Village of Lemont

VILLAGE BOARD COMMITTEE OF THE WHOLE MEETING
February 20, 2023 – 6:30 PM
Village Hall - Village Board Room
418 Main Street, Lemont, IL 60439
AGENDA

I. Call to Order

II. Roll Call

III. Discussion Items

III.A A Discussion of Case 2023-02 The Bridge Expansion Special Use

III.B Downtown Rail Crossing Improvement Program Discussion

III.C FY 2023 Financial Review Proposed FY 2024-2028 Capital Equipment Proposed FY 2024-2028 Capital Improvement Plan

IV. Unfinished Business

V. New Business
- *Commission Updates*

VI. Audience Participation

VII. Executive Session Discussion Under Chapter 5 ILCS 120

VIII. Adjourn

418 Main Street | Lemont, IL 60439

TO: Village Board Committee of the Whole Meeting
FROM: Jamie Tate, Community Development
THROUGH: Jason Berry, CEcD, AICP, Economic & Community Development Director
SUBJECT: A Discussion of Case 2023-02 The Bridge Expansion Special Use
DATE: February 20, 2023

SUMMARY/BACKGROUND

The applicant and property owner of 0.43-acre 44 Stephen Street, The Bridge Lemont LLC represented by Jerry Kulhanek, is requesting approval to expand the existing special use for a banquet hall and outdoor dining area in the D-D, Downtown District. The proposal will allow for the Bridge Wedding Venue & Banquet Hall to occupy the entire 11,159 square-foot building, an expansion of 4,136 square-feet. In the Unified Development Ordinance (UDO), a change in the intensity of an existing special use or a change to the conditions of approval of a special use shall be deemed the same as a new special use and shall require a public hearing at the PZC and an ordinance approved by the Village Board. The expansion of the use to use the entire building will increase the occupancy limit to 569 persons from 395 persons.

The Bridge obtained special use approval (O-69-20) to operate a banquet hall and event center with an outdoor area in 7,000 square-feet of the building on October 26, 2020 with the following conditions:

1. The special use is granted solely to The Bridge Lemont, LLC; and
2. The outdoor dining/ceremony area shall close no later than 10pm Sunday through Thursday and no later than 11pm on Friday and Saturday; and
3. The outdoor dining area shall not allow guests to enter at the gates without a staff attendant working at the gate; and
4. Provide decorative landscaping planters along Stephen Street at appropriate intervals and in front of outdoor dining area; and
5. Provide signage for parking and traffic circulation during an event, such as sandwich board signs or any other legal and appropriate signs alike; and
6. Additional traffic control should be used for larger events for arriving vehicles to encourage safe operations of the Stephen/Front Street intersection; and
7. Communicate public parking lots and directions to such lots through business website, social media, brochures and any other form of communication; and
8. Petitioner shall provide security at large events. Shall work with Lemont Police to verify the appropriate amount of security necessary/required depending on type, size and date of event; and
9. Provide drop-off, pick-up, and valet circulation plan specifically detailing the south area of the building along Front Street where on-street parking and a loading area exists. Petitioner shall work with Village to accommodate a valet and drop-off zone during larger events.
10. If an event is scheduled with 200+ people are expected, a shuttle service must be made available. The shuttle shall route should avoid Front Street and travel in a clockwise direction along Stephen Street, Canal Street and River Street.

At the time of the original special use for the Bridge, the dog training and daycare facility Wags to Riches, operated in the 4,136 square-foot rear unit of the multi-tenant mixed-use commercial building. Thier lease has since expired, and the Bridge's new request is to occupy the entire building renovating the additional interior space and modifying the former tenant's space along Front Street. The additional space will primarily function to host indoor wedding ceremonies centered around a fireplace, open ceilings and moveable chairs. Modifications to the exterior along Front Street include removing the existing overhead door and replacing with new double doors, glass block windows above and matching CMU. New steel canopies are proposed over all the entranceways along Front Street creating a more cohesive look. The existing exposed basement staircase on this side of the building is to be enclosed with a CMU wall and standing seam metal shed roof. The exterior modifications will go in front of the Historic Preservation Commission requiring a Certificate of Appropriateness.

The predominant concerns for the Bridge to operate a banquet hall at 44 Stephen Street during the first special use process were parking, circulation, traffic and noise. The conditions imposed in the original special use were meant to address the expected inconveniences that come with hosting large events. Having already hosted over 100 events since opening, the Bridge's owners and operators have found a good understanding of circulation and parking in the area during their events. They state that their guests prefer to use the public parking garage for its proximity and simplicity. They have offered shuttle service from the Metra parking lot for larger events in the past, but it had insignificant impact on traffic as guests chose to walk due to long wait times for the shuttle to fill up. Valet and shuttle service has not alleviated any parking situations, as the Bridge's owners and operators do not think parking is a problem for their events.

As thoroughly discussed during the initial special use process, there are no minimum parking requirements for the Bridge's 0.43-acre property as parking is not required off-site or on-site for lots in the DD that are less than half an acre. The intent of the downtown parking regulations is to encourage a balance between compact pedestrian-orientated development and the necessary car storage and recognizes that a portion of off-street parking can be accommodated in municipal parking lots and facilities. As found during the initial special use process, there are over 132 parking stalls within walking distance of the subject property, not including the 262 parking stalls located in the Front Street parking garage. Reading through the many online reviews posted for the Bridge, there were no apparent complaints about parking and walking while attending events in the Downtown.

ANALYSIS

Comprehensive Plan

The proposal is compatible with the Lemont 2030 Comprehensive Plan as the future land use map designates the subject property as Mixed Use (MU) land use. The special use request is consistent with the applicable goals of the Comprehensive Plan.

General Analysis

The proposal is harmonious with the Unified Development Ordinance (UDO) and the purpose of the D-D, Downtown District:

- To promote a compatible mixture of commercial, cultural, institutional, governmental and residential uses in a compact and pedestrian-orientated manner.

While compatible with the DD's purpose, a banquet hall is a special use in the DD District. Expansion of the existing special use allows for the Village to evaluate and review the banquet hall at this location, update or modify the conditions of the special use and provide feedback and input to the applicant and business operators. Staff reached out to the Lemont Police Department (LPD) to request any complaints and or concerns from police officers. LPD did not report any complaints or issues regarding events at the Bridge and there are no crash reports near the area that were related to the Bridge. Staff read through the online reviews in search of complaints, but none were found related to anything having to do with the special use to operate a banquet hall at this location.

Planning & Zoning Commission (PZC)
A public hearing was held at the PZC meeting on February 1, 2023 to review and discuss the expansion of the existing special use. Prior to the public comment, the PZC was provided the letter from a Lofts resident with photos provided in Attachment 2.

The immediate discussion surrounded around occupancy and the appropriate number for this location. If the Bridge were to occupy the entire building, the calculation of the interior area allows for 569 persons to legally be inside the building. The current 7,000 square-foot space allows for up to 395 persons but the Bridge has operated at a maximum of 250 guests for events. Next was discussion surrounding the existing stairs that are in the public right-of-way and the proposed enclosing of the basement stairs in the public right-of-way. The Commission questioned if there was an agreement with the Village for the business to locate the metal stairs in the right-of-way. Staff responded they believed this was addressed during the first special use, but a new agreement should be proposed for the new work that is enclosing the basement stairs. The Commission expressed frustration with this issue from the first special use process and stated the applicant should be buying that piece of the public right-of-way. It was clarified that the only access to the basement is through the exterior stairway that currently exists in the right-of-way.

There was further discussion concerning the occupancy number. The applicant does not wish to place an occupancy cap limit on the banquet hall since this was not conditioned in the first special use. While this is true, the Bridge has been operating using the 250-person limit number and this figure appears to be working. Staff has concerns that increasing the 'occupancy number' up to 569 persons is an alarming number and wishes to have something in place to not disturb the existing business model and operations.

The business owner and operator, Kevin Kulhanek, spoke to the PZC stating the Bridge's biggest concern is the limit on the 250-person number. They are increasing the size and there was previously no limit on the building besides the 395-person occupancy determined by the size of the interior space. They have no problem reaching out to the Village or the police if they have an event greater than 250 people. Mr. Kulhanek stated the occupancy of the additional space will totally alleviate the staging on the sidewalks that has occurred for events. He stated that the caterers did have some problems fitting into their space with some of the larger events. The caterers will still be using the entrance on the south side along River Street but will not be using the public sidewalk for staging. He has not heard any issues with clean up and they do not allow anyone to walk outside with alcohol or food.

A Commissioner suggested being a good neighbor and survey the outside of the building and make sure there is no garbage left behind. Another Commissioner suggested creating documented procedures for the caterers explaining that the right-of-way cannot be blocked.

The applicant was open to this suggestion. A Commissioner asked the applicant if there was a plan on having two separate events going on at the same time. Mr. Kulhanek said it is not part of the plan, but it could be possible in the future. If there was a wedding happening in the space, noise would be an issue with 2 separate events. They are not changing the business model in terms of the maximum occupancy to allow for weddings. The main use of the new space is so they do not have to flip the room anymore. The new space will allow for indoor ceremonies while having the main room set up for the reception. At this time, they have an indoor ceremony in the main space and then the party moves to the pre-reception room closest to Stephen Street while all available staff hurries to flip the room for the reception. The additional space and ceremony room will allow for a better situation and flow of events.

Three members of the audience spoke regarding the matter. In summary, the largest concerns were:

- Trash and garbage left around the building, trail and in the public parking garage.
- Convenient handicap assigned parking for residents of the Lofts.
- Caterers blocking the public right of way on the south side of the building.
- Caterers hanging out, eating, smoking, talking and harming the image of the Downtown.
- Open alcohol outside of the venue and along trail.
- Expanding the capacity beyond 250 persons.
- Lack of security
- Available space along the west side of the building for caterers to park and use the doors rather than right-of-way. Since the PZC meeting, a resident has provided an aerial photo (Attachment 7) demonstrating the available space for caterers to use rather than parking in the right-of-way.

Discussion surrounding the staircase and basement stairs in the right-of-way continued. The applicant is proposing a permanent foundation and wall in the public right-of-way. A Commissioner stated the opportunity is here. With the expansion, deliveries are intended to come in through the new double doors on the south side and no longer use the metal stairs along River Street. The new double doors are at street level and will be more opportune for caterers to shuttle trays, carts and food in and out. The Commissioner continued that there is a striped loading zone directly in front of the stairway that was installed in 2020. The striping could have been put there to help with this business. There is also striping in front of the curb cut for the garage door that leads to the [former] Wags to Riches business. At one point it was a driveway. If you eliminate the loading zone in front of the stairs (closest to Stephen Street) and keep the loading zone in front of the curb cut, it might alleviate some of these problems. The Commissioner then explained occupancy calculations and how the numbers are typically way extreme, and it would be uncomfortable to have that many people in there. He said the Village needs to be enforcing existing ordinances better if there are complaints of noise. He encouraged the residents to call the police to build a record.

The PZC then discussed which conditions from the first special use should remain and if any could be removed or modified. It was determined that #5, #6 and #8 should stay. It did not sound like the valet service is necessary. Another Commissioner liked the idea of removing the loading zone by the stairs. They determined this should not be a condition for the applicant but needs to be handled at the Village Board level.

Following the above discussion, the PZC recommended (7-0) approval of Case 2023-02 The Bridge Special Use Expansion with the following conditions:

1. Adhere to the conditions associated with the original special use and consider the removal of Conditions 9 and 10. The conditions proposed to be removed are regarding requiring valet for larger events.
2. Maintain the existing minimum occupancy number of 250 persons as advertised and used for events at the Bridge.
3. No staging, operations or preparations for the purpose of an event by banquet staff may occur in the public right-of-way.
4. Any proposed work within the public right of way must be done under a public right of way vacation, whereby the Village conveys the property to the applicant. This would also apply to the existing steel stair platform located within the public right of way.

Consistency with Village Policy
Lemont 2030 Comprehensive Plan

STAFF RECOMMENDATION
Staff is recommending discussion of the item. Staff is recommending direction from the Village Board on how to best address the encroachments and portion of the building in the right-of-way.

BOARD ACTION REQUESTED
Discussion of the item.

ATTACHMENTS
Attachment 1 - Draft PZC Minutes February 2023
Attachment 2 - Public Comment Letter from PZC Public Hearing with Photos
Attachment 3 - The Bridge Modification Plans
Attachment 4 - Plat of Survey for 44 Stephen Street
Attachment 5 - Plat of Survey for 44 Stephen Street with ROW Encroachments
Attachment 6 - PZC Staff Memo & Analysis with Attachments
Attachment 7 - Aerial photo of Bridge from Resident

Village of Lemont
Planning and Zoning Commission
Regular Meeting of February 1, 2023

A regular meeting of the Plan Commission for the Village of Lemont was held at 6:30 p.m. on Wednesday, February 1, 2023, in the second floor Board Room of the Village Hall, 418 Main Street, Lemont, Illinois.

I. CALL TO ORDER

A. Pledge of Allegiance

Chairman Studebaker called the meeting to order at 6:30 p.m. He then led the Pledge of Allegiance.

B. Verify Quorum

Upon roll call the following were:
Present: Carmody, Cunningham, McGleam, O'Connor, Pawlak, Zolecki, Studebaker
Absent: None

Consulting Planner Jamie Tate and Village Trustee Ron Stapleton were also present.

C. Approval of Minutes – January 11, 2023

Commissioner Cunningham made a motion, seconded by Commissioner Zolecki to approve the minutes from the January 11, 2023, special meeting with no changes. A roll call vote was taken:
Ayes: Cunningham, Zolecki, McGleam, Pawlak, Studebaker
Nays: None
Abstain: Carmody and O'Connor
Motion passed

II. CHAIRMAN'S COMMENTS

Chairman Studebaker greeted the audience and explained the procedure for the meeting. He then asked everyone to stand and raise his/her right hand. He then administered the oath.

III. PUBLIC HEARINGS

A. CASE 2023-02 – THE BRIDGE SPECIAL USE EXPANSION

Chairman Studebaker called for a motion to open the public hearing for Case 2023-02.

Commissioner Carmody made a motion, seconded by Commissioner McGleam to open the public hearing for Case 2023-02. A roll call vote was taken:
Ayes: Carmody, McGleam, Cunningham, O'Connor, Pawlak, Zolecki, Studebaker
Nays: None
Motion passed

Staff Presentation

Jamie Tate, Consulting Planner, said the applicant and the property owner is The Bridge, LLC. They are requesting approval for an expansion of the existing special use that they have to operate a banquet facility event center with outdoor dining in the Downtown District. The property is located at 44 Stephen Street and is on .43 acres. The proposal will allow for The Bridge to occupy the entire building which is 11,159 square feet. It is an expansion of 4,136 square feet. The additional function room is to primarily serve as an indoor wedding ceremony space. It is centered around a fireplace and open ceilings. The current 7,000-square-foot banquet space allows for a maximum occupancy of 395 persons and the proposed additional space will allow for additional 174 people for a total of 569 people. A capacity number is an architectural number and it is based on the square footage of interior space. The Bridge does advertise its events for having a maximum occupancy of 250 people.

Their initial special use for the banquet hall and outdoor area was approved on October 26, 2020, with conditions. Any change in intensity with a special use has to go through the special use process. The Future Use for the Comprehensive Plan shows this as mixed-use and it is in line with the plan. It also states in the Comprehensive Plan to develop the downtown as a destination for residents and visitors so the addition of an event center helps provide this destination point. The purpose of the downtown is to promote a mixture of commercial, cultural, institutional, governmental, and residential uses in a compact and pedestrian-orientated manner. This use does contribute to this purpose.

Mrs. Tate stated the applicant has stated about 75% of their business is weddings and then showers, shows, and parties. There is a pre-function room, a main room, a bride's room, and two bars. There is an outdoor space that has a pergola that was approved with the initial special use which is used for outdoor ceremonies or gathering space. The applicant is proposing modifications to the exterior along Front Street. It is to remove the existing overhead door and then they will infill the area with CMU to match the adjacent bays. There will also be the addition of glass block windows above the new doors. The southern entrance will have canopies over the doorways with tiebacks. There is an exposed staircase that goes down to the basement and the applicant is proposing to enclose the area with the matching CMU block and also do the roof over it to match the

other entrances. All the exterior renovations will have to be discussed and approved through the Historic Preservation Committee.

During the initial public process in 2020, the predominant concerns that were heard were parking circulation and noise. There were conditions that were part of the special use which are listed in staff's packet. This is a great time to take a look at the business and the property to make sure these conditions are appropriate and working or is there something else that needs to be addressed. The size of the building and the existing space does allow for more guests. She has had some discussions with the owners and the 250 maximum people is a number that works for their business model. The applicants feel that their guests prefer to use the parking garage. The applicant has offered a shuttle service from the Metra lot but has found that it has not worked well. They did try doing a valet service but it has created more chaos.

Mrs. Tate said on their website they do have a section on parking which was suggested as part of the initial process. The applicant has not received any negative reviews regarding the parking. In the UDO, there is no minimum parking required for the use but rather it has to do with the size of the lot. If the lot is less than half an acre then it does not require any onsite parking. There are over 132 parking stalls within walking distance and that does not include 262 that are in the parking garage. The Downtown District was not intended to have onsite parking.

She asked the Police Chief if there have been any complaints or issues reported and there has been none. She did receive a phone call from one of the residents that lives in the Lofts. The complaint was with the parking, disorderly conduct from people leaving the site, and garbage left. Staff has received other complaints regarding the staging for caterers that are taking place on the public sidewalks on the south side of the building. There is no kitchen inside the building so the caterers would set up tents outside on the sidewalks. She had asked the applicant if this addition was going to alleviate all the staging that is taking place on the sidewalk and the applicant stated it would. The floor plan shows an additional staging room. There is a condition on this special use there cannot be any staging on the public right-of-way.

Mrs. Tate stated staff is recommending approval with conditions that are listed in staff's report. It does meet the goals of the Comprehensive Plan. The applicant is requesting the removal of some of the original conditions regarding parking. The applicant is requesting that there not be a limit of 250 people. However, staff is recommending maintaining the existing maximum of 250 people because she feels it is working. If it goes to an additional higher number then what would be the threshold or breaking point where it doesn't work.

Chairman Studebaker asked what was the 395 number.

Mrs. Tate said architecturally they could have up to 395 people with the 7,000 square feet that they currently operate. If you add on the additional space it would add 174 people so the total could be 569 people. For the Village, the 250 seems to be working. She then read the conditions listed in staff's report. The last condition pertains to the staircase that

goes down into the basement and encroaches into the right-of-way. The condition is so that before any work is done on the staircase there has to be some sort of agreement or modification.

Commissioner McGleam asked what agreement exists for that business to occupy that public right-of-way.

Mrs. Tate stated it was with the initial process. It was a legal document from the attorneys that was more for liability. It was not a permit though but more of an encroachment agreement.

Commissioner Pawlak asked if this new proposal would remove those stairs.

Mrs. Tate said the entrance is not changing and they are only adding canopies to that entrance. She showed on the overhead where the outdoor stairs that lead to the basement are located that the applicant is proposing to enclose.

Commissioner Zolecki stated on Front Street the building is on a zero lot line.

Commissioner McGleam asked what kind of agreement allows them to have a portion of their building in a public right-of-way.

Commissioner Zolecki said he asked that question three years ago.

Commissioner McGleam stated the applicant should be buying that piece of the public right-of-way.

Mrs. Tate said she is waiting to hear back from the Village Attorney.

Commissioner Pawlak asked if there was another access to the basement besides that stairwell.

Mrs. Tate stated there is not.

Commissioner McGleam asked if there was a survey included in the plans.

Mrs. Tate then showed the survey on the overhead.

Commissioner McGleam said the basement stairwell is in the public right-of-way according to the survey.

Commissioner Pawlak asked about the 250 limit for capacity.

Mrs. Tate stated there was not a number before and the applicant is requesting to not have a limit. From the Village's standpoint and why the number was put in there, the applicant has used that number to run their business and there has not been an issue with that

number. They are increasing the size of the building, but the 569 number seems like a lot. The new space is being used to complement the other space.

Chairman Studebaker asked if there were any further questions for staff. None responded. He then asked the applicant to come forward to make a presentation.

Applicant Presentation

Kevin Kulhanek, the applicant, said he does not have too much to add to staff's presentation. Their biggest concern is the limit on the 250 number. They are increasing the size and there previously was no limit on the building besides the architectural occupancy. They have no problem reaching out to the Village or the police if they have something above 250. As far as the staging on the sidewalks, this additional space will totally alleviate that issue. With some of their bigger events, the caterers did have problems fitting into their space. The caterers will be using the entrance on the south side but will not be using the public sidewalk. He has not heard of any issues with clean up and they do not allow anyone to walk outside with alcohol or food.

Commissioner O'Connor stated in the spirit of being a good neighbor maybe it would be helpful to do a survey of the outside of the building and make sure there is no garbage left behind.

Commissioner Cunningham asked if any documented procedures are given to the caterers explaining that the public right-of-way cannot be blocked. He asked how are they to know that they are not allowed to do that.

Mr. Kulhanek said they work with the same five caterers and if the client goes outside that list there is a fee charged. He feels they did not have the space to be operating properly and it started to flow outside the building. They do not have any documented procedures but they can create something.

Commissioner O'Connor stated he has walked by the business several times and has seen the large vertical shelves that carry the food on the sidewalk. The caterers are not able to carry them up the stairs so is there another way to get them inside the building.

Mr. Kulhanek said the caterers will be able to get through the new entrance.

Commissioner O'Connor stated there is a block wall separating the two spaces. He asked if they plan on having two separate events going on at the same time.

Mr. Kulhanek said it is not part of the plan but it could be possible in the future. If there is a wedding in the big space though, in terms of noise, he feels it will not work. They are not changing the business model in terms of the maximum capacity to allow for weddings. The main use of the new space is so they don't have to flip the room anymore.

Commissioner McGleam asked if he knew what kind of agreement there was for the public right-of-way.

Mr. Kulhanek stated he did not know.

Chairman Studebaker asked if there were any further questions for the applicant. None responded. He then asked if there was anyone in the audience that wanted to speak in regard to this public hearing.

Public Comment

Samantha Tinman said she is a resident at the Lofts and her balcony overlooks The Bridge. She feels the applicant has done a great job with the building. Her only concern is the trash and garbage that is left around the building. There are a lot of alcohol and floral arrangements left along the canal and in the public garage. There are no receptacles in the garage for any of the garbage so it just gets left around. She asks that there be some kind of condition for some type of effort for the clean up on the canal and in the public garage. The maintenance staff for the Lofts is left to clean up the trash in the garage.

Marilyn Burr stated she is also a resident of the Lofts. She agrees with Mrs. Tinman about the garage. The feeling she got from some of the people leaving their venue was that she didn't belong at the Lofts. She is handicapped and she does park in the designated handicapped spots. There are no designated parking spots for handicapped parking for the residents. During these events, more and more people are starting to park in the public garage and she is being eliminated from having a convenient spot to her residence. There is a resident that comes back in the summer that also utilizes the handicapped parking. So sometimes you have to go to other levels of the garage or the other side of the garage to get a handicapped parking space.

Mrs. Tate said she also received another letter today from a resident at the Lofts which will be made part of the public record. Ms. Billig also provided pictures for the Commission.

Commissioner Carmody read the letter. Ms. Billig had concerns about the caterers blocking the public walkway on the south side of the building. There have been tents with tables set up, electrical cords draped across the sidewalk, carts, and even vehicles blocking the public sidewalk. Staff from the catering service sit outside the stairwell and in the back of the trucks smoking, eating, and talking which looks terrible for the people who are visiting the downtown area and for the residents. The other concern was with the cleanup and open alcohol allowed outside the wedding venue. Glasses and beer bottles are being left around on the trails, in front of the Post Office, and the parking garage. She asked before this use is expanded there needs to be a discussion about the cleanup that should be addressed. She does not feel parking is an issue but feels the parking garage is utilized last. She enjoys watching the weddings but is concerned about expanding the capacity beyond 250 people. She asked that the applicant address the

issues with the caterers and provide more staff or security on Friday and Saturday nights to make sure their guests are not leaving the venue with open alcohol. The applicant should assist with cleanup efforts along the trail, parking garage, and venue.

Trustee Stapleton stated that the staircase had to be there when the building was originally built. He feels if there was any vacating of the public right-of-way they might not have the files from that far back.

Commissioner McGleam said if that portion was recorded it would show up on the survey. They are now putting a permanent foundation and wall in the public right-of-way.

Commissioner Zolecki stated the opportunity is here and with the expansion new deliveries are intended to come in through the new double doors on the south side. There is a striped loading zone directly in front of the stairway that was installed back in 2020. It could have been put there to help and accommodate this business. There is also stripping in front of the curb cut for the garage door that leads to the old Wags to Riches business. At one point it was a driveway. If you eliminate the loading zone in front of the door and keep the loading zone in front of the curb cut it might alleviate some of these problems. If we are talking about procedures then we need to clean this all up. Also, when they are talking about architecturally what is allowed for occupancy this is a code requirement, based on the use, for them to take the square footage divided by a certain number and then accommodate the egress to get the number of people that theoretically could be in there. The number of 395 people or 569 people in this space is the maximum amount of people that could theoretically be in there. The numbers are typically way extreme and it would be uncomfortable to have that many people in there. Lastly, there was talk about being neighborly and there was a clear message about trash. He is not sure what conditions they could put in here when there are requirements that already exist such as noise ordinances. It is a matter of abiding by it. When they look forward in the Village and with the Comprehensive Plan for density and mixed uses, it is on them and the Village to be more diligent with the enforcement of these things. They want the Village to be a more useful and vibrant place so then the businesses need to be more neighborly and the Village needs to be enforcing things better. At the beginning of the presentation, it was stated there has not been any complaints. If the residents are not calling then he would encourage them to call and build a record.

Commissioner Carmody said the first condition talks about eliminating conditions 5, 6, 8, 9, and 10. Based on what they heard this evening, conditions 9 and 10 are not being used but he feels they need to keep the other conditions.

Commissioner McGleam and Commissioner O'Connor agreed that conditions 5, 6, and 8 need to stay also.

Commissioner McGleam stated it sounds like the valet service is not necessary.

Commissioner Pawlak said he liked the idea of removing the stripped loading zone.

Commissioner Zolecki stated that is not a condition for the applicant but needs to be handled at the Village Board level.

Chairman Studebaker asked if there were any further comments or questions from the public. None responded. He then called for a motion to close the public hearing.

Commissioner McGleam made a motion, seconded by Commissioner O'Connor to close the public hearing. A roll call vote was taken:
Ayes: McGleam, O'Connor, Cunningham, Zolecki, Carmody, Pawlak, Studebaker
Nays: None
Motion passed

Plan Commission Discussion

Chairman Studebaker asked if there were any further comments or questions from the Commission. None responded. He then called for a motion for a recommendation.

Plan Commission Recommendation

Commissioner McGleam made a motion, seconded by Commissioner Carmody to recommend to the Mayor and Board of Trustees approval of Case 2023-02 – The Bridge Special Use Expansion with the following conditions:

1. Adhere to the conditions associated with the original special use and consider the removal of Conditions 9 and 10. The conditions proposed to be removed are regarding requiring valet for larger events.
2. Maintain the existing maximum occupancy number of 250 persons as advertised and used for events at The Bridge.
3. No staging, operations, or preparations for the purpose of an event by banquet staff may occur in the public right-of-way.
4. Any proposed work within the public right-of-way must be done under a public right-of-way vacation, where by the Village conveys the property to the applicant. This would also apply to the existing steel stair platform located within the public right-of-way.

A roll call vote was taken:
Ayes: McGleam, Carmody, Pawlak, Zolecki, Cunningham, O'Connor, Studebaker
Nays: None
Motion passed

Commissioner McGleam made a motion, seconded by Commissioner Cunningham to authorize the Chairman to approve the Findings of Fact for Case 2023-02 as prepared by staff. A roll call vote was taken:
Ayes: McGleam, Cunningham, Zolecki, O'Connor, Carmody, Pawlak, Studebaker
Nays: None
Motion passed

IV. ACTION ITEMS

None

V. GENERAL DISCUSSION

None

VI. AUDIENCE PARTICIPATION

Efrain Liccaga said he owns a small business on Stephen Street. He is happy with having more businesses in Lemont. He was thinking of building a home further down on Stephen Street but he is concerned with the number of people for the banquet hall. He asked if they are going to have police and security to back the residents up if things get out of hand.

Chairman Studebaker stated it seems like the Police have not been called regarding any issues. He is sure that if he called they would respond.

Mr. Lisaga asked if the Historic Preservation was going to approve the signage and design.

Commissioner McGleam said yes they do have to go through the HPC for approval.

Mr. Lisaga asked if there are still plans for the park on Stephen Street.

Mrs. Tate stated yes there is.

VII. ADJOURNMENT

Chairman Studebaker called for a motion to adjourn the meeting.

Commissioner O'Connor made a motion, seconded by Commissioner Pawlak to adjourn the meeting. A voice vote was taken:
Ayes: All
Nays: None
Motion passed

Minutes prepared by Peggy Billig

January 31, 2023

Dear Plan Commission,

I am a resident at the Lofts and my balcony is one that overlooks The Bridge. When the original special use came before the Commission in 2020 I was concerned about parking and the noise this use would generate. The Commission did a great job addressing the parking concerns at that time with the conditions that were placed.
However, concerns that were never thought about are happening. The doorway on the south side of the building was discussed at the first meeting in 2020. Commissioner Zolecki had concerns that it was protruding out onto the public walkway and it would take up space. What was never told by the applicant was this was going to be the main entrance for the caterers and waiters. Not only is this the entrance for the caterers but the whole sidewalk on a Friday and Saturday is taken over. I provided pictures of just one event where tents were set up on the sidewalk. The caterers set up tables so they can prepare their plates or food. The applicant had stated at the meeting in 2020 that they had a kitchen area for the caterers to set everything up in. But somehow their carts filled with plates, glasses and silverware don't fit in this so called kitchen and instead need to block the public sidewalk. The waiters and servers sit out on the steps to that doorway smoking or eating or they will sit on the back of the trucks that are usually parked illegally on Front Street. This looks terrible for the people who are visiting the downtown area and using our trails. And is awful for the residents to have to see every weekend. I have seen electrical cords running across the public sidewalk going into caterer's trucks. I have had to walk around broken glass that was dropped outside this entranceway because none of the staff cleaned it up after it happened. And NOT once did I see any staff members from the Bridge out there. In fact at the original special use meeting, the applicant stated that the north driveway would be utilized by the caterers to bring their food and items into the building. The south side was supposed to be used for valet parking.

My other concern is the cleanup. The bridal parties that use this venue will take pictures along our beautiful trails that are across the street from the proposed property or by the mural that is on west side of the building. Somehow though, the bridal party is able to bring alcohol out of the venue and onto these public areas. Once again, I never saw any staff members from the Bridge with these bridal parties letting them know that open alcohol cannot be taken out of the building. I have seen glasses and beer bottles left along the trails, in front of the Post Office next door, and on the bridge on Stephen Street. On Sunday mornings, I can find vomit on public walkways leading to the parking garage, broken glass, beer bottles and empty glasses. After one wedding someone threw all their leftover fake flowers into the bushes across the street onto our public trails which was left for our public works department to pick up. These issues need to be discussed and addressed before we expand this use!

Parking has not been an issue for this business because if you watch the people coming to these weddings they are parking all over. I have watched all summer from my balcony to see where everyone parks and very few use the parking garage. Most will use the parking by Safety Village and if that is full

they will then park down Stephen Street past the Post Office or go down Front Street. The last place is the parking garage. I don't have an issue with this but I am surprised that the other businesses downtown don't complain. With Marabella coming in soon the parking issue will be a problem on the weekends.

I do not have an issue with the use and enjoy watching the weddings. However, I am concerned about the use expanding to more than 250 guests. A downtown area that has limited parking is not the place for this use. It can work as long as the guests are limited. Most banquet halls provide their own parking and are usually located in a B-3 District. This business is asking the Village, the downtown businesses, and the residents to provide and accommodate for the parking that is needed for their business. I know the applicant is stating that they are not planning on increasing that number, but the applicant has lied before.

I ask that the Commission address the issue with the south side doorway and the fact that this business is not able to accommodate internally for the catering and wait staff that is brought in every weekend. The Bridge needs to have more staff or security on Friday and Saturday nights to make sure people are not leaving their venue with alcoholic drinks. They also need to make sure they are assisting the Village with clean up by not only walking around their business and picking up the garbage that is left by their clients but also the beautiful trails that these wedding parties utilize.

Thank you,

Peggy Billig






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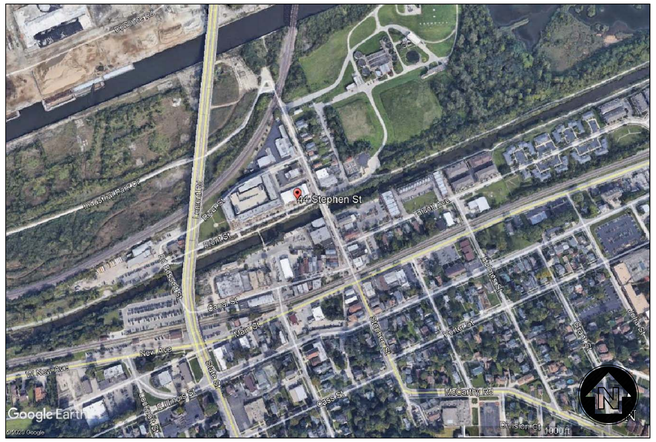
Established 1989
Full Service Catering
Event Planning
Naperville
www.mychef.com
630-717-1167
3



LOCATION MAP: PROJECT NO. 2231



ISSUED FOR PERMIT 1-3-23

THE BRIDGE

FACILITY EXPANSION
44 STEPHEN STREET
LEMONT, ILLINOIS 60439

DRAWING SYMBOL KEY:

DOOR MARK
ROOM FINISH MARK
KEYNOTE MARK
REVISION MARK
WALL MARK
WINDOW MARK
INTERIOR ELEVATION MARK
DETAIL MARK
SECTION MARK
ELEVATION (HEIGHT) MARK

DRAWING LIST:

ARCHITECTURAL:

A-1	FIRST FLOOR PLAN
A-1.1	MEZZ. & BASMENT FLOOR PLANS
A-2	FIRST FLOOR REFLECTED CEILING PLAN
A-2.1	MEZZANINE & BASEMENT REFL. CEILING PLANS
A-3	EXTERIOR ELEVATIONS & SECTION DETAILS

BUILDING DATA:

ZONING: DD DOWNTOWN DISTRICT

USE GROUP: GROUP A-2 (ASSEMBLY-RESTAURANT)

CONSTRUCTION TYPE: IIIB
FULLY-SPRINKLERED

WORK AREA: 2,677 SF (WITHIN EXPANSION AREA)

TOTAL BUILDING AREA: 11,159 SF (7,023 SF EXISTING + 4,136 SF EXPANSION)

OCCUPANCY COUNT:

PRE-FUNCTION ROOM	15 SF/PERSON x 1,133 SF = 76 PERSONS
	23 LF BAR x 2 LF/PERSON= 12 PERSONS
FUNCTION ROOM I	PER SF= 215 PERSONS < 260 PERSONS ACTUAL SEAT CNT.
FUNCTION ROOM BAR	PER SF = 8 PERSONS+14 < 25 SEATS ACTUALLY SEAT CNT.
MEZZ. PRIV. DINING	15 SF/PERSON x 321 SF = 22 PERSONS
EXISTING FACILITY	395 PERSONS
FUNCTION ROOM II	15 SF/PERSON x 2589 SF= 174 PERSONS
TOTAL FACILITY W/EXPANSION	= 569 PERSONS

TOTAL ALLOWABLE AREA PER USE: 28,500 SF (300% INCREASE FOR FULLY-SPRINKLERED SINGLE-STORY,
11,159 SF < 28,500 SF => OK)

MAX. TRAVEL DISTANCE: PER IBC TABLE 1016.1
MAXIMUM TRAVEL DISTANCE ALLOWED
OCCUPANCY GROUP A W/SPRINKLER SYSTEM NOT TO EXCEED 250'

PLUMBING FIXTURES REQUIRED: PER 2014 STATE OF ILLINOIS PLUMBING CODE- SECTION 890.TABLE B
FOR OCCUPANCY TYPE - FOOD SERVICE ESTABLISHMENTS
569 PERSONS => 285 MALE/285 FEMALE

FIXTURE TYPE	# REQUIRED	# PROVIDED
WATER CLOSETS	101-300 MALE => 2 REQ'D*	2 PROVIDED IN EXISTING FACILITY
	151-300 FEMALE => 4 REQ'D	4 PROVIDED IN EXISTING FACILITY
		1 ADD'L PROVIDED AT BRIDE'S RM.
		2 ADD'L PROVIDED IN EXPANSION
URINALS	1 PER 150 MALE => 2 REQ'D	4 PROVIDED IN EXISTING FACILITY
	*MAY SUBSTITUE FOR NOT MORE MORE THEN 50% OF MALE W.C.'S	
LAVATORIES	101-200 MALE => 2 REQ'D	2 PROVIDED IN EXISTING FACILITY
	101-200 FEMALE => 2 REQ'D	2 PROVIDED IN EXISTING FACILITY
		1 ADD'L PROVIDED AT BRIDE'S RM.
		2 ADD'L PROVIDED IN EXPANSION
SERVICE SINK	1	1 PROVIDED IN EXISTING FACILITY
3-COMP. SINK	1	1 PROVIDED IN EXISTING FACILITY
		2 PROVIDED IN BARS (1 AT EACH)

APPLICABLE CODES:

2006 INTERNATIONAL BUILDING CODE WITH AMMENDMENTS
2005 NATIONAL ELECTRIC CODE WITH AMMENDMENTS
2006 INTERNATIONAL MECHANICAL CODE & AMMENDMENTS
2014 ILLINOIS STATE PLUMBING CODE
2006 INTERNATIONAL PROPERTY MAINTENANCE CODE & AMMENDMENTS
2006 INTERNATIONAL FUEL GAS CODE & AMMENDMENTS
2015 INTERNATIONAL ENERGY CONSERVATION CODE
2006 INTERNATIONAL FIRE CODE WITH AMMENDMENTS
2018 ILLINOIS ACCESSIBILITY CODE
LEMONT FIRE PROTECTION DISTRICT FIRE/LIFE/SAFETY CODES

ABBREVIATIONS:

A.C.T.	ACOUSTIC CEILING TILE	LAV	LAVATORY
A.F.F.	ABOVE FINISHED FLOOR	MAX	MAXIMUM
ANNOD	ANODIZED	MFR	MANUFACTURER
B/	BOTTOM	MIN	MINIMUM
BLDG	BUILDING	M.O.	MASONRY OPENING
BOT	BOTTOM	MTL	METAL
CLG	CEILING	N.I.C.	NOT IN CONTRACT
CLR	CLEAR	O.C.	ON CENTER
CMU	CONCRETE MASONRY UNIT	OPP.	OPPOSITE
COL	COLUMN	PEB	PRE-ENGINEERED BUILDING
CONC	CONCRETE	PL LAM	PLASTIC LAMINATE
D	DEPTH	RM(S)	ROOM(S)
DF	DRINKING FOUNTAIN	R.O.	ROUGH OPENING
DISP	DISPENSER	SCHED	SCHEDULE
DWG	DRAWING	SIM.	SIMILAR
DTL	DETAIL	SPEC	SPECIFICATION
EL	ELEVATION	STL	STEEL
FD	FLOOR DRAIN	T/	TOP
GA.	GAUGE	TYP.	TYPICAL
GYP. BD.	GYPSUM BOARD	URN	URINAL
H	HEIGHT	W	WIDTH
I.D.	INTERIOR DESIGNER	WC	WATER CLOSET
		#	NUMBER

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PH: 773.908.2015

ARCHITECT: RANDY B. PRUYN, NCARB, ALA
407 S. EDSON AVENUE
LOMBARD, ILLINOIS 60148
PH: 630.212.4408

I HEREBY CERTIFY THAT THESE ARCHITECTURAL DRAWINGS WERE PREPARED UNDER MY SUPERVISION AND THAT THEY COMPLY TO THE BEST OF MY KNOWLEGE WITH THE BUILDING AND ZONING ORDINANCES OF COOK COUNTY, ILLINOIS

ARCHITECTURAL REGISTRATION NO: 001-013369

STATE OF ILLINOIS
RANDY B. PRUYN
001-013369
LICENSED ARCHITECT

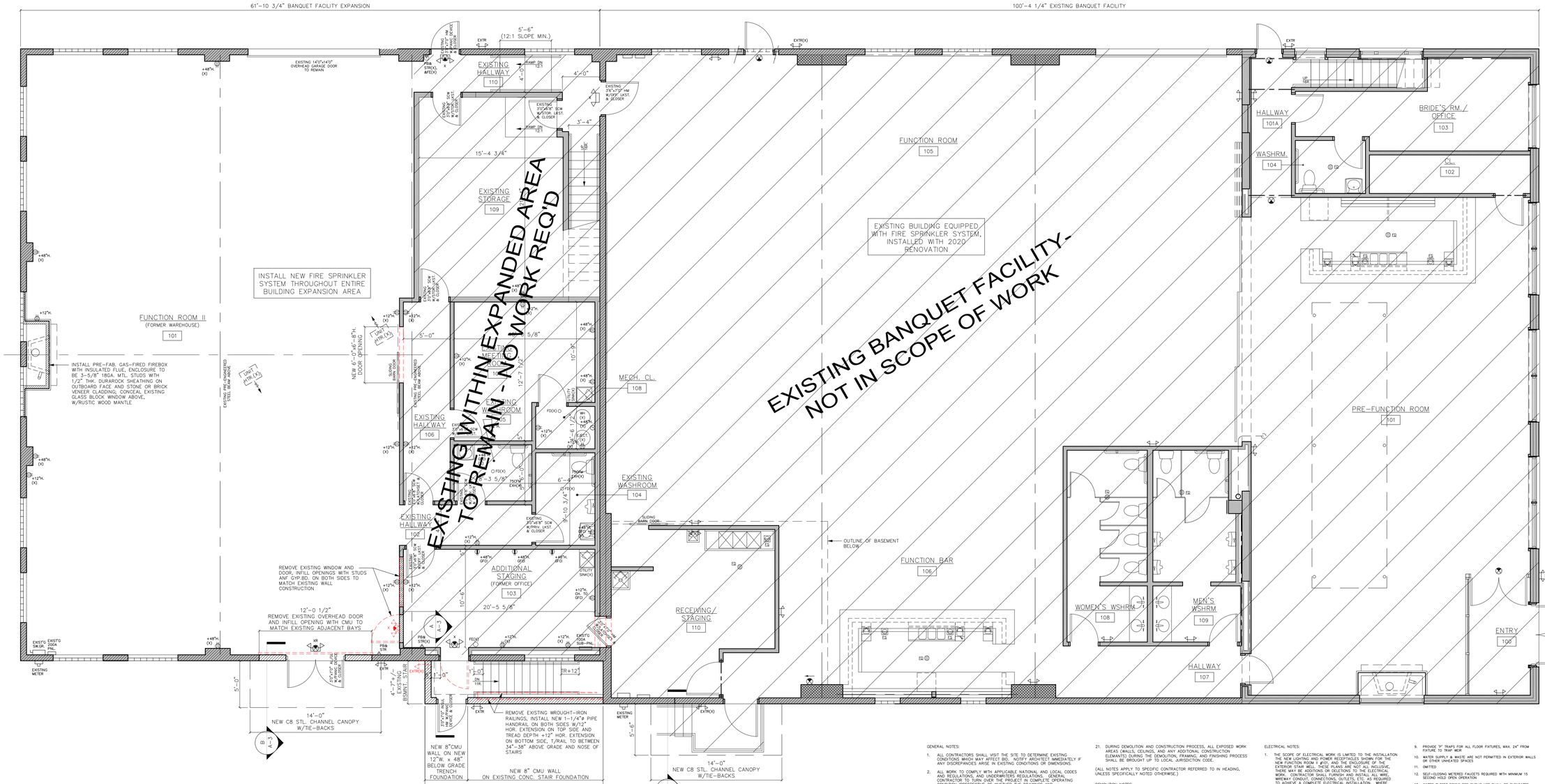
EXPIRES 11-30-24
SOLE-PROPRIETOR

STATEMENT OF COMPLIANCE

I HAVE PREPARED, OR CAUSED TO BE PREPARED UNDER MY DIRECT SUPERVISION, THE ATTACHED PLANS AND SPECIFICATIONS AND STATE THAT, TO THE BEST OF MY KNOWLEGE AND BELIEF AND TO THE EXTENT OF MY CONTRACTUAL OBLIGATION, THEY ARE IN COMPLIANCE WITH THE ENVIRONMENTAL BARRIERS ACT [410 ILCS 25] AND THE ILLINOIS ACCESSIBILITY CODE (71 ILL. ADM. CODE 400).

STATE OF ILLINOIS
RANDY B. PRUYN
001-013369
LICENSED ARCHITECT

SIGNED: _____
ARCHITECT OF RECORD
ILLINOIS REGISTRATION NO.: 001-013369
DATE: 1-3-23



FIRST FLOOR PLAN

SCALE: 3/16" = 1'-0"

0' 1' 3' 5' 10' 15'

WALL PARTITION/DOOR KEY:

EXISTING WALL TO REMAIN

EXISTING WALL OR ITEM TO BE REMOVED

POWER/DATA/VOICE FIXTURE SCHEDULE

SYMBOL	DESCRIPTION
⊖	DUPLEX RECEPTACLE POWER OUTLET, MATCH EXISTING STYLE AND COLOR AT NEW LOCATIONS
⊖	DUPLEX RECEPTACLE POWER OUTLET ON DEDICATED CIRCUIT, EXISTING STYLE AND COLOR AT NEW LOCATIONS
⊕	QUAD RECEPTACLE POWER OUTLET, MATCH EXISTING STYLE AND COLOR AT NEW LOCATIONS
X = EXISTING ITEM TO REMAIN XR = EXISTING ITEM RELOCATED	

GENERAL NOTES:

1. ALL CONTRACTORS SHALL VISIT THE SITE TO DETERMINE EXISTING CONDITIONS WHICH MAY AFFECT BID. NOTIFY ARCHITECT IMMEDIATELY IF ANY DISCREPANCIES ARISE IN EXISTING CONDITIONS OR DIMENSIONS.
2. ALL WORK TO COMPLY WITH APPLICABLE NATIONAL AND LOCAL CODES AND REGULATIONS, AND UNDERWRITERS REGULATIONS. GENERAL CONTRACTOR TO TURN OVER THE PROJECT IN COMPLETE OPERATING CONDITION IRRESPECTIVE OF WHETHER THE DRAWINGS AND SPECIFICATIONS COVER EVERY INDIVIDUAL ITEM IN MINUTE DETAIL.
3. GENERAL CONTRACTOR SHALL PROVIDE ALL PERMITS AND CERTIFICATES OF OCCUPANCY OR LOCAL EQUIVALENT, WITH ALL COSTS AND RESPONSIBILITY INVOLVED BORNE BY HIM.
4. THE WORK INCLUDES FURNISHING OF ALL LABOR, MATERIALS, EQUIPMENT AND WORK NECESSARY FOR, AND REASONABLY INCIDENTAL TO THE COMPLETION, IN PLACE, OF ALL WORK ILLUSTRATED AND DESCRIBED IN THE DRAWINGS AND SPECIFICATIONS. ALL SUCH WORK IS TO BE DONE BY THE GENERAL CONTRACTOR AND HIS SUB-CONTRACTORS, UNLESS OTHERWISE NOTED.
5. MINOR ITEMS AND ACCESSORIES REASONABLY INFERRED AS NECESSARY FOR A SOUND, SAFE AND PROPERLY OPERATE ANY SYSTEM, SHALL BE PROVIDED BY THE RESPECTIVE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
6. WRITTEN DIMENSIONS ON DRAWINGS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS. GENERAL CONTRACTOR SHALL VERIFY, AND BE RESPONSIBLE FOR, ALL DIMENSIONS AND CONDITIONS AT THE BUILDING SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECT PRIOR TO PROCEEDING WITH THE WORK.
7. THE GENERAL CONTRACTOR SHALL HAVE DIRECT CONTROL AND MANAGEMENT OF ALL CONSTRUCTION OPERATIONS, AND BE RESPONSIBLE FOR THE SATISFACTORY OVERALL PERFORMANCE OF ALL HIS SUPPLIERS AND SUBCONTRACTORS, AS WELL AS ASSIGNED CONTRACTORS IN ORDER THAT THE ENTIRE PROJECT BE COORDINATED AND SUPERVISED IN A SATISFACTORY CONDITION.
8. THE GENERAL CONTRACTOR IS TO RECEIVE, HANDLE, STORE IF NECESSARY, AND BE RESPONSIBLE FOR ALL MATERIALS PROVIDED BY OTHERS. ALL MATERIALS SHALL BE ACCOUNTED FOR UPON RECEIPT AND ANY MISSING OR DAMAGED PARTS TO BE REPORTED TO THE OWNER IMMEDIATELY.
9. SHOP DRAWINGS PREPARED BY THE CONTRACTOR, SUPPLIERS, ETC., SHALL BE REVIEWED BY THE ARCHITECT ONLY FOR CONFORMANCE WITH THE DESIGN CONCEPTS. NO WORK SHALL BE STARTED WITHOUT SUCH REVIEW.
10. EACH CONTRACTOR SHALL REMOVE HIS RUBBISH AND DEBRIS FROM THE BUILDING SITE PROMPTLY UPON ACCUMULATION AND IN NO EVENT LESS FREQUENTLY THAN EVERY FRIDAY AFTERNOON.
11. X OR (X) DENOTES EXISTING ITEMS.
12. MINIMUM GYPSUM BOARD THICKNESS IS 5/8" THK.
13. ALL OPENINGS AROUND VENTS, PIPES, DUCTS, ETC. TO BE FIRE-STOPPED WITH NON-COMBUSTIBLE MATERIALS (SUCH AS FIRESTOP TYPE CAULK).
14. A BUILDING DEPARTMENT APPROVED SET OF CONSTRUCTION DOCUMENTS MUST BE ON-SITE AT ALL TIMES DURING CONSTRUCTION FOR INSPECTIONS.
16. ALL CUTTING, NOTCHING, AND BORING OF JOISTS AND STUDS TO CONFORM TO CODE GUIDELINES.
17. ALL FINISH MATERIALS TO BE MINIMUM CLASS A RATED (0-25 FLAME SPREAD RATING, 0-200 SMOKE DEVELOPED).
18. ALL BLOCKING OR CONCEALED LUMBER TO BE FIRE-TREATED.
19. PROVIDE CEMENT BOARD IN LIEU OF GYPSUM BOARD AT ALL LOCATIONS WHERE CERAMIC TILE IS TO BE INSTALLED. PROVIDE "GREENBOARD" IN LIEU OF GYPSUM BOARD WITHIN 2'-0" OF ALL WATER SOURCES (i.e. SINKS, WATER CLOSETS, ETC.)
20. DRYWALL CONTRACTOR TO BE RESPONSIBLE FOR PATCH AND REPAIR OF ALL WALLS AND CEILINGS AS REQUIRED BY INSTALLATION OF NEW UTILITIES OR BY DEMOLITION OF EXISTING WALLS.
21. DURING DEMOLITION AND CONSTRUCTION PROCESS, ALL EXPOSED WORK AREAS (WALLS, CEILINGS, AND ANY ADDITIONAL CONSTRUCTION ELEMENTS) DURING THE DEMOLITION, FRAMING, AND FINISHING PROCESS SHALL BE BROUGHT UP TO LOCAL JURISDICTION CODE.

(ALL NOTES APPLY TO SPECIFIC CONTRACTOR REFERRED TO IN HEADING, UNLESS SPECIFICALLY NOTED OTHERWISE.)

DEMOLITION NOTES:

1. PROVIDE DEMOLITION, REMOVAL, AND DISPOSAL OF DESIGNATED PORTIONS OF EXISTING BUILDING. REMOVE AND DISPOSE OF RUBBISH AND DEBRIS RESULTING FROM OWN DEMOLITION PROCESSES.
2. EXISTING CONDITIONS: CONDUCT DEMOLITION TO MINIMIZE INTERFERENCE WITH ADJACENT OCCUPIED BUILDING AREAS. PROVIDE, ERECT AND MAINTAIN TEMPORARY BARRIERS AND SECURITY DEVICES. PROVIDE TEMPORARY SHORING AND BRACING AS REQUIRED TO SUPPORT EXISTING STRUCTURE AT NEW OPENINGS OR EXISTING AREAS OF CONSTRUCTION NOT PROPERLY SUPPORTED.
3. PREPARATION: ERECT AND MAINTAIN WEATHERPROOF CLOSURES FOR EXTERIOR OPENINGS AND TEMPORARY PARTITIONS TO PREVENT SPREAD OF DUST AND DIRT TO ADJACENT AREAS DURING PERIOD OF OWNER OCCUPANCY. PROTECT EXISTING ITEMS NOT INDICATED TO BE DEMOLISHED. DISCONNECT, REMOVE AND CAP DESIGNATED UTILITY SERVICES WITHIN DEMOLITION AREAS. CAPTURE AND CONTAIN REFRIGERANT FROM ALL REFRIGERATION EQUIPMENT TO BE REMOVED OR ABANDONED.
4. EXECUTION: DEMOLISH IN AN ORDERLY AND CAREFUL MANNER. DEMOLISH AND REMOVE EXISTING CONSTRUCTION ONLY TO THE EXTENT REQUIRED BY NEW CONSTRUCTION AND AS INDICATED. REMOVE MATERIALS AND EQUIPMENT TO BE REINSTALLED OR RETAINED IN A MANNER TO PREVENT DAMAGE. PROMPTLY DISPOSE OD DEMOLISHED MATERIALS OFF OWNERS PROPERTY AND LEGALLY DISPOSE OF THEM. DO NOT BURN OR BURY MATERIALS ON SITE.

FIRE PROTECTION NOTES:

1. ALL FIRE PROTECTION SYSTEMS SHALL BE TESTED BY THE OWNER OR AN AUTHORIZED REPRESENTATIVE AND IN THE PRESENCE OF THE FIRE PROTECTION BUREAU, BEFORE THE CEILING TILE OR DRYWALL IS INSTALLED. SAID TESTING SHALL BE SCHEDULED WITH THE LOCO GOVERNING FIRE PREVENTION BUREAU 48 HOURS IN ADVANCE OF THE TEST. IFC 901.5, IFC 903.4, NFPA 72, SECTION 7-1, NFPA, SECTION 8-1
2. SUBMIT FIVE SETS OF FIRE PROTECTION AND FIRE ALARM SHOP DRAWINGS THAT ARE SIGNED, SEALED, AND STAMPED (FIVE SETS) BY THE INSTALLER TO THE LOCAL GOVERNING FIRE PREVENTION BUREAU. IFC 901.1, NFPA 13, SECTION 8-1, ARCHITECTS SUBMITTAL OF FIRE ALARM DRAWINGS IS NOT ACCEPTABLE.
3. ALL FIRE PROTECTION SYSTEMS SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE FIRE CODE. IFC 901.1, IFC 901.4. FIRE PROTECTION SPRINKLER SYSTEMS MUST BE INSTALLED BY A STATE OF ILLINOIS LICENSED FIRE SPRINKLER CONTRACTOR; A COPY OF LICENSE MUST BE SUBMITTED TO THE LOCAL GOVERNING FIRE PREVENTION BUREAU.
4. ALL FIRE STOPPING SHALL CONSIST OF APPROVED NONCOMBUSTIBLE MATERIALS SECURELY FASTENED IN PLACE. IFC 703.1. SUBMIT MANUFACTURERS SPECIFICATIONS ON THE FIRESTOPPING THAT IS TO BE USED.
5. PORTABLE FIRE EXTINGUISHERS SHALL BEAR THE LABEL OF AN APPROVED AGENCY, BE OF APPROVED TYPE, AND BE INSTALLED IN A LOCATION VISIBLE AND ACCESSIBLE TO THE OCCUPANTS. THE LOCAL GOVERNING FIRE PREVENTION BUREAU SHALL APPROVE LOCATIONS.
6. ADDITIONAL EMERGENCY LIGHTING AND EXIT SIGNAGE MAY BE REQUIRED, THE LOCAL GOVERNING FIRE PREVENTION BUREAU SHALL APPROVE ALL LOCATIONS OF EMERGENCY LIGHTING AND EXIT LIGHTING.

SIGNAGE NOTES:

1. SHOP DRAWINGS MUST BE PREPARED FOR ANY SIGNAGE AND SUBMITTED FOR REVIEW AND SEPERATE PERMITTING AND APPROVAL BY THE VILLAGE. NO SIGNAGE IS INCLUDED IN THE SCOPE OF THIS PERMIT.

ELECTRICAL NOTES:

1. THE SCOPE OF ELECTRICAL WORK IS LIMITED TO THE INSTALLATION THE NEW LIGHTING AND POWER RECEPTACLES SHOWN FOR THE NEW FUNCTION ROOM 'I' #101, AND THE ENCLOSURE OF THE EXTERIOR STAIR WELL. THESE PLANS ARE NOT ALL INCLUSIVE, THERE MAY BE ADDITIONS OR DELETIONS TO THE ELECTRICAL WORK. CONTRACTOR SHALL FURNISH AND INSTALL ALL WIRE, CONDUIT, DEVICES, EQUIPMENT, ETC. AS MAY BE REQUIRED TO ACHIEVE A COMPLETE ELECTRICAL INSTALLATION. WHERE AN ELECTRICAL DEVICE IS REQUIRED BY CODE, BUT NOT SHOWN, IT SHALL BE PROVIDED BY THE CONTRACTOR AS THOUGH FULLY SHOWN AND SPECIFIED.
2. ALL SYSTEMS SHALL BE CIRCUITED AND INSPECTED AS REQUIRED TO COMPLY WITH ALL NATIONAL, STATE, AND LOCAL CODES. SUBMITHOUGH-IN AND FINAL INSPECTION CERTIFICATES FOR ALL ELECTRICAL WORK.
3. ALL WIRING SHALL BE SMALLER THAN #12 AWG COPPER. ALL SERVICE FEEDER AND BRANCH CIRCUIT CONDUCTORS SHALL HAVE TYPE THW TO INSULATION. LIGHTING FIXTURE WIRE INSULATION SHALLHAVE A TEMPERATURE RATING NOT LESS THAN THE FIXTURE MANUFACTURERS RECOMMENDED RATING.
4. ALL WIRING SHALL BE IN CONDUIT, BOTH IN CONCEALED WALLS AND EXPOSED AREAS. ALUMINUM CONDUIT SHALL NOT BE PERMITTED. ALL CONDUIT SHALL BE SIZED IN ACCORDANCE WITH THE 2017 N.E.C. TABLES AND SHALL SHALL BE U.L. APPROVED COMMERCIAL GRADE. ALL CONDUIT EXPOSED TO WEATHER SHALL BE GALVANIZED HEAVY WALL WALL STEEL CONDUIT. MINIMUM CONDUIT SHALL BE 1/2" DIA.
5. ALL ELECTRICAL EQUIPMENT EXPOSED TO WEATHER, SHALL BE WEATHERPROOFED.
6. ALL INTERIOR WASHROOM/WET AREAS SHALL BE G.F.I. PROTECTED AS LOCATED ON THE PLAN. (NEC 210.8)
7. SMOKE DETECTORS TO BE HARD PIPED TO DISTR. PANEL, ALARMS TO BE INTERCONNECTED.
8. OCCUPANT SENSOR CONTROLS SHALL BE INSTALLED IN ALL BATHROOMS, STORAGE ROOMS, AND JANITOR CLOSETS, AND OTHER FULLY ENCLOSED ROOMS THREE HUNDRED (300) SQUARE FEET OR LESS PER SECTION C405.2.
9. PANEL BOARD SCHEDULE SHALL BE UPDATED PER THE PROPOSED LAYOUT(S). PROVIDE UPDATED PANEL LEGEND TO THE ELECTRICAL INSPECTOR AT THE TIME OF ROUGH INSPECTION.
10. NO CHANGE TO INTERIOR LIGHTING POWER REQUIREMENTS UNDER THIS PERMIT SUBMITTAL.

MECHANICAL NOTES:

1. THERE IS NO MECHANICAL WORK ANTICIPATED IN THE SCOPE OF THE PROJECT.

PLUMBING NOTES:

1. PLUMBING CONTRACTOR TO PROVIDE A COMPLETE PLUMBING INSTALLATION IN ACCORDANCE WITH THE ILLINOIS STATE PLUMBING CODE AND LOCAL GOVERNING ORDINANCES. THE SCOPE OF THE PLUMBING WORK IS LIMITED TO THE NEW WET BAR AND SERVING UTILITY SINK FROM METERING ROOM #108 TO THE ADDITIONAL STAGING #103, ALL NEW SUPPLY AND SEWER PIPING WILL BE RUN THROUGH THE EXISTING WALLS AND TIED IN TO THE ADJACENT WASHROOM #104 SUPPLY AND SEWER ROUGH-INS.
2. ALL NEW ABOVE GROUND DOMESTIC WATER PIPING SHALL BE TYPE L COPPER WITH NO LEAD SOLDER. ALL NEW BELOW GRADE DOMESTIC WATER PIPING SHALL BE TYPE K COPPER.
3. ALL NEW BELOW GRADE WASTE PIPING SHALL BE SDR 26 (MIN. 4" DIA.) PVC WITH SOLVENT WELD JOINTS. WASTE PIPING SHALL BE SCH 40 DWV PVC PIPING INTERIOR ONLY-(EXCEPT UNDERFLOOR VENT MIN. 2"). INDICATE PURPLE PRIMER ON ALL CONNECTIONS.
4. A 75LB AIR TEST OR WATER PRESSURE SHALL BE REQUIRED ON ANY NEW WATER PIPING AT THE TIME OF THE ROUGH INSPECTION.
5. ANY EXISTING PLUMBING THAT MAY POSE A HEALTH OR SAFETY HAZARD SHALL BE REVISED TO MEET ILLINOIS STATE PLUMBING CODE AND LOCAL GOVERNING ORDINANCES.
6. ALL FLOOR DRAINS SHALL BE INDIVIDUALLY VENTED.
7. WATER TEMP. FOR LAVS AND HANDSINKS=110°
8. ALL TOILET ROOMS SHALL HAVE FLOOR DRAIN AND FLOOR CLEAN-OUT.
9. PROVIDE 'S' TRAPS FOR ALL FLOOR FIXTURES, MAX. 24" FROM FIXTURE TO TRAP WEIR.
10. WATER SUPPLY & WASTE ARE NOT PERMITTED IN EXTERIOR WALLS OR OTHER UNHEATED SPACES
11. OMITTED
12. SELF-CLOSING METERED FAUCETS REQUIRED WITH MINIMUM 15 SECOND HOLD OPEN OPERATION
13. WATER CLOSET BOWLS FOR PUBLIC USE SHALL BE ELONGATED TYPE AND THE SEAT SHALL BE AN ANTIMICROBIAL PLASTIC OPEN-FRONT SEAT.
14. NO CELL CORE/FOAM CORE PIPING FOR ANY REASON IN ANY APPLICATION.

SIGNAGE NOTES:

1. SHOP DRAWINGS MUST BE PREPARED FOR ANY SIGNAGE AND SUBMITTED FOR REVIEW AND SEPARATE PERMITTING BY OWNER/TENANT. NO SIGNAGE IS INCLUDED IN THE SCOPE OF THIS WORK.

RANDY B. PRUYN, NCARB, ALA
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60148
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Mk.	REVISION DESCRIPTION	DATE
0	ISSUED FOR PERMIT	1-3-23

THE BRIDGE
FACILITY EXPANSION
44 STEPHEN STREET
LEMONT, ILLINOIS

FIRST FLOOR PLAN

SCALE: 3/16" = 1'-0"
DRAWN: RBP 10-5-22
CHKD: RBP 1-3-23
APPD:
APPD:
FILE: Kohrsnow-44 Stephen Expansion_A01.3.dwg

PROJ. NO. 2231

DWG. NO. A-1

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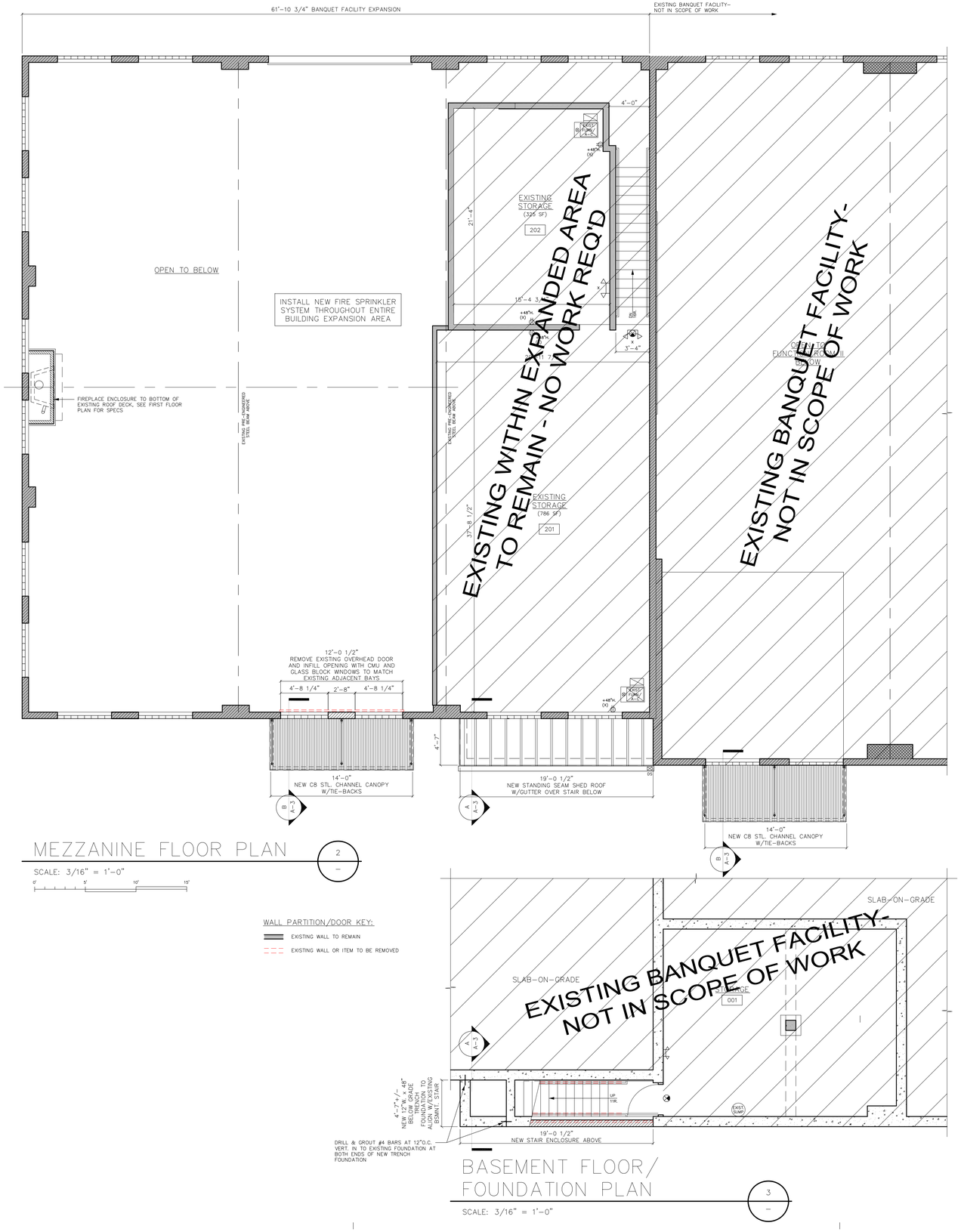

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REVISION DESCRIPTION	DATE	Mk.
ISSUED FOR PERMIT	1-3-23	0

THE BRIDGE
FACILITY EXPANSION
44 STEPHEN STREET
LEMONT, ILLINOIS

MEZZ. & BASMENT FLOOR PLANS

SCALE: 3/16" = 1'-0"
DRAWN: RBP 10-5-22
CHKD: RBP 1-3-23
APPD:
APPD:
FILE: K:\Lemont-44 Stephen Expansion_ACV.dwg

PROJ. NO. 2231

DWG. NO. A-1.1

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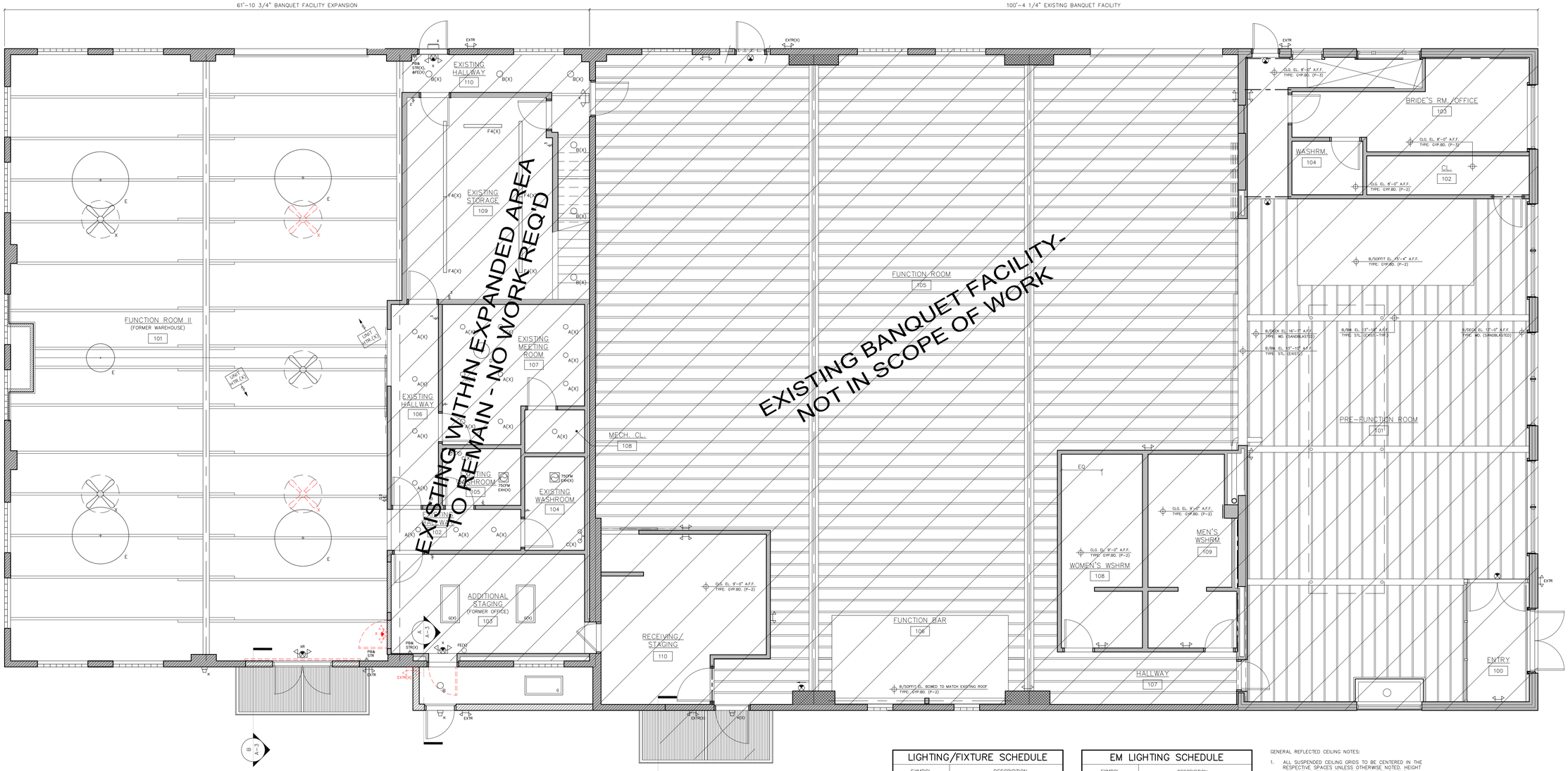

FIRST FLOOR REFLECTED CEILING PLAN

SCALE: 3/16" = 1'-0"

LIGHTING/FIXTURE SCHEDULE

SYMBOL	DESCRIPTION
A	4" RECESSED DOWNLIGHT W/21.4W LED LAMPS, DIMMING BALLAST, BLACK BAFFLE, HALO #HC4200D10 (HOUSING)–HM412830 (MODULE)–41WDBB (TRIM); OR APPROVED EQUAL, FIXTURE TO BE PROVIDED AND INSTALLED BY CONTRACTOR
B	4" SURFACE–MOUNTED DOWNLIGHT, W/20W LED LAMPS, DIMMING BALLAST, HALO #HCD4S20D010x (HOUSING)–HM412830 (MODULE)–41WDBB (TRIM); OR APPROVED EQUAL, FIXTURE TO BE PROVIDED AND INSTALLED BY CONTRACTOR
C	WALL–MTD. DECORATIVE VANITY LIGHT, W/(2)7W LED LAMPS
D	DECORATIVE PENDANT–MTD. CHANDELIER, W/LED LAMPS, DIMMING BALLAST, 300W MAX. WATTAGE ALLOWED TO PASS COMCHECK, VERIFY FINAL FIXTURE SELECTION WITH TENANT
E	DECORATIVE PENDANT–MTD. CHANDELIER, W/LED LAMPS, DIMMING BALLAST, 300W MAX. WATTAGE ALLOWED TO PASS COMCHECK, VERIFY FINAL FIXTURE SELECTION WITH TENANT
F#	LINEAR STRIP L.E.D. FIXTURE #=LENGTH IN FEET, F4=LITHONIA #CSS L48 8000LM MVOLT SWW3 80CRI; F8=LITHONIA #CSS L96 4000LM MVOLT SWW3 80CRI; SWITCHABLE, 120V, 50K COLOR TEMP; OR APPROVED ALTERNATES
G	2x4 SURFACE–MTD. FIXTURE W/28.6 LED LAMPS, CLR. PRISMATIC LENS, NSF APPROVED, METALUX #24FP3130C OR APPROVED EQUAL; FIXTURE TO BE PROVIDED AND INSTALLED BY CONTRACTOR
K	WALL–MTD FLOODLIGHT, LUMARK VR SMOKEY OR EQUAL, W/35W METAL–HALIDE LAMP, UL LABELED FOR WET LOCATIONS, OPERATE FROM TIMER (VERIFY TIMER LOCATION W/OWNER), FIXTURE TO BE PROVIDED AND INSTALLED BY CONTRACTOR

X = EXISTING TO REMAIN
XR = EXISTING RELOCATED
XX = EXISTING TO BE REMOVED

EM LIGHTING SCHEDULE

SYMBOL	DESCRIPTION
	SURFACE MOUNTED EMERGENCY EXIT LIGHT, SURE–LITES CX SERIES, W/LED LAMPS, BATTERY BACK–UP, COLOR: WHITE;OR APPROVED EQUAL.
	WALL MOUNTED EMERGENCY LIGHT, SURE–LITES CC SERIES, W/(2) PAR 36 LAMPS, BATTERY BACK–UP, COLOR: WHITE; OR APPROVED EQUAL.
EXTR	EXTERIOR WALL MOUNTED EMERGENCY LIGHT, LITHONIA #WDX12100–ULT SERIES, FOR DAMP LOCATIONS, W/4–HR BATTERY BACK–UP; OR APPROVED EQUAL.

GENERAL REFLECTED CEILING NOTES:

1. ALL SUSPENDED CEILING GRIDS TO BE CENTERED IN THE RESPECTIVE SPACES UNLESS OTHERWISE NOTED. HEIGHT ABOVE FINISHED FLOOR TO BE MEASURED TO THE UNDERSIDE OF SUSPENDED GRID, UNLESS OTHERWIDE NOTED.
2. ALL LIGHTING FIXTURES TO BE CENTERED IN CEILING GRID PANELS, UNLESS NOTED OTHERWISE. ALL INDIVIDUALLY SUSPENDED LIGHTING FIXTURES TO BE MOUNTED AT NOTED HEIGHT. HEIGHTS TO BE MEASURED TO THE LOWEST PORTION OF THE RESPECTIVE FIXTURE. COORDINATE LOCATIONS OF ALL CEILING FIXTURES ON THIS PLAN WITH MECHANICAL AND ELECTRICAL PLANS. LIGHTING LOCATIONS NOTED SHALL TAKE PRIORITY OVER MECHANICAL OR FIRE SPRINKLER LOCATIONS.
3. SPACING OF HANGERS FOR SUSPENDED CEILING MUST NOT BE MORE THAN 4'–0" O.C. SPLAYED HANGERS MUST BE PROVIDED FOR THE INTERMEDIATE HANGERS FROM SUPPLEMENTAL STEEL. USE #12 HANGER WIRES. NO HANGERS ARE TO BE ATTACHED TO HVAC EQUIPMENT, PLUMBING, ELECTRICAL CONDUIT, OR FIRE PROTECTION EQUIPMENT.
4. ALL EXPOSED SOFFITS, JUNCTION BOXES, HVAC GRILLES, ETC. SHALL BE PAINTED TO MATCH CEILING, UNLESS OTHERWISE NOTED.
5. ALL FINISH MATERIALS IN REQ'D EXITWAYS, STAIR ENCLOSURES, AND CORRIDORS TO HAVE CLASS 1 FLAME SPREAD & SMOKE DEVELOPED RATING; AREAS LESS THAN 1500 SF TO HAVE CLASS 3 RATING; ALL AREAS GREATER THAN 1500 SF TO BE CLASS 2.
6. NO COMBUSTIBLE MATERIALS ARE TO BE LOCATED ABOVE FINISHED CEILING. NO TREATED OR UNTREATED EXPOSED WOOD IS TO BE INSTALLED ABOVE CEILING.
7. ALL SUSPENDED CEILING GRIDS, MECHANICAL SYSTEMS, AUTOMATIC SPRINKLER SYSTEMS, ELECTRICAL SYSTEM COMPONENTS, AND PLUMBING SYSTEMS SHALL BE SUPPORTED ONLY FROM THE TOP OF BAR JOISTS AND/OR STRUCTURE ABOVE. SUPPORT FROM THE BOTTOM CHORD OF BAR JOISTS IS NOT PERMITTED.
8. ALL LAY–IN CEILING FIXTURS SHALL BE SECURED TO CEILING GRID PER ARTICLE #410–15 & 16 (C) N.E.C.
9. ALL SWITCHING OF LIGHTING TO BE CONTROLLED BY LOCAL SWITCHING UNLESS NOTED OTHERWISE. SWITCH WASHROOM EXHAUST FANS WITH LIGHTING. PROVIDE NIGHT LIGHTING PER CODE.
10. LOCATION AND DIMENSIONS OF ALL FIXTURES TO BE DETERMINED PER REFLECTED CEILING PLAN. CONTACT ARCHITECT TO REPORT ANY DISCREPANCIES OR INTERFERENCES WITH ENGINEERING.
11. PROVIDE ACCESS IN CEILING TO ANY LANDLORD OR TENANT VALVES, CLEANOUTS, ETC. COORDINATE WITH MALL OPERATIONS.

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0	ISSUED FOR PERMIT	1-3-23

THE BRIDGE
FACILITY EXPANSION
44 STEPHEN STREET
LEMONT, ILLINOIS

FIRST FLOOR REFLECTED CEILING PLAN

SCALE: 3/16" = 1'-0"
DRAWN: RBP 10-24-22
CHKD: RBP 1-3-23
APPD:
APPD:
FILE: K:\Lemont-44 Stephen Expansion_ACU.dwg

PROJ. NO. 2231

DWG. NO. A-2

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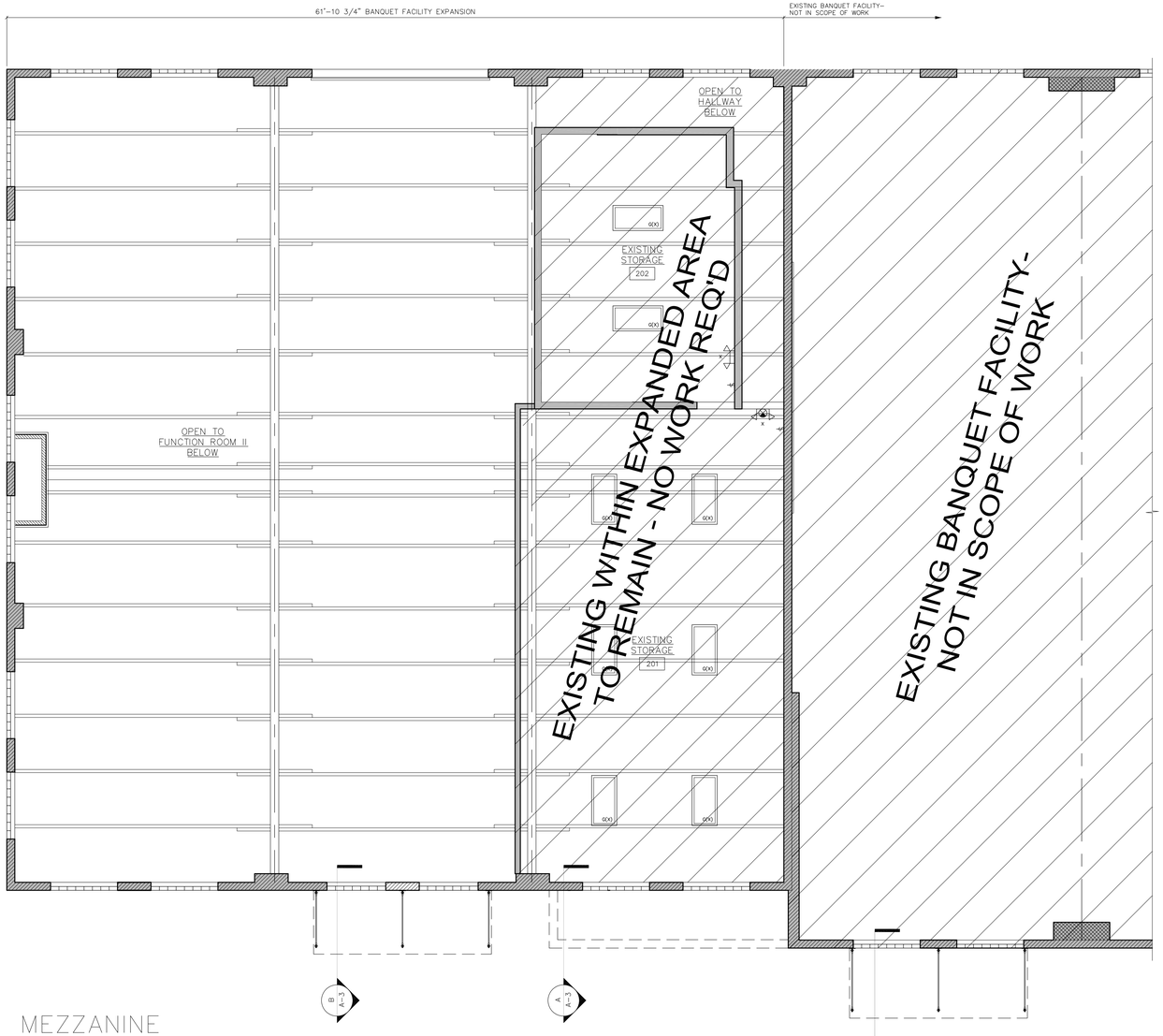
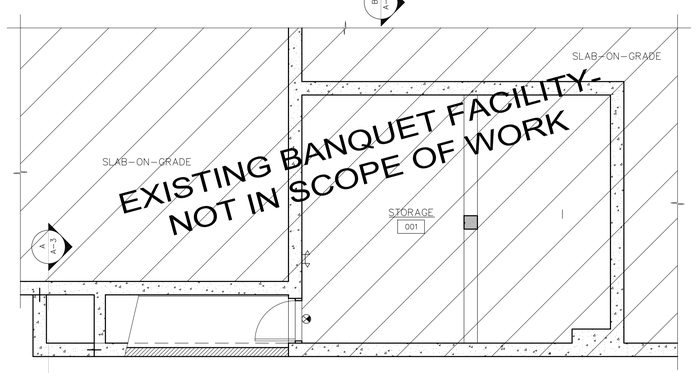


MEZZANINE
REFLECTED CEILING PLAN 2

SCALE: 3/16" = 1'-0"



BASEMENT
REFLECTED CEILING PLAN 3

SCALE: 3/16" = 1'-0"

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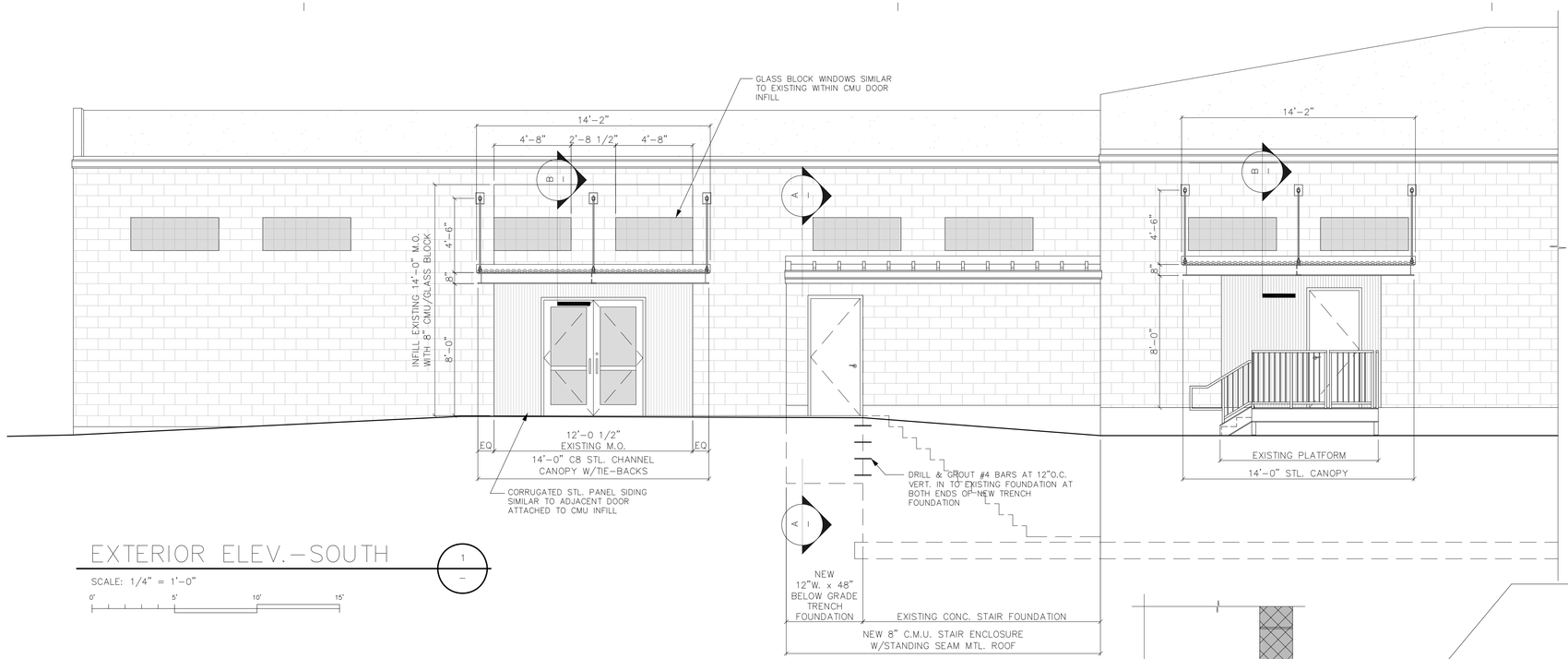
THE BRIDGE
FACILITY EXPANSION
44 STEPHEN STREET
LEMONT, ILLINOIS

MEZZ. & BASEMENT REFL. CEILING PLAN

SCALE: 3/16" = 1'-0"
DRAWN: RBP 10-24-22
CHKD: RBP 1-3-23
APPD:
APPD:
FILE: Kalkreuter 44 Stephen Expansion_A2-0.dwg

PROJ. NO.
2231

DWG. NO.
A-2.1

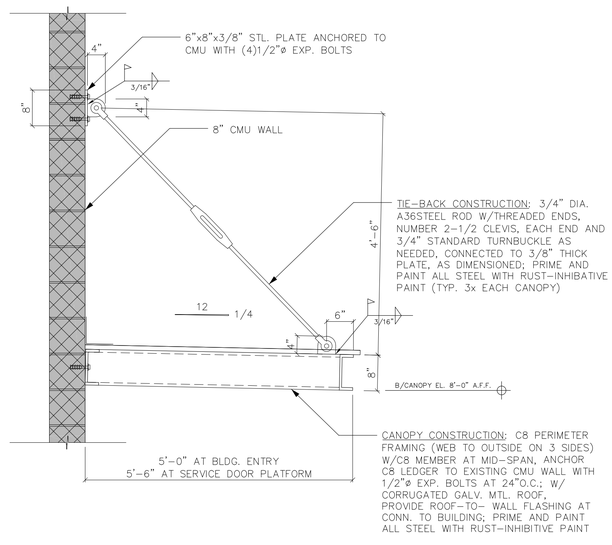


EXTERIOR ELEV.–SOUTH

1 / –

SCALE: 1/4" = 1'-0"

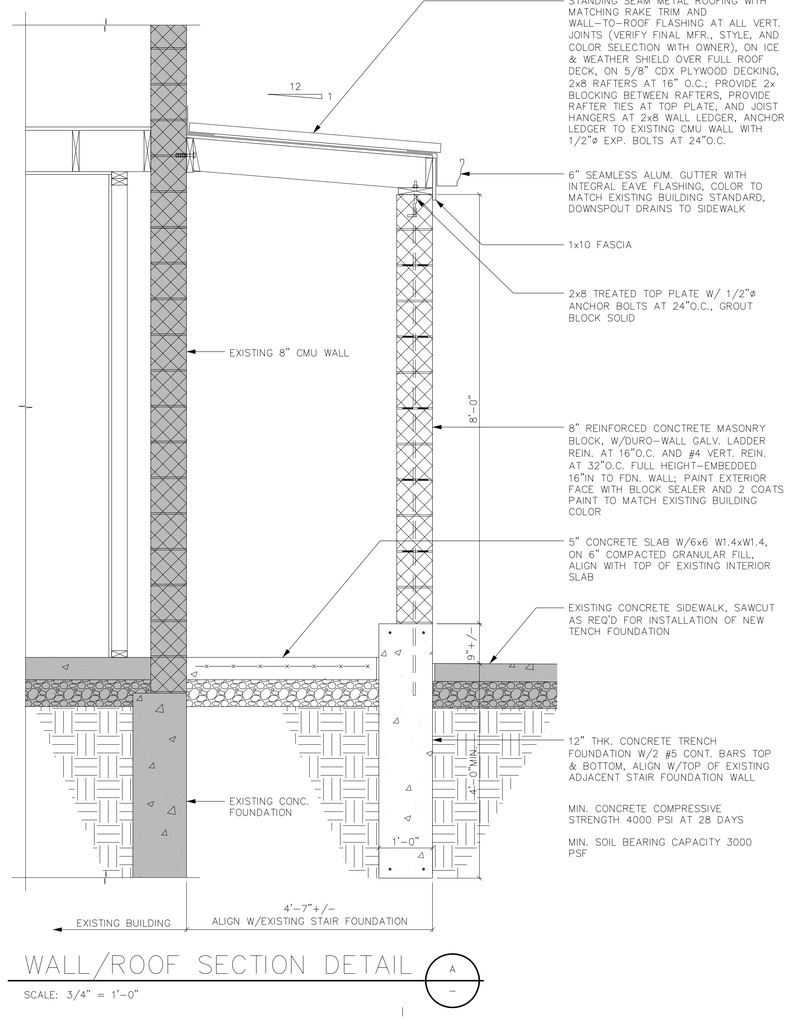
0' 5' 10' 15'



CANOPY SECTION DETAIL

B / –

SCALE: 3/4" = 1'-0"



WALL/ROOF SECTION DETAIL

A / –

SCALE: 3/4" = 1'-0"

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FACILITY EXPANSION
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LEMONT, ILLINOIS

EXT'R ELEVATIONS & SECTION DTL'S

SCALE: 1/4" = 1'-0"
DRAWN: RBP 10-5-22
CHKD: RBP 1-3-23
APPD:
APPD:
FILE: Kuhman-44 Stephen Expansion_A3-3.dwg

PROJ. NO. 2231

DWG. NO. A-3

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ALTA/NSPS LAND TITLE SURVEY

THAT PART OF BLOCK 5 IN SINGER AND TALCOTT'S STONE COMPANY SUBDIVISION RECORDED JUNE 4, 1872 AS DOCUMENT NUMBER 14986, BEING A SUBDIVISION OF THAT PART OF THE WEST 1/2 OF THE SOUTH EAST 1/4 OF SECTION 20, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH ILLINOIS AND MICHIGAN CANAL DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY LINE OF SAID BLOCK 5 WHICH IS 105 FEET SOUTH EASTERLY OF THE NORTH EAST CORNER OF SAID BLOCK 5 MEASURED ALONG THE SAID EASTERLY LINE; RUNNING THENCE SOUTHWEST PARALLEL TO THE NORTHERLY LINE OF SAID BLOCK 5, A DISTANCE OF 180 FEET; THENCE RUNNING SOUTH EAST PARALLEL TO THE EASTERLY LINE OF SAID BLOCK 5, A DISTANCE OF 105 FEET MORE OR LESS, TO THE NORTHERLY LINE OF ILLINOIS AND MICHIGAN CANAL RESERVE STRIP, RUNNING THENCE NORTH EAST ALONG SAID ILLINOIS AND MICHIGAN CANAL STRIP A DISTANCE OF 180 FEET TO THE EASTERLY LINE OF SAID BLOCK 5, RUNNING THENCE NORTH WEST ALONG THE EASTERLY LINE OF SAID BLOCK 5, A DISTANCE OF 105 FEET, MORE OR LESS, TO THE PLACE OF BEGINNING IN LEMONT, COOK COUNTY, ILLINOIS, EXCEPTING THE FOLLOWING PORTION.

BEGINNING AT THE MOST SOUTHEASTERLY CORNER OF SAID BLOCK 5; THENCE ON AN ASSUMED BEARING OF SOUTH 54 DEGREES, 45 MINUTES 54 SECONDS WEST ALONG THE SOUTHERLY LINE OF BLOCK 5, 10.50 FEET; THENCE NORTH 35 DEGREES 00 MINUTES 02 SECONDS WEST, 80.00 FEET; THENCE NORTH 54 DEGREES 45 MINUTES 54 SECONDS EAST, 10.50 FEET TO A POINT ON THE EASTERLY LINE OF BLOCK 5; THENCE SOUTH 35 DEGREES 00 MINUTES 03 SECONDS EAST, 80.00 FEET ALONG THE EASTERLY LINE OF BLOCK 5, TO THE POINT OF BEGINNING, ALL IN LEMONT, COOK COUNTY, ILLINOIS, WHICH PORTION WAS PREVIOUS CONVEYED TO THE VILLAGE OF LEMONT IN A WARRANTY DEED RECORDED ON JUNE 3, 1992 AS DOCUMENT NO. 92-387449 IN COOK COUNTY, ILLINOIS.

N

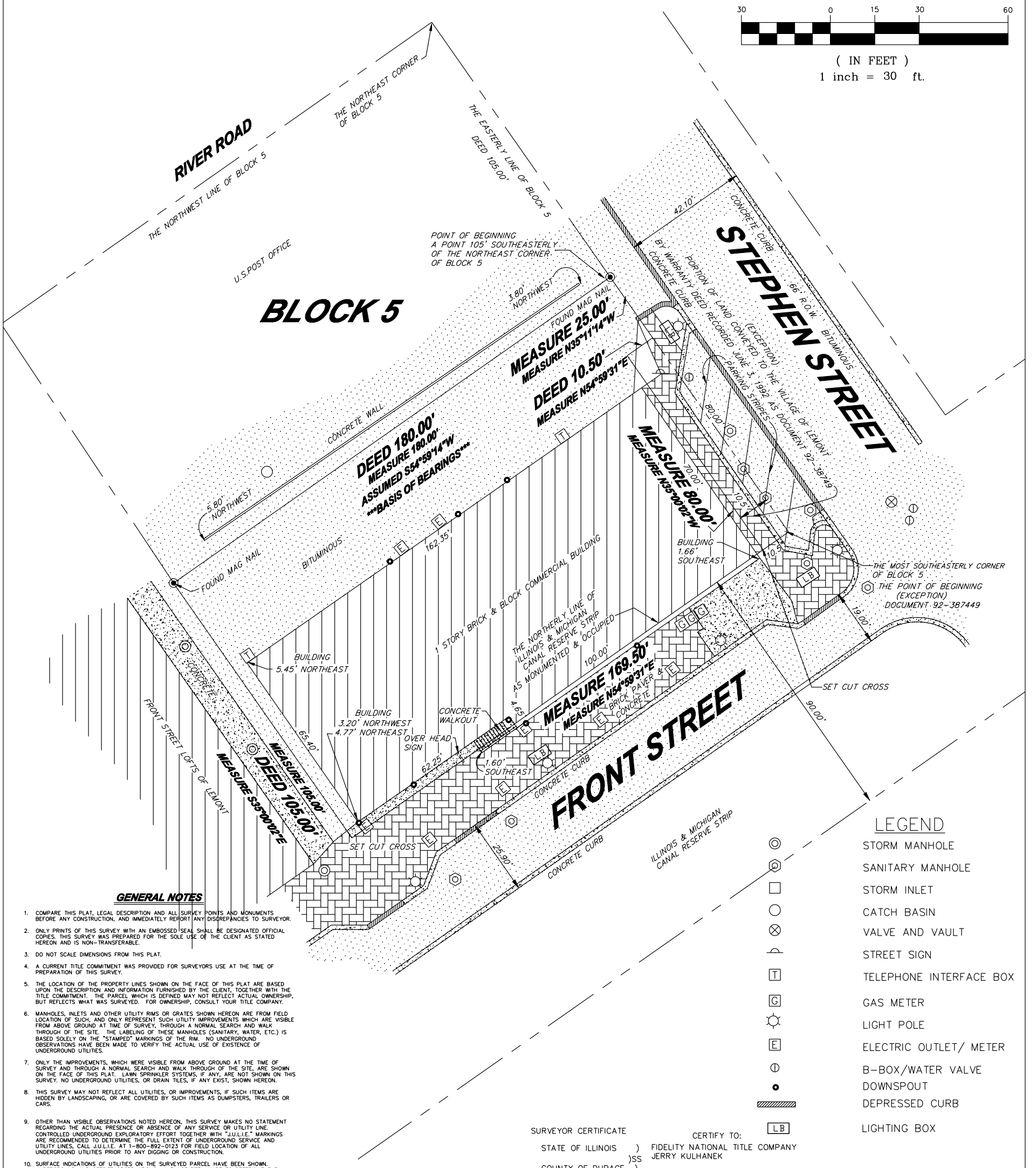
ASSUMED MERIDIAN

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)

1 inch = 30 ft.



LEGEND

- STORM MANHOLE
- SANITARY MANHOLE
- STORM INLET
- CATCH BASIN
- VALVE AND VAULT
- STREET SIGN
- TELEPHONE INTERFACE BOX
- GAS METER
- LIGHT POLE
- ELECTRIC OUTLET/ METER
- B-BOX/WATER VALVE
- DOWNSPOUT
- DEPRESSED CURB
- LIGHTING BOX

GENERAL NOTES

1. COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY POINTS AND MONUMENTS BEFORE ANY CONSTRUCTION, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO SURVEYOR.
2. ONLY PRINTS OF THIS SURVEY WITH AN EMBOSSED SEAL SHALL BE DESIGNATED OFFICIAL COPIES. THIS SURVEY WAS PREPARED FOR THE SOLE USE OF THE CLIENT AS STATED HEREON AND IS NON-TRANSFERABLE.
3. DO NOT SCALE DIMENSIONS FROM THIS PLAT.
4. A CURRENT TITLE COMMITMENT WAS PROVIDED FOR SURVEYORS USE AT THE TIME OF PREPARATION OF THIS SURVEY.
5. THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED UPON THE DESCRIPTION AND INFORMATION FURNISHED BY THE CLIENT, TOGETHER WITH THE TITLE COMMITMENT. THE PARCEL WHICH IS DEFINED MAY NOT REFLECT ACTUAL OWNERSHIP, BUT REFLECTS WHAT WAS SURVEYED. FOR OWNERSHIP, CONSULT YOUR TITLE COMPANY.
6. MANHOLES, INLETS AND OTHER UTILITY RIMS OR GRATES SHOWN HEREON ARE FROM FIELD LOCATION OF SUCH, AND ONLY REPRESENT SUCH UTILITY IMPROVEMENTS WHICH ARE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY, THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE. THE LABELING OF THESE MANHOLES (SANITARY, WATER, ETC.) IS BASED SOLELY ON THE "STAMPED" MARKINGS OF THE RIM. NO UNDERGROUND OBSERVATIONS HAVE BEEN MADE TO VERIFY THE ACTUAL USE OF EXISTENCE OF UNDERGROUND UTILITIES.
7. ONLY THE IMPROVEMENTS, WHICH WERE VISIBLE FROM ABOVE GROUND AT THE TIME OF SURVEY AND THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE, ARE SHOWN ON THE FACE OF THIS PLAT. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY. NO UNDERGROUND UTILITIES, OR DRAIN TILES, IF ANY EXIST, SHOWN HEREON.
8. THIS SURVEY MAY NOT REFLECT ALL UTILITIES, OR IMPROVEMENTS, IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING, OR ARE COVERED BY SUCH ITEMS AS DUMPSTERS, TRAILERS OR CARS.
9. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE OR UTILITY LINE. CONTROLLED UNDERGROUND EXPLORATORY EFFORT TOGETHER WITH "J.U.L.I.E." MARKINGS ARE RECOMMENDED TO DETERMINE THE FULL EXTENT OF UNDERGROUND SERVICE AND UTILITY LINES, CALL J.U.L.I.E. AT 1-800-892-0123 FOR FIELD LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION.
10. SURFACE INDICATIONS OF UTILITIES ON THE SURVEYED PARCEL HAVE BEEN SHOWN. UNDERGROUND AND OFFSITE OBSERVATIONS HAVE NOT BEEN MADE TO DETERMINE THE EXTENT OF UTILITIES SERVING OR EXISTING ON THE PROPERTY. PUBLIC AND/OR PRIVATE RECORDS HAVE NOT BEEN SEARCHED TO PROVIDE ADDITIONAL INFORMATION. OVERHEAD WIRES AND POLES (IF ANY) HAVE BEEN SHOWN, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
11. RESTRICTIONS THAT MAY BE FOUND IN LOCAL BUILDING AND/OR ZONING CODES HAVE NOT BEEN SHOWN. HEIGHTS AND BUILDING RESTRICTIONS (IF ANY) HAVE NOT BEEN SHOWN. ONLY THOSE SETBACK RESTRICTIONS SHOWN ON THE RECORDED SUBDIVISION OR IN THE TITLE COMMITMENT HAS BEEN SHOWN.
14. THERE ARE NO NEW STREET CHANGES THAT THE SURVEYOR IS AWARE OF.
15. ALL BUILDING DIMENSIONS AND TIES ARE TO CURRENT SIDING MATERIAL AND NOT TO FOUNDATION.
16. BOUNRY WAS CREATED BY FOUND MONUMENTAION AND OCCUPATION

Address: 44 STEPHEN STREET
LEMONT, ILLINOIS

CLIENT: METZGER

WORKMAN LAND SURVEYORS
P.O. BOX 757 DOWNERS GROVE, IL 60515
PHONE 630-280-8247
EMAIL WLSC3501@AOL.COM

SURVEYOR CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

CERTIFY TO:
FIDELITY NATIONAL TITLE COMPANY
JERRY KULHANEK

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, THEREOF. THE FIELD WORK WAS COMPLETED ON MARCH 29, 2018.

GIVEN UNDER MY HAND AND SEAL THIS 2ND DAY OF APRIL, A.D., 2018.

WILLIAM A. WORKMAN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3501
MY LICENSE EXPIRES ON NOVEMBER 30, 2018.

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ALTA/NSPS LAND TITLE SURVEY

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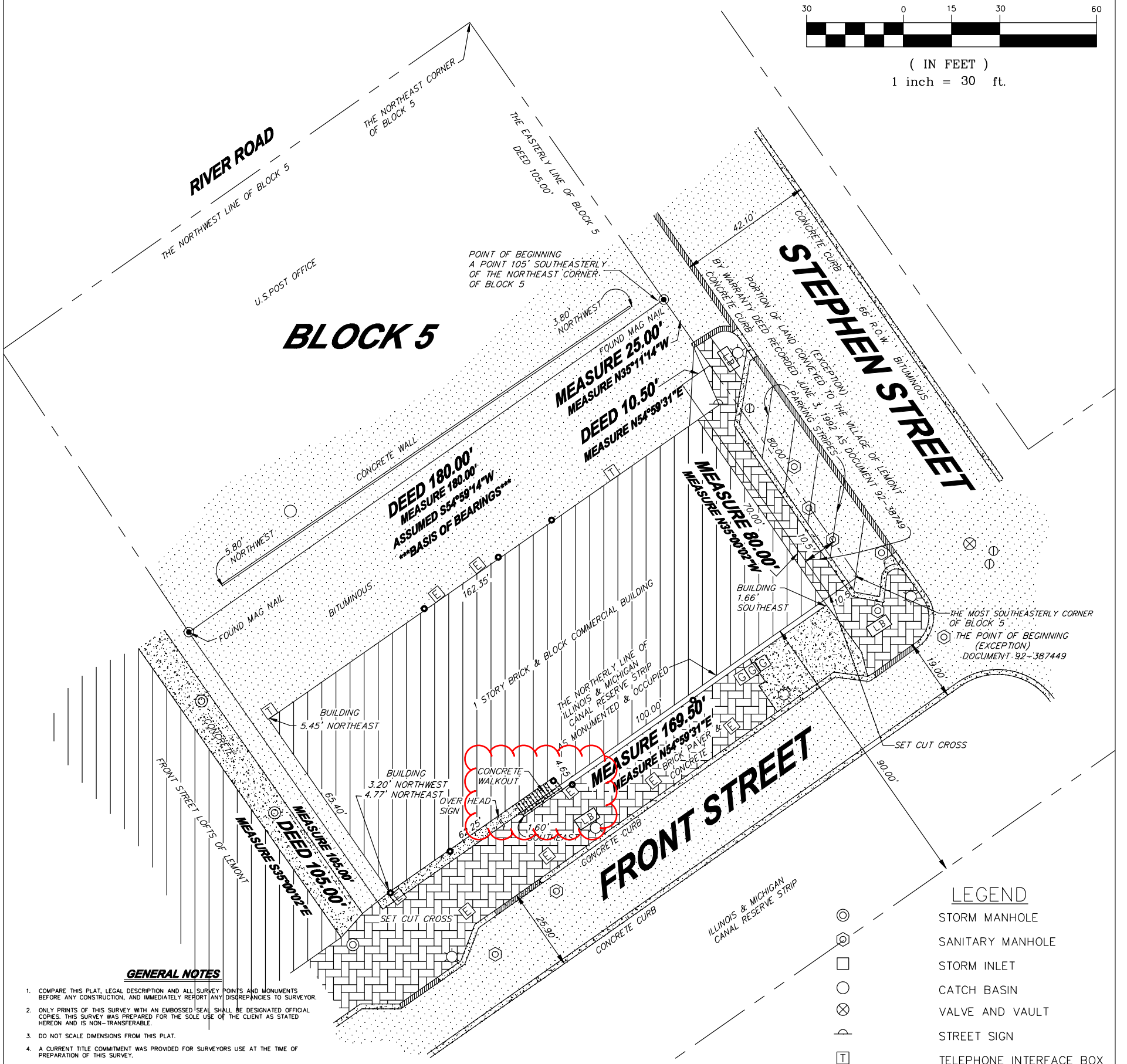
(IN FEET)

1 inch = 30 ft.



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7. ONLY THE IMPROVEMENTS, WHICH WERE VISIBLE FROM ABOVE GROUND AT THE TIME OF SURVEY AND THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE, ARE SHOWN ON THE FACE OF THIS PLAT. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY. NO UNDERGROUND UTILITIES, OR DRAIN TILES, IF ANY EXIST, SHOWN HEREON.
8. THIS SURVEY MAY NOT REFLECT ALL UTILITIES, OR IMPROVEMENTS, IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING, OR ARE COVERED BY SUCH ITEMS AS DUMPSTERS, TRAILERS OR CARS.
9. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE OR UTILITY LINE. CONTROLLED UNDERGROUND EXPLORATORY EFFORT TOGETHER WITH "J.U.L.I.E." MARKINGS ARE RECOMMENDED TO DETERMINE THE FULL EXTENT OF UNDERGROUND SERVICE AND UTILITY LINES, CALL J.U.L.I.E. AT 1-800-892-0123 FOR FIELD LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION.
10. SURFACE INDICATIONS OF UTILITIES ON THE SURVEYED PARCEL HAVE BEEN SHOWN. UNDERGROUND AND OFFSITE OBSERVATIONS HAVE NOT BEEN MADE TO DETERMINE THE EXTENT OF UTILITIES SERVING OR EXISTING ON THE PROPERTY. PUBLIC AND/OR PRIVATE RECORDS HAVE NOT BEEN SEARCHED TO PROVIDE ADDITIONAL INFORMATION. OVERHEAD WIRES AND POLES (IF ANY) HAVE BEEN SHOWN, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
11. RESTRICTIONS THAT MAY BE FOUND IN LOCAL BUILDING AND/OR ZONING CODES HAVE NOT BEEN SHOWN. HEIGHTS AND BUILDING RESTRICTIONS (IF ANY) HAVE NOT BEEN SHOWN. ONLY THOSE SETBACK RESTRICTIONS SHOWN ON THE RECORDED SUBDIVISION OR IN THE TITLE COMMITMENT HAS BEEN SHOWN.
14. THERE ARE NO NEW STREET CHANGES THAT THE SURVEYOR IS AWARE OF.
15. ALL BUILDING DIMENSIONS AND TIES ARE TO CURRENT SIDING MATERIAL AND NOT TO FOUNDATION.
16. BOUNRY WAS CREATED BY FOUND MONUMENTAION AND OCCUPATION

Address: 44 STEPHEN STREET
LEMONT, ILLINOIS

CLIENT: METZGER

LEGEND

- STORM MANHOLE
- SANITARY MANHOLE
- STORM INLET
- CATCH BASIN
- VALVE AND VAULT
- STREET SIGN
- TELEPHONE INTERFACE BOX
- GAS METER
- LIGHT POLE
- ELECTRIC OUTLET/ METER
- B-BOX/WATER VALVE
- DOWNSPOUT
- DEPRESSED CURB
- LIGHTING BOX

WORKMAN LAND SURVEYORS
P.O. BOX 757 DOWNERS GROVE, IL 60515
PHONE 630-280-8247
EMAIL WLSC3501@AOL.COM

SURVEYOR CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

CERTIFY TO:
FIDELITY NATIONAL TITLE COMPANY
JERRY KULHANEK

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, THEREOF. THE FIELD WORK WAS COMPLETED ON MARCH 29, 2018.

GIVEN UNDER MY HAND AND SEAL THIS 2ND DAY OF APRIL, A.D., 2018.

WILLIAM A. WORKMAN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3501
MY LICENSE EXPIRES ON NOVEMBER 30, 2018.

COPYRIGHT © 2018

STAFF REPORT
TO: Planning & Zoning Commission
FROM: Jamie Tate, AICP, Consulting Planner
THRU: Jason Berry, CEcD, AICP, Economic & Community Development Director

CASE NUMBER & NAME
2023-02 The Bridge Expansion Special Use

APPLICANT / PROPERTY OWNER
Jerry Kulhanek / The Bridge Lemont LLC

DATE
February 1, 2023

PROPERTY ADDRESS/LOCATION
44 Stephen Street
PIN: 22-20-403-006-0000

BRIEF SUMMARY OF REQUEST

The applicant and property owner, The Bridge Lemont LLC represented by Jerry Kulhanek, is requesting approval of an expansion of an existing special use for a banquet facility with an outdoor dining area in the D-D, Downtown District located at 44 Stephen Street. The proposal will allow for The Bridge banquet facility to occupy the entire 11,159 square-foot building, an expansion of 4,136 square-feet. A banquet hall use with outdoor dining is a special use in the DD.

The additional function room is to primarily serve as an indoor wedding ceremony space centered around a fireplace and open ceilings. The current 7,023 SF banquet space allows for a maximum occupancy of 395 persons and the proposed additional space includes the allowance of 174 persons bringing the total occupancy to 569 persons. While the capacity number is an architectural figure based upon interior space, The Bridge advertises and functions on a maximum occupancy of 250 people. The expansion will not adjust their business model to host up to 250 people.



MAP SOURCE: Cook County GIS

EXISTING ZONING	EXISTING LAND USE	SURROUNDING ZONING & LAND USE	REQUESTED ACTIONS	SIZE OF PROPERTY
D-D, Downtown District within the Historic Preservation District	Multi-tenant mixed use commercial building	**North**: D-D, US Post Office **South:** D-D, I & M Canal **East:** D-D, Commercial Buildings, Norton Roofing and Cosmetology School **West:** D-D, Mixed Use Building, Front Street Lofts	Special Use to allow an Expansion of banquet facility with outdoor dining in the D-D District	18,898 SF 0.43 acres

PROPERTY HISTORY

The subject property is 0.43 acres on the northwest corner of Stephen Street and Front Street along the I&M Canal and Trail. The multi-tenant mixed use commercial building at one time was occupied by All Service Auto Repair in the rear unit and the front unit was the Second Chance Thrift Shoppe. A dog training facility, Wags to Riches, formerly operated in the 4,136 SF space that is proposed to become a part of The Bridge banquet facility. The Bridge's initial special use for a banquet hall use with outdoor dining was approved on October 26, 2020 with conditions as O-69-20, provided in the attachments. In the UDO, a change in the intensity of use of an existing special use, or a change to the conditions of approval of a special use shall be deemed the same as a new special use and shall require a public hearing at the PZC and an ordinance approved by the Village Board.

COMPATIBILITY with the COMPREHENSIVE PLAN

The proposal is compatible with the Lemont 2030 Comprehensive Plan as the future land use map designates the subject property as Mixed Use (MU) land use. The special use request is consistent with the applicable goals of the Lemont 2030 Comprehensive Plan.

COMPATIBILITY with the UNIFIED DEVELOPMENT ORDINANCE

The proposal is compatible with the Unified Development Ordinance (UDO). The purpose of the D-D, Downtown District, is to promote a compatible mixture of commercial, cultural, institutional, governmental and residential uses in a compact and pedestrian-orientated manner.

STAFF RECOMMENDATION: **APPROVE** **APPROVE WITH CONDITIONS** **DENY**

ATTACHMENTS

The Attachments are LINKED

1. Staff Analysis
2. Site Photographs
3. Special Use Application and Criteria
4. Project Narrative
5. Plat of Survey
6. Expansion Plans
7. O-69-20
8. COW Memo with PZC Minutes from Special Use

Attachment 1 – Staff Analysis – The Bridge Expansion Special Use

COMPREHENSIVE PLAN

The Lemont 2030 Comprehensive Plan identifies the subject site and surrounding downtown area as Mixed Use (MU). The banquet and event center use has been compatible with the mixed use district.

Also within the Lemont 2030 plan, the following recommendation in the Economic Prosperity Section could apply to the proposed use:

- **Develop Downtown as a Destination for Residents and Visitors**. *The continued vitality of downtown was a key priority expressed during the Lemont 2030 public visioning process*. The addition of The Bridge attracts new visitors, guests and customers to Lemont's downtown businesses. Guests may at times come early to the downtown area or stay in Lemont after the event is over, frequenting other local businesses, restaurants and bars. It's an opportunity to display the Village's beautiful and unique downtown. A banquet and event center assists in developing the downtown as a destination for residents and visitors as desired in the Comprehensive Plan.

GENERAL ANALYSIS

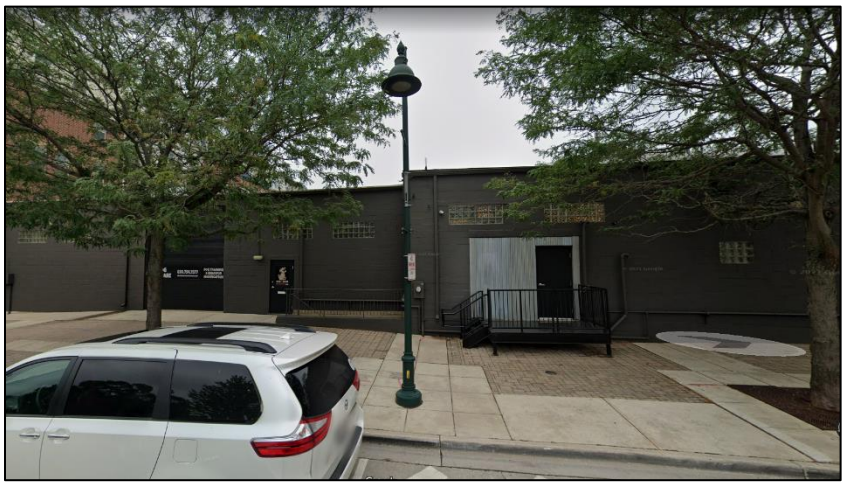


Existing function room.

Per §17.06.010 and Table 17-06-01, a banquet hall is a special use in the D-D, Downtown District and The Bridge went through this special use process in 2020. Since opening, the 7,000 square-foot space within 44 Stephen Street has been used for events such as weddings, showers, shows and parties and includes a pre-function room, function room, Bride's room/office, 2 bars and a receiving and staging room. A 5,900 square-foot outdoor area with a pergola, as approved within the initial special use, has been constructed and used for outdoor ceremonies and outdoor gathering space. The Bridge's website with photos and information can be found here: Bridge Website

The expansion to occupy the former leased dog training area will allow for indoor ceremony space adding to the options and offerings available for customers and guests of the Bridge.

Modifications to the exterior are proposed along River Street on the south elevation including removal of the existing overhead door and infilling the opening with CMU to match the adjacent bays and the addition of glass block windows above the new doors. The area surrounding the new doorway depicts corrugated steel panel siding similar to the existing adjacent door. The eastern entrance with the existing black platform is to remain and a new steel channel canopy is proposed over the doorway with tie-backs. This 'roofed' entry feature will match the new doorway that is replacing the overhead door. The exposed staircase to the basement is proposed to be enclosed with 8" CMU wall and a standing seam metal roof. The exterior elevation modifications will be reviewed and discussed by the Historic Preservation Committee requiring a Certificate of Appropriateness.



Existing South Elevation

Initial Special Use Public Process in 2020

The predominant concerns during the initial special use process for the Bridge to locate in the Downtown was parking, circulation and noise. Following the public hearing and public process, the following conditions were a part of the approved special use for the Bridge to occupy 7,000 square-feet to address the concerns raised:

1. The special use is granted solely to The Bridge Lemont, LLC; and
2. The outdoor dining/ceremony area shall close no later than 10pm Sunday through Thursday and no later than 11pm on Friday and Saturday; and
3. The outdoor dining area shall not allow guests to enter at the gates without a staff attendant working at the gate; and
4. Provide decorative landscaping planters along Stephen Street at appropriate intervals and in front of outdoor dining area; and
5. Provide signage for parking and traffic circulation during an event, such as sandwich board signs or any other legal and appropriate signs alike; and
6. Additional traffic control should be used for larger events for arriving vehicles to encourage safe operations of the Stephen/Front Street intersection; and

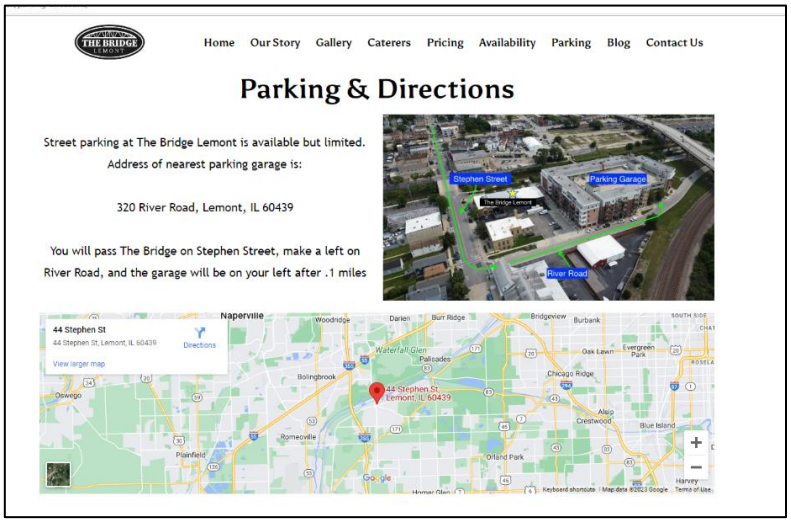
7. Communicate public parking lots and directions to such lots through business website, social media, brochures and any other form of communication; and

8. Petitioner shall provide security at large events. Shall work with Lemont Police to verify the appropriate amount of security necessary/required depending on type, size and date of event; and

9. Provide drop-off, pick-up, and valet circulation plan specifically detailing the south area of the building along Front Street where on-street parking and a loading area exists. Petitioner shall work with Village to accommodate a valet and drop-off zone during larger events.

10. If an event is scheduled with 200+ people are expected, a shuttle service must be made available. The shuttle shall route should avoid Front Street and travel in a clockwise direction along Stephen Street, Canal Street and River Street.

The proposed update to the special use to allow the banquet center to occupy the entire building at 44 Stephen Street is an opportunity to evaluate the use and conditions imposed prior to the Bridge opening and operating. While the size of the building and existing space technically allows for more guests, the Bridge advertises and operates at maximum of 250 persons for an event. They have found this number to work well for their business model. Since applying for the expansion, Staff had a discussion with the owner and operators about the initial conditions imposed with the special use and whether they have made an impact on the business. Having hosted over 100 events at the location, this has provided them with a good understanding of circulation and parking in the area. They state that their guests tend to prefer using the parking garage for its simplicity and proximity. They have offered shuttle service from the Metra lot for larger events as stated in the conditions, but it had insignificant impact on traffic as guests chose to walk due to long wait times for the shuttle to fill up. Requiring valet and shuttle service has not alleviated any parking situations. Removing some of the conditions of previous special use approval can be considered with the new request.



The Bridge's website has a section for "Parking" as suggested and conditioned in the 2020 special use ordinance. It promotes the River Street Public Parking garage and provides the garage's address, directions, a map and downtown image. Many couples have their own wedding website directing guests to the Bridge's website to explain parking. Since opening the Bridge, the owners have found themselves trying to solve a 'parking

problem' that they found does not exist. They state that everything runs much smoother when guests can park themselves. They have worked with a valet service but found them to cause chaos and cause more traffic issues. They were expecting a higher volume of cars when first starting but operating at a 250-guest maximum for weddings has significantly reduced the amount of cars coming to the venue on any given night. Lastly, a banquet and event center is a type of business that relies on good online reviews, feedback and word of mouth. A traffic or parking concern has not been mentioned in the many positive reviews online for the Bridge.

In the UDO, there are no minimum parking requirements for the Bridge's property, as on-site off-street parking is not required on lots that are one-half acre or less in the D-D, Downtown District. The intent of the downtown parking regulations is to encourage a balance between compact pedestrian-orientated development and the necessary car storage and recognizes that a portion of off-street parking can be accommodated in municipal parking facilities. To that end, the normal parking requirements found in other non-residential for the other zoning districts are relaxed.

As found in the initial special use process, there are over 132 parking stalls within walking distance of the subject property as there are 262 stalls adjacent to the west located within the Front Street Lofts parking garage. The Downtown District was not envisioned or planned to have off-street parking adjacent to every building or use, therefore having flexible or no parking requirements. The purpose of the centralized parking facility at the Front Street Lofts is to serve the residents and tenants in the Lofts, while also providing parking for surrounding downtown businesses. There are public lots and on-street parking stalls scattered throughout the downtown to provide additional centralized parking facilities. A full parking study for the downtown was recently completed in June 2022 and can be found here: VOL Downtown Parking and Civic Space Study

STANDARDS FOR A SPECIAL USE

The UDO has standards for special uses. No special use shall be recommended by the Planning and Zoning Commission unless the special use:

1. Is deemed necessary for the public convenience at that location; and
2. Is so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected; and
3. Will not cause substantial injury to the value of other property in the neighborhood in which it is located; and
4. Shall not create excessive demands on Village service or impair the ability of the Village to maintain the peace and provide adequate protection for its citizens; and

5. Is consistent with standards enumerated elsewhere in this ordinance for the specific use, including planned unit developments; and
6. Meets, as applicable, the standards for planned unit developments found in Chapter 17.08 of this ordinance.

During the initial special use process, the Lemont Police Department (LPD) stated the following concerns regarding an event and banquet facility to locate within the DD at 44 Stephen Street:

- Concern about noise complaints from the Lofts; and
- Traffic backing up on Stephen Street; and
- Lack of available parking.

Staff has followed up with LPD to request information on any complaints, traffic issues or parking concerns since the Bridge has located in the Downtown. The LPD did not report any complaints or issues regarding the Bridge and there are no crash reports near the area that were related to the Bridge. One Lemont Police Officer reported that he had a quick tour of the facility over the summer and stated the owner is very cognizant of his responsibility to be a good neighbor. Lastly, the LPD stated they prefer the Bridge to utilize the entire space as they have received many more complaints about barking dogs for the former dog training tenant than they have about any events at the Bridge.

Staff finds that the requested expansion of the special use for a banquet hall and outdoor dining area in the D-D Zoning District located at 44 Stephen Street for The Bridge sufficiently meets the applicable standards for a special use found in §17.04.140 with the conditions as modified from O-69-20.

CONCLUSIONS & RECOMMENDATIONS

The Downtown District's purpose is to promote a compatible mixture of commercial, cultural, institutional, governmental, and residential uses in a compact, pedestrian-orientated way while maintaining and enhancing the historic, community, architectural and aesthetic qualities unique to the downtown area. The Bridge has been a vibrant addition to the area allowing the ability to host events, weddings, showers and parties in the downtown. With no police complaints, owner and operator's attention to service and positive online reviews, the initial concerns of parking, circulation and excessive noise is not known to be issues. The Bridge serves as an opportunity for residents and visitors to energize the Downtown for celebrations and special events. Staff recommends approval of Case 2023-02 The Bridge Expansion Special Use to occupy the entire building at 44 Stephen Street for a banquet hall and outdoor dining area in the D-D Zoning District with the following conditions:

1. Adhere to the conditions associated with the original special use and consider the removal of Conditions 5, 6, 8, 9 and 10. The conditions proposed to be removed are regarding requiring security, signage and valet for larger events.
2. Maintain the existing maximum occupancy number of 250 persons as advertised and used for events at the Bridge.
3. No staging, operations or preparations for the purpose of an event by banquet staff may occur in the public right-of-way.
4. Any work or modifications to the building within the public right of way must be approved in a legal agreement between the property owner and the Village of Lemont prior to building permit issuance.

Attachment 2 - Site Photographs



Figure 1: Subject property from corner of Front Street and Stephen Street



Figure 2: Entrance to Front Street Lofts Village Public Parking Garage.

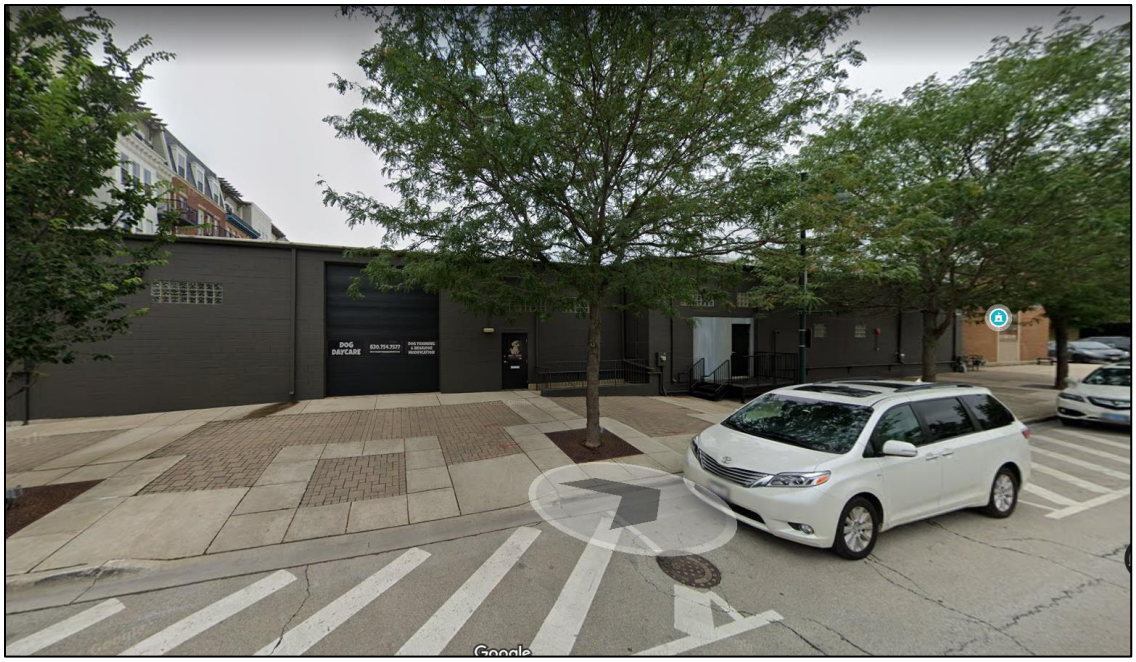


Figure 3: Former Dog Training facility space and proposed addition area.



Figure 4: Streetview front of The Bridge at 44 Stephen Street.

Attachment 3

Special Use Application & Criteria

Village of Lemont
Community Development Department
418 Main Street Lemont, Illinois 60439
phone (630) 257-1595
fax (630) 257-1598

Special Use Application Form

APPLICANT INFORMATION

Jerry Kwiatek
Applicant Name

The Bridge Lemont LLC
Company/Organization

8400 Kearney Rd Downers Grove IL 60516
Applicant Address

773-908-2015
Telephone & Fax

JK@BottleLemont.com
E-mail

CHECK ONE OF THE FOLLOWING:

- [X] Applicant is the owner of the subject property and is the signer of this application.
- [ ] Applicant is the contract purchaser of the subject property.
- [ ] Applicant is acting on behalf of the beneficiary of a trust.
- [ ] Applicant is acting on behalf of the owner.

PROPERTY INFORMATON

44 Stephen St. Lemont IL 60439
Address of Subject Property/Properties

22-20-403-006-0000
Parcel Identification Number of Subject Property/Properties

Size of Subject Property/Properties

DESCRIPTION OF REQUEST

Expansion of venue by ~3500 sqft. (Event center, Banquets, Restaurant, Bar)
Brief description of the proposed special use

REQUIRED DOCUMENTS

See Form 501-A, *Special Use Application Checklist of Required Materials,* for items that must accompany this application.

FOR OFFICE USE ONLY

Application received on: _____ By: _____

Application deemed complete on: _____ By: _____

Current Zoning: _____

Fee Amount Enclosed: _____ Escrow Amount Enclosed: _____

APPLICATION FEE & ESCROW

Application Fee = $500 for properties less than 10 acres, $750 for properties 10 acres or larger
Fee is non-refundable.

Required Escrow = $500
At the time of application, the applicant shall submit a check for the establishment of an escrow account. The escrow money shall be used to defray costs of public notice, consultants, or other direct costs incurred by the Village in association with the special use application. Additionally, should the applicant fail to remove the required public notice sign in a timely manner, the escrow account may be used to defray the costs of the sign's removal. After completion of the special use review process, any unused portion of the escrow account will be refunded upon request.

AFFIRMATION

I hereby affirm that I have full legal capacity to authorize the filing of this application and that all information and exhibits herewith submitted are true and correct to the best of my knowledge. I permit Village representatives to make all reasonable inspections and investigations of the subject property during the period of processing of this application. I understand that as part of this application I am required to establish an escrow account to pay for direct costs associated with the approval of this application, such as the fulfillment of public notice requirements, removal of the public notice sign, taking of minutes at the public hearing and fees for consultants hired by the Village to evaluate this application. I understand that the submitted fee is non-refundable and that any escrow amount leftover upon project completion will be refunded upon request. I understand that I am responsible for the posting of a public hearing sign and for the mailing of legal notice to all surrounding property owners as required by Village ordinances and state law.

[signature]	1-16-23
Signature of Applicant	Date
Illinois	Cook
State	County

I, the undersigned, a Notary Public in and for the aforesaid County and State, do hereby certify that Jerry Kwiecinek is personally known to me to be the same person whose name is subscribed to the foregoing instrument, and that said person signed, sealed and delivered the above petition as a free and voluntary act for the uses and purposes set forth.

[signature]
Notary Signature

Given under my hand and notary seal this 16th day of January A.D. 20 23.

My commission expires this 2nd day of May A.D. 20 26.

OFFICIAL SEAL
THOMAS J KULAKOWSKI
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES: 5/2/2026

Affidavit of Public Notice

The undersigned Jerry Kulbanch, being duly sworn on oath states as follows:

1. That he/she is the Owner that is subject of the
   (owner of record, contract purchaser, authorized agent, etc.)
   petition to expand banquet facility by
   The Bridge Lemont LLC
   (Designate petitioner(s); and, if applicable, designate Trust numbers and all beneficiaries
   for
   property located at and commonly known as 44 Stephen Street

2. That the attached Public Notice, marked as Exhibit A, was served on all of the parties whose names and addresses are identified on the attached Exhibit B, by one of two means listed below.

Indicate by checkmark the applicable box and enter any requested information:

☒ By mailing a copy of said notice by certified mail, return receipt requested, via United States Mail at the following location:
Westmont Post Office
City and State

OR:

☐ By delivering said notice in person to the individual homes or offices and obtaining the signature of each recipient with name and address on a separate sheet of paper to be submitted as Exhibit C.

3. That the designated delivery took place on the 17 day of January 2023.

Signature

(indicate whether owner, contract purchaser, agent, etc.)

Subscribed and sworn before me this 18 day of January, 2023

Notary Public

My commission expires on 05/02/26

OFFICIAL SEAL
THOMAS J KULAKOWSKI
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES: 5/2/2026

(Notary Seal Here)

SAMPLE PUBLIC NOTICE

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN FOR A PUBLIC HEARING CONCERNING A LAND USE APPLICATION FOR THIS PROPERTY.

HEARING FOR: [INSERT WHAT APPLICATION IS FOR]

VENUE OF HEARING: VILLAGE HALL, 418 MAIN ST., LEMONT (UPSTAIRS CHAMBER ROOM)

HEARING BODY: PLANNING AND ZONING COMMISSION

DATE AND TIME OF HEARING: [INSERT DATE AND TIME]

PUBLIC ATTENDANCE AND COMMENTS INVITED:

FOR ADDITIONAL INFORMATION CONTACT:
VILLAGE OF LEMONT
COMMUNITY DEVELOPMENT DEPARTMENT
418 MAIN STREET
(630)257-1595

Sign Size/Appearance Requirements:

- **At least 36 inches in height and 48 inches in width.**
- **Must have a white background.**
- **Must have 1.5-inch high black block letters, except the words "NOTICE OF PUBLIC HEARING" must appear in 3-inch high capital red block letters.**

Special Use Criteria Worksheet

Unified Development Ordinance (UDO) Section 17.04.140.C establishes the criteria for approval of special use requests; no special use will be recommended by the Planning & Zoning Commission unless it meets the following criteria.

Please describe below how your variation request meets the criteria of UDO Section 17.04.140.C. Attach additional sheets if necessary.

UDO Section 17.04.140.C.1
The special use is deemed necessary for the public convenience at that location:

Improve + Expand current indoor event center / Banquet hall

UDO Section 17.04.140.C.2
The special use is so designed, located and proposed to be operated that the public health, safety and welfare will be protected:

The space is being brought up with the current ADA and building standards

UDO Section 17.04.140.C.3
The special use will not cause substantial injury to the value of other property in the neighborhood in which it is located:

NO

- **Special Use Criteria Worksheet.** The applicant must address the standards listed on the attached *Special Use Criteria Worksheet.*

- **Additional Plans or Documents as Required by the Community Development Director.** Department staff will advise if any additional materials are necessary.

Materials Required when Public Notice is Served

The following items **are not** required at the time of application submittal. However, these items must be submitted to the Community Development Department prior to the public hearing before the Planning & Zoning Commission. *Once the applicant has fulfilled the public notice requirements, the following items must be submitted:*

_____ **Affidavit of Public Notice.** The attached *Affidavit of Public Notice* must be submitted by the applicant once he/she has completed the necessary public notice requirements. A signed and notarized original form should be submitted to the Community Development Department no later than 15 days prior to the scheduled public hearing for the special use request. More explanation regarding public notice requirements is contained in the attached *Special Use Public Notice Requirements* document.

_____ **Copy of Written Notice.** Once the applicant has sent the required written notice of public hearing, a copy shall be submitted to the Community Development Department. The copy of the written notice should be submitted at the time that the notice is sent to the surrounding property owners. More explanation regarding public notice requirements is contained in the attached *Special Use Public Notice Requirements* document.

_____ **Address List.** A list of all addresses to which the applicant sent the written notice of public hearing shall be submitted to the Community Development Department at the time the written notice is sent to the surrounding property owners. More explanation regarding public notice requirements is contained in the attached *Special Use Public Notice Requirements* document.

UDO Section 17.04.140.C.4
The special use shall not create excessive demands on Village service or impair the ability of the Village to maintain the peace and provide adequate protection for its citizens:

NO

UDO Section 17.04.140.C.5
The special use is consistent with the standards enumerated elsewhere in the UDO for the specific use, including but not limited to, planned unit developments:

YES

UDO Section 17.04.140.C.6
The special use meets, as applicable, the standards for planned unit developments found in Chapter 17.08 of the UDO:

YES

Special Use Public Notice Requirements

The applicant for a special use request is responsible for meeting the public notice requirements of Section 17.04.050 of the Unified Development Ordinance (UDO). Public Notice must include written notice and notice by sign, as detailed below. A sample written notice and a sample sign are provided on the following pages. The applicant must submit the following to the Community Development Department once the notice requirements have been met:

- a signed and notarized Affidavit of Public Notice;
- a copy of the written notice; and
- a list of all addresses to which the applicant sent the written notice.

Written Notice. The applicant shall serve written notice in person or by registered mail, return receipt requested, to the owners of the subject property and to owners of all property within 250 feet of the property lines of the subject property. The property owners shall be those as recorded in the relevant county's Office of the Recorder of Deeds. Land occupied by public roads, streets, alleys, and other public ways shall be excluded in computing the 250 ft. requirement. The notice must be served not less than 15 days and not more than 30 days prior to the scheduled public hearing. The written notice must contain:

- The common street address of the subject property;
- The scheduled time, date and venue of the public hearing;
- A description of the nature, scope, and purpose of the application;
- The name and address of the applicant;
- A statement that additional information concerning the hearing or application can be obtained from the Community Development Department; and
- The address and contact information for the Community Development Department.

If, after a bona fide effort to provide written notice, the property owner of the property on which the notice is served cannot be found at their last known address, or the mailed notice is returned because the property owner cannot be found at their last known address, the written notice requirements will be deemed satisfied.

Attachment 4

Narrative

The Bridge Lemont
44 Stephen Street
Lemont, IL 60439

The project that will take place will expand our current space by adding a separate room for wedding ceremonies and smaller events. This space will be in the previous dog day care. It is about 3,500 sqft, which will add on to our current 7000 sqft. The space will be transformed to match the style of our current space. Space could accomodate 200 person ceremonies or 100 person events. Only one event at a single time will continue, so multiple events at one time will be unlikely unless they are smaller events.

Hours of operation would mimic current indoor/outdoor hours 8 am - 2 am and based on event. Typical events do not go past 11 pm.

There are over 250 public parking spots that are within walking distance. See attached. Expansion will not increase what we already serve, so no additional traffic should be expected.

Attachment 5

Plat of Survey

ALTA/NSPS LAND TITLE SURVEY

THAT PART OF BLOCK 5 IN SINGER AND TALCOTT'S STONE COMPANY SUBDIVISION RECORDED JUNE 4, 1872 AS DOCUMENT NUMBER 14986, BEING A SUBDIVISION OF THAT PART OF THE WEST 1/2 OF THE SOUTH EAST 1/4 OF SECTION 20, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH ILLINOIS AND MICHIGAN CANAL DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY LINE OF SAID BLOCK 5 WHICH IS 105 FEET SOUTH EASTERLY OF THE NORTH EAST CORNER OF SAID BLOCK 5 MEASURED ALONG THE SAID EASTERLY LINE; RUNNING THENCE SOUTHWEST PARALLEL TO THE NORTHERLY LINE OF SAID BLOCK 5, A DISTANCE OF 180 FEET; THENCE RUNNING SOUTH EAST PARALLEL TO THE EASTERLY LINE OF SAID BLOCK 5, A DISTANCE OF 105 FEET MORE OR LESS, TO THE NORTHERLY LINE OF ILLINOIS AND MICHIGAN CANAL RESERVE STRIP, RUNNING THENCE NORTH EAST ALONG SAID ILLINOIS AND MICHIGAN CANAL STRIP A DISTANCE OF 180 FEET TO THE EASTERLY LINE OF SAID BLOCK 5, RUNNING THENCE NORTH WEST ALONG THE EASTERLY LINE OF SAID BLOCK 5, A DISTANCE OF 105 FEET, MORE OR LESS, TO THE PLACE OF BEGINNING IN LEMONT, COOK COUNTY, ILLINOIS, EXCEPTING THE FOLLOWING PORTION.

BEGINNING AT THE MOST SOUTHEASTERLY CORNER OF SAID BLOCK 5; THENCE ON AN ASSUMED BEARING OF SOUTH 54 DEGREES, 45 MINUTES 54 SECONDS WEST ALONG THE SOUTHERLY LINE OF BLOCK 5, 10.50 FEET; THENCE NORTH 35 DEGREES 00 MINUTES 02 SECONDS WEST, 80.00 FEET; THENCE NORTH 54 DEGREES 45 MINUTES 54 SECONDS EAST, 10.50 FEET TO A POINT ON THE EASTERLY LINE OF BLOCK 5; THENCE SOUTH 35 DEGREES 00 MINUTES 03 SECONDS EAST, 80.00 FEET ALONG THE EASTERLY LINE OF BLOCK 5, TO THE POINT OF BEGINNING, ALL IN LEMONT, COOK COUNTY, ILLINOIS, WHICH PORTION WAS PREVIOUS CONVEYED TO THE VILLAGE OF LEMONT IN A WARRANTY DEED RECORDED ON JUNE 3, 1992 AS DOCUMENT NO. 92-387449 IN COOK COUNTY, ILLINOIS.

N

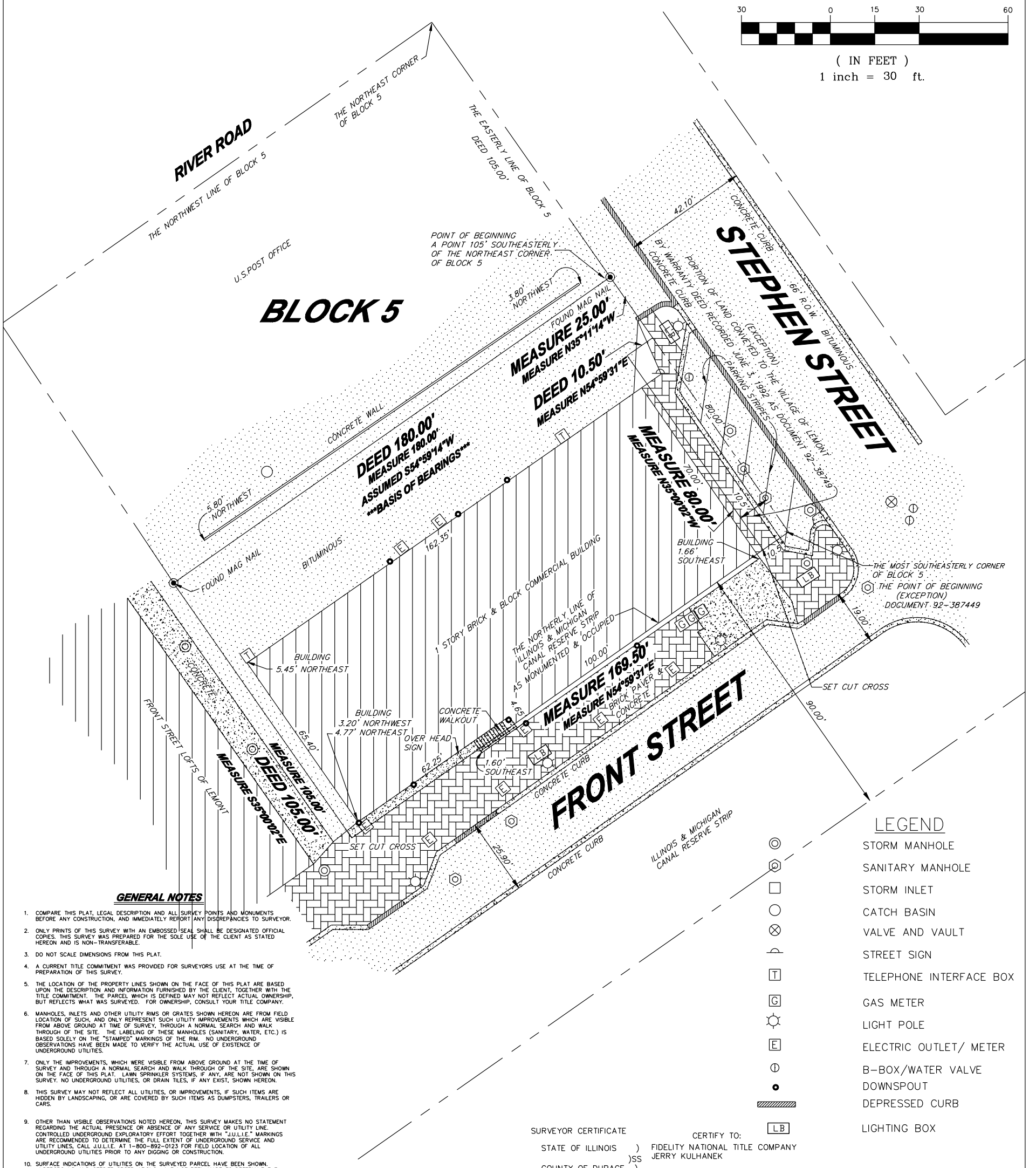
ASSUMED MERIDIAN

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)

1 inch = 30 ft.



LEGEND

- STORM MANHOLE
- SANITARY MANHOLE
- STORM INLET
- CATCH BASIN
- VALVE AND VAULT
- STREET SIGN
- TELEPHONE INTERFACE BOX
- GAS METER
- LIGHT POLE
- ELECTRIC OUTLET/ METER
- B-BOX/WATER VALVE
- DOWNSPOUT
- DEPRESSED CURB
- LIGHTING BOX

GENERAL NOTES

1. COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY POINTS AND MONUMENTS BEFORE ANY CONSTRUCTION, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO SURVEYOR.
2. ONLY PRINTS OF THIS SURVEY WITH AN EMBOSSED SEAL SHALL BE DESIGNATED OFFICIAL COPIES. THIS SURVEY WAS PREPARED FOR THE SOLE USE OF THE CLIENT AS STATED HEREON AND IS NON-TRANSFERABLE.
3. DO NOT SCALE DIMENSIONS FROM THIS PLAT.
4. A CURRENT TITLE COMMITMENT WAS PROVIDED FOR SURVEYORS USE AT THE TIME OF PREPARATION OF THIS SURVEY.
5. THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED UPON THE DESCRIPTION AND INFORMATION FURNISHED BY THE CLIENT, TOGETHER WITH THE TITLE COMMITMENT. THE PARCEL WHICH IS DEFINED MAY NOT REFLECT ACTUAL OWNERSHIP, BUT REFLECTS WHAT WAS SURVEYED. FOR OWNERSHIP, CONSULT YOUR TITLE COMPANY.
6. MANHOLES, INLETS AND OTHER UTILITY RIMS OR GRATES SHOWN HEREON ARE FROM FIELD LOCATION OF SUCH, AND ONLY REPRESENT SUCH UTILITY IMPROVEMENTS WHICH ARE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY, THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE. THE LABELING OF THESE MANHOLES (SANITARY, WATER, ETC.) IS BASED SOLELY ON THE "STAMPED" MARKINGS OF THE RIM. NO UNDERGROUND OBSERVATIONS HAVE BEEN MADE TO VERIFY THE ACTUAL USE OF EXISTENCE OF UNDERGROUND UTILITIES.
7. ONLY THE IMPROVEMENTS, WHICH WERE VISIBLE FROM ABOVE GROUND AT THE TIME OF SURVEY AND THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE, ARE SHOWN ON THE FACE OF THIS PLAT. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY. NO UNDERGROUND UTILITIES, OR DRAIN TILES, IF ANY EXIST, SHOWN HEREON.
8. THIS SURVEY MAY NOT REFLECT ALL UTILITIES, OR IMPROVEMENTS, IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING, OR ARE COVERED BY SUCH ITEMS AS DUMPSTERS, TRAILERS OR CARS.
9. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE OR UTILITY LINE. CONTROLLED UNDERGROUND EXPLORATORY EFFORT TOGETHER WITH "J.U.L.I.E." MARKINGS ARE RECOMMENDED TO DETERMINE THE FULL EXTENT OF UNDERGROUND SERVICE AND UTILITY LINES, CALL J.U.L.I.E. AT 1-800-892-0123 FOR FIELD LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION.
10. SURFACE INDICATIONS OF UTILITIES ON THE SURVEYED PARCEL HAVE BEEN SHOWN. UNDERGROUND AND OFFSITE OBSERVATIONS HAVE NOT BEEN MADE TO DETERMINE THE EXTENT OF UTILITIES SERVING OR EXISTING ON THE PROPERTY. PUBLIC AND/OR PRIVATE RECORDS HAVE NOT BEEN SEARCHED TO PROVIDE ADDITIONAL INFORMATION. OVERHEAD WIRES AND POLES (IF ANY) HAVE BEEN SHOWN, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
11. RESTRICTIONS THAT MAY BE FOUND IN LOCAL BUILDING AND/OR ZONING CODES HAVE NOT BEEN SHOWN. HEIGHTS AND BUILDING RESTRICTIONS (IF ANY) HAVE NOT BEEN SHOWN. ONLY THOSE SETBACK RESTRICTIONS SHOWN ON THE RECORDED SUBDIVISION OR IN THE TITLE COMMITMENT HAS BEEN SHOWN.
14. THERE ARE NO NEW STREET CHANGES THAT THE SURVEYOR IS AWARE OF.
15. ALL BUILDING DIMENSIONS AND TIES ARE TO CURRENT SIDING MATERIAL AND NOT TO FOUNDATION.
16. BOUNRY WAS CREATED BY FOUND MONUMENTAION AND OCCUPATION

Address: 44 STEPHEN STREET
LEMONT, ILLINOIS

CLIENT: METZGER

WORKMAN LAND SURVEYORS
P.O. BOX 757 DOWNERS GROVE, IL 60515
PHONE 630-280-8247
EMAIL WLSC3501@AOL.COM

SURVEYOR CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

CERTIFY TO:
FIDELITY NATIONAL TITLE COMPANY
JERRY KULHANEK

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, THEREOF. THE FIELD WORK WAS COMPLETED ON MARCH 29, 2018.

GIVEN UNDER MY HAND AND SEAL THIS 2ND DAY OF APRIL, A.D., 2018.

WILLIAM A. WORKMAN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3501
MY LICENSE EXPIRES ON NOVEMBER 30, 2018.

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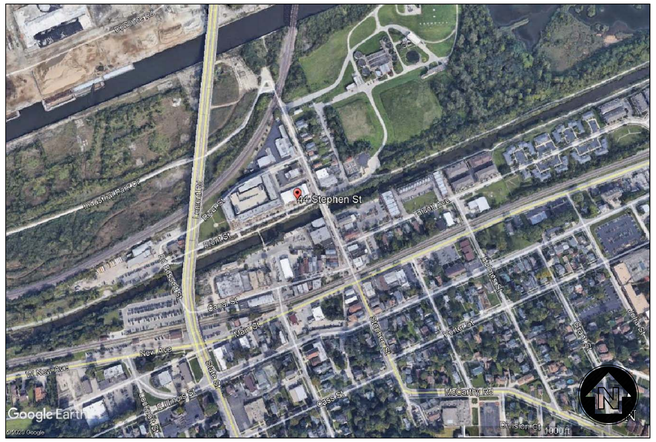
Attachment 6

Expansion Plans

LOCATION MAP: PROJECT NO. 2231



ISSUED FOR PERMIT 1-3-23

THE BRIDGE

FACILITY EXPANSION
44 STEPHEN STREET
LEMONT, ILLINOIS 60439

DRAWING SYMBOL KEY:

DOOR MARK
ROOM FINISH MARK
KEYNOTE MARK
REVISION MARK
WALL MARK
WINDOW MARK
INTERIOR ELEVATION MARK
DETAIL MARK
SECTION MARK
ELEVATION (HEIGHT) MARK

DRAWING LIST:

ARCHITECTURAL:

A-1	FIRST FLOOR PLAN
A-1.1	MEZZ. & BASMENT FLOOR PLANS
A-2	FIRST FLOOR REFLECTED CEILING PLAN
A-2.1	MEZZANINE & BASEMENT REFL. CEILING PLANS
A-3	EXTERIOR ELEVATIONS & SECTION DETAILS

BUILDING DATA:

ZONING: DD DOWNTOWN DISTRICT

USE GROUP: GROUP A-2 (ASSEMBLY-RESTAURANT)

CONSTRUCTION TYPE: IIIB
FULLY-SPRINKLERED

WORK AREA: 2,677 SF (WITHIN EXPANSION AREA)

TOTAL BUILDING AREA: 11,159 SF (7,023 SF EXISTING + 4,136 SF EXPANSION)

OCCUPANCY COUNT:

PRE-FUNCTION ROOM	15 SF/PERSON x 1,133 SF = 76 PERSONS
	23 LF BAR x 2 LF/PERSON= 12 PERSONS
FUNCTION ROOM I	PER SF= 215 PERSONS < 260 PERSONS ACTUAL SEAT CNT.
FUNCTION ROOM BAR	PER SF = 8 PERSONS+14 < 25 SEATS ACTUALLY SEAT CNT.
MEZZ. PRIV. DINING	15 SF/PERSON x 321 SF = 22 PERSONS
EXISTING FACILITY	395 PERSONS
FUNCTION ROOM II	15 SF/PERSON x 2589 SF= 174 PERSONS
TOTAL FACILITY W/EXPANSION	= 569 PERSONS

TOTAL ALLOWABLE AREA PER USE: 28,500 SF (300% INCREASE FOR FULLY-SPRINKLERED SINGLE-STORY,
11,159 SF < 28,500 SF => OK)

MAX. TRAVEL DISTANCE: PER IBC TABLE 1016.1
MAXIMUM TRAVEL DISTANCE ALLOWED
OCCUPANCY GROUP A W/SPRINKLER SYSTEM NOT TO EXCEED 250'

PLUMBING FIXTURES REQUIRED: PER 2014 STATE OF ILLINOIS PLUMBING CODE- SECTION 890.TABLE B
FOR OCCUPANCY TYPE - FOOD SERVICE ESTABLISHMENTS
569 PERSONS => 285 MALE/285 FEMALE

FIXTURE TYPE	# REQUIRED	# PROVIDED
WATER CLOSETS	101-300 MALE => 2 REQ'D*	2 PROVIDED IN EXISTING FACILITY
	151-300 FEMALE => 4 REQ'D	4 PROVIDED IN EXISTING FACILITY
		1 ADD'L PROVIDED AT BRIDE'S RM.
		2 ADD'L PROVIDED IN EXPANSION
URINALS	1 PER 150 MALE => 2 REQ'D	4 PROVIDED IN EXISTING FACILITY
	*MAY SUBSTITUE FOR NOT MORE MORE THEN 50% OF MALE W.C.'S	
LAVATORIES	101-200 MALE => 2 REQ'D	2 PROVIDED IN EXISTING FACILITY
	101-200 FEMALE => 2 REQ'D	2 PROVIDED IN EXISTING FACILITY
		1 ADD'L PROVIDED AT BRIDE'S RM.
		2 ADD'L PROVIDED IN EXPANSION
SERVICE SINK	1	1 PROVIDED IN EXISTING FACILITY
3-COMP. SINK	1	1 PROVIDED IN EXISTING FACILITY
		2 PROVIDED IN BARS (1 AT EACH)

APPLICABLE CODES:

2006 INTERNATIONAL BUILDING CODE WITH AMMENDMENTS
2005 NATIONAL ELECTRIC CODE WITH AMMENDMENTS
2006 INTERNATIONAL MECHANICAL CODE & AMMENDMENTS
2014 ILLINOIS STATE PLUMBING CODE
2006 INTERNATIONAL PROPERTY MAINTENANCE CODE & AMMENDMENTS
2006 INTERNATIONAL FUEL GAS CODE & AMMENDMENTS
2015 INTERNATIONAL ENERGY CONSERVATION CODE
2006 INTERNATIONAL FIRE CODE WITH AMMENDMENTS
2018 ILLINOIS ACCESSIBILITY CODE
LEMONT FIRE PROTECTION DISTRICT FIRE/LIFE/SAFETY CODES

ABBREVIATIONS:

A.C.T.	ACOUSTIC CEILING TILE	LAV	LAVATORY
A.F.F.	ABOVE FINISHED FLOOR	MAX	MAXIMUM
ANNOD	ANODIZED	MFR	MANUFACTURER
B/	BOTTOM	MIN	MINIMUM
BLDG	BUILDING	M.O.	MASONRY OPENING
BOT	BOTTOM	MTL	METAL
CLG	CEILING	N.I.C.	NOT IN CONTRACT
CLR	CLEAR	O.C.	ON CENTER
CMU	CONCRETE MASONRY UNIT	OPP.	OPPOSITE
COL	COLUMN	PEB	PRE-ENGINEERED BUILDING
CONC	CONCRETE	PL LAM	PLASTIC LAMINATE
D	DEPTH	RM(S)	ROOM(S)
DF	DRINKING FOUNTAIN	R.O.	ROUGH OPENING
DISP	DISPENSER	SCHED	SCHEDULE
DWG	DRAWING	SIM.	SIMILAR
DTL	DETAIL	SPEC	SPECIFICATION
EL	ELEVATION	STL	STEEL
FD	FLOOR DRAIN	T/	TOP
GA.	GAUGE	TYP.	TYPICAL
GYP. BD.	GYPSUM BOARD	URN	URINAL
H	HEIGHT	W	WIDTH
I.D.	INTERIOR DESIGNER	WC	WATER CLOSET
		#	NUMBER

NOTICE
THIS DRAWING HAS NOT BEEN PUBLISHED AND IS THE SOLE PROPERTY OF
RANDY B. PRUYN, NCARB, ALA
AND IS LENT TO THE BORROWER FOR HIS CONFIDENTIAL USE ONLY AND IN CONSIDERATION OF THE LOAN OF THIS DRAWING THE BORROWER PROMISES AND AGREES TO RETURN IT UPON REQUEST AND AGREES THAT IT SHALL NOT BE REPRODUCED, COPIED, LENT OR OTHERWISE DISPOSED OF DIRECTLY OR INDIRECTLY, NOR USED FOR ANY PURPOSE OTHER THAN THAT FOR WHICH IT IS SPECIFICALLY FURNISHED.

PROJECT TEAM:

OWNER: JERRY KUHLHANEK
5100 S. LAWNDALE AVE.
MCCOOK, IL 60525
PH: 773.908.2015

ARCHITECT: RANDY B. PRUYN, NCARB, ALA
407 S. EDSON AVENUE
LOMBARD, ILLINOIS 60148
PH: 630.212.4408

I HEREBY CERTIFY THAT THESE ARCHITECTURAL DRAWINGS WERE PREPARED UNDER MY SUPERVISION AND THAT THEY COMPLY TO THE BEST OF MY KNOWLEGE WITH THE BUILDING AND ZONING ORDINANCES OF COOK COUNTY, ILLINOIS

ARCHITECTURAL REGISTRATION NO: 001-013369

STATE OF ILLINOIS
RANDY B. PRUYN
001-013369
LICENSED ARCHITECT

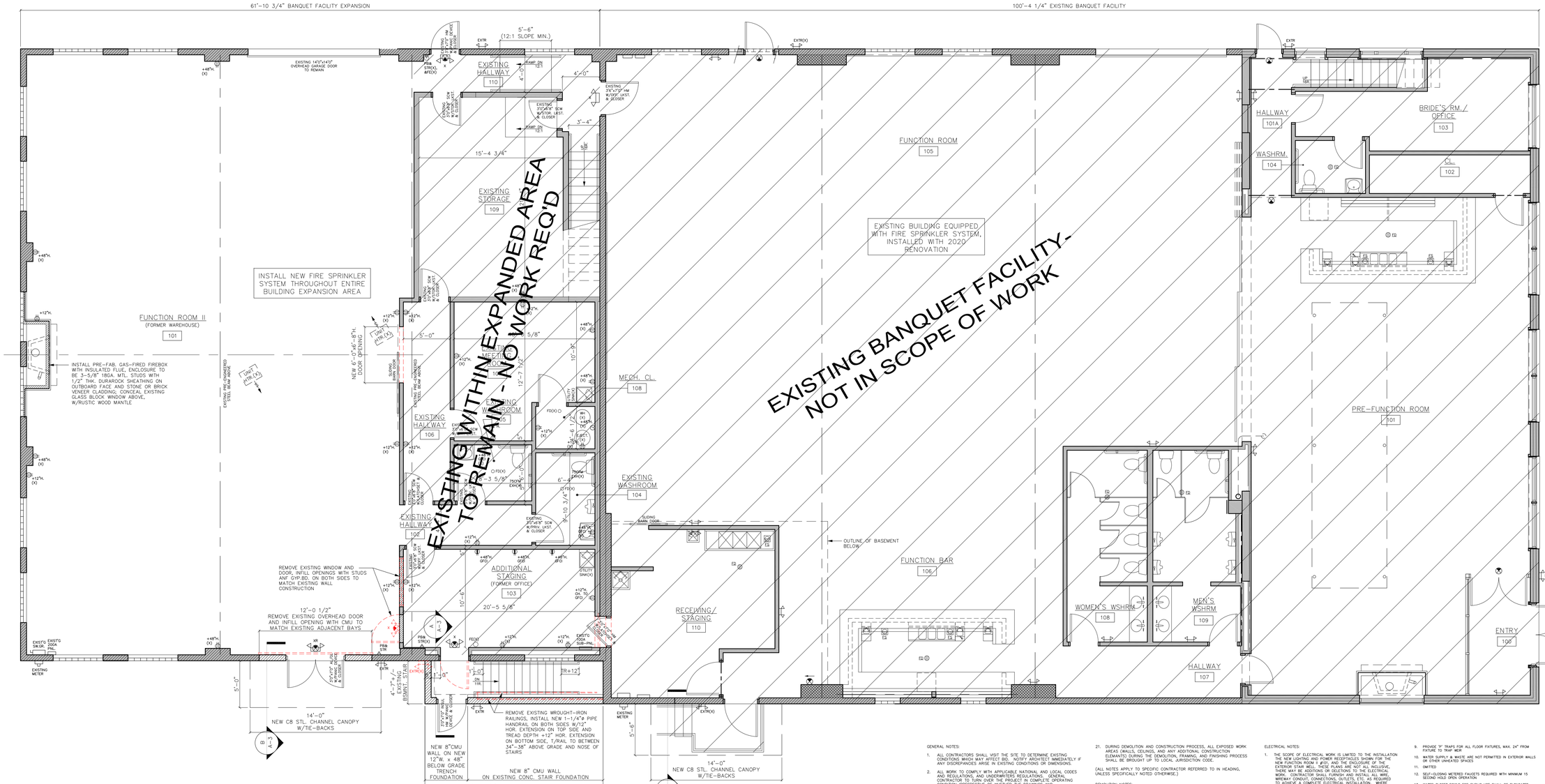
EXPIRES 11-30-24
SOLE-PROPRIETOR

STATEMENT OF COMPLIANCE

I HAVE PREPARED, OR CAUSED TO BE PREPARED UNDER MY DIRECT SUPERVISION, THE ATTACHED PLANS AND SPECIFICATIONS AND STATE THAT, TO THE BEST OF MY KNOWLEGE AND BELIEF AND TO THE EXTENT OF MY CONTRACTUAL OBLIGATION, THEY ARE IN COMPLIANCE WITH THE ENVIRONMENTAL BARRIERS ACT [410 ILCS 25] AND THE ILLINOIS ACCESSIBILITY CODE (71 ILL. ADM. CODE 400).

STATE OF ILLINOIS
RANDY B. PRUYN
001-013369
LICENSED ARCHITECT

SIGNED: _____
ARCHITECT OF RECORD
ILLINOIS REGISTRATION NO.: 001-013369
DATE: 1-3-23



FIRST FLOOR PLAN

SCALE: 3/16" = 1'-0"

0' 1' 3' 5' 10' 15'

WALL PARTITION/DOOR KEY:

EXISTING WALL TO REMAIN

EXISTING WALL OR ITEM TO BE REMOVED

POWER/DATA/VOICE FIXTURE SCHEDULE

SYMBOL	DESCRIPTION
⊖	DUPLEX RECEPTACLE POWER OUTLET, MATCH EXISTING STYLE AND COLOR AT NEW LOCATIONS
⊖	DUPLEX RECEPTACLE POWER OUTLET ON DEDICATED CIRCUIT, EXISTING STYLE AND COLOR AT NEW LOCATIONS
⊕	QUAD RECEPTACLE POWER OUTLET, MATCH EXISTING STYLE AND COLOR AT NEW LOCATIONS
X = EXISTING ITEM TO REMAIN XR = EXISTING ITEM RELOCATED	

GENERAL NOTES:

1. ALL CONTRACTORS SHALL VISIT THE SITE TO DETERMINE EXISTING CONDITIONS WHICH MAY AFFECT BID. NOTIFY ARCHITECT IMMEDIATELY IF ANY DISCREPANCIES ARISE IN EXISTING CONDITIONS OR DIMENSIONS.
2. ALL WORK TO COMPLY WITH APPLICABLE NATIONAL AND LOCAL CODES AND REGULATIONS, AND UNDERWRITERS REGULATIONS. GENERAL CONTRACTOR TO TURN OVER THE PROJECT IN COMPLETE OPERATING CONDITION IRRESPECTIVE OF WHETHER THE DRAWINGS AND SPECIFICATIONS COVER EVERY INDIVIDUAL ITEM IN MINUTE DETAIL.
3. GENERAL CONTRACTOR SHALL PROVIDE ALL PERMITS AND CERTIFICATES OF OCCUPANCY OR LOCAL EQUIVALENT, WITH ALL COSTS AND RESPONSIBILITY INVOLVED BORNE BY HIM.
4. THE WORK INCLUDES FURNISHING OF ALL LABOR, MATERIALS, EQUIPMENT AND WORK NECESSARY FOR, AND REASONABLY INCIDENTAL TO THE COMPLETION, IN PLACE, OF ALL WORK ILLUSTRATED AND DESCRIBED IN THE DRAWINGS AND SPECIFICATIONS. ALL SUCH WORK IS TO BE DONE BY THE GENERAL CONTRACTOR AND HIS SUB-CONTRACTORS, UNLESS OTHERWISE NOTED.
5. MINOR ITEMS AND ACCESSORIES REASONABLY INFERRED AS NECESSARY FOR A SOUND, SAFE AND PROPERLY OPERATE ANY SYSTEM, SHALL BE PROVIDED BY THE RESPECTIVE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
6. WRITTEN DIMENSIONS ON DRAWINGS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS. GENERAL CONTRACTOR SHALL VERIFY, AND BE RESPONSIBLE FOR, ALL DIMENSIONS AND CONDITIONS AT THE BUILDING SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECT PRIOR TO PROCEEDING WITH THE WORK.
7. THE GENERAL CONTRACTOR SHALL HAVE DIRECT CONTROL AND MANAGEMENT OF ALL CONSTRUCTION OPERATIONS, AND BE RESPONSIBLE FOR THE SATISFACTORY OVERALL PERFORMANCE OF ALL HIS SUPPLIERS AND SUBCONTRACTORS, AS WELL AS ASSIGNED CONTRACTORS IN ORDER THAT THE ENTIRE PROJECT BE COORDINATED AND SUPERVISED IN A SATISFACTORY CONDITION.
8. THE GENERAL CONTRACTOR IS TO RECEIVE, HANDLE, STORE IF NECESSARY, AND BE RESPONSIBLE FOR ALL MATERIALS PROVIDED BY OTHERS. ALL MATERIALS SHALL BE ACCOUNTED FOR UPON RECEIPT AND ANY MISSING OR DAMAGED PARTS TO BE REPORTED TO THE OWNER IMMEDIATELY.
9. SHOP DRAWINGS PREPARED BY THE CONTRACTOR, SUPPLIERS, ETC., SHALL BE REVIEWED BY THE ARCHITECT ONLY FOR CONFORMANCE WITH THE DESIGN CONCEPTS. NO WORK SHALL BE STARTED WITHOUT SUCH REVIEW.
10. EACH CONTRACTOR SHALL REMOVE HIS RUBBISH AND DEBRIS FROM THE BUILDING SITE PROMPTLY UPON ACCUMULATION AND IN NO EVENT LESS FREQUENTLY THAN EVERY FRIDAY AFTERNOON.
11. X OR (X) DENOTES EXISTING ITEMS.
12. MINIMUM GYPSUM BOARD THICKNESS IS 5/8" THK.
13. ALL OPENINGS AROUND VENTS, PIPES, DUCTS, ETC. TO BE FIRE-STOPPED WITH NON-COMBUSTIBLE MATERIALS (SUCH AS FIRESTOP TYPE CAULK).
14. A BUILDING DEPARTMENT APPROVED SET OF CONSTRUCTION DOCUMENTS MUST BE ON-SITE AT ALL TIMES DURING CONSTRUCTION FOR INSPECTIONS.
16. ALL CUTTING, NOTCHING, AND BORING OF JOISTS AND STUDS TO CONFORM TO CODE GUIDELINES.
17. ALL FINISH MATERIALS TO BE MINIMUM CLASS A RATED (0-25 FLAME SPREAD RATING, 0-200 SMOKE DEVELOPED).
18. ALL BLOCKING OR CONCEALED LUMBER TO BE FIRE-TREATED.
19. PROVIDE CEMENT BOARD IN LIEU OF GYPSUM BOARD AT ALL LOCATIONS WHERE CERAMIC TILE IS TO BE INSTALLED. PROVIDE "GREENBOARD" IN LIEU OF GYPSUM BOARD WITHIN 2'-0" OF ALL WATER SOURCES (i.e. SINKS, WATER CLOSETS, ETC.)
20. DRYWALL CONTRACTOR TO BE RESPONSIBLE FOR PATCH AND REPAIR OF ALL WALLS AND CEILINGS AS REQUIRED BY INSTALLATION OF NEW UTILITIES OR BY DEMOLITION OF EXISTING WALLS.
21. DURING DEMOLITION AND CONSTRUCTION PROCESS, ALL EXPOSED WORK AREAS (WALLS, CEILINGS, AND ANY ADDITIONAL CONSTRUCTION ELEMENTS) DURING THE DEMOLITION, FRAMING, AND FINISHING PROCESS SHALL BE BROUGHT UP TO LOCAL JURISDICTION CODE.

(ALL NOTES APPLY TO SPECIFIC CONTRACTOR REFERRED TO IN HEADING, UNLESS SPECIFICALLY NOTED OTHERWISE.)

DEMOLITION NOTES:

1. PROVIDE DEMOLITION, REMOVAL, AND DISPOSAL OF DESIGNATED PORTIONS OF EXISTING BUILDING. REMOVE AND DISPOSE OF RUBBISH AND DEBRIS RESULTING FROM OWN DEMOLITION PROCESSES.
2. EXISTING CONDITIONS: CONDUCT DEMOLITION TO MINIMIZE INTERFERENCE WITH ADJACENT OCCUPIED BUILDING AREAS. PROVIDE, ERECT AND MAINTAIN TEMPORARY BARRIERS AND SECURITY DEVICES. PROVIDE TEMPORARY SHORING AND BRACING AS REQUIRED TO SUPPORT EXISTING STRUCTURE AT NEW OPENINGS OR EXISTING AREAS OF CONSTRUCTION NOT PROPERLY SUPPORTED.
3. PREPARATION: ERECT AND MAINTAIN WEATHERPROOF CLOSURES FOR EXTERIOR OPENINGS AND TEMPORARY PARTITIONS TO PREVENT SPREAD OF DUST AND DIRT TO ADJACENT AREAS DURING PERIOD OF OWNER OCCUPANCY. PROTECT EXISTING ITEMS NOT INDICATED TO BE DEMOLISHED. DISCONNECT, REMOVE AND CAP DESIGNATED UTILITY SERVICES WITHIN DEMOLITION AREAS. CAPTURE AND CONTAIN REFRIGERANT FROM ALL REFRIGERATION EQUIPMENT TO BE REMOVED OR ABANDONED.
4. EXECUTION: DEMOLISH IN AN ORDERLY AND CAREFUL MANNER. DEMOLISH AND REMOVE EXISTING CONSTRUCTION ONLY TO THE EXTENT REQUIRED BY NEW CONSTRUCTION AND AS INDICATED. REMOVE MATERIALS AND EQUIPMENT TO BE REINSTALLED OR RETAINED IN A MANNER TO PREVENT DAMAGE. PROMPTLY DISPOSE OD DEMOLISHED MATERIALS OFF OWNERS PROPERTY AND LEGALLY DISPOSE OF THEM. DO NOT BURN OR BURY MATERIALS ON SITE.

FIRE PROTECTION NOTES:

1. ALL FIRE PROTECTION SYSTEMS SHALL BE TESTED BY THE OWNER OR AN AUTHORIZED REPRESENTATIVE AND IN THE PRESENCE OF THE FIRE PROTECTION BUREAU, BEFORE THE CEILING TILE OR DRYWALL IS INSTALLED. SAID TESTING SHALL BE SCHEDULED WITH THE LOCO GOVERNING FIRE PREVENTION BUREAU 48 HOURS IN ADVANCE OF THE TEST. IFC 901.5, IFC 903.4, NFPA 72, SECTION 7-1, NFPA, SECTION 8-1
2. SUBMIT FIVE SETS OF FIRE PROTECTION AND FIRE ALARM SHOP DRAWINGS THAT ARE SIGNED, SEALED, AND STAMPED (FIVE SETS) BY THE INSTALLER TO THE LOCAL GOVERNING FIRE PREVENTION BUREAU. IFC 901.1, NFPA 13, SECTION 8-1, ARCHITECTS SUBMITTAL OF FIRE ALARM DRAWINGS IS NOT ACCEPTABLE.
3. ALL FIRE PROTECTION SYSTEMS SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE FIRE CODE. IFC 901.1, IFC 901.4. FIRE PROTECTION SPRINKLER SYSTEMS MUST BE INSTALLED BY A STATE OF ILLINOIS LICENSED FIRE SPRINKLER CONTRACTOR; A COPY OF LICENSE MUST BE SUBMITTED TO THE LOCAL GOVERNING FIRE PREVENTION BUREAU.
4. ALL FIRE STOPPING SHALL CONSIST OF APPROVED NONCOMBUSTIBLE MATERIALS SECURELY FASTENED IN PLACE. IFC 703.1. SUBMIT MANUFACTURERS SPECIFICATIONS ON THE FIRESTOPPING THAT IS TO BE USED.
5. PORTABLE FIRE EXTINGUISHERS SHALL BEAR THE LABEL OF AN APPROVED AGENCY, BE OF APPROVED TYPE, AND BE INSTALLED IN A LOCATION VISIBLE AND ACCESSIBLE TO THE OCCUPANTS. THE LOCAL GOVERNING FIRE PREVENTION BUREAU SHALL APPROVE LOCATIONS.
6. ADDITIONAL EMERGENCY LIGHTING AND EXIT SIGNAGE MAY BE REQUIRED, THE LOCAL GOVERNING FIRE PREVENTION BUREAU SHALL APPROVE ALL LOCATIONS OF EMERGENCY LIGHTING AND EXIT LIGHTING.

SIGNAGE NOTES:

1. SHOP DRAWINGS MUST BE PREPARED FOR ANY SIGNAGE AND SUBMITTED FOR REVIEW AND SEPERATE PERMITTING AND APPROVAL BY THE VILLAGE. NO SIGNAGE IS INCLUDED IN THE SCOPE OF THIS PERMIT.

ELECTRICAL NOTES:

1. THE SCOPE OF ELECTRICAL WORK IS LIMITED TO THE INSTALLATION THE NEW LIGHTING AND POWER RECEPTACLES SHOWN FOR THE NEW FUNCTION ROOM 'I' #101, AND THE ENCLOSURE OF THE EXTERIOR STAIR WELL. THESE PLANS ARE NOT ALL INCLUSIVE, THERE MAY BE ADDITIONS OR DELETIONS TO THE ELECTRICAL WORK. CONTRACTOR SHALL FURNISH AND INSTALL ALL WIRE, CONDUIT, DEVICES, EQUIPMENT, ETC. AS MAY BE REQUIRED TO ACHIEVE A COMPLETE ELECTRICAL INSTALLATION. WHERE AN ELECTRICAL DEVICE IS REQUIRED BY CODE, BUT NOT SHOWN, IT SHALL BE PROVIDED BY THE CONTRACTOR AS THOUGH FULLY SHOWN AND SPECIFIED.
2. ALL SYSTEMS SHALL BE CIRCUITED AND INSPECTED AS REQUIRED TO COMPLY WITH ALL NATIONAL, STATE, AND LOCAL CODES. SUBMITHOUGH-IN AND FINAL INSPECTION CERTIFICATES FOR ALL ELECTRICAL WORK.
3. ALL WIRING SHALL BE SMALLER THAN #12 AWG COPPER. ALL SERVICE FEEDER AND BRANCH CIRCUIT CONDUCTORS SHALL HAVE TYPE THW TO INSULATION. LIGHTING FIXTURE WIRE INSULATION SHALLHAVE A TEMPERATURE RATING NOT LESS THAN THE FIXTURE MANUFACTURERS RECOMMENDED RATING.
4. ALL WIRING SHALL BE IN CONDUIT, BOTH IN CONCEALED WALLS AND EXPOSED AREAS. ALUMINUM CONDUIT SHALL NOT BE PERMITTED. ALL CONDUIT SHALL BE SIZED IN ACCORDANCE WITH THE 2017 N.E.C. TABLES AND SHALL SHALL BE U.L. APPROVED COMMERCIAL GRADE. ALL CONDUIT EXPOSED TO WEATHER SHALL BE GALVANIZED HEAVY WALL WALL STEEL CONDUIT. MINIMUM CONDUIT SHALL BE 1/2" DIA.
5. ALL ELECTRICAL EQUIPMENT EXPOSED TO WEATHER, SHALL BE WEATHERPROOFED.
6. ALL INTERIOR WASHROOM/WET AREAS SHALL BE G.F.I. PROTECTED AS LOCATED ON THE PLAN. (NEC 210.8)
7. SMOKE DETECTORS TO BE HARD PIPED TO DISTR. PANEL, ALARMS TO BE INTERCONNECTED.
8. OCCUPANT SENSOR CONTROLS SHALL BE INSTALLED IN ALL BATHROOMS, STORAGE ROOMS, AND JANITOR CLOSETS, AND OTHER FULLY ENCLOSED ROOMS THREE HUNDRED (300) SQUARE FEET OR LESS PER SECTION C405.2.
9. PANEL BOARD SCHEDULE SHALL BE UPDATED PER THE PROPOSED LAYOUT(S). PROVIDE UPDATED PANEL LEGEND TO THE ELECTRICAL INSPECTOR AT THE TIME OF ROUGH INSPECTION.
10. NO CHANGE TO INTERIOR LIGHTING POWER REQUIREMENTS UNDER THIS PERMIT SUBMITTAL.

MECHANICAL NOTES:

1. THERE IS NO MECHANICAL WORK ANTICIPATED IN THE SCOPE OF THE PROJECT.

PLUMBING NOTES:

1. PLUMBING CONTRACTOR TO PROVIDE A COMPLETE PLUMBING INSTALLATION IN ACCORDANCE WITH THE ILLINOIS STATE PLUMBING CODE AND LOCAL GOVERNING ORDINANCES. THE SCOPE OF THE PLUMBING WORK IS LIMITED TO THE NEW WET BAR AND SERVING UTILITY SINK FROM METERING ROOM #108 TO THE ADDITIONAL STAGING #103, ALL NEW SUPPLY AND SEWER PIPING WILL BE RUN THROUGH THE EXISTING WALLS AND TIED IN TO THE ADJACENT WASHROOM #104 SUPPLY AND SEWER ROUGH-INS.
2. ALL NEW ABOVE GROUND DOMESTIC WATER PIPING SHALL BE TYPE L COPPER WITH NO LEAD SOLDER. ALL NEW BELOW GRADE DOMESTIC WATER PIPING SHALL BE TYPE K COPPER.
3. ALL NEW BELOW GRADE WASTE PIPING SHALL BE SDR 26 (MIN. 4" DIA.) PVC WITH SOLVENT WELD JOINTS. WASTE PIPING SHALL BE SCH 40 DWV PVC PIPING INTERIOR ONLY-(EXCEPT UNDERFLOOR VENT MIN. 2"). INDICATE PURPLE PRIMER ON ALL CONNECTIONS.
4. A 75LB AIR TEST OR WATER PRESSURE SHALL BE REQUIRED ON ANY NEW WATER PIPING AT THE TIME OF THE ROUGH INSPECTION.
5. ANY EXISTING PLUMBING THAT MAY POSE A HEALTH OR SAFETY HAZARD SHALL BE REVISED TO MEET ILLINOIS STATE PLUMBING CODE AND LOCAL GOVERNING ORDINANCES.
6. ALL FLOOR DRAINS SHALL BE INDIVIDUALLY VENTED.
7. WATER TEMP. FOR LAVS AND HANDSINKS=110°
8. ALL TOILET ROOMS SHALL HAVE FLOOR DRAIN AND FLOOR CLEAN-OUT.
9. PROVIDE 'S' TRAPS FOR ALL FLOOR FIXTURES, MAX. 24" FROM FIXTURE TO TRAP WEIR.
10. WATER SUPPLY & WASTE ARE NOT PERMITTED IN EXTERIOR WALLS OR OTHER UNHEATED SPACES
11. OMITTED
12. SELF-CLOSING METERED FAUCETS REQUIRED WITH MINIMUM 15 SECOND HOLD OPEN OPERATION
13. WATER CLOSET BOWLS FOR PUBLIC USE SHALL BE ELONGATED TYPE AND THE SEAT SHALL BE AN ANTIMICROBIAL PLASTIC OPEN-FRONT SEAT.
14. NO CELL CORE/FOAM CORE PIPING FOR ANY REASON IN ANY APPLICATION.

SIGNAGE NOTES:

1. SHOP DRAWINGS MUST BE PREPARED FOR ANY SIGNAGE AND SUBMITTED FOR REVIEW AND SEPARATE PERMITTING BY OWNER/TENANT. NO SIGNAGE IS INCLUDED IN THE SCOPE OF THIS WORK.

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Mk.	REVISION DESCRIPTION	DATE
0	ISSUED FOR PERMIT	1-3-23

THE BRIDGE
FACILITY EXPANSION
44 STEPHEN STREET
LEMONT, ILLINOIS

FIRST FLOOR PLAN

SCALE: 3/16" = 1'-0"
DRAWN: RBP 10-5-22
CHKD: RBP 1-3-23
APPD:
APPD:
FILE: Kohrsnow-44 Stephen Expansion_A01.3.dwg

PROJ. NO. 2231

DWG. NO. A-1

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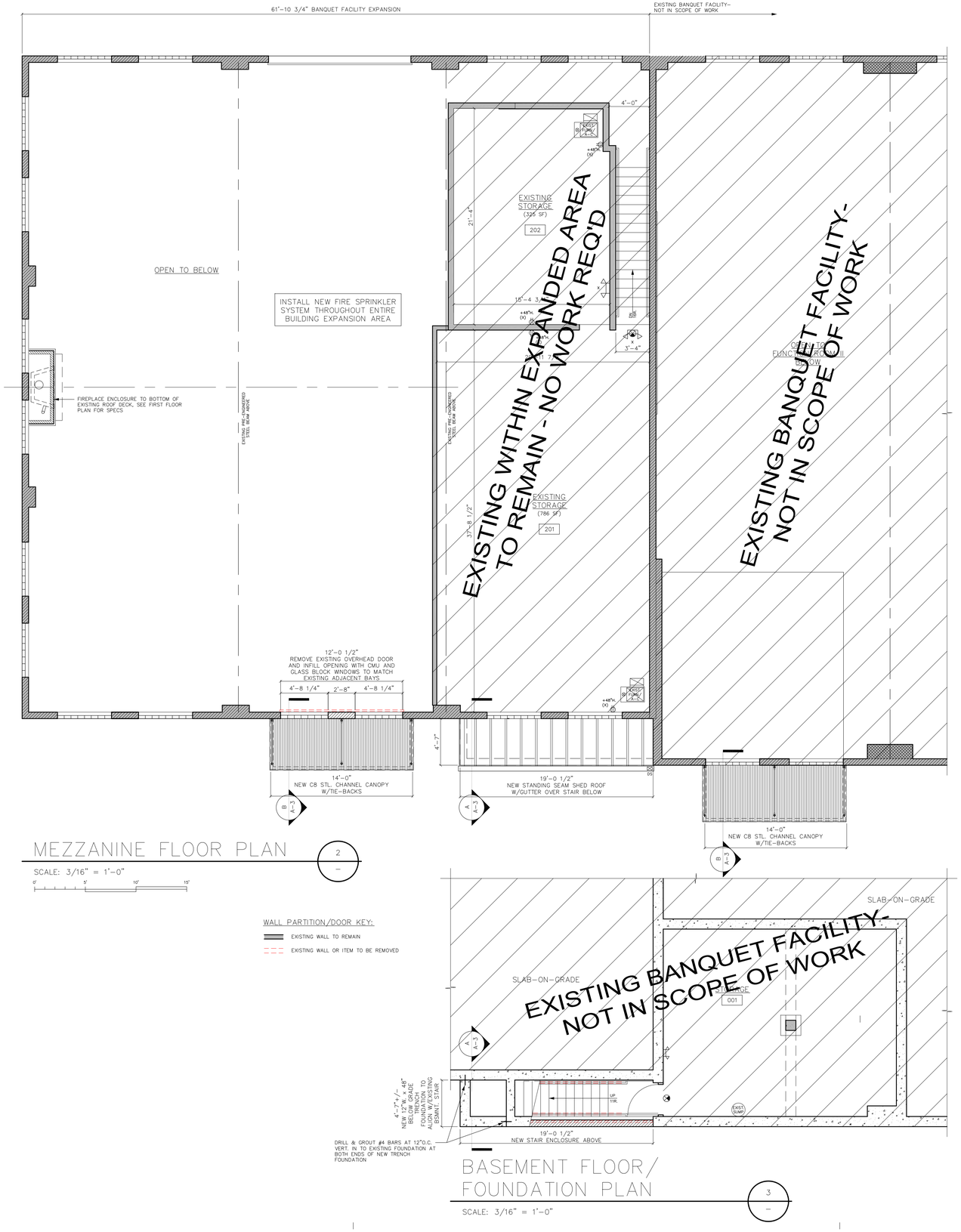

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REVISION DESCRIPTION	DATE	Mk.
ISSUED FOR PERMIT	1-3-23	0

THE BRIDGE
FACILITY EXPANSION
44 STEPHEN STREET
LEMONT, ILLINOIS

MEZZ. & BASMENT FLOOR PLANS

SCALE: 3/16" = 1'-0"
DRAWN: RBP 10-5-22
CHKD: RBP 1-3-23
APPD:
APPD:
FILE: K:\Lemont-44 Stephen Expansion_ACV.dwg

PROJ. NO. 2231

DWG. NO. A-1.1

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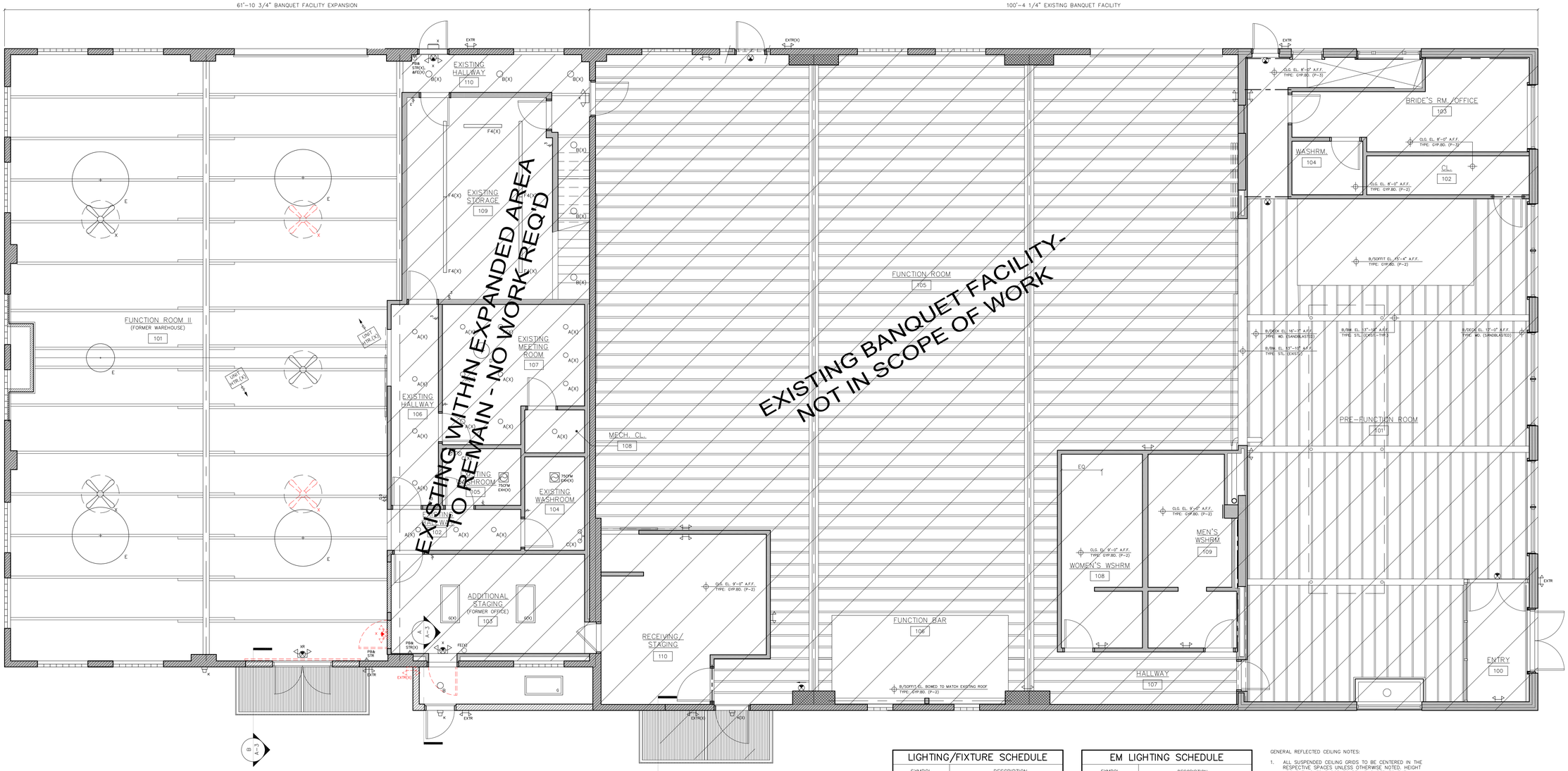

FIRST FLOOR REFLECTED CEILING PLAN

SCALE: 3/16" = 1'-0"

LIGHTING/FIXTURE SCHEDULE

SYMBOL	DESCRIPTION
A	4" RECESSED DOWNLIGHT W/21.4W LED LAMPS, DIMMING BALLAST, BLACK BAFFLE, HALO #HC4200D10 (HOUSING)–HM412830 (MODULE)–41WDBB (TRIM); OR APPROVED EQUAL, FIXTURE TO BE PROVIDED AND INSTALLED BY CONTRACTOR
B	4" SURFACE–MOUNTED DOWNLIGHT, W/20W LED LAMPS, DIMMING BALLAST, HALO #HCD4S20D010x (HOUSING)–HM412830 (MODULE)–41WDBB (TRIM); OR APPROVED EQUAL, FIXTURE TO BE PROVIDED AND INSTALLED BY CONTRACTOR
C	WALL–MTD. DECORATIVE VANITY LIGHT, W/(2)7W LED LAMPS
D	DECORATIVE PENDANT–MTD. CHANDELIER, W/LED LAMPS, DIMMING BALLAST, 300W MAX. WATTAGE ALLOWED TO PASS COMCHECK, VERIFY FINAL FIXTURE SELECTION WITH TENANT
E	DECORATIVE PENDANT–MTD. CHANDELIER, W/LED LAMPS, DIMMING BALLAST, 300W MAX. WATTAGE ALLOWED TO PASS COMCHECK, VERIFY FINAL FIXTURE SELECTION WITH TENANT
F#	LINEAR STRIP L.E.D. FIXTURE #=LENGTH IN FEET, F4=LITHONIA #CSS L48 8000LM MVOLT SWW3 80CRI; F8=LITHONIA #CSS L96 4000LM MVOLT SWW3 80CRI; SWITCHABLE, 120V, 50K COLOR TEMP; OR APPROVED ALTERNATES
G	2x4 SURFACE–MTD. FIXTURE W/28.6 LED LAMPS, CLR. PRISMATIC LENS, NSF APPROVED, METALUX #24FP3130C OR APPROVED EQUAL; FIXTURE TO BE PROVIDED AND INSTALLED BY CONTRACTOR
K	WALL–MTD FLOODLIGHT, LUMARK VR SMOKEY OR EQUAL, W/35W METAL–HALIDE LAMP, UL LABELED FOR WET LOCATIONS, OPERATE FROM TIMER (VERIFY TIMER LOCATION W/OWNER), FIXTURE TO BE PROVIDED AND INSTALLED BY CONTRACTOR

X = EXISTING TO REMAIN
XR = EXISTING RELOCATED
XX = EXISTING TO BE REMOVED

EM LIGHTING SCHEDULE

SYMBOL	DESCRIPTION
	SURFACE MOUNTED EMERGENCY EXIT LIGHT, SURE–LITES CX SERIES, W/LED LAMPS, BATTERY BACK–UP, COLOR: WHITE;OR APPROVED EQUAL.
	WALL MOUNTED EMERGENCY LIGHT, SURE–LITES CC SERIES, W/(2) PAR 36 LAMPS, BATTERY BACK–UP, COLOR: WHITE; OR APPROVED EQUAL.
EXTR	EXTERIOR WALL MOUNTED EMERGENCY LIGHT, LITHONIA #WDX12100–ULT SERIES, FOR DAMP LOCATIONS, W/4–HR BATTERY BACK–UP; OR APPROVED EQUAL.

GENERAL REFLECTED CEILING NOTES:

1. ALL SUSPENDED CEILING GRIDS TO BE CENTERED IN THE RESPECTIVE SPACES UNLESS OTHERWISE NOTED. HEIGHT ABOVE FINISHED FLOOR TO BE MEASURED TO THE UNDERSIDE OF SUSPENDED GRID, UNLESS OTHERWIDE NOTED.
2. ALL LIGHTING FIXTURES TO BE CENTERED IN CEILING GRID PANELS, UNLESS NOTED OTHERWISE. ALL INDIVIDUALLY SUSPENDED LIGHTING FIXTURES TO BE MOUNTED AT NOTED HEIGHT. HEIGHTS TO BE MEASURED TO THE LOWEST PORTION OF THE RESPECTIVE FIXTURE. COORDINATE LOCATIONS OF ALL CEILING FIXTURES ON THIS PLAN WITH MECHANICAL AND ELECTRICAL PLANS. LIGHTING LOCATIONS NOTED SHALL TAKE PRIORITY OVER MECHANICAL OR FIRE SPRINKLER LOCATIONS.
3. SPACING OF HANGERS FOR SUSPENDED CEILING MUST NOT BE MORE THAN 4'–0" O.C. SPLAYED HANGERS MUST BE PROVIDED FOR THE INTERMEDIATE HANGERS FROM SUPPLEMENTAL STEEL. USE #12 HANGER WIRES. NO HANGERS ARE TO BE ATTACHED TO HVAC EQUIPMENT, PLUMBING, ELECTRICAL CONDUIT, OR FIRE PROTECTION EQUIPMENT.
4. ALL EXPOSED SOFFITS, JUNCTION BOXES, HVAC GRILLES, ETC. SHALL BE PAINTED TO MATCH CEILING, UNLESS OTHERWISE NOTED.
5. ALL FINISH MATERIALS IN REQ'D EXITWAYS, STAIR ENCLOSURES, AND CORRIDORS TO HAVE CLASS 1 FLAME SPREAD & SMOKE DEVELOPED RATING; AREAS LESS THAN 1500 SF TO HAVE CLASS 3 RATING; ALL AREAS GREATER THAN 1500 SF TO BE CLASS 2.
6. NO COMBUSTIBLE MATERIALS ARE TO BE LOCATED ABOVE FINISHED CEILING. NO TREATED OR UNTREATED EXPOSED WOOD IS TO BE INSTALLED ABOVE CEILING.
7. ALL SUSPENDED CEILING GRIDS, MECHANICAL SYSTEMS, AUTOMATIC SPRINKLER SYSTEMS, ELECTRICAL SYSTEM COMPONENTS, AND PLUMBING SYSTEMS SHALL BE SUPPORTED ONLY FROM THE TOP OF BAR JOISTS AND/OR STRUCTURE ABOVE. SUPPORT FROM THE BOTTOM CHORD OF BAR JOISTS IS NOT PERMITTED.
8. ALL LAY–IN CEILING FIXTURS SHALL BE SECURED TO CEILING GRID PER ARTICLE #410–15 & 16 (C) N.E.C.
9. ALL SWITCHING OF LIGHTING TO BE CONTROLLED BY LOCAL SWITCHING UNLESS NOTED OTHERWISE. SWITCH WASHROOM EXHAUST FANS WITH LIGHTING. PROVIDE NIGHT LIGHTING PER CODE.
10. LOCATION AND DIMENSIONS OF ALL FIXTURES TO BE DETERMINED PER REFLECTED CEILING PLAN. CONTACT ARCHITECT TO REPORT ANY DISCREPANCIES OR INTERFERENCES WITH ENGINEERING.
11. PROVIDE ACCESS IN CEILING TO ANY LANDLORD OR TENANT VALVES, CLEANOUTS, ETC. COORDINATE WITH MALL OPERATIONS.

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Mk.	REVISION DESCRIPTION	DATE
0	ISSUED FOR PERMIT	1-3-23

THE BRIDGE
FACILITY EXPANSION
44 STEPHEN STREET
LEMONT, ILLINOIS

FIRST FLOOR REFLECTED CEILING PLAN

SCALE: 3/16" = 1'-0"
DRAWN: RBP 10-24-22
CHKD: RBP 1-3-23
APPD:
APPD:
FILE: K:\Lemont-44 Stephen Expansion_ACU.dwg

PROJ. NO. 2231

DWG. NO. A-2

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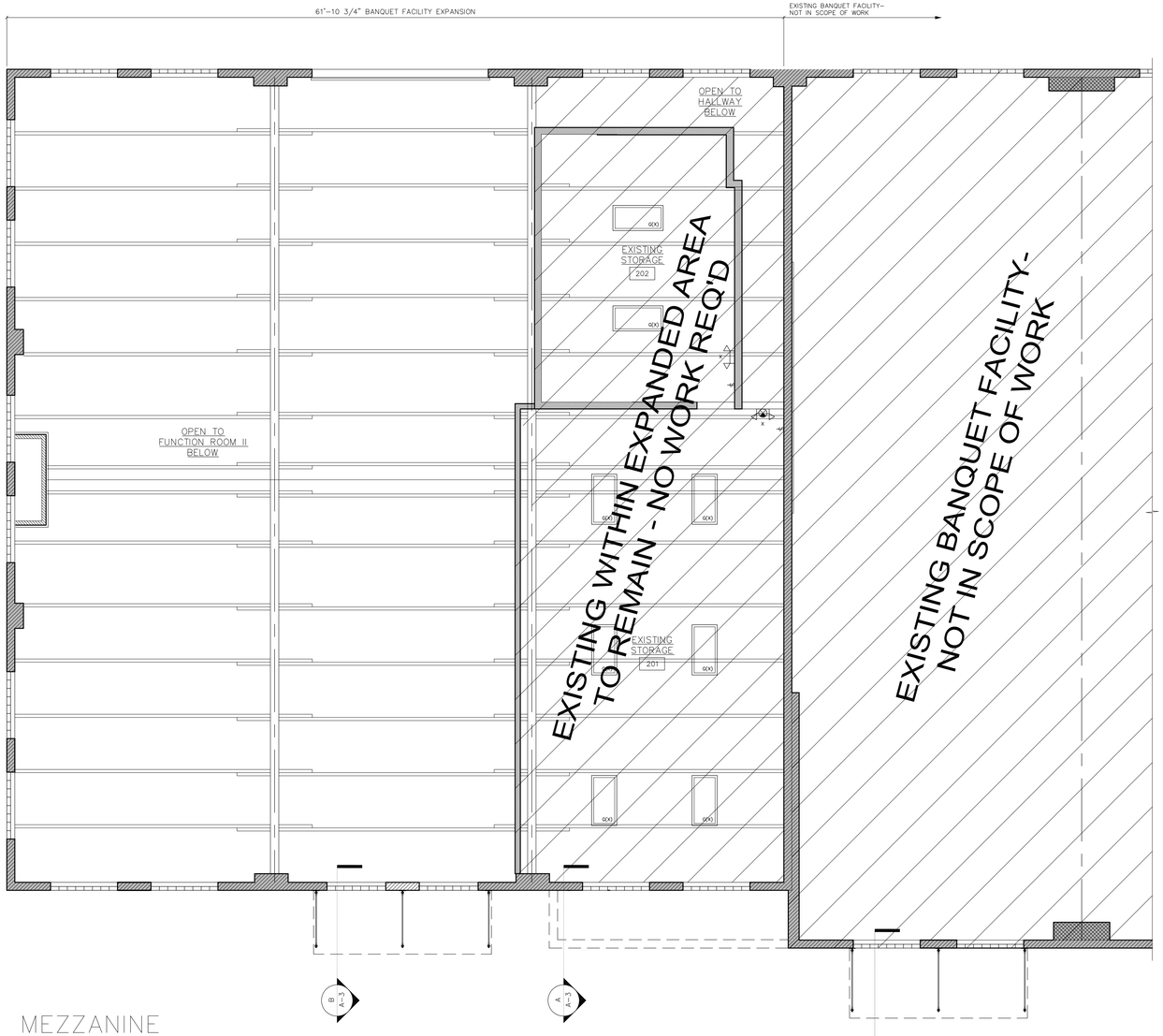
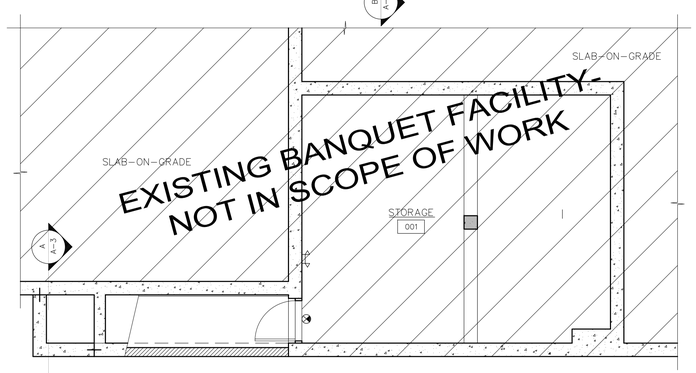


MEZZANINE
REFLECTED CEILING PLAN 2

SCALE: 3/16" = 1'-0"



BASEMENT
REFLECTED CEILING PLAN 3

SCALE: 3/16" = 1'-0"

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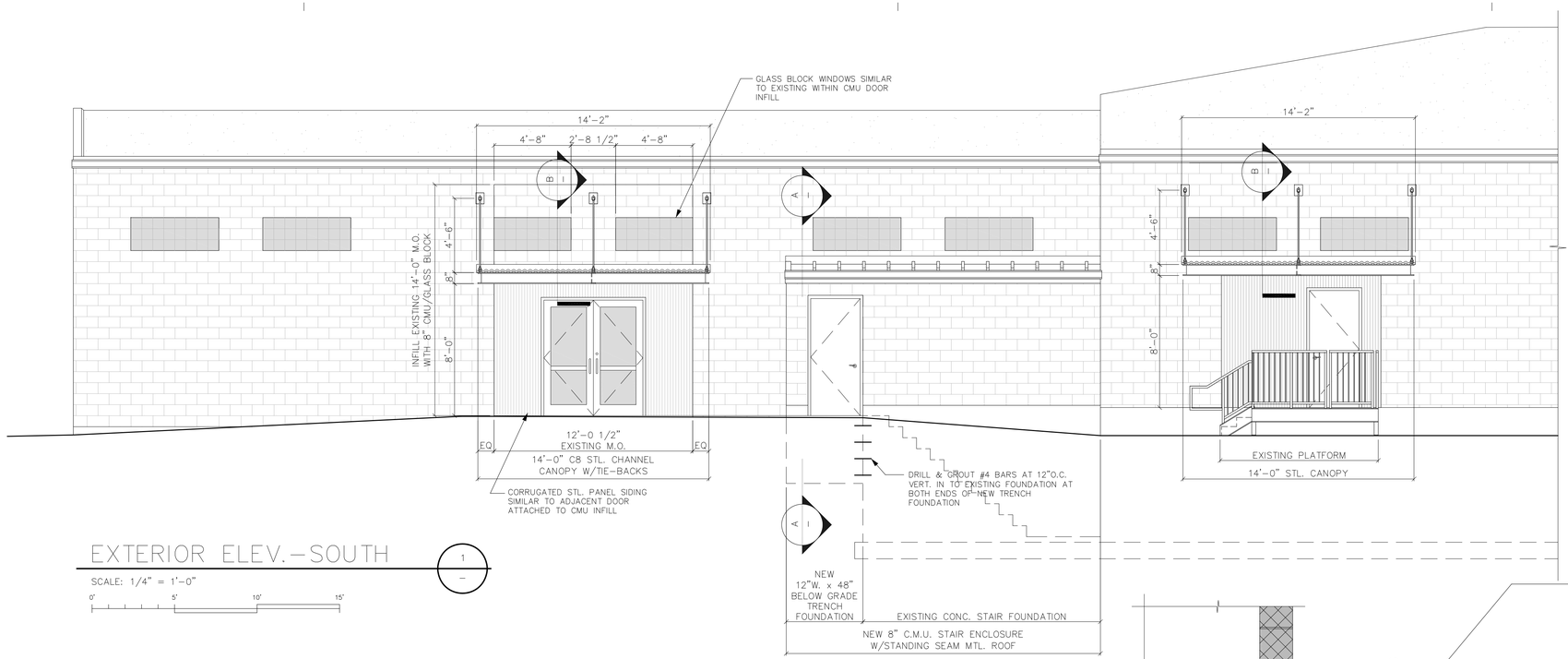
THE BRIDGE
FACILITY EXPANSION
44 STEPHEN STREET
LEMONT, ILLINOIS

MEZZ. & BASEMENT REFL. CEILING PLAN

SCALE: 3/16" = 1'-0"
DRAWN: RBP 10-24-22
CHKD: RBP 1-3-23
APPD:
APPD:
FILE: Kalkreuter 44 Stephen Expansion_A2-0.dwg

PROJ. NO.
2231

DWG. NO.
A-2.1

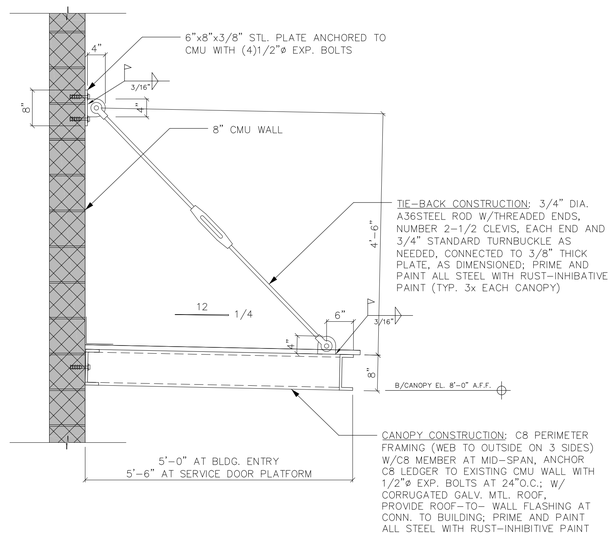


EXTERIOR ELEV.–SOUTH

1 / –

SCALE: 1/4" = 1'-0"

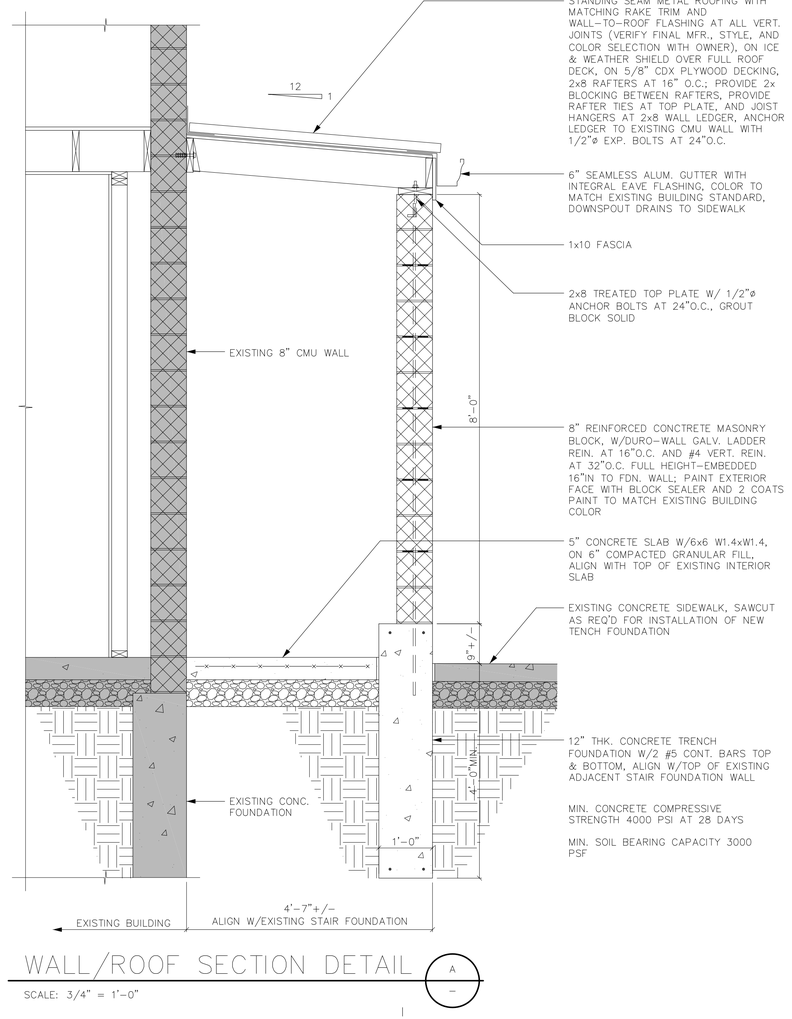
0' 5' 10' 15'



CANOPY SECTION DETAIL

B / –

SCALE: 3/4" = 1'-0"



WALL/ROOF SECTION DETAIL

A / –

SCALE: 3/4" = 1'-0"

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THE BRIDGE
FACILITY EXPANSION
44 STEPHEN STREET
LEMONT, ILLINOIS

EXT'R ELEVATIONS & SECTION DTL'S

SCALE: 1/4" = 1'-0"
DRAWN: RBP 10-5-22
CHKD: RBP 1-3-23
APPD:
APPD:
FILE: Kuhman-44 Stephen Expansion_A3-3.dwg

PROJ. NO. 2231

DWG. NO. A-3

0

Attachment 7

O-69-20 Special Use Ordinance for the Bridge

O-69-20

VILLAGE OF LEMONT

418 Main Street | Lemont, IL 60439

TO: Village Board Meeting
FROM: Jamie Tate, Community Development
THROUGH: Mark Herman, MPA, AICP, Community Development Manager
SUBJECT: An Ordinance Approving a Special Use for The Bridge at 44 Stephen St
DATE: October 26, 2020

SUMMARY/BACKGROUND
The applicant and property owner of 44 Stephen Street, The Bridge LLC represented by Jerry Kulhanek, is requesting approval of a special use to allow a banquet hall with an outdoor dining/ceremony area in the D-D, Downtown District occupying two units totaling 7,000 square-feet within the existing building on the 0.43-acre lot located at the northwest corner of Stephen Street and Front Street.

ANALYSIS
Comprehensive Plan
The proposed special use for a banquet facility with associated outdoor dining and ceremony area is consistent with the Lemont 2030 Comprehensive Plan's future land use designation and goal to develop "downtown as a destination for residents and visitors'.

General Analysis
The proposal meets the requirements of the Unified Development Ordinance (UDO) including the Special Use Standards found in Section 17.04.140 with the conditions.

Planning and Zoning Commission (PZC)
A public hearing was held at the October 7, 2020 PZC meeting over Zoom to discuss the proposal. The PZC recommended in favor (7-0) to approve Case 2020-13 The Bridge Special Use for a Banquet Hall and Outdoor Dining Area with conditions that have since been alleviated or are incorporated in the ordinance.

Committee of the Whole (COW)
The COW reviewed and discussed the proposal at the meeting on October 19, 2020. The recommendation resulting from the discussion has been incorporated into the ordinance.

Consistency with Village Policy
Lemont 2030 Comprehensive Plan

STAFF RECOMMENDATION
Staff is recommending approval of the attached ordinance.

BOARD ACTION REQUESTED
Motion to approve the attached ordinance.

ATTACHMENTS
Ordinance to Approve Special Use Permit the Bridge at 44 Stephen St

VILLAGE OF LEMONT

ORDINANCE NO. O-69-20

AN ORDINANCE GRANTING A SPECIAL USE FOR A BANQUET HALL USE AND OUTDOOR DINING AREA IN THE D-D, DOWNTOWN DISTRICT AT 44 STEPHEN STREET IN LEMONT, IL

(The Bridge)

ADOPTED BY THE
PRESIDENT AND BOARD OF TRUSTEES
OF THE VILLAGE OF LEMONT
THIS 26th DAY OF OCTOBER, 2020

Published in pamphlet form by
Authority of the President and
Board of Trustees of the Village of
Lemont, Counties of Cook, Will and
DuPage, Illinois, this 26th day of October, 2020.

ORDINANCE NO. O-69-20

AN ORDINANCE GRANTING A SPECIAL USE FOR A BANQUET HALL USE AND OUTDOOR DINING AREA IN THE D-D, DOWNTOWN DISTRICT AT 44 STEPHEN STREET IN LEMONT, IL

(The Bridge)

WHEREAS, The Bridge Lemont, LLC, represented by Jerry Kulhanek (hereinafter referred to as "the Petitioner") is the owner of certain property at 44 Stephen Street in Lemont (PIN# 22-20-403-006-0000) (hereinafter referred to as the "Subject Property") and depicted on the ALTA/NSPS Land Title Survey dated 4/2/2018 by Workman Land Surveyors, attached hereto as Exhibit A; and

WHEREAS, the Petitioner applied pursuant to the provisions of the Lemont, Illinois Municipal Code, Title 17 Unified Development Ordinance ("UDO") seeking a special use for a banquet hall and outdoor dining area in the D-D zoning district pursuant to 17.06.020 (Table 17-06-01) and 17.06.120 C. of the UDO; and

WHEREAS, the Planning and Zoning Commission of the Village of Lemont, Illinois conducted a public hearing on October 7, 2020 via a remote meeting utilizing Zoom software due to Executive Order 2020-10, as extended and amended, which limits all public and private gatherings for the duration of the Gubernatorial Disaster Proclamation, for the special use request and voted 7-0 to recommend approval of the special use for a banquet hall and outdoor dining/ceremony area with the conditions incorporated in this Ordinance; and

WHEREAS, a notice of the aforesaid public hearing was made in the manner provided by law and was published in the *Daily Southtown*, a newspaper of general circulation within the Village; and

WHEREAS, the President and Board of Trustees of the Village have reviewed the matter herein and have determined that the requested special use is in the best interest of public health, safety, and welfare of the residents of the Village of Lemont, and hereby adopts the finding of facts as set forth in Exhibit B.

NOW, THEREFORE BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LEMONT, COUNTIES OF COOK, DUPAGE, AND WILL, ILLINOIS AS FOLLOWS:

SECTION ONE: The foregoing findings and recitals are hereby adopted as Section One of this Ordinance and are incorporated by reference as if set forth verbatim herein.

SECTION TWO: A special use is granted for a banquet hall and outdoor dining/ceremony area in the D-D Zoning District at 44 Stephen Street, as demonstrated in the Conceptual Floor Plan by Randy B. Pruyn dated 9/5/2020 as provided in Exhibit C of this ordinance.

SECTION THREE: The special use shall have the following conditions:

1. The special use is granted solely to The Bridge Lemont, LLC; and

2. The outdoor dining/ceremony area shall close no later than 10pm Sunday through Thursday and no later than 11pm on Friday and Saturday; and

3. The outdoor dining area shall not allow guests to enter at the gates without a staff attendant working at the gate; and

4. Provide decorative landscaping planters along Stephen Street at appropriate intervals and in front of outdoor dining area; and

5. Provide signage for parking and traffic circulation during an event, such as sandwich board signs or any other legal and appropriate signs alike; and

6. Additional traffic control should be used for larger events for arriving vehicles to encourage safe operations of the Stephen/Front Street intersection; and

7. Communicate public parking lots and directions to such lots through business website, social media, brochures and any other form of communication; and

8. Petitioner shall provide security at large events. Shall work with Lemont Police to verify the appropriate amount of security necessary/required depending on type, size and date of event; and

9. Provide drop-off, pick-up, and valet circulation plan specifically detailing the south area of the building along Front Street where on-street parking and a loading area exists. Petitioner shall work with Village to accommodate a valet and drop-off zone during larger events.

10. If an event is scheduled with 200+ people are expected, a shuttle service must be made available. The shuttle shall route should avoid Front Street and travel in a clockwise direction along Stephen Street, Canal Street and River Street.

SECTION FOUR: That the Village Clerk of the Village of Lemont be and is directed hereby to publish this Ordinance in pamphlet form, pursuant to the Statutes of the State of Illinois, made and provided.

SECTION FIVE: That this Ordinance shall be in full force and effect from and after its passage, approval and publication as provided by law.

PASSED AND APPROVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LEMONT, COUNTIES OF COOK, WILL, AND DuPAGE, ILLINOIS, on this 26th day of October, 2020.

PRESIDENT AND VILLAGE BOARD MEMBERS:

	AYES:	NAYS:	ABSENT:	ABSTAIN
Janelle Kittridge	✓			
Ryan Kwasneski	✓			
Dave Maher	✓			
Ken McClafferty	✓			
Rick Sniegowski	✓			
Ron Stapleton	✓			

JOHN EGOSKE
President

Attest:

CHARLENE M. SMOLLEN
Village Clerk

VILLAGE OF LEMONT
SEAL
ILLINOIS

EXHIBIT A

ALTA/NSPS Land Title Survey dated 4/2/2018 by Workman Land Surveyors

ALTA/NSPS LAND TITLE SURVEY

THAT PART OF BLOCK 5 IN SINGER AND TALCOTT'S STONE COMPANY SUBDIVISION RECORDED JUNE 4, 1872 AS DOCUMENT NUMBER 14986, BEING A SUBDIVISION OF THAT PART OF THE WEST 1/2 OF THE SOUTH EAST 1/4 OF SECTION 20, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH ILLINOIS AND MICHIGAN CANAL DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY LINE OF SAID BLOCK 5 WHICH IS 105 FEET SOUTH EASTERLY OF THE NORTH EAST CORNER OF SAID BLOCK 5 MEASURED ALONG THE SAID EASTERLY LINE; RUNNING THENCE SOUTHWEST PARALLEL TO THE NORTHERLY LINE OF SAID BLOCK 5, A DISTANCE OF 180 FEET; THENCE RUNNING SOUTH EAST PARALLEL TO THE EASTERLY LINE OF SAID BLOCK 5, A DISTANCE OF 105 FEET MORE OR LESS, TO THE NORTHERLY LINE OF ILLINOIS AND MICHIGAN CANAL RESERVE STRIP; RUNNING THENCE NORTH EAST ALONG SAID ILLINOIS AND MICHIGAN CANAL STRIP A DISTANCE OF 180 FEET TO THE EASTERLY LINE OF SAID BLOCK 5; RUNNING THENCE NORTH WEST ALONG THE EASTERLY LINE OF SAID BLOCK 5, A DISTANCE OF 105 FEET, MORE OR LESS, TO THE PLACE OF BEGINNING IN LEMONT, COOK COUNTY, ILLINOIS, EXCEPTING THE FOLLOWING PORTION.

BEGINNING AT THE MOST SOUTHEASTERLY CORNER OF SAID BLOCK 5; THENCE ON AN ASSUMED BEARING OF SOUTH 54 DEGREES, 45 MINUTES 54 SECONDS WEST ALONG THE SOUTHERLY LINE OF BLOCK 5, 10.50 FEET; THENCE NORTH 35 DEGREES 00 MINUTES 02 SECONDS WEST, 80.00 FEET; THENCE NORTH 54 DEGREES 45 MINUTES 54 SECONDS EAST, 10.50 FEET TO A POINT ON THE EASTERLY LINE OF BLOCK 5; THENCE SOUTH 35 DEGREES 00 MINUTES 03 SECONDS EAST, 80.00 FEET ALONG THE EASTERLY LINE OF BLOCK 5, TO THE POINT OF BEGINNING, ALL IN LEMONT, COOK COUNTY, ILLINOIS, WHICH PORTION WAS PREVIOUS CONVEYED TO THE VILLAGE OF LEMONT IN A WARRANTY DEED RECORDED ON JUNE 3, 1992 AS DOCUMENT NO. 92-387449 IN COOK COUNTY, ILLINOIS.

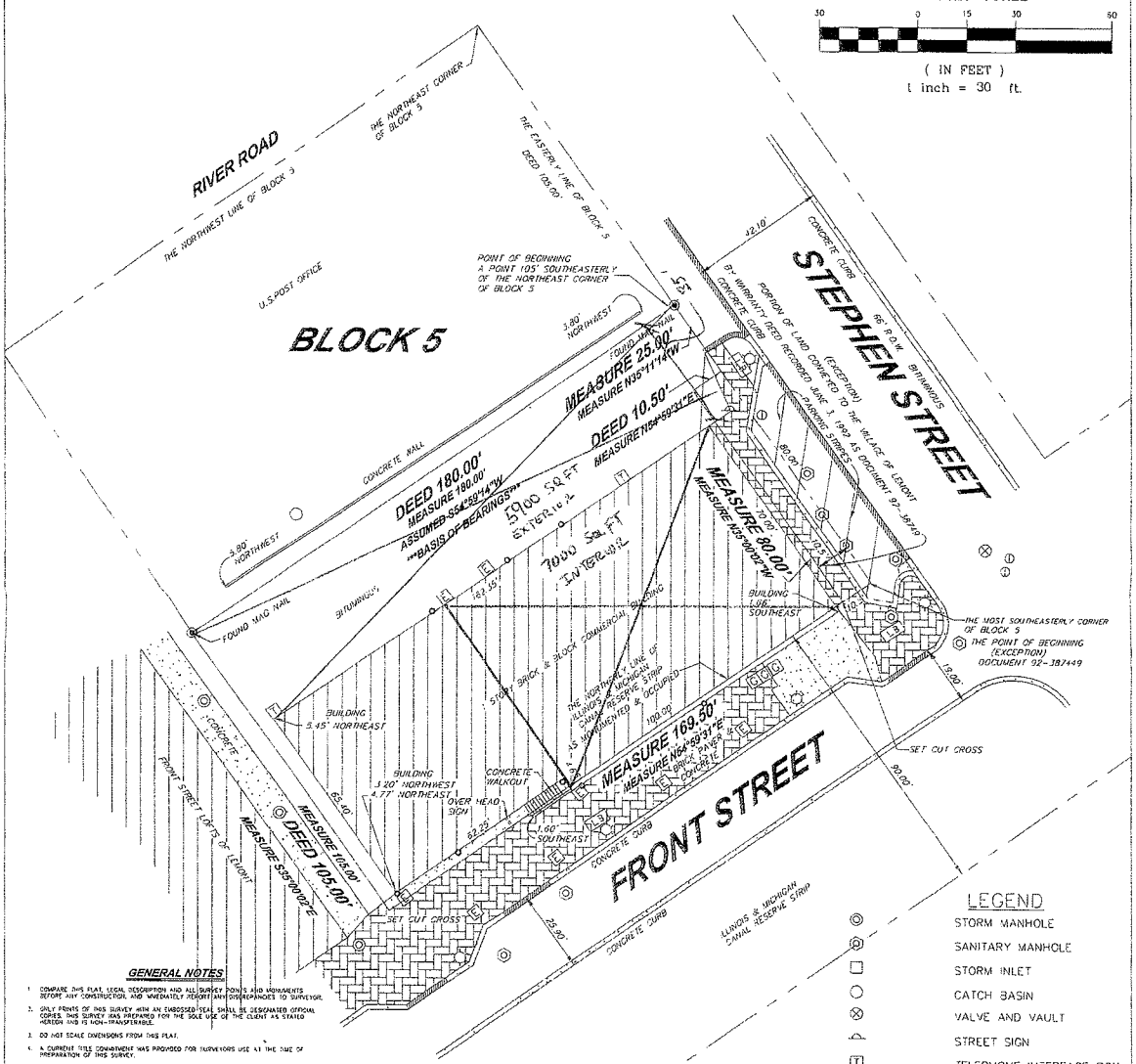
ASSUMED MERIDIAN

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)

1 inch = 30 ft.



LEGEND

- STORM MANHOLE
- SANITARY MANHOLE
- STORM INLET
- CATCH BASIN
- VALVE AND VAULT
- STREET SIGN
- T — TELEPHONE INTERFACE BOX
- G — GAS METER
- LIGHT POLE
- E — ELECTRIC OUTLET/ METER
- B-BOX/WATER VALVE
- DOWNSPOUT
- DEPRESSED CURB
- LB — LIGHTING BOX

GENERAL NOTES

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11. RESTRICTIONS THAT MAY BE FOUND IN LOCAL BUILDING AND/OR ZONING CODES HAVE NOT BEEN SHOWN. HEIGHTS AND BUILDING RESTRICTIONS (IF ANY) HAVE NOT BEEN SHOWN. ONLY THOSE SETBACK RESTRICTIONS SHOWN ON THE RECORDED SUBDIVISION OR IN THE TITLE COMMITMENT HAS BEEN SHOWN.
14. THERE ARE NO NEW STREET CHANGES THAT THE SURVEYOR IS AWARE OF.
15. ALL BUILDING DIMENSIONS AND TIES ARE TO CURRENT SIDING MATERIAL AND NOT TO FOUNDATION.
16. SURVEY WAS CREATED BY FIELD MONUMENTATION AND OCCUPATION

Address: 44 STEPHEN STREET
LEMONT, ILLINOIS

CLIENT: METZGER

SURVEYOR CERTIFICATE

CERTIFY TO:

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

FIDELITY NATIONAL TITLE COMPANY
JERRY KULHANEK

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, THEREOF. THE FIELD WORK WAS COMPLETED ON MARCH 29, 2018.

GIVEN UNDER MY HAND AND SEAL THIS 2ND DAY OF APRIL, A.D., 2018.

WILLIAM A. WORKMAN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3501
MY LICENSE EXPIRES ON NOVEMBER 30, 2018.

WORKMAN LAND SURVEYORS
P.O. BOX 757 DOWNERS GROVE, IL 60515
PHONE 630-280-8247
EMAIL WLSC3501@AOL.COM

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EXHIBIT B

FINDINGS. Based upon the evidence and testimony presented during the public hearing, the Lemont Village Board of Trustees finds the following:

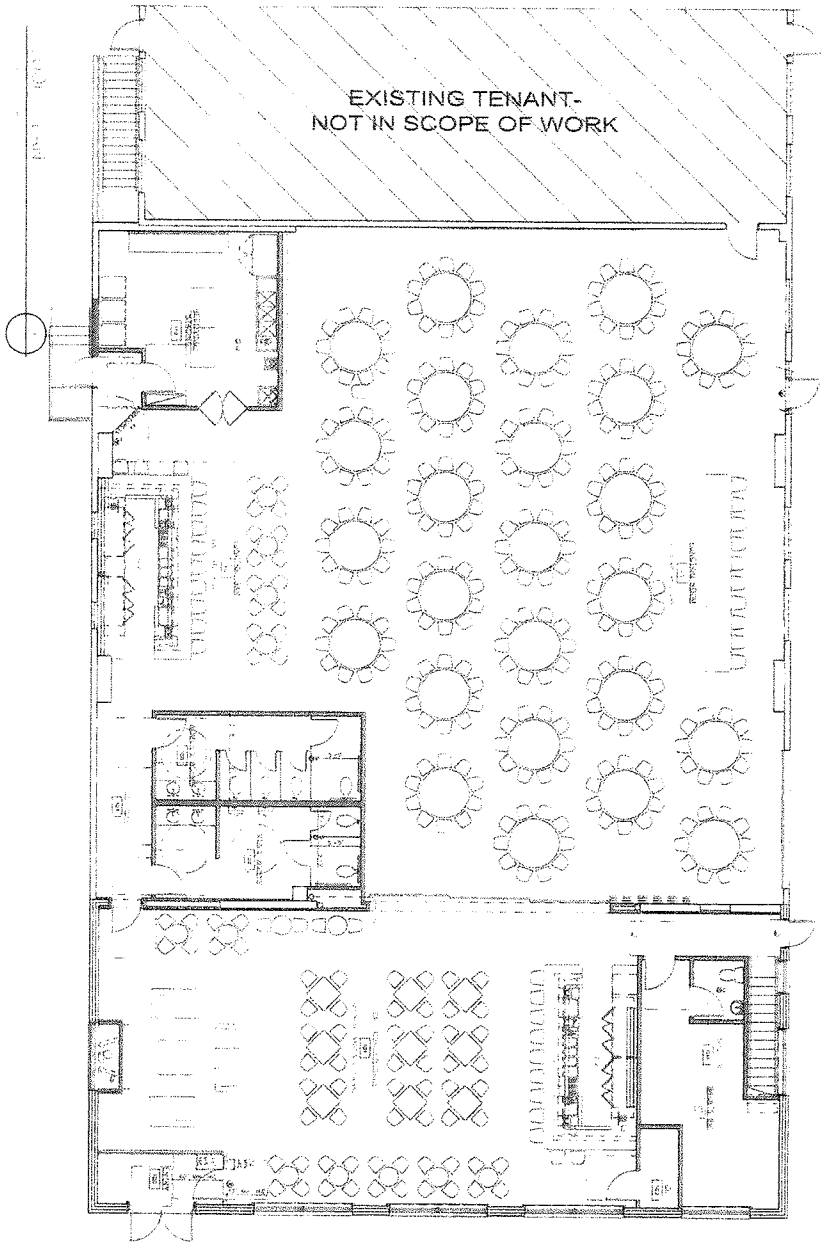
1. The Lemont 2030 Comprehensive Plan's future land use map designates the subject site as Mixed Use (MU).

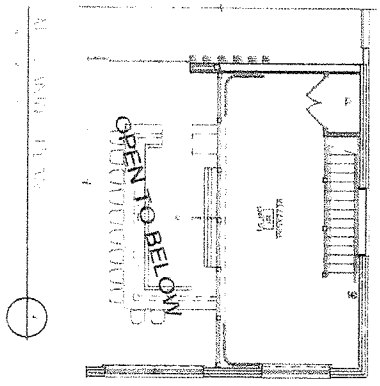
2. The special use request is consistent with the Lemont 2030 Comprehensive Plan and applicable aspects of the Unified Development Ordinance.

3. The special use meets the applicable standards for a special use found in §17.04.140.

EXHIBIT C

Conceptual Floor Plan by Randy B. Pruyn dated 9/5/2020





A-3

2013

THE REFUGE

SEATING/EGRESS/ACCESS. PLANS

RANDY B. PRUYN, NCARB, ALA

Attachment 8

Committee of the Whole Memo with PZC Minutes and Attachments from 10/19/2020 – The Bridge Special Use for a Banquet Facility and Outdoor Dining Area

418 Main Street | Lemont, IL 60439

TO: Village Board Committee of the Whole Meeting
FROM: Jamie Tate, Community Development
THROUGH: Mark Herman, MPA, AICP, Community Development Manager
SUBJECT: The Bridge at 44 Stephen Street Special Use Discussion
DATE: October 19, 2020

SUMMARY/BACKGROUND

The applicant and property owner of 44 Stephen Street, The Bridge LLC, represented by Jerry Kulhanek, is requesting approval of a special use to allow a banquet hall with an outdoor dining area in the D-D, Downtown District. The proposed use will allow for an event center, banquet facility, and possible future restaurant and bar within the existing building on the 0.43-acre lot located at the northwest corner of Stephen Street and Front Street. The banquet hall use was recently added to the use table as a special use in the D-D District in June 2020 as a part of the UDO updates, and outdoor dining is a special use when there is a capacity of more than 10 people in all zoning districts within the Village.

The proposed use will inhabit the front 7,000 square-foot portion of the existing building after remodeling the interior space to allow for the transformation into a hall accommodating up to 400 people for events, exhibitions and banquets. Included in the proposal request is the ability to construct an outdoor dining area within the 5,900 square-foot outdoor space located along the north side of the building on the subject property to be used for ceremonies and events. The outdoor ceremony area will take up approximately 2,000 square-feet of the paved area in the middle still allowing for deliveries or temporary parking.

The multi-tenant commercial building located on the northwest corner of Stephen and Front Streets is along the I&M Canal and Trail. All Service Auto Repair occupied the rear unit at one time and the previous tenant in the front unit was the Second Chance Thrift Shoppe. At this time, the dog training facility Wags to Riches is operating from the rear unit with an existing lease for 3 more years. A mix of uses surrounds the building at 44 Stephen Street including the US Post Office to the north, Front Street Lofts to the west, the I&M Canal and Trail to the south and an office and cosmetology school to the east across Stephen Street.

ANALYSIS

Comprehensive Plan

The Lemont 2030 Comprehensive Plan's future land use map identifies the subject property and surrounding downtown area as Mixed Use (MU). The proposal is consistent with the land use designation and other applicable goals such as:

Develop Downtown as a Destination for Residents and Visitors.

The vitality of the downtown was a key priority expressed during the Comprehensive Plan's public visioning process. The addition of a banquet and event center with the ability to host up to 400 people should attract new visitors and customers to Lemont's downtown businesses, with the hope of providing the businesses with secondary revenue. The incorporation of a banquet and event

center should assist in developing the downtown as a destination for residents and visitors as desired in the Comprehensive Plan.

General Analysis

The space to be occupied by The Bridge and function as an event and banquet facility located at 44 Stephen Street is proposed to be divided and planned as follows:

- Front leasable unit with windows facing Stephen Street is 2,183 square-feet designated as the "pre-function room" with a lobby and welcome area near the door. This space is shown on the [sample] Floor Plan with 85 seats and stools surrounding a bar on the north side of the room. The Bride's Room with a private washroom attached is behind the bar adjacent to a storage closet.
- Middle unit designated as "function room" shown on the Floor Plan with 260 seats and the bar in this room provides an additional 25 seats and stools. This room has the kitchen, receiving and staging area that faces Front Street. The new Front Street access shows a staircase on the outside due to the placement of the existing door due to the elevation change. If the staircase encroaches into the public right-of-way, the property owner must work with the Village Board and Attorney to obtain an agreement.
- Second story 350 square-foot mezzanine accessible from the pre-function room that is above the bar area and faces Stephen Street.

The pre-function room and function room have a moveable partition wall between them allowing for two separate events or one larger event. The applicant has stated the intentions are for the ability to host up to 400 people at one time, as a larger event space does not exist like this in the downtown.

An outdoor ceremony and garden area is to be constructed in the existing parking lot outside along the north side of the building. The ceremony area will be approximately 2,000 square-feet situated in the center of the parking lot adjacent to the building, allowing a 10' drive aisle to maintain in order to not impede circulation for deliveries and garbage pick up. Outdoor live or amplified music may be played at events and would abide by any Village ordinances. Music will be set up at ground level at a small scale for ceremonies or other events, in a similar manner to other local businesses such as Pollyanna or Tex-Mex as there are residents above and in close proximity. The outdoor space has not been fully designed, but the applicant foresees a pergola or roofed structure with planters, a possible fire pit, and room for tables and chairs. An outdoor dining and drinking area on private property that can accommodate more than 10 people requires a special use permit.

The hours of operation are proposed to be 8am-2am depending on the event. The outdoor area hours should be limited as proposed in the recommended conditions and similar to other outdoor areas granted in the downtown and throughout the Village. The Bridge anticipates 2 full-time employees and a range of contracted employees depending on the size of the event.

Due to the size of the lot, under a half-acre, there are no parking requirements for the subject property. The UDO's downtown parking requirements were designed to encourage centralized parking in a parking garage or other scattered Village owned lots throughout the D-D, therefore allowing more flexibility regarding parking requiremenhts for businesses and property owners. Even if the subject property were over a half-acre, the maximum number of required parking stalls for the size of the proposed use would be 7 parking stalls. The UDO

allows for these stalls to be either located onsite or in a parking lot or garage within 500 feet of the proposed use. Across from 44 Stephen Street is a Village surface parking lot and adjacent on the western property line is the Loft's parking garage, both well within the 500 foot distance.

Further taking a look at parking and although the UDO's parking requirements does not list 'banquet halls' specifically, a typical event facility with the capacity to host up to 400 people would generally require approximately 100-132 parking stalls (other similar and close municipalities codes were analyzed). A typical walking distance of 0.25-miles was examined and approximately over 500 parking stalls were found within this distance, including the Metra parking lots.

A Traffic Impact Study (TIS) has been completed, and provided in the attachments, to consider the traffic, parking and circulation impacts the addition of the proposed use could have in the downtown. The TIS provided the following observations and recommendations:

Observations

- Maximum capacity events are anticipated to occur on weekends during the evening, approximately resulting in 160 additional peak hour trips to the Downtown District. The intersections of Stephen/Main Street and Stephen/Front Street will operate at a satisfactory LOS in the existing and proposed conditions, with minimal additional delay experienced due to the proposed development.
- Review of the available parking indicates that approximately 500 parking stalls are available, excluding those reserved for residents at the Lofts, within walking distance. This amount far exceeds the anticipated demand of 100-133 stalls during maximum capacity events on weekends.
- Sufficient pedestrian accommodations exist in the study area connecting the recommended parking facilities to the proposed venue. The applicant may provide shuttle or valet services during larger events to facilitate guests arriving and leaving the banquet hall.

Recommendations

- Wayfinding signage should be provided during significant events to promote guests to travel on Stephen Street to River Street in order to utilize the parking garage.
- If a shuttle is to be provided, it is recommended that the route avoid Front Street due to the restrictive width, and travel in a clockwise direction along Stephen Street, Canal Street and River Street.
- Pedestrian crosswalks in the study area should be visible and restriped at locations where they have worn away.
- Additional traffic control could be considered for arriving vehicles during larger events to encourage safe operations at the Stephen/Front Street intersection.

The special use requests for both the outdoor dining area and banquet hall were found to meet the Standards in the UDO with the suggested staff and PZC recommended conditions. The Police Department did voice concerns regarding lack of parking, possible noise complaints from the Lofts and the potential for traffic backing up on Stephen Street. They were

also concerned with bringing large groups into the downtown at one time with many of them consuming alcohol, possibly straining their department on busy weekend nights. A suggestion is for the Bridge to hire security and traffic enforcement during large events to assist the Lemont Police and alleviate any burden to the department. A formal review will be performed by the Building and Fire Departments through the building permit process. The Fire District had contacted staff regarding the requirement to sprinkle the building with the change in use but the Village has previously amended the adopted code (O-40-12) exempting buildings in the historic district from the requirements to have fire sprinklers. This will be further reviewed upon submission and review of the appropriate permits at time of remodel. Lastly, the design of the outdoor patio ceremony pavilion will have to meet the Village's codes and standards in terms of zoning, noise, illuminance, building and all other applicable codes. Staff finds the special use requests to sufficiently meet the applicable standards found in Section 17.04.140 with the suggested conditions in the recommendation below.

In conclusion, the D-D, Downtown District's purpose is to promote a compatible mixture of commercial, cultural, institutional, governmental, and residential uses in a compact, pedestrian-orientated way while maintaining and enhancing the historic, community, architectural and aesthetic qualities unique to the downtown area. An opportunity to host events from weddings to showers, of the proposal's size and capacity does not currently exist in the downtown creating a draw and asset. The proposal should assist in furthering goals in the Comprehensive Plan creating a banquet facility and event center therefore providing a 'destination for residents and visitors'. While there is no designated on-site parking, there is plenty of parking within walking distance including the adjacent Loft parking garage. The lenient downtown parking requirements area to allow businesses to thrive and operate without the burden of on-site parking, therefore creating more "traditional" downtown environment.

Planning & Zoning Commission Meeting

A public hearing was held at the October 7, 2020 Planning and Zoning Commission (PZC) Meeting virtually via Zoom to discuss the proposed special use for a banquet hall and outdoor dining area in the D-D at 44 Stephen Street. Following the staff presentation, the PZC questioned the existing building's zero lot line at the sidewalk stating the proposed stairway onto Front Street will encroach into the right-of-way. A PZC Commissioner stated the applicant should attempt to incorporate this means of access into the building footprint. He is concerned about the sidewalk passing area becoming too small as there are street trees along Front Street and it could get narrow. There was discussion regarding the ongoing traffic study for the proposed use and assumption the traffic consultant will be looking at how many of the parking spaces in the Loft Garage are actually available. The PZC Commissioner hopes the consultant will look at all the public parking lots in the downtown and what is the max capacity at certain times of the day. The PZC questioned the location of where valet will park cars and if there was a plan in place. A Commissioner stated there is limited parking on Stephen Street in the downtown on a Friday and Saturday night. There was a question regarding the outdoor structure and it were temporary and would go up and down during an event or if it were more semi-permanent.

A Commissioner questioned staff about the provisions for parking in the Metra parking lot. Staff replied that Metra allows parking for the public at certain times and on certain days. There was a suggestion to get permission and approach Metra regarding the Bridge's parking and valet plan. More regarding traffic, a Commissioner stated on Front Street on Monday through Friday two-way traffic is a mess. Currently with the pandemic there is not a problem, but once things return to normal this area could be an issue. The Chairman questioned when

the trains come through and if the street signal at Main and Stephen would be making adjustments to prevent vehicle back-up. There was a question regarding signal responsibility and if the consultant says to upgrade the signal, what party is responsible. Staff responded that the signal at Main and Stephen Streets is maintained by the Village.

The applicant, Mr. Jerry Kulhanek, then addressed the Commission and Staff to respond to any questions and he stated that he is agreeable to all of staff's conditions. A Commissioner questioned Mr. Kulhanek on the valet plan. As shown on the plan, the vehicles will travel west down Front Street from Stephen Street and the set up would be in this location for valet. The plan is to park vehicles in the Metra lot as during the week they would not expect large events. On their busy days, likely Friday and Saturday, there should be parking available at Metra. He would be in contact with them to confirm the parking plans. Mr. Kulhanek would take into consideration they type and size of the event in order to plan accordingly to handle parking, whether or not that means obtaining a shuttle service. They have handled events in downtown with over 2,000 people so he feels this will be easy to figure out (in large event situations).

A Commissioner questioned the applicant regarding the plans about the outdoor structure. Mr. Kulhanek said they definitely want something permanent with a roof. They want to be able to have outdoor ceremonies while giving the bride and groom privacy. He envisions planter boxes to add some greenery and hanging lights. He does not anticipate consuming the entire area with an outdoor structure as room is still needed for deliveries, access and garbage. A drive aisle to pass through will be adjacent to the outdoor tent area. It will be situated more in the middle of the parking lot in order to provide access into the Bride's Room and maintain usage of the existing overhead doors. There ceremony area will only be roughly 2,000 square-feet out of the 5,900 square-foot parking lot.

There was more discussion surrounding the staircase that leads to Front Street with the PZC mentioning concerns about the width of the sidewalk and the process to allow access on public right-of-way. Mr. Kulhanek will request access from the Village and seemed to believe the sidewalk was wide enough. When asked about timeline to open, the applicant stated hopefully sometime between March and May of 2021.

Two members of the public spoke at the hearing in favor of the proposal but with suggestions, questions and comments. They had concern regarding noise from any music or band considering their balconies were near the outdoor ceremony area. They desired for a smoking area and music area to be at the eastern end of the parking lot, farthest from the Lofts. Mr. Kulhanek stated everything will be east of the last overhead door. Each member of the public thanked the applicant and felt the proposal will be a great addition for the downtown, drawing people into town. There was a question regarding food trucks and where they would park if they were to be part of an event. Everything for catering will come off of Front Street. If the trucks had to park, then they will be parking on the east side. There was concern of the noise from generators running for food trucks and the proximity to the residents in the Loft.

More discussion followed regarding the Loft parking garage and how many parking stalls are actually for the public versus residents of the Lofts. Of the available 262 parking stalls, 82 stalls are reserved for Loft residents only, leaving 180 parking stalls for the public. Although the Loft residents have assigned parking and designated parking stalls, there are some 15-30 spots of public parking that are being taken up by the Loft residents. He was not sure a traffic study would pick this up, but feels it's vital to understanding the parking situation in the garage. No one else from the public wished to speak.

In conclusion, the PZC asked about the process if the proposed outside staircase were to remain and encroach into the right-of-way. Staff responded that we would consult the Village Attorney how to best approach and likely an agreement would be drawn up if the Village Board was in support. It was clarified the application for the special use in front of the PZC was not approving the site plan or floor plan rather the use alone at this location. There were no variation requests so any physical work at this point will have to comply with all codes. Lastly, the PZC questioned staff about the forthcoming traffic study and how its recommendations will be incorporated into any plans. It is the thought that the Village Board and staff can review the traffic study and make decisions regarding the recommendations before any special use approval. The PZC agreed that the traffic study needs to be reviewed when it is available since the Commission was not able to review it. After no remaining discussion, the PZC voted in favor (7-0) to recommend approval of Case 2020-13 The Bridge Special Use for a banquet hall with outdoor dining area with staff's conditions outlined below. Condition 8 was added by staff after discussion at the PZC hearing.

Consistency with Village Policy
Lemont 2030 Comprehensive Plan

STAFF RECOMMENDATION
Staff is recommending approval of the special uses for The Bridge to allow for a banquet hall and outdoor dining area located at 44 Stephen Street with the following conditions:

1. The outdoor dining area (ceremony area) shall close no later than 10pm on Sunday through Thursday and no later than 11pm on Friday and Saturday.

2. The outdoor dining area shall not allow guests to enter at the gates without a staff attendant working the gate.

3. Provide planters for landscaping along Stephen Street in front of the outdoor dining area.

4. Provide signage for parking and traffic circulation during events, such as sandwich board signs or any other legal and appropriate signs or alike.

5. Make a good effort to communicate public parking lots through the business website, social media, brochures and any other forms of communication.

6. Provide security at large events. Work with the Lemont Police to verify the appropriate amount of security necessary depending on type, size and date of event.

7. Provide a drop-off and valet plan, specifically detailing the area on the south side of the building along Front Street. There appears to be on-street parking and a loading area currently occupying this portion of Front Street. Work with the Village to accommodate a valet and drop off area (at least) temporarily during larger events. The circulation and traffic congestion possibilities must be well thought through.

8. New Condition following PZC meeting and discussion: If appropriate, consider and incorporate the traffic study's recommendations.

BOARD ACTION REQUESTED
This item is being presented for discussion.

ATTACHMENTS

Plat of survey for 44 Stephen Street
Example Floor Plan for the Bridge
Valet and Parking Circulation Document
Sample Outdoor Ceremony Space Renderings
Case 2020-13 - The Bridge - PZC Staff Report
Draft PZC Minutes
Traffic Impact Study for Proposed Use

ALTA/NSPS LAND TITLE SURVEY

THAT PART OF BLOCK 5 IN SINGER AND TALCOTT'S STONE COMPANY SUBDIVISION RECORDED JUNE 4, 1872 AS DOCUMENT NUMBER 14986, BEING A SUBDIVISION OF THAT PART OF THE WEST 1/2 OF THE SOUTH EAST 1/4 OF SECTION 20, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH ILLINOIS AND MICHIGAN CANAL DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY LINE OF SAID BLOCK 5 WHICH IS 105 FEET SOUTH EASTERLY OF THE NORTH EAST CORNER OF SAID BLOCK 5 MEASURED ALONG THE SAID EASTERLY LINE; RUNNING THENCE SOUTHWEST PARALLEL TO THE NORTHERLY LINE OF SAID BLOCK 5, A DISTANCE OF 180 FEET; THENCE RUNNING SOUTH EAST PARALLEL TO THE EASTERLY LINE OF SAID BLOCK 5, A DISTANCE OF 105 FEET MORE OR LESS, TO THE NORTHERLY LINE OF ILLINOIS AND MICHIGAN CANAL RESERVE STRIP, RUNNING THENCE NORTH EAST ALONG SAID ILLINOIS AND MICHIGAN CANAL STRIP A DISTANCE OF 180 FEET TO THE EASTERLY LINE OF SAID BLOCK 5, RUNNING THENCE NORTH WEST ALONG THE EASTERLY LINE OF SAID BLOCK 5, A DISTANCE OF 105 FEET, MORE OR LESS, TO THE PLACE OF BEGINNING IN LEMONT, COOK COUNTY, ILLINOIS, EXCEPTING THE FOLLOWING PORTION.

BEGINNING AT THE MOST SOUTHEASTERLY CORNER OF SAID BLOCK 5; THENCE ON AN ASSUMED BEARING OF SOUTH 54 DEGREES, 45 MINUTES 54 SECONDS WEST ALONG THE SOUTHERLY LINE OF BLOCK 5, 10.50 FEET; THENCE NORTH 35 DEGREES 00 MINUTES 02 SECONDS WEST, 80.00 FEET; THENCE NORTH 54 DEGREES 45 MINUTES 54 SECONDS EAST, 10.50 FEET TO A POINT ON THE EASTERLY LINE OF BLOCK 5; THENCE SOUTH 35 DEGREES 00 MINUTES 03 SECONDS EAST, 80.00 FEET ALONG THE EASTERLY LINE OF BLOCK 5, TO THE POINT OF BEGINNING, ALL IN LEMONT, COOK COUNTY, ILLINOIS, WHICH PORTION WAS PREVIOUS CONVEYED TO THE VILLAGE OF LEMONT IN A WARRANTY DEED RECORDED ON JUNE 3, 1992 AS DOCUMENT NO. 92-387449 IN COOK COUNTY, ILLINOIS.

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ASSUMED MERIDIAN

GRAPHIC SCALE

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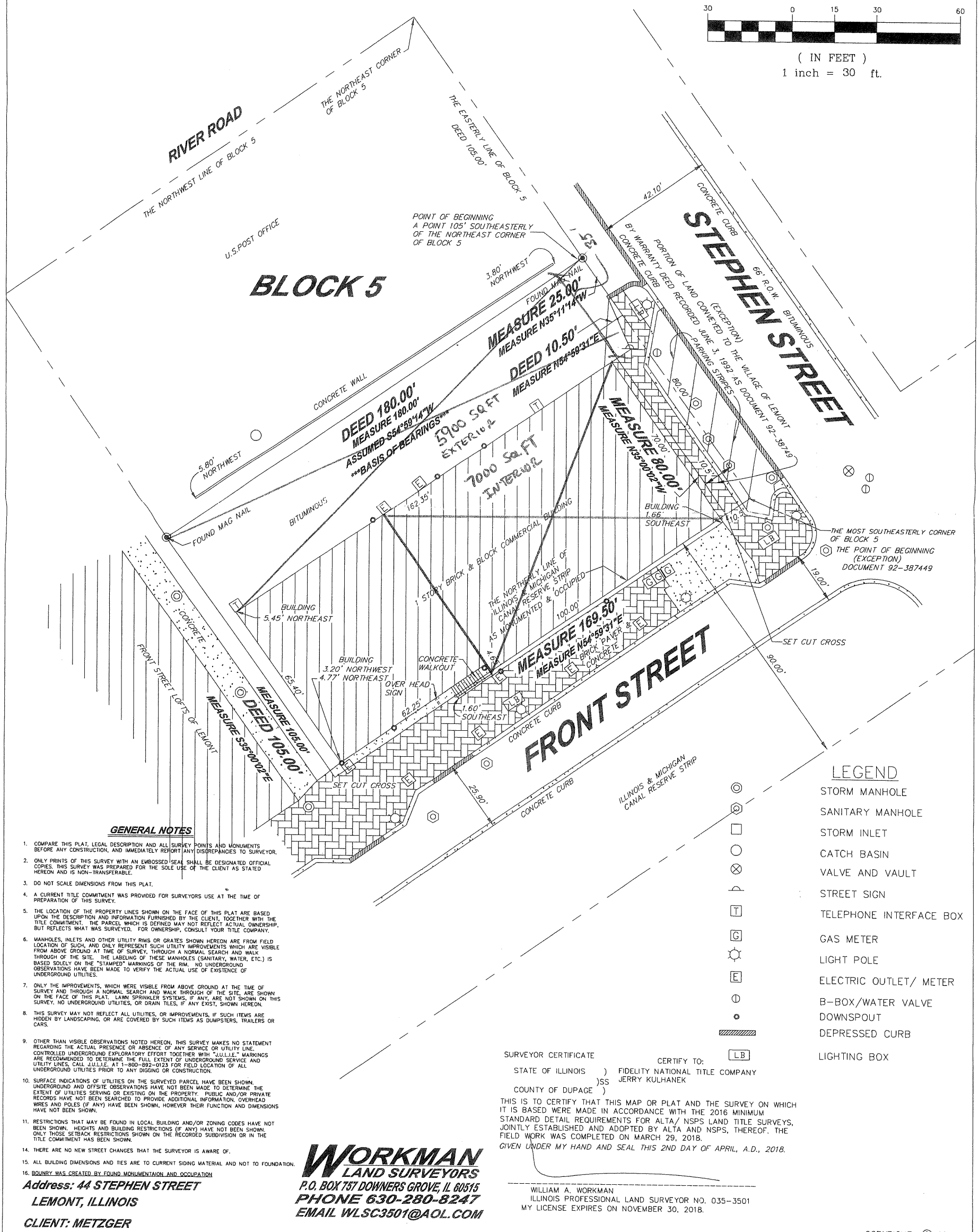
(IN FEET)

1 inch = 30 ft.



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9. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE OR UTILITY LINE. CONTROLLED UNDERGROUND EXPLORATORY EFFORT TOGETHER WITH "J.U.L.I.E." MARKINGS ARE RECOMMENDED TO DETERMINE THE FULL EXTENT OF UNDERGROUND SERVICE AND UTILITY LINES. CALL J.U.L.I.E. AT 1-800-892-0123 FOR FIELD LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION.
10. SURFACE INDICATIONS OF UTILITIES ON THE SURVEYED PARCEL HAVE BEEN SHOWN. UNDERGROUND AND OFFSITE OBSERVATIONS HAVE NOT BEEN MADE TO DETERMINE THE EXTENT OF UTILITIES SERVING OR EXISTING ON THE PROPERTY. PUBLIC AND/OR PRIVATE RECORDS HAVE NOT BEEN SEARCHED TO PROVIDE ADDITIONAL INFORMATION. OVERHEAD WIRES AND POLES (IF ANY) HAVE BEEN SHOWN, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
11. RESTRICTIONS THAT MAY BE FOUND IN LOCAL BUILDING AND/OR ZONING CODES HAVE NOT BEEN SHOWN. HEIGHTS AND BUILDING RESTRICTIONS (IF ANY) HAVE NOT BEEN SHOWN. ONLY THOSE SETBACK RESTRICTIONS SHOWN ON THE RECORDED SUBDIVISION OR IN THE TITLE COMMITMENT HAS BEEN SHOWN.
14. THERE ARE NO NEW STREET CHANGES THAT THE SURVEYOR IS AWARE OF.
15. ALL BUILDING DIMENSIONS AND TIES ARE TO CURRENT SIDING MATERIAL AND NOT TO FOUNDATION.
16. BOUNRY WAS CREATED BY FOUND MONUMENTAION AND OCCUPATION

Address: 44 STEPHEN STREET
LEMONT, ILLINOIS

CLIENT: METZGER

LEGEND

- STORM MANHOLE
- SANITARY MANHOLE
- STORM INLET
- CATCH BASIN
- VALVE AND VAULT
- STREET SIGN
- TELEPHONE INTERFACE BOX
- GAS METER
- LIGHT POLE
- ELECTRIC OUTLET/ METER
- B-BOX/WATER VALVE
- DOWNSPOUT
- DEPRESSED CURB
- LIGHTING BOX

WORKMAN LAND SURVEYORS
P.O. BOX 757 DOWNERS GROVE, IL 60515
PHONE 630-280-8247
EMAIL WLSC3501@AOL.COM

SURVEYOR CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

CERTIFY TO:
FIDELITY NATIONAL TITLE COMPANY
JERRY KULHANEK

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, THEREOF. THE FIELD WORK WAS COMPLETED ON MARCH 29, 2018.

GIVEN UNDER MY HAND AND SEAL THIS 2ND DAY OF APRIL, A.D., 2018.

WILLIAM A. WORKMAN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3501
MY LICENSE EXPIRES ON NOVEMBER 30, 2018.

COPYRIGHT © 2018

FLOOR PLAN

SCALE: 1/4" = 1'-0"

1

MEZZANINE PLAN

SCALE: 3/16" = 1'-0"

1

RANDY B. PRUYN, NCARB, ALA
NCARB Certificate Member Association of Licensed Architects
407 S Edson Avenue
Lombard Illinois
60148
cell: 630.215.4408
e-mail: arcrandy@sbc.com

NOTICE
THIS DRAWING HAS NOT BEEN PUBLISHED AND IS THE SOLE PROPERTY OF RANDY B. PRUYN, NCARB, ALA
AND IS LENT TO BE EXAMINED FOR THE PURPOSE OF CONSIDERATION OF THE LOAN OF THIS DRAWING, THE DESIGNED PREMISES OR THE PLANS THEREOF. THIS DRAWING IS NOT TO BE USED FOR ANY OTHER PURPOSE AND MAY NOT BE REPRODUCED, COPIED, LENT OR OTHERWISE DISPOSED DIRECTLY OR INDIRECTLY WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT WHICH IT IS SPECIFICALLY FURNISHED

THE BRIDGE
EVENT CENTER-INTERIOR RENOVATIONS
44 STEPHAN STREET
LEMONT, ILLINOIS

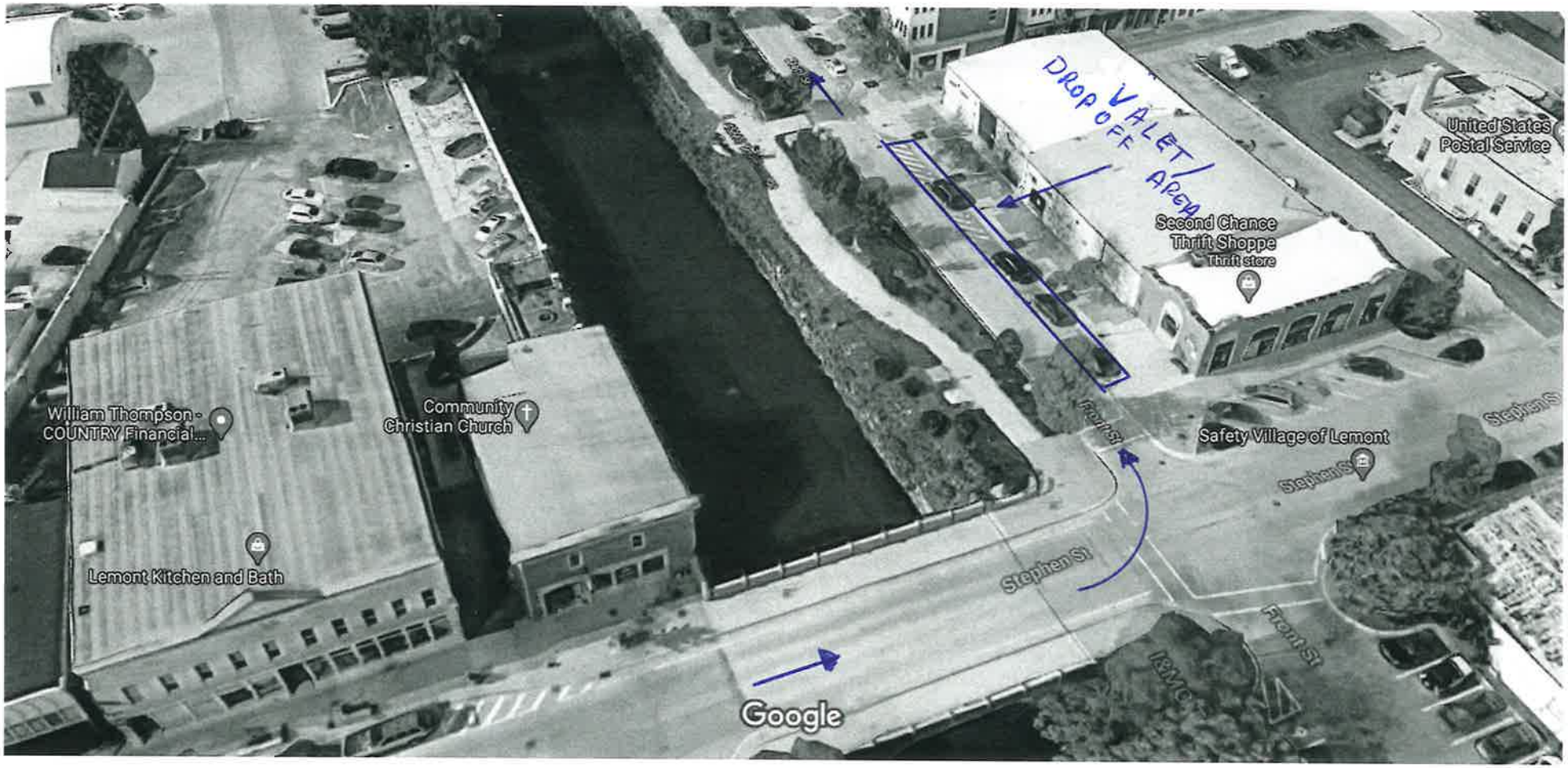
SEATING/EGRESS/ACCESS. PLANS

NO	DESCRIPTION	DATE
D	ISSUED FOR ENGINEERING	9-5-20

SCALE: 3/16" = 1'-0"
DRAWN: 9-2-20
CHKD: 9-8-20
APPD:
APPD:
FILE:

PROJ. NO: 2013
DWG NO: A-3

Google Maps 44 Stephen St



Imagery ©2020 Google, Imagery ©2020 U.S. Geological Survey, Map data ©2020 20 ft


Platinum
PRO, INC.



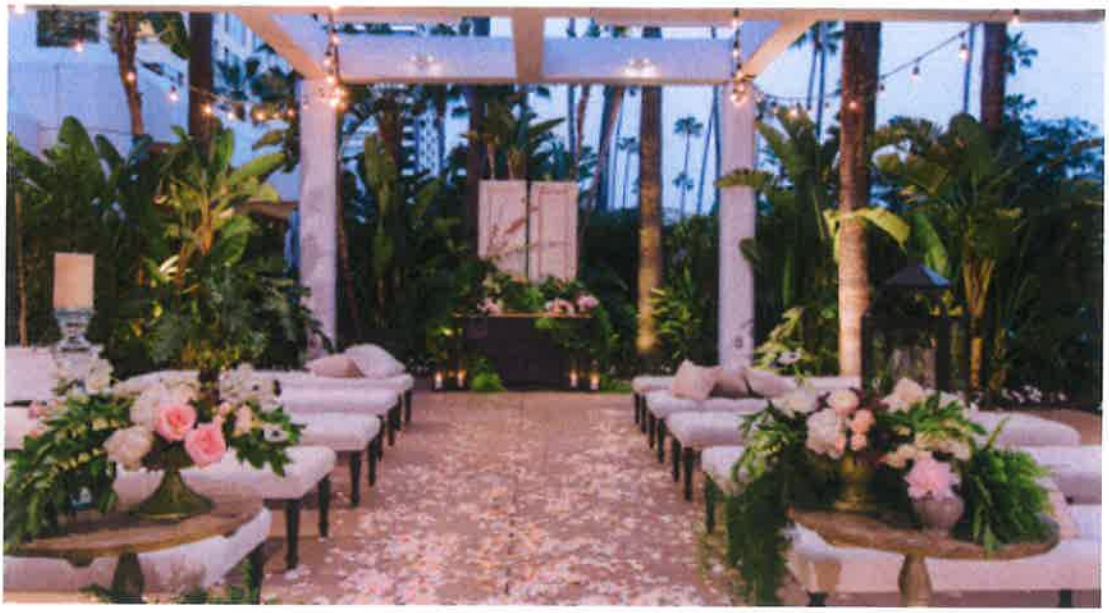


Photo by Brett Hickman Photography

418 Main Street | Lemont, IL 60439

TO: Planning and Zoning Commission
FROM: Jamie Tate, Community Development
THROUGH: Mark Herman, MPA, AICP
SUBJECT: Case 2020-13: The Bridge Special Use (44 Stephen Street)
DATE: October 7, 2020

SUMMARY/BACKGROUND

ANALYSIS

Consistency with Village Policy

STAFF RECOMMENDATION
See attached staff report with attachments.

BOARD ACTION REQUESTED
See attached staff report with attachments.

ATTACHMENTS
Staff Report for PZC 2020-13 The Bridge Special Use.pdf
Attachment 1 and 2 - Staff Analysis The Bridge and Site Photos.pdf
Attachment 3 - Quarter-mile buffer map.pdf
Attachment 4 - 500 foot buffer map.pdf
Attachment 5 - Special Use Application and Criteria.pdf
Attachment 6 - Project Narrative.pdf
Attachment 7 - Plat of Survey.pdf
Attachment 8 - Floor Plan.pdf
Attachment 9 - Public Parking and Circulation-Valet.pdf
Attachment 10 - Renderings.pdf

STAFF REPORT
TO: Planning & Zoning Commission
FROM: Jamie Tate, AICP, Consulting Planner
THRU: Mark Herman, MPA, AICP, Community Development Manager

CASE NUMBER & NAME
2020-13 The Bridge Special Use

APPLICANT / PROPERTY OWNER
Jerry Kulhanek / The Bridge Lemont LLC

DATE
October 7, 2020

PROPERTY ADDRESS/LOCATION
44 Stephen Street
PIN: 22-20-403-006-0000

BRIEF SUMMARY OF REQUEST

The applicant and property owner, The Bridge Lemont LLC represented by Jerry Kulhanek, is requesting approval of a special use to allow a banquet facility with an outdoor dining area in the D-D, Downtown District located at 44 Stephen Street. The proposed use will allow for an event center, banquet facility, and possible restaurant and bar. A banquet facility and an outdoor dining area is a special use in the Downtown District.

The proposed use will inhabit the front 7,000 square-foot portion of the building allowing for the space to transform into a hall accommodating up to 400 people for events, exhibitions and banquets. There is an associated 5,900 sf outdoor dining area proposed along the north side of the building to be used for ceremonies, temporary parking or deliveries.



MAP SOURCE: Cook County GIS

EXISTING ZONING	EXISTING LAND USE	SURROUNDING ZONING & LAND USE	REQUESTED ACTIONS	SIZE OF PROPERTY
D-D, Downtown District within the Historic Preservation District	Multi-tenant mixed use commercial building	**North**: D-D, US Post Office **South:** D-D, I & M Canal **East:** D-D, Commercial Buildings, Norton Roofing and Cosmetology School **West:** D-D, Mixed Use Building, Front Street Lofts	Special Use to allow a banquet facility with outdoor dining in the D-D District	18,898 SF 0.43 acres

PROPERTY HISTORY

The subject property is 0.43 acres on the northwest corner of Stephen Street and Front Street along the I&M Canal and Trail. The multi-tenant mixed use commercial building at one time was occupied by All Service Auto Repair in the rear unit and the front unit was the Second Chance Thrift Shoppe. A dog training facility, Wags to Riches, is currently operating out of the rear unit with a lease through the next three years. The subject property is surrounded by a mix of uses with the Post Office sharing the property line to the north, the Front Street Lofts to the west, the I&M Canal and Trail to the South and a cosmetology school and business office to the east.

COMPATIBILITY with the COMPREHENSIVE PLAN

The proposal is compatible with the Lemont 2030 Comprehensive Plan as the future land use map designates the subject property as Mixed Use (MU) land use. The special use request is consistent with the applicable goals of the Lemont 2030 Comprehensive Plan.

COMPATIBILITY with the UNIFIED DEVELOPMENT ORDINANCE

The proposal is compatible with the Unified Development Ordinance (UDO). The purpose of the D-D, Downtown District, is to promote a compatible mixture of commercial, cultural, institutional, governmental and residential uses in a compact and pedestrian-orientated manner.

STAFF RECOMMENDATION: **APPROVE** **APPROVE WITH CONDITIONS** **DENY**

ATTACHMENTS

1. Staff Analysis
2. Site Photographs
3. 0.25 Mile Walking Distance Map (Staff)
4. 500 Foot Buffer Parking Map (Staff)
5. Special Use Application and Criteria
6. Project Narrative
7. Plat of Survey
8. Floor Plan
9. Public Parking Exhibit
10. Renderings

Attachment 1 – Staff Analysis – The Bridge Special Use for a Banquet Facility and Outdoor Dining Area

COMPREHENSIVE PLAN

The Lemont 2030 Comprehensive Plan identifies the subject site and surrounding downtown area as Mixed Use (MU). The description of the Mixed Use district from the plan is the following:

This district is characterized by the presence of buildings that house a mix of commercial and residential uses. Within the district, there may also be some single-use buildings, but they are less prevalent than the mixed use buildings. Buildings in this district may vary greatly in size, from a 1,000 s.f. historic structure in downtown to a 250,000 s.f. building on a newly developed site featuring a community retail shopping center. Building and site designs are sensitive to and compatible with the established character of nearby neighborhoods and corridors.

Sites will be planned with care to provide adequate public and private space to accommodate the mix of uses; open green space will be provided for residents. Residents within this district will have ample opportunities to walk to dining, shopping and services.

Also within the Lemont 2030 plan, the following recommendation in the Economic Prosperity Section could apply to the proposed use:

- **Develop Downtown as a Destination for Residents and Visitors**. *The continued vitality of downtown was a key priority expressed during the Lemont 2030 public visioning process*. The addition of a banquet and event center will attract new visitors and customers to Lemont's downtown businesses. Guests may at times come early to the downtown area or stay in Lemont after the event is over, frequenting other local businesses, restaurants and bars. A banquet and event center should assist in developing the downtown as a destination for residents and visitors as stated in the Comprehensive Plan.

GENERAL ANALYSIS

Per §17.06.010 and Table 17-06-01, a banquet hall is a special use in the D-D, Downtown District. As the space within 44 Stephen Street currently exists, the front leasable unit is 2,183 sf, the leasable middle unit is 4,783 sf and the small mezzanine above the first unit, adjacent to Stephen Street, is 350 sf. The approximate 7,000 sf available space is proposed to be remodeled inside to include 2 separate rooms divided by a moveable partition wall, allowing the opportunity to host 2 smaller events or opening the moveable wall to host one larger event. There are two bar areas (one in each of the rooms) with stools and

surrounding tables shown on the Floor Plan included as Attachment 8, with a lobby welcome area near the entrance from Stephen Street in the 'pre-function room' shown with 85 seats and stools. The Bride's Room with a private washroom is behind the bar in the pre-function room along with a storage closet.

The 'function room' located in the middle unit is shown with 260 seats and the bar in this room is demonstrating 25 seats and stools. Also within the space is a separate kitchen with a receiving and staging area near the outside door along Front Street. The tables as shown on the Floor Plan appear to be set up for a typical wedding or large event. The applicant has stated the intentions are for the ability to host up to 400 people in the proposed space.

Outside along the north wall of the existing building is approximately 5,900 sf of space that will be utilized for an outdoor garden/ceremony area and allow for deliveries and temporary parking. This area is envisioned to host ceremonies, provide outdoor patio seating for gatherings and entertainment. The applicant has stated outdoor live or amplified music could be played at events and would abide by any Village ordinances. There will not be a stage located in the outdoor area. Music will be set up at ground level and would be small in scale for ceremonies or other events similar to other local businesses such as Pollyanna or Tex-Mex where there are residents above.

While the outdoor space has not been fully designed, the applicant has indicated they foresee a pergola or roofed structure with planters, a possible fire pit, tables and chairs. Only occupants of the building will be able to use the outdoor area. A rendering of the outdoor space as imagined is provided in Attachment 10. Per §17.06.120 C. an outdoor dining and drinking area on private property that can accommodate more than 10 people requires a special use permit.

Within the project summary it states 2 full-time employees are anticipated and up to 15 subcontracted employees could be hired from caterers, event security, etc. For a larger event, more employees would be needed likely such as servers, busboys, valet, managers, bartenders, etc. The hours of operation are proposed to be 8am – 2am depending on the type of event. It is suggested the outside hours for the Bridge should be limited as with other proposals for outdoor dining and drinking recently been approved throughout the Village. Hughie's outdoor dining and drinking area approved in 2019 had the following (similarly applicable) conditions incorporated into the ordinance:

- The outdoor dining area shall close no later than 10pm on Sunday through Thursday and no later than 11pm on Friday and Saturday; and
- The patio shall not allow patrons to enter at the gates without a staffed attendant working the gate; and
- Provide planters for landscaping at or near the gate entrances; and
- Provide signage identifying smoking restrictions to be posted at the egress.

If these apply, staff is suggesting they are considered with the proposed outdoor area and any other restrictions to limit noise and light interference for nearby and adjacent properties.

Parking, Traffic and Circulation

A parking and traffic study for the entire Downtown area is forthcoming and currently underway. Per the Unified Development Ordinance (UDO) for parking in the downtown, there are no minimum parking requirements for the proposed use and subject property, as parking is not required on lots that are one-half acre or less. The intent of the downtown parking regulations is to encourage a balance between compact pedestrian-orientated development and the necessary car storage, and recognizes that a portion of off-street parking can be accommodated in municipal parking facilities. To that end, the normal parking requirements for the other zoning districts are relaxed. If the lot was over one-half acre in size in the D-D, the minimum parking requirement would be one space for every 1,000 square feet of leasable building area (as opposed to gross floor area). Hypothetically, this would require a maximum of 7 parking stalls for this property. These required parking spaces may be located either on-site or in any public parking area within 500 feet of the land use. As demonstrated on the map with a 500-foot buffer included as Attachment 4, the public parking deck that is associated with the Lofts is within this distance and has more than enough parking to meet the DD parking requirement for lots that are greater than 0.5 acres.

While the proposed use and space does not require parking per the UDO, it still must be addressed and thoroughly examined through the special use process. The potential to host up to 400 people without adjacent onsite parking is initially concerning even in the pedestrian-focused Downtown District. Within the project narrative included as Attachment 6, the applicant states there are over 250 public parking spaces that are within walking distance of the proposed use. Typically, a distance of 0.25 miles is used as an acceptable walking distance in U.S. research and planning studies. A 0.25-mile buffer map has been created and included as Attachment 3 to visually demonstrate a 'walkable area' of the proposed banquet use. There are approximately 10 public parking lots within walking distance of 44 Stephen Street according to the 0.25-mile buffer map, totaling well over 500 available parking spaces. The Front Street Lofts garage has a total of 262 parking stalls and is adjacent to the subject property to the west. There is on-street parking that has not been accounted for or shown on Attachment 3 that can assist to contribute to additional parking for customers and staff. The Metra parking lots are within the 0.25-mile buffer as well, providing over 300 parking stalls.

While there is no parking requirement for a banquet facility specifically listed in the UDO for any zoning district, research has found it is typical to require 1 parking stall per every 4 seats at maximum capacity. Another standard for a nearby community requires 33% of maximum capacity in parking stalls for banquet and event centers. If this requirement is hypothetically applied to the current proposal, the use would require approximately 100-

132 parking stalls for the proposal. There are over 132 parking stalls within walking distance of the subject property as there are 262 stalls adjacent to the west located within the Front Street Lofts parking garage.

Within Section 17.09 Downtown District in the UDO, one of the design objectives for development within the DD District is to enhance and produce a downtown with:

- A combination of on-street parking and centralized parking facilities and lots to collectively support commercial and residential uses within the district.

The Downtown District was not envisioned or planned to have off-street parking adjacent to every building or use, therefore having flexible or no parking requirements. The purpose of the centralized parking facility at the Front Street Lofts is to serve the residents and tenants in the Lofts, while also providing parking for surrounding downtown businesses. There are public lots and on-street parking stalls scattered throughout the downtown to provide additional centralized parking facilities.

The applicant has stated within the Project Narrative, during large events shuttle service will be provided to the over 300 parking spots available in the Metra parking lots. There will be a designated valet and drop off area along Front Street beside the south façade for the events at the Bridge. This circulation pattern will help to provide better direction to the public parking garage as vehicles will be facing the right direction to continue on to park after dropping off guests. The applicant has specified that all users of the event center will be provided a formal map showing all public parking areas available near the subject property. Staff has suggested making this information known on their advertising, website and any other form of communication. There is concern with events, such as weddings or showers, that a firm start time of a certain hour provides for all guests to arrive at a similar time, possibly leading to traffic congestion and guest confusion. The parking and circulation must be well thought through and anticipated for each event (with signage, posted information on a website and event brochures) to help alleviate the concerns of a traffic backups and bottlenecks.

STANDARDS FOR A SPECIAL USE

As stated in the Unified Development Ordinance, no special use shall be recommended by the Planning and Zoning Commission unless the special use:

1. Is deemed necessary for the public convenience at that location; and
2. Is so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected; and
3. Will not cause substantial injury to the value of other property in the neighborhood in which it is located; and

4. Shall not create excessive demands on Village service or impair the ability of the Village to maintain the peace and provide adequate protection for its citizens; and
5. Is consistent with standards enumerated elsewhere in this ordinance for the specific use, including planned unit developments; and
6. Meets, as applicable, the standards for planned unit developments found in Chapter 17.08 of this ordinance.

There are two special use requests within this proposal and the Standards should apply to each of the requests separately. For the banquet hall request, the Standards for a Special Use appear to be satisfactory with the exception of #4:

- The proposed use shall not create excessive demands on Village service or impair the ability of the Village to maintain the peace and provide adequate protection for its citizens listed above.

This standard should be further explored and examined to ensure satisfaction. Staff has reached out to the Police, Fire and Building Departments requesting feedback on an event center to locate on the subject property. The Police Department provided the following concerns regarding an event and banquet facility to locate within the DD at 44 Stephen Street:

- Concern about noise complaints from the Lofts; and
- Traffic backing up on Stephen Street; and
- Lack of available parking.

The Police Department is optimistic these concerns may be alleviated by the downtown traffic and parking study currently underway. Lastly, one final apprehension from the Police Department is the potential banquet facility has the ability to bring in an additional 400 people, with many of them consuming alcohol in the downtown area. This could be a strain on their department on already busy weekend nights. A remedy to assist the police could be to require security to staff the event center, especially during large events, therefore creating less reliance on the Lemont Police. Formal Fire and Building Department review will be performed through the building permit process. Each of these departments will be part of the building permit review for the interior remodel and exterior patio work. To note, the Fire District had contacted staff regarding the requirement to install fire sprinklers with the change in use for the proposal at 44 Stephen Street. The Village has previously amended the adopted building code (O-40-12) exempting buildings in the historic district from the requirements to have fire sprinklers. This will be further reviewed upon submission and review of the appropriate building permits at the time of remodel.

The Special Use Standards appear to be sufficiently met for the outdoor dining request with further discussion of #2 and #3:

- The proposed use is so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected; and
- The proposed use will not cause substantial injury to the value of other property in the neighborhood in which it is located.

The design of the outdoor dining will have to meet the Village's code standards and any applicable ordinances such as zoning, noise and illuminance. These standards are in place to ensure the protection of the public health, safety and welfare. Placing hours of operation and a desired closing time on the outdoor area can provide further assurance the neighboring properties will not be as disturbed by the outdoor gathering space.

Staff finds that the requested special use for a banquet hall and outdoor dining area in the D-D Zoning District located at 44 Stephen Street for The Bridge sufficiently meets the applicable standards for a special use found in §17.04.140 with the conditions discussed below.

CONCLUSIONS & RECOMMENDATIONS

The Downtown District's purpose is to promote a compatible mixture of commercial, cultural, institutional, governmental, and residential uses in a compact, pedestrian-orientated way while maintaining and enhancing the historic, community, architectural and aesthetic qualities unique to the downtown area. An opportunity to host events, from weddings, showers or parties, of the proposal's size and capacity currently does not exist in the downtown. It is an opportunity to bring in people into the area to discover and explore Lemont, spend time in the downtown and frequent the other stores, shops and restaurants. The proposal will further the goal of the Lemont 2030 Comprehensive Plan to 'develop Lemont's downtown as a destination for residents and visitors', allowing for an event center or banquet hall to be a purpose to come downtown. While there is no designated on-site parking, there is plenty of parking within walking distance that can serve the Bridge during its events. The lenient downtown parking requirements are to allow for businesses to operate and thrive without the burden of on-site parking, therefore creating a more 'traditional' downtown environment. In conclusion, Staff recommends approval of Case 2020-13 a special use for The Bridge to allow for a banquet hall and outdoor dining area in the D-D Zoning District with the following conditions:

1. The outdoor dining area shall close no later than 10pm on Sunday through Thursday and no later than 11pm on Friday and Saturday; and
2. The outdoor dining area shall not allow guests to enter at the gates without a staffed attendant working the gate; and

3. Provide planters for landscaping along Stephen Street in front of the outdoor dining area; and
4. Provide signage for parking and traffic circulation during events, such as sandwich board signs; and
5. Make a good effort to communicate public parking lots through the business website, social media, brochures and any other forms.
6. Provide security at large events. Work with the Lemont Police Department to verify the appropriate amount of security workers depending on the type and size of event; and
7. Provide a drop off and valet plan for the south side of the building along Front Street. There appears to be on-street parking and a loading area currently occupying this portion of Front Street. Work with the Village to accommodate a valet and drop off area [at least] temporarily during larger events. The circulation and traffic congestion possibilities, especially in larger events, must be well thought through.

Attachment 2 - Site Photographs



Figure 1: Front of subject property from Stephen Street.

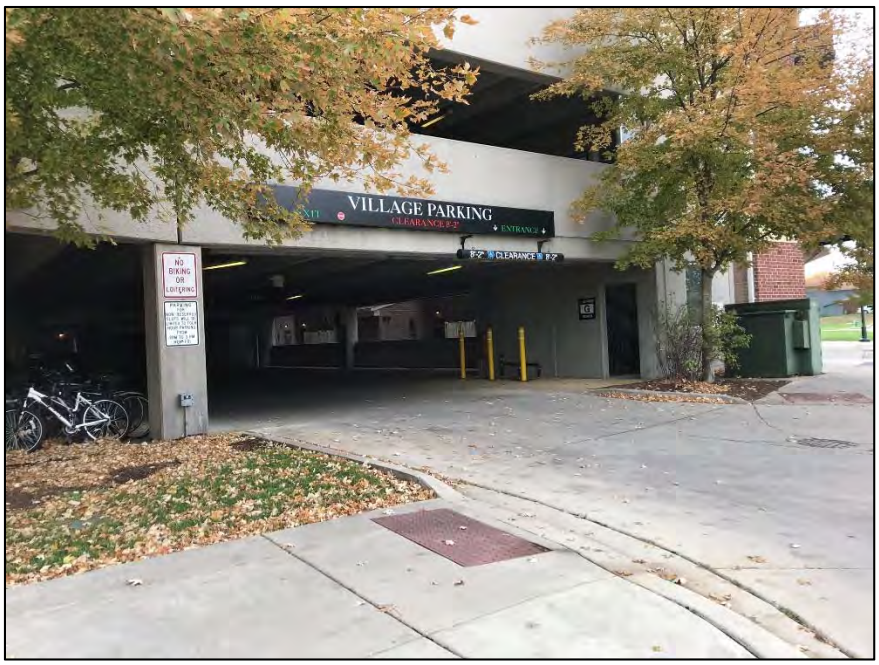


Figure 2: Entrance to Front Street Lofts Village Public Parking Garage.



Figure 3: View of southern façade of subject property along Front Street.



Figure 4: Streetview looking northwest at subject property from intersection of Front and Stephen Streets.



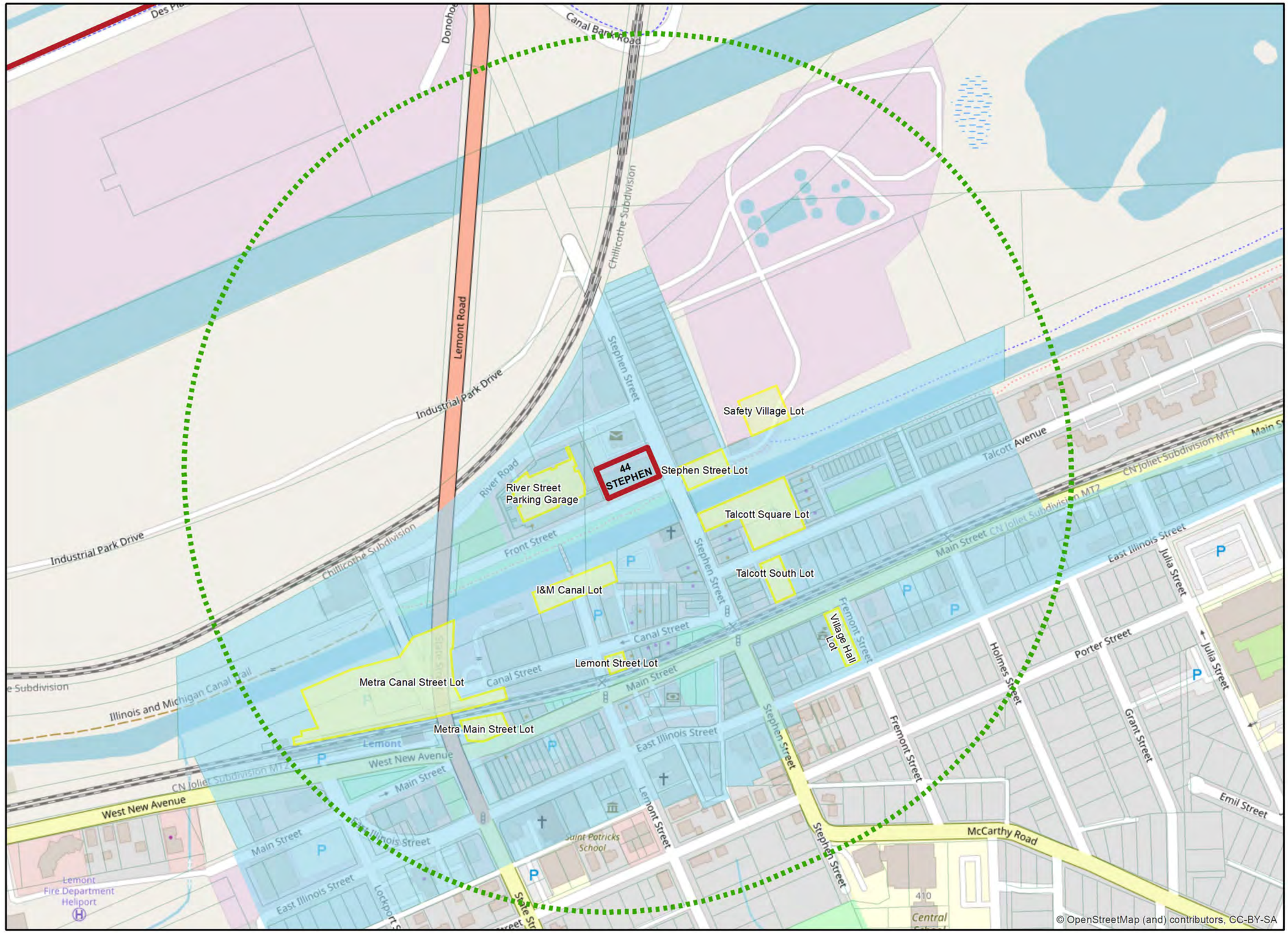
Figure 5: View of subject property from Front Street looking east.



Figure 6: View of subject property looking south toward area of outdoor patio.

Attachment 3

0.25-mile buffer map demonstrating walkability



Downtown Lemont

- 1/4 Mile Buffer
- Subject Parcel
- Public Parking
- DD Zoning

VILLAGE OF LEMONT

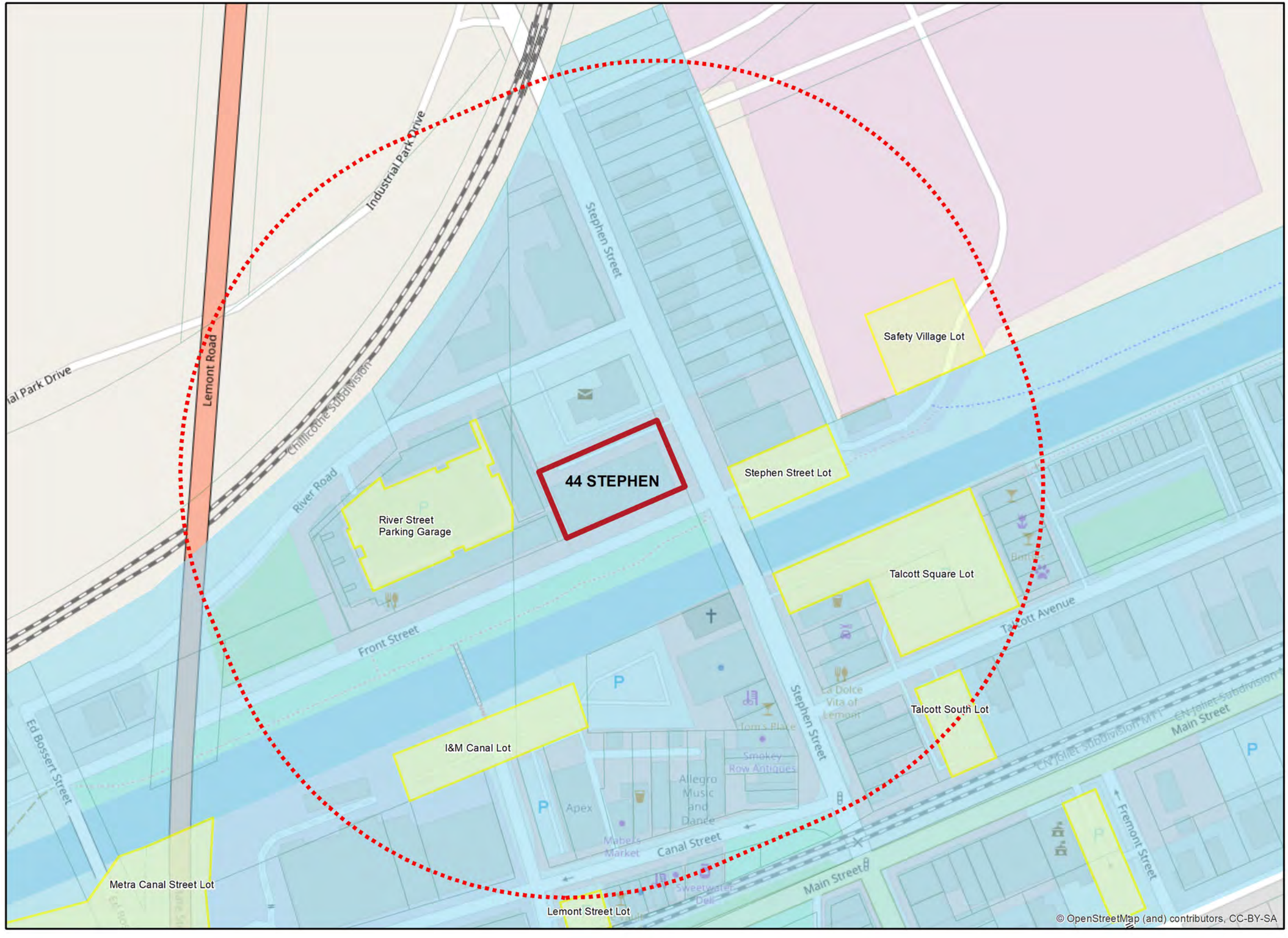
Economic & Community Development Department
Village of Lemont

N

September 29, 2020

Attachment 4

500-foot Buffer Map demonstrating parking within the DD



Downtown Lemont

- Subject Parcel
- 500' Buffer
- Public Parking
- DD Zoning

VILLAGE OF LEMONT

Economic & Community Development Department
Village of Lemont

N

September 29, 2020

Attachment 5

Special Use Application and Criteria

Village of Lemont
Community Development Department
418 Main Street Lemont, Illinois 60439
phone (630) 257-1595
fax (630) 257-1598

Special Use Application Form

APPLICANT INFORMATION

Jerry Kulhanek
Applicant Name

The Bridge Lemont, LLC
Company/Organization

8400 Kearney Rd Downers Grove IL 60516
Applicant Address

773-908-2015
Telephone & Fax

JK@BottlesLemont.com
E-mail

CHECK ONE OF THE FOLLOWING:

- X Applicant is the owner of the subject property and is the signer of this application.
- ____ Applicant is the contract purchaser of the subject property.
- ____ Applicant is acting on behalf of the beneficiary of a trust.
- ____ Applicant is acting on behalf of the owner.

PROPERTY INFORMATON

44 Stephen St. Lemont IL 60439
Address of Subject Property/Properties

22-20-403-006-0000
Parcel Identification Number of Subject Property/Properties

Size of Subject Property/Properties

DESCRIPTION OF REQUEST

Event Center, Banquets, Restaurant, Bar.
Brief description of the proposed special use

REQUIRED DOCUMENTS

See Form 501-A, *Special Use Application Checklist of Required Materials,* for items that must accompany this application.

FOR OFFICE USE ONLY

Application received on: _____ By: _____

Application deemed complete on: _____ By: _____

Current Zoning: _____

Fee Amount Enclosed: _____ Escrow Amount Enclosed: _____

received 8/28/20

APPLICATION FEE & ESCROW

Application Fee = $500 for properties less than 10 acres, $750 for properties 10 acres or larger
Fee is non-refundable.

Required Escrow = $500
At the time of application, the applicant shall submit a check for the establishment of an escrow account. The escrow money shall be used to defray costs of public notice, consultants, or other direct costs incurred by the Village in association with the special use application. Additionally, should the applicant fail to remove the required public notice sign in a timely manner, the escrow account may be used to defray the costs of the sign's removal. After completion of the special use review process, any unused portion of the escrow account will be refunded upon request.

AFFIRMATION

I hereby affirm that I have full legal capacity to authorize the filing of this application and that all information and exhibits herewith submitted are true and correct to the best of my knowledge. I permit Village representatives to make all reasonable inspections and investigations of the subject property during the period of processing of this application. I understand that as part of this application I am required to establish an escrow account to pay for direct costs associated with the approval of this application, such as the fulfillment of public notice requirements, removal of the public notice sign, taking of minutes at the public hearing and fees for consultants hired by the Village to evaluate this application. I understand that the submitted fee is non-refundable and that any escrow amount leftover upon project completion will be refunded upon request. I understand that I am responsible for the posting of a public hearing sign and for the mailing of legal notice to all surrounding property owners as required by Village ordinances and state law.

Signature of Applicant	Date 8-17-20
State Illinois	County Cook

I, the undersigned, a Notary Public in and for the aforesaid County and State, do hereby certify that Jerry Kalhaeb is personally known to me to be the same person whose name is subscribed to the foregoing instrument, and that said person signed, sealed and delivered the above petition as a free and voluntary act for the uses and purposes set forth.

Notary Signature

Given under my hand and notary seal this 17th day of August A.D. 20 20.

My commission expires this 3rd day of June A.D. 20 24.

OFFICIAL SEAL
ANNE DOYLE
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:06/03/24

Special Use Criteria Worksheet

Unified Development Ordinance (UDO) Section 17.04.140.C establishes the criteria for approval of special use requests; no special use will be recommended by the Planning & Zoning Commission unless it meets the following criteria.

Please describe below how your variation request meets the criteria of UDO Section 17.04.140.C. Attach additional sheets if necessary.

UDO Section 17.04.140.C.1
The special use is deemed necessary for the public convenience at that location:

There is no indoor event center or banquet hall in downtown Lemont that can accomodate 400 + people

UDO Section 17.04.140.C.2
The special use is so designed, located and proposed to be operated that the public health, safety and welfare will be protected:

Yes, the space is being brought up to the current ADA and building Standards

UDO Section 17.04.140.C.3
The special use will not cause substantial injury to the value of other property in the neighborhood in which it is located:

No, increased property taxes are doing that so we are bringing the building up to those values

UDO Section 17.04.140.C.4
The special use shall not create excessive demands on Village service or impair the ability of the Village to maintain the peace and provide adequate protection for its citizens:

No

UDO Section 17.04.140.C.5
The special use is consistent with the standards enumerated elsewhere in the UDO for the specific use, including but not limited to, planned unit developments:

Yes

UDO Section 17.04.140.C.6
The special use meets, as applicable, the standards for planned unit developments found in Chapter 17.08 of the UDO:

Yes

Attachment 6

Project Narrative

The Bridge
44 Stephen St.
Lemont, IL 60439

This project will take the front 7000 square feet of 44 Stephen St. and transform it into a Hall to accommodate around 400 people for events, exhibitions, and banquets. The space may be used for a future restaurant/bar.

There is also approximately 5900 square feet on the exterior that will be utilized for an outdoor garden/ceremony area and allow for deliveries and temporary parking.

Hours of indoor and outdoor operations would be 8 am – 2 am depending on the event. Outdoors would be used for ceremony's, outdoor patio seating and gatherings, and entertainment. Outdoor live or amplified music could be played at different events and would abide by village ordinances.

There would be 2 full time employees but there can be up to 15 subcontracted employees from caterers, event security, etc.

There are over 250 Public parking spots that are within walking distance. See attached. During large events, shuttle service will be provided to the over 300 parking spots available in the Metra Parking Lots.

A drawing of the approximate interior layout is attached.

A Plat of Survey with Legal Description is attached.

Attachment 7

Plat of Survey

ALTA/NSPS LAND TITLE SURVEY

THAT PART OF BLOCK 5 IN SINGER AND TALCOTT'S STONE COMPANY SUBDIVISION RECORDED JUNE 4, 1872 AS DOCUMENT NUMBER 14986, BEING A SUBDIVISION OF THAT PART OF THE WEST 1/2 OF THE SOUTH EAST 1/4 OF SECTION 20, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH ILLINOIS AND MICHIGAN CANAL DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY LINE OF SAID BLOCK 5 WHICH IS 105 FEET SOUTH EASTERLY OF THE NORTH EAST CORNER OF SAID BLOCK 5 MEASURED ALONG THE SAID EASTERLY LINE; RUNNING THENCE SOUTHWEST PARALLEL TO THE NORTHERLY LINE OF SAID BLOCK 5, A DISTANCE OF 180 FEET; THENCE RUNNING SOUTH EAST PARALLEL TO THE EASTERLY LINE OF SAID BLOCK 5, A DISTANCE OF 105 FEET MORE OR LESS, TO THE NORTHERLY LINE OF ILLINOIS AND MICHIGAN CANAL RESERVE STRIP, RUNNING THENCE NORTH EAST ALONG SAID ILLINOIS AND MICHIGAN CANAL STRIP A DISTANCE OF 180 FEET TO THE EASTERLY LINE OF SAID BLOCK 5, RUNNING THENCE NORTH WEST ALONG THE EASTERLY LINE OF SAID BLOCK 5, A DISTANCE OF 105 FEET, MORE OR LESS, TO THE PLACE OF BEGINNING IN LEMONT, COOK COUNTY, ILLINOIS, EXCEPTING THE FOLLOWING PORTION.

BEGINNING AT THE MOST SOUTHEASTERLY CORNER OF SAID BLOCK 5; THENCE ON AN ASSUMED BEARING OF SOUTH 54 DEGREES, 45 MINUTES 54 SECONDS WEST ALONG THE SOUTHERLY LINE OF BLOCK 5, 10.50 FEET; THENCE NORTH 35 DEGREES 00 MINUTES 02 SECONDS WEST, 80.00 FEET; THENCE NORTH 54 DEGREES 45 MINUTES 54 SECONDS EAST, 10.50 FEET TO A POINT ON THE EASTERLY LINE OF BLOCK 5; THENCE SOUTH 35 DEGREES 00 MINUTES 03 SECONDS EAST, 80.00 FEET ALONG THE EASTERLY LINE OF BLOCK 5, TO THE POINT OF BEGINNING, ALL IN LEMONT, COOK COUNTY, ILLINOIS, WHICH PORTION WAS PREVIOUS CONVEYED TO THE VILLAGE OF LEMONT IN A WARRANTY DEED RECORDED ON JUNE 3, 1992 AS DOCUMENT NO. 92-387449 IN COOK COUNTY, ILLINOIS.

N

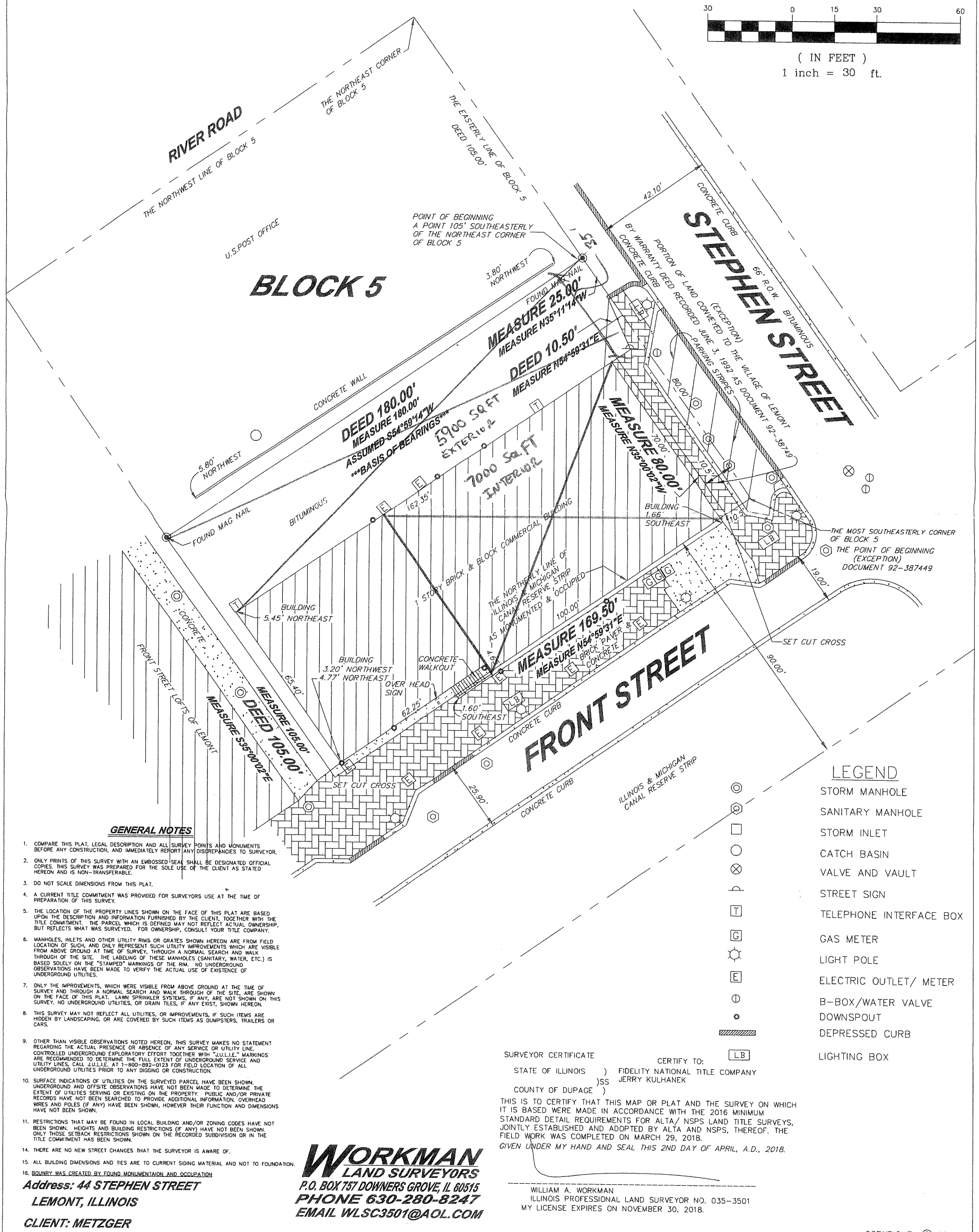
ASSUMED MERIDIAN

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)

1 inch = 30 ft.



LEGEND

- STORM MANHOLE
- SANITARY MANHOLE
- STORM INLET
- CATCH BASIN
- VALVE AND VAULT
- STREET SIGN
- TELEPHONE INTERFACE BOX
- GAS METER
- LIGHT POLE
- ELECTRIC OUTLET/ METER
- B-BOX/WATER VALVE
- DOWNSPOUT
- DEPRESSED CURB
- LIGHTING BOX

GENERAL NOTES

1. COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY POINTS AND MONUMENTS BEFORE ANY CONSTRUCTION, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO SURVEYOR.
2. ONLY PRINTS OF THIS SURVEY WITH AN EMBOSSED SEAL SHALL BE DESIGNATED OFFICIAL COPIES. THIS SURVEY WAS PREPARED FOR THE SOLE USE OF THE CLIENT AS STATED HEREON AND IS NON-TRANSFERABLE.
3. DO NOT SCALE DIMENSIONS FROM THIS PLAT.
4. A CURRENT TITLE COMMITMENT WAS PROVIDED FOR SURVEYORS USE AT THE TIME OF PREPARATION OF THIS SURVEY.
5. THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED UPON THE DESCRIPTION AND INFORMATION FURNISHED BY THE CLIENT, TOGETHER WITH THE TITLE COMMITMENT. THE PARCEL WHICH IS DEFINED MAY NOT REFLECT ACTUAL OWNERSHIP, BUT REFLECTS WHAT WAS SURVEYED. FOR OWNERSHIP, CONSULT YOUR TITLE COMPANY.
6. MANHOLES, INLETS AND OTHER UTILITY RIMS OR GRATES SHOWN HEREON ARE FROM FIELD LOCATION OF SUCH, AND ONLY REPRESENT SUCH UTILITY IMPROVEMENTS WHICH ARE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY, THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE. THE LABELING OF THESE MANHOLES (SANITARY, WATER, ETC.) IS BASED SOLELY ON THE "STAMPED" MARKINGS OF THE RIM. NO UNDERGROUND OBSERVATIONS HAVE BEEN MADE TO VERIFY THE ACTUAL USE OF EXISTENCE OF UNDERGROUND UTILITIES.
7. ONLY THE IMPROVEMENTS, WHICH WERE VISIBLE FROM ABOVE GROUND AT THE TIME OF SURVEY AND THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE, ARE SHOWN ON THE FACE OF THIS PLAT. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY. NO UNDERGROUND UTILITIES, OR DRAIN TILES, IF ANY EXIST, SHOWN HEREON.
8. THIS SURVEY MAY NOT REFLECT ALL UTILITIES, OR IMPROVEMENTS, IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING, OR ARE COVERED BY SUCH ITEMS AS DUMPSTERS, TRAILERS OR CARS.
9. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE OR UTILITY LINE. CONTROLLED UNDERGROUND EXPLORATORY EFFORT TOGETHER WITH "J.U.L.I.E." MARKINGS ARE RECOMMENDED TO DETERMINE THE FULL EXTENT OF UNDERGROUND SERVICE AND UTILITY LINES. CALL J.U.L.I.E. AT 1-800-892-0123 FOR FIELD LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION.
10. SURFACE INDICATIONS OF UTILITIES ON THE SURVEYED PARCEL HAVE BEEN SHOWN. UNDERGROUND AND OFFSITE OBSERVATIONS HAVE NOT BEEN MADE TO DETERMINE THE EXTENT OF UTILITIES SERVING OR EXISTING ON THE PROPERTY. PUBLIC AND/OR PRIVATE RECORDS HAVE NOT BEEN SEARCHED TO PROVIDE ADDITIONAL INFORMATION. OVERHEAD WIRES AND POLES (IF ANY) HAVE BEEN SHOWN, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
11. RESTRICTIONS THAT MAY BE FOUND IN LOCAL BUILDING AND/OR ZONING CODES HAVE NOT BEEN SHOWN. HEIGHTS AND BUILDING RESTRICTIONS (IF ANY) HAVE NOT BEEN SHOWN. ONLY THOSE SETBACK RESTRICTIONS SHOWN ON THE RECORDED SUBDIVISION OR IN THE TITLE COMMITMENT HAS BEEN SHOWN.
14. THERE ARE NO NEW STREET CHANGES THAT THE SURVEYOR IS AWARE OF.
15. ALL BUILDING DIMENSIONS AND TIES ARE TO CURRENT SIDING MATERIAL AND NOT TO FOUNDATION.
16. BOUNRY WAS CREATED BY FOUND MONUMENTAION AND OCCUPATION

Address: 44 STEPHEN STREET
LEMONT, ILLINOIS

CLIENT: METZGER

WORKMAN LAND SURVEYORS
P.O. BOX 757 DOWNERS GROVE, IL 60515
PHONE 630-280-8247
EMAIL WLSC3501@AOL.COM

SURVEYOR CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

CERTIFY TO:
FIDELITY NATIONAL TITLE COMPANY
JERRY KULHANEK

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, THEREOF. THE FIELD WORK WAS COMPLETED ON MARCH 29, 2018.

GIVEN UNDER MY HAND AND SEAL THIS 2ND DAY OF APRIL, A.D., 2018.

WILLIAM A. WORKMAN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3501
MY LICENSE EXPIRES ON NOVEMBER 30, 2018.

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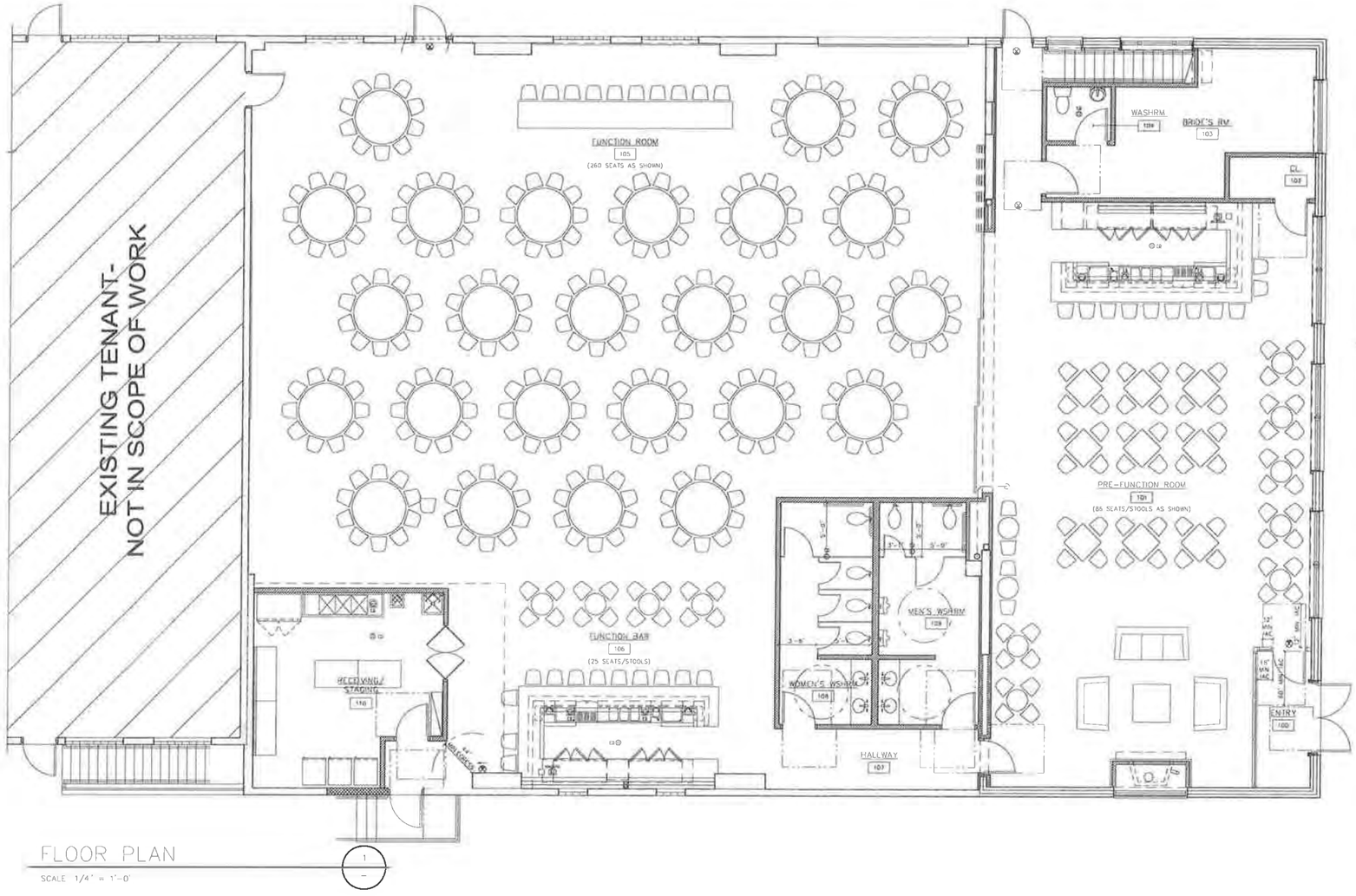
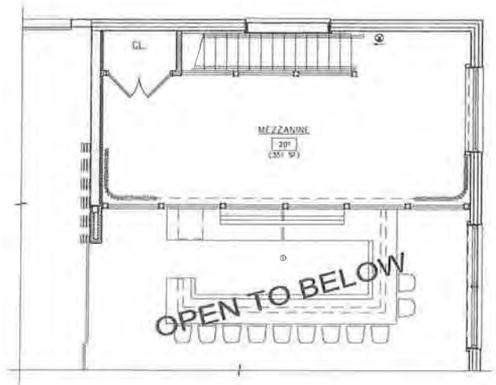
Attachment 8

Floor Plan



FLOOR PLAN

SCALE: 1/4" = 1'-0"



MEZZANINE PLAN

SCALE: 3/16" = 1'-0"

RANDY B. PRUYN, NCARB, ALA
NCARB Certificate Member Association of Licensed Architects
407 S. Edson Avenue
Lombard, Illinois
60148
cell: 630.213.4408
e-mail: arcrandy@sbcglobal.net

NOTICE
THIS DRAWING HAS NOT BEEN PUBLISHED AND IS THE SOLE PROPERTY OF RANDY B. PRUYN, NCARB, ALA
AND IS LENT TO BE EXAMINED FOR THE PURPOSE OF CONSIDERATION OF THE LOAN OF THIS DRAWING. THE DRAWING IS LOANED FOR PERSONAL USE ONLY AND IN CONSIDERATION OF THE LOAN OF THIS DRAWING, THE BORROWER PROMISES NOT TO REPRODUCE, COPY, SELL OR OTHERWISE DISPOSE DIRECTLY OR INDIRECTLY OF THE DRAWING OR ANY REPRODUCTION THEREOF IN WHOLE OR IN PART IN ANY MANNER WHATSOEVER UNLESS EXPRESSLY AUTHORIZED IN WRITING TO DO SO BY RANDY B. PRUYN, NCARB, ALA. WHICH IT IS SPECIFICALLY FURNISHED

NO.	DESCRIPTION	DATE
D	ISSUED FOR ENGINEERING	9-5-20

THE BRIDGE
EVENT CENTER-INTERIOR RENOVATIONS
44 STEPHAN STREET
LEMONT, ILLINOIS

SEATING/EGRESS/ACCESS. PLANS

SCALE: 3/16" = 1'-0"
DRAWN: 9-2-20
CHKD: 9-8-20
APPD:
APPD:
FILE:

PROJ. NO: 2013

DWG NO: A-3

Attachment 9

Public Parking Exhibit and Circulation/Valet Plan

20

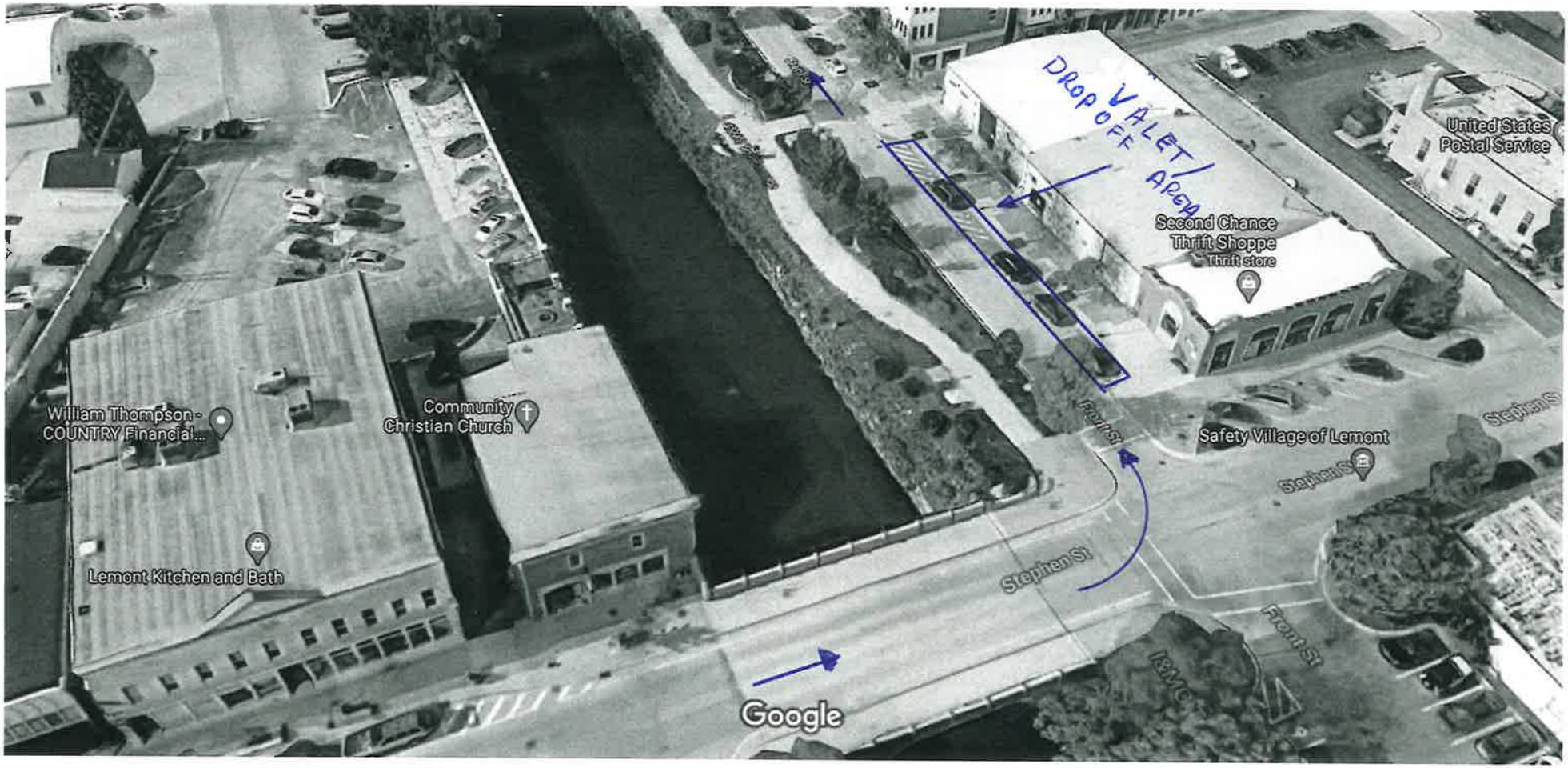
Google Maps



Imagery ©2020 Google, Imagery ©2020 Maxar Technologies, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2020 100 ft

261 Public Parking Spots

Google Maps 44 Stephen St



Imagery ©2020 Google, Imagery ©2020 U.S. Geological Survey, Map data ©2020 20 ft

Attachment 10

Renderings

THIS CONCEPTUAL PLAN IS FOR MARKETING PURPOSES ONLY AND HAS BEEN PREPARED BASED ON PRELIMINARY AVAILABLE SITE INFORMATION DEEMED RELIABLE. ALL DIMENSIONS AND AREA CALCULATIONS ARE SUBJECT TO VERIFICATION BY A PROFESSIONAL ENGINEER FOR COMPLIANCE WITH ALL FEDERAL, STATE AND LOCAL REGULATIONS.

DATE: 7-24-2020



b10a BASE TEN ARCHITECTS, INC
801 Country Club Dr La Grange, IL 60525
T 708 215 8007 b10a.com

Stephen Hall - Restaurant and Banquets

44 STEPHEN STREET, LEMONT IL


Platinum
PRO, INC.



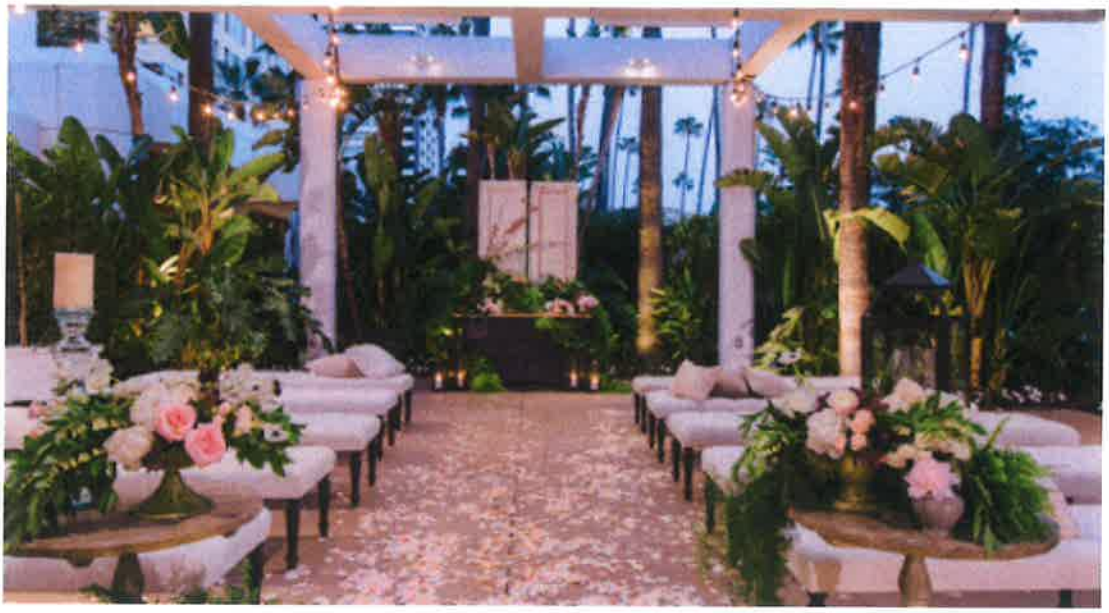


Photo by Brett Hickman Photography

Village of Lemont
Planning and Zoning Commission
Regular Meeting of October 7, 2020

A regular meeting of the Plan Commission for the Village of Lemont was held at 6:30 p.m. on Wednesday, October 7, 2020 via teleconference and was livestreamed for the public.

I. CALL TO ORDER

A. Pledge of Allegiance

Chairman Studebaker called the meeting to order at 6:30 p.m. He then led the Pledge of Allegiance.

B. Verify Quorum

Upon roll call the following were:
Present: Carmody, Cunningham, O'Connor, McGleam, Pawlak, Zolecki, Studebaker
Absent: None

Community Development Manager Mark Herman and Consulting Planner Jamie Tate were also present.

C. Approval of Minutes – August 5, 2020

Commissioner O'Connor made a motion, seconded by Commissioner McGleam to approve the minutes from the August 5, 2020 regular meeting with no changes. A voice vote was taken:
Ayes: All
Nays: None
Motion passed

II. CHAIRMAN'S COMMENTS

Mrs. Tate, Consulting Planner, explained how tonight's meeting will work and how the public can submit comments in regards to the case this evening.

Chairman Studebaker greeted everyone and asked those who are planning on speaking this evening to raise his/her right hand. He then administered the oath.

III. PUBLIC HEARINGS

A. CASE 2020-13 – THE BRIDGE SPECIAL USE (44 STEPHEN STREET)

Chairman Studebaker called for a motion to open the public hearing for Case 2020-13.

Commissioner McGleam made a motion, seconded by Commissioner Zolecki to open the public hearing for Case 2020-13. A voice vote was taken:
Ayes: All
Nays: None
Motion passed

Staff Presentation

Jamie Tate, Consulting Planner, said the applicant is requesting approval of a special use to allow a banquet facility with outdoor dining in the Downtown District (DD). The proposed use will allow for an event center, banquet facility, and possible restaurant and bar. The size of the lot is just under a half acre. The proposed use will inhabit the front 7,000 square foot portion of the building. It will transform into a hall that can accommodate up to 400 people. There is an associated 5,900 square foot outdoor dining area proposed along the north side of the building to be used for ceremonies, temporary parking or deliveries.

The surrounding area is all DD and it is within the Historic Preservation District. The front unit used to be occupied by the Second Chance Thrift Shop and the rear was All Service Auto Repair. Currently, in the rear it is occupied by a dog training facility called Wags to Riches and it has a three year lease.

Mrs. Tate stated the purpose of the DD is to promote a compatible mixture of commercial, cultural, institutional, governmental, and residential uses that is in a compact and pedestrian orientated manor. The Comprehensive Plan designates the entire downtown as a mixed land use. Within the Economic and Prosperity section there is a recommendation to develop the downtown as a destination for residents and visitors. The addition of a banquet/event center would attract visitors and customers to the downtown businesses.

She showed a floor plan of the building. The front part is 2,183 square feet and the middle unit is 4,783 square feet. There is a mezzanine unit that is above the first unit and that is 350 square feet. There will be two separate rooms that will be divided by a partition wall that will allow either two smaller events or one large event. There are two

bar areas located in each of the two rooms. There is a lobby welcome area and a bride's room that is behind the bar. In the second space there is a kitchen and staging and receiving area. The tables are shown in a typical wedding or large event format. The outside would approximately be 5,900 along the north wall. This space will be utilized for ceremonies, patio seating, gatherings and entertainment. The applicant has stated that outdoor live or amplified music could be played and would abide by any Village noise ordinances. There will not be a stage in this area and music would be setup as a ground level. While outdoor space has not been fully designed the applicant has indicated that they for see a pergola, roof structure with planters, fire pit, and tables and chairs. Only occupants of the building would be allowed to use that outdoor space.

Mrs. Tate said they plan on having two full time employees and 15 subcontracted employees. For larger events there might be more employees needed. The hours of operation would be from 8 a.m. to 2 a.m. depending on the type of event. It is suggested that some type of outdoor hours should be limited similar to other requests that the Commission have seen in the downtown area. Those restrictions were Sunday through Thursday to 10 p.m. and Friday and Saturday till 11 p.m. Guests would not be allowed to come in from the outside unless it is staffed and landscaping was also required around the perimeter.

Currently there is a parking and traffic study for the entire downtown that is underway. She did briefly speak to the traffic engineer who is working on that and spoke to him regarding this project. Per the UDO there is no minimum parking requirements for this proposed use and property. Parking is not required for lots that are less than a half an acre. The intent of the downtown parking is to encourage a balance between pedestrian orientated development, also recognizing you have to have car storage, therefore wanting them to be more centralized and not per use and per lot. If the lot was over half an acre the parking requirement would be one space per 1,000 square feet of leasable area. That would only be 7 parking stalls for this particular use. The parking spaces can be located on site or within 500 feet of the land use. She showed on the overhead the areas located within the 500 feet if the site had been over half an acre.

Mrs. Tate stated the Lofts are adjacent to this project which has a parking garage with 262 parking stalls. Even though the parking is not required, this is a special use so they do need to look at that parking. When you look at parking within walking distance you generally look at within a quarter mile. She then showed the area that would be located within a quarter mile. There are about 10 public parking lots within that walkable area which totals about 500 parking stalls. The Metra parking lots are within the quarter mile buffer with over 300 parking stalls. The Lemont code does not have a parking requirement for banquet use or event space, but she did look at surrounding communities.

Generally, it would be one parking stall for every 4 seats per maximum capacity. Other communities used percentages and one was 33% of maximum capacity. So hypothetically you could require 100 to 132 parking stalls which would be required as a maximum. There are 132 parking stalls within the walkable area.

The applicant has stated for large events they would be open to shuttling to the Metra parking lot. They have provided a circulation plan with intentions of having a valet or drop off. The circulation pattern would provide a better way to go rather than just going down Stephen Street. Speaking with the traffic engineer he did not see any red flags initially. He did want to look at the light at Stephen and Main and make sure it could handle with everyone arriving all at once. What they look at are the trips to the site and the average would be about 150 trips. The engineer did say the circulation for River Street and Front Street would be sufficient. Making the parking known by either signage, flyers or people out there to direct traffic is going to be important in making this a success and not having issues.

Mrs. Tate said they did take a look at the Standards for a Special Use. Everything is fairly met except possibly number four, which is not to create excessive demands on Village services or impair the ability of the Village to maintain the peace and provide adequate protection for its citizens. Staff did reach out to the police and fire department to get feedback. The police did provide comments without looking at the traffic study and their concerns are about noise for the adjacent properties, traffic backup on Stephen, lack of available parking on site, and bringing large groups to the downtown area. The police were excited that there was a traffic study being done and optimistic that a lot of the traffic issues would be addressed. Another way issues could be addressed is by hiring security to staff the event center especially during large events or hiring someone to direct traffic. The applicant should work with the police on these issues and see what they would suggest. The fire department did reach out and stated the site needs to have a sprinkler system. However, the Village had previously amended the building code exempting buildings that are within the Historic District from having requirements of fire sprinklers.

When looking at the Standards for the outside dining, number two and three are ones that stand out. They have to do with public safety, health and welfare and not cause injury to adjacent neighbors or property owners. The design of the outdoor patio will have to meet the Village's code in terms of zoning, noise, illuminance, building and fire code. These standards are in place to ensure the protection of the public's health, safety and welfare. Also, placing hours of operation on the desired closing time should also ensure that the neighboring properties won't be disturbed as much with the outdoor gathering space.

Mrs. Tate stated in conclusion, the purpose of the DD is to promote a compatible mixture of cultural, commercial, institutional, governmental and residential uses. An opportunity to host events such as this does not currently exist downtown, which will help further the goal of the Comprehensive Plan. It will help promote Lemont's downtown as a destination for residents and visitors. Even though there is no designated onsite parking, there is plenty of parking within walking distance that can serve The Bridge during these events. The lenient downtown parking requirements are to allow for businesses to operate and thrive without the burden of onsite parking. Staff is recommending approval with conditions as listed in staff's report. She then read through those conditions.

Chairman Studebaker asked if there were any questions from the Commission for staff at this time.

Commissioner O'Connor stated he did not see in the DD that banquet halls were a special use.

Mrs. Tate said at the last UDO updates they did add that and it has not been updated on the website as of yet.

Commissioner Zolecki stated the south lot line is a zero lot line. The stair they are adding there encroaches into the right-of-way and needs to be a consideration during the permit building review. They might need to incorporate that within the building footprint. There are street trees there and it could get narrow. He understands the traffic consultant is still reviewing the traffic study, but he is assuming they will be looking at how many of the spaces in the parking garage are actually available. He hopes they are going to look at all the lots and what is at max capacity at certain times of the day. He asked if they had a valet parking plan and where are they going to park the cars. If you are downtown on a Friday or Saturday night there is very limited street parking on Stephen Street. He asked if the outdoor structure was going to be something temporary that goes up and then comes down or maybe semi-permanent.

Mrs. Tate stated as far as she knows they do not have anything set for the outdoor structure. The applicant is present this evening and could maybe answer that question.

Commissioner McGleam asked if staff knew what the provisions were for parking in the Metra lot.

Mark Herman, Community Development Manager, said he believes that after a certain time it is for the public.

Commissioner McGleam stated he thinks the applicant might want to get permission from Metra for their parking plan.

Commissioner Carmody said for Front Street, on Monday through Friday two way traffic on that street is a mess. Currently right now there is not a problem but if things get back to normal that can be an issue.

Chairman Studebaker asked if the traffic consultant knows when the trains come through. He asked if they would be making adjustments to the traffic light to prevent cars from stacking up.

Mrs. Tate stated they can relate that to them. Currently, now is not the best time to see when Metra backs up. When she spoke with the traffic consultant he had more concern with off-site traffic instead of the circulation around the facility.

Commissioner Cunningham asked if the traffic study comes back and it is found that the light at Stephen and Main needs an upgrade to a more censored type light then who would be responsible for that.

Mr. Herman said the light is owned and maintained by the Village.

Chairman Studebaker asked if there were any further questions for staff from the Commission. None responded. He then asked if the applicant wanted to make a presentation.

Applicant Presentation

Jerry Kulhanek, applicant, stated he doesn't have a presentation and feels staff covered everything. He is available to answer any questions the Commission might have.

Commissioner Cunningham asked if he agreed with all the conditions that staff had listed.

Mr. Kulhanek said he does agree with all of them.

Commissioner Zolecki asked what his thoughts were on the valet plan.

Mr. Kulhanek stated the way he was seeing it would be they would come down Front Street and have the set up there for the valet. He was planning they would park in the Metra lot. During the week they are next expecting to have large events. Most likely

Friday and Saturday would be their busy days. He would be in contact with them to confirm everything with them. He was also planning on having a shuttle service that would come down River and then stop in front to drop off. He would have to look at what type of event they are having and how many people to determine how they are going to handle parking. He knows that the Metra lot clears out pretty well with the first train and the biggest one is usually at 5 p.m. He feels that they will figure out the traffic and parking. They have handled events downtown with over 2,000 people so he feels this will be easy to figure out.

Commissioner Zolecki asked if he had any ideas about the outdoor structure.

Mr. Kulhanek said they definitely want something permanent with a roof on it. They want to be able to have outdoor ceremonies and give the bride and groom some privacy. It will also protect them from the weather elements. He is thinking planter boxes to add some greenery and hanging lights. He is not anticipating taking the entire lot. They will need to still get back there for the garbage cans.

Commissioner Zolecki asked if the 5,900 square feet is the entire space.

Mr. Kulhanek stated it is. There will still be 10 feet of a drive isle.

Commissioner Zolecki said if it is a partial structure he would recommend putting it as far east as possible because the balconies for the Lofts are right there.

Mr. Kulhanek stated the structure would be more towards the middle of the parking lot. They would use the existing overhead door there to get outside. There will be a side door so the bride can get into her room. The ceremony area will only be roughly 2,000 square feet.

Commissioner Zolecki asked if understood what he was saying about the stair on Front Street.

Mr. Kulhanek said that would be the only thing he would request from the Village is to allow an access there. The sidewalk there is almost 16 to 17 feet wide.

Commissioner Zolecki stated the street trees do narrow it up and there is a lot of foot traffic in that area. He would recommend they look at how they could internalize that stair.

Commissioner McGleam asked if the applicant was good with the hours for the outdoor space being Sunday through Thursday till 10 p.m. and Friday and Saturday till 11 p.m.

Mr. Kulhanek said he was in agreement with those hours.

Commissioner Cunningham asked if this gets approval what is the estimated time for opening.

Mr. Kulhanek stated hopefully sometime between March and May of 2021. He does have drawings that were submitted for initial review so it will depend on what comes back on those.

Chairman Studebaker asked if there were any further questions for the applicant from the Commission. None responded. He then asked if there were any comments or questions from the public.

Public Comment

Laura Triebe, 354 River Street, said her balcony is directly in front of the outdoor space that they will be using. She is happy that they are moving into the downtown. Her only concern is how loud it might get if there is a band. She also asked if there will be a designated smoking area. She hopes that they would not put the music or smoking area at the western end of the parking lot.

Mr. Kulhanek stated everything will be to the east of the last overhead door there.

Matt Giblin, 348 River Street, thanked Mr. Kulhanek for all his work that he has done for the Village. He feels this will be great for the downtown area and will draw people into town. He asked if the food trucks or catering trucks were going to park where the valet area is located. He asked if there was any plan to have them park in the back on the north side.

Mr. Kulhanek said everything for the catering will come off of Front Street. If the trucks had to park then they will be parking on the east side. That is why the outdoor seating would be in the center area.

Mr. Giblin stated he enjoys the music, sights and sounds of living in a downtown area, however he does not want to listen to catering trucks with a generator running for six hours. In regards to parking, the garage at the Lofts does have 262 parking spots but 82 are reserved for Loft owners which leaves 180 parking spaces. There has also been an

issue going on for the past 10 years where Loft owners have been parking in public spots because they don't like where their reserved spot is located. He estimates there are about 15 to 30 spots in the garage that are taken up and should be reserved for public. He is not sure if the traffic study will pick this up and that garage is going to be very vital.

Chairman Studebaker asked if there were any further comments from anyone else in the audience. None responded. He then called for a motion to close the public hearing.

Commissioner Zolecki asked if there would have to be a variation process if they have to keep the stair that way.

Mr. Herman said they will need to talk to the Village Attorney since the building itself is encroaching in the right-of-way. An encroachment agreement could be drawn up if the Village Board was in agreement. This request is for the special use and is not approving the site plan for the building. There are no variation requests currently so any physical work that they are proposing to do would have to be compliant with code.

Commissioner Zolecki asked what was staff's thoughts on the traffic study. He asked if they were going to implement any plans that were formed from that report. He asked if it would be ready for the Village Board.

Mr. Herman stated he hopes it will be in place for the Village Board COW meeting. He apologized and thought it would be ready for this evening. The Village Board can take a look at it and make any decisions prior to any approval.

Commissioner O'Connor made a motion, seconded by Commissioner Zolecki to close the public hearing for Case 202-13. A voice vote was taken:
Ayes: All
Nays: None
Motion passed

Plan Commission Discussion

Chairman Studebaker asked if there were any further comments from the Commission. He feels the presentation was very informational.

Commissioner Cunningham said he agrees the traffic study does need to be reviewed when it is available since they will not be able to review it.

Chairman Studebaker then called for a motion for recommendation.

Plan Commission Recommendation

Commissioner McGleam made a motion, seconded by Commissioner Cunningham to recommend to the Mayor and Board of Trustees approval of Case 2020-13 – The Bridge Special Use with the following conditions:
1. The outdoor dining area shall close no later than 10pm on Sunday through Thursday and no later than 11pm on Friday and Saturday.
2. The outdoor dining area shall not allow guests to enter at the gates without a staffed attendant working the gate.
3. Provide planters for landscaping along Stephen Street in front of the outdoor dining area.
4. Provide signage for parking and traffic circulation during events, such as sandwich board signs.
5. Make a good effort to communicate public parking lots through the business website, social media, brochures and any other forms.
6. Provide security at large events. Work with the Lemont Police Department to verify the appropriate amount of security workers depending on the type and size of event.
7. Provide a drop off and valet plan for the south side of the building along Front Street. There appears to be on-street parking and a loading area currently occupying this portion of Front Street. Work with the Village to accommodate a valet and drop off area (at least) temporarily during larger events. The circulation and traffic congestion possibilities, especially in larger events, must be well thought through.

A roll call vote was taken:
Ayes: McGleam, Cunningham, Carmody, O'Connor, Pawlak, Zolecki, Studebaker
Nays: None
Motion passed

Findings of Fact

Commissioner McGleam made a motion, seconded by Commissioner Carmody to authorize the Chairman to approve the Findings of Fact for Case 2020-13 as prepared by staff. A voice vote was taken:
Ayes: All
Nays: None
Motion passed

IV. ACTION ITEMS

None

V. GENERAL DISCUSSION

Commissioner Zolecki said the wheel stops have been installed at Pete's.

Commissioner Cunningham stated they also took down the "Now Open" sign and they finished the landscaping under the sign.

VI. AUDIENCE PARTICIPATION

None

VII. ADJOURNMENT

Chairman Studebaker called for a motion to adjourn the meeting.

Commissioner O'Connor made a motion, seconded by Commissioner McGleam to adjourn the meeting. A voice vote was taken:
Ayes: All
Nays: None
Motion passed

Minutes prepared by Peggy Halper

TRAFFIC IMPACT ANALYSIS

Stephen Banquet Hall

Lemont, IL

October 2020

Prepared For: **Village of Lemont**

Prepared By:

TranSystems

EXPERIENCE | Transportation

1475 East Woodfield Road - Suite 600
Schaumburg, IL 60173-5440

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Exhibit 2. Site Plan
Exhibit 3. Existing Traffic Volumes
Exhibit 4. Public Parking Availability
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APPENDICES

A. Intersection Turning Movement Counts
B. Synchro Output
C. Traffic Signal Warrant Analysis

Introduction

The proposed Stephen Banquet Hall project will utilize the front 7,000 square feet of 44 Stephen St. and transform it into a Hall that can accommodate around 400 people for events, exhibitions, and banquets. Additionally, 5,900 square feet on the exterior will be utilized for outdoor garden/ ceremony area and allow for deliveries and temporary parking. The proposed site is demarcated by US Post Office to the north, Stephen Street to the east, Front Street to the south and Front Street Lofts of Lemont to the west. The site is located in the Village of Lemont.

TranSystems has conducted this Traffic Impact Analysis (TIA) to assess the existing traffic conditions within the study area, determine the traffic impacts of the proposed development on the roadway network, estimate the anticipated parking demand created by the proposed development, review the potential traffic and pedestrian circulation patterns, evaluate a signal warrant at the intersection of Stephen and Front Street, and make recommendations as needed to mitigate those impacts.

Study Area

Exhibit 1 shows the study area, along with the key roadways and intersections. The limits for this traffic study include Stephen Street between cross streets of Front Street and Main Street.

Stephen Street is a local roadway that runs north and south through the middle of downtown Lemont. The roadway consists of one travel lane in each direction and parallel parking and sidewalks on both sides. Except on the Stephen Bridge were parking is not provided. Main Street is a two lane minor arterial that has parallel parking and a sidewalk on the south side, and runs parallel to the railroad tracks (Metra Heritage Corridor) on the north side. The intersection of Stephen Street and Main Street is a signalized intersection with a single lane at each approach. The southbound approach of the intersection is setback further from the intersection because of the at-grade railroad crossing on the north side of the intersection. Front Street, west of Stephen Street, is a two lane local roadway with parallel parking and a sidewalk measuring approximately 16’ wide along the north side. The I&MC Trail Passage is a multi-use pedestrian facility which runs parallel to Front Street on the south side. East of Stephen Street, Front Street is a two lane local roadway with perpendicular parking on both sides. The intersection of Stephen and Front Street has a single lane at each approach and is stop controlled at the eastbound and westbound approaches. The posted speed limit within the study area, south of Main Street, is 20 mph.

Current land use around the proposed site is primarily residential and retail. To the west of the proposed site is the Front Street Lofts of Lemont which is a multiple story mixed used building with a parking garage, 24,000 square feet retail on the ground floor, and 82 condo units on the remaining floors. Across the street from the proposed site, in the northeast corner of the Stephen and Front Street intersection, are several commercial businesses. North of the proposed site is the US Post Office of Lemont. South and across the bridge from the proposed site, leads to the heart of downtown Lemont consisting of retails stores, restaurants and bars. The site plan for the Stephen Banquet Hall is shown in **Exhibit 2**.



LEGEND

- STOP CONTROLLED APPROACH
- SIGNALIZED INTERSECTION
- AT-GRADE RAILROAD CROSSING WITH AUTOMATIC GATES

TranSystems

STEPHEN STREET
MAIN STREET TO FRONT STREET
TRAFFIC ANALYSIS

EXHIBIT 1

STUDY AREA

ALTA/NSPS LAND TITLE SURVEY

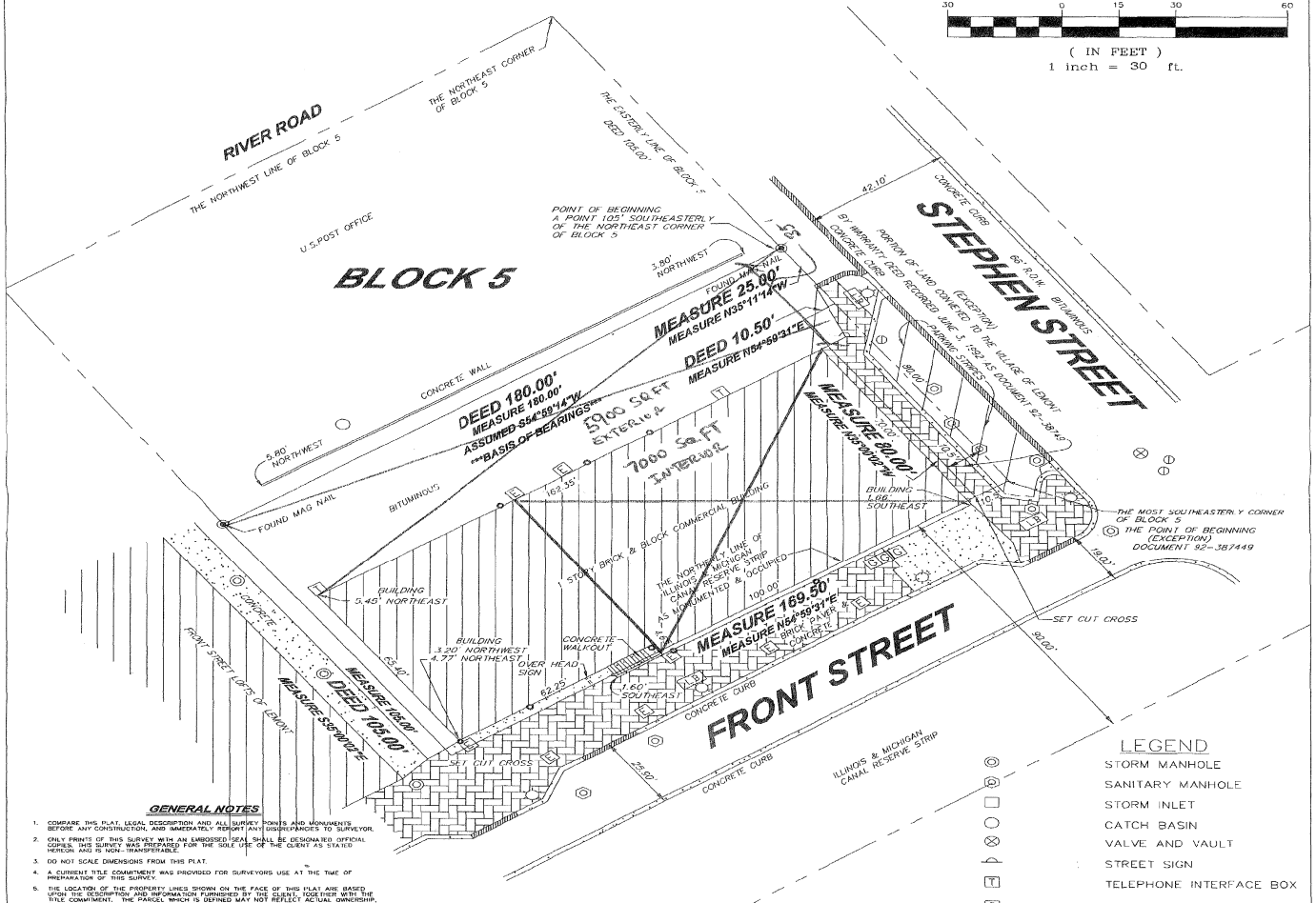
THAT PART OF BLOCK 5 IN SINGER AND TALCOTT'S STONE COMPANY SUBDIVISION RECORDED JUNE 4, 1872 AS DOCUMENT NUMBER 14986, BEING A SUBDIVISION OF THAT PART OF THE WEST 1/2 OF THE SOUTH EAST 1/4 OF SECTION 20, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH ILLINOIS AND MICHIGAN CANAL DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY LINE OF SAID BLOCK 5 WHICH IS 105 FEET SOUTH EASTERLY OF THE NORTH EAST CORNER OF SAID BLOCK 5 MEASURED ALONG THE SAID EASTERLY LINE; RUNNING THENCE SOUTHWEST PARALLEL TO THE NORTHERLY LINE OF SAID BLOCK 5, A DISTANCE OF 180 FEET; THENCE RUNNING SOUTH EAST PARALLEL TO THE EASTERLY LINE OF SAID BLOCK 5, A DISTANCE OF 105 FEET MORE OR LESS, TO THE NORTHERLY LINE OF ILLINOIS AND MICHIGAN CANAL RESERVE STRIP, RUNNING THENCE NORTH EAST ALONG SAID ILLINOIS AND MICHIGAN CANAL STRIP A DISTANCE OF 180 FEET TO THE EASTERLY LINE OF SAID BLOCK 5, RUNNING THENCE NORTH WEST ALONG THE EASTERLY LINE OF SAID BLOCK 5, A DISTANCE OF 105 FEET, MORE OR LESS, TO THE PLACE OF BEGINNING IN LEMONT, COOK COUNTY, ILLINOIS, EXCEPTING THE FOLLOWING PORTION.

BEGINNING AT THE MOST SOUTHEASTERLY CORNER OF SAID BLOCK 5; THENCE ON AN ASSUMED BEARING OF SOUTH 54 DEGREES, 45 MINUTES 54 SECONDS WEST ALONG THE SOUTHERLY LINE OF BLOCK 5, 10.50 FEET; THENCE NORTH 35 DEGREES 00 MINUTES 02 SECONDS WEST, 80.00 FEET; THENCE NORTH 54 DEGREES 45 MINUTES 54 SECONDS EAST, 10.50 FEET TO A POINT ON THE EASTERLY LINE OF BLOCK 5; THENCE SOUTH 35 DEGREES 00 MINUTES 02 SECONDS EAST, 80.00 FEET ALONG THE EASTERLY LINE OF BLOCK 5, TO THE POINT OF BEGINNING, ALL IN LEMONT, COOK COUNTY, ILLINOIS, WHICH PORTION WAS PREVIOUS CONVEYED TO THE VILLAGE OF LEMONT IN A WARRANTY DEED RECORDED ON JUNE 3, 1992 AS DOCUMENT NO. 92-387449 IN COOK COUNTY, ILLINOIS.

ASSUMED MERIDIAN

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.



LEGEND

- STORM MANHOLE
- SANITARY MANHOLE
- STORM INLET
- CATCH BASIN
- VALVE AND VAULT
- STREET SIGN
- TELEPHONE INTERFACE BOX
- GAS METER
- LIGHT POLE
- ELECTRIC OUTLET/ METER
- B-BOX/WATER VALVE
- DOWNSPOUT
- DEPRESSED CURB
- LIGHTING BOX

GENERAL NOTES

1. COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY POINTS AND MONUMENTS BEFORE ANY CONSTRUCTION, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO SURVEYOR.
2. ONLY PRINTS OF THIS SURVEY WITH AN EMBOSSED SEAL SHALL BE DESIGNATED OFFICIAL COPIES. THIS SURVEY WAS PREPARED FOR THE SOLE USE OF THE CLIENT AS STATED HEREON AND IS NON-TRANSFERABLE.
3. DO NOT SCALE DIMENSIONS FROM THIS PLAT.
4. A CURRENT TITLE COMMITMENT WAS PROVIDED FOR SURVEYORS USE AT THE TIME OF PREPARATION OF THIS SURVEY.
5. THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED UPON THE DESCRIPTION AND INFORMATION FURNISHED BY THE CLIENT, TOGETHER WITH THE TITLE COMMITMENT. THE PARCEL WHICH IS DEFINED MAY NOT REFLECT ACTUAL OWNERSHIP, BUT REFLECTS WHAT WAS SURVEYED. FOR OWNERSHIP, CONSULT YOUR TITLE COMPANY.
6. MANHOLES, INLETS AND OTHER UTILITY RIMS OR GRATES SHOWN HEREON ARE FROM FIELD LOCATION OF SUCH, AND ONLY REPRESENT SUCH UTILITY IMPROVEMENTS WHICH ARE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY. THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE. THE LABELING OF THESE MANHOLES (SANITARY, WATER, ETC.) IS BASED SOLELY ON THE "STAMPED" MARKINGS OF THE RIM. NO UNDERGROUND OBSERVATIONS HAVE BEEN MADE TO VERIFY THE ACTUAL USE OF EXISTENCE OF UNDERGROUND UTILITIES.
7. ONLY THE IMPROVEMENTS, WHICH WERE VISIBLE FROM ABOVE GROUND AT THE TIME OF SURVEY AND THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE, ARE SHOWN ON THE FACE OF THIS PLAT. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY. NO UNDERGROUND UTILITIES, OR DRAIN TILES, IF ANY EXIST, SHOWN HEREON.
8. THIS SURVEY MAY NOT REFLECT ALL UTILITIES, OR IMPROVEMENTS, IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING, OR ARE COVERED BY SUCH ITEMS AS DUMPSTERS, TRAILERS OR CARS.
9. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE OR UTILITY LINE. CONTRACTED UNDERGROUND EXPLORATORY EFFORT TOGETHER WITH "JULIE" MARKINGS ARE RECOMMENDED TO DETERMINE THE EXACT LOCATION OF ALL BURIED SERVICE AND UTILITY LINES. CONTACT JULIE AT 1-800-892-0123 FOR FIELD LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION.
10. SURFACE INDICATIONS OF UTILITIES ON THE SURVEYED PARCEL HAVE BEEN SHOWN. UNDERGROUND AND OFFSITE OBSERVATIONS HAVE NOT BEEN MADE TO DETERMINE THE EXISTENCE OR LOCATION OF UNDERGROUND UTILITIES. NO UNDERGROUND UTILITY AND PRIVATE RECORDS HAVE BEEN SEARCHED FOR THIS SURVEY. ADDITIONAL INFORMATION, OVERHEAD WIRES AND POLES (IF ANY) HAVE BEEN SHOWN, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
11. RESTRICTIONS THAT MAY BE FOUND IN LOCAL BUILDING AND/OR ZONING CODES HAVE NOT BEEN SHOWN. HEIGHT AND BUILDING RESTRICTIONS (IF ANY) HAVE NOT BEEN SHOWN. ONLY THOSE SETBACK RESTRICTIONS SHOWN ON THE RECORDED SUBDIVISION OR IN THE TITLE COMMITMENT HAS BEEN SHOWN.
14. THERE ARE NO NEW STREET CHANGES THAT THE SURVEYOR IS AWARE OF.
15. ALL BUILDING DIMENSIONS AND TIES ARE TO CURRENT SIDING MATERIAL AND NOT TO FOUNDATION.
16. BOUNDRY WAS CREATED BY FOUND MONUMENTATION AND OCCUPATION

Address: 44 STEPHEN STREET
LEMONT, ILLINOIS
CLIENT: METZGER

WORKMAN LAND SURVEYORS
P.O. BOX 757 DOWNERS GROVE, IL 60515
PHONE 630-280-8247
EMAIL WLSC3501@AOL.COM

SURVEYOR CERTIFICATE
STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

CERTIFY TO: FIDELITY NATIONAL TITLE COMPANY
JERRY KULHANEK

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, THEREOF. THE FIELD WORK WAS COMPLETED ON MARCH 29, 2018.
GIVEN UNDER MY HAND AND SEAL THIS 2ND DAY OF APRIL, A.D., 2018.

WILLIAM A. WORKMAN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3501
MY LICENSE EXPIRES ON NOVEMBER 30, 2018.

COPYRIGHT © 2018

EXHIBIT 2
STEPHEN BANQUET HALL
SITE PLAN

STEPHEN STREET
MAIN STREET TO FRONT STREET
TRAFFIC ANALYSIS

Tran Systems

Methodology

The purpose of this study is to determine the projected impacts from the proposed site development on traffic operations and capacity; and to identify any necessary improvements to the roadway network or traffic control. The analysis was conducted in three main stages:

1. Existing Conditions
   The first stage of the study evaluated the existing traffic conditions in the study area. This included an inventory of roadway lane configurations, traffic controls, and collection of peak hour traffic volumes. Data collection was supplemented by general observations of traffic operations within the study area, via video collected for intersection traffic counts. This data was used to evaluate existing traffic performance by modeling the existing traffic conditions using Synchro traffic simulation software.

2. No-Build Conditions: Projected Traffic under Existing Roadway Conditions
   The second stage estimated traffic operations within the study area if site development was to occur without any improvements to the roadway geometrics or traffic control.

   Traffic volumes for future conditions were estimated and added to the existing traffic volumes. The traffic operations under these potential future conditions were analyzed using Synchro under existing traffic control and roadway network.

3. Development of Recommendations
   Under the final step of the analysis, any problems identified in the first two stages inform the final recommendations regarding potential improvements or considerations regarding the proposed development. The recommendations are summarized at the end of the document.

Existing Conditions

Data Collection

The study area contains the following two key intersections:

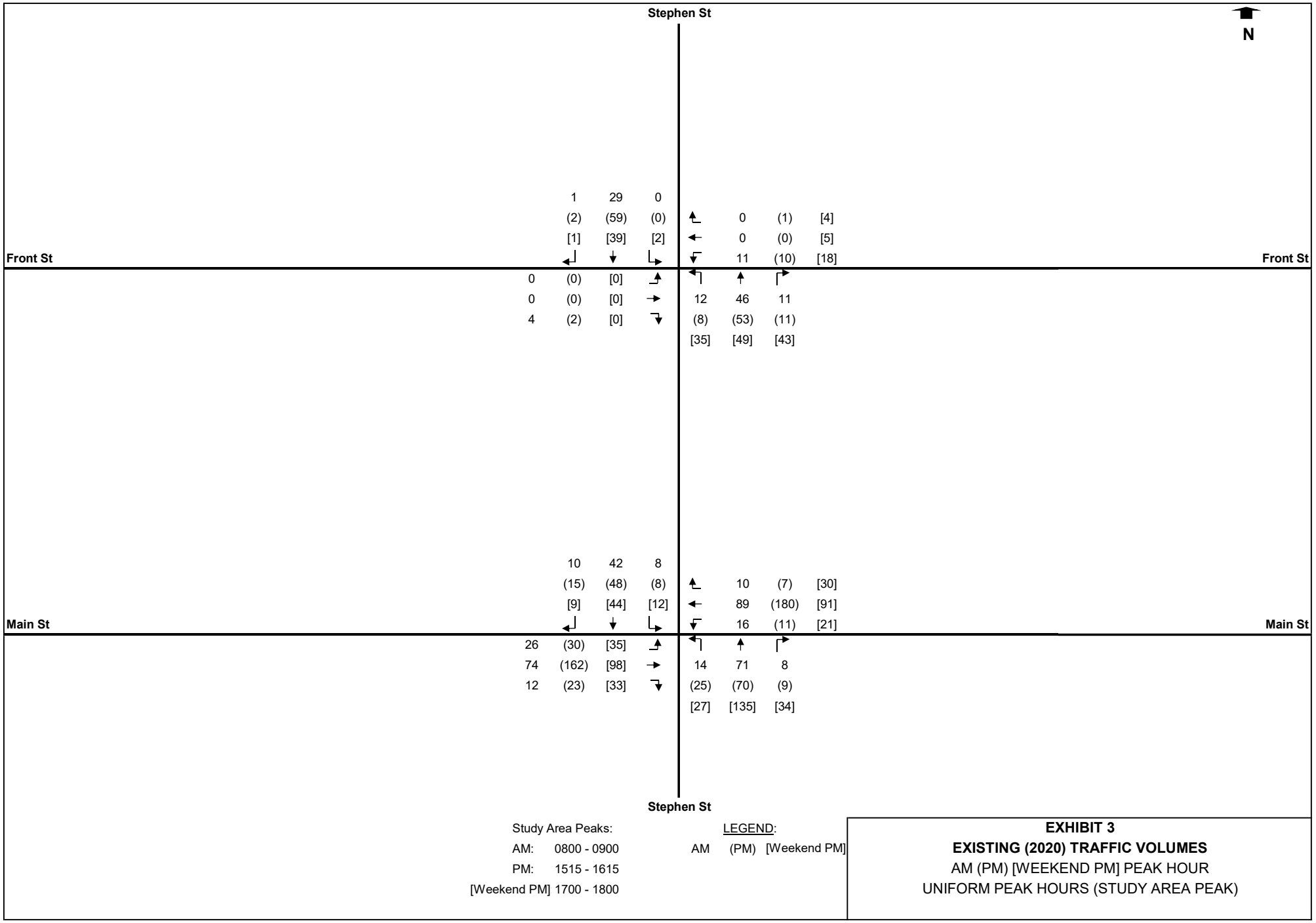
- Front Street & Stephen Street
- Main Street & Stephen Street

Weekday AM and PM peaks are typically the critical time periods for traffic operations. However, given the adjacent land uses and proposed development, it is likely that larger events and traffic volumes will occur during the weekend. In order to identify the local peak hour volumes and evaluate the development based on the most conservative scenario, turning movement counts were conducted during the weekday AM and PM peaks as well as the weekend PM peak at both intersections. Vehicle classification data, which determines the percentage of passenger vehicles and trucks at the study intersections, was included as part of these traffic counts.

The weekday AM and PM traffic counts were collected for both intersections on Tuesday, September 29, 2020, while the weekend PM traffic counts were collected on Saturday, September 26, 2020. The overall study area peak periods were found to occur from 8:00 am to 9:00 am and 3:15 pm to 4:15 pm for the weekday and 5:00 pm to 6:00 pm for the weekend. In an effort to measure the impacts of the COVID-19 pandemic on local traffic volumes, we utilized 2018 peak hour counts performed on

Stephen Street from Illinois Department of Transportation (IDOT) Traffic Count Database System. The peak hour comparison showed no definitive difference in traffic volumes between 2018 and existing traffic counts. Therefore, the traffic volumes counts performed for this analysis were not adjusted. Existing peak hour traffic volumes are summarized in **Exhibit 3** and detailed traffic count information is included in **Appendix A**.

Traffic capacity and operations under current roadway conditions are discussed in the section for 'Traffic Operations and Analysis'.


Stephen St
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1 29 0
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Front St
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12 46 11
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Main St
10 (7) [30]
89 (180) [91]
16 (11) [21]
Main St
26 (30) [35]
74 (162) [98]
12 (23) [33]
14 71 8
(25) (70) (9)
[27] [135] [34]
Stephen St
Study Area Peaks:
AM: 0800 - 0900
PM: 1515 - 1615
[Weekend PM] 1700 - 1800
LEGEND:
AM (PM) [Weekend PM]
EXHIBIT 3
EXISTING (2020) TRAFFIC VOLUMES
AM (PM) [WEEKEND PM] PEAK HOUR
UNIFORM PEAK HOURS (STUDY AREA PEAK)

Site Generated Traffic

Trip Generation

The proposed development consists of a banquet facility with an approximate capacity of 400 guests. The Institute of Transportation Engineers (ITE) publishes a dataset providing trip generation rates for various facilities and land uses, and provides the primary resource for estimating trip generation from a future site development. However, the ITE Trip Generation Manual does not provide a land use or trip generation rates for this specific use, and requires a different method for estimating trips.

Given the lack of a comparable land use in the ITE Trip Generation Manual, other potential methods for estimating peak hour traffic include studying similar land uses in the area, utilizing data from other comparable studies, or gathering data from the applicant if they have developed similar sites. For the purposes of this analysis, we used the trip generation dataset from Spack Consulting for the banquet halls/wedding land use. Spack Consulting provides a dataset which gathers data for land uses across the Country and is a common supplement to the ITE Trip Generation Manual for land uses with minimal or no study data.

The number of guests for the proposed development is limited by the occupancy and the provided data set for banquet halls estimates 2-2.5 guests/vehicle, using 75% capacity for a typical event, and assumes 90% arrival within the 1 hour period of the study. For this analysis, we applied a conservative approach and assumed 2.5 guests/vehicle which is in-line with local parking ordinances/studies, and applied a 100% arrival rate for a max capacity event. If this conservative approach to the traffic modeling resulted in significant impacts to the study intersections, a sensitivity analysis would be completed utilizing the recommended approach from the referenced study, which is 0.3 peak hour trips per guest. Consequently, 160 arriving trips was utilized for the purposes of this analysis.

Table 1: Trip Generation

Proposed Stephen Banquet Trip Generation

Land Use	Occupancy	In	Out	Total
Banquet Hall	400 Guests	160	0	160

Trip Distribution and Assignment

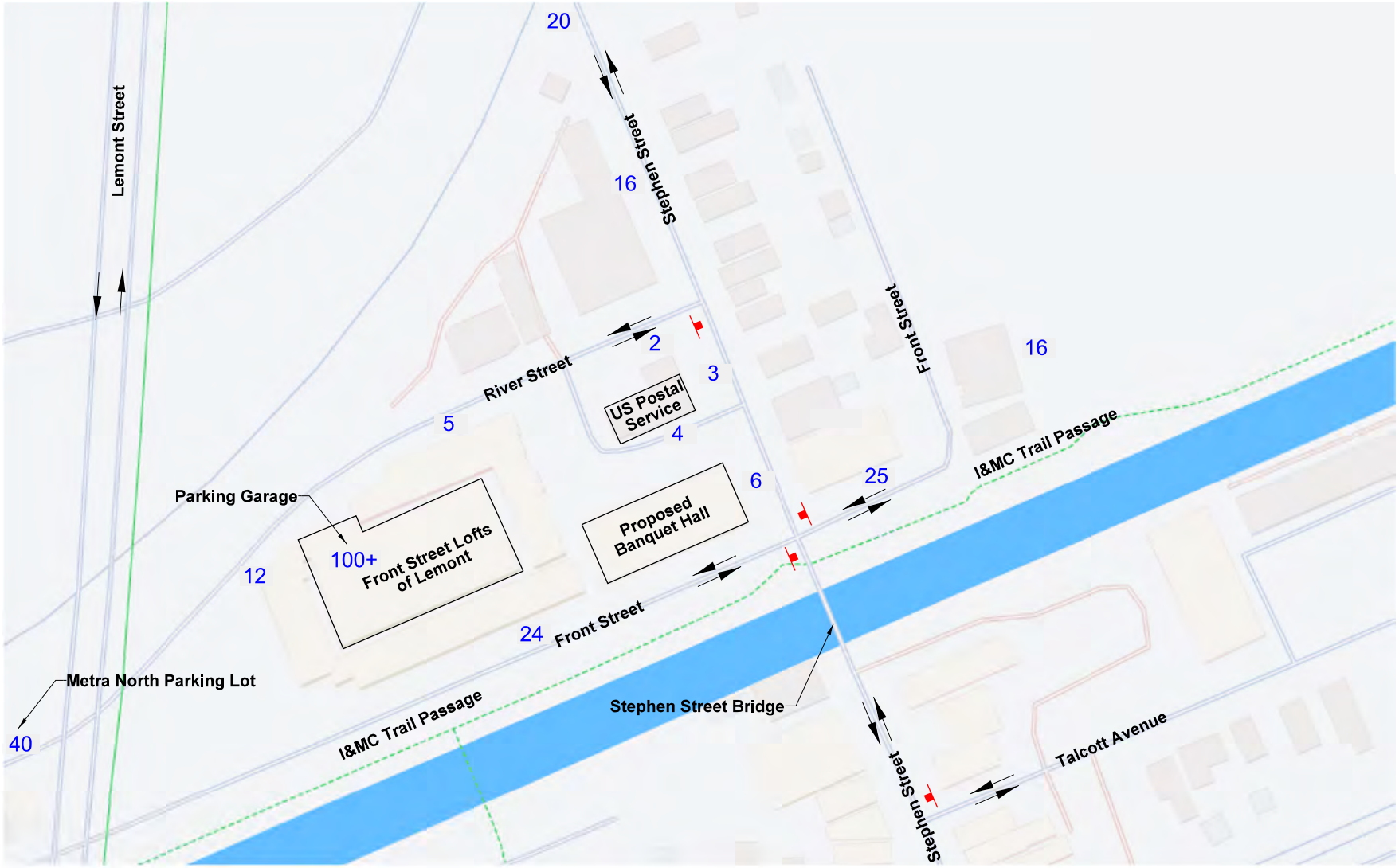
Conservatively, it was assumed that all 160 arriving trips produced by the Stephen Banquet Hall travelled thru both the Main Street and Front Street intersections. Additional parking lots are located along Canal Street, but it was assumed that these lots were not utilized for the purposes of this study, and that guests would attempt to park close to the venue.

Arriving trips were distributed at the Main and Stephen Street intersection based on existing traffic volumes. Arriving trips coming from the west would most likely turn left from eastbound Main Street; arriving trips coming from the east would either turn right from westbound Main Street or travel thru from northbound Stephen Street; and arriving trips coming from the south and north would most likely travel thru from northbound Stephen Street. Based on the routes and existing traffic volumes, 70 percent of the arriving trips were assigned to northbound Stephen Street, 20 percent to turning left from eastbound Main Street, and 10 percent to turning right from westbound Main Street.

All of the arriving trips were assumed to travel northbound on Stephen Street as they approached Front Street. The trips were distributed at the Front and Stephen Street intersection based on the location of public parking around the event center. The primary source of public parking for the event center will be the parking garage at the Front Street Lofts of Lemont, which has 262 total parking spots, 82 of which are reserved for Loft owners, leaving a remaining 180 spots. It is anticipated that a majority of the visitors for the proposed banquet hall will utilize this location for parking during events.

Exhibit 4 indicates locations where parking is available in close proximity to planned venue. Access to the parking garage is provided on River Street, and it is assumed that signage will be provided during large events directing guests along Stephen Street to River Street in order to access the Lofts parking lot. However, in order to a take a conservative approach when evaluating traffic operations during events, and assuming way finding signage may not be provided, the following distributions were applied to event traffic , 50 percent on Stephen Street, 30 percent turn left onto Front Street, and 20 percent of turn right onto Front Street. The distribution reflects the uncertainty tied to driver behavior and way finding signage during events, as it is likely a higher percentage of vehicles continue northbound on Stephen Street to the garage.

Trip generation volumes shown in **Table 1** are multiplied by the distribution identified above to obtain peak hour site generated trips at each intersection in the study area. The site generated trips and the existing traffic volumes (**Exhibit 3**) are added together to arrive at an estimate of total traffic volumes under future conditions as shown in **Exhibit 5**.



LEGEND

STOP CONTROLLED APPROACH

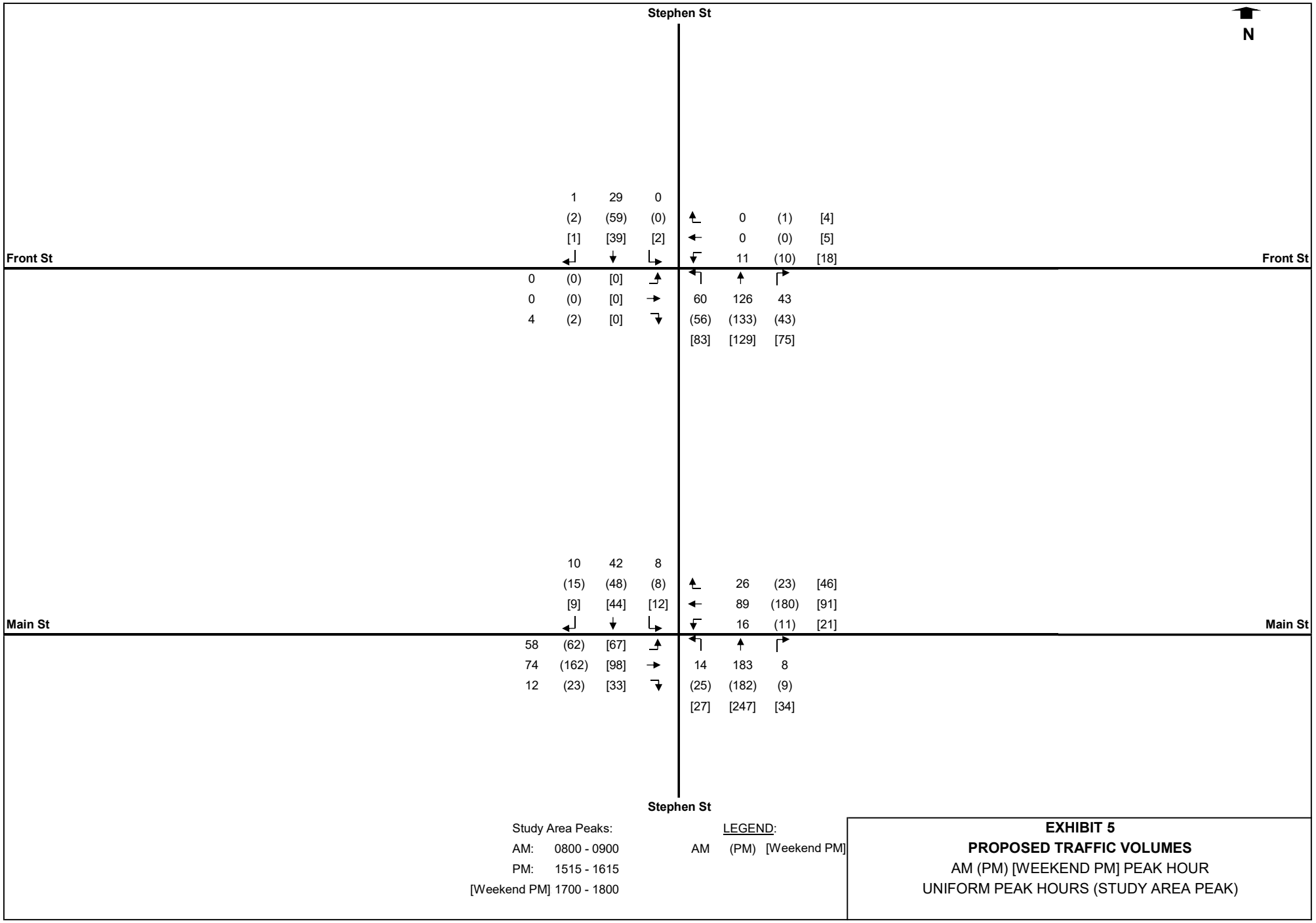
NUMBER OF AVAILABLE PUBLIC PARKING SPOTS

TranSystems

STEPHEN STREET
MAIN STREET TO FRONT STREET
TRAFFIC ANALYSIS

EXHIBIT 4

PUBLIC PARKING AVAILABILITY


Stephen St
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Front St
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Front St
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Main St
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Main St
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12 (23) [33]
14 183 8
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[27] [247] [34]
Stephen St
Study Area Peaks:
AM: 0800 - 0900
PM: 1515 - 1615
[Weekend PM] 1700 - 1800
LEGEND:
AM (PM) [Weekend PM]
EXHIBIT 5
PROPOSED TRAFFIC VOLUMES
AM (PM) [WEEKEND PM] PEAK HOUR
UNIFORM PEAK HOURS (STUDY AREA PEAK)

Traffic Operations and Analysis

Traffic operations within the study area were analyzed using Synchro traffic simulation software under two scenarios:

- Existing traffic volume under current traffic control and roadway conditions
- Projected traffic (existing + site generated) under current traffic control and roadway conditions

Under the procedures set in the Highway Capacity Manual, traffic performance at intersections is measured as a function of delay (in seconds) caused by the intersection operations. On the basis of this delay, operational performance of a traffic movement or intersection is summarized by Level of Service (LOS) criteria ranging from A (best) to F (worst). Traffic operations and capacity in terms of delay, LOS and 95th percentile queues, as estimated by Synchro models, the two scenarios are summarized in **Table 2**.

Based on the traffic count data and proposed development, it is anticipated that the PM weekend peak will be the critical design hour. The scenario for traffic arriving to the venue was evaluated using peak hour volumes in order to be conservative. However, the scenario for guests leaving the site was not evaluated as part of this analysis due reduced existing traffic volumes and guests are anticipated to leave over a several hour period and not all at one time. Consequently, the impact to traffic operations will be significantly less when compared to the arrivals. The summary of traffic operations discussed below applies to the weekend evening peak hour.

Existing Traffic and Roadway Conditions

Traffic operates satisfactorily under existing conditions at the intersections of Main/Stephen Street and Front/Stephen Street with minimal delays. During the PM peak hours, the intersections of Main Street/Stephen and Front Street/Stephen Street are currently operating at LOS of B and A, respectively. Based on our review of the Stephen Street corridor, the intersection operations at Stephen and Illinois Street 'meter' the amount of northbound traffic at the Stephen and Main Street intersection, however, the operations at Stephen/Illinois were not included in this study.

Projected Traffic without Roadway Improvements (No Build)

The addition of site generated traffic by the event center causes a slight increase in traffic delays at both intersections. However, the overall LOS remain B and A at both intersections. **Table 2** summarizes the existing and proposed traffic operations, reflecting the impact of the proposed development. Additionally, the Synchro output information is provided in **Appendix B**.

The traffic modeling indicates that the most significant delays anticipated would occur on northbound Main Street at Stephen Street, which has a proposed delay of 15.4 seconds and 95th percentile queue of 146 feet. This is a critical location because the available northbound storage is approximately 175', and queues extending beyond that length would impact the operations of the Stephen/Illinois Street intersection. However, the available storage for northbound traffic on Stephen Street at Main Street appears to be sufficient.

An additional consideration is train traffic for the at-grade crossing on the north approach at the Stephen/Main Street intersection. Due to the proximity of the crossing, the preemption system does

not allow northbound/southbound movements when a train is present. Based on review of the crossing inventory, during typical operations, approximately 24 trains utilize this crossing daily, 16 of which are designated as commuter trains. Due to COVID-19 and modified train schedules, only 2 trains were observed during the six hours of traffic counts completed during the week days. Due to the minimal amount of increase in queueing related to the proposed development, and infrequency of the trains at this location even during non-COVID operations, it is not believed that the proposed development will result in adverse impacts to the operations at the Stephen/Main Street intersection.

Stephen Street (Main Street to Front Street)
Table 2: Summary of Traffic Operations

Int Code	Intersection	Movement		Weekend PM Peak							
				Existing Conditions				Projected Traffic & No Build Conditions			
				Delay	LOS	95th %ile Queue	v/c	Delay	LOS	95th %ile Queue	v/c
111	Main St & Stephen St	Overall		Traffic Signal				Traffic Signal			
				12.0 s		(B)		14.0 s		(B)	
		EB	LT								
			Thru	10.6 s	(B)	[70 ft]	0.23	13.8 s	(B)	[106 ft]	0.32
			RT								
		WB	LT								
			Thru	10.3 s	(B)	[61 ft]	0.19	12.8 s	(B)	[83 ft]	0.23
			RT								
		NB	LT								
			Thru	14.4 s	(B)	[88 ft]	0.39	15.4 s	(B)	[146 ft]	0.51
			RT								
		SB	LT								
			Thru	11.8 s	(B)	[35 ft]	0.13	11.4 s	(B)	[36 ft]	0.12
			RT								
121	Front St & Stephen St	Overall		TWSC (E-W)				TWSC (E-W)			
				2.8 s		(A)		2.8 s		(A)	
		EB	LT								
			Thru	0.0 s	(A)	[ft]	0.00	0.0 s	(A)	[ft]	0.00
			RT								
		WB	LT								
			Thru	10.4 s	(B)	[5 ft]	0.05	13.2 s	(B)	[5 ft]	0.07
			RT								
		NB	LT								
			Thru	7.4 s	(A)	[3 ft]	0.03	7.5 s	(A)	[5 ft]	0.07
			RT								
		SB	LT								
			Thru	7.5 s	(A)	[ft]	0.00	7.8 s	(A)	[ft]	0.01
			RT								

OWSC One-Way Stop Control (on indicated approach)
TWSC Two-Way Stop Control (on indicated approaches)
AWSC All-Way Stop Control
* Outside model range

Signal Warrants Review

A review of the traffic volumes of the Front Street and Stephen Street intersection were evaluated against multiple signal warrants prescribed by the Manual on Uniform Traffic Control Devices (MUTCD). The investigation of the need for a traffic control signal includes an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions. Factors such as traffic volumes, pedestrians, proximity to schools, crash history, and operations are evaluated based on established parameters to determine if a traffic signal is warranted, It is important to note that the satisfaction of a traffic signal warrant does not in itself require the installation of a traffic signal. The MUTCD warrants include:

- Warrant 1 - Eight-Hour Vehicular Volume
- Warrant 2 - Four-Hour Vehicular Volume
- Warrant 3 - Peak Hour
- Warrant 4 - Pedestrian Volume
- Warrant 5 - School Crossing
- Warrant 6 - Coordinated Signal System
- Warrant 7 - Crash Experience
- Warrant 8 - Roadway Network
- Warrant 9 - Intersection Near a Grade Crossing

MUTCD warrants 1, 5, 6, 7 and 9 were not evaluated for the Front/Stephen Street intersection due to available data or the existing conditions. Traffic and pedestrian volume warrants were evaluated but not met, and consequently, the proposed development does not warrant the consideration for any additional traffic control at the Front/Stephen Street intersection. The results of the signal warrant analysis can reviewed in full detail in **Appendix C**.

Parking Requirement Review

The availability of parking in close proximity of proposed developments such as this are critical to their viability. It is anticipated that the proposed venue will generate a maximum of 160 trips during maximum capacity events and approximately 100-133 of these vehicles would utilize parking in the downtown area. The difference in the trips and required parking is attributed to the use of rideshares such as Uber or taxis, and reduces the required amount of parking.

The study area includes several close alternatives including on-street and the parking deck at the Lofts, in addition to more remote parking in the Metra lots. Review of the available parking at the Lofts indicates approximately 180 spots are available after accounting for the stalls reserved for residents. This exceeds the anticipated parking demand produced by the proposed venue without utilizing on-street or the Metra parking lots. The applicant indicated that they are willing to provide shuttle service to the Metra lots, which will have significant capacity during the hours of operation for the proposed venue. In total, it is anticipated that more than 500 available parking stalls are located within walking distance of the proposed development, which is sufficient for existing demands and the proposed development. The Village has discussed completing an evaluation of parking needs for the downtown area with the Chicago Metropolitan Agency for Planning (CMAP), which would provide a more comprehensive evaluation of the current and future parking demands in this area.

Site and Pedestrian Circulation

In addition to the traffic operations and pedestrian accommodations, the site and pedestrian operations were evaluated for the proposed development. As noted, the majority of parking for the proposed site is anticipated to occur at the Front Street Lofts parking deck. It is recommended that the banquet hall provides signage during events directing guests to utilize Stephen Street to River Street in order to enter the parking deck. This will limit vehicular and pedestrian traffic on Front Street which is a narrow two-way roadway, measuring approximately 16' wide. While the narrow road width combined with on-street parking promotes traffic calming and slower travel speeds, it results in challenging operations for two-way traffic. In particular, it is preferred to avoid larger vehicles, such as a shuttle, from using Front Street during events. It is recommended that the shuttle route avoid Front Street and utilize Stephen Street, Canal Street, and River Street in a clockwise route to shuttle guests to and from the venue. Based on the location of the proposed development and parking, existing pedestrian facilities, and potential for shuttle and valet service, it is anticipated that the proposed development will result in minimal vehicular and pedestrian interactions at uncontrolled crossings (i.e. no stop signs or cross-walks present).

Traffic Impact Analysis Observations and Recommendations

Based on our review of the proposed development, existing and proposed traffic operations, parking availability and demands, pedestrian and site circulation, we offer the following observations and recommendations:

Observations:

- Maximum capacity events (400 guests) are anticipated to occur on the weekends during the evening, approximately resulting in 160 additional peak hour trips to the downtown district. The intersections of Stephen/Main Street and Stephen/Front Street will operate at a satisfactory LOS in the existing and proposed conditions, with minimal additional delay experienced due to the proposed development.
- Review of the available parking indicates that approximately 500 parking stalls are available, excluding those reserved for residents at the Lofts, within walkable distance. This amount far exceeds the anticipated demand of 100-133 stalls during maximum capacity events on the weekends.
- Sufficient pedestrian accommodations exist in the study area connecting the recommended parking facilities to the proposed venue. The applicant may provide shuttle or valet services during larger events to facilitate guests arriving and leaving the banquet hall.

Recommendations:

- Way finding signage should be provided during significant events to promote guests to travel on Stephen Street to River Street in order to utilize the parking garage.
- If a shuttle is to be provided, it is recommended that the route avoid Front Street due to the restrictive width, and travel in a clockwise direction along Stephen Street, Canal Street, and River Street.
- Pedestrian crosswalks in the study area should be visible and restriped at locations where they have worn away.
- Additional traffic control could be considered for arriving vehicles during larger events to encourage safe operations at the Stephen/Front Street intersection.

APPENDIX A

Intersection Turning Movement Counts

Stephen Street & Front Street - TMC
Tue Sep 29, 2020
Full Length (6 AM-9 AM, 3 PM-6 PM)
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783886, Location: 41.675956, -87.9994

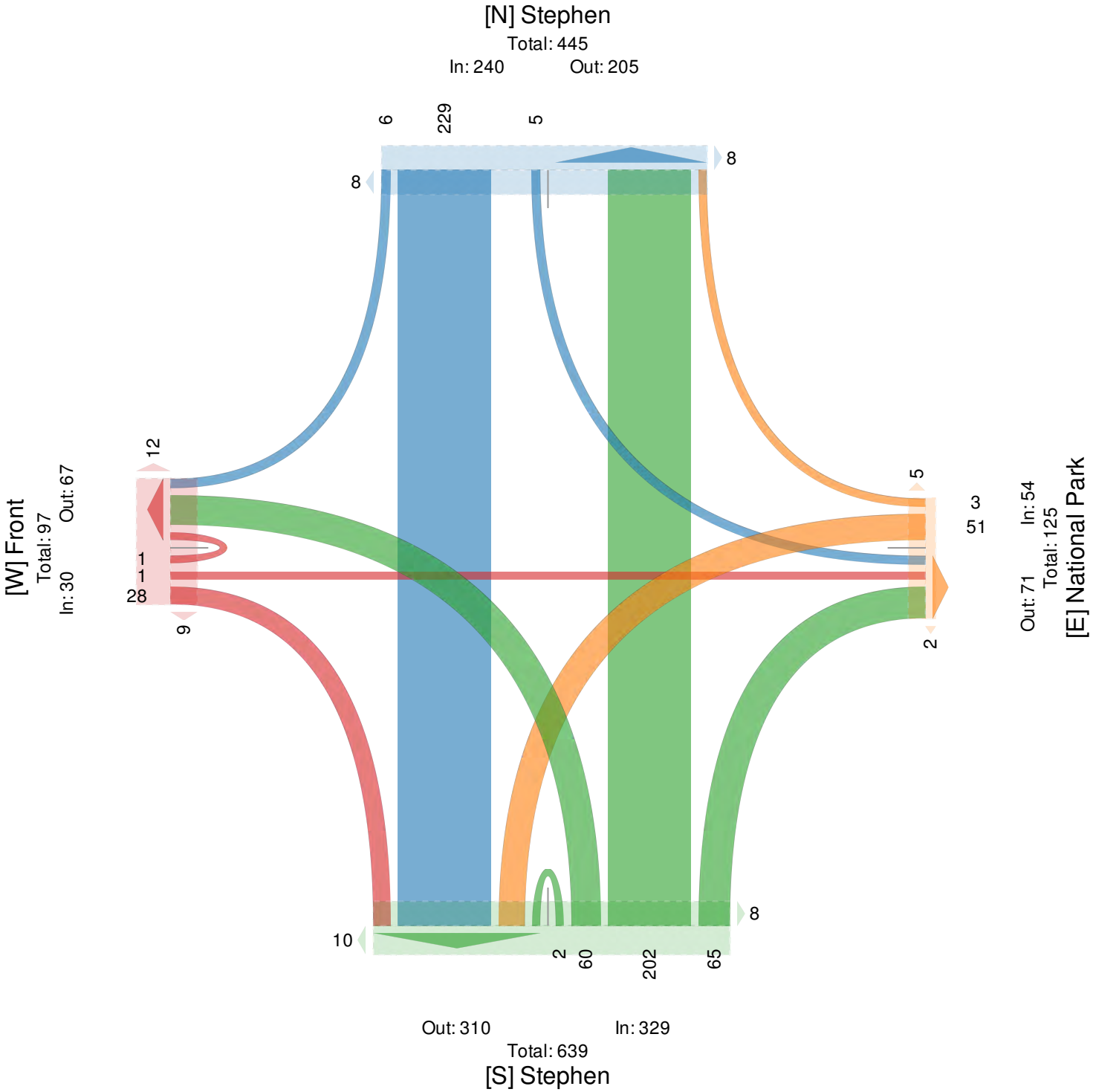
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Stephen						National Park						Stephen						Front						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-29 6:00AM	0	1	0	0	**1**	0	0	0	1	0	**1**	0	2	0	0	0	**2**	0	1	0	0	0	**1**	0	**5**
6:15AM	0	3	0	0	**3**	1	0	0	0	0	**0**	0	3	3	1	0	**7**	1	0	0	0	0	**0**	1	**10**
6:30AM	0	4	0	0	**4**	0	0	0	5	0	**5**	1	4	2	0	0	**6**	1	0	0	0	0	**0**	1	**15**
6:45AM	0	4	2	0	**6**	0	0	0	4	0	**4**	0	2	4	4	0	**10**	0	0	0	0	0	**0**	0	**20**
Hourly Total	0	12	2	0	**14**	1	0	0	10	0	**10**	1	11	9	5	0	**25**	2	1	0	0	0	**1**	2	**50**
7:00AM	0	8	0	0	**8**	0	1	0	0	0	**1**	0	5	3	1	0	**9**	0	1	0	0	0	**1**	1	**19**
7:15AM	1	9	0	0	**10**	0	0	0	1	0	**1**	0	4	8	1	0	**13**	0	2	0	0	0	**2**	0	**26**
7:30AM	0	8	0	0	**8**	0	0	0	4	0	**4**	0	2	7	2	0	**11**	1	1	0	0	0	**1**	0	**24**
7:45AM	0	6	1	0	**7**	0	1	0	2	0	**3**	0	7	7	3	0	**17**	1	1	0	0	0	**1**	0	**28**
Hourly Total	1	31	1	0	**33**	0	2	0	7	0	**9**	0	18	25	7	0	**50**	2	5	0	0	0	**5**	1	**97**
8:00AM	1	2	0	0	**3**	0	0	0	3	0	**3**	0	1	2	3	0	**6**	1	1	0	0	0	**1**	0	**13**
8:15AM	0	6	0	0	**6**	0	0	0	3	0	**3**	0	2	7	2	0	**11**	1	1	0	0	0	**1**	2	**21**
8:30AM	0	8	0	0	**8**	0	0	0	0	0	**0**	0	4	16	1	0	**21**	0	1	0	0	0	**1**	1	**30**
8:45AM	0	13	0	0	**13**	6	0	0	5	0	**5**	0	4	21	6	0	**31**	0	1	0	0	0	**1**	0	**50**
Hourly Total	1	29	0	0	**30**	6	0	0	11	0	**11**	0	11	46	12	0	**69**	2	4	0	0	0	**4**	3	**114**
3:00PM	0	18	0	0	**18**	1	0	0	2	0	**2**	1	2	10	3	0	**15**	0	0	0	0	0	**0**	0	**35**
3:15PM	0	16	0	0	**16**	0	0	0	5	0	**5**	1	5	13	2	0	**20**	0	1	0	0	0	**1**	0	**42**
3:30PM	2	10	0	0	**12**	0	0	0	4	0	**4**	0	0	18	2	0	**20**	2	1	0	0	0	**1**	0	**37**
3:45PM	0	15	0	0	**15**	0	1	0	0	0	**1**	0	2	8	1	1	**12**	0	0	0	0	0	**0**	4	**28**
Hourly Total	2	59	0	0	**61**	1	1	0	11	0	**12**	2	9	49	8	1	**67**	2	2	0	0	0	**2**	4	**142**
4:00PM	0	18	0	0	**18**	1	0	0	1	0	**1**	1	4	14	3	0	**21**	1	0	0	0	0	**0**	0	**40**
4:15PM	0	17	0	0	**17**	0	0	0	0	0	**0**	0	3	10	4	0	**17**	1	1	0	0	0	**1**	0	**35**
4:30PM	0	17	1	0	**18**	5	0	0	6	0	**6**	1	3	10	6	0	**19**	0	1	0	0	0	**1**	0	**44**
4:45PM	0	12	0	0	**12**	0	0	0	1	0	**1**	2	1	10	2	1	**14**	1	1	0	0	1	**2**	2	**29**
Hourly Total	0	64	1	0	**65**	6	0	0	8	0	**8**	4	11	44	15	1	**71**	3	3	0	0	1	**4**	2	**148**
5:00PM	0	13	0	0	**13**	0	0	0	0	0	**0**	0	1	6	3	0	**10**	0	3	0	0	0	**3**	3	**26**
5:15PM	2	7	0	0	**9**	0	0	0	2	0	**2**	0	0	9	3	0	**12**	2	1	1	0	0	**2**	2	**25**
5:30PM	0	8	1	0	**9**	0	0	0	0	0	**0**	0	2	7	5	0	**14**	3	3	0	0	0	**3**	4	**26**
5:45PM	0	6	0	0	**6**	2	0	0	2	0	**2**	0	2	7	2	0	**11**	2	6	0	0	0	**6**	0	**25**
Hourly Total	2	34	1	0	**37**	2	0	0	4	0	**4**	0	5	29	13	0	**47**	7	13	1	0	0	**14**	9	**102**
Total	6	229	5	0	**240**	16	3	0	51	0	**54**	7	65	202	60	2	**329**	18	28	1	0	1	**30**	21	**653**
% Approach	2.5%	95.4%	2.1%	0%	**-**	-	5.6%	0%	94.4%	0%	**-**	-	19.8%	61.4%	18.2%	0.6%	**-**	-	93.3%	3.3%	0%	3.3%	**-**	-	-
% Total	0.9%	35.1%	0.8%	0%	**36.8%**	-	0.5%	0%	7.8%	0%	**8.3%**	-	10.0%	30.9%	9.2%	0.3%	**50.4%**	-	4.3%	0.2%	0%	0.2%	**4.6%**	-	-
Lights	5	220	4	0	**229**	-	3	0	45	0	**48**	-	61	193	58	2	**314**	-	27	1	0	1	**29**	-	620
% Lights	83.3%	96.1%	80.0%	0%	**95.4%**	-	100%	0%	88.2%	0%	**88.9%**	-	93.8%	95.5%	96.7%	100%	**95.4%**	-	96.4%	100%	0%	100%	**96.7%**	-	94.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Motorized Vehicles	1	9	1	0	**11**	-	0	0	6	0	**6**	-	4	8	2	0	**14**	-	1	0	0	0	**1**	-	32
% Motorized Vehicles	16.7%	3.9%	20.0%	0%	**4.6%**	-	0%	0%	11.8%	0%	**11.1%**	-	6.2%	4.0%	3.3%	0%	**4.3%**	-	3.6%	0%	0%	0%	**3.3%**	-	4.9%
Pedestrians	-	-	-	-	-	16	-	-	-	-	-	6	-	-	-	-	-	18	-	-	-	-	-	20	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	85.7%	-	-	-	-	-	100%	-	-	-	-	-	95.2%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	14.3%	-	-	-	-	-	0%	-	-	-	-	-	4.8%	-

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

Stephen Street & Front Street - TMC
Tue Sep 29, 2020
Full Length (6 AM-9 AM, 3 PM-6 PM)
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783886, Location: 41.675956, -87.9994

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Stephen Street & Front Street - TMC
Tue Sep 29, 2020
AM Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783886, Location: 41.675956, -87.9994

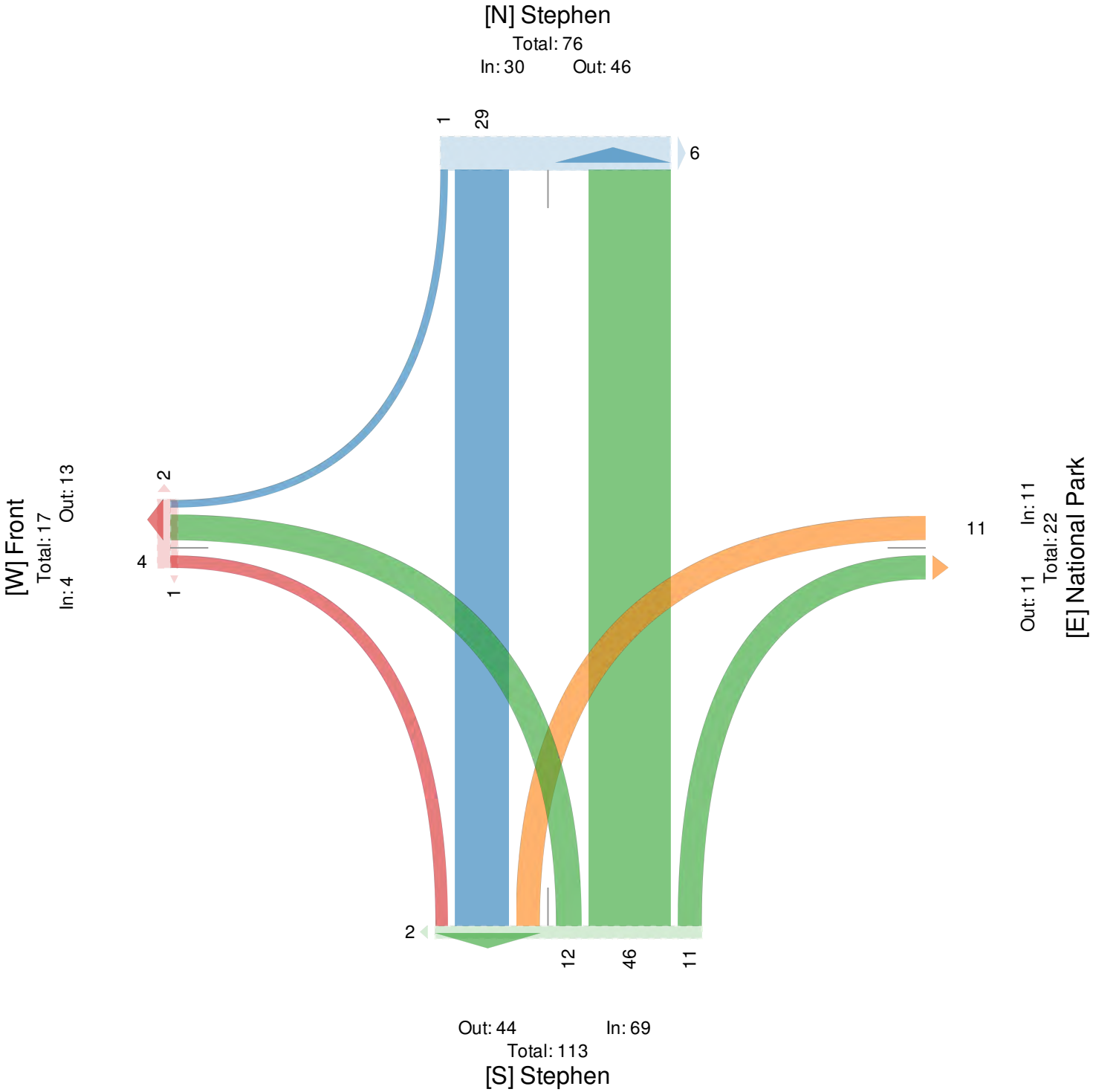
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Stephen						National Park						Stephen						Front						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-29 8:00AM	1	2	0	0	**3**	0	0	0	3	0	**3**	0	1	2	3	0	**6**	1	1	0	0	0	**1**	0	**13**
8:15AM	0	6	0	0	**6**	0	0	0	3	0	**3**	0	2	7	2	0	**11**	1	1	0	0	0	**1**	2	**21**
8:30AM	0	8	0	0	**8**	0	0	0	0	0	**0**	0	4	16	1	0	**21**	0	1	0	0	0	**1**	1	**30**
8:45AM	0	13	0	0	**13**	6	0	0	5	0	**5**	0	4	21	6	0	**31**	0	1	0	0	0	**1**	0	**50**
Total	1	29	0	0	**30**	6	0	0	11	0	**11**	0	11	46	12	0	**69**	2	4	0	0	0	**4**	3	**114**
% Approach	3.3%	96.7%	0%	0%	-	-	0%	0%	100%	0%	-	-	15.9%	66.7%	17.4%	0%	-	-	100%	0%	0%	0%	-	-	-
% Total	0.9%	25.4%	0%	0%	**26.3%**	-	0%	0%	9.6%	0%	**9.6%**	-	9.6%	40.4%	10.5%	0%	**60.5%**	-	3.5%	0%	0%	0%	**3.5%**	-	-
PHF	0.250	0.558	-	-	**0.577**	-	-	-	0.550	-	**0.550**	-	0.688	0.548	0.500	-	**0.556**	-	1.000	-	-	-	**1.000**	-	0.570
Lights	1	28	0	0	**29**	-	0	0	10	0	**10**	-	11	45	11	0	**67**	-	3	0	0	0	**3**	-	109
% Lights	100%	96.6%	0%	0%	**96.7%**	-	0%	0%	90.9%	0%	**90.9%**	-	100%	97.8%	91.7%	0%	**97.1%**	-	75.0%	0%	0%	0%	**75.0%**	-	95.6%
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%
Motorized Vehicles	0	1	0	0	**1**	-	0	0	1	0	**1**	-	0	1	1	0	**2**	-	1	0	0	0	**1**	-	5
% Motorized Vehicles	0%	3.4%	0%	0%	**3.3%**	-	0%	0%	9.1%	0%	**9.1%**	-	0%	2.2%	8.3%	0%	**2.9%**	-	25.0%	0%	0%	0%	**25.0%**	-	4.4%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	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

Stephen Street & Front Street - TMC
Tue Sep 29, 2020
AM Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783886, Location: 41.675956, -87.9994

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Stephen Street & Front Street - TMC
Tue Sep 29, 2020
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783886, Location: 41.675956, -87.9994

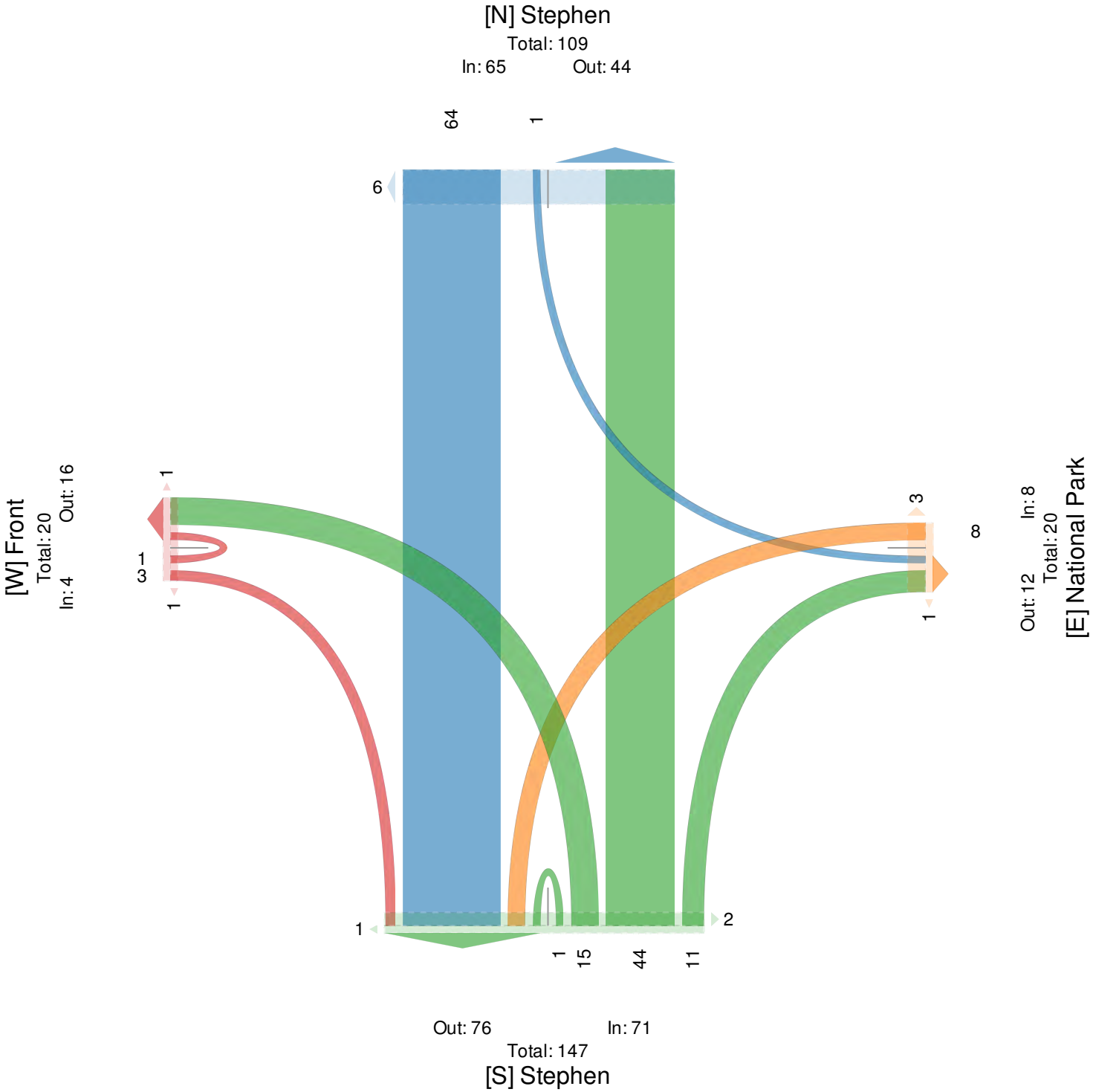
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Stephen						National Park						Stephen						Front						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-29 4:00PM	0	18	0	0	**18**	1	0	0	1	0	**1**	1	4	14	3	0	**21**	1	0	0	0	0	**0**	0	**40**
4:15PM	0	17	0	0	**17**	0	0	0	0	0	**0**	0	3	10	4	0	**17**	1	1	0	0	0	**1**	0	**35**
4:30PM	0	17	1	0	**18**	5	0	0	6	0	**6**	1	3	10	6	0	**19**	0	1	0	0	0	**1**	0	**44**
4:45PM	0	12	0	0	**12**	0	0	0	1	0	**1**	2	1	10	2	1	**14**	1	1	0	0	1	**2**	2	**29**
Total	0	64	1	0	**65**	6	0	0	8	0	**8**	4	11	44	15	1	**71**	3	3	0	0	1	**4**	2	**148**
% Approach	0%	98.5%	1.5%	0%	-	-	0%	0%	100%	0%	-	-	15.5%	62.0%	21.1%	1.4%	-	-	75.0%	0%	0%	25.0%	-	-	-
% Total	0%	43.2%	0.7%	0%	**43.9%**	-	0%	0%	5.4%	0%	**5.4%**	-	7.4%	29.7%	10.1%	0.7%	**48.0%**	-	2.0%	0%	0%	0.7%	**2.7%**	-	-
PHF	-	0.889	0.250	-	**0.903**	-	-	-	0.333	-	**0.333**	-	0.688	0.786	0.625	0.250	**0.845**	-	0.750	-	-	0.250	**0.500**	-	0.841
Lights	0	63	1	0	**64**	-	0	0	7	0	**7**	-	10	43	15	1	**69**	-	3	0	0	1	**4**	-	144
% Lights	0%	98.4%	100%	0%	**98.5%**	-	0%	0%	87.5%	0%	**87.5%**	-	90.9%	97.7%	100%	100%	**97.2%**	-	100%	0%	0%	100%	**100%**	-	97.3%
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%
Motorized Vehicles	0	1	0	0	**1**	-	0	0	1	0	**1**	-	1	1	0	0	**2**	-	0	0	0	0	**0**	-	4
% Motorized Vehicles	0%	1.6%	0%	0%	**1.5%**	-	0%	0%	12.5%	0%	**12.5%**	-	9.1%	2.3%	0%	0%	**2.8%**	-	0%	0%	0%	0%	**0%**	-	2.7%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	2	
% 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

Stephen Street & Front Street - TMC
Tue Sep 29, 2020
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783886, Location: 41.675956, -87.9994

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Stephen Street & Front Street - TMC
Sat Sep 26, 2020
Full Length (3 PM-6 PM)
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783883, Location: 41.675961, -87.9994

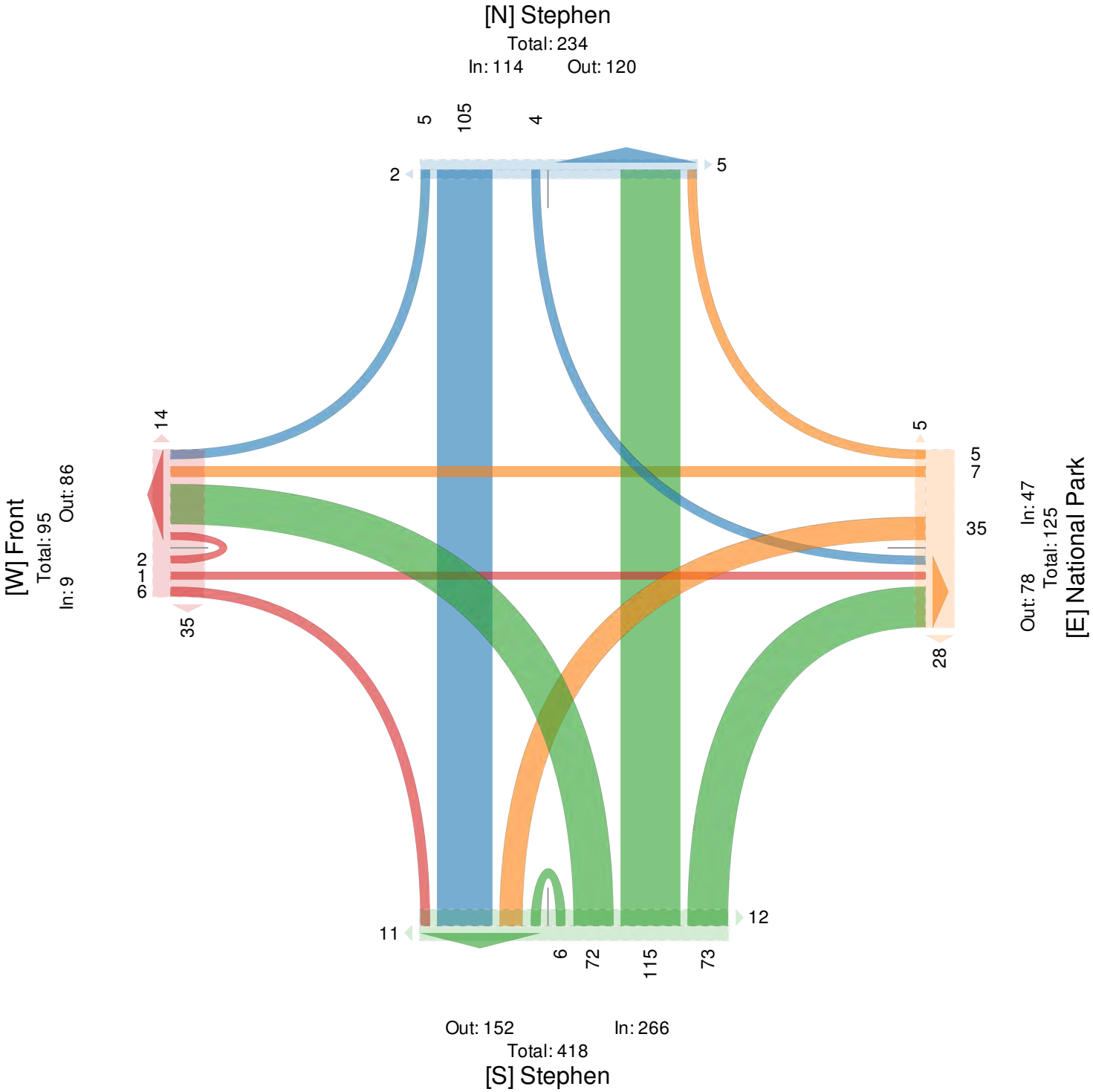
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Stephen						National Park						Stephen						Front						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-26 3:00PM	1	5	0	0	**6**	0	0	1	1	0	**2**	4	4	6	4	0	**14**	2	0	0	0	0	**0**	4	**22**
3:15PM	1	10	0	0	**11**	0	0	0	6	0	**6**	0	0	7	8	0	**15**	2	1	0	0	0	**1**	1	**33**
3:30PM	0	9	0	0	**9**	1	0	0	4	0	**4**	2	3	4	4	0	**11**	0	0	0	0	1	**1**	5	**25**
3:45PM	1	11	0	0	**12**	2	0	0	0	0	**0**	0	1	10	4	1	**16**	2	1	0	0	0	**1**	0	**29**
Hourly Total	3	35	0	0	**38**	3	0	1	11	0	**12**	6	8	27	20	1	**56**	6	2	0	0	1	**3**	10	**109**
4:00PM	0	6	0	0	**6**	0	0	0	1	0	**1**	0	3	5	4	1	**13**	0	1	0	0	0	**1**	3	**21**
4:15PM	1	9	1	0	**11**	0	0	1	1	0	**2**	2	1	19	5	0	**25**	3	0	1	0	0	**1**	3	**39**
4:30PM	0	8	0	0	**8**	0	0	0	3	0	**3**	0	3	7	3	1	**14**	8	1	0	0	0	**1**	4	**26**
4:45PM	0	8	1	0	**9**	0	1	0	1	0	**2**	8	15	8	5	0	**28**	2	2	0	0	0	**2**	4	**41**
Hourly Total	1	31	2	0	**34**	0	1	1	6	0	**8**	10	22	39	17	2	**80**	13	4	1	0	0	**5**	14	**127**
5:00PM	0	7	0	0	**7**	0	2	3	6	0	**11**	9	14	7	5	0	**26**	0	0	0	0	0	**0**	1	**44**
5:15PM	0	11	1	0	**12**	1	0	1	3	0	**4**	1	11	13	11	2	**37**	2	0	0	0	0	**0**	3	**53**
5:30PM	0	11	0	0	**11**	3	0	0	2	0	**2**	3	4	12	6	0	**22**	2	0	0	0	1	**1**	8	**36**
5:45PM	1	10	1	0	**12**	0	2	1	7	0	**10**	4	14	17	13	1	**45**	0	0	0	0	0	**0**	13	**67**
Hourly Total	1	39	2	0	**42**	4	4	5	18	0	**27**	17	43	49	35	3	**130**	4	0	0	0	1	**1**	25	**200**
Total	5	105	4	0	**114**	7	5	7	35	0	**47**	33	73	115	72	6	**266**	23	6	1	0	2	**9**	49	**436**
% Approach	4.4%	92.1%	3.5%	0%	**-**	-	10.6%	14.9%	74.5%	0%	**-**	-	27.4%	43.2%	27.1%	2.3%	**-**	-	66.7%	11.1%	0%	22.2%	**-**	-	-
% Total	1.1%	24.1%	0.9%	0%	**26.1%**	-	1.1%	1.6%	8.0%	0%	**10.8%**	-	16.7%	26.4%	16.5%	1.4%	**61.0%**	-	1.4%	0.2%	0%	0.5%	**2.1%**	-	-
Lights	4	103	3	0	**110**	-	5	7	35	0	**47**	-	72	114	72	6	**264**	-	6	1	0	2	**9**	-	430
% Lights	80.0%	98.1%	75.0%	0%	**96.5%**	-	100%	100%	100%	0%	**100%**	-	98.6%	99.1%	100%	100%	**99.2%**	-	100%	100%	0%	100%	**100%**	-	98.6%
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%
Motorized Vehicles	1	2	1	0	**4**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	0	0	0	0	**0**	-	6
% Motorized Vehicles	20.0%	1.9%	25.0%	0%	**3.5%**	-	0%	0%	0%	0%	**0%**	-	1.4%	0.9%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	1.4%
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	31	-	-	-	-	-	17	-	-	-	-	-	45	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	93.9%	-	-	-	-	-	73.9%	-	-	-	-	-	91.8%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	6.1%	-	-	-	-	-	26.1%	-	-	-	-	-	8.2%	-

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

Stephen Street & Front Street - TMC
Sat Sep 26, 2020
Full Length (3 PM-6 PM)
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783883, Location: 41.675961, -87.9994

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Stephen Street & Front Street - TMC
Sat Sep 26, 2020
PM Peak (WKND) (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783883, Location: 41.675961, -87.9994

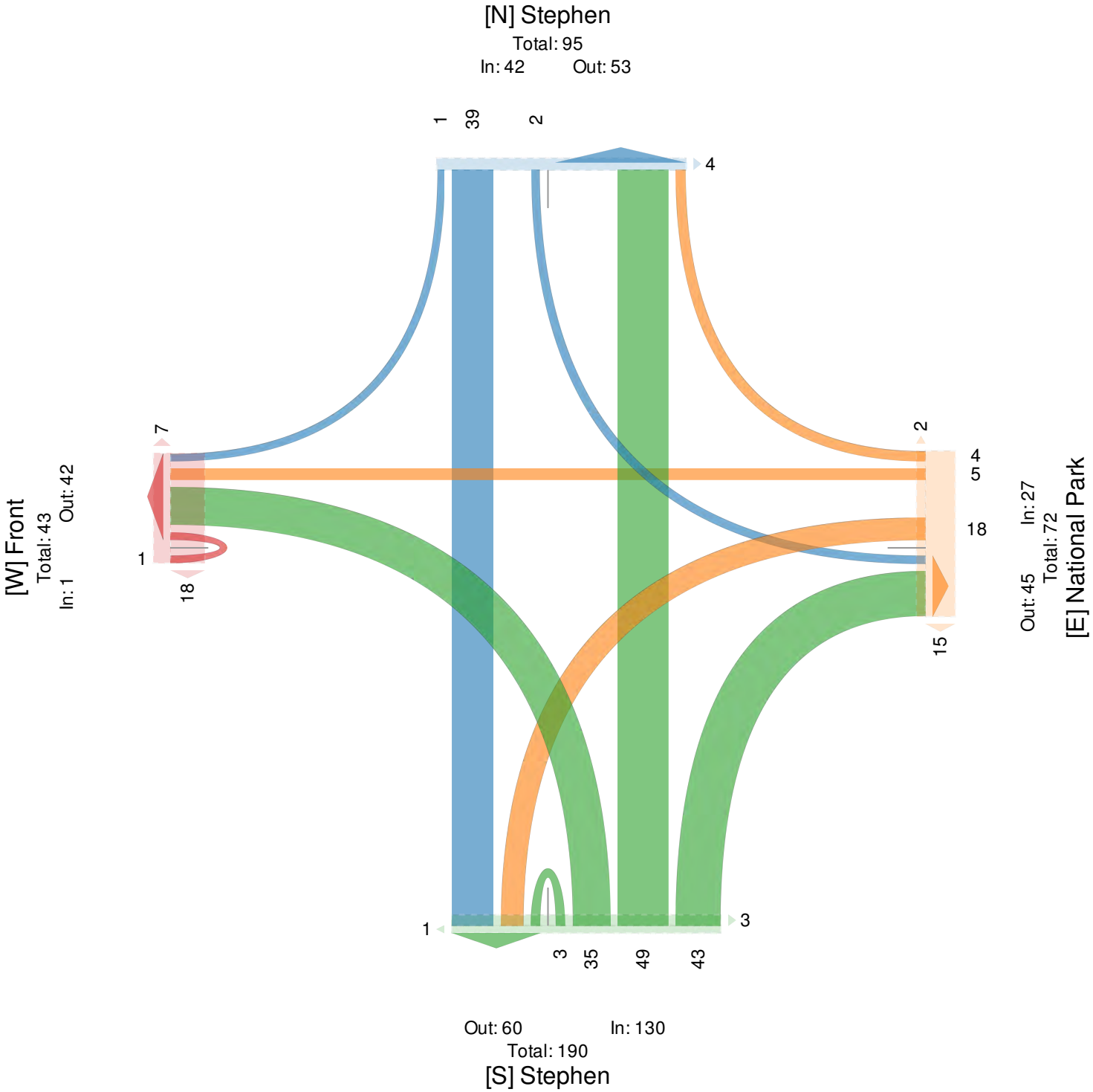
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Stephen						National Park						Stephen						Front						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-26 5:00PM	0	7	0	0	**7**	0	2	3	6	0	**11**	9	14	7	5	0	**26**	0	0	0	0	0	**0**	1	**44**
5:15PM	0	11	1	0	**12**	1	0	1	3	0	**4**	1	11	13	11	2	**37**	2	0	0	0	0	**0**	3	**53**
5:30PM	0	11	0	0	**11**	3	0	0	2	0	**2**	3	4	12	6	0	**22**	2	0	0	0	1	**1**	8	**36**
5:45PM	1	10	1	0	**12**	0	2	1	7	0	**10**	4	14	17	13	1	**45**	0	0	0	0	0	**0**	13	**67**
Total	1	39	2	0	**42**	4	4	5	18	0	**27**	17	43	49	35	3	**130**	4	0	0	0	1	**1**	25	**200**
% Approach	2.4%	92.9%	4.8%	0%	**-**	-	14.8%	18.5%	66.7%	0%	**-**	-	33.1%	37.7%	26.9%	2.3%	**-**	-	0%	0%	0%	100%	**-**	-	-
% Total	0.5%	19.5%	1.0%	0%	**21.0%**	-	2.0%	2.5%	9.0%	0%	**13.5%**	-	21.5%	24.5%	17.5%	1.5%	**65.0%**	-	0%	0%	0%	0.5%	**0.5%**	-	-
PHF	0.250	0.886	0.500	-	**0.875**	-	0.500	0.417	0.643	-	**0.614**	-	0.768	0.721	0.673	0.375	**0.722**	-	-	-	-	0.250	**0.250**	-	0.746
Lights	1	38	2	0	**41**	-	4	5	18	0	**27**	-	43	48	35	3	**129**	-	0	0	0	1	**1**	-	198
% Lights	100%	97.4%	100%	0%	**97.6%**	-	100%	100%	100%	0%	**100%**	-	100%	98.0%	100%	100%	**99.2%**	-	0%	0%	0%	100%	**100%**	-	99.0%
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%
Motorized Vehicles	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	2
% Motorized Vehicles	0%	2.6%	0%	0%	**2.4%**	-	0%	0%	0%	0%	**0%**	-	0%	2.0%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	1.0%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	15	-	-	-	-	-	2	-	-	-	-	-	21	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	88.2%	-	-	-	-	-	50.0%	-	-	-	-	-	84.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	11.8%	-	-	-	-	-	50.0%	-	-	-	-	-	16.0%	-

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

Stephen Street & Front Street - TMC
Sat Sep 26, 2020
PM Peak (WKND) (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783883, Location: 41.675961, -87.9994

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



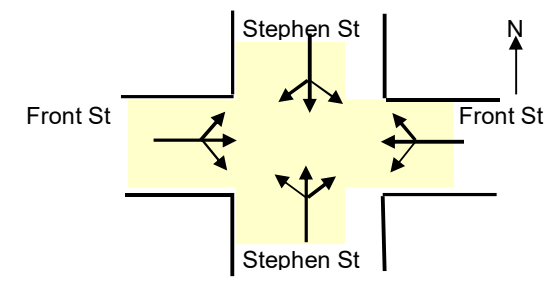
Stephen St and Front St
Weekday AM

Intersection: Stephen St and Front St
Traffic Count Date: 9/29/2020
Count Time: Weekday AM
North-South Street: Stephen St
East-West Street: Front St

PEAK HOUR: 08:00 - 09:00

Weather: 44°F Clear
Day of Week: Tuesday
Intersection Allowed Movements
(See Diagram to right)

INDICATES PROHIBITED MOVEMENT



Legend:
Intersection Peak Hour
Study Area Peak Hour

Passenger Cars by 15-min

Interval: 0:15		From West EASTBOUND Stephen St				From East WESTBOUND Stephen St				From South NORTHBOUND Front St				From North SOUTHBOUND Front St			
Start	End	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00	4:15																
4:15	4:30																
4:30	4:45																
4:45	5:00																
5:00	5:15																
5:15	5:30																
5:30	5:45																
5:45	6:00																
6:00	6:15	0	0	1	0	1	0	0	0	0	0	1	0	0	1	0	0
6:15	6:30	0	0	0	1	0	0	0	0	1	3	3	1	0	3	0	1
6:30	6:45	0	0	0	1	4	0	0	1	0	2	3	1	0	3	0	0
6:45	7:00	0	0	0	0	3	0	0	0	4	3	2	0	1	3	0	0
7:00	7:15	0	0	1	1	0	0	1	0	1	2	5	0	0	5	0	0
7:15	7:30	0	0	2	0	1	0	0	0	1	8	3	0	0	9	0	0
7:30	7:45	0	0	1	0	2	0	0	0	2	7	2	1	0	8	0	0
7:45	8:00	0	0	1	0	2	0	1	0	2	5	7	1	1	6	0	0
8:00	8:15	0	0	1	0	3	0	0	0	2	2	1	1	0	2	1	0
8:15	8:30	0	0	1	2	3	0	0	0	2	7	2	1	0	5	0	0
8:30	8:45	0	0	0	1	0	0	0	0	1	16	4	0	0	8	0	0
8:45	9:00	0	0	1	0	4	0	0	0	6	20	4	0	0	13	0	6
9:00	9:15																
9:15	9:30																
9:30	9:45																
9:45	10:00																
10:00	10:15																
10:15	10:30																
10:30	10:45																
10:45	11:00																
11:00	11:15																
11:15	11:30																
11:30	11:45																
11:45	12:00																
12:00	12:15																
12:15	12:30																
12:30	12:45																
12:45	13:00																

Trucks/Buses/Heavy Vehicles + Bikes on Pavement by 15-min

	From West EASTBOUND Stephen St				From East WESTBOUND Front St				From South NORTHBOUND Stephen St				From North SOUTHBOUND Front St			
Start	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes
4:00																
4:15																
4:30																
4:45																
5:00																
5:15																
5:30																
5:45																
6:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0
6:45	0	0	0	0	1	0	0	0	0	1	0	0	1	1	0	0
7:00	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0
7:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
7:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
9:00																
9:15																
9:30																
9:45																
10:00																
10:15																
10:30																
10:45																
11:00																
11:15																
11:30																
11:45																
12:00																
12:15																
12:30																
12:45																

Total Vehicle Volume by 15 Minute Period (without Bikes)

	From North EASTBOUND Stephen St				From East WESTBOUND Front St				From South NORTHBOUND Stephen St				From West SOUTHBOUND Front St				Intersection
Start	Left	Thru	Right	Pd+Bk	Left	Thru	Right	Pd+Bk	Left	Thru	Right	Pd+Bk	Left	Thru	Right	Pd+Bk	Motorized
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	1	0	1	0	0	0	0	0	2	0	0	1	0	0	5
6:15	0	0	0	1	0	0	0	0	1	3	3	1	0	3	0	1	10
6:30	0	0	0	1	5	0	0	1	0	2	4	1	0	4	0	0	15
6:45	0	0	0	0	4	0	0	0	4	4	2	0	2	4	0	0	20
7:00	0	0	1	1	0	0	1	0	1	3	5	0	0	8	0	0	19
7:15	0	0	2	0	1	0	0	0	1	8	4	0	0	9	1	0	26
7:30	0	0	1	0	4	0	0	0	2	7	2	1	0	8	0	0	24
7:45	0	0	1	0	2	0	1	0	3	7	7	1	1	6	0	0	28
8:00	0	0	1	0	3	0	0	0	3	2	1	1	0	2	1	0	13
8:15	0	0	1	2	3	0	0	0	2	7	2	1	0	6	0	0	21
8:30	0	0	1	1	0	0	0	0	1	16	4	0	0	8	0	0	30
8:45	0	0	1	0	5	0	0	0	6	21	4	0	0	13	0	6	50
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Volume by Hour

PEAK HR	Interval: 1:00		From West EASTBOUND Stephen St				From East WESTBOUND Front St				From South NORTHBOUND Stephen St				From North SOUTHBOUND Front St				Intersection	Peak 15-min	Int PHF
	Start	End	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
0	4:00	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	4:15	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	4:30	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	4:45	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	5:00	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	5:15	6:15	0	0	1	0	1	0	0	0	0	0	2	0	0	1	0	0	5	5	0.25
0	5:30	6:30	0	0	1	1	1	0	0	0	1	3	5	1	0	4	0	1	15	10	0.38
0	5:45	6:45	0	0	1	2	6	0	0	1	1	5	9	2	0	8	0	1	30	15	0.50
0	6:00	7:00	0	0	1	2	10	0	0	1	5	9	11	2	2	12	0	1	50	20	0.63
0	6:15	7:15	0	0	1	3	9	0	1	1	6	12	14	2	2	19	0	1	64	20	0.80
0	6:30	7:30	0	0	3	2	10	0	1	1	6	17	15	1	2	25	1	0	80	26	0.77
0	6:45	7:45	0	0	4	1	9	0	1	0	8	22	13	1	2	29	1	0	89	26	0.86
0	7:00	8:00	0	0	5	1	7	0	2	0	7	25	18	2	1	31	1	0	97	28	0.87
0	7:15	8:15	0	0	5	0	10	0	1	0	9	24	14	3	1	25	2	0	91	28	0.81
0	7:30	8:30	0	0	4	2	12	0	1	0	10	23	12	4	1	22	1	0	86	28	0.77
0	7:45	8:45	0	0	4	3	8	0	1	0	9	32	14	3	1	22	1	0	92	30	0.77
1	8:00	9:00	0	0	4	3	11	0	0	0	12	46	11	2	0	29	1	6	**114**	50	0.57
0	8:15	9:15	0	0	3	3	8	0	0	0	9	44	10	1	0	27	0	6	101	50	0.51
0	8:30	9:30	0	0	2	1	5	0	0	0	7	37	8	0	0	21	0	6	80	50	0.40
0	8:45	9:45	0	0	1	0	5	0	0	0	6	21	4	0	0	13	0	6	50	50	0.25
0	9:00	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	9:15	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	9:30	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	9:45	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	10:00	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	10:15	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	10:30	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	10:45	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	11:00	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	11:15	12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	11:30	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	11:45	12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00

Heavy Vehicle Volume by Hour

Interval: 1:00		From West EASTBOUND Stephen St				From East WESTBOUND Front St				From South NORTHBOUND Stephen St				From North SOUTHBOUND Front St				Int Total	HV%
Start	End	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes		
4:00	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
4:15	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
4:30	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
4:45	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
5:00	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
5:15	6:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	20.0%
5:30	6:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	6.7%
5:45	6:45	0	0	0	0	1	0	0	0	0	0	2	0	0	1	0	0	4	13.3%
6:00	7:00	0	0	0	0	2	0	0	0	0	1	2	0	1	2	0	0	8	16.0%
6:15	7:15	0	0	0	0	2	0	0	0	0	2	1	0	1	5	0	0	11	17.2%
6:30	7:30	0	0	0	0	2	0	0	0	0	2	2	0	1	5	1	0	13	16.3%
6:45	7:45	0	0	0	0	3	0	0	0	0	2	1	0	1	4	1	0	12	13.5%
7:00	8:00	0	0	0	0	2	0	0	0	1	3	1	0	0	3	1	0	11	11.3%
7:15	8:15	0	0	0	0	2	0	0	0	2	2	1	0	0	0	1	0	8	8.8%
7:30	8:30	0	0	0	0	2	0	0	0	2	2	0	0	0	1	0	0	7	8.1%
7:45	8:45	0	0	1	0	0	0	0	0	2	2	0	0	0	1	0	0	6	6.5%
8:00	9:00	0	0	1	0	1	0	0	0	1	1	0	0	0	1	0	0	5	4.4%
8:15	9:15	0	0	1	0	1	0	0	0	0	1	0	0	0	1	0	0	4	4.0%
8:30	9:30	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	3	3.8%
8:45	9:45	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	4.0%
9:00	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
9:15	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
9:30	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
9:45	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
10:15	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
10:30	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
10:45	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
11:15	12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
11:30	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
11:45	12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%

Total (Motorized Traffic)

Interval: 1:00		EB	WB	NB	SB	Int
Start	End					
4:00	5:00	0	0	0	0	0
4:15	5:15	0	0	0	0	0
4:30	5:30	0	0	0	0	0
4:45	5:45	0	0	0	0	0
5:00	6:00	0	0	0	0	0
5:15	6:15	1	1	2	1	5
5:30	6:30	1	1	9	4	15
5:45	6:45	1	6	15	8	30
6:00	7:00	1	10	25	14	50
6:15	7:15	1	10	32	21	64
6:30	7:30	3	11	38	28	80
6:45	7:45	4	10	43	32	89
7:00	8:00	5	9	50	33	97
7:15	8:15	5	11	47	28	91
7:30	8:30	4	13	45	24	86
7:45	8:45	4	9	55	24	92
8:00	9:00	4	11	69	30	114
8:15	9:15	3	8	63	27	101
8:30	9:30	2	5	52	21	80
8:45	9:45	1	5	31	13	50
9:00	10:00	0	0	0	0	0
9:15	10:15	0	0	0	0	0
9:30	10:30	0	0	0	0	0
9:45	10:45	0	0	0	0	0
10:00	11:00	0	0	0	0	0
10:15	11:15	0	0	0	0	0
10:30	11:30	0	0	0	0	0
10:45	11:45	0	0	0	0	0
11:00	12:00	0	0	0	0	0
11:15	12:15	0	0	0	0	0
11:30	12:30	0	0	0	0	0
11:45	12:45	0	0	0	0	0

Peak Hour Information

Time Interval: 08:00 - 09:00 **Additional Traffic:** 160
Int Peak 1hr Vol: 114
Int Peak 15min Vol: 50
Int PHF: 0.57

Raw Counts - Base Year Traffic

	From West EASTBOUND Stephen St				From East WESTBOUND Front St				From South NORTHBOUND Stephen St				From North SOUTHBOUND Front St				Int Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Total Volume	0	0	4	3	11	0	0	0	12	46	11	2	0	29	1	6	114
HV Volume	0	0	1	0	1	0	0	0	1	1	0	0	0	1	0	0	5
HV%	n/a	n/a	25.0%	0.0%	9.1%	n/a	n/a	n/a	8.3%	2.2%	0.0%	0.0%	n/a	3.4%	0.0%	0.0%	4.4%

Month Adj factor: 1.00
Daily Adj Factor: 1.00

Adjusted Base Year Traffic

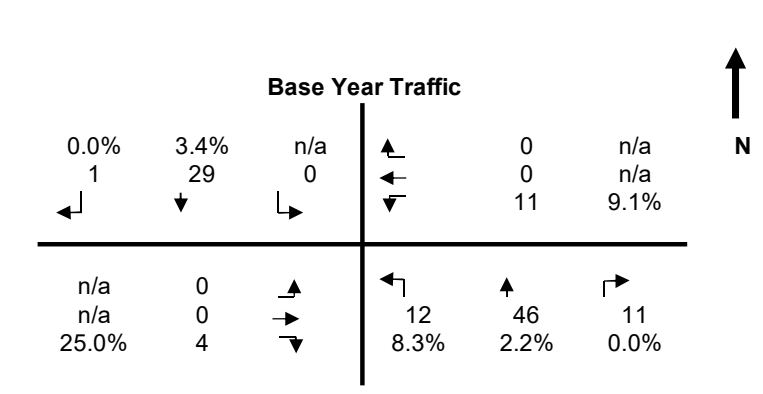
	From West EASTBOUND Stephen St				From East WESTBOUND Front St				From South NORTHBOUND Stephen St				From North SOUTHBOUND Front St				Int Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Total Volume	0	0	0	0	0	0	0	0	48	80	32	0	0	0	0	0	160

Current Year: 2020
Horizon Year: 2020
Annual Growth Rate: 1.0%

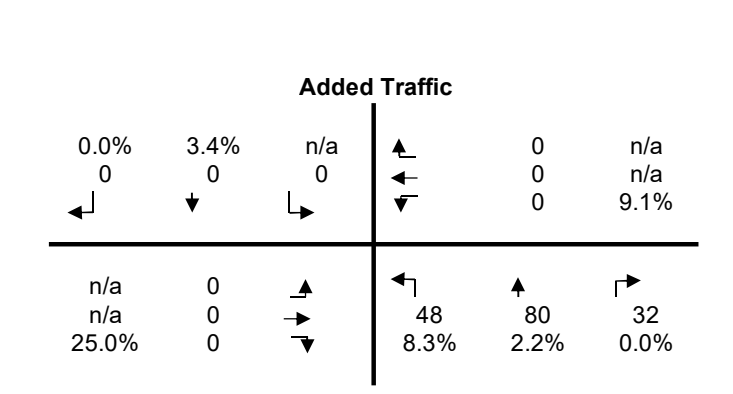
Design Year Traffic

	From West EASTBOUND Stephen St				From East WESTBOUND Front St				From South NORTHBOUND Stephen St				From North SOUTHBOUND Front St				Int Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Total Volume	0	0	4	3	11	0	0	0	60	126	43	2	0	29	1	6	274

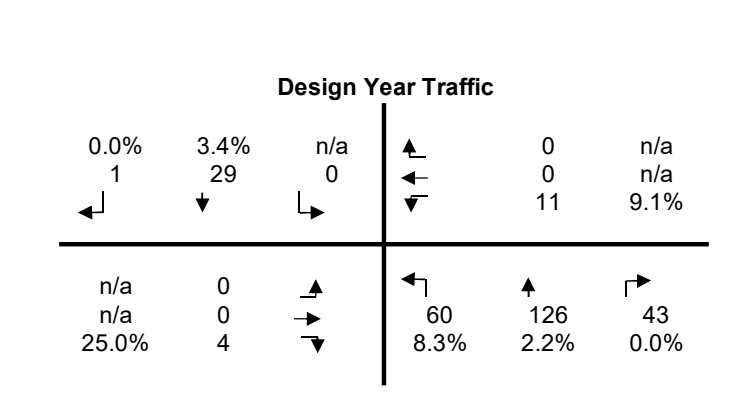
Base Year Traffic



Added Traffic



Design Year Traffic



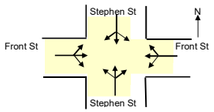
Stephen St and Front St
Weekday PM

Intersection: Stephen St and Front St
Traffic Count Date: 9/29/2020
Count Time: Weekday PM
North-South Street: Stephen St
East-West Street: Front St

PEAK HOUR: 15:15 - 16:15

Weather: 44°F Clear
Day of Week: Tuesday
Intersection Allowed Movements
(See Diagram to right)

INDICATES PROHIBITED MOVEMENT



Legend:
Intersection Peak Hour
Study Area Peak Hour

Passenger Cars by 15-min

		From West				From East				From South				From North			
Interval:	0:15	EASTBOUND		Stephen St		WESTBOUND		Front St		NORTHBOUND		Front St		SOUTHBOUND		Front St	
Start	End	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00	12:15																
12:15	12:30																
12:30	12:45																
12:45	13:00																
13:00	13:15																
13:15	13:30																
13:30	13:45																
13:45	14:00																
14:00	14:15																
14:15	14:30																
14:30	14:45																
14:45	15:00																
15:00	15:15	0	0	0	0	2	0	0	0	3	10	2	1	0	17	0	0
15:15	15:30	0	0	1	0	5	0	0	1	2	12	5	0	0	16	0	0
15:30	15:45	0	0	1	0	4	0	0	0	2	18	0	0	0	10	2	2
15:45	16:00	0	0	0	4	0	0	1	0	1	7	2	0	0	15	0	0
16:00	16:15	0	0	0	0	1	0	0	1	3	14	3	1	0	17	0	1
16:15	16:30	0	0	1	0	0	0	0	0	4	10	3	0	0	17	0	1
16:30	16:45	0	0	1	0	5	0	0	1	6	10	3	5	1	17	0	0
16:45	17:00	0	0	1	2	1	0	0	2	2	9	1	0	0	12	0	1
17:00	17:15	0	0	3	2	0	0	0	0	3	6	1	0	0	13	0	0
17:15	17:30	0	1	1	2	2	0	0	0	3	8	0	0	0	7	2	2
17:30	17:45	0	0	3	4	0	0	0	0	5	7	2	0	1	7	0	3
17:45	18:00	0	0	6	0	2	0	0	0	2	7	2	2	0	6	0	2
18:00	18:15																
18:15	18:30																
18:30	18:45																
18:45	19:00																
19:00	19:15																
19:15	19:30																
19:30	19:45																
19:45	20:00																
20:00	20:15																
20:15	20:30																
20:30	20:45																
20:45	21:00																

Trucks/Buses/Heavy Vehicles + Bikes on Pavement by 15-min

	From West				From East				From South				From North			
	EASTBOUND		Stephen St		WESTBOUND		Front St		NORTHBOUND		Stephen St		SOUTHBOUND		Front St	
Start	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes
12:00																
12:15																
12:30																
12:45																
13:00																
13:15																
13:30																
13:45																
14:00																
14:15																
14:30																
14:45																
15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
15:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
17:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00																
18:15																
18:30																
18:45																
19:00																
19:15																
19:30																
19:45																
20:00																
20:15																
20:30																
20:45																

Total Vehicle Volume by 15 Minute Period (without Bikes)

	From North				From East				From South				From West				Intersection
	EASTBOUND		Stephen St		WESTBOUND		Front St		NORTHBOUND		Stephen St		SOUTHBOUND		Front St		
Start	Left	Thru	Right	Pd+Bk	Left	Thru	Right	Pd+Bk	Left	Thru	Right	Pd+Bk	Left	Thru	Right	Pd+Bk	Motorized
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	2	0	0	1	3	10	2	1	0	18	0	0	35
15:15	0	0	1	0	5	0	0	1	2	13	5	0	0	16	0	0	42
15:30	0	0	1	0	4	0	0	0	2	18	0	0	0	10	2	2	37
15:45	0	0	0	4	0	0	1	0	1	8	2	0	0	15	0	0	27
16:00	0	0	0	0	1	0	0	1	3	14	4	1	0	18	0	1	40
16:15	0	0	1	0	0	0	0	0	4	10	3	0	0	17	0	1	35
16:30	0	0	1	0	6	0	0	1	6	10	3	5	1	17	0	0	44
16:45	0	0	1	2	1	0	0	2	2	10	1	0	0	12	0	1	27
17:00	0	0	3	3	0	0	0	0	3	6	1	0	0	13	0	0	26
17:15	0	1	1	2	2	0	0	0	3	9	0	0	0	7	2	2	25
17:30	0	0	3	4	0	0	0	0	5	7	2	0	1	8	0	3	26
17:45	0	0	6	0	2	0	0	0	2	7	2	2	0	6	0	2	25
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Volume by Hour

PEAK HR	Interval:	1:00	From West EASTBOUND		Stephen St		From East WESTBOUND		Front St		From South NORTHBOUND		Stephen St		From North SOUTHBOUND		Front St		Intersection	Peak 15-min	Int PHF
	Start	End	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
0	12:00	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	12:15	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	12:30	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	12:45	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	13:00	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	13:15	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	13:30	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	13:45	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	14:00	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	14:15	15:15	0	0	0	0	2	0	0	1	3	10	2	1	0	18	0	0	35	35	0.25
0	14:30	15:30	0	0	1	0	7	0	0	2	5	23	7	1	0	34	0	0	77	42	0.46
0	14:45	15:45	0	0	2	0	11	0	0	2	7	41	7	1	0	44	2	2	114	42	0.68
0	15:00	16:00	0	0	2	4	11	0	1	2	8	49	9	1	0	59	2	2	141	42	0.84
1	15:15	16:15	0	0	2	4	10	0	1	2	8	53	11	1	0	59	2	3	**146**	42	0.87
0	15:30	16:30	0	0	2	4	5	0	1	1	10	50	9	1	0	60	2	4	139	40	0.87
1	15:45	16:45	0	0	2	4	7	0	1	2	14	42	12	6	1	67	0	2	**146**	44	0.83
1	16:00	17:00	0	0	3	2	8	0	0	4	15	44	11	6	1	64	0	3	**146**	44	0.83
0	16:15	17:15	0	0	6	5	7	0	0	3	15	36	8	5	1	59	0	2	132	44	0.75
0	16:30	17:30	0	1	6	7	9	0	0	3	14	35	5	5	1	49	2	3	122	44	0.69
0	16:45	17:45	0	1	8	11	3	0	0	2	13	32	4	0	1	40	2	6	104	27	0.96
0	17:00	18:00	0	1	13	9	4	0	0	0	13	29	5	2	1	34	2	7	102	26	0.98
0	17:15	18:15	0	1	10	6	4	0	0	0	10	23	4	2	1	21	2	7	76	26	0.73
0	17:30	18:30	0	0	9	4	2	0	0	0	7	14	4	2	1	14	0	5	51	26	0.49
0	17:45	18:45	0	0	6	0	2	0	0	0	2	7	2	2	0	6	0	2	25	25	0.25
0	18:00	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	18:15	19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	18:30	19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	18:45	19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	19:00	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	19:15	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	19:30	20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	19:45	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00

Heavy Vehicle Volume by Hour

Interval:	1:00	From West EASTBOUND		Stephen St		From East WESTBOUND		Front St		From South NORTHBOUND		Stephen St		From North SOUTHBOUND		Front St		Int Total	HV%
Start	End	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes		
12:00	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
12:15	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
12:30	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
12:45	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
13:15	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
13:30	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
13:45	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
14:15	15:15	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	2.9%
14:30	15:30	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	2.6%
14:45	15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	1.8%
15:00	16:00	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	0	3	2.1%
15:15	16:15	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	4	2.7%
15:30	16:30	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3	2.2%
15:45	16:45	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	4	2.7%
16:00	17:00	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	4	2.7%
16:15	17:15	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2	1.5%
16:30	17:30	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	3	2.5%
16:45	17:45	0	0	0	1	1	0	0	0	0	2	0	0	0	1	0	0	3	2.9%
17:00	18:00	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	2	2.0%
17:15	18:15	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	2.6%
17:30	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2.0%
17:45	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
18:15	19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
18:30	19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
18:45	19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
19:15	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
19:30	20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
19:45	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%

Total

Interval:	1:00	EB	WB	NB	SB	Int
Start	End					
12:00	13:00	0	0	0	0	0
12:15	13:15	0	0	0	0	0
12:30	13:30	0	0	0	0	0
12:45	13:45	0	0	0	0	0
13:00	14:00	0	0	0	0	0
13:15	14:15	0	0	0	0	0
13:30	14:30	0	0	0	0	0
13:45	14:45	0	0	0	0	0
14:00	15:00	0	0	0	0	0
14:15	15:15	0	2	15	18	35
14:30	15:30	1	7	35	34	77
14:45	15:45	2	11	55	46	114
15:00	16:00	2	12	66	61	141
15:15	16:15	2	11	72	61	146
15:30	16:30	2	6	69	62	139
15:45	16:45	2	8	68	68	146
16:00	17:00	3	8	70	65	146
16:15	17:15	6	7	59	60	132
16:30	17:30	7	9	54	52	122
16:45	17:45	9	3	49	43	104
17:00	18:00	14	4	47	37	102
17:15	18:15	11	4	37	24	76
17:30	18:30	9	2	25	15	51
17:45	18:45	6	2	11	6	25
18:00	19:00	0	0	0	0	0
18:15	19:15	0	0	0	0	0
18:30	19:30	0	0	0	0	0
18:45	19:45	0	0	0	0	0
19:00	20:00	0	0	0	0	0
19:15	20:15	0	0	0	0	0
19:30	20:30	0	0	0	0	0
19:45	20:45	0	0	0	0	0

Peak Hour Information

Time Interval: 15:15 - 16:15 **Additional Traffic:** 160
Int Peak 1hr Vol: 146
Int Peak 15min Vol: 42
Int PHF: 0.87

Raw Counts - Base Year Traffic

	From West EASTBOUND		Stephen St		From East WESTBOUND		Front St		From South NORTHBOUND		Stephen St		From North SOUTHBOUND		Front St		Int Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Total Volume	0	0	2	4	10	0	1	2	8	53	11	1	0	59	2	3	146
HV Volume	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	4
HV%	n/a	n/a	0.0%	0.0%	0.0%	n/a	0.0%	0.0%	0.0%	3.8%	9.1%	0.0%	n/a	1.7%	0.0%	0.0%	2.7%

Month Adj factor: 1.00
Daily Adj Factor: 1.00

Adjusted Base Year Traffic

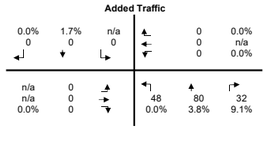
	From West EASTBOUND		Stephen St		From East WESTBOUND		Front St		From South NORTHBOUND		Stephen St		From North SOUTHBOUND		Front St		Int Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Total Volume	0	0	0	0	0	0	0	0	48	80	32	0	0	0	0	0	160

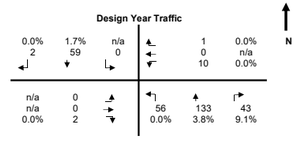
Current Year: 2020
Horizon Year: 2020
Annual Growth Rate: 1.0%

Design Year Traffic

	From West EASTBOUND		Stephen St		From East WESTBOUND		Front St		From South NORTHBOUND		Stephen St		From North SOUTHBOUND		Front St		Int Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Total Volume	0	0	2	4	10	0	1	2	56	133	43	1	0	59	2	3	306







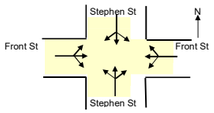
Stephen St and Front St
Weekend PM

Intersection: Stephen St and Front St
Traffic Count Date: 9/26/2020
Count Time: Weekend PM
North-South Street: Steohen St
East-West Street: Front St

PEAK HOUR: 17:00 - 18:00

Weather: 74°F Mostly Cloudy
Day of Week: Saturday
Intersection Allowed Movements
(See Diagram to right)

INDICATES PROHIBITED MOVEMENT



Legend:

Intersection Peak Hour
Study Area Peak Hour

Passenger Cars by 15-min

		From West				From East				From South				From North			
Interval:	0:15	EASTBOUND		Stephen St		WESTBOUND		Front St		NORTHBOUND		Front St		SOUTHBOUND		Front St	
Start	End	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00	12:15																
12:15	12:30																
12:30	12:45																
12:45	13:00																
13:00	13:15																
13:15	13:30																
13:30	13:45																
13:45	14:00																
14:00	14:15																
14:15	14:30																
14:30	14:45																
14:45	15:00																
15:00	15:15	0	0	0	4	1	1	0	4	4	6	4	2	0	5	1	0
15:15	15:30	0	0	1	1	6	0	0	0	8	7	0	2	0	10	1	0
15:30	15:45	0	0	0	5	4	0	0	2	4	4	3	0	0	9	0	1
15:45	16:00	0	0	1	0	0	0	0	0	4	10	0	2	0	10	1	2
16:00	16:15	0	0	1	3	1	0	0	0	4	5	3	0	0	6	0	0
16:15	16:30	0	1	0	3	1	1	0	2	5	19	1	3	0	9	0	0
16:30	16:45	0	0	1	4	3	0	0	0	3	7	3	4	0	8	0	0
16:45	17:00	0	0	2	4	1	0	1	8	5	8	15	2	1	8	0	0
17:00	17:15	0	0	0	1	6	3	2	7	5	7	14	0	0	7	0	0
17:15	17:30	0	0	0	3	3	1	0	1	11	13	11	2	1	10	0	1
17:30	17:45	0	0	0	4	2	0	0	3	6	11	4	0	0	11	0	3
17:45	18:00	0	0	0	13	7	1	2	4	13	17	14	0	1	10	1	0
18:00	18:15																
18:15	18:30																
18:30	18:45																
18:45	19:00																
19:00	19:15																
19:15	19:30																
19:30	19:45																
19:45	20:00																
20:00	20:15																
20:15	20:30																
20:30	20:45																
20:45	21:00																

Trucks/Buses/Heavy Vehicles + Bikes on Pavement by 15-min

		From West				From East				From South				From North			
		EASTBOUND		Stephen St		WESTBOUND		Front St		NORTHBOUND		Stephen St		SOUTHBOUND		Front St	
Start	End	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes
12:00	12:15																
12:15	12:30																
12:30	12:45																
12:45	13:00																
13:00	13:15																
13:15	13:30																
13:30	13:45																
13:45	14:00																
14:00	14:15																
14:15	14:30																
14:30	14:45																
14:45	15:00																
15:00	15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	18:15																
18:15	18:30																
18:30	18:45																
18:45	19:00																
19:00	19:15																
19:15	19:30																
19:30	19:45																
19:45	20:00																
20:00	20:15																
20:15	20:30																
20:30	20:45																
20:45	21:00																

Total Vehicle Volume by 15 Minute Period (without Bikes)

		From North				From East				From South				From West				Intersection
		EASTBOUND		Stephen St		WESTBOUND		Front St		NORTHBOUND		Stephen St		SOUTHBOUND		Front St		
Start	End	Left	Thru	Right	Pd+Bk	Left	Thru	Right	Pd+Bk	Left	Thru	Right	Pd+Bk	Left	Thru	Right	Pd+Bk	Motorized
12:00	12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	4	1	1	0	4	4	6	4	2	0	5	1	0	22
15:15	15:30	0	0	1	1	6	0	0	0	8	7	0	2	0	10	1	0	33
15:30	15:45	0	0	0	5	4	0	0	2	4	4	3	0	0	9	0	1	24
15:45	16:00	0	0	1	0	0	0	0	0	4	10	0	2	0	10	1	2	28
16:00	16:15	0	0	1	3	1	0	0	0	4	5	3	0	0	6	0	0	20
16:15	16:30	0	1	0	3	1	1	0	2	5	19	1	3	0	9	0	0	39
16:30	16:45	0	0	1	4	3	0	0	0	3	7	3	4	0	8	0	0	25
16:45	17:00	0	0	2	4	1	0	1	8	5	8	15	2	1	8	0	0	41
17:00	17:15	0	0	0	1	6	3	2	9	5	7	14	0	0	7	0	0	44
17:15	17:30	0	0	0	3	3	1	0	1	11	13	11	2	1	11	0	1	51
17:30	17:45	0	0	0	4	2	0	0	3	6	12	4	2	0	11	0	3	35
17:45	18:00	0	0	0	13	7	1	2	4	13	17	14	0	1	10	1	0	66
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Volume by Hour

PEAK HR			From West				From East				From South				From North				Intersection	Peak 15-min	Int PHF
	Interval:	1:00	EASTBOUND		Stephen St		WESTBOUND		Front St		NORTHBOUND		Stephen St		SOUTHBOUND		Front St				
	Start	End	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
0	12:00	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	12:15	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	12:30	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	12:45	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	13:00	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	13:15	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	13:30	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	13:45	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	14:00	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	14:15	15:15	0	0	0	4	1	1	0	4	4	6	4	2	0	5	1	0	22	22	0.25
0	14:30	15:30	0	0	1	5	7	1	0	4	12	13	4	4	0	15	2	0	55	33	0.42
0	14:45	15:45	0	0	1	10	11	1	0	6	16	17	7	4	0	24	2	1	79	33	0.60
0	15:00	16:00	0	0	2	10	11	1	0	6	20	27	8	6	0	35	3	3	107	33	0.81
0	15:15	16:15	0	0	3	9	11	0	0	2	20	26	7	4	0	36	2	3	105	33	0.80
0	15:30	16:30	0	1	2	11	6	1	0	4	17	38	8	5	1	35	2	3	111	39	0.71
0	15:45	16:45	0	1	3	10	5	1	0	2	16	41	8	13	1	34	2	2	112	39	0.72
0	16:00	17:00	0	1	4	14	6	1	1	10	17	39	22	13	2	31	1	0	125	41	0.76
0	16:15	17:15	0	1	3	12	11	4	3	19	18	41	33	13	2	32	1	0	149	44	0.85
0	16:30	17:30	0	0	3	12	13	4	3	18	24	35	43	12	2	34	0	1	161	51	0.79
0	16:45	17:45	0	0	2	16	12	4	3	21	27	40	44	6	2	37	0	4	171	51	0.84
1	17:00	18:00	0	0	0	25	18	5	4	17	35	49	43	4	2	39	1	4	196	66	0.74
0	17:15	18:15	0	0	0	24	12	2	2	8	30	42	29	4	2	32	1	4	152	66	0.58
0	17:30	18:30	0	0	0	21	9	1	2	7	19	29	18	2	1	21	1	3	101	66	0.38
0	17:45	18:45	0	0	0	13	7	1	2	4	13	17	14	0	1	10	1	0	66	66	0.25
0	18:00	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	18:15	19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	18:30	19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	18:45	19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	19:00	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	19:15	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	19:30	20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	19:45	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00

Heavy Vehicle Volume by Hour

		From West				From East				From South				From North				Int Total	HV%
Interval:	1:00	EASTBOUND		Stephen St		WESTBOUND		Front St		NORTHBOUND		Stephen St		SOUTHBOUND		Front St			
Start	End	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes		
12:00	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
12:15	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
12:30	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
12:45	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
13:15	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
13:30	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
13:45	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
14:15	15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
14:30	15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
14:45	15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
15:00	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0%
15:15	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0%
15:30	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0%
15:45	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0%
16:00	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0%
16:15	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0%
16:30	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0%
16:45	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0%
17:00	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0%
17:15	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0%
17:30	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0%
17:45	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
18:15	19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
18:30	19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
18:45	19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
19:15	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
19:30	20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
19:45	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%

Total

Interval:	1:00	EB	WB	NB	SB	Int
Start	End					
12:00	13:00	0	0	0	0	0
12:15	13:15	0	0	0	0	0
12:30	13:30	0	0	0	0	0
12:45	13:45	0	0	0	0	0
13:00	14:00	0	0	0	0	0
13:15	14:15	0	0	0	0	0
13:30	14:30	0	0	0	0	0
13:45	14:45	0	0	0	0	0
14:00	15:00	0	0	0	0	0
14:15	15:15	0	2	14	6	22
14:30	15:30	1	8	29	17	55
14:45	15:45	1	12	40	26	79
15:00	16:00	2	12	55	38	107
15:15	16:15	3	11	53	38	105
15:30	16:30	3	7	63	38	111
15:45	16:45	4	6	65	37	112
16:00	17:00	5	8	78	34	125
16:15	17:15	4	18	92	35	149
16:30	17:30	3	20	102	36	161
16:45	17:45	2	19	111	39	171
17:00	18:00	0	27	127	42	196
17:15	18:15	0	16	101	35	152
17:30	18:30	0	12	66	23	101
17:45	18:45	0	10	44	12	66
18:00	19:00	0	0	0	0	0
18:15	19:15	0	0	0	0	0
18:30	19:30	0	0	0	0	0
18:45	19:45	0	0	0	0	0
19:00	20:00	0	0	0	0	0
19:15	20:15	0	0	0	0	0
19:30	20:30	0	0	0	0	0
19:45	20:45	0	0	0	0	0

Peak Hour Information

Time Interval: 17:00 - 18:00 **Additional Traffic:** 160
Int Peak 1hr Vol: 196
Int Peak 15min Vol: 66
Int PHF: 0.74

Raw Counts - Base Year Traffic

	From West				From East				From South				From North				Int Total
	EASTBOUND		Stephen St		WESTBOUND		Front St		NORTHBOUND		Stephen St		SOUTHBOUND		Front St		
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Total Volume	0	0	0	25	18	5	4	17	35	49	43	4	2	39	1	4	196
HV Volume	0	0	0	4	0	0	0	2	0	1	0	2	0	1	0	0	2
HV%	n/a	n/a	n/a	16.0%	0.0%	0.0%	0.0%	11.8%	0.0%	2.0%	0.0%	50.0%	0.0%	2.6%	0.0%	0.0%	1.0%

Month Adj factor: 1.00
Dailv Adi Factor: 1.00

Adjusted Base Year Traffic

	From West				From East				From South				From North				Int Total
	EASTBOUND		Stephen St		WESTBOUND		Front St		NORTHBOUND		Stephen St		SOUTHBOUND		Front St		
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Total Volume	0	0	0	0	0	0	0	0	48	80	32	0	0	0	0	0	160

Current Year: 2020
Horizon Year: 2020
Annual Growth Rate: 1.0%

Design Year Traffic

	From West				From East				From South				From North				Int Total
	EASTBOUND		Stephen St		WESTBOUND		Front St		NORTHBOUND		Stephen St		SOUTHBOUND		Front St		
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Total Volume	0	0	0	25	18	5	4	17	83	129	75	4	2	39

Stephen Street & Main Street - TMC
Tue Sep 29, 2020
Full Length (6 AM-9 AM, 3 PM-6 PM)
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783887, Location: 41.674554, -87.998562

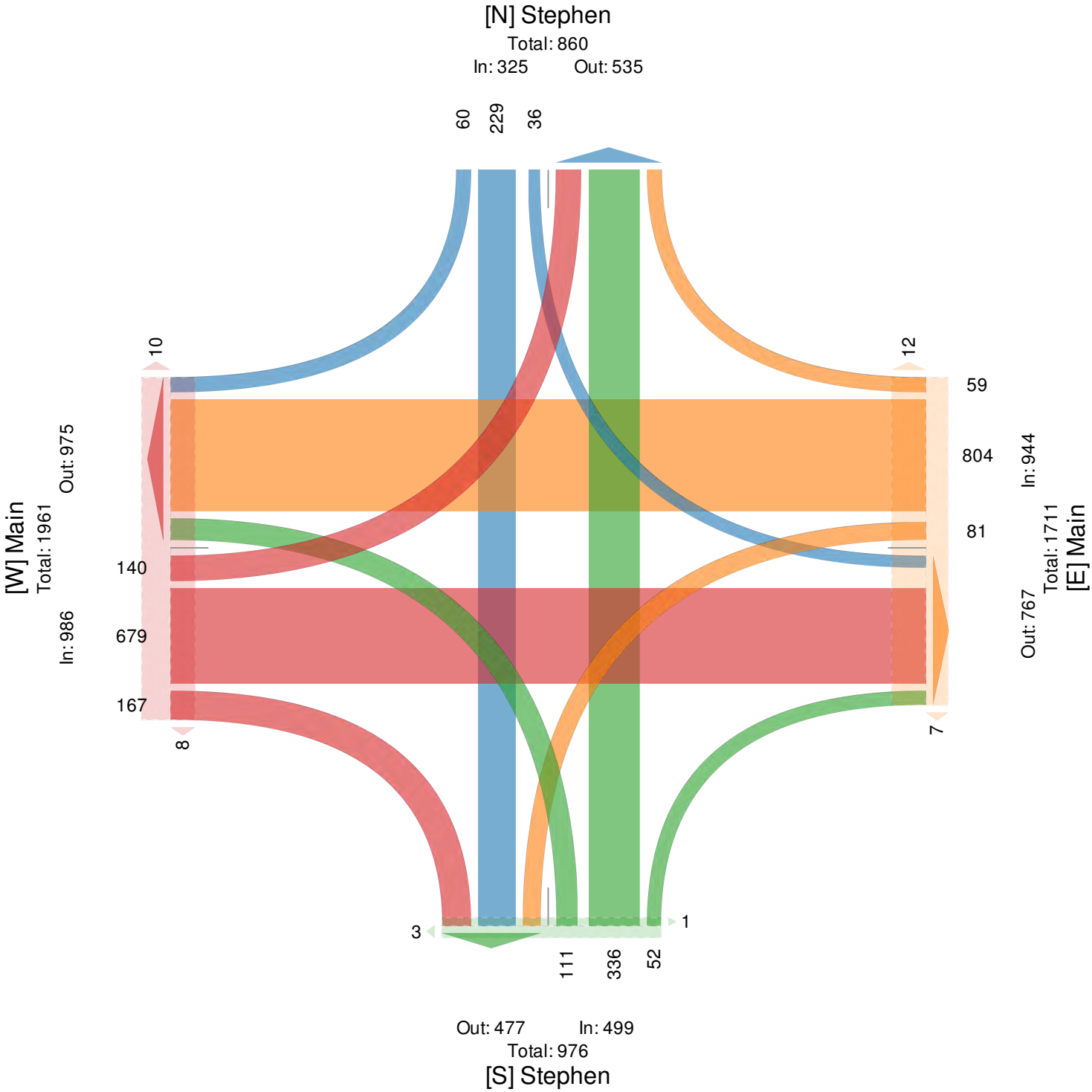
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Stephen						Main						Stephen						Main						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-29 6:00AM	0	2	0	0	**2**	0	0	10	2	0	**12**	0	0	0	0	0	**0**	0	1	24	0	0	**25**	0	**39**
6:15AM	0	3	0	0	**3**	0	1	27	1	0	**29**	0	3	4	1	0	**8**	0	2	31	2	0	**35**	0	**75**
6:30AM	0	9	0	0	**9**	0	1	21	2	0	**24**	0	0	6	3	0	**9**	0	3	23	2	0	**28**	0	**70**
6:45AM	1	5	0	0	**6**	0	2	22	1	0	**25**	0	0	3	0	0	**3**	0	2	32	2	0	**36**	1	**70**
Hourly Total	1	19	0	0	**20**	0	4	80	6	0	**90**	0	3	13	4	0	**20**	0	8	110	6	0	**124**	1	**254**
7:00AM	1	7	1	0	**9**	0	1	26	2	0	**29**	0	4	7	3	0	**14**	0	4	24	1	0	**29**	0	**81**
7:15AM	2	5	1	0	**8**	0	3	28	0	0	**31**	0	1	5	3	0	**9**	0	7	21	4	0	**32**	0	**80**
7:30AM	3	12	2	0	**17**	0	1	38	5	0	**44**	0	1	8	4	0	**13**	0	10	28	3	0	**41**	1	**115**
7:45AM	1	4	0	0	**5**	0	4	37	3	0	**44**	0	1	14	10	0	**25**	0	9	19	6	0	**34**	1	**108**
Hourly Total	7	28	4	0	**39**	0	9	129	10	0	**148**	0	7	34	20	0	**61**	0	30	92	14	0	**136**	2	**384**
8:00AM	0	10	2	0	**12**	0	2	27	5	0	**34**	0	1	12	5	0	**18**	0	2	16	1	0	**19**	1	**83**
8:15AM	1	13	0	0	**14**	0	3	23	4	0	**30**	1	3	15	2	0	**20**	1	3	20	6	0	**29**	0	**93**
8:30AM	3	6	4	0	**13**	0	4	21	3	0	**28**	0	2	20	5	0	**27**	0	2	19	8	0	**29**	0	**97**
8:45AM	6	13	2	0	**21**	0	1	18	4	0	**23**	0	2	24	2	0	**28**	0	5	19	11	0	**35**	0	**107**
Hourly Total	10	42	8	0	**60**	0	10	89	16	0	**115**	1	8	71	14	0	**93**	1	12	74	26	0	**112**	1	**380**
3:00PM	3	20	1	0	**24**	0	2	43	6	0	**51**	0	4	17	10	0	**31**	0	13	24	7	0	**44**	0	**150**
3:15PM	6	13	3	0	**22**	0	0	35	6	0	**41**	2	2	25	8	0	**35**	0	3	38	5	0	**46**	0	**144**
3:30PM	1	12	2	0	**15**	0	0	46	3	0	**49**	0	3	13	7	0	**23**	0	5	43	11	0	**59**	0	**146**
3:45PM	1	17	1	0	**19**	0	3	48	0	0	**51**	0	2	18	4	0	**24**	0	7	41	6	0	**54**	0	**148**
Hourly Total	11	62	7	0	**80**	0	5	172	15	0	**192**	2	11	73	29	0	**113**	0	28	146	29	0	**203**	0	**588**
4:00PM	7	6	2	0	**15**	0	4	51	2	0	**57**	1	2	14	6	0	**22**	1	8	40	8	0	**56**	0	**150**
4:15PM	6	8	3	0	**17**	0	3	29	7	0	**39**	9	2	17	1	0	**20**	1	10	25	5	0	**40**	0	**116**
4:30PM	6	17	0	0	**23**	0	6	46	2	0	**54**	0	2	12	7	0	**21**	0	16	51	6	0	**73**	0	**171**
4:45PM	3	9	0	0	**12**	0	6	41	3	0	**50**	0	2	17	6	0	**25**	0	7	35	11	0	**53**	1	**140**
Hourly Total	22	40	5	0	**67**	0	19	167	14	0	**200**	10	8	60	20	0	**88**	2	41	151	30	0	**222**	1	**577**
5:00PM	1	8	7	0	**16**	0	4	48	4	0	**56**	2	1	14	5	0	**20**	0	15	22	10	0	**47**	2	**139**
5:15PM	4	11	2	0	**17**	0	2	42	4	0	**48**	2	6	17	4	0	**27**	0	9	30	8	0	**47**	2	**139**
5:30PM	2	9	0	0	**11**	0	4	39	6	0	**49**	2	3	23	7	0	**33**	0	18	32	9	0	**59**	3	**152**
5:45PM	2	10	3	0	**15**	0	2	38	6	0	**46**	0	5	31	8	0	**44**	1	6	22	8	0	**36**	6	**141**
Hourly Total	9	38	12	0	**59**	0	12	167	20	0	**199**	6	15	85	24	0	**124**	1	48	106	35	0	**189**	13	**571**
Total	60	229	36	0	**325**	0	59	804	81	0	**944**	19	52	336	111	0	**499**	4	167	679	140	0	**986**	18	**2754**
% Approach	18.5%	70.5%	11.1%	0%	**-**	-	6.3%	85.2%	8.6%	0%	**-**	-	10.4%	67.3%	22.2%	0%	**-**	-	16.9%	68.9%	14.2%	0%	**-**	-	-
% Total	2.2%	8.3%	1.3%	0%	**11.8%**	-	2.1%	29.2%	2.9%	0%	**34.3%**	-	1.9%	12.2%	4.0%	0%	**18.1%**	-	6.1%	24.7%	5.1%	0%	**35.8%**	-	-
Lights	57	214	35	0	**306**	-	56	736	79	0	**871**	-	51	325	108	0	**484**	-	164	587	134	0	**885**	-	2546
% Lights	95.0%	93.4%	97.2%	0%	**94.2%**	-	94.9%	91.5%	97.5%	0%	**92.3%**	-	98.1%	96.7%	97.3%	0%	**97.0%**	-	98.2%	86.5%	95.7%	0%	**89.8%**	-	92.4%
Articulated Trucks	0	0	0	0	**0**	-	0	39	2	0	**41**	-	1	0	0	0	**1**	-	1	59	1	0	**61**	-	103
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	4.9%	2.5%	0%	**4.3%**	-	1.9%	0%	0%	0%	**0.2%**	-	0.6%	8.7%	0.7%	0%	**6.2%**	-	3.7%
Motorized Vehicles	3	15	1	0	**19**	-	3	29	0	0	**32**	-	0	11	3	0	**14**	-	2	33	5	0	**40**	-	105
% Motorized Vehicles	5.0%	6.6%	2.8%	0%	**5.8%**	-	5.1%	3.6%	0%	0%	**3.4%**	-	0%	3.3%	2.7%	0%	**2.8%**	-	1.2%	4.9%	3.6%	0%	**4.1%**	-	3.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	19	-	-	-	-	-	4	-	-	-	-	-	18	
% 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

Stephen Street & Main Street - TMC
Tue Sep 29, 2020
Full Length (6 AM-9 AM, 3 PM-6 PM)
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783887, Location: 41.674554, -87.998562

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Stephen Street & Main Street - TMC
Tue Sep 29, 2020
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783887, Location: 41.674554, -87.998562

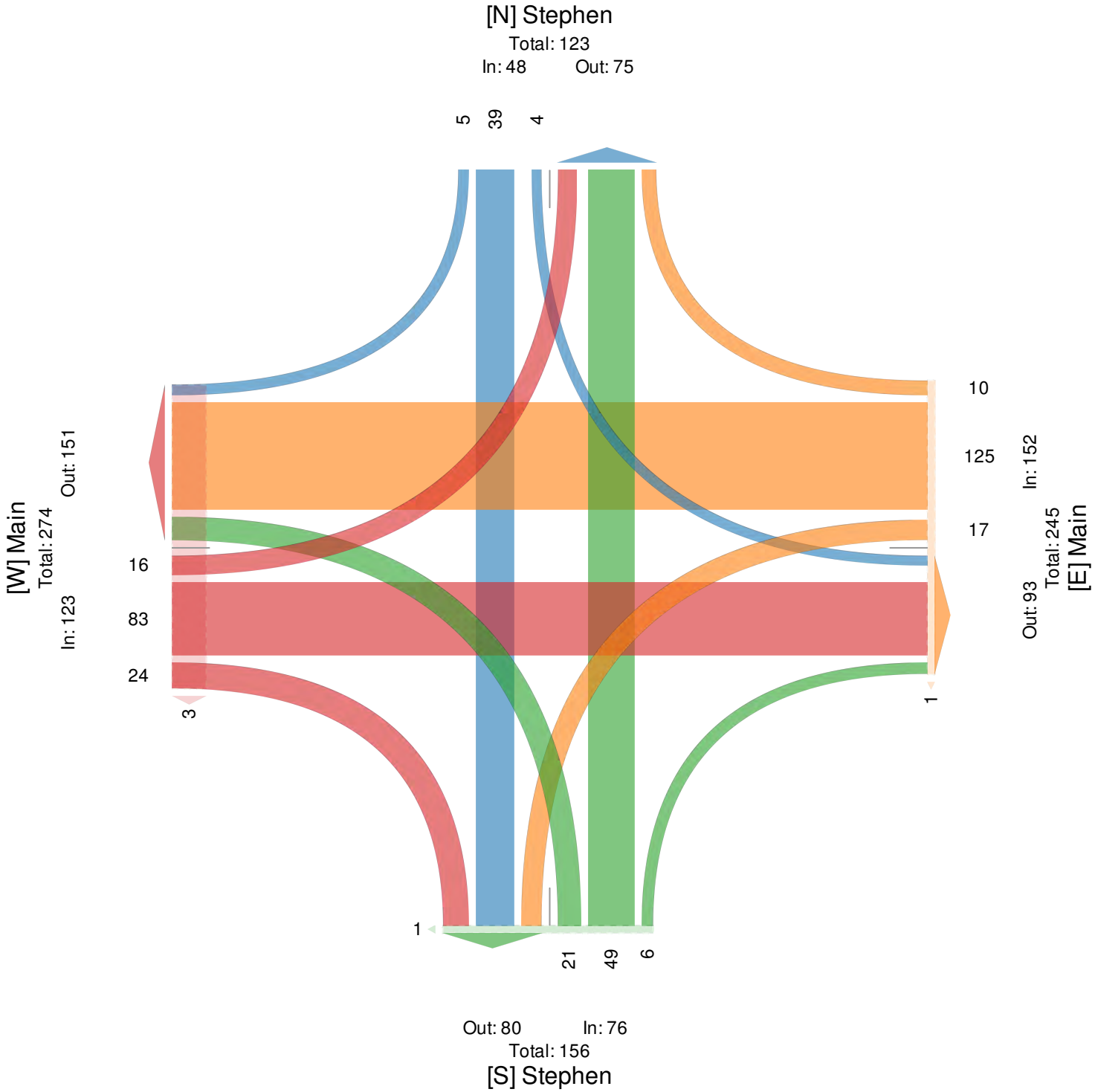
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Stephen						Main						Stephen						Main						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-29 7:30AM	3	12	2	0	**17**	0	1	38	5	0	**44**	0	1	8	4	0	**13**	0	10	28	3	0	**41**	1	**115**
7:45AM	1	4	0	0	**5**	0	4	37	3	0	**44**	0	1	14	10	0	**25**	0	9	19	6	0	**34**	1	**108**
8:00AM	0	10	2	0	**12**	0	2	27	5	0	**34**	0	1	12	5	0	**18**	0	2	16	1	0	**19**	1	**83**
8:15AM	1	13	0	0	**14**	0	3	23	4	0	**30**	1	3	15	2	0	**20**	1	3	20	6	0	**29**	0	**93**
Total	5	39	4	0	**48**	0	10	125	17	0	**152**	1	6	49	21	0	**76**	1	24	83	16	0	**123**	3	**399**
% Approach	10.4%	81.3%	8.3%	0%	**-**	-	6.6%	82.2%	11.2%	0%	**-**	-	7.9%	64.5%	27.6%	0%	**-**	-	19.5%	67.5%	13.0%	0%	**-**	-	-
% Total	1.3%	9.8%	1.0%	0%	**12.0%**	-	2.5%	31.3%	4.3%	0%	**38.1%**	-	1.5%	12.3%	5.3%	0%	**19.0%**	-	6.0%	20.8%	4.0%	0%	**30.8%**	-	-
PHF	0.417	0.750	0.500	-	**0.706**	-	0.625	0.822	0.850	-	**0.864**	-	0.500	0.817	0.525	-	**0.760**	-	0.600	0.741	0.667	-	**0.750**	-	0.867
Lights	4	35	4	0	**43**	-	8	112	16	0	**136**	-	6	44	20	0	**70**	-	24	61	15	0	**100**	-	349
% Lights	80.0%	89.7%	100%	0%	**89.6%**	-	80.0%	89.6%	94.1%	0%	**89.5%**	-	100%	89.8%	95.2%	0%	**92.1%**	-	100%	73.5%	93.8%	0%	**81.3%**	-	87.5%
Articulated Trucks	0	0	0	0	**0**	-	0	3	1	0	**4**	-	0	0	0	0	**0**	-	0	14	0	0	**14**	-	18
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	2.4%	5.9%	0%	**2.6%**	-	0%	0%	0%	0%	**0%**	-	0%	16.9%	0%	0%	**11.4%**	-	4.5%
Motorized Vehicles	1	4	0	0	**5**	-	2	10	0	0	**12**	-	0	5	1	0	**6**	-	0	8	1	0	**9**	-	32
% Motorized Vehicles	20.0%	10.3%	0%	0%	**10.4%**	-	20.0%	8.0%	0%	0%	**7.9%**	-	0%	10.2%	4.8%	0%	**7.9%**	-	0%	9.6%	6.3%	0%	**7.3%**	-	8.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	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

Stephen Street & Main Street - TMC
Tue Sep 29, 2020
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783887, Location: 41.674554, -87.998562

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Stephen Street & Main Street - TMC
Tue Sep 29, 2020
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783887, Location: 41.674554, -87.998562

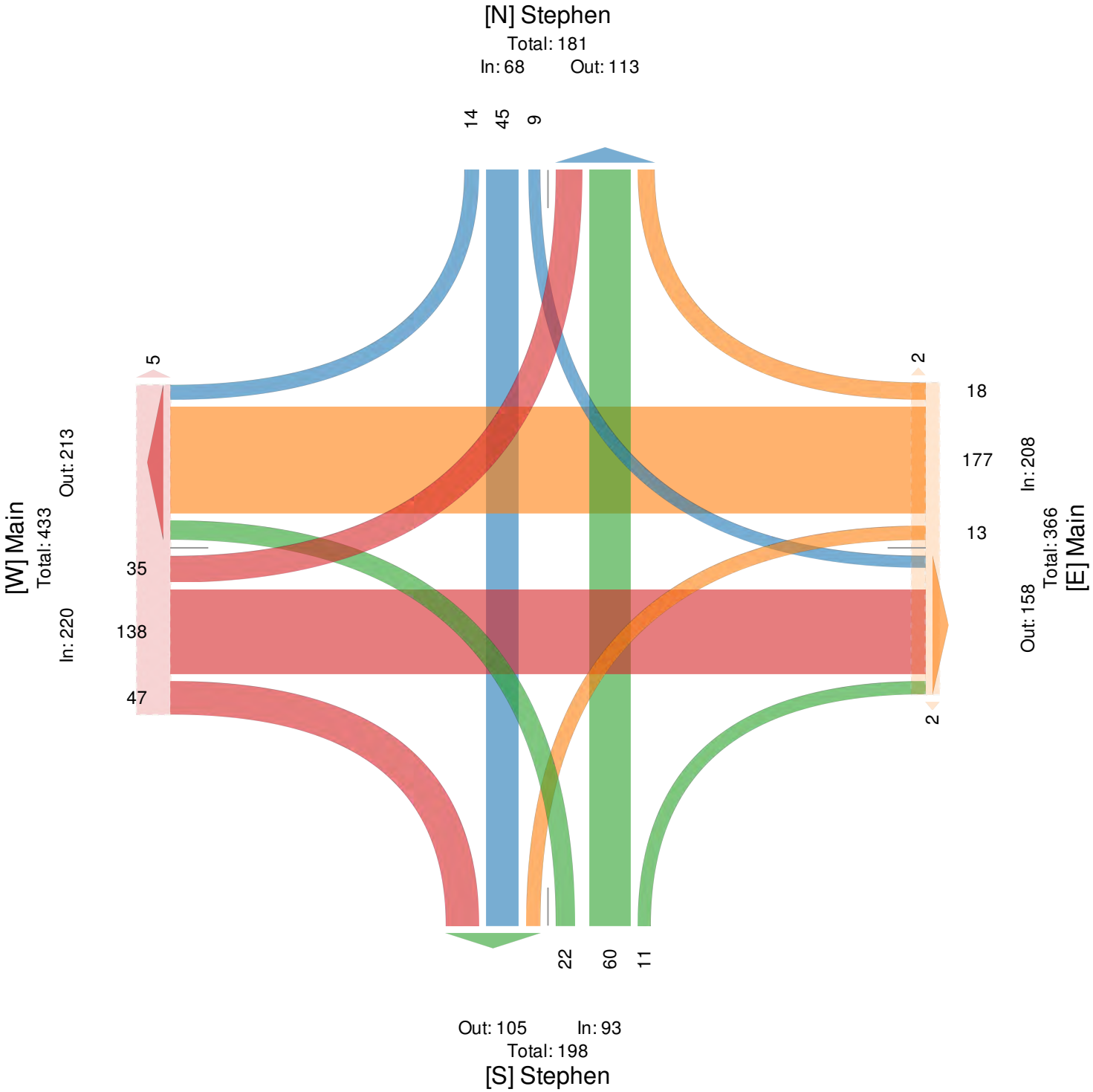
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Stephen						Main						Stephen						Main						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-29 4:30PM	6	17	0	0	**23**	0	6	46	2	0	**54**	0	2	12	7	0	**21**	0	16	51	6	0	**73**	0	**171**
4:45PM	3	9	0	0	**12**	0	6	41	3	0	**50**	0	2	17	6	0	**25**	0	7	35	11	0	**53**	1	**140**
5:00PM	1	8	7	0	**16**	0	4	48	4	0	**56**	2	1	14	5	0	**20**	0	15	22	10	0	**47**	2	**139**
5:15PM	4	11	2	0	**17**	0	2	42	4	0	**48**	2	6	17	4	0	**27**	0	9	30	8	0	**47**	2	**139**
Total	14	45	9	0	**68**	0	18	177	13	0	**208**	4	11	60	22	0	**93**	0	47	138	35	0	**220**	5	**589**
% Approach	20.6%	66.2%	13.2%	0%	**-**	-	8.7%	85.1%	6.3%	0%	**-**	-	11.8%	64.5%	23.7%	0%	**-**	-	21.4%	62.7%	15.9%	0%	**-**	-	-
% Total	2.4%	7.6%	1.5%	0%	**11.5%**	-	3.1%	30.1%	2.2%	0%	**35.3%**	-	1.9%	10.2%	3.7%	0%	**15.8%**	-	8.0%	23.4%	5.9%	0%	**37.4%**	-	-
PHF	0.583	0.662	0.321	-	**0.739**	-	0.750	0.922	0.813	-	**0.929**	-	0.458	0.882	0.786	-	**0.861**	-	0.734	0.676	0.795	-	**0.753**	-	0.861
Lights	13	45	9	0	**67**	-	18	171	13	0	**202**	-	11	60	22	0	**93**	-	45	123	34	0	**202**	-	564
% Lights	92.9%	100%	100%	0%	**98.5%**	-	100%	96.6%	100%	0%	**97.1%**	-	100%	100%	100%	0%	**100%**	-	95.7%	89.1%	97.1%	0%	**91.8%**	-	95.8%
Articulated Trucks	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	1	11	0	0	**12**	-	15
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	1.7%	0%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	2.1%	8.0%	0%	0%	**5.5%**	-	2.5%
Motorized Vehicles	1	0	0	0	**1**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	1	4	1	0	**6**	-	10
% Motorized Vehicles	7.1%	0%	0%	0%	**1.5%**	-	0%	1.7%	0%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	2.1%	2.9%	2.9%	0%	**2.7%**	-	1.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	5	
% 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

Stephen Street & Main Street - TMC
Tue Sep 29, 2020
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783887, Location: 41.674554, -87.998562

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Stephen Street & Main Street - TMC
Sat Sep 26, 2020
Full Length (3 PM-6 PM)
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783885, Location: 41.674572, -87.998579

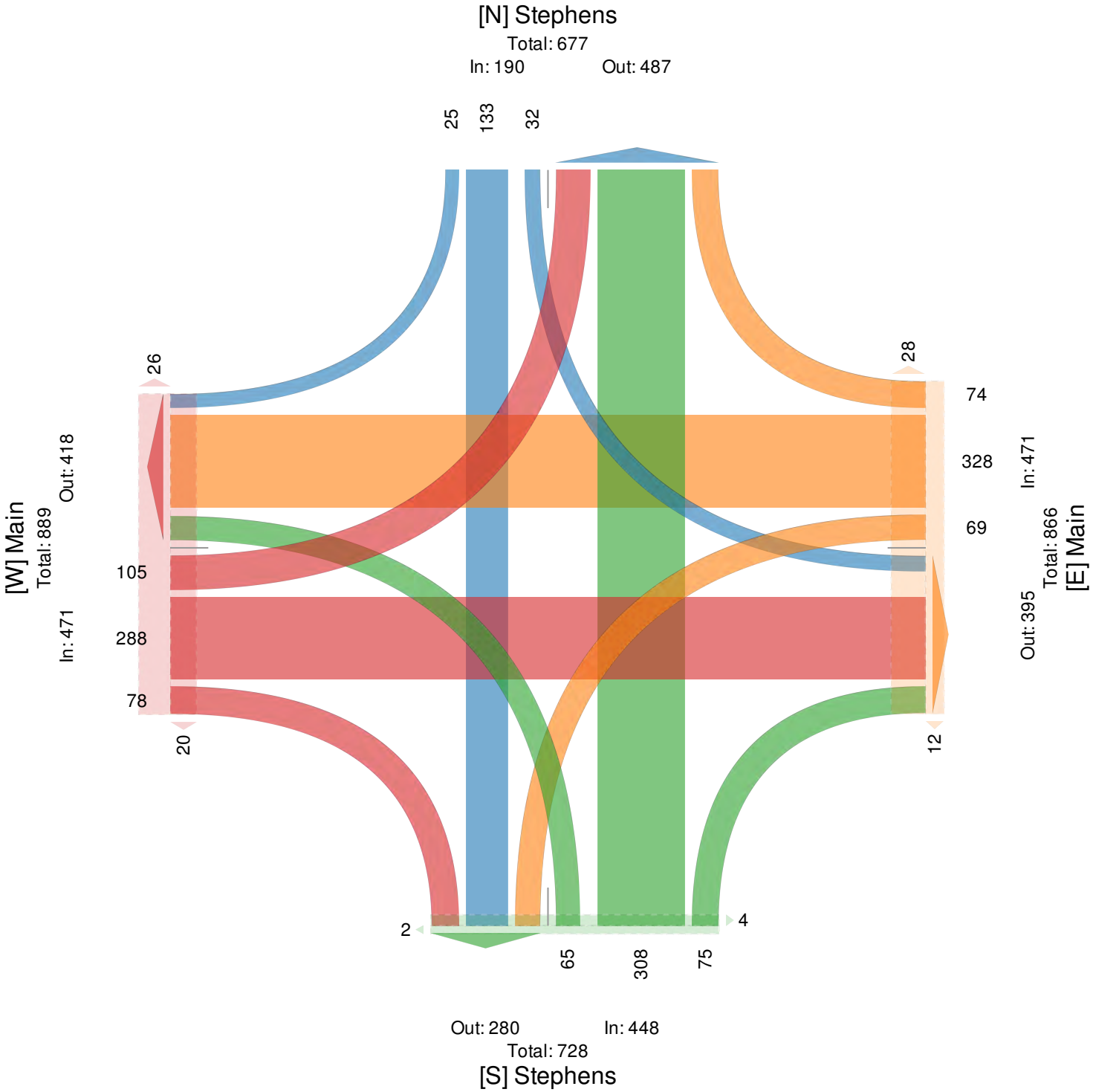
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Stephens						Main						Stephens						Main						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-26 3:00PM	1	10	3	0	**14**	0	11	27	2	0	**40**	1	3	16	4	0	**23**	1	4	16	4	0	**24**	9	**101**
3:15PM	2	18	2	0	**22**	0	2	35	7	0	**44**	6	7	18	4	0	**29**	0	4	23	15	0	**42**	8	**137**
3:30PM	3	10	2	0	**15**	0	1	39	5	0	**45**	0	6	17	4	0	**27**	0	5	24	6	0	**35**	4	**122**
3:45PM	3	11	3	0	**17**	0	5	31	9	0	**45**	5	7	24	11	0	**42**	1	10	22	11	0	**43**	0	**147**
Hourly Total	9	49	10	0	**68**	0	19	132	23	0	**174**	12	23	75	23	0	**121**	2	23	85	36	0	**144**	21	**507**
4:00PM	2	13	1	0	**16**	0	2	29	7	0	**38**	2	5	24	3	0	**32**	2	11	21	7	0	**39**	0	**125**
4:15PM	0	11	3	0	**14**	0	7	22	11	0	**40**	0	4	27	5	0	**36**	0	4	34	11	0	**49**	2	**139**
4:30PM	3	6	3	0	**12**	0	7	32	1	0	**40**	0	6	21	6	0	**33**	0	4	25	2	0	**31**	2	**116**
4:45PM	2	10	3	0	**15**	0	9	22	6	0	**37**	5	3	26	1	0	**30**	0	3	25	14	0	**42**	2	**124**
Hourly Total	7	40	10	0	**57**	0	25	105	25	0	**155**	7	18	98	15	0	**131**	2	22	105	34	0	**161**	6	**504**
5:00PM	3	10	2	0	**15**	0	3	25	7	0	**35**	7	9	31	7	0	**47**	0	10	19	4	0	**33**	8	**130**
5:15PM	3	14	3	0	**20**	0	8	23	3	0	**34**	0	8	33	9	0	**50**	2	4	35	12	0	**51**	5	**155**
5:30PM	0	11	3	0	**14**	0	4	21	4	0	**29**	8	12	27	5	0	**44**	0	7	26	10	0	**43**	2	**130**
5:45PM	3	9	4	0	**16**	0	15	22	7	0	**44**	6	5	44	6	0	**55**	0	12	18	9	0	**39**	4	**154**
Hourly Total	9	44	12	0	**65**	0	30	91	21	0	**142**	21	34	135	27	0	**196**	2	33	98	35	0	**166**	19	**569**
Total	25	133	32	0	**190**	0	74	328	69	0	**471**	40	75	308	65	0	**448**	6	78	288	105	0	**471**	46	**1580**
% Approach	13.2%	70.0%	16.8%	0%	-	-	15.7%	69.6%	14.6%	0%	-	-	16.7%	68.8%	14.5%	0%	-	-	16.6%	61.1%	22.3%	0%	-	-	-
% Total	1.6%	8.4%	2.0%	0%	**12.0%**	-	4.7%	20.8%	4.4%	0%	**29.8%**	-	4.7%	19.5%	4.1%	0%	**28.4%**	-	4.9%	18.2%	6.6%	0%	**29.8%**	-	-
Lights	25	132	32	0	**189**	-	74	318	69	0	**461**	-	75	308	65	0	**448**	-	78	278	105	0	**461**	-	1559
% Lights	100%	99.2%	100%	0%	**99.5%**	-	100%	97.0%	100%	0%	**97.9%**	-	100%	100%	100%	0%	**100%**	-	100%	96.5%	100%	0%	**97.9%**	-	98.7%
Articulated Trucks	0	0	0	0	**0**	-	0	6	0	0	**6**	-	0	0	0	0	**0**	-	0	6	0	0	**6**	-	12
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	1.8%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	0%	2.1%	0%	0%	**1.3%**	-	0.8%
Motorized Vehicles	0	1	0	0	**1**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	9
% Motorized Vehicles	0%	0.8%	0%	0%	**0.5%**	-	0%	1.2%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	1.4%	0%	0%	**0.8%**	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	36	-	-	-	-	-	6	-	-	-	-	-	46	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	90.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	10.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

Stephen Street & Main Street - TMC
Sat Sep 26, 2020
Full Length (3 PM-6 PM)
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783885, Location: 41.674572, -87.998579

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Stephen Street & Main Street - TMC
Sat Sep 26, 2020
PM Peak (WKND) (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783885, Location: 41.674572, -87.998579

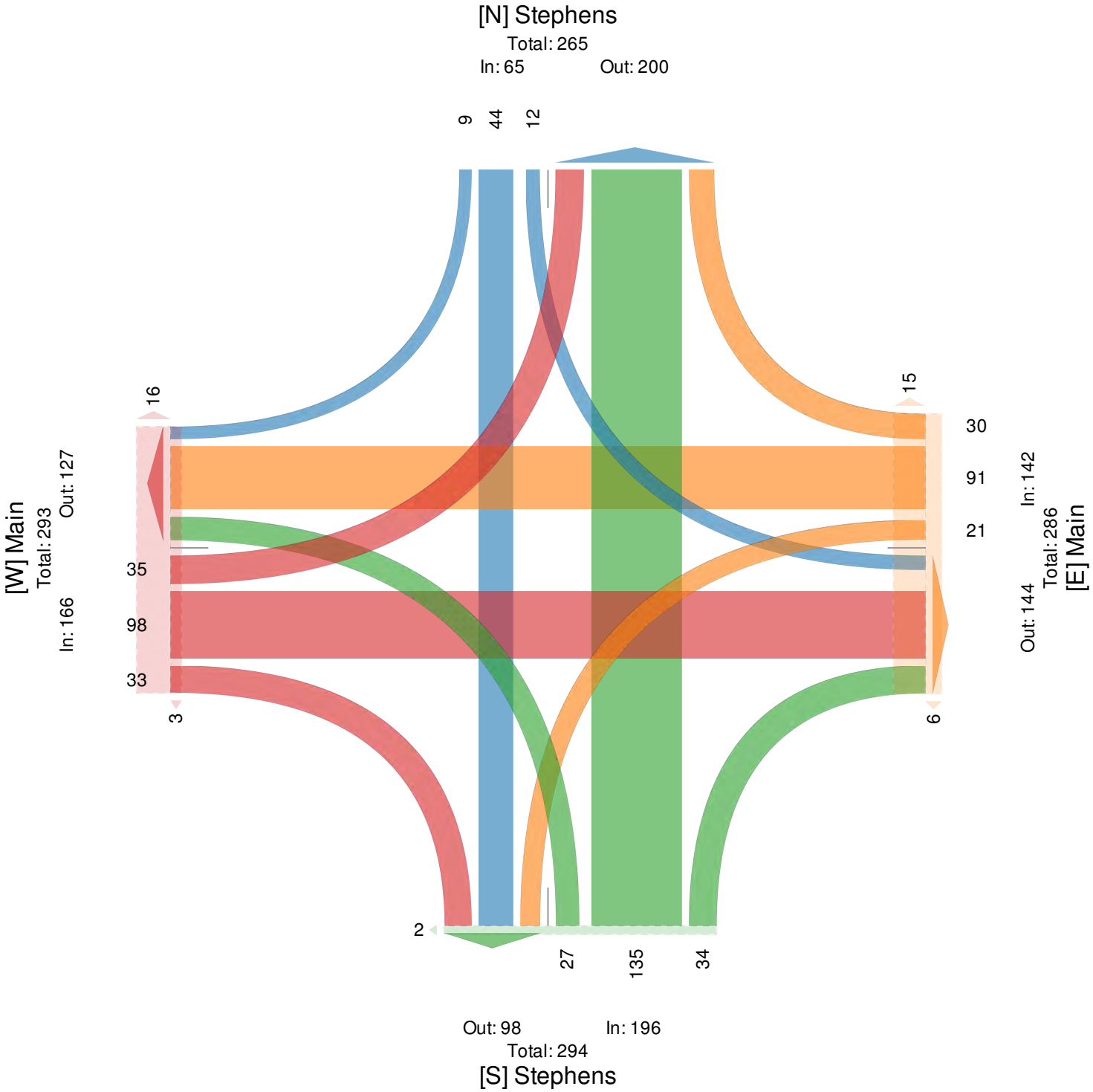
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Stephens						Main						Stephens						Main						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-26 5:00PM	3	10	2	0	**15**	0	3	25	7	0	**35**	7	9	31	7	0	**47**	0	10	19	4	0	**33**	8	**130**
5:15PM	3	14	3	0	**20**	0	8	23	3	0	**34**	0	8	33	9	0	**50**	2	4	35	12	0	**51**	5	**155**
5:30PM	0	11	3	0	**14**	0	4	21	4	0	**29**	8	12	27	5	0	**44**	0	7	26	10	0	**43**	2	**130**
5:45PM	3	9	4	0	**16**	0	15	22	7	0	**44**	6	5	44	6	0	**55**	0	12	18	9	0	**39**	4	**154**
Total	9	44	12	0	**65**	0	30	91	21	0	**142**	21	34	135	27	0	**196**	2	33	98	35	0	**166**	19	**569**
% Approach	13.8%	67.7%	18.5%	0%	-	-	21.1%	64.1%	14.8%	0%	-	-	17.3%	68.9%	13.8%	0%	-	-	19.9%	59.0%	21.1%	0%	-	-	-
% Total	1.6%	7.7%	2.1%	0%	**11.4%**	-	5.3%	16.0%	3.7%	0%	**25.0%**	-	6.0%	23.7%	4.7%	0%	**34.4%**	-	5.8%	17.2%	6.2%	0%	**29.2%**	-	-
PHF	0.750	0.786	0.750	-	**0.813**	-	0.500	0.910	0.750	-	**0.807**	-	0.708	0.767	0.750	-	**0.891**	-	0.688	0.700	0.729	-	**0.814**	-	0.918
Lights	9	43	12	0	**64**	-	30	88	21	0	**139**	-	34	135	27	0	**196**	-	33	93	35	0	**161**	-	560
% Lights	100%	97.7%	100%	0%	**98.5%**	-	100%	96.7%	100%	0%	**97.9%**	-	100%	100%	100%	0%	**100%**	-	100%	94.9%	100%	0%	**97.0%**	-	98.4%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	1.1%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	3.1%	0%	0%	**1.8%**	-	0.7%
Motorized Vehicles	0	1	0	0	**1**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	5
% Motorized Vehicles	0%	2.3%	0%	0%	**1.5%**	-	0%	2.2%	0%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	0%	2.0%	0%	0%	**1.2%**	-	0.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	21	-	-	-	-	-	2	-	-	-	-	-	19	
% 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

Stephen Street & Main Street - TMC
Sat Sep 26, 2020
PM Peak (WKND) (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Motorized Vehicles, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 783885, Location: 41.674572, -87.998579

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



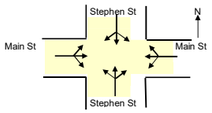
Stephen St and Main St
Weekday AM

Intersection: Stephen St and Main St
Traffic Count Date: 9/29/2020
Count Time: Weekday AM
North-South Street: Stephen St
East-West Street: Main St

PEAK HOUR: 08:00 - 09:00

Weather: 44°F Clear
Day of Week: Tuesday
Intersection Allowed Movements
(See Diagram to right)

INDICATES PROHIBITED MOVEMENT



Legend:
Intersection Peak Hour
Study Area Peak Hour

Passenger Cars by 15-min

		From West				From East				From South				From North			
Interval:	0:15	EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Main St		SOUTHBOUND		Main St	
Start	End	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00	4:15																
4:15	4:30																
4:30	4:45																
4:45	5:00																
5:00	5:15																
5:15	5:30																
5:30	5:45																
5:45	6:00																
6:00	6:15	0	22	1	0	2	9	0	0	0	0	0	0	0	2	0	0
6:15	6:30	1	30	2	0	1	26	1	0	1	4	3	0	0	3	0	0
6:30	6:45	2	20	2	0	2	19	1	0	3	6	0	0	0	6	0	0
6:45	7:00	2	24	2	1	1	20	1	0	0	3	0	0	0	5	1	0
7:00	7:15	1	24	4	0	2	24	1	0	3	5	4	0	0	5	1	0
7:15	7:30	3	16	7	0	0	25	3	0	3	5	1	0	1	4	2	0
7:30	7:45	3	19	10	1	5	34	1	0	4	8	1	0	2	10	3	0
7:45	8:00	6	16	9	1	3	33	2	0	9	13	1	0	0	4	1	0
8:00	8:15	1	13	2	1	5	25	2	0	5	9	1	0	2	9	0	0
8:15	8:30	5	13	3	0	3	20	3	1	2	14	3	1	0	12	0	0
8:30	8:45	8	15	2	0	3	16	4	0	5	17	2	0	4	5	3	0
8:45	9:00	10	17	5	0	3	9	1	0	1	24	2	0	2	11	6	0
9:00	9:15																
9:15	9:30																
9:30	9:45																
9:45	10:00																
10:00	10:15																
10:15	10:30																
10:30	10:45																
10:45	11:00																
11:00	11:15																
11:15	11:30																
11:30	11:45																
11:45	12:00																
12:00	12:15																
12:15	12:30																
12:30	12:45																
12:45	13:00																

Trucks/Buses/Heavy Vehicles + Bikes on Pavement by 15-min

		From West				From East				From South				From North			
		EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Stephen St		SOUTHBOUND		Main St	
Start	End	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes
4:00	4:15																
4:15	4:30																
4:30	4:45																
4:45	5:00																
5:00	5:15																
5:15	5:30																
5:30	5:45																
5:45	6:00																
6:00	6:15	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:15	6:30	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:30	6:45	2	3	1	0	0	2	0	0	0	0	0	0	0	3	0	0
6:45	7:00	0	8	0	0	0	2	1	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	2	0	0	0	2	0	0	1	2	0	0
7:15	7:30	1	5	0	0	0	3	0	0	0	0	0	0	0	1	0	0
7:30	7:45	0	9	0	0	0	4	0	0	0	0	0	0	0	2	0	0
7:45	8:00	0	3	0	0	0	4	2	0	1	1	0	0	0	0	0	0
8:00	8:15	0	3	0	0	0	2	0	0	0	3	0	0	0	1	0	0
8:15	8:30	1	7	0	0	1	3	0	0	0	1	0	0	0	1	1	0
8:30	8:45	0	4	0	0	0	5	0	0	0	3	0	0	0	1	0	0
8:45	9:00	1	2	0	0	1	9	0	0	1	0	0	0	0	2	0	0
9:00	9:15																
9:15	9:30																
9:30	9:45																
9:45	10:00																
10:00	10:15																
10:15	10:30																
10:30	10:45																
10:45	11:00																
11:00	11:15																
11:15	11:30																
11:30	11:45																
11:45	12:00																
12:00	12:15																
12:15	12:30																
12:30	12:45																
12:45	13:00																

Total Vehicle Volume by 15 Minute Period (without Bikes)

		From North				From East				From South				From West				Intersection
		EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Stephen St		SOUTHBOUND		Main St		
Start	End	Left	Thru	Right	Pd+Bk	Left	Thru	Right	Pd+Bk	Left	Thru	Right	Pd+Bk	Left	Thru	Right	Pd+Bk	Motorized
4:00	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	6:15	0	24	1	0	2	10	0	0	0	0	0	0	0	2	0	0	39
6:15	6:30	2	31	2	0	1	27	1	0	1	4	3	0	0	3	0	0	75
6:30	6:45	2	23	3	0	2	21	1	0	3	6	0	0	0	9	0	0	70
6:45	7:00	2	32	2	1	1	22	2	0	0	3	0	0	0	5	1	0	70
7:00	7:15	1	24	4	0	2	26	1	0	3	7	4	0	1	7	1	0	81
7:15	7:30	4	21	7	0	0	28	3	0	3	5	1	0	1	5	2	0	80
7:30	7:45	3	28	10	1	5	38	1	0	4	8	1	0	2	12	3	0	115
7:45	8:00	6	19	9	1	3	37	4	0	10	14	1	0	0	4	1	0	108
8:00	8:15	1	16	2	1	5	27	2	0	5	12	1	0	2	10	0	0	83
8:15	8:30	6	20	3	0	4	23	3	1	2	15	3	1	0	13	1	0	93
8:30	8:45	8	19	2	0	3	21	4	0	5	20	2	0	4	6	3	0	97
8:45	9:00	11	19	5	0	4	18	1	0	2	24	2	0	2	13	6	0	107
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Volume by Hour

PEAK HR			From West				From East				From South				From North				Intersection	Peak 15-min	Int PHF
	Interval:	1:00	EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Stephen St		SOUTHBOUND		Main St				
	Start	End	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
0	4:00	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	4:15	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	4:30	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	4:45	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	5:00	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	5:15	6:15	0	24	1	0	2	10	0	0	0	0	0	0	0	2	0	0	39	39	0.25
0	5:30	6:30	2	55	3	0	3	37	1	0	1	4	3	0	0	5	0	0	114	75	0.38
0	5:45	6:45	4	78	6	0	5	58	2	0	4	10	3	0	0	14	0	0	184	75	0.61
0	6:00	7:00	6	110	8	1	6	80	4	0	4	13	3	0	0	19	1	0	254	75	0.85
0	6:15	7:15	7	110	11	1	6	96	5	0	7	20	7	0	1	24	2	0	296	81	0.91
0	6:30	7:30	9	100	16	1	5	97	7	0	9	21	5	0	2	26	4	0	301	81	0.93
0	6:45	7:45	10	105	23	2	8	114	7	0	10	23	6	0	4	29	7	0	346	115	0.75
0	7:00	8:00	14	92	30	2	10	129	9	0	20	34	7	0	4	28	7	0	384	115	0.83
0	7:15	8:15	14	84	28	3	13	130	10	0	22	39	4	0	5	31	6	0	386	115	0.84
0	7:30	8:30	16	83	24	3	17	125	10	1	21	49	6	1	4	39	5	0	399	115	0.87
0	7:45	8:45	21	74	16	2	15	108	13	1	22	61	7	1	6	33	5	0	381	108	0.88
1	8:00	9:00	26	74	12	1	16	89	10	1	14	71	8	1	8	42	10	0	380	107	0.89
0	8:15	9:15	25	58	10	0	11	62	8	1	9	59	7	1	6	32	10	0	297	107	0.69
0	8:30	9:30	19	38	7	0	7	39	5	0	7	44	4	0	6	19	9	0	204	107	0.48
0	8:45	9:45	11	19	5	0	4	18	1	0	2	24	2	0	2	13	6	0	107	107	0.25
0	9:00	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	9:15	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	9:30	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	9:45	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	10:00	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	10:15	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	10:30	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	10:45	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	11:00	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	11:15	12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	11:30	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	11:45	12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00

Heavy Vehicle Volume by Hour

	Interval:	1:00	From West EASTBOUND		Stephen St		From East WESTBOUND		Main St		From South NORTHBOUND		Stephen St		From North SOUTHBOUND		Main St		Int Total	HV%
	Start	End	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes		
0	4:00	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	4:15	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	4:30	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	4:45	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	5:00	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	5:15	6:15	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	7.7%
0	5:30	6:30	1	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6	5.3%
0	5:45	6:45	1	6	1	0	0	4	0	0	0	0	0	0	0	3	0	0	15	8.2%
0	6:00	7:00	1	14	1	0	0	6	1	0	0	0	0	0	0	3	0	0	26	10.2%
0	6:15	7:15	1	12	1	0	0	7	1	0	0	2	0	0	1	5	0	0	30	10.1%
0	6:30	7:30	1	16	1	0	0	9	1	0	0	2	0	0	1	6	0	0	37	12.3%
0	6:45	7:45	1	22	0	0	0	11	1	0	0	2	0	0	1	5	0	0	43	12.4%
0	7:00	8:00	1	17	0	0	0	13	2	0	1	3	0	0	1	5	0	0	43	11.2%
0	7:15	8:15	1	20	0	0	0	13	2	0	1	4	0	0	0	4	0	0	45	11.7%
0	7:30	8:30	1	22	0	0	1	13	2	0	1	5	0	0	0	4	1	0	50	12.5%
0	7:45	8:45	1	17	0	0	1	14	2	0	1	8	0	0	0	3	1	0	48	12.6%
0	8:00	9:00	2	16	0	0	2	19	0	0	1	7	0	0	0	5	1	0	53	13.9%
0	8:15	9:15	2	13	0	0	2	17	0	0	1	4	0	0	0	4	1	0	44	14.8%
0	8:30	9:30	1	6	0	0	1	14	0	0	1	3	0	0	0	3	0	0	29	14.2%
0	8:45	9:45	1	2	0	0	1	9	0	0	1	0	0	0	0	2	0	0	16	15.0%
0	9:00	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	9:15	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	9:30	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	9:45	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	10:00	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	10:15	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	10:30	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	10:45	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	11:00	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	11:15	12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	11:30	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	11:45	12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%

Total (Motorized Traffic)

Interval:	1:00	EB	WB	NB	SB	Int
Start	End					
4:00	5:00	0	0	0	0	0
4:15	5:15	0	0	0	0	0
4:30	5:30	0	0	0	0	0
4:45	5:45	0	0	0	0	0
5:00	6:00	0	0	0	0	0
5:15	6:15	25	12	0	2	39
5:30	6:30	60	41	8	5	114
5:45	6:45	88	65	17	14	184
6:00	7:00	124	90	20	20	254
6:15	7:15	128	107	34	27	296
6:30	7:30	125	109	35	32	301
6:45	7:45	138	129	39	40	346
7:00	8:00	136	148	61	39	384
7:15	8:15	126	153	65	42	386
7:30	8:30	123	152	76	48	399
7:45	8:45	111	136	90	44	381
8:00	9:00	112	115	93	60	380
8:15	9:15	93	81	75	48	297
8:30	9:30	64	51	55	34	204
8:45	9:45	35	23	28	21	107
9:00	10:00	0	0	0	0	0
9:15	10:15	0	0	0	0	0
9:30	10:30	0	0	0	0	0
9:45	10:45	0	0	0	0	0
10:00	11:00	0	0	0	0	0
10:15	11:15	0	0	0	0	0
10:30	11:30	0	0	0	0	0
10:45	11:45	0	0	0	0	0
11:00	12:00	0	0	0	0	0
11:15	12:15	0	0	0	0	0
11:30	12:30	0	0	0	0	0
11:45	12:45	0	0	0	0	0

Peak Hour Information

Time Interval: 08:00 - 09:00 **Additional Traffic:** 160
Int Peak 1hr Vol: 380
Int Peak 15min Vol: 107
Int PHF: 0.89

Raw Counts - Base Year Traffic

	From West EASTBOUND Left	Thru	Stephen St Right	Peds	From East WESTBOUND Left	Thru	Main St Right	Peds	From South NORTHBOUND Left	Thru	Stephen St Right	Peds	From North SOUTHBOUND Left	Thru	Main St Right	Peds	Int Total
Total Volume	26	74	12	1	16	89	10	1	14	71	8	1	8	42	10	0	380
HV Volume	2	16	0	0	2	19	0	0	1	7	0	0	0	5	1	0	53
HV%	7.7%	21.6%	0.0%	0.0%	12.5%	21.3%	0.0%	0.0%	7.1%	9.9%	0.0%	0.0%	0.0%	11.9%	10.0%	n/a	13.9%

Month Adj factor: 1.00
Dailv Adj Factor: 1.00

Adjusted Base Year Traffic

	From West EASTBOUND Left	Thru	Stephen St Right	Peds	From East WESTBOUND Left	Thru	Main St Right	Peds	From South NORTHBOUND Left	Thru	Stephen St Right	Peds	From North SOUTHBOUND Left	Thru	Main St Right	Peds	Int Total
Total Volume	32	0	0	0	0	0	16	0	0	112	0	0	0	0	0	0	160

Current Year: 2020
Horizon Year: 2020
Annual Growth Rate: 1.0%

Design Year Traffic

	From West EASTBOUND Left	Thru	Stephen St Right	Peds	From East WESTBOUND Left	Thru	Main St Right	Peds	From South NORTHBOUND Left	Thru	Stephen St Right	Peds	From North SOUTHBOUND Left	Thru	Main St Right	Peds	Int Total
Total Volume	58	74	12	1	16	89	26	1	14	183	8	1	8	42

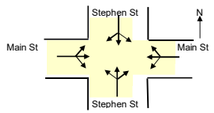
Stephen St and Main St
Weekday PM

Intersection: Stephen St and Main St
Traffic Count Date: 9/29/2020
Count Time: Weekday PM
North-South Street: Stephen St
East-West Street: Main St

PEAK HOUR: 15:15 - 16:15

Weather: 44°F Clear
Day of Week: Tuesday
Intersection Allowed Movements
(See Diagram to right)

INDICATES PROHIBITED MOVEMENT



Legend:

Intersection Peak Hour
Study Area Peak Hour

Passenger Cars by 15-min

		From West				From East				From South				From North			
Interval:	0:15	EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Main St		SOUTHBOUND		Main St	
Start	End	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00	12:15																
12:15	12:30																
12:30	12:45																
12:45	13:00																
13:00	13:15																
13:15	13:30																
13:30	13:45																
13:45	14:00																
14:00	14:15																
14:15	14:30																
14:30	14:45																
14:45	15:00																
15:00	15:15	7	21	13	0	6	36	2	0	10	17	4	0	1	19	3	0
15:15	15:30	5	32	3	0	6	32	0	2	8	25	2	0	3	13	5	0
15:30	15:45	10	40	5	0	3	43	0	0	7	12	3	0	2	12	1	0
15:45	16:00	6	38	7	0	0	46	3	0	3	18	2	0	1	17	1	0
16:00	16:15	8	33	8	0	2	46	4	1	6	14	2	0	2	6	7	0
16:15	16:30	5	20	10	0	7	28	3	9	1	17	2	1	3	8	6	0
16:30	16:45	6	45	14	0	2	44	6	0	7	12	2	0	0	17	5	0
16:45	17:00	11	34	7	1	3	39	6	0	6	17	2	0	0	9	3	0
17:00	17:15	10	19	15	2	4	47	4	2	5	14	1	0	7	8	1	0
17:15	17:30	7	25	9	2	4	41	2	2	4	17	6	0	2	11	4	0
17:30	17:45	9	30	18	3	6	38	4	2	7	23	2	0	0	8	2	0
17:45	18:00	8	21	6	6	6	36	2	0	8	31	5	0	3	10	2	0
18:00	18:15																
18:15	18:30																
18:30	18:45																
18:45	19:00																
19:00	19:15																
19:15	19:30																
19:30	19:45																
19:45	20:00																
20:00	20:15																
20:15	20:30																
20:30	20:45																
20:45	21:00																

Trucks/Buses/Heavy Vehicles + Bikes on Pavement by 15-min

	From West				From East				From South				From North			
	EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Stephen St		SOUTHBOUND		Main St	
Start	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes
12:00																
12:15																
12:30																
12:45																
13:00																
13:15																
13:30																
13:45																
14:00																
14:15																
14:30																
14:45																
15:00	0	3	0	0	0	7	0	0	0	0	0	0	0	1	0	0
15:15	0	6	0	0	0	3	0	0	0	0	0	0	0	0	1	0
15:30	1	3	0	0	0	3	0	0	0	1	0	0	0	0	0	0
15:45	0	3	0	0	0	2	0	0	1	0	0	0	0	0	0	0
16:00	0	7	0	0	0	5	0	0	0	0	0	0	0	0	0	0
16:15	0	5	0	0	0	1	0	0	0	2	0	0	0	0	0	0
16:30	0	6	2	0	0	2	0	0	0	0	0	0	0	0	1	0
16:45	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:00	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:15	1	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:30	0	2	0	0	0	1	0	0	0	2	0	0	0	1	0	0
17:45	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
18:00																
18:15																
18:30																
18:45																
19:00																
19:15																
19:30																
19:45																
20:00																
20:15																
20:30																
20:45																

Total Vehicle Volume by 15 Minute Period (without Bikes)

	From North				From East				From South				From West				Intersection
	EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Stephen St		SOUTHBOUND		Main St		
Start	Left	Thru	Right	Pd+Bk	Left	Thru	Right	Pd+Bk	Left	Thru	Right	Pd+Bk	Left	Thru	Right	Pd+Bk	Motorized
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	7	24	13	0	6	43	2	0	10	17	4	0	1	20	3	0	150
15:15	5	38	3	0	6	35	0	2	8	25	2	0	3	13	6	0	144
15:30	11	43	5	0	3	46	0	0	7	13	3	0	2	12	1	0	146
15:45	6	41	7	0	0	48	3	0	4	18	2	0	1	17	1	0	148
16:00	8	40	8	0	2	51	4	1	6	14	2	0	2	6	7	0	150
16:15	5	25	10	0	7	29	3	9	1	17	2	1	3	8	6	0	116
16:30	6	51	16	0	2	46	6	0	7	12	2	0	0	17	6	0	171
16:45	11	35	7	1	3	41	6	0	6	17	2	0	0	9	3	0	140
17:00	10	22	15	2	4	48	4	2	5	14	1	0	7	8	1	0	139
17:15	8	30	9	2	4	42	2	2	4	17	6	0	2	11	4	0	139
17:30	9	32	18	3	6	39	4	2	7	23	3	0	0	9	2	0	152
17:45	8	22	6	6	6	38	2	0	8	31	5	0	3	10	2	0	141
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Volume by Hour

PEAK HR		From West				From East				From South				From North				Intersection	Peak 15-min	Int PHF
	Interval: 1:00	EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Stephen St		SOUTHBOUND		Main St				
	Start	End	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
0	12:00	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.00
0	12:15	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.00
0	12:30	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.00
0	12:45	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.00
0	13:00	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.00
0	13:15	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.00
0	13:30	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.00
0	13:45	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.00
0	14:00	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.00
0	14:15	15:15	7	24	13	0	6	43	2	0	10	17	4	0	1	20	3	0	150	150	0.25
0	14:30	15:30	12	62	16	0	12	78	2	2	18	42	6	0	4	33	9	0	294	150	0.49
0	14:45	15:45	23	105	21	0	15	124	2	2	25	55	9	0	6	45	10	0	440	150	0.73
0	15:00	16:00	29	146	28	0	15	172	5	2	29	73	11	0	7	62	11	0	588	150	0.98
1	15:15	16:15	30	162	23	0	11	180	7	3	25	70	9	0	8	48	15	0	588	150	0.98
0	15:30	16:30	30	149	30	0	12	174	10	10	18	62	9	1	8	43	15	0	560	150	0.93
0	15:45	16:45	25	157	41	0	11	174	16	10	18	61	8	1	6	48	20	0	585	171	0.86
0	16:00	17:00	30	151	41	1	14	167	19	10	20	60	8	1	5	40	22	0	577	171	0.84
0	16:15	17:15	32	133	48	3	16	164	19	11	19	60	7	1	10	42	16	0	566	171	0.83
0	16:30	17:30	35	138	47	5	13	177	18	4	22	60	11	0	9	45	14	0	589	171	0.86
0	16:45	17:45	38	119	49	8	17	170	16	6	22	71	12	0	9	37	10	0	570	152	0.94
0	17:00	18:00	35	106	48	13	20	167	12	6	24	85	15	0	12	38	9	0	571	152	0.94
0	17:15	18:15	25	84	33	11	16	119	8	4	19	71	14	0	5	30	8	0	432	152	0.71
0	17:30	18:30	17	54	24	9	12	77	6	2	15	54	8	0	3	19	4	0	293	152	0.48
0	17:45	18:45	8	22	6	6	6	38	2	0	8	31	5	0	3	10	2	0	141	141	0.25
0	18:00	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.00
0	18:15	19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.00
0	18:30	19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.00
0	18:45	19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.00
0	19:00	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.00
0	19:15	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.00
0	19:30	20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.00
0	19:45	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.00

Heavy Vehicle Volume by Hour

		From West				From East				From South				From North				Int Total	HV%
	Interval: 1:00	EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Stephen St		SOUTHBOUND		Main St			
	Start	End	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes		
0	12:00	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	12:15	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	12:30	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	12:45	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	13:00	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	13:15	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	13:30	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	13:45	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	14:00	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	14:15	15:15	0	3	0	0	0	7	0	0	0	0	0	0	0	1	0	0	11	7.3%
0	14:30	15:30	0	9	0	0	0	10	0	0	0	0	0	0	0	1	1	0	21	7.1%
0	14:45	15:45	1	12	0	0	0	13	0	0	0	1	0	0	0	1	1	0	29	6.6%
0	15:00	16:00	1	15	0	0	0	15	0	0	1	1	0	0	0	1	1	0	35	6.0%
0	15:15	16:15	1	19	0	0	0	13	0	0	1	1	0	0	0	0	1	0	36	6.1%
0	15:30	16:30	1	18	0	0	0	11	0	0	1	1	0	0	0	0	0	0	32	5.7%
0	15:45	16:45	0	21	2	0	0	10	0	0	1	0	0	0	0	0	1	0	35	6.0%
0	16:00	17:00	0	19	2	0	0	10	0	0	0	0	0	0	0	0	1	0	32	5.5%
0	16:15	17:15	0	15	2	0	0	6	0	0	0	0	0	0	0	0	1	0	24	4.2%
0	16:30	17:30	1	15	2	0	0	6	0	0	0	0	0	0	0	0	1	0	25	4.2%
0	16:45	17:45	1	11	0	0	0	5	0	0	0	0	1	0	0	1	0	0	19	3.3%
0	17:00	18:00	1	11	0	0	0	5	0	0	0	0	1	0	0	1	0	0	19	3.3%
0	17:15	18:15	1	8	0	0	0	4	0	0	0	0	1	0	0	1	0	0	15	3.5%
0	17:30	18:30	0	3	0	0	0	3	0	0	0	0	1	0	0	1	0	0	8	2.7%
0	17:45	18:45	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	2.1%
0	18:00	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	18:15	19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	18:30	19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	18:45	19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	19:00	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	19:15	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	19:30	20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
0	19:45	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%

Total

	Interval: 1:00		EB	WB	NB	SB	Int
	Start	End					
12:00	13:00		0	0	0	0	0
12:15	13:15		0	0	0	0	0
12:30	13:30		0	0	0	0	0
12:45	13:45		0	0	0	0	0
13:00	14:00		0	0	0	0	0
13:15	14:15		0	0	0	0	0
13:30	14:30		0	0	0	0	0
13:45	14:45		0	0	0	0	0
14:00	15:00		0	0	0	0	0
14:15	15:15		44	51	31	24	150
14:30	15:30		90	92	66	46	294
14:45	15:45		149	141	89	61	440
15:00	16:00		203	192	113	80	588
15:15	16:15		215	198	104	71	588
15:30	16:30		209	196	89	66	560
15:45	16:45		223	201	87	74	585
16:00	17:00		222	200	88	67	577
16:15	17:15		213	199	86	68	566
16:30	17:30		220	208	93	68	589
16:45	17:45		206	203	105	56	570
17:00	18:00		189	199	124	59	571
17:15	18:15		142	143	104	43	432
17:30	18:30		95	95	77	26	293
17:45	18:45		36	46	44	15	141
18:00	19:00		0	0	0	0	0
18:15	19:15		0	0	0	0	0
18:30	19:30		0	0	0	0	0
18:45	19:45		0	0	0	0	0
19:00	20:00		0	0	0	0	0
19:15	20:15		0	0	0	0	0
19:30	20:30		0	0	0	0	0
19:45	20:45		0	0	0	0	0

Peak Hour Information

Time Interval: 15:15 - 16:15 **Additional Traffic:** 160
Int Peak 1hr Vol: 588
Int Peak 15min Vol: 150
Int PHF: 0.98

Raw Counts - Base Year Traffic

	From West				From East				From South				From North				Int Total
	EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Stephen St		SOUTHBOUND		Main St		
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Total Volume	30	162	23	0	11	180	7	3	25	70	9	0	8	48	15	0	588
HV Volume	1	19	0	0	0	13	0	0	1	1	0	0	0	0	1	0	36
HV%	3.3%	11.7%	0.0%	n/a	0.0%	7.2%	0.0%	0.0%	4.0%	1.4%	0.0%	n/a	0.0%	0.0%	6.7%	n/a	6.1%

Month Adj factor: 1.00
Daily Adj Factor: 1.00

Adjusted Base Year Traffic

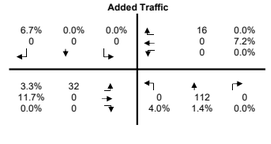
	From West				From East				From South				From North				Int Total
	EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Stephen St		SOUTHBOUND		Main St		
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Total Volume	32	0	0	0	0	0	16	0	0	112	0	0	0	0	0	0	160

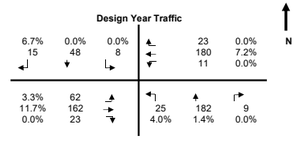
Current Year: 2020
Horizon Year: 2020
Annual Growth Rate: 1.0%

Design Year Traffic

	From West				From East				From South				From North				Int Total
	EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Stephen St		SOUTHBOUND		Main St		
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Total Volume	62	162	23	0	11	180	23	3	25	182	9	0	8	48	15	0	748







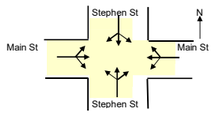
Stephen St and Main St
Weekend PM

Intersection: Stephen St and Main St
Traffic Count Date: 9/26/2020
Count Time: Weekend PM
North-South Street: Stephen St
East-West Street: Main St

PEAK HOUR: 17:00 - 18:00

Weather: 74°F Mostly Cloudy
Day of Week: Saturday
Intersection Allowed Movements
(See Diagram to right)

INDICATES PROHIBITED MOVEMENT



Legend:

Intersection Peak Hour
Study Area Peak Hour

Passenger Cars by 15-min

		From West				From East				From South				From North			
Interval:	0:15	EASTBOUND		Stephen St		WESTBOUND		Stephen St		NORTHBOUND		Main St		SOUTHBOUND		Main St	
Start	End	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00	12:15																
12:15	12:30																
12:30	12:45																
12:45	13:00																
13:00	13:15																
13:15	13:30																
13:30	13:45																
13:45	14:00																
14:00	14:15																
14:15	14:30																
14:30	14:45																
14:45	15:00																
15:00	15:15	4	15	4	9	2	26	11	0	4	16	3	1	3	10	1	0
15:15	15:30	15	21	4	8	7	33	2	6	4	18	7	0	2	18	2	0
15:30	15:45	6	23	5	4	5	39	1	0	4	17	6	0	2	10	3	0
15:45	16:00	11	22	10	0	9	29	5	2	11	24	7	1	3	11	3	0
16:00	16:15	7	21	11	0	7	28	2	2	3	24	5	2	1	13	2	0
16:15	16:30	11	34	4	2	11	21	7	0	5	27	4	0	3	11	0	0
16:30	16:45	2	24	4	2	1	32	7	0	6	21	6	0	3	6	3	0
16:45	17:00	14	25	3	2	6	22	9	5	1	26	3	0	3	10	2	0
17:00	17:15	4	16	10	8	7	24	3	7	7	31	9	0	2	10	3	0
17:15	17:30	12	33	4	5	3	21	8	0	9	33	8	0	3	13	3	0
17:30	17:45	10	26	7	2	4	21	4	8	5	27	12	0	3	11	0	0
17:45	18:00	9	18	12	4	7	22	15	6	6	44	5	0	4	9	3	0
18:00	18:15																
18:15	18:30																
18:30	18:45																
18:45	19:00																
19:00	19:15																
19:15	19:30																
19:30	19:45																
19:45	20:00																
20:00	20:15																
20:15	20:30																
20:30	20:45																
20:45	21:00																

Trucks/Buses/Heavy Vehicles + Bikes on Pavement by 15-min

		From West				From East				From South				From North			
		EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Stephen St		SOUTHBOUND		Main St	
Start	End	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes
12:00	12:15																
12:15	12:30																
12:30	12:45																
12:45	13:00																
13:00	13:15																
13:15	13:30																
13:30	13:45																
13:45	14:00																
14:00	14:15																
14:15	14:30																
14:30	14:45																
14:45	15:00																
15:00	15:15	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0
15:15	15:30	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
15:30	15:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	17:15	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	18:15																
18:15	18:30																
18:30	18:45																
18:45	19:00																
19:00	19:15																
19:15	19:30																
19:30	19:45																
19:45	20:00																
20:00	20:15																
20:15	20:30																
20:30	20:45																
20:45	21:00																

Total Vehicle Volume by 15 Minute Period (without Bikes)

		From North				From East				From South				From West				Intersection
		EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Stephen St		SOUTHBOUND		Main St		
Start	End	Left	Thru	Right	Pd+Bk	Left	Thru	Right	Pd+Bk	Left	Thru	Right	Pd+Bk	Left	Thru	Right	Pd+Bk	Motorized
12:00	12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	15:15	4	16	4	9	2	27	11	1	4	16	3	1	3	10	1	0	101
15:15	15:30	15	23	4	8	7	35	2	6	4	18	7	0	2	18	2	0	137
15:30	15:45	6	24	5	4	5	39	1	0	4	17	6	0	2	10	3	0	122
15:45	16:00	11	22	10	0	9	31	5	5	11	24	7	1	3	11	3	0	147
16:00	16:15	7	21	11	0	7	29	2	2	3	24	5	2	1	13	2	0	125
16:15	16:30	11	34	4	2	11	22	7	0	5	27	4	0	3	11	0	0	139
16:30	16:45	2	25	4	2	1	32	7	0	6	21	6	0	3	6	3	0	116
16:45	17:00	14	25	3	2	6	22	9	5	1	26	3	0	3	10	2	0	124
17:00	17:15	4	19	10	8	7	25	3	7	7	31	9	0	2	10	3	0	130
17:15	17:30	12	35	4	5	3	23	8	0	9	33	8	0	3	14	3	0	155
17:30	17:45	10	26	7	2	4	21	4	8	5	27	12	0	3	11	0	0	130
17:45	18:00	9	18	12	4	7	22	15	6	6	44	5	0	4	9	3	0	154
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Volume by Hour

PEAK HR			From West				From East				From South				From North				Intersection	Peak 15-min	Int PHF
	Interval:	1:00	EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Stephen St		SOUTHBOUND		Main St				
	Start	End	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
0	12:00	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	12:15	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	12:30	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	12:45	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	13:00	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	13:15	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	13:30	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	13:45	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	14:00	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	14:15	15:15	4	16	4	9	2	27	11	1	4	16	3	1	3	10	1	0	101	101	0.25
0	14:30	15:30	19	39	8	17	9	62	13	7	8	34	10	1	5	28	3	0	238	137	0.43
0	14:45	15:45	25	63	13	21	14	101	14	7	12	51	16	1	7	38	6	0	360	137	0.66
0	15:00	16:00	36	85	23	21	23	132	19	12	23	75	23	2	10	49	9	0	507	147	0.86
0	15:15	16:15	39	90	30	12	28	134	10	13	22	83	25	3	8	52	10	0	531	147	0.90
0	15:30	16:30	35	101	30	6	32	121	15	7	23	92	22	3	9	45	8	0	533	147	0.91
0	15:45	16:45	31	102	29	4	28	114	21	7	25	96	22	3	10	41	8	0	527	147	0.90
0	16:00	17:00	34	105	22	6	25	105	25	7	15	98	18	2	10	40	7	0	504	139	0.91
0	16:15	17:15	31	103	21	14	25	101	26	12	19	105	22	0	11	37	8	0	509	139	0.92
0	16:30	17:30	32	104	21	17	17	102	27	12	23	111	26	0	11	40	11	0	525	155	0.85
0	16:45	17:45	40	105	24	17	20	91	24	20	22	117	32	0	11	45	8	0	539	155	0.87
1	17:00	18:00	35	98	33	19	21	91	30	21	27	135	34	0	12	44	9	0	569	155	0.92
0	17:15	18:15	31	79	23	11	14	66	27	14	20	104	25	0	10	34	6	0	439	155	0.71
0	17:30	18:30	19	44	19	6	11	43	19	14	11	71	17	0	7	20	3	0	284	154	0.46
0	17:45	18:45	9	18	12	4	7	22	15	6	6	44	5	0	4	9	3	0	154	154	0.25
0	18:00	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	18:15	19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	18:30	19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	18:45	19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	19:00	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	19:15	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	19:30	20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0	19:45	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00

Heavy Vehicle Volume by Hour

		From West				From East				From South				From North				Int Total	HV%
Interval:	1:00	EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Stephen St		SOUTHBOUND		Main St			
Start	End	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes		
12:00	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
12:15	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
12:30	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
12:45	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
13:15	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
13:30	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
13:45	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
14:15	15:15	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2.0%
14:30	15:30	0	3	0	0	0	3	0	1	0	0	0	0	0	0	0	0	6	2.5%
14:45	15:45	0	4	0	0	0	3	0	1	0	0	0	0	0	0	0	0	7	1.9%
15:00	16:00	0	4	0	0	0	5	0	4	0	0	0	0	0	0	0	0	9	1.8%
15:15	16:15	0	3	0	0	0	5	0	3	0	0	0	0	0	0	0	0	8	1.5%
15:30	16:30	0	1	0	0	0	4	0	3	0	0	0	0	0	0	0	0	5	0.9%
15:45	16:45	0	1	0	0	0	4	0	3	0	0	0	0	0	0	0	0	5	0.9%
16:00	17:00	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0.6%
16:15	17:15	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6	1.2%
16:30	17:30	0	6	0	0	0	3	0	0	0	0	0	0	0	1	0	0	10	1.9%
16:45	17:45	0	5	0	0	0	3	0	0	0	0	0	0	0	1	0	0	9	1.7%
17:00	18:00	0	5	0	0	0	3	0	0	0	0	0	0	0	1	0	0	9	1.6%
17:15	18:15	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	5	1.1%
17:30	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
17:45	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
18:15	19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
18:30	19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
18:45	19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
19:15	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
19:30	20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
19:45	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%

Total

Interval:	1:00	EB	WB	NB	SB	Int
Start	End					
12:00	13:00	0	0	0	0	0
12:15	13:15	0	0	0	0	0
12:30	13:30	0	0	0	0	0
12:45	13:45	0	0	0	0	0
13:00	14:00	0	0	0	0	0
13:15	14:15	0	0	0	0	0
13:30	14:30	0	0	0	0	0
13:45	14:45	0	0	0	0	0
14:00	15:00	0	0	0	0	0
14:15	15:15	24	40	23	14	101
14:30	15:30	66	84	52	36	238
14:45	15:45	101	129	79	51	360
15:00	16:00	144	174	121	68	507
15:15	16:15	159	172	130	70	531
15:30	16:30	166	168	137	62	533
15:45	16:45	162	163	143	59	527
16:00	17:00	161	155	131	57	504
16:15	17:15	155	152	146	56	509
16:30	17:30	157	146	160	62	525
16:45	17:45	169	135	171	64	539
17:00	18:00	166	142	196	65	569
17:15	18:15	133	107	149	50	439
17:30	18:30	82	73	99	30	284
17:45	18:45	39	44	55	16	154
18:00	19:00	0	0	0	0	0
18:15	19:15	0	0	0	0	0
18:30	19:30	0	0	0	0	0
18:45	19:45	0	0	0	0	0
19:00	20:00	0	0	0	0	0
19:15	20:15	0	0	0	0	0
19:30	20:30	0	0	0	0	0
19:45	20:45	0	0	0	0	0

Peak Hour Information

Time Interval: 17:00 - 18:00 **Additional Traffic:** 160
Int Peak 1hr Vol: 569
Int Peak 15min Vol: 155
Int PHF: 0.92

Raw Counts - Base Year Traffic

	From West				From East				From South				From North				Int Total
	EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Stephen St		SOUTHBOUND		Main St		
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Total Volume	35	98	33	19	21	91	30	21	27	135	34	0	12	44	9	0	569
HV Volume	0	5	0	0	0	3	0	0	0	0	0	0	0	1	0	0	9
HV%	0.0%	5.1%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	n/a	0.0%	2.3%	0.0%	n/a	1.6%

Month Adj factor: 1.00
Dailv Adi Factor: 1.00

Adjusted Base Year Traffic

	From West				From East				From South				From North				Int Total
	EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Stephen St		SOUTHBOUND		Main St		
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Total Volume	32	0	0	0	0	0	16	0	0	112	0	0	0	0	0	0	160

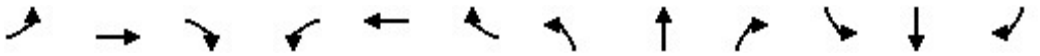
Current Year: 2020
Horizon Year: 2020
Annual Growth Rate: 1.0%

Design Year Traffic

	From West				From East				From South				From North				Int Total
	EASTBOUND		Stephen St		WESTBOUND		Main St		NORTHBOUND		Stephen St		SOUTHBOUND		Main St		
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Total Volume	67	98	33	19	21	91	46	21	27	247	34	0	12

APPENDIX B

Synchro Output



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	98	33	21	91	30	27	135	34	9	44	12
Future Volume (vph)	35	98	33	21	91	30	27	135	34	9	44	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	15	12	12	15	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.971			0.977			0.975	
Flt Protected		0.990			0.993			0.993			0.993	
Satd. Flow (prot)	0	1830	0	0	1832	0	0	1789	0	0	1785	0
Flt Permitted		0.896			0.926			0.938			0.908	
Satd. Flow (perm)	0	1656	0	0	1708	0	0	1690	0	0	1633	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		477			771			235			545	
Travel Time (s)		13.0			21.0			6.4			14.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0			0			0			0	
Adj. Flow (vph)	38	107	36	23	99	33	29	147	37	10	48	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	181	0	0	155	0	0	213	0	0	71	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	27.0	27.0		27.0	27.0		33.0	33.0		33.0	33.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%		55.0%	55.0%		55.0%	55.0%	
Maximum Green (s)	21.0	21.0		21.0	21.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			8.0			8.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	7.0	7.0		7.0	7.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		17.6			17.6			12.0			12.0	
Actuated g/C Ratio		0.47			0.47			0.32			0.32	
v/c Ratio		0.23			0.19			0.39			0.13	
Control Delay		10.6			10.3			14.4			11.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.6			10.3			14.4			11.8	
LOS		B			B			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		10.6			10.3			14.4			11.8	
Approach LOS		B			B			B			B	
90th %ile Green (s)	18.0	18.0		18.0	18.0		16.1	16.1		16.1	16.1	
90th %ile Term Code	Gap	Gap		Hold	Hold		Gap	Gap		Hold	Hold	
70th %ile Green (s)	15.0	15.0		15.0	15.0		12.6	12.6		12.6	12.6	
70th %ile Term Code	Min	Min		Min	Min		Gap	Gap		Hold	Hold	
50th %ile Green (s)	15.0	15.0		15.0	15.0		10.9	10.9		10.9	10.9	
50th %ile Term Code	Min	Min		Min	Min		Gap	Gap		Hold	Hold	
30th %ile Green (s)	15.0	15.0		15.0	15.0		9.5	9.5		9.5	9.5	
30th %ile Term Code	Min	Min		Min	Min		Gap	Gap		Hold	Hold	
10th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
10th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Skip		Skip	Skip	
Stops (vph)		106			90			144			47	
Fuel Used(gal)		1			2			2			1	
CO Emissions (g/hr)		101			111			106			45	
NOx Emissions (g/hr)		20			22			21			9	
VOC Emissions (g/hr)		23			26			25			10	
Dilemma Vehicles (#)		0			0			0			0	
Queue Length 50th (ft)		27			22			39			12	
Queue Length 95th (ft)		70			61			88			35	
Internal Link Dist (ft)		397			691			155			465	
Turn Bay Length (ft)												
Base Capacity (vph)		997			1029			1148			1109	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.18			0.15			0.19			0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 37.1			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 12.0		Intersection LOS: B	
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 48.1			
70th %ile Actuated Cycle: 41.6			
50th %ile Actuated Cycle: 39.9			
30th %ile Actuated Cycle: 38.5			
10th %ile Actuated Cycle: 17.3			

Splits and Phases: 3: Stephen St & Main St



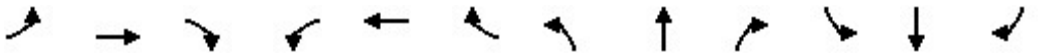
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	18	5	4	35	49	43	2	39	1
Future Vol, veh/h	0	0	0	18	5	4	35	49	43	2	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	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	0	0	0	24	7	5	47	66	58	3	53	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	255	278	54	249	249	95	54	0	0	124	0	0
Stage 1	60	60	-	189	189	-	-	-	-	-	-	-
Stage 2	195	218	-	60	60	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	702	633	1019	709	657	967	1564	-	-	1475	-	-
Stage 1	957	849	-	817	748	-	-	-	-	-	-	-
Stage 2	811	726	-	957	849	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	674	611	1019	690	634	967	1564	-	-	1475	-	-
Mov Cap-2 Maneuver	674	611	-	690	634	-	-	-	-	-	-	-
Stage 1	925	847	-	790	723	-	-	-	-	-	-	-
Stage 2	773	702	-	955	847	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10.4	2	0.4
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1564	-	-	-	708	1475	-	-
HCM Lane V/C Ratio	0.03	-	-	-	0.052	0.002	-	-
HCM Control Delay (s)	7.4	0	-	0	10.4	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	98	33	21	91	46	27	247	34	9	44	12
Future Volume (vph)	67	98	33	21	91	46	27	247	34	9	44	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	15	12	12	15	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.961			0.985			0.975	
Flt Protected		0.983			0.993			0.996			0.993	
Satd. Flow (prot)	0	1825	0	0	1813	0	0	1809	0	0	1785	0
Flt Permitted		0.820			0.929			0.965			0.917	
Satd. Flow (perm)	0	1522	0	0	1696	0	0	1753	0	0	1649	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		477			771			235			545	
Travel Time (s)		13.0			21.0			6.4			14.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)		0			0			0			0	
Adj. Flow (vph)	73	107	36	23	99	50	29	268	37	10	48	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	216	0	0	172	0	0	334	0	0	71	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	27.0	27.0		27.0	27.0		33.0	33.0		33.0	33.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%		55.0%	55.0%		55.0%	55.0%	
Maximum Green (s)	21.0	21.0		21.0	21.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			8.0			8.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	7.0	7.0		7.0	7.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		18.7			18.7			15.9			15.9	
Actuated g/C Ratio		0.44			0.44			0.37			0.37	
v/c Ratio		0.32			0.23			0.51			0.12	
Control Delay		13.8			12.8			15.4			11.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.8			12.8			15.4			11.4	
LOS		B			B			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		13.8			12.8			15.4			11.4	
Approach LOS		B			B			B			B	
90th %ile Green (s)	21.0	21.0		21.0	21.0		23.9	23.9		23.9	23.9	
90th %ile Term Code	Max	Max		Hold	Hold		Gap	Gap		Hold	Hold	
70th %ile Green (s)	18.1	18.1		18.1	18.1		18.3	18.3		18.3	18.3	
70th %ile Term Code	Gap	Gap		Hold	Hold		Gap	Gap		Hold	Hold	
50th %ile Green (s)	15.0	15.0		15.0	15.0		14.1	14.1		14.1	14.1	
50th %ile Term Code	Min	Min		Min	Min		Gap	Gap		Hold	Hold	
30th %ile Green (s)	15.0	15.0		15.0	15.0		11.9	11.9		11.9	11.9	
30th %ile Term Code	Min	Min		Min	Min		Gap	Gap		Hold	Hold	
10th %ile Green (s)	0.0	0.0		0.0	0.0		9.4	9.4		9.4	9.4	
10th %ile Term Code	Skip	Skip		Skip	Skip		Gap	Gap		Hold	Hold	
Stops (vph)		133			101			217			41	
Fuel Used(gal)		2			2			2			1	
CO Emissions (g/hr)		131			128			168			43	
NOx Emissions (g/hr)		26			25			33			8	
VOC Emissions (g/hr)		30			30			39			10	
Dilemma Vehicles (#)		0			0			0			0	
Queue Length 50th (ft)		39			29			66			12	
Queue Length 95th (ft)		106			83			146			36	
Internal Link Dist (ft)		397			691			155			465	
Turn Bay Length (ft)												
Base Capacity (vph)		844			940			1091			1026	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.26			0.18			0.31			0.07	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 42.5			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 58.9			
70th %ile Actuated Cycle: 50.4			
50th %ile Actuated Cycle: 43.1			
30th %ile Actuated Cycle: 40.9			
10th %ile Actuated Cycle: 19.4			

Splits and Phases: 3: Stephen St & Main St



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	0	0	0	18	5	4	83	129	75	2	39	1
Future Vol, veh/h	0	0	0	18	5	4	83	129	75	2	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	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	0	0	0	24	7	5	112	174	101	3	53	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	515	559	54	509	509	225	54	0	0	275	0	0
Stage 1	60	60	-	449	449	-	-	-	-	-	-	-
Stage 2	455	499	-	60	60	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	474	440	1019	478	470	819	1564	-	-	1300	-	-
Stage 1	957	849	-	593	576	-	-	-	-	-	-	-
Stage 2	589	547	-	957	849	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	434	401	1019	446	429	819	1564	-	-	1300	-	-
Mov Cap-2 Maneuver	434	401	-	446	429	-	-	-	-	-	-	-
Stage 1	875	847	-	542	526	-	-	-	-	-	-	-
Stage 2	528	500	-	955	847	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	13.2	2.2	0.4
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1564	-	-	-	475	1300	-	-
HCM Lane V/C Ratio	0.072	-	-	-	0.077	0.002	-	-
HCM Control Delay (s)	7.5	0	-	0	13.2	7.8	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2	0	-	-

APPENDIX C

Traffic Signal Warrant

Transportation Traffic Signal Warrant Summary Worksheet 70%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: Stephen Street & Front Street
County: Cook County
Select one: Village of Lemont

Major Street: Stephen Street
Critical Approach Speed: 20 mph
Lanes: 1 lane

Minor Street: Front Street
Critical Approach Speed: 20 mph
Lanes: 1 lane

% Right Turns Included
From North (SB) 100%
From East (WB) 100%
From South (NB) 100%
From West (EB) 100%

In built-up area of isolated community of < 10,000 population? Yes
Total number of approaches at intersection? 4 or more
If it is a "T" intersection, inflate minor threshold to 150%? No
Manually set volume level? No

Analysis based on EXISTING volume data.

Date	Day of the Week	Time (HH:MM)			
		From	AM / PM	To	AM / PM
2020					

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	**No**
Condition A: Minimum Vehicular Volume	
Condition B: Interruption of Continuous Traffic	
Condition C: Combination: 80% of A and B	
Warrant 2: Four-Hour Volume	**Yes**
Warrant 3: Peak Hour Volume	**No**
Warrant 4: Pedestrian Volume	**No**
Criterion A: Four-Hour	No
Criterion B: Peak-Hour	No
Warrant 5: School Crossing	**N/A**
Warrant 6: Coordinated Signal System	**N/A**
Warrant 7: Crash Experience	**N/A**
Warrant 8: Roadway Network	**No**
Warrant 9: Intersection Near a Grade Crossing	**N/A**

Warrant Analysis Conducted By:

Name: Bryce Wegner
Agency: TranSystems
Date: 10/8/2020

Warrant 1: Eight - Hour Vehicular Volume 70%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To: No**

Condition A : Min. Veh. Volume		
Volume Level	70%	56%
Major Rd. Req	350	280
Minor Rd. Req	105	84
Number of Hours	0	0

Satisfied?

Condition B: Interruption of Continuous Traffic		
Volume Level	70%	56%
Major Rd. Req	525	420
Minor Rd. Req	53	42
Number of Hours	0	0

Satisfied?

Condition C: Combination of A & B at 56%

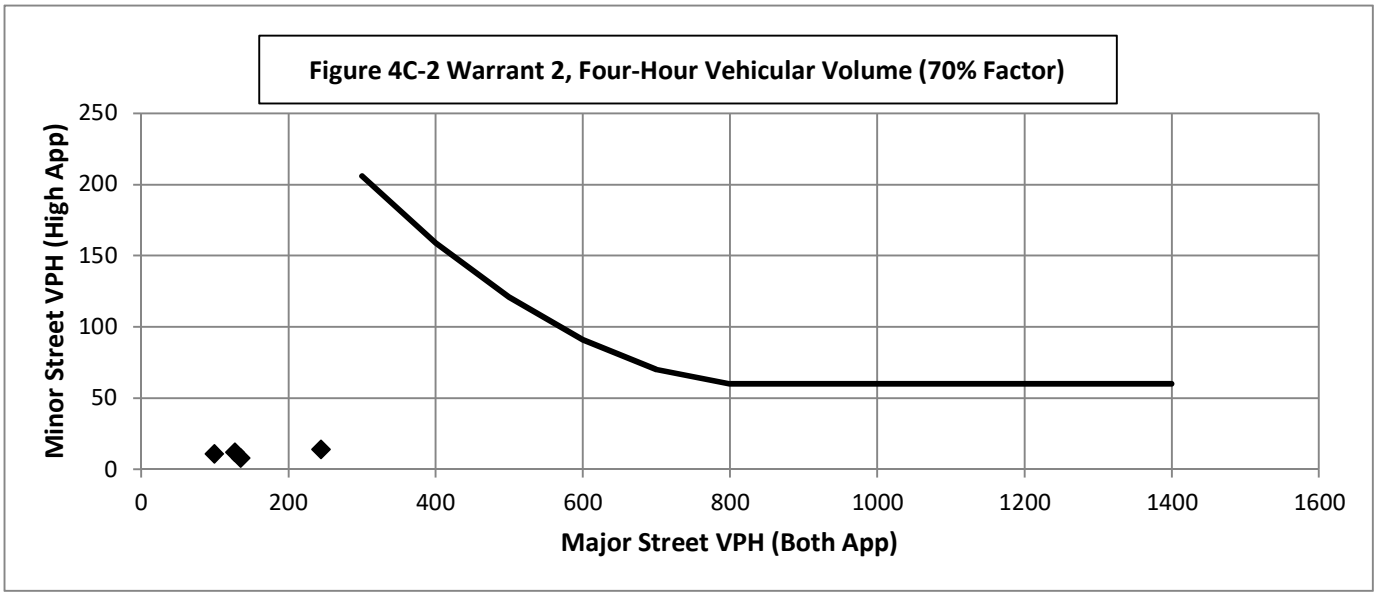
Satisfied?

6:00 AM	Enter Start Time (Military Time) (HH:MM)				
Time Period	**From**	**To**	**Major Road: Both App. (VPH)**	**Minor Road: High App. (VPH)**	**Total**
1	6:00	7:00	39	10	49
2	7:00	8:00	83	9	92
3	8:00	9:00	99	11	110
4	9:00	10:00	0	0	0
5	10:00	11:00	127	12	139
6	11:00	12:00	135	8	143
7	12:00	13:00	244	14	258
8	13:00	14:00	0	0	0
9	14:00	15:00	93	12	105
10	15:00	16:00	112	8	120
11	16:00	17:00	329	0	329
12	17:00	18:00	0	0	0

Warrant 2: Four-Hour Volume 70%

Warrant Evaluated? No
Warrant Satisfied? N/A
Manually Set To: Yes

Hour Start	8:00	14:00	15:00	16:00
Major Road Vol.	99	127	135	244
Minor Road Vol.	11	12	8	14



Warrant 3: Peak Hour Volume 70%

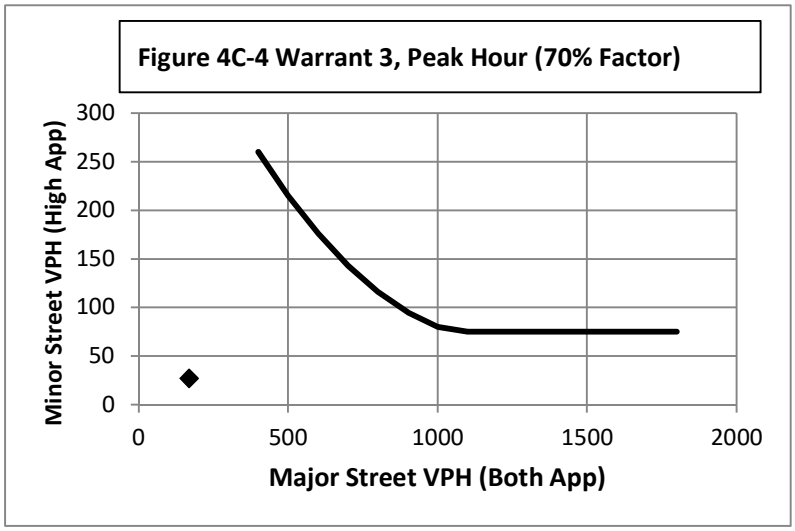
Warrant Evaluated? Yes **Warrant Satisfied? No** **Manually Set To:**

Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	4	
Volume on Minor Approach	100	No
Total Entering Volume (veh/h)	800	

Manually Set Peak Hour? Yes

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
17:00	169	27
17:00	169	27



Warrant 4: Pedestrian Volume 70%

Warrant Evaluated? Yes **Warrant Satisfied? No** **Manually Set To:**

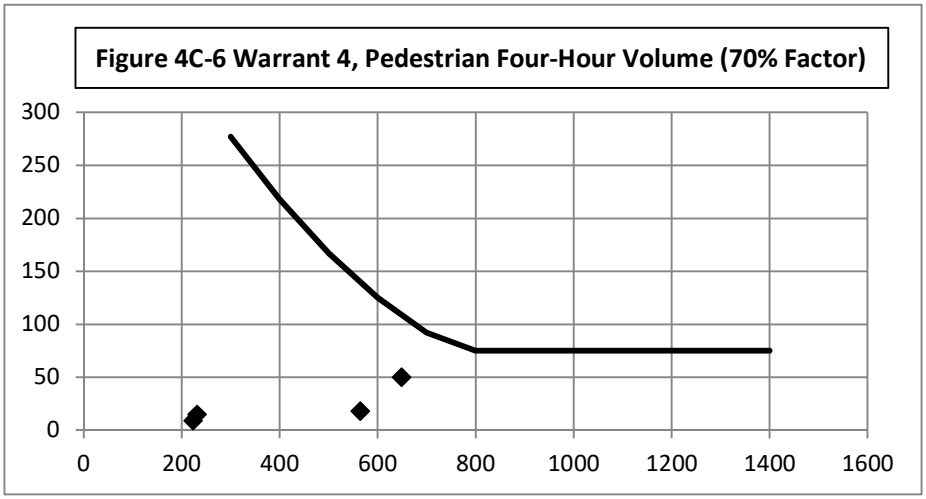
Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.	
15:00	9	223	223
16:00	15	231	231
17:00	18	564	564
17:00	50	649	649

Manually Set Major Rd Vol? Yes

Avg. walk speed less than 3.5 ft/s? No

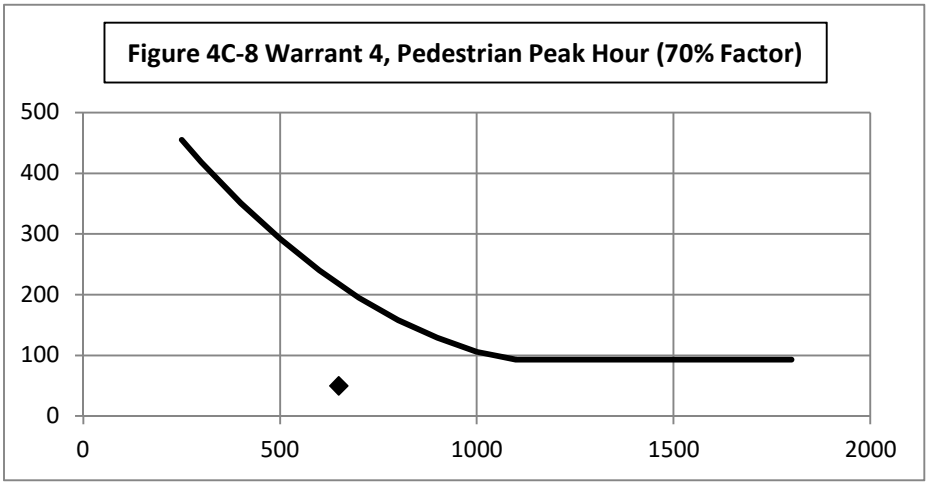
Criterion A Satisfied? No



Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
17:00	50	649

Criterion B Satisfied? No



Warrant 5: School Crossing 70%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria	Fulfilled?
1	There are a MINIMUM of 20 school children during the highest crossing hour.	
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

Warrant 6: Coordinated Signal System 70%

Warrant Evaluated? Yes **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria	Fulfilled?
1	Signal spacing > 1000 ft	No
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	No
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	No

Warrant 7: Crash Experience 70%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria		Met?	Fulfilled?
1	Adequate trial of other remedial measures has failed to reduce crash frequency.			
	Measures Tried:			
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months		
3	Warrant 1, Condition A (80%)		No	No
	Warrant 1, Condition B (80%)		No	
	Warrant 4, Criterion A (80%)		No	
	Warrant 4, Criterion B (80%)		No	

Warrant 8: Roadway Network 70%

Warrant Evaluated? Yes **Warrant Satisfied? No** **Manually Set To:**

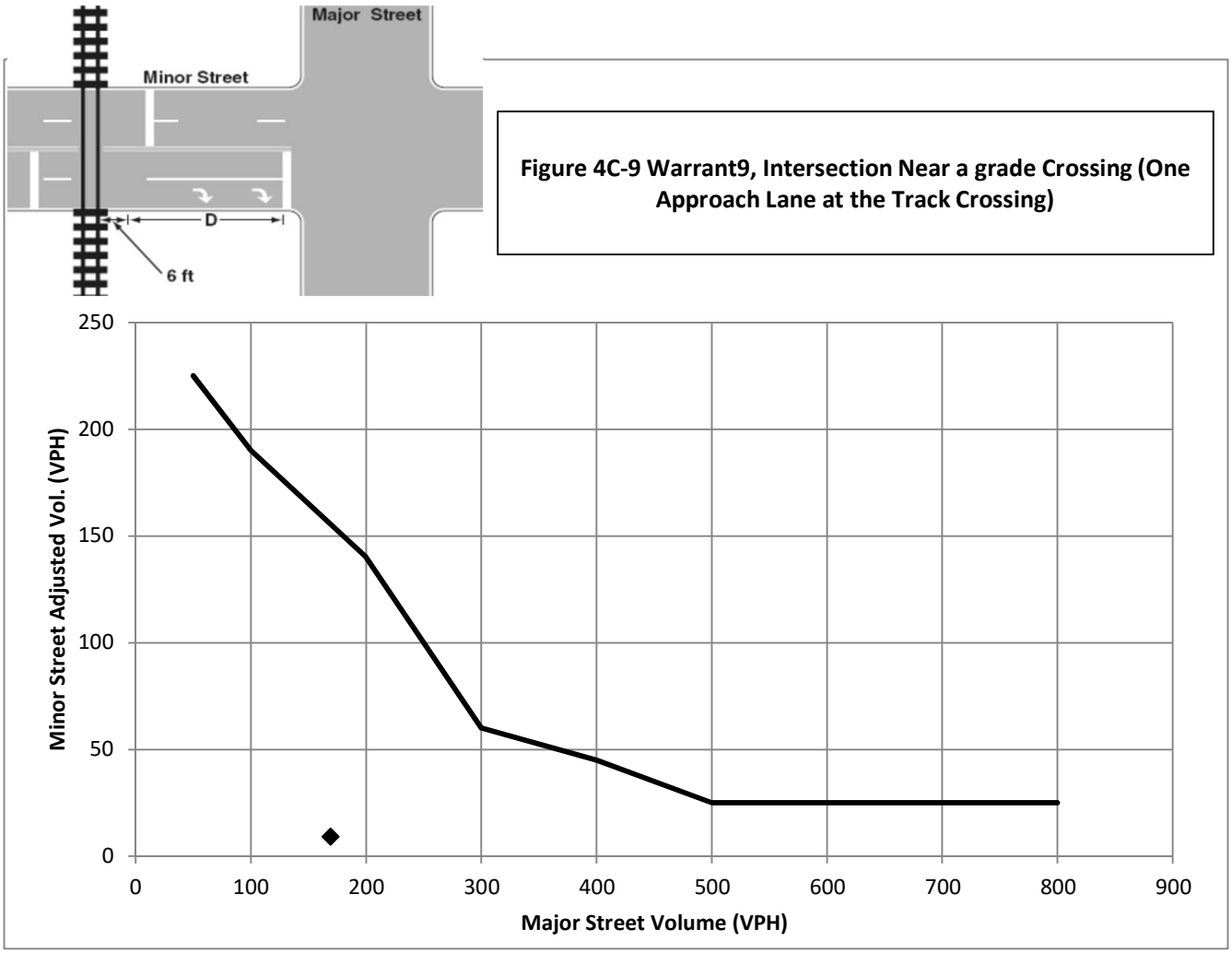
	Criteria					Met?	Fulfilled?
1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour				196	No	No
	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.					No	
2	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)						
	Hour						
	Volume						

	Characteristics of Major Routes - Select yes if all intersecting routes have characteristic	Fulfilled?
1	Part of the road or highway system that serves as the principal roadway network for through traffic flow	No
2	Rural or suburban highway outside of, entering, or traversing a city	No
3	Appears as a major route on an official plan	No

Warrant 9: Intersection Near a Grade Crossing 70%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	17:00	169	27	9.045



Conclusions/Comments:

None of the signal warrants were met. Therefore a traffic signal is not warranted at the intersection of Stephen St
and Front St.

Updated: 12/6/2017



418 Main Street | Lemont, IL 60439

TO: Village Board Committee of the Whole Meeting
FROM: George Schafer, Administration
THROUGH:
SUBJECT: Downtown Rail Crossing Improvement Program Discussion
DATE: February 20, 2023

SUMMARY/BACKGROUND

Through significant input from the Illinois Commerce Commission (ICC), staff proposes a comprehensive approach to improving the rail crossings through Downtown Lemont for safety and quality of life enhancements, as referenced in the attached documents. The Committee of the Whole previously reviewed options for improvements at the October Committee of the Whole. Since the October meeting, the Village was notified that the ICC supported the proposed program and had secured funding in its upcoming Crossing Safety Improvement Program for many of the improvements of which the Village proposed. These include improvements to Lemont Street, Stephen, Holmes and Main/Talcott/Pruxne. Attached to this memo is a letter from the ICC indicating the securing of financing and overall support for these improvements. Here is a brief summary of the support and funding.

Holmes, Stephen, Lemont Crossings:

- $1.85M - can be utilized for most costs - design, plans, etc (no phase I needed)
- Still need determination on what to do at Holmes (can be decided at later date after further discussion)
- ICC will direct design of the rail signals
- additional funding from federal could be applied for (if needed)
- additional funding from CN could be obtained (if needed)

Main-Illinois-Pruxne Intersection and Rail Improvements

- $2.0M - can be utilized for most costs - land acquisition, construction, inspection
- Village would need to fund Phase 1 (proposal attached)
- ICC will direct the design of the rail signals
- additional funding from federal could be applied for (if needed)
- additional funding from CN could be obtained (if needed)
- See phase 1 proposal - not to exceed $258,150 - 18 month estimated duration - full phase 1 ESR process

The ICC has also expressed interest to work with the Village to resolve ongoing safety and quality of life issues at Walker/Boyer/McGwire. This improvement requires significant coordination with several property owners and other governmental entities which is ongoing.

ANALYSIS

Consistency with Village Policy

Other Subheadings, as applicable. Please Specify in Analysis Field.

STAFF RECOMMENDATION

BOARD ACTION REQUESTED
The item is up for discussion.

ATTACHMENTS
2022.09.30 Letter ICC.pdf
2022.11.23_ICC Letter to Lemont_CSIP_Crossings.pdf
Main-IL-Pruxne Concept.pdf
2023.01.15 Proposal, Main-IL-Pruxne.pdf

VILLAGE OF LEMONT

www.lemont.il.us

September 30, 2022

Illinois Commerce Commission
Transportation Bureau/ Rail Safety Section
527 E. Capitol Avenue
Springfield, IL 62701

Attn: Brian Vercruysse, P.E.
Rail Safety Program Administrator

Re: Rail Crossing Improvement Program
Village of Lemont
Cook County

Dear Mr. Vercruysse:

Thank you for organizing the August 11, 2022, rail corridor field review through the Village of Lemont. The field review provided valuable context to our rail crossing challenges and safety concerns.

Coordination this year included a project meeting with ICC in February where the open ICC Docket T18-0111 was discussed. In follow-up letter coordination, ICC noted in March that staff believed it best for the petition to be withdrawn. The Village replied in April proposing to withdraw the open petition and focus efforts on a comprehensive review of rail crossings that would result in filing a new order once sufficient coordination and design allowed.

Following up on discussions during the August field review, we drafted an overall approach for the programming and packaging of improvements for your review. The program addresses each at-grade rail crossing in the Village as tabulated in **Attachment A**. The following summarizes each program:

- Program Package A – Short-term improvements at the Lemont Street, Stephen Street, and Holmes Street crossings will consist of updating rail crossing controls, traffic controls at the adjacent Main Street intersection, and geometric improvements. Improvements will include accommodating growing bicycle and pedestrian traffic. Access across rail to Budnick Plaza at Stephen Street was of specific concern during the August field review.
- Program Package B – Mid-term improvements at Talcott Avenue crossing will consist of realigning Talcott Avenue (Pruxne Street) and Illinois Street at Main Street to address outdated passive/active controls and deficient unsafe geometric conditions. Improvements will include accommodating growing bicycle and pedestrian traffic. The Forge is utilizing the Talcott Avenue entrance as their permanent point of access. The concern for safety at this crossing was a topic of lengthy discussion during the August field review. Several videos are linked below from the field review that show some of the activity at this crossing and its proximity to Illinois Street and Main Street intersection.

  https://veenstrakimm-my.sharepoint.com/:f:/g/personal/cshipley_v-k_net/EpZXyGin03NCjnk11d6bsV0BRpRHyCFacYH_L7cZZvbumw?e=gtaynT

- Program Package C – Potentially longer-term improvements at Walker Road Extension can be expected as a result of public involvement, environmental signoffs, regulatory approvals, and

land acquisition. The Phase I study (Section 20-00055-00-RR) is underway. Various concept alignments and at-grade rail crossings are currently being studied. This improvement is tied closely to the private crossings at Boyer Street and McGuire Parkway where accidents continue to occur. There have been two accidents this year, the most recent occurred three weeks ago.

- Program Package D – Concern for commuter onboarding/offboarding tendencies at the Metra Station pedestrian crossing was expressed during the August field review. Documenting interviews with station personnel and observation of commuter movements, and then arranging another field meeting with appropriate ICC and CN personnel will lead to proposing and implementing safety improvement measures. The Village is prepared to support this undertaking any time.
- Program Package E – Improvements at Industrial Drive are not considered critical. It is expected that profile deficiency between New Avenue (FAU 361) and the rail crossing, and upgrades to active and passive crossing controls can be implemented in conjunction with the next IDOT program improvement along New Avenue.

The rail crossing program improvements have in common the Village goal to achieve a quiet zone. Subject to review and approval from ICC and CN, proposed improvements studied at each crossing may introduce design considerations for a future quiet zone.

The Village intends to work with ICC to further the improvement program presented herein, as well as the associated action items noted in our April 15, 2022, letter. Withdrawing the existing ICC Docket T18-0111 and drafting a new order is included in this concerted effort.

The Village will also continue to pursue funding/grant applications. The 2022 STP local funding application through Southwest Council resulted in an additional $292,000 ENG II and $1,500,000 CON funding for the Walker Road Extension project. A summary of the Sources and Uses of Funds associated with the Walker Road Extension project is tabulated in **Attachment B**. The status of ICC funding is identified as noted in the FY 2023-27 CSIP, "further coordination pending".

Thank you again for your continued leadership and participation in the development of rail crossing improvements in the Village of Lemont. If you have any questions, please do not hesitate to contact me at (630) 257-1590 or gschafer@lemont.il.us.

Sincerely,

George Schafer, Village Administrator
Village of Lemont

cc: John Egofske, Mayor
Clay Shipley, Veenstra & Kimm, Inc.

Attachments: A – Rail Crossing Improvement Program
B – Sources and Uses of Funds, Walker Road Extension Project

Railroad Crossing Improvement Program – Village of Lemont						
Crossing Location	**DOT Crossing No.** (linked)	**Ex Railroad Crossing Protective Devices**	**Ex Rdwy Intersection Traffic Control** *[Distance between intersection and rail]* **(*)**	**General Improvement Approach**	**Program Package and Timeframe** (see **Note**)	**Funding Sources**
Industrial Drive	289738E	Two-quadrant gates with post-mounted signals	Minor stop control *[58 feet]*	Correct profile deficiency between New Ave (FAU 361) and railroad, upgrade active and passive controls, implement in conjunction with the next IDOT program improvement along New Ave (FAU 361).	**Program Package E** Coordinate on independent timeline	IDOT, ICC
Metra Station Ped Xing	850297D	None; bituminous ped crossing	N/A	Interview/observe commuter onboarding/offboarding tendencies. Arrange field meet with appropriate ICC and CN personnel. Propose safety improvement measures. Implement.	**Program Package D** Coordinate on independent timeline	CN, ICC
Lemont Street	289736R	Two-quadrant gates with post-mounted signals	4-way stop control *[38 feet]*	Survey/study active rail crossing control upgrades in combination with geometry and traffic control upgrades at Main Street intersection. Account for new development and ped/bike activity to north of railroad.	**Program Package A** Short-term improvements to be coordinated/ designed 2022/23 and implemented 2023/24 (no formal Phase I)	ICC (90%) Local (10%)
Stephen Street	289735J	Two-quadrant gates with cantilevered signals	Signalized intersection *[13 feet]*	Survey/study active rail crossing control upgrades in combination with geometry and traffic control upgrades at Main Street intersection. Account for ped/bike activity and new design for ped crossing to Budnick Plaza. CN is currently repairing platform.		
Holmes Street	289734C	Two-quadrant gates with post-mounted signals	4-way stop control *[18 feet]*	Survey/study active rail crossing control upgrades in combination with geometry and traffic control upgrades at Main Street intersection. Account for ped/bike activity. **Withdraw existing ICC Docket T18-0111**.		
Talcott Avenue	289733V	Two-quadrant gates with post-mounted signals	Minor stop control *[38 feet]*	Engage in formal Phase I engineering to study the realignment of Talcott Avenue (Pruxne Street) and Illinois Street to address outdated passive/active controls and deficient unsafe geometric conditions. Designs will account for increasing ped/bike activity.	**Program Package B** **(**)**	See attached current Sources and Uses of Funds. Funding identified in the FY 2023-27 CSIP as "further coordination pending". **New ICC Docket**
Walker Road Extension	700202O	Four-quadrant gates with post-mounted signals	N/A	The scope of improvement currently under Phase I study (Section 20-00055-00-RR) will extend Walker Road from Main Street to north of ICRR. Various concept alignments and at-grade rail crossings are being studied. **Withdraw existing ICC Docket T18-0111**.	**Program Package C** **(***)**	
Boyer Street	289731G	Passive stop/warning only	Minor stop control	Close/remove private at-grade rail crossing and utilize Walker Road Extension for commercial access.		
McGuire Parkway	309452U	Passive stop/warning only	Minor stop control	Close/remove private at-grade rail crossing and utilize Walker Road Extension for commercial access.		

(*) Approximate distance measured from adjacent roadway EOP at New Avenue or Main Street to nearest rail.

(**) Mid-term improvements to be accomplished through a formal Phase I/ Phase II process, however funding may be sought in concert with Walker Road Extension as the purpose for each project is related to the same public recreational areas and ongoing private development, and the need for safe access for all modes across rail to those generators, as well as existing commercial entities that currently utilize dangerous private at-grade rail crossings. See (***).

(***) Potential longer-term improvements. It is likely that Walker Road Extension will develop on an extended timeline as a result of public involvement, environmental signoffs, regulatory approvals, and land acquisition. Coordination with IDOT will first be undertaken to determine if the ongoing Phase I study of Walker Road Extension (Section 20-00055-00-RR) should be expanded to include realignment of Talcott Avenue (Pruxne Street) and Illinois Street or remain separate. Either way each project has independent utility.

Note: The program improvements have in common the Village goal to achieve a quiet zone. Subject to review and approval from ICC and CN, proposed improvements studied at each crossing may introduce design considerations for a future quiet zone.

Attachment A

SOURCES AND USES OF FUNDS - Walker Road Extension Project							
FFY	**FUND TYPE**	**ENG I**	**ENG II**	**ROW**	**CON**	**CE**	**TOTAL**
2020	Local Funds	$ 492,000.00					$ 492,000.00
2025	STP-Locally Prgmd		$ 228,000.00				$ 228,000.00
2026	STP-Locally Prgmd		$ 292,000.00				$ 292,000.00
2026	Local Funds		$ 130,000.00				$ 130,000.00
2026	GCPF (ICC CSIP) (**)			$ 550,000.00			$ 550,000.00
2027	GCPF (ICC CSIP) (**)				$ 6,700,000.00	$ 750,000.00	$ 7,450,000.00
2027	STP-Locally Prgmd				$ 1,500,000.00		$ 1,500,000.00
2027	Local Funds				$ 300,000.00		$ 300,000.00
	FFY 2020	$ 492,000.00	$ -	$ -	$ -	$ -	$ 492,000.00
	FFY 2025	$ -	$ 228,000.00	$ -	$ -	$ -	$ 228,000.00
	FFY 2026	$ -	$ 422,000.00	$ 550,000.00	$ -	$ -	$ 972,000.00
	FFY 2027	$ -	$ -	$ -	$ 8,500,000.00	$ 750,000.00	$ 9,250,000.00
	Local Funds	$ 492,000.00	$ 130,000.00	$ -	$ 300,000.00	$ -	$ 922,000.00
	STP-Locally Prgmd	$ -	$ 520,000.00	$ -	$ 1,500,000.00	$ -	$ 2,020,000.00
	GCPF (ICC CSIP) (**)	$ -	$ -	$ 550,000.00	$ 6,700,000.00	$ 750,000.00	$ 8,000,000.00
	Requested Federal	$ -	$ -	$ -	$ -	$ -	$ -
	GRAND TOTAL	$ 492,000.00	$ 650,000.00	$ 550,000.00	$ 8,500,000.00	$ 750,000.00	$ 10,942,000.00

(**) Funding identified in the FY 2023-27 CSIP as "further coordination pending" and assumed to be $8M GCPF

STATE OF ILLINOIS

ILLINOIS COMMERCE COMMISSION
TRANSPORTATION BUREAU / RAIL SAFETY SECTION

Brian Vercruysse, P.E. *Rail Safety Program Administrator*

November 23, 2022

George Schafer
Village Administrator
418 Main Street
Lemont, IL 60439
Phone: (630) 257-1590
Email: gschafer@lemont.il.us

Dear Mr Schaffer:

Thank you very much for meeting this summer to highlight safety concerns at the highway-rail crossings in the Village of Lemont. Thank you also for the summary provided on September 30, 2022. This office will include the following crossings in the upcoming Fiscal Year 2024 -2028, Crossing Safety Improvement Program, for approval of the Commission in March 2023. This would provide funding assistance from the Grade Crossing Protection Fund.

Web Link	DOT #	Railroad (CN)	Street	Estimate/ Placeholder	Scope to Review
ICC Inventory	289733V	Illinois Central Railroad	TALCOTT AVE	$2,000,000	Intersection Realignment & Warning Device / Signal
ICC Inventory	289734C	Illinois Central Railroad	HOLMES ST	$350,000	TBD
ICC Inventory	289735J	Illinois Central Railroad	STEPHEN ST	$500,000	Add ped devices, review options for warning devices.
ICC Inventory	289736R	Illinois Central Railroad	LEMONT ST	$1,000,000	Add ped gates and review four quadrant gates.

Commission Staff will coordinate a meeting with the CN Railroad and Village in early 2023 to discuss scope of work, estimates, and stipulated agreements. We can also discuss operations at the Metra Station and any other updates in relation to Commission Docket T18-0111 and Walker Road.

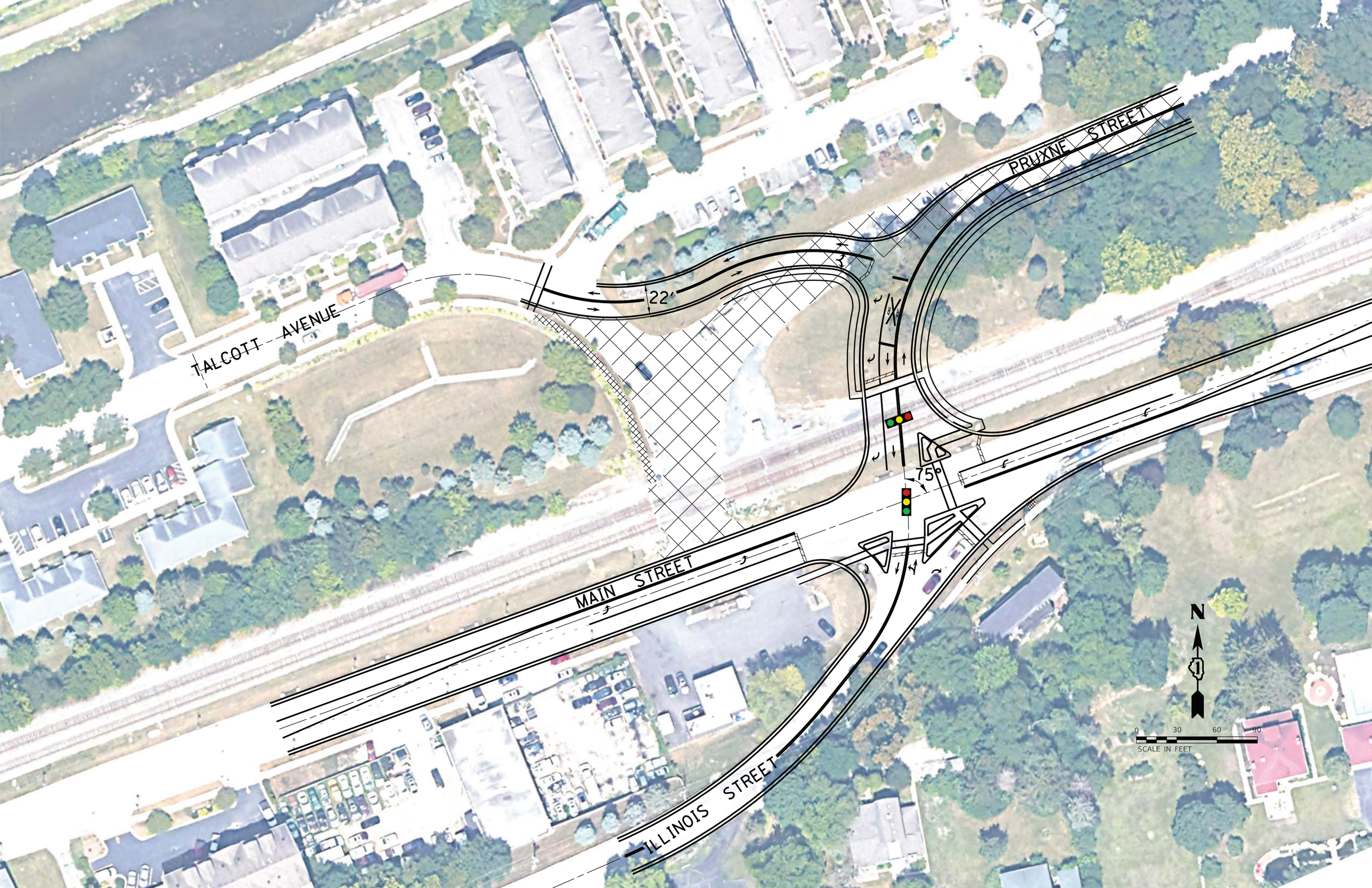
If you have any questions, please contact Chris Murauski at Christopher.Murauski@illinois.gov or (630) 947-6283, or me at (312) 636-7760.

Very truly yours,

Brian Vercruysse

Brian Vercruysse, P.E.
Rail Safety Program Administrator

Cc: Nick Burwell, CN
Clay Shipley – Veenstra & Kimm Inc.


TALCOTT AVENUE
22'
PRUXNE STREET
75°
MAIN STREET
ILLINOIS STREET
N
0 30 60 90
SCALE IN FEET

VEENSTRA & KIMM INC.
552 W. Boughton Road
Bolingbrook, Illinois 60440

630.755.0290 // 888.630.2034
www.v-k.net

January 15, 2023

George J. Schafer
Village Administrator
Village of Lemont
418 Main Street
Lemont, IL 60439

Re: Proposal for Professional Services
Phase I Engineering
Main-Illinois-Pruxne Intersection Improvements
Village of Lemont

Dear George,

Veenstra & Kimm, Inc. is pleased to submit this proposal for professional services related to Phase I engineering for improvements at the intersection of Main Street, Illinois Street, and Pruxne Street. If you find this proposal to be acceptable, the Terms and Conditions attached hereto as Attachment A, which set forth the contractual elements of this agreement, will constitute an agreement between Village of Lemont ("Client"), and Veenstra & Kimm, Inc. ("VK") for services on this project.

Project Understanding

VK understands that the Client would like to begin Phase I preliminary engineering and environmental studies for the evaluation of intersection reconstruction to realign Main Street, Illinois Street, and Pruxne Street in the Village of Lemont. Realigning Illinois Street and Pruxne Street to meet at a common location on Main Street will address outdated passive/active controls at the rail crossing and correct deficient unsafe geometric conditions. Improvements will address ongoing development and the growing need to accommodate growing bicycle and pedestrian traffic across Main Street and the Heritage Highspeed Rail Corridor.

Scope of Services

Professional services will include all work associated with the preparation of Phase I preliminary engineering and environmental studies for the evaluation of intersection reconstruction to realign Main Street, Illinois Street, and Pruxne Street. The Phase I work will include all that is necessary to complete a Phase I Project Development Report (PDR) to design approval in conformance with IDOT and FHWA guidelines.

Following a rail corridor field review with Village officials and representatives from the Illinois Commerce Commission (ICC), concept geometry for one intersection realignment scenario was developed. The concept was shared with the ICC as part of a proposed comprehensive Rail Crossing Improvement Program in October 2022. The ICC replied to the proposed program in November 2022 by including this improvement among others for inclusion in the upcoming Fiscal Year 2024 to 2028, Crossing Safety Improvement Program (CSIP), for approval of the Commission in March 2023.

The ICC will be coordinating a meeting with the CN Railroad and Village in early 2023 to discuss scope of work, estimates, and stipulated agreements. The Client design team will work closely with ICC and CN to develop a preferred design alternative to satisfy the purpose and need of this project.

This improvement will likely reconstruct and realign Main Street, Illinois Street, Pruxne Street, and Talcott Avenue, for example, similar to the geometry shown in **Figure 1** below (conceptual only).

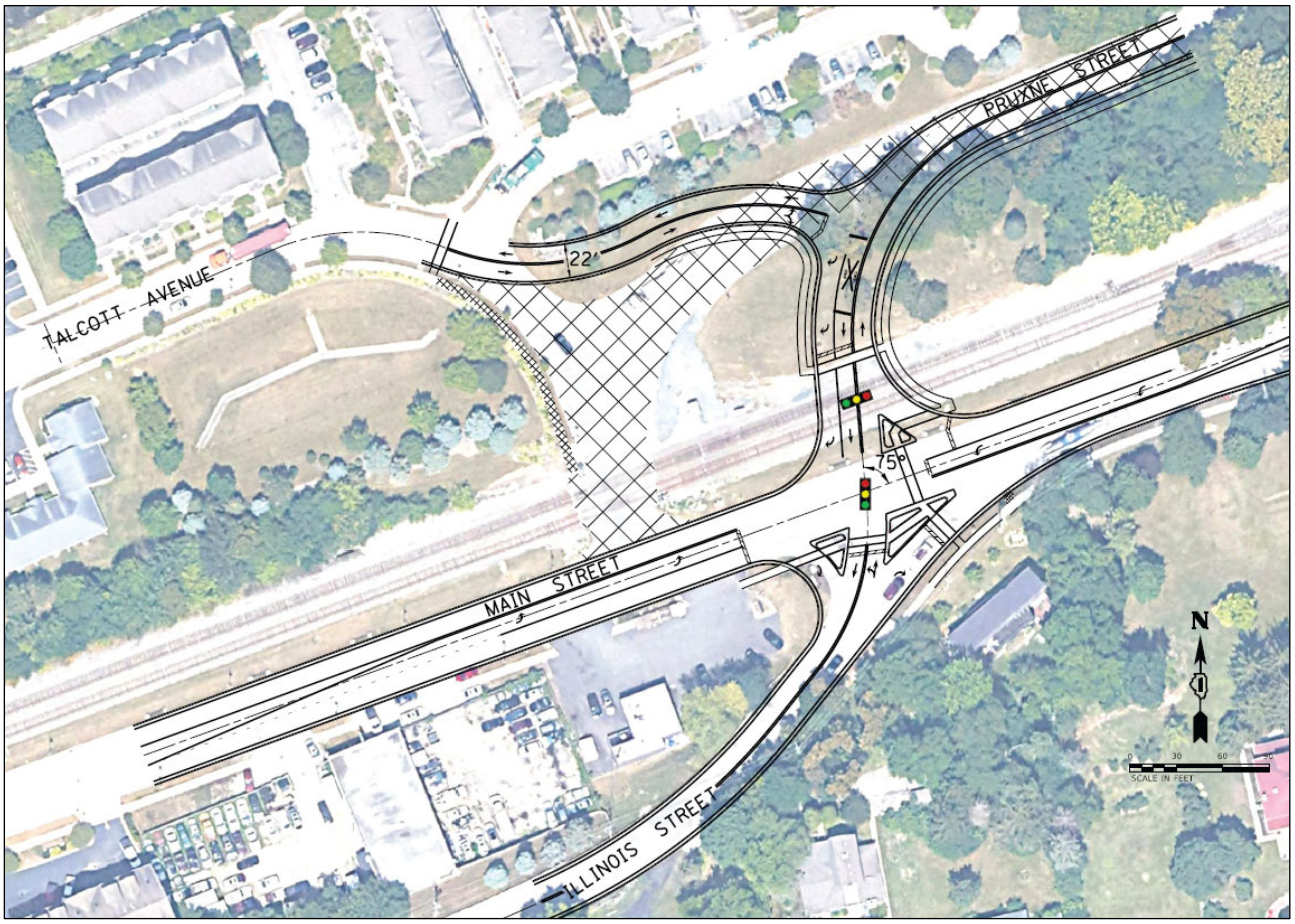


Figure 1 – Concept Geometry

Improvements will include pavement reconstruction, concrete curb and gutter, closed drainage improvements, multi-use path accommodations, commercial access improvements, roadway traffic signal improvements, railroad crossing signals and warning devices, roadway intersection traffic signals, lighting, landscaping, striping, and signing. Proposed improvements will require right-of-way acquisition.

VK proposes to perform the following Phase I engineering services. Scope of work tasks are identified and numbered to be consistent with the detail workhour estimate.

1) IDOT and FHWA Coordination

This work will include an initial IDOT Phase I kick-off meeting and one IDOT BDE/FHWA coordination meeting with IDOT District 1 (assume meetings are virtual). Each meeting will require preparation of an agenda, exhibits, and follow-up coordination of meeting minutes.

2) Data Collection and Review

Data collection and associated efforts will be undertaken for the following project related elements:

- Miscellaneous data collection items include:
  - Land use, zoning, school districts, park districts, police districts and fire districts.
  - Bicycle, pedestrian, and bus route accommodations. Bicycle and pedestrian facility coordination will be undertaken.
  - Railroad crossing data (available online and from ICC and CN).
  - CN schedules and coordination.
  - Metra schedules and coordination information.
  - FRA inventory of rail crossings (accident info, crossing data, interconnect, signal types).

  A majority of this work is already complete.
- Obtain and review data from the Department (IDOT). Data around the Main Street corridor may be available, such as traffic data, soils data, geological information, right-of-way data, utility atlases, and record plans. A majority of this work is already complete.
- Obtain and review of studies/reports prepared by others.
- Traffic data collection (directional) will be required throughout the study area utilizing MioVision cameras and processing.
- Train operations data collection will be required through the study area. Manual data collection will be needed as MioVision will not perform train counts. The number of trains including type of train will be collected. This data will be used in grant/funding applications and provide needed general insight into study area existing conditions.
- Prepare maps, charts, and exhibits of data collected, as well as analyze data.
- Obtain, review, and incorporate utility plan data (Utility Coordination).
- Field site visits to the study area (3 assumed over Phase I duration). This work will include a project photo log to provide additional visual aid and documentation of existing features and conditions.

3) Geotechnical Studies

Geotechnical studies will be completed by Environmental Protection Industries, Inc (EPI). An allowance has been provided for EPI services. Five roadway borings will be collected – all off of railroad right-of-way.

4) Surveys

VK will complete needed route, rail, boundary, utility, and hydraulic surveys. Full topographic survey and land boundary survey effort will be required throughout the survey area. Note that survey on railroad right-of-way will be required. As such, direct cost for right-of-entry (ROE), flagger, and liability insurance has been estimated. Refer to the detail workhour estimate for additional information.

5) Environmental Data Collection, Inventory, and Coordination

VK will research, collect, and document existing and future land use and developments within the study area. Results will likely be documented in plan/exhibit format. VK will review environmental justice and socioeconomic impacts potentially resulting from the alternatives analyzed. Given the project location, it is expected that this will be a cursory review and result in limited documentation. The potential for full take (displacement) and partial take acquisitions will be reviewed as part of environmental justice and socio-economic considerations. Census data and demographics will be understood when making an assessment.

VK will prepare exhibits and forms for the Environmental Survey Request (ESR). The exhibits will include a project location map, USGS topographic map with NWI wetland overlays, ground level photos of environmental concerns, aerial photos with the existing ROW, centerline, and ESR limits. ESR limits (study area) may be similar to that shown in **Figure 2** below (estimate only).

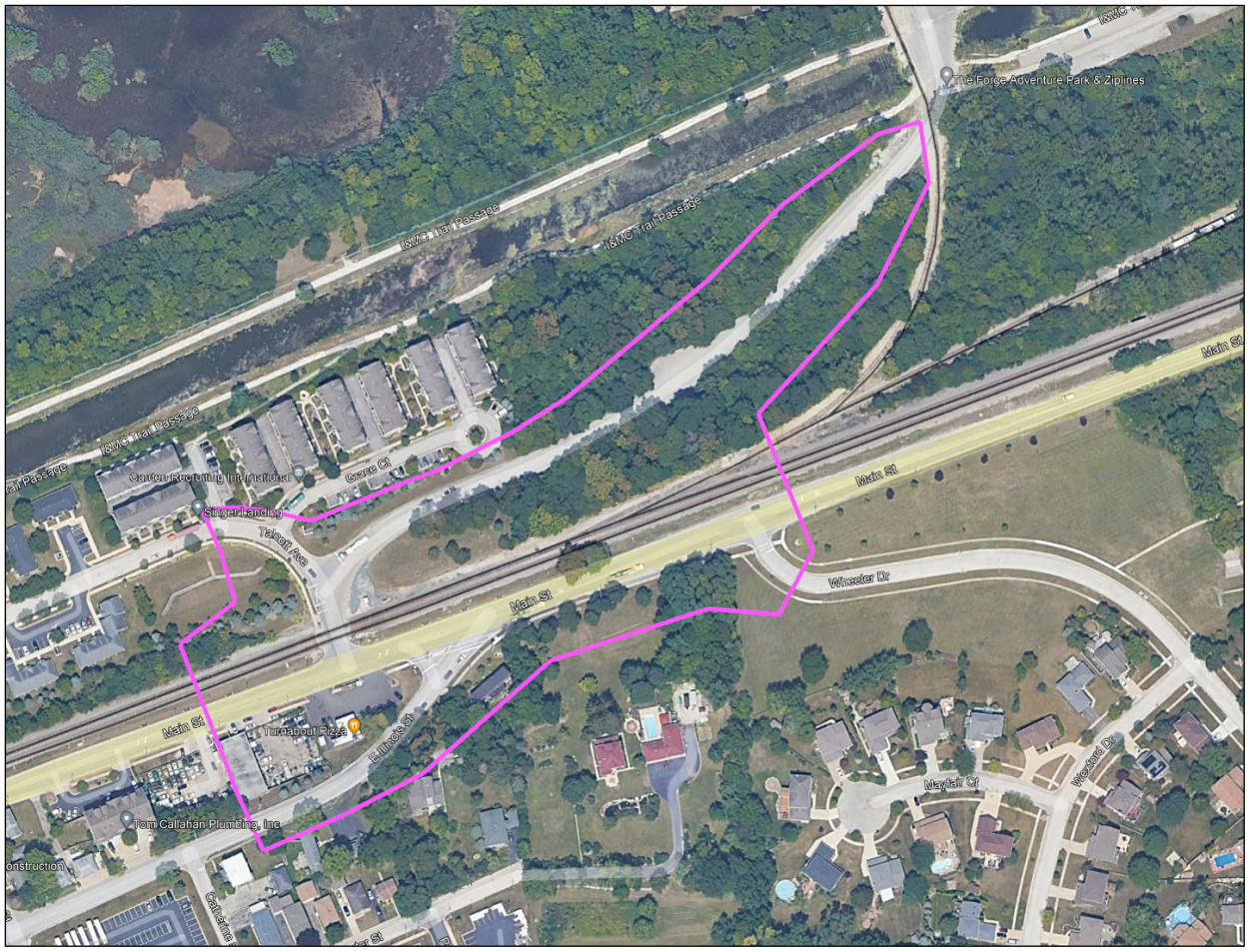


Figure 2 – Estimated ESR Limits (study area)

The ESR submittal package will be submitted online and in hard copy per current IDOT guidelines. IDOT Central Office will perform the necessary coordination with the following agencies and provide the appropriate results for inclusion in the PDR:

- ⇨ Archaeological/Historic/Architectural (IHPA)
- ⇨ Prime Farmland (USDA/NRCS, IDA)
- ⇨ Wetlands (IDNR, USACE)
- ⇨ Stream Crossings (IDNR, USACE)
- ⇨ Biological Survey (INHS, IDNR, USDOI/F&WS)
- ⇨ Special Waste Survey (ISGS)

VK will perform planning level tree tabulation (station, offset, diameter, type, health, and structure). Mature significant individual trees or stands of mature significant trees will be identified and tabulated by species.

Special waste review and assessment within the study area (non-State right-of-way) will be completed by Environmental Protection Industries, Inc (EPI). Work will include complete site reconnaissance, database screening, and associated documentation. If no recognized environmental concerns (RECs) are identified, an IDOT LPA Level II sign-off could be documented. VK will coordinate with IDOT for special waste review completed along Main Street and Illinois Street.

Bicycle and pedestrian facility coordination will be performed. Existing and future facilities will be investigated as they relate to The Forge, I&M Canal trail, and multi-use path connections through the study area and along Pruxne Street to the I&M Canal trail system. Continued growth in bicycle and pedestrian traffic through the study area is expected as Lemont Downtown continues to grow and The Forge continues to build out.

USFWS National Wetland Inventory indicates that no surface waters or wetlands exist within the study area. Wetland delineations and IDOT Wetland Impact Evaluation (WIE) (Task 17) will not be required.

Water quality issues and Best Management Practices (BMP's) will be evaluated under Task 7, Location Drainage Study (LDS).

6) Develop Project Purpose and Need and Feasible Alternatives

The project Purpose and Need will be documented in the Project Development Report (PDR) under scope of work Task 15. The project alternatives will also be documented in the PDR. See scope of work Task 10 for Alternative Geometric Studies.

7) Location Drainage Study

Preliminary drainage investigations and analyses will be performed for the preferred alternative. Preliminary drainage plans will be prepared for the Location Drainage Study. The study document will contain all calculations, supporting documentation, and mitigation plans.

Preliminary Drainage Investigation

VK will collect existing data including utility maps, as-built development plans, NRCS Soils Maps, and documentation regarding any known drainage/flooding issues. No floodways or floodplains are identified in the study area.

Drainage Site Visits

Site investigation will identify major drainage features, storm sewer systems, outfalls, and other utilities.

Drainage Calculations

Drainage calculations will be performed for existing conditions and preferred alternative to determine impervious areas, time of concentration, curve numbers, runoff volumes, and tributary areas. The calculations and analysis are needed to design proposed sewers, culverts, ditches, detention, and BMP's.

Detention Analysis

VK will evaluate each drainage outlet for sensitivity and whether it is suitable for continued use. For sensitive outlets, detention will be designed in accordance with prevailing stormwater requirements. New detention facilities, expansion of existing detention facilities, oversized pipes, or ditch storage may be utilized to mitigate increased release rates due to the addition of new roadway facilities. The locations of facilities will be identified on the plans and included detail regarding control structures.

Existing and Proposed Drainage Plans

Existing Drainage Plans (EDP) and Proposed Drainage Plans (PDP) will be prepared that will include plan detail and associated narrative. The PDP will be coordinated with the IDOT drainage design along Main Street. All information will be compiled into a report with calculations, documents, exhibits, agency correspondence/documentation, and a completed checklist along with a narrative of the objectives and recommendations. See the IDOT Location Drainage Study Workhour Summery included in **Exhibit B**, Workhour Estimate.

8) Noise Analysis – FHWA Traffic Noise Model (TNM)

N/A – the preferred design is not expected to add additional lanes or realign existing roadways to the extent that noise related impacts to sensitive receptors be studied.

9) Air Quality Analysis

This project is exempt from CO analysis as discussed in Article 26-14.03(a) of the BDE Manual.

10) Alternative Geometric Studies

Concept geometry for one intersection realignment scenario was developed as shown in Figure 1. Phase I studies will assess up to three alternatives including the current concept. Alternative horizontal and vertical geometric studies including cross-sections will be evaluated for the various alternatives. The cross-section evaluation will consider traffic volume, lane configurations, bicycle accommodations, ADA accommodations, and right-of-way impacts. Minimizing property, access, and utility impacts will be a priority.

Cross sections for study and evaluation of multiple alternatives will be done at fixed intervals with additional sections at critical locations. Cross sections for further study and evaluation of the preferred alternative will be done at approximate 50' intervals and at critical locations. Locations identified as critical may be done so as a result of right-of-way proximity, existing access impacts, new access considerations, drainage impacts, utility impacts, or impact to structures.

For the preferred alternative, intersection geometrics will be studied at Main Street. A full Intersection Design Study (IDS) and traffic signal warrant analysis will be required at Main Street. See scope of work under Task 13. VK will coordinate these studies with the improvements being proposed along Main Street under IDOT PTB 196, Item 6. The west terminus of the IDOT project is believed to be just west of Wheeler Drive, which will be verified through coordination.

The following studies/documentation will also be undertaken for the preferred alternative:

- ⇨ Typical cross-section design
- ⇨ Cross-section detail/design
- ⇨ Design exception development
- ⇨ Barrier warrant analysis
- ⇨ Complete Streets
- ⇨ ADA ramp analysis
- ⇨ Pavement design, I-last checklists V2.02, and tech memo(s)
- ⇨ Preliminary construction cost estimate

Refer to the workhour estimate for additional scope of work detail.

11) Crash Analysis

Crash data for the most recent five years will be requested from IDOT, reviewed, and tabulated. A crash analysis technical memorandum will be completed and included in the PDR. VK will coordinate with ICC and Client in documenting safety issues at the rail crossing and implement important data that can be documented outside of the data provided by IDOT.

12) Traffic Maintenance Plan

A Traffic Maintenance Plan (TMP) will be required for impacts to Main Street (FAU 3587) and Illinois Street (FAU 1065), which are non-significant routes. It will be important to coordinate design modifications and construction impacts with the improvements being proposed along Main Street under IDOT PTB 196, Item 6. It is expected that a basic Traffic Control Plan (TCP) will be prepared and accompany the TMP technical memorandum. The technical memorandum will be submitted and reviewed by IDOT District 1 Bureau of Traffic for "conceptual concurrence".

13) Intersection Design Studies (IDS)

IDS work will be required in accordance with IDOT District 1 requirements at the realigned intersection, for the preferred alternative. The following IDS activities will be required:

- ⇨ Existing traffic counts via MioVision (see Task 2).
- ⇨ Coordination with CMAP for 2050 traffic projections.
- ⇨ Trip generation, distribution, and assignments will be required that reflect expected site development buildout.
- ⇨ Capacity analysis consisting of Synchro/HCS modeling for existing AM+PM, projected AM+PM (no improvements), and projected AM+PM (with improvements)
- ⇨ Capacity analysis report.
- ⇨ Traffic signal warrant studies.
- ⇨ Prepare IDS plan(s).
- ⇨ Coordinate IDS work with the improvements being proposed along Main Street under IDOT PTB 196, Item 6.

14) Public Involvement

It is expected that one public informational meeting will be required. Initial coordination with IDOT and FHWA will provide final determination. VK will work with Client to prepare for and facilitate the meeting. Refer to the detailed workhour estimate under this task for specific scope items. Individual landowner meetings will also likely be required.

15) Project Development Report (PDR)

VK will prepare a PDR in accordance with the Section 22-2.11 of the BLR Manual using the appropriate BLR 22210 formwork. The PDR is prepared to ensure environmental issues and design features are consistent with Federal, State, and local goals and objectives. All research, studies, findings, design variances, public coordination, and commitments developed during Phase I Engineering activities will be identified and discussed. The PDR will contain a preliminary cost estimate for the proposed improvements.

16) Bridges/ Structures

N/A – no structures exist in the study area.

17) Wetland Impact Evaluation (WIE) Form/Process

N/A – no wetlands have been identified in the study area.

18) Section 4(f)/6(f) Evaluation (Separate Report)

N/A – no Section 4(f) or 6(f) properties have been identified in the study area.

19) Section 106 Evaluation

N/A – Section 106 coordination is not expected due to the lack of historic structures in the study area.

20) ICC and Railroad Coordination

Coordination required with ICC and CN will be a part of regular team meetings. The team has already had one rail corridor field review with Village officials and representatives from ICC. It is expected that the team will meet bi-monthly and include ICC and CN. IDOT may be invited on occasion. Assume most meetings will be via video conference. VK will also attend ICC hearings as required.

21) Lighting and Landscape Planning

VK will perform initial planning level studies in the study area for lighting. VK will also address preliminary landscaping development and associated plan work. Note that the extent of landscape work and need for two-dimensional renderings is uncertain. The realignments will leave large areas previously occupied by infrastructure for improvement in some repurposed manner.

The following items define the general scope of this task:

- ⇨ Lighting Warrant Studies
- ⇨ Lighting Layout (Preliminary Light Standard Spacing)
- ⇨ Preliminary Illumination/Photometric Calculations, Adjust Spacing
- ⇨ Landscaping Evaluation and Concept Development
- ⇨ Preliminary Landscape Plans and Associated Renderings

22) Financial Planning and Funding Strategies

Early grant coordination and financial planning will be important to future funding opportunities. VK will work closely with Client advocates to increase project awareness, strategize, and prepare and apply for grant funding opportunities.

23) Administration and Management

VK will prepare and submit progress reports and invoices to the Client on a monthly basis. The progress reports will summarize work performed during the past month, anticipated activities for the upcoming month, the identification of open/critical issues, and the overall status of the project with regard to schedule and budget. Invoices will be prepared per IDOT standard format with appropriate support documentation.

24) Quality Assurance/ Quality Control

VK QA/QC tasks include thorough review and documentation of milestone deliverables prior to formal submittal to the Client, IDOT, and other agencies.

Workhour Estimate

A detail workhour estimate is attached hereto as Attachment B.

Compensation

VK proposes to perform the above scope of services for a fee not to exceed $258,150 as detail in the Cost Estimate of Consultant Services attached hereto as Attachment C.

Schedule

VK will provide and maintain a working schedule under separate cover.

We appreciate the opportunity to present this proposal and look forward to working with you on this project.

Sincerely,

Clayton M. Shipley, P.E.
Project Manager

Attachments: A – Terms and Conditions
B – Workhour Estimate
C – Cost Estimate of Consultant Services

Attachment A – Terms and Conditions

To assure and understanding of matters related to our mutual responsibilities these terms and conditions for professional engineering services are made a part of this agreement for our services.

AMENDMENTS

This agreement may be amended in writing providing both the Client and Engineer agree to such modifications.

COMPENSATION FOR ENGINEERING SERVICES

The basis for compensation will be as identified in the agreement.

When 'Fixed Fee' payment is utilized, it shall include all labor and expenses (for the scope of work as defined in the agreement) incurred by the Engineer and shall not exceed the fixed payment amount without prior authorization of the client.

When a 'Payroll Cost' (T&M) payment is utilized, it shall be computed by a multiplier factor times payroll cost plus reimbursable expenses.

The 'Payroll Cost' means the salaries and wages paid to all Engineering personnel engaged directly on the work plus the cost of customary and statutory benefits including social security contributions, unemployment, health, sick leave, vacation, workman's compensation, incentive, and holiday pay applicable thereto.

'Reimbursable Expenses' means the actual expenses incurred directly or indirectly in connection with the work including but not limited to the following: Transportation and subsistence, toll telephone calls, telegrams, reproduction or printing, computer time, and outside consultants.

The 'Multiplier' is a factor for general direct overhead, indirect costs, profit, and other costs. The Multiplier factor rate shall be identified in the agreement.

TIME OF PAYMENT

The Engineer may submit monthly statements for services and expenses based upon the proportion of the actual work completed at the time of billing. Unless provided for otherwise, payments for engineering services will be due and payable thirty (30) calendar days from the issuance of the Engineer's statement.

LATE PAYMENT

If the Client fails to make any payment due the Engineer for services and expenses within the time period specified, a service charge of 1½% per month will be added to the Clients account. This is an annual rate of 18%.

LIMITATION OF LIABILITY

The Client agrees to limit the Engineers liability to the Client and to all construction contractors and subcontractors where applicable, on this work, for damages to them, due to the Engineer's negligent acts, errors, or omissions, such that the total aggregate liability of the Engineer to all those named shall not exceed $50,000 or the Engineers total fee for services rendered on this work, whichever is greater.

AUTHORITY AND RESPONSIBILITY

The Engineer shall not guarantee the work of any Contractor or Subcontractor, shall have no authority to stop work, shall have no supervision or control as to the work or persons doing the work, shall not have charge of the work, shall not be responsible for safety in, on, or about the job site or have any control of the safety or adequacy of any equipment, building component, scaffolding, supports, forms or other work aids, and shall have no duties or responsibilities imposed by the Structural Work Act.

TERMINATION

This agreement may be terminated by either party upon written notice. Any termination shall only be for good cause such as for legal, unavailability of adequate financing or major changes in the work. In the event of any termination, the Engineer will be paid for all services and expenses rendered to the date of termination on a basis of payroll cost times a multiplier of 2.5 (if not previously provided for) plus reimbursable expenses, plus reasonable termination costs.

REUSE OF DOCUMENTS

All documents including drawings and specifications furnished by Engineer pursuant to this Agreement are instruments of his services in respect of the work. They are not intended or represented to be suitable for reuse by Client or others on extensions of this work, or on any other work. Any reuse without specific written verification or adaptation by Engineer will be at Client's sole risk, and without liability of Engineer, and Client shall indemnify and hold harmless engineer from all claims, damages, losses, and expenses including attorney's fees arising out of or resulting therefrom. Any such verification or adaptation will entitle engineer to further compensation at rates to be agreed upon by Client and Engineer.

ESTIMATE OF COST

Since the Engineer has no control over the cost of labor, materials or equipment or over a Contractor(s) method of determining prices, or over competitive bidding or market conditions, his opinions of probable Project Cost or Construction Cost that may be provided for herein over competitive bidding or market conditions, his opinions of probable Project Cost or Construction Cost that may be provided for herein are to be made on the basis of his experience and qualifications and represent his best judgement as a design professional familiar with the construction industry, but Engineer cannot and does not guarantee that proposals, bids or the construction cost will not vary from opinions of probable cost prepared by him. If the Client wishes greater assurance as to the Construction Cost, he shall employ an independent cost estimator.

WORKHOURS AND DIRECT COST ESTIMATE	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
1) IDOT and FHWA Coordination	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
• IDOT Phase I Kickoff Meeting	16		2 people x 1 mtg x 4hrs + (8hrs prep and mtg minutes)	mileage	$ - virtual
• BDE/FHWA Meeting Attendance and Minutes (estimate 1mtg total)	20		2 people x 1mtgs x 4hrs + (12hrs prep and mtg minutes)		
TOTAL WORKHOURS =	36	----			
ESTIMATED DIRECT COSTS =	$ -	$ -			
2) Data Collection and Review	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
• Misc Data Collection/Research (study area due diligence)	12		estimate 12hrs (majority already complete)		
• Obtain and Review Data from the Department (related to Main Street IDOT improvements) (Traffic Data, Soils, Geological Info, ROW, Property Lines, Utility Atlases, Other)	----		N/A (assume majority complete)		
• Review of Studies/Reports/Engineering prepared by others (majority already complete)	8		2 people x 2 items x 4hrs/item		
• Traffic Data Collection Coordination at Main, Illinois, Pruxne, Talcott (MioVision)	16		(1 person x 2 setup/tkdwn x 4hrs) + 8hrs coordination		
• Train Operations Data Collection (manual data reduction; MioVision will not perform counts)	32		(2 people x 1 setup x 8hrs) + 16hrs manual data reduction	Miovision	$ 480.00 24hr count x $20/hr x 1 intersect
• Prepare Maps, Charts, Exhibits of Data Collected and Analyze Data	12		assume 12hrs		
• Obtain, Review and Incorporate Utility Plan Data (Utility Coordination)	36		1 person x 12hrs (initially) + 4hrs per month for 6mo period as data is received		
• Field Site Visits to the Study Area (3 visits assumed over Phase I duration)	18		3 trips x 1.5 people ave x 4hrs/trip	mileage	$ 34.80
TOTAL WORKHOURS =	134	----			
ESTIMATED DIRECT COSTS =	$ 514.80	$ -			
3) Geotechnical Studies	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
• Geotechnical Studies (use EPI, allowance provided)	----	EPI	5 roadway borings in Phase I - all off RR ROW)	sub allowance	$ 7,000.00
• Structure Geotechnical Report (SGR)	----		n/a		(**) sub-consultant cost identified as "service by others"
• Coordination (VK)	2		VK will coordinate activities with EPI; share information and coordinate with team; estimate 2hrs		on CECS worksheet
TOTAL WORKHOURS =	2	----			
ESTIMATED DIRECT COSTS =	$ -	$ 7,000.00			
4) Surveys	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
• Surveys					See BDE 436
⇨ Route, Rail, Boundary, and Utility Surveys (assume no other recent surveys available)	124		assume full survey needed for intersections and reaches along Main, Illinois, Pruxne, Talcott	ROE permit	$ 1,000.00 may need ROE permit; estimate $1,000
			[(2 person crew x 10hrs x 7days) + 24hrs data reduction, survey TIN]	RR flaggers	$ 500.00 assume RR flaggers for 1 day at $500
⇨ Hydraulic Surveys	----		N/A	RR prot liab insur	$ 4,000.00 estimate $4,000 for RR prot liability insurance
⇨ Photo Log	6		estimate 6hrs	vehicle	$ 455.00 field vehicle ($65/day x 7days)
• Coordination	----		N/A in-house	titles comm	$ 500.00 title commitments (allowance $500)
TOTAL WORKHOURS =	130	----			
ESTIMATED DIRECT COSTS =	$ 6,455.00	$ -			

Attachment B

WORKHOURS AND DIRECT COST ESTIMATE	VK	Sub			
5) Environmental Data Collection, Inventory, and Coordination	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
◆ Existing and Future Land Use, Agriculture, Developments	----		N/A		
◆ Define Social and Economic Factors and Document (limited)	----		N/A assume not needed if concepts result in de minimis impacts		
◆ Environmental Survey Request (ESR) Coordination:	48		estimate 48hrs for ESR, aerials, exhibits, GIS data and follow-up coordination.		
⇨ This work effort is to include completion of the ESR and exhibits (aerials and CADD drawings with anticipated proposed ROW) and some follow-up. The IDOT Central Office will perform the necessary coordination with the following agencies and provide the appropriate results for inclusion in the PDR:					
– Archaeological/Historic/Architectural (IHPA)					
– Prime Farmland (USDA/NRCS, IDA)					
– Wetlands (IDNR, USACE)					
– Stream Crossings (IDNR, USACE)					
– Biological Survey (INHS, IDNR, USDOI/F&WS)					
– Special Waste Survey (ISGS) - State ROW only				sub allowance	$ 4,000.00
◆ Vegetation and Tree Tabulation (Station, Offset, Diameter, Type, Health and Structure)	32		estimate 32hrs to coordinate with surveys in assessing tree population within study area		(**) sub-consultant cost identified as "service by others"
◆ Vegetation Tree Evaluation (Remove, Remain, Protect)	----		N/A identify in Phase II		on CECS worksheet
◆ Preliminary Environ Site Assessment/Investigation (PESA) - non-State ROW only	----	EPI	complete site recon, database screen and documentation (screen only assumed, no full PESA or PSI)		
◆ Bicycle and Pedestrian Facility Coordination	40		estimate 40hrs for various efforts related to Forge, I&M Canal trail, and multi-use path connections through study area and along Pruxne to the I&M Canal trail system and the Forge		
◆ Wetland Delineations and Report	----		N/A		
◆ Wetland Impact Evaluation (WIE) (N/A - Task 17)	----		N/A - Task 17		
◆ Evaluation of Water Quality Issues and Best Management Practices	----		covered under Task 7		
◆ Field Trips to Area (covered under Task 1)	----		covered under Task 1		
◆ Meetings (2 mtgs for this task)	8		2 mtgs x 2 people x 2hrs/mtg	mileage	$ - virtual
TOTAL WORKHOURS =	128	----			
ESTIMATED DIRECT COSTS =	$ -	$ 4,000.00			
6) Develop Project Purpose & Need and Feasible Alternatives	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
◆ Prepare "Purpose & Need" Section	----		N/A - document in PDR; see Task 15, PDR	N/A	N/A
◆ Prepare "Project Alternatives" Section (Including Build, No-Build, and other Alternatives)	----		N/A - document in PDR; see Task 10, Alternative Geometric Studies		
TOTAL WORKHOURS =	0	----			
ESTIMATED DIRECT COSTS =	$ -	$ -			
7) Location Drainage Study (LDS)	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
◆ See **Location Drainage Worksheet**(D1 PD0021)	172		see **Location Drainage Worksheet** (D1 PD0021) for calculation of workhours		
◆ Coordinate with IDOT for Main Street Improvements (PTB 196, Item 6)	4		PDP will need to coordinate with design along Main Street where we meet the new IDOT improvement		
TOTAL WORKHOURS =	176	----			
ESTIMATED DIRECT COSTS =	$ -	$ -			
8) Noise Analysis – FHWA Traffic Noise Model (TNM)	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
◆ N/A	----	----	N/A - document in PDR as required; realignment of Pruxne/Talcott does not come nearer or introduce sensitive receptors		
TOTAL WORKHOURS =	0	----			
ESTIMATED DIRECT COSTS =	$ -	$ -			

WORKHOURS AND DIRECT COST ESTIMATE	VK	Sub			
9) Air Quality Analysis	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
• N/A	----	----	N/A - document in PDR as required; exempt from analysis as discussed in Article 26-14.03(a) of the BDE Manual		
TOTAL WORKHOURS =	0	----			
ESTIMATED DIRECT COSTS =	$ -	$ -			
10) Alternative Geometric Studies	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
Improvements at Pruxne Street (Talcott Avenue) crossing will consist of realigning Pruxne Street and Illinois Street to meet at a common location at Main Street. This will address outdated passive/active controls at the rail crossing and correct deficient unsafe geometric conditions. Improvements will include accommodating growing bicycle and pedestrian traffic. The Forge is utilizing the Pruxne Street (Talcott Avenue) as their permanent point of access.					
• Alternative Geometric Studies, Roadway/Intersection Realignment	50		assume 2 alts x 25hrs each		
• Property Access Impact Studies and Evaluation	30		improvements may impact two (2) or more existing commercial or public access locations; estimate 30hrs total		
• Railroad Grade Separation Warrants, BDE Chapter 9 and USDOT/FHWA Handbook	----		N/A		
• Profile Studies, Multiple Alternatives	----		included in cross-section studies		
• Cross-Section Studies, Multiple Alternatives	20		assume 2 profiles across alts along Illinois mainly w/ xsection studies x 10hrs/prof		
• Alternative Geometric Studies, Advance Study of Two (2) Alternatives	----		N/A		
• Preliminary Construction Cost Estimate (1 alt)	6		1 alt x 6hrs each		
• Documentation of Preferred Alternative Selection	----		included in PDR narrative		
• Advance Geometric Studies, Preferred Alternative	30		6shts x 5hrs/sht; coordinate with IDOT D1 PD to tie in to improvements on Main St near Wheeler Dr (reduce from 20hrs/sht to 5hrs/sht and use Task 13 hours)		
• Property Access Impact, Avoidance or Minimized Impact, Preferred Alternative	16		estimate 16hrs		
• Utility Conflict Identification, Avoidance and/or Resolution, Preferred Alternative	10		estimate 10hrs	color printing	$ 180.00 30 color pages/exhibits x 6 copies x $1 each
• Typical Cross-Sections, Preferred Alternative	30		estimate 6 roadway typ sections x 5hrs each		
• Cross-Section Detail/Design, Preferred Alternative	66		3,275'/50' per sect = 66 sects x 1 prof x 1 hr/sect		
• Plan Studies (Design Exceptions), Preferred Alternative	32		estimate 32hrs to complete IDOT D1 variance forms and detail variance requests		
• Plan Studies (Barrier Warrant Analysis), Preferred Alternative	24		estimate 24hrs		
• Plan Studies (Complete Streets), Preferred Alternative	32		address complete streets needs in compliance with IDOT criteria and Village ordinance; document in PDR		
• Plan Studies (ADA Ramp Analysis), Preferred Alternative	32		various locations throughout study area; estimate 32hrs		
• Plan Studies (Misc) [pvt design, I-last chcklists V2.02, tech memos]	24		estimate 24hrs		
• Develop Preliminary Construction Cost Estimate, Preferred Alternative	8		estimate 8hrs		
• Meetings	24		(2 Village mtgs x 2 people x 4hrs) + (1 IDOT virtual mtg x 2 people x 6hrs) (prep and docum)	mileage	$ 23.20 Village in person, IDOT virtual
TOTAL WORKHOURS =	434	----			
ESTIMATED DIRECT COSTS =	$ 203.20	$ -			
11) Crash Analysis (Tech Memo to be included in PDR)	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
• Review Crash Data and Tabulation (5 years)	10		includes ICC historical data; estimate 10hrs	N/A	N/A
• Analysis of Crash Data (5 years)	16		includes ICC historical data; estimate 16hrs		
• Draft Tech Memo and Updates	10		estimate 10hrs		
• Yearly Accident Data Updates	----		N/A		
TOTAL WORKHOURS =	36	----			
ESTIMATED DIRECT COSTS =	$ -	$ -			

WORKHOURS AND DIRECT COST ESTIMATE	VK	Sub			
12) Traffic Maintenance Plan	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
Improvements at Pruxne Street (Talcott Avenue) crossing will consist of realigning Pruxne Street and Illinois Street to meet at a common location at Main Street. Main Street (FAU 3587) and Illinois Street (FAU 1087), which are non-significant routes, will be impacted during construction. IDOT will want to review a TMP for "conceptual concurrence" in Phase I.					
◆ Coordinate with IDOT for Main Street Improvements (PTB 196, Item 6)	4		coordinate with IDOT for timing of this project and the Main Street project; document in tech memo	N/A	N/A
◆ Prepare Traffic Control Plan (TCP)	36		assume 3shts with notes at 12hrs/sht		
◆ Prepare TMP Tech Memo with Attachments	20		tech memo will reviewed by IDOT District 1 Bureau of Traffic for "conceptual concurrence"		
◆ Present at IDOT District 1 Detour Committee Meeting	----		N/A		
TOTAL WORKHOURS =	60	----			
ESTIMATED DIRECT COSTS =	$ -	$ -			
13) Intersection Design Studies (IDS)	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
Improvements at Pruxne Street (Talcott Avenue) crossing will consist of realigning Pruxne Street and Illinois Street to meet at a common location at Main Street. Intersection design will be more complex given rail proximity to the intersection and designing to accommodate significant pedestrian and bicycle traffic.					
◆ Existing traffic counts via MioVision (vehicle, train, bike, ped)	----		see Task 2	N/A	N/A
◆ Coordination with CMAP for 2050 Traffic Projections	4		estimate 4hrs; we will have to coordinate with Forge and provide relevant data		
◆ Trip Generation, Distribution and Assignments (to account for The Forge build-out)	12		estimate 12hrs		
◆ 1 Capacity Analysis Road/Rail at 60 hrs/Location	60		existing vs. proposed w/ projected traffic; more complex given rail proximity to intersection and designing for significant pedestrian and bicycle traffic		
◆ Capacity Analysis Report (estimate 16 hrs)	16		more complex given rail proximity to intersection and designing for significant pedestrian and bicycle traffic		
◆ 1 Traffic Signal Warrant Study at 32 hrs/Location + At-grade RR Signal Study	32		warrants and concept design of road and rail signalization will be addressed prior to IDS related work being performed		
◆ 1 IDS at 220 hrs/Intersection (includes IDOT/ICC review and coord)	220		more complex given rail proximity to intersection and designing for significant pedestrian and bicycle traffic		
TOTAL WORKHOURS =	344	----			
ESTIMATED DIRECT COSTS =	$ -	$ -			
14) Public Involvement	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
Assume a public informational meeting will be required. Assume also that individual landowner meetings will be required.					
◆ Public Information Meeting (estimate 1 mtg)					
⇨ Coordinate and Compile Mailing Lists (including all adjacent property owners)	6		estimate 6hrs		
⇨ Create invitation postcard, print and mail/deliver	----		not needed	postage	$ 55.00 1mtg x 100 postcards x $0.55 each
⇨ Preparation of Public Meeting Handouts/Comment Cards (Brochures)	8		estimate 8hrs	color printing	$ 100.00 1mtg x 100 handouts x $1 each
⇨ Preparation of Public Meeting Display Exhibits (estimate 6 boards)	36		6 boards x 6hrs/board	exhibits	$ 150.00 1mtg x 6 color exhibit boards x $25 each
⇨ Preparation of Public Meeting Audio-Visual Presentation	----		not needed		
⇨ Secure Location of Public Meeting/Hearing Sites	2		estimate 2hrs (coordinate with Village for location and pass through cost)	site rental	$ 750.00 1mtg x $750
⇨ Media (ads promoting meeting)	----		assume this will be a Village web announcement + basic media release	media/ads	$ 700.00 2 media releases x $350 each
⇨ Meeting Dry-Run	6		2 people x 1mtg x 4hrs total (if needed, anticipate dry-run at Village Hall)	mileage	$ 11.60 2mtgs (dry+public)
⇨ Prepare Day after Summary and Meeting Minutes	4		estimate 4hrs		
⇨ Preparation of Draft Response Letters to Public Meeting Comments	20		estimate 20hrs (assume VK will draft responses for Village)	postage	$ 27.50 1mtg x 50 response letters x $0.55 each
⇨ Individual Landowner Meeting (assume four meetings)	12		estimate 4mtgs x 3hrs/mtg		
TOTAL WORKHOURS =	94	----			
ESTIMATED DIRECT COSTS =	$ 1,794.10	$ -			

WORKHOURS AND DIRECT COST ESTIMATE	VK	Sub			
15) Project Development Report (PDR)	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
• Draft PDR Narrative (BLR 22210)	120		assume Group II CE and DA; estimate 120hrs		
• Prepare Compiled PDR with Exhibits/Appendices	30		estimate 30hrs	color printing	$ 320.00 40 color pages/exhibits x 8 copies x $1 each
• Revisions to Address and Incorporate PDR Review Comments	80		address comments, revise appendices, re-assemble, draft disposition (expect at least 2 full reviews x 30hrs each)		
TOTAL WORKHOURS =	230	----			
ESTIMATED DIRECT COSTS =	$ 320.00	$ -			
16) Bridges/ Structures	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
• Field Meetings with IDOT Area Bridge Engineer	----		N/A	N/A	N/A
• Bridge Inspections	----		N/A		
• Bridge Condition Report	----		N/A		
• Bridge Type Studies	----		N/A		
• Bridge Type, Size and Location (TS&L) Plan	----		N/A		
• Structure Geotechnical Report (SGR)	----		N/A	sub allowance	$ -
• Preliminary Bridge Design and Hydraulic Report (PBDHR)	----		N/A		(**) sub-consultant cost identified as "service by others" on CECS worksheet
TOTAL WORKHOURS =	0	----			
ESTIMATED DIRECT COSTS =	$ -	$ -			
17) Wetland Impact Evaluation Form/Process	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
• Compile Impact Evaluation Forms	----		N/A	N/A	N/A
• Prepare Exhibits	----		N/A		
• Analysis and Mitigation/Avoidance Options	----		N/A		
TOTAL WORKHOURS =	0	----			
ESTIMATED DIRECT COSTS =	$ -	$ -			
18) Section 4(f)/6(f) Evaluation (Separate Report)	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
• N/A	----		N/A - assume no Section 4(f)/6(f) impacts	N/A	N/A
TOTAL WORKHOURS =	0	----			
ESTIMATED DIRECT COSTS =	$ -	$ -			
19) Section 106 Evaluation	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
• N/A	----	----	N/A - document in PDR as required	N/A	N/A
TOTAL WORKHOURS =	0	----			
ESTIMATED DIRECT COSTS =	$ -	$ -			

WORKHOURS AND DIRECT COST ESTIMATE	VK	Sub			
20) ICC and Railroad Coordination	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
◆ Coordination with ICC, CN, and Metra	30		estimate mtgs: 1 bi-monthly mtg over 12 mos = 6 mtgs x 5hrs/mtg (includes prep and mtg minutes)	mileage	$ 11.60 2mtgs
Note: The team has already had one ICC field review.			assume meetings will be via video conference except two (2)		
Anticipate regular team meetings with ICC and CN (IDOT on occasion).					
◆ Attend ICC Hearings (prepare for and attend as required)	40		assume 2 ICC mtgs x 20hrs/mtg (modify/update exhibits from other tasks and re-use; agenda; mtg minutes)	mileage	$ 116.00 2mtgs x 2 trips x 50 miles
TOTAL WORKHOURS =	70	----			
ESTIMATED DIRECT COSTS =	$ 127.60	$ -			
21) Lighting and Landscaping Planning	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
◆ Lighting Warrant Studies	10		estimate 10hrs		
◆ Lighting Layout (Preliminary Light Standard Spacing)	10		estimate 20hrs		
◆ Preliminary Illumination/Photometric Calculations, Adjust Spacing	20		estimate 30hrs		
◆ Landscaping Evaluation and Concept Development	24		estimate 20hrs		
◆ Preliminary Landscape Plans and Associated Renderings	60		estimate 30hrs for plan(s) + 20hrs for 2D rendering(s)	color printing	$ 40.00 10 color pages/exhibits x 4 copies x $1 each
			(Note that the extent of landscape work and need for two-dimensional renderings is uncertain.		
TOTAL WORKHOURS =	124	----	The realignments will leave large areas previously occupied by infrastructure for		
ESTIMATED DIRECT COSTS =	$ 40.00	$ -	improvement in some repurposed manner.)		
22) Financial Planning and Funding Strategies	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
◆ Financial Planning and Funding Strategies (provided By Others)	----		continued grant coordination and financial planning will be important to future funding opportunities	N/A	N/A
◆ Funding/Grant Coordination and Application Support (VK)	80		VK will coordinate with Village advocates through various meetings and offline activities		
			estimate 60hrs for coordination, technical support, and application support		
TOTAL WORKHOURS =	80	----			
ESTIMATED DIRECT COSTS =	$ -	$ -			
23) Administration and Management	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
◆ Administration and Management (4% of prior scope items)	83		Use 4% of prior scope items	N/A	N/A
TOTAL WORKHOURS =	83	----			
ESTIMATED DIRECT COSTS =	----	$ -			
24) Quality Assurance/ Quality Control	VK	Sub	Workhour Calculations & Assumptions	DC	DC Calculation
◆ QA/QC (2% of prior scope items excluding Admin/Management)	42		Use 2% of prior scope items excluding "Admin/Management"	N/A	N/A
TOTAL WORKHOURS =	42	----			
ESTIMATED DIRECT COSTS =	----	$ -			

WORKHOURS TASK 1 THRU 22 =	2,078	----
WORKHOURS TASK 23 AND 24 =	125	----
TOTAL WORKHOURS ALL TASKS =	2,203	----
TOTAL DIRECT COSTS ALL TASKS =	$ 9,454.70	----
TOTAL SUB-CONSULTANT FEES =	----	$11,000.00

Attachment B

Illinois Department of Transportation

Location Drainage Study
Drainage Engineering Workhour Summary

Project Route:	Main St (FAU 3587), Illinois St (FAU 1065), Pruxne St (MUN 1072A), Talcott (MUN 3120)
Project Limits:	See attached scope narrative and limits/length notes below
County:	Cook
Section Number:	TBD

Local Agencies: IDOT, Cook County DOT, MWRD, Will/South Cook Soil & Water Conservation District, Village of Lemont, Lemont Township, IDNR-OWR, Chicago ACOE

Number of Agencies: 4 Identified Drainage Problems: 2 (estimated)

Number of Outlets: 1 (estimated) Drainage Districts: 1

Number of FPE's 0 Total ---- Transverse ---- Longitudinal

Number of Floodways 0 Total ---- Transverse ---- Longitudinal

Major Drainage Features: 0 Bridges 0 Major Culvert Crossings 0 Pump Stations

0 Reservoirs/Detention Facilities:

0 Subway 0 Channels

Length:

Mainline	0 miles
Interchanges	0 miles
State Roads	Main St (1,000') + Illinois St (550') = 1,550' (0.293 mile)
Local Roads	Pruxne St (1,500') + Talcott Ave (225') = 1,725' (0.327 mile)
Total Length (All of Above)	3,275 (0.620 mile)

NOTES:

(*) See attached project scope narrative.

ITEM	WORK HOURS
EXISTING DRAINAGE SYSTEM	
General Location Drainage Map	6
Existing Drainage Plan	30 (6shts x 5hrs/sht; includes field visit)
Transfer of Existing PDP to EDP	0
Identified Drainage Problems	8 (2 loc x 4hrs/loc)
Identified Base Floodplains	0
Major Drainage Features	0 (excluded; supplemented if required)
SUB-TOTAL EXISTING	**44**
PROPOSED DRAINAGE SYSTEM	
Design Criteria	2
Outlet Evaluation	10 (1 loc x 10hrs/loc)
Storm Water Detention Analysis	12
Right of Way Analysis	0
Drainage Alternatives	20 (various alts; estimate 20hrs)
Local and Other Agency Coordination	20 (primarily MWRD; pre-app mtg; establish design criteria; coordinate; WMO permit in Phase II)
Proposed Drainage Plan	54 (6shts x 9hrs/sht for pref alt)
Pump Station Design	0
IDNR-OWR Permit	0
Water Quality/BMP	4
Study Assembly	6
Field Visits/Investigations	0 (included above)
Quality Control/Quality Assurance	---- (4% - see total workhour estimate)
Contract Administration and Billing	---- (2% - see total workhour estimate)
SUB-TOTAL PROPOSED	**128**
TOTAL WORK HOURS	**172**

PAYROLL ESCALATION TABLE
FIXED RAISES

FIRM NAME:	V&K	**DATE:**	01/15/23
PRIME/SUPPL:	Prime	**PTB NO.**	N/A
ROUTE:	Main-IL-Pruxne		
SECTION:	TBD		

CONTRACT TERM	18	**MONTHS**	**OVERHEAD RATE**	113.74%
START DATE	3/1/2023		**COMPLEXITY FACTOR**	0
RAISE DATE	7/1/2023		**% OF RAISE**	2.00%

3/1/2023 - 7/1/2023	7/2/2023 7/1/2024	7/2/2024 9/1/2024	
4 / 18	12 / 18	2 / 18	
22.22%	68.00%	11.56%	

The total escalation for this project would be: **1.78%**

PAYROLL RATES

FIRM NAME:	**V&K**	**DATE**	**01/15/23**
PRIME/SUPPLEMENT:	**Prime**		
PTB NO:	**N/A**		
ROUTE:	**Main-IL-Pruxne**		
SECTION:	**TBD**		

ESCALATION FACTOR = 1.78%

CLASSIFICATION	CURRENT RATE	CALCULATED RATE	DIFF
Management II	$78.00	$78.00	$0.00
Engineer I-C	$71.33	$72.60	$1.27
Engineer II-A	$61.78	$62.88	$1.10
Engineer III-B	$54.49	$55.46	$0.97
Engineer V	$48.22	$49.08	$0.86
Engineer VIII	$39.31	$40.01	$0.70
Engineer X	$32.36	$32.94	$0.58
Design Tech I	$44.75	$45.55	$0.80
Drafter II	$39.63	$40.34	$0.71
Drafter V	$28.15	$28.65	$0.50
Surveyor II	$44.35	$45.14	$0.79
Technician I	$37.58	$38.25	$0.67
Technician III	$31.85	$32.42	$0.57
Technician VI	$25.61	$26.07	$0.46
Technician VIII	$19.65	$20.00	$0.35
Clerical IV	$20.50	$20.87	$0.37

Attachment C

SUBCONSULTANTS

FIRM NAME: V&K **DATE:** 01/15/23
PRIME/SUPPLEMENT: Prime
PTB NO: N/A
ROUTE: Main-IL-Pruxne
SECTION: TBD

NAME	Direct Labor Total	Contribution to Prime Consultant
N/A	0.00	0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
Total	0.00	0.00

Attachment C

COST PLUS FIXED FEE
COST ESTIMATE OF CONSULTANT SERVICES

FIRM:	**V&K**			**DATE:**	**01/15/23**
PTB:	**N/A**	**OVERHEAD RATE**	**113.74%**		
PRIME/SUPPLEMENT:	**Prime**	**COMPLEXITY FACTOR**	**0**		
ROUTE:	**Main-IL-Pruxne**				
SECTION:	**TBD**				

ITEM	WORKHOURS (A)	PAYROLL (B)	OVERHEAD & FRINGE BENF (C)	IN-HOUSE DIRECT COSTS (D)	FIXED FEE (E)	OUTSIDE DIRECT COSTS (F)	SERVICES BY OTHERS (G)	TOTAL (B-G)	% OF GRAND TOTAL
IDOT/FHWA Coordination	36	1,690.92	1,923.25		625.64			4,239.81	1.64%
Data Collection/ Review	134	5,569.32	6,334.54	514.80	2,060.65			14,479.31	5.61%
Geotechnical Studies	2	110.92	126.16		41.04			278.12	0.11%
Surveys	130	5,424.38	6,169.69	6,455.00	2,007.02			20,056.09	7.77%
Environ Data Collect/ Invent	128	4,881.88	5,552.65		1,806.30			12,240.83	4.74%
Location Drainage Study	176	7,661.68	8,714.39		2,834.82			19,210.90	7.44%
Alt Geometric Studies	434	17,942.48	20,407.78	203.20	6,638.72			45,192.17	17.51%
Crash Analysis	36	1,558.48	1,772.62		576.64			3,907.73	1.51%
Traffic Maintenance Plan	60	2,410.08	2,741.22		891.73			6,043.03	2.34%
Intersect Design Studies	344	14,074.16	16,007.95		5,207.44			35,289.55	13.67%
Public Involvement	94	4,406.58	5,012.04	1,794.10	1,630.43			12,843.16	4.97%
Project Dev Report (PDR)	230	9,653.58	10,979.98	320.00	3,571.82			24,525.39	9.50%
ICC and Railroad Coord	70	3,307.04	3,761.43	127.60	1,223.60			8,419.67	3.26%
Lighting/ Landsc Planning	124	4,869.76	5,538.87	40.00	1,801.81			12,250.44	4.75%
Financial/Funding Strategies	80	5,073.10	5,770.14		1,877.05			12,720.29	4.93%
Admin and Management	83	3,621.40	4,118.98		1,339.92			9,080.30	3.52%
QA/QC	42	2,543.50	2,892.98		941.10			6,377.57	2.47%
EPI (Geotech)							7,000.00	7,000.00	2.71%
EPI (Special Waste)							4,000.00	4,000.00	1.55%
Subconsultant DL					0.00			0.00	0.00%
TOTALS	2,203	94,799.26	107,824.68	9,454.70	35,075.73	0.00	11,000.00	**258,154.36**	100.00%

Attachment C

AVERAGE HOURLY PROJECT RATES

FIRM: V&K
PTB: N/A
PRIME/SUPPLEMENT: Prime

ROUTE: Main-IL-Pruxne
SECTION: TBD

DATE: 01/15/23

SHEET 1 **of** 3

Classification	Rate	TOTALS			IDOT/FHWA Coordination			Data Collection/ Review			Geotechnical Studies			Surveys			Environ Data Collect/ Invent		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Management II	78.00	30	1.36%	1.06															
Engineer I-C	72.60	106	4.81%	3.49	2	5.56%	4.03	2	1.49%	1.08									
Engineer II-A	62.88	200	9.08%	5.71	8	22.22%	13.97	4	2.99%	1.88				2	1.54%	0.97	6	4.69%	2.95
Engineer III-B	55.46	97	4.40%	2.44				24	17.91%	9.93	2	100.00%	55.46	2	1.54%	0.85	8	6.25%	3.47
Engineer V	49.08	276	12.53%	6.15	8	22.22%	10.91	32	23.88%	11.72							8	6.25%	3.07
Engineer VIII	40.01	84	3.81%	1.53										2	1.54%	0.62	32	25.00%	10.00
Engineer X	32.94	240	10.89%	3.59	6	16.67%	5.49	30	22.39%	7.37							40	31.25%	10.29
Design Tech I	45.55	180	8.17%	3.72															
Drafter II	40.34	314	14.25%	5.75	8	22.22%	8.96	12	8.96%	3.61							10	7.81%	3.15
Drafter V	28.65	212	9.62%	2.76													16	12.50%	3.58
Surveyor II	45.14	60	2.72%	1.23										60	46.15%	20.83			
Technician I	38.25	102	4.63%	1.77										60	46.15%	17.65			
Technician III	32.42	138	6.26%	2.03	4	11.11%	3.60	16	11.94%	3.87									
Technician VI	26.07	108	4.90%	1.28										4	3.08%	0.80	8	6.25%	1.63
Technician VIII	20.00	14	0.64%	0.13				14	10.45%	2.09									
Clerical IV	20.87	42	1.91%	0.40															
TOTALS		2,203	100%	$43.03	36	100.00%	$46.97	134	100%	$41.56	2	100%	$55.46	130	100%	$41.73	128	100%	$38.14

Attachment C

AVERAGE HOURLY PROJECT RATES

FIRM: V&K **ROUTE:** Main-IL-Pruxne **DATE:** 01/15/23
PTB: N/A **SECTION:** TBD
PRIME/SUPPLEMENT: Prime **SHEET** 2 **of** 3

Classification	Rate	Location Drainage Study			Alt Geometric Studies			Crash Analysis			Traffic Maintenance Plan			Intersect Design Studies			Public Involvement		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Management II	78.00																		
Engineer I-C	72.60	6	3.41%	2.48	8	1.84%	1.34							4	1.16%	0.84	12	12.77%	9.27
Engineer II-A	62.88	12	6.82%	4.29	30	6.91%	4.35	4	11.11%	6.99	4	6.67%	4.19	24	6.98%	4.39	20	21.28%	13.38
Engineer III-B	55.46	40	22.73%	12.60										10	2.91%	1.61			
Engineer V	49.08	14	7.95%	3.90	56	12.90%	6.33	12	33.33%	16.36	20	33.33%	16.36	52	15.12%	7.42			
Engineer VIII	40.01	20	11.36%	4.55													20	21.28%	8.51
Engineer X	32.94	12	6.82%	2.25	40	9.22%	3.04	12	33.33%	10.98	16	26.67%	8.78	26	7.56%	2.49	10	10.64%	3.50
Design Tech I	45.55				110	25.35%	11.54							52	15.12%	6.89			
Drafter II	40.34	20	11.36%	4.58	70	16.13%	6.51	8	22.22%	8.96	4	6.67%	2.69	70	20.35%	8.21	22	23.40%	9.44
Drafter V	28.65	24	13.64%	3.91	50	11.52%	3.30				8	13.33%	3.82	64	18.60%	5.33			
Surveyor II	45.14																		
Technician I	38.25	12	6.82%	2.61															
Technician III	32.42				50	11.52%	3.74				8	13.33%	4.32	30	8.72%	2.83			
Technician VI	26.07	16	9.09%	2.37	20	4.61%	1.20							12	3.49%	0.91	10	10.64%	2.77
Technician VIII	20.00																		
Clerical IV	20.87																		
TOTALS		176	100%	$43.53	434	100%	$41.34	36	100%	$43.29	60	100%	$40.17	344	100%	$40.91	94	100%	$46.88

Attachment C

AVERAGE HOURLY PROJECT RATES

FIRM: V&K
PTB: N/A
PRIME/SUPPLEMENT: Prime
ROUTE: Main-IL-Pruxne
SECTION: TBD
DATE: 01/15/23
SHEET 3 **of** 3

Classification	Rate	Project Dev Report (PDR)			ICC and Railroad Coord			Lighting/ Landsc Planning			Financial/Funding Strategies			Admin and Management			QA/QC		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Management II	78.00										20	25.00%	19.50	10	12.05%	9.40			
Engineer I-C	72.60	6	2.61%	1.89	10	14.29%	10.37	4	3.23%	2.34	20	25.00%	18.15	10	12.05%	8.75	22	52.38%	38.03
Engineer II-A	62.88	36	15.65%	9.84	10	14.29%	8.98	10	8.06%	5.07	20	25.00%	15.72	10	12.05%	7.58			
Engineer III-B	55.46													11	13.25%	7.35			
Engineer V	49.08	40	17.39%	8.54	10	14.29%	7.01	14	11.29%	5.54							10	23.81%	11.69
Engineer VIII	40.01										10	12.50%	5.00						
Engineer X	32.94	20	8.70%	2.86	12	17.14%	5.65	16	12.90%	4.25									
Design Tech I	45.55	8	3.48%	1.58													10	23.81%	10.85
Drafter II	40.34	40	17.39%	7.02	20	28.57%	11.53	20	16.13%	6.51	10	12.50%	5.04						
Drafter V	28.65	50	21.74%	6.23															
Surveyor II	45.14																		
Technician I	38.25							30	24.19%	9.25									
Technician III	32.42	22	9.57%	3.10	8	11.43%	3.71												
Technician VI	26.07	8	3.48%	0.91				30	24.19%	6.31									
Technician VIII	20.00																		
Clerical IV	20.87													42	50.60%	10.56			
	0.00																		
	0.00																		
	0.00																		
	0.00																		
	0.00																		
	0.00																		
	0.00																		
TOTALS		230	100%	$41.97	70	100%	$47.24	124	100%	$39.27	80	100%	$63.41	83	100%	$43.63	42	100%	$60.56

Attachment C

Illinois Department of Transportation

Direct Costs Check Sheet

COMPANY NAME: V&K

PROJECT: **Main-IL-Pruxne**

TODAY'S DATE: **1/15/2023**

ITEM	ALLOWABLE	UTILIZE W.O. ONLY	QUANTITY J.S. ONLY	CONTRACT RATE	TOTAL
Per Diem (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum			$0.00	$0.00
Lodging (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual cost (Up to state rate maximum)			$0.00	$0.00
Lodging Taxes and Fees (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual cost			$0.00	$0.00
Air Fare	Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval			$0.00	$0.00
Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum		340	$0.580	$197.20
Vehicle Owned or Leased	$32.50/half day (4 hours or less) or $65/full day		7	$65.00	$455.00
Vehicle Rental	Actual cost (Up to $55/day)			$0.00	$0.00
Tolls	Actual cost			$0.00	$0.00
Parking	Actual cost			$0.00	$0.00
Overtime	Premium portion (Submit supporting documentation)			$0.00	$0.00
Shift Differential	Actual cost (Based on firm's policy)			$0.00	$0.00
Overnight Delivery/Postage/Courier Service	Actual cost			$30.00	$0.00
Copies of Deliverables/Mylars (In-house)	Actual cost (Submit supporting documentation)			$0.00	$0.00
Copies of Deliverables/Mylars (Outside)	Actual cost (Submit supporting documentation)			$0.00	$0.00
Report Printing & Binding (Outside)	Actual cost		640	$1.00	$640.00
Postage (First Class Mail)	Actual cost		150	$0.55	$82.50
Project Specific Insurance (RR Protective Liability Insurance)	Actual cost			$10,000.00	$0.00
Monuments (Permanent)	Actual cost			$0.00	$0.00
Photo Processing	Actual cost			$0.00	$0.00
2-Way Radio (Survey or Phase III Only)	Actual cost			$0.00	$0.00
Telephone Usage (Traffic System Monitoring Only)	Actual cost			$0.00	$0.00
CADD	Actual cost (Max $15/hour)			$0.00	$0.00
Web Site	Actual cost (Submit supporting documentation)			$0.00	$0.00
Advertisements	Actual cost (Submit supporting documentation)		2	$350.00	$700.00
Public Meeting Facility Rental / Noise Forum	Actual cost		1	$750.00	$750.00
Public Meeting Exhibits/Renderings & Equipment	Actual cost		6	$25.00	$150.00
Recording Fees	Actual cost			$0.00	$0.00
Transcriptions (specific to project)	Actual cost			$0.00	$0.00
Courthouse Fees	Actual cost			$0.00	$0.00
Storm Sewer Cleaning and Televising	Actual cost (Requires 2-3 quotes with IDOT approval)			$0.00	$0.00
Traffic Control and Protection	Actual cost (Requires 2-3 quotes with IDOT approval)			$0.00	$0.00
Aerial Photography and Mapping	Actual cost (Requires 2-3 quotes with IDOT approval)			$0.00	$0.00
Utility Exploratory Trenching	Actual cost (Requires 2-3 quotes with IDOT approval)			$0.00	$0.00
Testing of Soil Samples*	Actual cost			$0.00	$0.00
Lab Services*	Actual cost (Provide breakdown of each cost)			$0.00	$0.00
Specialized Equipment Rental* / Noise Monitoring	Actual cost			$0.00	$0.00
Miovision Equipment & Processing Fee (per hour)	Actual cost (Submit supporting documentation)		24	$20.00	$480.00
Title Commitments	Actual cost (Submit supporting documentation)		1	$500.00	$500.00
RR ROE Permit	Actual cost (Submit supporting documentation)		1	$1,000.00	$1,000.00
RR Flaggers	Actual cost (Submit supporting documentation)		1	$500.00	$500.00
RR Protective Liability Insurance	Actual cost (Submit supporting documentation)		1	$4,000.00	$4,000.00
				$0.00	$0.00
TOTAL DIRECT COST					**$9,454.70**

**If other allowable costs are needed and not listed, please add in the above spaces provided.*

LEGEND

W.O. = Work Order

J.S. = Job Specific

PRINTED 1/16/2023

BDE 436 (Rev. 02/02/17)

Attachment C

418 Main Street | Lemont, IL 60439

TO: Village Board Committee of the Whole Meeting
FROM: Darshana Prakash, Finance
THROUGH: George Schafer, Village Administrator
SUBJECT: FY 2023 Financial Review
Proposed FY 2024-2028 Capital Equipment
Proposed FY 2024-2028 Capital Improvement Plan

DATE: February 20, 2023

SUMMARY/BACKGROUND
Staff began the FY 2024 budget process in November 2022. All capital equipment and capital project requests were submitted to Finance in December 2022. The Village Administrator and staff met with the respective department directors and Village Engineer to discuss the individual projects. Tonight, staff will begin discussions with the Village Board.

We will begin with a review of the Village's current financial situation i.e. revenue and expenditures.

Followed with a review of the capital equipment requests. Capital equipment are vehicles, trucks, radios, etc. Items that are classified as large purchases located in the operating funds of the Village. Most of these purchases are funded from the Village vehicle sticker program.

Finally, we will discuss the FY 2024 - 2028 Capital Improvement Plan.
The capital projects are categorized into the following:

1. Utility Infrastructure - utility (water/sewer) projects.
2. Quality of Life - projects that support nature, environment and recreation.
3. Economic Sustainability & Vibrancy - projects that encourage businesses to invest and tourism within our community.
4. Safety - projects that enhance safety measures for e.g. pedestrian walkways, sidewalks, etc.
5. Roadway Infrastructure - projects related to roads and alleys.

The projects including benchmark and performance data, where applicable will be posted on the Village's website. Similar to the budget documents, the Capital Improvement Plan is also categorized by funding source.

<u>Water/Sewer projects</u>:
FY 2024 Water/Sewer projects total $1.7M, half of which is funded by ARPA. The Water/Sewer fund will absorb approximately $813k.

<u>I&M TIF projects:</u>
Several projects are planned for FY 2024:
1. Canal Restoration: Hydraulic study - 75% Army Corp construction in FY25

2. Peterson Park (Marbella): multi year with $500k ARPA funds
3. Canal South Stairway ADA Ramp & Bridge: $500k ARPA funds and $500k DCEO grant
4. Downtown Underground Utility (Canal St): potential ComEd RIDER 19 funding

Infrastructure & Motor Fuel Tax (MFT) projects:
The 1% non-home rule sales tax has been an essential revenue source in maintaining and improving Village's roadways. Additionally, the funding from the State, namely, MFT allocation and Rebuild IL grant enables the Village to fund projects totaling over $3M. Funding opportunities from CMAP, ICC, Invest in Cook are being actively sought. The following are a few of the projects slated for FY 2024:

1. PW Annex Site Storage Barn, Salt Dome, Detention Basin
2. Derby Road Bridge Expansion Joints
3. East Street Bridge repairs
4. Stephen Street Retaining Wall & ADA Sidewalk
5. Redesign Rail Improvements at IL/Main
6. Downtown Railway Safety Improvements
7. Stephen St. Bicycle & Pedestrian Path

ANALYSIS

Consistency with Village Policy
5-Year Capital Improvement Plan (if applicable)

STAFF RECOMMENDATION
Discuss and direct staff on the Proposed Capital Equipment and Capital Improvement Plan.

BOARD ACTION REQUESTED
Discuss and direct staff on the Proposed Capital Equipment and Capital Improvement Plan.

ATTACHMENTS
FY24 CIP capitalspreadsheet-FINAL on 02.15.23.xlsx
Budget Slides for COW.pptx

VILLAGE OF LEMONT - FY2024 - 2028 PROPOSED CAPITAL IMPROVEMENT PROGRAM

Project	FY24 Engg	FY24 Const	FY25	FY26	FY27	FY28	Funding Sources
Annual Detention Basin Maintenance - 10.25.310.0000.548.05		$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	General Fund - Infrastructure (EXPENSE)
Annual Tree Replacement - 10.25.310.0000.548.05	$ 5,000	$ 50,000	$ 27,500	$ 27,500	$ 27,500	$ 27,500	General Fund - Quality of Life - (EXPENSE)
Annual Hazardous Sidewalk Replacement - 10.25.310.0000.548.05	$ 15,000	$ 167,000	$ 42,000	$ 42,000	$ 42,000	$ 42,000	General Fund - Safety (EXPENSE)
Canal & Lemont St and Peterson Park (Marbella)		$ 350,000	$ 350,000				I&M TIF - Economic Stability and Vibrancy; ARPA $500k
I&M Canal Restoration - Hydraulic Study - Section 219 Environmental Infrastructure	$ 61,264		$ 300,000	$ 300,000			I&M TIF - Quality of Life; 75% Army Corp
I&M Canal South Stairway ADA Ramp & Pedestrian Bridge East of Holmes Street	$ 62,500	$ 500,000					I&M TIF (50%) & Infrastructure (50%) - Safety - DCEO Grant $250K; ARPA $250k
Downtown Underground Utility - Canal St	$ 10,000		$ 150,000				I&M TIF - Economic Stability and Vibrancy; ComEd RIDER 19 program
Gateway & Wayfinding Signs		$ 40,000					Infrastructure Fund - Economic Stability and Vibrancy
Stephen Street Bicycle & Pedestrian Path (Terra Engg)	$ 405,000		$ 2,100,000				Infrastructure Fund - Eco. Stab & Vib - $2M SW Conf of Mayors & Mgrs
Archer Ave. & Derby Rd. Public Works Annex Sitework (Storage Barn)	$ 20,000		$ 200,000				Infrastructure Fund - Infrastructure
Archer Ave. & Derby Rd. Public Works Annex Salt Dome	$ 60,000		$ 400,000				Infrastructure Fund - Infrastructure
State Street Resurfacing (Cass Street to 127th Street Phase I,II, III Engg)	$ 30,000		$ 117,000	$ 1,092,000			Infrastructure Fund - Infrastructure; 80% IDOT
Archer Ave. & Derby Rd. Public Works Annex (Detention Basin)	$ 45,000	$ 300,000					Infrastructure Fund - Infrastructure
132nd Street Widening to install new watermain	$ 17,500	$ 100,000					Infrastructure (50%) & Water (50%) - Infrastructure
Centennial Trail Gap (Terra Engg)	$ 20,000		$ 30,000	$ 300,000			Infrastructure Fund - Quality of Life; Invest in Cook $125k
Village wide ADA Planning Study	$ 20,000						Infrastructure Fund - Quality of Life; CMAP grant 100%
I&M Canal South Stairway ADA Ramp & Pedestrian Bridge East of Holmes Street	$ 62,500	$ 500,000					I&M TIF (50%) & Infrastructure (50%) - Safety - DCEO Grant $250K; ARPA $250k
Derby Road Bridge Expansion Joints	$ 5,000	$ 75,000					Infrastructure Fund - Safety
East Street Bridge	$ 12,500	$ 75,000					Infrastructure Fund - Safety
Stephen Street Retaining Wall & ADA Sidewalk	$ 52,500	$ 350,000					Infrastructure Fund - Safety
Illinois/Main/Pruxne Redesign & Rail Improvements	$ 258,150			$ 2,000,000			Infrastructure Fund - Safety; construction 100% ICC grant
Downtown Railway Safety Improvements (@ Lemont, Holmes, Stephen)	$ 200,000		$ 1,850,000				Infrastructure Fund - Safety; construction 100% ICC grant
131st St & Derby Road/Pedestrian Improvements (131st from Derby to Bell Rd)	$ 100,000		$ 200,000	$ 1,200,000			Infrastructure Fund; 80% Federal STP/State funding - Safety
Annual MFT Road Resurfacing	$ 220,000	$ 2,200,000	$ 770,000	$ 770,000	$ 770,000	$ 770,000	MFT & RBI (50%) & Infrastructure (50%) Fund - Infrastructure
Archer Ave. & State St. Lift Station Generator Replacement (Target/Kohl's)	$ 10,000	$ 125,000					Water/Sewer - Infrastructure; ARPA $135k
132nd Street Widening to install new watermain	$ 17,500	$ 100,000					Water/Sewer (50%) & Infrastructure (50%)
Annual Water Main Replacement Program - Design Engineering	$ 80,000		$ 60,000	$ 60,000	$ 60,000	$ 60,000	Water/Sewer - Infrastructure
Annual Water Main Replacement Program - Construct & Construction Engineering (Lintz)	$ 25,000	$ 240,000	$ 880,000	$ 880,000	$ 880,000	$ 880,000	Water/Sewer - Infrastructure; ARPA $265k
Annual Water Main Replacement Program - Construct & Const. Engineering (Army Corp)	$ 90,000	$ 360,000					Water/Sewer - Infrastructure; ARPA $450k & 75% Army Corp
Scada Upgrade to New System		$ 100,000					Water/Sewer - Infrastructure
Archer Ave. & Derby Rd. Public Works Annex Elevated Tank Electrical Service	$ 9,000	$ 60,000					Water/Sewer - Infrastructure; 2022 bond $
Archer Ave. & Derby Rd. Public Works Annex Sitework (road grading, sewer & watermains)	$ 45,000	$ 300,000					Water/Sewer - Infrastructure; 2022 bond $
Archer Ave. & Derby Rd. Public Works Annex Elevated 1.5MG Water Tank	$ 100,000	$ -					Water/Sewer - Infrastructure; 2022 bond $

VILLAGE OF LEMONT - FY2024 - 2028 PROPOSED CAPITAL IMPROVEMENT PROGRAM

Project	FY24 Engg	FY24 Const	FY25	FY26	FY27	FY28	Funding Sources
Miscellaneous Water Main installments - 70.70.360.0000.552.00		$ 50,000					Water/Sewer - Infrastructure (EXPENSE)
Sewer Lining Program - 70.72.370.0000.553.00		$ 108,000	$ 108,000	$ 108,000	$ 108,000	$ 108,000	Water/Sewer - Infrastructure (EXPENSE)
FY 24 TOTAL	$ 2,058,414	$ 6,250,000	$ 7,684,500	$ 6,879,500	$ 1,987,500	$ 1,987,500	
FY 25 - FY 28 projects							
5th St Improvements				$ 30,000	$ 250,000		Infrastructure Fund - Infrastructure
Centennial Trail Loop (West of I-355)			$ 15,000	$ 30,000	$ 300,000	$ 50,000	Infrastructure Fund - Quality of Life
Industrial Drive Pedestrian Bridge				$ 20,000	$ 200,000		Infrastructure Fund - Safety
Industrial Drive Rail Improvements					$ 350,000		Infrastructure Fund - Safety; construction State grant
Metra Platform Crossing Improvements						$ 350,000	Infrastructure Fund - Safety; construction State grant
Main Street Public Parking Lot & Park			$ 100,000				Infrastructure Fund - Economic Stability and Vibrancy
Walker Road Extension & Railroad Crossing (Knight Engineering)			$ 275,000		$ 3,000,000		Infrastructure Fund - Economic Stability and Vibrancy; construction 100% ICC grant
The Forge - resurfacing roads and all parking areas and parking lots					$ 500,000		Infrastructure Fund - Quality of Life
127th Street Crossing at Rolling Meadows Drive Pedestrian Crosswalk			$ 125,000				Infrastructure Fund - Safety - Invest in Cook 50% Grant to be applied
Timberline Dr Bicycle/Pedestrian Improvements (Copper Ridge Dr north to New Ave)			$ 20,000	$ 180,000			Infrastructure Fund - Safety; Developer contribution $17k
Bell Rd Bicycle/Pedestrian Improvements			10000	$ 100,000	$ 200,000	$ 1,200,000	Infrastructure Fund - Safety; Federal STP/State funding
McCarthy Rd Bicycle/Pedestrian Improvements Phase II (extend east to St.James)			$ 20,000	$ 300,000	$ 900,000		Infrastructure Fund - Safety; Federal STP/State funding
McCarthy Rd Bicycle/Pedestrian Improvements Phase III (east of Gleneagles to Bell Rd)				$ 10,000	$ 20,000	$ 300,000	Infrastructure Fund - Safety; Federal STP/State funding
Downtown Underground Utility - Stephen St Alley			$ 250,000				TOD TIF - Economic Stability and Vibrancy; ComEd RIDER 19 program
Bell Rd Water Main Extension					$ 300,000	$ 1,600,000	Water/Sewer - Infrastructure
Archer Ave. & Derby Rd. Public Works Annex (landscaping and misc work)			$ 112,000				Water/Sewer - Infrastructure; 2022 bond $
Archer Ave. & Derby Rd. Public Works Annex Sitework (Road Material Storage Bins backfilling gravel after water leaks)			$ 85,000				Water/Sewer - Infrastructure; 2022 bond $
GRAND TOTAL	$ 2,058,414	$ 6,250,000	$ 8,696,500	$ 7,549,500	$ 8,007,500	$ 5,487,500	



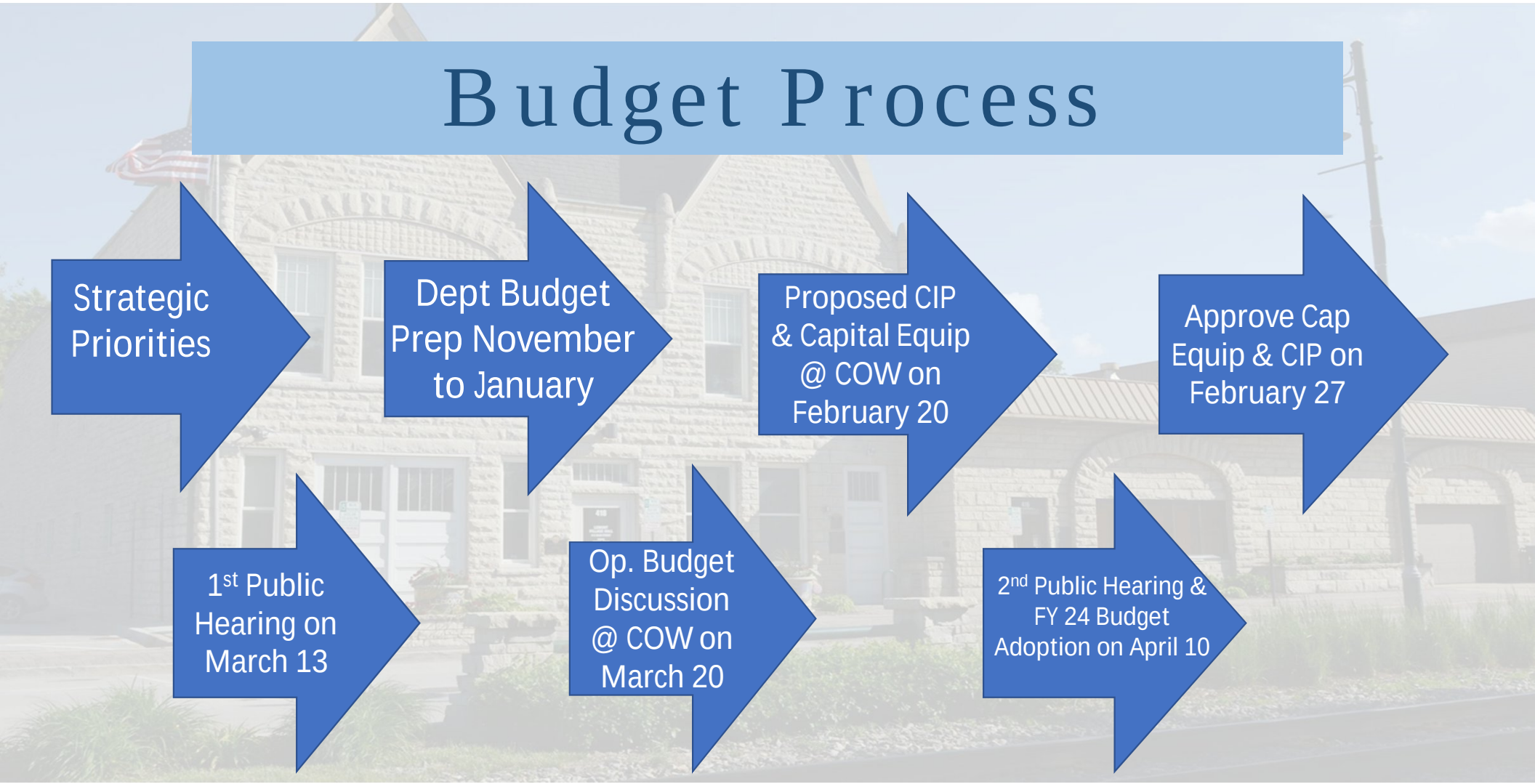
Village of Lemont

FY 2023 Financial Review

FY 2024-2028 Capital Equipment

Presented on February 20, 2023

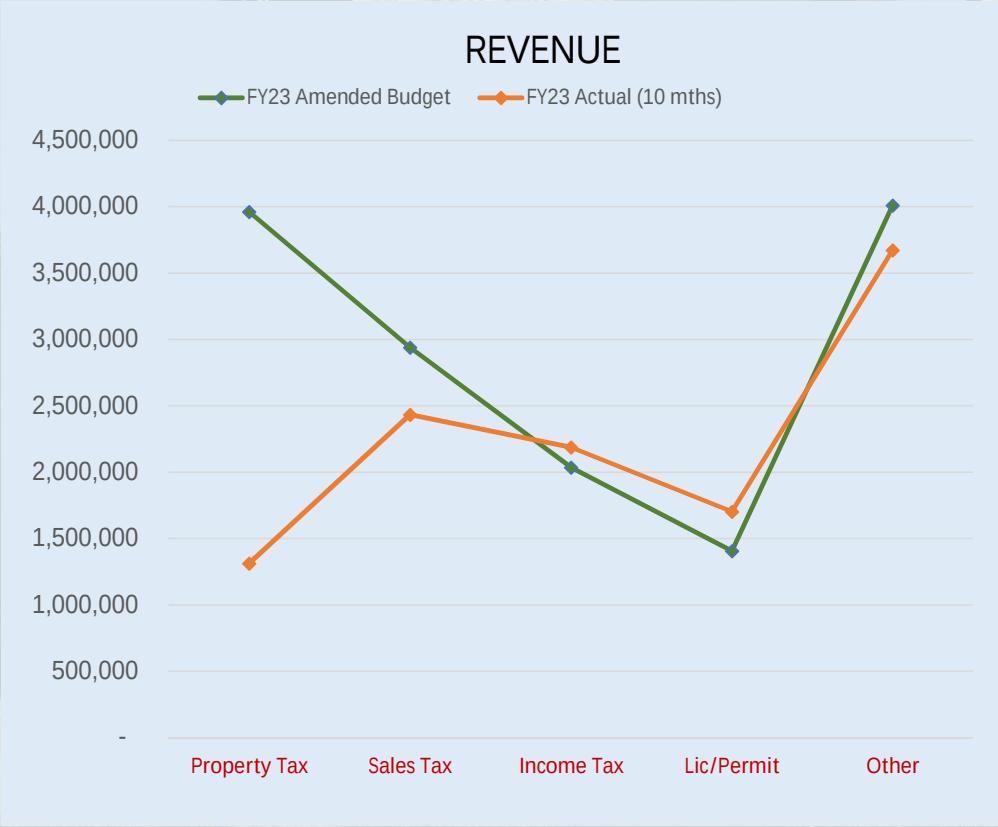
Budget Process



FY 2023 in Review

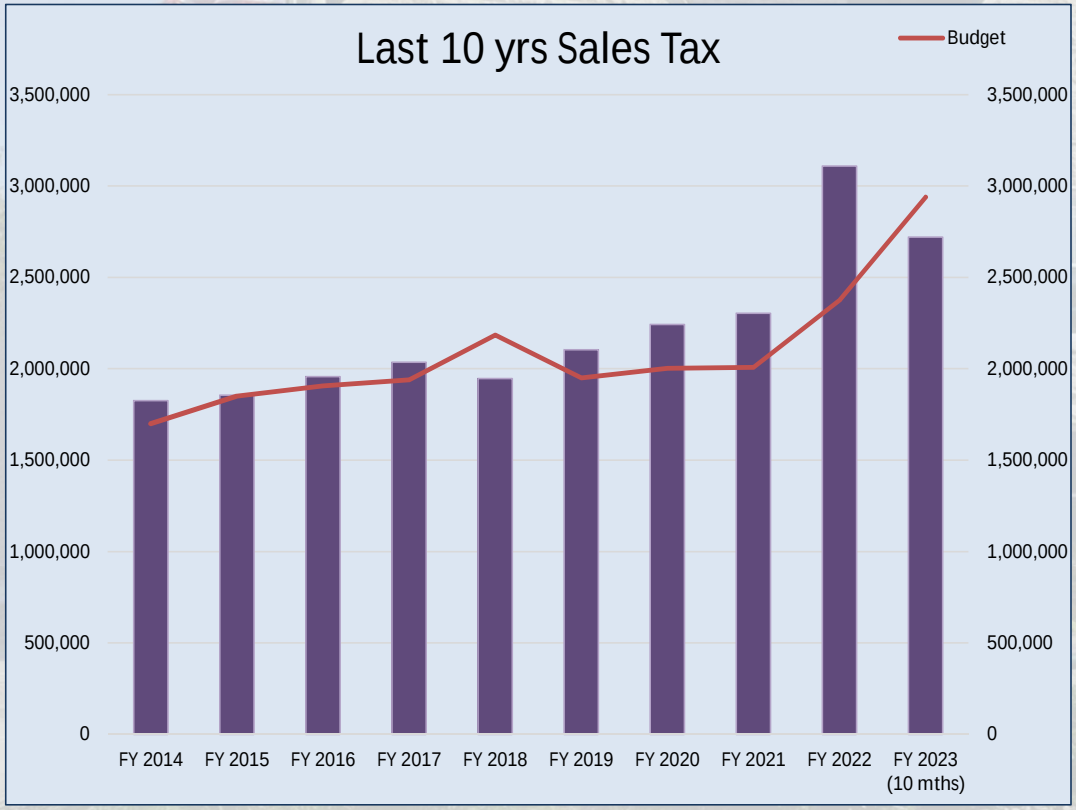
- COVID 19 Recovery
- Low Unemployment
- Interest Rates improving
- High Inflation
- Supply Chain Uncertainty

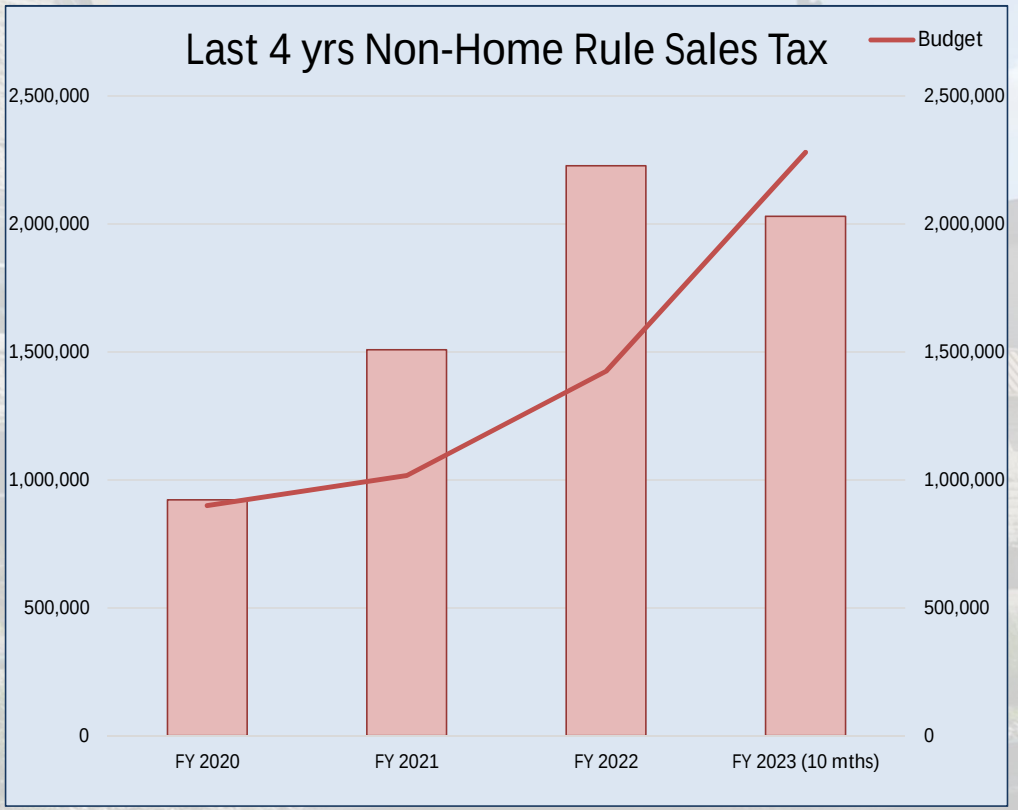
General Fund Revenue Review



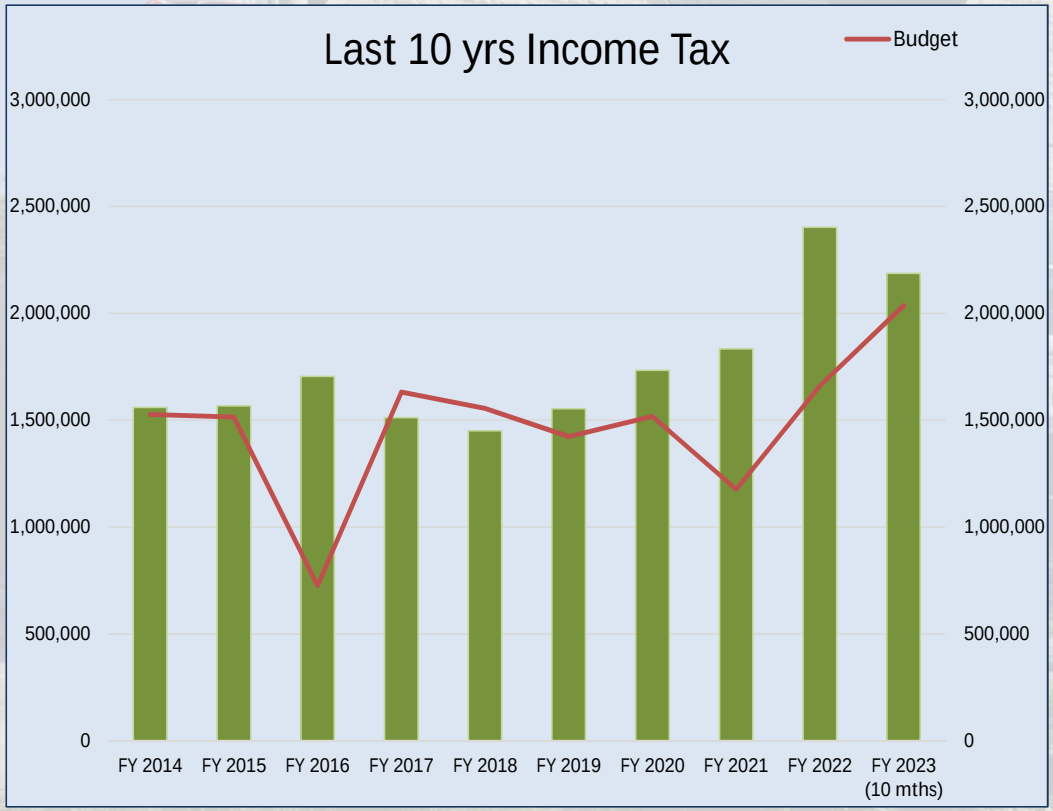
GENERAL FUND	Fiscal Year 2023 Amended Budget	Fiscal Year 2023 Actual YTD @ Jan	% Collected	Fiscal Year 2022 Actual YTD @ Jan
Taxes (Property, Utility, Hotel)	5,190,948	2,611,719	50%	2,833,439
Intergovernmental Revenues	6,913,021	6,498,193	94%	5,570,466
Sales Tax	2,940,000	2,432,622	83%	2,276,681
Income Tax	2,036,636	2,188,107	107%	1,696,408
Local Use Tax	539,386	513,705	95%	446,995
Video Gaming Tax	375,000	341,446	91%	296,991
Charges for Services	343,000	271,060	79%	252,006
Fines and Fees	306,000	201,594	66%	300,558
Interest Income	50,000	127,377	255%	(64,305)
Licenses and Permits	1,431,700	1,720,872	120%	1,394,485
Miscellaneous Revenues	121,000	131,952	109%	115,214
Grand Total	14,355,669	11,562,767	81%	10,401,863

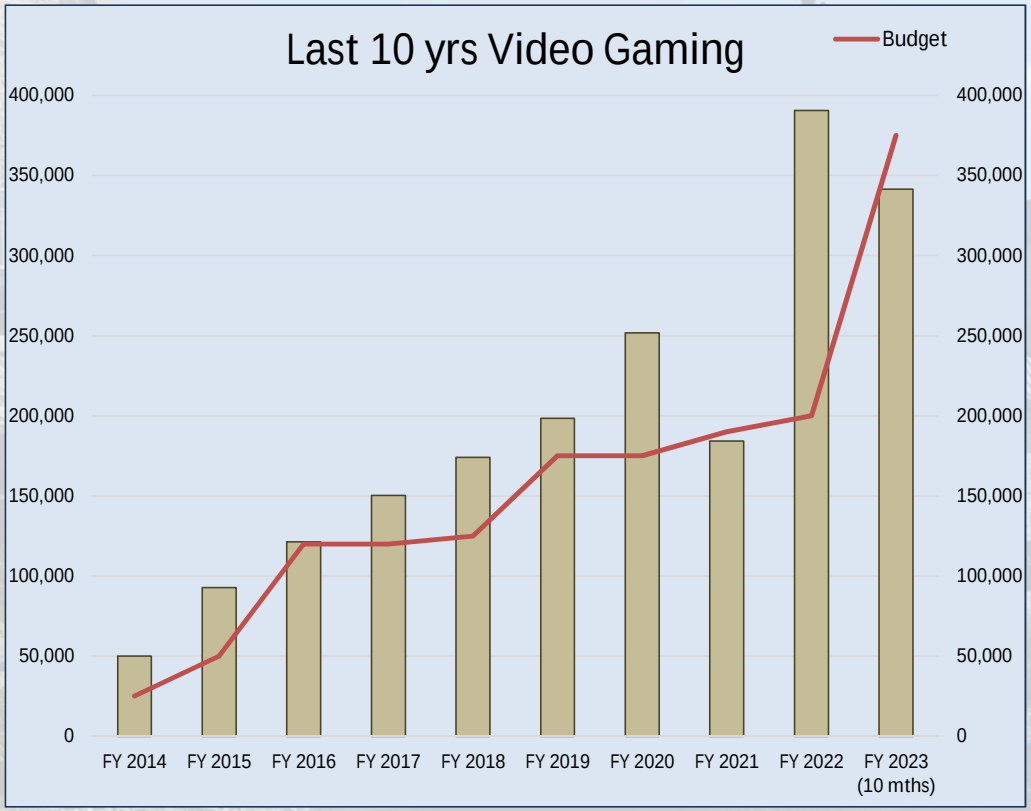
General Fund Revenues
Actual vs Budget



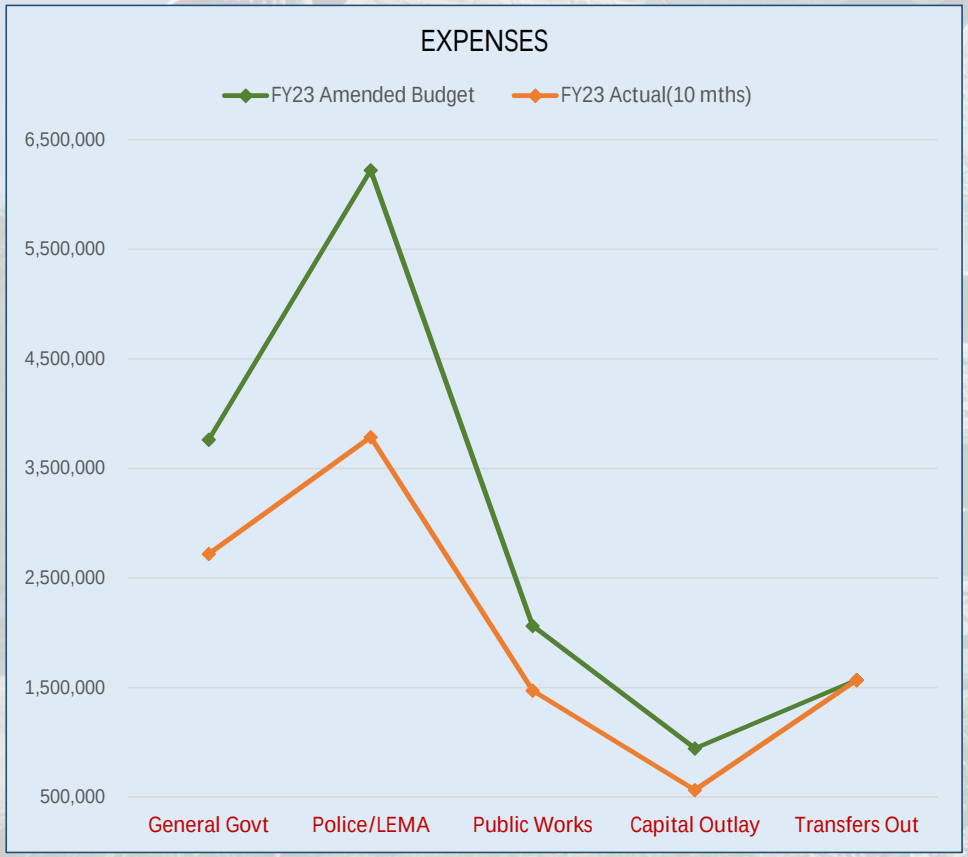


General Fund Revenues
Actual vs Budget





General Fund Expenditure Review



GENERAL FUND	Fiscal Year 2023 Amended Budget	Fiscal Year 2023 Actual YTD @ Jan	% Spent	Fiscal Year 2022 Actual YTD @ Jan
Capital Outlay	902,828	600,760	67%	496,592
Materials & Supplies	740,820	415,048	56%	407,441
Other Expenses	125,800	105,033	83%	43,988
Other Financing Uses	1,570,545	1,570,545	100%	1,318,935
Outside Services	2,660,922	1,952,856	73%	1,693,263
Personnel Services	8,139,297	5,097,985	63%	5,329,732
Professional Development	199,085	93,887	47%	63,417
Grand Total	14,339,297	9,836,114	69%	9,353,368

Other Major Funds Revenue Review

OTHER FUNDS	Fiscal Year 2023 Amended Budget	Fiscal Year 2023 Actual YTD @ Jan	Fiscal Year 2023 % Collected	Fiscal Year 2022 Actual YTD @ Jan
Motor Fuel Tax	757,400	731,088	97%	697,157
Infrastructure	2,805,500	1,907,166	68%	1,882,417
Water & Sewer	6,414,500	5,823,627	91%	4,207,289

Other Major Funds Expenditure Review

OTHER FUNDS	Fiscal Year 2023 Amended Budget	Fiscal Year 2023 Actual YTD @ Jan	Fiscal Year 2023 % Spent	Fiscal Year 2022 Actual YTD @ Jan
Motor Fuel Tax	757,400	718,855	95%	751,097
Infrastructure	2,017,357	226,997	11%	588,090
Water & Sewer	13,169,916	7,065,785	54%	4,735,799

ARPA Fund

ARPA Fund 1st tranche - $1,176,520 in FY22
ARPA Fund 2nd tranche - $1,176,520 in FY23 Total $2,353,040

Eligible exps from March 3, 2021 onwards
Obligated by 12/31/24 and Spent by 12/31/26

	FY22 (actual)	FY23 (actual)	FY24	FY25	Total
Hazard Pay (PS)	$38,010	$33,913			
License/Permit software - OpenGov	$76,572				
Virtual Meeting Service Subscription	$5,885				
Business Improvement Grants	$65,162	$79,051			
Board Room A/V Improvements		$20,998			
GIS Improvements/Service		$55,500	$94,500		
Canal St ADA Ramp & Ped Bridge overage			$500,000		
Archer & Derby Lift Station generator replacement			$135,000		
Canal St Parking & Peterson Park (Marbella)			$350,000	$150,000	
Annual watermain replacements			$715,000	$60,000	
	$185,629	$189,462	$1,794,500	$210,000	$2,379,591 Total Spent

(2 tranches plus interest)

Cash Balances @ Jan 31

Cash & Investments by Fund				
	2022	2021	2020	2019
General Fund	6,434,814	5,369,042	4,787,996	3,152,052
Working Cash Fund	815,346	815,744	815,764	816,183
IMRF and Social Security Funds	-	-	(73,988)	(82,972)
Murderer & Violent Offender Fund	20	20	20	20
Motor Fuel Tax Fund	1,444,504	1,291,496	1,154,137	659,883
State Funds	158,834	154,521	154,030	151,436
TIF Funds	(54,336)	194,734	(107,375)	28,802
Gateway Property Acquisition Fund	1	1	1	1
Infrastructure Fund	5,007,018	2,730,733	783,951	704,276
ARPA Fund	2,087,462	1,138,648	-	-
Property Maintenance Fund	1,334,753	420,096	-	-
Water & Sewer Fund	10,990,903	5,202,262	7,612,487	7,453,382
Parking Lot and Garage Funds	206,819	224,128	119,282	637,885
Total	28,426,139	17,541,424	15,246,305	13,520,947

Capital Equipment

	Fiscal Year				
	2024	2025	2026	2027	2028
Lemont TV	$22,000	$34,348	$10,950		
LEMA	20,000	36,000	48,000	18,000	8,000
Police	358,500	300,100	272,000	375,500	287,500
Public Works	50,000	510,000	420,000	260,000	300,000
Water & Sewer	789,000	465,000	400,000	325,000	210,000
Total	$1,239,500	$1,345,448	$1,150,950	$978,500	$805,500

Capital Equipment

LEMA	Fiscal Year 2024	2025	2026	2027	2028	Strategic Priority
Message Board	$20,000					OPERATIONAL EFFECTIVENESS
Light Unit			12,000			OPERATIONAL EFFECTIVENESS
Pick up truck		36,000	36,000			OPERATIONAL EFFECTIVENESS
Arrow Board					8,000	OPERATIONAL EFFECTIVENESS
Gator				18,000		OPERATIONAL EFFECTIVENESS
TOTAL	$20,000	$36,000	$48,000	$18,000	$8,000	

Police	Fiscal Year 2024	2025	2026	2027	2028	Strategic Priority
Patrol Vehicles	$ 200,000	$ 210,000	$ 220,000	$ 230,000	$ 240,000	OPERATIONAL EFFECTIVENESS
Admin Vehicles	31,000	33,000	35,000	37,000	39,000	OPERATIONAL EFFECTIVENESS
Computers/Software	8,500	8,500	8,500	8,500	8,500	OPERATIONAL EFFECTIVENESS
Radios-Apex 8000 & Batteries	14,000	14,000	8,500			OPERATIONAL EFFECTIVENESS
Body Cameras	85,000					OPERATIONAL EFFECTIVENESS
Security Cameras-PD	20,000	20,000				INFRASTRUCTURE MAINTENANCE
Police Training Room		5,000				INFRASTRUCTURE MAINTENANCE
Squad Car Printers		9,600				OPERATIONAL EFFECTIVENESS
Security Cameras-PW & Metra Lot				100,000		INFRASTRUCTURE MAINTENANCE
TOTAL	$358,500	$300,100	$272,000	$375,500	$287,500	

Capital Equipment

Public Works	Fiscal Year 2024	2025	2026	2027	2028	Strategic Priority
F600: 1 ton Truck w/plow & spreader		$125,000	$130,000	$135,000		OPERATIONAL EFFECTIVENESS
Mowers	50,000		50,000		50,000	OPERATIONAL EFFECTIVENESS
3/4 Ton Pick Up		115,000		125,000		OPERATIONAL EFFECTIVENESS
2.5 Ton Truck w/ plow & spreader			240,000		250,000	OPERATIONAL EFFECTIVENESS
End Loader for Annex Site (Split with Water)		150,000				OPERATIONAL EFFECTIVENESS
Salt Dome Elevator		120,000				OPERATIONAL EFFECTIVENESS
Rotary Post Lift SPO20						OPERATIONAL EFFECTIVENESS
TOTAL	$50,000	$510,000	$420,000	$260,000	$300,000	

Water & Sewer	Fiscal Year 2024	2025	2026	2027	2028	Strategic Priority
3/4 Ton Pickup	$104,000		$120,000		$130,000	OPERATIONAL EFFECTIVENESS
Water Meters	80,000	80,000	80,000	80,000	80,000	OPERATIONAL EFFECTIVENESS
State St Well #3 Softener Tank	505,000					OPERATIONAL EFFECTIVENESS
Scada System Upgrade (software upgrade only)	100,000					INFRASTRUCTURE MAINTENANCE
2.5 Ton Dump w/Plow & Spreader		235,000		245,000		OPERATIONAL EFFECTIVENESS
End Loader for Annex Site (Split with GF)		150,000				OPERATIONAL EFFECTIVENESS
Sewer Jetter			200,000			OPERATIONAL EFFECTIVENESS
TOTAL	$789,000	$465,000	$400,000	$325,000	$210,000	

Capital Equipment

Lemont TV	Fiscal Year 2024	2025	2026	2027	2028	Strategic Priority
Leightronix UltraNexusHD X2 Video Server/automation recorder, player	$15,500					OPERATIONAL EFFECTIVENESS
Format Converter, Replacement monitor, networking cables, etc	6,500					OPERATIONAL EFFECTIVENESS
Sony BRCX400 Pan/Zoom/Tilt Camera (3)		15,600				OPERATIONAL EFFECTIVENESS
Sony RMIP10 Pan/Zoom/Tilt Controller		1,700				OPERATIONAL EFFECTIVENESS
Ross Carbonite Black Solo Production Switcher		6,999				OPERATIONAL EFFECTIVENESS
NEC EA234WMI LED Monitor (3)		897				OPERATIONAL EFFECTIVENESS
Blackmagic CONVCMICSHO3GWPSU SDI to HDMI converter (3)		207				OPERATIONAL EFFECTIVENESS
Blackmagic VHUBSMART6G1212 Video Router		1,595				OPERATIONAL EFFECTIVENESS
Blackmagic HYPERDSTDFHP Video Recorder (2)		1,990				OPERATIONAL EFFECTIVENESS
Blackmagic CONVMASA HDSDI to Analog converter (2)		390				OPERATIONAL EFFECTIVENESS
Apple 16" MacBook Pro for NLE		4,298				OPERATIONAL EFFECTIVENESS
Adobe CS Annual Subscription		672				OPERATIONAL EFFECTIVENESS
Panasonic UX180 Camcorder (2)			5,390			OPERATIONAL EFFECTIVENESS
SDHX Media Cards (4)			260			OPERATIONAL EFFECTIVENESS
Vinten VB3FTMS Tripod (2)			5,300			OPERATIONAL EFFECTIVENESS
TOTAL	$22,000	$34,348	$10,950	$0	$0	

Next Steps

February 27	Adopt Capital Improvement Plan
February 27	FY 24 Proposed Budget on Village website
March 13	1st Public Hearing – Budget
March 20	FY 24 Proposed Budget Discussion and Fee Ordinance
April 10	2nd Public Hearing and Adopt FY 24 Budget
April 19	File Budget Ordinances and post on Village website