Stage 1	-	-	-	-	-	-	132	188	-	166	225	-
Stage 2	-	-	-	-	-	-	410	222	-	375	186	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	534	-	-	450	-	-	24	16	336	25	16	347
Mov Cap-2 Maneuver	-	-	-	-	-	-	96	95	-	102	90	-
Stage 1	-	-	-	-	-	-	130	186	-	152	206	-
Stage 2	-	-	-	-	-	-	369	203	-	325	184	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.14	0.24	21.15	26.3
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	96	315	8	-	-	450	-	-	177
HCM Lane V/C Ratio	0.055	0.13	0.006	-	-	0.051	-	-	0.047
HCM Ctrl Dly (s/v)	44.8	18.1	11.8	0.1	-	13.4	-	-	26.3
HCM Lane LOS	E	C	B	A	-	B	-	-	D
HCM 95th %tile Q(veh)	0.2	0.4	0	-	-	0.2	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	1	2	1	6	1	75	4	10	49	1
Future Vol, veh/h	6	1	1	2	1	6	1	75	4	10	49	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	17	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	6	1	1	2	1	6	1	79	4	11	52	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	155	158	52	156	157	81	53	0	0	83	0	0
Stage 1	73	73	-	83	83	-	-	-	-	-	-	-
Stage 2	82	85	-	73	74	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	779	734	1016	810	735	979	1553	-	-	1514	-	-
Stage 1	900	834	-	925	826	-	-	-	-	-	-	-
Stage 2	891	824	-	936	834	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	767	728	1016	802	729	979	1553	-	-	1514	-	-
Mov Cap-2 Maneuver	767	728	-	802	729	-	-	-	-	-	-	-
Stage 1	894	828	-	924	825	-	-	-	-	-	-	-
Stage 2	883	824	-	927	828	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.63	9.04	0.09	1.23
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	22	-	-	786	900	299	-	-
HCM Lane V/C Ratio	0.001	-	-	0.011	0.011	0.007	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.6	9	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	39	1	1	34
Future Vol, veh/h	1	1	39	1	1	34
Conflicting Peds, #/hr	0	3	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	13	2	2	2
Mvmt Flow	1	1	41	1	1	36

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	81	47	0	0	44	0
Stage 1	44	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	921	1023	-	-	1564	-
Stage 1	979	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	918	1018	-	-	1561	-
Mov Cap-2 Maneuver	918	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	984	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.74	0	0.21
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	965	51	-
HCM Lane V/C Ratio	-	-	0.002	0.001	-
HCM Ctrl Dly (s/v)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	4	80	5	10	41
Future Vol, veh/h	3	4	80	5	10	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	84	5	11	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	151	87	0	0	89	0
Stage 1	87	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	841	972	-	-	1506	-
Stage 1	937	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	835	972	-	-	1506	-
Mov Cap-2 Maneuver	835	-	-	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	952	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9	0	1.45
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	908	353	-
HCM Lane V/C Ratio	-	-	0.008	0.007	-
HCM Ctrl Dly (s/v)	-	-	9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	4	39	33	4
Future Vol, veh/h	2	2	4	39	33	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	4	41	35	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	86	37	39	0	-	0
Stage 1	37	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	915	1035	1571	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	973	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	912	1035	1571	-	-	-
Mov Cap-2 Maneuver	912	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	973	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.73	0.68	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	167	-	970	-	-
HCM Lane V/C Ratio	0.003	-	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

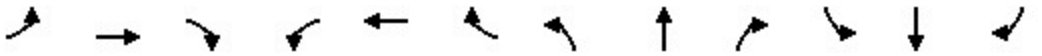
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	85	1	1	44
Future Vol, veh/h	1	1	85	1	1	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	89	1	1	46

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	138	90	0	0	91	0
Stage 1	90	-	-	-	-	-
Stage 2	48	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	855	968	-	-	1505	-
Stage 1	934	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	854	968	-	-	1505	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	973	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.98	0	0.16
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	907	40	-
HCM Lane V/C Ratio	-	-	0.002	0.001	-
HCM Ctrl Dly (s/v)	-	-	9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1245	28	24	1477	21	33	11	17	29	7	39
Future Volume (veh/h)	50	1245	28	24	1477	21	33	11	17	29	7	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.96		0.96	0.96		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	53	1311	29	25	1555	22	35	12	18	31	7	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	2512	56	304	2510	35	156	56	64	117	38	122
Arrive On Green	0.02	0.71	0.71	0.01	0.70	0.70	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	3554	79	1781	3587	51	736	373	425	500	255	815
Grp Volume(v), veh/h	53	655	685	25	770	807	65	0	0	79	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1855	1781	1777	1861	1535	0	0	1571	0	0
Q Serve(g_s), s	1.0	20.5	20.6	0.5	27.5	27.6	0.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	1.0	20.5	20.6	0.5	27.5	27.6	3.9	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.03	0.54		0.28	0.39		0.52
Lane Grp Cap(c), veh/h	250	1256	1312	304	1244	1302	276	0	0	277	0	0
V/C Ratio(X)	0.21	0.52	0.52	0.08	0.62	0.62	0.24	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	354	1256	1312	419	1244	1302	385	0	0	391	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.6	8.2	8.2	6.7	9.5	9.5	45.0	0.0	0.0	45.4	0.0	0.0
Incr Delay (d2), s/veh	0.4	1.6	1.5	0.1	2.3	2.2	0.9	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	12.2	12.7	0.3	15.8	16.4	3.2	0.0	0.0	4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.0	9.7	9.7	6.8	11.9	11.8	46.0	0.0	0.0	46.6	0.0	0.0
LnGrp LOS	A	A	A	A	B	B	D			D		
Approach Vol, veh/h		1393			1602			65			79	
Approach Delay, s/veh		9.7			11.7			46.0			46.6	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	90.8		24.0	6.0	90.0		24.0				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	68.0		27.0	9.5	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.5	22.6		5.9	3.0	29.6		6.9				
Green Ext Time (p_c), s	0.0	35.8		0.5	0.0	34.6		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.4
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	1279	5	25	1512	29	5	1	16	4	1	5
Future Vol, veh/h	7	1279	5	25	1512	29	5	1	16	4	1	5
Conflicting Peds, #/hr	11	0	7	7	0	11	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1346	5	26	1592	31	5	1	17	4	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1633	0	0	1359	0	0	2220	3056	684	2360	3044	822
Stage 1	-	-	-	-	-	-	1371	1371	-	1670	1670	-
Stage 2	-	-	-	-	-	-	849	1686	-	689	1373	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	393	-	-	502	-	-	24	12	391	19	12	317
Stage 1	-	-	-	-	-	-	154	212	-	100	151	-
Stage 2	-	-	-	-	-	-	322	149	-	402	212	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	388	-	-	499	-	-	20	11	388	15	11	313
Mov Cap-2 Maneuver	-	-	-	-	-	-	96	75	-	69	75	-
Stage 1	-	-	-	-	-	-	148	204	-	89	135	-
Stage 2	-	-	-	-	-	-	284	132	-	370	204	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.51	0.2	23.43	39.65
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	96	312	19	-	-	499	-	-	114
HCM Lane V/C Ratio	0.055	0.057	0.019	-	-	0.053	-	-	0.092
HCM Ctrl Dly (s/v)	44.5	17.2	14.5	0.4	-	12.6	-	-	39.7
HCM Lane LOS	E	C	B	A	-	B	-	-	E
HCM 95th %tile Q(veh)	0.2	0.2	0.1	-	-	0.2	-	-	0.3

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	1	5	1	10	1	42	2	6	50	2
Future Vol, veh/h	2	1	1	5	1	10	1	42	2	6	50	2
Conflicting Peds, #/hr	2	0	1	1	0	2	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1	1	5	1	11	1	44	2	6	53	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	118	118	58	114	118	47	58	0	0	46	0	0
Stage 1	69	69	-	47	47	-	-	-	-	-	-	-
Stage 2	49	48	-	67	70	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	858	773	1008	863	773	1022	1546	-	-	1561	-	-
Stage 1	941	837	-	966	855	-	-	-	-	-	-	-
Stage 2	964	855	-	944	836	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	840	767	1005	856	767	1020	1542	-	-	1561	-	-
Mov Cap-2 Maneuver	840	767	-	856	767	-	-	-	-	-	-	-
Stage 1	934	831	-	965	855	-	-	-	-	-	-	-
Stage 2	951	854	-	937	830	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.23	8.88	0.16	0.76
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	40	-	-	854	944	185	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.018	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.2	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	17	1	1	21
Future Vol, veh/h	2	1	17	1	1	21
Conflicting Peds, #/hr	1	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	6
Mvmt Flow	2	1	18	1	1	22

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	44	19	0	0	19	0
Stage 1	18	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	967	1059	-	-	1598	-
Stage 1	1004	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	965	1058	-	-	1598	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	996	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.63	0	0.33
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	994	82	-
HCM Lane V/C Ratio	-	-	0.003	0.001	-
HCM Ctrl Dly (s/v)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	6	42	3	6	54
Future Vol, veh/h	3	6	42	3	6	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	6	44	3	6	57

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	115	46	0	0	47	0
Stage 1	46	-	-	-	-	-
Stage 2	69	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	881	1024	-	-	1560	-
Stage 1	977	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	877	1024	-	-	1560	-
Mov Cap-2 Maneuver	877	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	949	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.75	0	0.73
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	970	180	-
HCM Lane V/C Ratio	-	-	0.01	0.004	-
HCM Ctrl Dly (s/v)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	3	18	23	2
Future Vol, veh/h	2	2	3	18	23	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	3	19	24	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	51	25	26	0	-	0
Stage 1	25	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	958	1051	1588	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	956	1051	1588	-	-	-
Mov Cap-2 Maneuver	956	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	997	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.61	1.04	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	257	-	1001	-	-
HCM Lane V/C Ratio	0.002	-	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

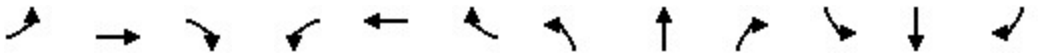
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	45	1	1	57
Future Vol, veh/h	1	1	45	1	1	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	47	1	1	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	110	48	0	0	48	0
Stage 1	48	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	887	1021	-	-	1559	-
Stage 1	975	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	886	1021	-	-	1559	-
Mov Cap-2 Maneuver	886	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	960	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.8	0	0.13
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	949	31	-
HCM Lane V/C Ratio	-	-	0.002	0.001	-
HCM Ctrl Dly (s/v)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1379	46	25	1358	28	33	9	29	38	8	36
Future Volume (veh/h)	41	1379	46	25	1358	28	33	9	29	38	8	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.97		0.96	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	43	1452	48	26	1429	29	35	9	31	40	8	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	2507	83	265	2527	51	131	41	91	133	37	100
Arrive On Green	0.02	0.71	0.71	0.01	0.71	0.71	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	3509	116	1781	3560	72	614	292	638	628	258	702
Grp Volume(v), veh/h	43	734	766	26	713	745	75	0	0	86	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1848	1781	1777	1855	1544	0	0	1588	0	0
Q Serve(g_s), s	0.8	24.1	24.3	0.5	23.3	23.4	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	0.8	24.1	24.3	0.5	23.3	23.4	4.6	0.0	0.0	5.2	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.04	0.47		0.41	0.47		0.44
Lane Grp Cap(c), veh/h	282	1270	1321	265	1261	1317	263	0	0	269	0	0
V/C Ratio(X)	0.15	0.58	0.58	0.10	0.56	0.57	0.29	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	389	1270	1321	380	1261	1317	383	0	0	394	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.1	8.3	8.4	7.2	8.4	8.4	46.2	0.0	0.0	46.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	1.9	1.9	0.2	1.8	1.8	1.3	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	13.9	14.4	0.3	13.6	14.1	3.8	0.0	0.0	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.3	10.3	10.2	7.3	10.3	10.2	47.4	0.0	0.0	47.9	0.0	0.0
LnGrp LOS	A	B	B	A	B	B	D			D		
Approach Vol, veh/h		1543			1484			75			86	
Approach Delay, s/veh		10.2			10.2			47.4			47.9	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	91.7		23.0	5.8	91.2		23.0				
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	68.0		27.0	9.5	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.5	26.3		6.6	2.8	25.4		7.2				
Green Ext Time (p_c), s	0.0	36.3		0.6	0.0	36.2		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			12.1									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	1422	17	15	1367	29	11	1	20	15	1	33
Future Vol, veh/h	7	1422	17	15	1367	29	11	1	20	15	1	33
Conflicting Peds, #/hr	5	0	3	3	0	5	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1497	18	16	1439	31	12	1	21	16	1	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1474	0	0	1518	0	0	2276	3030	762	2256	3023	741
Stage 1	-	-	-	-	-	-	1524	1524	-	1491	1491	-
Stage 2	-	-	-	-	-	-	753	1506	-	766	1532	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	453	-	-	436	-	-	22	13	347	22	13	359
Stage 1	-	-	-	-	-	-	124	179	-	130	185	-
Stage 2	-	-	-	-	-	-	368	182	-	362	177	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	450	-	-	435	-	-	18	12	346	19	12	356
Mov Cap-2 Maneuver	-	-	-	-	-	-	85	82	-	86	80	-
Stage 1	-	-	-	-	-	-	120	173	-	121	173	-
Stage 2	-	-	-	-	-	-	310	170	-	327	171	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.43	0.14	30.41	33.82
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	85	300	17	-	-	435	-	-	176
HCM Lane V/C Ratio	0.137	0.074	0.016	-	-	0.036	-	-	0.294
HCM Ctrl Dly (s/v)	54.2	18	13.1	0.4	-	13.6	-	-	33.8
HCM Lane LOS	F	C	B	A	-	B	-	-	D
HCM 95th %tile Q(veh)	0.5	0.2	0	-	-	0.1	-	-	1.2

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	1	1	1	1	1	51	1	1	66	3
Future Vol, veh/h	6	1	1	1	1	1	1	51	1	1	66	3
Conflicting Peds, #/hr	0	0	3	3	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	1	1	1	1	1	1	54	1	1	69	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	131	132	76	131	133	54	75	0	0	55	0	0
Stage 1	75	75	-	56	56	-	-	-	-	-	-	-
Stage 2	56	57	-	75	77	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	841	759	985	841	758	1013	1525	-	-	1550	-	-
Stage 1	934	832	-	956	848	-	-	-	-	-	-	-
Stage 2	956	848	-	934	831	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	836	756	980	835	755	1013	1522	-	-	1550	-	-
Mov Cap-2 Maneuver	836	756	-	835	755	-	-	-	-	-	-	-
Stage 1	932	830	-	955	847	-	-	-	-	-	-	-
Stage 2	953	847	-	929	829	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.33	9.23	0.14	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	34	-	-	840	855	25	-	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.004	0.001	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.3	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	25	1	1	25
Future Vol, veh/h	2	1	25	1	1	25
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	26	1	1	26

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	58	30	0	0	30	0
Stage 1	30	-	-	-	-	-
Stage 2	28	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	949	1045	-	-	1582	-
Stage 1	993	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	945	1042	-	-	1578	-
Mov Cap-2 Maneuver	945	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	993	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.7	0	0.28
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	976	69	-
HCM Lane V/C Ratio	-	-	0.003	0.001	-
HCM Ctrl Dly (s/v)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	7	47	3	6	60
Future Vol, veh/h	3	7	47	3	6	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	7	49	3	6	63

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	127	51	0	0	53	0
Stage 1	51	-	-	-	-	-
Stage 2	76	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	868	1017	-	-	1553	-
Stage 1	971	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	864	1017	-	-	1553	-
Mov Cap-2 Maneuver	864	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.77	0	0.67
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	966	164	-
HCM Lane V/C Ratio	-	-	0.011	0.004	-
HCM Ctrl Dly (s/v)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	3	3	28	30	2
Future Vol, veh/h	4	3	3	28	30	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	3	3	29	32	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	68	33	34	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	936	1041	1578	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	934	1041	1578	-	-	-
Mov Cap-2 Maneuver	934	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	987	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.71	0.71	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	174	-	977	-	-
HCM Lane V/C Ratio	0.002	-	0.008	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	50	1	1	63
Future Vol, veh/h	1	1	50	1	1	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	53	1	1	66

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	122	53	0	0	54	0
Stage 1	53	-	-	-	-	-
Stage 2	68	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	874	1014	-	-	1552	-
Stage 1	969	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	873	1014	-	-	1552	-
Mov Cap-2 Maneuver	873	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	954	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.84	0	0.11
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	938	28	-
HCM Lane V/C Ratio	-	-	0.002	0.001	-
HCM Ctrl Dly (s/v)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-