# *Village of Lemont*

VILLAGE BOARD COMMITTEE OF THE WHOLE MEETING
July 13, 2026 – 7:00 PM
Village Hall
AGENDA

I. Call to Order

II. Roll Call

III. Discussion Items

III.A Case 2026-05 J-Ave II Discussion

III.B Copper Ridge West Development Agreement

IV. Unfinished Business

V. New Business

VI. Audience Participation
*Public comment will be open during this section of the agenda to anyone wishing to address the Board and who has signed in prior to public comment beginning. All comments under the public comment section are limited to three (3) minutes (30 minutes total) and each citizen will only be permitted to speak once. When your name is called for your turn to speak, please come to the podium and clearly state your first and last name for the meeting minutes prior to providing your public comments.*

VII. Executive Session Discussion Under Chapter 5 ILCS 120
*(1) Acquisition of Real Estate*
*(2) Pending, Probable, or Imminent Litigation*
*(3) Personnel*
*(4) Collective Bargaining*
*(5) Sale or Lease of Real Estate*

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: Case 2026-05 J-Ave II Discussion
DATE: July 13, 2026

**SUMMARY/BACKGROUND**

The applicant, J-Ave Development Real Estate, LLC, represented by attorney Dariusz T. Wator, is requesting approval of an Annexation, Rezoning, and Preliminary Planned Unit Development (PUD) for approximately 7.87 acres located at 16548 and 16572 New Avenue (formerly referred to as the McMahon property). Upon annexation, the property is proposed to be rezoned to the Village's M-1 Light Manufacturing District, consistent with adjacent zoning for J-Ave's contractor office property.

The proposed development consists of three multi-tenant industrial flex buildings designed to accommodate office, warehouse, contractor, storage, and light industrial workspace. Site improvements include parking areas, internal drive aisles, stormwater management facilities, utility extensions, landscaping, screening, and associated infrastructure. The proposed development is located adjacent to the applicant's existing industrial property and is intended to function as a coordinated expansion of that development.

The subject property has historically been utilized for industrial and outdoor storage activities despite its residential zoning classification in unincorporated Cook County. Annexation and redevelopment of the property would bring the site under the Village's zoning, development, landscaping, architectural, and engineering standards. Remaining technical items, including final engineering, landscaping, tree preservation, wetland coordination, and utility improvements, would continue to be addressed through the Final Planned Unit Development process and anticipated Annexation Agreement.

**ANALYSIS**

Comprehensive Plan

The subject property is designated Industrial on the Lemont 2030 Comprehensive Plan Future Land Use Map. The Industrial designation is intended to accommodate a wide range of manufacturing, warehousing, distribution, contractor, and other industrial uses while encouraging high-quality site design, landscaping, screening, and architectural standards. Additional analysis regarding consistency with the Comprehensive Plan's goals, policies, and future land use recommendations can be found in the attached PZC Staff Memo.

Planning & Zoning Commission (PZC)

The Planning & Zoning Commission conducted a public hearing on May 6, 2026. Staff presented the request and reviewed the proposed annexation, rezoning, Preliminary Planned Unit Development, Comprehensive Plan consistency, site design, architecture, landscaping, traffic, and engineering considerations. Staff noted that the proposal is generally consistent with the Industrial future land use designation of the Lemont 2030 Comprehensive Plan and

would bring an existing industrially utilized property into the Village under current development standards.

The applicant, represented by Attorney Dariusz Wator, described the proposal as an expansion of the adjacent J Ave industrial development at 16430 New Avenue, the proposal consisting of three multi-tenant flex industrial buildings intended to accommodate office, warehouse, contractor, and light industrial uses. The applicant indicated the buildings are intended for smaller tenant spaces and that additional information regarding prospective tenant types, tree preservation, and wetland coordination would be provided during the Final Planned Unit Development process.

Public testimony focused primarily on traffic, stormwater management, wetland protection, enforcement of permitted uses, hours of operation, and the potential for unauthorized occupancy of individual tenant spaces. Commissioners also discussed the proposed tenant mix, vehicle circulation, building design, and operational characteristics of the development, including appropriate hours of operation.

Following discussion, the Planning & Zoning Commission voted 5-0 to recommend approval of the annexation, rezoning, and Preliminary Planned Unit Development, subject to staff's recommended conditions and additional conditions related to clarification of the proposed tenant mix, architectural compliance, execution of an Annexation Agreement, and hours of operation (The PZC recommended limiting the hours of operation to those previously approved for the adjacent J-Ave development.):

1. Submission and approval of a Tree Survey, Tree Preservation Plan, and Landscape Plan in accordance with the Unified Development Ordinance and the requirements of the Village Arborist.
2. Compliance with all remaining comments from the Village Engineer, Village Arborist, Village Traffic Consultant, Lemont Fire Protection District, and Consulting Planner.
3. Clarification of the proposed tenant mix and operational characteristics of the development, including contractor uses, equipment storage, and similar activities.
4. Submission of a photometric plan demonstrating compliance with Village illumination standards.
5. Compliance with Section 17.06.140 of the Unified Development Ordinance regarding architectural design standards for industrial buildings.
6. Execution of an Annexation Agreement addressing public improvements, utilities, maintenance responsibilities, and other provisions deemed necessary by the Village.
7. Hours of operation limited to 5:00 a.m. to 7:00 p.m., Monday through Friday, and 5:00 a.m. to 4:00 p.m. on Saturdays.

Following the Planning & Zoning Commission public hearing, the applicant submitted seven revised documents addressing staff comments and issues discussed during the public hearing, including:

- Updated Traffic Memorandum
- Tree Preservation Plan
- Complete Architectural Plans
- Preliminary Engineering Plan
- Geometric Plan
- AutoTurn Exhibit
- Lighting/Photometric Plan

These plans are found in the Attachments labeled as "post pzc" to indicate the updated plans.

***Consistency with Village Policy***
Lemont 2030 Comprehensive Plan

**STAFF RECOMMENDATION**
Staff is recommending discussion of the item.

**BOARD ACTION REQUESTED**
A motion to discuss the item.

**ATTACHMENTS**
PZC Staff Memo, Analyis and Attachments for J-Ave II Case 2026-05
Draft Excerpt from PZC Minutes for J-Ave II
250602_3427_Lemont - EXTERIOR ELEVATIONS 3D.pdf
Plat of Survey 16548 New Ave
Preliminary Site Plan
Post PZC - Equipment Storage Facility Updated TIS
Post PZC - Preliminary Engineering Plans
Post PZC - Architectural Plans for Building 2
Post PZC - Architectural Plans for Building 3
Post PZC - Photometric Plan
Post PZC - Architectural Plans for Building 1
Post PZC - Tree Preservation Plan - July 8_ 2026.pdf

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

**CASE NUMBER & NAME**
2026-05 J Ave II

**APPLICANT / PROPERTY OWNER**
John Avelar / J.Ave Development Real Estate, LLC

**DATE**
June 3, 2026

**PROPERTY ADDRESS/LOCATION**
16548 New Avenue & 16572 New Avenue

**BRIEF SUMMARY OF REQUEST**

The petitioner, J. Ave Development Real Estate, LLC, represented by attorney Dariusz T. Wator, is requesting approval of an Annexation, Rezoning, and Preliminary Planned Unit Development (PUD) for approximately 7.87 acres located at 16548 and 16572 New Avenue. Upon annexation, the property is proposed to the Village's M-1 Light Manufacturing District.

The proposed development consists of two industrial flex buildings containing office, warehouse, storage, and light industrial workspace intended for multiple tenants. The development is located adjacent to the applicant's existing industrial property and is designed to function as a coordinated extension of the existing development. Site improvements include parking areas, internal drive aisles, stormwater management facilities, utility extensions, landscaping, and screening.

The property is designated Industrial in the Lemont 2030 Comprehensive Plan, and the proposed development is generally consistent with the planned industrial character of the area.



Map source: Cook County GIS Aerials
PINS: 22-30-101-036-0000 & 22-30-101-037-0000
Subject property highlighted in **YELLOW**.

| EXISTING ZONING | EXISTING LAND USE | SURROUNDING ZONING & LAND USE | REQUESTED ACTIONS | SIZE OF PROPERTY |
|---|---|---|---|---|
| Unincorporated Cook County R-4, Single-Family Residence District | Truck and Trailer Parking, Outdoor Storage, and Contractor Yard | **North**: Unincorporated Cook County I-2, General Industrial District / Truck Trailer Storage Lot<br>**South:** Unincorporated Cook County R-4, Single-Family Residence District and Village of Lemont R-5A / Vacant Residential<br>**East:** Unincorporated Cook County R-4 & Village of Lemont M-1 / Existing Single-Family Homes and J-Ave Trucking & Wheel2Wheel<br>**West:** Unincorporated Cook County I-1, Restricted Industrial District and M-1, Light Manufacturing District / Residential homes and Lemont Public Works Department facility | Rezoning following Annexation and Preliminary Planned Unit Development | 7.874-acres |

**PROPERTY HISTORY**
The subject property consists of two parcels totaling approximately 7.87 acres located at 16548 and 16572 New Avenue. The property is currently located within unincorporated Cook County and is zoned R-4 Single Family Residential. Despite the residential zoning classification, the property has historically been utilized for industrial, contractor, truck parking, equipment storage, and related outdoor storage activities.

The site contains a variety of existing gravel surfaces, outdoor storage areas, and industrial improvements. The surrounding area has developed with a mix of industrial, manufacturing, transportation, and contractor-oriented uses. The subject property is adjacent to the applicant's existing industrial operations and is designated Industrial in the Lemont 2030 Comprehensive Plan. According to County records, John Avelar acquired the subject property in October 2024 from JP McMahon Prop LLC, a fuel trucking operator.

| **COMPATIBILITY** with the COMPREHENSIVE PLAN | **COMPATIBILITY** with the UNIFIED DEVELOPMENT ORDINANCE |
|---|---|
| The Lemont 2030 Comprehensive Plan's future land use map designates the subject property as Industrial (IND). | The proposed development is generally consistent with the purpose and intent of the M-1 Light Manufacturing District and the applicable provisions of the UDO. |

**ATTACHMENTS**
Attachments are Linked

1. Staff Analysis
2. Site Photographs
3. Plat of Survey
4. Full Set Topographic Plans
5. Topo with Wetlands
6. Architectural Site Plan
7. Landscape Plan
8. Preliminary Engineering Plan
9. Exterior Elevations
10. Exterior Renderings by JTS Architects
11. Traffic Study by KLOA
12. Village Comment Letter dated 5/29/2026 & Traffic Comments
13. TRC Comments and Submittal

**Attachment 1 – Staff Analysis - J-Ave II**

## COMPREHENSIVE PLAN

The Lemont 2030 Comprehensive Plan designates the subject property as Industrial (IND). The Industrial land use category is intended to accommodate a wide range of industrial and manufacturing uses and encourages well-designed developments incorporating modern building features, landscaping, screening, and functional site design.

The proposed flex-industrial development is generally consistent with the Industrial land use designation and the surrounding development pattern. The proposed buildings, site improvements, landscaping, and screening elements are consistent with the Comprehensive Plan's vision for modern industrial development.

The Comprehensive Plan further encourages industrial developments that provide screening for outdoor storage and equipment, landscaping, and improved site organization. Annexation and redevelopment of the property would bring the site under Village standards and provide an opportunity to advance these planning objectives through the Planned Unit Development process.

## GENERAL ANALYSIS

**Site Plan & Summary.** The proposed development consists of three flex-industrial buildings arranged around a central internal drive aisle and parking field. The site is accessed from New Avenue and includes shared parking, loading areas, stormwater management facilities, landscaping, and utility infrastructure. The three buildings are supported by a combination of surface parking, internal circulation drives, sanitary sewer, water main, and stormwater facilities.

Two stormwater detention areas are proposed, including a larger detention basin near the northern portion of the site and an underground stormwater detention system beneath portions of the development. Several retaining walls are proposed to accommodate existing topography and grade transitions across the property. Utility improvements include new water main, sanitary sewer, storm sewer, fire hydrants, and associated infrastructure.

The site plan provides vehicular circulation throughout the development with parking areas centrally located between the proposed buildings. Building entrances are oriented towards the internal parking areas while overhead doors and service functions are generally located along the opposite building elevations. The development is intended to accommodate multiple tenant spaces within each building.

Landscape improvements are proposed throughout the site, including canopy trees, ornamental trees, evergreen trees, shrubs, turf areas, and perimeter screening. A six-foot-tall wood fence is proposed along portions of the property boundary adjacent to residentially zoned properties. The landscape plan also includes detention basin landscaping and perimeter buffering intended to soften views of the development from adjoining properties and public rights-of-way.

**Building Design and Architecture.** Preliminary building elevations have been provided for the proposed flex industrial buildings. The buildings incorporate contemporary industrial design elements including articulated tenant entrances, vertical architectural accents, varied parapet heights, large window openings, and contrasting colors and materials to reduce the appearance of long uninterrupted building facades. The proposed office component is designed with increased building height, enhanced entry features, and additional glazing to create a visual focal point within the development.




The proposed architectural treatment generally exceeds the appearance typically associated with warehouse and industrial buildings and is consistent with the Village's objective of encouraging attractive industrial development. The elevations demonstrate compliance with Section 17.06.190 requiring decorative architectural elements extending along street-facing facades and decorative screening features above the primary roofline.

Additional review of exterior materials will occur during the Final Planned Unit Development process. Staff notes that Section 17.06.190 requires the first four feet of street-facing building facades to be constructed of brick, stone, or other decorative architectural materials. Should the applicant utilize tilt-up concrete construction, the Village may wish to consider whether an exception from this requirement is appropriate as part of the Planned Unit Development review.

**Access, Traffic & Circulation.** KLOA prepared a traffic impact study for the proposed equipment and supply storage facility at 16548 New Avenue. Access to the site will be provided via the existing full-access driveway on New Avenue, which includes one inbound lane and one outbound lane. The study evaluated existing and projected traffic conditions at the site access and along New Avenue.

The proposed development consists of approximately 64,000 square feet of equipment and supply storage space, including office space and light mechanical repair activities. The facility is anticipated to employ up to 60 employees and generate approximately 88 daily vehicle trips, including approximately 28 truck trips. Hours of operation are proposed from 7:00 a.m. to 7:00 p.m.

KLOA concluded that the proposed development will generate a relatively low volume of traffic and that the existing access drive and adjacent roadway network will continue to operate at acceptable levels of service under projected future traffic conditions. The study determined that dedicated left-turn and right-turn lanes on New Avenue are not warranted and that no roadway improvements are necessary to accommodate the proposed development. KLOA recommends that outbound traffic from the site be controlled by a stop sign.

The Village's traffic consultant reviewed the submitted study and requested additional information regarding the proposed operation, trip generation assumptions, site circulation, and supporting data used in the analysis. The consultant also noted that the study does not identify an opening year and appears to assume traffic conditions beginning in 2026. Additional information will be required before the Village can fully evaluate the traffic impacts associated with the proposed development.

**Engineering Review**. The Village Engineer reviewed the project during the Concept Plan process and identified several items requiring further evaluation as part of the annexation, rezoning, and Preliminary Planned Unit Development review. The development will require permits and approvals from multiple outside agencies, including IDOT, MWRD, IEPA, and other applicable agencies.

Key engineering considerations include final stormwater management design, utility extensions, roadway access improvements, retaining wall design, site lighting, ADA compliance, and pavement design. The Village Engineer also noted that a sidewalk along New Avenue may be required and requested additional information regarding photometric plans and site circulation.

Final engineering approval will be subject to detailed review of construction plans and the resolution of all comments from the Village Engineer and applicable reviewing agencies.

**Planning Review.** The Consulting Planner reviewed the annexation, rezoning, and Preliminary Planned Unit Development application and provided comments to the applicant. The review generally found the proposed flex-industrial development to be consistent with the Industrial future land use designation of the Comprehensive Plan and generally compatible with the surrounding industrial development pattern.

Planning review focused on site design, landscaping, screening, building architecture, parking, outdoor storage, and compliance with the Village's industrial development standards. Particular attention was given to buffering adjacent residential properties, transition yard requirements, building design along New Avenue, parking calculations, lighting, and the treatment of any outdoor storage or equipment areas. Additional information was requested regarding certain operational characteristics of the proposed use, site circulation, and long-term site management.

The applicant has revised the plans since the Concept Plan review. Remaining planning-related items will continue to be evaluated through the Preliminary Planned Unit Development process and may be addressed through conditions of approval, final engineering review, or Final Planned Unit Development approval.

Staff has not identified any requested deviations from the underlying M-1 zoning district standards at this time. Planned Unit Development approval is required due to the presence of multiple principal buildings on a single lot rather than to obtain relief from dimensional or operational standards.

**Consistency with PUD Objectives.** Section 17.08.010(C) of the Unified Development Ordinance identifies objectives intended to be achieved through the Planned Unit Development process. While the applicant has not provided a separate PUD objective analysis, staff finds the proposal advances several applicable objectives as discussed below.

1. *To ensure that future growth and development which occurs is in accordance with the policies and goals of the Village.* The property is designated Industrial on the Future Land Use Map of the Lemont 2030 Comprehensive Plan. The proposed annexation, rezoning to M-1, Light Manufacturing and PUD for a modern office/warehouse facility is generally consistent with the transforming industrial character of the area. The proposal would also eliminate an unincorporated parcel and extend municipal services to the site.

2. *To encourage and stimulate economic development with the Village.* The proposal would replace a nonconforming industrial use pattern on property currently zoned residential in unincorporated Cook County with a planned and regulated industrial development consistent with Village zoning standards and the Comprehensive Plan.

3. *To preserve or enhance natural features on the site.* The property contains limited remaining natural features due to previous site disturbance and outdoor industrial activity. While the applicant has not submitted a tree survey or preservation plan, the proposal includes perimeter landscaping, stormwater management facilities, and preservation of existing vegetation where practical. Additional opportunities for tree preservation and landscaping may be explored during the Final Planned Unit Development process.

4. *To facilitate, in a cost effective manner, the development and maintenance of adequate public services.* The proposed annexation will allow the property to be served by Village water and sanitary sewer infrastructure. Extending municipal services to the site promotes orderly growth and development while ensuring the property can be adequately served by public utilities and emergency services.

5. *To encourage the introduction of related and complementary land uses*. The proposed flex industrial development is compatible with the surrounding industrial development pattern and serves as a logical extension of the applicant's adjacent industrial property. The proposed office, warehouse, storage, and light industrial uses are permitted within the M-1 Light Manufacturing District (and should be clearly identified in the PUD) and are consistent with the character of nearby industrial and employment-generating uses.

**Technical Review Committee (TRC) Meeting**

A TRC meeting was held on October 21, 2025 with staff, the Village Engineer, the Lemont Fire District, Public Works and the Applicant and their representatives. The plan did not change much following the TRC meeting except a connection between the applicant's existing site and the proposed redevelopment site is shown on the architectural site plan. During the TRC meeting, staff and consultants provided feedback and guidance to the applicant. A comment letter was sent by the Consulting Planner that offers similar suggestions as found in the conditions and review letter.

## CONCLUSIONS & RECOMMENDATIONS

The proposed annexation, rezoning, and Preliminary Planned Unit Development are generally consistent with the Industrial future land use designation of the Comprehensive Plan and the purpose of the M-1 Light Manufacturing District. The proposed office, warehouse, storage, and light industrial flex buildings are compatible with the surrounding industrial development pattern and would allow the property to be incorporated into the Village under Village zoning, development, engineering, landscaping, and property maintenance standards.

Staff notes that the property currently contains a variety of outdoor storage areas, equipment, vehicles, materials, and site improvements that are not reflected in the proposed development plans. While the proposed development provides a framework for improving and formalizing the site, annexation and rezoning alone will not ensure that the existing site conditions are resolved. The Village should consider provisions within the Annexation Agreement, Preliminary PUD ordinance, and Final PUD approval process to ensure the property is brought into substantial conformance with the approved redevelopment plans within a reasonable timeframe.

Outstanding review items primarily relate to final engineering, tree preservation, landscaping, lighting, tenant/operational clarification, traffic assumptions, and site cleanup/phasing. These items may be addressed through conditions of approval and continued review as part of the Final Planned Unit Development process.

If the Planning & Zoning Commission is to recommend approval of Case 2026-07 J-Ave II Annexation, Rezoning and Preliminary PUD, the following conditions should be considered at a minimum:

1. Submission and approval of a Tree Survey, Tree Preservation Plan, and Landscape Plan in accordance with the Unified Development Ordinance and the requirements of the Village Arborist.
2. Compliance with all comments from the Village Engineer, Village Arborist, Village Traffic Consultant, Lemont Fire Protection District, and Consulting Planner.
3. Clarification of the proposed tenant mix and operational characteristics of the development, including, contractor uses, equipment storage, and similar activities.
4. Submission of a photometric plan demonstrating compliance with Village illumination standards.
5. Meet Section 17.06.140 for architectural design for industrial buildings.
6. Execution of an Annexation Agreement addressing public improvements, utilities, maintenance responsibilities, and any other provisions deemed necessary by the Village.
7. Any additional conditions deemed appropriate following public hearing testimony and Planning & Zoning Commission discussion.

**Attachment 2** - Site Photographs



Figure 1: Oblique aerial from Cook County GIS / Subject property is highlighted in orange.




Figure 2: View of subject property from New Avenue, looking south.



Figure 3: Entrance into subject property from New Avenue, looking southwest.



Figure 4: Residential home associated with subject property in northeast corner of site.



Figure 5: View of front of subject property (public hearing sign on left) looking east.



Figure 6: Interior view of property.



Figure 7: Interior view of property with drive aisle leading to New Avenue.



Figure 8: Interior view of property facing west / I-355 bridge seen in the background.




Figure 9: Interior view of property.

Attachment 3

# PLAT OF SURVEY

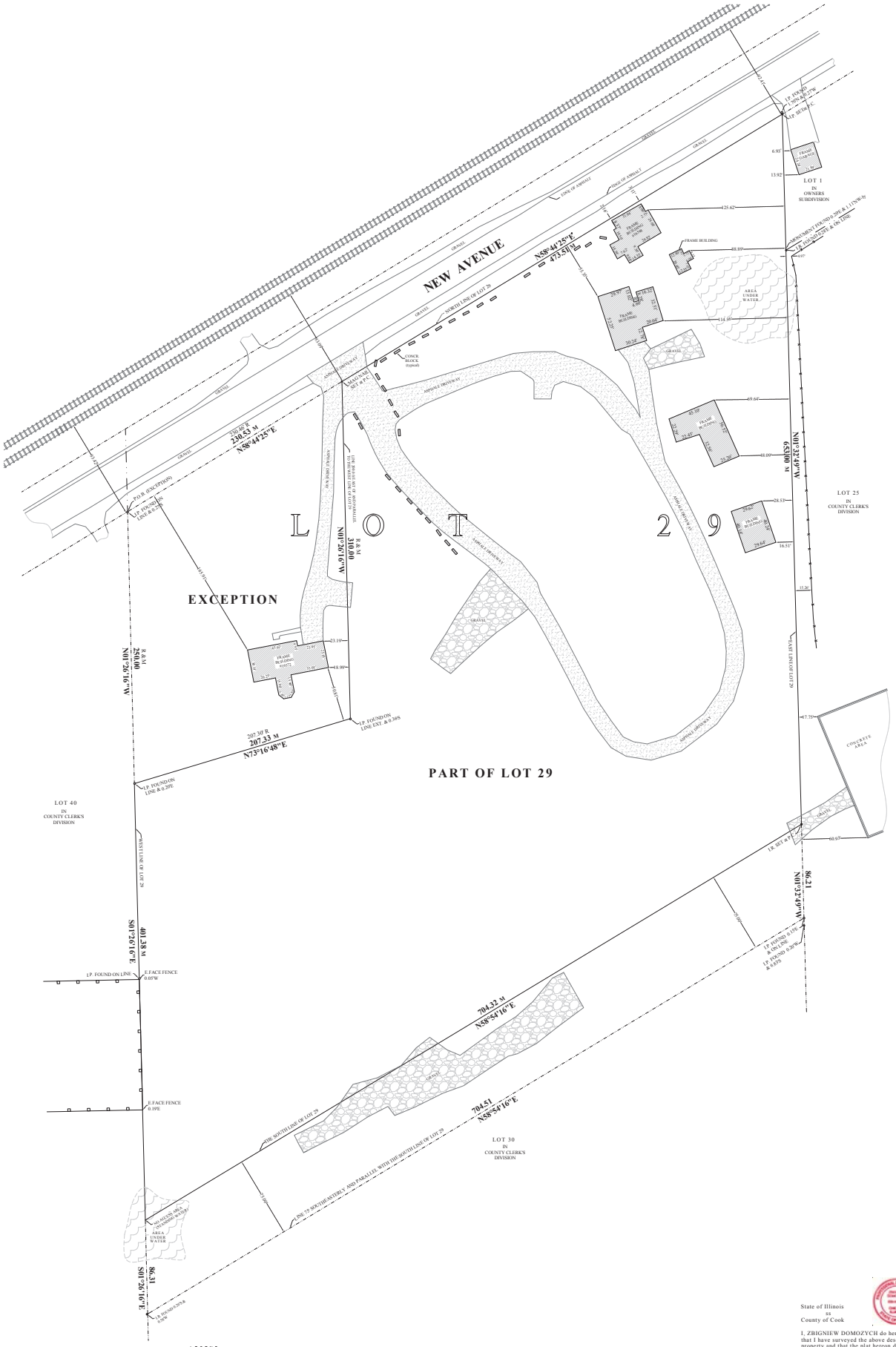
ZBIGNIEW DOMOZYCH SERVICES
PHONE:(773)656-4630
(872)210-9473
ziggylandsurveyor@gmail.com
ziggylandsurveyor.us

SCALE 1" = 40'

LOT 29 IN COUNTY CLERK'S DIVISION IN THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL:

BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE;
THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE 230.46 FEET TO THE INTERSECTION OF A LINE THAT IS 200.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29;
THENCE SOUTH ALONG SAID PARALLEL LINE 310.0 FEET;
THENCE SOUTHWESTERLY 207.30 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 250.0 FEET SOUTH OF THE POINT OF BEGINNING.

TOTAL LAND AREA = 342,984 sq.ft / 7.874 acres
PROPERTY ADDRESS: 16548 NEW AVENUE, LEMONT, IL 60439
PERMANENT INDEX NUMBER: 22-30-101-016-0000




## LEGEND:

| | | | |
|---|---|---|---|
| - CHAIN LINK FENCE | - ASPHALT AREA | | |
| - WOOD FENCE | - CONCRETE PAVEMENT | | |
| - IRON FENCE | - BRICK AREA | | |
| U.P. - UTILITY POLE | E.FR.P. - ENCLOSED FRAME PORCH | | |
| E.C. - EDGE OF CONCRETE | O.FR.P. - OPEN FRAME PORCH | | |
| E.BR. - EDGE OF BRICK | I.P. or P.C. - IRON PIPE AT PROPERTY CORNER | | |
| N.S.E.W. - NORTH, SOUTH, EAST, WEST | R / M - RECORDED / MEASURED | | |
| - CROSS / MAG NAIL | P.O.B. - POINT OF BEGINNING | | |
| - CROSS / IRON PIPE / IRON ROD | | | |

GRAPHIC SCALE
40 0 20 40 80
( IN FEET )
1 inch = 40 ft.

ORDER NO. 250303-A
SCALE: 1 INCH = 40 FEET
FIELDWORK COMPLETION DATE: MARCH 08, 2025
ORDERED BY: DOUBLE "M" CIVIL ENGINEERING

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
FOR BUILDING LINES, EASEMENTS AND OTHER RESTRICTIONS NOT SHOWN HEREON, REFER TO YOUR DEED, TITLE POLICY AND LOCAL ZONING ORDINANCE, ETC.
LEGAL DESCRIPTION NOTED ON THIS PLAT WAS SUPPLIED BY OTHERS AND MUST BE COMPARED WITH DEED AND OR TITLE POLICY.
ALL DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
BEARINGS SHOWN HEREON ARE GRID BEARINGS REFERENCED TO THE ILLINOIS COORDINATE SYSTEM, EAST ZONE.

State of Illinois
ss
County of Cook

I, ZBIGNIEW DOMOZYCH do hereby certify that I have surveyed the above described property and that the plat hereon drawn is a correct representation of said survey.

Signature: _____
Date: MARCH 11, 2025

REG. ILL. Land Surveyor No. 35-3758

LIC. EXP. NOVEMBER 30, 2026

Attachment 4

# TOPOGRAPHIC SURVEY

OF

LOT 29 IN COUNTY CLERK'S DIVISION IN THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL: BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE; THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE 230.46 FEET TO THE INTERSECTION OF A LINE THAT IS 200.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29; THENCE SOUTH ALONG SAID PARALLEL LINE 310.0 FEET; THENCE SOUTHWESTERLY 207.30 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 250.0 FEET SOUTH OF THE POINT OF BEGINNING.

COMMONLY KNOWN AS: 16548 NEW AVENUE, LEMONT, IL 60439
P.I.N.: 22-30-101-036-0000

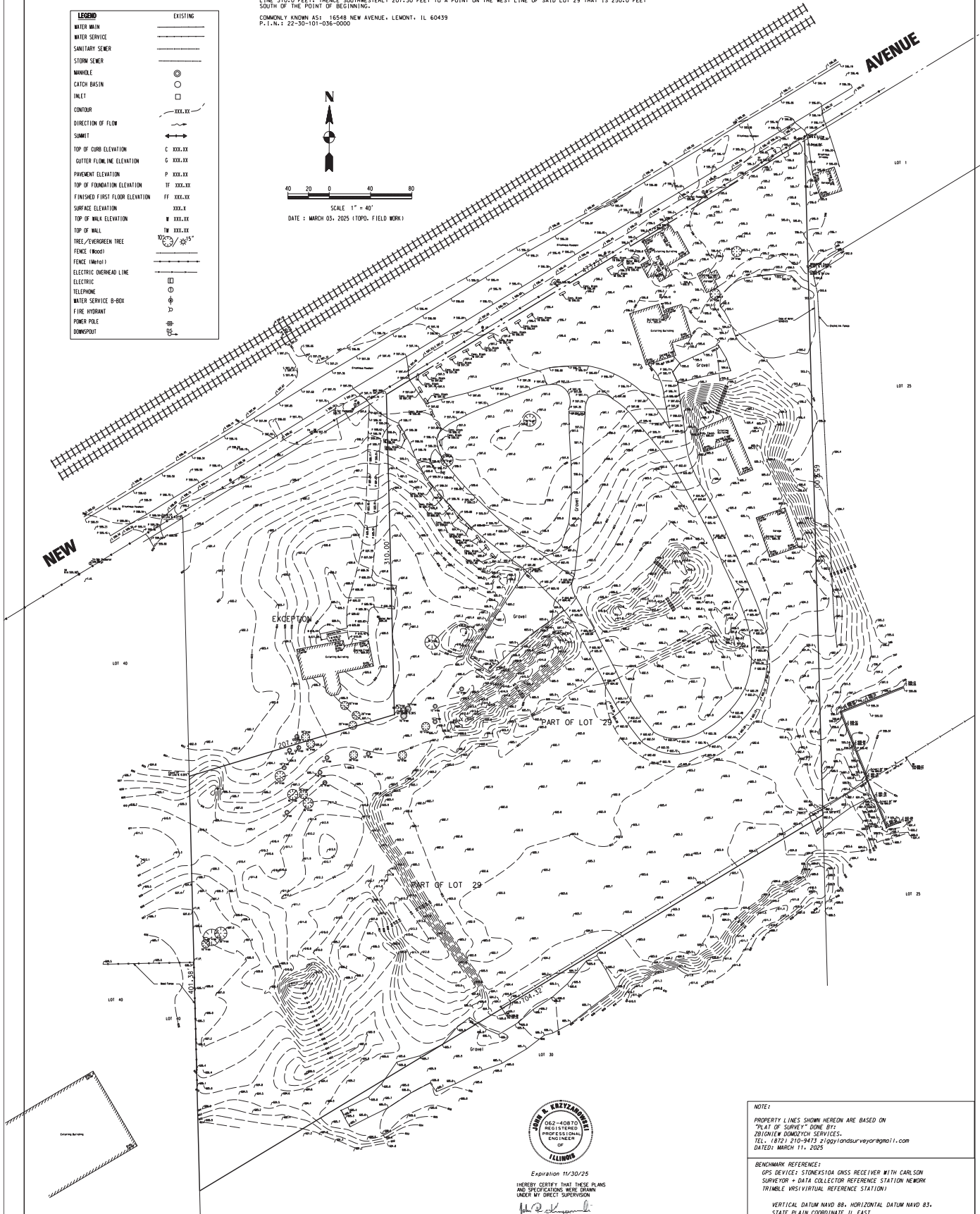
| LEGEND | EXISTING |
|---|---|
| WATER MAIN | |
| WATER SERVICE | |
| SANITARY SEWER | |
| STORM SEWER | |
| MANHOLE | |
| CATCH BASIN | |
| INLET | |
| CONTOUR | XXX.XX |
| DIRECTION OF FLOW | |
| SUMMIT | |
| TOP OF CURB ELEVATION | C XXX.XX |
| GUTTER FLOWLINE ELEVATION | G XXX.XX |
| PAVEMENT ELEVATION | P XXX.XX |
| TOP OF FOUNDATION ELEVATION | TF XXX.XX |
| FINISHED FIRST FLOOR ELEVATION | FF XXX.XX |
| SURFACE ELEVATION | XXX.X |
| TOP OF WALK ELEVATION | W XXX.XX |
| TOP OF WALL | TW XXX.XX |
| TREE/EVERGREEN TREE | |
| FENCE (Wood) | |
| FENCE (Metal) | |
| ELECTRIC OVERHEAD LINE | |
| ELECTRIC | |
| TELEPHONE | |
| WATER SERVICE B-BOX | |
| FIRE HYDRANT | |
| POWER POLE | |
| DOWNSPOUT | |

N

40 20 0 40 80

SCALE 1" = 40'

DATE : MARCH 03, 2025 (TOPO. FIELD WORK)




JOHN K. KRZYZANOWSKI
062-40870
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

Expiration 11/30/25

I HEREBY CERTIFY THAT THESE PLANS AND SPECIFICATIONS WERE DRAWN UNDER MY DIRECT SUPERVISION

JOHN KRZYZANOWSKI
REGISTERED PROFESSIONAL ENGINEER NO. 062-40870

*NOTE:*

*PROPERTY LINES SHOWN HEREON ARE BASED ON "PLAT OF SURVEY" DONE BY: ZBIGNIEW DOMOZYCH SERVICES. TEL. (872) 210-9473 ziggylandsurveyor@gmail.com DATED: MARCH 11, 2025*

*BENCHMARK REFERENCE:*
*GPS DEVICE: STONEX S10A GNSS RECEIVER WITH CARLSON SURVEYOR + DATA COLLECTOR REFERENCE STATION NEWORK TRIMBLE VRS(VIRTUAL REFERENCE STATION)*

*VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAVD 83, STATE PLAIN COORDINATE IL EAST*

REGISTERED PROFESSIONAL ENGINEER NO. 062-40870

PREPARED FOR:

**NEW COMMERTIAL BUILDING**
**AT 16548 NEW AVENUE**
**LEMONT, ILLINOIS 60439**

ORDERED BY: FRANK GEORGEKOS - G.C. tel.: 708-441-5305

| DATE | BY | REVISION |
|---|---|---|
| | | |


DOUBLE M CIVIL ENGINEERING
PHONE : 847-573-9758 : E-mail: marek@doublemcivil.com
14048 W. PETRONELLA DRIVE SUITE # 102 LIBERTYVILLE, ILLINOIS 60048
ENGINEERS PLANNERS SURVEYORS

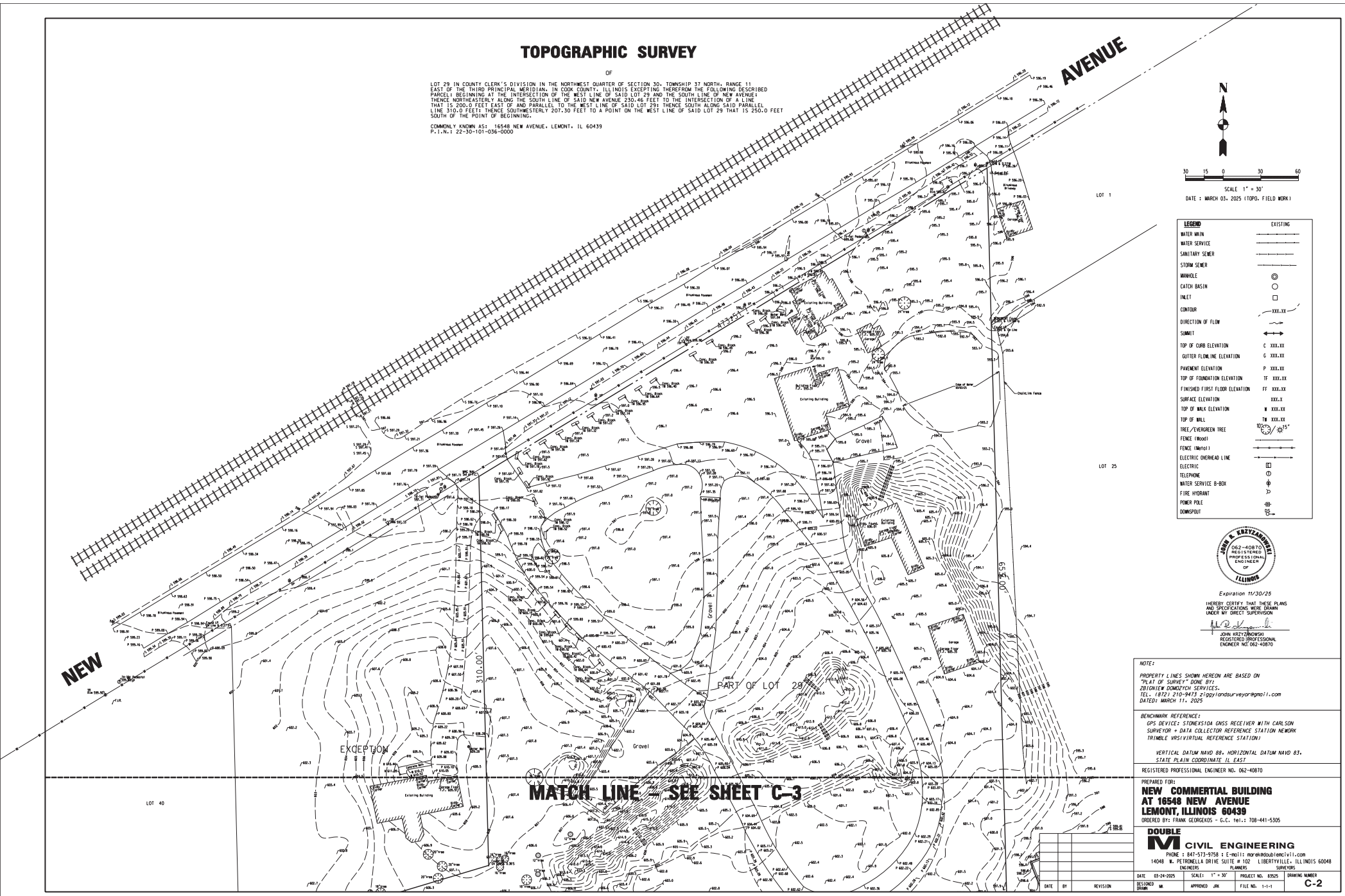

| DATE | 03-24-2025 | SCALE: | 1" = 40' | PROJECT NO. | 83525 | DRAWING NUMBER |
|---|---|---|---|---|---|---|
| DESIGNED | MK | APPROVED | JRK | FILE NO. | 1-1-1 | C-1 |
| DRAWN | | | | | | |

# TOPOGRAPHIC SURVEY

OF

LOT 29 IN COUNTY CLERK'S DIVISION IN THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL: BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE; THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE 230.46 FEET TO THE INTERSECTION OF A LINE THAT IS 200.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29; THENCE SOUTH ALONG SAID PARALLEL LINE 310.0 FEET; THENCE SOUTHWESTERLY 207.30 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 250.0 FEET SOUTH OF THE POINT OF BEGINNING.

COMMONLY KNOWN AS: 16548 NEW AVENUE, LEMONT, IL 60439
P.I.N.: 22-30-101-036-0000




N

30 15 0 30 60

SCALE 1" = 30'

DATE : MARCH 03, 2025 (TOPO. FIELD WORK)

| LEGEND | EXISTING |
|---|---|
| WATER MAIN | |
| WATER SERVICE | |
| SANITARY SEWER | |
| STORM SEWER | |
| MANHOLE | |
| CATCH BASIN | |
| INLET | |
| CONTOUR | XXX.XX |
| DIRECTION OF FLOW | |
| SUMMIT | |
| TOP OF CURB ELEVATION | C XXX.XX |
| GUTTER FLOWLINE ELEVATION | G XXX.XX |
| PAVEMENT ELEVATION | P XXX.XX |
| TOP OF FOUNDATION ELEVATION | TF XXX.XX |
| FINISHED FIRST FLOOR ELEVATION | FF XXX.XX |
| SURFACE ELEVATION | XXX.X |
| TOP OF WALK ELEVATION | W XXX.XX |
| TOP OF WALL | TW XXX.XX |
| TREE/EVERGREEN TREE | |
| FENCE (Wood) | |
| FENCE (Metal) | |
| ELECTRIC OVERHEAD LINE | |
| ELECTRIC | |
| TELEPHONE | |
| WATER SERVICE B-BOX | |
| FIRE HYDRANT | |
| POWER POLE | |
| DOWNSPOUT | |

JOHN R. KRZYZANOWSKI
062-40870
REGISTERED PROFESSIONAL ENGINEER
OF
ILLINOIS

Expiration 11/30/25

I HEREBY CERTIFY THAT THESE PLANS AND SPECIFICATIONS WERE DRAWN UNDER MY DIRECT SUPERVISION

JOHN KRZYZANOWSKI
REGISTERED PROFESSIONAL ENGINEER NO. 062-40870

*NOTE:*

*PROPERTY LINES SHOWN HEREON ARE BASED ON "PLAT OF SURVEY" DONE BY: ZBIGNIEW DOMOZYCH SERVICES. TEL. (872) 210-9473 ziggylandsurveyor@gmail.com DATED: MARCH 11, 2025*

*BENCHMARK REFERENCE:*
*GPS DEVICE: STONEX1OA GNSS RECEIVER WITH CARLSON SURVEYOR + DATA COLLECTOR REFERENCE STATION NEWORK TRIMBLE VRS(VIRTUAL REFERENCE STATION)*

*VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAVD 83, STATE PLAIN COORDINATE IL EAST*

REGISTERED PROFESSIONAL ENGINEER NO. 062-40870

PREPARED FOR:

**NEW COMMERCIAL BUILDING AT 16548 NEW AVENUE LEMONT, ILLINOIS 60439**

ORDERED BY: FRANK GEORGEKOS - G.C. tel.: 708-441-5305


DOUBLE M CIVIL ENGINEERING
PHONE : 847-573-9758 : E-mail: marek@doublemcivil.com
14048 W. PETRONELLA DRIVE SUITE # 102 LIBERTYVILLE, ILLINOIS 60048
ENGINEERS PLANNERS SURVEYORS


| DATE | BY | REVISION |
|---|---|---|
| | | |

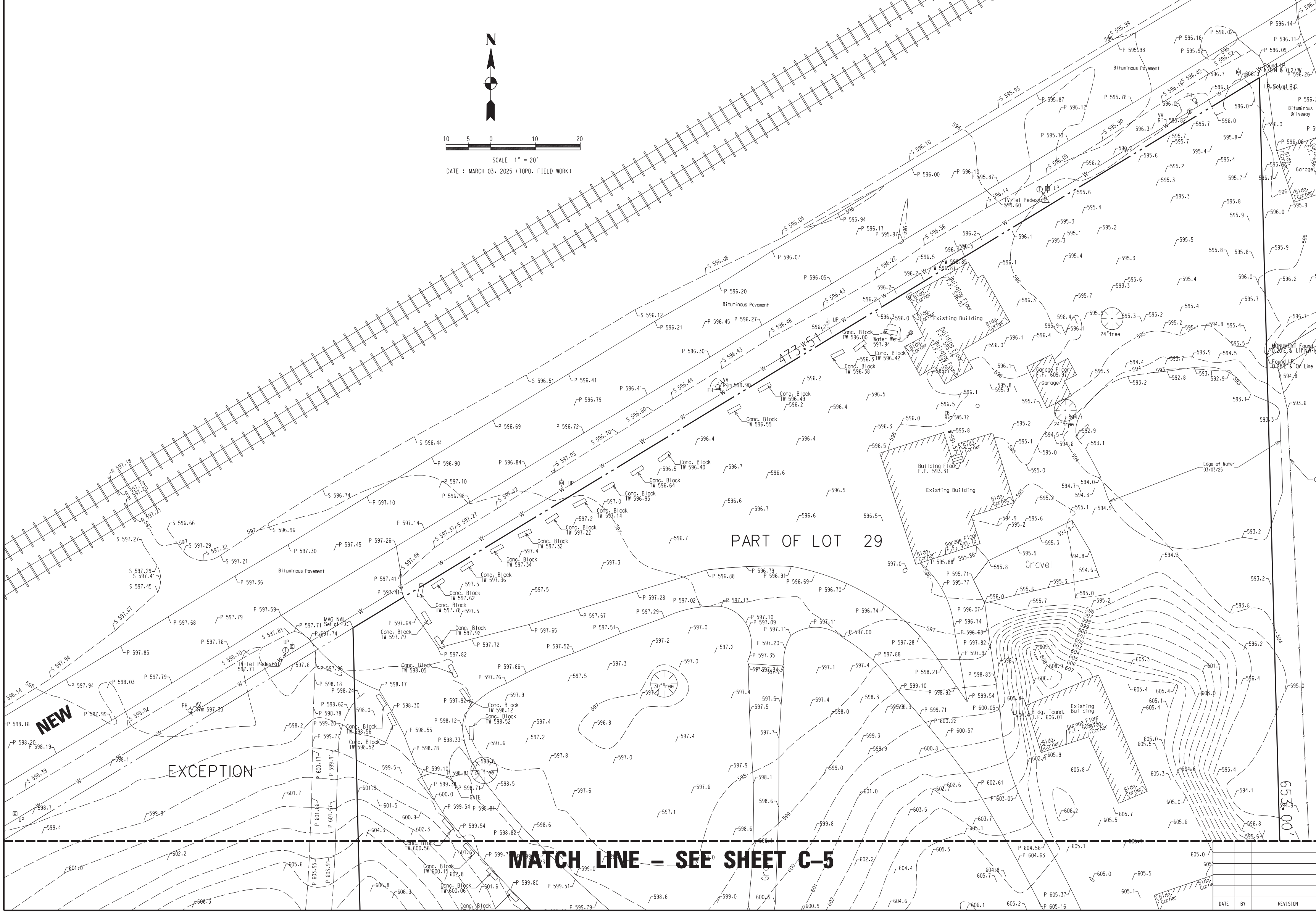
| DATE | 03-24-2025 | SCALE: | 1" = 30' | PROJECT NO. | 83525 | DRAWING NUMBER |
|---|---|---|---|---|---|---|
| DESIGNED DRAWN | MK | APPROVED | JRK | FILE NO. | 1-1-1 | C-2 |

# TOPOGRAPHIC SURVEY

OF

LOT 29 IN COUNTY CLERK'S DIVISION IN THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL: BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE; THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE 230.46 FEET TO THE INTERSECTION OF A LINE THAT IS 200.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29; THENCE SOUTH ALONG SAID PARALLEL LINE 310.0 FEET; THENCE SOUTHWESTERLY 207.30 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 250.0 FEET SOUTH OF THE POINT OF BEGINNING.

COMMONLY KNOWN AS: 16548 NEW AVENUE, LEMONT, IL 60439
P.I.N.: 22-30-101-036-0000




JOHN R. KRZYZANOWSKI 062-40870 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

Expiration 11/30/25

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ZBIGNIEW DOMOZYCH SERVICES.
TEL. (872) 210-9473 ziggylandsurveyor@gmail.com
DATED: MARCH 11, 2025

BENCHMARK REFERENCE:
GPS DEVICE: STONEXS10A GNSS RECEIVER WITH CARLSON SURVEYOR + DATA COLLECTOR REFERENCE STATION NEWORK TRIMBLE VRS(VIRTUAL REFERENCE STATION)

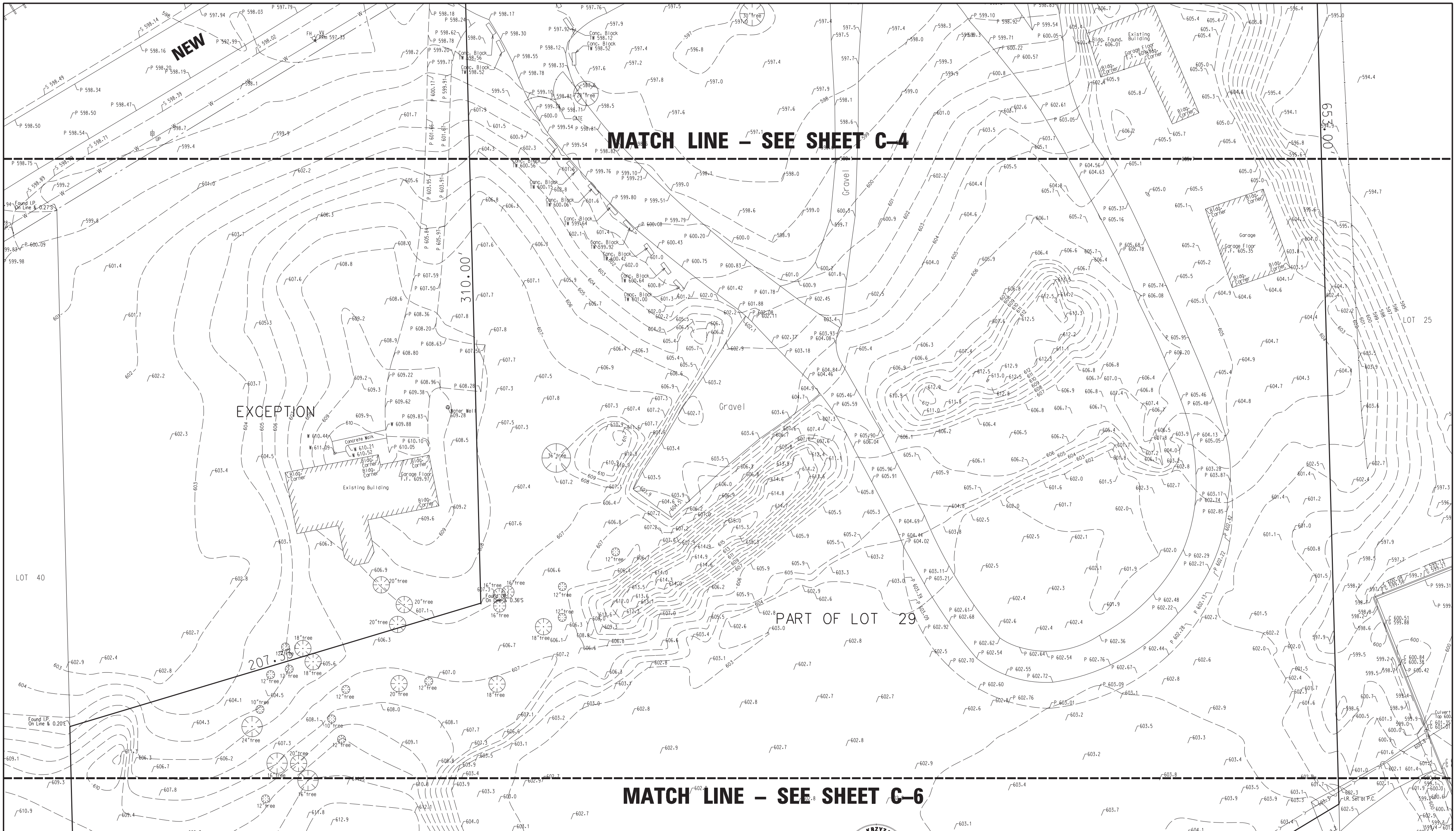
VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAVD 83, STATE PLAIN COORDINATE IL EAST

REGISTERED PROFESSIONAL ENGINEER NO. 062-40870

PREPARED FOR:
**NEW COMMERCIAL BUILDING**
**AT 16548 NEW AVENUE**
**LEMONT, ILLINOIS 60439**
ORDERED BY: FRANK GEORGEKOS - G.C. tel.: 708-441-5305

**DOUBLE M CIVIL ENGINEERING**
PHONE : 847-573-9758 ; E-mail: marek@doublemcivil.com
14048 W. PETRONELLA DRIVE SUITE # 102 LIBERTYVILLE, ILLINOIS 60048
ENGINEERS PLANNERS SURVEYORS

| DATE | BY | REVISION | DATE 03-24-2025 | SCALE: 1" = 20' | PROJECT NO. 83525 | DRAWING NUMBER |
|---|---|---|---|---|---|---|
| | | | DESIGNED DRAWN MK | APPROVED JRK | FILE NO. 1-1-1 | C-4 |




# TOPOGRAPHIC SURVEY

OF

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P.I.N.: 22-30-101-036-0000

| LEGEND | EXISTING |
|---|---|
| WATER MAIN | |
| WATER SERVICE | |
| SANITARY SEWER | |
| STORM SEWER | |
| MANHOLE | |
| CATCH BASIN | |
| INLET | |
| CONTOUR | XXX.XX |
| DIRECTION OF FLOW | |

| LEGEND | EXISTING |
|---|---|
| SUMMIT | |
| TOP OF CURB ELEVATION | C XXX.XX |
| GUTTER FLOWLINE ELEVATION | G XXX.XX |
| PAVEMENT ELEVATION | P XXX.XX |
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| FINISHED FIRST FLOOR ELEVATION | FF XXX.XX |
| SURFACE ELEVATION | XXX.X |
| TOP OF WALK ELEVATION | W XXX.XX |
| TOP OF WALL | TW XXX.XX |

| | |
|---|---|
| TREE/EVERGREEN TREE | 10" / 15" |
| FENCE (Wood) | |
| FENCE (Metal) | |
| ELECTRIC OVERHEAD LINE | OH |
| ELECTRIC | E |
| TELEPHONE | |
| WATER SERVICE B-BOX | |
| FIRE HYDRANT | |
| POWER POLE | |
| DOWNSPOUT | DS |

JOHN R. KRZYZANOWSKI 062-40870 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

Expiration 11/30/25

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*ZBIGNIEW DOMOZYCH SERVICES.*
*TEL. (872) 210-9473 ziggylandsurveyor@gmail.com*
*DATED: MARCH 11, 2025*

*BENCHMARK REFERENCE:*
*GPS DEVICE: STONEXS10A GNSS RECEIVER WITH CARLSON SURVEYOR + DATA COLLECTOR REFERENCE STATION NEWORK TRIMBLE VRS(VIRTUAL REFERENCE STATION)*

*VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAVD 83, STATE PLAIN COORDINATE IL EAST*

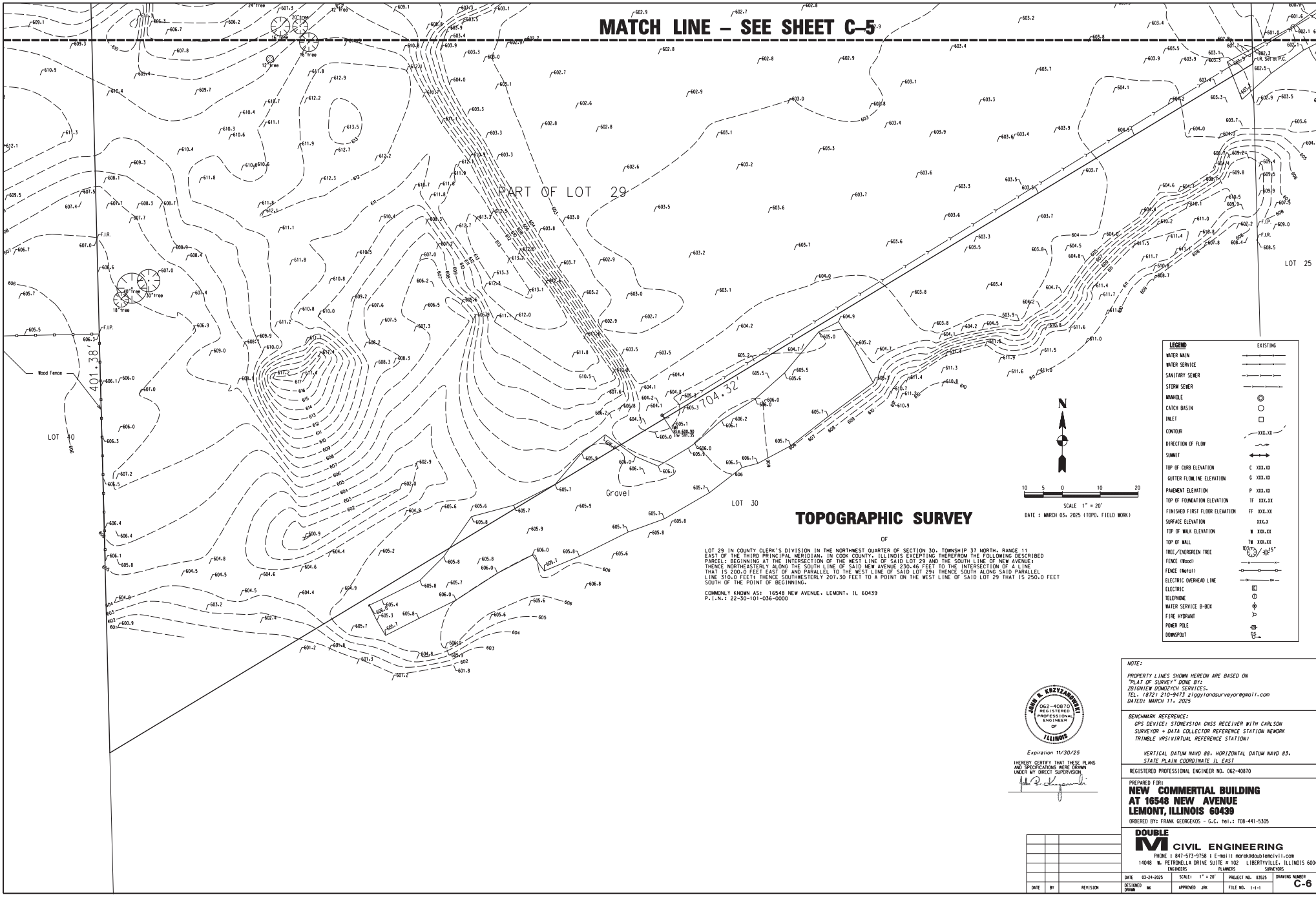
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14048 W. PETRONELLA DRIVE SUITE # 102 LIBERTYVILLE, ILLINOIS 60048
ENGINEERS PLANNERS SURVEYORS

| DATE | BY | REVISION |
|---|---|---|
| | | |

| DATE 03-24-2025 | SCALE: 1" = 20' | PROJECT NO. 83525 | DRAWING NUMBER |
|---|---|---|---|
| DESIGNED DRAWN MK | APPROVED JRK | FILE NO. 1-1-1 | C-5 |




# TOPOGRAPHIC SURVEY

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COMMONLY KNOWN AS: 16548 NEW AVENUE, LEMONT, IL 60439
P.I.N.: 22-30-101-036-0000

| LEGEND | EXISTING |
|---|---|
| WATER MAIN | |
| WATER SERVICE | |
| SANITARY SEWER | |
| STORM SEWER | |
| MANHOLE | |
| CATCH BASIN | |
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| ELECTRIC OVERHEAD LINE | |
| ELECTRIC | E |
| TELEPHONE | T |
| WATER SERVICE B-BOX | |
| FIRE HYDRANT | |
| POWER POLE | |
| DOWNSPOUT | |

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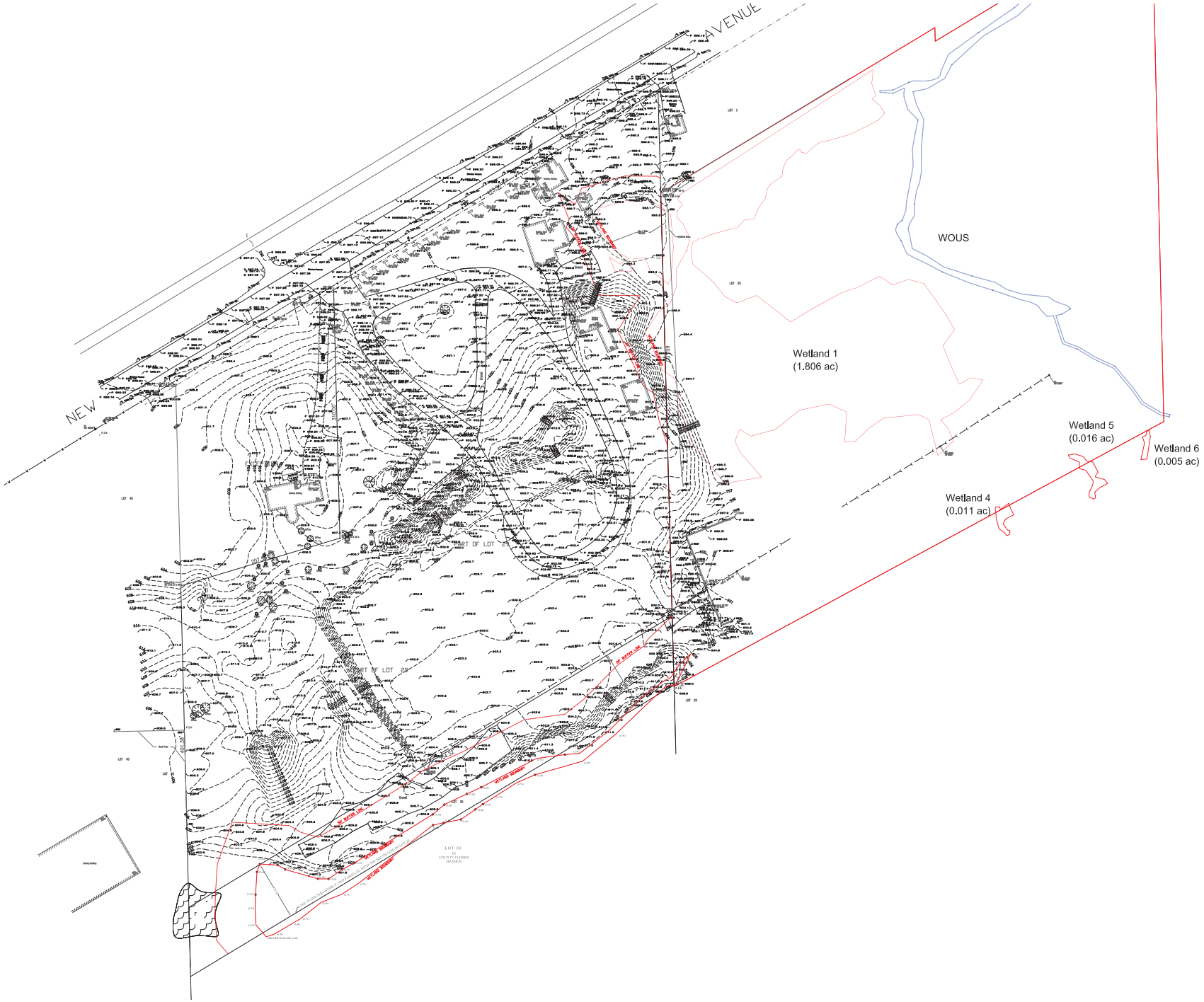
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14048 W. PETRONELLA DRIVE SUITE # 102 LIBERTYVILLE, ILLINOIS 60048


| DATE | BY | REVISION |
|---|---|---|
| | | |

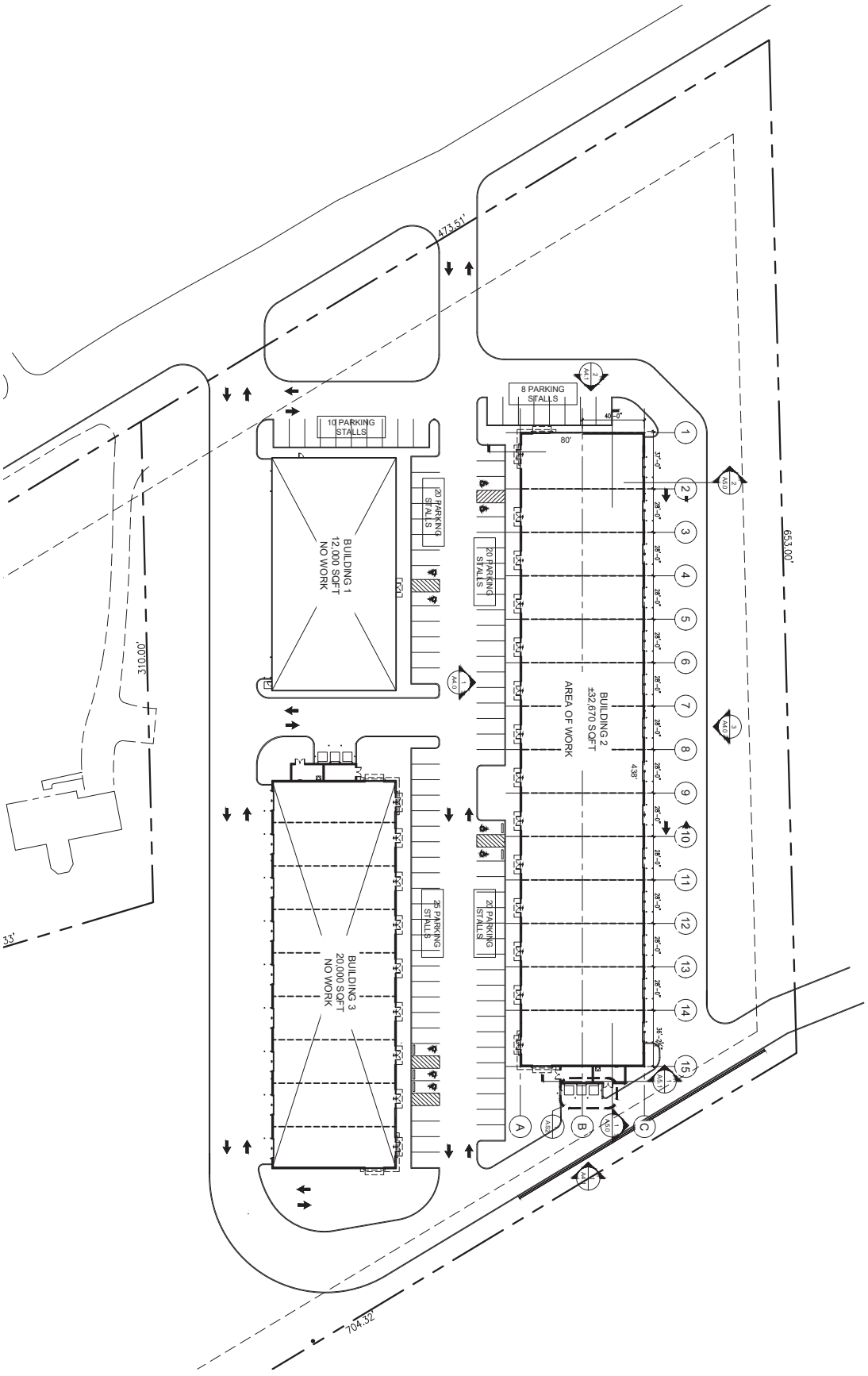
| DATE | 03-24-2025 | SCALE: | 1" = 20' | PROJECT NO. | 83525 | DRAWING NUMBER |
|---|---|---|---|---|---|---|
| DESIGNED DRAWN | MK | APPROVED | JRK | FILE NO. | 1-1-1 | C-6 |

Attachment 5


AVENUE
NEW
WOUS
Wetland 1
(1.806 ac)
Wetland 5
(0.016 ac)
Wetland 6
(0.005 ac)
Wetland 4
(0.011 ac)

Attachment 6

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1 ARCHITECTURAL SITE PLAN
1" = 30'-0"

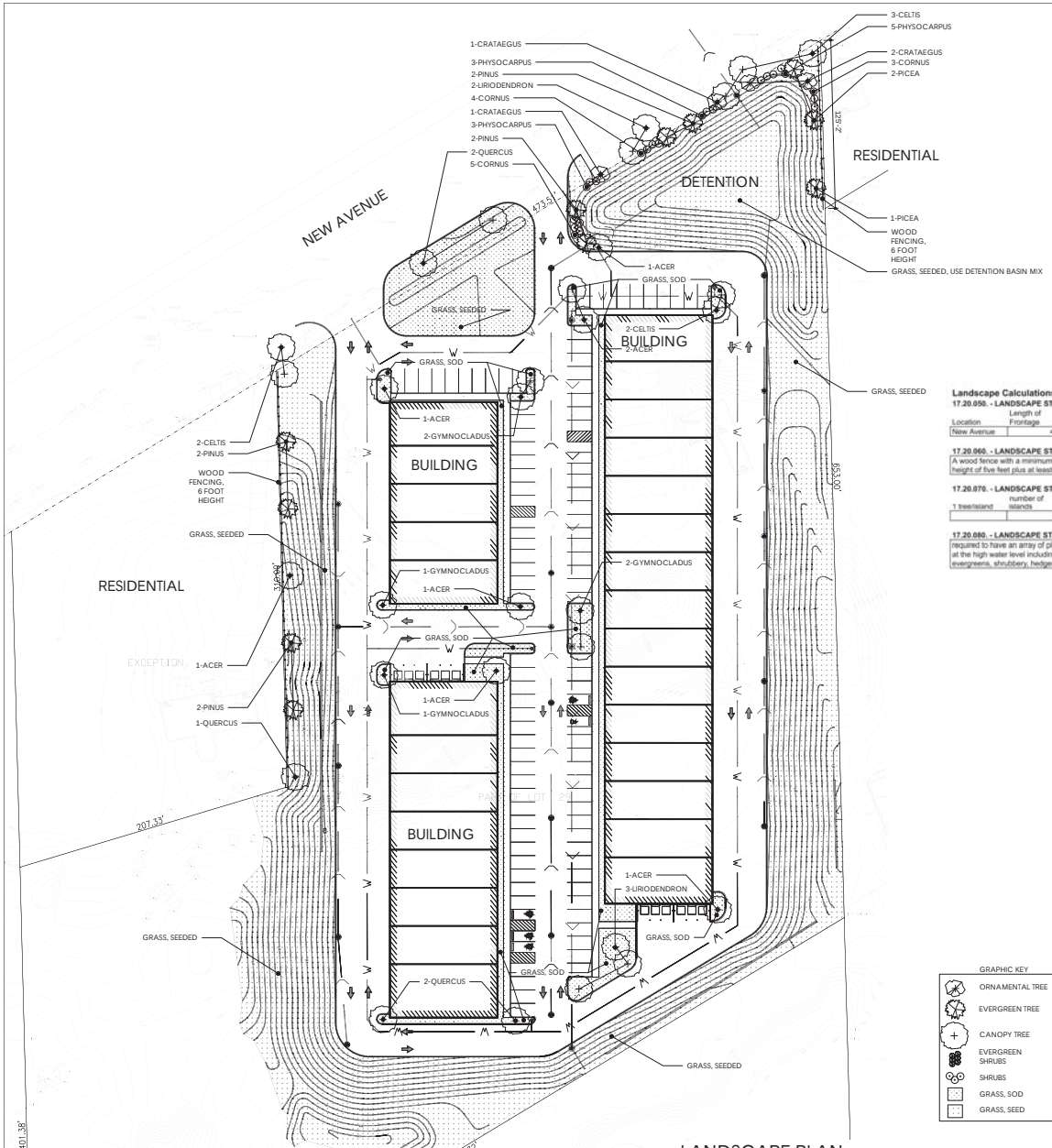
# AVELAR BLDG 2

NEW CONSTRUCTION
16548 NEW AVENUE, LEMONT, ILLINOIS 60439

JTS Architects
1821 Walden Office Square
Suite 205
Schaumburg, IL 60173
P 847.952.9970
www.jtsarch.com

| | |
|---|---|
| SHEET | AS1 |
| JOB NO. | 3427 B |
| DATE | 11/26/25 |
| SHEET TITLE | ARCH. SITE PLAN |
| DATE | SUBMITTED/DESCRIPTION |
| 11/26/25 | ISSUED INTO PERMIT |

Attachment 7




**Landscape Calculations**

**17.20.050. - LANDSCAPE STANDARDS FOR STREETS**

| Location | Length of Frontage | Requirement (1/100 LF) | Proposed |
|---|---|---|---|
| New Avenue | 474 | 5 | 5 |

**17.20.060. - LANDSCAPE STANDARDS FOR TRANSITION YARD**

A wood fence with a minimum of 95% opacity and with a minimum height of five feet plus at least two plant units per 100 linear feet

**17.20.070. - LANDSCAPE STANDARDS FOR PARKING LOTS**

| 1 tree/island | number of islands | Trees required | Proposed |
|---|---|---|---|
| | 16 | 16 | 16 |

**17.20.080. - LANDSCAPE STANDARDS FOR DETENTION POND**

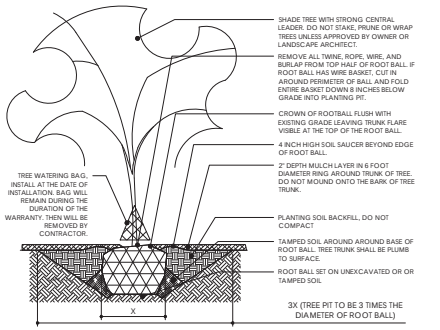
required to have an array of planting material along the perimeter at the high water level including canopy trees, ornamental trees, evergreens, shrubbery, hedges, and other plants.

## LANDSCAPE PLAN

SCALE: 1"=40'-0" (0, 40', 80')

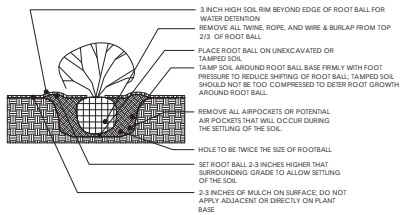
GENERAL NOTES:

1. SITE PLAN IS REFERENCED FROM CURRENT CIVIL ENGINEERING DRAWINGS.
2. PLANTING PROPOSED IS TO COMPLY WITH VILLAGE OF LEMONT CODE REQUIREMENTS.



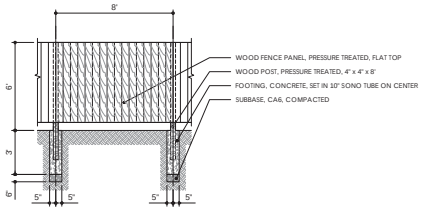

## DECIDUOUS TREE DETAIL

SCALE: 1/4"=1'-0" (0, 4', 8')




## SHRUB DETAIL

SCALE: 1/4"=1'-0" (0, 4', 8')




## WOOD FENCE DETAIL, 6 FOOT HEIGHT

SCALE: 1/4"=1'-0" (0, 4', 8')

## PLANT SCHEDULE

| Code | Botanical Name | Common Name | Total | Size | Condition | Notes |
|---|---|---|---|---|---|---|
| | **Shade Trees** | | **31** | | | |
| ACER | Acer rubrum | Red Maple | 8 | 3" cal. | B&B | |
| CELTIS | Celtis occidentalis | Sweetgum | 7 | 3" cal. | B&B | |
| GYMNOCLADUS | Gymnocladus dioica | Kentucky Coffeetree | 6 | 3" cal. | B&B | |
| LIRIODENDRON | Liriodendron tulipifera | Tulip Tree | 5 | 3" cal. | B&B | |
| QUERCUS | Quercus imbricaria | Shingle Oak | 5 | 3" cal. | B&B | |
| | **Evergreen Trees** | | **11** | | | |
| PICEA | Picea glauca | White Spruce | 3 | 8 foot height | B&B | |
| PINUS | Pinus strobus | Eastern White Pine | 8 | 8 foot height | B&B | |
| | **Ornamental Trees** | | **4** | | | |
| CRATAEGUS | Crataegus phaenopyrum | Washington Hawthorn | 4 | 6 foot height | B&B | Multi-stemmed |
| | **Deciduous Shrubs** | | **23** | | | |
| CORNUS S | Cornus sericea | Redtwig Dogwood | 12 | 24" height | B&B | |
| PHYSOCARPUS | Physocarpus opulifolius | Common Ninebark | 11 | 24" height | B&B | |

GARY W. LEHMAN 157-001183 — LICENSED LANDSCAPE ARCHITECT — STATE OF ILLINOIS

| ISSUE | REVISIONS | DATE |
|---|---|---|
| 1 | PERMIT/REVISIONS | 5/30/25 |

PROJECT STAFF
PROJECT MANAGER: G. LEHMAN N.A.
DESIGNED BY: G. LEHMAN N.A.
DRAWN BY: G. LEHMAN N.A.
DRAFTSMAN: G. LEHMAN N.A.

Studio G
LANDSCAPE ARCHITECTURE
GARY W. LEHMAN
ASLA
17 STONEHEDGE
OSWEGO, ILLINOIS 60543
(630) 470-8676
(773) 330-0011
GARY@STUDIOGLANDSCAPEDESIGN.NET

# LANDSCAPE PLANS

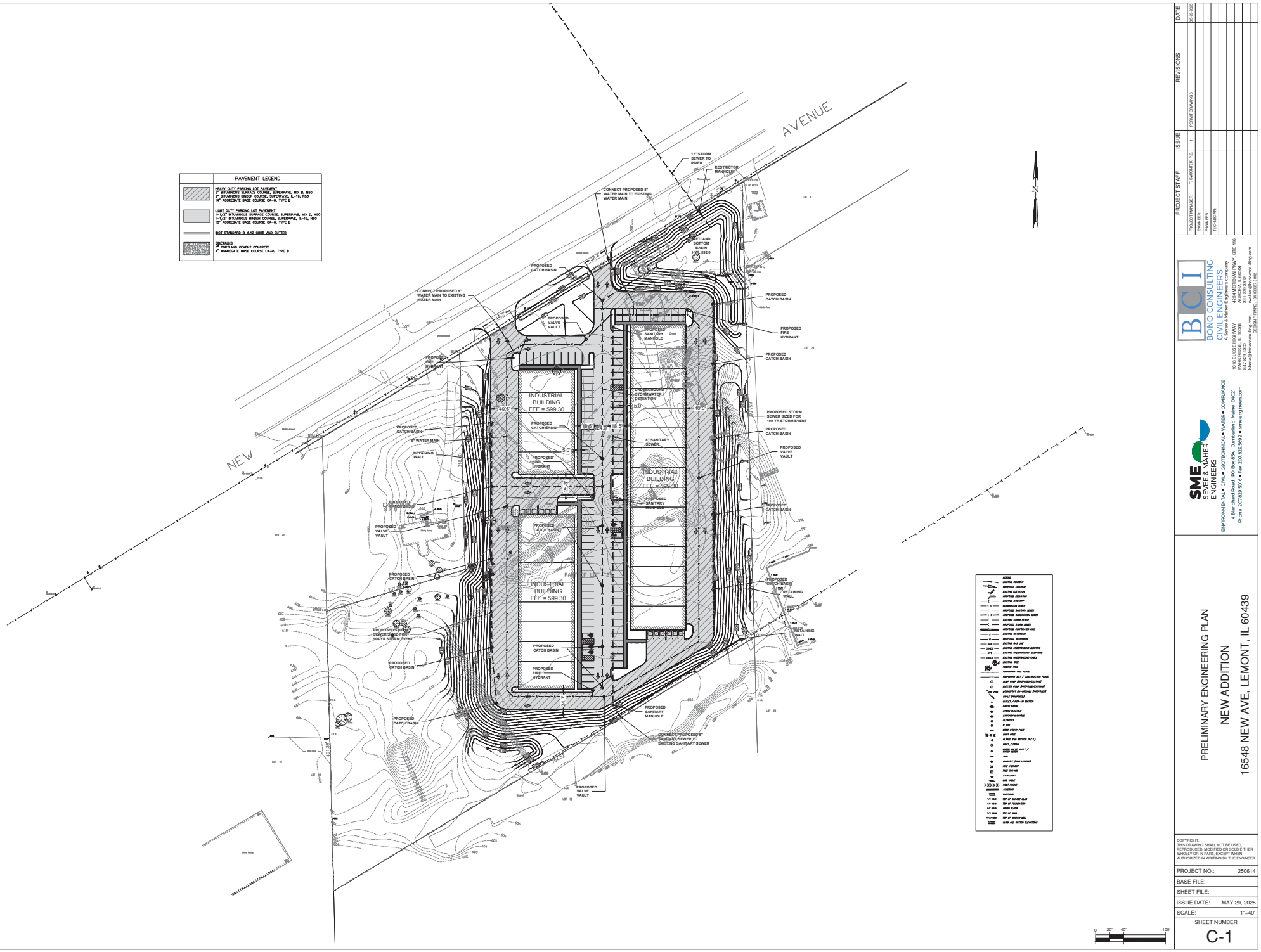
16548 NEW AVENUE
LEMONT, ILLINOIS

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PROJECT NO.: 25030
ISSUE DATE: JUNE 2, 2025
SCALE:

SHEET NUMBER
L1

Attachment 8




0 20' 40' 100'

PROJECT STAFF

PROJECT MANAGER: T. WHITTEN, P.E.
DESIGNED:
DRAWN:
CHECKED:

| ISSUE | REVISIONS | DATE |
|---|---|---|
| 1 | PERMIT DRAWINGS | 05-29-2025 |

BCI
BONO CONSULTING
CIVIL ENGINEERS
Land Development & Water Resource Engineering
1016 BUSSE HIGHWAY
PARK RIDGE, IL 60068
847.698.1234
bono@bonoconsulting.com

SME
SEVEE & MAHER ENGINEERS
ENVIRONMENTAL • Civil • GEOTECHNICAL • WATER • COMPLIANCE
4 Blanchard Road, PO Box 85A, Cumberland, Maine 04021
Phone 207.829.5016 • Fax 207.829.5692 • sme-engineers.com

450 AMERICAN PKWY., STE 116
AURORA, IL 60504
630.906.1234
mwiler@bonoconsulting.com
DESIGN FIRM NO. 184.008857-0002

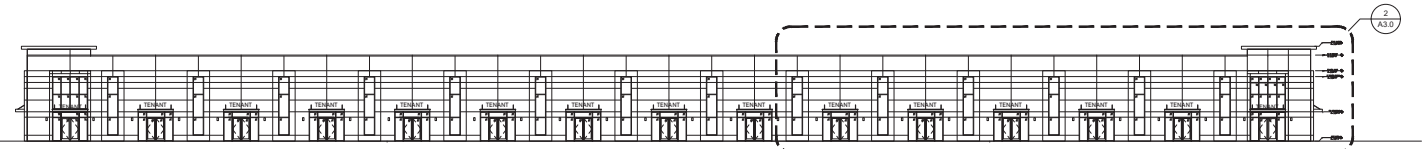
# PRELIMINARY ENGINEERING PLAN
## NEW ADDITION
## 16548 NEW AVE, LEMONT, IL 60439

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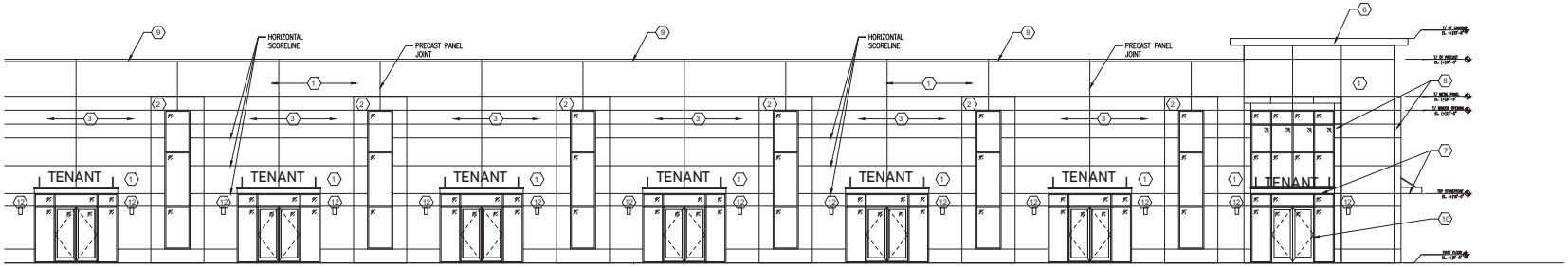
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|---|---|
| PROJECT NO.: | 250614 |
| BASE FILE: | |
| SHEET FILE: | |
| ISSUE DATE: | MAY 29, 2025 |
| SCALE: | 1"=40' |

SHEET NUMBER
C-1

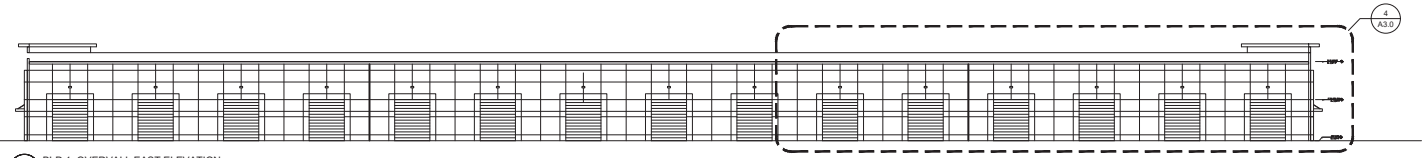
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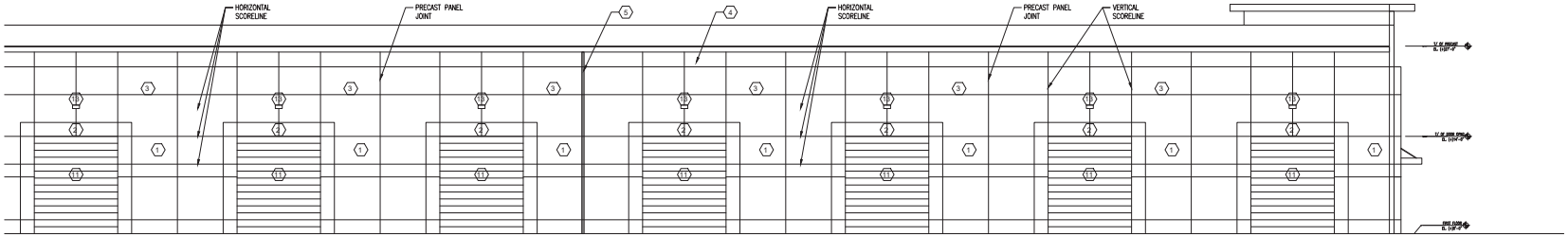

1 BLD 1_OVERALL WEST ELEVATION
1"=20'-0"




2 WEST ELEVATION
1/8"=1'-0"




3 BLD 1_OVERALL EAST ELEVATION
1"=20'-0"




4 EAST ELEVATION
1/8"=1'-0"

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EXTERIOR ELEV. KEYNOTES

SEE SHEET A3.1

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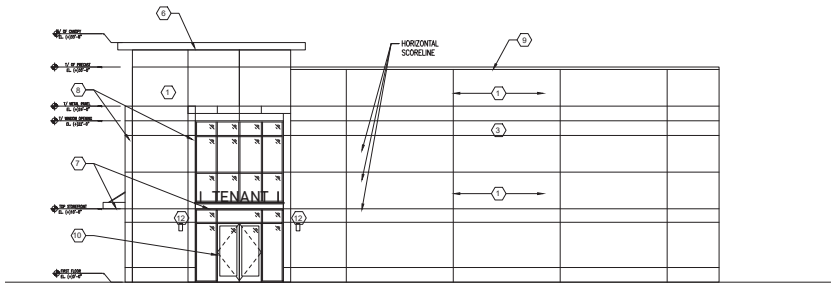
SHEET TITLE
EXTERIOR ELEVATIONS

DATE
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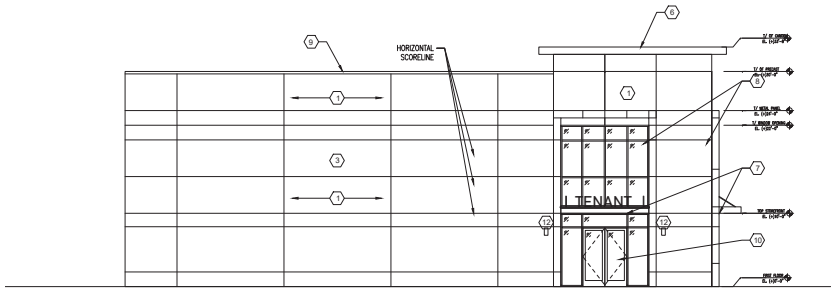
JOB NO.
3427

SHEET
A3.0

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1 BLD 1_NORTH ELEVATION




2 BLD 1_SOUTH ELEVATION

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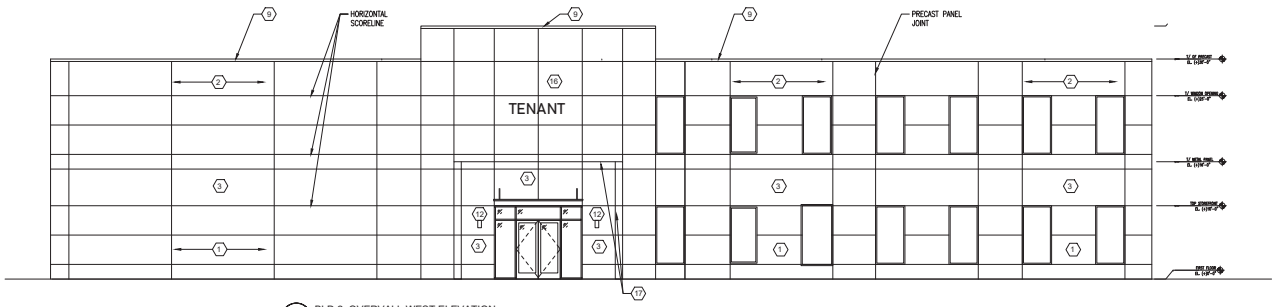
SHEET TITLE
EXTERIOR ELEVATIONS

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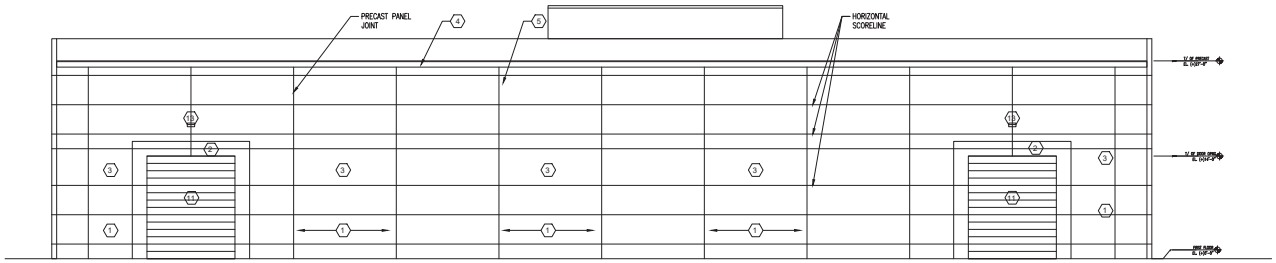
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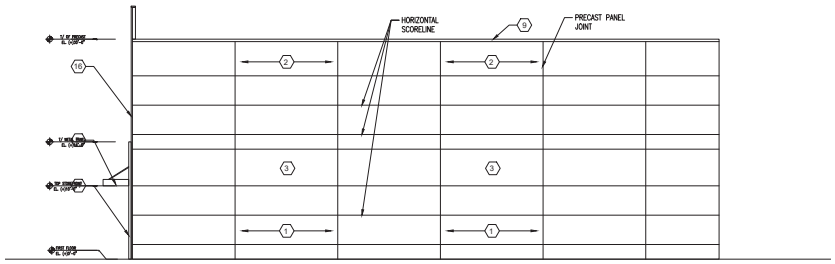
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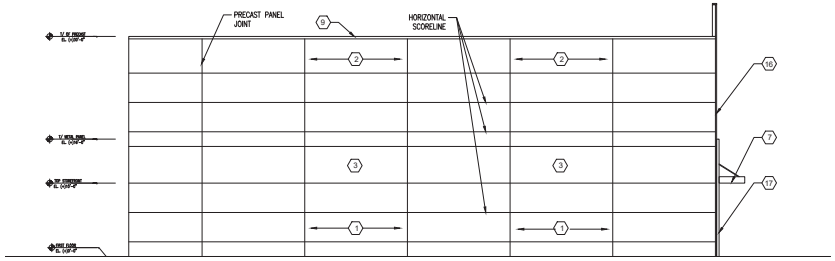

1 BLD 2_OVERVALL WEST ELEVATION




2 BLD 2_OVERVALL WEST ELEVATION




3 BLD 2_NORTH ELEVATION




4 BLD 2_SOUTH ELEVATION

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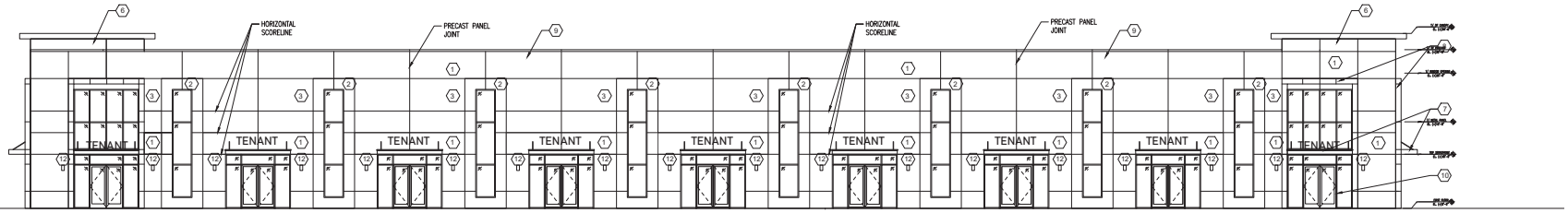
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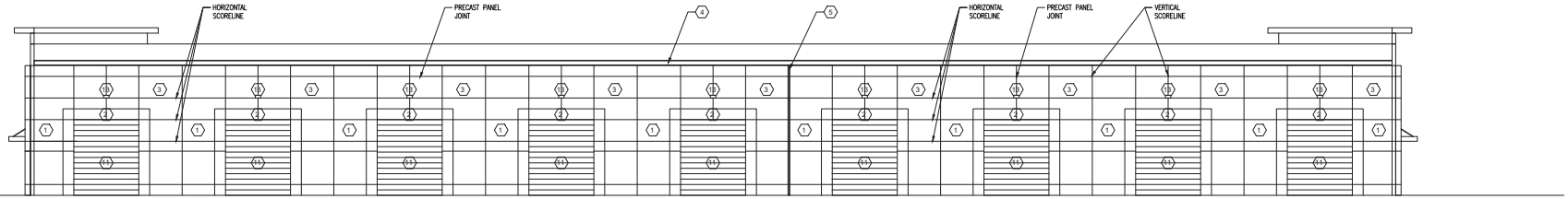
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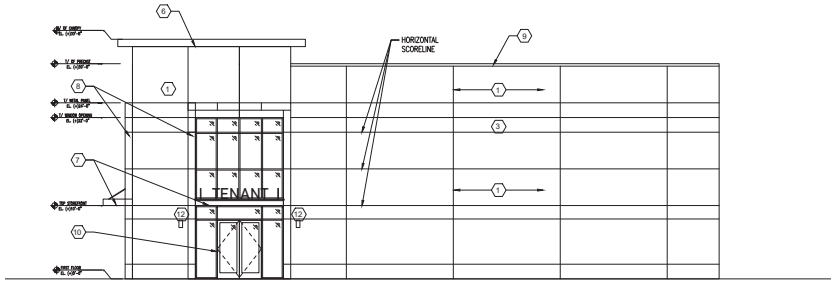
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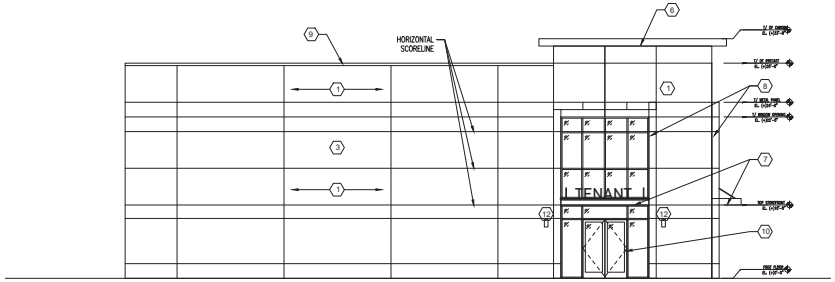

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Attachment 10


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Attachment 11

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

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

MEMORANDUM TO: John Avelar
J Avenue Development

FROM: Javier Millan
Principal

DATE: April 14, 2026

SUBJECT: Traffic Impact Study
Equipment and Supply Storage Facility
Lemont, Illinois

This memorandum summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed equipment and supply storage facility to be located at 16548 New Avenue in Lemont, Illinois. The site is located on the south side of New Avenue just east of the Interstate 355 overpass and currently contains two houses and a vacant lot. Access to the storage facility will continue to be provided via an existing full access drive off New Avenue.

**Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed on-site maintenance services will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

The sections of this memorandum present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the site
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access system and adjacent roadway system




**Site Location** **Figure 1**




**Aerial View of Site** **Figure 2**

## Existing Conditions

Existing traffic and roadway conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and peak hour traffic volumes along area roadways.

## Existing Roadway System Characteristics

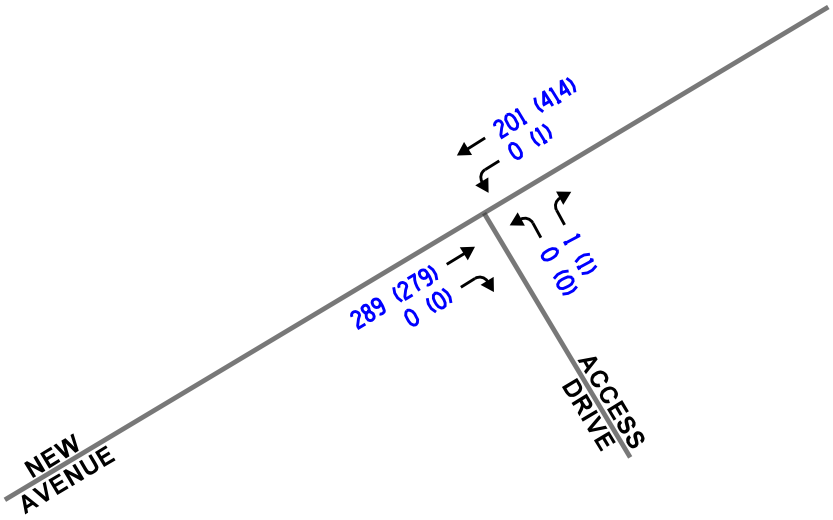
The site is served by New Avenue, which is a two-lane arterial roadway that within the vicinity of the site extends in an east-west direction. On-street parking is prohibited on both sides of the roadway. Arriving and departing vehicles from the site can access the expressway system at two different locations. Vehicles can travel to/from the west on New Avenue to its unsignalized intersection with 127th Street. 127th Street has a full interchange with I-355 approximately one and one-half miles east of New Avenue. Additionally, New Avenue has an unsignalized "T" intersection with Illinois Street approximately one mile east of the site. From Illinois Street, vehicles can access Lemont Road via the signalized intersection of Lemont Road with Illinois Street. Approximately three miles north of Illinois Street, Lemont Road has a full interchange with I-55. New Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), is classified as a minor arterial by IDOT, and has a posted speed limit of 45 miles per hour.

## Existing Traffic Volumes

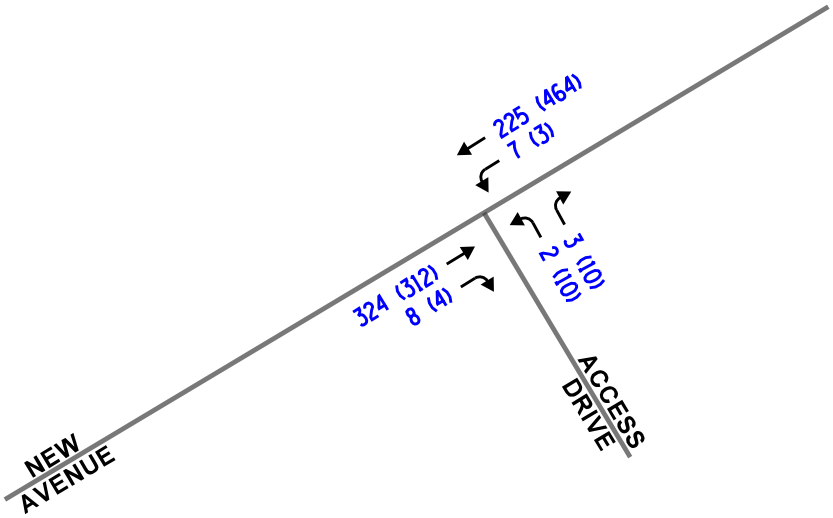
KLOA, Inc. conducted traffic counts on Thursday October 16, 2025 for a 24-hour period at the intersection of New Avenue with the site's access drive. Based on the results of the traffic counts, it was determined that the morning peak hour of traffic occurs from 6:15 to 7:15 A.M. and the evening peak hour occurs from 4:30 to 5:30 P.M. A summary of the traffic counts is shown in **Table 1**. **Figure 3** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Table 1
DAILY TRAFFIC COUNT SUMMARY

| Time | Eastbound | | Westbound | | Northbound | | Total |
|---|---|---|---|---|---|---|---|
| | Right | Through | Left | Through | Left | Right | |
| 12:00 AM | 0 | 26 | 0 | 26 | 0 | 0 | 52 |
| 1:00 AM | 0 | 23 | 0 | 27 | 0 | 0 | 50 |
| 2:00 AM | 0 | 39 | 0 | 26 | 0 | 0 | 65 |
| 3:00 AM | 0 | 38 | 0 | 37 | 0 | 0 | 75 |
| 4:00 AM | 0 | 78 | 0 | 79 | 0 | 0 | 157 |
| 5:00 AM | 0 | 168 | 0 | 117 | 0 | 0 | 285 |
| **6:00 AM** | **0** | **289** | **0** | **201** | **0** | **1** | **491** |
| 7:00 AM | 1 | 221 | 1 | 235 | | 2 | 460 |
| 8:00 AM | 0 | 244 | 0 | 173 | 0 | 0 | 417 |
| 9:00 AM | 0 | 154 | 0 | 140 | 0 | 1 | 295 |
| 10:00 AM | 0 | 135 | 1 | 125 | 0 | 2 | 263 |
| 11:00 AM | 0 | 122 | 1 | 145 | 0 | 1 | 269 |
| 12:00 PM | 1 | 179 | 4 | 174 | 1 | 1 | 360 |
| 1:00 PM | 0 | 166 | 2 | 199 | 0 | 4 | 371 |
| 2:00 PM | 0 | 205 | 2 | 255 | 2 | 0 | 464 |
| 3:00 PM | 0 | 298 | 0 | 332 | 0 | 0 | 630 |
| **4:00 PM** | **0** | **279** | **1** | **414** | **0** | **1** | **695** |
| 5:00 PM | 1 | 256 | 3 | 387 | 0 | 4 | 651 |
| 6:00 PM | 0 | 184 | 1 | 213 | 0 | 0 | 398 |
| 7:00 PM | 0 | 109 | 0 | 123 | 0 | 0 | 232 |
| 8:00 PM | 0 | 69 | 0 | 136 | 0 | 0 | 205 |
| 9:00 PM | 0 | 63 | 0 | 108 | 0 | 0 | 171 |
| 10:00 PM | 0 | 55 | 2 | 54 | 1 | 1 | 113 |
| 11:00 PM | 0 | 29 | 1 | 51 | 1 | 0 | 82 |
| **Total** | **3** | **3429** | **19** | **377** | **5** | **18** | **7251** |




Existing Traffic Volumes




Total Traffic Volumes

LEGEND

00 - AM PEAK HOUR (6:00-7:00 AM)

(00) - PM PEAK HOUR (4:00-5:00 PM)

Equipment Warehouse
Lemont, Illinois

Traffic Volumes

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

Job No: 25-292 Figure: 3

## Proposed Development Plan

As proposed, the plan calls for developing the site with an equipment and supply storage facility that will include three buildings totaling 64,000 square feet of storage. Based on information provided to KLOA, Inc., the following is a summary of the operational characteristics of the proposed maintenance facility.

- Services: storage, office space, light mechanical/industrial repairs
- Hours of operation: 7:00 A.M. to 7:00 P.M.
- Number of employees: maximum of 60 employees
- Anticipated Daily Traffic: 28 trucks

Access will continue to be provided via the existing full access drive which provides one inbound lane and one outbound lane. It is recommended that outbound movements be under stop sign control.

## Development Traffic Generation

The volume of traffic estimated to be generated by the proposed warehousen development was determined based a review of trip generation data published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*, 12th Edition. Land Use Code 150 (Warehouse) was utilized to generate the estimated trips for the development. **Table 2** shows the estimated trips to be generated by the proposed development.

Table 2
ESTIMATED VEHICLE TRIP GENERATION COMPARISON

| Facility/Size | Weekday Morning Peak Hour | | | Weekday Evening Peak Hour | | | Daily Trips |
|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | |
| Warehouse – 64,000 s.f. (LUC 150) | 15 | 5 | 20 | 7 | 20 | 27 | 88 |

## Total Projected Traffic Conditions

The existing traffic volumes were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on previous daily traffic projections provided by the Chicago Metropolitan Agency for Planning (CMAP), an increase of two percent per year over six years for a total of 12 percent was applied to the existing traffic volumes to obtain projected Year 2031 traffic volumes. The Year 2031 projected traffic volumes, also shown in Figure 3, includes the existing traffic volumes increased by 12 percent and the anticipated additional traffic as a result of providing a equipment warehouse storage facility.

## Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hour periods for the existing and projected (Year 2031) conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 6th Edition* and analyzed using the Synchro/SimTraffic 12 software.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and projected conditions (Year 2031) are presented in **Table 3**. A discussion of the intersection follows.

Table 3
CAPACITY ANALYSIS RESULTS – NEW AVENUE WITH ACCESS DRIVE

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---|---|---|---|
| | LOS | Delay | LOS | Delay |
| **Existing Traffic Conditions** | | | | |
| • Northbound Approach | B | 10.3 | B | 10.0 |
| • Westbound Left | A | 0.0 | A | 7.9 |
| **Future Traffic Conditions** | | | | |
| • Northbound Approach | B | 13.6 | B | 14.9 |
| • Westbound Left | A | 8.6 | A | 8.4 |

LOS = Level of Service
Delay is measured in seconds.

Based on the results of the capacity analyses, the outbound movements from the access drive onto New Avenue are projected to operate at the same acceptable Level of Service (LOS) B during the weekday morning and evening peak hours as under existing conditions. Additionally, westbound left-turn movements are projected to continue to operate at LOS A during the peak hours with 95$^{th}$ percentile queues of one to two vehicles.

When the Year 2031 projected traffic volumes are compared to the turn lane guidelines published in Chapter 36 of the IDOT *Bureau of Design and Environment Manual* (BDE) an exclusive right-turn lane or an exclusive left-turn lane will not be required on New Avenue at the access drive.

As such, the access drive will be adequate in accommodating the traffic projected to be generated by the proposed development and no geometric improvements will be necessary.

## Conclusion

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

- The proposed equipment storage facility will generate a minimal amount of passenger and truck traffic.

- Based on the results of the capacity analyses, the intersection of New Avenue with the access drive is projected to continue to operate at an acceptable level of service.

- The site access will be adequate in accommodating the new and truck traffic.

- Given the low volume of existing and projected traffic generated by the facility, widening of New Avenue to provide left- and right-turn lanes will not be warranted.

# Appendix

Traffic Count Summary Sheets
Level of Service Criteria
Capacity Analysis Summary Sheets
IDOT Turn Lane Warrants

# Traffic Count Summary Sheets

## Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

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

| Leg | New Ave | | | | | access drive | | | | | New Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Westbound | | | | | Northbound | | | | | Eastbound | | | | | |
| Time | T | L | U | **App** | Ped* | R | L | U | **App** | Ped* | R | T | U | **App** | Ped* | **Int** |
| 2025-10-16 12:00AM | 6 | 0 | 0 | **6** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 4 | 0 | **4** | 0 | **10** |
| 12:15AM | 7 | 0 | 0 | **7** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 11 | 0 | **11** | 0 | **18** |
| 12:30AM | 7 | 0 | 0 | **7** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 7 | 0 | **7** | 0 | **14** |
| 12:45AM | 6 | 0 | 0 | **6** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 4 | 0 | **4** | 0 | **10** |
| Hourly Total | 26 | 0 | 0 | **26** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 26 | 0 | **26** | 0 | **52** |
| 1:00AM | 10 | 0 | 0 | **10** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 8 | 0 | **8** | 0 | **18** |
| 1:15AM | 9 | 0 | 0 | **9** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 6 | 0 | **6** | 0 | **15** |
| 1:30AM | 2 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 4 | 0 | **4** | 0 | **6** |
| 1:45AM | 6 | 0 | 0 | **6** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 5 | 0 | **5** | 0 | **11** |
| Hourly Total | 27 | 0 | 0 | **27** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 23 | 0 | **23** | 0 | **50** |
| 2:00AM | 6 | 0 | 0 | **6** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 9 | 0 | **9** | 0 | **15** |
| 2:15AM | 6 | 0 | 0 | **6** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 6 | 0 | **6** | 0 | **12** |
| 2:30AM | 7 | 0 | 0 | **7** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 14 | 0 | **14** | 0 | **21** |
| 2:45AM | 7 | 0 | 0 | **7** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 10 | 0 | **10** | 0 | **17** |
| Hourly Total | 26 | 0 | 0 | **26** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 39 | 0 | **39** | 0 | **65** |
| 3:00AM | 5 | 0 | 0 | **5** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 6 | 0 | **6** | 0 | **11** |
| 3:15AM | 8 | 0 | 0 | **8** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 9 | 0 | **9** | 0 | **17** |
| 3:30AM | 13 | 0 | 0 | **13** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 9 | 0 | **9** | 0 | **22** |
| 3:45AM | 11 | 0 | 0 | **11** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 14 | 0 | **14** | 0 | **25** |
| Hourly Total | 37 | 0 | 0 | **37** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 38 | 0 | **38** | 0 | **75** |
| 4:00AM | 17 | 0 | 0 | **17** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 15 | 0 | **15** | 0 | **32** |
| 4:15AM | 12 | 0 | 0 | **12** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 19 | 0 | **19** | 0 | **31** |
| 4:30AM | 14 | 0 | 0 | **14** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 24 | 0 | **24** | 0 | **38** |
| 4:45AM | 36 | 0 | 0 | **36** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 20 | 0 | **20** | 0 | **56** |
| Hourly Total | 79 | 0 | 0 | **79** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 78 | 0 | **78** | 0 | **157** |
| 5:00AM | 15 | 0 | 0 | **15** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 29 | 0 | **29** | 0 | **44** |
| 5:15AM | 22 | 0 | 0 | **22** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 35 | 0 | **35** | 0 | **57** |
| 5:30AM | 37 | 0 | 0 | **37** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 48 | 0 | **48** | 0 | **85** |
| 5:45AM | 43 | 0 | 0 | **43** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 56 | 0 | **56** | 0 | **99** |
| Hourly Total | 117 | 0 | 0 | **117** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 168 | 0 | **168** | 0 | **285** |
| 6:00AM | 46 | 0 | 0 | **46** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 52 | 0 | **52** | 0 | **98** |
| 6:15AM | 43 | 0 | 0 | **43** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 77 | 0 | **77** | 0 | **120** |
| 6:30AM | 75 | 0 | 0 | **75** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 89 | 0 | **89** | 0 | **165** |
| 6:45AM | 37 | 0 | 0 | **37** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 71 | 0 | **71** | 0 | **108** |
| Hourly Total | 201 | 0 | 0 | **201** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 289 | 0 | **289** | 0 | **491** |
| 7:00AM | 56 | 0 | 0 | **56** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 58 | 0 | **58** | 0 | **114** |
| 7:15AM | 59 | 0 | 0 | **59** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 50 | 0 | **50** | 0 | **110** |
| 7:30AM | 65 | 1 | 0 | **66** | 0 | 1 | 0 | 0 | **1** | 0 | 1 | 47 | 0 | **48** | 0 | **115** |
| 7:45AM | 55 | 0 | 0 | **55** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 66 | 0 | **66** | 0 | **121** |
| Hourly Total | 235 | 1 | 0 | **236** | 0 | 2 | 0 | 0 | **2** | 0 | 1 | 221 | 0 | **222** | 0 | **460** |
| 8:00AM | 45 | 0 | 0 | **45** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 77 | 0 | **77** | 0 | **122** |
| 8:15AM | 44 | 0 | 0 | **44** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 65 | 0 | **65** | 0 | **109** |
| 8:30AM | 40 | 0 | 0 | **40** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 57 | 0 | **57** | 0 | **97** |
| 8:45AM | 44 | 0 | 0 | **44** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 45 | 0 | **45** | 0 | **89** |
| Hourly Total | 173 | 0 | 0 | **173** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 244 | 0 | **244** | 0 | **417** |
| 9:00AM | 34 | 0 | 0 | **34** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 41 | 0 | **41** | 0 | **75** |
| 9:15AM | 39 | 0 | 0 | **39** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 37 | 0 | **37** | 0 | **76** |
| 9:30AM | 33 | 0 | 0 | **33** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 43 | 0 | **43** | 0 | **76** |
| 9:45AM | 34 | 0 | 0 | **34** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 33 | 0 | **33** | 0 | **68** |
| Hourly Total | 140 | 0 | 0 | **140** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 154 | 0 | **154** | 0 | **295** |
| 10:00AM | 32 | 0 | 0 | **32** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 48 | 0 | **48** | 0 | **81** |
| 10:15AM | 28 | 1 | 0 | **29** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 31 | 0 | **31** | 0 | **60** |

| Leg | New Ave | | | | | access drive | | | | | New Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Westbound | | | | | Northbound | | | | | Eastbound | | | | | |
| Time | T | L | U | **App** | Ped* | R | L | U | **App** | Ped* | R | T | U | **App** | Ped* | **Int** |
| 10:30AM | 29 | 0 | 0 | **29** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 25 | 0 | **25** | 0 | **55** |
| 10:45AM | 36 | 0 | 0 | **36** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 31 | 0 | **31** | 0 | **67** |
| Hourly Total | 125 | 1 | 0 | **126** | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 135 | 0 | **135** | 0 | **263** |
| 11:00AM | 28 | 1 | 0 | **29** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 32 | 0 | **32** | 0 | **61** |
| 11:15AM | 39 | 0 | 0 | **39** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 21 | 0 | **21** | 0 | **61** |
| 11:30AM | 33 | 0 | 0 | **33** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 37 | 0 | **37** | 0 | **70** |
| 11:45AM | 45 | 0 | 0 | **45** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 32 | 0 | **32** | 0 | **77** |
| Hourly Total | 145 | 1 | 0 | **146** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 122 | 0 | **122** | 0 | **269** |
| 12:00PM | 55 | 1 | 0 | **56** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 44 | 0 | **44** | 0 | **101** |
| 12:15PM | 41 | 0 | 0 | **41** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 45 | 0 | **45** | 0 | **87** |
| 12:30PM | 40 | 1 | 0 | **41** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 44 | 0 | **44** | 0 | **85** |
| 12:45PM | 38 | 2 | 0 | **40** | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 46 | 0 | **47** | 0 | **87** |
| Hourly Total | 174 | 4 | 0 | **178** | 0 | 1 | 1 | 0 | **2** | 0 | 1 | 179 | 0 | **180** | 0 | **360** |
| 1:00PM | 36 | 0 | 0 | **36** | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 45 | 0 | **45** | 0 | **83** |
| 1:15PM | 41 | 1 | 0 | **42** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 34 | 0 | **34** | 0 | **77** |
| 1:30PM | 66 | 1 | 0 | **67** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 45 | 0 | **45** | 0 | **113** |
| 1:45PM | 56 | 0 | 0 | **56** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 42 | 0 | **42** | 0 | **98** |
| Hourly Total | 199 | 2 | 0 | **201** | 0 | 4 | 0 | 0 | **4** | 0 | 0 | 166 | 0 | **166** | 0 | **371** |
| 2:00PM | 54 | 1 | 0 | **55** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 40 | 0 | **40** | 0 | **96** |
| 2:15PM | 48 | 0 | 0 | **48** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 54 | 0 | **54** | 0 | **102** |
| 2:30PM | 80 | 1 | 0 | **81** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 51 | 0 | **51** | 0 | **133** |
| 2:45PM | 73 | 0 | 0 | **73** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 60 | 0 | **60** | 0 | **133** |
| Hourly Total | 255 | 2 | 0 | **257** | 0 | 0 | 2 | 0 | **2** | 0 | 0 | 205 | 0 | **205** | 0 | **464** |
| 3:00PM | 64 | 0 | 0 | **64** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 48 | 0 | **48** | 0 | **112** |
| 3:15PM | 79 | 0 | 0 | **79** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 78 | 0 | **78** | 0 | **157** |
| 3:30PM | 113 | 0 | 0 | **113** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 79 | 0 | **79** | 0 | **192** |
| 3:45PM | 76 | 0 | 0 | **76** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 93 | 0 | **93** | 0 | **169** |
| Hourly Total | 332 | 0 | 0 | **332** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 298 | 0 | **298** | 0 | **630** |
| 4:00PM | 86 | 1 | 0 | **87** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 75 | 0 | **75** | 0 | **163** |
| 4:15PM | 92 | 0 | 0 | **92** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 61 | 0 | **61** | 0 | **153** |
| 4:30PM | 138 | 0 | 0 | **138** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 80 | 0 | **80** | 0 | **218** |
| 4:45PM | 98 | 0 | 0 | **98** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 63 | 0 | **63** | 0 | **161** |
| Hourly Total | 414 | 1 | 0 | **415** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 279 | 0 | **279** | 0 | **695** |
| 5:00PM | 107 | 0 | 0 | **107** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 70 | 0 | **70** | 0 | **177** |
| 5:15PM | 109 | 0 | 0 | **109** | 0 | 1 | 0 | 0 | **1** | 0 | 1 | 70 | 0 | **71** | 0 | **181** |
| 5:30PM | 79 | 3 | 0 | **82** | 0 | 3 | 0 | 0 | **3** | 0 | 0 | 64 | 0 | **64** | 0 | **149** |
| 5:45PM | 92 | 0 | 0 | **92** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 52 | 0 | **52** | 0 | **144** |
| Hourly Total | 387 | 3 | 0 | **390** | 0 | 4 | 0 | 0 | **4** | 0 | 1 | 256 | 0 | **257** | 0 | **651** |
| 6:00PM | 64 | 0 | 0 | **64** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 47 | 0 | **47** | 0 | **111** |
| 6:15PM | 58 | 1 | 0 | **59** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 57 | 0 | **57** | 0 | **116** |
| 6:30PM | 56 | 0 | 0 | **56** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 48 | 0 | **48** | 0 | **104** |
| 6:45PM | 35 | 0 | 0 | **35** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 32 | 0 | **32** | 0 | **67** |
| Hourly Total | 213 | 1 | 0 | **214** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 184 | 0 | **184** | 0 | **398** |
| 7:00PM | 40 | 0 | 0 | **40** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 36 | 0 | **36** | 0 | **76** |
| 7:15PM | 30 | 0 | 0 | **30** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 33 | 0 | **33** | 0 | **63** |
| 7:30PM | 23 | 0 | 0 | **23** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 17 | 0 | **17** | 0 | **40** |
| 7:45PM | 30 | 0 | 0 | **30** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 23 | 0 | **23** | 0 | **53** |
| Hourly Total | 123 | 0 | 0 | **123** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 109 | 0 | **109** | 0 | **232** |
| 8:00PM | 44 | 0 | 0 | **44** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 11 | 0 | **11** | 0 | **55** |
| 8:15PM | 33 | 0 | 0 | **33** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 19 | 0 | **19** | 0 | **52** |
| 8:30PM | 28 | 0 | 0 | **28** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 23 | 0 | **23** | 0 | **51** |
| 8:45PM | 31 | 0 | 0 | **31** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 16 | 0 | **16** | 0 | **47** |
| Hourly Total | 136 | 0 | 0 | **136** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 69 | 0 | **69** | 0 | **205** |
| 9:00PM | 29 | 0 | 0 | **29** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 18 | 0 | **18** | 0 | **47** |
| 9:15PM | 33 | 0 | 0 | **33** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 15 | 0 | **15** | 0 | **48** |
| 9:30PM | 19 | 0 | 0 | **19** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 11 | 0 | **11** | 0 | **30** |
| 9:45PM | 27 | 0 | 0 | **27** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 19 | 0 | **19** | 0 | **46** |
| Hourly Total | 108 | 0 | 0 | **108** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 63 | 0 | **63** | 0 | **171** |
| 10:00PM | 18 | 0 | 0 | **18** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 14 | 0 | **14** | 0 | **32** |
| 10:15PM | 13 | 2 | 0 | **15** | 0 | 1 | 1 | 0 | **2** | 0 | 0 | 17 | 0 | **17** | 0 | **34** |

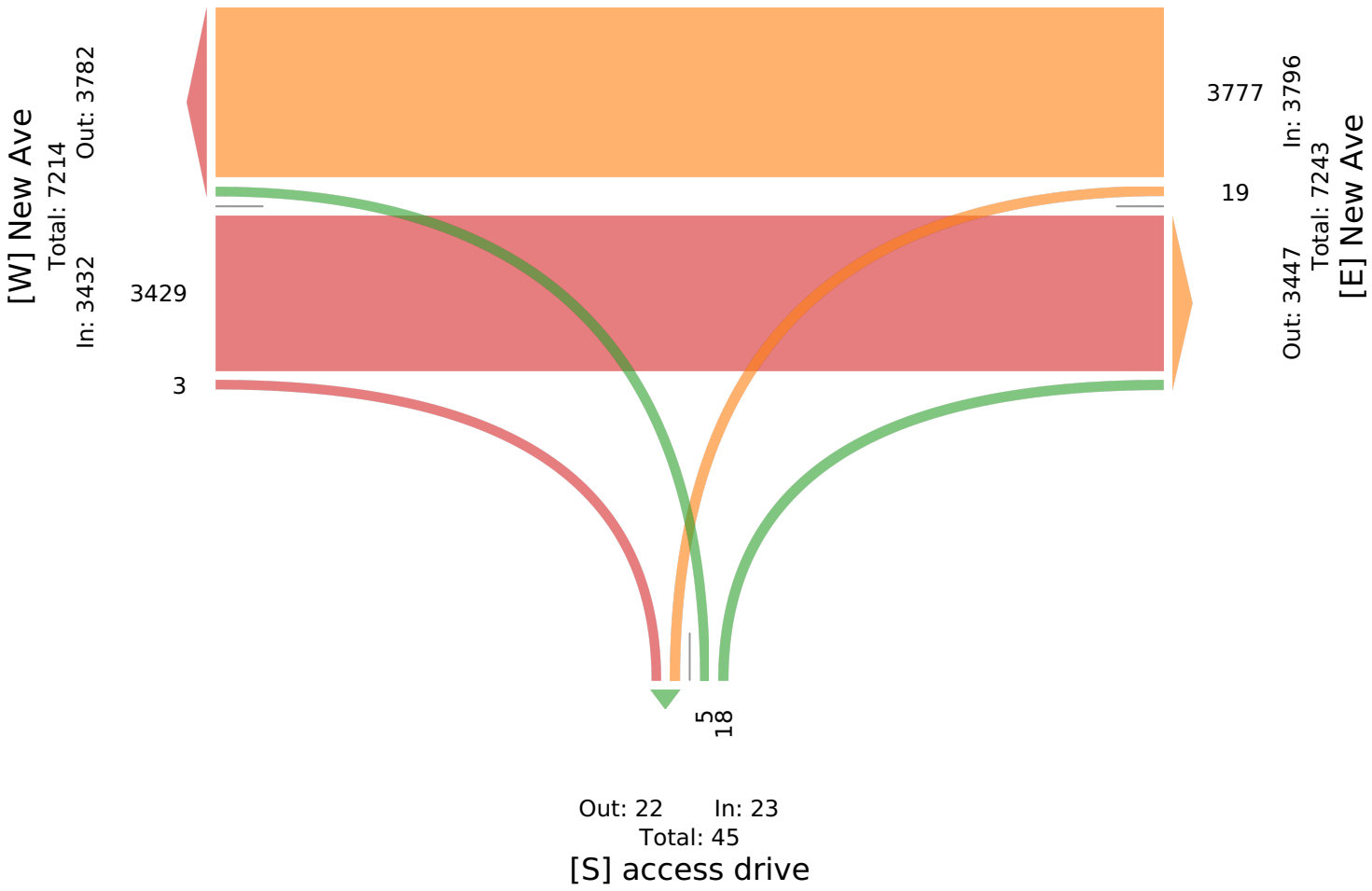
| Leg | New Ave | | | | | access drive | | | | | New Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Westbound | | | | | Northbound | | | | | Eastbound | | | | | |
| Time | T | L | U | **App** | Ped* | R | L | U | **App** | Ped* | R | T | U | **App** | Ped* | **Int** |
| 10:30PM | 14 | 0 | 0 | **14** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 12 | 0 | **12** | 0 | **26** |
| 10:45PM | 9 | 0 | 0 | **9** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 12 | 0 | **12** | 0 | **21** |
| Hourly Total | 54 | 2 | 0 | **56** | 0 | 1 | 1 | 0 | **2** | 0 | 0 | 55 | 0 | **55** | 0 | **113** |
| 11:00PM | 11 | 0 | 0 | **11** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 9 | 0 | **9** | 0 | **20** |
| 11:15PM | 12 | 0 | 0 | **12** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 12 | 0 | **12** | 0 | **24** |
| 11:30PM | 13 | 0 | 0 | **13** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 5 | 0 | **5** | 0 | **18** |
| 11:45PM | 15 | 1 | 0 | **16** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 3 | 0 | **3** | 0 | **20** |
| Hourly Total | 51 | 1 | 0 | **52** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 29 | 0 | **29** | 0 | **82** |
| **Total** | 3777 | 19 | 0 | **3796** | 0 | 18 | 5 | 0 | **23** | 0 | 3 | 3429 | 0 | **3432** | 0 | **7251** |
| **% Approach** | 99.5% | 0.5% | 0% | **-** | - | 78.3% | 21.7% | 0% | **-** | - | 0.1% | 99.9% | 0% | **-** | - | **-** |
| **% Total** | 52.1% | 0.3% | 0% | **52.4%** | - | 0.2% | 0.1% | 0% | **0.3%** | - | 0% | 47.3% | 0% | **47.3%** | - | **-** |
| **Lights** | 3198 | 19 | 0 | **3217** | - | 16 | 5 | 0 | **21** | - | 3 | 2781 | 0 | **2784** | - | 6022 |
| **% Lights** | 84.7% | 100% | 0% | **84.7%** | - | 88.9% | 100% | 0% | **91.3%** | - | 100% | 81.1% | 0% | **81.1%** | - | 83.1% |
| **Single-Unit Trucks** | 146 | 0 | 0 | **146** | - | 2 | 0 | 0 | **2** | - | 0 | 164 | 0 | **164** | - | 312 |
| **% Single-Unit Trucks** | 3.9% | 0% | 0% | **3.8%** | - | 11.1% | 0% | 0% | **8.7%** | - | 0% | 4.8% | 0% | **4.8%** | - | 4.3% |
| **Articulated Trucks** | 427 | 0 | 0 | **427** | - | 0 | 0 | 0 | **0** | - | 0 | 478 | 0 | **478** | - | 905 |
| **% Articulated Trucks** | 11.3% | 0% | 0% | **11.2%** | - | 0% | 0% | 0% | **0%** | - | 0% | 13.9% | 0% | **13.9%** | - | 12.5% |
| **Buses** | 6 | 0 | 0 | **6** | - | 0 | 0 | 0 | **0** | - | 0 | 6 | 0 | **6** | - | 12 |
| **% Buses** | 0.2% | 0% | 0% | **0.2%** | - | 0% | 0% | 0% | **0%** | - | 0% | 0.2% | 0% | **0.2%** | - | 0.2% |
| **Bicycles on Road** | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 |
| **% Bicycles on Road** | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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

## Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

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



## Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
AM Peak (6:15 AM - 7:15 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

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

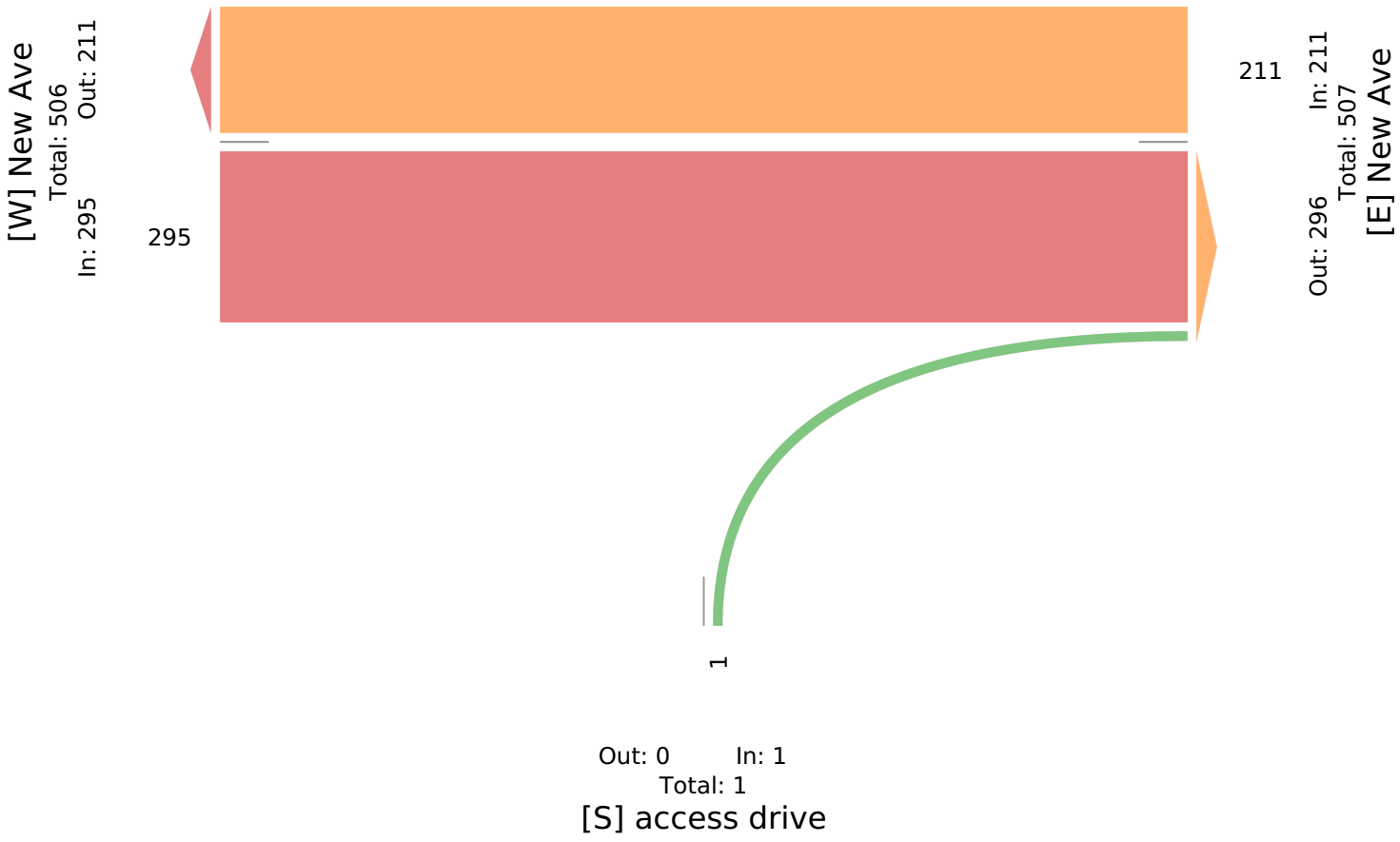
| Leg | New Ave | | | | | access drive | | | | | New Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Westbound | | | | | Northbound | | | | | Eastbound | | | | | |
| Time | T | L | U | **App** | Ped* | R | L | U | **App** | Ped* | R | T | U | **App** | Ped* | **Int** |
| 2025-10-16 6:15AM | 43 | 0 | 0 | **43** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 77 | 0 | **77** | 0 | **120** |
| 6:30AM | 75 | 0 | 0 | **75** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 89 | 0 | **89** | 0 | **165** |
| 6:45AM | 37 | 0 | 0 | **37** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 71 | 0 | **71** | 0 | **108** |
| 7:00AM | 56 | 0 | 0 | **56** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 58 | 0 | **58** | 0 | **114** |
| **Total** | 211 | 0 | 0 | **211** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 295 | 0 | **295** | 0 | **507** |
| **% Approach** | 100% | 0% | 0% | **-** | - | 100% | 0% | 0% | **-** | - | 0% | 100% | 0% | **-** | - | - |
| **% Total** | 41.6% | 0% | 0% | **41.6%** | - | 0.2% | 0% | 0% | **0.2%** | - | 0% | 58.2% | 0% | **58.2%** | - | - |
| **PHF** | 0.703 | - | - | **0.703** | - | 0.250 | - | - | **0.250** | - | - | 0.829 | - | **0.829** | - | 0.768 |
| **Lights** | 176 | 0 | 0 | **176** | - | 1 | 0 | 0 | **1** | - | 0 | 257 | 0 | **257** | - | 434 |
| **% Lights** | 83.4% | 0% | 0% | **83.4%** | - | 100% | 0% | 0% | **100%** | - | 0% | 87.1% | 0% | **87.1%** | - | 85.6% |
| **Single-Unit Trucks** | 3 | 0 | 0 | **3** | - | 0 | 0 | 0 | **0** | - | 0 | 11 | 0 | **11** | - | 14 |
| **% Single-Unit Trucks** | 1.4% | 0% | 0% | **1.4%** | - | 0% | 0% | 0% | **0%** | - | 0% | 3.7% | 0% | **3.7%** | - | 2.8% |
| **Articulated Trucks** | 31 | 0 | 0 | **31** | - | 0 | 0 | 0 | **0** | - | 0 | 25 | 0 | **25** | - | 56 |
| **% Articulated Trucks** | 14.7% | 0% | 0% | **14.7%** | - | 0% | 0% | 0% | **0%** | - | 0% | 8.5% | 0% | **8.5%** | - | 11.0% |
| **Buses** | 1 | 0 | 0 | **1** | - | 0 | 0 | 0 | **0** | - | 0 | 2 | 0 | **2** | - | 3 |
| **% Buses** | 0.5% | 0% | 0% | **0.5%** | - | 0% | 0% | 0% | **0%** | - | 0% | 0.7% | 0% | **0.7%** | - | 0.6% |
| **Bicycles on Road** | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 |
| **% Bicycles on Road** | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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

## Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
AM Peak (6:15 AM - 7:15 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

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



## Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
Midday Peak (1 PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

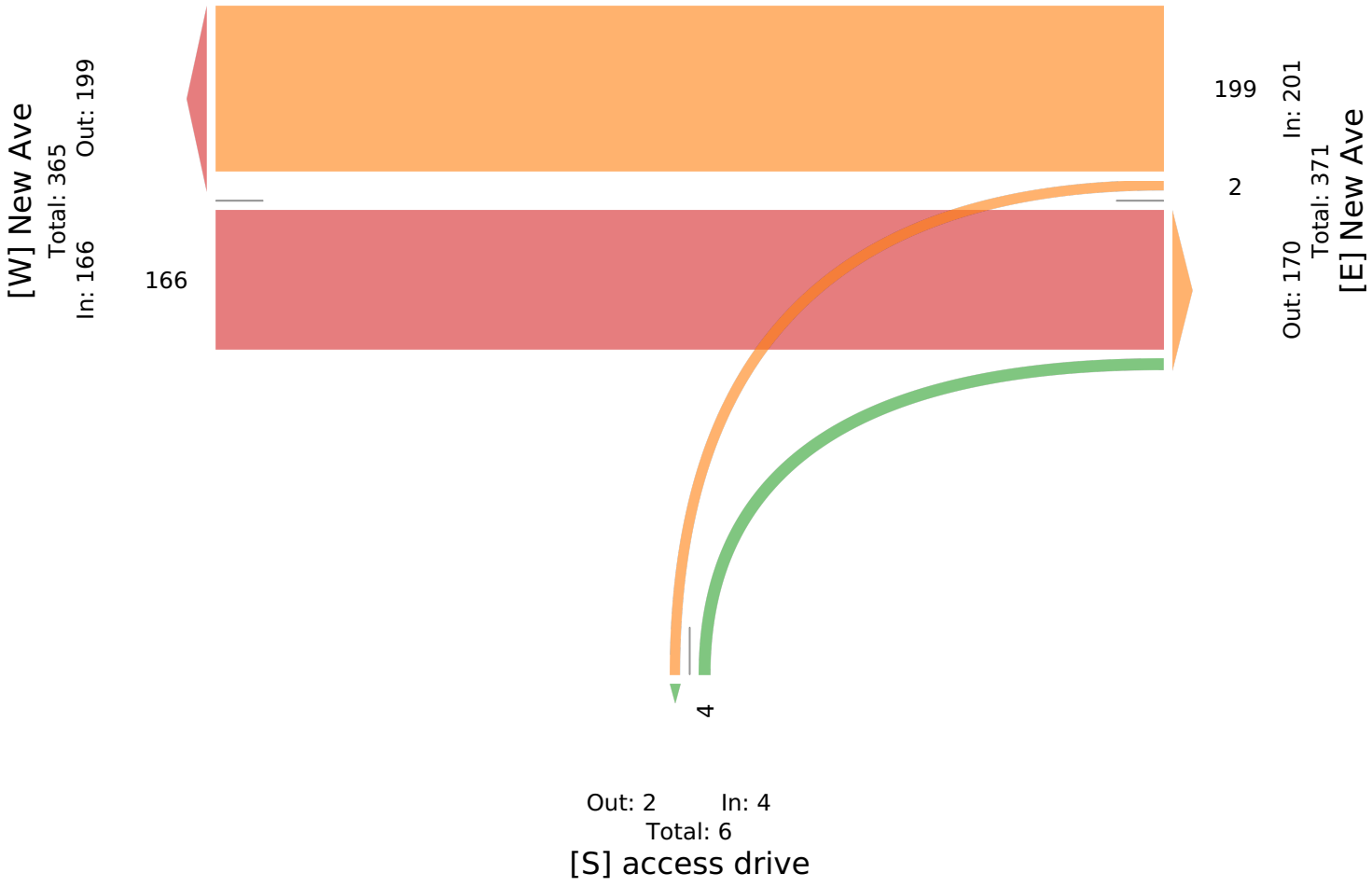
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

| Leg | New Ave | | | | | access drive | | | | | New Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Westbound | | | | | Northbound | | | | | Eastbound | | | | | |
| Time | T | L | U | **App** | Ped* | R | L | U | **App** | Ped* | R | T | U | **App** | Ped* | **Int** |
| 2025-10-16 1:00PM | 36 | 0 | 0 | **36** | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 45 | 0 | **45** | 0 | **83** |
| 1:15PM | 41 | 1 | 0 | **42** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 34 | 0 | **34** | 0 | **77** |
| 1:30PM | 66 | 1 | 0 | **67** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 45 | 0 | **45** | 0 | **113** |
| 1:45PM | 56 | 0 | 0 | **56** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 42 | 0 | **42** | 0 | **98** |
| **Total** | 199 | 2 | 0 | **201** | 0 | 4 | 0 | 0 | **4** | 0 | 0 | 166 | 0 | **166** | 0 | **371** |
| **% Approach** | 99.0% | 1.0% | 0% | **-** | - | 100% | 0% | 0% | **-** | - | 0% | 100% | 0% | **-** | - | **-** |
| **% Total** | 53.6% | 0.5% | 0% | **54.2%** | - | 1.1% | 0% | 0% | **1.1%** | - | 0% | 44.7% | 0% | **44.7%** | - | **-** |
| **PHF** | 0.754 | 0.500 | - | **0.750** | - | 0.500 | - | - | **0.500** | - | - | 0.922 | - | **0.922** | - | 0.821 |
| **Lights** | 156 | 2 | 0 | **158** | - | 3 | 0 | 0 | **3** | - | 0 | 118 | 0 | **118** | - | 279 |
| **% Lights** | 78.4% | 100% | 0% | **78.6%** | - | 75.0% | 0% | 0% | **75.0%** | - | 0% | 71.1% | 0% | **71.1%** | - | 75.2% |
| **Single-Unit Trucks** | 6 | 0 | 0 | **6** | - | 1 | 0 | 0 | **1** | - | 0 | 8 | 0 | **8** | - | 15 |
| **% Single-Unit Trucks** | 3.0% | 0% | 0% | **3.0%** | - | 25.0% | 0% | 0% | **25.0%** | - | 0% | 4.8% | 0% | **4.8%** | - | 4.0% |
| **Articulated Trucks** | 37 | 0 | 0 | **37** | - | 0 | 0 | 0 | **0** | - | 0 | 40 | 0 | **40** | - | 77 |
| **% Articulated Trucks** | 18.6% | 0% | 0% | **18.4%** | - | 0% | 0% | 0% | **0%** | - | 0% | 24.1% | 0% | **24.1%** | - | 20.8% |
| **Buses** | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 |
| **% Buses** | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% |
| **Bicycles on Road** | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 |
| **% Bicycles on Road** | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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

**Trucking+Facility+Access+Drive TMC - TMC**
Thu Oct 16, 2025
Midday Peak (1 PM - 4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

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



## Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

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

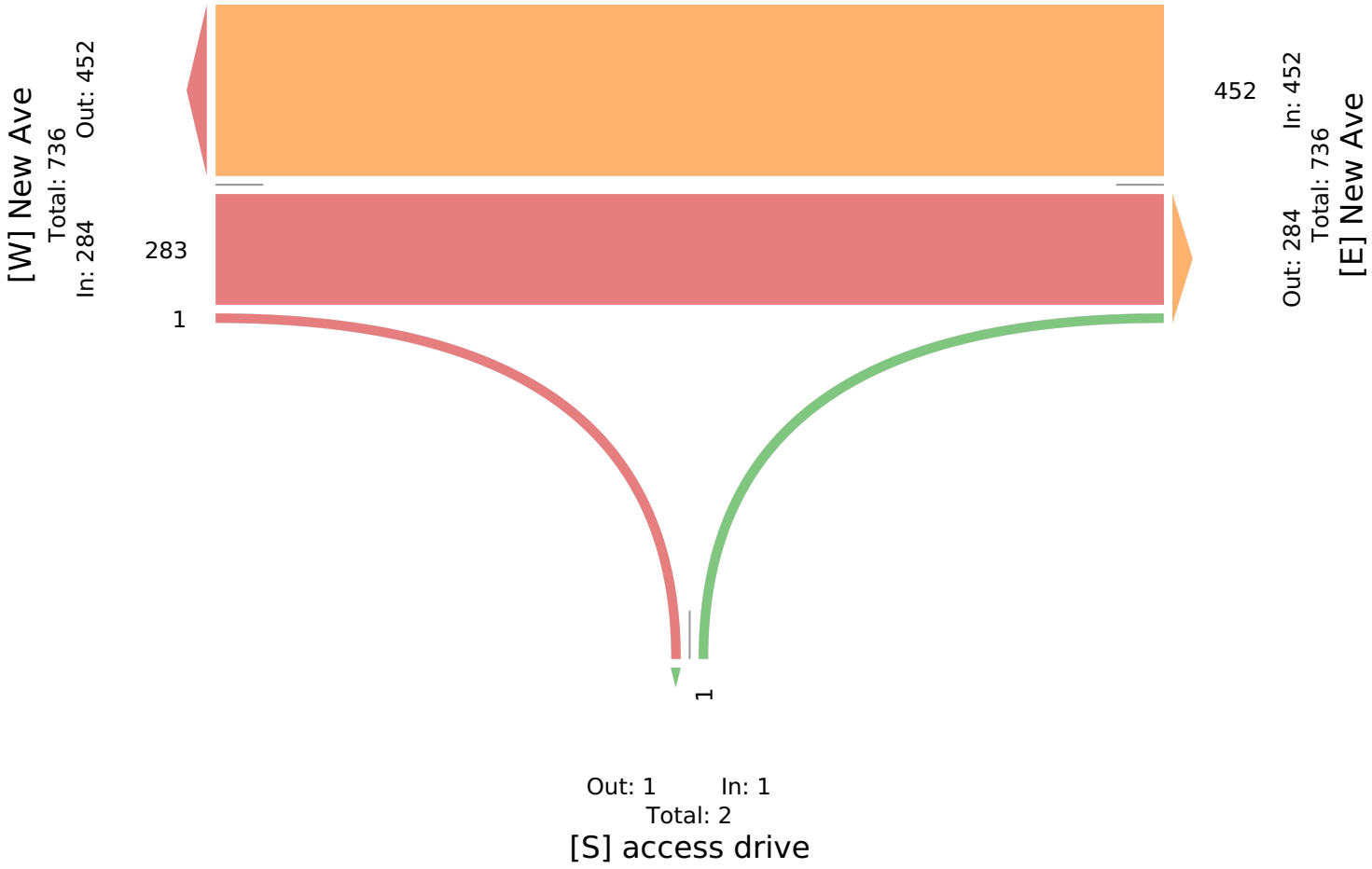
| Leg | New Ave | | | | | access drive | | | | | New Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Westbound | | | | | Northbound | | | | | Eastbound | | | | | |
| Time | T | L | U | **App** | Ped* | R | L | U | **App** | Ped* | R | T | U | **App** | Ped* | **Int** |
| 2025-10-16 4:30PM | 138 | 0 | 0 | **138** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 80 | 0 | **80** | 0 | **218** |
| 4:45PM | 98 | 0 | 0 | **98** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 63 | 0 | **63** | 0 | **161** |
| 5:00PM | 107 | 0 | 0 | **107** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 70 | 0 | **70** | 0 | **177** |
| 5:15PM | 109 | 0 | 0 | **109** | 0 | 1 | 0 | 0 | **1** | 0 | 1 | 70 | 0 | **71** | 0 | **181** |
| **Total** | 452 | 0 | 0 | **452** | 0 | 1 | 0 | 0 | **1** | 0 | 1 | 283 | 0 | **284** | 0 | **737** |
| **% Approach** | 100% | 0% | 0% | **-** | - | 100% | 0% | 0% | **-** | - | 0.4% | 99.6% | 0% | **-** | - | **-** |
| **% Total** | 61.3% | 0% | 0% | **61.3%** | - | 0.1% | 0% | 0% | **0.1%** | - | 0.1% | 38.4% | 0% | **38.5%** | - | **-** |
| **PHF** | 0.819 | - | - | **0.819** | - | 0.250 | - | - | **0.250** | - | 0.250 | 0.884 | - | **0.888** | - | 0.845 |
| **Lights** | 432 | 0 | 0 | **432** | - | 1 | 0 | 0 | **1** | - | 1 | 254 | 0 | **255** | - | 688 |
| **% Lights** | 95.6% | 0% | 0% | **95.6%** | - | 100% | 0% | 0% | **100%** | - | 100% | 89.8% | 0% | **89.8%** | - | 93.4% |
| **Single-Unit Trucks** | 9 | 0 | 0 | **9** | - | 0 | 0 | 0 | **0** | - | 0 | 11 | 0 | **11** | - | 20 |
| **% Single-Unit Trucks** | 2.0% | 0% | 0% | **2.0%** | - | 0% | 0% | 0% | **0%** | - | 0% | 3.9% | 0% | **3.9%** | - | 2.7% |
| **Articulated Trucks** | 10 | 0 | 0 | **10** | - | 0 | 0 | 0 | **0** | - | 0 | 18 | 0 | **18** | - | 28 |
| **% Articulated Trucks** | 2.2% | 0% | 0% | **2.2%** | - | 0% | 0% | 0% | **0%** | - | 0% | 6.4% | 0% | **6.3%** | - | 3.8% |
| **Buses** | 1 | 0 | 0 | **1** | - | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 1 |
| **% Buses** | 0.2% | 0% | 0% | **0.2%** | - | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0.1% |
| **Bicycles on Road** | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 |
| **% Bicycles on Road** | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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

## Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

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



# Level of Service Criteria

LEVEL OF SERVICE CRITERIA

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

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

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

# Capacity Analysis Summary Sheets

## Weekday Morning Peak Hour – Existing Conditions

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 289 | 0 | 0 | 201 | 0 | 1 |
| Future Vol, veh/h | 289 | 0 | 0 | 201 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 13 | 0 | 0 | 17 | 0 | 0 |
| Mvmt Flow | 375 | 0 | 0 | 261 | 0 | 1 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 375 | 0 | 636 | 375 |
| Stage 1 | - | - | - | - | 375 | - |
| Stage 2 | - | - | - | - | 261 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1194 | - | 445 | 676 |
| Stage 1 | - | - | - | - | 699 | - |
| Stage 2 | - | - | - | - | 787 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1194 | - | 445 | 676 |
| Mov Cap-2 Maneuver | - | - | - | - | 445 | - |
| Stage 1 | - | - | - | - | 699 | - |
| Stage 2 | - | - | - | - | 787 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 10.34 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 676 | - | - | 1194 | - |
| HCM Lane V/C Ratio | 0.002 | - | - | - | - |
| HCM Ctrl Dly (s/v) | 10.3 | - | - | 0 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

# Capacity Analysis Summary Sheets

## Weekday Evening Peak Hour – Existing Conditions

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 279 | 0 | 1 | 414 | 0 | 1 |
| Future Vol, veh/h | 279 | 0 | 1 | 414 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 10 | 0 | 0 | 4 | 0 | 0 |
| Mvmt Flow | 328 | 0 | 1 | 487 | 0 | 1 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 328 | 0 | 818 | 328 |
| Stage 1 | - | - | - | - | 328 | - |
| Stage 2 | - | - | - | - | 489 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1243 | - | 348 | 718 |
| Stage 1 | - | - | - | - | 734 | - |
| Stage 2 | - | - | - | - | 620 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1243 | - | 348 | 718 |
| Mov Cap-2 Maneuver | - | - | - | - | 348 | - |
| Stage 1 | - | - | - | - | 734 | - |
| Stage 2 | - | - | - | - | 620 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.02 | 10.02 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 718 | - | - | 4 | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.001 | - |
| HCM Ctrl Dly (s/v) | 10 | - | - | 7.9 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

# Capacity Analysis Summary Sheets

## Weekday Morning Peak Hour – Projected Conditions

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 324 | 8 | 7 | 225 | 2 | 3 |
| Future Vol, veh/h | 324 | 8 | 7 | 225 | 2 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 13 | 25 | 25 | 17 | 50 | 50 |
| Mvmt Flow | 421 | 10 | 9 | 292 | 3 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 431 | 0 | 736 | 426 |
| Stage 1 | - | - | - | - | 426 | - |
| Stage 2 | - | - | - | - | 310 | - |
| Critical Hdwy | - | - | 4.35 | - | 6.9 | 6.7 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.9 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.9 | - |
| Follow-up Hdwy | - | - | 2.425 | - | 3.95 | 3.75 |
| Pot Cap-1 Maneuver | - | - | 1016 | - | 324 | 538 |
| Stage 1 | - | - | - | - | 568 | - |
| Stage 2 | - | - | - | - | 647 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1016 | - | 320 | 538 |
| Mov Cap-2 Maneuver | - | - | - | - | 320 | - |
| Stage 1 | - | - | - | - | 568 | - |
| Stage 2 | - | - | - | - | 640 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.26 | 13.64 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 423 | - | - | 54 | - |
| HCM Lane V/C Ratio | 0.015 | - | - | 0.009 | - |
| HCM Ctrl Dly (s/v) | 13.6 | - | - | 8.6 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

# Capacity Analysis Summary Sheets

## Weekday Evening Peak Hour – Projected Conditions

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

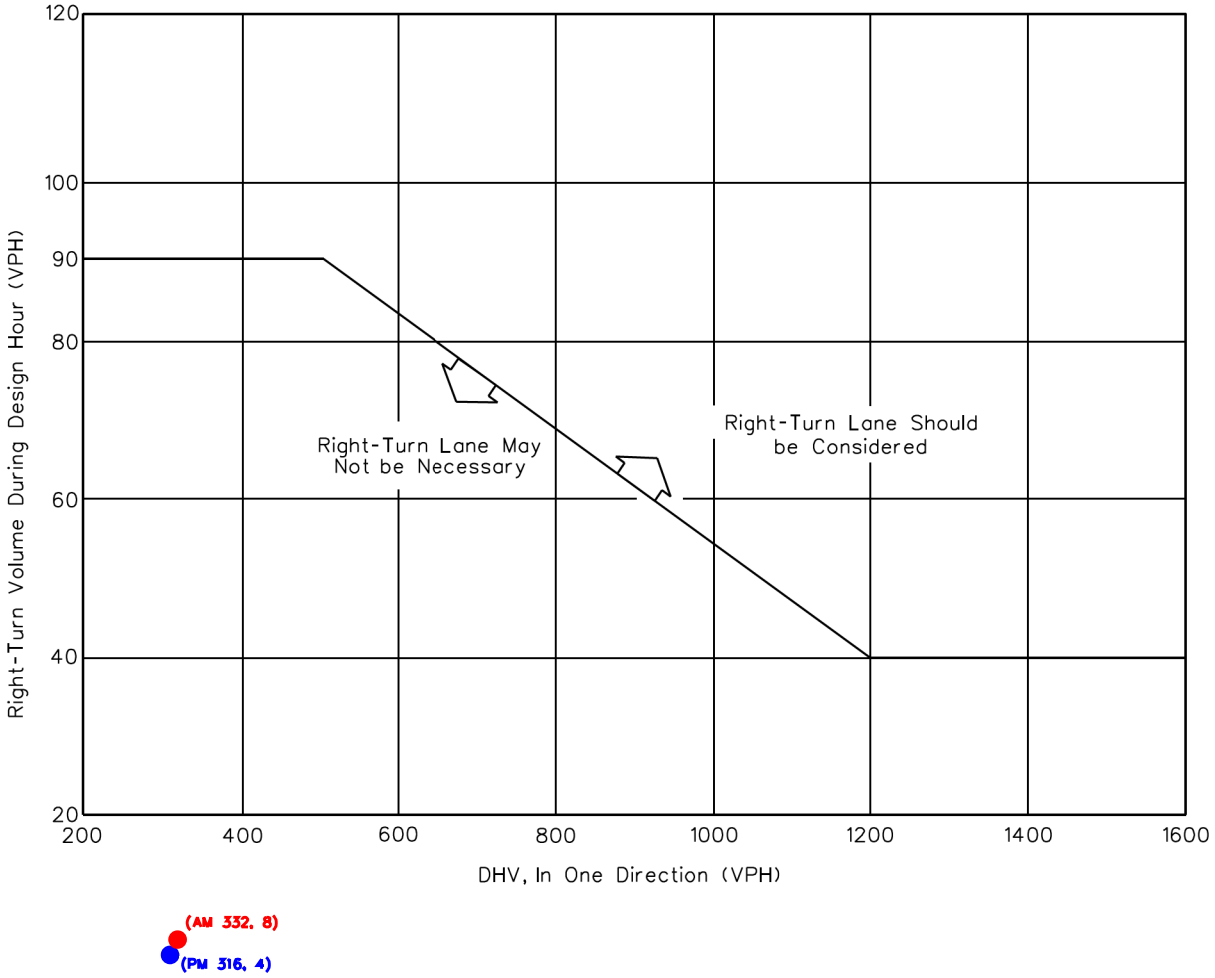
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 312 | 4 | 3 | 464 | 10 | 10 |
| Future Vol, veh/h | 312 | 4 | 3 | 464 | 10 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 10 | 25 | 25 | 4 | 20 | 20 |
| Mvmt Flow | 367 | 5 | 4 | 546 | 12 | 12 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 372 | 0 | 922 | 369 |
| Stage 1 | - | - | - | - | 369 | - |
| Stage 2 | - | - | - | - | 553 | - |
| Critical Hdwy | - | - | 4.35 | - | 6.6 | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.6 | - |
| Follow-up Hdwy | - | - | 2.425 | - | 3.68 | 3.48 |
| Pot Cap-1 Maneuver | - | - | 1071 | - | 279 | 638 |
| Stage 1 | - | - | - | - | 661 | - |
| Stage 2 | - | - | - | - | 542 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1071 | - | 277 | 638 |
| Mov Cap-2 Maneuver | - | - | - | - | 277 | - |
| Stage 1 | - | - | - | - | 661 | - |
| Stage 2 | - | - | - | - | 539 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.05 | 14.92 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 386 | - | - | 12 | - |
| HCM Lane V/C Ratio | 0.061 | - | - | 0.003 | - |
| HCM Ctrl Dly (s/v) | 14.9 | - | - | 8.4 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - |

# IDOT Turn Lane Warrants



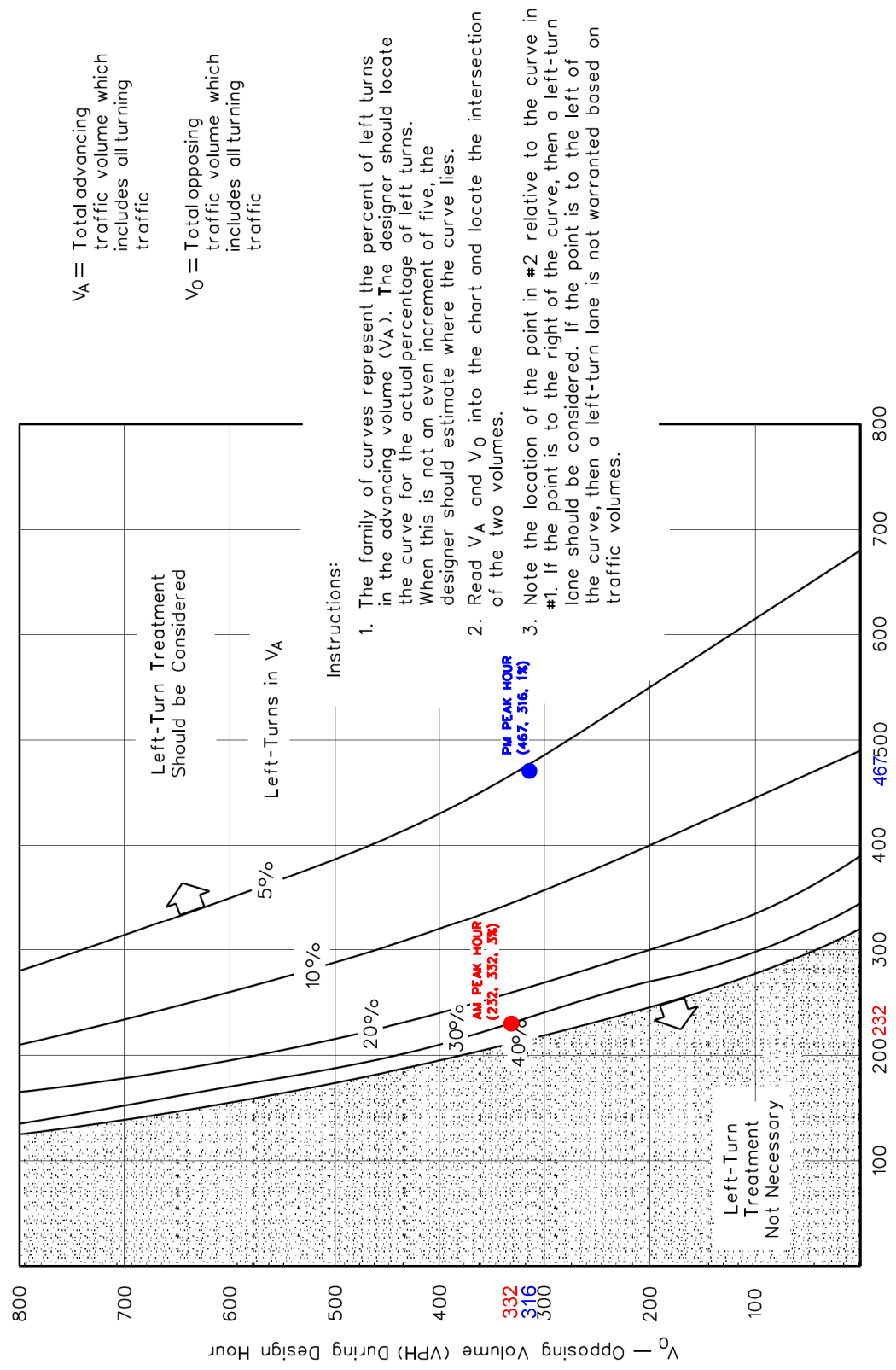

*Note: For speeds less than 50 mph (80 km/hr), see Section 36-3.01(a).*

**GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTION ON FOUR-LANE HIGHWAYS**
**(Design Speed of 50 mph (80 km/hr) or Greater)**

**Figure 36-3.B**



HARD COPIES UNCONTROLLED




**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (50 mph Design Speed)**

**Figure 36-3.E**



HARD COPIES UNCONTROLLED

Attachment 12

John Avelar
J.Ave Development Real Estate, LLC
16430 New Avenue
Lemont, IL 60430

RE: Application and Documents for 16458 and 16572 New Avenue UDO Review 1

May 29, 2026

Dear Mr. Avelar,

The Village has received an application for annexation, rezoning, and a Preliminary Planned Unit Development for the above reference property. The project is scheduled to be heard and reviewed at the Planning & Zoning Commission (PZC) meeting on June 3, 2026. The following comments are derived from the Village's Unified Development Ordinance (UDO) and should be addressed through the entitlement process. Many of the comments are repetitive as they were provided in a letter following the Concept Plan Technical Review Committee Meeting held on October 21, 2025. **Please provide a written response to each comment with the next submittal:**

1. Per Section 17.06.190 (Industrial Regulations), the following plans are required for the next submittal:
    a. Site Geometric Plan.
    b. Site data table including: Use, bulk, lot coverage parking requirements, accessory uses.
    c. Engineering plans.
    d. Tree survey, tree preservation and landscaping plans.
    e. Photometric plan.
    f. Truck turn exhibit.
    g. Architectural plans.
2. The proposed use allows for the M-1 Zoning District. The purpose of this district in the UDO states: *M-1 Light Manufacturing District. This district is intended to provide an environment suitable for industrial activities that require a pleasant and nuisance-free environment and be compatible with adjacent land uses. Additionally, the M-1 district is intended to provide an environment suitable for certain office and research activities that do not create appreciable nuisances or hazards. This district may be located adjacent to R districts, and thus its provisions include special* yard *setbacks and screening requirements.*

3. A list of proposed and expected uses should be included in the Planned Unit Development – please provide anticipated uses for the units. This information is important for the traffic study review. There will be prohibited uses in the PUD as well, such as outdoor storage of vehicles and materials.
4. According to the Plat of Survey dated 3-11-2025, the total acreage is 7.874. The detached single-family home on New Avenue is listed as an exception. Provide more details.
5. Provide a Plat of Annexation.
6. Provide setbacks for the proposed buildings. The following are the minimums:
    a. Front Yard: 30-feet
    b. Side Yard: 15-feet
    c. Rear Yard: 25-feet
7. The maximum building height is 35-feet in the M-1 zoning district. The buildings appear to be approximately 34-feet so this should be met.
8. The maximum lot coverage is 80%. Verify this is met.
9. The traffic study has been reviewed and comments are separate from this review letter.
10. Clarify how the parking count was determined. No use shall provide off-street parking in excess of 140% of the minimum standards expressed in Table 17-10-01.
11. Trucks in excess of one and one-half (1½) ton capacity shall not be parked in the open within 100 feet of a residential district boundary line.
12. The street facing sides of the buildings should have more detail (i.e. windows, awning, etc.).
13. A transition yard is required along the rear property line and portions of the western property line. The proposed landscaping appears appropriate but in addition to the landscaping either a berm or solid wood fence is required. The code states: Lots Zoned "M." For the entire length of a transition yard of an M-zoned lot, the following shall be provided:
    a. A wood fence with a minimum of 95% opacity and with a minimum height of six feet plus at least one plant unit per 100 linear feet; or
    b. A wood fence with a minimum of 95% opacity and with a minimum height of five feet plus at least two plant units per 100 linear feet; or
    c. All of the following:
        i. An earthen berm at least three feet in height; and
        ii. A wood fence with a minimum of 95% opacity and at least four feet in height; and
        iii. At least one plant unit per 150 linear feet.
14. Provide a photometric plan to ensure proper lighting of the site. There are lighting standards in the UDO (§17.14.020 Illumination Standards). For example, fully shielded lights, maximum and minimum footcandle requirements, etc.
15. Luminaires shall not be mounted in excess of 30’ above grade or the height of the primary structure, whichever is less.

16. Parking lot detail shall be designed in accordance with Detail NO LS-7 in the UDO. All off-street parking shall be improved with protective curb and gutters. Wheel stops shall be used in all instances where the front/rear end of the parking space does not abut a curb. Verify the parking areas meet this section.
17. The architectural site plan differs from the engineering plan (engineering plan was provided at TRC). Clarify which is accurate. For example, will this site connect to the existing J-Ave site? The architectural site plan shows this connection. If so, a cross-access easement should be provided in a new Plat of Subdivision or Plat of Easement.
18. Outdoor storage requires a special use permit in the M-1 zoning district. The Compliance with Special Use Criteria included in the application packet states that all storage will be indoors. There will be no outdoor storage with this entitlement.
19. **Standard Comment**: All non-residential lighting is required to be turned off no later than 60 minutes after business hours, only leaving lighting necessary for site security.
20. **Standard Comment**: Unenclosed off-street parking spaces shall not be used for the repair, dismantling or servicing of any vehicles, equipment, materials or supplies.
21. **Standard Comment**: Inoperable vehicles shall not be parked or stored in unenclosed parking areas.
22. **Standard Comment**: All business, servicing or processing shall be conducted within completely enclosed permanent buildings.
23. **Standard Comment**: All maneuvering and staging for parking, loading, and deliveries must be accommodated on site. There shall be no maneuvering or staging in streets.
24. Provide signage details when available. Monument signs must incorporate a stone base and wall signs are limited in allowed SF. As discussed at the meeting, a sign package should be incorporated into the PUD.
25. Provide details on trash enclosure (i.e. location, material, etc.).
26. A sidewalk is required along New Avenue. Please incorporate.
27. Per 17.06.190 (Industrial Regulations), every and any building hereinafter constructed, expanded, remodeled, or in any way altered or modified shall have as part of its general design a decorative or functional structure having a height above grade of between twelve (12) and fifteen (15) feet, and extending across not less than fifty (50) percent of an exterior surface wall facing a street or roadway.
28. Per 17.06.190 (Industrial Regulations), Not less than the first four (4) feet, measured vertically from at grade, of any exterior surface facing a street or roadway, shall be covered with a brick, stone, or other decorative architectural material. If tilt-up construction is to be used, this requirement does not make sense and can be an exception in the PUD.
29. **Standard Comment**: Storage containers cannot be stored or stacked on site.

**Landscaping & Tree Preservation:**

30. A tree survey and preservation plan shall be provided. The inventory of trees on a site is a fundamental step in assessing the opportunities for development and tree preservation. A tree preservation plan shall be submitted as part of an application for approval of preliminary plans/plats, final plans/plats, and site development permits. The tree preservation plan shall consist of a tree survey that graphically shows the location of trees on site, identifies those trees to be preserved, and details efforts to protect those trees during construction. See Section 17.20.130. A tree survey has not been provided and will be a requested exception in the PUD.
31. A transition yard is required along the rear property line and portions of the western property line. The proposed landscaping appears appropriate but in addition to the landscaping either a berm or solid wood fence is required. The code states: Lots Zoned "M." For the entire length of a transition yard of an M-zoned lot, the following shall be provided:
    a. A wood fence with a minimum of 95% opacity and with a minimum height of six feet plus at least one plant unit per 100 linear feet; or
    b. A wood fence with a minimum of 95% opacity and with a minimum height of five feet plus at least two plant units per 100 linear feet; or
    c. All of the following:
        i. An earthen berm at least three feet in height; and
        ii. A wood fence with a minimum of 95% opacity and at least four feet in height; and
        iii. At least one plant unit per 150 linear feet.
32. The landscape islands appear too small in some locations at the ends of the aisles. Adjust. Also, At least one canopy tree shall be installed in each required landscaped island.
33. Landscaping requirements along a Public Street. Along the property line of any M-zoned property that fronts a public street (provide this calculation):
    a. At least 2.0 plant units per 100 linear feet shall be installed and maintained; or
    b. A wood fence with a minimum of 95% opacity and with a minimum height of six feet plus at least one plant unit per 100 linear feet shall be installed and maintained.
34. Plant Units. A "plant unit" is a measurement used to determine the quantity of plant material required for specific situations. The plant unit requirements establish the total amount of plant material while allowing flexibility in the selection and distribution of plants. One plant unit is comprised of ALL of the following:
    a. 0.5 canopy trees;
    b. 1.0 evergreen trees;
    c. 1.5 understory/ornamental trees; and
    d. 6.0 shrubs or 6.0 minimum 18-inch containers of ornamental/native grasses.
35. Minimum Sizes of Plants. The minimum size for plants at the time of installation shall be:
    a. Canopy trees in a parkway — 3" caliper
    b. Canopy trees not in a parkway — 2½" caliper

c. Evergreen trees — 8' in height
d. Ornamental trees, single trunk — 2" caliper
e. Ornamental trees, multi-trunk — 6' in height
f. Large shrubs — 24" in height7.Small shrubs — 18" in height

*The purpose of this review is to make certain its general compliance with Village ordinances and standard practices regarding site development, landscaping and design. This review is only for general conformance with the design criteria established by the Village and is subject to both the completeness of the information submitted by the developer's professional staff and also the actual ability of the plan to perform in accordance with its intent. Actual field conditions may vary and additional items may arise which are not readily apparent based on this submittal. The developer's design professionals are responsible for performing and checking all design computations, dimensions, and details relating to design, construction, compliance with all applicable codes and regulations, and obtaining all permits. Additionally, other bodies of government may have jurisdiction over various aspects of this development. The developer should be advised that additional measures may be required based on actual field conditions and formal approvals of the other agencies.*

Sincerely,



Jamie Tate, AICP
Consulting Planner
jtate@lemont.il.us
630.640.5860

# Equipment Storage Facility
## PRELIMINARY SUBMITTAL - REVIEW COMMENTS AND DISPOSITION

GFT Project # : 5/22/2026
Project Information : Equipment Storage Development - New Ave near I-355 Traffic Impact Study (Dated 4/14/26)
Agency: Village of Lemont, Illinois

| NO. | DWG NO./ SPEC NO./ SECTION NO., ETC. | Section/Page | REVIEWED BY (Name & Company) | COMMENTS | RESPONSES | CURRENT STATUS (Open/ Closed) |
|---|---|---|---|---|---|---|
| 1 | Traffic Impact Study | General | JRD - GFT | GFT generally agrees with the study except for the comments as noted below. | | |
| 2 | Traffic Impact Study | PDF-7 | JRD - GFT | Please provide additional information regarding site use/planned operator. The current descriptions are very vague and contradicting. It is difficult to assess proper land use codes based on these descriptions. Please clarify if this is a storage facility or maintenance, as it is described in the Proposed Development Plan section. | | |
| 3 | Traffic Impact Study | PDF 8 | JRD - GFT | Please provide estimated opening year. | | |
| 4 | Traffic Impact Study | PDF 8 | JRD-GFT | Please provide CMAP letter. | | |
| 5 | Traffic Impact Study | PDF 24 | JRD-GFT | Please update heavy vehicle percentages to include SU and articulated trucks in the capacity analysis. | | |
| 6 | | | | | | |
| 7 | | | | | | |
| 8 | | | | | | |
| 9 | | | | | | |
| 10 | | | | | | |
| 11 | | | | | | |
| 12 | | | | | | |

RESPONSES FOR ACTION REQ'D
A: AGREE FULLY WILL COMPLY.
B: AGREE PARTLY, EXCEPTIONS NOTED.
C: DISAGREE FULLY. REASONS NOTED.
D: COMMENT HAS BEEN SUPERSEDED BY DESIGN DEVELOPMENT.
E: QUESTION ONLY. ANSWER PROVIDED.



File:

Attachment 13

Wator
& Associates, P.C.

**DARIUSZ T. WATOR**

**AYESHA I. SHEIKH**

**TONY S. KALOGERAKOS**
*OF COUNSEL*

August 29, 2025

In Person Delivery

Jamie Tate
Village of Lemont

**Re: J. Ave Development Real Estate, LLC**
**Annexation | 16548 and 16572**
**New Avenue, Lemont, Illinois**
**W&A File: 2024-38200-00003**

Ms. Tate:

Enclosed please find the submission of the application for the project in connection with the above-mentioned matter. The wet land and traffic study report is currently pending, once we have that we will forward the results to you. Additionally, I'll be forwarding the engineer and architect's drawings via email for review. We are waiting for the full-sized versions of these documents. Should you have any questions please contact our office at 708-974-0000.

Sincerely,

Dariusz T. Wator
Attorney at Law

10711 SOUTH ROBERTS ROAD
PALOS HILLS, ILLINOIS 60465

PHONE 708-974-0000
FAX 708-974-0011

WWW.MYILLINOISATTY.COM

Wator & Associates, P.C.

**DARIUSZ T. WATOR**

**AYESHA I. SHEIKH**

**TONY S. KALOGERAKOS**
*OF COUNSEL*

Village of Lemont, Illinois
Attn: Jamie Tate
418 Main Street
Lemont, Illinois 60439

# STATEMENT OF INTENTIONS FOR ANNEXATION AND SPECIAL USE AUTHORIZATION

The undersigned, counsel for J. Ave Development Real Estate, LLC, hereinafter referred to as the "Applicant," submits this Statement of Intentions in support of its application to annex certain real property located in unincorporated Cook County, Illinois, into the Village of Lemont and to obtain special use authorization under the current zoning classification for said property, pursuant to the Illinois Municipal Code (*65 ILCS 5/7-1-1 et seq.*) and the Village of Lemont Unified Development Ordinance (Title 17, Lemont Municipal Code). The Applicant provides the following details regarding the proposed annexation and special use:

## I. Applicant Information

1. Identity: The Applicant is J. Ave Development Real Estate, LLC, an Illinois limited liability company, with a principal address at 16430 W. New Avenue, Lemont, Illinois 60439.

2. Ownership: The Applicant is the sole owner of the real property described below and holds title to an adjacent property within the Village of Lemont.

## II. Description of the Subject Property

1. Location and Identification:

- The subject property (the "Property") is located in unincorporated Cook County, Illinois, and is legally described in Exhibit A, attached hereto.

- Permanent Real Estate Index Number (PIN): 22-30-101-036-0000 and 22-30-101-037-0000.

- Address: 16548 and 16572 New Avenue, Lemont, Illinois 60439.

- Acreage: 7.874 acres.

2. Contiguity: The Property is contiguous to the municipal boundaries of the Village of Lemont, as required by *65 ILCS 5/7-1-1*, and adjoins the Applicant's existing property within Lemont, and commonly known as 16430 New Avenue, Lemont, Illinois 60439 and legally described in Exhibit B, attached hereto.

3. Current Zoning: The Property is currently zoned R-4 Single Family Residence as determined by the Cook County Department of Building and Zoning (Cook County Zoning Ordinance, Ord. No. 01-O-30).

III. Annexation Request

1. Purpose of Annexation:

- The Applicant seeks to annex the Property into the Village of Lemont to integrate it with the Applicant's existing property and operations within the Village, thereby facilitating coordinated development, access to municipal services, and compliance with Lemont's zoning and land use regulations.

- Annexation will promote efficient service delivery, including police, fire, water, sewer, and street maintenance, consistent with the goals of Cook County's policy to eliminate unincorporated areas (Civic Federation, Unincorporated Cook County: A Profile of Six Townships, 2014).

2. Compliance with Illinois Municipal Code:

- The Applicant submits this voluntary annexation petition pursuant to *65 ILCS 5/7-1-8*, as the sole property owner of the Property.

- The Property meets the statutory requirements for annexation, including:

- Unincorporated Status: The Property is located in unincorporated Cook County and is not within the boundaries of any municipality.

- Contiguity: The Property is contiguous to the Village of Lemont, as demonstrated by the attached survey and map (Exhibit C).

- Consent: The Applicant, as the sole owner, consents to the annexation, and no electors reside on the Property [or specify if electors are present and consent].

- Notice of this annexation petition will be provided to the Lemont Fire Protection District, Lemont Township, and any other required entities (e.g., library district) at least 10 days prior to the Village Board's approval, per *65 ILCS 5/7-1-1* and Cook County Forest Preserve Act (*70 ILCS 810/8.3*).

3. Annexation Process:

- The Applicant requests that the Village Board adopt an annexation ordinance approving the incorporation of the Property into Lemont, to be filed with the Cook County Clerk's Office upon approval, per *65 ILCS 5/7-1-8*.
- The Applicant will notify the Illinois Department of Revenue's Local Tax Allocation Division of the annexation, including a certified copy of the ordinance and a statement verifying filing with the Cook County Clerk (*30 ILCS 115/2(b)*).

4. Benefits of Annexation:

- Municipal Services: Annexation will provide the Property with access to Lemont's police, fire, water, sewer, and street maintenance services, which are more efficient than Cook County's services for unincorporated areas (e.g., Lemont's fire response time is approximately 5 minutes, per Lemont Fire Protection District standards.

- Economic Development: The proposed development aligns with Lemont's Comprehensive Plan (adopted 2014), promoting orderly growth and enhancing property values. I will also allow the further economic development of the Applicants neighboring property at 16430 New Avenue, Lemont which was annexed in 2020.

- Infrastructure: The Applicant commits to funding infrastructure improvements (e.g., water and sewer connections) to align with Lemont's engineering specifications, reducing costs to the Village.

## IV. Special Use Permit Request

1. Proposed Use:

- The Applicant seeks a special use permit under the Property's current zoning classification upon annexation, anticipated to be M-1 Light Manufacturing District, as set forth in the Lemont Unified Development Ordinance (UDO), Title 17, Lemont Municipal Code. The current zoning with Cook County is R-4 Residential and conversion to light manufacturing certainly seems like a drastic modification to the use of this property, but in actuality a change of this nature would conform to the previously approved special use application of Applicant. Moreover, the acquiescence of the Village to this special us would conform to the predominant usage of the surrounding properties, Applicant's

neighboring property as well as conform to the long term plans of the Village for this general area.

- The proposed use is for an industrial warehouse similar "an industrial warehouse" substantially similar to the still of architecture and construction to the development at 16430 New Avenue, Lemont, Illinois approved by the Village on February 10, 2025 under Ordinance No. O-06-20, with the deviation being that the structures would facilitate and serve the purpose of storage for the Applicant and potential tenants to whom space would be rented in the proposed buildings.

2. Consistency with Existing Use:

- The proposed development will mirror the existing use on the Applicant's adjacent property, including the architecture and materials of the proposed structures, the layout of streets and driveways that shall connect to the infrastructure already in place at 16430 New Avenue, lighting (including the hardware) and landscaping.

- The development will comply with Lemont's UDO standards for building height, setbacks, accessways, materials and architecture.

3. Development Plan:

- Streets: The Applicant will construct or improve streets in accordance with Lemont's engineering specifications (Lemont UDO, Title 17, Chapter 17-26.040), matching the design and materials of streets on the adjacent property connecting to the accessway in place with materials and construction conforming that already in place.

- Lighting: Street and site lighting will conform to Lemont's outdoor lighting standards (Lemont UDO, Section 17.26-140), replicating the fixtures and illumination levels approved for the adjacent property.

- Buildings: Proposed buildings will adhere to Lemont's building design standards per the Lemont UDO, with architectural features, materials, and scale consistent with the adjacent property's structures.

- A preliminary site plan is attached as Exhibit D, detailing the proposed layout, infrastructure, and compliance with Lemont's UDO.

4. Special Use Justification:

- Under Lemont UDO, Section 17.04.020, a special use permit is required for [specify use, e.g., "commercial uses exceeding 10,000 square feet"] in the M-1 Light Industrial District due to its unique characteristics as the planned usage of Applicant for rental of the proposed buildings and their use for storage.

- The proposed use is compatible with surrounding properties, as it mirrors the adjacent property's approved use and complies with Lemont's Comprehensive Plan (2014), which encourages commercial development along major corridors like New Avenue.

- The development will not adversely affect property values, public health, safety, or welfare, as it aligns with existing infrastructure and usage patterns.

## V. Public Benefits and Community Impact

1. Economic Benefits:

- The proposed annexation and development will increase Lemont's tax base through property and sales taxes, supporting municipal services.

- The project will stimulate economic activity, consistent with the adjacent property's contributions and additional businesses that will lease premises constructed at the property.

2. Infrastructure Improvements:
- The Applicant will fund all necessary infrastructure upgrades (e.g., water, sewer, streets) to meet Lemont's standards, reducing costs to the Village and ensuring compatibility with existing developments.

3. Community Alignment:

- The development aligns with Lemont's vision for orderly growth, as outlined in the 2014 Comprehensive Plan, and enhances the aesthetic and functional continuity of the area by replicating the adjacent property's approved design.

## VI. Requested Actions

The Applicant respectfully requests that the Village of Lemont:

1. Approve the annexation of the Property into the Village of Lemont, pursuant to *65 ILCS 5/7-1-8*, and adopt an annexation ordinance to be filed with the Cook County Clerk.

2. Grant a special use permit for the proposed use under them-1 Light Industrial District, per Lemont UDO, Section 17.04.060, consistent with the Applicant's existing operations and prior Village approvals.

3. Schedule a public hearing before the Lemont Plan Commission to review the annexation and special use permit application, per Lemont UDO, Section 17.04.070, and provide notice to adjacent property owners and required entities (e.g., Lemont Fire Protection District, Lemont Township).

4. Approve the preliminary site plan (Exhibit D) and any necessary zoning amendments or agreements to facilitate the proposed development.

5. Grant such other relief as the Village deems just and proper.

## VII. Supporting Documentation

The Applicant submits the following exhibits, incorporated herein:

- Exhibit A: Legal description of the Property.
- Exhibit B: Legal description of the Applicant's adjacent property in Lemont.
- Exhibit C: Survey and map showing contiguity to Lemont's boundaries.
- Exhibit D: Preliminary site plan for the proposed development.
- Exhibit E: Ordinance Passed on February 10, 2020.

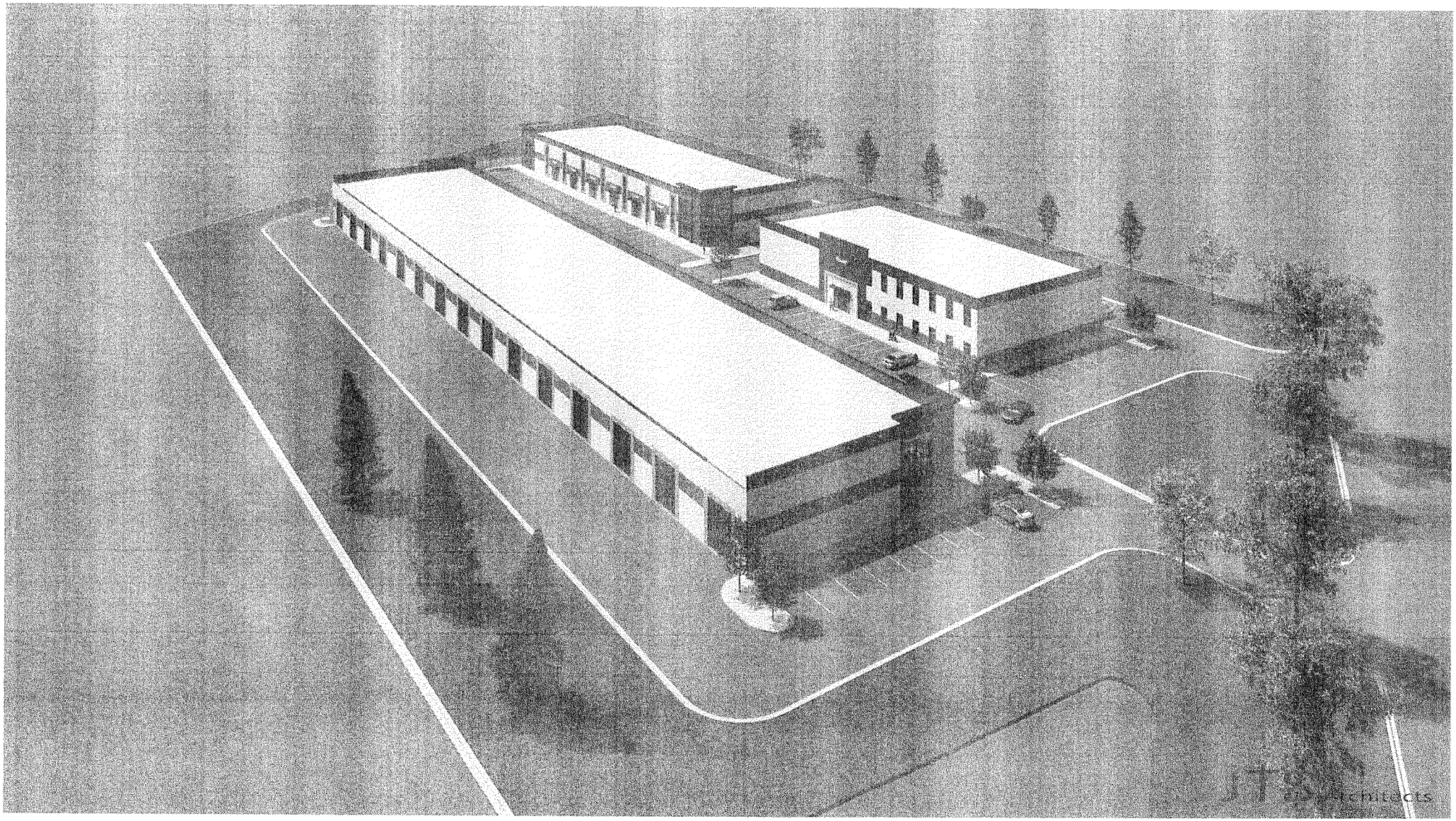
## VIII. Commitment to Compliance

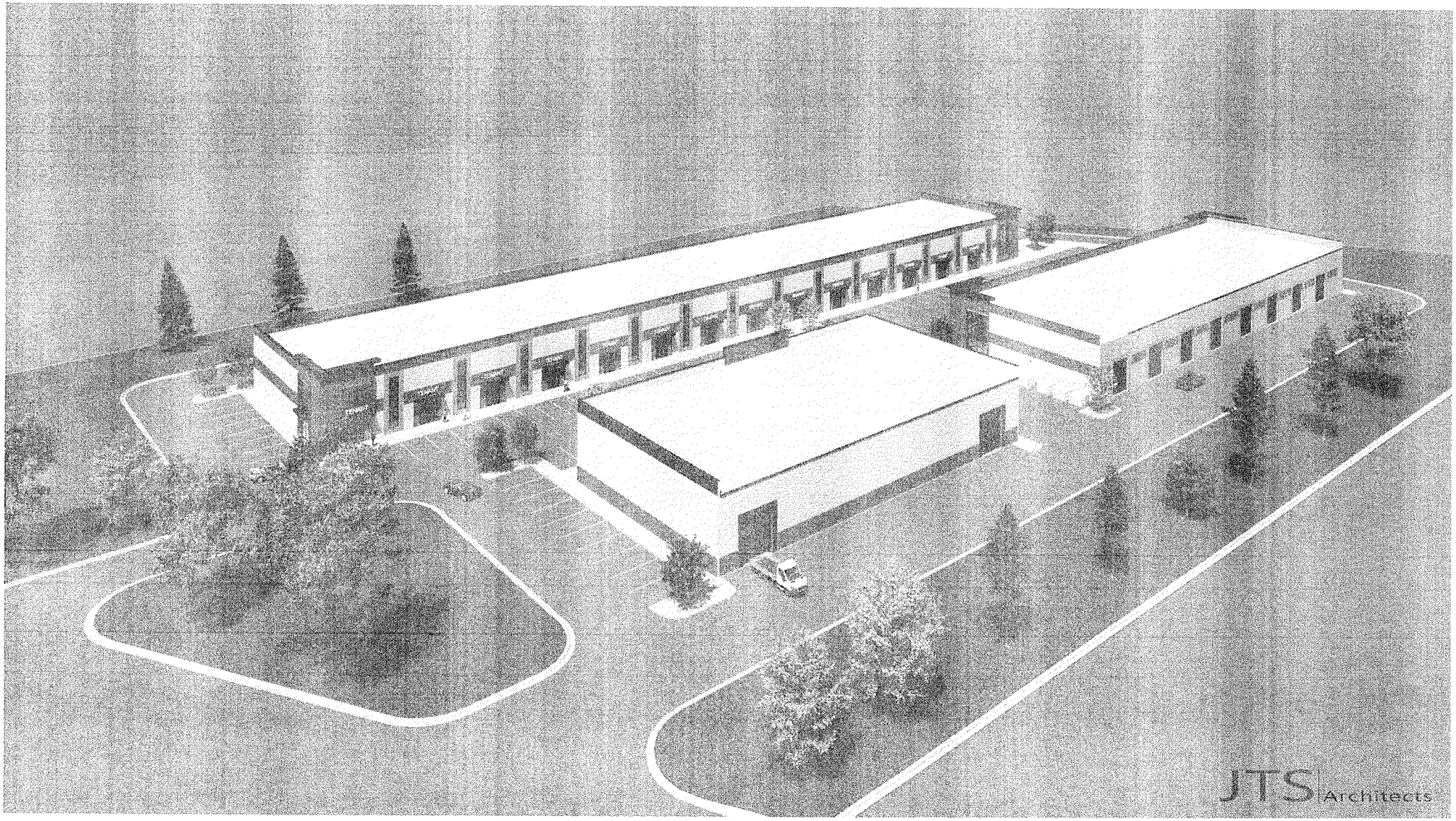
The Applicant commits to:

- Complying with all Village of Lemont ordinances, including the UDO, engineering specifications, and building codes.
- Providing required notices to the Lemont Fire Protection District, Lemont Township, and other entities, per *65 ILCS 5/7-1-1*.
- Funding all infrastructure improvements necessary to integrate the Property with Lemont's municipal services.
- Cooperating with the Village Plan Commission, Village Board, and Cook County authorities to ensure a seamless annexation and development process.

Respectfully submitted,

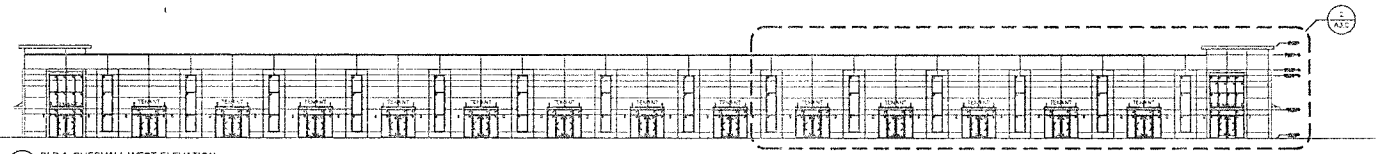
Dariusz T. Wator
Attorney at Law



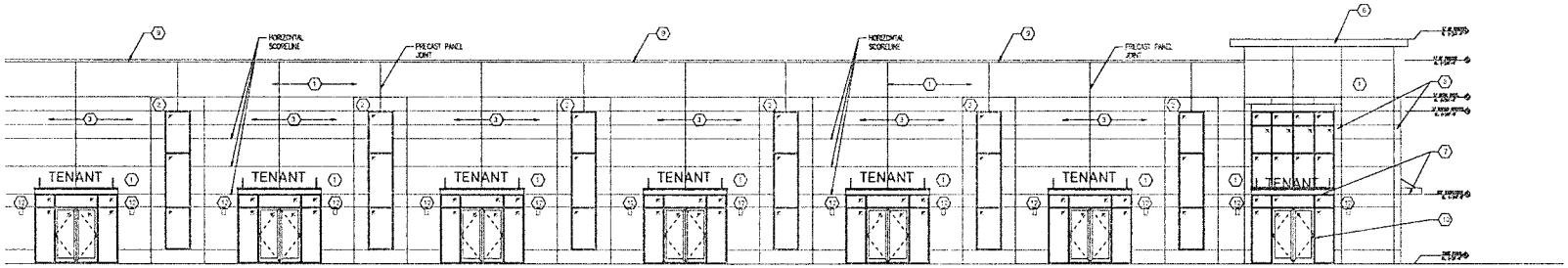

JTS Architects


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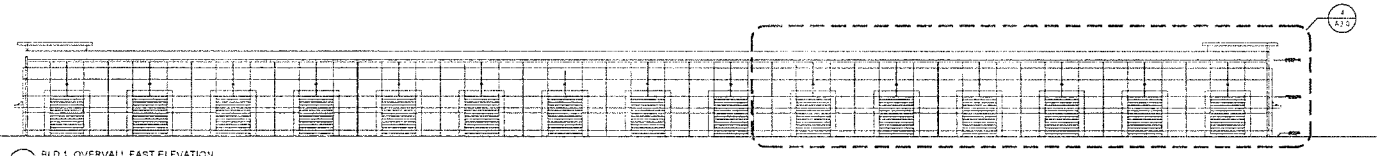

TENANT
JTS Architects



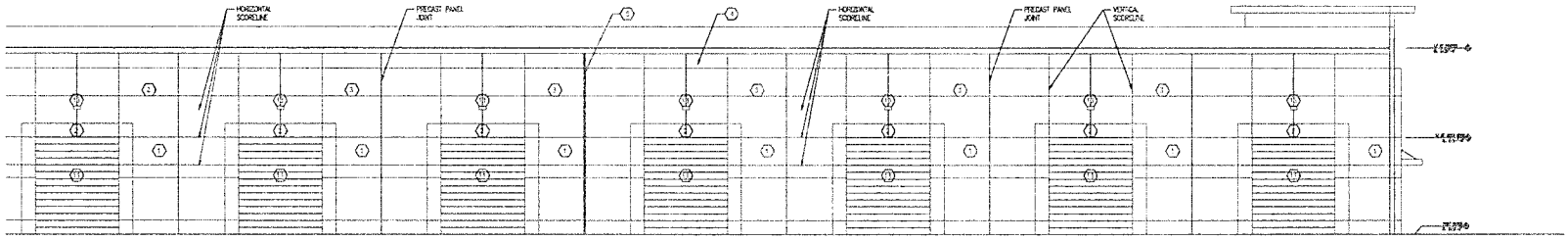
1 BLD 1_OVERALL WEST ELEVATION




2 WEST ELEVATION



3 BLD 1_OVERALL EAST ELEVATION




4 EAST ELEVATION

NOT FOR CONSTRUCTION

EXTERIOR ELEV. KEYNOTES

SEE SHEET A3.1


JTS Architects
1021 Warrenville Office Square
Suite 205
Schaumburg, IL 60173
P 847.952.9970
www.jtsarch.com


# Preliminary Elevations

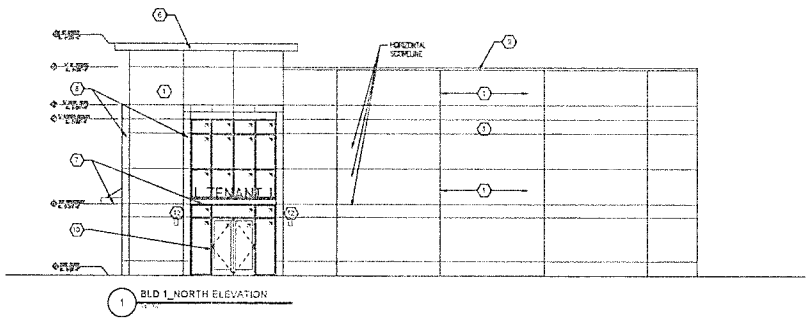
NEW CONSTRUCTION
16548 NEW AVENUE, LEMONT, ILLINOIS 60439

EXTERIOR ELEVATIONS

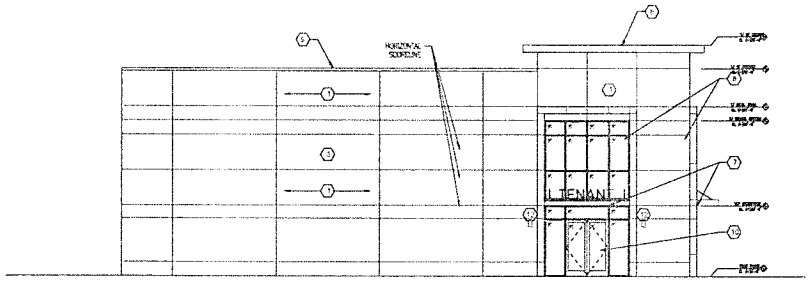
09/02/25

3427

A3.0




1 BLD 1_NORTH ELEVATION




2 BLD 1_SOUTH ELEVATION

## EXTERIOR ELEV. KEYNOTES

1. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW 7674 PEPPERCORN, INTERIOR SIDE NO PAINT REQUIRED
2. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW 6885 KNOCKOUT ORANGE, INTERIOR SIDE NO PAINT REQUIRED
3. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW 9638 GLACIER BAY, INTERIOR SIDE NO PAINT REQUIRED
4. 12" X 12" CONTINUOUS METAL GUTTER – PAINTED TO MATCH ADJACENT WALL
5. DOWNSPOUT – 6" X 8" PRE-FINISHED ALUM – PAINTED TO MATCH ADJACENT WALL
6. CANOPY – PRE-FINISHED ALUMINUM METAL PANEL – – MATTE FINISH – M7000S-FLAT BLACK – UNA-CLAD OR EQUAL
7. PRE-FINISHED PREFABRICATED STEEL AWNING STRUCTURE – – MATTE FINISH – M7000S-FLAT BLACK – UNA-CLAD OR EQUAL
8. PRE-FINISHED METAL PANEL – – MATTE FINISH – ERMINE – UNA-CLAD OR EQUAL
9. PRE-FINISHED ALUMINUM CAP FLASHING – – MATTE FINISH – M7000S-FLAT BLACK – UNA-CLAD OR EQUAL
10. ALUMINUM STOREFRONT SYSTEM CLEAR 1" INSULATED GLAZING (NON-TINTED, NON-REFLECTIVE) – MATTE FINISH – DARK BRONZE
11. 14' H x 12' W OVERHEAD DOOR
12. EXTERIOR WALL SCONCES
13. LED WALL PACK
14. PRE-FINISHED CORRUGATED METAL WALL PANEL
15. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW XXX BLUE, INTERIOR SIDE NO PAINT REQUIRED
16. PRE-FINISHED METAL PANEL – – MATTE FINISH – BERKSHIRE BLUE – PAC-CLAD OR EQUAL
17. PRE-FINISHED METAL PANEL – – MATTE FINISH – REGAL WHITE– PAC-CLAD OR EQUAL

NOT FOR CONSTRUCTION

1801 Walden Office Square
Suite 205
Schaumburg, IL 60173
P 847.952.6979
www.jtsarch.com
JTS Architects

# Preliminary Elevations

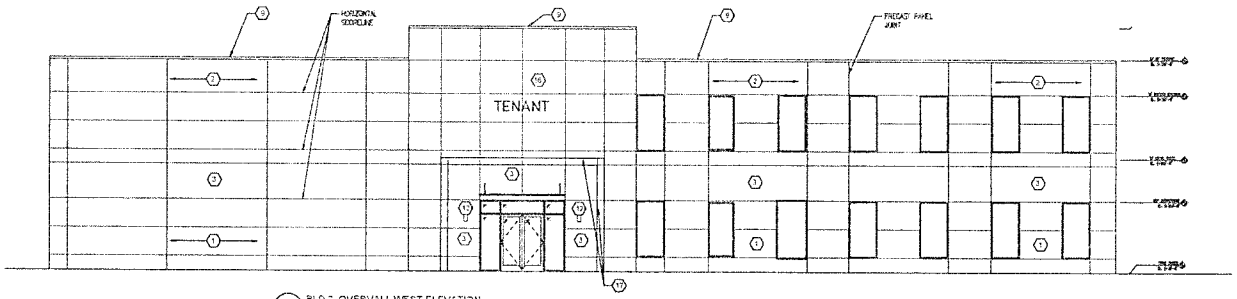
NEW CONSTRUCTION
16548 NEW AVENUE, LEMONT, ILLINOIS 60439

EXTERIOR ELEVATIONS

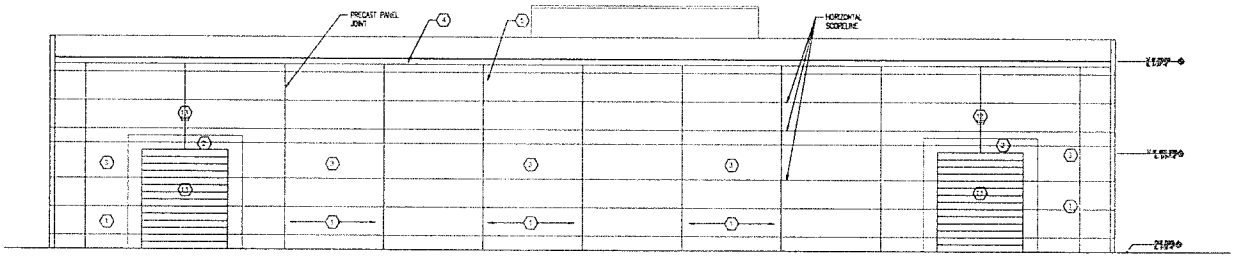
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3427

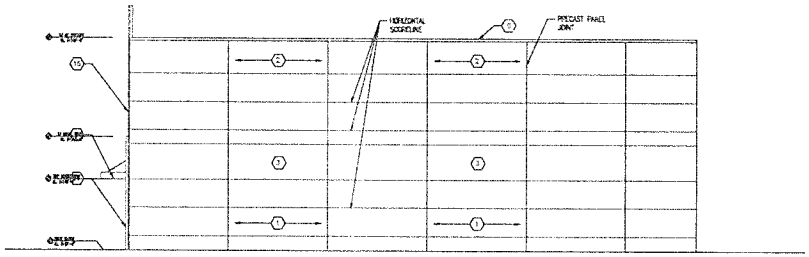
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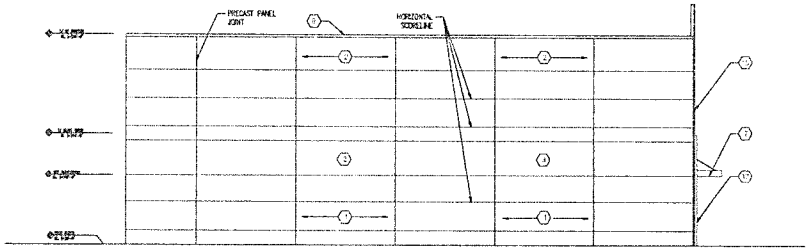

1 BLD 2_OVERALL WEST ELEVATION




2 BLD 2_OVERALL WEST ELEVATION




3 BLD 2_NORTH ELEVATION




4 BLD 2_SOUTH ELEVATION

## EXTERIOR ELEV. KEYNOTES

1. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW 7674 PEPPERCORN, INTERIOR SIDE NO PAINT REQUIRED
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5. DOWNSPOUT – 6" X 8" PRE-FINISHED ALUM. – PAINTED TO MATCH ADJACENT WALL
6. CANOPY – PRE-FINISHED ALUMINUM METAL PANEL – – MATTE FINISH – MC0035-FLAT BLACK – UNA-CLAD OR EQUAL
7. PRE-FINISHED PREFABRICATED STEEL AWNING STRUCTURE – – MATTE FINISH – MC0035-FLAT BLACK – UNA-CLAD OR EQUAL
8. PRE-FINISHED METAL PANEL – – MATTE FINISH – ORANGE – UNA-CLAD OR EQUAL
9. PRE-FINISHED ALUMINUM CAP FLASHING – – MATTE FINISH – MC0028-FLAT BLACK – UNA-CLAD OR EQUAL
10. ALUMINUM STOREFRONT SYSTEM CLEAR 1" INSULATED GLAZING (NON-TINTED, NON-REFLECTIVE) – MATTE FINISH – DARK BRONZE
11. 14' H x 12' W OVERHEAD DOOR
12. EXTERIOR WALL SCONCES
13. LED WALL PACK
14. PRE-FINISHED CORRUGATED METAL WALL PANEL
15. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW 9179 BLUE, INTERIOR SIDE NO PAINT REQUIRED
16. PRE-FINISHED METAL PANEL – – MATTE FINISH – BERKSHIRE BLUE – PAC-CLAD OR EQUAL
17. PRE-FINISHED METAL PANEL – – MATTE FINISH – REGAL WHITE- PAC-CLAD OR EQUAL

NOT FOR CONSTRUCTION

JTS Architects
1551 Hudson Office Square
Suite 202
Schaumburg, IL 60173
P 847.952.9970
www.jtsarch.com

# Preliminary Elevations

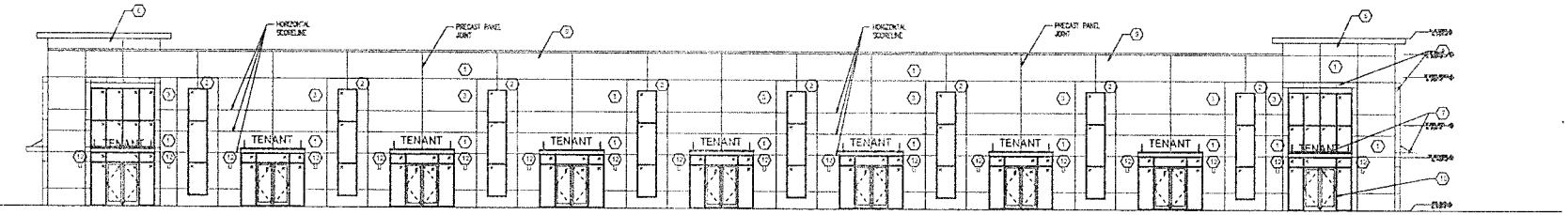
NEW CONSTRUCTION
16548 NEW AVENUE, LEMONT, ILLINOIS 60439

EXTERIOR ELEVATIONS

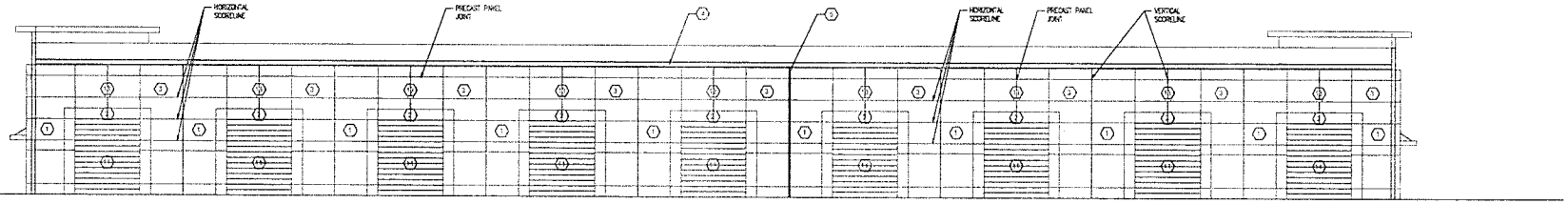
08/22/25

3427

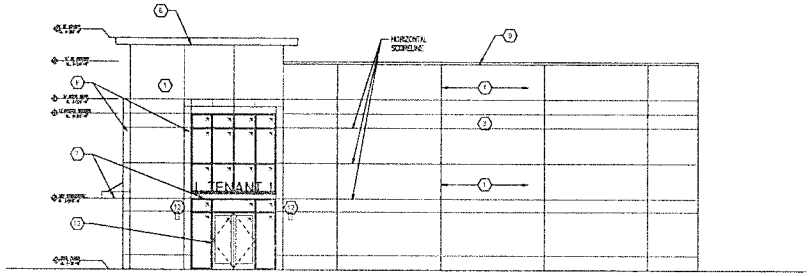
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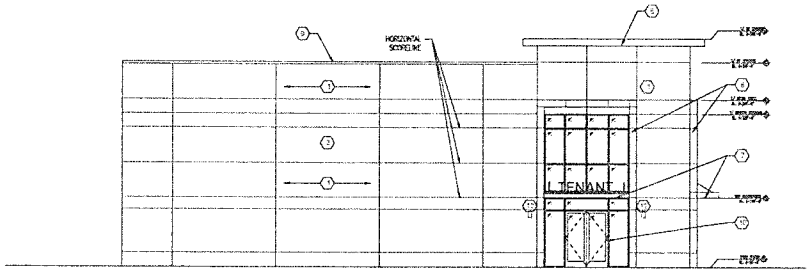

1 BLD 3_OVERVALL WEST ELEVATION




2 BLD 3_OVERVALL WEST ELEVATION




3 BLD 3_NORTH ELEVATION




4 BLD 3_SOUTH ELEVATION

## EXTERIOR ELEV. KEYNOTES

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3. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW 9639 GLACIER BAY, INTERIOR SIDE NO PAINT REQUIRED
4. 12" X 12" CONTINUOUS METAL GUTTER – PAINTED TO MATCH ADJACENT WALL
5. DOWNSPOUT – 6" X 8" PRE-FINISHED ALUM – PAINTED TO MATCH ADJACENT WALL
6. CANOPY – PRE-FINISHED ALUMINUM METAL PANEL – – MATTE FINISH – MT0025-FLAT BLACK – UNA-CLAD OR EQUAL
7. PRE-FINISHED PREFABRICATED STEEL AWNING STRUCTURE – – MATTE FINISH – MT0025-FLAT BLACK – UNA-CLAD OR EQUAL
8. PRE-FINISHED METAL PANEL – – MATTE FINISH – ORANGE – UNA-CLAD OR EQUAL
9. PRE-FINISHED ALUMINUM CAP FLASHING – – MATTE FINISH – MT0025-FLAT BLACK – UNA-CLAD OR EQUAL
10. ALUMINUM STOREFRONT SYSTEM CLEAR 1" INSULATED GLAZING (NON-TINTED, NON-REFLECTIVE) – MATTE FINISH – DARK BRONZE
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12. EXTERIOR WALL SCONCES
13. LED WALL PACK
14. PRE-FINISHED CORRUGATED METAL WALL PANEL
15. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW 9101 BLUE, INTERIOR SIDE NO PAINT REQUIRED
16. PRE-FINISHED METAL PANEL – – MATTE FINISH – BODYSHOP BLUE – PAC-CLAD OR EQUAL
17. PRE-FINISHED METAL PANEL – – MATTE FINISH – REGAL WHITE- PAC-CLAD OR EQUAL

NOT FOR CONSTRUCTION

JTS Architects
1821 Walden Office Square
Suite 550
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P 847.602.1970
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# Preliminary Elevations

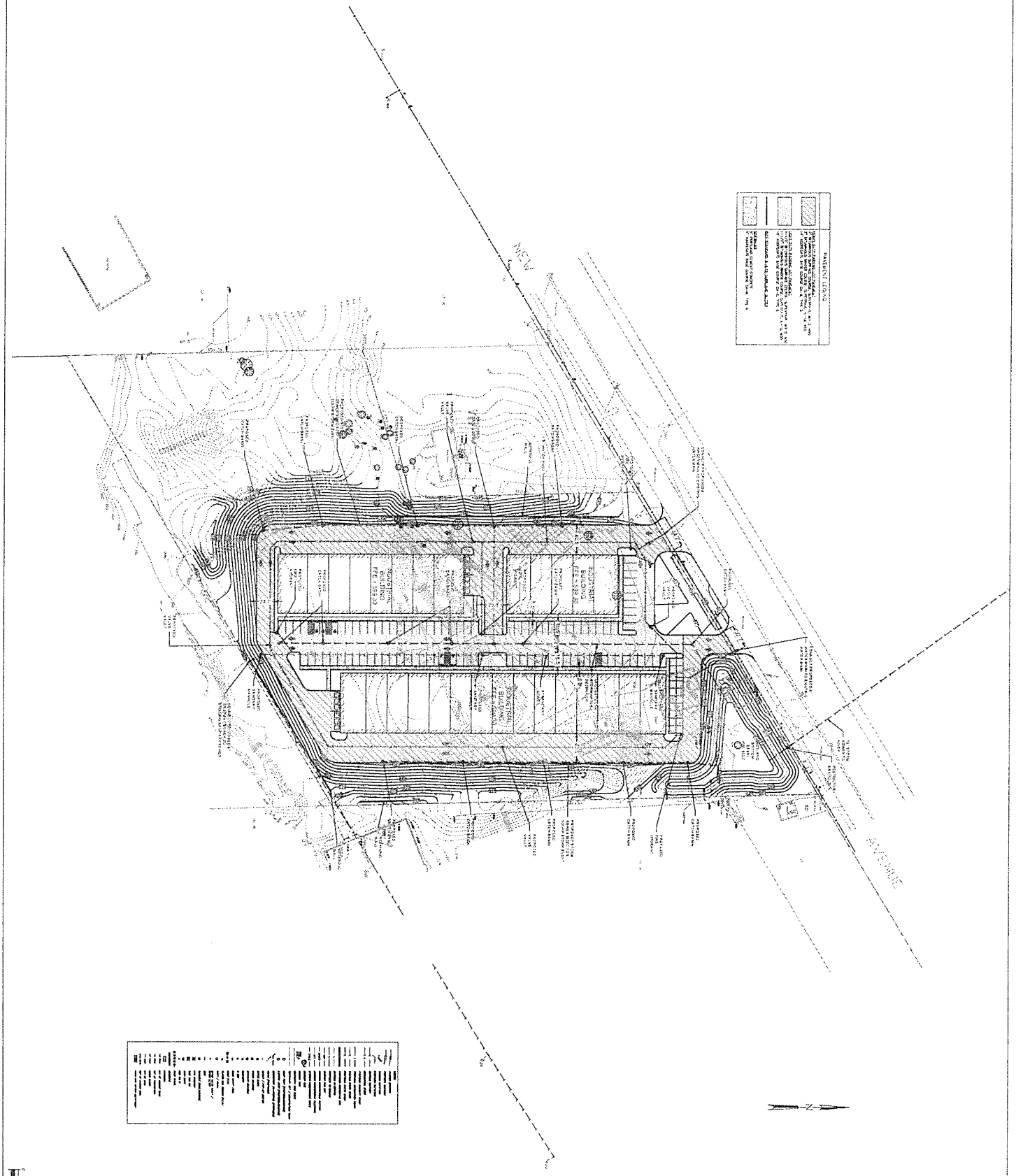
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EXTERIOR ELEVATIONS

09/02/25

3427

A3.3




PRELIMINARY ENGINEERING PLAN

NEW ADDITION

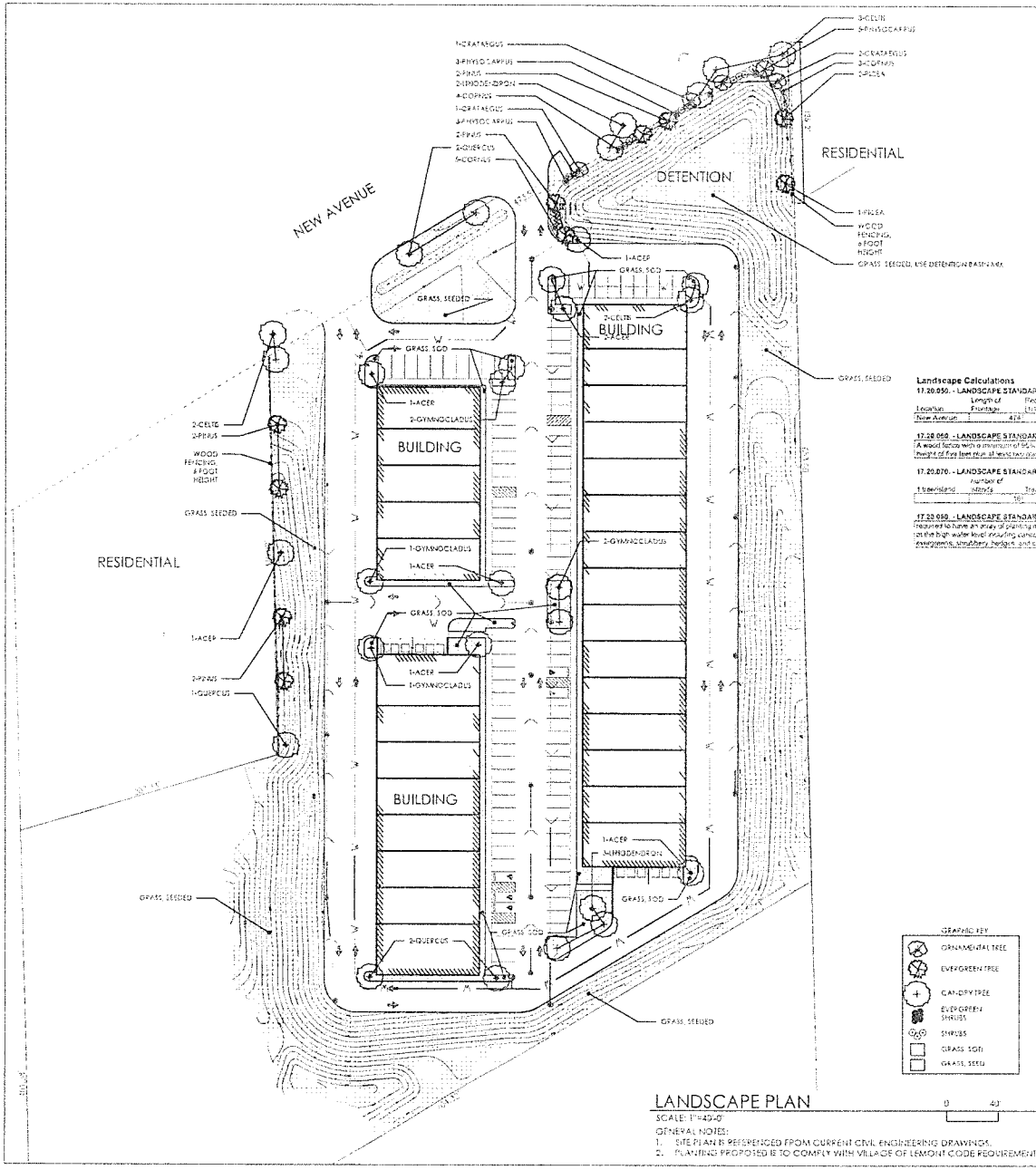
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SME
SEVEE & MAHER ENGINEERS
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BJ
BOND CONSULTING
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A Severe & Maher Engineers Company

| PROJECT STAFF | ISSUE | REVISIONS | DATE |
|---|---|---|---|
| PROJECT MANAGER: T. MATHEWS P.E. | 1 | ISSUED FOR PERMIT | 11.26.25 |
| DESIGNED | | | |
| DRAWN | | | |
| CHECKED | | | |

C-1
SHEET NUMBER
1"=40'
SCALE
NOV 26 2025
ISSUE DATE
SHEET TITLE
PROJECT NO.
25154
DRAWING TITLE




## LANDSCAPE PLAN

SCALE: 1"=40'-0"

GENERAL NOTES:
1. SITE PLAN IS REFERENCED FROM CURRENT CIVIL ENGINEERING DRAWINGS.
2. PLANTING PROPOSED IS TO COMPLY WITH VILLAGE OF LEMONT CODE REQUIREMENTS

**Landscape Calculations**

**17.20.050. - LANDSCAPE STANDARDS FOR STREETS**

| Location | Length of Frontage | Required Trees (1/30 LF) | Proposed |
|---|---|---|---|
| New Avenue | 474' | 16 | 21 |

**17.20.060. - LANDSCAPE STANDARDS FOR TRANSITION YARD**

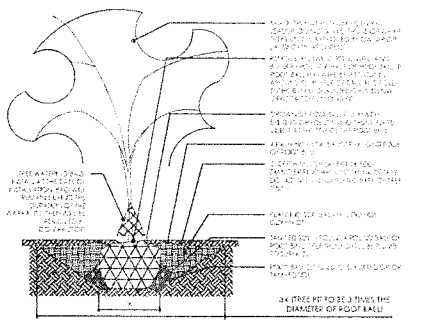
A wood fence with a minimum of 50% opacity and with a minimum height of five feet shall be required per 100 linear feet.

**17.20.070. - LANDSCAPE STANDARDS FOR PARKING LOTS**

| 1 tree/island | Number of islands | Trees required | Proposed |
|---|---|---|---|
| | 10 | 10 | 10 |

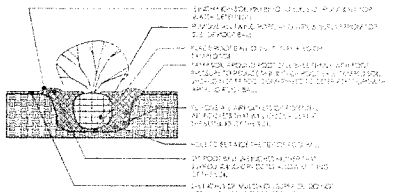
**17.20.080. - LANDSCAPE STANDARDS FOR DETENTION POND**

Required to have an array of planting material along the perimeter at the high water level including canopy trees, ornamental trees, evergreens, shrubbery, hedges, and other plants.



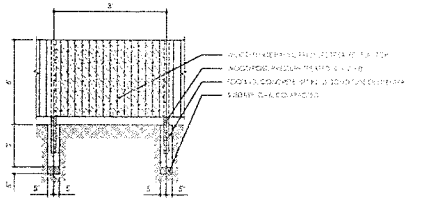

## DECIDUOUS TREE DETAIL

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



## SHRUB DETAIL

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



## WOOD FENCE DETAIL, 6 FOOT HEIGHT

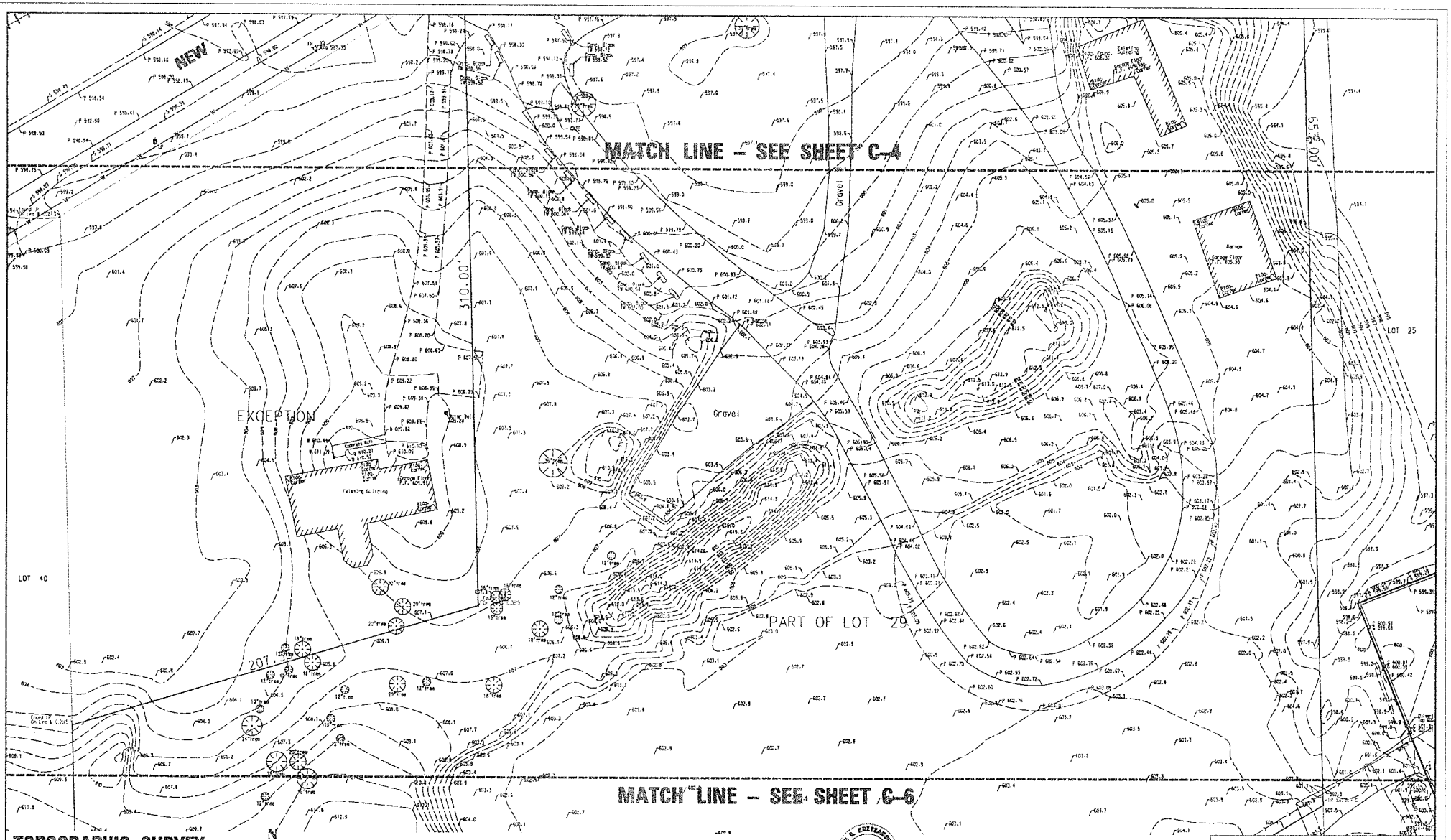
SCALE: 1/4"=1'-0"

## PLANT SCHEDULE

| Code | Botanical Name | Common Name | Total | Size | Condition | Notes |
|---|---|---|---|---|---|---|
| | **Shade Trees** | | 31 | | | |
| ACER | Acer rubrum | Red Maple | 9 | 3" cal. | B&B | |
| CELTIS | Celtis occidentalis | Sweetgum | 7 | 3" cal. | B&B | |
| GYMNOCLADUS | Gymnocladus dioicus | Coffee Tree | 6 | 3" cal. | B&B | |
| LIRIODENDRON | Liriodendron tulipifera | Tulip Tree | 5 | 3" cal. | B&B | |
| QUERCUS | Quercus imbricaria | Shingle Oak | 5 | 3" cal. | B&B | |
| | **Evergreen Trees** | | 11 | | | |
| PICEA | Picea glauca | White Spruce | 1 | 8 foot height | B&B | |
| PINUS | Pinus strobus | Eastern White Pine | 8 | 8 foot height | B&B | |
| | **Ornamental Trees** | | 4 | | | |
| CRATAEGUS | Crataegus phaenopyrum | Washington Hawthorn | 4 | 6 foot height | B&B | Multi-stemmed |
| | **Deciduous Shrubs** | | 33 | | | |
| CORNUS G | Cornus sericea | Redtwig Dogwood | 12 | 24" height | B&B | |
| PHYSOCARPUS | Physocarpus opulifolius | Common Ninebark | 11 | 24" height | B&B | |


LANDSCAPE PLANS
16548 NEW AVENUE
LEMONT, ILLINOIS


PROJECT NO. 16016
ISSUE DATE: JUNE 4, 2025
SCALE:
SHEET NUMBER: L1




# TOPOGRAPHIC SURVEY

OF

LOT 29, IN COUNSY CLERK'S DIVISION IN THE NORTHEAST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCELS BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE; THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE 270.46 FEET TO THE INTERSECTION OF A LINE THAT IS 200.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29; THENCE SOUTH ALONG SAID PARALLEL LINE 310.0 FEET; THENCE SOUTHWESTERLY 207.10 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 250.0 FEET SOUTH OF THE POINT OF BEGINNING.

COMMONLY KNOWN AS: 16548 NEW AVENUE, LEMONT, IL 60439

P.I.N.: 22-30-101-036-0000

N

SCALE: 1" = 20'

DATE: MARCH 05, 2025 (TOPO FIELD WORK)

| LEGEND | EXISTING | LEGEND | EXISTING | | |
|---|---|---|---|---|---|
| WATER MAIN | | SUMMIT | | TREE/DECIDUOUS TREE | |
| WATER SERVICE | | TOP OF CURB ELEVATION | C XXX.XX | FENCE (WROUGHT) | |
| SANITARY SEWER | | GUTTER FLOWLINE ELEVATION | G XXX.XX | FENCE (WOOD) | |
| STORM SEWER | | PAVEMENT ELEVATION | P XXX.XX | ELECTRIC OVERHEAD LINE | |
| MANHOLE | | TOP OF FOUNDATION ELEVATION | TF XXX.XX | ELECTRIC | |
| CATCH BASIN | | FINISHED FIRST FLOOR ELEVATION | FF XXX.XX | TELEPHONE | |
| INLET | | SURFACE ELEVATION | XXX.X | WATER SERVICE B-BOX | |
| CONTOURS | | TOP OF WALK ELEVATION | X XXX.XX | FIRE HYDRANT | |
| DIRECTION OF FLOW | | TOP OF WALL | TW XXX.XX | POWER POLE | |
| | | | | DOWNSPOUT | |

JOHN E. KAZPAROWICZ
052-004370
REGISTERED
PROFESSIONAL
ENGINEER
ILLINOIS

Expiration: 11/30/25

I HEREBY CERTIFY THAT THESE PLANS AND SPECIFICATIONS WERE DRAWN UNDER MY DIRECT SUPERVISION.

JOHN KAZPAROWICZ
REGISTERED PROFESSIONAL ENGINEER NO. 062-004370

NOTES:

PROPERTY LINES SHOWN HEREON ARE BASED ON PLAT OF SURVEY DONE BY: FIRSTENTER DONATION SERVICES. TEL: (872) 270-9473 ziggy1andpeluke@prodigy.net DATED: MARCH 11, 2025

BENCHMARK REFERENCES:

GPS DEVICES: STONEASTOR EASS RECEIVER WITH CARLSON SURVEYOR + DATA COLLECTOR REFERENCE STATION (NEARBY TRIMBLE VRS) VIRTUAL REFERENCE STATION

VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAD 83, STATE PLANE COORDINATE IL EAST

REGISTERED PROFESSIONAL ENGINEER NO. 062-043870

PREPARED FOR:

**NEW COMMERCIAL BUILDING AT 16548 NEW AVENUE LEMONT, ILLINOIS 60439**

ORDERED BY: FRANK LEONARDIS - CELL: (630) 441-4355


DOUBLE M CIVIL ENGINEERING
PHONE: (847) 573-9758 | E-MAIL: mgmanagement@att.net
1450 W. HIGGINS RD. SUITE # 102 | HOFFMAN ESTATES, ILLINOIS 60169
OWNER'S PLANNERS SURVEYOR


| DATE | 03/19/2025 | SCALE | 1" = 20' | PROJECT NO. | 93305 | DRAWING NAME: |
|---|---|---|---|---|---|---|
| DESIGNED | MK | APPROVED | JEK | FILE NO. | 1-1-1 | C-5 |
| DRAWN | | | | | | |

| DATE | BY | REVISION |
|---|---|---|

# TOPOGRAPHIC SURVEY

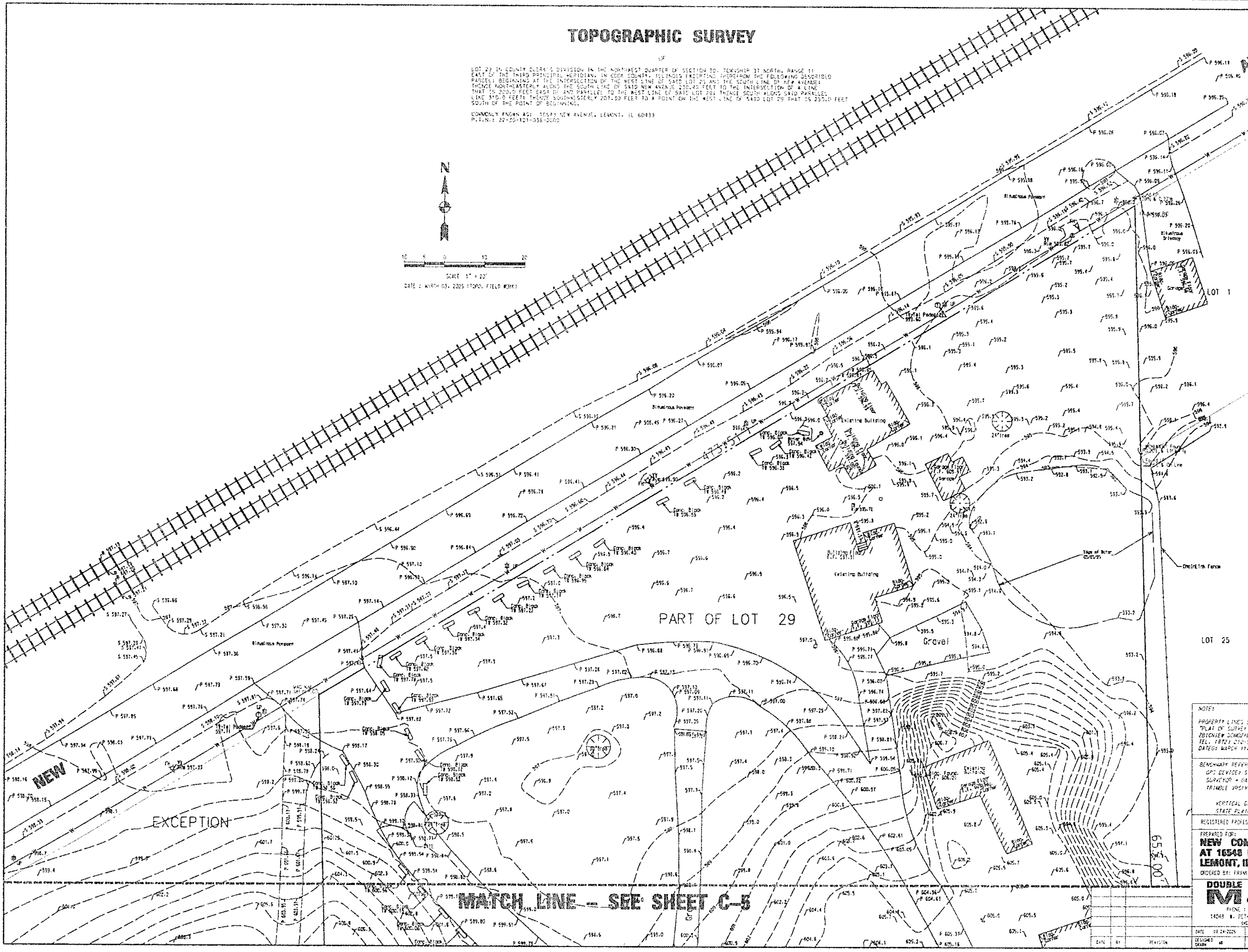
OF

LOT 29 IN COUNTY CLERK'S DIVISION IN THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL: BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE; THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE 230.45 FEET TO THE INTERSECTION OF A LINE THAT IS 200.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29; THENCE SOUTH ALONG SAID PARALLEL LINE 310.0 FEET; THENCE SOUTHWESTERLY 207.30 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 250.0 FEET SOUTH OF THE POINT OF BEGINNING.

COMMONLY KNOWN AS: 16548 NEW AVENUE, LEMONT, IL 60439
P.I.N.: 22-30-101-036-0000

SCALE 1" = 20'

DATE : MARCH 03, 2025 (TOPO. FIELD WORK)




| LEGEND | EXISTING |
|---|---|
| WATER MAIN | |
| WATER SERVICE | |
| SANITARY SEWER | |
| STORM SEWER | |
| MANHOLE | |
| CATCH BASIN | |
| INLET | |
| CONTOUR | XXX.XX |
| DIRECTION OF FLOW | |
| SWALE | |
| TOP OF CURB ELEVATION | C XXX.XX |
| GUTTER FLOWLINE ELEVATION | G XXX.XX |
| PAVEMENT ELEVATION | P XXX.XX |
| TOP OF FOUNDATION ELEVATION | TF XXX.XX |
| FINISHED FIRST FLOOR ELEVATION | FF XXX.XX |
| SURFACE ELEVATION | XXX.X |
| TOP OF WALK ELEVATION | W XXX.XX |
| TOP OF WALL | TW XXX.XX |
| TREE/EVERGREEN TREE | 10" / 15" |
| FENCE (WOOD) | |
| FENCE (METAL) | |
| ELECTRIC OVERHEAD LINE | |
| ELECTRIC | |
| TELEPHONE | |
| WATER SERVICE B-BOX | |
| FIRE HYDRANT | |
| POWER POLE | |
| DOWNSPOUT | |

JOHN R. KRZYZANOWSKI
062-40870
REGISTERED PROFESSIONAL ENGINEER
OF
ILLINOIS

Expiration 11/30/25

I HEREBY CERTIFY THAT THESE PLANS AND SPECIFICATIONS WERE DRAWN UNDER MY DIRECT SUPERVISION

JOHN KRZYZANOWSKI
REGISTERED PROFESSIONAL ENGINEER NO 062-40870

NOTE:

PROPERTY LINES SHOWN HEREON ARE BASED ON "PLAT OF SURVEY" DONE BY:
ZBIGNIEW DOMOZYCH SERVICES.
TEL. (872) 210-9473 ziggylandsurveyor@gmail.com
DATED: MARCH 11, 2025

BENCHMARK REFERENCE:
GPS DEVICE: STONEX S10A GNSS RECEIVER WITH CARLSON SURVEYOR + DATA COLLECTOR REFERENCE STATION NETWORK TRIMBLE VRS(VIRTUAL REFERENCE STATION)

VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAVD 83, STATE PLAIN COORDINATE IL EAST

REGISTERED PROFESSIONAL ENGINEER NO. 062-40870

PREPARED FOR:

**NEW COMMERTIAL BUILDING**
**AT 16548 NEW AVENUE**
**LEMONT, ILLINOIS 60439**

ORDERED BY: FRANK GEORGEKOS – C.C. tel.: 708-441-5305

**DOUBLE M CIVIL ENGINEERING**

PHONE : 847-573-9758 ; E-mail: marek@doublemcivil.com
14048 W. PETRONELLA DRIVE SUITE # 102 LIBERTYVILLE, ILLINOIS 60048
ENGINEERS PLANNERS SURVEYORS

| DATE 03-24-2025 | SCALE: 1" = 20' | PROJECT NO. 83025 | DRAWING NUMBER C-4 |
|---|---|---|---|
| DESIGNED DRAWN MR | APPROVED JRK | FILE NO. 1-1-1 | |
| DATE | BY | REVISION | |

# TOPOGRAPHIC SURVEY

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LOT 29 IN COUNTY CLERK'S DIVISION IN THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCELS BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE; THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE 230.46 FEET TO THE INTERSECTION OF A LINE THAT IS 210.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29; THENCE SOUTH ALONG SAID PARALLEL LINE 910.0 FEET; THENCE SOUTHWESTERLY 207.26 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 200.0 FEET SOUTH OF THE POINT OF BEGINNING.

COMMONLY KNOWN AS: 16548 NEW AVENUE, LEMONT, IL 60439
P.I.N.'S: 22-30-101-036-0000

| LEGEND | EXISTING |
|---|---|
| WATER MAIN | |
| WATER SERVICE | |
| SANITARY SEWER | |
| STORM SEWER | |
| MANHOLE | |
| CATCH BASIN | |
| INLET | |
| CONTOUR | XXX.XX |
| DIRECTION OF FLOW | |
| SUBUNIT | |
| TOP OF CURB ELEVATION | C XXX.XX |
| GUTTER FLOWLINE ELEVATION | G XXX.XX |
| PAVEMENT ELEVATION | P XXX.XX |
| TOP OF FOUNDATION ELEVATION | TF XXX.XX |
| FINISHED FIRST FLOOR ELEVATION | FF XXX.XX |
| SURFACE ELEVATION | XXX.X |
| TOP OF WALL ELEVATION | W XXX.XX |
| TOP OF RIDGE | TR XXX.XX |
| TREE / EVERGREEN TREE | 10" / 30-15" |
| FENCE (WOOD) | |
| FENCE (METAL) | |
| ELECTRIC OVERHEAD LINE | |
| ELECTRIC | E |
| TELEPHONE | T |
| WATER SERVICE BOX | |
| FIRE HYDRANT | |
| MONITOR WELL | |
| DOWNSPOUT | |

N

40 20 0 40 80

SCALE 1" = 40'

DATE : MARCH 03, 2025 (TOPO. FIELD WORK)

NEW AVENUE

EXCEPTION

PART OF LOT 29

PART OF LOT 29

Expiration 11/30/25

I HEREBY CERTIFY THAT THESE PLANS AND SPECIFICATIONS WERE DRAWN UNDER MY DIRECT SUPERVISION

JOHN KRITZMACHER
PROFESSIONAL ENGINEER
ILLINOIS REG. NO. 062-040870

NOTE:

PROPERTY LINES SHOWN HEREON ARE BASED ON "PLAT OF SURVEY" DONE BY:
DESIGNER TOPOGRAPHY SERVICES
TEL.: (872) 210-9433 ZIGGY@TOPOSURVEYS.COM
DATED: MARCH 11, 2025

BENCHMARK REFERENCES:
GPS DEVICE: STONEX980A GNSS RECEIVER WITH CARLSON SURVEYOR + DATA COLLECTOR REFERENCE STATION NETWORK TRIMBLE VRS(VIRTUAL REFERENCE STATION)

VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAD 83, STATE PLAIN COORDINATE IL EAST

REGISTERED PROFESSIONAL ENGINEER NO. 062-040870

PREPARED FOR:
**NEW COMMERCIAL BUILDING AT 16548 NEW AVENUE LEMONT, ILLINOIS 60439**
ORDERED BY: FRANK GEORGENES - CELL: 708-441-5325

| DATE | BY | REVISION |
|---|---|---|
| | | |

DOUBLE M CIVIL ENGINEERING
PHONE: 847-551-9758 | E-MAIL: PM@DOUBLEMCIVIL.COM
1456B N. PETROVELLI DRIVE SUITE # 102 LITTLE CHUTE, WISCONSIN 54140
ENGINEERS SURVEYORS

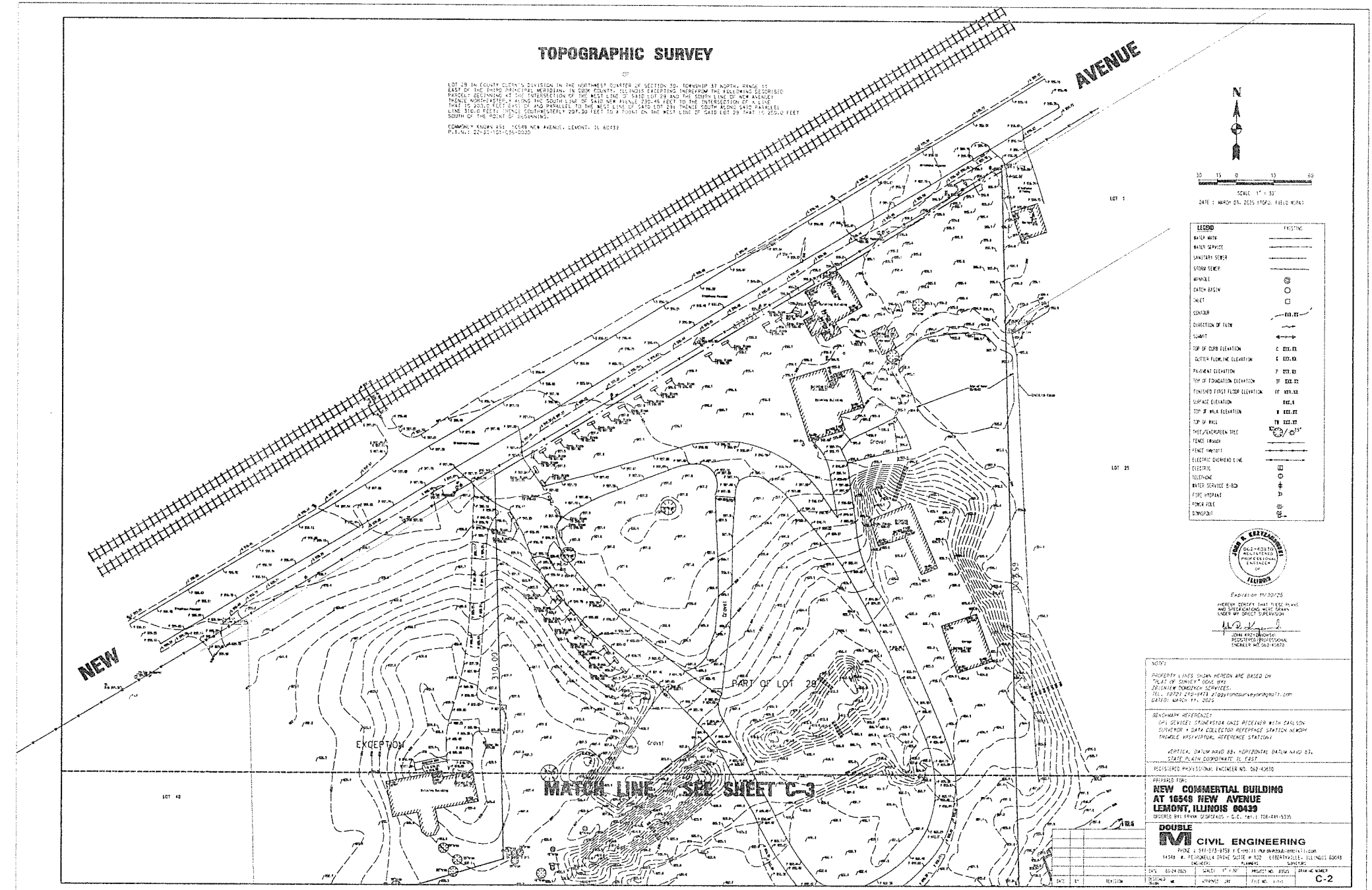
| DATE: 03-24-2025 | SCALE: 1" = 40' | PROJECT NO.: 63025 | DRAWING NUMBER: C-1 |
|---|---|---|---|
| DESIGNED BY: MA | APPROVED BY: JK | FILE NO.: 1-F-1 | |

# TOPOGRAPHIC SURVEY

OF

LOT 29 IN COUNTY CLERK'S DIVISION IN THE NORTHEAST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL: BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE; THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE 230.46 FEET TO THE INTERSECTION OF A LINE THAT IS 200.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29; THENCE SOUTH ALONG SAID PARALLEL LINE 310.00 FEET; THENCE SOUTHWESTERLY 209.30 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 252.00 FEET SOUTH OF THE POINT OF BEGINNING.

COMMONLY KNOWN AS: 16548 NEW AVENUE, LEMONT, IL 60439
P.I.N.'S: 22-30-101-036-0000




N

30 15 0 30 60

SCALE: 1" = 30'

DATE: MARCH 03, 2025 (TOPO. FIELD WORK)

| LEGEND | EXISTING |
|---|---|
| WATER MAIN | |
| WATER SERVICE | |
| SANITARY SEWER | |
| STORM SEWER | |
| MANHOLE | |
| CATCH BASIN | |
| INLET | |
| CONTOUR | 000.00 |
| DIRECTION OF FLOW | |
| SWALE | |
| TOP OF CURB ELEVATION | C 000.00 |
| GUTTER FLOWLINE ELEVATION | G 000.00 |
| PAVEMENT ELEVATION | P 000.00 |
| TOP OF FOUNDATION ELEVATION | TF 000.00 |
| FINISHED FIRST FLOOR ELEVATION | FF 000.00 |
| SURFACE ELEVATION | 000.0 |
| TOP OF WALL ELEVATION | W 000.00 |
| TOP OF WALL | TW 000.00 |
| TREE/EVERGREEN TREE | |
| FENCE (WOOD) | |
| FENCE (METAL) | |
| ELECTRIC OVERHEAD LINE | |
| ELECTRIC | E |
| TELEPHONE | T |
| WATER SERVICE BOX | |
| FIRE HYDRANT | |
| POWER POLE | |
| DOWNSPOUT | |

JOHN R. KRZYZANOWSKI
062-040870
REGISTERED
PROFESSIONAL
ENGINEER
OF
ILLINOIS

Expiration 11/30/26

I HEREBY CERTIFY THAT THESE PLANS AND SPECIFICATIONS WERE DRAWN UNDER MY DIRECT SUPERVISION

JOHN KRZYZANOWSKI
REGISTERED PROFESSIONAL ENGINEER NO. 062-040870

NOTE:
PROPERTY LINES SHOWN HEREON ARE BASED ON "PLAT OF SURVEY" DOOR WAY
ORIGINEER NORTHERN SERVICES
TEL: (872) 212-9473 EMAIL: info@originesurveyingnorth.com
DATED: MARCH 11, 2025

BENCHMARK REFERENCES:
GPS DEVICES: STONEVISTA GNSS RECEIVER WITH CARLSON SURVEYOR + DATA COLLECTOR REFERENCE STATION NEARBY TRIMBLE VRS (VIRTUAL REFERENCE STATION)

VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAVD 83, STATE PLANE COORDINATE IL EAST

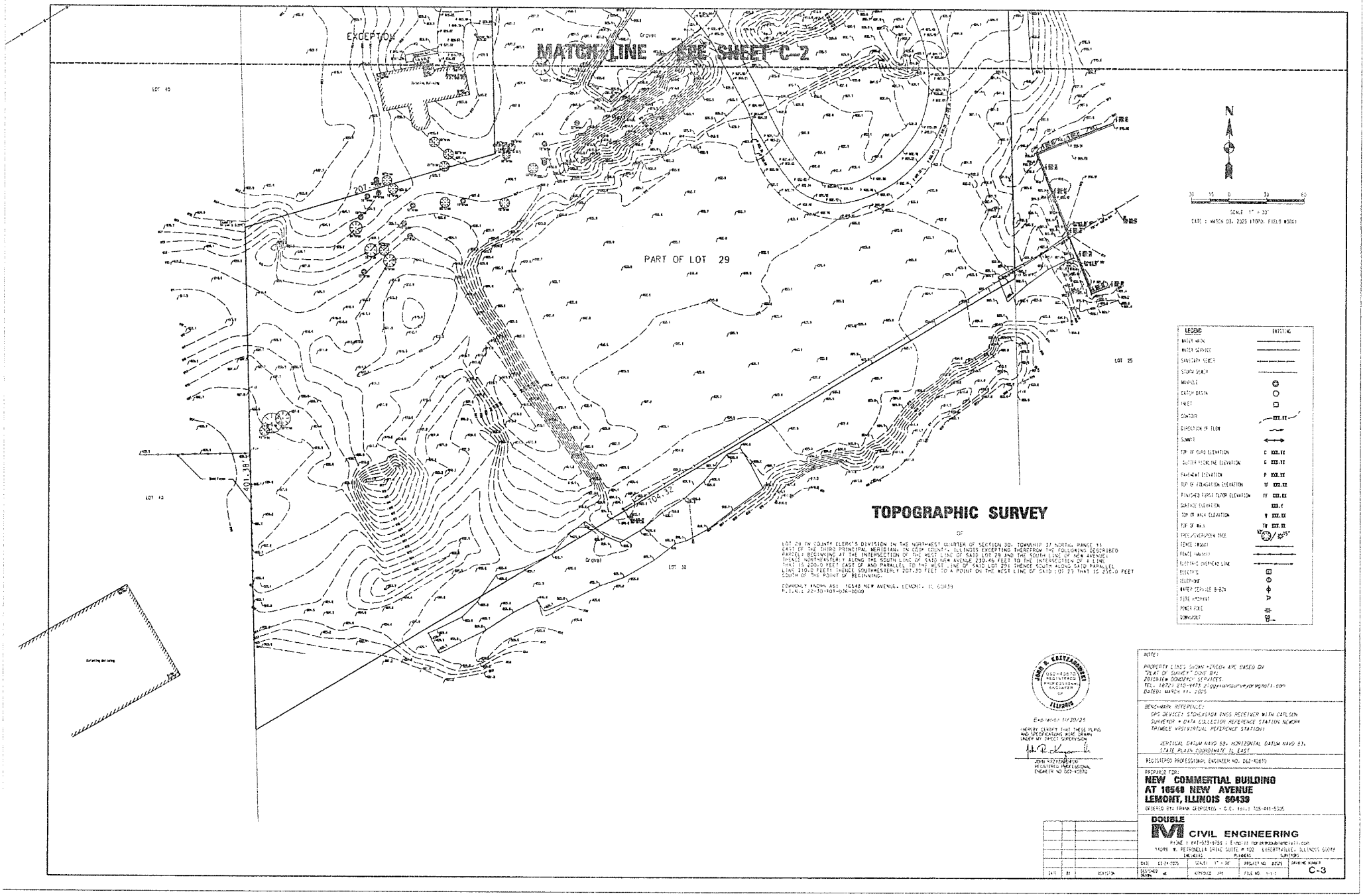
REGISTERED PROFESSIONAL ENGINEER NO. 062-040870

PREPARED FOR:
**NEW COMMERCIAL BUILDING**
**AT 16548 NEW AVENUE**
**LEMONT, ILLINOIS 60439**
ORDERED BY: FRANK GEORGAKOS - G.C. (847) 708-441-5335

DOUBLE M CIVIL ENGINEERING
PHONE: 1 (847) 673-9758 | E-MAIL: INFO@DOUBLEMCIVIL.COM
14348 W. PETERSBILT DRIVE, SUITE # 102 LIBERTYVILLE, ILLINOIS 60048
ENGINEERING PLANNING SURVEYING

| DATE | 03-24-2025 | SCALE | 1" = 30' | PROJECT NO. | 8520 | SHEET NUMBER | C-2 |
|---|---|---|---|---|---|---|---|
| DRAWING NAME | | APPROVED | JRK | FILE NO. | | | |

| NO. | BY | REVISION |
|---|---|---|




# TOPOGRAPHIC SURVEY

OF

LOT 29 IN COUNTY CLERK'S DIVISION IN THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL: BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE; THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE 230.46 FEET TO THE INTERSECTION OF A LINE THAT IS 200.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29; THENCE SOUTH ALONG SAID PARALLEL LINE 310.0 FEET; THENCE SOUTHWESTERLY 207.30 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 250.0 FEET SOUTH OF THE POINT OF BEGINNING.

COMMONLY KNOWN AS: 16548 NEW AVENUE, LEMONT, IL 60439
P.I.N.(S): 22-30-101-026-0000

JOHN R. KRZYZANOWSKI
062-43870
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

Expiration: 11/30/25

I HEREBY CERTIFY THAT THESE PLANS AND SPECIFICATIONS WERE DRAWN UNDER MY DIRECT SUPERVISION

JOHN KRZYZANOWSKI
REGISTERED PROFESSIONAL ENGINEER NO. 062-43870

NOTES:

PROPERTY LINES SHOWN HEREON ARE BASED ON "PLAT OF SURVEY" DONE BY: ZEBANEK SURVEY SERVICES TEL: (630) 210-9473 E: zebanekpropertysurveys@gmail.com DATED: MARCH 11, 2025

BENCHMARK REFERENCE:
GPS DEVICE: STONEFISH EXOS RECEIVER WITH CARLSON SURVEYOR + DATA COLLECTOR REFERENCE STATION NETWORK TRIMBLE VRS(VIRTUAL REFERENCE STATION)

VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAVD 83, STATE PLAIN COORDINATE IL EAST

REGISTERED PROFESSIONAL ENGINEER NO. 062-43870

PREPARED FOR:

**NEW COMMERCIAL BUILDING AT 16548 NEW AVENUE LEMONT, ILLINOIS 60439**

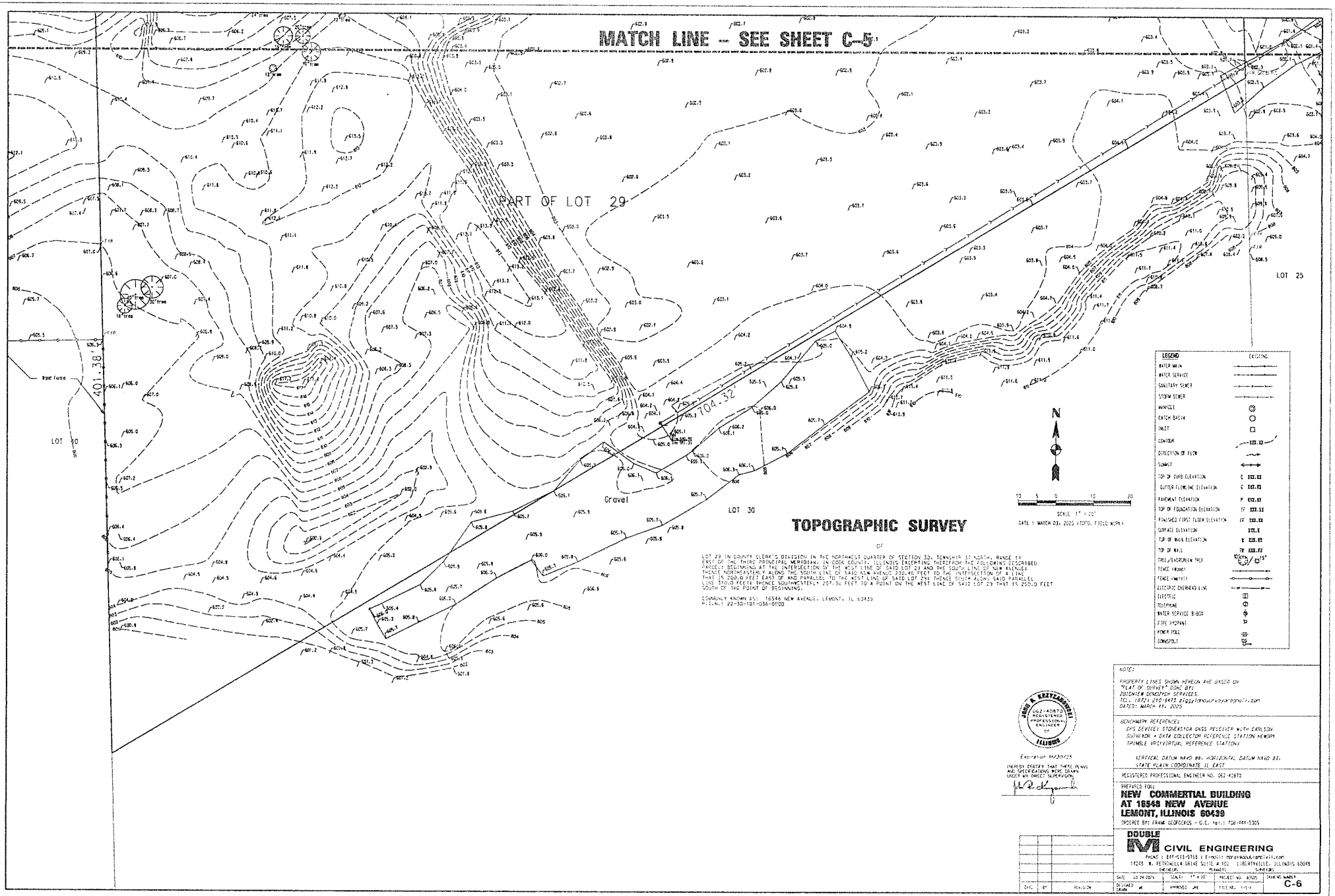
ORDERED BY: FRANK DEMPSEY - O.C. Phone: 708-441-5335


DOUBLE M CIVIL ENGINEERING
PHONE: 847-573-9758 | E-MAIL: JOE@DOUBLEMCIVIL.COM
14049 W. PETERSELLA DRIVE SUITE # 102 LIBERTYVILLE, ILLINOIS 60048
ENGINEERS PLANNERS SURVEYORS


| DATE | BY | REVISION |
|---|---|---|
| | | |

DATE: 03-24-2025 | SCALE: 1" = 30' | PROJECT NO: 2025 | DRAWING NUMBER: C-3

DESIGNED: JK | APPROVED: JRK | FILE NO: 1-1-1




# TOPOGRAPHIC SURVEY

OF

LOT 29 IN COUNTY CLERK'S DIVISION IN THE NORTHEAST QUARTER OF SECTION 33, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL: BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE; THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE 330.46 FEET TO THE INTERSECTION OF A LINE THAT IS 200.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29; THENCE SOUTH ALONG SAID PARALLEL LINE 310.0 FEETS; THENCE SOUTHWESTERLY 207.30 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 200.0 FEET SOUTH OF THE POINT OF BEGINNING.

COMMONLY KNOWN AS: 16548 NEW AVENUE, LEMONT, IL 60439
P.I.N.: 22-33-101-038-0000

DATE : MARCH 03, 2025 (TOPO FIELD WORK)

NOTE:
PROPERTY LINES SHOWN HEREON ARE BASED ON "PLAT OF SURVEY" DONE BY:
ENGINEER DONOFRIO SERVICES.
TEL.: (847) 210-9477 Engineeringservices@comcast.com
DATED: MARCH 11, 2025

BENCHMARK REFERENCE:
GPS DEVICES: STONEARCH GNSS RECEIVER WITH CARLSON SURVEYOR + DATA COLLECTION REFERENCE STATION NEAR'S TRIMBLE VRS/VIRTUAL REFERENCE STATION

VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAD 83, STATE PLAIN COORDINATE IL EAST

JOSE E. KRZYZANOWSKI
062-40870
REGISTERED PROFESSIONAL ENGINEER
OF
ILLINOIS
Expiration 11/30/25

I HEREBY CERTIFY THAT THESE PLANS AND SPECIFICATIONS WERE DRAWN UNDER MY DIRECT SUPERVISION.

REGISTERED PROFESSIONAL ENGINEER NO. 062-40870

PREPARED FOR:
**NEW COMMERCIAL BUILDING**
**AT 16548 NEW AVENUE**
**LEMONT, ILLINOIS 60439**

OWNED BY: FRANK GEORGEOS - O.C. Tel.: 708-441-5305

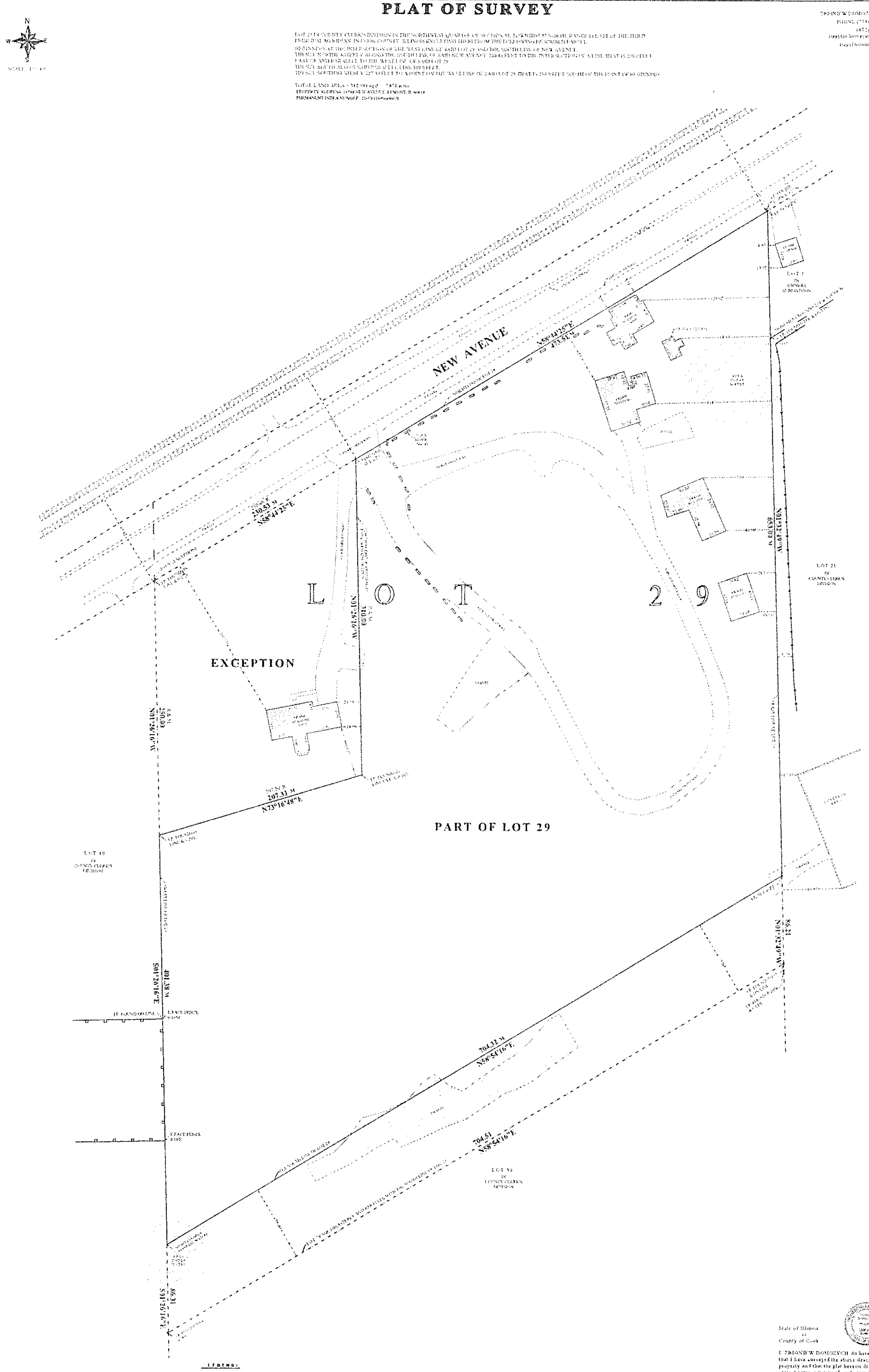

DOUBLE M CIVIL ENGINEERING
PHONE & FAX: 815-838-9758 E-MAIL: DOUBLEMCIVIL@COMCAST.NET
16248 W. TEPPICHILLA DRIVE SUITE # 102 LIBERTYVILLE, ILLINOIS 60048
ENGINEERS PLANNERS SURVEYORS


| DATE | BY | REVISION |
|---|---|---|
| | | |

| | |
|---|---|
| DATE: 03-24-2025 | SCALE: 1" = 20' |
| PROJECT NO.: 4505 | |
| DESIGNED: JK | DRAWN: JK |
| APPROVED: JEK | FILE NO.: 1-1-1 |

DRAWING NUMBER: C-6

# PLAT OF SURVEY




State of Illinois
ss
County of Cook

I, ZBIGNIEW DOMOZYCH do hereby certify that I have surveyed the above described property and that the plat hereon drawn is a correct representation of said survey.

Signature: ..........

Date: MARCH 11, 2025

REG. ILL. Land Surveyor No. 35-3758

LIC. EXP. NOVEMBER 30, 2026

## TRC – Technical Review Committee for Concept Plan (J-Ave II)

**Meeting Date**: Tuesday, October 21, 2025
**Letter Date**: October 23, 2025
**Applicant**: J. Ave Development Real Estate LLC represented by Dariusz Wator
**Applicant Address**: 16430 New Avenue
**Proposal Location**: 16548 and 16572 New Avenue
**Location PINS**: 22-30-101-036-0000 & 22-30-101-037-000
**Site Size:** 7.874-acres
**Current Zoning**: Unincorporated Cook County R-4 Single-Family Residence District
**Proposed Zoning**: M-1, Light Manufacturing District
**Proposed Use**: Office/Warehouse Distribution Facility



**SURROUNDING ZONING & LAND USE**

| Direction | Surrounding Zoning / Land Use |
|---|---|
| North | Unincorporated Cook County I-2, General Industrial District / Truck Trailer storage lot |
| South | Unincorporated Cook County R-4, Single-Family Residence District and Village of Lemont R-5A / Vacant Residential |
| East | Unincorporated Cook County R-4, Single-Family Residence District and Village of Lemont M-1 / Existing Single-Family homes and J-Ave Trucking |
| West | Unincorporated Cook County I-1, Restricted Industrial District and M-1, Light Manufacturing District / Residential homes and Lemont Public Works Department |

## Comprehensive Plan Future Land Use

The Future Land Use map in the Lemont 2030 Comprehensive Plan shows this area as Industrial (IND). The district in the plan is described as follows:

*The Industrial district is characterized by a wide range of industrial and manufacturing uses. New development in this district will be characterized by well-designed sites that include suitable buildings with modern functional features, screening for outdoor storage and equipment and* ***landscaping to create street-side "curb appeal"****. Since industrial and manufacturing uses are often local employment centers, new development in this district* ***will provide non-motorized access for local employees who wish to bike or walk to work****. Buildings in this district will vary widely in size and may include features such as docking bays for semi-tractors. Sites in this district will also vary widely in size."*

**Entitlement Process**:

1. The proposed process shall likely be:
    - TRC Review and Meeting (October 21, 2025) ✓
    - Application for Annexation, Rezoning, Preliminary Plat and Preliminary Planned Unit Development (PUD): Applications & Forms | Village of Lemont, IL
    - Plan Commission for Rezoning and PUD – public hearing.
    - Committee of the Whole meeting to discuss the proposal – no vote
    - Village Board Meeting for approvals (Annexation, Annexation Agreement, Preliminary PUD and Plat, Rezoning)

- Possible Final Plat or Final PUD process
- Site Development Permit
- Building Permit(s)

2. All UDO requirements can be found online: https://library.municode.com/il/lemont/codes/code_of_ordinances?nodeId=TIT17UNDEOR

**UDO PLANNING & ZONING COMMENTS**

**Please provide a written response to each comment with the next submittal:**

1. Per Section 17.06.190 (Industrial Regulations), the following plans are required for the next submittal:
    a. Site Geometric Plan.
    b. Site data table including: Use, bulk, lot coverage parking requirements, accessory uses.
    c. Engineering plans.
    d. Tree survey, tree preservation and landscaping plans.
    e. Photometric plan.
    f. Truck turn exhibit.
    g. Architectural plans.
2. The proposed use allows for the M-1 Zoning District. The purpose of this district in the UDO states: *M-1 Light Manufacturing District. This district is intended to provide an environment suitable for industrial activities that require a pleasant and nuisance-free environment and be compatible with adjacent land uses. Additionally, the M-1 district is intended to provide an environment suitable for certain office and research activities that do not create appreciable nuisances or hazards. This district may be located adjacent to R districts, and thus its provisions include special* yard *setbacks and screening requirements.*
3. Previous proposals have stated 9.17 acres. Clarify the land area. It appears that a portion of the site states 'Exception' for residential. Clarify.
4. Will a plat of subdivision be required?
5. Provide setbacks for the proposed buildings. The following are the minimums:
    a. Front Yard: 30-feet
    b. Side Yard: 15-feet
    c. Rear Yard: 25-feet
6. The maximum building height is 35-feet in the M-1 zoning district. The buildings appear to be approximately 34-feet so this should be met.
7. The maximum lot coverage is 80%. Verify this is met.
8. It is noted a traffic study is forthcoming.

9. Clarify how the parking count was determined. No use shall provide off-street parking in excess of 140% of the minimum standards expressed in Table 17-10-01.
10. Trucks in excess of one and one-half (1½) ton capacity shall not be parked in the open within 100 feet of a residential district boundary line.
11. The street facing sides of the buildings should have more detail (i.e. windows, awning, etc.).
12. A transition yard is required along the rear property line and portions of the western property line. The proposed landscaping appears appropriate but in addition to the landscaping either a berm or solid wood fence is required. The code states: Lots Zoned "M." For the entire length of a transition yard of an M-zoned lot, the following shall be provided:
    a. A wood fence with a minimum of 95% opacity and with a minimum height of six feet plus at least one plant unit per 100 linear feet; or
    b. A wood fence with a minimum of 95% opacity and with a minimum height of five feet plus at least two plant units per 100 linear feet; or
    c. All of the following:
        i. An earthen berm at least three feet in height; and
        ii. A wood fence with a minimum of 95% opacity and at least four feet in height; and
        iii. At least one plant unit per 150 linear feet.
13. Provide a photometric plan to ensure proper lighting of the site. There are lighting standards in the UDO (§17.14.020 Illumination Standards). For example, fully shielded lights, maximum and minimum footcandle requirements, etc.
14. Luminaires shall not be mounted in excess of 30’ above grade or the height of the primary structure, whichever is less.
15. Parking lot detail shall be designed in accordance with Detail NO LS-7 in the UDO. All off-street parking shall be improved with protective curb and gutters. Wheel stops shall be used in all instances where the front/rear end of the parking space does not abut a curb. Verify the parking areas meet this section.
16. **Standard Comment**: Outdoor storage requires a special use permit in the M-1 zoning district. Clarify if this is desired during entitlement.
17. **Standard Comment**: All non-residential lighting is required to be turned off no later than 60 minutes after business hours, only leaving lighting necessary for site security.
18. **Standard Comment**: Unenclosed off-street parking spaces shall not be used for the repair, dismantling or servicing of any vehicles, equipment, materials or supplies.
19. **Standard Comment**: Inoperable vehicles shall not be parked or stored in unenclosed parking areas.
20. **Standard Comment**: All business, servicing or processing shall be conducted within completely enclosed permanent buildings.

21. **Standard Comment**: All maneuvering and staging for parking, loading, and deliveries must be accommodated on site. There shall be no maneuvering or staging in streets.
22. Provide signage details when available. Monument signs must incorporate a stone base and wall signs are limited in allowed SF. As discussed at the meeting, a sign package should be incorporated into the PUD.
23. Provide details on trash enclosure (i.e. location, material, etc.).
24. See engineering comment about sidewalk along New Avenue. Sidewalk also required per the UDO.
25. Per 17.06.190 (Industrial Regulations), every and any building hereinafter constructed, expanded, remodeled, or in any way altered or modified shall have as part of its general design a decorative or functional structure having a height above grade of between twelve (12) and fifteen (15) feet, and extending across not less than fifty (50) percent of an exterior surface wall facing a street or roadway.
26. Per 17.06.190 (Industrial Regulations), Not less than the first four (4) feet, measured vertically from at grade, of any exterior surface facing a street or roadway, shall be covered with a brick, stone, or other decorative architectural material. If tilt-up construction is to be used, this requirement does not make sense and can be an exception in the PUD.
27. **Standard Comment**: Storage containers cannot be stored or stacked on site.

**Landscaping & Tree Preservation:**

28. A tree survey and preservation plan shall be provided. The inventory of trees on a site is a fundamental step in assessing the opportunities for development and tree preservation. A tree preservation plan shall be submitted as part of an application for approval of preliminary plans/plats, final plans/plats, and site development permits. The tree preservation plan shall consist of a tree survey that graphically shows the location of trees on site, identifies those trees to be preserved, and details efforts to protect those trees during construction. See Section 17.20.130.
29. A transition yard is required along the rear property line and portions of the western property line. The proposed landscaping appears appropriate but in addition to the landscaping either a berm or solid wood fence is required. The code states: Lots Zoned "M." For the entire length of a transition yard of an M-zoned lot, the following shall be provided:
    a. A wood fence with a minimum of 95% opacity and with a minimum height of six feet plus at least one plant unit per 100 linear feet; or
    b. A wood fence with a minimum of 95% opacity and with a minimum height of five feet plus at least two plant units per 100 linear feet; or
    c. All of the following:
        i. An earthen berm at least three feet in height; and

ii. A wood fence with a minimum of 95% opacity and at least four feet in height; and
iii. At least one plant unit per 150 linear feet.

30. The landscape islands appear too small in some locations at the ends of the aisles. Adjust. Also, At least one canopy tree shall be installed in each required landscaped island.
31. Landscaping requirements along a Public Street. Along the property line of any M-zoned property that fronts a public street:
    a. At least 2.0 plant units per 100 linear feet shall be installed and maintained; or
    b. A wood fence with a minimum of 95% opacity and with a minimum height of six feet plus at least one plant unit per 100 linear feet shall be installed and maintained.
32. Plant Units. A "plant unit" is a measurement used to determine the quantity of plant material required for specific situations. The plant unit requirements establish the total amount of plant material while allowing flexibility in the selection and distribution of plants. One plant unit is comprised of ALL of the following:
    a. 0.5 canopy trees;
    b. 1.0 evergreen trees;
    c. 1.5 understory/ornamental trees; and
    d. 6.0 shrubs or 6.0 minimum 18-inch containers of ornamental/native grasses.
33. Minimum Sizes of Plants. The minimum size for plants at the time of installation shall be:
    a. Canopy trees in a parkway — 3" caliper
    b. Canopy trees not in a parkway — 2½" caliper
    c. Evergreen trees — 8' in height
    d. Ornamental trees, single trunk — 2" caliper
    e. Ornamental trees, multi-trunk — 6' in height
    f. Large shrubs — 24" in height7.Small shrubs — 18" in height

**Lemont Fire District Comments:**

1. Turn exhibit demonstrating our truck maneuvering through the parking lots. (Exhibit attached to this letter).
2. All buildings must be fully fire alarmed and sprinklered.
3. All hydrants Fire hydrants shall be located along public streets so that no building or structure to be protected will be over two hundred fifty (250) feet from any hydrant. Where this may not be physically possible, additional hydrants shall be located upon the premises accessible to motorized fire apparatus.
4. A fire hydrant shall be located in close proximity fifty (50) feet minimum to any fire department connection (sprinkler or standpipe) as determined by the Fire Code Official.

**Village Engineer Comments:**

1. Permits needed - IDOT - New Avenue entrances, MWRD, Will South Cook Soil Erosion/IEPA NOI
2. Existing Utilities
   - Sanitary = 18" south of property as shown
   - Water = 12" in south parkway of New Avenue as shown
1. Retaining Wall above 3' tall requires a Structural Stamp.
2. Show 100-year storm overflow route.
3. ADA Compliant parking stalls for all buildings
4. Sidewalk will [likely] be required along New Avenue per IDOT.
5. Provide info on Lighting/Photometrics.
6. Pavement Cross Sections
   - Use IDOT approved mixes.
   - 2.25" minimum for binder course.
   - What were the cross sections for the other building? How is it holding up?
7. Noted a Traffic Study & Wetlands Delineation are already in the works.

*The purpose of this review is to make certain its general compliance with Village ordinances and standard practices regarding site development, landscaping and design. This review is only for general conformance with the design criteria established by the Village and is subject to both the completeness of the information submitted by the developer's professional staff and also the actual ability of the plan to perform in accordance with its intent. Actual field conditions may vary and additional items may arise which are not readily apparent based on this submittal. The developer's design professionals are responsible for performing and checking all design computations, dimensions, and details relating to design, construction, compliance with all applicable codes and regulations, and obtaining all permits. Additionally, other bodies of government may have jurisdiction over various aspects of this development. The developer should be advised that additional measures may be required based on actual field conditions and formal approvals of the other agencies.*

Sincerely,



Jamie Tate, AICP
Consulting Planner
jtate@lemont.il.us
630.640.5860

FIRE DEPARTMENT NAME Lemont IL MID

Wheel Base: 255 in.
Tire Size: ~~425~~
Bumper Extension: 24 in.

255" W.B.

OUTSIDE CURB TO CURB TURNING RADIUS

Input wheelbase? 255 in.
Input front wheel INSIDE turn angle? 46 degrees
Input offset from kingpin to outside of wheel 16

Turn radius is 37.14 ft.

LIKE ST PAUL

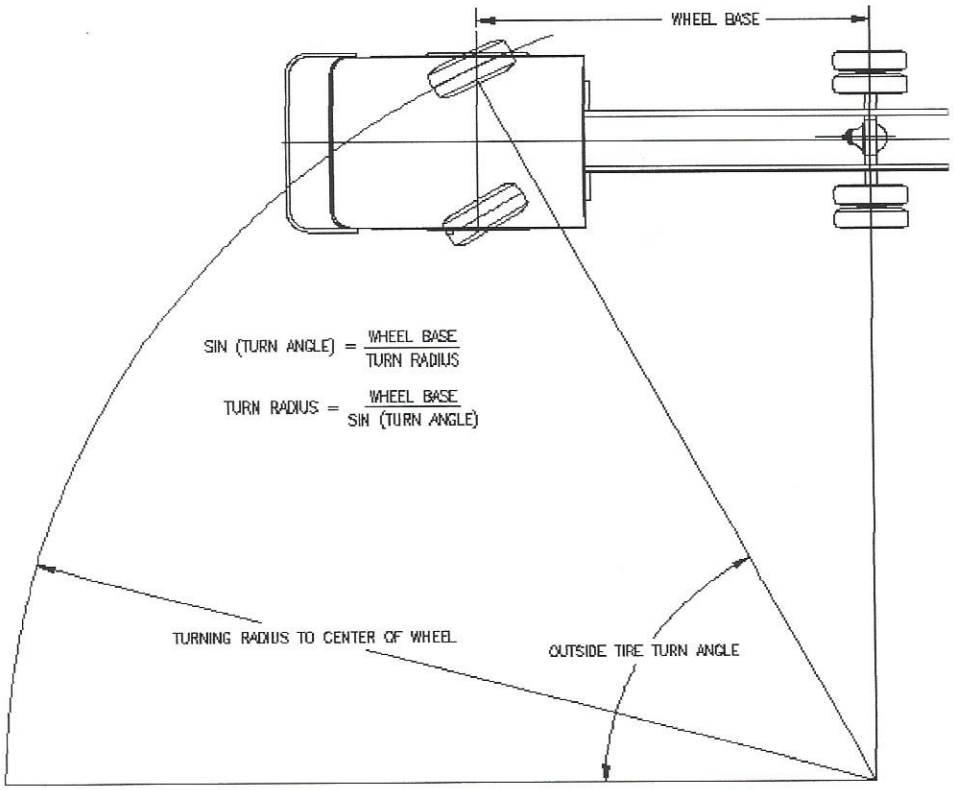
Tu

WALL TO WALL TURNING RADIUS

Input wheelbase? 255 in.
Input length of extension? 24 in.
Input width of extension? 101 in.
Input front wheel INSIDE turn angle? 46 degrees
Input radius at front corner? 12

Turn radius is 41.57 ft.

Tu



**Village of Lemont**
**Planning and Zoning Commission**
Regular Meeting of June 3, 2026

A regular meeting of the Plan Commission for the Village of Lemont was held at 6:30 p.m. on Wednesday, June 3, 2026, in the second floor Board Room of the Village Hall, 418 Main Street, Lemont, Illinois.

## I. CALL TO ORDER

### A. Pledge of Allegiance

Chairman Pro Tem McGleam called the meeting to order at 6:33 p.m. He then led the Pledge of Allegiance.

### B. Verify Quorum

Upon roll call the following were:
Present: Cunningham, McGleam, O'Connor, Pawlak, Shumrak
Absent: Zolecki and Studebaker

Community Development Director Jason Berry, Consulting Planner Jamie Tate, Village Attorney Mike Stillman, and Village Trustee Ron Stapleton were also present.

### C. Approval of Minutes

Commissioner Pawlak made a motion, seconded by Commissioner Shumrak to approve the minutes from the regular meeting of May 6, 2026, with no changes. A roll call vote was taken:
*Ayes: Pawlak, Shumrak, Cunningham, O'Connor, McGleam*
*Nays: None*
*Motion passed*

## II. CHAIRMAN'S COMMENTS

Chairman Pro Tem McGleam greeted the audience and explained that he would be acting as Chairman Pro Tem. He then asked if anyone was planning on speaking this evening to please stand and raise his/her right hand. He then administered the oath.

Commissioner Cunningham made a motion, seconded by Commissioner Pawlak to elect Commissioner McGleam to act as the Chairman Pro Tem for the meeting this evening. A roll call vote was taken:
*Ayes: Cunningham, Pawlak, O'Connor, Shumrak*
*Nays: None*
*Motion passed*

## III. PUBLIC HEARINGS

### CASE #2026-05 – J-AVE II

Chairman Pro Tem McGleam called for a motion to open the public meeting at 7:28 p.m.

Commissioner Shumrak made a motion, seconded by Commissioner O'Connor to open the public hearing for Case #2026-05. A roll call vote was taken:
*Ayes: Shumrak, O'Connor, Cunningham, Pawlak, McGleam*
*Nays: None*
*Motion passed*

Chairman Pro Tem McGleam asked staff to provide an overview.

**Staff Presentation**

Mrs. Tate stated that the applicant, J-Ave Development Real Estate, who is John Avelar, the petitioner, is being represented by Darius Wator. They are requesting approval of annexation, rezoning, and a preliminary planned unit development for approximately 7.87 acres, located at 16548 and 16572 New Avenue. Upon annexation, the property is proposed to be rezoned to M-1, which is the Village's Light Manufacturing district. The proposed development consists of three industrial flex buildings containing office, warehouse, storage, and light industrial workspace that is intended for multiple tenants. The development is located adjacent to the applicant's existing industrial property, and is designed to function as a coordinated extension of that development. Site improvements include parking areas, internal drive aisles, stormwater management facilities, utility extensions, landscaping, and screening.

The property is shown as industrial in the Lemont 2030 Comprehensive Plan, which is generally consistent with the character of that area. The existing zoning is in unincorporated Cook County. It is an R-4 single-family residential district. The proposed use is for the multiplex buildings, and the proposed rezoning would be to M-1. The surrounding properties are unincorporated I-2 industrial to the north, so it is unincorporated Cook County. To the south is the proposed Copper Ridge Subdivision. Also, near the Copper Ridge Subdivision is the Lemont open space. Just to the east is J-Ave and Wheel-to-Wheel. They came for a special use not too long ago through the Village with their existing property. Then the Lemont Public Works building, which is zoned M-1, is next to the proposed property. There are a few areas of R-4 unincorporated Cook County along New Avenue, and then just adjacent is I-1, which is an unincorporated industrial area in Cook County.

Mrs. Tate said the property consists of two parcels totaling 7.87 acres. The property is currently located in Cook County, zoned R-4 residential zoning. Despite the residential zoning classification, the property has been historically used for industrial contractor, truck parking, equipment storage, and related outdoor storage uses. The site contains a variety of existing gravel surfaces, outdoor storage areas, and industrial improvements.

There is a home that is located on the property that appears vacant which is located nearest to New Avenue. The property is adjacent to the applicant's current property, and according to records, John Avelar, the owner, acquired the property in October 2024. At that time, it was from JP McMahon, who used to be McMahon Fueling. Again, industrial is the future land use, and the proposal that they have meets the Future Land Use expectation. Within that description, it talks about accommodating a wide range of industrial and manufacturing uses. It also discusses encouraging well-designed developments, incorporating modern building features, landscaping, and screening, which they are proposing with the development.

The three flex industrial buildings are centered along the drive aisle with shared parking and loading. They are showing two stormwater facilities. One is in the northeast corner of the site, and then a portion is underground detention as well. They are also showing utility improvements and infrastructure, and will be connecting to the Village's utilities. The flex spaces are intended to accommodate multiple tenant spaces within each building, with some loading docks in the rear as well. They are also showing landscape improvements proposed throughout the site with canopy and ornamental trees. They have a six-foot-tall wood fence proposed on portions of the property boundary, especially adjacent to any of the residentially zoned or used properties. The landscape plan also includes landscaping around the detention basin, perimeter buffering that is intended to soften views from adjoining properties and right-of-way.

Mrs. Tate stated the applicant is proposing to incorporate contemporary industrial design elements, including articulated tenant entries, entrances, vertical architectural accents, and different parapet heights. The proposed office components are designed with different building heights at the entrance and an enhanced entry feature, which is promoted in the Comprehensive Plan and in the UDO. The proposed architectural treatment does exceed the appearance typically found in warehouse and industrial buildings with the varied colors. The elevations do demonstrate compliance with the Village's non-residential design elements, and they are also providing screening features at the roof line to screen any sort of equipment.

They did provide a traffic study, and the Village’s traffic consultant did look at it. There are a few outstanding comments from that traffic study. One was the anticipated opening time, and the data that they are using. So there are a few things that need to be flushed out still. They are showing two full access points on New Avenue, which is IDOT jurisdiction. They anticipate about 60 employees, generating 88 daily vehicle trips and approximately 28 truck trips. Some key things that the Village’s engineer noted during the review process are just making sure the finalized stormwater management design flushes through. At this point, they have just provided some preliminary engineering showing utility extensions, all the site lighting, and retaining wall design. The outside permits that would be required are IDOT, MWRD, and IEPA as well.

Mrs. Tate said it was suggested that a list of uses be included in the PUD. Since there are different kinds of users, it was hard to analyze the data for the traffic review. They did come in for TRC review with the Village on October 21, 2025. At that time, they were

provided with comments. They did submit for a PUD and were given some comments from the traffic consultant and also from planning. Engineering and fire did not have any new comments except for what was given during the concept plan, so they did not generate anything new besides concept plan review. In conclusion, the proposal is in line with the Comprehensive Plan. It brings the property into the Village underneath their own standards, when there have been non-conformities and uses on the property that are not in line with and up to code. Staff does suggest some conditions that are listed in the staff report if the Plan Commission is to recommend approval. She then read through those recommendations.

Chairman Pro Tem McGleam asked if any of the Commissioners had any questions for staff.

Commissioner Cunningham asked what the current industrial operations are.

Mrs. Tate stated they have outdoor storage, lots of contractor storage, debris, dumpsters, and jet skis.

Chairman Pro Tem McGleam asked about the existing residence.

Mrs. Tate said the existing residence is not included in the redevelopment of the property. That can be clarified with their attorney, who is here this evening. Both would be annexed in, but the one property is going through the rezoning and development.

Commissioner Cunningham asked if she knew how many of the units are going to be used by the current owner of the property and how many are going to be rentals.

Mrs. Tate stated she does not.

Chairman Pro Tem McGleam asked if there were any further questions for staff. None responded. He then asked the applicant to come up to make a presentation.

**Applicant Presentation**

Darius Wator, attorney, said he is representing John Avelar and J. Ave Development Real Estate, LLC, who is the applicant for the annexation, rezoning, special use, and the establishment of the PUD. Staff did provide their intent behind this entire project. Mr. Avelar already owns the property next door, has developed it, and it is annexed in. The intent is to somewhat extend the operations to the west after the acquisition of these two properties. Most of the development will consist of those three buildings. The intent is for light industrial types of tenants in those premises. As far as his client's use of the developed buildings, the main extent of it would be for storage in some of those spaces. The intent would be to develop the property and then rent it out to individual tenants. The scope and nature of those tenants would be mainly light storage and office space. An example would be an HVAC company that stores equipment and/or supplies in the

interior, with office space for support staff, and to be able to have parking for vans in the interior.

There was also a discussion about a possible light oil facility that changes oil and things of that nature. There is no intent for heavy industry or anything else of that nature. If the determination is to have them set forth the intended scope of the types of businesses, then they would be willing to sit down and put together a list, obviously, to the extent that anything of that nature can be comprehensive. The plans themselves have retained a company that is in the process of addressing the issue of the section of the wetland. They will be working with MWRD to address that. They will be providing a tree survey and any necessary tree preservation plan. They have just learned of some of the additional information documentation needed on Monday. He reached out to the group that is running the project and who are putting together the scope of the plan for the next phase, so they can get that information to staff.

Mr. Wator stated that prior to the hearing he met with one of the residents and discussed the volume of the traffic, which was a concern for him. Any traffic study at this stage of the process will be somewhat vague because they do not know the nature of the businesses that will be in there. The intent is not for high-volume, high-employee businesses. The expectation is that the traffic study is going to be closer to the norm than perhaps understating the extent of the volume that is going in there. At the October meeting, the original plans did not call for connecting a full drive around the exterior of the new project and connecting to the old. They have modified the plans to incorporate that. They believe that since there is already the existing entranceway along the east, the combination of all three of those exits will alleviate some of that volume in terms of merging traffic in and out of those businesses.

One thing that was not in the traffic study the intent was that for the hours to be similar, if not the same, as those permitted in the annexation that was allowed by the Village for the property next door. He believes that those are restricted to 8:00 a.m. to 6:00 p.m. They would like to have a discussion about extending those hours a little bit based on the former project. The operation at the other property is Mr. Avelar's trucking business, so he controls those hours. The intent for this project is to have tenants, and therefore, they would not want those hours to be overly restrictive to limit the scope of potential tenants and allow them to function and operate on the premises effectively. At this point, they are in the process of securing the necessary information and documentation to fulfill the requests that were made in the review. They are going to submit them in the next couple of weeks and will address any other concerns that the Village might have. Mr. Avelar wanted to be here this evening but could not attend. Lastly, Mr. Avelar has been a good steward of his property over the course of the years and believes that is what they could expect of this project if it were approved.

Chairman Pro Tem McGleam said the proposed rezoning is to M-1. He asked if the applicant is comfortable with the uses that are allowed in M-1.

Mr. Wator stated yes.

Chairman Pro Tem McGleam asked if they are asking for any special use approval under M-1.

Mrs. Tate said the PUD is a special use.

Chairman Pro Tem McGleam asked if they would be held to the permitted uses under M-1.

Mrs. Tate stated yes.

Commissioner Cunningham asked if all of the units would be rental units or if the owner would be occupying some of the units.

Mr. Wator said it is hard to answer. He thinks that if there are vacant units, he will occupy them for his necessary storage so that they serve a function and are occupied. The intent is for all of them to be rented out and leased to independent third-party tenants.

Commissioner Shumrak asked what the maximum size truck is that can make those turns.

Mr. Wator stated they are set up so that a semi can make that turn on the perimeter of the outside. The idea was that they could have extended vehicles make that turn at the exterior and access exits at both sides. The interior would be passenger cars, SUVs, and box trucks.

Joe Pascolla, JTS Architects, said the idea is that all of these buildings along the perimeter have overhead doors. They are not loading docks, so they are reducing the semi-traffic. It will be more like contractors' trucks or small trucks that will pull in, and they have their office space in the front with a possible mezzanine. The idea is to keep that big, heavy industrial traffic off of this site.

Chairman Pro Tem McGleam asked if they could touch on the hours of operation.

Mr. Wator stated they are asking for something like 6:00 a.m. to 8 or 9:00 p.m. They are not asking for 24 hours. None of these structures and none of these individual units are going to be set up so that there is any level of high-volume fleet parking or fleet access. If there were an HVAC company there, they would go there and pick up materials or a work order. There might be three to five vans pulling in early morning, they would get their supplies, and then they are gone by 8:00 to 9:00 a.m. They usually do not come back in the evening.

Chairman Pro Tem McGleam asked if there were any further questions from the Commission for the applicant. None responded. He then asked if there was anyone in the audience who wanted to speak in regard to this public hearing.

**Public Comment**

Laura Reigle said she would like to know what the size of each unit is and the square footage of the buildings. Traffic will increase due to semi-truck traffic. They said that a traffic survey was not going to show a lot. Semi-truck traffic will be delivering or picking up from those businesses, 8:00 a.m. to 6:00 p.m. Some of the contractor businesses do have emergency overnight hours that they would be accessing those units at night. The wetlands and underground detention are important. Cooper Ridge West and Cooper Ridge already have water issues going down to that area, currently that is causing those wetlands. The overflow of those wetlands ends up in the floodplain on the other side of the street. Those floodplains are causing the problems at Athens Park, which is running generators to pump the water out of the park. There are more developments planned that are going to cause more impervious surfaces and more water flow to go down right into this development.

With these types of developments, you have to be concerned for these man caves that are going in for storage of personal vehicles in industrial parks, and not having possibly zoning set up for those. You do not want people spending the night in there, having additional traffic flows, or using them as personal gain for showplaces. She has seen examples of this in other municipalities. M-1 districts seem to be one of those places where these types of developments are going in. The particular issue is more regarding the environment and water issues with flooding. There is a concern for the detention underneath the unit getting flooded and not having a place for that water to go. The detention in the front could overflow and go into the street and then to the floodplain. That is the FEMA floodplain that is on the other side. These types of buildings are popular right now, but there are some things to be concerned about.

Chairman Pro Tem McGleam stated the uses are going to be restricted to what is allowed in M-1.

Mr. Pascolla said these units have an 80-foot depth and are around 28 feet. They can add or subtract from each of these modular spaces. They do not know the exact tenant use or size at this time. So the average is around 2,200 square feet for each bay, and if you put two together, you are looking at about 5,000 square foot tenants. For stormwater management, they are following local codes.

Chairman Pro Tem McGleam stated the most important thing to cover for stormwater is that the MWRD requirement is that your post-development discharge has to be less than your pre-development discharge. They would actually be controlling more stormwater after development before development.

Mr. Wator said the plan calls for certain detention ponds, and obviously those cannot hold everything. The drainage mostly goes south to southwest on the premises. They have Gary Weber and Associates working on setting up all the necessary drainage and stormwater systems in order to make that effective and to preserve the wetlands area. They already commenced the process with an application to MWRD, so they can be ready to address how to preserve that wetland area to the south. The wetland area was

not kept up prior to their purchase. They are working on facilitating the maintenance of that.

To address the issue of the additional traffic, overnight traffic, or stays, these are light industrial third-party tenants. There is no expectation of rooms or a shower. There could be circumstances that arise where the owner of a business would take a nap on a couch because they had a long night at work, but it certainly would not be a feature of this project. A business owner would be able to come in during the night if they forgot something, but that is not the hours of operation. Those are one-offs and would not affect the traffic on New Avenue. Most of the traffic on New Avenue is early morning or midday due to the refinery. He is not trying to minimize the impact of the additional vehicles that might occur as a result of this development, but it certainly would not be detrimental to the overall traffic in that area. There was mention of drainage or water accumulation, but it sounded like it was west or north of New Avenue. They are not aware of any excess accumulation to the south.

Mrs. Tate stated she had looked up their special use from 2020, and their hours of operation state that it could not be earlier than 5:00 a.m. and no later than 7:00 p.m., Monday through Friday. And hours of operation cannot be earlier than 5:00 a.m. and no later than 4:00 p.m. on Saturday.

Mariaeleana Cordova asked who handles the enforcement if there are violations on the site. There has to be enforcement and accountability.

Chairman Pro Tem McGleam said the build-out that happens within those units would require a building permit. Then they have inspectors for zoning and building codes.

Mrs. Cordova stated she means if there is heavier traffic, or say someone is sleeping in the unit. If they do not comply with those regulations, what will deter them from doing it.

Chairman Pro Tem McGleam said the Village would take them to court.

Mr. Wator stated that there is going to be a planned unit development. There will be a single point of reference for the Village to essentially issue fines. If there is an issue of a violation and it comes down to a hearing and a fine, there is going to be a single point of reference. The PUD that is put together essentially provides for enforcement guidelines for violations.

Emily Reigle said there are 25 units, so there are 25 units of traffic.

Chairman Pro Tem McGleam asked if the Commissioners agreed with the hours of operation that staff mentioned were in the previous special use.

All Commissioners agreed.

Chairman Pro Tem McGleam asked if there were any further comments. None responded. He then called for a motion to close the public hearing.

Commissioner Cunningham made a motion, seconded by Commissioner Shumrak to close the public hearing for Case #2026-05. A roll call vote was taken:
*Ayes: Cunningham, Shumrak, O'Connor, Pawlak, McGleam*
*Nays: None*
*Motion passed*

**Plan Commission Discussion**

Chairman Pro Tem McGleam 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 O'Connor made a motion, seconded by Commissioner Shumrak to recommend to the Mayor and Board of Trustees approval of Case #2026-05 – J Ave II – Rezoning and Preliminary Planned Unit Development with the following conditions:

1. Submission and approval of a Tree Survey, Tree Preservation Plan, and Landscape Plan in accordance with the Unified Development Ordinance and the requirements of the Village Arborist.
2. Compliance with all comments from the Village Engineer, Village Arborist, Village Traffic Consultant, Lemont Fire Protection District, and Consulting Planner.
3. Clarification of the proposed tenant mix and operational characteristics of the development, including, contractor uses, equipment storage, and similar activities.
4. Submission of a photometric plan demonstrating compliance with Village illumination standards.
5. Meet Section 17.06.140 for architectural design for industrial buildings.
6. Execution of an Annexation Agreement addressing public improvements, utilities, maintenance responsibilities, and any other provisions deemed necessary by the Village.
7. The hours of operation for the development would be from 5:00 a.m. to 7:00 p.m. Monday through Friday, and 5:00 a.m. to 4:00 p.m. on Saturdays.

A roll call vote was taken:
*Ayes: O'Connor, Shumrak, Cunningham, Pawlak, McGleam*
*Nays: None*
*Motion passed*

Commissioner Cunningham made a motion, seconded by Commissioner Shumrak to authorize the Chairman to approve the Findings of Fact for Case 2026-05 as prepared by staff. A roll call vote was taken:
*Ayes: Cunningham, Shumrak, O'Connor, Pawlak, McGleam*
*Nays: None*
*Motion passed*


TENANT
JTS Architects


TENANT
JTS Architects


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JTS Architects


TENANT
JTS Architects

# PLAT OF SURVEY

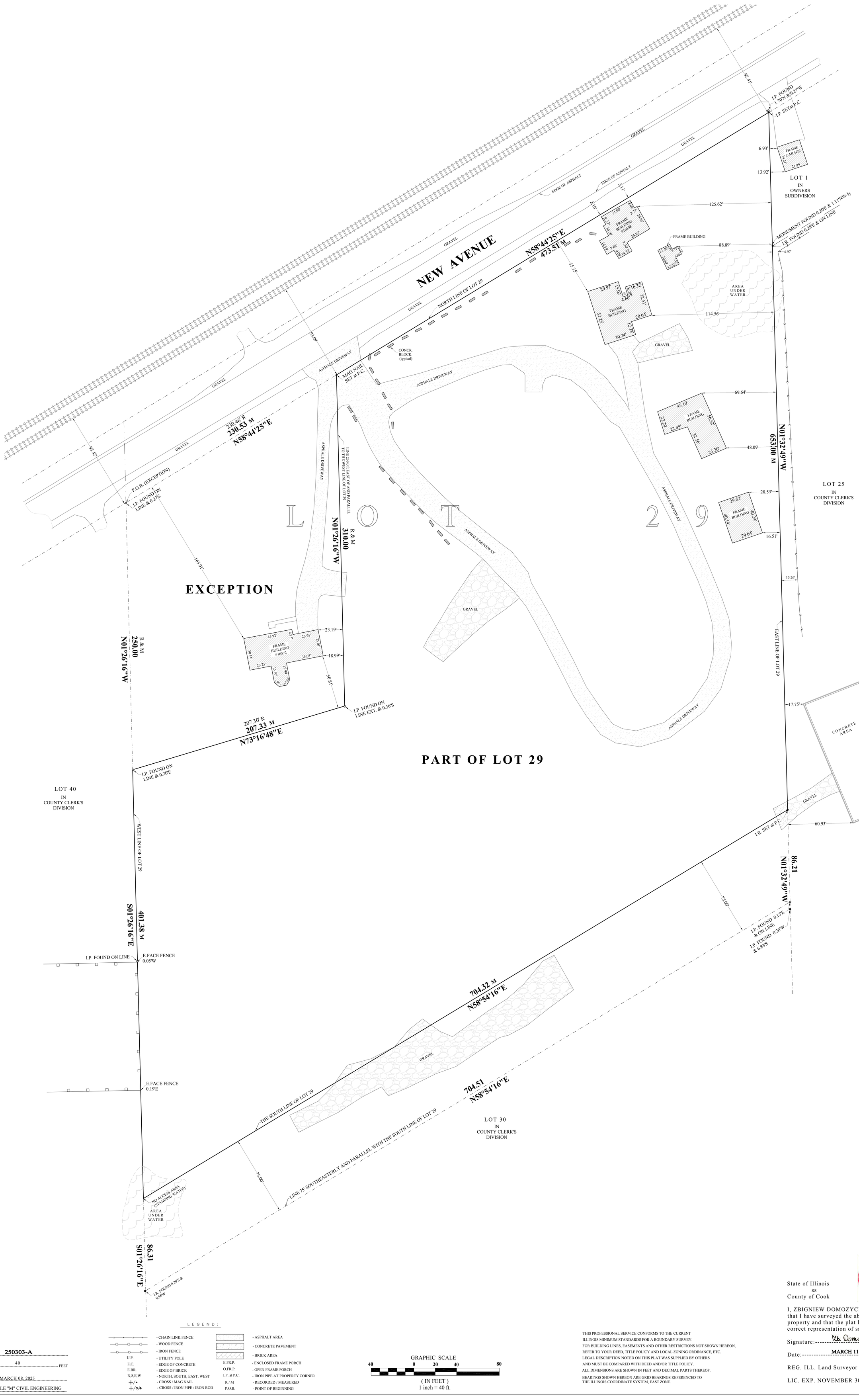
ZBIGNIEW DOMOZYCH SERVICES
PHONE:(773)656-4630
(872)210-9473
ziggylandsurveyor@gmail.com
ziggylandsurveyor.us

N
W E
S
SCALE 1" = 40'

LOT 29 IN COUNTY CLERK'S DIVISION IN THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL:

BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE;
THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE 230.46 FEET TO THE INTERSECTION OF A LINE THAT IS 200.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29;
THENCE SOUTH ALONG SAID PARALLEL LINE 310.0 FEET;
THENCE SOUTHWESTERLY 207.30 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 250.0 FEET SOUTH OF THE POINT OF BEGINNING.

TOTAL LAND AREA = 342,984 sq.ft. / 7.874 acres
PROPERTY ADDRESS: 16548 NEW AVENUE, LEMONT, IL 60439
PERMANENT INDEX NUMBER: 22-30-101-036-0000




LEGEND:

| | | | |
|---|---|---|---|
| - CHAIN LINK FENCE | | - ASPHALT AREA | |
| - WOOD FENCE | | - CONCRETE PAVEMENT | |
| - IRON FENCE | | - BRICK AREA | |
| U.P. | - UTILITY POLE | E.FR.P. | - ENCLOSED FRAME PORCH |
| E.C. | - EDGE OF CONCRETE | O.FR.P. | - OPEN FRAME PORCH |
| E.BR. | - EDGE OF BRICK | I.P. at P.C. | - IRON PIPE AT PROPERTY CORNER |
| N,S,E,W | - NORTH, SOUTH, EAST, WEST | R / M | - RECORDED / MEASURED |
| +/• | - CROSS / MAG NAIL | P.O.B. | - POINT OF BEGINNING |
| +/o/• | - CROSS / IRON PIPE / IRON ROD | | |

GRAPHIC SCALE
40 0 20 40 80
( IN FEET )
1 inch = 40 ft.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
FOR BUILDING LINES, EASEMENTS AND OTHER RESTRICTIONS NOT SHOWN HEREON, REFER TO YOUR DEED, TITLE POLICY AND LOCAL ZONING ORDINANCE, ETC.
LEGAL DESCRIPTION NOTED ON THIS PLAT WAS SUPPLIED BY OTHERS AND MUST BE COMPARED WITH DEED AND/OR TITLE POLICY.
ALL DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
BEARINGS SHOWN HEREON ARE GRID BEARINGS REFERENCED TO THE ILLINOIS COORDINATE SYSTEM, EAST ZONE.

ORDER NO. 250303-A
SCALE: 1 INCH= 40 FEET
FIELDWORK COMPLETION DATE: MARCH 08, 2025
ORDERED BY: DOUBLE "M" CIVIL ENGINEERING

State of Illinois
ss
County of Cook

PROFESSIONAL LAND SURVEYOR
ZBIGNIEW DOMOZYCH
035-003758
CHICAGO ILLINOIS
STATE OF ILLINOIS

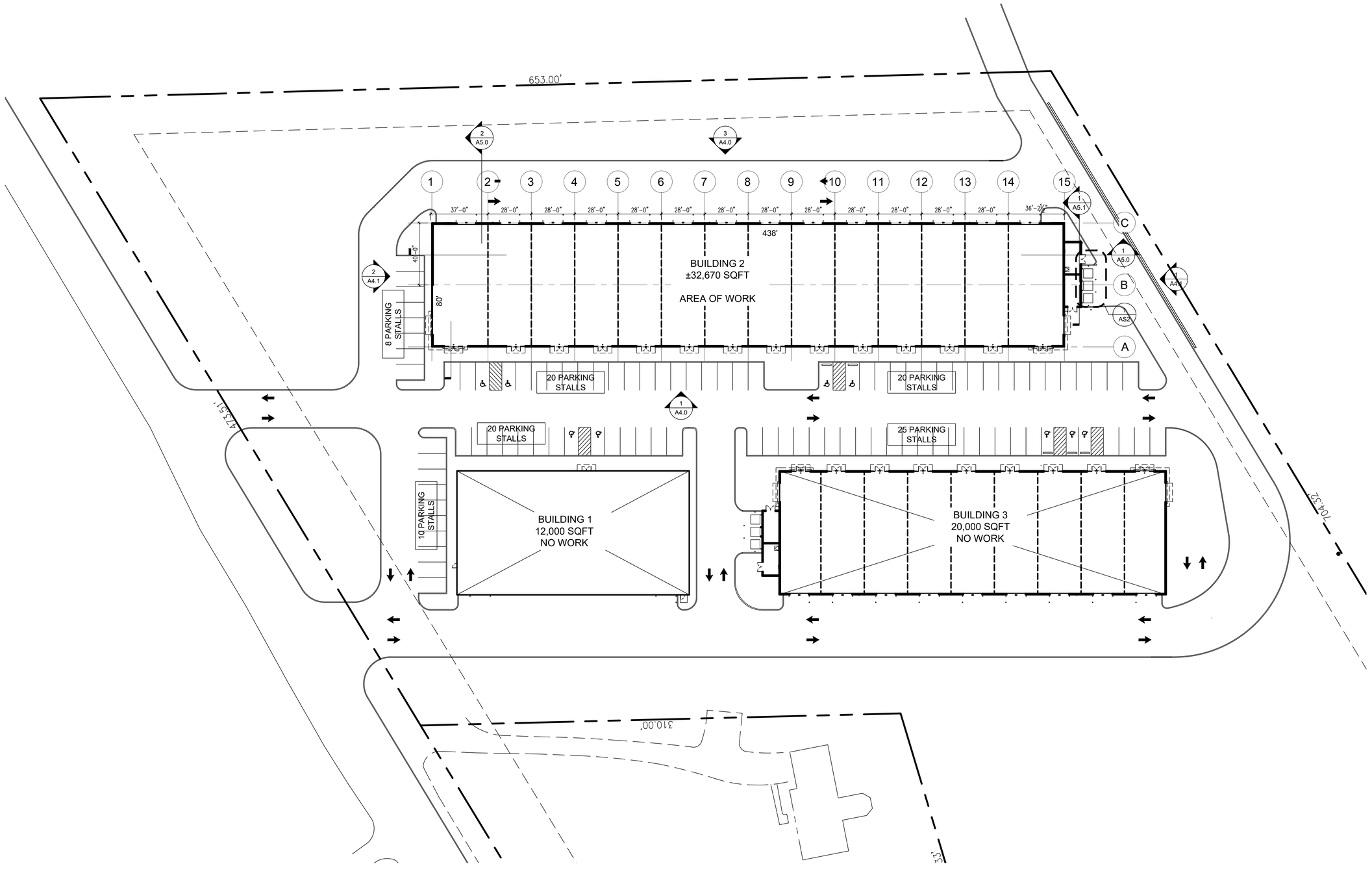
I, ZBIGNIEW DOMOZYCH do hereby certify that I have surveyed the above described property and that the plat hereon drawn is a correct representation of said survey.

Signature: Z.D. Domozych
Date: MARCH 11, 2025

REG. ILL. Land Surveyor No. 35-3758

LIC. EXP. NOVEMBER 30, 2026

These documents in this form, electronic media, are being provided at your request. The information contained is proprietary in nature and may only be utilized for the current project. All document information contained herein including, but not limited to, symbol libraries, blocks, details, etc. may not be reproduced, sold, distributed or utilized in any form on other projects without the express written permission of JTS Architects. Due to the unsecured nature of these documents (electronic media) and the inability of the originator to establish controls over the use thereof, JTS Architects assumes no responsibility for any consequences arising out of the use of this data. It is the sole responsibility of the user to check the validity of all information contained herein. The user shall at all times refer to the signed and sealed construction drawings for the project during all phases of the project. The user shall assume all risks and liabilities resulting from the use of this data. By accessing and/or extracting the information from the attached file, the recipient acknowledges and agrees to the above terms regarding the use of the information contained within the attached file.




1 ARCHITECTURAL SITE PLAN
1" = 30'-0"

1821 Walden Office Square
Suite 205
Schaumburg, IL 60173
P 847 952 9970
www.jtsarch.com

JTS Architects

# AVELAR BLDG 2

NEW CONSTRUCTION
16548 NEW AVENUE, LEMONT, ILLINOIS 60439

| DATE | SUBMITTED FOR |
|---|---|
| 11/26/25 | BID / PERMIT |

SHEET TITLE
ARCH. SITE PLAN

DATE
11/26/25

JOB NO
3427.B

SHEET
AS1

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

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

MEMORANDUM TO: John Avelar
J Avenue Development

FROM: Javier Millan
Principal

DATE: July 9, 2026

SUBJECT: Traffic Impact Study
Equipment and Supply Storage Facility
Lemont, Illinois

This memorandum summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed equipment and supply storage facility to be located at 16548 New Avenue in Lemont, Illinois. The site is located on the south side of New Avenue just east of the Interstate 355 overpass and currently contains two houses and a vacant lot. Access to the storage facility will continue to be provided via an existing full access drive off New Avenue.

**Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed on-site maintenance services will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

The sections of this memorandum present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the site
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access system and adjacent roadway system




**Site Location** **Figure 1**




**Aerial View of Site** **Figure 2**

## Existing Conditions

Existing traffic and roadway conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and peak hour traffic volumes along area roadways.

## Existing Roadway System Characteristics

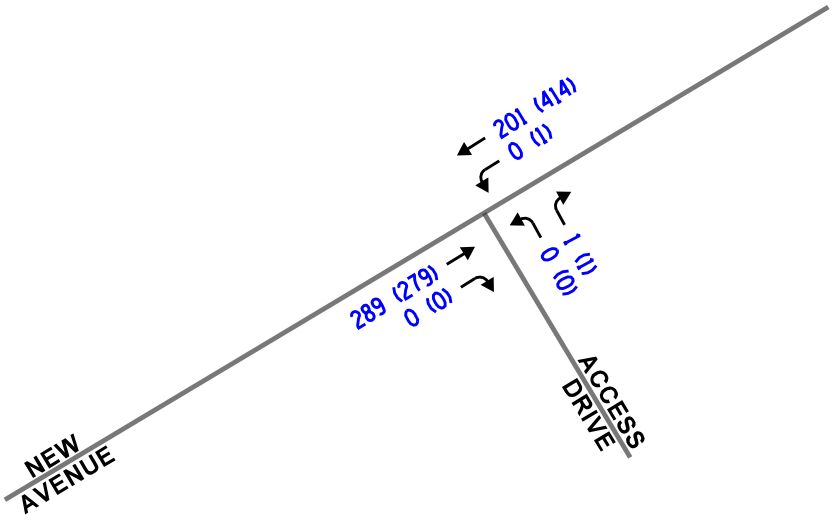
The site is served by New Avenue, which is a two-lane arterial roadway that within the vicinity of the site extends in an east-west direction. On-street parking is prohibited on both sides of the roadway. Arriving and departing vehicles from the site can access the expressway system at two different locations. Vehicles can travel to/from the west on New Avenue to its unsignalized intersection with 127$^{th}$ Street. 127$^{th}$ Street has a full interchange with I-355 approximately one and one-half miles east of New Avenue. Additionally, New Avenue has an unsignalized "T" intersection with Illinois Street approximately one mile east of the site. From Illinois Street, vehicles can access Lemont Road via the signalized intersection of Lemont Road with Illinois Street. Approximately three miles north of Illinois Street, Lemont Road has a full interchange with I-55. New Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), is classified as a minor arterial by IDOT, and has a posted speed limit of 45 miles per hour.

## Existing Traffic Volumes

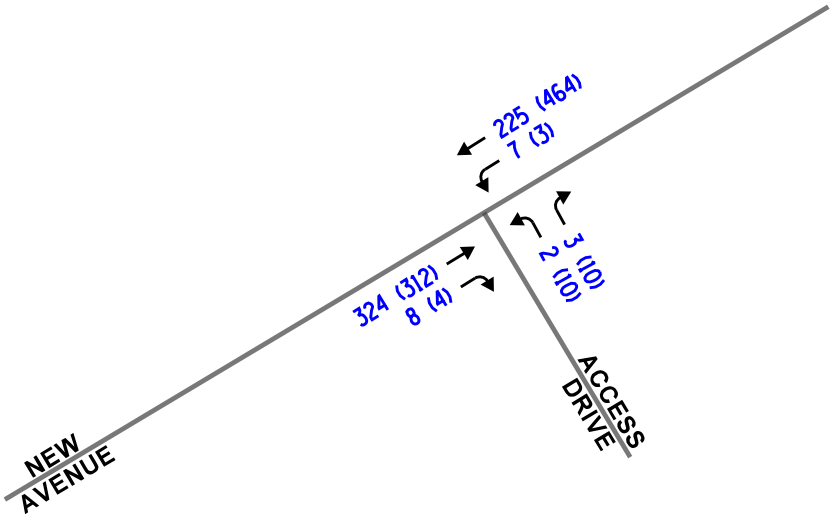
KLOA, Inc. conducted traffic counts on Thursday October 16, 2025 for a 24-hour period at the intersection of New Avenue with the site's access drive. Based on the results of the traffic counts, it was determined that the morning peak hour of traffic occurs from 6:15 to 7:15 A.M. and the evening peak hour occurs from 4:30 to 5:30 P.M. A summary of the traffic counts is shown in **Table 1**. **Figure 3** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Table 1
DAILY TRAFFIC COUNT SUMMARY

| Time | Eastbound | | Westbound | | Northbound | | Total |
|---|---|---|---|---|---|---|---|
| | Right | Through | Left | Through | Left | Right | |
| 12:00 AM | 0 | 26 | 0 | 26 | 0 | 0 | 52 |
| 1:00 AM | 0 | 23 | 0 | 27 | 0 | 0 | 50 |
| 2:00 AM | 0 | 39 | 0 | 26 | 0 | 0 | 65 |
| 3:00 AM | 0 | 38 | 0 | 37 | 0 | 0 | 75 |
| 4:00 AM | 0 | 78 | 0 | 79 | 0 | 0 | 157 |
| 5:00 AM | 0 | 168 | 0 | 117 | 0 | 0 | 285 |
| **6:00 AM** | **0** | **289** | **0** | **201** | **0** | **1** | **491** |
| 7:00 AM | 1 | 221 | 1 | 235 | | 2 | 460 |
| 8:00 AM | 0 | 244 | 0 | 173 | 0 | 0 | 417 |
| 9:00 AM | 0 | 154 | 0 | 140 | 0 | 1 | 295 |
| 10:00 AM | 0 | 135 | 1 | 125 | 0 | 2 | 263 |
| 11:00 AM | 0 | 122 | 1 | 145 | 0 | 1 | 269 |
| 12:00 PM | 1 | 179 | 4 | 174 | 1 | 1 | 360 |
| 1:00 PM | 0 | 166 | 2 | 199 | 0 | 4 | 371 |
| 2:00 PM | 0 | 205 | 2 | 255 | 2 | 0 | 464 |
| 3:00 PM | 0 | 298 | 0 | 332 | 0 | 0 | 630 |
| **4:00 PM** | **0** | **279** | **1** | **414** | **0** | **1** | **695** |
| 5:00 PM | 1 | 256 | 3 | 387 | 0 | 4 | 651 |
| 6:00 PM | 0 | 184 | 1 | 213 | 0 | 0 | 398 |
| 7:00 PM | 0 | 109 | 0 | 123 | 0 | 0 | 232 |
| 8:00 PM | 0 | 69 | 0 | 136 | 0 | 0 | 205 |
| 9:00 PM | 0 | 63 | 0 | 108 | 0 | 0 | 171 |
| 10:00 PM | 0 | 55 | 2 | 54 | 1 | 1 | 113 |
| 11:00 PM | 0 | 29 | 1 | 51 | 1 | 0 | 82 |
| **Total** | **3** | **3429** | **19** | **377** | **5** | **18** | **7251** |




Existing Traffic Volumes




Total Traffic Volumes

LEGEND

00 - AM PEAK HOUR (6:00-7:00 AM)

(00) - PM PEAK HOUR (4:00-5:00 PM)

Equipment Warehouse
Lemont, Illinois

Traffic Volumes

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

Job No: 25-292 Figure: 3

## Proposed Development Plan

As proposed, the plan calls for developing the site with an equipment and supply storage facility that will include three buildings totaling 64,000 square feet of storage. It is our understanding that based on the project materials, the anticipated tenant users would be businesses needing warehouse, equipment, materials, and supply storage space rather than general retail, restaurant, residential, or high-customer-volume commercial uses. Examples of the types of businesses that may rent space include contractors, trades (HVAC, electrical), service businesses (office space use), construction-related businesses (mainly storage and officing), landscaping or maintenance companies, small distribution or supply-storage users, and similar light-industrial operators whose principal need is secure indoor storage of equipment, inventory, vehicles, tools, and business supplies. Tenant activity is expected to be driven primarily by employee trips, periodic access to stored equipment or supplies, and truck or service-vehicle movements associated with storage-oriented business operations. The development is not intended to function as a customer-facing retail center or other use that would generate substantial walk-in customer traffic.

As such and based on information provided to KLOA, Inc., the following is a summary of the operational characteristics of the proposed maintenance facility.

- Services: storage, office space, light mechanical/industrial repairs
- Hours of operation: 7:00 A.M. to 7:00 P.M.
- Number of employees: maximum of 60 employees
- Anticipated Daily Traffic: 28 trucks

Access will continue to be provided via the existing full access drive which provides one inbound lane and one outbound lane. It is recommended that outbound movements be under stop sign control.

## Development Traffic Generation

The volume of traffic estimated to be generated by the proposed warehouse development was determined based a review of trip generation data published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*, 12th Edition. Land Use Code 150 (Warehouse) was utilized to generate the estimated trips for the development. **Table 2** shows the estimated trips to be generated by the proposed development.

Table 2
ESTIMATED VEHICLE TRIP GENERATION COMPARISON

| Facility/Size | Weekday Morning Peak Hour | | | Weekday Evening Peak Hour | | | Daily Trips |
|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | |
| Warehouse – 64,000 s.f. (LUC 150) | 15 | 5 | 20 | 7 | 20 | 27 | 88 |

## Total Projected Traffic Conditions

The existing traffic volumes were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on previous daily traffic projections (February 22, 2022) provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are expected to increase by an annually compounded growth rate of 1.4 percent per year. Given the projections are from 2022 and in order to provide for a conservative analysis, the existing traffic volumes were increased by two percent per year over six years for a total of 12 percent to obtain projected Year 2031 traffic volumes. The Year 2031 projected traffic volumes, also shown in Figure 3, includes the existing traffic volumes increased by 12 percent and the anticipated additional traffic as a result of providing a equipment warehouse storage facility.

## Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hour periods for the existing and Year 2031 conditions. The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 7th Edition* and analyzed using the Synchro/SimTraffic 12 software.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *HCM* definitions for levels of service and the corresponding control delay for unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and projected conditions (Year 2031) are presented in **Table 3**. A discussion of the intersection follows.

Table 3
CAPACITY ANALYSIS RESULTS – NEW AVENUE WITH ACCESS DRIVE

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---|---|---|---|
| | LOS | Delay | LOS | Delay |
| **Existing Traffic Conditions** | | | | |
| • Northbound Approach | B | 10.3 | B | 10.0 |
| • Westbound Left | A | 0.0 | A | 7.9 |
| **Future Traffic Conditions** | | | | |
| • Northbound Approach | B | 13.6 | B | 14.9 |
| • Westbound Left | A | 8.6 | A | 8.4 |

LOS = Level of Service
Delay is measured in seconds.

Based on the results of the capacity analyses, the outbound movements from the access drive onto New Avenue are projected to operate at the same acceptable Level of Service (LOS) B during the weekday morning and evening peak hours as under existing conditions. Additionally, westbound left-turn movements are projected to continue to operate at LOS A during the peak hours with 95$^{th}$ percentile queues of one to two vehicles.

When the Year 2031 projected traffic volumes are compared to the turn lane guidelines published in Chapter 36 of the IDOT *Bureau of Design and Environment Manual* (BDE) an exclusive right-turn lane or an exclusive left-turn lane will not be required on New Avenue at the access drive.

As such, the access drive will be adequate in accommodating the traffic projected to be generated by the proposed development and no geometric improvements will be necessary.

## Conclusion

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

- The proposed equipment storage facility will generate a minimal amount of passenger and truck traffic.
- Based on the results of the capacity analyses, the intersection of New Avenue with the access drive is projected to continue to operate at an acceptable level of service.
- The site access will be adequate in accommodating the new and truck traffic.
- Given the low volume of existing and projected traffic generated by the facility, widening of New Avenue to provide left- and right-turn lanes will not be warranted.

# Appendix

Traffic Count Summary Sheets
CMAP Letter
Level of Service Criteria
Capacity Analysis Summary Sheets
IDOT Turn Lane Warrants

# Traffic Count Summary Sheets

## Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

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

| Leg | New Ave | | | | | access drive | | | | | New Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Westbound | | | | | Northbound | | | | | Eastbound | | | | | |
| Time | T | L | U | **App** | Ped* | R | L | U | **App** | Ped* | R | T | U | **App** | Ped* | **Int** |
| 2025-10-16 12:00AM | 6 | 0 | 0 | **6** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 4 | 0 | **4** | 0 | **10** |
| 12:15AM | 7 | 0 | 0 | **7** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 11 | 0 | **11** | 0 | **18** |
| 12:30AM | 7 | 0 | 0 | **7** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 7 | 0 | **7** | 0 | **14** |
| 12:45AM | 6 | 0 | 0 | **6** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 4 | 0 | **4** | 0 | **10** |
| Hourly Total | 26 | 0 | 0 | **26** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 26 | 0 | **26** | 0 | **52** |
| 1:00AM | 10 | 0 | 0 | **10** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 8 | 0 | **8** | 0 | **18** |
| 1:15AM | 9 | 0 | 0 | **9** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 6 | 0 | **6** | 0 | **15** |
| 1:30AM | 2 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 4 | 0 | **4** | 0 | **6** |
| 1:45AM | 6 | 0 | 0 | **6** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 5 | 0 | **5** | 0 | **11** |
| Hourly Total | 27 | 0 | 0 | **27** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 23 | 0 | **23** | 0 | **50** |
| 2:00AM | 6 | 0 | 0 | **6** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 9 | 0 | **9** | 0 | **15** |
| 2:15AM | 6 | 0 | 0 | **6** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 6 | 0 | **6** | 0 | **12** |
| 2:30AM | 7 | 0 | 0 | **7** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 14 | 0 | **14** | 0 | **21** |
| 2:45AM | 7 | 0 | 0 | **7** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 10 | 0 | **10** | 0 | **17** |
| Hourly Total | 26 | 0 | 0 | **26** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 39 | 0 | **39** | 0 | **65** |
| 3:00AM | 5 | 0 | 0 | **5** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 6 | 0 | **6** | 0 | **11** |
| 3:15AM | 8 | 0 | 0 | **8** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 9 | 0 | **9** | 0 | **17** |
| 3:30AM | 13 | 0 | 0 | **13** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 9 | 0 | **9** | 0 | **22** |
| 3:45AM | 11 | 0 | 0 | **11** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 14 | 0 | **14** | 0 | **25** |
| Hourly Total | 37 | 0 | 0 | **37** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 38 | 0 | **38** | 0 | **75** |
| 4:00AM | 17 | 0 | 0 | **17** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 15 | 0 | **15** | 0 | **32** |
| 4:15AM | 12 | 0 | 0 | **12** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 19 | 0 | **19** | 0 | **31** |
| 4:30AM | 14 | 0 | 0 | **14** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 24 | 0 | **24** | 0 | **38** |
| 4:45AM | 36 | 0 | 0 | **36** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 20 | 0 | **20** | 0 | **56** |
| Hourly Total | 79 | 0 | 0 | **79** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 78 | 0 | **78** | 0 | **157** |
| 5:00AM | 15 | 0 | 0 | **15** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 29 | 0 | **29** | 0 | **44** |
| 5:15AM | 22 | 0 | 0 | **22** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 35 | 0 | **35** | 0 | **57** |
| 5:30AM | 37 | 0 | 0 | **37** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 48 | 0 | **48** | 0 | **85** |
| 5:45AM | 43 | 0 | 0 | **43** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 56 | 0 | **56** | 0 | **99** |
| Hourly Total | 117 | 0 | 0 | **117** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 168 | 0 | **168** | 0 | **285** |
| 6:00AM | 46 | 0 | 0 | **46** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 52 | 0 | **52** | 0 | **98** |
| 6:15AM | 43 | 0 | 0 | **43** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 77 | 0 | **77** | 0 | **120** |
| 6:30AM | 75 | 0 | 0 | **75** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 89 | 0 | **89** | 0 | **165** |
| 6:45AM | 37 | 0 | 0 | **37** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 71 | 0 | **71** | 0 | **108** |
| Hourly Total | 201 | 0 | 0 | **201** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 289 | 0 | **289** | 0 | **491** |
| 7:00AM | 56 | 0 | 0 | **56** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 58 | 0 | **58** | 0 | **114** |
| 7:15AM | 59 | 0 | 0 | **59** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 50 | 0 | **50** | 0 | **110** |
| 7:30AM | 65 | 1 | 0 | **66** | 0 | 1 | 0 | 0 | **1** | 0 | 1 | 47 | 0 | **48** | 0 | **115** |
| 7:45AM | 55 | 0 | 0 | **55** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 66 | 0 | **66** | 0 | **121** |
| Hourly Total | 235 | 1 | 0 | **236** | 0 | 2 | 0 | 0 | **2** | 0 | 1 | 221 | 0 | **222** | 0 | **460** |
| 8:00AM | 45 | 0 | 0 | **45** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 77 | 0 | **77** | 0 | **122** |
| 8:15AM | 44 | 0 | 0 | **44** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 65 | 0 | **65** | 0 | **109** |
| 8:30AM | 40 | 0 | 0 | **40** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 57 | 0 | **57** | 0 | **97** |
| 8:45AM | 44 | 0 | 0 | **44** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 45 | 0 | **45** | 0 | **89** |
| Hourly Total | 173 | 0 | 0 | **173** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 244 | 0 | **244** | 0 | **417** |
| 9:00AM | 34 | 0 | 0 | **34** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 41 | 0 | **41** | 0 | **75** |
| 9:15AM | 39 | 0 | 0 | **39** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 37 | 0 | **37** | 0 | **76** |
| 9:30AM | 33 | 0 | 0 | **33** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 43 | 0 | **43** | 0 | **76** |
| 9:45AM | 34 | 0 | 0 | **34** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 33 | 0 | **33** | 0 | **68** |
| Hourly Total | 140 | 0 | 0 | **140** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 154 | 0 | **154** | 0 | **295** |
| 10:00AM | 32 | 0 | 0 | **32** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 48 | 0 | **48** | 0 | **81** |
| 10:15AM | 28 | 1 | 0 | **29** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 31 | 0 | **31** | 0 | **60** |

| Leg | New Ave | | | | | access drive | | | | | New Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Westbound | | | | | Northbound | | | | | Eastbound | | | | | |
| Time | T | L | U | **App** | Ped* | R | L | U | **App** | Ped* | R | T | U | **App** | Ped* | **Int** |
| 10:30AM | 29 | 0 | 0 | **29** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 25 | 0 | **25** | 0 | **55** |
| 10:45AM | 36 | 0 | 0 | **36** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 31 | 0 | **31** | 0 | **67** |
| Hourly Total | 125 | 1 | 0 | **126** | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 135 | 0 | **135** | 0 | **263** |
| 11:00AM | 28 | 1 | 0 | **29** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 32 | 0 | **32** | 0 | **61** |
| 11:15AM | 39 | 0 | 0 | **39** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 21 | 0 | **21** | 0 | **61** |
| 11:30AM | 33 | 0 | 0 | **33** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 37 | 0 | **37** | 0 | **70** |
| 11:45AM | 45 | 0 | 0 | **45** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 32 | 0 | **32** | 0 | **77** |
| Hourly Total | 145 | 1 | 0 | **146** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 122 | 0 | **122** | 0 | **269** |
| 12:00PM | 55 | 1 | 0 | **56** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 44 | 0 | **44** | 0 | **101** |
| 12:15PM | 41 | 0 | 0 | **41** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 45 | 0 | **45** | 0 | **87** |
| 12:30PM | 40 | 1 | 0 | **41** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 44 | 0 | **44** | 0 | **85** |
| 12:45PM | 38 | 2 | 0 | **40** | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 46 | 0 | **47** | 0 | **87** |
| Hourly Total | 174 | 4 | 0 | **178** | 0 | 1 | 1 | 0 | **2** | 0 | 1 | 179 | 0 | **180** | 0 | **360** |
| 1:00PM | 36 | 0 | 0 | **36** | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 45 | 0 | **45** | 0 | **83** |
| 1:15PM | 41 | 1 | 0 | **42** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 34 | 0 | **34** | 0 | **77** |
| 1:30PM | 66 | 1 | 0 | **67** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 45 | 0 | **45** | 0 | **113** |
| 1:45PM | 56 | 0 | 0 | **56** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 42 | 0 | **42** | 0 | **98** |
| Hourly Total | 199 | 2 | 0 | **201** | 0 | 4 | 0 | 0 | **4** | 0 | 0 | 166 | 0 | **166** | 0 | **371** |
| 2:00PM | 54 | 1 | 0 | **55** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 40 | 0 | **40** | 0 | **96** |
| 2:15PM | 48 | 0 | 0 | **48** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 54 | 0 | **54** | 0 | **102** |
| 2:30PM | 80 | 1 | 0 | **81** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 51 | 0 | **51** | 0 | **133** |
| 2:45PM | 73 | 0 | 0 | **73** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 60 | 0 | **60** | 0 | **133** |
| Hourly Total | 255 | 2 | 0 | **257** | 0 | 0 | 2 | 0 | **2** | 0 | 0 | 205 | 0 | **205** | 0 | **464** |
| 3:00PM | 64 | 0 | 0 | **64** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 48 | 0 | **48** | 0 | **112** |
| 3:15PM | 79 | 0 | 0 | **79** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 78 | 0 | **78** | 0 | **157** |
| 3:30PM | 113 | 0 | 0 | **113** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 79 | 0 | **79** | 0 | **192** |
| 3:45PM | 76 | 0 | 0 | **76** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 93 | 0 | **93** | 0 | **169** |
| Hourly Total | 332 | 0 | 0 | **332** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 298 | 0 | **298** | 0 | **630** |
| 4:00PM | 86 | 1 | 0 | **87** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 75 | 0 | **75** | 0 | **163** |
| 4:15PM | 92 | 0 | 0 | **92** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 61 | 0 | **61** | 0 | **153** |
| 4:30PM | 138 | 0 | 0 | **138** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 80 | 0 | **80** | 0 | **218** |
| 4:45PM | 98 | 0 | 0 | **98** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 63 | 0 | **63** | 0 | **161** |
| Hourly Total | 414 | 1 | 0 | **415** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 279 | 0 | **279** | 0 | **695** |
| 5:00PM | 107 | 0 | 0 | **107** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 70 | 0 | **70** | 0 | **177** |
| 5:15PM | 109 | 0 | 0 | **109** | 0 | 1 | 0 | 0 | **1** | 0 | 1 | 70 | 0 | **71** | 0 | **181** |
| 5:30PM | 79 | 3 | 0 | **82** | 0 | 3 | 0 | 0 | **3** | 0 | 0 | 64 | 0 | **64** | 0 | **149** |
| 5:45PM | 92 | 0 | 0 | **92** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 52 | 0 | **52** | 0 | **144** |
| Hourly Total | 387 | 3 | 0 | **390** | 0 | 4 | 0 | 0 | **4** | 0 | 1 | 256 | 0 | **257** | 0 | **651** |
| 6:00PM | 64 | 0 | 0 | **64** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 47 | 0 | **47** | 0 | **111** |
| 6:15PM | 58 | 1 | 0 | **59** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 57 | 0 | **57** | 0 | **116** |
| 6:30PM | 56 | 0 | 0 | **56** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 48 | 0 | **48** | 0 | **104** |
| 6:45PM | 35 | 0 | 0 | **35** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 32 | 0 | **32** | 0 | **67** |
| Hourly Total | 213 | 1 | 0 | **214** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 184 | 0 | **184** | 0 | **398** |
| 7:00PM | 40 | 0 | 0 | **40** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 36 | 0 | **36** | 0 | **76** |
| 7:15PM | 30 | 0 | 0 | **30** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 33 | 0 | **33** | 0 | **63** |
| 7:30PM | 23 | 0 | 0 | **23** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 17 | 0 | **17** | 0 | **40** |
| 7:45PM | 30 | 0 | 0 | **30** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 23 | 0 | **23** | 0 | **53** |
| Hourly Total | 123 | 0 | 0 | **123** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 109 | 0 | **109** | 0 | **232** |
| 8:00PM | 44 | 0 | 0 | **44** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 11 | 0 | **11** | 0 | **55** |
| 8:15PM | 33 | 0 | 0 | **33** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 19 | 0 | **19** | 0 | **52** |
| 8:30PM | 28 | 0 | 0 | **28** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 23 | 0 | **23** | 0 | **51** |
| 8:45PM | 31 | 0 | 0 | **31** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 16 | 0 | **16** | 0 | **47** |
| Hourly Total | 136 | 0 | 0 | **136** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 69 | 0 | **69** | 0 | **205** |
| 9:00PM | 29 | 0 | 0 | **29** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 18 | 0 | **18** | 0 | **47** |
| 9:15PM | 33 | 0 | 0 | **33** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 15 | 0 | **15** | 0 | **48** |
| 9:30PM | 19 | 0 | 0 | **19** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 11 | 0 | **11** | 0 | **30** |
| 9:45PM | 27 | 0 | 0 | **27** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 19 | 0 | **19** | 0 | **46** |
| Hourly Total | 108 | 0 | 0 | **108** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 63 | 0 | **63** | 0 | **171** |
| 10:00PM | 18 | 0 | 0 | **18** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 14 | 0 | **14** | 0 | **32** |
| 10:15PM | 13 | 2 | 0 | **15** | 0 | 1 | 1 | 0 | **2** | 0 | 0 | 17 | 0 | **17** | 0 | **34** |

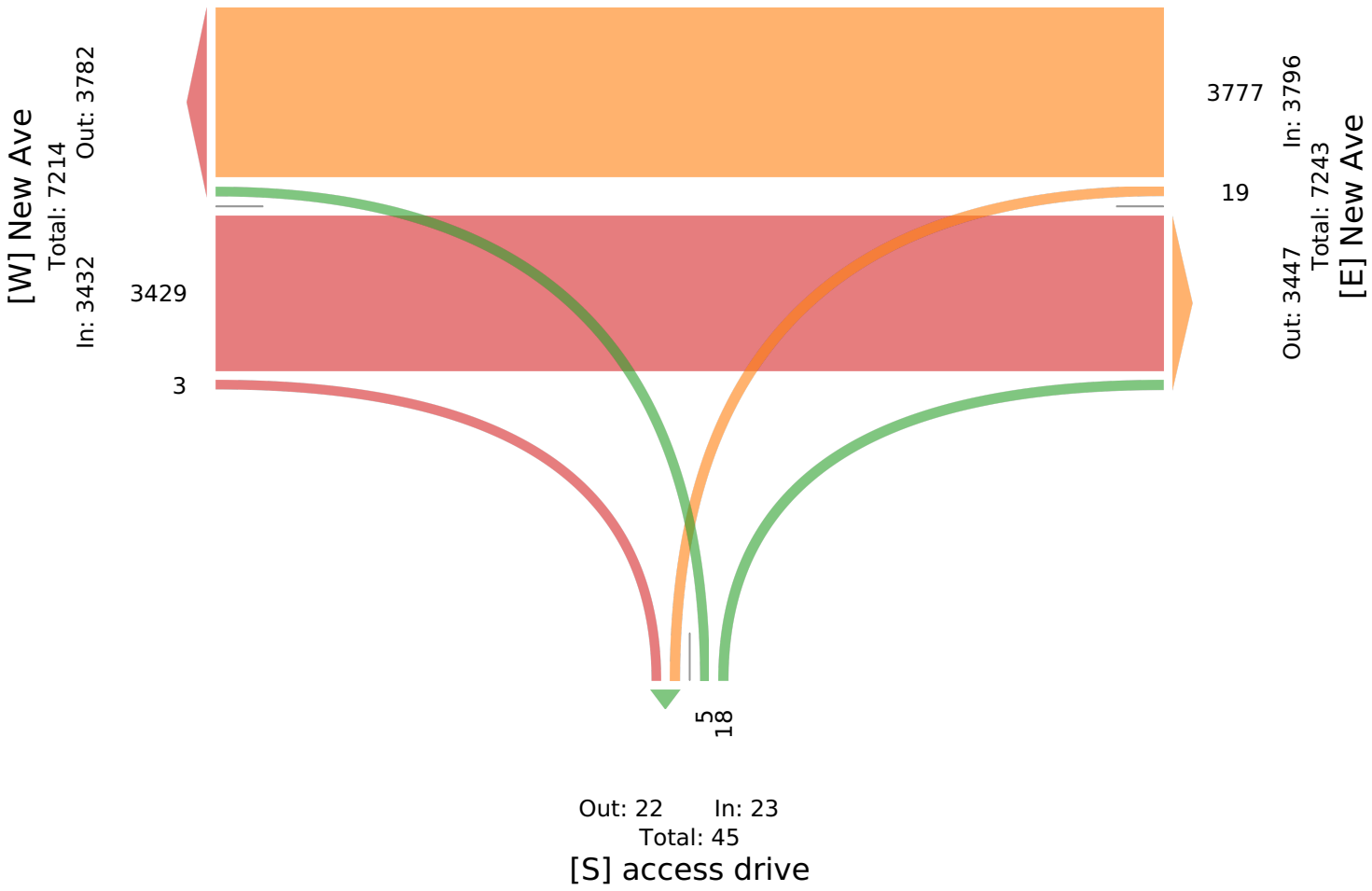
| Leg | New Ave | | | | | access drive | | | | | New Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Westbound | | | | | Northbound | | | | | Eastbound | | | | | |
| Time | T | L | U | **App** | Ped* | R | L | U | **App** | Ped* | R | T | U | **App** | Ped* | **Int** |
| 10:30PM | 14 | 0 | 0 | **14** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 12 | 0 | **12** | 0 | **26** |
| 10:45PM | 9 | 0 | 0 | **9** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 12 | 0 | **12** | 0 | **21** |
| Hourly Total | 54 | 2 | 0 | **56** | 0 | 1 | 1 | 0 | **2** | 0 | 0 | 55 | 0 | **55** | 0 | **113** |
| 11:00PM | 11 | 0 | 0 | **11** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 9 | 0 | **9** | 0 | **20** |
| 11:15PM | 12 | 0 | 0 | **12** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 12 | 0 | **12** | 0 | **24** |
| 11:30PM | 13 | 0 | 0 | **13** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 5 | 0 | **5** | 0 | **18** |
| 11:45PM | 15 | 1 | 0 | **16** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 3 | 0 | **3** | 0 | **20** |
| Hourly Total | 51 | 1 | 0 | **52** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 29 | 0 | **29** | 0 | **82** |
| **Total** | 3777 | 19 | 0 | **3796** | 0 | 18 | 5 | 0 | **23** | 0 | 3 | 3429 | 0 | **3432** | 0 | **7251** |
| **% Approach** | 99.5% | 0.5% | 0% | **-** | - | 78.3% | 21.7% | 0% | **-** | - | 0.1% | 99.9% | 0% | **-** | - | **-** |
| **% Total** | 52.1% | 0.3% | 0% | **52.4%** | - | 0.2% | 0.1% | 0% | **0.3%** | - | 0% | 47.3% | 0% | **47.3%** | - | **-** |
| **Lights** | 3198 | 19 | 0 | **3217** | - | 16 | 5 | 0 | **21** | - | 3 | 2781 | 0 | **2784** | - | 6022 |
| **% Lights** | 84.7% | 100% | 0% | **84.7%** | - | 88.9% | 100% | 0% | **91.3%** | - | 100% | 81.1% | 0% | **81.1%** | - | 83.1% |
| **Single-Unit Trucks** | 146 | 0 | 0 | **146** | - | 2 | 0 | 0 | **2** | - | 0 | 164 | 0 | **164** | - | 312 |
| **% Single-Unit Trucks** | 3.9% | 0% | 0% | **3.8%** | - | 11.1% | 0% | 0% | **8.7%** | - | 0% | 4.8% | 0% | **4.8%** | - | 4.3% |
| **Articulated Trucks** | 427 | 0 | 0 | **427** | - | 0 | 0 | 0 | **0** | - | 0 | 478 | 0 | **478** | - | 905 |
| **% Articulated Trucks** | 11.3% | 0% | 0% | **11.2%** | - | 0% | 0% | 0% | **0%** | - | 0% | 13.9% | 0% | **13.9%** | - | 12.5% |
| **Buses** | 6 | 0 | 0 | **6** | - | 0 | 0 | 0 | **0** | - | 0 | 6 | 0 | **6** | - | 12 |
| **% Buses** | 0.2% | 0% | 0% | **0.2%** | - | 0% | 0% | 0% | **0%** | - | 0% | 0.2% | 0% | **0.2%** | - | 0.2% |
| **Bicycles on Road** | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 |
| **% Bicycles on Road** | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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

## Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

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



## Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
AM Peak (6:15 AM - 7:15 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

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

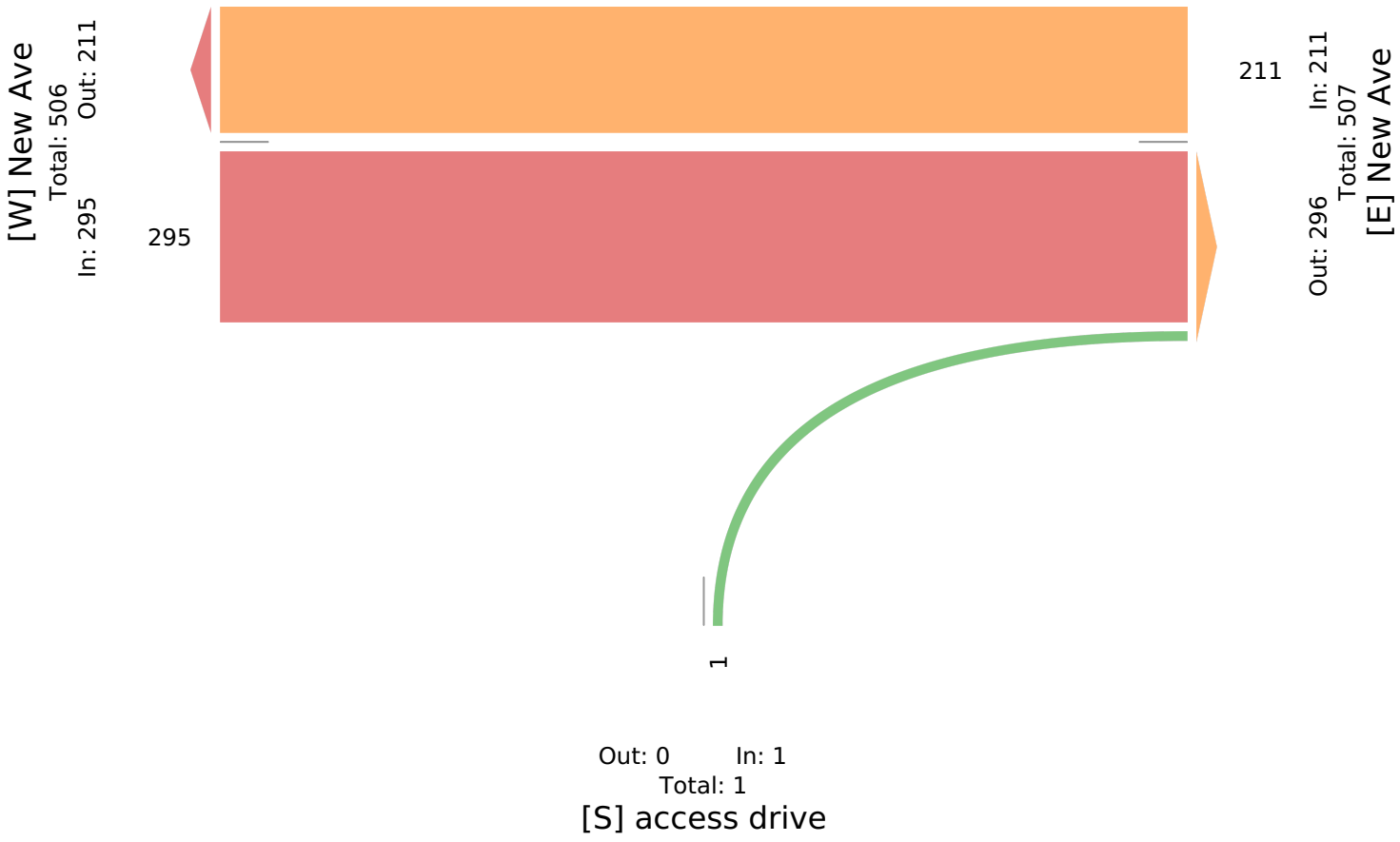
| Leg | New Ave | | | | | access drive | | | | | New Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Westbound | | | | | Northbound | | | | | Eastbound | | | | | |
| Time | T | L | U | **App** | Ped* | R | L | U | **App** | Ped* | R | T | U | **App** | Ped* | **Int** |
| 2025-10-16 6:15AM | 43 | 0 | 0 | **43** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 77 | 0 | **77** | 0 | **120** |
| 6:30AM | 75 | 0 | 0 | **75** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 89 | 0 | **89** | 0 | **165** |
| 6:45AM | 37 | 0 | 0 | **37** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 71 | 0 | **71** | 0 | **108** |
| 7:00AM | 56 | 0 | 0 | **56** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 58 | 0 | **58** | 0 | **114** |
| **Total** | 211 | 0 | 0 | **211** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 295 | 0 | **295** | 0 | **507** |
| **% Approach** | 100% | 0% | 0% | **-** | - | 100% | 0% | 0% | **-** | - | 0% | 100% | 0% | **-** | - | - |
| **% Total** | 41.6% | 0% | 0% | **41.6%** | - | 0.2% | 0% | 0% | **0.2%** | - | 0% | 58.2% | 0% | **58.2%** | - | - |
| **PHF** | 0.703 | - | - | **0.703** | - | 0.250 | - | - | **0.250** | - | - | 0.829 | - | **0.829** | - | 0.768 |
| **Lights** | 176 | 0 | 0 | **176** | - | 1 | 0 | 0 | **1** | - | 0 | 257 | 0 | **257** | - | 434 |
| **% Lights** | 83.4% | 0% | 0% | **83.4%** | - | 100% | 0% | 0% | **100%** | - | 0% | 87.1% | 0% | **87.1%** | - | 85.6% |
| **Single-Unit Trucks** | 3 | 0 | 0 | **3** | - | 0 | 0 | 0 | **0** | - | 0 | 11 | 0 | **11** | - | 14 |
| **% Single-Unit Trucks** | 1.4% | 0% | 0% | **1.4%** | - | 0% | 0% | 0% | **0%** | - | 0% | 3.7% | 0% | **3.7%** | - | 2.8% |
| **Articulated Trucks** | 31 | 0 | 0 | **31** | - | 0 | 0 | 0 | **0** | - | 0 | 25 | 0 | **25** | - | 56 |
| **% Articulated Trucks** | 14.7% | 0% | 0% | **14.7%** | - | 0% | 0% | 0% | **0%** | - | 0% | 8.5% | 0% | **8.5%** | - | 11.0% |
| **Buses** | 1 | 0 | 0 | **1** | - | 0 | 0 | 0 | **0** | - | 0 | 2 | 0 | **2** | - | 3 |
| **% Buses** | 0.5% | 0% | 0% | **0.5%** | - | 0% | 0% | 0% | **0%** | - | 0% | 0.7% | 0% | **0.7%** | - | 0.6% |
| **Bicycles on Road** | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 |
| **% Bicycles on Road** | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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

## Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
AM Peak (6:15 AM - 7:15 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

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



## Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
Midday Peak (1 PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

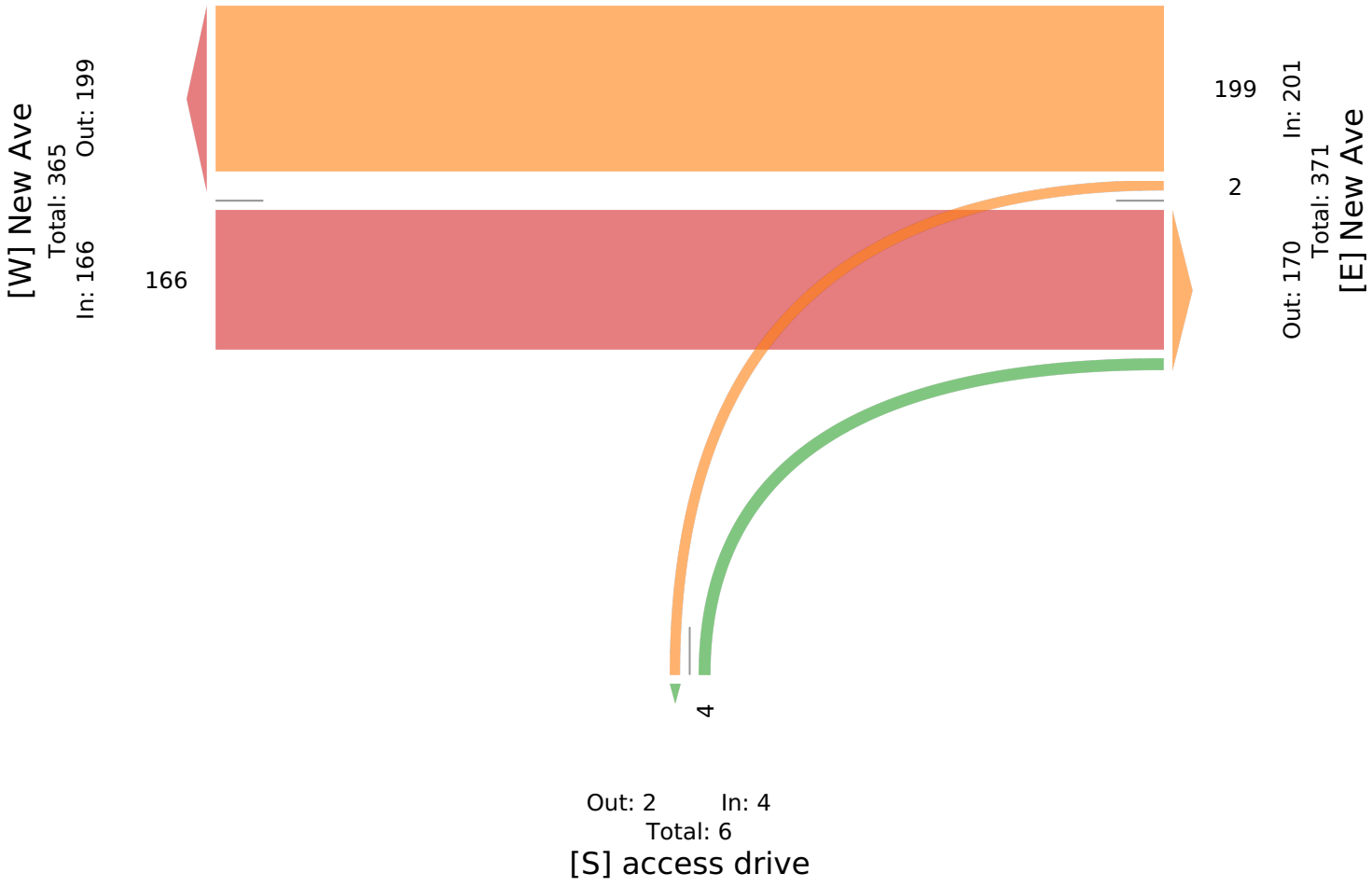
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

| Leg | New Ave | | | | | access drive | | | | | New Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Westbound | | | | | Northbound | | | | | Eastbound | | | | | |
| Time | T | L | U | **App** | Ped* | R | L | U | **App** | Ped* | R | T | U | **App** | Ped* | **Int** |
| 2025-10-16 1:00PM | 36 | 0 | 0 | **36** | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 45 | 0 | **45** | 0 | **83** |
| 1:15PM | 41 | 1 | 0 | **42** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 34 | 0 | **34** | 0 | **77** |
| 1:30PM | 66 | 1 | 0 | **67** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 45 | 0 | **45** | 0 | **113** |
| 1:45PM | 56 | 0 | 0 | **56** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 42 | 0 | **42** | 0 | **98** |
| **Total** | 199 | 2 | 0 | **201** | 0 | 4 | 0 | 0 | **4** | 0 | 0 | 166 | 0 | **166** | 0 | **371** |
| **% Approach** | 99.0% | 1.0% | 0% | **-** | - | 100% | 0% | 0% | **-** | - | 0% | 100% | 0% | **-** | - | **-** |
| **% Total** | 53.6% | 0.5% | 0% | **54.2%** | - | 1.1% | 0% | 0% | **1.1%** | - | 0% | 44.7% | 0% | **44.7%** | - | **-** |
| **PHF** | 0.754 | 0.500 | - | **0.750** | - | 0.500 | - | - | **0.500** | - | - | 0.922 | - | **0.922** | - | 0.821 |
| **Lights** | 156 | 2 | 0 | **158** | - | 3 | 0 | 0 | **3** | - | 0 | 118 | 0 | **118** | - | 279 |
| **% Lights** | 78.4% | 100% | 0% | **78.6%** | - | 75.0% | 0% | 0% | **75.0%** | - | 0% | 71.1% | 0% | **71.1%** | - | 75.2% |
| **Single-Unit Trucks** | 6 | 0 | 0 | **6** | - | 1 | 0 | 0 | **1** | - | 0 | 8 | 0 | **8** | - | 15 |
| **% Single-Unit Trucks** | 3.0% | 0% | 0% | **3.0%** | - | 25.0% | 0% | 0% | **25.0%** | - | 0% | 4.8% | 0% | **4.8%** | - | 4.0% |
| **Articulated Trucks** | 37 | 0 | 0 | **37** | - | 0 | 0 | 0 | **0** | - | 0 | 40 | 0 | **40** | - | 77 |
| **% Articulated Trucks** | 18.6% | 0% | 0% | **18.4%** | - | 0% | 0% | 0% | **0%** | - | 0% | 24.1% | 0% | **24.1%** | - | 20.8% |
| **Buses** | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 |
| **% Buses** | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% |
| **Bicycles on Road** | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 |
| **% Bicycles on Road** | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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

**Trucking+Facility+Access+Drive TMC - TMC**
Thu Oct 16, 2025
Midday Peak (1 PM - 4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

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



## Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

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

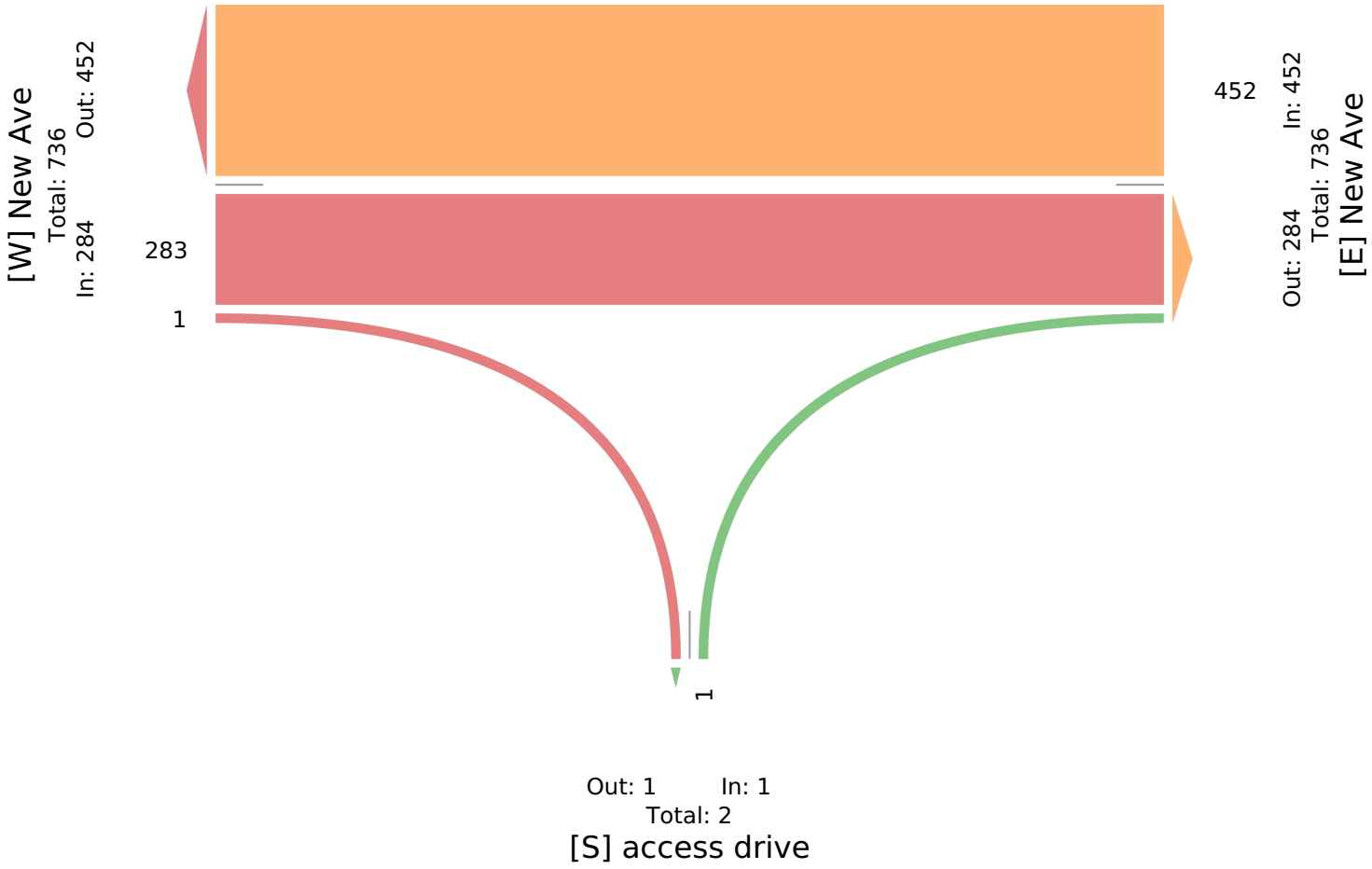
| Leg | New Ave | | | | | access drive | | | | | New Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Westbound | | | | | Northbound | | | | | Eastbound | | | | | |
| Time | T | L | U | **App** | Ped* | R | L | U | **App** | Ped* | R | T | U | **App** | Ped* | **Int** |
| 2025-10-16 4:30PM | 138 | 0 | 0 | **138** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 80 | 0 | **80** | 0 | **218** |
| 4:45PM | 98 | 0 | 0 | **98** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 63 | 0 | **63** | 0 | **161** |
| 5:00PM | 107 | 0 | 0 | **107** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 70 | 0 | **70** | 0 | **177** |
| 5:15PM | 109 | 0 | 0 | **109** | 0 | 1 | 0 | 0 | **1** | 0 | 1 | 70 | 0 | **71** | 0 | **181** |
| **Total** | 452 | 0 | 0 | **452** | 0 | 1 | 0 | 0 | **1** | 0 | 1 | 283 | 0 | **284** | 0 | **737** |
| **% Approach** | 100% | 0% | 0% | **-** | - | 100% | 0% | 0% | **-** | - | 0.4% | 99.6% | 0% | **-** | - | **-** |
| **% Total** | 61.3% | 0% | 0% | **61.3%** | - | 0.1% | 0% | 0% | **0.1%** | - | 0.1% | 38.4% | 0% | **38.5%** | - | **-** |
| **PHF** | 0.819 | - | - | **0.819** | - | 0.250 | - | - | **0.250** | - | 0.250 | 0.884 | - | **0.888** | - | 0.845 |
| **Lights** | 432 | 0 | 0 | **432** | - | 1 | 0 | 0 | **1** | - | 1 | 254 | 0 | **255** | - | 688 |
| **% Lights** | 95.6% | 0% | 0% | **95.6%** | - | 100% | 0% | 0% | **100%** | - | 100% | 89.8% | 0% | **89.8%** | - | 93.4% |
| **Single-Unit Trucks** | 9 | 0 | 0 | **9** | - | 0 | 0 | 0 | **0** | - | 0 | 11 | 0 | **11** | - | 20 |
| **% Single-Unit Trucks** | 2.0% | 0% | 0% | **2.0%** | - | 0% | 0% | 0% | **0%** | - | 0% | 3.9% | 0% | **3.9%** | - | 2.7% |
| **Articulated Trucks** | 10 | 0 | 0 | **10** | - | 0 | 0 | 0 | **0** | - | 0 | 18 | 0 | **18** | - | 28 |
| **% Articulated Trucks** | 2.2% | 0% | 0% | **2.2%** | - | 0% | 0% | 0% | **0%** | - | 0% | 6.4% | 0% | **6.3%** | - | 3.8% |
| **Buses** | 1 | 0 | 0 | **1** | - | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 1 |
| **% Buses** | 0.2% | 0% | 0% | **0.2%** | - | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0.1% |
| **Bicycles on Road** | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 0 |
| **% Bicycles on Road** | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0% |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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

## Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

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



# CMAP Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

February 22, 2022

Kelly Pachowicz
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

***Subject:*** ***New Avenue @ Cook County/Will County Line***
IDOT

Dear Ms. Pachowicz:

In response to a request made on your behalf and dated February 21, 2022, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

| ROAD SEGMENT | Current ADT | Year 2050 ADT |
|---|---|---|
| New Ave west of the Cook-Will County Line | 6,050 | 9,600 |
| New Ave east of the Cook-Will County Line | 7,650 | 12,100 |

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2021 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
2022_ForecastTraffic\Lemont\ck-26-22\ck-26-22.docx

# Level of Service Criteria

LEVEL OF SERVICE CRITERIA

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

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

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

# Capacity Analysis Summary Sheets

## Weekday Morning Peak Hour – Existing Conditions

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 289 | 0 | 0 | 201 | 0 | 1 |
| Future Vol, veh/h | 289 | 0 | 0 | 201 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 13 | 0 | 0 | 17 | 0 | 0 |
| Mvmt Flow | 375 | 0 | 0 | 261 | 0 | 1 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 375 | 0 | 636 | 375 |
| Stage 1 | - | - | - | - | 375 | - |
| Stage 2 | - | - | - | - | 261 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1194 | - | 445 | 676 |
| Stage 1 | - | - | - | - | 699 | - |
| Stage 2 | - | - | - | - | 787 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1194 | - | 445 | 676 |
| Mov Cap-2 Maneuver | - | - | - | - | 445 | - |
| Stage 1 | - | - | - | - | 699 | - |
| Stage 2 | - | - | - | - | 787 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 10.34 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 676 | - | - | 1194 | - |
| HCM Lane V/C Ratio | 0.002 | - | - | - | - |
| HCM Ctrl Dly (s/v) | 10.3 | - | - | 0 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

# Capacity Analysis Summary Sheets

## Weekday Evening Peak Hour – Existing Conditions

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 279 | 0 | 1 | 414 | 0 | 1 |
| Future Vol, veh/h | 279 | 0 | 1 | 414 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 10 | 0 | 0 | 4 | 0 | 0 |
| Mvmt Flow | 328 | 0 | 1 | 487 | 0 | 1 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 328 | 0 | 818 | 328 |
| Stage 1 | - | - | - | - | 328 | - |
| Stage 2 | - | - | - | - | 489 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1243 | - | 348 | 718 |
| Stage 1 | - | - | - | - | 734 | - |
| Stage 2 | - | - | - | - | 620 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1243 | - | 348 | 718 |
| Mov Cap-2 Maneuver | - | - | - | - | 348 | - |
| Stage 1 | - | - | - | - | 734 | - |
| Stage 2 | - | - | - | - | 620 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.02 | 10.02 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 718 | - | - | 4 | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.001 | - |
| HCM Ctrl Dly (s/v) | 10 | - | - | 7.9 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

# Capacity Analysis Summary Sheets

## Weekday Morning Peak Hour – Projected Conditions

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 324 | 8 | 7 | 225 | 2 | 3 |
| Future Vol, veh/h | 324 | 8 | 7 | 225 | 2 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 13 | 25 | 25 | 17 | 50 | 50 |
| Mvmt Flow | 421 | 10 | 9 | 292 | 3 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 431 | 0 | 736 | 426 |
| Stage 1 | - | - | - | - | 426 | - |
| Stage 2 | - | - | - | - | 310 | - |
| Critical Hdwy | - | - | 4.35 | - | 6.9 | 6.7 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.9 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.9 | - |
| Follow-up Hdwy | - | - | 2.425 | - | 3.95 | 3.75 |
| Pot Cap-1 Maneuver | - | - | 1016 | - | 324 | 538 |
| Stage 1 | - | - | - | - | 568 | - |
| Stage 2 | - | - | - | - | 647 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1016 | - | 320 | 538 |
| Mov Cap-2 Maneuver | - | - | - | - | 320 | - |
| Stage 1 | - | - | - | - | 568 | - |
| Stage 2 | - | - | - | - | 640 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.26 | 13.64 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 423 | - | - | 54 | - |
| HCM Lane V/C Ratio | 0.015 | - | - | 0.009 | - |
| HCM Ctrl Dly (s/v) | 13.6 | - | - | 8.6 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

# Capacity Analysis Summary Sheets

## Weekday Evening Peak Hour – Projected Conditions

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

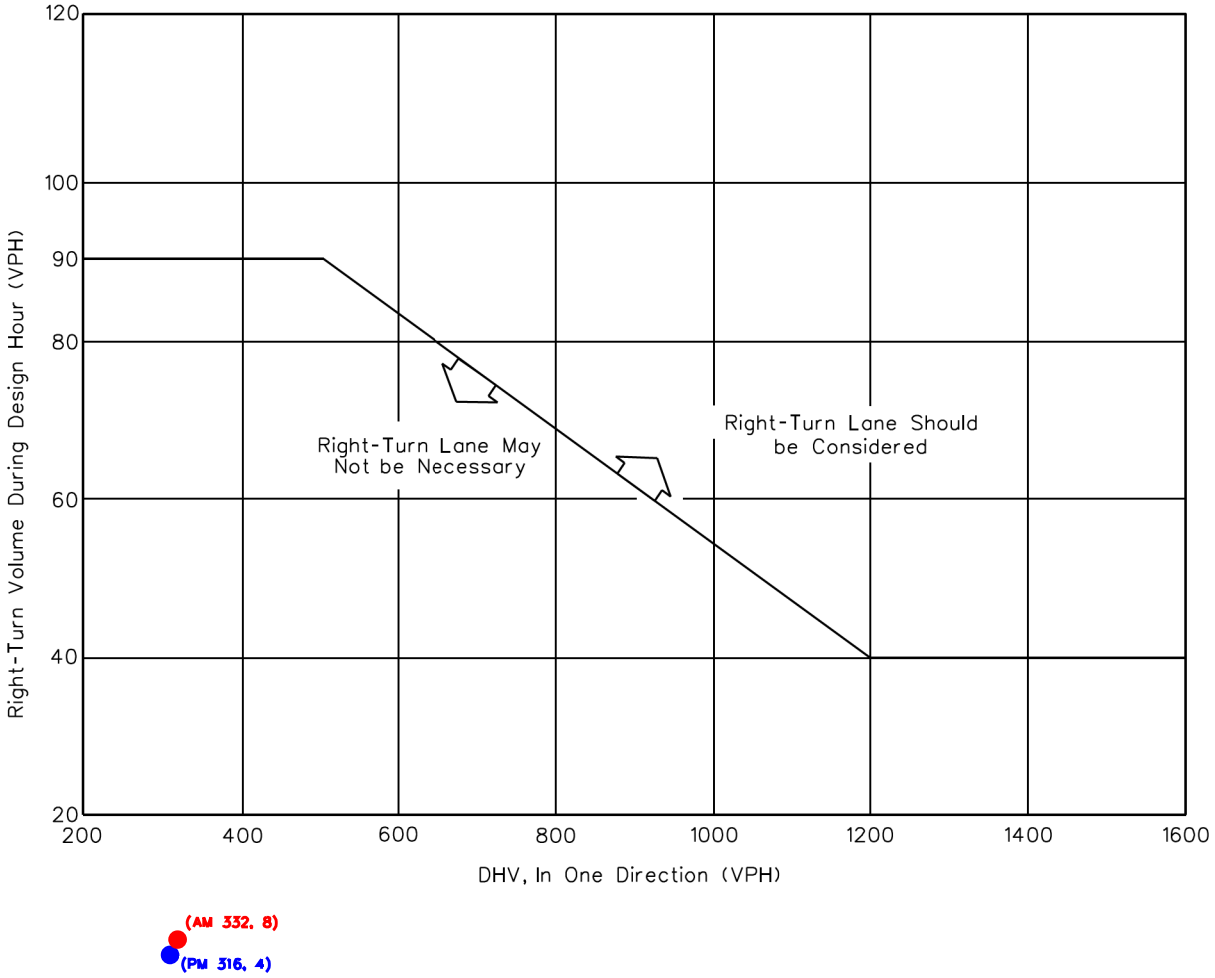
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 312 | 4 | 3 | 464 | 10 | 10 |
| Future Vol, veh/h | 312 | 4 | 3 | 464 | 10 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 10 | 25 | 25 | 4 | 20 | 20 |
| Mvmt Flow | 367 | 5 | 4 | 546 | 12 | 12 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 372 | 0 | 922 | 369 |
| Stage 1 | - | - | - | - | 369 | - |
| Stage 2 | - | - | - | - | 553 | - |
| Critical Hdwy | - | - | 4.35 | - | 6.6 | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.6 | - |
| Follow-up Hdwy | - | - | 2.425 | - | 3.68 | 3.48 |
| Pot Cap-1 Maneuver | - | - | 1071 | - | 279 | 638 |
| Stage 1 | - | - | - | - | 661 | - |
| Stage 2 | - | - | - | - | 542 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1071 | - | 277 | 638 |
| Mov Cap-2 Maneuver | - | - | - | - | 277 | - |
| Stage 1 | - | - | - | - | 661 | - |
| Stage 2 | - | - | - | - | 539 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.05 | 14.92 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 386 | - | - | 12 | - |
| HCM Lane V/C Ratio | 0.061 | - | - | 0.003 | - |
| HCM Ctrl Dly (s/v) | 14.9 | - | - | 8.4 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - |

# IDOT Turn Lane Warrants



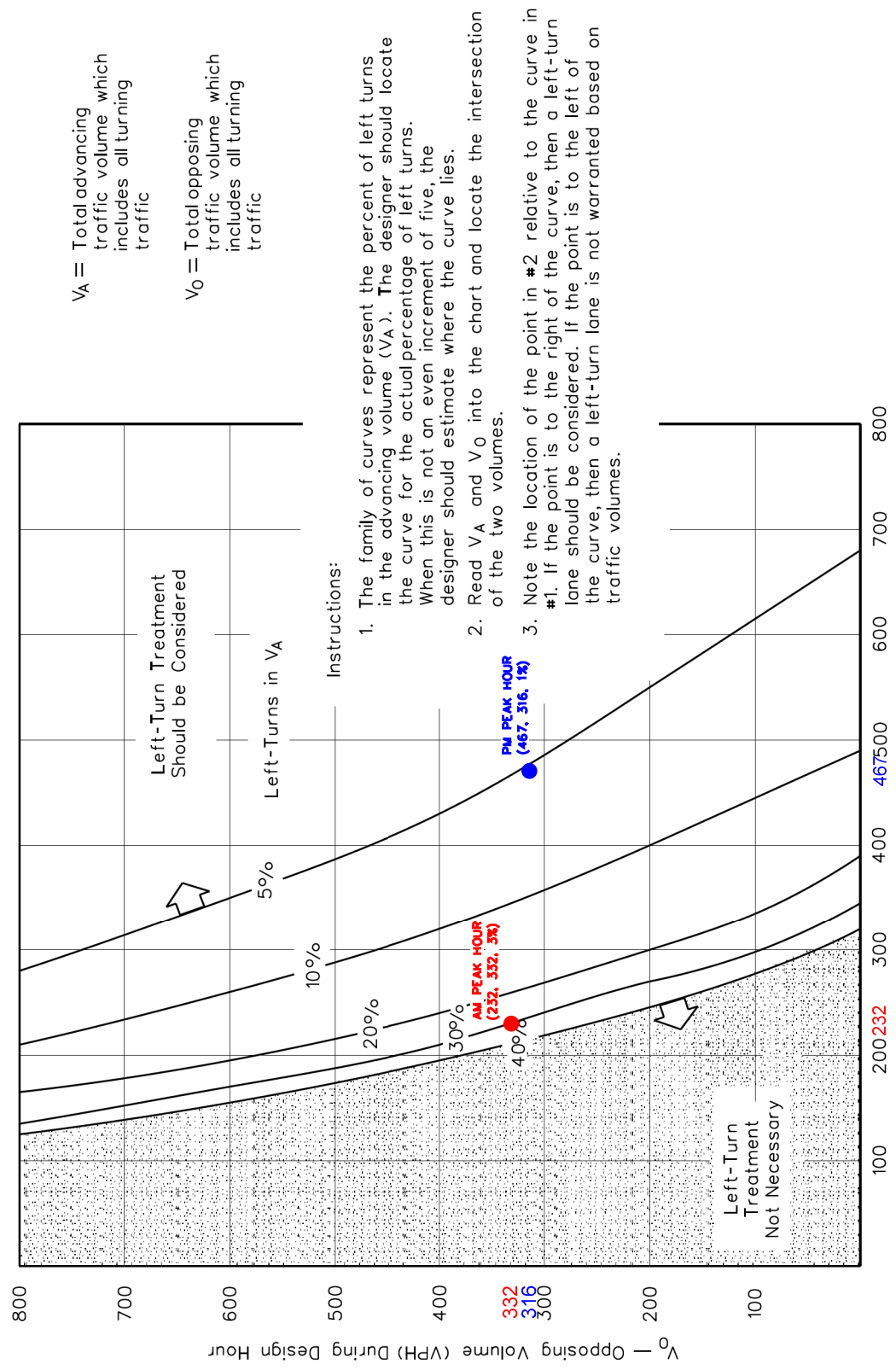

*Note: For speeds less than 50 mph (80 km/hr), see Section 36-3.01(a).*

**GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTION ON FOUR-LANE HIGHWAYS**
**(Design Speed of 50 mph (80 km/hr) or Greater)**

**Figure 36-3.B**



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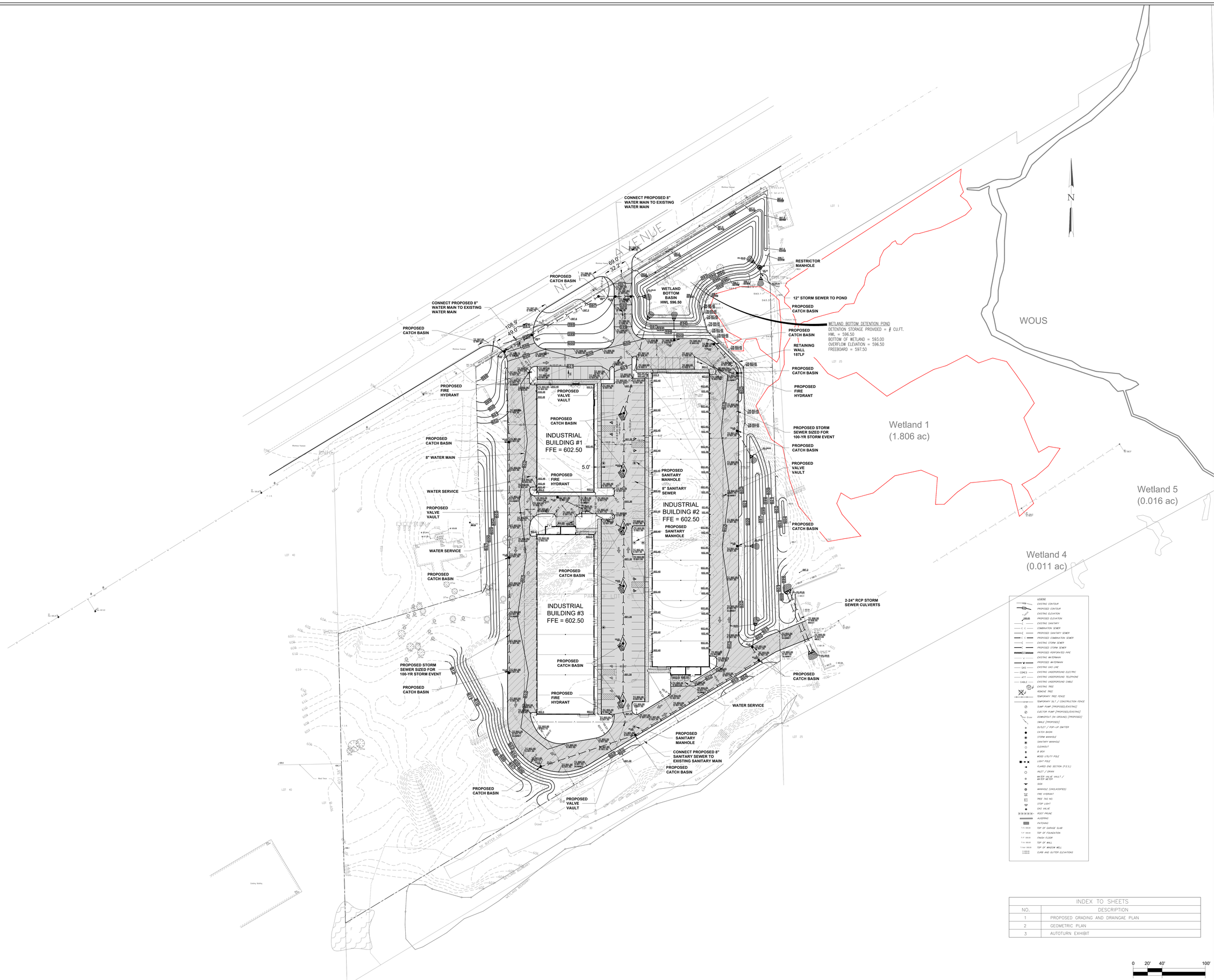



**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (50 mph Design Speed)**

**Figure 36-3.E**



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| PROJECT STAFF | | ISSUE | REVISIONS | DATE |
|---|---|---|---|---|
| PROJECT MANAGER: | B. BONO P.E. | A | PRELIMINARY PLAN | 03-26-2026 |
| ENGINEER: | A. YEER P.E. | B | PRELIMINARY PLAN - REVISED PER COMMENTS | 07-08-2026 |
| ENGINEER: | | | | |
| TECHNICIAN: | | | | |


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DESIGN FIRM NO. 184.008857.0002


# PRELIMINARY ENGINEERING PLAN
# NEW ADDITION
# 16548 NEW AVE, LEMONT, IL 60439

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PROJECT NUMBER: 250614

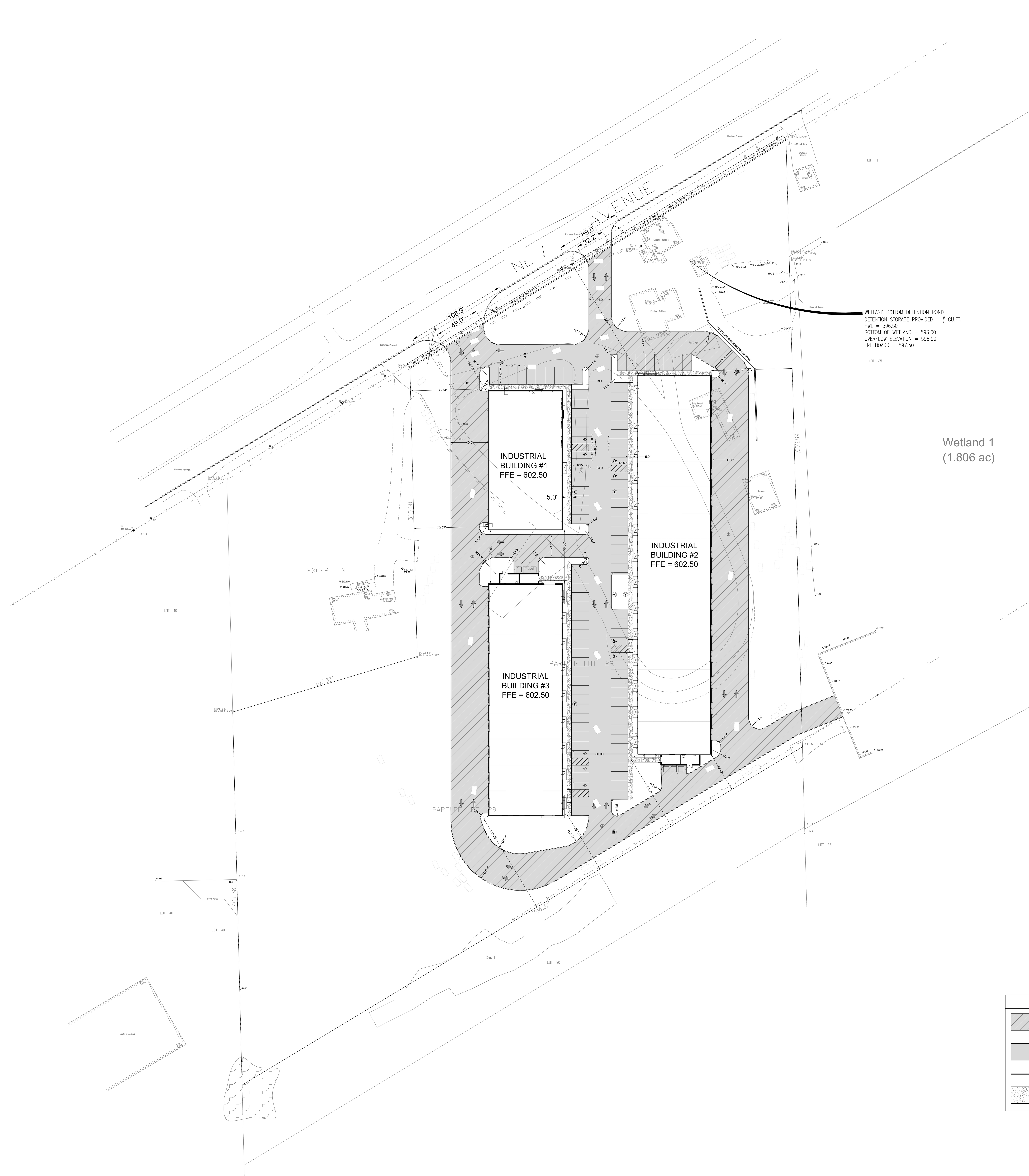
START DATE: MAY 29, 2025

GRAPHIC SCALE
0

SCALE: 1"=40'

SHEET NUMBER
1 OF 3

| INDEX TO SHEETS | |
|---|---|
| NO. | DESCRIPTION |
| 1 | PROPOSED GRADING AND DRAINGAE PLAN |
| 2 | GEOMETRIC PLAN |
| 3 | AUTOTURN EXHIBIT |




REGULAR PARKING SPACE:
REQUIRED: 18' DEEP X9' WIDTH (PER LS-7)
PROVIDED: 18.5' DEEP X10' WIDTH

ADA PARKING SPACE:
REQUIRED: 18' DEEP X8' WIDTH
PROVIDED: 18.5' DEEP X8' WIDTH

LOT COVERAGE:

ENTIRE SITE AREA: 342,983.69 SQ.FT. ( 7.874 AC.)

IMPERVIOUS AREA: 166,105.62 SQ.FT. (3.813 AC.)
PERVIOUS AREA: 176,878.07 SQ.FT. (4.061 AC)

% OF IMPERVIOUS AREA: 48.43%

PARKING SPACES PROVIDED:

ENTIRE SITE:
- -101 TOTAL SPACES
- -9 ADA SPACES
- -92 STANDARD SPACES

| | PAVEMENT LEGEND |
|---|---|
| | HEAVY DUTY PARKING LOT PAVEMENT<br>2" BITUMINOUS SURFACE COURSE, SUPERPAVE, MIX D, N50<br>2" BITUMINOUS BINDER COURSE, SUPERPAVE, IL-19, N50<br>14" AGGREGATE BASE COURSE CA-6, TYPE B |
| | LIGHT DUTY PARKING LOT PAVEMENT<br>1-1/2" BITUMINOUS SURFACE COURSE, SUPERPAVE, MIX D, N50<br>1-1/2" BITUMINOUS BINDER COURSE, SUPERPAVE, IL-19, N50<br>10" AGGREGATE BASE COURSE CA-6, TYPE B |
| | IDOT STANDARD B-6.12 CURB AND GUTTER |
| | SIDEWALKS<br>5" PORTLAND CEMENT CONCRETE<br>4" AGGREGATE BASE COURSE CA-6, TYPE B |

0 20' 40' 100'

| PROJECT STAFF | | ISSUE | REVISIONS | DATE |
|---|---|---|---|---|
| PROJECT MANAGER: | B. BONO P.E. | A | PRELIMINARY PLAN | 03-26-2026 |
| ENGINEER: | A. VEER P.E. | B | PRELIMINARY PLAN - REVISED PER COMMENTS | 07-08-2026 |
| ENGINEER: | | | | |
| TECHNICIAN: | | | | |

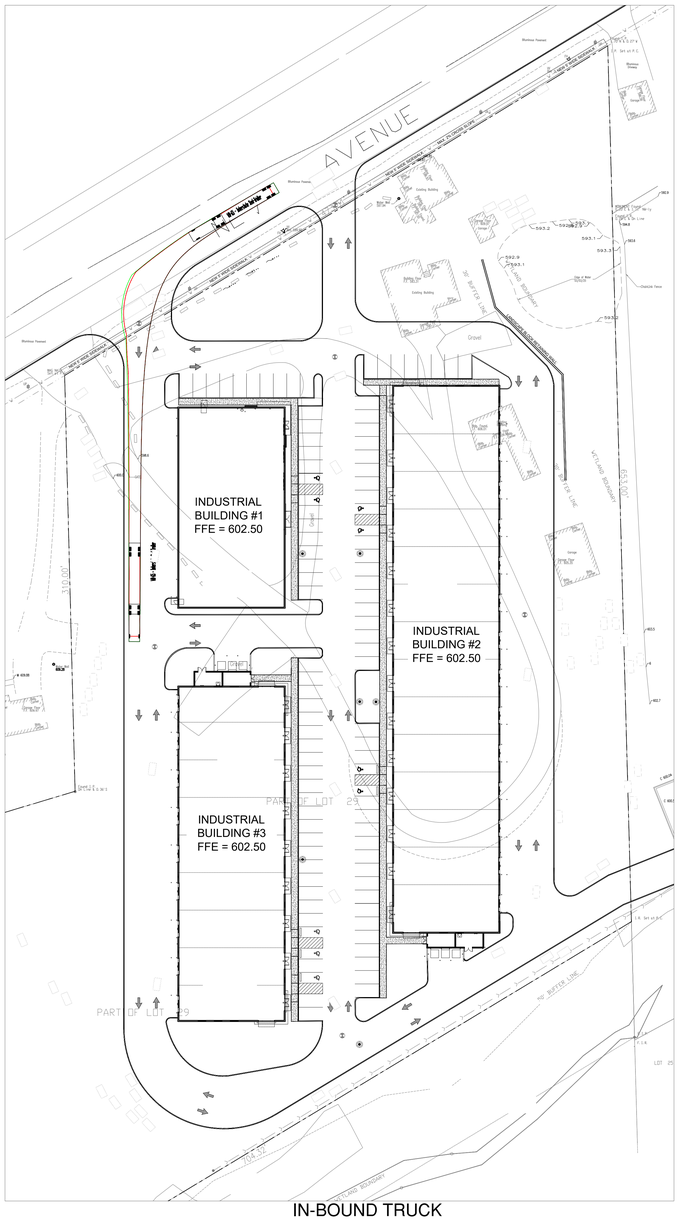
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# PRELIMINARY ENGINEERING PLAN
## GEOMETRIC PLAN
## NEW ADDITION
## 16548 NEW AVE, LEMONT, IL 60439

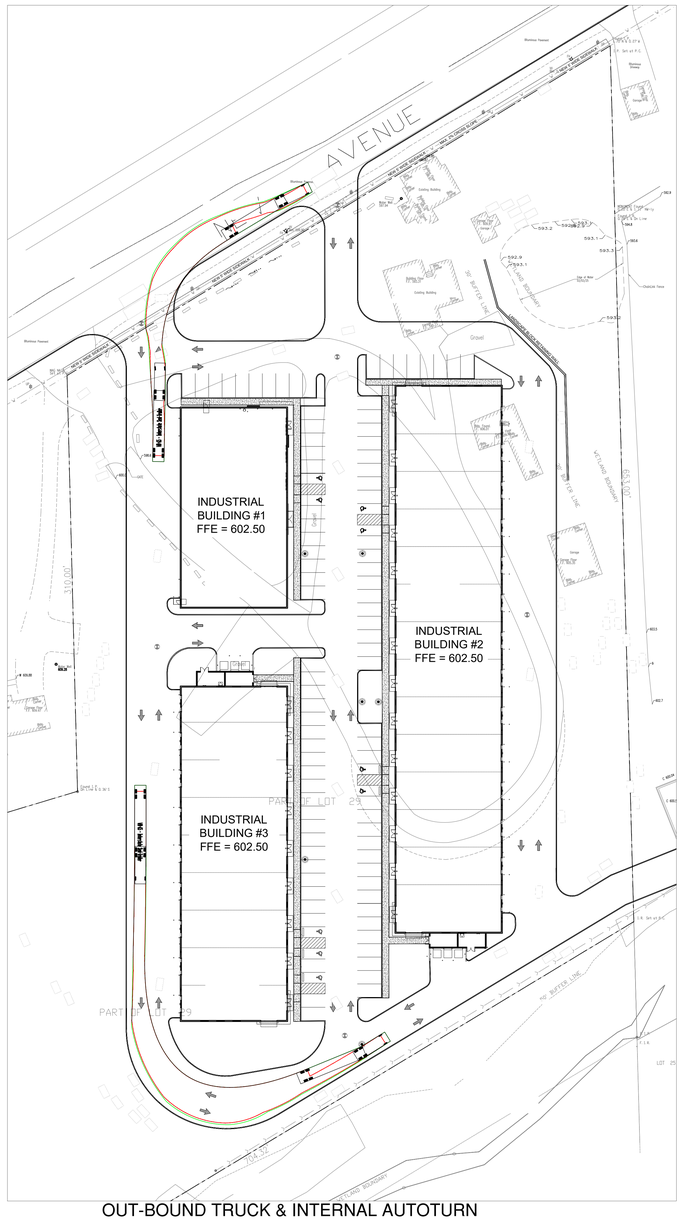
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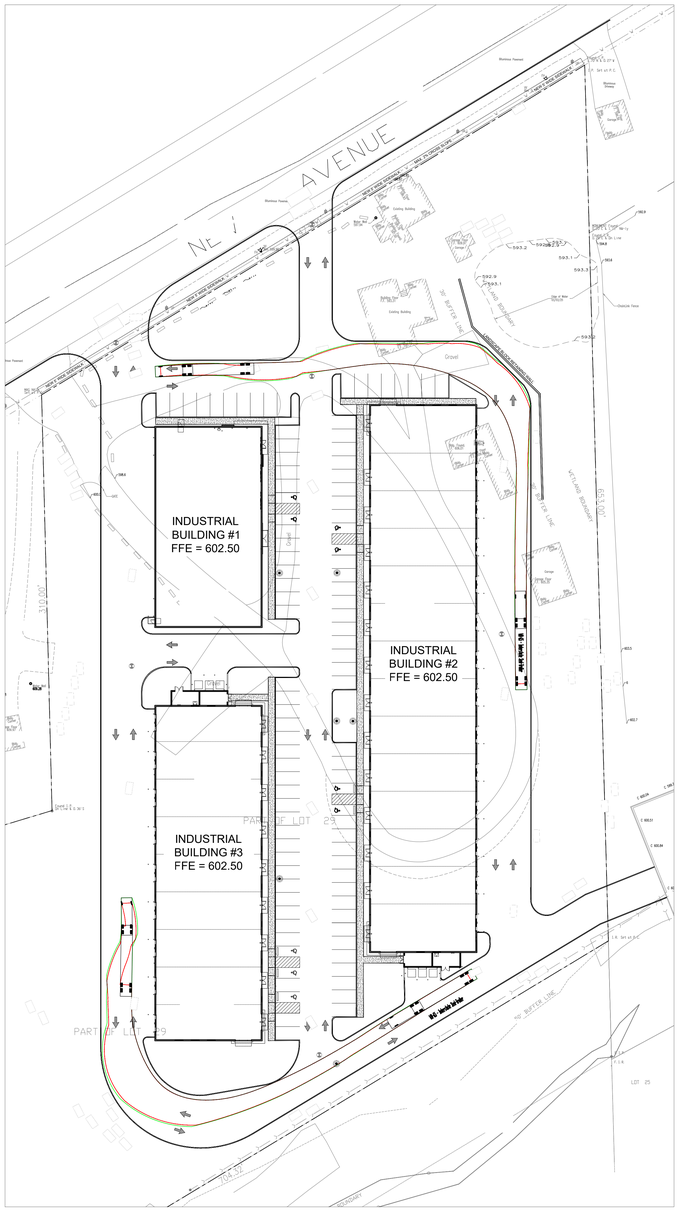
PROJECT NUMBER: 250614
START DATE: MAY 29, 2025
GRAPHIC SCALE
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SCALE: 1"=40'
SHEET NUMBER



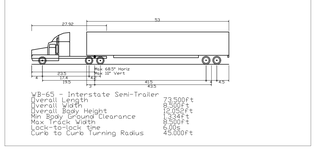

IN-BOUND TRUCK




OUT-BOUND TRUCK & INTERNAL AUTOTURN




INTERNAL AUTOTURN




0 20' 40' 100'

N

| PROJECT STAFF | | ISSUE | REVISIONS | DATE |
|---|---|---|---|---|
| PROJECT MANAGER: | B. BONO P.E. | A | PRELIMINARY PLAN | 03-26-2026 |
| ENGINEER: | A. VEER P.E. | B | PRELIMINARY PLAN - REVISED PER COMMENTS | 07-08-2026 |
| ENGINEER: | | | | |
| TECHNICIAN: | | | | |

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PRELIMINARY ENGINEERING PLAN
AUTOTURN EXHBIT
NEW ADDITION
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PROJECT NUMBER: 250614

START DATE: MAY 29, 2025

GRAPHIC SCALE
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SCALE: 1"=40'

SHEET NUMBER
3 OF 3

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# NEW CONSTRUCTION FOR

# AVELAR Building 02

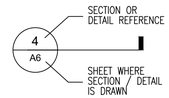
## 16572 NEW AVENUE, UNIT B
## LEMONT, ILLINOIS 60439

### PROJECT LOCATION MAP

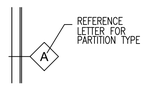



## SYMBOLS

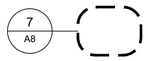
### SECTION/DETAIL NOTATION



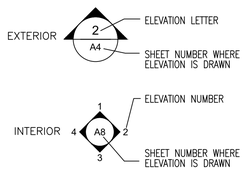

### PARTITION SYMBOL



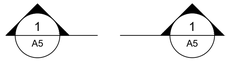

### DETAIL SYMBOL




### ELEVATION SYMBOL



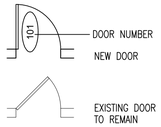

### BUILDING SECTION



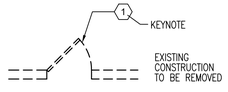

### ROOM NAME & NUMBER

TENANT SPACE
101

### DOOR SYMBOLS




### DEMOLITION




### ELEVATION MARKER

1ST FLOOR
EL. 100'-0"

## MATERIAL LEGEND

- CONCRETE (CAST IN PLACE OR PRECAST)
- BRICK
- CONCRETE MASONRY UNIT
- EARTH
- BATT INSULATION
- RIGID INSULATION
- UNDERBED MATERIAL
- GYPSUM
- PLYWOOD
- WOOD, FINISHED
- WOOD, ROUGH
- STRUCTURAL STEEL (LARGE SCALE)
- MISC. METAL (LARGE SCALE)
- STRUCTURAL STEEL MISC METAL (SMALL SCALE)

## ABBREVIATIONS

| | | | |
|---|---|---|---|
| AB | ANCHOR BOLT | ID | INSIDE DIMENSION |
| ACT | ACOUSTICAL CLG TILE | INCL | INCLUDING |
| AD | AREA DRAIN | INFO | INFORMATION |
| ADDL | ADDITIONAL | INSUL | INSULATION |
| ADJ | ADJUSTABLE | JT | JOINT |
| AFF | ABOVE FINISHED FLOOR | KDHM | KNOCK DOWN HOLLOW METAL |
| AL | ALUMINUM | | |
| ANOD | ANODIZED | LAM | LAMINATE |
| APPROX | APPROXIMATELY | LIN | LINEAR |
| ARCH | ARCHITECTURAL | LL | LOWER LEVEL |
| BD | BOARD | LP | LOW POINT |
| BETWN | BETWEEN | LTWT | LIGHT WEIGHT |
| BLDG | BUILDING | MAX | MAXIMUM |
| BLK | BLOCK, BLOCKING | MC | MINERAL CORE |
| BM | BENCH MARK | MECH | MECHANICAL |
| BOT | BOTTOM | MEJ | MASONRY EXPANSION JOINT |
| BRG | BEARING | MFR | MANUFACTURER |
| BSMT | BASEMENT | MH | MANHOLE |
| BUR | BUILT-UP ROOFING | MIN | MINIMUM |
| CAB | CABINET | MISC | MISCELLANEOUS |
| CAR | CARPET | MO | MASONRY OPENING |
| CB | CATCH BASIN | MTD | MOUNTED |
| CJ | CONTROL JOINT | NIC | NOT IN CONTRACT |
| CL | CENTER LINE | NLWT | NORMAL WEIGHT |
| CLG | CEILING | NO | NUMBER |
| CLR | CLEAR | NOM | NOMINAL |
| CMT | CERAMIC MOSAIC TILE | NS | NEAR SIDE |
| CMU | CONCRETE MASONRY UNIT | NTS | NOT TO SCALE |
| CO | CLEANOUT | OC | ON CENTER |
| COL | COLUMN | OD | OUTSIDE DIAMETER |
| CONC | CONCRETE | OPNG | OPENING |
| CONT | CONTINUOUS | OPP | OPPOSITE |
| CP | CEMENT PLASTER | PR | PAIR |
| CT | CERAMIC TILE | PL | PLATE |
| CU | CUBIC | PLAM | PLASTIC LAMINATE |
| DEMO | DEMOLITION | PLAS | PLASTER |
| DET | DETAIL | PLYWD | PLYWOOD |
| DIA | DIAMETER | PT | PAINT |
| DIM | DIMENSION | PIFRT | PRESSURE IMPREGNATED FIRE RETARDANT TREATED |
| DF | DRINKING FOUNTAIN | | |
| DN | DOWN | | |
| DS | DOWNSPOUT | QT | QUARRY TILE |
| DWG | DRAWING | R | RADIUS |
| EA | EACH | REINF | REINFORCED, REINFORCING |
| EF | EACH FACE | REQD | REQUIRED |
| EL | ELEVATION | RD | ROOF DRAIN |
| ELEC | ELECTRIC | RM | ROOM |
| EP | EPOXY PAINT | RO | ROUGH OPENING |
| EQ | EQUAL | SC | SOLID CORE |
| EQUIP | EQUIPMENT | SCHED | SCHEDULE |
| EWC | ELECTRIC WATER COOLER | SEC | SECTION |
| EXIST | EXISTING | SGT | STRUCTURAL GLAZED TILE |
| EXP | EXPANSION | SHT | SHEET |
| EXP JT | EXPANSION JOINT | SIM | SIMILAR |
| EW | EACH WAY | SM | SHEET METAL |
| FD | FLOOR DRAIN | SOG | SLAB ON GRADE |
| FDN | FOUNDATION | SP | STARTING POINT |
| FE | FIRE EXTINGUISHER | SPEC | SPECIFICATIONS |
| FEC | FIRE EXTINGUISHER CABINET | SQ | SQUARE |
| FHC | FIRE HOSE CABINET | SS | STAINLESS STEEL |
| FLR | FLOOR | STD | STANDARD |
| FS | FAR SIDE | STL | STEEL |
| FT | FEET | STRUC | STRUCTURAL |
| FTG | FOOTING | ST&V | STAIN & VARNISH |
| | | SUSP | SUSPENDED |
| GA | GAUGE, GAGE | T&B | TOP AND BOTTOM |
| GALV | GALVANIZED | THK | THICK |
| GB | GYPSUM BOARD | TYP | TYPICAL |
| GL | GLASS | UNO | UNLESS NOTED OTHERWISE |
| GMU | GLAZED MASONRY UNIT | UL | UNDERWRITERS LABORATORY |
| GST | GLAZED STRUCTURAL TILE | VCT | VINYL COMPOSITION TILE |
| GP | GYPSUM PLASTER | VENT | VENTILATION |
| GR | GRADE | VERT | VERTICAL |
| HC | HOLLOW CORE | VEST | VESTIBULE |
| HDCP | HANDICAPPED | VIF | VERIFY IN FIELD |
| HDWD | HARDWOOD | VOL | VOLUME |
| HM | HOLLOW METAL | VT | VINYL TILE |
| HORZ | HORIZONTAL | | |
| HP | HIGH POINT | W/ | WITH |
| HR | HOUR | WC | WALL COVERING |
| HT | HEIGHT | WD | WOOD |
| HTG | HEATING | WH | WALL HEATER |
| HVAC | HEATING / VENTILATION / AIR CONDITIONING | W/O | WITHOUT |
| | | WWF | WELDED WIRE FABRIC |
| HWY | HIGHWAY | | |

## CODE INFORMATION

### 1. APPLICABLE CODES AND STANDARDS

- ZONING: LEMONT ZONING CODE
- BUILDING:
  - 2021 INTERNATIONAL BUILDING CODE W/ AMENDMENTS
  - 2020 NATIONAL ELECTRIC CODE W/ AMENDMENTS
  - 2021 INTERNATIONAL FIRE CODE W/ AMENDMENTS
  - 2021 INTERNATIONAL FUEL GAS CODE W/ AMENDMENTS
  - 2021 INTERNATIONAL MECHANICAL CODE W/ AMENDMENTS
  - 2021 ILLINOIS ENERGY CONSERVATION CODE W/ AMENDMENTS
  - 2021 ILLINOIS PLUMBING CODE W/ AMENDMENTS
  - 2021 INTERNATIONAL ENERGY CONSERVATION CODE W/ AMENDMENTS
- ACCESSIBILITY: ILLINOIS ACCESSIBILITY CODE 2018; AMERICANS WITH DISABILITIES ACT OF 1990

### 2. PROJECT DATA

- ZONING CLASSIFICATION — M-1 LIGHT MANUF. DISTRICT
- OCCUPANCY CLASSIFICATION — S-1/STORAGE
- CONSTRUCTION TYPE — TYPE IIB
- AUTOMATIC FIRE SUPPRESSION — ___YES _X_NO
- BUILDING HEIGHT — 34'-0"
- BUILDING AREA

| | |
|---|---|
| BUILDING 1 (NO WORK) | 12,000 SQFT |
| BUILDING 2 | 32,670 SQFT |
| UTILITY SERVICE | 467 SQFT |
| TOTAL | 33,137 SQFT |
| BUILDING 3 (NO WORK) | 20,000 SQFT |

### 3. FIRE RESISTIVE RATINGS

| | |
|---|---|
| STRUCTURAL FRAME | 0 HOUR |
| BEARING WALLS | |
| EXTERIOR | 0 HOUR |
| INTERIOR | 0 HOUR |
| NON BEARING WALLS & PARTITIONS | |
| EXTERIOR | 0 HOUR |
| INTERIOR | 0 HOUR |
| FLOOR CONSTRUCTION | 0 HOUR |
| ROOF CONSTRUCTION | 0 HOUR |
| FIRE WALLS | NA |
| ROOF COVERING CLASSIFICATION | C |

## DRAWING INDEX


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**CIVIL**
--- PREVIOUSLY SUBMITTED

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AS.2 TRASH ENCLOSURE & BOLLARD DETAIL

**STRUCTURAL**
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S1.1 FOUNDATION PLAN
S2.0 ROOF FRAMING PLAN
S2.1 ROOF FRAMING PLAN
S3.0 FOUNDATION DETAILS
S4.0 ROOF FRAMING PLAN
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A1.1 BLD 2 - FLOOR PLAN SOUTH
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A4.0 BUILDING ELEVATIONS
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A6.1 SECTION DETAILS

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**PLUMBING**
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P9.1 PLUMBING RISER DIAGRAM

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E9.1 ELECTRICAL RISER DIAGRAM AND SCHEDULES
E9.2 ELECTRICAL DETAILS
SE1.0 SITE PHOTOMETRIC PLAN


## GENERAL NOTES

1. DO NOT SCALE DRAWINGS.
2. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS AND SHALL NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO PROCEEDING WITH THE WORK.
3. ALL WORK SHALL COMPLY WITH ALL APPLICABLE LAWS, ORDINANCES, CODES AND REGULATIONS OF ALL GOVERNING BODIES.
4. CONTRACTOR SHALL PAY ALL FEES, COORDINATE AND OBTAIN ALL NSPECTIONS REQUIRED BY ALL GOVERNING AUTHORITIES AND PROVIDE REQUIRED EVIDENCE OF SAME TO OWNER.
5. ALL WORK SHALL BE PERFORMED IN A TRADESMAN-LIKE MANNER AND SHALL CONFORM TO THE BEST STANDARD PRACTICES OF THE TRADE INVOLVED.
6. THE WORK UNDER THIS CONTRACT INCLUDES THE FURNISHING OF ALL MATERIALLS AND LABOR REQUIRED FOR THE INSTALLATIONS AS INDICATED.
7. THE WORK SHALL BE COMPLETE IN DETAIL AND SHALL INCLUDE ALL ACCESSORIES TO COMPLETE THE JOB.
8. BIDDERS ARE TO VISIT THE SITE AND FAMILIARIZE THEMSELVES WITH EXISTING CONDITIONS AND SATISFY THEMSELVES AS TO THE NATURE AND SCOPE OF THE WORK. THE BASE BID SHALL REFLECT MODIFICATIONS TO SYSTEMS AND DEVICES REQUIRED BY STATE AND LOCAL CODES WHETHER INDICATED OR NOT ON CONTRACT DOCUMENTS. THE SUBMISSION OF A BID WILL BE EVIDENCE THAT SUCH AN EXAMINATION AND COMPLIANCE WITH GOVERNING CODES/REQUIREMENTS HAS BEEN MADE. LATER CLAIMS FOR LABOR, EQUIPMENT OR MATERIALS REQUIRED, OR FOR DIFFICULTIES ENCOUNTERED WHICH COULD HAVE BEEN FORSEEN HAD AN EXAMINATION AND CODE/REQUIREMENTS REVIEW BEEN MADE WILL NOT BE ALLOWED.

## FIRE PROTECTION NOTES

1. THE FIRE ALARM CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE AND INSTALL REQUIRED AUDIO/VISUAL EMERGENCY WARNING SYSTEM DEVICES AS REQUIRED PER CODE AND SHALL BE AN MEETING THE FOLLOWING REQUIREMENTS: AUDIBLE EMERGENCY ALARMS SHALL PRODUCE A SOUND THAT EXCEEDS THE PREVAILING EQUIVALENT SOUND LEVEL IN THE ROOM OR SPACE BY AT LEAST 15 DECIBELS OR EXCEEDS ANY MAXIMUM SOUND LEVEL WITH A DURATION OF 30 SECONDS BY 5 DECIBELS, WHICHEVER IS LOUDER. SOUND LEVELS FOR ALARM SIGNALS SHALL NOT EXCEED 120 DECIBELS. VISUAL ALARMS SHALL BE FLASHING LIGHTS ARRANGED TO FLASH IN CONJUNCTION WITH THE AUDIBLE EMERGENCY ALARMS. THE FLASHING FREQUENCY OF VISUAL ALARMS SHALL BE APPROXIMATELY 1 HZ. MOUNTING HEIGHT OF PULL STATIONS SHALL NOT EXCEED 48". INDICATE MOUNTING HEIGHTS AND OPERATION WITH ANSI SECTION 4.25. SUBMIT WRITTEN CERTIFICATION OF COMPLIANCE WITH THE ABOVE NOTED REQUIREMENTS WITH SHOP DRAWING SUBMITTAL FROM FIRE ALARM COMPANY.
2. THE SPRINKLER CONTRACTOR SHALL BE RESPONSIBLE TO CO-ORDINATE AND INSTALL REQUIRED SPRINKLER HEADS WHERE NECESSARY. (THAT IS THE NUMBER, LOCATION AND TYPE OF HEAD REQUIRED.) THE DESIGN OF THE SPRINKLER LAYOUT AND ALL RELATED WORK SHALL BE PER NFPA 13 AND IN ACCORDANCE WITH ALL AUTHORITIES HAVING JURISDICTION. THE SPRINKLER HEADS SHOWN ON THE REFLECTED CEILING PLAN ARE FOR GENERAL REFERENCE ONLY. THE SPRINKLER CONTRACTOR SHALL PROVIDE DRAWINGS AS REQUIRED BY LOCAL AUTHORITIES FOR THE WORK INVOLVED. WITHIN CEILING TILES.
3. ALL BUILDINGS REQUIRED TO HAVE HAVE SMOKE DETECTORS SHALL HAVE DETECTORS CONNECTED TO THE BUILDING'S DETECTION PANEL AND INSTALLED ACCORDING TO NFPA 72A, 72C, 72E, AND THE NATIONAL ELECTRICAL CODE NFPA 70. THE GENERAL CONTRACTOR SHALL CO-ORDINATE WITH THE FIRE INSPECTOR FOR THE NUMBER AND LOCATIONS OF ALL: SMOKE DETECTORS, PULL STATIONS, EMERGENCY LIGHTS WITH BATTERY PACK, HORN, STROBES, FIRE EXTINGUISHER, ILLUMINATED EXIT SIGNS & ETC. PROVIDE ALL THAT IS REQUIRED WHETHER SHOWN ON THE PLANS OR NOT. (VERIFY REQUIREMENTS W/CHIEF FIRE INSPECTOR)
4. THE NEW WALL MOUNTED FIRE EXTINGUISHERS PROVIDED SHALL BE CONSPICUOUSLY DISPLAYED, READILY ACCESSIBLE AND APPROVED TYPE AS RECOMMENDED BY THE LOCAL FIRE INSPECTOR.

## ARCHITECT'S CERTIFICATION

I HEREBY CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY SUPERVISION AND TO THE BEST OF MY KNOWLEDGE COMPLY WITH THE CODES AND ORDINANCES OF THE VILALGE OF LEMONT AND THE STATE OF ILLINOIS.




11/26/2025

JOSEPH PASCOLLA
STATE OF ILLINOIS LICENSED ARCHITECT
EXPIRES: 11 - 30 - 26

JTS ARCHITECTS STATE OF ILLINOIS DESIGN FIRM ARCHITECTURAL CORPORATION: 184-003669

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# AVELAR BLDG 2

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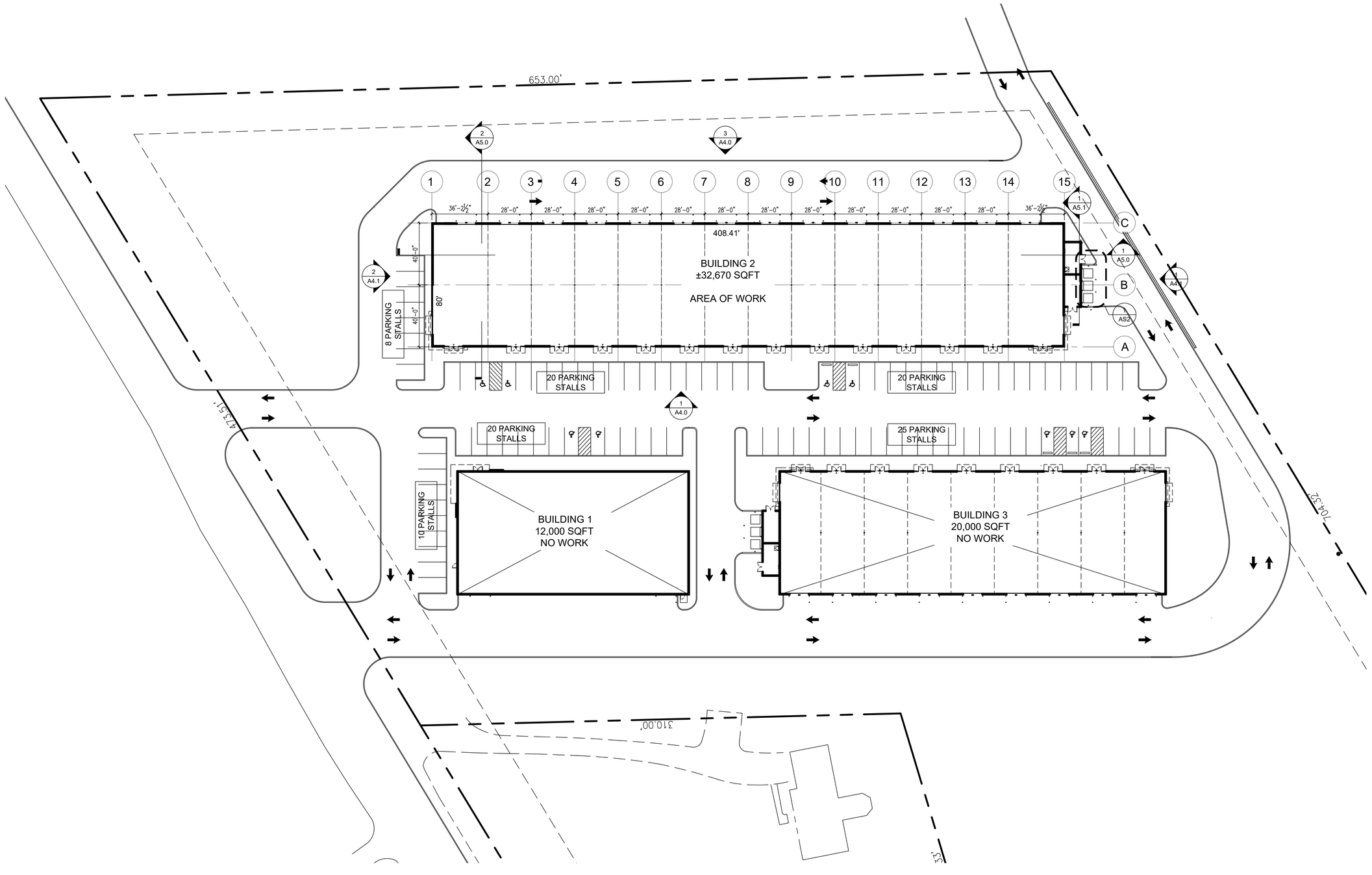
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1 ARCHITECTURAL SITE PLAN
1" = 30'-0"

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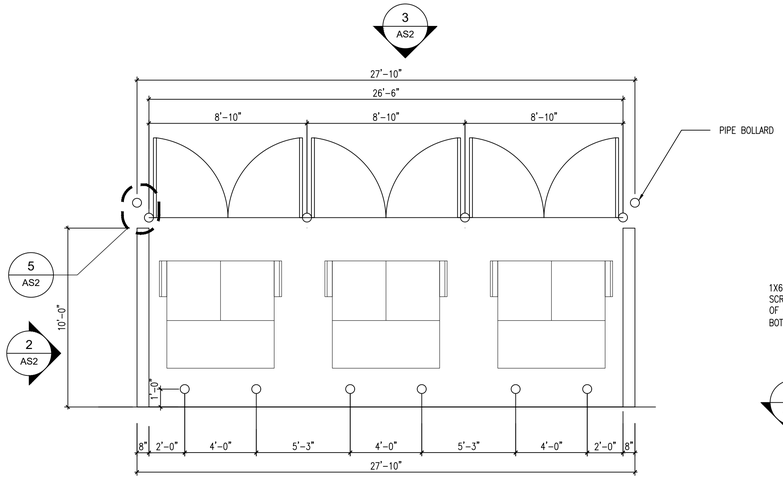
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ARCH. SITE PLAN

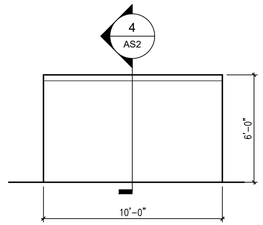
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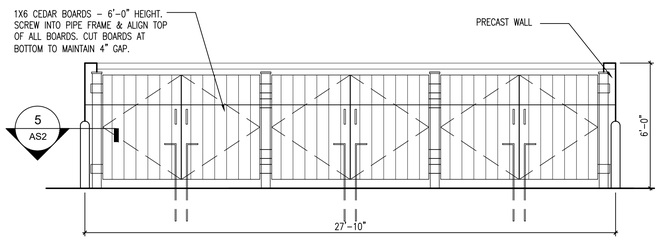
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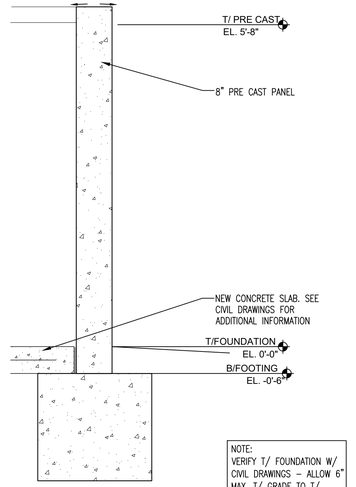

1 TRASH ENCLOSURE PLAN
SCALE: 1/4" = 1'-0"



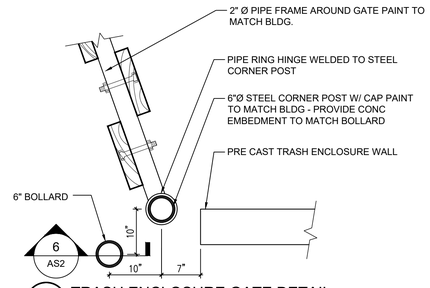

2 SIDE ELEVATION
SCALE: 1/4" = 1'-0"



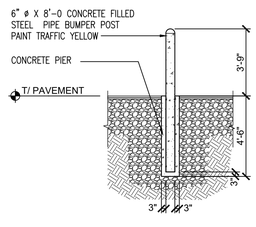

3 FRONT ELEVATION
SCALE: 1/4" = 1'-0"




4 TYP. WALL SECTION - TRASH
SCALE 3/4" = 1'-0"




5 TRASH ENCLOSURE GATE DETAIL
N.T.S.




6 BOLLARD DETAIL
SCALE: 1/4" = 1'-0"

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SITE PLAN DETAILS

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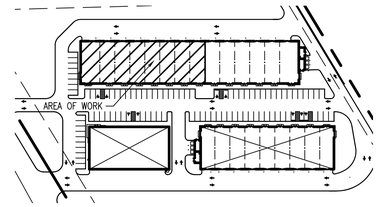
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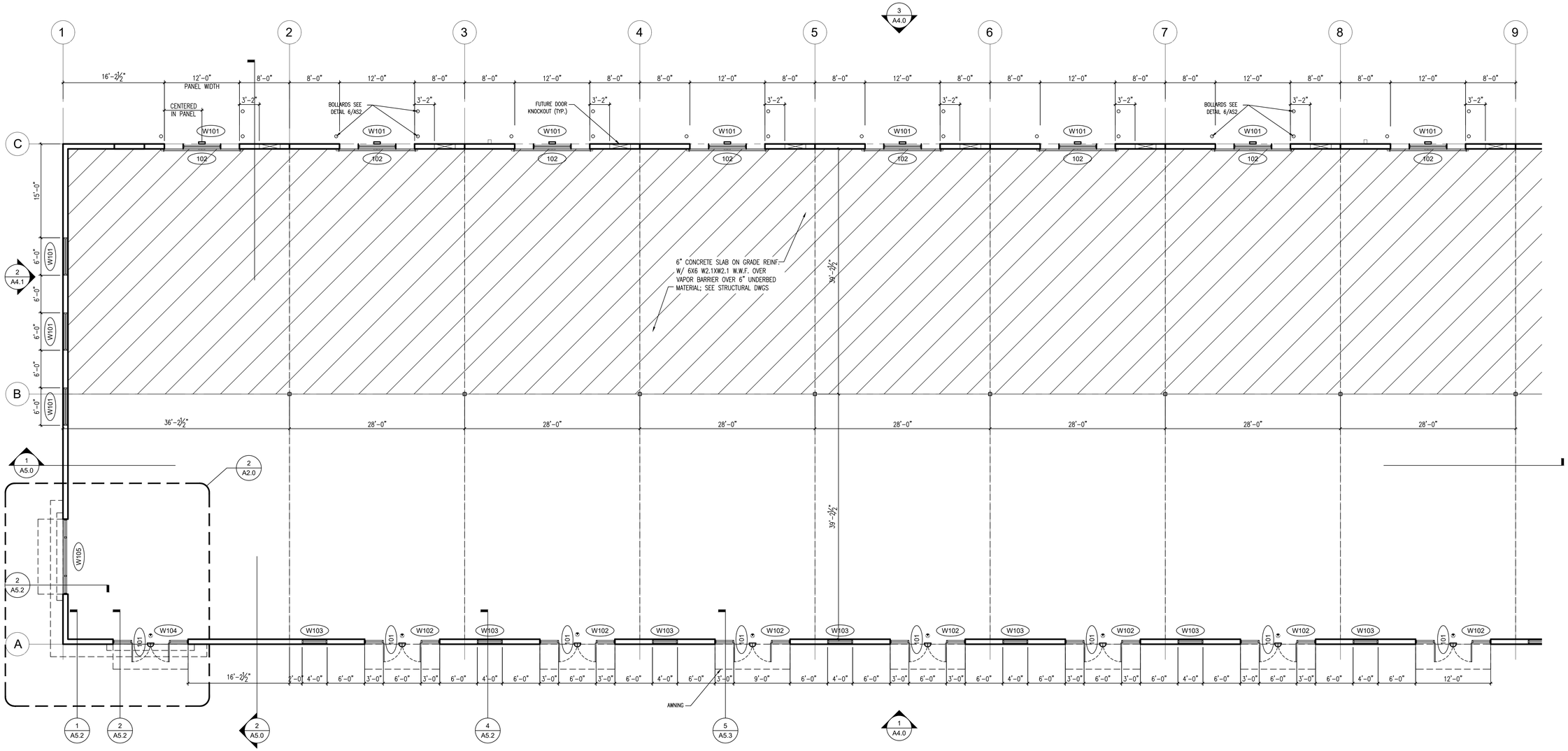
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## FLOOR PLAN NOTES

1. SPRINKLER AND FIRE ALARM BY CONTRACTOR




KEY PLAN




1 BLD 2 - FLOOR PLAN - NORTH
1/8"=1'-0"

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FLOOR PLAN

DATE
11/26/25

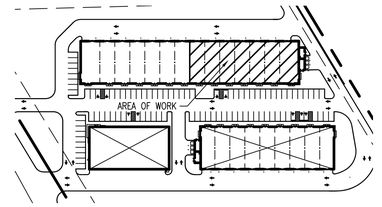
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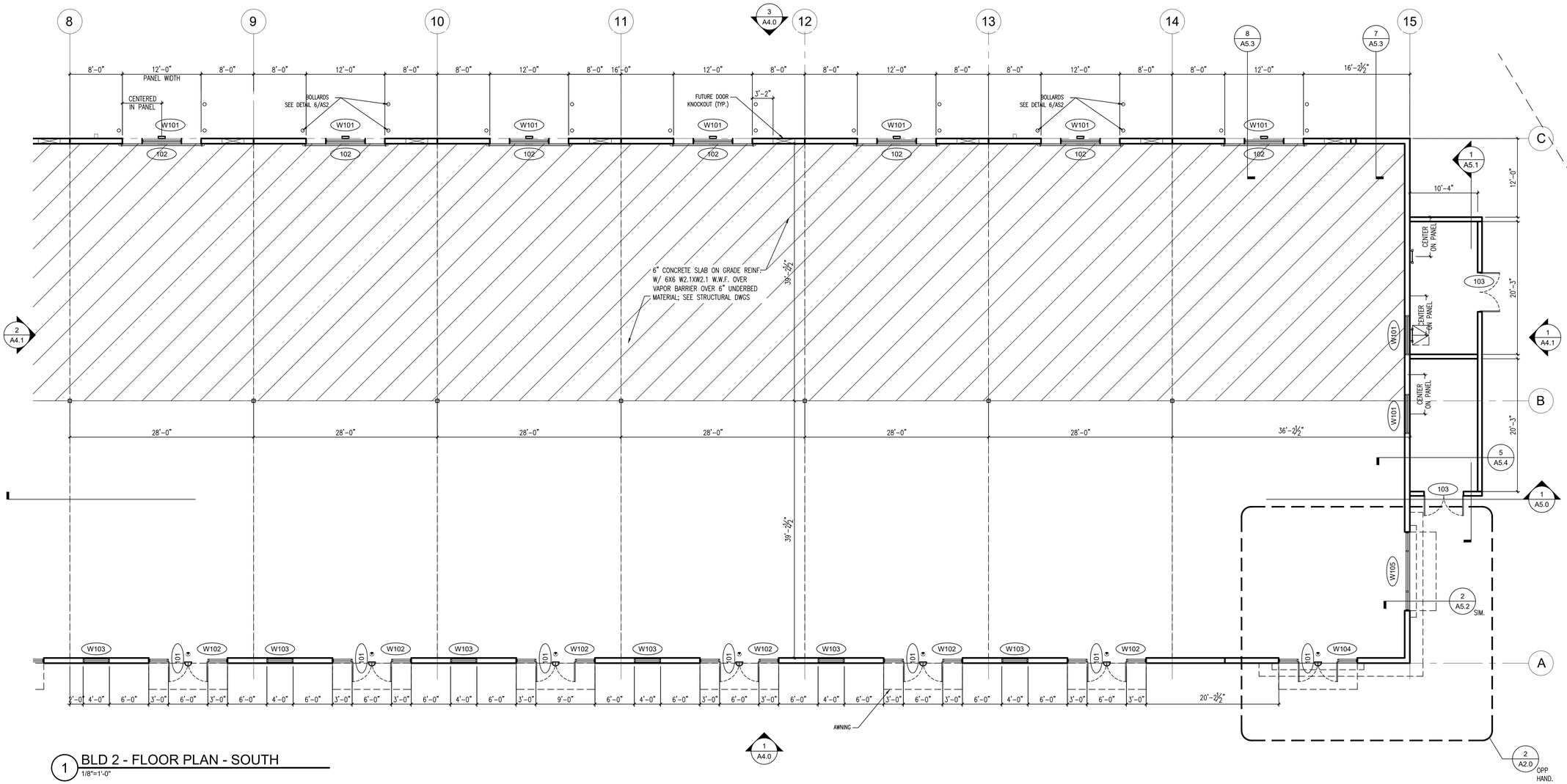
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## FLOOR PLAN NOTES

1. SPRINKLER AND FIRE ALARM BY CONTRACTOR




KEY PLAN




1 BLD 2 - FLOOR PLAN - SOUTH
1/8"=1'-0"

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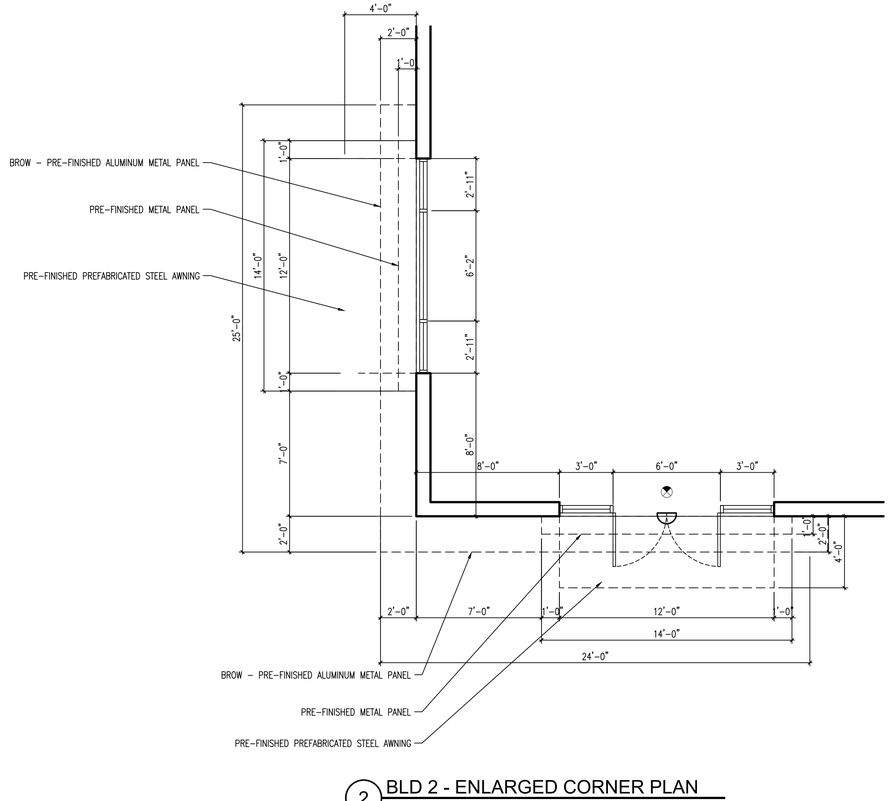
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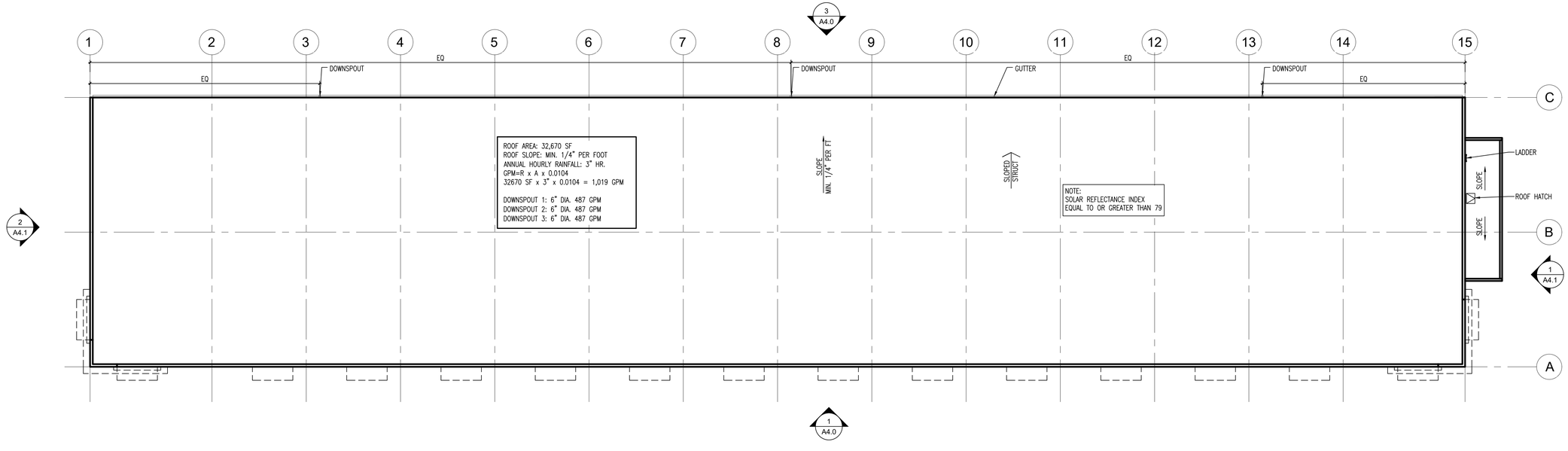
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2 BLD 2 - ENLARGED CORNER PLAN
1/4"=1'-0"




1 BLDG 2 - ROOF PLAN
1/16" = 1'-0"

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ROOF PLAN

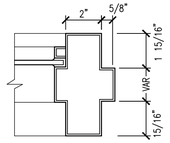
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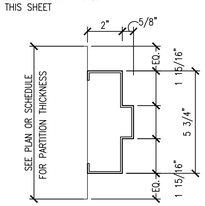
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SEE "TYPICAL FRAME DETAIL & DOOR NOTES" THIS SHEET




3 JAMB or HEAD
No Scale

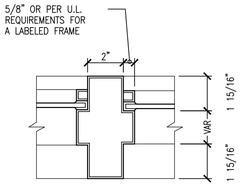
SEE "TYPICAL FRAME DETAL & DOOR NOTES" THIS SHEET




4 JAMB or HEAD
No Scale

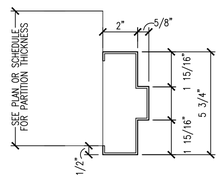
SEE "TYPICAL FRAME DETAIL & DOOR NOTES" THIS SHEET

5/8" OR PER U.L. REQUIREMENTS FOR A LABELED FRAME



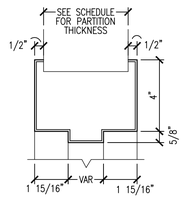

5 MULLION
No Scale

SEE "TYPICAL FRAME DETAIL & DOOR NOTES" THIS SHEET

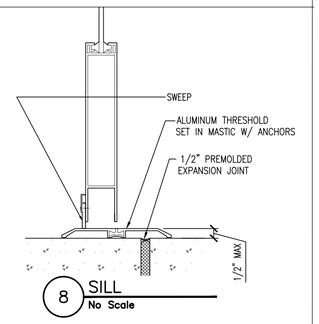



6 JAMB or HEAD
No Scale

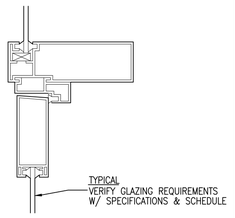
SEE "TYPICAL FRAME DETAIL & DOOR NOTES" THIS SHEET




7 HEAD
No Scale

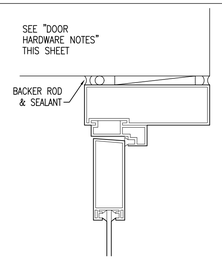



8 SILL
No Scale




9 JAMB or HEAD
No Scale

SEE "DOOR HARDWARE NOTES" THIS SHEET




10 JAMB or HEAD
No Scale

# DOOR SCHEDULE

| MARK | DOOR TYPE | WIDTH | HEIGHT | THKN | MAT | HDWR | FRAME TYPE | MAT | DETAIL | GLAZ | RATING | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 101 | D2 | 6'-0" | 8'-0" | 1 3/4" | AL | H1 | F2 | AL | 3/A3.0 | G1 | --- | |
| 102 | D3 | 12-0" | 14'-0" | 2" | SS | --- | --- | SS | --- | --- | --- | |
| 103 | D1 | 6'-0" | 7'-0" | 1 3/4" | HM | H2 | F2 | HM | 4/A3.0 | --- | --- | |

ABBREVIATIONS
ALUM ALUMINUM
HM HOLLOW METAL
SS STAINLESS STEEL
WD WOOD (SOLID CORE)

RATING
A 3 HR
B 1½ HR
B* 1 HR
C ¾ HR
D 20 MIN

GLAZING
G1 1" INSUL CLEAR FULLY TEMPERED GLASS WITH LOW E FILM
G2 1" INSUL CLEAR GLASS WITH LOW E FILM
G3 1" CLEAR FULLY TEMPERED GLASS

DOOR SCHEDULE NOTES
1. CONTRACTOR TO CONFIRM ALL DOOR MATERIAL, FINISHES, AND HARDWARE WITH OWNER PRIOR TO SUBMITTING BID

TYP DOOR AND FRAME NOTES
1. WIDTH OF HOLLOW METAL FRAMES ARE ACTUAL PARTITION THICKNESS PLUS 1" (SEE PARTITION TYPE SCHEDULE).
2. PROVIDE FRAME ANCHORS TO ACCOMODATE PARTITON TYPES AND REQUIREMENTS (INCLUDING FIRE RATED).
3. GROUT SOLID THE ENTIRE VOID SPACE BETWEEN JAMB FRAME AND PARTITION FOR ALL STUD AND MASONRY PARTITIONS.
4. PROVIDE A SEALANT JOINT AT JUNCTION WHERE FRAMES MEET PARTITION.
5. AT ALL RATED FRAMES ANCHORED IN EXISTING MASONRY OR CONCRETE OPENINGS, PROVIDE ⅜" DIA EXPANSION ANCHORS WITH FLAT HEAD COUNTERSUNK HEADS. DIMPLE FRAME WITH 1/16" DEPRESSION TO RECEIVE SCREW HEADS. PROVIDE METAL BODY PUTTY OVER SCREW HEADS AND GRIND SMOOTH IN PREP FOR PAINT.
6. AT WOOD DOORS WITH STAIN/VARNISH FINISH, PAINT ALL METAL GLAZING STOPS AND METAL LOUVERS TO MATCH STAIN/VARNISH FINISH FOR DOORS.
7. ALL LOCKS TO BE PROVIDED WITH "BEST" 7-PIN INTERCHANGEABLE CORES AND CYLINDERS.
8. ALL EXTERIOR DOORS TO BE INSULATED WITH WEATHERSTRIPPING, BUTT HINGES WITH TAMPER-PROOF PINS AND ADA THRESHOLDS.
9. ALL EXISTING DOORS TO REMAIN SHALL BE PROVIDED WITH NEW HARDWARE FOR ANY UNOPERABLE, DAMAGED OR MISSING PARTS.
10. PAINT ALL HM DOORS AND FRAMES TO MATCH ADJACENT WALL UNO (SEE FINISH SCHED / LEGEND).
11. INSTALL "PEMKO" SMOKE SEALS AT ALL FIRE RATED DOORS.
12. COORDINATE DOOR UNDERCUTS AS REQUIRED PER MECH DRAWINGS
13. DOOR AND GATES TO HAVE SMOOTH SURFACE MIN 10" AFF THE ENTIRE WIDTH OF DOOR

# HARDWARE SCHEDULE

| MARK | USAGE TYPE | HARDWARE TYPE | SPECIFICATION |
|---|---|---|---|
| H1 | STOREFRONT | CONTINUOUS HINGE | BY STOREFRONT MFR |
| | | PANIC HARDWARE | ADAMS RITE PUSH DEAD LATCH PADDLE OR EQ |
| | | LOCKSET | BY STOREFRONT MFR |
| | | CYLINDER / CORE | TBD |
| | | CLOSER | LCN 4110 |
| | | WEATHERSTRIPPING | PEMKO 2891APK-36 (TOP) 290APK-84 (EA SIDE) |
| | | SWEEP | PEMKO 29326CNB-36 |
| | | THRESHOLD | PEMCO 1715AK-36 |
| H2 | HOLLOW METAL EXTERIOR | HINGES | 1 1/2 PR IVES 4½" X 4½" BALL BEARING HINGES (SECURITY) |
| | | PANIC DEVICE | VON DUPRIN AX22- NL |
| | | CYLINDER / CORE | SCHLAGE |
| | | CLOSER | LCN 4110 (WITH HOLD OPEN OPTION) |
| | | SILENCERS | 3 IVES NO 20 |
| | | WEATHERSTRIPPING | PEMKO 2891APK-36 (TOP) 290APK-84 (EA SIDE) |
| | | SWEEP | PEMKO 29326CNB-36 |
| | | THRESHOLD | PEMCO 1715AK-36 |
| | | ARMOR PLATE | ROCKWOOD 24" X 34" (PUSH SIDE) |
| | | DRIP EDGE | PEMKO #345 OR EQUAL |

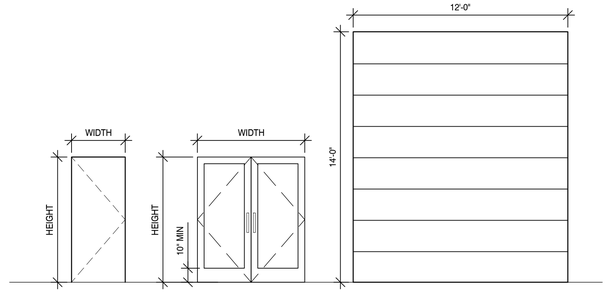
TYP DOOR HARDWARE NOTES
1. ALL HARDWARE TO HAVE CLEAR ANODIZED ALUM, SATIN CHROME, OR SATIN STAINLESS STEEL FINISH.
2. HANDLES, PULLS, LATCHES, LOCKS AND OTHER PENETRATING DEVICES ON ACCESSIBLE DOORS SHALL HAVE LEVER OPERATED, PUSH-PULL MECHANISM OR V-SHAPED DESIGNS.
3. ALL FIRE RATED DOORS MUST BE AN APPROVED ASSEMBLY TO INCLUDE FIRE RATED DOOR, FRAME, SELF CLOSER, LATCH AND OTHER HARDWARE IN ACCORDANCE NFPA80 AND IBC.
4. EGRESS DOOR LATCHING AND LOCKING HARDWARE MUST BE READILY OPERABLE FROM THE EGRESS SIDE WITHOUT THE USE OF KEYS, SPECIAL KNOWLEDGE OR EFFORT.
5. ALL FIRE DEPT ACCESS DOORS MUST HAVE KEYED LOCKS.
6. THRESHOLDS SHALL NOT EXCEED ½" CHANGES IN LEVEL. CHANGES BETWEEN ¼" AND ½" SHALL BE BEVELED.
7. PROVIDE TACTILE WARNING (KNURLED) FINISH ON DOOR LEVERS LEADING TO HAZARDOUS AREAS.

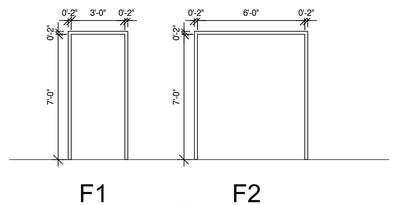
# WINDOW SCHEDULE

| MARK | WINDOW WIDTH | WINDOW HEIGHT | MAT | GLAZ | NOTES |
|---|---|---|---|---|---|
| W101 | 6'-0" | 2'-0" | AL | G2 | 1 |
| W102 | STOREFRONT | | AL | G1 | 1,2 |
| W103 | 4'-0" | 20'-0" | AL | G2 | 1 |
| W104 | STOREFRONT | | AL | G1,G2 | 1,2 |
| W105 | STOREFRONT | | AL | G1,G2 | 1,2 |

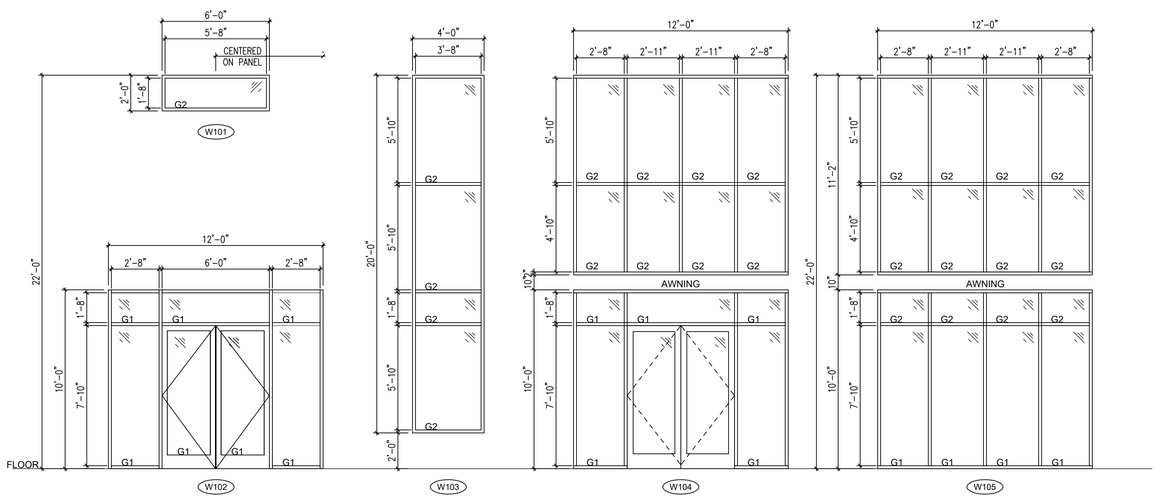
WINDOW SCHEDULE NOTES
1. CONTRACTOR TO CONFIRM FINISHES WITH OWNER BEFORE SUBMITTING FINAL BID
2. SEE SHEET 2/A3.0 FOR DIMENSIONS

GLAZING
G1 1" INSUL CLEAR FULLY TEMPERED GLASS WITH LOW E FILM
G2 1" INSUL CLEAR GLASS WITH LOW E FILM




1 DOOR + FRAME TYPES
SCALE: 1/4" = 1'-0"




2 STOREFRONT ELEVATIONS
SCALE: 1/4" = 1'-0"

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# AVELAR BLDG 2

NEW CONSTRUCTION
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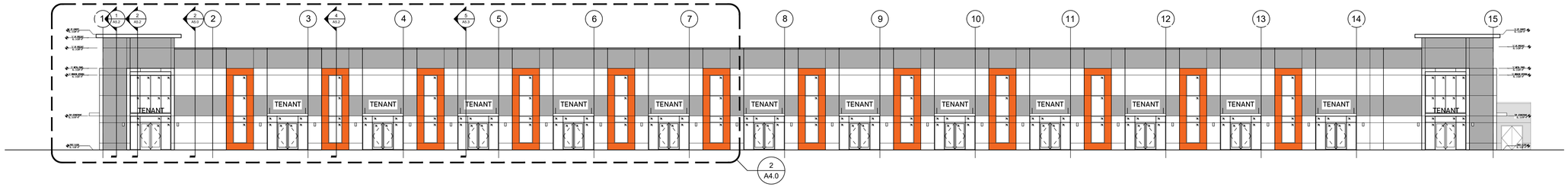
| DATE | SUBMITTED FOR |
|---|---|
| 11/26/25 | BID / PERMIT |

SHEET TITLE
DOOR/ WINDOW SCHEDULE & DETAIL

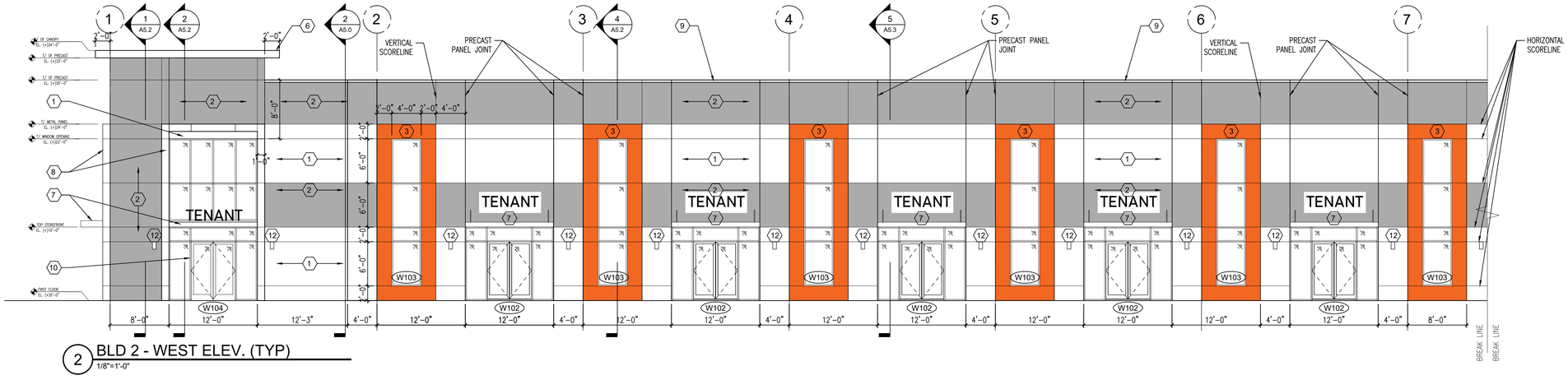
DATE
11/26/25

JOB NO.
3427.B

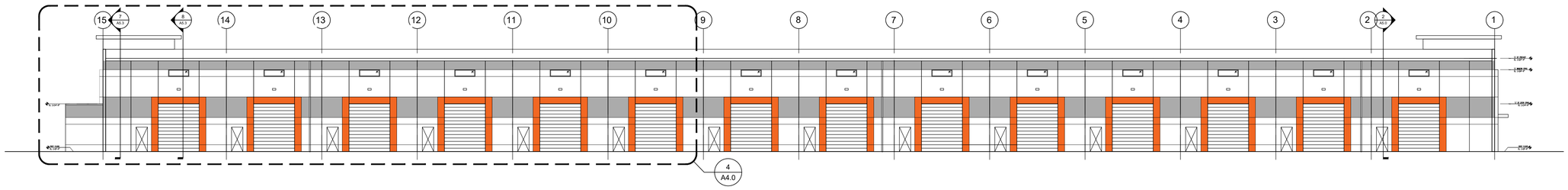
SHEET
A3.0



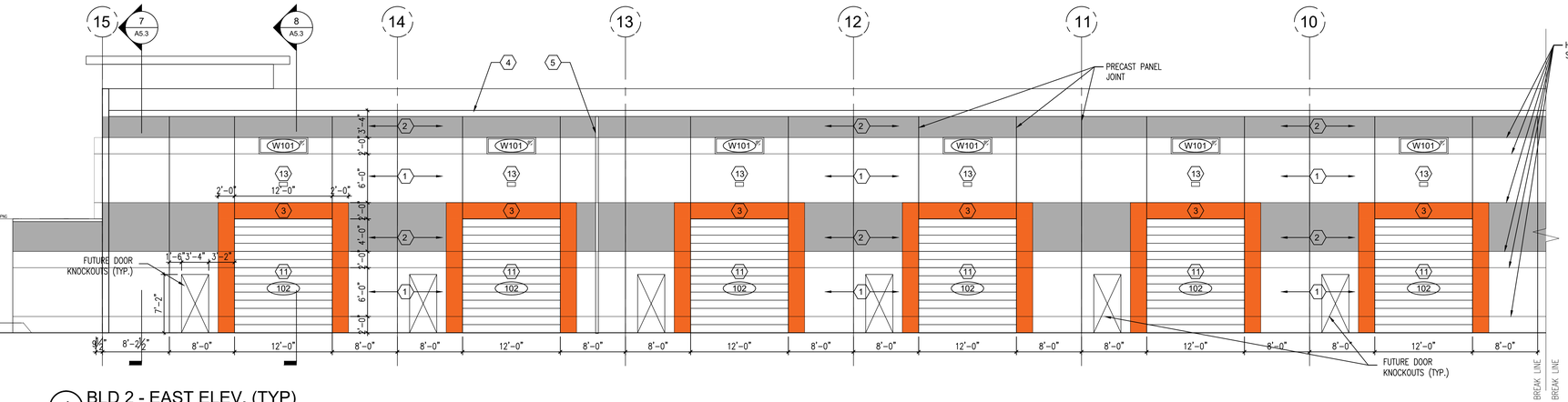

1 BLD 2 - OVERALL WEST ELEV.
1/16"=1'-0"




2 BLD 2 - WEST ELEV. (TYP)
1/8"=1'-0"




3 BLD 2 - OVERALL EAST ELEV.
1/16"=1'-0"




4 BLD 2 - EAST ELEV. (TYP)
1/8"=1'-0"

## EXTERIOR ELEV. KEYNOTES

1. PRECAST CONCRETE PANEL, PAINTED ON EXTERIOR SIDE – SW 9626 GLACIER BAY. INTERIOR SIDE NO PAINT REQUIRED
2. PRECAST CONCRETE PANEL, PAINTED ON EXTERIOR SIDE – SW 7674 PEPPERCORN, INTERIOR SIDE NO PAINT REQUIRED
3. PRECAST CONCRETE PANEL, PAINTED ON EXTERIOR SIDE – SW 6885 KNOCKOUT ORANGE, INTERIOR SIDE NO PAINT REQUIRED
4. 12" X 12" CONTINUOUS METAL GUTTER – PAINTED TO MATCH ADJACENT WALL
5. DOWNSPOUT – 6" X 8" PRE–FINISHED ALUM – PAINTED TO MATCH ADJACENT WALL
6. BROW – PRE–FINISHED ALUMINUM METAL PANEL – – MATTE FINISH – MTO028–FLAT BLACK – UNA–CLAD OR EQUAL
7. PRE–FINISHED PREFABRICATED STEEL AWNING STRUCTURE – – MATTE FINISH – MTO028–FLAT BLACK – UNA–CLAD OR EQUAL
8. PRE–FINISHED METAL PANEL – – MATTE FINISH – ORANGE – UNA–CLAD OR EQUAL
9. PRE–FINISHED ALUMINUM CAP FLASHING – – MATTE FINISH – MTO028–FLAT BLACK – UNA–CLAD OR EQUAL
10. ALUMINUM STOREFRONT SYSTEM. CLEAR 1" INSULATED GLAZING (NON–TINTED, NON–REFLECTIVE)
    – 4 ½" KAWNEER IS451 – MATTE FINISH – DARK BRONZE
11. 14' H x 12' W OVERHEAD DOOR
12. EXTERIOR WALL SCONCES
13. LED WALL PACK

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# AVELAR BLDG 2

NEW CONSTRUCTION
16572 NEW AVENUE, UNIT B, LEMONT, ILLINOIS 60439

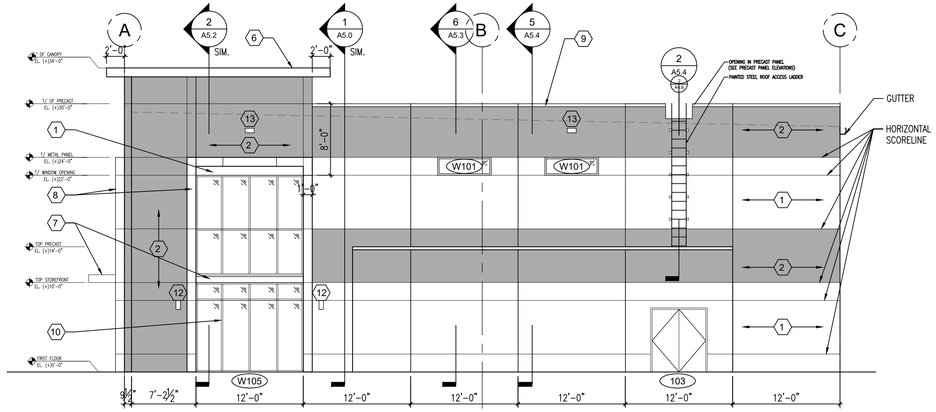
| DATE | SUBMITTED FOR |
|---|---|
| 11/26/25 | BID / PERMIT |

SHEET TITLE
BUILDING ELEVATIONS & DETAILS

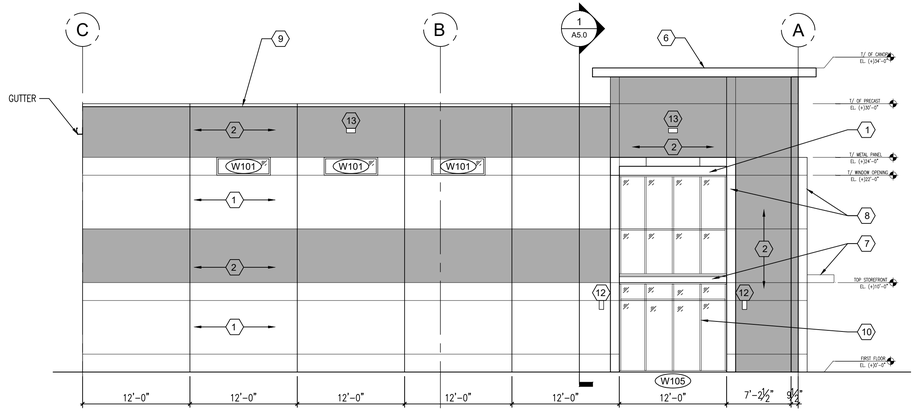
DATE
11/26/25

JOB NO.
3427.B

SHEET
A4.0




1 BLD 2 - SOUTH ELEV.
1/8"=1'-0"




2 BLD 2 - NORTH ELEV.
1/8"=1'-0"

## EXTERIOR ELEV. KEYNOTES

1. PRECAST CONCRETE PANEL, PAINTED ON EXTERIOR SIDE – SW 9626 GLACIER BAY. INTERIOR SIDE NO PAINT REQUIRED
2. PRECAST CONCRETE PANEL, PAINTED ON EXTERIOR SIDE – SW 7674 PEPPERCORN, INTERIOR SIDE NO PAINT REQUIRED
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9. PRE–FINISHED ALUMINUM CAP FLASHING – – MATTE FINISH – MTO028–FLAT BLACK – UNA–CLAD OR EQUAL
10. ALUMINUM STOREFRONT SYSTEM. CLEAR 1" INSULATED GLAZING (NON–TINTED, NON–REFLECTIVE)
    – 4 ½" KAWNEER IS451 – MATTE FINISH – DARK BRONZE
11. 14' H x 12' W OVERHEAD DOOR
12. EXTERIOR WALL SCONCES
13. LED WALL PACK

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|---|---|
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SHEET TITLE
BUILDING ELEVATIONS & DETAILS

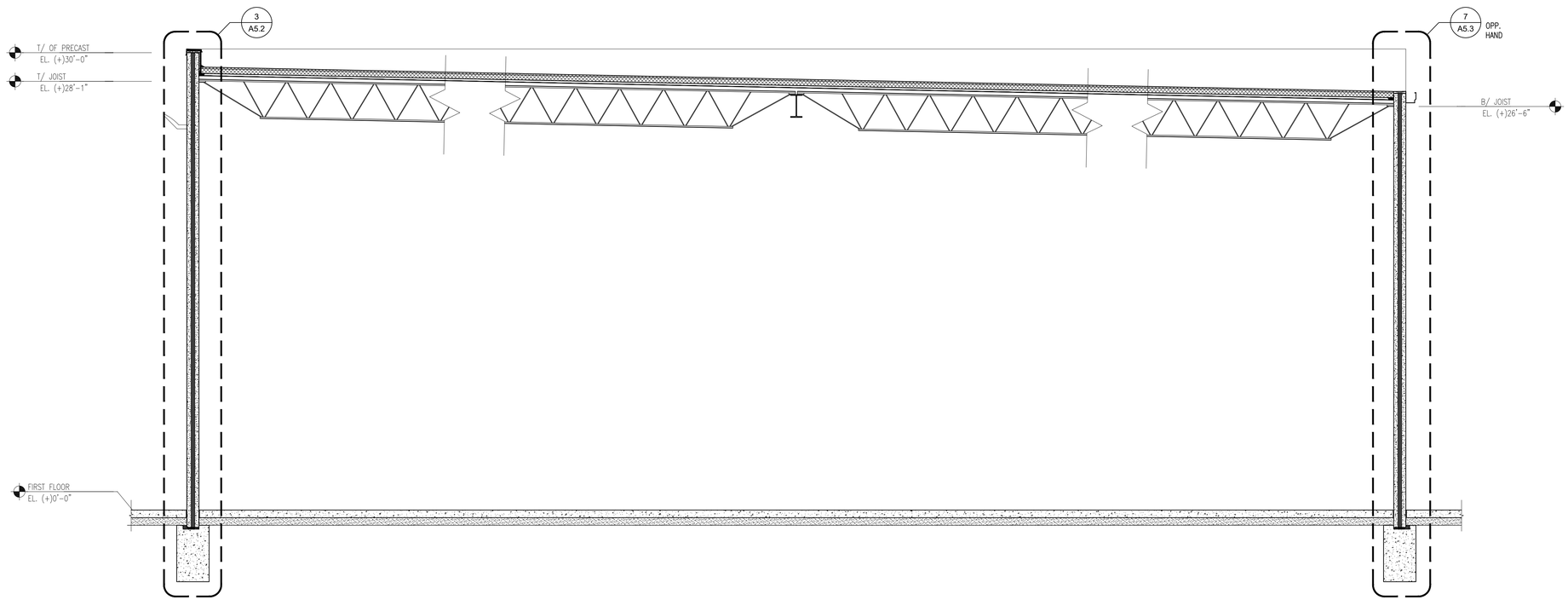
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1 BUILDING SECTION THRU OFFICE
SCALE: 1/4" = 1'-0"




2 BUILDING SECTION
SCALE: 1/4" = 1'-0"

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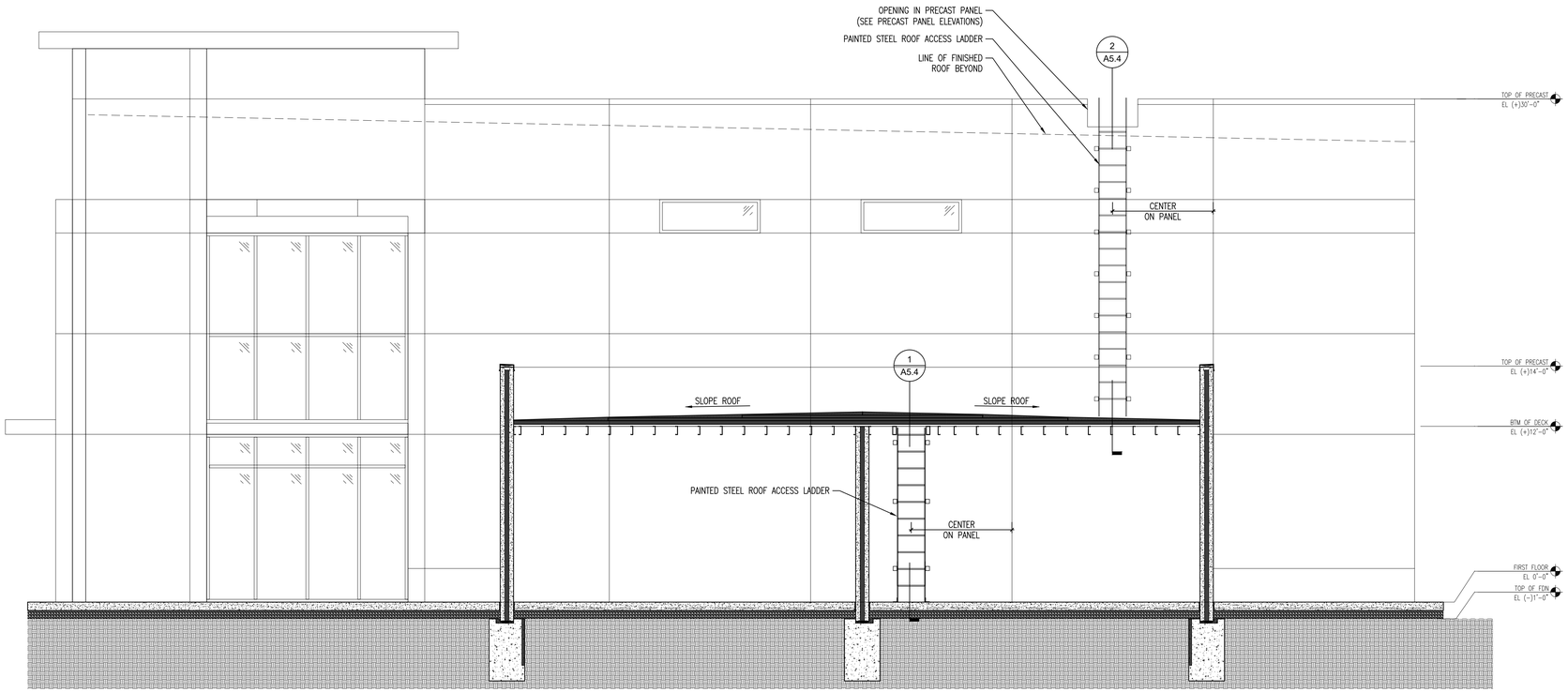
| DATE | SUBMITTED FOR |
|---|---|
| 11/26/25 | BID / PERMIT |

SHEET TITLE
BUILDING SECTIONS

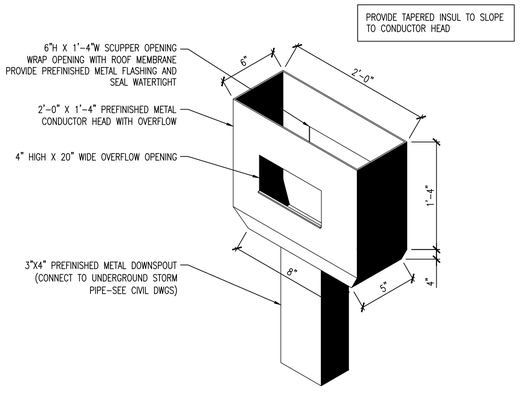
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11/26/25

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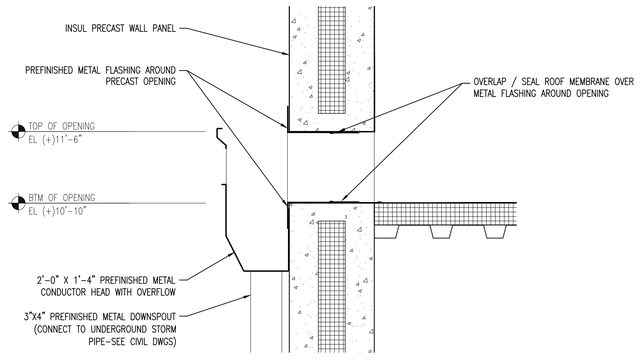
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A5.0



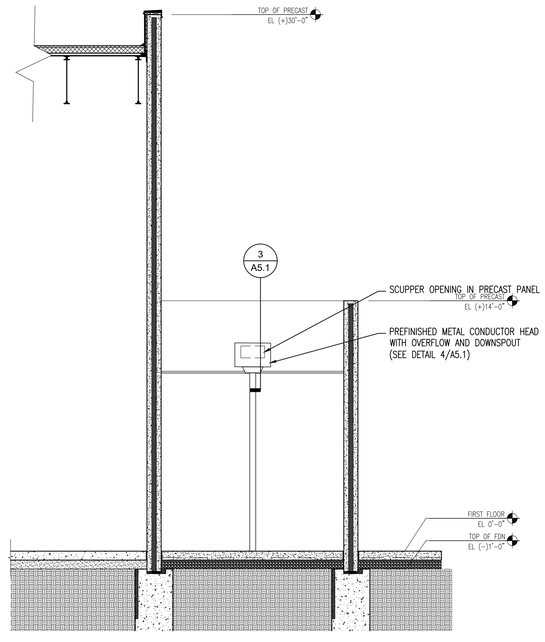

1 BUILDING SECTION / ELEVATION
1/4"=1'-0"




4 CONDUCTOR HEAD DETAIL
1 1/2"=1'-0"




3 CONDUCTOR HEAD SECTION
1 1/2"=1'-0"




2 BUILDING SECTION / ELEVATION
1/4"=1'-0"

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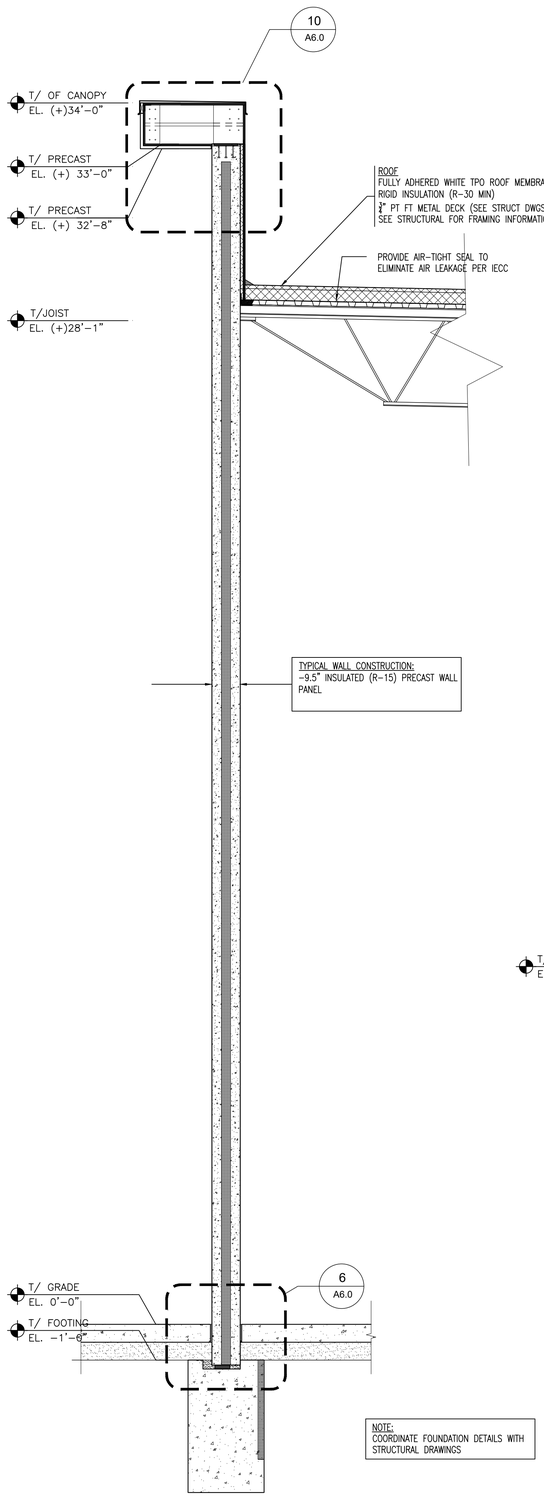
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|---|---|
| 11/26/25 | BID / PERMIT |

SHEET TITLE
BUILDING SECTIONS

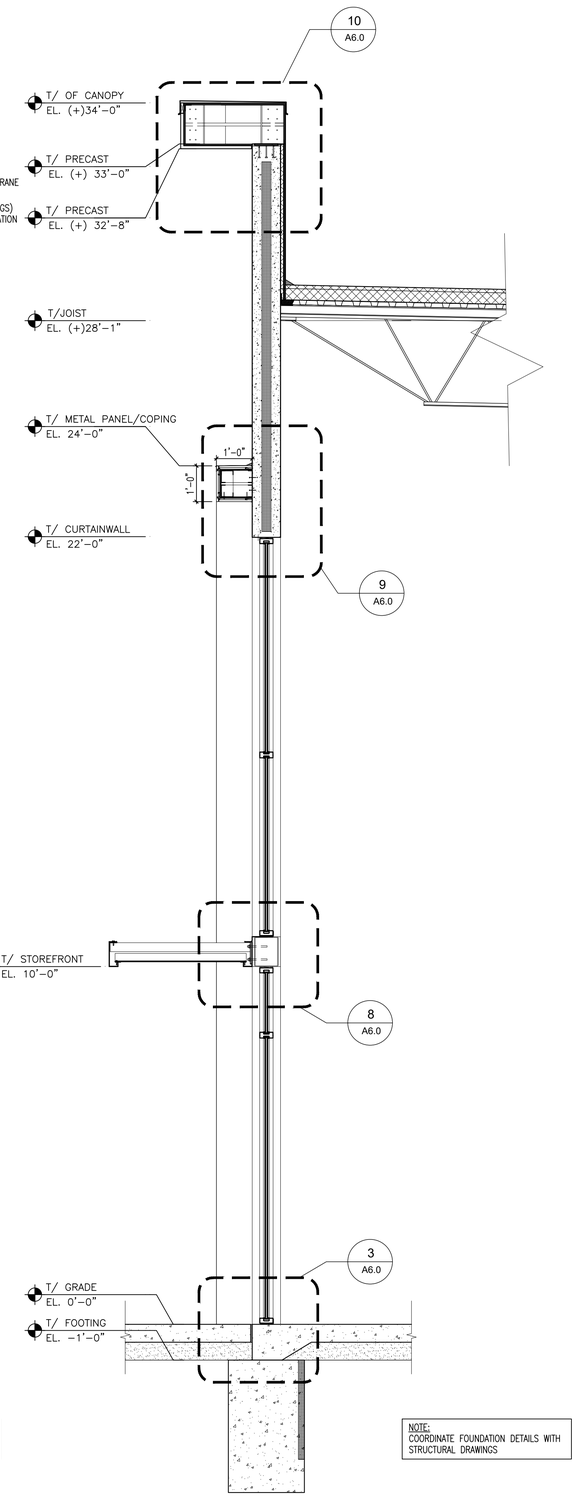
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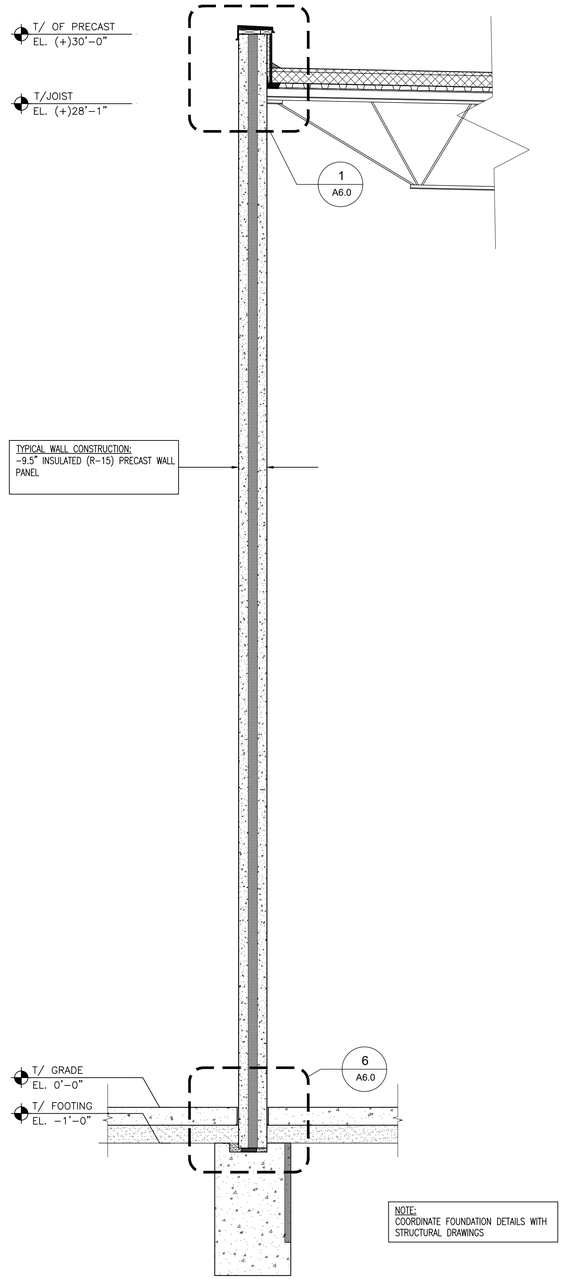
SHEET
A5.1



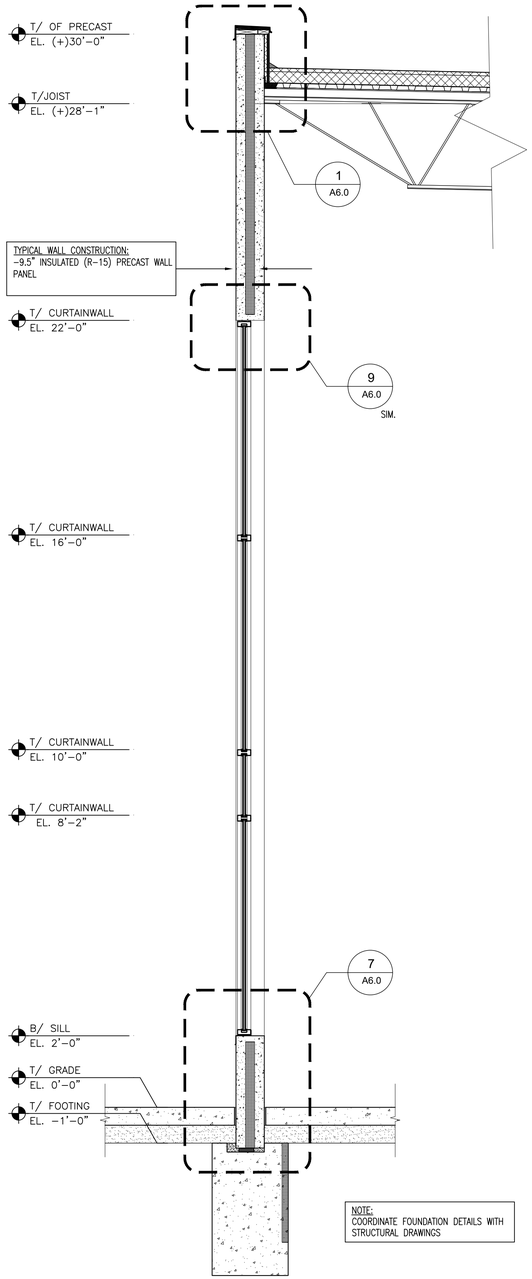

1 WALL SECTION
SCALE: 1/2" = 1'-0"




2 SECTION @ CURTAINWALL/ METAL PANEL
SCALE: 1/2" = 1'-0"




3 WALL SECTION
SCALE: 1/2" = 1'-0"




4 SECTION @ WINDOW
SCALE: 1/2" = 1'-0"

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P 847.952.9970
www.jtsarch.com
JTS Architects

# AVELAR BLDG 2

NEW CONSTRUCTION
16572 NEW AVENUE, UNIT B, LEMONT, ILLINOIS 60439

| DATE | SUBMITTED FOR |
|---|---|
| 11/26/25 | BID / PERMIT |

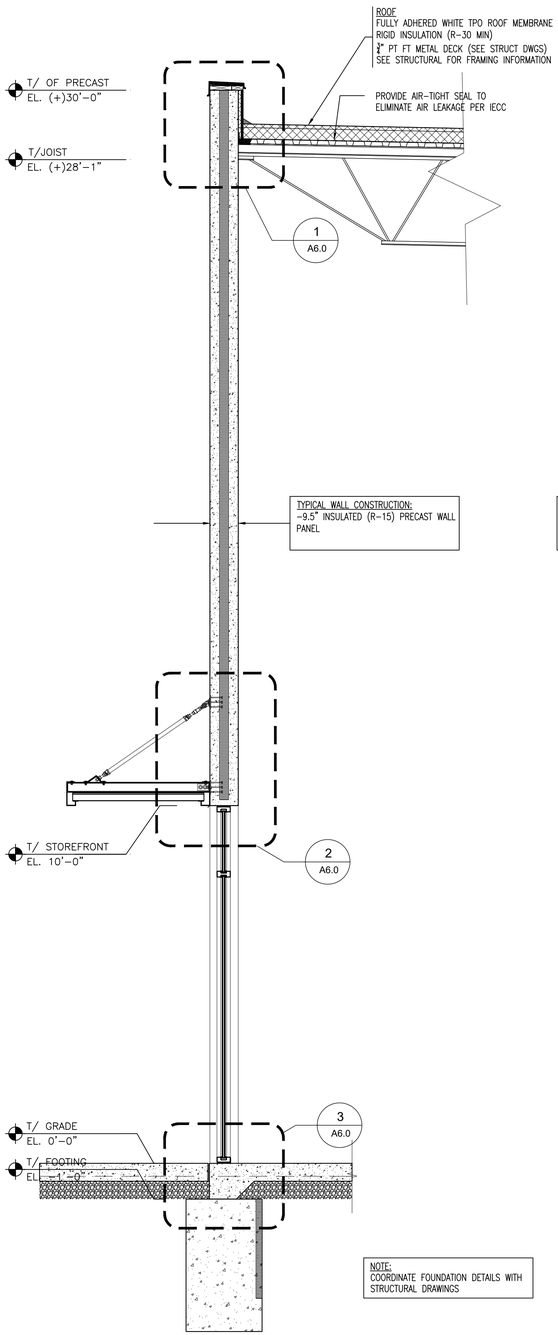
SHEET TITLE
EXTERIOR WALL SECTIONS

DATE
11/26/25

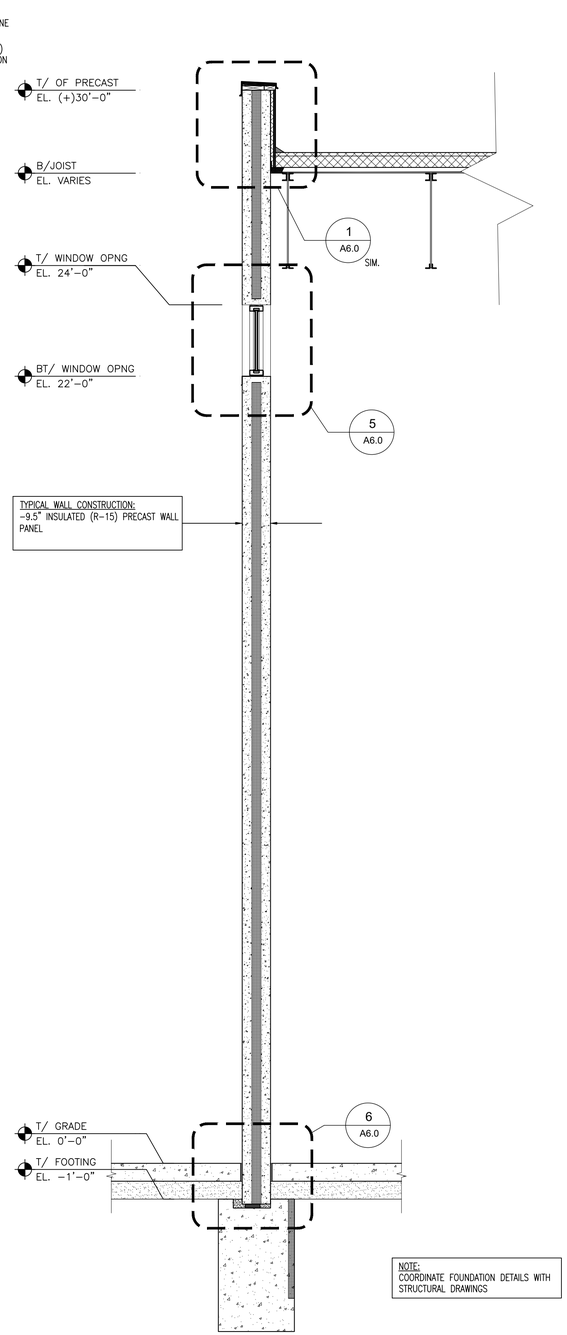
JOB NO.
3427.B

SHEET
A5.2

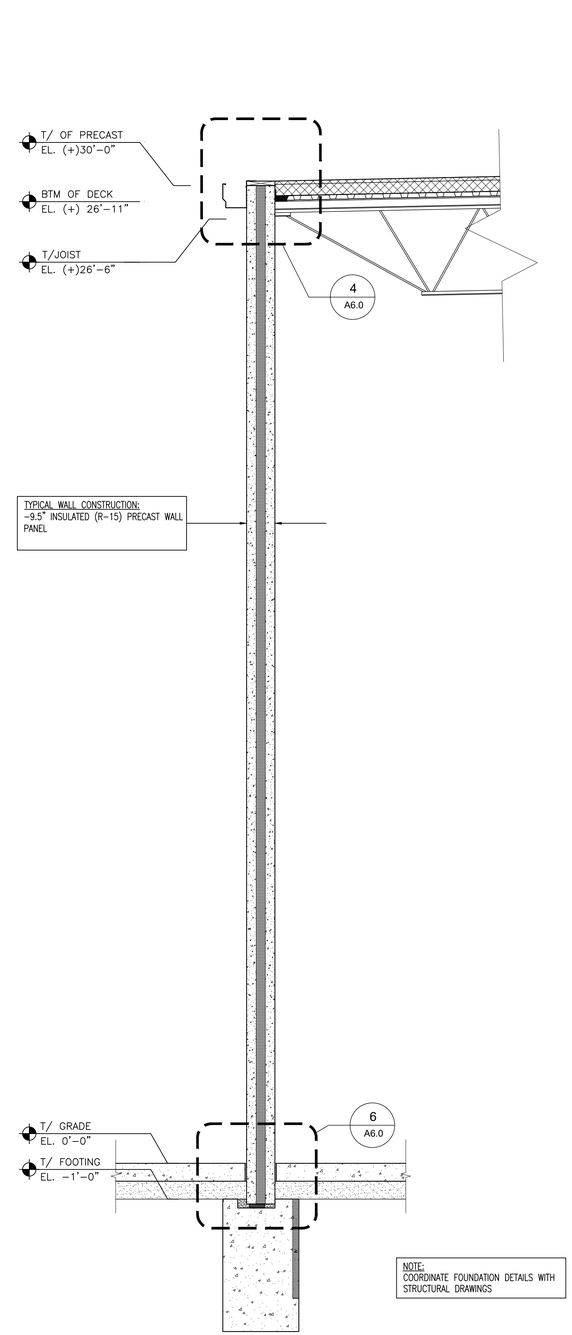
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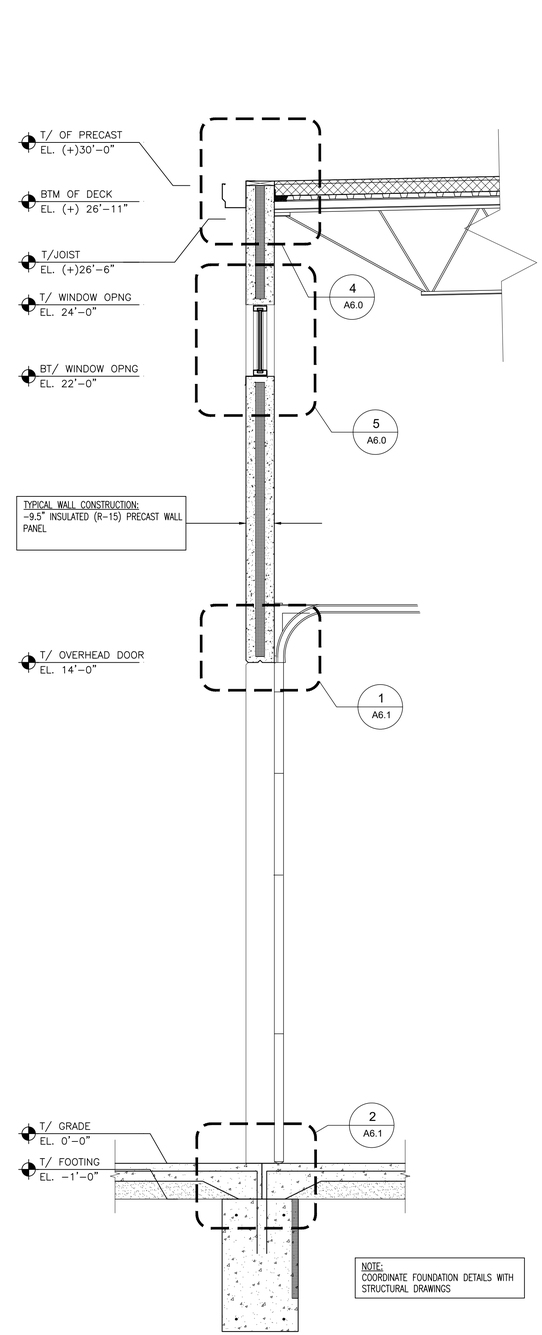

5 SECTION @ STOREFRONT
SCALE: 1/2" = 1'-0"




6 SECTION @ WINDOW
SCALE: 1/2" = 1'-0"




7 WALL SECTION (BACK)
SCALE: 1/2" = 1'-0"




8 SECTION @ OVERHEAD DOOR
SCALE: 1/2" = 1'-0"

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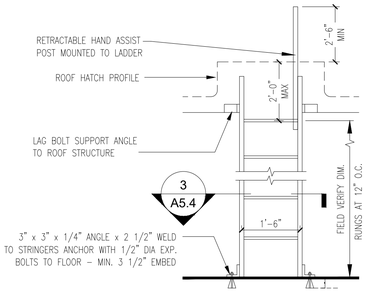
SHEET TITLE
EXTERIOR WALL SECTIONS

DATE
11/26/25

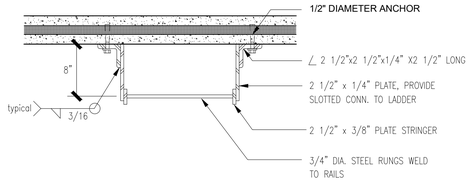
JOB NO.
3427.B

SHEET
A5.3

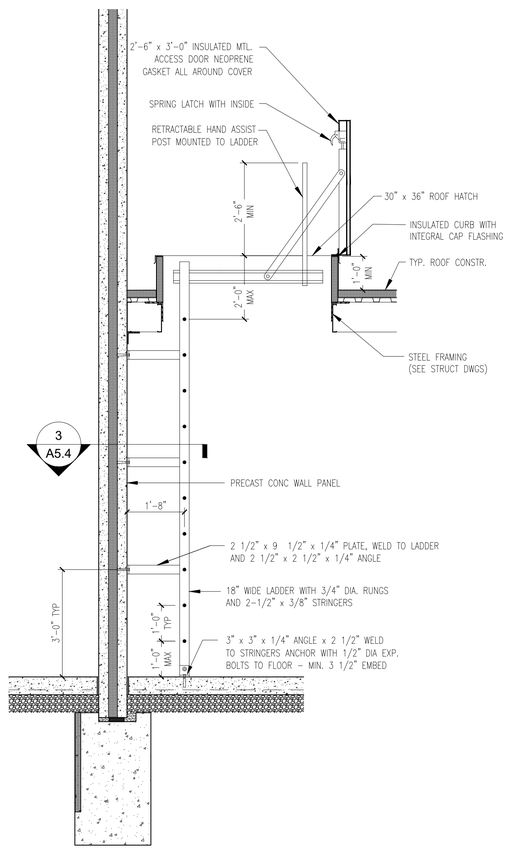
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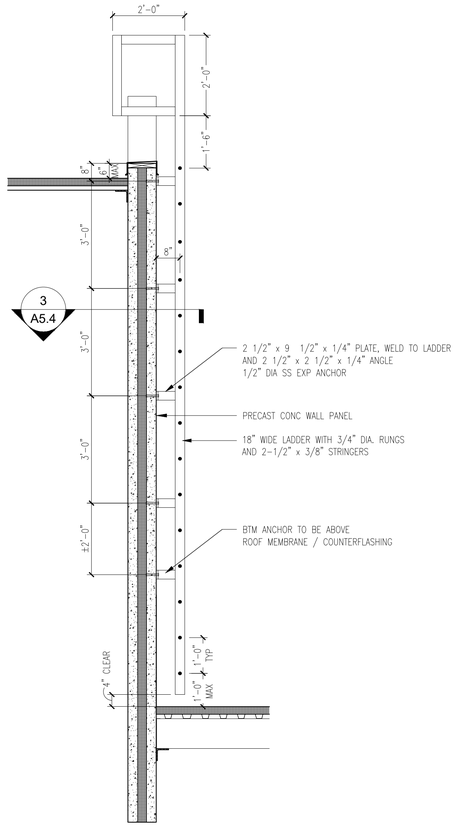

4 ROOF HATCH/LADDER ELEVATION
SCALE: 1/2" = 1'-0"



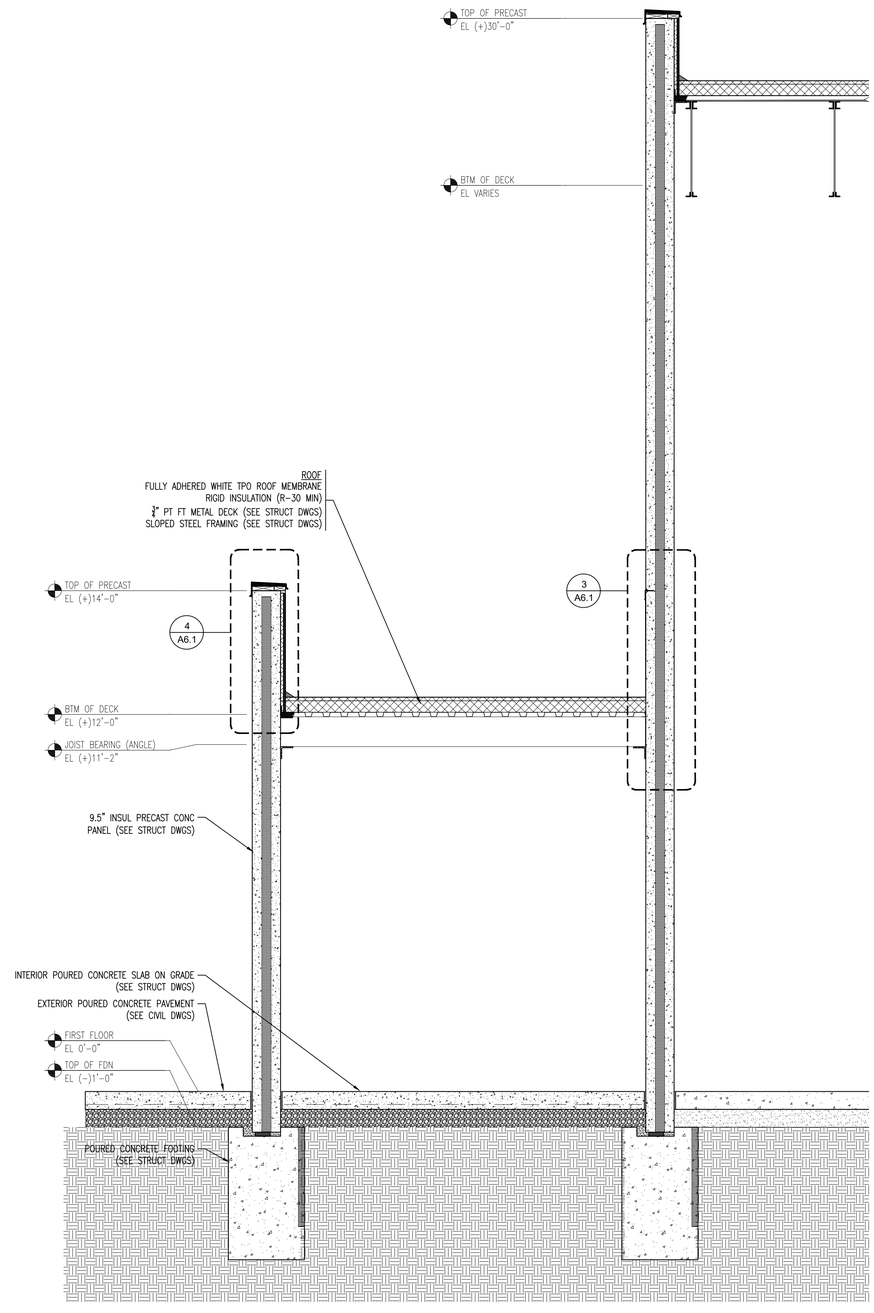

3 ROOF LADDER PLAN
SCALE: 1" = 1'-0"




1 ROOF HATCH/LADDER DETAIL
SCALE: 1/2" = 1'-0"




2 ROOF HATCH/LADDER DETAIL
SCALE: 1/2" = 1'-0"




5 WALL SECTION
1/2"=1'-0"

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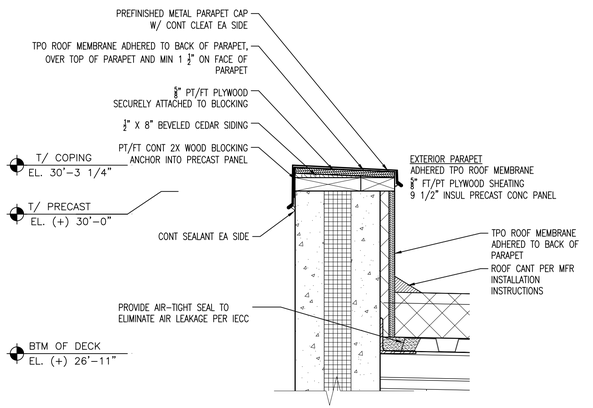
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SHEET TITLE
SECTIONS

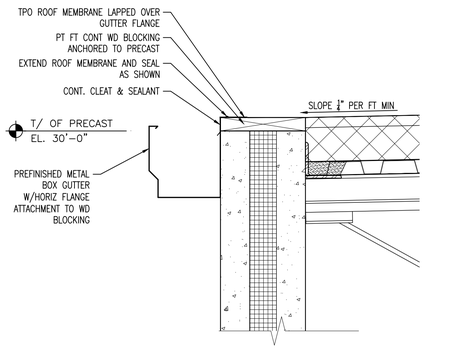
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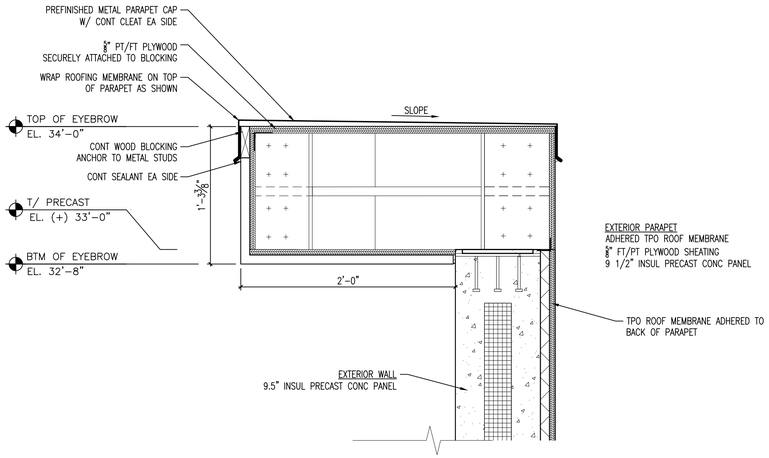
SHEET
A5.4




1 SECTION DETAIL @ PARAPET
SCALE: 1 1/2" = 1'-0"




4 SECTION DETAIL @ GUTTER
SCALE: 1 1/2" = 1'-0"



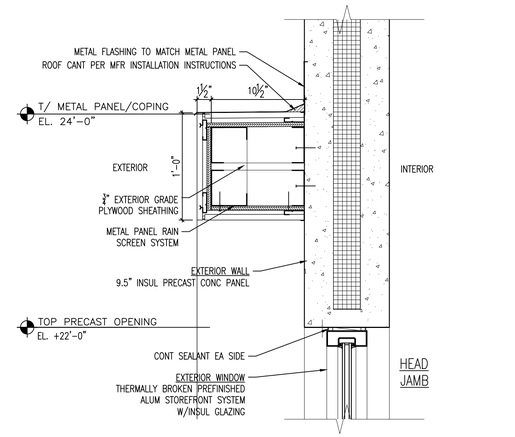

10 SECTION DETAIL @ PARAPET
SCALE: 1 1/2" = 1'-0"



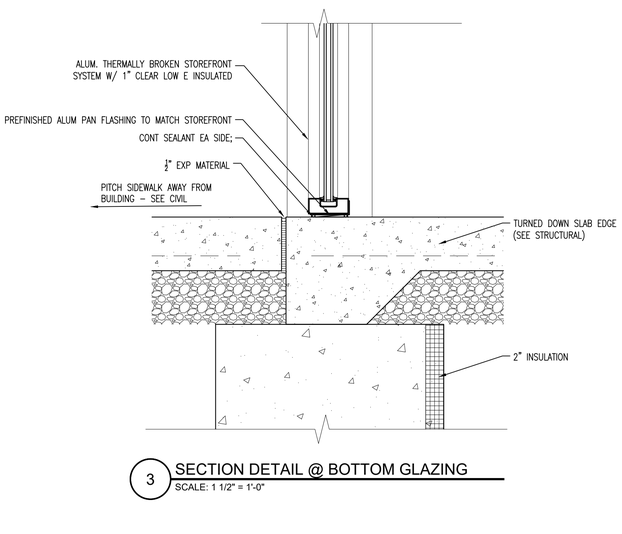

2 SECTION DETAIL @ AWNING
SCALE: 1 1/2" = 1'-0"



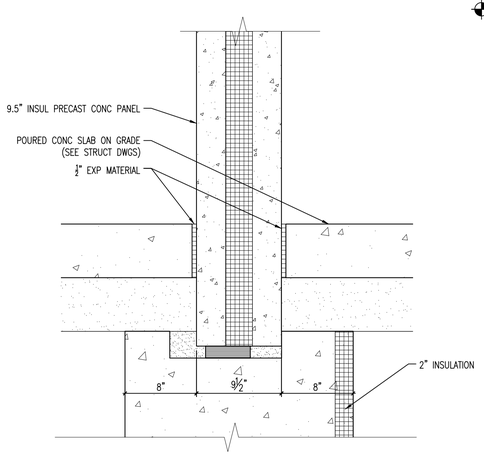

5 SECTION DETAIL @ WINDOW (ABOVE))
SCALE: 1 1/2" = 1'-0"



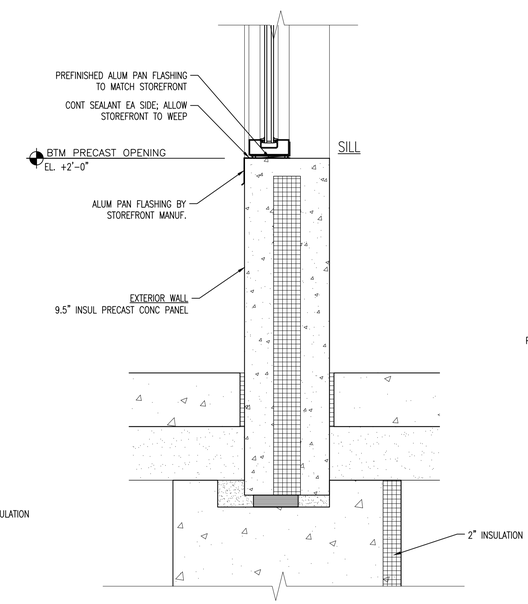

9 SECTION DETAIL @ METAL PANEL
SCALE: 1 1/2" = 1'-0"



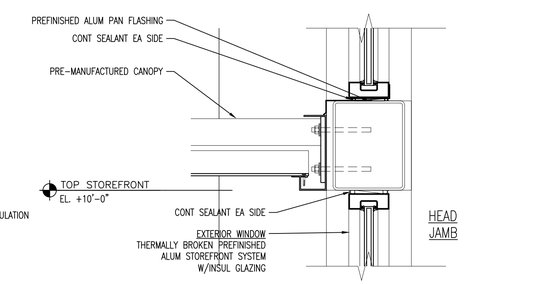

3 SECTION DETAIL @ BOTTOM GLAZING
SCALE: 1 1/2" = 1'-0"




6 SECTION DETAIL @ FOUNDATION WALL
SCALE: 1 1/2" = 1'-0"




7 SECTION DETAIL @ WINDOW
SCALE: 1 1/2" = 1'-0"




8 SECTION DETAIL @ AWNING
SCALE: 1 1/2" = 1'-0"

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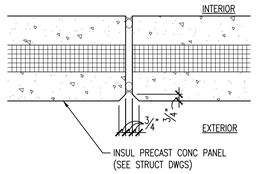
SHEET TITLE
SECTION DETAILS

DATE
11/26/25

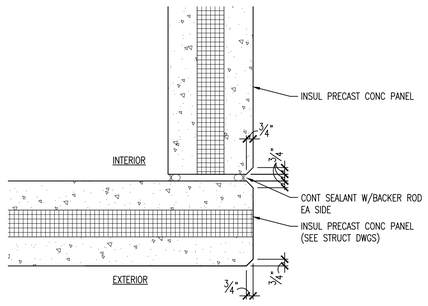
JOB NO.
3427.B

SHEET
A6.0

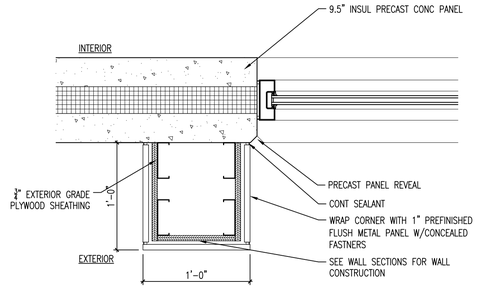
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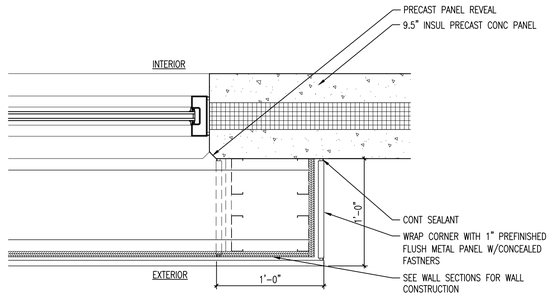

5 DETAIL - PRECAST BUTT JOINT
1 1/2"=1'-0"



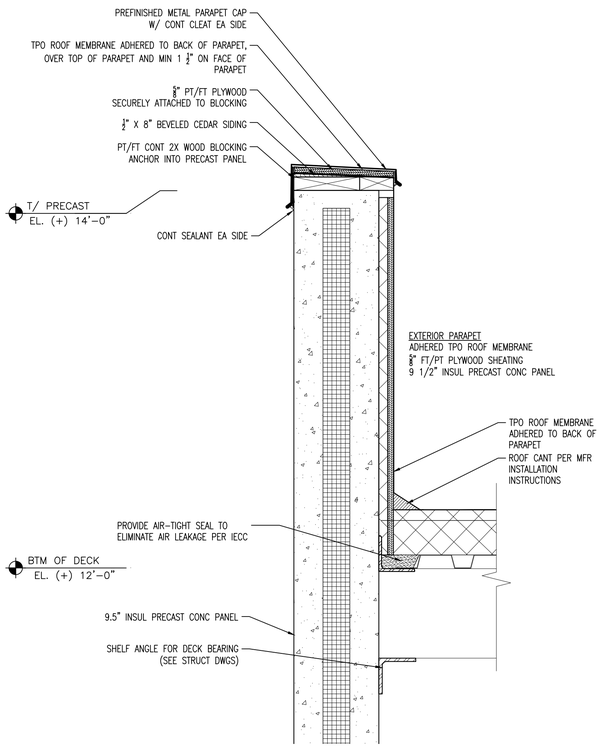

6 DETAIL - PRECAST CORNER
1 1/2"=1'-0"



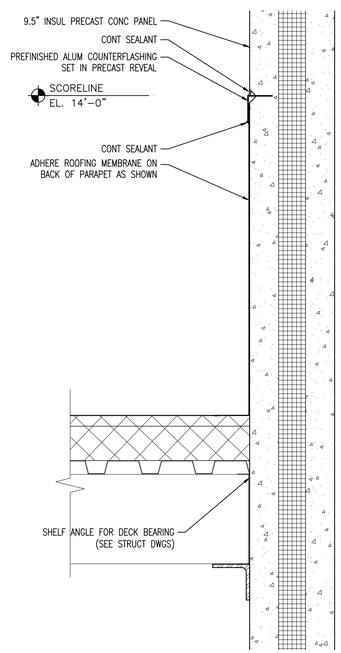

7 DETAIL - METAL PANEL
1 1/2"=1'-0"



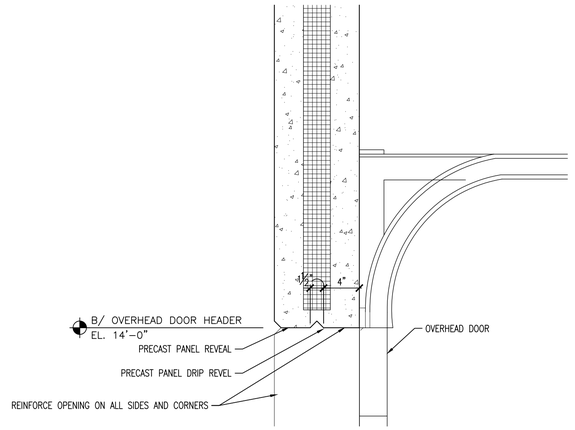

8 DETAIL - METAL PANEL
1 1/2"=1'-0"



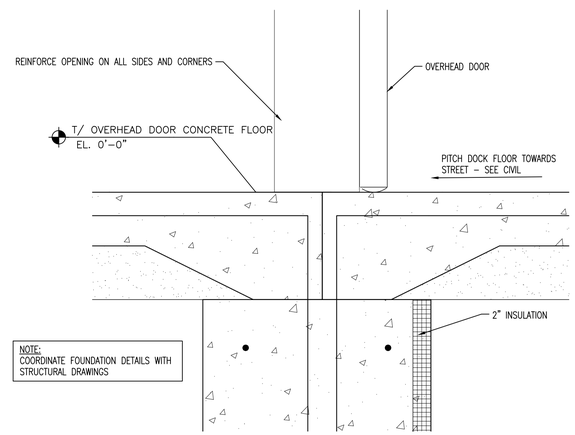

4 DETAIL - WALL PARAPET
1 1/2"=1'-0"




3 DETAIL - WALL PARAPET
1 1/2"=1'-0"




1 SECTION DETAIL @ OVERHEAD DOOR
SCALE: 1 1/2" = 1'-0"




2 SECTION DETAIL @ OVERHEAD DOOR
SCALE: 1 1/2" = 1'-0"

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# AVELAR BLDG 2

NEW CONSTRUCTION
16572 NEW AVENUE, UNIT B, LEMONT, ILLINOIS 60439

| DATE | SUBMITTED FOR |
|---|---|
| 11/26/25 | BID / PERMIT |

SHEET TITLE
SECTION DETAILS

DATE
11/26/25

JOB NO.
3427.B

SHEET
A6.1

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# NEW CONSTRUCTION FOR

# AVELAR Building 03

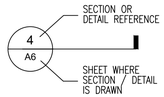
## 16572 NEW AVENUE, UNIT C
## LEMONT, ILLINOIS 60439

### PROJECT LOCATION MAP

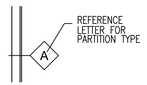



## SYMBOLS

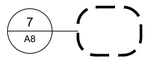
### SECTION/DETAIL NOTATION



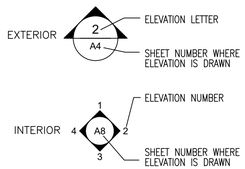

### PARTITION SYMBOL



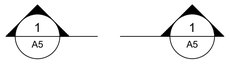

### DETAIL SYMBOL




### ELEVATION SYMBOL



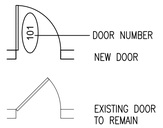

### BUILDING SECTION



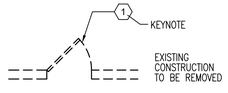

### ROOM NAME & NUMBER

TENANT SPACE
101

### DOOR SYMBOLS




### DEMOLITION




### ELEVATION MARKER

1ST FLOOR
EL. 100'-0"

## MATERIAL LEGEND

- CONCRETE (CAST IN PLACE OR PRECAST)
- BRICK
- CONCRETE MASONRY UNIT
- EARTH
- BATT INSULATION
- RIGID INSULATION
- UNDERBED MATERIAL
- GYPSUM
- PLYWOOD
- WOOD, FINISHED
- WOOD, ROUGH
- STRUCTURAL STEEL (LARGE SCALE)
- MISC. METAL (LARGE SCALE)
- STRUCTURAL STEEL MISC METAL (SMALL SCALE)

## ABBREVIATIONS

| | | | |
|---|---|---|---|
| AB | ANCHOR BOLT | ID | INSIDE DIMENSION |
| ACT | ACOUSTICAL CLG TILE | INCL | INCLUDING |
| AD | AREA DRAIN | INFO | INFORMATION |
| ADDL | ADDITIONAL | INSUL | INSULATION |
| ADJ | ADJUSTABLE | JT | JOINT |
| AFF | ABOVE FINISHED FLOOR | KDHM | KNOCK DOWN HOLLOW METAL |
| AL | ALUMINUM | | |
| ANOD | ANODIZED | LAM | LAMINATE |
| APPROX | APPROXIMATELY | LIN | LINEAR |
| ARCH | ARCHITECTURAL | LL | LOWER LEVEL |
| BD | BOARD | LP | LOW POINT |
| BETWN | BETWEEN | LTWT | LIGHT WEIGHT |
| BLDG | BUILDING | MAX | MAXIMUM |
| BLK | BLOCK, BLOCKING | MC | MINERAL CORE |
| BM | BENCH MARK | MECH | MECHANICAL |
| BOT | BOTTOM | MEJ | MASONRY EXPANSION JOINT |
| BRG | BEARING | MFR | MANUFACTURER |
| BSMT | BASEMENT | MH | MANHOLE |
| BUR | BUILT-UP ROOFING | MIN | MINIMUM |
| CAB | CABINET | MISC | MISCELLANEOUS |
| CAR | CARPET | MO | MASONRY OPENING |
| CB | CATCH BASIN | MTD | MOUNTED |
| CJ | CONTROL JOINT | NIC | NOT IN CONTRACT |
| CL | CENTER LINE | NLWT | NORMAL WEIGHT |
| CLG | CEILING | NO | NUMBER |
| CLR | CLEAR | NOM | NOMINAL |
| CMT | CERAMIC MOSAIC TILE | NS | NEAR SIDE |
| CMU | CONCRETE MASONRY UNIT | NTS | NOT TO SCALE |
| CO | CLEANOUT | OC | ON CENTER |
| COL | COLUMN | OD | OUTSIDE DIAMETER |
| CONC | CONCRETE | OPNG | OPENING |
| CONT | CONTINUOUS | OPP | OPPOSITE |
| CP | CEMENT PLASTER | PR | PAIR |
| CT | CERAMIC TILE | PL | PLATE |
| CU | CUBIC | PLAM | PLASTIC LAMINATE |
| DEMO | DEMOLITION | PLAS | PLASTER |
| DET | DETAIL | PLYWD | PLYWOOD |
| DIA | DIAMETER | PT | PAINT |
| DIM | DIMENSION | PTFRT | PRESSURE IMPREGNATED FIRE RETARDANT TREATED |
| DF | DRINKING FOUNTAIN | | |
| DN | DOWN | | |
| DS | DOWNSPOUT | QT | QUARRY TILE |
| DWG | DRAWING | R | RADIUS |
| EA | EACH | REINF | REINFORCED, REINFORCING |
| EF | EACH FACE | REQD | REQUIRED |
| EL | ELEVATION | RD | ROOF DRAIN |
| ELEC | ELECTRIC | RM | ROOM |
| EP | EPOXY PAINT | RO | ROUGH OPENING |
| EQ | EQUAL | SC | SOLID CORE |
| EQUIP | EQUIPMENT | SCHED | SCHEDULE |
| EWC | ELECTRIC WATER COOLER | SEC | SECTION |
| EXIST | EXISTING | SGT | STRUCTURAL GLAZED TILE |
| EXP | EXPANSION | SHT | SHEET |
| EXP JT | EXPANSION JOINT | SIM | SIMILAR |
| EW | EACH WAY | SM | SHEET METAL |
| FD | FLOOR DRAIN | SOG | SLAB ON GRADE |
| FDN | FOUNDATION | SP | STARTING POINT |
| FE | FIRE EXTINGUISHER | SPEC | SPECIFICATIONS |
| FEC | FIRE EXTINGUISHER CABINET | SQ | SQUARE |
| FHC | FIRE HOSE CABINET | SS | STAINLESS STEEL |
| FLR | FLOOR | STD | STANDARD |
| FS | FAR SIDE | STL | STEEL |
| FT | FEET | STRUC | STRUCTURAL |
| FTG | FOOTING | ST&V | STAIN & VARNISH |
| | | SUSP | SUSPENDED |
| GA | GAUGE, GAGE | T&B | TOP AND BOTTOM |
| GALV | GALVANIZED | THK | THICK |
| GB | GYPSUM BOARD | TYP | TYPICAL |
| GL | GLASS | UNO | UNLESS NOTED OTHERWISE |
| GMU | GLAZED MASONRY UNIT | UL | UNDERWRITERS LABORATORY |
| GST | GLAZED STRUCTURAL TILE | VCT | VINYL COMPOSITION TILE |
| GP | GYPSUM PLASTER | VENT | VENTILATION |
| GR | GRADE | VERT | VERTICAL |
| HC | HOLLOW CORE | VEST | VESTIBULE |
| HDCP | HANDICAPPED | VIF | VERIFY IN FIELD |
| HDWD | HARDWOOD | VOL | VOLUME |
| HM | HOLLOW METAL | VT | VINYL TILE |
| HORZ | HORIZONTAL | | |
| HP | HIGH POINT | W/ | WITH |
| HR | HOUR | WC | WALL COVERING |
| HT | HEIGHT | WD | WOOD |
| HTG | HEATING | WH | WALL HEATER |
| HVAC | HEATING / VENTILATION / AIR CONDITIONING | W/O | WITHOUT |
| | | WWF | WELDED WIRE FABRIC |
| HWY | HIGHWAY | | |

## CODE INFORMATION

### 1. APPLICABLE CODES AND STANDARDS

- ZONING: LEMONT ZONING CODE
- BUILDING:
  - 2021 INTERNATIONAL BUILDING CODE W/ AMENDMENTS
  - 2020 NATIONAL ELECTRIC CODE W/ AMENDMENTS
  - 2021 INTERNATIONAL FIRE CODE W/ AMENDMENTS
  - 2021 INTERNATIONAL FUEL GAS CODE W/ AMENDMENTS
  - 2021 INTERNATIONAL MECHANICAL CODE W/ AMENDMENTS
  - 2021 ILLINOIS ENERGY CONSERVATION CODE W/ AMENDMENTS
  - 2021 ILLINOIS PLUMBING CODE W/ AMENDMENTS
  - 2021 INTERNATIONAL ENERGY CONSERVATION CODE W/ AMENDMENTS
- ACCESSIBILITY: ILLINOIS ACCESSIBILITY CODE 2018
  AMERICANS WITH DISABILITIES ACT OF 1990

### 2. PROJECT DATA

- ZONING CLASSIFICATION — M-1 LIGHT MANUF. DISTRICT
- OCCUPANCY CLASSIFICATION — S-1/STORAGE
- CONSTRUCTION TYPE — TYPE IIB
- AUTOMATIC FIRE SUPPRESSION — ___YES _X_NO
- BUILDING HEIGHT — 34'-0"
- BUILDING AREA
  - BUILDING 1 (NO WORK) — 12,000 SQFT
  - BUILDING 2 (NO WORK) — 32,670 SQFT
  - BUILDING 3 — 20,000 SQFT
  - UTILITY SERVICE — 467 SQFT
  - TOTAL — 20,467 SQFT

### 3. FIRE RESISTIVE RATINGS

- STRUCTURAL FRAME — 0 HOUR
- BEARING WALLS
  - EXTERIOR — 0 HOUR
  - INTERIOR — 0 HOUR
- NON BEARING WALLS & PARTITIONS
  - EXTERIOR — 0 HOUR
  - INTERIOR — 0 HOUR
- FLOOR CONSTRUCTION — 0 HOUR
- ROOF CONSTRUCTION — 0 HOUR
- FIRE WALLS — NA
- ROOF COVERING CLASSIFICATION — C

## DRAWING INDEX


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**CIVIL**
--- PREVIOUSLY SUBMITTED

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S1.3 FOUNDATION PLAN
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E9.1 ELECTRICAL RISER DIAGRAM AND SCHEDULES
E9.2 ELECTRICAL DETAILS


## GENERAL NOTES

1. DO NOT SCALE DRAWINGS.
2. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS AND SHALL NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO PROCEEDING WITH THE WORK.
3. ALL WORK SHALL COMPLY WITH ALL APPLICABLE LAWS, ORDINANCES, CODES AND REGULATIONS OF ALL GOVERNING BODIES.
4. CONTRACTOR SHALL PAY ALL FEES, COORDINATE AND OBTAIN ALL NSPECTIONS REQUIRED BY ALL GOVERNING AUTHORITIES AND PROVIDE REQUIRED EVIDENCE OF SAME TO OWNER.
5. ALL WORK SHALL BE PERFORMED IN A TRADESMAN–LIKE MANNER AND SHALL CONFORM TO THE BEST STANDARD PRACTICES OF THE TRADE INVOLVED.
6. THE WORK UNDER THIS CONTRACT INCLUDES THE FURNISHING OF ALL MATERIALLS AND LABOR REQUIRED FOR THE INSTALLATIONS AS INDICATED.
7. THE WORK SHALL BE COMPLETE IN DETAIL AND SHALL INCLUDE ALL ACCESSORIES TO COMPLETE THE JOB.
8. BIDDERS ARE TO VISIT THE SITE AND FAMILIARIZE THEMSELVES WITH EXISTING CONDITIONS AND SATISFY THEMSELVES AS TO THE NATURE AND SCOPE OF THE WORK. THE BASE BID SHALL REFLECT MODIFICATIONS TO SYSTEMS AND DEVICES REQUIRED BY STATE AND LOCAL CODES WHETHER INDICATED OR NOT ON CONTRACT DOCUMENTS. THE SUBMISSION OF A BID WILL BE EVIDENCE THAT SUCH AN EXAMINATION AND COMPLIANCE WITH GOVERNING CODES/REQUIREMENTS HAS BEEN MADE. LATER CLAIMS FOR LABOR, EQUIPMENT OR MATERIALS REQUIRED, OR FOR DIFFICULTIES ENCOUNTERED WHICH COULD HAVE BEEN FORSEEN HAD AN EXAMINATION AND CODE/REQUIREMENTS REVIEW BEEN MADE WILL NOT BE ALLOWED.

## FIRE PROTECTION NOTES

1. THE FIRE ALARM CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE AND INSTALL REQUIRED AUDIO/VISUAL EMERGENCY WARNING SYSTEM DEVICES AS REQUIRED PER CODE AND SHALL BE AN MEETING THE FOLLOWING REQUIREMENTS: AUDIBLE EMERGENCY ALARMS SHALL PRODUCE A SOUND THAT EXCEEDS THE PREVAILING EQUIVALENT SOUND LEVEL IN THE ROOM OR SPACE BY AT LEAST 15 DECIBELS OR EXCEEDS ANY MAXIMUM SOUND LEVEL WITH A DURATION OF 30 SECONDS BY 5 DECIBELS, WHICHEVER IS LOUDER. SOUND LEVELS FOR ALARM SIGNALS SHALL NOT EXCEED 120 DECIBELS. VISUAL ALARMS SHALL BE FLASHING LIGHTS ARRANGED TO FLASH IN CONJUNCTION WITH THE AUDIBLE EMERGENCY ALARMS. THE FLASHING FREQUENCY OF VISUAL ALARMS SHALL BE APPROXIMATELY 1 HZ. MOUNTING HEIGHT OF PULL STATIONS SHALL NOT EXCEED 48". INDICATE MOUNTING HEIGHTS AND OPERATION WITH ANSI SECTION 4.25. SUBMIT WRITTEN CERTIFICATION OF COMPLIANCE WITH THE ABOVE NOTED REQUIREMENTS WITH SHOP DRAWING SUBMITTAL FROM FIRE ALARM COMPANY.
2. THE SPRINKLER CONTRACTOR SHALL BE RESPONSIBLE TO CO–ORDINATE AND INSTALL REQUIRED SPRINKLER HEADS WHERE NECESSARY. (THAT IS THE NUMBER, LOCATION AND TYPE OF HEAD REQUIRED.) THE DESIGN OF THE SPRINKLER LAYOUT AND ALL RELATED WORK SHALL BE PER NFPA 13 AND IN ACCORDANCE WITH ALL AUTHORITIES HAVING JURISDICTION. THE SPRINKLER HEADS SHOWN ON THE REFLECTED CEILING PLAN ARE FOR GENERAL REFERENCE ONLY. THE SPRINKLER CONTRACTOR SHALL PROVIDE DRAWINGS AS REQUIRED BY LOCAL AUTHORITIES FOR THE WORK INVOLVED. WITHIN CEILING TILES.
3. ALL BUILDINGS REQUIRED TO HAVE HAVE SMOKE DETECTORS SHALL HAVE DETECTORS CONNECTED TO THE BUILDING'S DETECTION PANEL AND INSTALLED ACCORDING TO NFPA 72A, 72C, 72E, AND THE NATIONAL ELECTRICAL CODE NFPA 70. THE GENERAL CONTRACTOR SHALL CO–ORDINATE WITH THE FIRE INSPECTOR FOR THE NUMBER AND LOCATIONS OF ALL: SMOKE DETECTORS, PULL STATIONS, EMERGENCY LIGHTS WITH BATTERY PACK, HORN, STROBES, FIRE EXTINGUISHER, ILLUMINATED EXIT SIGNS & ETC. PROVIDE ALL THAT IS REQUIRED WHETHER SHOWN ON THE PLANS OR NOT. (VERIFY REQUIREMENTS W/CHIEF FIRE INSPECTOR)
4. THE NEW WALL MOUNTED FIRE EXTINGUISHERS PROVIDED SHALL BE CONSPICUOUSLY DISPLAYED, READILY ACCESSIBLE AND APPROVED TYPE AS RECOMMENDED BY THE LOCAL FIRE INSPECTOR.

## ARCHITECT'S CERTIFICATION

I HEREBY CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY SUPERVISION AND TO THE BEST OF MY KNOWLEDGE COMPLY WITH THE CODES AND ORDINANCES OF THE VILALGE OF LEMONT AND THE STATE OF ILLINOIS.

LICENSED ARCHITECT — JOSEPH ANTHONY PASCOLA — 001.024564 — STATE OF ILLINOIS

11/26/2025

JOSEPH PASCOLLA
STATE OF ILLINOIS LICENSED ARCHITECT
EXPIRES: 11 – 30 – 26

JTS ARCHITECTS STATE OF ILLINOIS DESIGN FIRM ARCHITECTURAL CORPORATION: 184–003669

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# AVELAR BLDG 3

NEW CONSTRUCTION
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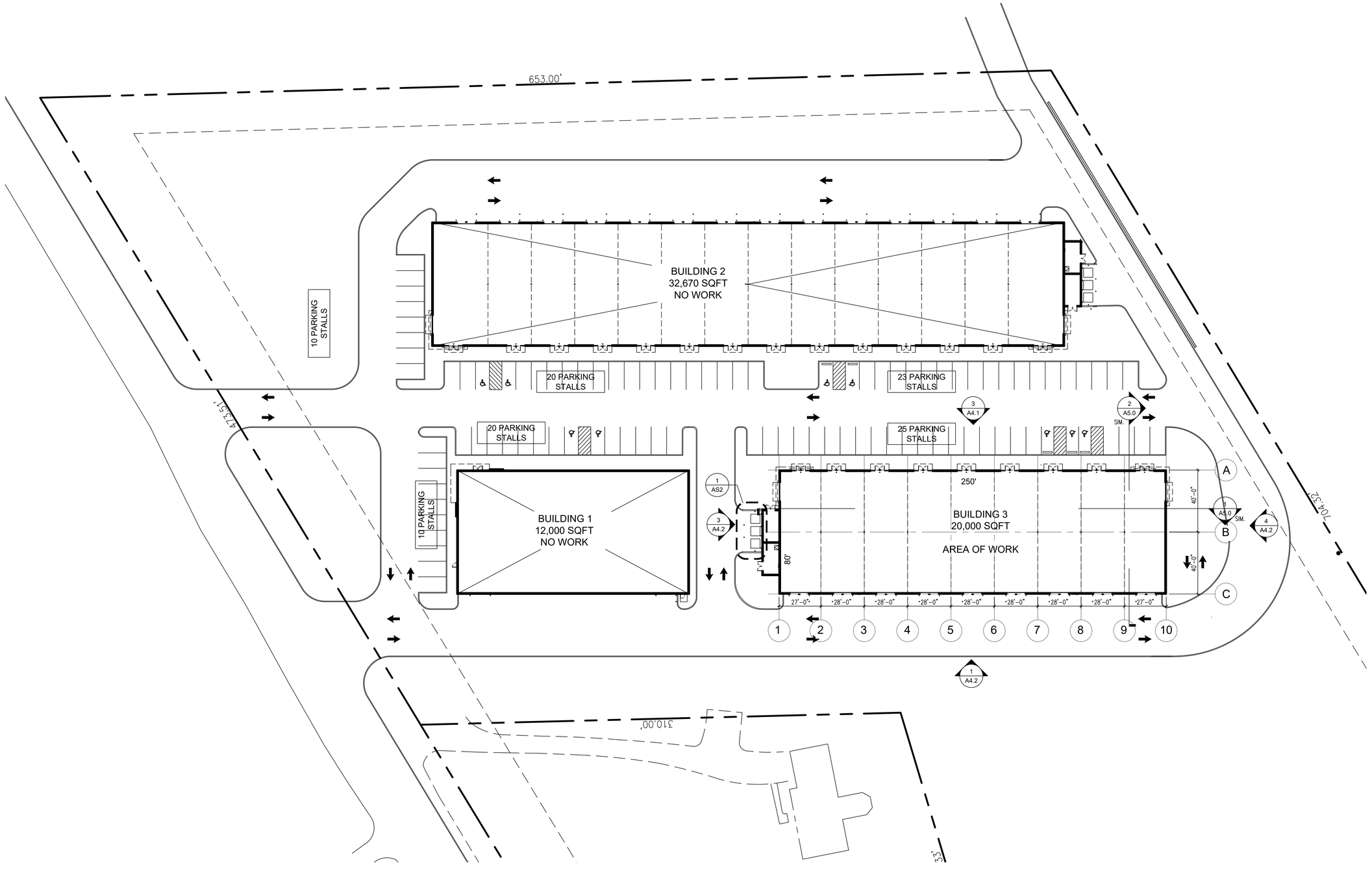
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1 ARCHITECTURAL SITE PLAN
1" = 30'-0"

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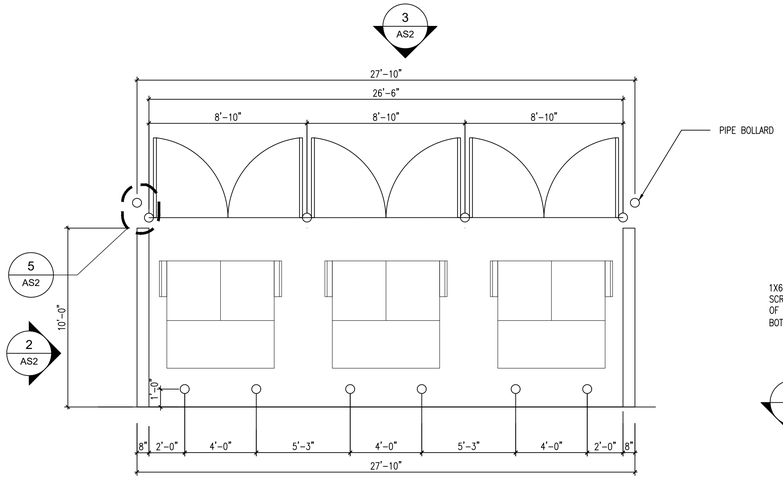
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ARCH. SITE PLAN

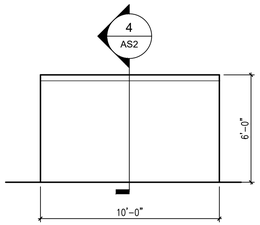
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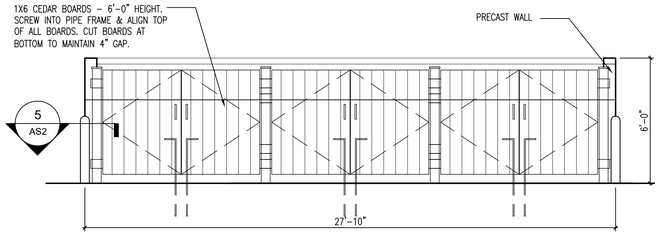
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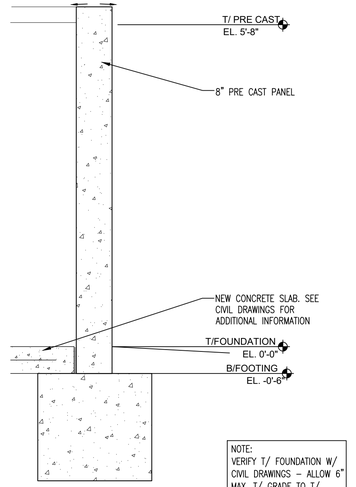

1 TRASH ENCLOSURE PLAN
SCALE: 1/4" = 1'-0"



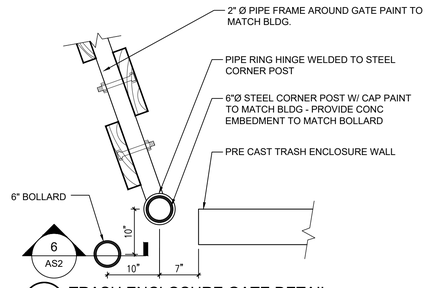

2 SIDE ELEVATION
SCALE: 1/4" = 1'-0"



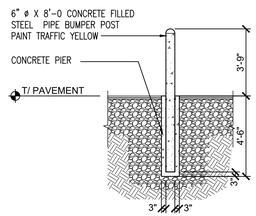

3 FRONT ELEVATION
SCALE: 1/4" = 1'-0"




4 TYP. WALL SECTION - TRASH
SCALE 3/4" = 1'-0"




5 TRASH ENCLOSURE GATE DETAIL
N.T.S.




6 BOLLARD DETAIL
SCALE: 1/4" = 1'-0"

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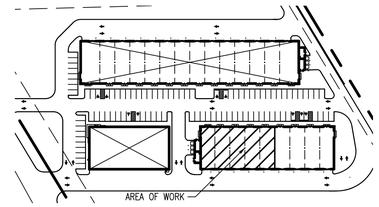
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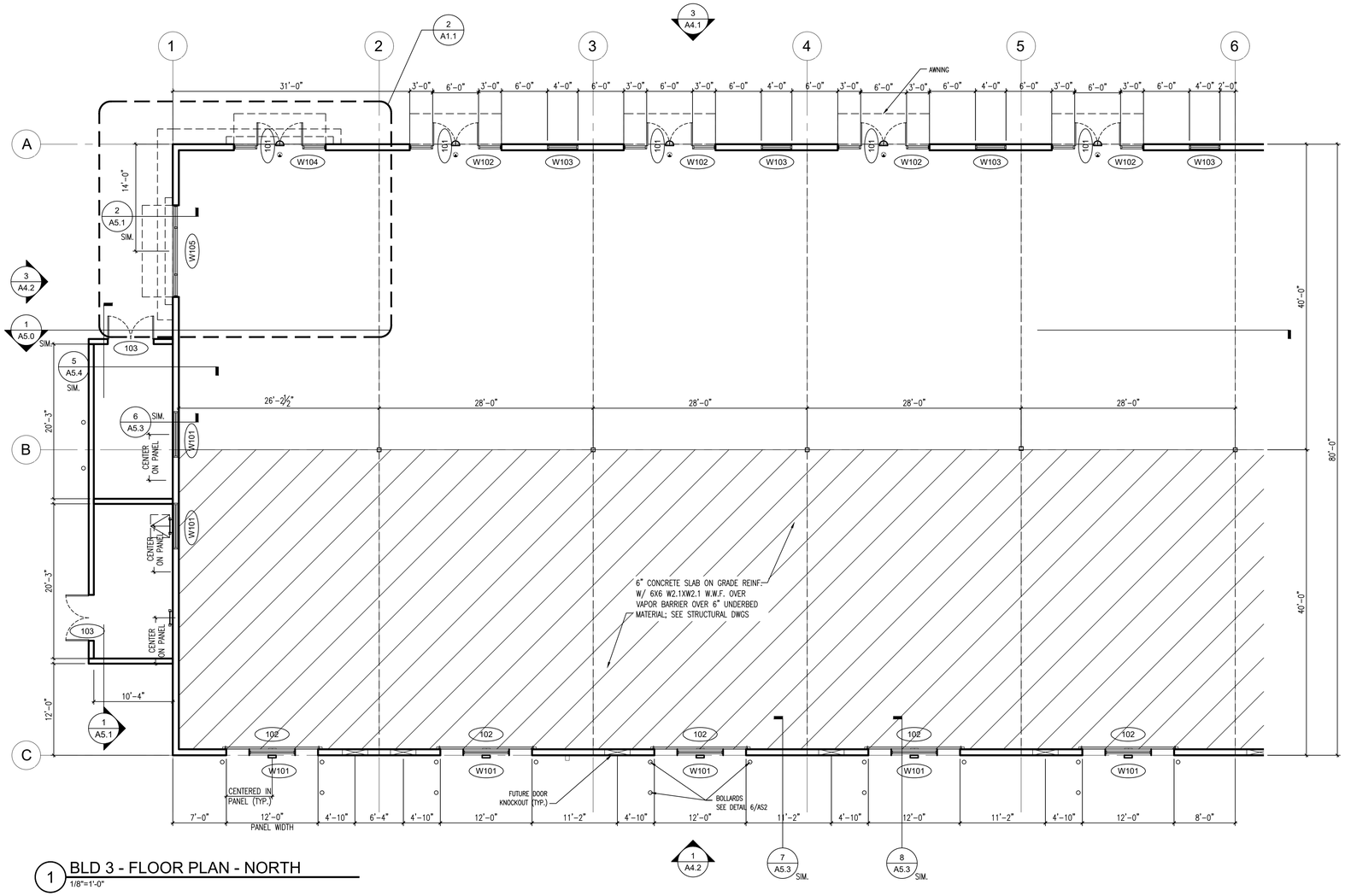
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## FLOOR PLAN NOTES

1. SPRINKLER AND FIRE ALARM BY CONTRACTOR




KEY PLAN




1 BLD 3 - FLOOR PLAN - NORTH
1/8"=1'-0"

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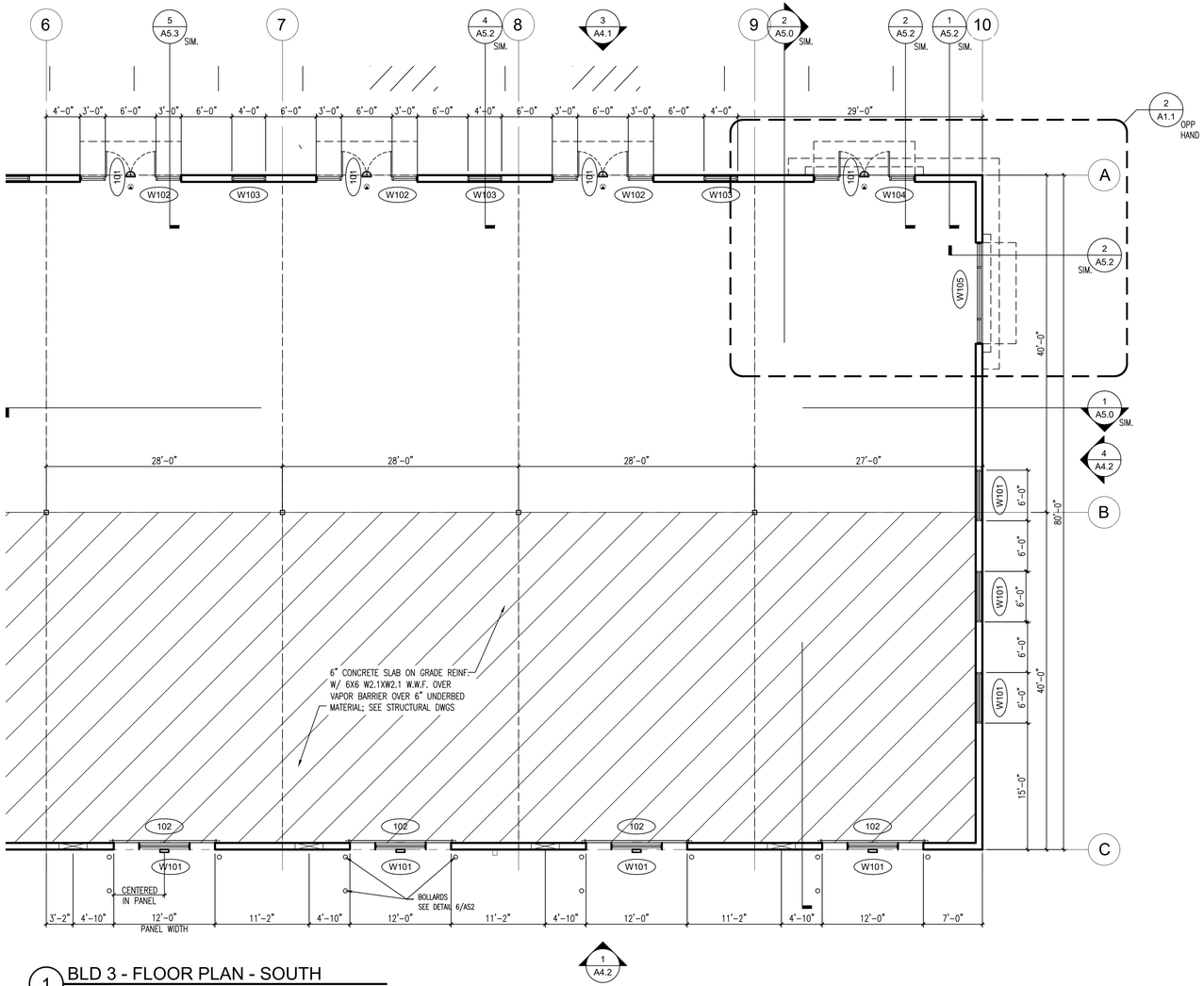
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FLOOR PLAN

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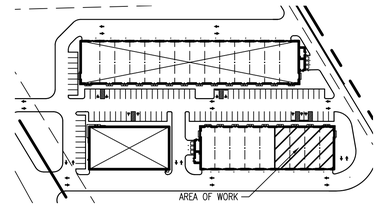
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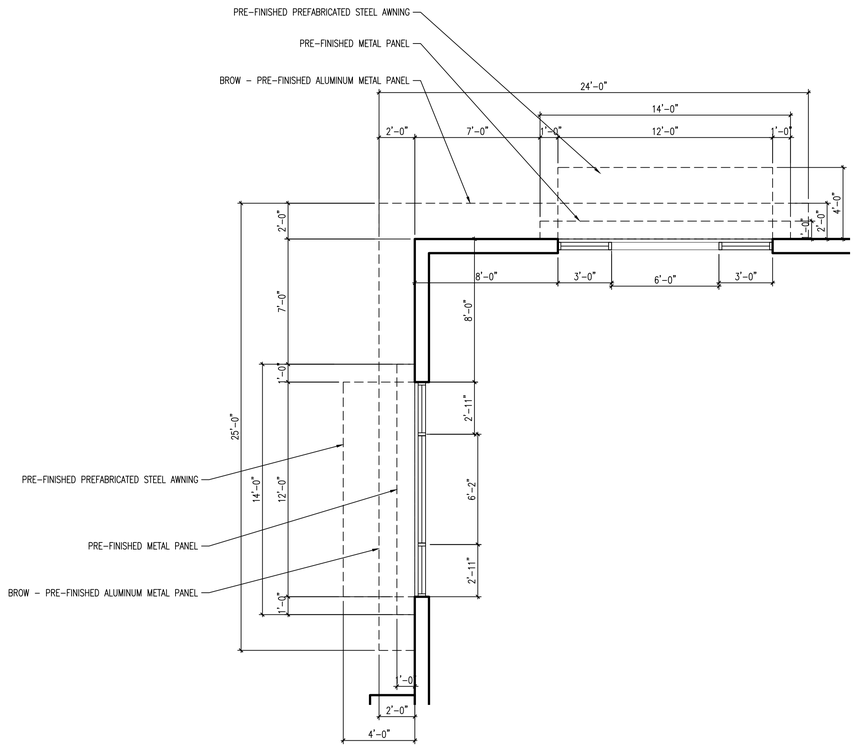

1 BLD 3 - FLOOR PLAN - SOUTH
1/8"=1'-0"

## FLOOR PLAN NOTES

1. SPRINKLER AND FIRE ALARM BY CONTRACTOR




KEY PLAN




2 BLD 3 - ENLARGED CORNER PLAN
1/4"=1'-0"

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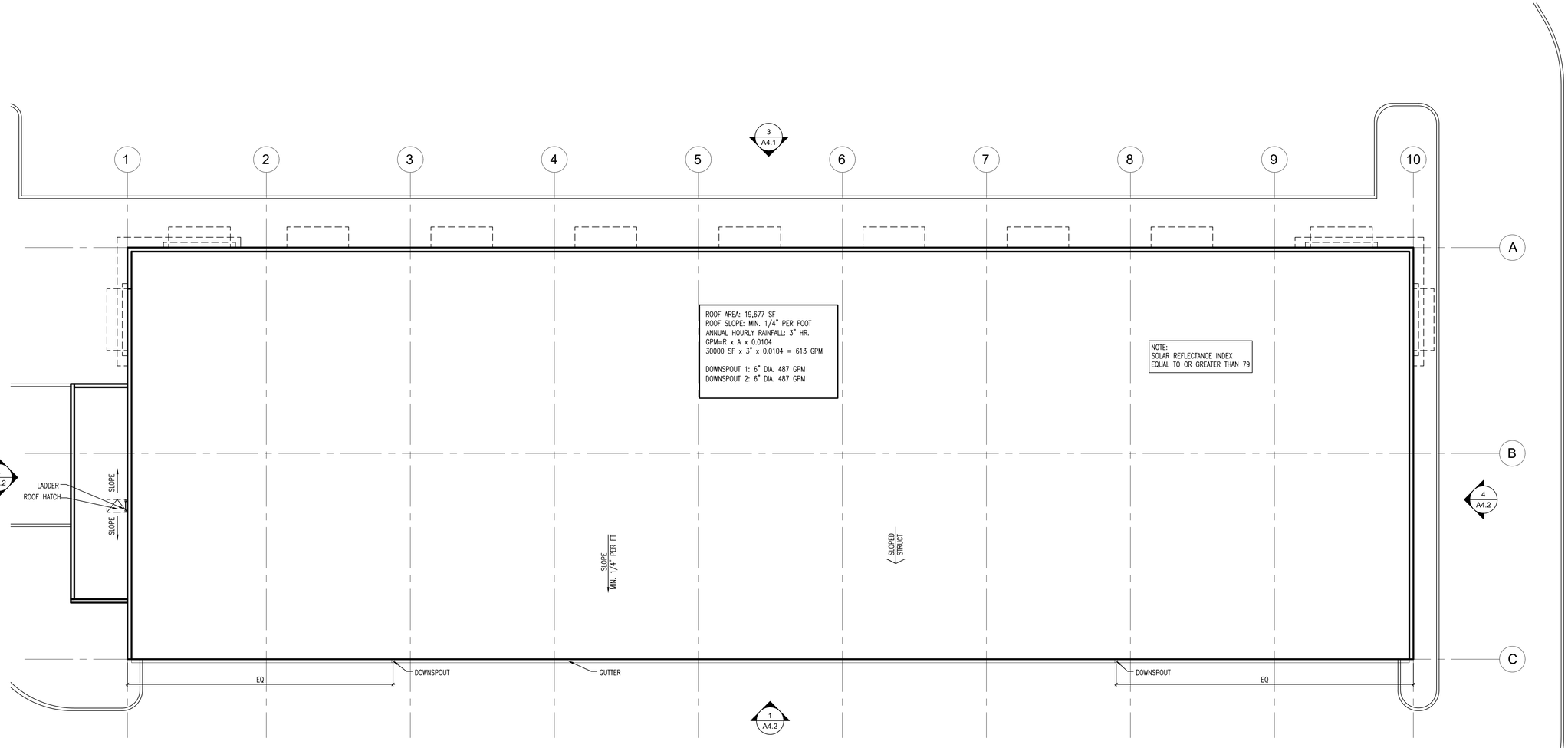
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1 BLDG 3 - ROOF PLAN
3/32" = 1'-0"

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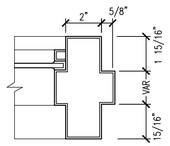
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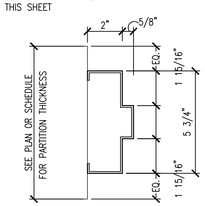
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SEE "TYPICAL FRAME DETAIL & DOOR NOTES" THIS SHEET




3 JAMB or HEAD
No Scale

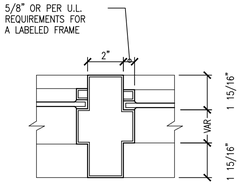
SEE "TYPICAL FRAME DETAIL & DOOR NOTES" THIS SHEET




4 JAMB or HEAD
No Scale

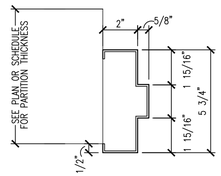
SEE "TYPICAL FRAME DETAIL & DOOR NOTES" THIS SHEET

5/8" OR PER U.L. REQUIREMENTS FOR A LABELED FRAME



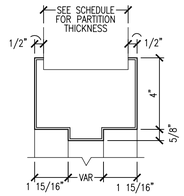

5 MULLION
No Scale

SEE "TYPICAL FRAME DETAIL & DOOR NOTES" THIS SHEET

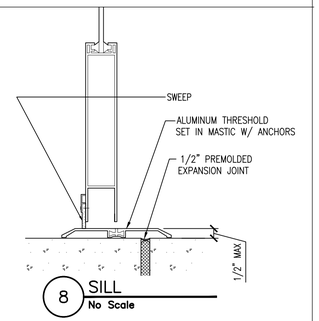



6 JAMB or HEAD
No Scale

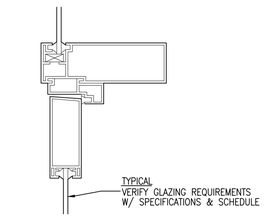
SEE "TYPICAL FRAME DETAIL & DOOR NOTES" THIS SHEET




7 HEAD
No Scale

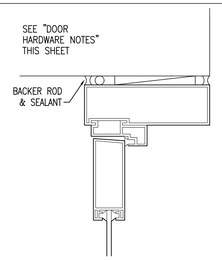



8 SILL
No Scale




9 JAMB or HEAD
No Scale

SEE "DOOR HARDWARE NOTES" THIS SHEET




10 JAMB or HEAD
No Scale

# DOOR SCHEDULE

| MARK | DOOR TYPE | DOOR WIDTH | DOOR HEIGHT | DOOR THKN | DOOR MAT | HDWR | FRAME TYPE | FRAME MAT | FRAME DETAIL | GLAZ | RATING | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 101 | D2 | 6'-0" | 8'-0" | 1 3/4" | AL | H1 | F2 | AL | 3/A3.0 | G1 | --- | |
| 102 | D3 | 12-0" | 14'-0" | 2" | SS | --- | --- | SS | --- | --- | --- | |
| 103 | D1 | 6'-0" | 7'-0" | 1 3/4" | HM | H2 | F2 | HM | 4/A3.0 | --- | --- | |

ABBREVIATIONS
ALUM ALUMINUM
HM HOLLOW METAL
SS STAINLESS STEEL
WD WOOD (SOLID CORE)

RATING
A 3 HR
B 1½ HR
B* 1 HR
C ¾ HR
D 20 MIN

GLAZING
G1 1" INSUL CLEAR FULLY TEMPERED GLASS WITH LOW E FILM
G2 1" INSUL CLEAR GLASS WITH LOW E FILM
G3 1" CLEAR FULLY TEMPERED GLASS

DOOR SCHEDULE NOTES
1. CONTRACTOR TO CONFIRM ALL DOOR MATERIAL, FINISHES, AND HARDWARE WITH OWNER PRIOR TO SUBMITTING BID

TYP DOOR AND FRAME NOTES
1. WIDTH OF HOLLOW METAL FRAMES ARE ACTUAL PARTITION THICKNESS PLUS 1" (SEE PARTITION TYPE SCHEDULE).
2. PROVIDE FRAME ANCHORS TO ACCOMODATE PARTITON TYPES AND REQUIREMENTS (INCLUDING FIRE RATED).
3. GROUT SOLID THE ENTIRE VOID SPACE BETWEEN JAMB FRAME AND PARTITION FOR ALL STUD AND MASONRY PARTITIONS.
4. PROVIDE A SEALANT JOINT AT JUNCTION WHERE FRAMES MEET PARTITION.
5. AT ALL RATED FRAMES ANCHORED IN EXISTING MASONRY OR CONCRETE OPENINGS, PROVIDE ⅜" DIA EXPANSION ANCHORS WITH FLAT HEAD COUNTERSUNK HEADS. DIMPLE FRAME WITH 1/16" DEPRESSION TO RECEIVE SCREW HEADS. PROVIDE METAL BODY PUTTY OVER SCREW HEADS AND GRIND SMOOTH IN PREP FOR PAINT.
6. AT WOOD DOORS WITH STAIN/VARNISH FINISH, PAINT ALL METAL GLAZING STOPS AND METAL LOUVERS TO MATCH STAIN/VARNISH FINISH FOR DOORS.
7. ALL LOCKS TO BE PROVIDED WITH "BEST" 7-PIN INTERCHANGEABLE CORES AND CYLINDERS.
8. ALL EXTERIOR DOORS TO BE INSULATED WITH WEATHERSTRIPPING, BUTT HINGES WITH TAMPER-PROOF PINS AND ADA THRESHOLDS.
9. ALL EXISTING DOORS TO REMAIN SHALL BE PROVIDED WITH NEW HARDWARE FOR ANY UNOPERABLE, DAMAGED OR MISSING PARTS.
10. PAINT ALL HM DOORS AND FRAMES TO MATCH ADJACENT WALL UNO (SEE FINISH SCHED / LEGEND).
11. INSTALL "PEMKO" SMOKE SEALS AT ALL FIRE RATED DOORS.
12. COORDINATE DOOR UNDERCUTS AS REQUIRED PER MECH DRAWINGS
13. DOOR AND GATES TO HAVE SMOOTH SURFACE MIN 10" AFF THE ENTIRE WIDTH OF DOOR

# HARDWARE SCHEDULE

| MARK | USAGE TYPE | HARDWARE TYPE | SPECIFICATION |
|---|---|---|---|
| H1 | STOREFRONT | CONTINUOUS HINGE | BY STOREFRONT MFR |
| | | PANIC HARDWARE | ADAMS RITE PUSH DEAD LATCH PADDLE OR EQ |
| | | LOCKSET | BY STOREFRONT MFR |
| | | CYLINDER / CORE | TBD |
| | | CLOSER | LCN 4110 |
| | | WEATHERSTRIPPING | PEMKO 2891APK-36 (TOP) 290APK-84 (EA SIDE) |
| | | SWEEP | PEMKO 29326CNB-36 |
| | | THRESHOLD | PEMCO 1715AK-36 |
| H2 | HOLLOW METAL EXTERIOR | HINGES | 1 1/2 PR IVES 4½" X 4½" BALL BEARING HINGES (SECURITY) |
| | | PANIC DEVICE | VON DUPRIN AX22- NL |
| | | CYLINDER / CORE | SCHLAGE |
| | | CLOSER | LCN 4110 (WITH HOLD OPEN OPTION) |
| | | SILENCERS | 3 IVES NO 20 |
| | | WEATHERSTRIPPING | PEMKO 2891APK-36 (TOP) 290APK-84 (EA SIDE) |
| | | SWEEP | PEMKO 29326CNB-36 |
| | | THRESHOLD | PEMCO 1715AK-36 |
| | | ARMOR PLATE | ROCKWOOD 24" X 34" (PUSH SIDE) |
| | | DRIP EDGE | PEMKO #345 OR EQUAL |

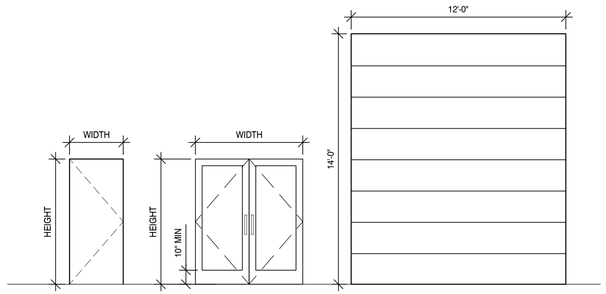
TYP DOOR HARDWARE NOTES
1. ALL HARDWARE TO HAVE CLEAR ANODIZED ALUM, SATIN CHROME, OR SATIN STAINLESS STEEL FINISH.
2. HANDLES, PULLS, LATCHES, LOCKS AND OTHER PENETRATING DEVICES ON ACCESSIBLE DOORS SHALL HAVE LEVER OPERATED, PUSH-PULL MECHANISM OR V-SHAPED DESIGNS.
3. ALL FIRE RATED DOORS MUST BE AN APPROVED ASSEMBLY TO INCLUDE FIRE RATED DOOR, FRAME, SELF CLOSER, LATCH AND OTHER HARDWARE IN ACCORDANCE NFPA80 AND IBC.
4. EGRESS DOOR LATCHING AND LOCKING HARDWARE MUST BE READILY OPERABLE FROM THE EGRESS SIDE WITHOUT THE USE OF KEYS, SPECIAL KNOWLEDGE OR EFFORT.
5. ALL FIRE DEPT ACCESS DOORS MUST HAVE KEYED LOCKS.
6. THRESHOLDS SHALL NOT EXCEED ½" CHANGES IN LEVEL. CHANGES BETWEEN ¼" AND ½" SHALL BE BEVELED.
7. PROVIDE TACTILE WARNING (KNURLED) FINISH ON DOOR LEVERS LEADING TO HAZARDOUS AREAS.

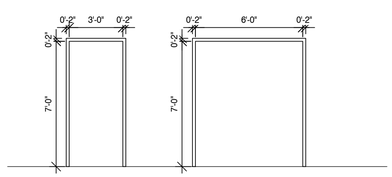
# WINDOW SCHEDULE

| MARK | WINDOW WIDTH | WINDOW HEIGHT | WINDOW MAT | GLAZ | NOTES |
|---|---|---|---|---|---|
| W101 | 6'-0" | 2'-0" | AL | G2 | 1 |
| W102 | STOREFRONT | | AL | G1 | 1,2 |
| W103 | 4'-0" | 20'-0" | AL | G2 | 1 |
| W104 | STOREFRONT | | AL | G1,G2 | 1,2 |
| W105 | STOREFRONT | | AL | G1,G2 | 1,2 |

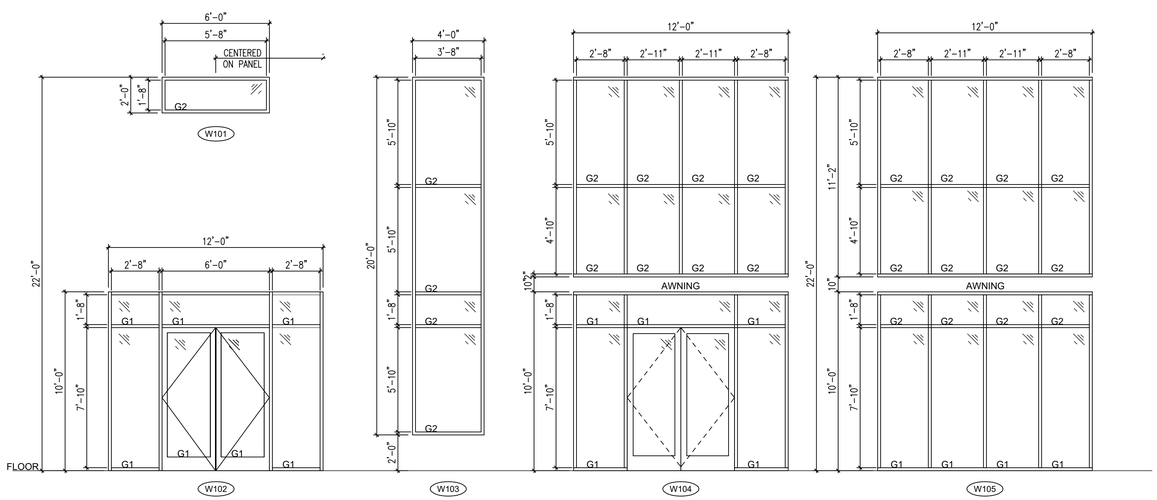
WINDOW SCHEDULE NOTES
1. CONTRACTOR TO CONFIRM FINISHES WITH OWNER BEFORE SUBMITTING FINAL BID
2. SEE SHEET 2/A3.0 FOR DIMENSIONS

GLAZING
G1 1" INSUL CLEAR FULLY TEMPERED GLASS WITH LOW E FILM
G2 1" INSUL CLEAR GLASS WITH LOW E FILM




1 DOOR + FRAME TYPES
SCALE: 1/4" = 1'-0"




2 STOREFRONT ELEVATIONS
SCALE: 1/4" = 1'-0"

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# AVELAR BLDG 3

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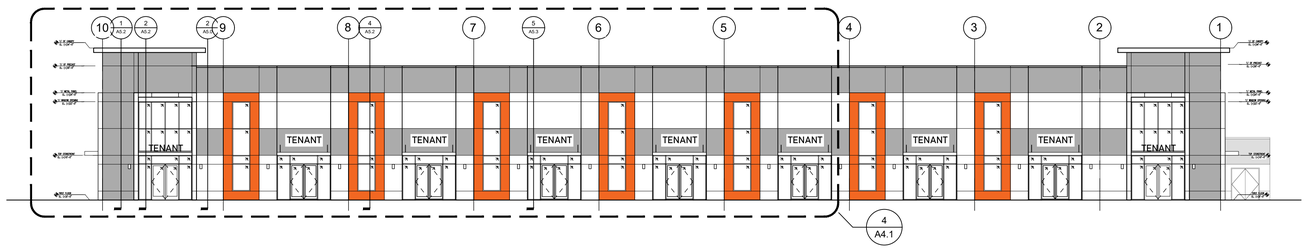
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|---|---|
| 11/26/25 | BID / PERMIT |

SHEET TITLE
DOOR/ WINDOW SCHEDULE & DETAIL

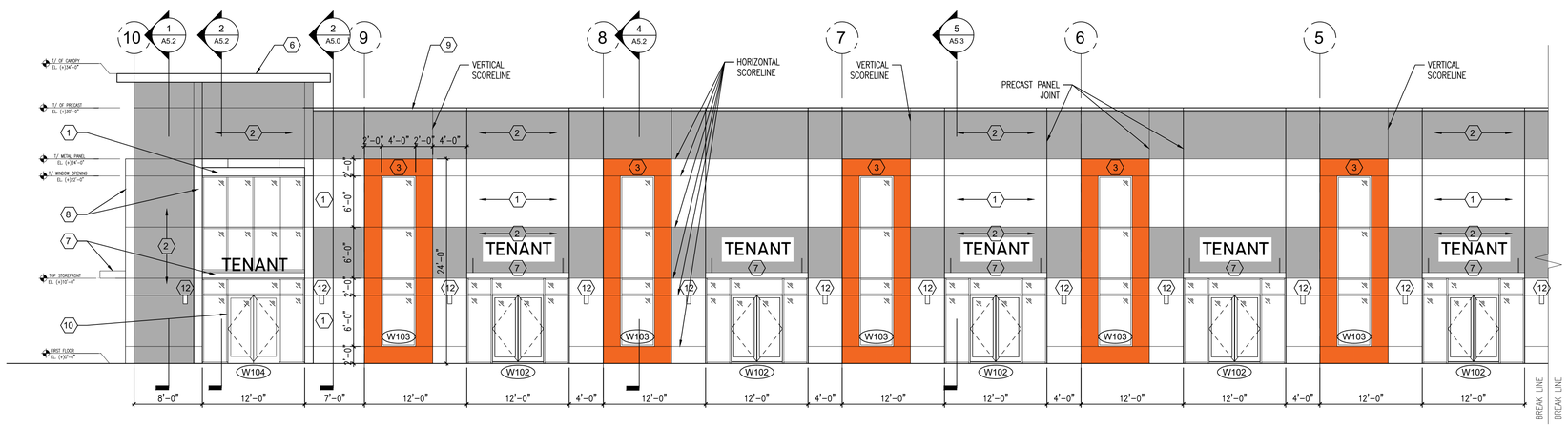
DATE
11/26/25

JOB NO.
3427.C

SHEET
A3.0




1 BLD 3 - OVERALL EAST ELEV.
1/16"=1'-0"




2 BLD 3 - EAST ELEV. (TYP)
1/8"=1'-0"

## EXTERIOR ELEV. KEYNOTES

1. PRECAST CONCRETE PANEL, PAINTED ON EXTERIOR SIDE – SW 9626 GLACIER BAY. INTERIOR SIDE NO PAINT REQUIRED
2. PRECAST CONCRETE PANEL, PAINTED ON EXTERIOR SIDE – SW 7674 PEPPERCORN, INTERIOR SIDE NO PAINT REQUIRED
3. PRECAST CONCRETE PANEL, PAINTED ON EXTERIOR SIDE – SW 6885 KNOCKOUT ORANGE, INTERIOR SIDE NO PAINT REQUIRED
4. 12" X 12" CONTINUOUS METAL GUTTER – PAINTED TO MATCH ADJACENT WALL
5. DOWNSPOUT – 6" X 8" PRE–FINISHED ALUM – PAINTED TO MATCH ADJACENT WALL
6. BROW – PRE–FINISHED ALUMINUM METAL PANEL – – MATTE FINISH – MTO028–FLAT BLACK – UNA–CLAD OR EQUAL
7. PRE–FINISHED PREFABRICATED STEEL AWNING STRUCTURE – – MATTE FINISH – MTO028–FLAT BLACK – UNA–CLAD OR EQUAL
8. PRE–FINISHED METAL PANEL – – MATTE FINISH – ORANGE – UNA–CLAD OR EQUAL
9. PRE–FINISHED ALUMINUM CAP FLASHING – – MATTE FINISH – MTO028–FLAT BLACK – UNA–CLAD OR EQUAL
10. ALUMINUM STOREFRONT SYSTEM. CLEAR 1" INSULATED GLAZING (NON–TINTED, NON–REFLECTIVE)
    – 4 ½" KAWNEER IS451 – MATTE FINISH – DARK BRONZE
11. 14' H x 12' W OVERHEAD DOOR
12. EXTERIOR WALL SCONCES
13. LED WALL PACK

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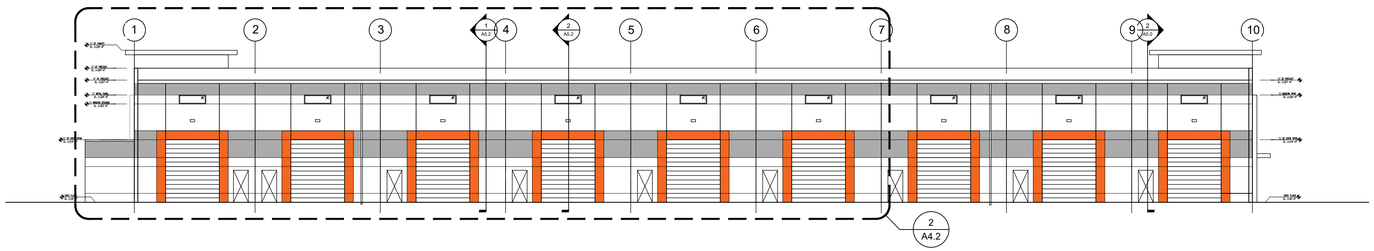
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|---|---|
| 11/26/25 | BID / PERMIT |

SHEET TITLE
BUILDING ELEVATIONS & DETAILS

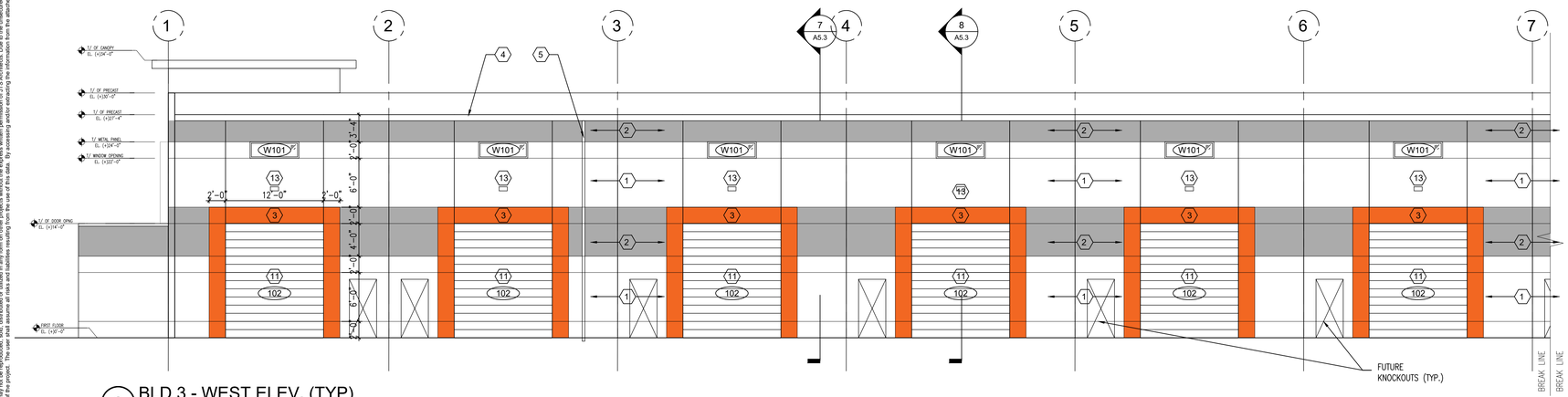
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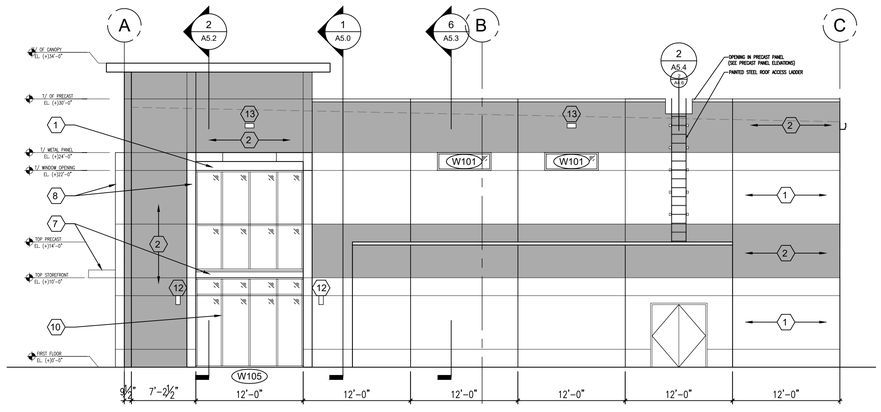
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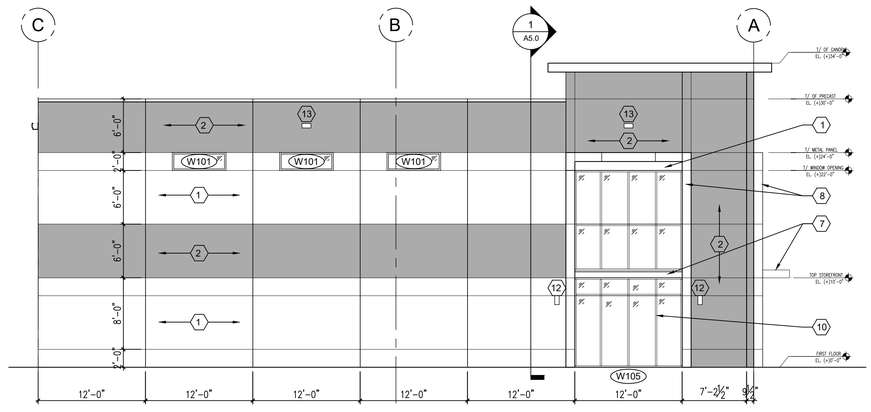

1 BLD 3 - OVERALL WEST ELEV.
1/16"=1'-0"




2 BLD 3 - WEST ELEV. (TYP)
1/8"=1'-0"




3 BLD 3 - NORTH ELEV.
1/8"=1'-0"




4 BLD 3 - SOUTH ELEV.
1/8"=1'-0"

## EXTERIOR ELEV. KEYNOTES

1. PRECAST CONCRETE PANEL, PAINTED ON EXTERIOR SIDE – SW 9626 GLACIER BAY. INTERIOR SIDE NO PAINT REQUIRED
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7. PRE–FINISHED PREFABRICATED STEEL AWNING STRUCTURE – – MATTE FINISH – MTO028–FLAT BLACK – UNA–CLAD OR EQUAL
8. PRE–FINISHED METAL PANEL – – MATTE FINISH – ORANGE – UNA–CLAD OR EQUAL
9. PRE–FINISHED ALUMINUM CAP FLASHING – – MATTE FINISH – MTO028–FLAT BLACK – UNA–CLAD OR EQUAL
10. ALUMINUM STOREFRONT SYSTEM. CLEAR 1" INSULATED GLAZING (NON–TINTED, NON–REFLECTIVE)
    – 4 ½" KAWNEER IS451 – MATTE FINISH – DARK BRONZE
11. 14' H x 12' W OVERHEAD DOOR
12. EXTERIOR WALL SCONCES
13. LED WALL PACK

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BUILDING ELEVATIONS & DETAILS

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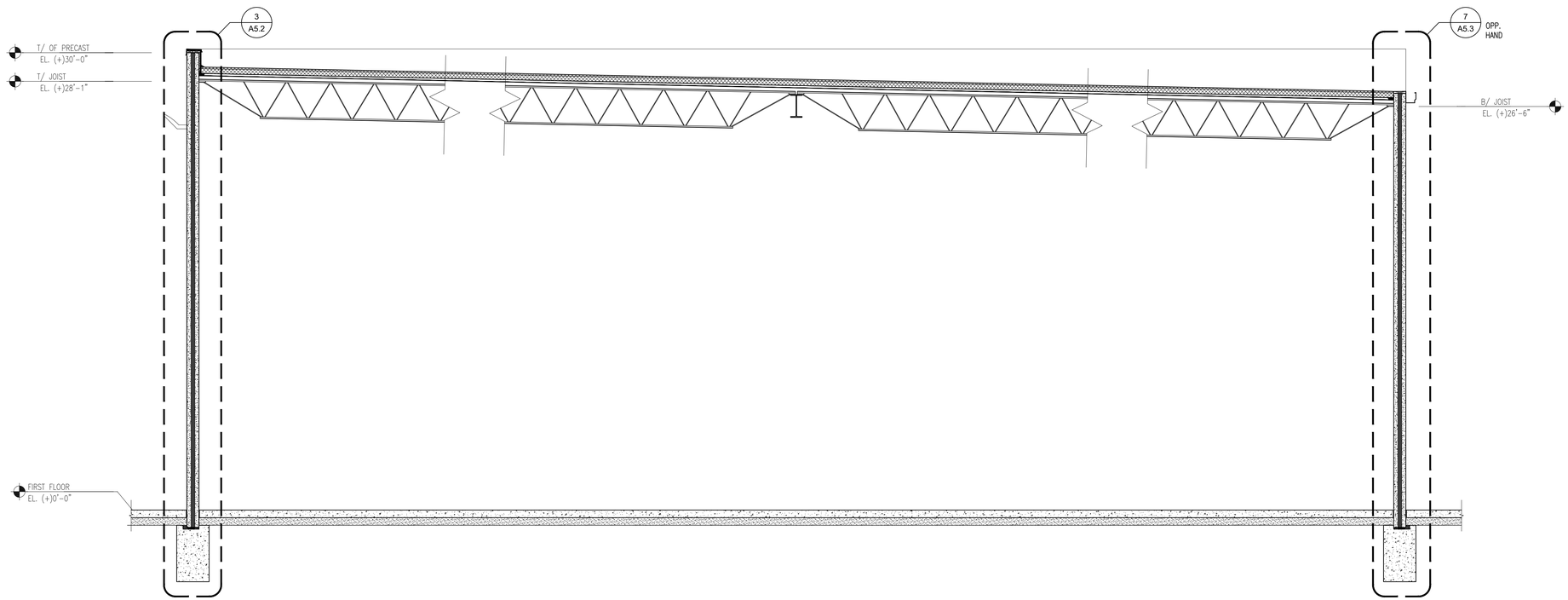
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1 BUILDING SECTION THRU OFFICE
SCALE: 1/4" = 1'-0"




2 BUILDING SECTION
SCALE: 1/4" = 1'-0"

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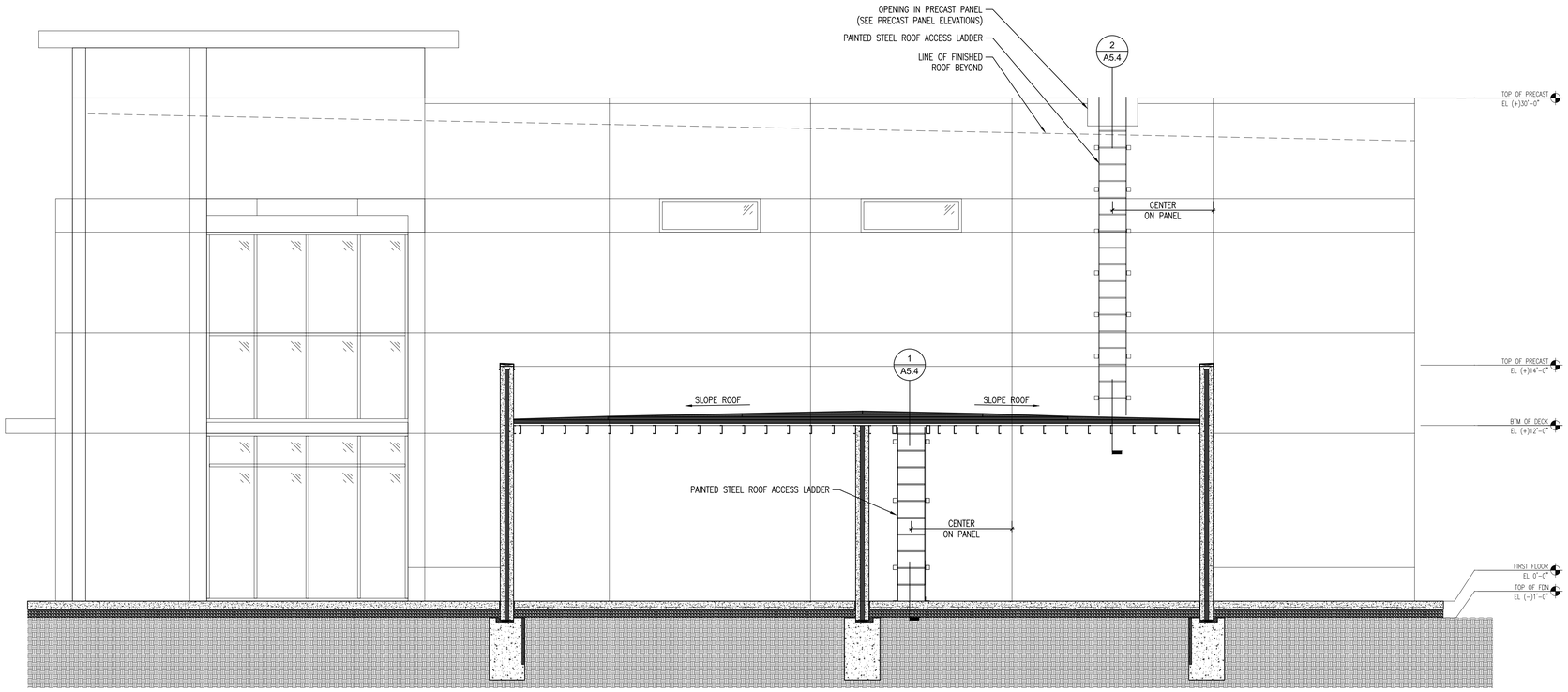
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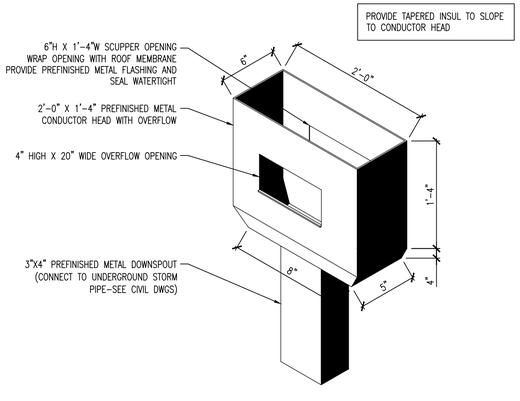
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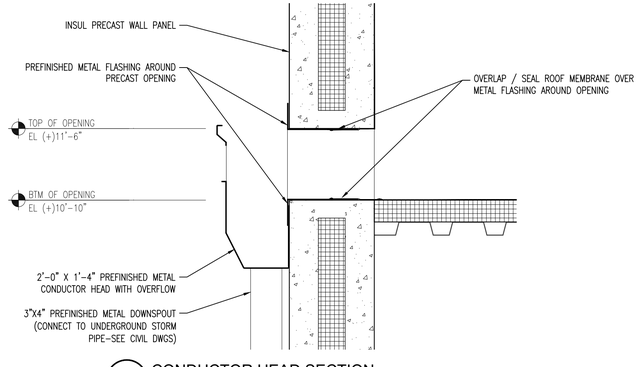
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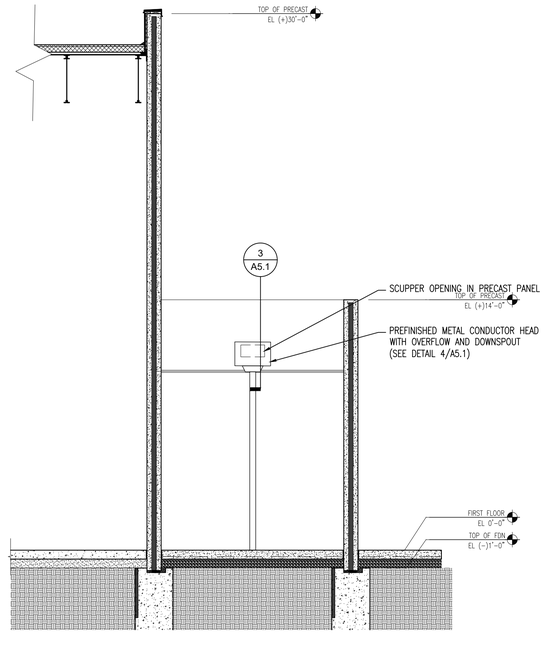

1 BUILDING SECTION / ELEVATION
1/4"=1'-0"




4 CONDUCTOR HEAD DETAIL
1 1/2"=1'-0"




3 CONDUCTOR HEAD SECTION
1 1/2"=1'-0"




2 BUILDING SECTION / ELEVATION
1/4"=1'-0"

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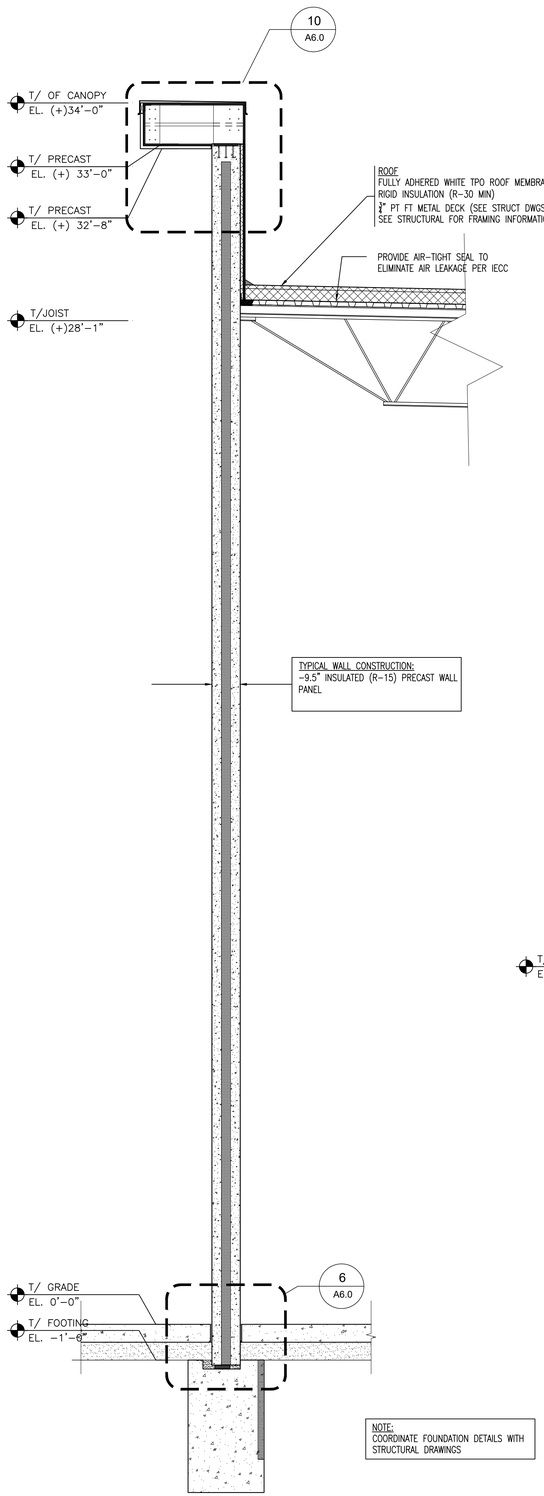
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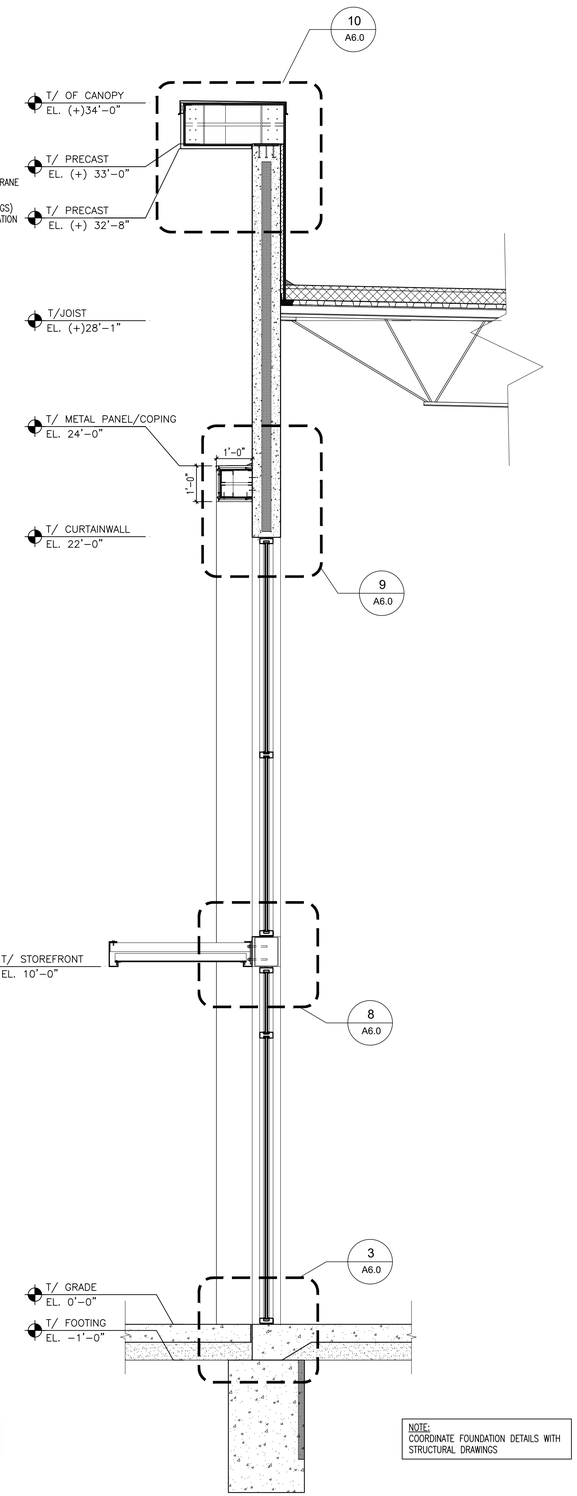
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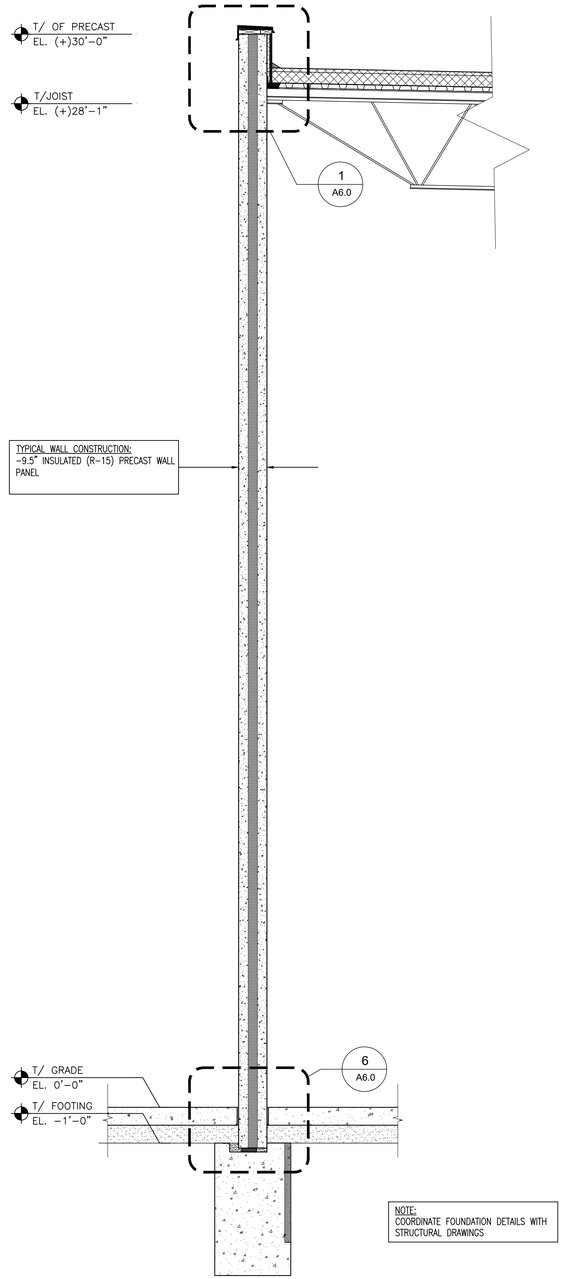
SHEET
A5.1



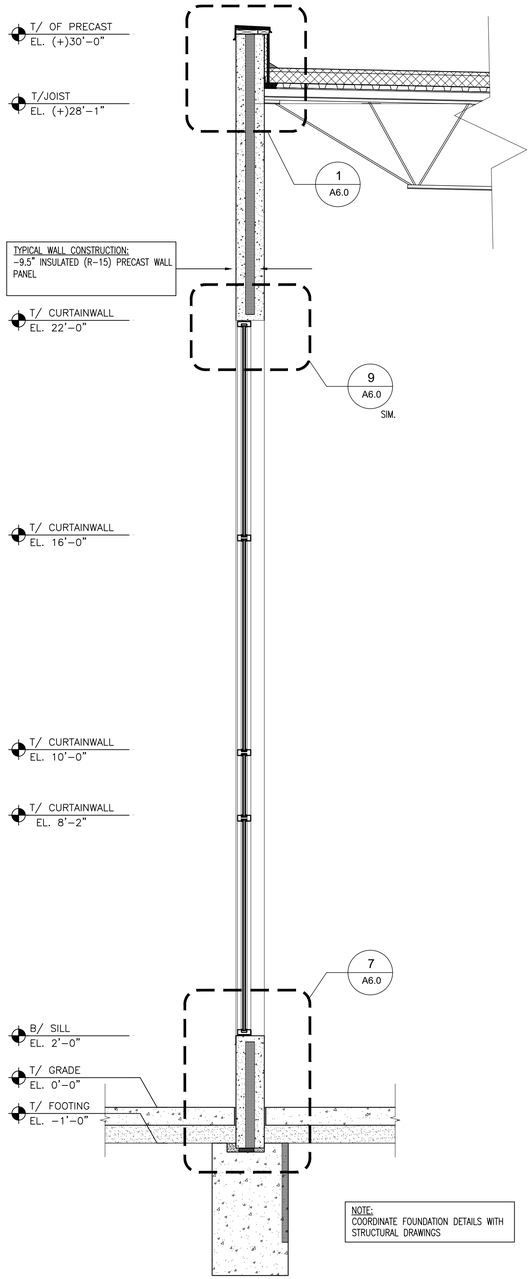

1 WALL SECTION
SCALE: 1/2" = 1'-0"




2 SECTION @ CURTAINWALL/ METAL PANEL
SCALE: 1/2" = 1'-0"




3 WALL SECTION
SCALE: 1/2" = 1'-0"




4 SECTION @ WINDOW
SCALE: 1/2" = 1'-0"

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www.jtsarch.com
JTS Architects

# AVELAR BLDG 3

NEW CONSTRUCTION
16572 NEW AVENUE, UNIT C, LEMONT, ILLINOIS 60439

| DATE | SUBMITTED FOR |
|---|---|
| 11/26/25 | BID / PERMIT |

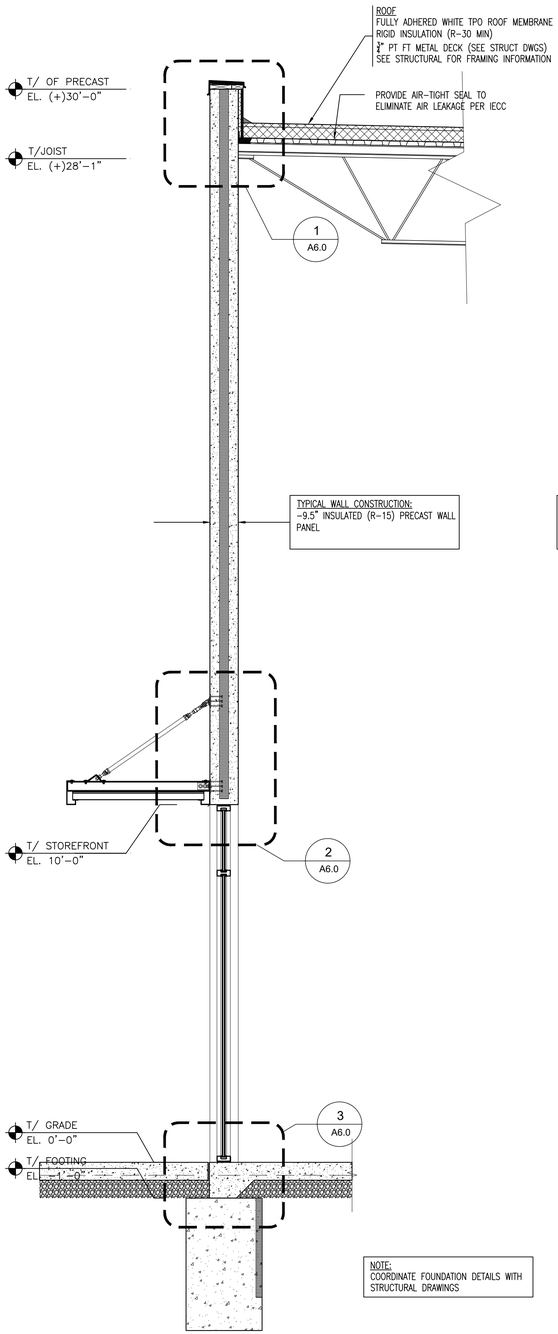
SHEET TITLE
EXTERIOR WALL SECTIONS

DATE
11/26/25

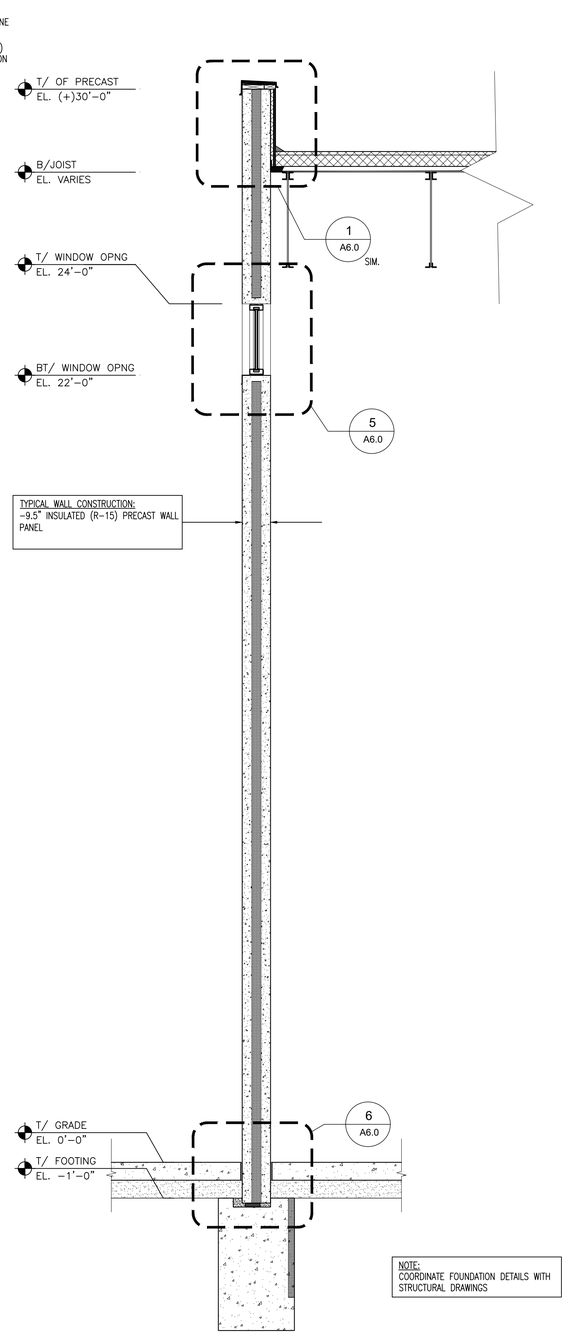
JOB NO.
3427.C

SHEET
A5.2

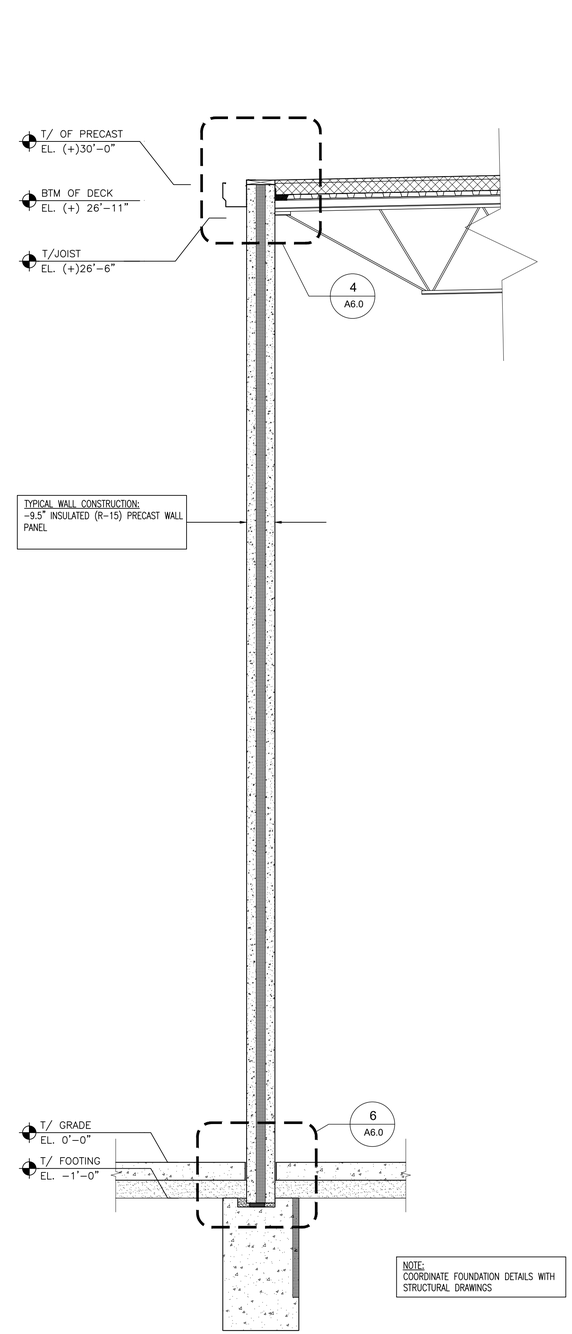
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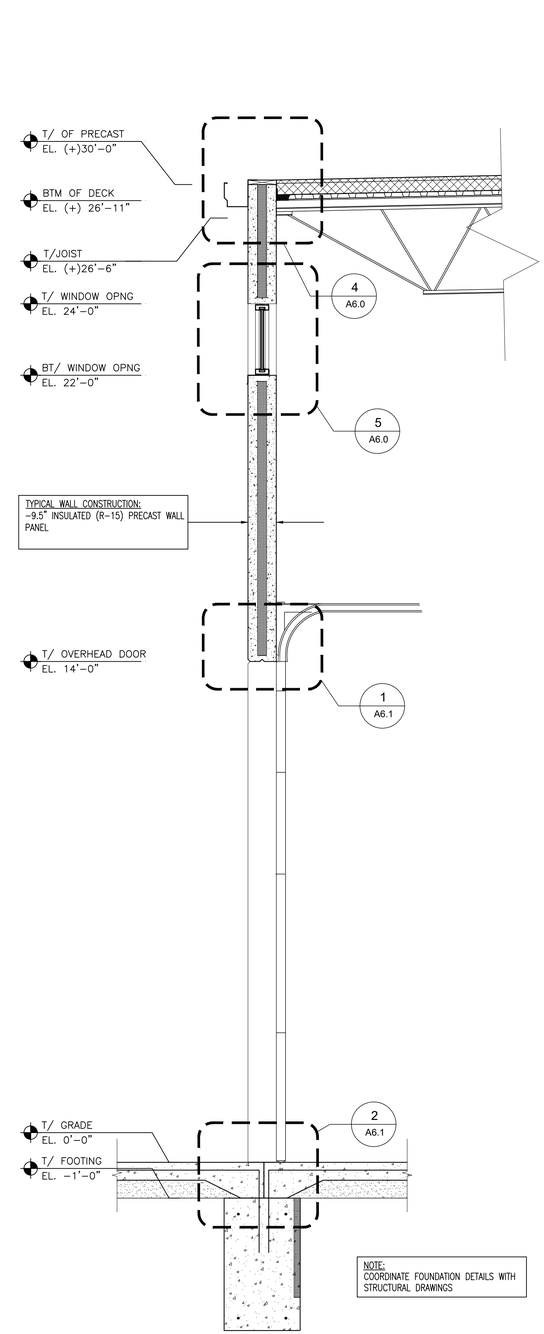

5 SECTION @ STOREFRONT
SCALE: 1/2" = 1'-0"




6 SECTION @ WINDOW
SCALE: 1/2" = 1'-0"




7 WALL SECTION (BACK)
SCALE: 1/2" = 1'-0"




8 SECTION @ OVERHEAD DOOR
SCALE: 1/2" = 1'-0"

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JTS Architects

# AVELAR BLDG 3

NEW CONSTRUCTION
16572 NEW AVENUE, UNIT C, LEMONT, ILLINOIS 60439

| DATE | SUBMITTED FOR |
|---|---|
| 11/26/25 | BID / PERMIT |

SHEET TITLE
EXTERIOR WALL SECTIONS

DATE
11/26/25

JOB NO.
3427.C

SHEET
A5.3

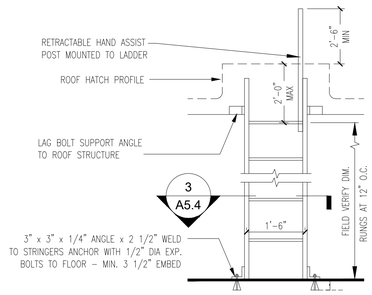
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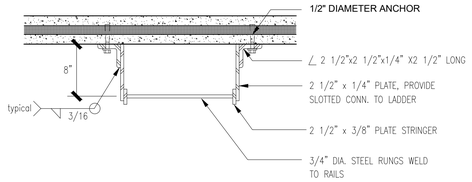

1 ROOF HATCH/LADDER DETAIL
SCALE: 1/2" = 1'-0"



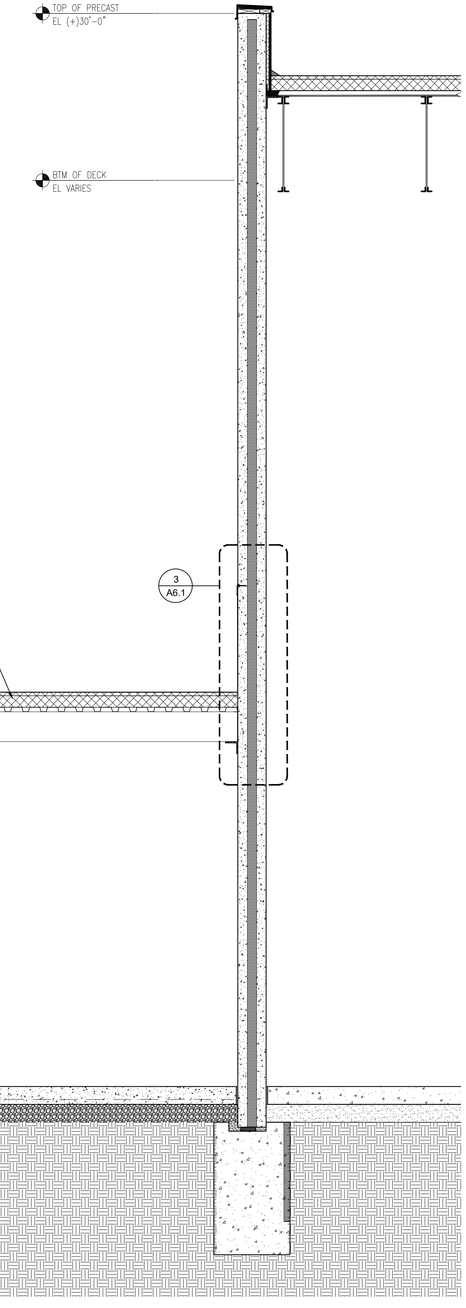

2 ROOF HATCH/LADDER DETAIL
SCALE: 1/2" = 1'-0"




4 ROOF HATCH/LADDER ELEVATION
SCALE: 1/2" = 1'-0"




3 ROOF LADDER PLAN
SCALE: 1" = 1'-0"




5 WALL SECTION
1/2"=1'-0"

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# AVELAR BLDG 3

NEW CONSTRUCTION
16572 NEW AVENUE, UNIT C, LEMONT, ILLINOIS 60439

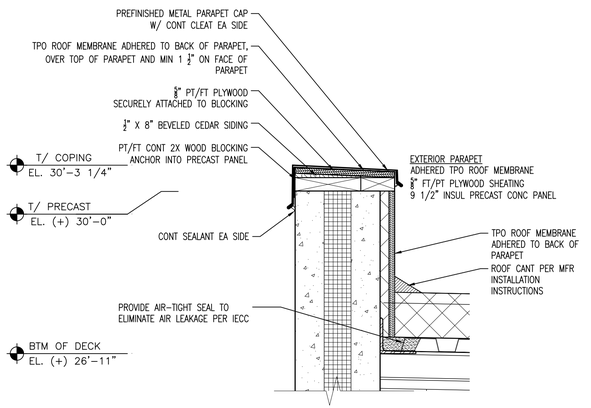
| DATE | SUBMITTED FOR |
|---|---|
| 11/26/25 | BID / PERMIT |

SHEET TITLE
SECTIONS

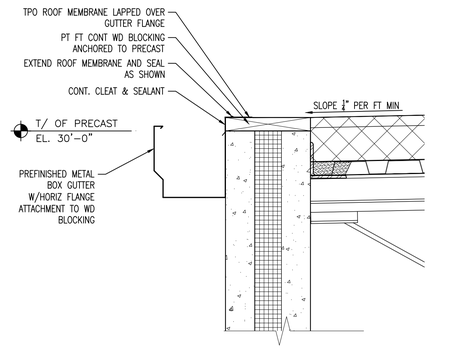
DATE
11/26/25

JOB NO.
3427.C

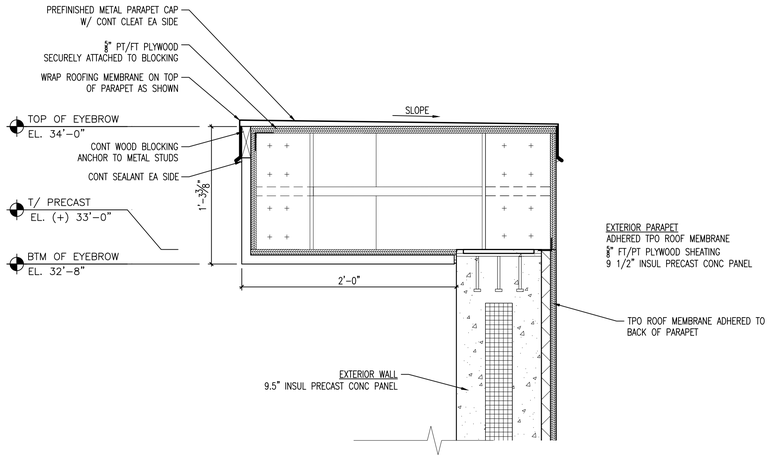
SHEET
A5.4




1 SECTION DETAIL @ PARAPET
SCALE: 1 1/2" = 1'-0"




4 SECTION DETAIL @ GUTTER
SCALE: 1 1/2" = 1'-0"




10 SECTION DETAIL @ PARAPET
SCALE: 1 1/2" = 1'-0"



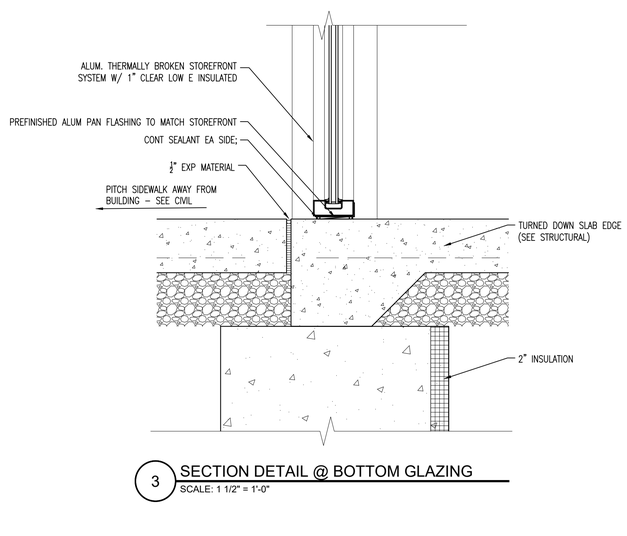

2 SECTION DETAIL @ AWNING
SCALE: 1 1/2" = 1'-0"



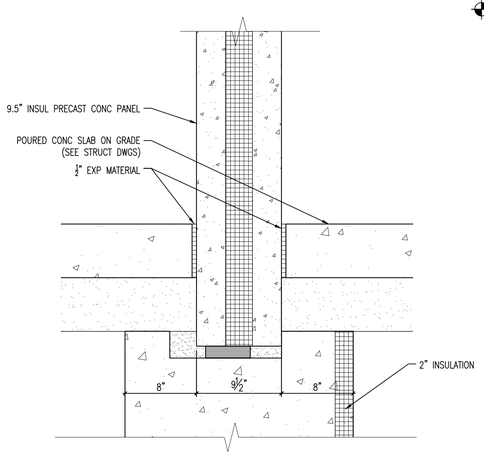

5 SECTION DETAIL @ WINDOW (ABOVE))
SCALE: 1 1/2" = 1'-0"



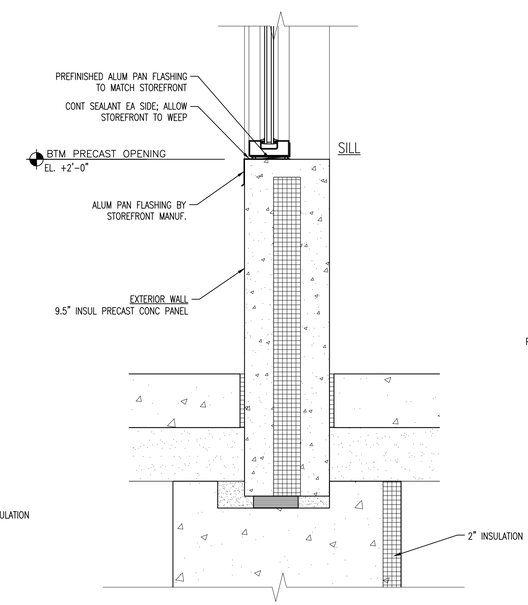

9 SECTION DETAIL @ METAL PANEL
SCALE: 1 1/2" = 1'-0"



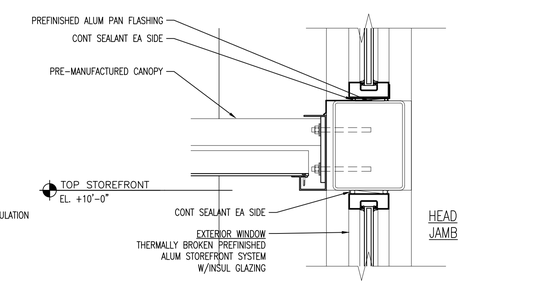

3 SECTION DETAIL @ BOTTOM GLAZING
SCALE: 1 1/2" = 1'-0"




6 SECTION DETAIL @ FOUNDATION WALL
SCALE: 1 1/2" = 1'-0"




7 SECTION DETAIL @ WINDOW
SCALE: 1 1/2" = 1'-0"




8 SECTION DETAIL @ AWNING
SCALE: 1 1/2" = 1'-0"

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# AVELAR BLDG 3

NEW CONSTRUCTION
16572 NEW AVENUE, UNIT C, LEMONT, ILLINOIS 60439

| DATE | SUBMITTED FOR |
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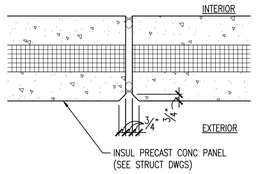
SHEET TITLE
SECTION DETAILS

DATE
11/26/25

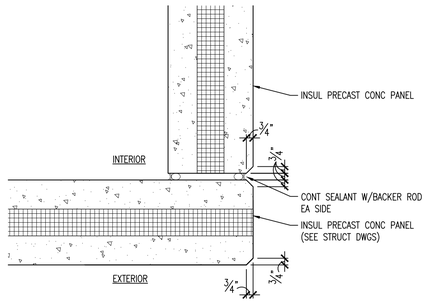
JOB NO.
3427.C

SHEET
A6.0

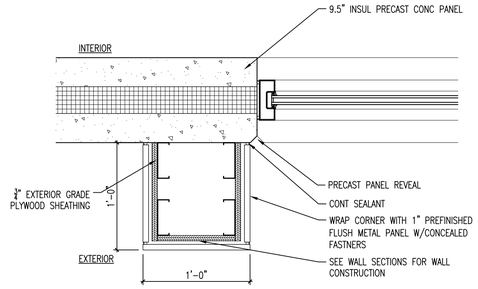
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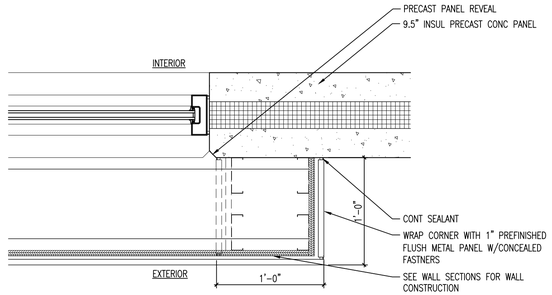

5 DETAIL - PRECAST BUTT JOINT
1 1/2"=1'-0"



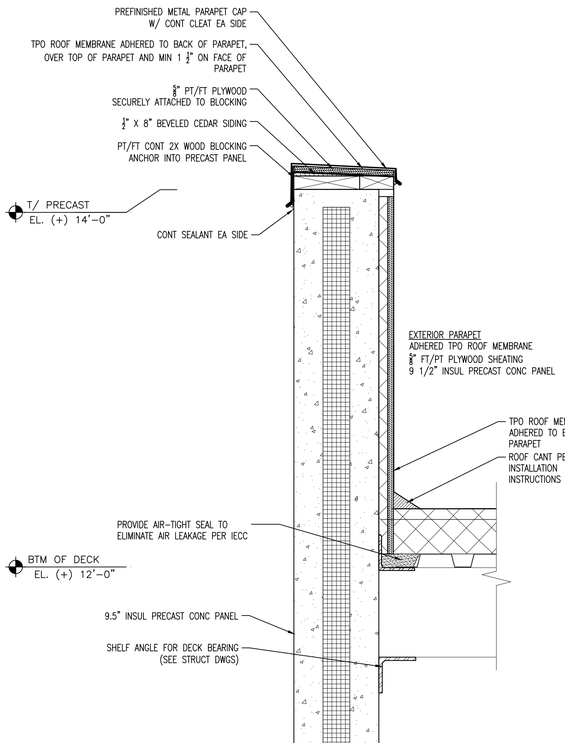

6 DETAIL - PRECAST CORNER
1 1/2"=1'-0"



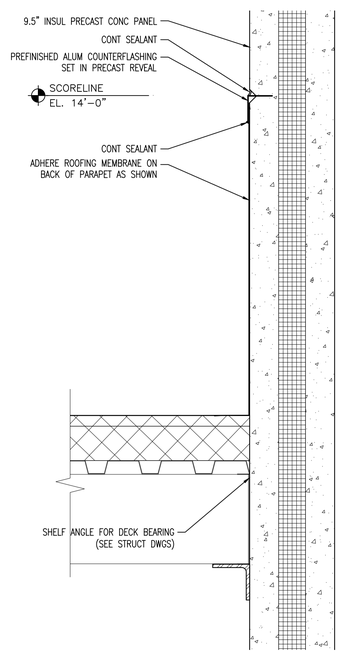

7 DETAIL - METAL PANEL
1 1/2"=1'-0"



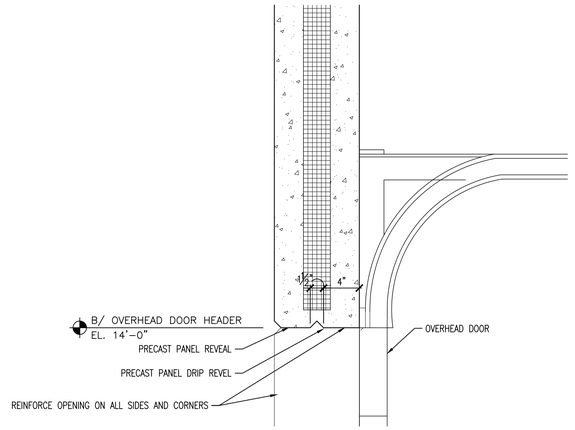

8 DETAIL - METAL PANEL
1 1/2"=1'-0"



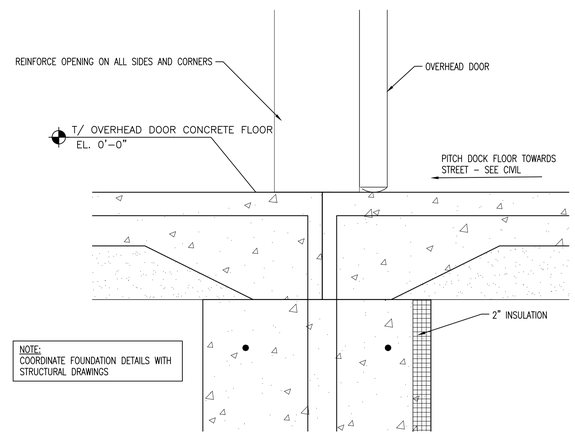

4 DETAIL - WALL PARAPET
1 1/2"=1'-0"




3 DETAIL - WALL PARAPET
1 1/2"=1'-0"




1 SECTION DETAIL @ OVERHEAD DOOR
SCALE: 1 1/2" = 1'-0"




2 SECTION DETAIL @ OVERHEAD DOOR
SCALE: 1 1/2" = 1'-0"

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# AVELAR BLDG 3

NEW CONSTRUCTION
16572 NEW AVENUE, UNIT C, LEMONT, ILLINOIS 60439

| DATE | SUBMITTED FOR |
|---|---|
| 11/26/25 | BID / PERMIT |

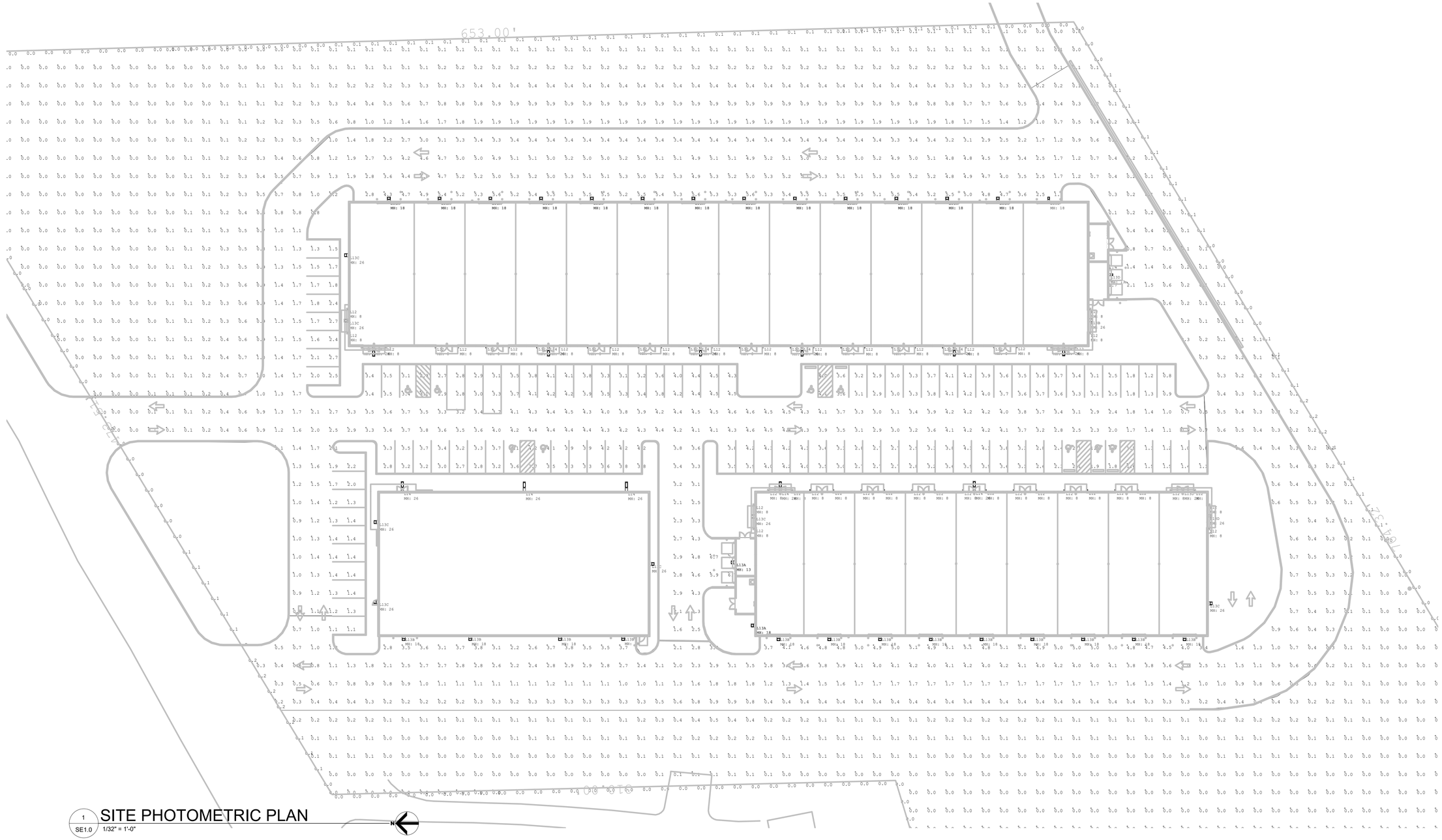
SHEET TITLE
SECTION DETAILS

DATE
11/26/25

JOB NO.
3427.C

SHEET
A6.1

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1 SE1.0 SITE PHOTOMETRIC PLAN
1/32" = 1'-0"

| Calculation Summary | | | | | | | |
|---|---|---|---|---|---|---|---|
| Label | CalcType | Units | Avg | Max | Min | Avg/Min | Max/Min |
| PROPERTY LINE | Illuminance | Fc | 0.03 | 0.2 | 0.0 | N.A. | N.A. |
| SITE_SITE | Illuminance | Fc | 0.98 | 7.1 | 0.0 | N.A. | N.A. |
| LOT | Illuminance | Fc | 2.56 | 7.1 | 0.0 | N.A. | N.A. |

Luminaire Schedule

| Symbol | Qty | Manufacturer | Label | Arrangement | Description | Tag | LLF | Luminaire Lumens | Luminaire Watts | Total Watts |
|---|---|---|---|---|---|---|---|---|---|---|
| | 4 | Industrial Lighting Products LLC | SWS-2L-U-40-T4 | Single | SWS-2L-U-40-T4 | L13D | 0.900 | 2180 | 15.5 | 62 |
| | 54 | Industrial Lighting Products, LLC | UC6UD-39L-U-40-W-W-WM | Single | UC6UD-39L-U-40-W-W-WM | L12 | 0.900 | 3960 | 33.77 | 1823.58 |
| | 30 | Industrial Lighting Products LLC | SWM-4L-U-40-T4 | Single | SWM-4L-U-40-T4 | L13A | 0.900 | 4086 | 27.6 | 828 |
| | 14 | Industrial Lighting Products LLC | SWM-4L-U-40-T2 | Single | SWM-4L-U-40-T2 | L13B | 0.900 | 4059 | 27.6 | 386.4 |
| | 7 | Industrial Lighting Products LLC | SWM-6L-U-40-T4 | Single | SWM-6L-U-40-T4 | L13C | 0.900 | 6096 | 42.6 | 298.2 |
| | 11 | Industrial Lighting Products LLC | SWL-12L-U-40-T4 | Single | SWL-12L-U-40-T4 | L14 | 0.900 | 12618 | 83.5 | 918.5 |

PHILIP NIED SEAL 062-49620 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
EXPIRES 11/30/2027

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1821 Walden Office Square
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# AVELAR BLDG 2

NEW CONSTRUCTION
16572 NEW AVENUE, UNIT B, LEMONT, ILLINOIS 60439

M.G.N. CONSULTING
ENGINEERS, LLC
635 BUTTERFIELD ROAD
SUITE #310
OAKBROOK TERRACE, IL 60181
PHONE (630) 627-6078
DESIGN FIRM #184001114-0002

| DATE | SUBMITTED FOR |
|---|---|
| 7/06/26 | BID / PERMIT |

SHEET TITLE
SITE PHOTOMETRIC PLAN

DATE
11/26/25

JOB NO.
3427.B

SHEET
SE1.0

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# NEW CONSTRUCTION FOR

# AVELAR Building 01

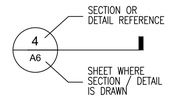
## 16572 NEW AVENUE, UNIT A
## LEMONT, ILLINOIS 60439

## PROJECT LOCATION MAP

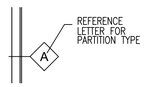



## SYMBOLS

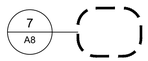
### SECTION/DETAIL NOTATION



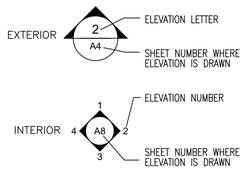

### PARTITION SYMBOL



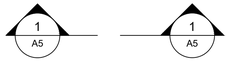

### DETAIL SYMBOL




### ELEVATION SYMBOL



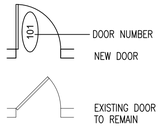

### BUILDING SECTION



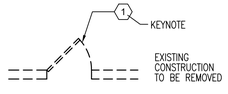

### ROOM NAME & NUMBER

TENANT SPACE
101

### DOOR SYMBOLS




### DEMOLITION




### ELEVATION MARKER

1ST FLOOR
EL. 100'-0"

## MATERIAL LEGEND

- CONCRETE (CAST IN PLACE OR PRECAST)
- BRICK
- CONCRETE MASONRY UNIT
- EARTH
- BATT INSULATION
- RIGID INSULATION
- UNDERBED MATERIAL
- GYPSUM
- PLYWOOD
- WOOD, FINISHED
- WOOD, ROUGH
- STRUCTURAL STEEL (LARGE SCALE)
- MISC. METAL (LARGE SCALE)
- STRUCTURAL STEEL MISC METAL (SMALL SCALE)

## ABBREVIATIONS

| | | | |
|---|---|---|---|
| AB | ANCHOR BOLT | ID | INSIDE DIMENSION |
| ACT | ACOUSTICAL CLG TILE | INCL | INCLUDING |
| AD | AREA DRAIN | INFO | INFORMATION |
| ADDL | ADDITIONAL | INSUL | INSULATION |
| ADJ | ADJUSTABLE | JT | JOINT |
| AFF | ABOVE FINISHED FLOOR | KDHM | KNOCK DOWN HOLLOW METAL |
| AL | ALUMINUM | | |
| ANOD | ANODIZED | LAM | LAMINATE |
| APPROX | APPROXIMATELY | LIN | LINEAR |
| ARCH | ARCHITECTURAL | LL | LOWER LEVEL |
| BD | BOARD | LP | LOW POINT |
| BETWN | BETWEEN | LTWT | LIGHT WEIGHT |
| BLDG | BUILDING | MAX | MAXIMUM |
| BLK | BLOCK, BLOCKING | MC | MINERAL CORE |
| BM | BENCH MARK | MECH | MECHANICAL |
| BOT | BOTTOM | MEJ | MASONRY EXPANSION JOINT |
| BRG | BEARING | MFR | MANUFACTURER |
| BSMT | BASEMENT | MH | MANHOLE |
| BUR | BUILT-UP ROOFING | MIN | MINIMUM |
| CAB | CABINET | MISC | MISCELLANEOUS |
| CAR | CARPET | MO | MASONRY OPENING |
| CB | CATCH BASIN | MTD | MOUNTED |
| CJ | CONTROL JOINT | NIC | NOT IN CONTRACT |
| CL | CENTER LINE | NLWT | NORMAL WEIGHT |
| CLG | CEILING | NO | NUMBER |
| CLR | CLEAR | NOM | NOMINAL |
| CMT | CERAMIC MOSAIC TILE | NS | NEAR SIDE |
| CMU | CONCRETE MASONRY UNIT | NTS | NOT TO SCALE |
| CO | CLEANOUT | OC | ON CENTER |
| COL | COLUMN | OD | OUTSIDE DIAMETER |
| CONC | CONCRETE | OPNG | OPENING |
| CONT | CONTINUOUS | OPP | OPPOSITE |
| CP | CEMENT PLASTER | PR | PAIR |
| CT | CERAMIC TILE | PL | PLATE |
| CU | CUBIC | PLAM | PLASTIC LAMINATE |
| DEMO | DEMOLITION | PLAS | PLASTER |
| DET | DETAIL | PLYWD | PLYWOOD |
| DIA | DIAMETER | PT | PAINT |
| DIM | DIMENSION | PIFRT | PRESSURE IMPREGNATED FIRE RETARDANT TREATED |
| DF | DRINKING FOUNTAIN | | |
| DN | DOWN | | |
| DS | DOWNSPOUT | QT | QUARRY TILE |
| DWG | DRAWING | R | RADIUS |
| EA | EACH | REINF | REINFORCED, REINFORCING |
| EF | EACH FACE | REQD | REQUIRED |
| EL | ELEVATION | RD | ROOF DRAIN |
| ELEC | ELECTRIC | RM | ROOM |
| EP | EPOXY PAINT | RO | ROUGH OPENING |
| EQ | EQUAL | SC | SOLID CORE |
| EQUIP | EQUIPMENT | SCHED | SCHEDULE |
| EWC | ELECTRIC WATER COOLER | SEC | SECTION |
| EXIST | EXISTING | SGT | STRUCTURAL GLAZED TILE |
| EXP | EXPANSION | SHT | SHEET |
| EXP JT | EXPANSION JOINT | SIM | SIMILAR |
| EW | EACH WAY | SM | SHEET METAL |
| FD | FLOOR DRAIN | SOG | SLAB ON GRADE |
| FDN | FOUNDATION | SP | STARTING POINT |
| FE | FIRE EXTINGUISHER | SPEC | SPECIFICATIONS |
| FEC | FIRE EXTINGUISHER CABINET | SQ | SQUARE |
| FHC | FIRE HOSE CABINET | SS | STAINLESS STEEL |
| FLR | FLOOR | STD | STANDARD |
| FS | FAR SIDE | STL | STEEL |
| FT | FEET | STRUC | STRUCTURAL |
| FTG | FOOTING | ST&V | STAIN & VARNISH |
| | | SUSP | SUSPENDED |
| GA | GAUGE, GAGE | T&B | TOP AND BOTTOM |
| GALV | GALVANIZED | THK | THICK |
| GB | GYPSUM BOARD | TYP | TYPICAL |
| GL | GLASS | UNO | UNLESS NOTED OTHERWISE |
| GMU | GLAZED MASONRY UNIT | UL | UNDERWRITERS LABORATORY |
| GST | GLAZED STRUCTURAL TILE | VCT | VINYL COMPOSITION TILE |
| GP | GYPSUM PLASTER | VENT | VENTILATION |
| GR | GRADE | VERT | VERTICAL |
| HC | HOLLOW CORE | VEST | VESTIBULE |
| HDCP | HANDICAPPED | VIF | VERIFY IN FIELD |
| HDWD | HARDWOOD | VOL | VOLUME |
| HM | HOLLOW METAL | VT | VINYL TILE |
| HORZ | HORIZONTAL | | |
| HP | HIGH POINT | W/ | WITH |
| HR | HOUR | WC | WALL COVERING |
| HT | HEIGHT | WD | WOOD |
| HTG | HEATING | WH | WALL HEATER |
| HVAC | HEATING / VENTILATION / AIR CONDITIONING | W/O | WITHOUT |
| | | WWF | WELDED WIRE FABRIC |
| HWY | HIGHWAY | | |

## CODE INFORMATION

### 1. APPLICABLE CODES AND STANDARDS

- ZONING: LEMONT ZONING CODE
- BUILDING:
  - 2021 INTERNATIONAL BUILDING CODE W/ AMENDMENTS
  - 2020 NATIONAL ELECTRIC CODE W/ AMENDMENTS
  - 2021 INTERNATIONAL FIRE CODE W/ AMENDMENTS
  - 2021 INTERNATIONAL FUEL GAS CODE W/ AMENDMENTS
  - 2021 INTERNATIONAL MECHANICAL CODE W/ AMENDMENTS
  - 2021 ILLINOIS ENERGY CONSERVATION CODE W/ AMENDMENTS
  - 2021 ILLINOIS PLUMBING CODE W/ AMENDMENTS
  - 2021 INTERNATIONAL ENERGY CONSERVATION CODE W/ AMENDMENTS
- ACCESSIBILITY: ILLINOIS ACCESSIBILITY CODE 2018; AMERICANS WITH DISABILITIES ACT OF 1990

### 2. PROJECT DATA

- ZONING CLASSIFICATION — M-1 LIGHT MANUF. DISTRICT
- OCCUPANCY CLASSIFICATION — S-1/STORAGE
- CONSTRUCTION TYPE — TYPE IIB
- AUTOMATIC FIRE SUPPRESSION — ___YES _X_NO
- BUILDING HEIGHT — 34'-0"
- BUILDING AREA
  - BUILDING 1 — 12,000 SQFT
  - BUILDING 2 (NO WORK) — 32,670 SQFT
  - BUILDING 3 (NO WORK) — 20,000 SQFT

### 3. FIRE RESISTIVE RATINGS

- STRUCTURAL FRAME — 0 HOUR
- BEARING WALLS
  - EXTERIOR — 0 HOUR
  - INTERIOR — 0 HOUR
- NON BEARING WALLS & PARTITIONS
  - EXTERIOR — 0 HOUR
  - INTERIOR — 0 HOUR
- FLOOR CONSTRUCTION — 0 HOUR
- ROOF CONSTRUCTION — 0 HOUR
- FIRE WALLS — NA
- ROOF COVERING CLASSIFICATION — C

## DRAWING INDEX


**GENERAL INFORMATION**
G1.0 TITLE SHEET

**CIVIL**
--- PREVIOUSLY SUBMITTED

**ARCHITECTURAL SITE PLAN**
AS.1 ARCHITECTURAL SITE PLAN & BOLLARD DETAIL

**STRUCTURAL**
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S2.0 ROOF FRAMING PLAN
S3.0 FOUNDATION DETAILS
S4.0 ROOF FARMING DETAILS
S5.0 GENERAL NOTES
S6.0 SPECIAL INSPECTION

**ARCHITECTURAL**
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A2.0 BLDG 1 - ROOF PLAN
A3.0 DOOR / WINDOW SCHEDULE & ELEVATION
A4.0 BUILDING EXTERIOR ELEVATIONS
A5.0 BUILDING SECTION & WALL SECTION
A5.1 EXTERIOR WALL SECTIONS
A5.2 EXTERIOR WALL SECTIONS
A6.0 SECTION DETAILS
A6.1 SECTION DETAILS

**MECHANICAL**
M0.1 MECHANICAL LEGEND, ABBREVIATIONS AND NOTES
M1.1 MECHANICAL FLOOR PLAN
M5.1 MECHANICAL SCHEDULES AND DETAILS

**PLUMBING**
P0.1 PLUMBING LEGEND, ABBREVIATIONS AND NOTES
P1.0 PLUMBING FLOOR PLAN
P6.1 PLUMBING SCHEDULE AND RISER DIAGRAM

**ELECTRICAL**
E0.1 ELECTRICAL LEGEND, ABBREVIATIONS AND NOTES
E1.1 ELECTRICAL FLOOR PLAN
E9.1 ELECTRICAL RISER DIAGRAM


## GENERAL NOTES

1. DO NOT SCALE DRAWINGS.
2. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS AND SHALL NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO PROCEEDING WITH THE WORK.
3. ALL WORK SHALL COMPLY WITH ALL APPLICABLE LAWS, ORDINANCES, CODES AND REGULATIONS OF ALL GOVERNING BODIES.
4. CONTRACTOR SHALL PAY ALL FEES, COORDINATE AND OBTAIN ALL NSPECTIONS REQUIRED BY ALL GOVERNING AUTHORITIES AND PROVIDE REQUIRED EVIDENCE OF SAME TO OWNER.
5. ALL WORK SHALL BE PERFORMED IN A TRADESMAN-LIKE MANNER AND SHALL CONFORM TO THE BEST STANDARD PRACTICES OF THE TRADE INVOLVED.
6. THE WORK UNDER THIS CONTRACT INCLUDES THE FURNISHING OF ALL MATERIALLS AND LABOR REQUIRED FOR THE INSTALLATIONS AS INDICATED.
7. THE WORK SHALL BE COMPLETE IN DETAIL AND SHALL INCLUDE ALL ACCESSORIES TO COMPLETE THE JOB.
8. BIDDERS ARE TO VISIT THE SITE AND FAMILIARIZE THEMSELVES WITH EXISTING CONDITIONS AND SATISFY THEMSELVES AS TO THE NATURE AND SCOPE OF THE WORK. THE BASE BID SHALL REFLECT MODIFICATIONS TO SYSTEMS AND DEVICES REQUIRED BY STATE AND LOCAL CODES WHETHER INDICATED OR NOT ON CONTRACT DOCUMENTS. THE SUBMISSION OF A BID WILL BE EVIDENCE THAT SUCH AN EXAMINATION AND COMPLIANCE WITH GOVERNING CODES/REQUIREMENTS HAS BEEN MADE. LATER CLAIMS FOR LABOR, EQUIPMENT OR MATERIALS REQUIRED, OR FOR DIFFICULTIES ENCOUNTERED WHICH COULD HAVE BEEN FORSEEN HAD AN EXAMINATION AND CODE/REQUIREMENTS REVIEW BEEN MADE WILL NOT BE ALLOWED.

## FIRE PROTECTION NOTES

1. THE FIRE ALARM CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE AND INSTALL REQUIRED AUDIO/VISUAL EMERGENCY WARNING SYSTEM DEVICES AS REQUIRED PER CODE AND SHALL BE AN MEETING THE FOLLOWING REQUIREMENTS: AUDIBLE EMERGENCY ALARMS SHALL PRODUCE A SOUND THAT EXCEEDS THE PREVAILING EQUIVALENT SOUND LEVEL IN THE ROOM OR SPACE BY AT LEAST 15 DECIBELS OR EXCEEDS ANY MAXIMUM SOUND LEVEL WITH A DURATION OF 30 SECONDS BY 5 DECIBELS, WHICHEVER IS LOUDER. SOUND LEVELS FOR ALARM SIGNALS SHALL NOT EXCEED 120 DECIBELS. VISUAL ALARMS SHALL BE FLASHING LIGHTS ARRANGED TO FLASH IN CONJUNCTION WITH THE AUDIBLE EMERGENCY ALARMS. THE FLASHING FREQUENCY OF VISUAL ALARMS SHALL BE APPROXIMATELY 1 HZ. MOUNTING HEIGHT OF PULL STATIONS SHALL NOT EXCEED 48". INDICATE MOUNTING HEIGHTS AND OPERATION WITH ANSI SECTION 4.25. SUBMIT WRITTEN CERTIFICATION OF COMPLIANCE WITH THE ABOVE NOTED REQUIREMENTS WITH SHOP DRAWING SUBMITTAL FROM FIRE ALARM COMPANY.
2. THE SPRINKLER CONTRACTOR SHALL BE RESPONSIBLE TO CO-ORDINATE AND INSTALL REQUIRED SPRINKLER HEADS WHERE NECESSARY. (THAT IS THE NUMBER, LOCATION AND TYPE OF HEAD REQUIRED.) THE DESIGN OF THE SPRINKLER LAYOUT AND ALL RELATED WORK SHALL BE PER NFPA 13 AND IN ACCORDANCE WITH ALL AUTHORITIES HAVING JURISDICTION. THE SPRINKLER HEADS SHOWN ON THE REFLECTED CEILING PLAN ARE FOR GENERAL REFERENCE ONLY. THE SPRINKLER CONTRACTOR SHALL PROVIDE DRAWINGS AS REQUIRED BY LOCAL AUTHORITIES FOR THE WORK INVOLVED. WITHIN CEILING TILES.
3. ALL BUILDINGS REQUIRED TO HAVE HAVE SMOKE DETECTORS SHALL HAVE DETECTORS CONNECTED TO THE BUILDING'S DETECTION PANEL AND INSTALLED ACCORDING TO NFPA 72A, 72C, 72E, AND THE NATIONAL ELECTRICAL CODE NFPA 70. THE GENERAL CONTRACTOR SHALL CO-ORDINATE WITH THE FIRE INSPECTOR FOR THE NUMBER AND LOCATIONS OF ALL: SMOKE DETECTORS, PULL STATIONS, EMERGENCY LIGHTS WITH BATTERY PACK, HORN, STROBES, FIRE EXTINGUISHER, ILLUMINATED EXIT SIGNS & ETC. PROVIDE ALL THAT IS REQUIRED WHETHER SHOWN ON THE PLANS OR NOT. (VERIFY REQUIREMENTS W/CHIEF FIRE INSPECTOR)
4. THE NEW WALL MOUNTED FIRE EXTINGUISHERS PROVIDED SHALL BE CONSPICUOUSLY DISPLAYED, READILY ACCESSIBLE AND APPROVED TYPE AS RECOMMENDED BY THE LOCAL FIRE INSPECTOR.

## ARCHITECT'S CERTIFICATION

I HEREBY CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY SUPERVISION AND TO THE BEST OF MY KNOWLEDGE COMPLY WITH THE CODES AND ORDINANCES OF THE CITY OF LEMONT AND THE STATE OF ILLINOIS.

LICENSED ARCHITECT — JOSEPH ANTHONY PASCOLLA — 001.024564 — STATE OF ILLINOIS

11/26/25

JOSEPH PASCOLLA
STATE OF ILLINOIS LICENSED ARCHITECT
EXPIRES: 11 - 30 - 26

JTS ARCHITECTS STATE OF ILLINOIS DESIGN FIRM ARCHITECTURAL CORPORATION: 184-003669


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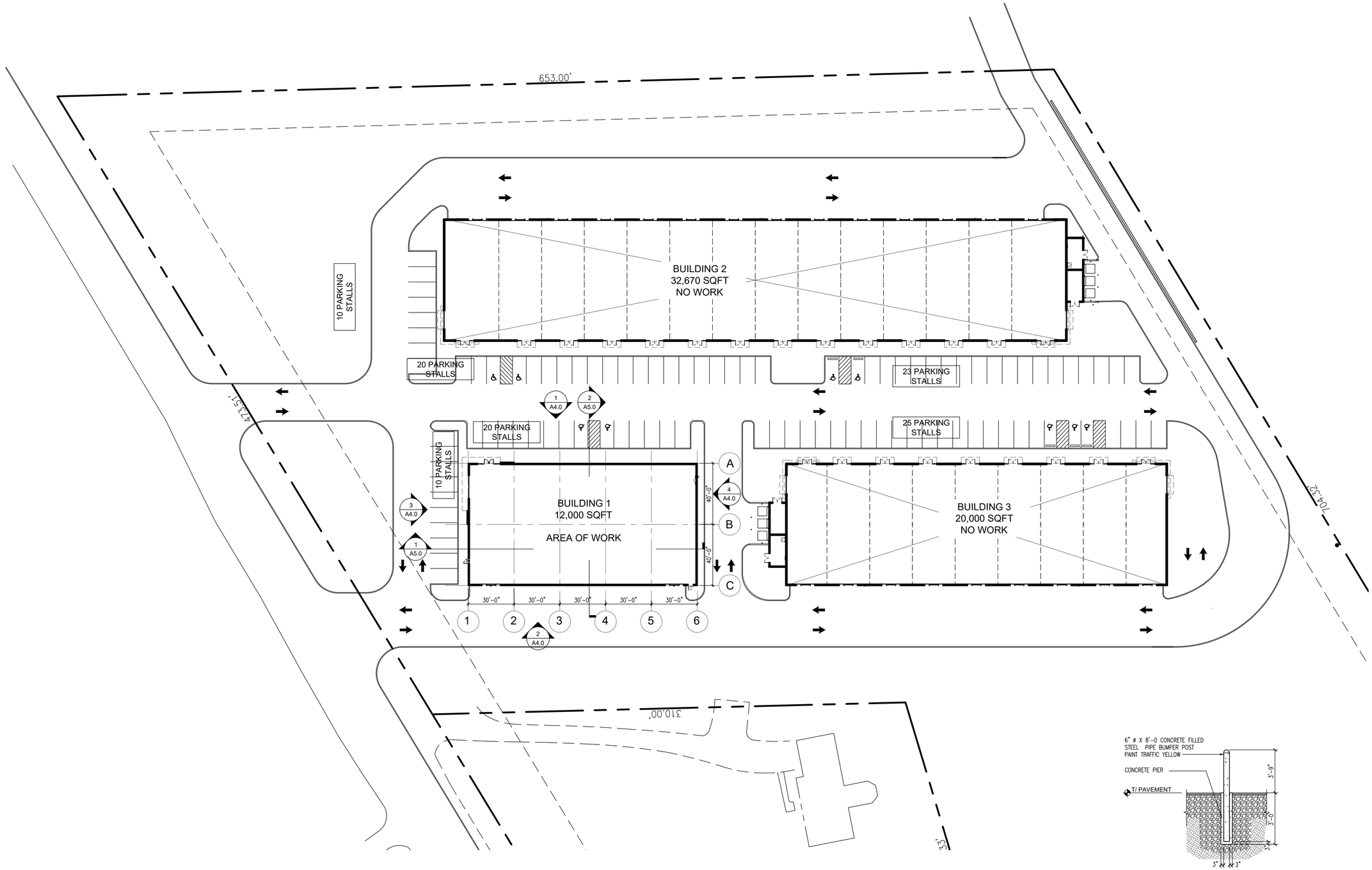

AVELAR - BLD 01
NEW CONSTRUCTION
16572 NEW AVENUE, UNIT A, LEMONT, IL 60439

| DATE | SUBMITTED FOR |
|---|---|
| 11/26/25 | BID / PERMIT |

SHEET TITLE: TITLE SHEET

DATE: 11/26/25
JOB NO.: 3428.A
SHEET: G1.0

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1 ARCHITECTURAL SITE PLAN
1" = 10'-0"




2 BOLLARD DETAIL
SCALE: 1/4" = 1'-0"

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|---|---|
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SHEET TITLE
ARCH. SITE PLAN

DATE
11/26/25

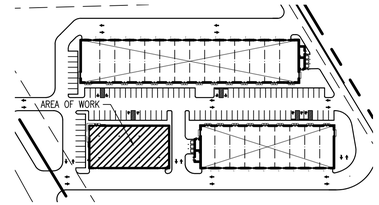
JOB NO.
3428.A

SHEET
AS1

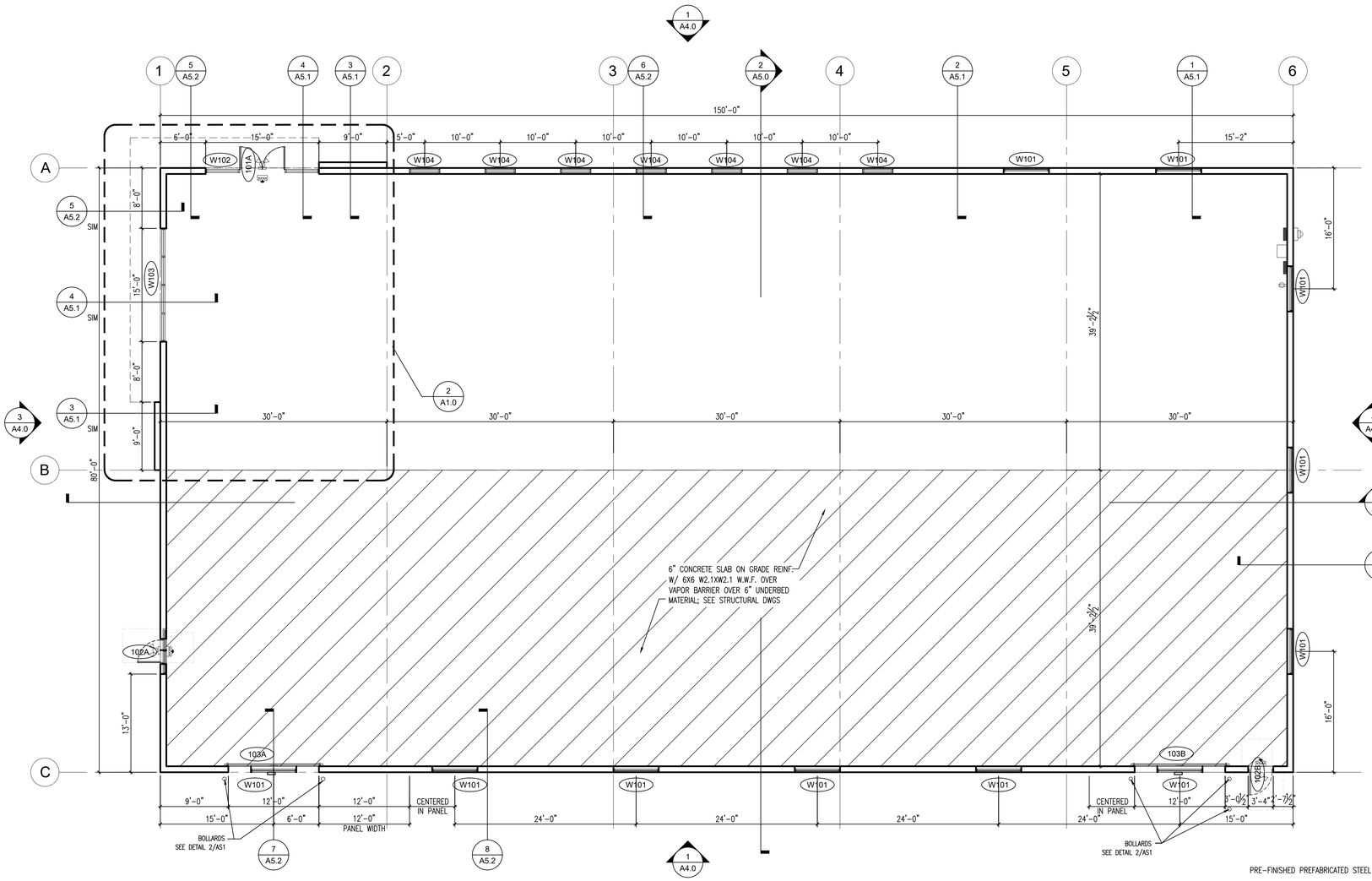
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## FLOOR PLAN NOTES

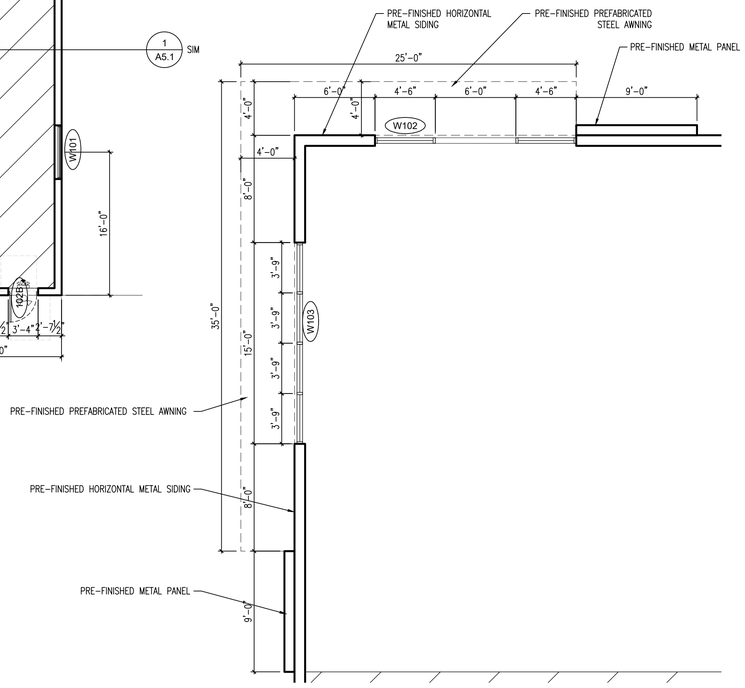
1. SPRINKLER AND FIRE ALARM BY CONTRACTOR




KEY PLAN




1 BLD 1 - FLOOR PLAN
1/8"=1'-0"




2 BLD 1 - ENLARGED ENTRANCE
1/8"=1'-0"

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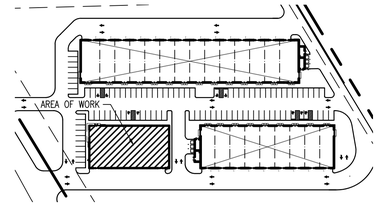
SHEET TITLE
FLOOR PLAN

DATE
11/26/25

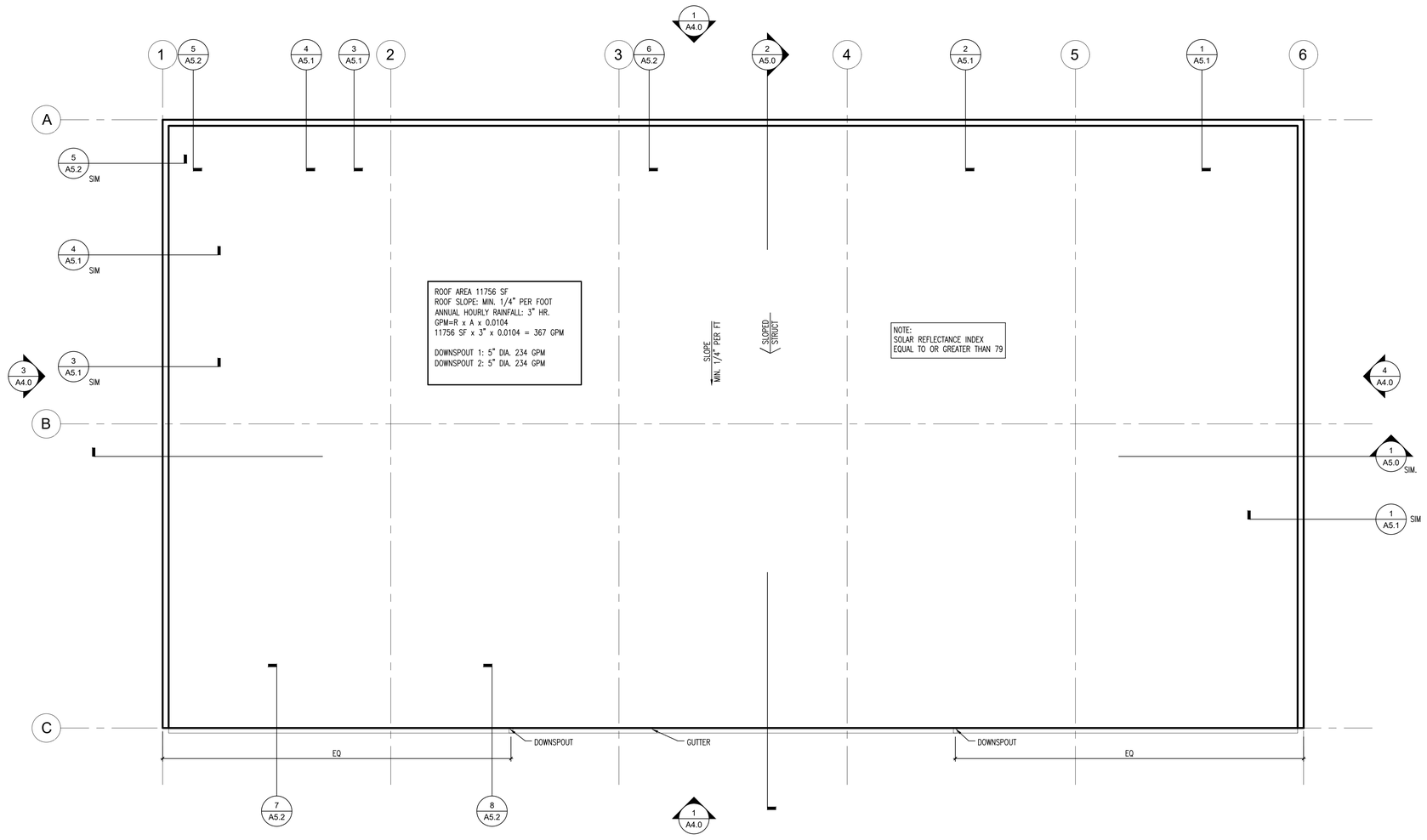
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KEY PLAN




1 BLD 1 - ROOF PLAN
1/8"=1'-0"

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ROOF PLAN

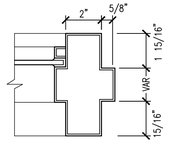
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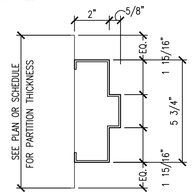
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SEE "TYPICAL FRAME DETAIL & DOOR NOTES" THIS SHEET




3 JAMB or HEAD
No Scale

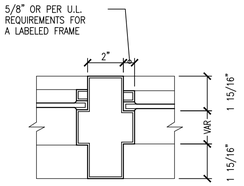
SEE "TYPICAL FRAME DETAIL & DOOR NOTES" THIS SHEET




4 JAMB or HEAD
No Scale

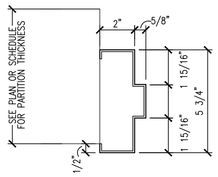
SEE "TYPICAL FRAME DETAIL & DOOR NOTES" THIS SHEET

5/8" OR PER U.L. REQUIREMENTS FOR A LABELED FRAME



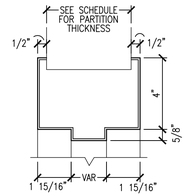

5 MULLION
No Scale

SEE "TYPICAL FRAME DETAIL & DOOR NOTES" THIS SHEET

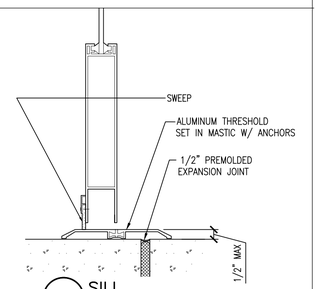



6 JAMB or HEAD
No Scale

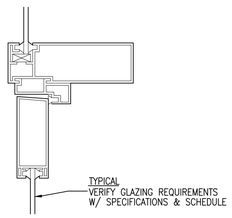
SEE "TYPICAL FRAME DETAIL & DOOR NOTES" THIS SHEET




7 HEAD
No Scale

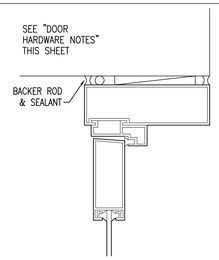



8 SILL
No Scale




9 JAMB or HEAD
No Scale

SEE "DOOR HARDWARE NOTES" THIS SHEET




10 JAMB or HEAD
No Scale

# DOOR SCHEDULE

| MARK | DOOR TYPE | DOOR WIDTH | DOOR HEIGHT | DOOR THKN | DOOR MAT | HDWR | FRAME TYPE | FRAME MAT | FRAME DETAIL | GLAZ | RATING | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 101A | D2 | 6'-0" | 8'-0" | 1 ¾" | AL | H1 | F2 | AL | 3/A3.0 | G1 | --- | |
| 102A | D1 | 3'-0" | 7'-0" | 1 ¾" | HM | H2 | F1 | HM | 4/A3.0 | --- | --- | |
| 102B | D1 | 3'-0" | 7'-0" | 1 ¾" | HM | H2 | F1 | HM | 4/A3.0 | --- | --- | |
| 103A | D3 | 12-0" | 14'-0" | 2" | SS | --- | --- | SS | --- | --- | --- | OHD DOOR |
| 103B | D3 | 12-0" | 14'-0" | 2" | SS | --- | --- | SS | --- | --- | --- | OHD DOOR |

ABBREVIATIONS
ALUM ALUMINUM
HM HOLLOW METAL
SS STAINLESS STEEL
WD WOOD (SOLID CORE)

RATING
A 3 HR
B 1½ HR
B* 1 HR
C ¾ HR
D 20 MIN

GLAZING
G1 1" INSUL CLEAR FULLY TEMPERED GLASS WITH LOW E FILM
G2 1" INSUL CLEAR GLASS WITH LOW E FILM
G3 1" CLEAR FULLY TEMPERED GLASS

DOOR SCHEDULE NOTES
1. CONTRACTOR TO CONFIRM ALL DOOR MATERIAL, FINISHES, AND HARDWARE WITH OWNER PRIOR TO SUBMITTING BID

TYP DOOR AND FRAME NOTES
1. WIDTH OF HOLLOW METAL FRAMES ARE ACTUAL PARTITION THICKNESS PLUS 1" (SEE PARTITION TYPE SCHEDULE).
2. PROVIDE FRAME ANCHORS TO ACCOMODATE PARTITON TYPES AND REQUIREMENTS (INCLUDING FIRE RATED).
3. GROUT SOLID THE ENTIRE VOID SPACE BETWEEN JAMB FRAME AND PARTITION FOR ALL STUD AND MASONRY PARTITIONS.
4. PROVIDE A SEALANT JOINT AT JUNCTION WHERE FRAMES MEET PARTITION.
5. AT ALL RATED FRAMES ANCHORED IN EXISTING MASONRY OR CONCRETE OPENINGS, PROVIDE ⅜" DIA EXPANSION ANCHORS WITH FLAT HEAD COUNTERSUNK HEADS. DIMPLE FRAME WITH 1/16" DEPRESSION TO RECEIVE SCREW HEADS. PROVIDE METAL BODY PUTTY OVER SCREW HEADS AND GRIND SMOOTH IN PREP FOR PAINT.
6. AT WOOD DOORS WITH STAIN/VARNISH FINISH, PAINT ALL METAL GLAZING STOPS AND METAL LOUVERS TO MATCH STAIN/VARNISH FINISH FOR DOORS.
7. ALL LOCKS TO BE PROVIDED WITH "BEST" 7-PIN INTERCHANGEABLE CORES AND CYLINDERS.
8. ALL EXTERIOR DOORS TO BE INSULATED WITH WEATHERSTRIPPING, BUTT HINGES WITH TAMPER-PROOF PINS AND ADA THRESHOLDS.
9. ALL EXISTING DOORS TO REMAIN SHALL BE PROVIDED WITH NEW HARDWARE FOR ANY UNOPERABLE, DAMAGED OR MISSING PARTS.
10. PAINT ALL HM DOORS AND FRAMES TO MATCH ADJACENT WALL UNO (SEE FINISH SCHED / LEGEND).
11. INSTALL "PEMKO" SMOKE SEALS AT ALL FIRE RATED DOORS.
12. COORDINATE DOOR UNDERCUTS AS REQUIRED PER MECH DRAWINGS
13. DOOR AND GATES TO HAVE SMOOTH SURFACE MIN 10" AFF THE ENTIRE WIDTH OF DOOR

# HARDWARE SCHEDULE

| MARK | USAGE TYPE | HARDWARE TYPE | SPECIFICATION |
|---|---|---|---|
| H1 | STOREFRONT | CONTINUOUS HINGE | BY STOREFRONT MFR |
| | | PANIC HARDWARE | ADAMS RITE PUSH DEAD LATCH PADDLE OR EQ |
| | | LOCKSET | BY STOREFRONT MFR |
| | | CYLINDER / CORE | TBD |
| | | CLOSER | LCN 4110 |
| | | WEATHERSTRIPPING | PEMKO 2891APK-36 (TOP) 290APK-84 (EA SIDE) |
| | | SWEEP | PEMKO 29326CNB-36 |
| | | THRESHOLD | PEMCO 1715AK-36 |
| H2 | HOLLOW METAL EXTERIOR | HINGES | 1 1/2 PR IVES 4½" X 4½" BALL BEARING HINGES (SECURITY) |
| | | PANIC DEVICE | VON DUPRIN AX22- NL |
| | | CYLINDER / CORE | SCHLAGE |
| | | CLOSER | LCN 4110 (WITH HOLD OPEN OPTION) |
| | | SILENCERS | 3 IVES NO 20 |
| | | WEATHERSTRIPPING | PEMKO 2891APK-36 (TOP) 290APK-84 (EA SIDE) |
| | | SWEEP | PEMKO 29326CNB-36 |
| | | THRESHOLD | PEMCO 1715AK-36 |
| | | ARMOR PLATE | ROCKWOOD 24" X 34" (PUSH SIDE) |
| | | DRIP EDGE | PEMKO #345 OR EQUAL |

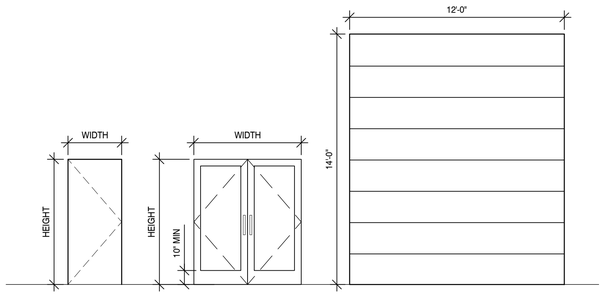
TYP DOOR HARDWARE NOTES
1. ALL HARDWARE TO HAVE CLEAR ANODIZED ALUM, SATIN CHROME, OR SATIN STAINLESS STEEL FINISH.
2. HANDLES, PULLS, LATCHES, LOCKS AND OTHER PENETRATING DEVICES ON ACCESSIBLE DOORS SHALL HAVE LEVER OPERATED, PUSH-PULL MECHANISM OR V-SHAPED DESIGNS.
3. ALL FIRE RATED DOORS MUST BE AN APPROVED ASSEMBLY TO INCLUDE FIRE RATED DOOR, FRAME, SELF CLOSER, LATCH AND OTHER HARDWARE IN ACCORDANCE NFPA80 AND IBC.
4. EGRESS DOOR LATCHING AND LOCKING HARDWARE MUST BE READILY OPERABLE FROM THE EGRESS SIDE WITHOUT THE USE OF KEYS, SPECIAL KNOWLEDGE OR EFFORT.
5. ALL FIRE DEPT ACCESS DOORS MUST HAVE KEYED LOCKS.
6. THRESHOLDS SHALL NOT EXCEED ½" CHANGES IN LEVEL. CHANGES BETWEEN ¼" AND ½" SHALL BE BEVELED.
7. PROVIDE TACTILE WARNING (KNURLED) FINISH ON DOOR LEVERS LEADING TO HAZARDOUS AREAS.

# WINDOW SCHEDULE

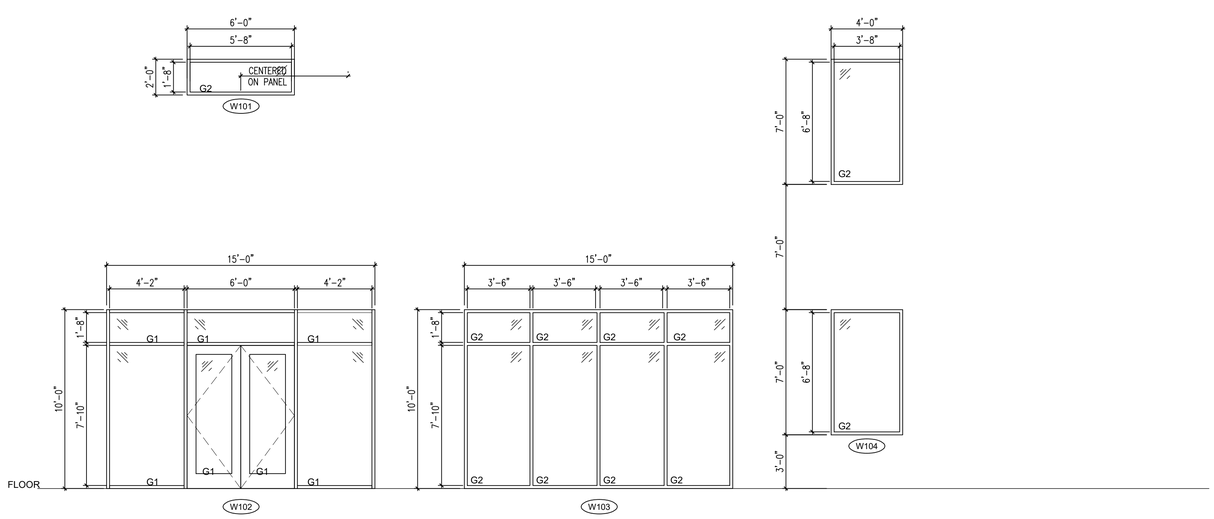
| MARK | WINDOW WIDTH | WINDOW HEIGHT | WINDOW MAT | GLAZ | NOTES |
|---|---|---|---|---|---|
| W101 | 6'-0" | 2'-0" | AL | G2 | 1 |
| W102 | STOREFRONT | | AL | G1 | 1,2 |
| W103 | STOREFRONT | | AL | G2 | 1,2 |
| W104 | 4'-0" | 7'-0" | AL | G2 | 1 |
| | | | | | |

WINDOW SCHEDULE NOTES
1. CONTRACTOR TO CONFIRM FINISHES WITH OWNER BEFORE SUBMITTING FINAL BID
2. SEE SHEET 4/A3.0 FOR DIMENSIONS

GLAZING
G1 1" INSUL CLEAR FULLY TEMPERED GLASS WITH LOW E FILM
G2 1" INSUL CLEAR GLASS WITH LOW E FILM




1 DOOR + FRAME TYPES
SCALE: 1/4" = 1'-0"




2 STOREFRONT ELEVATIONS
SCALE: 1/4" = 1'-0"

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# AVELAR - BLD 01

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| DATE | SUBMITTED FOR |
|---|---|
| 11/26/25 | BID / PERMIT |

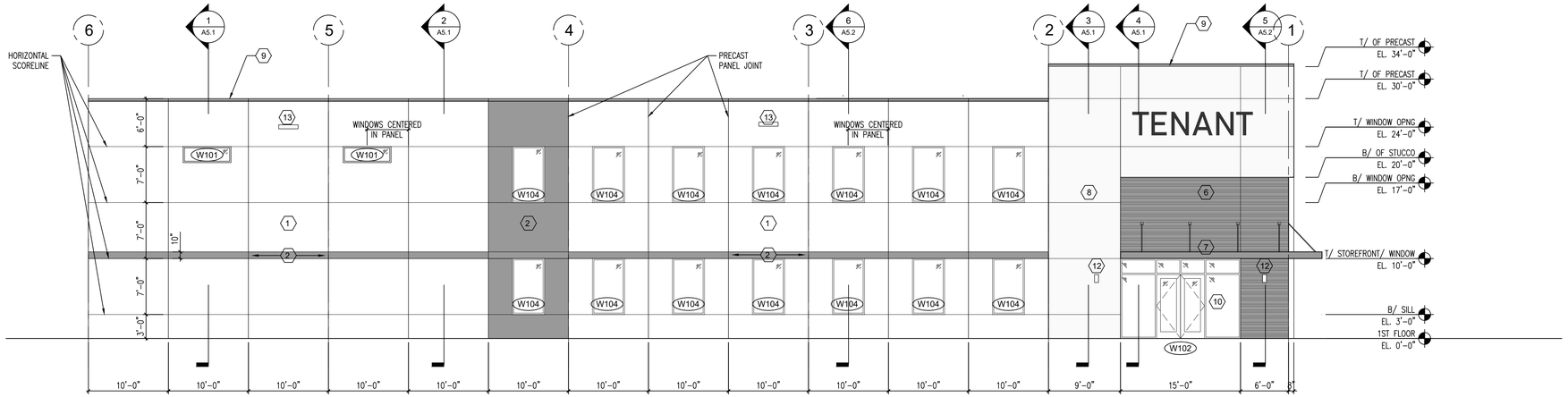
SHEET TITLE
DOOR & WINDOW SCHEDULE & ELEVATION

DATE
11/26/25

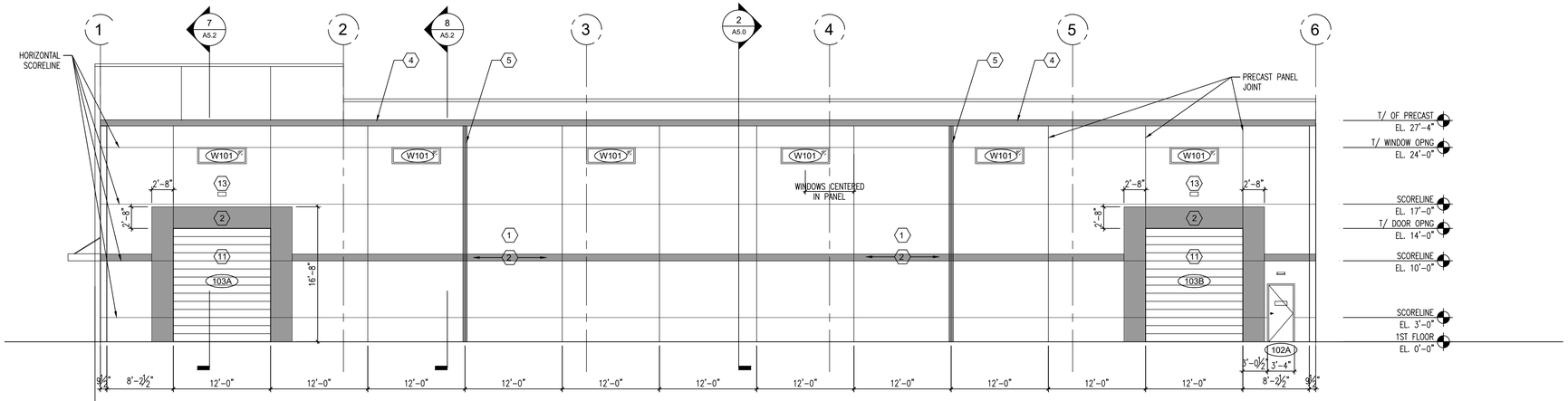
JOB NO.
3428.A

SHEET
A3.0

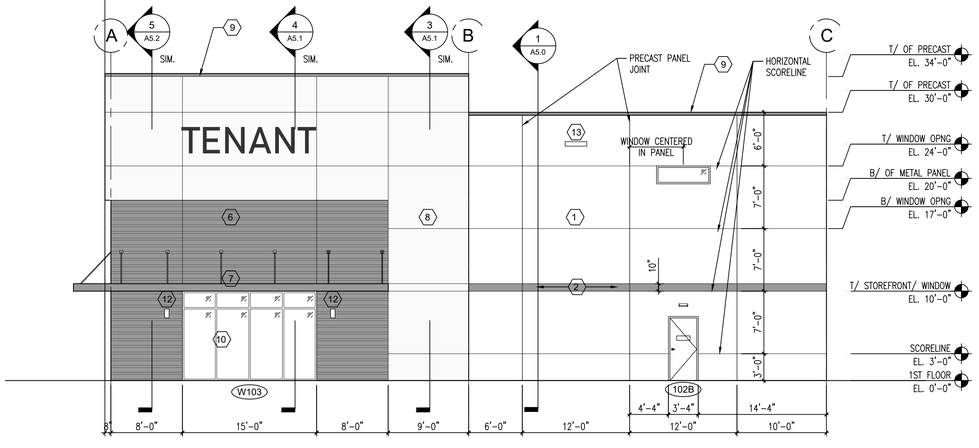
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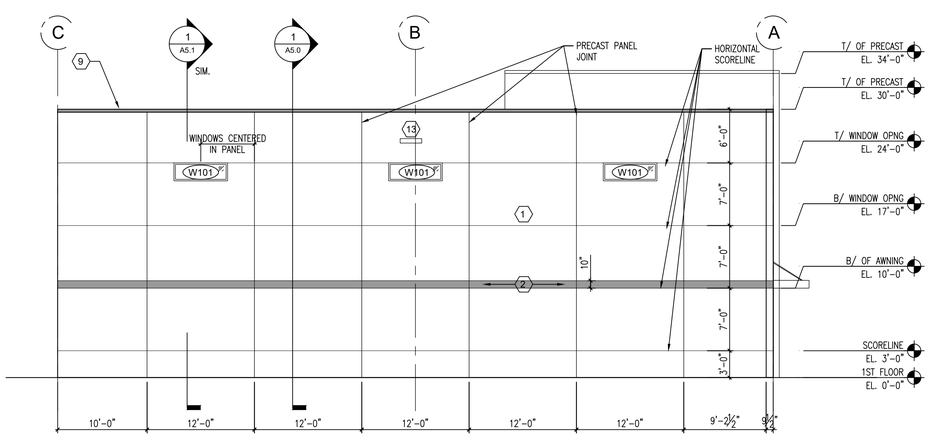

1 BLD 1 - EAST ELEV.
SCALE: 1/8" = 1'-0"




2 BLD 1 - WEST ELEV.
SCALE: 1/8" = 1'-0"




3 BLD 1 - NORTH ELEV.
SCALE: 1/8" = 1'-0"




4 BLD 1 - SOUTH ELEV.
SCALE: 1/8" = 1'-0"

## EXTERIOR ELEV. KEYNOTES

1. PRECAST CONCRETE PANEL, PAINTED ON EXTERIOR SIDE – SW 9626 GLACIER BAY. INTERIOR SIDE NO PAINT REQUIRED
2. PRECAST CONCRETE PANEL, PAINTED ON EXTERIOR SIDE – MT0028 FLAT BLACK, INTERIOR SIDE NO PAINT REQUIRED
3. PRECAST CONCRETE PANEL, PAINTED ON EXTERIOR SIDE – SW 6885 KNOCKOUT ORANGE, INTERIOR SIDE NO PAINT REQUIRED
4. 12" X 12" CONTINUOUS METAL GUTTER – PAINTED TO MATCH ADJACENT WALL
5. DOWNSPOUT – 6" X 8" PRE-FINISHED ALUM – PAINTED TO MATCH ADJACENT WALL
6. PRE-FINISHED HORIZONTAL METAL SIDING – MATTE FINISH – MT0028-FLAT BLACK – UNA-CLAD OR EQUAL
7. PRE-FINISHED PREFABRICATED STEEL AWNING STRUCTURE – – MATTE FINISH – MT0028-FLAT BLACK – UNA-CLAD OR EQUAL
8. PRE-FINISHED METAL PANEL -- MATTE FINISH – BONE WHITE – UNA-CLAD OR EQUAL
9. PRE-FINISHED ALUMINUM CAP FLASHING – – MATTE FINISH – MT0028-FLAT BLACK – UNA-CLAD OR EQUAL
10. ALUMINUM STOREFRONT SYSTEM. CLEAR 1" INSULATED GLAZING (NON-TINTED, NON-REFLECTIVE) – 4 ½" KAWNEER IS451 – MATTE FINISH – DARK BRONZE
11. 14' H x 12' W OVERHEAD DOOR
12. EXTERIOR WALL SCONCES
13. LED WALL PACK
14. PRE-FINISHED METAL PANEL – – MATTE FINISH – WHITE – UNA-CLAD OR EQUAL

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# AVELAR - BLD 01

NEW CONSTRUCTION
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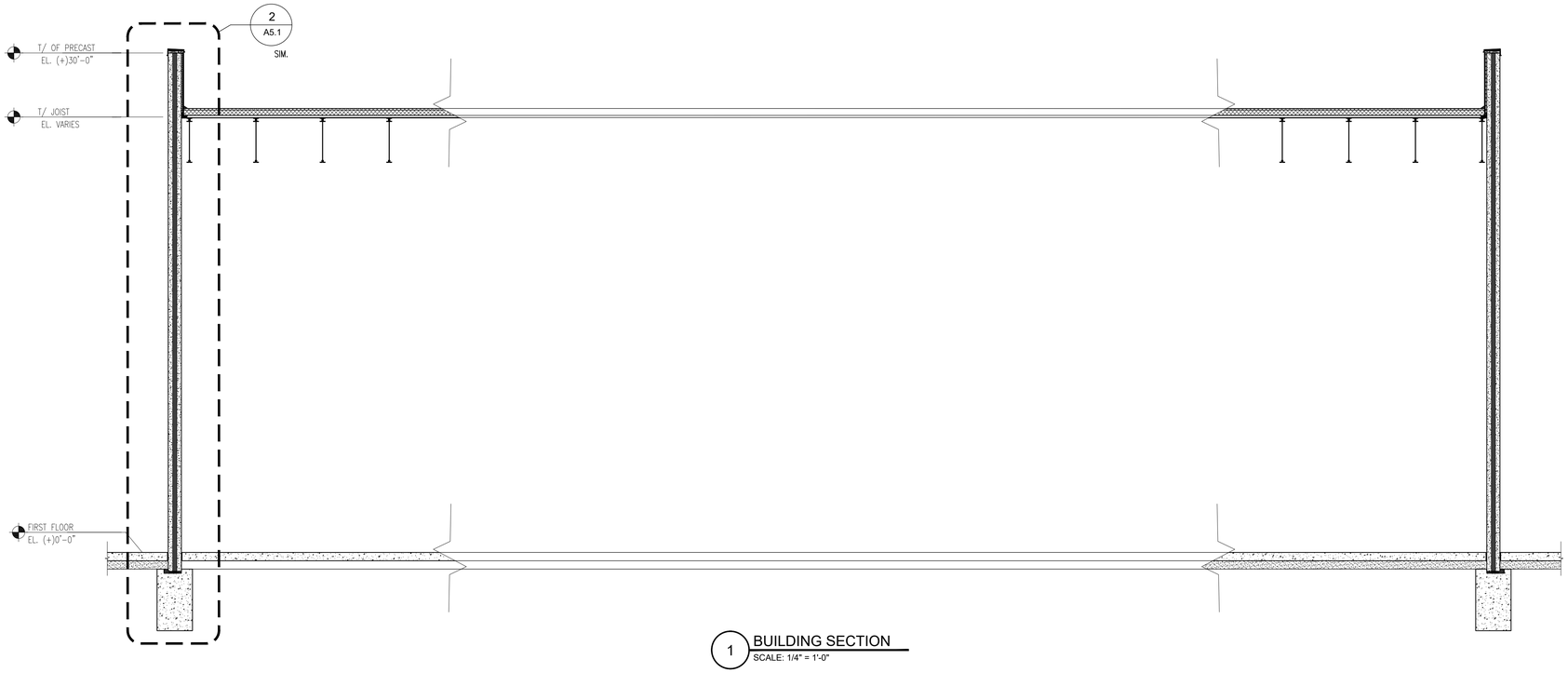
| DATE | SUBMITTED FOR |
|---|---|
| 11/26/25 | BID / PERMIT |

SHEET TITLE
BUILDING ELEVATIONS & DETAILS

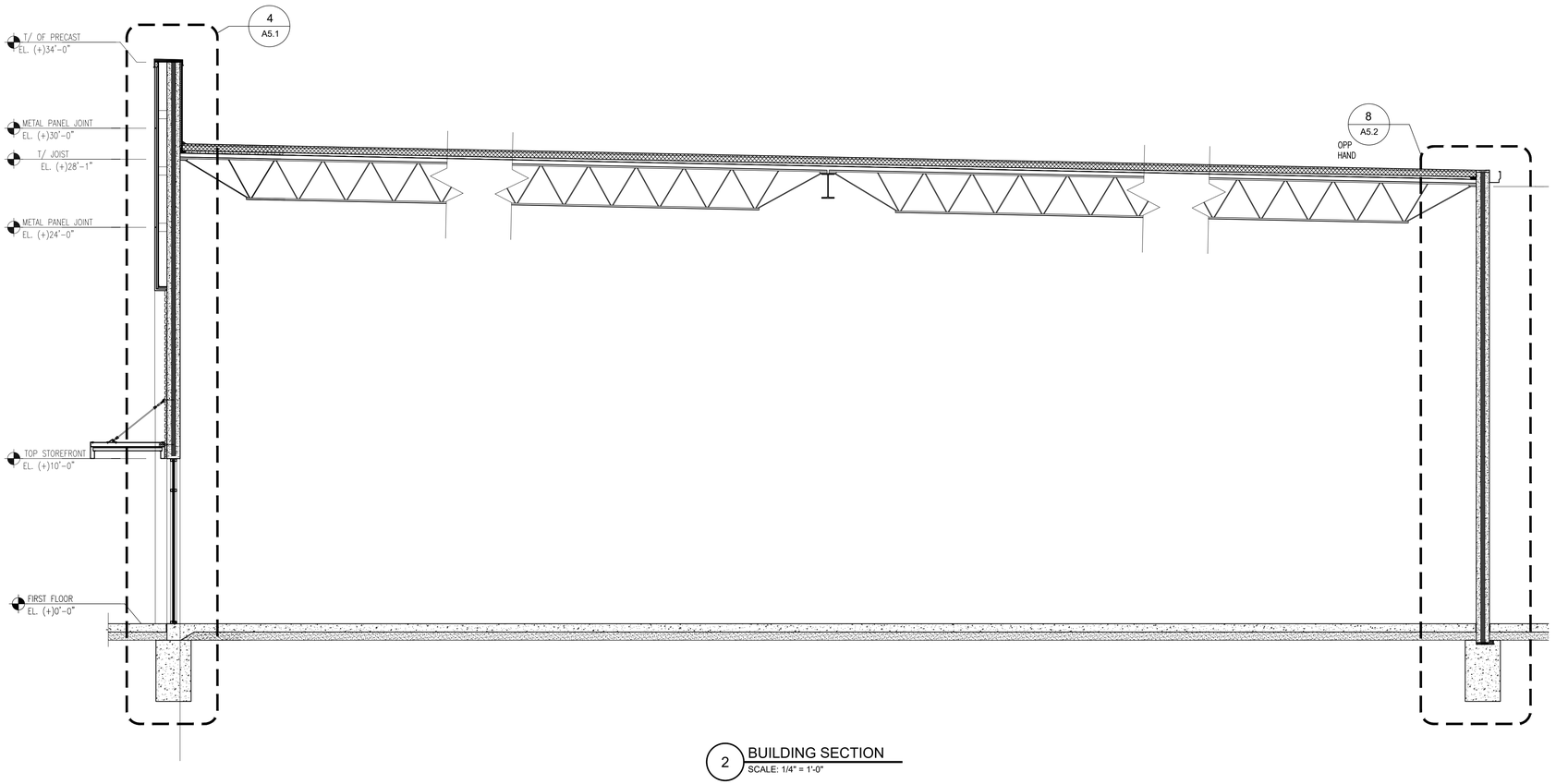
DATE
11/26/25

JOB NO.
3428.A

SHEET
A4.0




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




2 BUILDING SECTION
SCALE: 1/4" = 1'-0"

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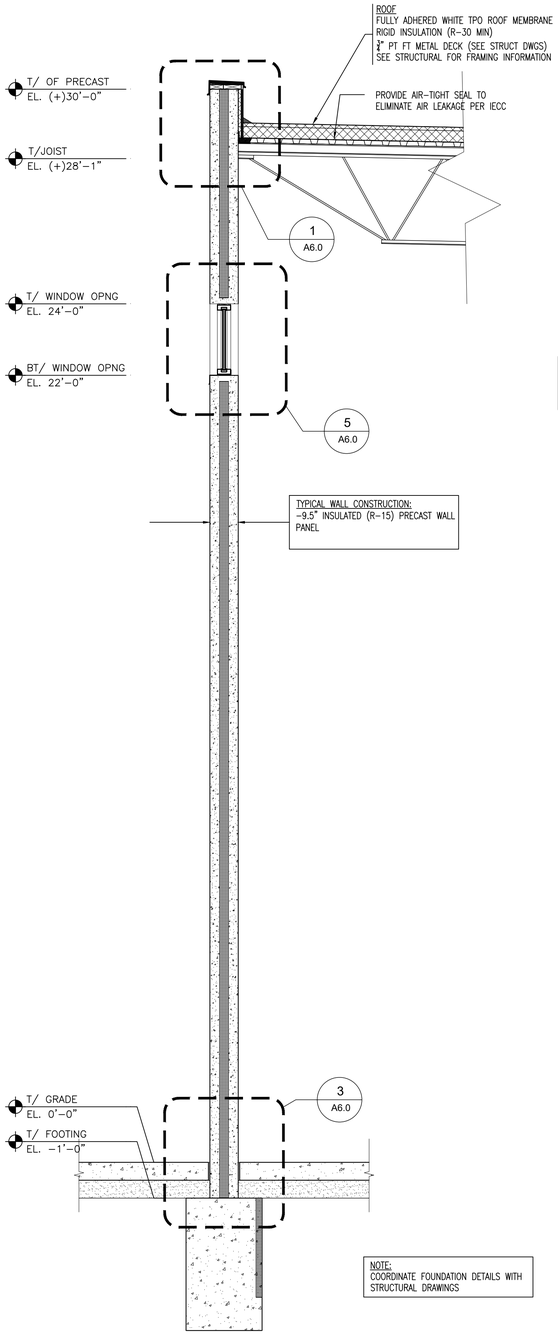
SHEET TITLE
BUILDING SECTIONS

DATE
11/26/25

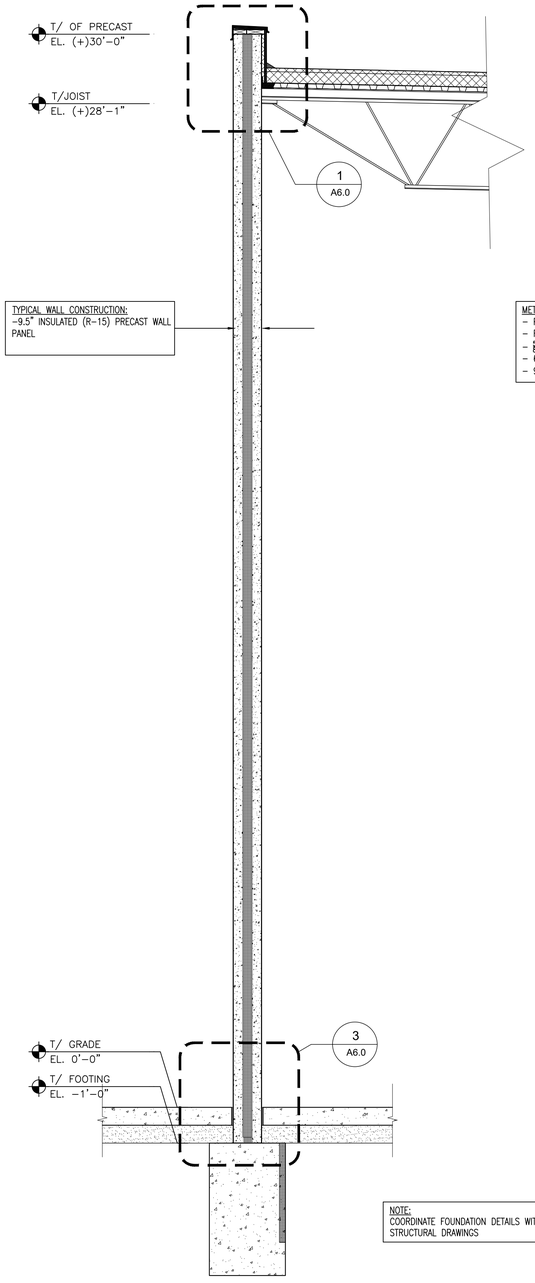
JOB NO.
3428.A

SHEET
A5.0

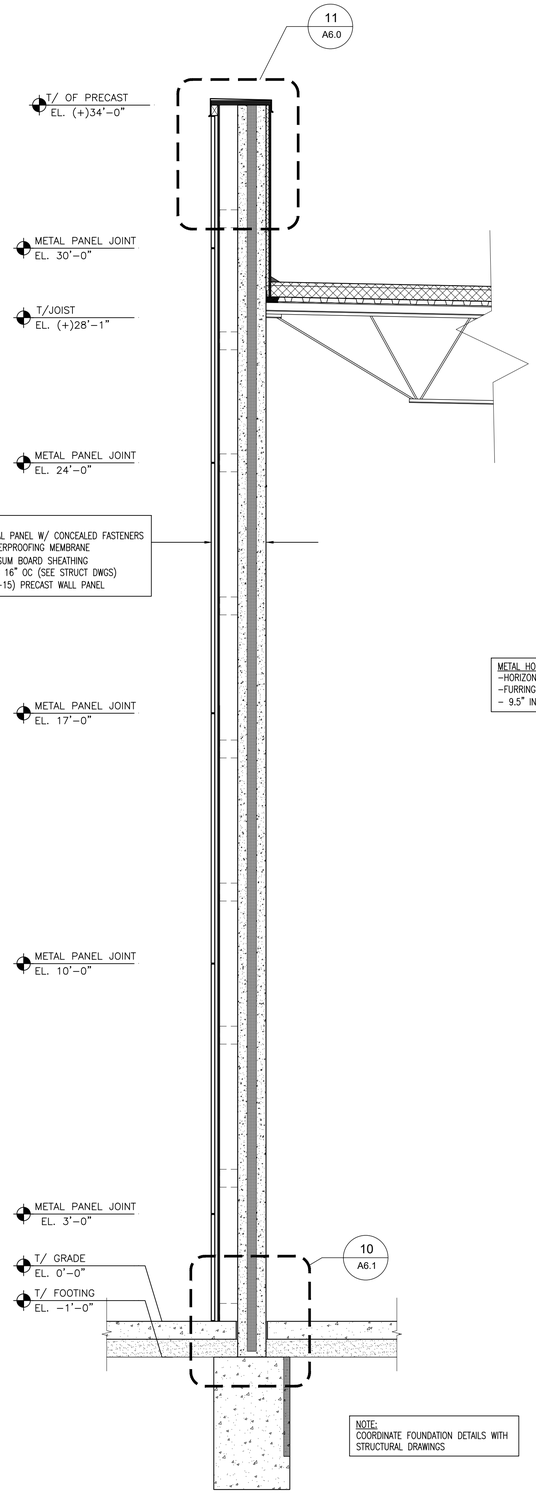
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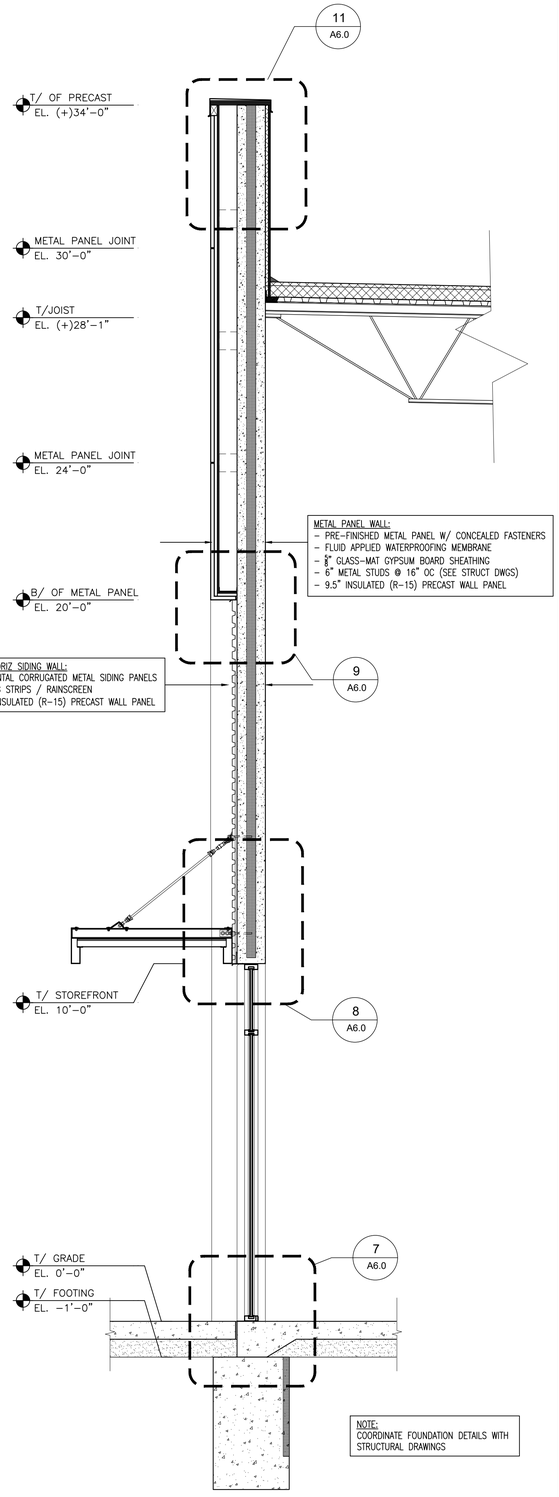

1 SECTION @ FRONT WALL
SCALE: 1/2" = 1'-0"




2 SECTION @ FRONT WALL
SCALE: 1/2" = 1'-0"




3 SECTION @ METAL PANEL
SCALE: 1/2" = 1'-0"




4 SECTION @ STOREFRONT
SCALE: 1/2" = 1'-0"

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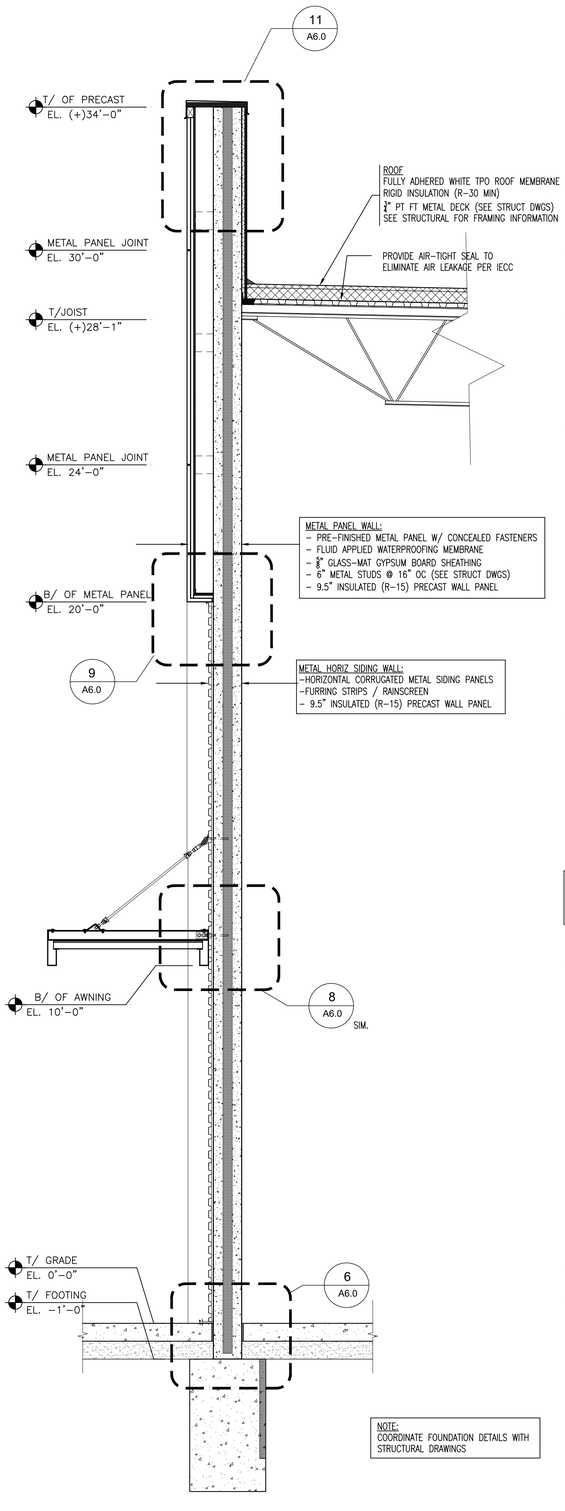
SHEET TITLE
EXTERIOR WALL SECTIONS

DATE
11/26/25

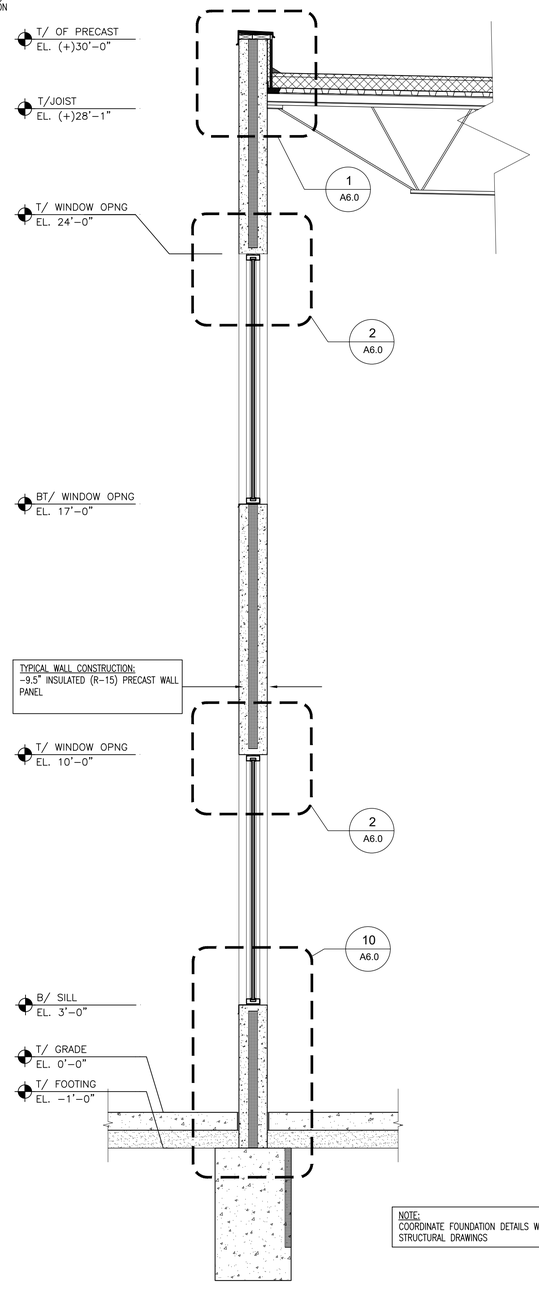
JOB NO.
3428.A

SHEET
A5.1

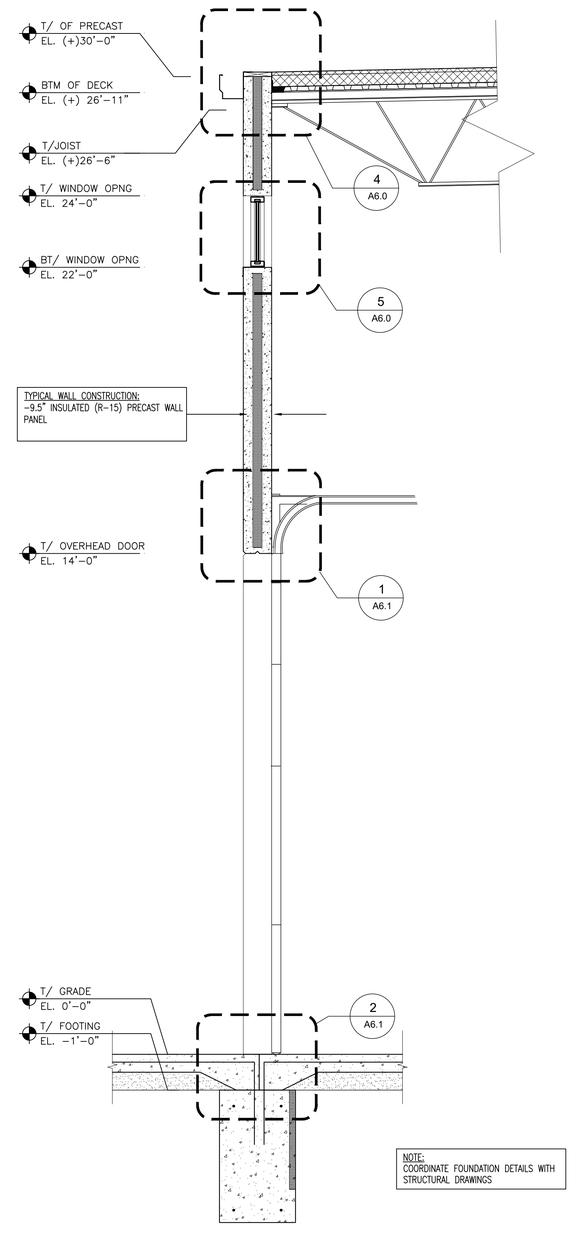
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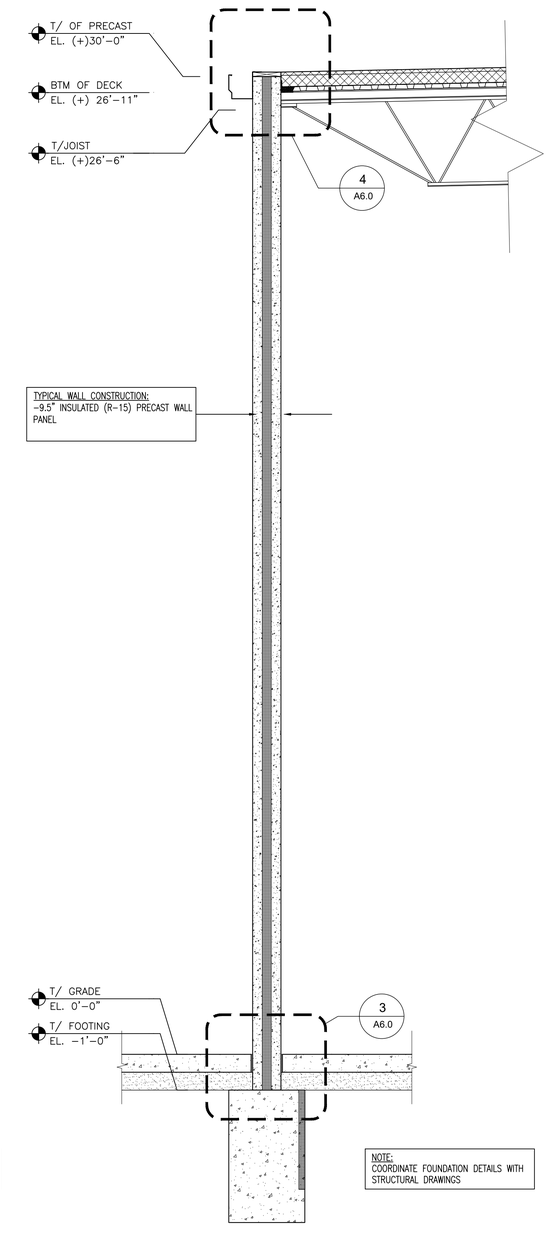

5 SECTION @ METAL PANEL
SCALE: 1/2" = 1'-0"




6 SECTION @ WINDOWS
SCALE: 1/2" = 1'-0"




7 SECTION @ OVERHEAD DOOR
SCALE: 1/2" = 1'-0"




8 SECTION @ BACKWALL
SCALE: 1/2" = 1'-0"

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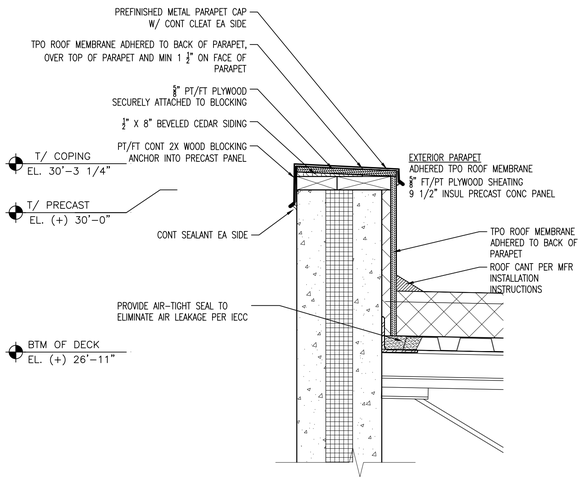
| DATE | SUBMITTED FOR |
|---|---|
| 11/26/25 | BID / PERMIT |

SHEET TITLE
EXTERIOR WALL SECTIONS

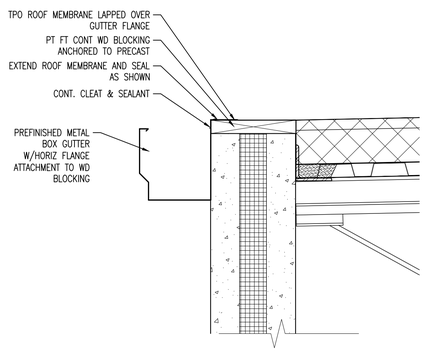
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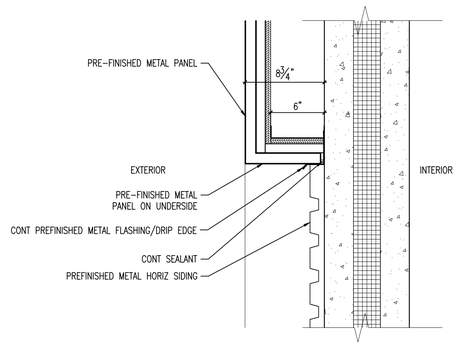
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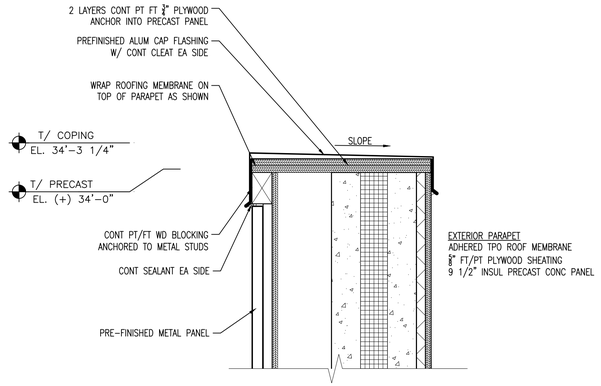

1 SECTION DETAIL @ PARAPET
SCALE: 1 1/2" = 1'-0"



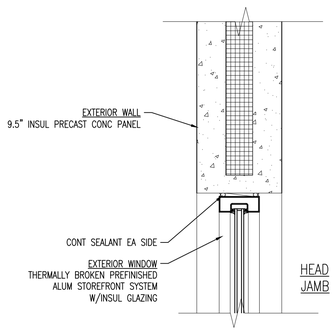

4 SECTION DETAIL @ GUTTER
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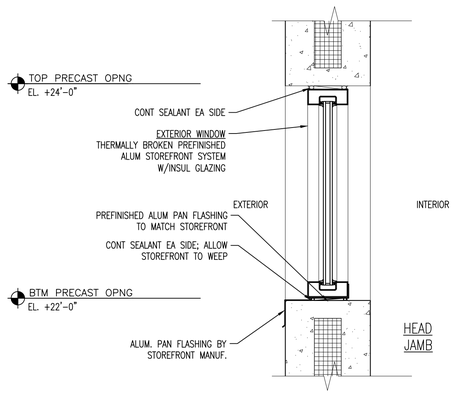

9 SECTION DETAIL @ TRANSITION
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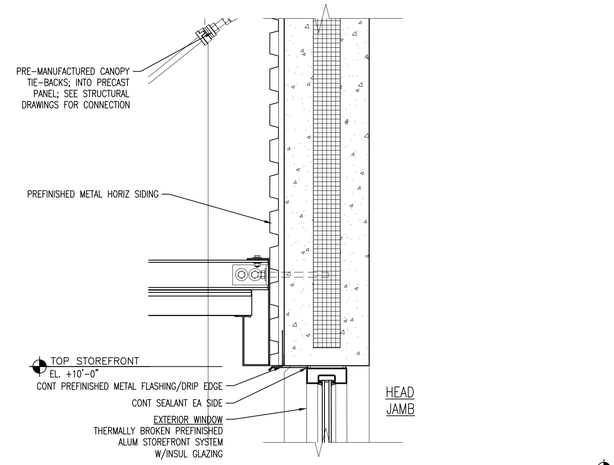

11 SECTION DETAIL @ PARAPET
SCALE: 1 1/2" = 1'-0"




2 SECTION DETAIL @ WINDOWS HEAD JAMB
SCALE: 1 1/2" = 1'-0"



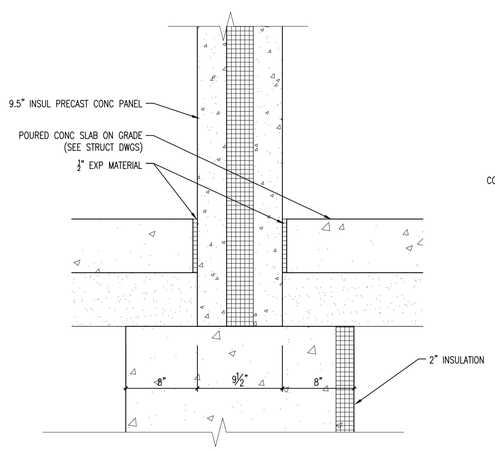

5 SECTION DETAIL @ WINDOW (ABOVE))
SCALE: 1 1/2" = 1'-0"



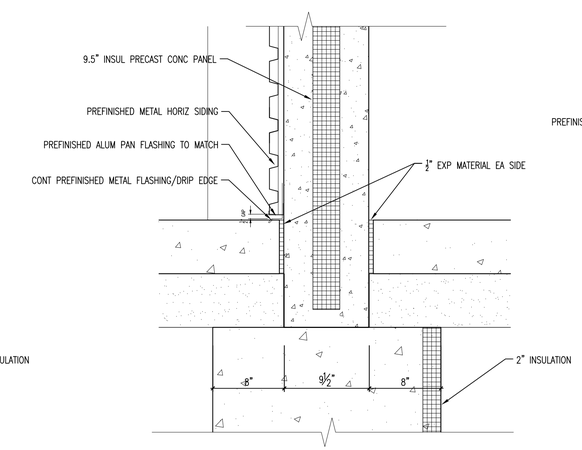

8 SECTION DETAIL @ AWNING
SCALE: 1 1/2" = 1'-0"



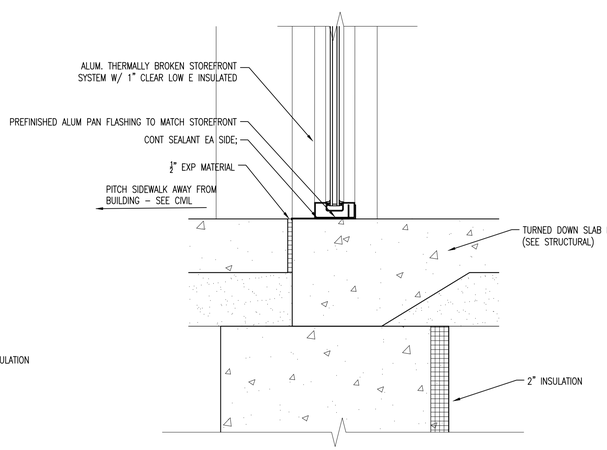

10 SECTION DETAIL @ WINDOWS SILLS
SCALE: 1 1/2" = 1'-0"




3 SECTION DETAIL @ BOTTOM GLAZING
SCALE: 1 1/2" = 1'-0"




6 SECTION DETAIL @ FOUNDATION WALL
SCALE: 1 1/2" = 1'-0"




7 SECTION DETAIL @ STOREFRONT
SCALE: 1 1/2" = 1'-0"

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JTS Architects

# AVELAR - BLD 01

NEW CONSTRUCTION
16572 NEW AVENUE, UNIT A, LEMONT, IL 60439

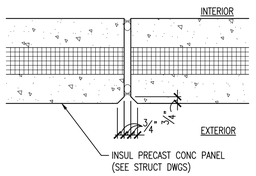
| DATE | SUBMITTED FOR |
|---|---|
| 11/26/25 | BID / PERMIT |

SHEET TITLE
SECTION DETAILS

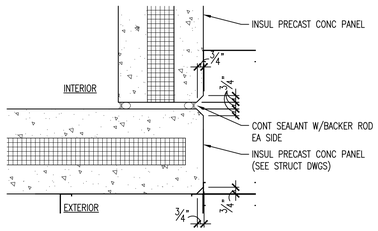
DATE
11/26/25

JOB NO.
3428.A

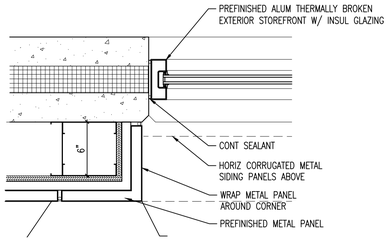
SHEET
A6.0



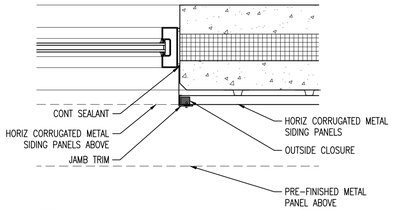

3 DETAIL - PRECAST BUTT JOINT
1 1/2"=1'-0"



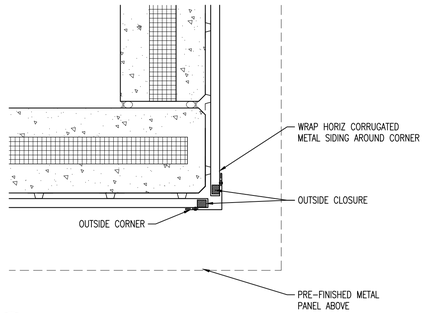

4 DETAIL - PRECAST CORNER
1 1/2"=1'-0"



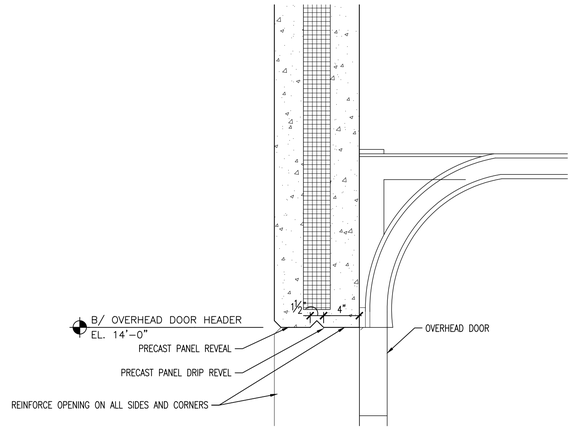

5 DETAIL - STOREFRONT JAMB
1 1/2"=1'-0"



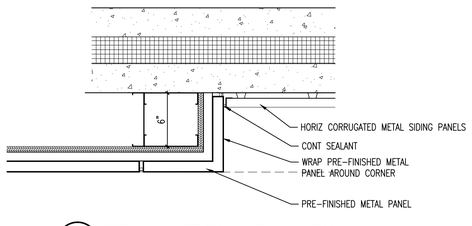

6 DETAIL - METAL SIDING
1 1/2"=1'-0"



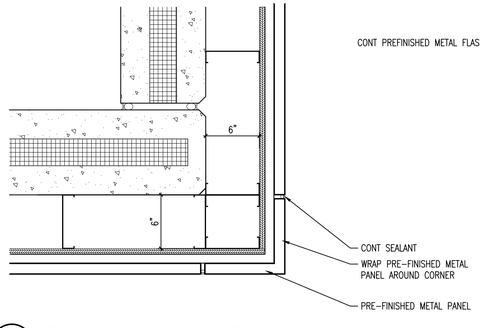

7 DETAIL - METAL SIDING
1 1/2"=1'-0"



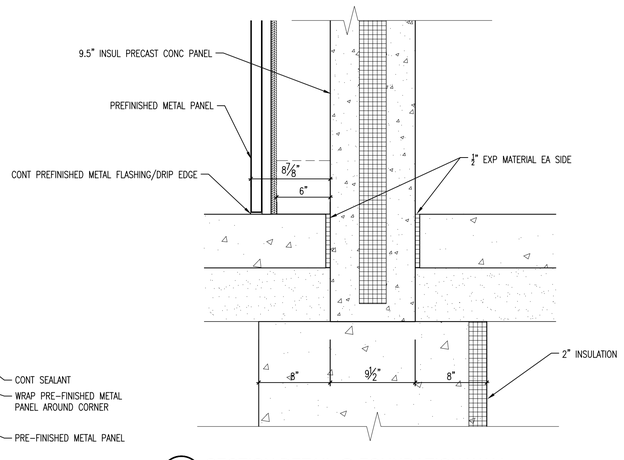

1 SECTION DETAIL @ OVERHEAD DOOR
SCALE: 1 1/2" = 1'-0"



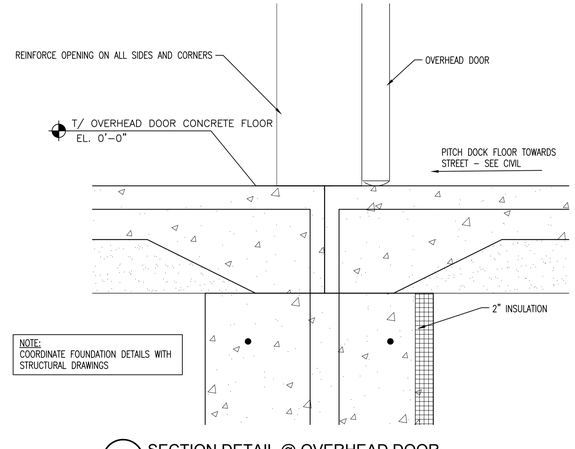

8 DETAIL - VERTICAL TRANSITION
1 1/2"=1'-0"




9 DETAIL - VERTICAL CORNER
1 1/2"=1'-0"




10 SECTION DETAIL @ FOUNDATION WALL
SCALE: 1 1/2" = 1'-0"




2 SECTION DETAIL @ OVERHEAD DOOR
SCALE: 1 1/2" = 1'-0"

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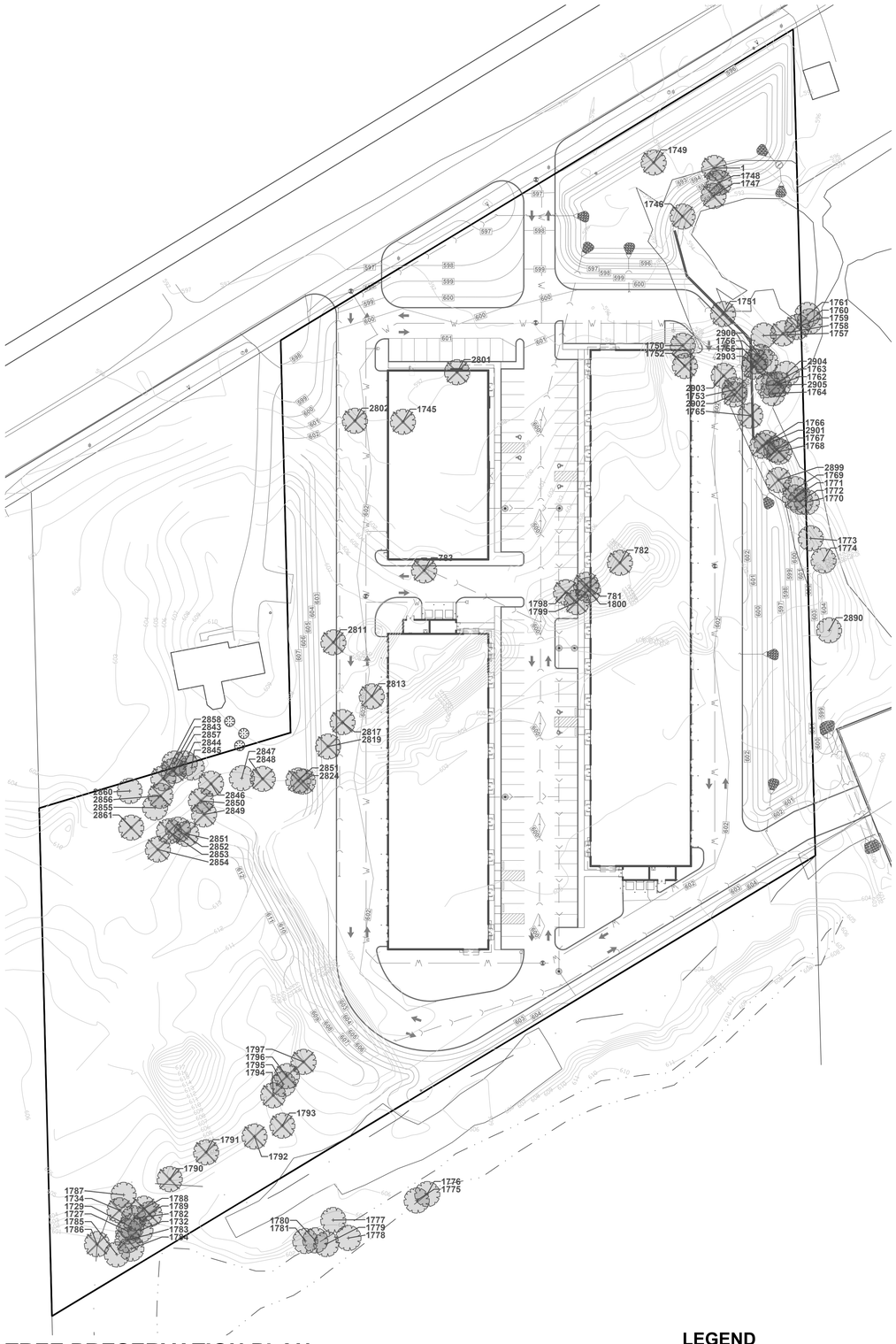
| DATE | SUBMITTED FOR |
|---|---|
| 11/26/25 | BID / PERMIT |

SHEET TITLE
SECTION DETAILS

DATE
11/26/25

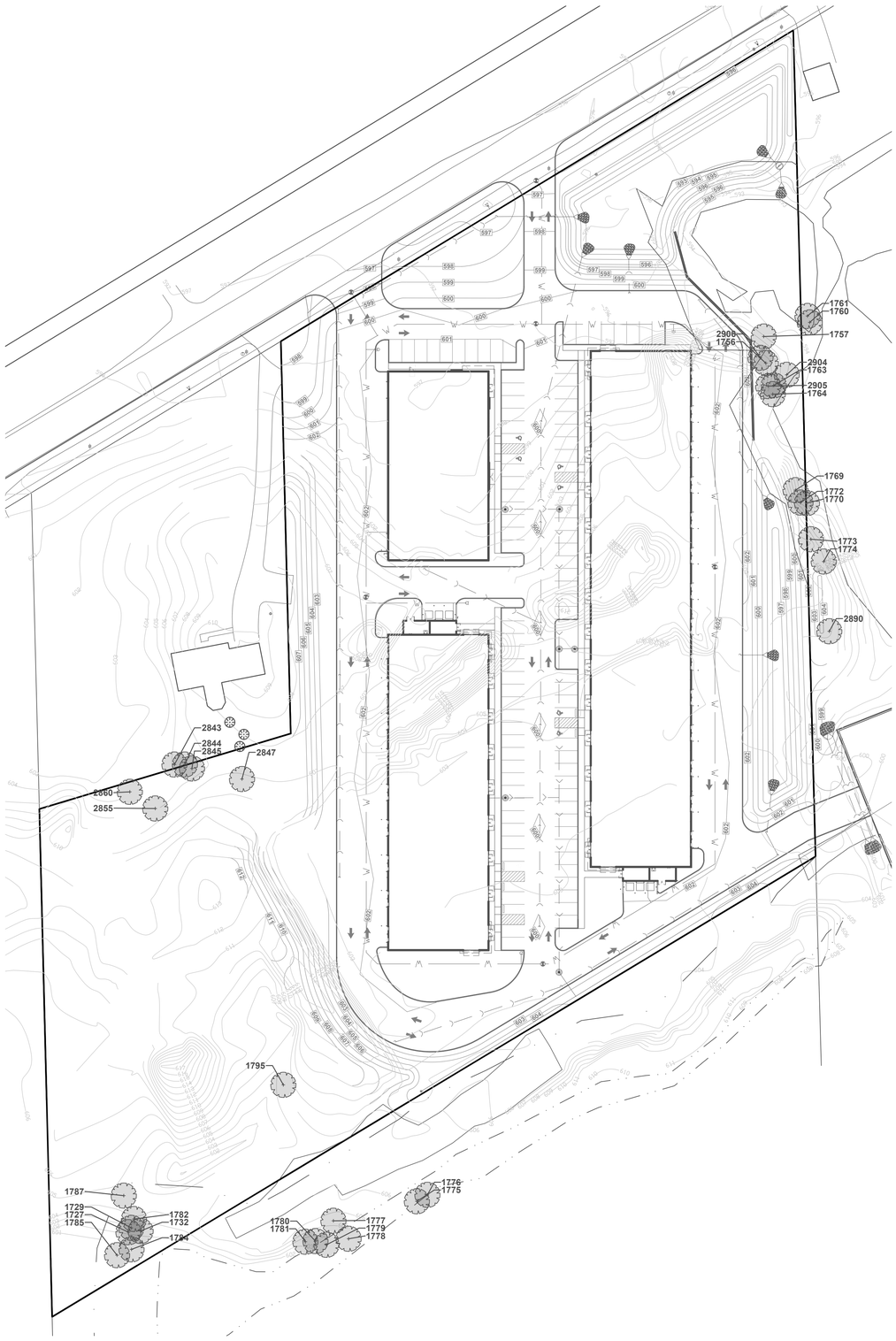
JOB NO.
3428.A

SHEET
A6.1




## TREE PRESERVATION PLAN

0 25' 50' 100'
SCALE: 1"=50'
NORTH




## PRESERVED TREES ONLY PLAN

0 25' 50' 100'
SCALE: 1"=50'
NORTH

**LEGEND**

TREE TO BE PRESERVED

TREE TO BE REMOVED


GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
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SME SEVEE & MAHER ENGINEERS
Formerly Bono Consulting Civil Engineers


# 16548 NEW AVE

LEMONT, ILLINOIS

TREE PRESERVATION PLAN

# TREE PRESERVATION PLAN

| REVISION | DATE |
|---|---|

| | |
|---|---|
| DATE | 2026.05.12 |
| PROJECT NO. | JA2502 |
| DRAWN | SMR |
| CHECKED | MNW |
| SHEET NO. | L2.0 |

811 Know what's below. Call before you dig.

L:\Projects\JA2502\Acad\JA2502_B01_01TREE.dwg 7/7/2026 8:24 AM

**RATING AND SURVEY CRITERIA**

1) Trees measured at 4.5 ft above the ground - DBH (diameter Breast Height)
2) All trees 6" DBH and above tagged per the Lemont ordinance
3) Invasive shrubs were not tagged
4) Health Rating:

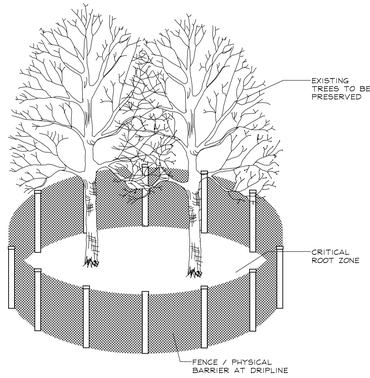
| Rating | Description | Criteria |
|---|---|---|
| 1 | Excellent | Less than 10% dead wood, typical growth for species, no observed defects |
| 2 | Good | Less than 20% dead wood, minor defects, sound structure, no decay |
| 3 | Fair | Less than 30% dead wood, minor crown die-back, minor trunk damage or cavities |
| 4 | Fair to Poor | Approximately 30-50% dead wood, lacking full crown, minor disease evidence, trunk damage |
| 5 | Poor | Over 50% dead wood, lacking full crown, disease or decay evident, structural damage/cavities |
| 6 | Dead | Less than 10% living wood, greater than 50% missing bark, adventitious growth only, decay |

| TAG NO. | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH | PROPOSED ACTION | LOCATION |
|---|---|---|---|---|---|---|---|---|
| 1 | *Ulmus pumila* | Siberian Elm | 31 | 6 - Dead | | | REMOVE | ON SITE |
| 781 | *Populus deltoides* | Eastern Cottonwood | 8 | 3 - Fair | Crown Lean | | REMOVE | ON SITE |
| 782 | *Populus deltoides* | Eastern Cottonwood | 8 | 3 - Fair | | Dead Limbs | REMOVE | ON SITE |
| 783 | *Populus deltoides* | Eastern Cottonwood | 6 | 3 - Fair | | Vines | REMOVE | ON SITE |
| 1727 | *Populus deltoides* | Eastern Cottonwood | 12 | 3 - Fair | | | PRESERVE | ON SITE |
| 1729 | *Populus deltoides* | Eastern Cottonwood | 16 | 3 - Fair | Crown Lean | | PRESERVE | ON SITE |
| 1732 | *Populus deltoides* | Eastern Cottonwood | 11 | 3 - Fair | | | PRESERVE | ON SITE |
| 1734 | *Juglans nigra* | Black Walnut | 17,13,8 | 4 - Fair/Poor | V-shaped joint, Multi Leader, Split Risk | | REMOVE | ON SITE |
| 1745 | *Populus deltoides* | Eastern Cottonwood | 8 | 3 - Fair | Crown Lean, Crowded | | REMOVE | ON SITE |
| 1746 | *Ulmus pumila* | Siberian Elm | 26 | 5 - Poor | Strong lean, Poor Form, Broken Limb, Broken Leader | Cavity, Trunk Scar | REMOVE | ON SITE |
| 1747 | *Celtis occidentalis* | Hackberry | 6 | 3 - Fair | Crowded | | REMOVE | ON SITE |
| 1748 | *Morus alba* | White Mulberry | 6 | 4 - Fair/Poor | Lean, Poor Form, Crown Lean | Trunk Scar | REMOVE | ON SITE |
| 1749 | *Ulmus pumila* | Siberian Elm | 7 | 4 - Fair/Poor | Poor Form | Trunk Scar | REMOVE | ON SITE |
| 1750 | *Morus alba* | White Mulberry | 16 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk, Poor Form | 40% dead wood, Dead Limbs, Trunk Scar | REMOVE | ON SITE |
| 1751 | N/A | Unknown | 40 | 6 - Dead | | | REMOVE | ON SITE |
| 1752 | *Juglans nigra* | Black Walnut | 7 | 3 - Fair | | Dead Limbs | REMOVE | ON SITE |
| 1753 | *Morus alba* | White Mulberry | 21,6,3 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk, Poor Form, Crown Lean, Crowded | Dead Limbs, Trunk Scar | REMOVE | ON SITE |
| 1755 | *Populus deltoides* | Eastern Cottonwood | 4 | 4 - Fair/Poor | Poor Form, Crown Lean, Crowded | | REMOVE | ON SITE |
| 1756 | *Populus deltoides* | Eastern Cottonwood | 8 | 3 - Fair | Crown Lean, Crowded | Dead Limbs | PRESERVE | ON SITE |
| 1757 | *Populus deltoides* | Eastern Cottonwood | 4 | 3 - Fair | Lean | | PRESERVE | ON SITE |
| 1758 | *Populus deltoides* | Eastern Cottonwood | 7,8 | 4 - Fair/Poor | V-shaped joint, Double Leader, Split Risk | | REMOVE | ON SITE |
| 1759 | *Populus deltoides* | Eastern Cottonwood | 11 | 4 - Fair/Poor | Strong lean | | REMOVE | ON SITE |
| 1760 | *Ulmus americana* | American Elm | 8 | 4 - Fair/Poor | | Trunk Scar | PRESERVE | OFF SITE |
| 1761 | *Morus alba* | White Mulberry | 12,12 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Poor Form, Ingrown Fence | Trunk Scar | PRESERVE | OFF SITE |
| 1762 | *Ailanthus altissima* | Tree of Heaven | 6 | 4 - Fair/Poor | Poor Form, Crown Lean, Crowded | | REMOVE | ON SITE |
| 1763 | *Populus deltoides* | Eastern Cottonwood | 9 | 3 - Fair | Crown Lean, Crowded | | PRESERVE | ON SITE |
| 1764 | *Populus deltoides* | Eastern Cottonwood | 26 | 3 - Fair | Lean, Crown Lean, Crowded | | PRESERVE | ON SITE |
| 1765 | *Juglans nigra* | Black Walnut | 8 | 3 - Fair | Lean, Crown Lean | | REMOVE | ON SITE |
| 1766 | *Populus deltoides* | Eastern Cottonwood | 16 | 5 - Poor | Lean, Poor Form, Crown Lean, Crowded | Dead Limbs, Trunk Scar, Vines | REMOVE | ON SITE |
| 1767 | *Prunus serotina* | Black Cherry | 17 | 4 - Fair/Poor | Lean, Poor Form, Crown Lean, Crowded | | REMOVE | ON SITE |
| 1768 | *Ulmus pumila* | Siberian Elm | 10 | 5 - Poor | Strong lean, Poor Form, Crown Lean, Crowded | Cavity, Trunk Scar, Vines | REMOVE | ON SITE |
| 1769 | *Juglans nigra* | Black Walnut | 6 | 3 - Fair | Lean | | PRESERVE | ON SITE |
| 1770 | *Juglans nigra* | Black Walnut | 6,3 | 4 - Fair/Poor | V-shaped joint, Double Leader, Split Risk | | PRESERVE | OFF SITE |
| 1771 | *Acer negundo* | Box Elder | 6,4,3,3 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk, Poor Form, Crown Lean, Crowded | Dead Limbs, Trunk Scar | REMOVE | ON SITE |
| 1772 | *Juglans nigra* | Black Walnut | 7 | 3 - Fair | Lean | | PRESERVE | ON SITE |
| 1773 | *Celtis occidentalis* | Hackberry | 6 | 3 - Fair | Crown Lean, Crowded | | PRESERVE | OFF SITE |
| 1774 | *Juglans nigra* | Black Walnut | 11 | 3 - Fair | Crowded | Dead Limbs | PRESERVE | OFF SITE |
| 1775 | *Morus alba* | White Mulberry | 10 | 4 - Fair/Poor | Lean, Poor Form, Crown Lean | Trunk Scar, Vines | PRESERVE | OFF SITE |
| 1776 | *Prunus serotina* | Black Cherry | 6 | 4 - Fair/Poor | Lean, Poor Form, Crown Lean | Dead Limbs | PRESERVE | OFF SITE |
| 1777 | *Salix nigra* | Black Willow | 24 | 5 - Poor | | 40% dead wood, Trunk Damage, Trunk Scar | PRESERVE | OFF SITE |
| 1778 | *Morus alba* | White Mulberry | 17 | 4 - Fair/Poor | Lean, Poor Form | Dead Limbs, Trunk Scar, Vines | PRESERVE | OFF SITE |
| 1779 | *Morus alba* | White Mulberry | 8 | 6 - Dead | | | PRESERVE | OFF SITE |
| 1780 | *Salix nigra* | Black Willow | 17 | 4 - Fair/Poor | Lean, Poor Form | Dead Limbs, Trunk Scar | PRESERVE | OFF SITE |
| 1781 | *Salix nigra* | Black Willow | 16 | 4 - Fair/Poor | Lean, Poor Form, Crown Lean | Dead Limbs, Trunk Scar | PRESERVE | OFF SITE |
| 1782 | *Populus deltoides* | Eastern Cottonwood | 6 | 3 - Fair | Lean | | PRESERVE | ON SITE |
| 1783 | *Populus deltoides* | Eastern Cottonwood | 12 | 4 - Fair/Poor | | Dead Limbs, Trunk Scar | REMOVE | ON SITE |
| 1784 | *Populus deltoides* | Eastern Cottonwood | 6 | 3 - Fair | Lean | | PRESERVE | ON SITE |
| 1785 | *Populus deltoides* | Eastern Cottonwood | 8 | 3 - Fair | Crown Lean | | PRESERVE | ON SITE |
| 1786 | *Populus deltoides* | Eastern Cottonwood | 9 | 4 - Fair/Poor | Strong lean, Poor Form | | REMOVE | ON SITE |
| 1787 | *Populus deltoides* | Eastern Cottonwood | 6 | 3 - Fair | | | PRESERVE | ON SITE |
| 1788 | *Robinia pseudoacacia* | Black Locust | 6 | 4 - Fair/Poor | Poor Form | Trunk Scar | REMOVE | ON SITE |
| 1789 | *Robinia pseudoacacia* | Black Locust | 6 | 4 - Fair/Poor | Poor Form, Crown Lean | Dead Limbs, Trunk Scar | REMOVE | ON SITE |
| 1790 | *Juglans nigra* | Black Walnut | 6,6 | 4 - Fair/Poor | V-shaped joint, Double Leader, Split Risk | | REMOVE | ON SITE |
| 1791 | *Robinia pseudoacacia* | Black Locust | 9 | 4 - Fair/Poor | Poor Form | Trunk Scar | REMOVE | ON SITE |
| 1792 | *Juglans nigra* | Black Walnut | 10 | 4 - Fair/Poor | | Cavity, Trunk Scar | REMOVE | ON SITE |
| 1793 | *Juglans nigra* | Black Walnut | 11 | 4 - Fair/Poor | Lean, Poor Form, Crown Lean | Trunk Scar | REMOVE | ON SITE |
| 1794 | *Morus alba* | White Mulberry | 11 | 5 - Poor | Strong lean | Cavity, Trunk Scar | REMOVE | ON SITE |
| 1795 | *Robinia pseudoacacia* | Black Locust | 7 | 3 - Fair | Crowded | | PRESERVE | ON SITE |
| 1796 | *Robinia pseudoacacia* | Black Locust | 6 | 4 - Fair/Poor | Poor Form, Crowded | Trunk Scar | REMOVE | ON SITE |
| 1797 | *Morus alba* | White Mulberry | 17,7 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Fused Leaders | Trunk Scar | REMOVE | ON SITE |
| 1798 | *Populus deltoides* | Eastern Cottonwood | 9 | 3 - Fair | Crowded | Dead Limbs | REMOVE | ON SITE |
| 1799 | *Populus deltoides* | Eastern Cottonwood | 6 | 3 - Fair | | Dead Limbs | REMOVE | ON SITE |
| 1800 | *Populus deltoides* | Eastern Cottonwood | 12 | 4 - Fair/Poor | | Dead Limbs, Trunk Scar | REMOVE | ON SITE |
| 2801 | *Juglans nigra* | Black Walnut | 50,20 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Fused Leaders, Lean | 30% dead wood, Dead Limbs | REMOVE | ON SITE |
| 2802 | *Juglans nigra* | Black Walnut | 36 | 5 - Poor | V-shaped joint, Split Risk, Fused Leaders | 40% dead wood | REMOVE | ON SITE |
| 2811 | *Populus deltoides* | Eastern Cottonwood | 42 | 3 - Fair | | Dead Limbs | REMOVE | ON SITE |
| 2813 | *Morus alba* | White Mulberry | 14 | 5 - Poor | Strong lean, Poor Form | 40% dead wood | REMOVE | ON SITE |
| 2817 | *Prunus serotina* | Black Cherry | 12 | 6 - Dead | | | REMOVE | ON SITE |
| 2819 | *Prunus serotina* | Black Cherry | 14 | 5 - Poor | Strong lean, Poor Form | Vines | REMOVE | ON SITE |
| 2824 | *Populus deltoides* | Eastern Cottonwood | 22 | 4 - Fair/Poor | | Cavity | REMOVE | ON SITE |
| 2843 | *Morus alba* | White Mulberry | 12 | 4 - Fair/Poor | Lean, Poor Form, Crown Lean | Vines | PRESERVE | OFF SITE |
| 2844 | *Populus deltoides* | Eastern Cottonwood | 22 | 3 - Fair | | Vines | PRESERVE | OFF SITE |
| 2845 | *Populus deltoides* | Eastern Cottonwood | 24 | 3 - Fair | Crown Lean, Supporting dead tree | | PRESERVE | ON SITE |
| 2846 | *Morus alba* | White Mulberry | 11 | 4 - Fair/Poor | | Trunk Scar | REMOVE | ON SITE |
| 2847 | *Populus deltoides* | Eastern Cottonwood | 20 | 3 - Fair | | Dead Limbs, Vines | PRESERVE | ON SITE |
| 2848 | *Prunus serotina* | Black Cherry | 12 | 5 - Poor | Strong lean, Poor Form | 30% dead wood | REMOVE | ON SITE |
| 2849 | *Morus alba* | White Mulberry | 14 | 3 - Fair | Lean | Trunk Scar | REMOVE | ON SITE |
| 2850 | *Morus alba* | White Mulberry | 10 | 4 - Fair/Poor | | Trunk Scar, Vines | REMOVE | ON SITE |
| 2851 | *Populus deltoides* | Eastern Cottonwood | 15 | 4 - Fair/Poor | | Cavity | REMOVE | ON SITE |
| 2851 | *Morus alba* | White Mulberry | 13 | 3 - Fair | Crown Lean, Crowded | | REMOVE | ON SITE |
| 2852 | *Morus alba* | White Mulberry | 15 | 4 - Fair/Poor | Poor Form, Crown Lean, Crowded | Trunk Scar | REMOVE | ON SITE |
| 2853 | *Morus alba* | White Mulberry | 14 | 4 - Fair/Poor | Lean, Poor Form, Crown Lean, Crowded | Trunk Scar | REMOVE | ON SITE |
| 2854 | *Morus alba* | White Mulberry | 14 | 3 - Fair | Crown Lean, Crowded | | REMOVE | ON SITE |

| TAG NO. | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH | PROPOSED ACTION | LOCATION |
|---|---|---|---|---|---|---|---|---|
| 2855 | *Populus deltoides* | Eastern Cottonwood | 28 | 3 - Fair | Lean | | PRESERVE | ON SITE |
| 2856 | *Morus alba* | White Mulberry | 8 | 5 - Poor | Lean, Poor Form, Crown Lean, Crowded | Cavity, Trunk Scar, Vines | REMOVE | ON SITE |
| 2857 | *Morus alba* | White Mulberry | 12 | 4 - Fair/Poor | Poor Form, Crown Lean, Crowded | Trunk Scar | REMOVE | ON SITE |
| 2858 | *Morus alba* | White Mulberry | 7 | 4 - Fair/Poor | | Dead Limbs, Trunk Scar | REMOVE | ON SITE |
| 2860 | *Populus deltoides* | Eastern Cottonwood | 62 | 3 - Fair | | Dead Limbs | PRESERVE | ON SITE |
| 2861 | *Populus deltoides* | Eastern Cottonwood | 20,20 | 4 - Fair/Poor | V-shaped joint, Double Leader, Split Risk | | REMOVE | ON SITE |
| 2890 | *Juglans nigra* | Black Walnut | 10 | 3 - Fair | Crown Lean | | PRESERVE | OFF SITE |
| 2899 | *Ulmus pumila* | Siberian Elm | 12,10 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Poor Form | Trunk Scar | REMOVE | ON SITE |
| 2901 | *Populus deltoides* | Eastern Cottonwood | 11 | 4 - Fair/Poor | Lean, Poor Form | 40% dead wood | REMOVE | ON SITE |
| 2902 | *Morus alba* | White Mulberry | 6,6,3,4 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk, Poor Form | Trunk Scar | REMOVE | ON SITE |
| 2903 | *Populus deltoides* | Eastern Cottonwood | 1754 | 4 - Fair/Poor | Strong lean | Trunk Scar | REMOVE | ON SITE |
| 2903 | *Morus alba* | White Mulberry | 15 | 4 - Fair/Poor | Poor Form, Crown Lean, Crowded | Dead Limbs, Trunk Scar | REMOVE | ON SITE |
| 2904 | *Juglans nigra* | Black Walnut | 9 | 3 - Fair | Crown Lean, Crowded | | PRESERVE | ON SITE |
| 2905 | *Juglans nigra* | Black Walnut | 7 | 3 - Fair | Crowded | | PRESERVE | ON SITE |
| 2906 | *Juglans nigra* | Black Walnut | 14 | 3 - Fair | Crown Lean, Crowded | | PRESERVE | ON SITE |

# TREE PRESERVATION NOTES

1. Property line shall be located and staked by a professional land surveyor prior to tree removal.
2. Tree locations are shown utilizing a Trimble Catalyst GPS which does not constitute a professionally licensed survey. If survey-grade location and elevation of tagged trees is desired, a professional surveyor should be engaged.
3. 48'' high snow fence or wood barriers shall extend to the dripline of the tree or tree mass whenever possible, shall be installed before construction begins, and should not be removed until the completion of construction.
4. Contractor shall take extreme care to protect the root system of existing trees. Should root pruning be necessary it shall not exceed 25% of the tree's root system and shall be done in accordance with recognized horticulture practices under the supervision of a professional arborists, Landscape Architect or Horticulturist.
5. All accidental damage to existing trees that are to be preserved shall be promptly treated as required in accordance with recognized horticultural practices and the instructions of the professional Arborist, Landscape Architect or Horticulturist.
6. Broken or badly bruised branches shall be removed with a clean cut. If recommended by the professional Arborist, Landscape Architect or Horticulturist.
7. Care shall be exercised by the contractors to protect all overhead limbs and branches from damage by contact with material, machinery or equipment and by damage from engine exhaust.
8. Contractors shall protect trees and vegetation against spills or discharge of fuels,lubricating oils, hydraulic fluids, anti-freeze and coolants, calcium chloride, lime and all other similar hydrocarbons, organic chemicals, and other materials which can be harmful.
9. When underground utilities are proposed within 5' of a preserved tree trunk, they must be augered if possible.




**TREE PRESERVATION DETAIL**
**(NOT TO SCALE)**
**SEE NOTES**

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1018 BUSSE HWY
PARK RIDGE, IL 60068
SME SEVEE & MAHER ENGINEERS
Formerly Bono Consulting Civil Engineers

**16548 NEW AVE**
LEMONT, ILLINOIS
#### #####

| REVISION | DATE |
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| **DATE** | 2026.05.12 |
| **PROJECT NO.** | JA2502 |
| **DRAWN** | SMR |
| **CHECKED** | MNW |
| **SHEET NO.** | |

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Know what's below. Call before you dig.

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418 Main Street | Lemont, IL 60439

TO: Village Board Committee of the Whole Meeting
FROM: Jason Berry, Community Development
THROUGH: George Schafer, Village Administrator
SUBJECT: Copper Ridge West Development Agreement
DATE: July 13, 2026

**SUMMARY/BACKGROUND**
At its May 6, 2026 meeting, the Planning & Zoning Commission recommended approval of the Copper Ridge West Preliminary Planned Unit Development (PUD), subject to several conditions. Following the public hearing, Village staff continued working with the developer to address comments from the Commission regarding pedestrian connectivity along Alba Street and access to surrounding public open space.

The attached Development Agreement has been revised to require construction of a public sidewalk within the north side of the Alba Street right-of-way extending from the development entrance to the existing Lemont Township parking lot. The revised agreement removes the previously discussed trail connection through Township-owned property and instead provides a direct pedestrian connection to the existing Township trail system while avoiding the need for off-site easements or coordination with another governmental agency.

The applicant has also revised the site plan to retain guest parking adjacent to Outlot C near the Village-owned open space. This parking area provides visitor parking for the development and may also support future public access to the adjacent Village property should additional trail or park improvements be pursued in the future. The proposed Alba Street sidewalk alignment is illustrated in the attached exhibit and extends east to the Township parking lot.

**ANALYSIS**
The revised pedestrian improvements respond to concerns raised during the public hearing regarding connectivity between Copper Ridge West, the existing Timberline neighborhood, and the Heritage Woodland Sanctuary trail system.

While several concepts were explored during the review process, including a direct trail connection through Village-owned open space and a broader conceptual trail network prepared by Lemont Township, those improvements would require future coordination among multiple public agencies and are not included within the proposed Development Agreement. Instead, the applicant has agreed to construct an off-site sidewalk within the Alba Street public right-of-way, creating a continuous pedestrian route from the development to the existing Township parking lot and trailhead. The sidewalk is identified as the developer's required off-site pedestrian improvement within the Development Agreement.

***Consistency with Village Policy***

**STAFF RECOMMENDATION**
Item presented for discussion.

**BOARD ACTION REQUESTED**
Item presented for discussion.

**ATTACHMENTS**
DRAFT Copper Ridge West Development Agreement
Exhibit B - Engineering Plans (05.05.26)
Exhibit C - Home Elevations (05.22.26)
Exhibit D - Impact Fee Calculations
Exhibit E - Alba Sidewalk
Parking Exhibit

**DEVELOPMENT AGREEMENT**
**(COPPER RIDGE WEST RESIDENTIAL DEVELOPMENT)**

**THIS DEVELOPMENT AGREEMENT** (the "Agreement") is made and entered into at Lemont, Illinois, as of the Effective Date (as hereinafter defined), by and between the **VILLAGE OF LEMONT**, an Illinois municipal corporation (the "VILLAGE") and **TETON DEVELOPMENT, LLC**, an Illinois limited liability company or its assign (hereinafter referred to as "DEVELOPER") (the VILLAGE and DEVELOPER are hereinafter sometimes collectively referred to as the "PARTIES").

This Agreement shall supersede all prior development agreements, ordinances and annexation agreements between the VILLAGE and the former DEVELOPERs relating to the Subject Property including, but not limited to: (i) O-44-19, "An Ordinance Granting a Special Use for a Preliminary Planned Unit Development to Taylor Morrison of Illinois, (ii) Ordinance No. O-24-19, "An Ordinance Approving a Donation Agreement", (iii) Ordinance No. O-46-19, "An Ordinance Approving a Development Agreement with Taylor Morrison of Illinois", (iv) Annexation Agreement between the VILLAGE and Intrepid Investment Partners-Lion's Park LLC., a Michigan limited liability company and Pulte Home Company LLC., a Michigan limited liability company, approved as Ordinance No. O-28-17; and (v) VILLAGE Ordinance O-30-17 Granting a Preliminary Plan/Plat Approval For A Special Use For A Preliminary Planned Unit Development (PUD) and Zoning Map Amendment with respect to the Subject Property. The VILLAGE hereby acknowledges that the prior annexation agreement approved as Ordinance O-28-17 was rescinded pursuant to Ordinance No. O-47-19 and is of no further force and effect and the development agreement approved as Ordinance No. O-

46-19 is of no force and effect as Taylor Morrison of Illinois failed to acquire ownership of the Subject Property as required by Paragraph 10 of said prior development agreement.

## PREAMBLES

**A.** The Copper Ridge West Subdivision consists of eighty-two (82) lots suitable for construction of nineteen (19) single family detached homes and sixty-three (63) single family attached homes, together with outlots to be utilized as detention, open space, a private park site and/or landscape buffers as legally described and depicted on **Exhibit A** attached hereto and made a part hereof (hereinafter referred to as the "Subject Property"). The PARTIES hereby acknowledge that DEVELOPER is the contract purchaser of the Subject Property and will become the owner of the approximately twenty-nine (29) acre Subject Property at which time this Agreement shall become effective. In the event DEVELOPER, or its assign, fails to acquire ownership of the Subject Property within one hundred and eighty (180) days of the date of this Agreement then this Agreement shall automatically, without further action of the PARTIES, be deemed null and void having no force or effect.

**B.** DEVELOPER intends to build single-family detached homes and townhomes on the Subject Property consistent with the approved development plans attached hereto as Exhibit B, including the Preliminary PUD Plat For Copper Ridge West prepared by Designtech Engineering, Inc., dated February 20, 2026, last revised_____, Preliminary Engineering Plans For Copper Ridge West prepared by Designtech Engineering, Inc., dated February 20, 2026, last revised _____, Preliminary Site Plan for Copper Ridge West prepared by Designtech Engineering, Inc., dated February 20, 2026, last revised _____ and the Preliminary Landscape Plans prepared by

Gary R. Weber Associates, Inc., dated February 20, 2026, last revised _____(hereinafter collectively referred to as "Development Plans"). The VILLAGE hereby approves the Development Plans and agrees to approve all final development plans which are in substantial conformance to the preliminary Development Plans. The PARTIES agree that changes to the Development Plans shall be permitted to address future comments from the VILLAGE engineer, VILLAGE arborist and MWRD without the need to amend this Agreement.

**C.** The PARTIES desire to enter into this binding development Agreement confirming the zoning of the Subject Property in the VILLAGE's R-5(A) Single-Family Detached and Attached Residential Zoning District and R-6 Multi-Family Residential District with a special use for a planned unit development to allow for construction of said single-family detached and attached homes on the Subject Property as depicted on the Development Plans and the performance of certain undertakings of the PARTIES, as set forth herein.

**D.** The DEVELOPER is about to materially change its position in reliance upon the execution of this Agreement by the VILLAGE and the performance by the VILLAGE of its undertakings contained herein.

**E.** DEVELOPER seeks certain assurances from the VILLAGE regarding the zoning and subdivision of the Subject Property under the VILLAGE's Unified Development Ordinance ("UDO") and assurances as to other matters covered in this Agreement.

**F.** The Copper Ridge West Subdivision will be developed pursuant to the terms and conditions of this Agreement and the Development Plans.

**G.** The VILLAGE Board of Trustees, after due and careful consideration, has concluded that the development of the Subject Property on the terms and conditions herein set forth would further the VILLAGE's growth, increase the taxable value of the Subject Property within the VILLAGE, and otherwise enhance, promote, and serve the best interests and general welfare of the VILLAGE and its residents.

**NOW, THEREFORE,** in consideration of the foregoing preambles and in consideration of the mutual covenants, agreements and conditions hereinafter contained, and the benefits anticipated to inure to each of them, the PARTIES do hereby agree as follows:

**1. PREAMBLES/EXECUTION OF THIS AGREEMENT/ACQUISITION OF SUBJECT PROPERTY**.

**1.1 PREAMBLES**. The foregoing preambles are material to this Agreement and are incorporated herein, as if restated in their entirety in this Section 1.1. This Agreement shall supersede all prior development agreements, ordinances and annexation agreements between the VILLAGE and the former DEVELOPERs. For the avoidance of doubt, the PARTIES acknowledge that the Annexation Agreement dated April 10, 2017 between the VILLAGE, Intrepid Investment Partners–Lion's Park, LLC and Pulte Home Company was rescinded pursuant to VILLAGE Ordinance 0-47-19 adopted June 10, 2019 and is of no further force and effect.

**2. ZONING & SUBDIVISION**.

**2.1 ZONING AND VARIATIONS**. The VILLAGE hereby confirms that the Subject Property was the subject of a public hearing on May 6, 2026 before the

VILLAGE Plan Commission and as a result of that and VILLAGE Board action, shall be zoned R-5(A) and R-6 as a planned unit development to allow for the construction nineteen (19) single-family detached homes and sixty-three (63) townhomes as depicted on the Development Plans. All zoning variances depicted on the Development Plans are hereby ratified and approved by the VILLAGE, including, but not limited to:

DEVIATION TO REDUCE THE INTERNAL RIGHT-OF-WAY WIDTHS FROM 66' TO 60', WITH A PAVEMENT SECTION OF 30' INCLUDING BACK OF CURB

DEVIATION TO REDUCE THE INTERIOR SIDEYARD SETBACK FROM 15' TO 10' IN THE R-6 ZONING DISTRICT AND TO REDUCE BUILDING SEPARATION BETWEEN TOWNHOME STRUCTURES

DEVIATION TO PERMIT COVERED PORCH ENCROACHMENTS FOR TOWNHOME UNITS INTO REQUIRED REAR YARD SETBACKS

DEVIATION TO INCREASE FRONT YARD LOT COVERAGE FROM 36% TO 40% FOR SINGLE-FAMILY DETACHED LOTS

DEVIATION TO PERMIT LOT COVERAGE IN EXCESS OF 65% FOR CERTAIN TOWNHOME LOTS

DEVIATION TO ALLOW CENTERLINE RADIUS OF 175' IN LIEU OF 200'

DEVIATION TO ALLOW CUL DE SAC LENGTHS IN EXCESS OF 300'

**3.**

DEVIATION TO ALLOW DETENTION POND DEPTHS IN EXCESS OF 4' WITH BOUNCE UP TO 6.8'

DEVIATION FOR SIDE SLOPES IN THE DETENTION BASINS OF 4 TO 1

DEVIATION FOR BACKSLOPES AND SIDESLOPES OF 3 TO 1 IN ALL PONDS AND OPEN SPACE AREAS

DEVIATION TO ALLOW DRIVEWAY CONCRETE THICKNESS OF 5 INCHES

DEVIATION TO NOT INSTALL SIDEWALK ALONG ALBA STREET

DEVIATION TO PERMIT MINIMUM LOT AREA OF LESS THAN 10,000 SQUARE FEET (9,600 REQUESTED) PER HOME IN THE R-5(A) ZONING DISTRICT

**3. DEVELOPMENT STANDARDS**.

**3.1 DEVELOPMENT AND SUBDIVISION SIGNS**. DEVELOPER, at its option and expense, may erect and maintain three (3) new off-site development signs advertising the Development. One of the three signs may be placed adjacent to the public right-of-way along Alba Street and Timberline Drive, one sign along 127th Street, and the third sign along the western edge of the Subject Property along I-355 subject to a written license agreement from the property owners authorizing placement of said sign. The Development Signs may be two-sided or v-shaped sign face. The signs along Alba, Timberline and 127th Street shall permitted to have a maximum area of forty eight (48) square feet and a maximum height of ten (10) feet. The sign along the west property line adjacent to I-355 shall be permitted to be up to 18' tall by 6' wide. The signs shall be removed no later than the DEVELOPER's sale of the final lot comprising the Subject

Property. DEVELOPER shall be permitted one permanent subdivision sign at the entrance to the Subject Property as shown on the Development Plans.

With regard to temporary marketing signage the following shall be permitted:

Temporary Sales Office Sign. One (1) sign, not greater than sixteen (16) square feet in area (double-sided), and not greater than six feet (6') in height, may be located in front of and near each sales office. The sign shall be removed within six (6) months of the completion and closing to a non-builder third party of ninety-five percent (95%) of the lot sales w ithin the Subject Property.

On-Site Directional Signs. Two (2) temporary directional signs, not greater than six (6) square feet in area (double-sided) and three and one half feet (3.5') in height may be installed at each intersection between a model unit or sales office and entrance to the Subject Property. Said signs may be installed within a public right-of-way subject to the reasonable approval of the VILLAGE for safety-site distances. Said signs shall be removed within six (6) months of the issuance of ninety-five percent (95%) of the certificates of occupancy within the Subject Property. One (1) double-sided parking lot directional sign, not greater than six (6) square feet in area and six feet (6') in height may, be installed per model home parking lot. Said signs shall be removed within six (6) months of ninety-five percent (95%) issuance of certificates of occupancy within the Subject Property. One (1) identification sign may be installed in front of each model home with a maximum of eight feet (8') in height and one hundred and twenty (120) square feet in size. Model home signs shall be removed upon issuance of an occupancy permit for the model. Feather flags shall be permitted in front of each model home and along the entrance to the Subject Property. Said feather flags shall be removed within six

(6) months of ninety-five percent (95%) issuance of certificates of occupancy within the Subject Property.

**4. PUBLIC IMPROVEMENTS**. The DEVELOPER shall be responsible for the installation of roadways, street lighting, detention areas, potable water, sanitary sewer, and street and traffic safety signage as depicted on the Development Plans. DEVELOPER shall have no other obligation to install any other improvements either on-site or off-site. Upon completion of the roadways, sidewalks, street lighting, potable water improvements, sanitary sewer, and street and traffic safety signage improvements the VILLAGE shall accept ownership of said improvements and shall be responsible for the continued repair and maintenance of said public improvements. The DEVELOPER shall obtain and submit to the VILLAGE a letter of credit as required in Section 17.23.020(F) of the VILLAGE's UDO. The DEVELOPER shall be responsible for maintenance requirements provided in Section 17.23.090 of the VILLAGE UDO. If any public improvements are not completed in accordance with the UDO, the VILLAGE may use an existing letter of credit or other performance assurance pursuant to UDO to complete said improvements. Notwithstanding anything herein to the contrary, the DEVELOPER shall be relieved of all continuing responsibility as to a specific public improvement covered under any surety provided pursuant to this Agreement once the VILLAGE has made final acceptance of said public improvement required to be constructed with respect to the Subject Property (subject to the maintenance period which shall start of the date of acceptance for the specific public improvement). Each public improvement properly installed and guaranteed by the surety deposited with the VILLAGE, if requested by the DEVELOPER, may be proportionately reduced or

released on an individual improvement-by-improvement basis upon the review and recommendation of the VILLAGE engineer. Upon completion of a major portion of the public improvements required with respect to a given phase of the development of the Subject Property, the surety shall be reduced by the VILLAGE within thirty (30) days of receiving a recommendation from the VILLAGE engineer and approval of the VILLAGE Board that said surety is to be reduced. The reduction of said surety shall be in an amount proportional to the work then completed, as reviewed and recommended by the VILLAGE engineer. The VILLAGE agrees that said review by the VILLAGE engineer shall be of reasonable duration after the submittal of all documents required for said review and not to exceed thirty (30) days. The VILLAGE agrees not to condition the reduction in the surety on the construction of any public improvements not specifically included on the approved final engineering plans for said phase of development of the Subject Property. The VILLAGE shall promptly release any remaining retained amounts under the relevant Surety. With respect to snow removal within the Subject Property, the VILLAGE agrees to undertake all snow removal, snow plowing and salting of the interior roads within the Subject Property upon issuance of the 40th residential occupancy permit notwithstanding the fact that the interior roadways are likely to not have been dedicated and accepted by the VILLAGE at that point in time.

**4.1 OVERSIZING**. DEVELOPER shall not be required to oversize any on-site sanitary sewers, water mains, storm sewers, stormwater management facilities or other on-site improvements in connection with its construction the Subject Property.

**4.2 OFF-SITE IMPROVEMENTS**. No off-site improvements shall be required of DEVELOPER, other than the Alba Street improvements shown on the Development Plans including widening, curb and gutter installation, and final pavement lift.

**4.3 OFF SITE EASEMENTS.** DEVELOPER shall reserve an access easement to the VILLAGE open space parcel located to the east of the Subject Property as depicted on the Development Plans. The VILLAGE shall grant DEVELOPER all easements, both temporary construction and permanent easements as necessary over the VILLAGE's adjacent properties to permit connection to the potable water and sanitary sewer infrastructure in the locations as depicted on the Development Plans at no charge to DEVELOPER. DEVELOPER and VILLAGE shall finalize said easements prior to recording of the final plat of subdivision for the Subject Property.

**4.4 PARK SITE DEDICATION:** DEVELOPER will not be dedicating land to the Lemont Park District and shall pay cash-in-lieu of land on a pro-rata basis at the time of building permit issuance for each home as identified on Exhibit D which has been mutually agreed upon between the Lemont Park District and DEVELOPER

## 5. RECAPTURE FEES/WATER AND SEWER AVAILABILITY

**5.1 RECAPTURE FEES**. The VILLAGE and DEVELOPER acknowledge and agree that there are no outstanding recapture agreements applicable to the Subject Property. Specifically, the VILLAGE hereby confirms the following recapture agreements shall not be applicable the DEVELOPER of Subject Property.

A. Ordinance No. 729 Effective April 27, 1992 – Water & Sewer

B. Ordinance No. 990 – Water & Sewer

**5.2** Upon completion of the improvements to Alba Street as shown on the Development Plans, the VILLAGE and DEVELOPER shall enter into a recapture agreement allowing for DEVELOPER to recover a proportion of its expenses in improving Alba Street which shall include all design, engineering, construction and other customary ancillary costs. Said recapture agreement shall be finalized upon acceptance by the VILLAGE of the completed Alba Street improvement and shall apply the recapture payable to DEVELOPER based on linear frontage of the benefited properties, which shall exclude any public owned lands or public agencies. The recapture agreement shall be applicable for a period of ten (10) years from the date of approval of the recapture agreement and shall include a mutually agreed upon interest rate.

**5.3 WATER AND SEWER AVAILABILITY**. Water and sewer service shall be provided to the Subject Property by the VILLAGE and Metropolitan Water Reclamation District. The VILLAGE represents that sufficient sanitary sewer capacity is available to serve the Subject Property and the VILLAGE will at all times reserve sufficient sanitary sewer capacity to serve the SUBJECT PROPERTY. The VILLAGE shall accept dedication of all sanitary sewer improvements upon completion. The VILLAGE shall permit connections to the existing VILLAGE sanitary sewers as generally depicted on the Development Plans and to furnish sanitary sewer service to the Subject Property. The VILLAGE represents that sufficient water capacity is available to serve the Subject Property and the VILLAGE will at all times reserve sufficient capacity to serve the Subject Property. The VILLAGE shall accept dedication of all water mains upon completion. The VILLAGE shall permit connections to the existing VILLAGE

water mains as generally depicted on the Development Plans and to furnish water to the Subject Property.

**5.4 STORM WATER MANAGEMENT & RETAINING WALLS**. The DEVELOPER shall install all storm water improvements as generally depicted on the Development Plans. Upon completion of said improvements the DEVELOPER may transfer ownership of the storm water improvements to a duly formed homeowner's association which shall be responsible for the perpetual maintenance and repair of said storm water management improvements. Retaining walls located in the common area outlots, private lot easements, or in the right-of-way shown and depicted on the Development Plan shall not be dedicated to the VILLAGE and shall be constructed, installed and maintained by the DEVELOPER until such time as the maintenance obligation is transferred to a duly formed homeowner's association. The declaration of the homeowner's association shall contain provisions requirement that the homeowner's association defend and indemnify individual homeowners in the Copper Ridge West Subdivision against liability for property damage or personal injury arising out of the maintenance and repair of the retaining walls.

**6. ARCHITECTURAL REQUIREMENTS**. The DEVELOPER shall comply with the VILLAGE'S UDO, the approved PUD R-5(A) and R-6 zoning district and anti-monotony requirements with respect to the architectural design of the homes being constructed on the Subject Property. The VILLAGE hereby approves the building elevations as specified in Exhibit C which the DEVELOPER shall be allowed to construct on the Subject Property without the need for any further approvals from the VILLAGE. No other architectural requirements shall be applicable to the Subject

Property other than those found in the PUD. Additionally, subject only to staff level review and approval which shall not be unreasonable withheld, the DEVELOPER may add additional single-family home styles, elevations and floor plans as long as they are generally consistent with the elevations attached hereto as Exhibit C.

**7. IMPACT FEES, DONATIONS AND FEES**.

**7.1 VILLAGE FEES**. DEVELOPER shall pay the development related impact fees identified on **Exhibit D** (the "Fees" or "Fee") (including, but not limited to, school and park land/cash fees, library donation fee, fire donation fee, and public safety donation fee). Other than as listed on Exhibit D and the VILLAGE's currently applicable building permit fees, occupancy permit fees, sewer and water connection fees, building plan review and inspection fees, engineering plan review and other consultant's fees) which shall be paid at the time of Building Permit or Certificate of Occupancy issuance, as applicable no other VILLAGE fees shall be applicable to the Subject Property. No Fee shall be increased for a period of five (5) years from recording of this Agreement. Any Fee reductions which are customarily and generally applicable throughout the VILLAGE as established from time to time by the VILLAGE shall be applicable and accrue to the benefit of the Subject Property.

**7.2 ALBA STREET SIDEWALK**. DEVELOPER shall have no obligation to install sidewalk or path along any portion of Alba Street other than as shown on the off-site Alba Sidewalk exhibit attached hereto as **Exhibit E** which sidewalk shall be located in the Alba Street public right-of-way. DEVELOPER shall be responsible for installing sidewalk within the Subject Property.

**8. MODELS/SALES AND OFFICE TRAILERS**.

Following approval of this Agreement, and approval by the Lemont Fire Protection District, DEVELOPER shall have the right to construct up to eight (8) model homes and other appurtenant facilities on the Subject Property, including signs, banners, flagpoles, etc. on the model home lot(s) and in or adjacent to the right-of-way of the Subdivision entrances on Timberline Drive. Two (2) of such model homes may be used as a sales office or offices. In addition, up to six (6) construction trailers may be located on the Subject Property and used for storage.

**9. BUILDING PERMITS/ OCCUPANCY CERTIFICATES**.

**BUILDING PERMITS**. The VILLAGE shall issue building permits within fifteen (15) business days of application therefore, or issue a letter of denial within said period informing DEVELOPER specifically as to what corrections are necessary as a condition to the issuance of a building permit and specifying the section of any applicable code relied upon by the VILLAGE in its request for correction. Prior to issuance of the first building permit, the VILLAGE and DEVELOPER shall work together to review and approve a master plan set of architectural plans to help expedite the building permit review process.

**OCCUPANCY CERTIFICATES**. The VILLAGE shall issue to DEVELOPER temporary or final occupancy certificates within five (5) business days of application therefor or issue a letter of denial within said period informing DEVELOPER as to what corrections are necessary as a condition to the issuance of a certificate and specifying the section of any applicable code relied upon by the VILLAGE in its request for correction. DEVELOPER's inability, due to adverse weather conditions, to install driveways, service

walks, sidewalks, stoops, landscaping and final grading, shall not delay the issuance of a temporary certificate of occupancy provided DEVELOPER delivers additional security to the VILLAGE (that is similar in nature and form to the Subdivision Security) to assure the completion of said unfinished items. Once unfinished items have been completed and approved by the VILLAGE Engineer and Building Commissioner, the VILLAGE shall issue final occupancy certificates within the time prescribed herein and release the above described security.

**10. AMENDMENTS.**

**a. AMENDMENTS**. If, from time to time during the term of this Agreement, the provisions of any existing ordinances, codes, rules or regulations are amended or modified so as to impose requirements upon the construction of the Subject Property, or the construction of dwelling units or other improvements thereon or in connection therewith, which are more stringent than those existing as of the Effective Date, such amendment or modification shall not be effective as applied to the Subject Property for a period of five (5) years from the date of approval.

**11. GENERAL PROVISIONS**.

a. **DORMANT SPECIAL SERVICE AREA.** A dormant special service area will be established over the Subject Property, with the cooperation and participation of DEVELOPER to insure the maintenance in a first-rate condition for any common areas owned by the homeowner's association. The VILLAGE will have the right to activate the dormant special service

area and extend the taxes upon failure of the homeowner's association to maintain the common areas and retaining walls in a first class condition.

b. **TIME OF ESSENCE/COOPERATION OF PARTIES**. Time is of the essence of this Agreement and of each and every provision hereof. The PARTIES shall cooperate with one another on an ongoing basis and make every reasonable effort (including, with respect to the VILLAGE, the calling of special meetings, the holding of additional public hearings and the adoption of ordinances) to further the implementation of the provisions of this Agreement and the intentions of the PARTIES as reflected by the provisions of this Agreement. Specifically, but without limitation, in connection with DEVELOPER's performance of its obligations under this Agreement, the VILLAGE agrees to execute such applications and documents as may be necessary to obtain approvals and authorizations from other governmental or administrative agencies and to cooperate otherwise to the extent necessary to assure DEVELOPER's performance of those obligations.

c. **CONFLICT WITH ORDINANCES**. If any pertinent existing resolutions or ordinances, or interpretations thereof, of the VILLAGE are inconsistent or in conflict with any provision hereof, then the provisions of this Agreement and the ordinances passed pursuant hereto shall constitute lawful and binding amendments to, and shall supersede the terms of said inconsistent ordinances or resolutions, or interpretations thereof, as they may relate to the Development.

d. **TERM**. This Agreement shall be binding upon and inure to the benefit of the PARTIES, the successors to DEVELOPER, and any successor municipal authorities of the VILLAGE and successor municipalities, for a period of twenty (20) years commencing with the Effective Date of this Agreement, and for whatever additional period of time agreed to by the PARTIES in writing. In the event the zoning of the Subject Property or the execution and delivery of this Agreement is challenged either directly or indirectly in any court proceeding which shall delay the construction of the Development, the period of time during which such litigation is pending, to the extent permitted by law, shall not be included in calculating such twenty (20) year term.

e. **ASSIGNABILITY**. This Agreement shall run with the land and, as such, shall be binding upon subsequent owners of the Subject Property provided, however, that DEVELOPER shall not assign its rights or delegate its duties hereunder and such rights shall not inure to subsequent owners of the Subject Property unless the VILLAGE provides its prior written express consent of the proposed assignee of such rights, which consent shall not be unreasonably withheld. The PARTIES agree that it shall be unreasonable for the VILLAGE to withhold its consent if the proposed assignee is an affiliate or entity controlled by DEVELOPER or an unrelated experienced, reputable, qualified and significant DEVELOPER of the type of residential community contemplated in this Agreement. If the DEVELOPER desires the VILLAGE approve an

assignment, it shall make such request to the VILLAGE in writing, which request shall identify the proposed assignee, and the DEVELOPER shall provide the VILLAGE with all information reasonably requested by the VILLAGE with respect to the proposed assignee's qualifications.

f. **NOTICES**. All notices or other writings which any party is required to, or may wish to, serve upon any other party in connection with this Agreement shall be in writing and shall be delivered personally or sent by certified or registered mail, return receipt requested, postage prepaid, to the following addresses or faxes to the PARTIES at the following facsimile numbers:

| | | |
|---|---|---|
| (A) | If to VILLAGE: | George Schafer, VILLAGE Administrator<br>VILLAGE of Lemont<br>418 Main Street<br>Lemont, Illinois 60439 |
| | With a copy to: | Michael B. Stillman, Esq.<br>VILLAGE Attorney<br>3318 West 95th Street<br>Evergreen Park, Illinois 60805 |
| (B) | If to DEVELOPER: | Matthew G. Dill, Manager<br>Teton Development, LLC<br>13102 Eliza Court<br>Lemont, Illinois 60439 |
| | With a copy to: | Vincent M. Rosanova, Esq.<br>Rosanova & Whitaker, Ltd.<br>445 Jackson Avenue, Suite 200<br>Naperville, Illinois 60540 |

Any party may change its address for the service of notice by giving written notice of such change to the other party, in the manner specified below. All notices shall

be deemed effective as of the date of receipt, in the case of personal delivery; two days after deposit in the U.S. mails, in the case of notice set by certified or registered mail.

g. **SEVERABILITY**. If any provision of this Agreement is held invalid, such provision shall be deemed to be removed therefrom and the invalidity thereof shall not affect any of the other provisions contained herein.

h. **REMEDIES**. Any party to this Agreement may, either in law or equity, by suit, action, mandamus, or other proceedings, enforce or compel performance of this Agreement. No action taken by any party hereto pursuant to the provisions of this Section or pursuant to the provisions of any other Section of this Agreement shall be deemed to constitute an election of remedies, and all remedies set forth in this Agreement shall be cumulative and non-exclusive or otherwise available to any party at law or in equity.

i. **BREACH OF AGREEMENT**. In the event of a material breach of this Agreement, the PARTIES agree that the party alleged to be in breach shall have thirty (30) days notice of said breach to correct the same prior to the non-breaching party's seeking any remedy provided for herein (provided, however, that said thirty (30) day period shall be extended if the defaulting party has initiated the cure of said default and is diligently proceeding to cure the same).

j. **DEFAULT CURE**. If any of the PARTIES shall fail to perform any of its obligations hereunder, and the party affected by such default shall have

given notice of such default to the defaulting party, and such defaulting party shall have failed to cure such default within thirty (30) days of such default notice (or any extension of said thirty (30) day period if the defaulting party has initiated the cure of said default and is diligently proceeding to cure the same), then in addition to any and all other remedies that may be available, either in law or equity, the party affected by such default shall have the right (but not the obligation) to take such action as in its reasonable discretion and judgment shall be necessary to cure such default. In such event, the defaulting party hereby agrees to pay and reimburse the party affected by such default for all reasonable costs and expenses incurred by it in connection with action taken to cure such default.

k. **NO WAIVER**. The failure of any of the PARTIES to insist upon the strict and prompt performance of the terms, covenants, agreements, and conditions herein contained, or any of them, imposed upon any other party, shall not be construed as a waiver or relinquishment of any party's right thereafter to enforce any such term, covenant, agreement, or condition, but the same shall continue in full force and effect.

l. **INTEGRATION/EXHIBITS**. This Agreement constitutes the entire agreement and understanding of the PARTIES relative to the subject matter hereof superseding all prior agreements, understandings and negotiations (all of which are expressly merged herein). All exhibits to this Agreement are incorporated herein by this reference thereto.

**12. EFFECTIVE DATE**.

The "Effective Date" of this Agreement shall be the date this agreement is approved by the VILLAGE Board of Lemont and signed by both the VILLAGE and DEVLOPER, subject to the DEVELOPER or its assign acquiring title to the Subject Property as specified in Preamble A above.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the PARTIES hereto have executed this Agreement this

_____ day of _____, 2026.

VILLAGE OF LEMONT
an Illinois Municipal Corporation

By:_____
Mayor

Attest:_____
VILLAGE Clerk

DEVELOPER: TETON DEVELOPMENT, LLC.
an Illinois limited liability company

BY:_____

ITS: _____

BY:_____

ITS: _____

Exhibits

A – Legal Description of Subject Property
B – Approved Final Development Plans
C – Approved Elevations
D – Applicable Fees
E – Alba Sidewalk Exhibit

# ***EXHIBIT A***

## ***LEGAL DESCRIPTION OF PROPOSED COPPER RIDGE WEST SUBDIVISION***

### PARCEL ONE

THAT PART OF THE WEST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID WEST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SAID SECTION RUNNING THENCE EAST 9.275 CHAINS TO THE SOUTHEAST CORNER THEREOF; RUNNING THENCE NORTH ALONG THE EAST LINE OF SAID WEST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SAID SECTION, 16.10 CHAINS; RUNNING THENCE SOUTHWESTERLY TO THE WEST LINE OF SAID WEST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SAID SECTION AT A POINT DISTANT 10.90 CHAINS NORTH OF POINT OF BEGINNING; AND RUNNING THENCE SOUTH ON THE WEST LINE OF SAID WEST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SAID SECTION TO PLACE OF BEGINNING, (EXCEPT THAT PART THEREOF LYING SOUTHWESTERLY OF A LINE DESCRIBED AS BEGINNING AT A POINT IN THE WEST LINE OF THE WEST HALF OF THE EAST HALF OF SAID NORTHWEST QUARTER DISTANT NORTHERLY 233.03 FEET FROM THE SOUTHWEST CORNER OF SAID WEST HALF; THENCE SOUTHEASTERLY 272.02 FEET MORE OR LESS TO A POINT OF TERMINATION IN THE SOUTH LINE OF THE WEST HALF OF THE EAST HALF OF SAID NORTHWEST QUARTER, BEING 140.07 FEET EASTERLY FROM THE SOUTHWEST CORNER OF SAID WEST HALF AND ALSO 1084.23 FEET WESTERLY FROM THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER), ALL IN COOK COUNTY, ILLINOIS.

### PARCEL TWO

THAT PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTHEASTERLY OF A LINE DESCRIBED AS BEGINNING AT A POINT IN THE NORTH LINE OF SAID SOUTHWEST QUARTER DISTANCE WESTERLY 1084.23 FEET FROM THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE SOUTHEASTERLY 2106.13 FEET MORE OR LESS TO A POINT OF TERMINATION IN THE EAST LINE OF SAID SOUTHWEST QUARTER DISTANT SOUTHERLY 1804.23 FEET FROM THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER, ALL IN COOK COUNTY, ILLINOIS.

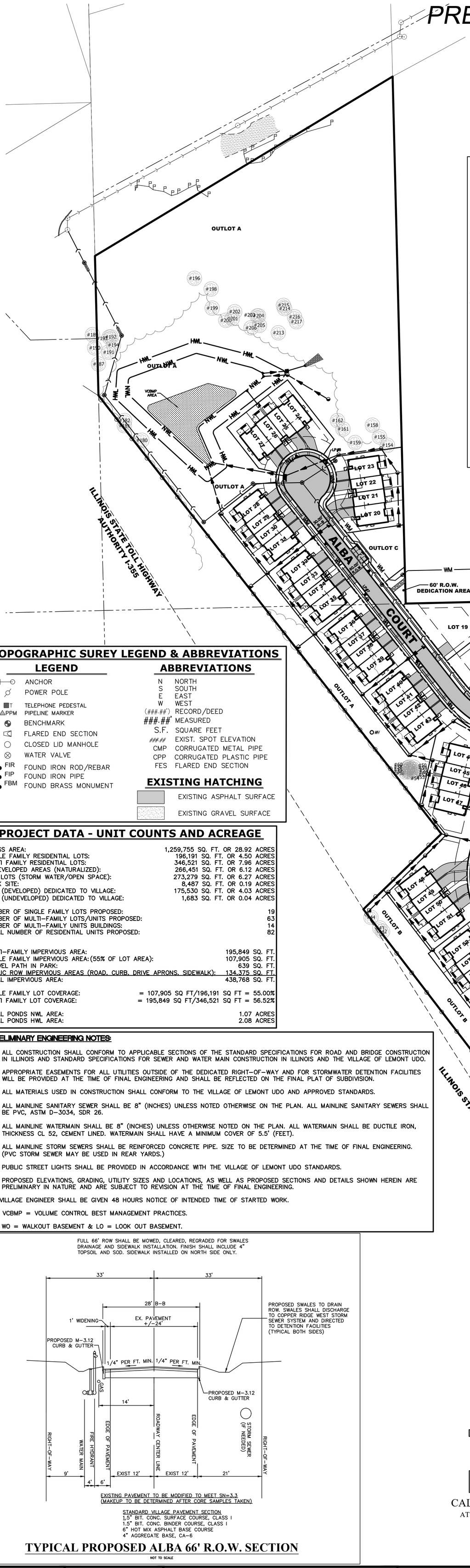
EXCEPTING THEREFROM, THE FOLLOWING:

THAT PART OF THE EAST HALF OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ALL IN COOK COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 30; THENCE SOUTH 88 DEGREES 39 MINUTES 53 SECONDS WEST, ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 30, A DISTANCE OF 1223.86 FEET TO THE WEST LINE OF THE EAST HALF OF THE NORTHWEST QUARTER OF SAID SECTION 30; THENCE NORTH 01 DEGREES 23 MINUTES 02 SECONDS WEST, ALONG SAID WEST LINE 233.03 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 01 DEGREES 23 MINUTES 02 SECONDS WEST, ALONG SAID WEST LINE 203.21 FEET; THENCE SOUTH 38 DEGREES 01 MINUTES 35 SECONDS EAST, 1128.70 FEET; THENCE SOUTH 45 DEGREES 55 MINUTES 10 SECONDS WEST, 220.34 FEET; THENCE NORTH 32 DEGREES 22 MINUTES 35 SECONDS WEST, 721.74 FEET TO SAID NORTH LINE; THENCE CONTINUING NORTH 32 DEGREES 22 MINUTES 35 SECONDS WEST, 271.98 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

ALSO EXCEPTING THEREFROM, THE FOLLOWING:

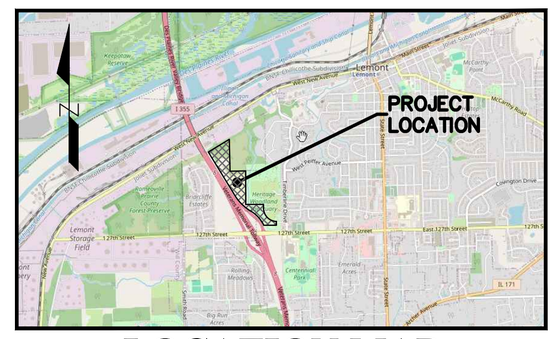
THAT PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ALL IN COOK COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTH QUARTER CORNER OF SAID SECTION 30; THENCE SOUTH 88 DEGREES 45 MINUTES 45 SECONDS WEST ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER 66.00 FEET; THENCE NORTH 01 DEGREES 16 MINUTES 09 SECONDS WEST, 954.64 FEET; THENCE NORTH 32 DEGREES 22 MINUTES 35 SECONDS WEST 1260.23 FEET; THENCE SOUTH 37 DEGREES 27 MINUTES 12 SECONDS EAST 1214.61 FEET TO THE EAST LINE OF SAID SOUTHWEST QUARTER; THENCE SOUTH 01 DEGREES 16 MINUTES 09 SECONDS EAST, ALONG SAID EAST LINE 1053.34 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

# PRELIMINARY ENGINEERING - OVERALL UTILITY PLAN
## FOR
# COPPER RIDGE WEST
## LEMONT, ILLINOIS




## LEGEND

| EXISTING | | PROPOSED |
|---|---|---|
| | SANITARY SEWER | |
| SS | SANITARY SERVICE | |
| | SANITARY MANHOLE | |
| | STORM SEWER | |
| | STORM SERVICE | |
| | CATCH BASIN | |
| | OPEN LID STORM MANHOLE | |
| | CLOSED LID STORM MANHOLE | |
| | STORM INLET | |
| | FLARED END SECTION | |
| WM | WATER MAIN | WM |
| WS | WATER SERVICE | WS |
| | VALVE VAULT | |
| | B-BOX | |
| | HYDRANT | |
| | VALVE BOX | |
| | STREET LIGHT | |
| | UTILITY POLE | |
| | RETAINING WALL | |
| | SILT FENCE | |
| XXX | CONTOUR | XXX |
| FM | FORCE MAIN | FM |
| XXX.X x | SPOT GRADES | TF~XXX.XXx |
| | OVERFLOW ARROW | |
| TF XXX.XX | TOP OF FOUNDATION | TF~XXX.XX |
| FG XXX.XX | FINISH GRADE | FG~XXX.XX |
| FF XXX.XX | FINISH FLOOR | FF~XXX.XX |
| GF XXX.XX | GARAGE FLOOR | GF~XXX.XX |




## LOCATION MAP
NOT TO SCALE

GRAPHIC SCALE
100 0 50 100
( IN FEET )
1 inch = 100 ft.

## TOPOGRAPHIC SUREY LEGEND & ABBREVIATIONS

### LEGEND

- ANCHOR
- POWER POLE
- T TELEPHONE PEDESTAL
- PPM PIPELINE MARKER
- BENCHMARK
- FLARED END SECTION
- CLOSED LID MANHOLE
- WATER VALVE
- FIR FOUND IRON ROD/REBAR
- FIP FOUND IRON PIPE
- FBM FOUND BRASS MONUMENT

### ABBREVIATIONS

| | |
|---|---|
| N | NORTH |
| S | SOUTH |
| E | EAST |
| W | WEST |
| (###.##') | RECORD/DEED |
| ###.## | MEASURED |
| S.F. | SQUARE FEET |
| ##### | EXIST. SPOT ELEVATION |
| CMP | CORRUGATED METAL PIPE |
| CPP | CORRUGATED PLASTIC PIPE |
| FES | FLARED END SECTION |

### EXISTING HATCHING

- EXISTING ASPHALT SURFACE
- EXISTING GRAVEL SURFACE

## PROJECT DATA - UNIT COUNTS AND ACREAGE

| | | |
|---|---|---|
| GROSS AREA: | 1,259,755 SQ. FT. OR 28.92 | ACRES |
| SINGLE FAMILY RESIDENTIAL LOTS: | 196,191 SQ. FT. OR 4.50 | ACRES |
| MULTI FAMILY RESIDENTIAL LOTS: | 346,521 SQ. FT. OR 7.96 | ACRES |
| UNDEVELOPED AREAS (NATURALIZED): | 266,451 SQ. FT. OR 6.12 | ACRES |
| OUT LOTS (STORM WATER/OPEN SPACE): | 273,279 SQ. FT. OR 6.27 | ACRES |
| PARK SITE: | 8,487 SQ. FT. OR 0.19 | ACRES |
| ROW (DEVELOPED) DEDICATED TO VILLAGE: | 175,530 SQ. FT. OR 4.03 | ACRES |
| ROW (UNDEVELOPED) DEDICATED TO VILLAGE: | 1,683 SQ. FT. OR 0.04 | ACRES |
| NUMBER OF SINGLE FAMILY LOTS PROPOSED: | | 19 |
| NUMBER OF MULTI-FAMILY LOTS/UNITS PROPOSED: | | 63 |
| NUMBER OF MULTI-FAMILY UNITS BUILDINGS: | | 14 |
| TOTAL NUMBER OF RESIDENTIAL UNITS PROPOSED: | | 82 |
| MULTI-FAMILY IMPERVIOUS AREA: | 195,849 | SQ. FT. |
| SINGLE FAMILY IMPERVIOUS AREA: (55% OF LOT AREA): | 107,905 | SQ. FT. |
| GRAVEL PATH IN PARK: | 639 | SQ. FT. |
| PUBLIC ROW IMPERVIOUS AREAS (ROAD, CURB, DRIVE APRONS, SIDEWALK): | 134,375 | SQ. FT. |
| TOTAL IMPERVIOUS AREA: | 438,768 | SQ. FT. |
| SINGLE FAMILY LOT COVERAGE: | = 107,905 SQ FT/196,191 SQ FT = | 55.00% |
| MULTI FAMILY LOT COVERAGE: | = 195,849 SQ FT/346,521 SQ FT = | 56.52% |
| TOTAL PONDS NWL AREA: | | 1.07 ACRES |
| TOTAL PONDS HWL AREA: | | 2.08 ACRES |

## SANITARY STRUCTURES (XX)

- (EX1) EXISTING 48" M.H., C.L. RIM 606.57 INV 592.54 (18", N&SW) PR. INV ~593.37 (8",S)
- (1) 48" M.H., C.L. RIM 601.00 INV 593.74
- (2) 48" M.H., C.L. RIM 680.50 INV 666.37
- (3) 48" M.H., C.L. RIM 689.20 INV 680.70
- (4) 48" M.H., C.L. RIM 702.80 INV 692.38
- (5) 48" M.H., C.L. RIM 701.50 INV 693.00
- (6) 48" M.H., C.L. RIM 704.60 INV 695.72
- (7) 48" M.H., C.L. RIM 705.00 INV 696.50
- (8) 48" M.H., C.L. RIM 713.10 INV 704.60
- (9) 48" M.H., C.L. RIM 722.30 INV 713.80
- (10) 48" M.H., C.L. RIM 725.40 INV 716.90
- (11) 48" M.H., C.L. RIM 727.60 INV 719.90
- (12) 48" M.H., C.L. RIM 730.20 INV 721.70
- (13) 48" M.H., C.L. RIM 731.90 INV 723.40
- (14) 48" M.H., C.L. RIM 743.00 INV 734.50
- (15) 48" M.H., C.L. RIM 752.20 INV 743.11
- (16) 48" M.H., C.L. RIM 752.60 INV 744.10
- (17) 48" M.H., C.L. RIM 732.80 INV 724.00
- (18) 48" M.H., C.L. RIM 736.80 INV 728.30
- (19) 48" M.H., C.L. RIM 740.00 INV 731.50
- (20) 48" M.H., C.L. RIM 742.00 INV 734.00

## PRELIMINARY ENGINEERING NOTES:

1. ALL CONSTRUCTION SHALL CONFORM TO APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS AND STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS AND THE VILLAGE OF LEMONT UDO.
2. APPROPRIATE EASEMENTS FOR ALL UTILITIES OUTSIDE OF THE DEDICATED RIGHT-OF-WAY AND FOR STORMWATER DETENTION FACILITIES WILL BE PROVIDED AT THE TIME OF FINAL ENGINEERING AND SHALL BE REFLECTED ON THE FINAL PLAT OF SUBDIVISION.
3. ALL MATERIALS USED IN CONSTRUCTION SHALL CONFORM TO THE VILLAGE OF LEMONT UDO AND APPROVED STANDARDS.
4. ALL MAINLINE SANITARY SEWER SHALL BE 8" (INCHES) UNLESS NOTED OTHERWISE ON THE PLAN. ALL MAINLINE SANITARY SEWERS SHALL BE PVC, ASTM D-3034, SDR 26.
5. ALL MAINLINE WATERMAIN SHALL BE 8" (INCHES) UNLESS OTHERWISE NOTED ON THE PLAN. ALL WATERMAIN SHALL BE DUCTILE IRON, THICKNESS CL 52, CEMENT LINED. WATERMAIN SHALL HAVE A MINIMUM COVER OF 5.5' (FEET).
6. ALL MAINLINE STORM SEWERS SHALL BE REINFORCED CONCRETE PIPE. SIZE TO BE DETERMINED AT THE TIME OF FINAL ENGINEERING. (PVC STORM SEWER MAY BE USED IN REAR YARDS.)
7. PUBLIC STREET LIGHTS SHALL BE PROVIDED IN ACCORDANCE WITH THE VILLAGE OF LEMONT UDO STANDARDS.
8. PROPOSED ELEVATIONS, GRADING, UTILITY SIZES AND LOCATIONS, AS WELL AS PROPOSED SECTIONS AND DETAILS SHOWN HEREIN ARE PRELIMINARY IN NATURE AND ARE SUBJECT TO REVISION AT THE TIME OF FINAL ENGINEERING.
9. VILLAGE ENGINEER SHALL BE GIVEN 48 HOURS NOTICE OF INTENDED TIME OF STARTED WORK.
10. VCBMP = VOLUME CONTROL BEST MANAGEMENT PRACTICES.
11. WO = WALKOUT BASEMENT & LO = LOOK OUT BASEMENT.




## TYPICAL PROPOSED ALBA 66' R.O.W. SECTION
NOT TO SCALE

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM
CALL 1-800-892-0123 or 811
AT LEAST 48 HOURS (2 WORKING DAYS) BEFORE YOU DIG
WWW.ILLINOIS1CALL.COM

1 OF 7

| PROJECT INFORMATION |
|---|
| Project No.: 25-0017 |
| Scale: 1" = 100' |
| Date: 02-20-2026 |
| Design By: SDS |
| Drawn By: NSM |
| Checked By: SDS |

DESIGNTEK ENGINEERING, INC.
CONSULTING, CIVIL ENGINEERING & LAND SURVEYING
9930 W. 190TH STREET, SUITE L
MOKENA, ILLINOIS 60448
(708) 326 - 4961
FAX: (708) 326 - 4962
IL PROF. LIC. NO.: 184 - 003740

PRELIMINARY ENGINEERING PLANS FOR COPPER RIDGE WEST LEMONT, ILLINOIS

TETON DEVELOPMENT, LLC
565 VILLAGE CENTER DRIVE
BURR RIDGE, ILLINOIS 60527
(630) 920-9430

REVISIONS

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | 04-15-26 | PER VILLAGE REVIEW | SDS |

PRELIMINARY ENGINEERING: OVERALL UTILITY PLAN

FOR CONTINUATION SEE SHEET #3

# PRELIMINARY ENGINEERING - UTILITY PLAN SOUTH
## FOR
# COPPER RIDGE WEST
## LEMONT, ILLINOIS

**PRELIMINARY ENGINEERING NOTES:**

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| MULTI-FAMILY IMPERVIOUS AREA: | 195,849 SQ. FT. |
| SINGLE FAMILY IMPERVIOUS AREA:(55% OF LOT AREA): | 107,905 SQ. FT. |
| GRAVEL PATH IN PARK: | 639 SQ. FT. |
| PUBLIC ROW IMPERVIOUS AREAS (ROAD, CURB, DRIVE APRONS, SIDEWALK): | 134,375 SQ. FT. |
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| TOTAL PONDS NWL AREA: | 1.07 ACRES |
| TOTAL PONDS HWL AREA: | 2.08 ACRES |

## SANITARY STRUCTURES (XX)

(14) 48" M.H., C.L.
RIM 743.00
INV 734.50

(15) 48" M.H., C.L.
RIM 752.20
INV 743.11

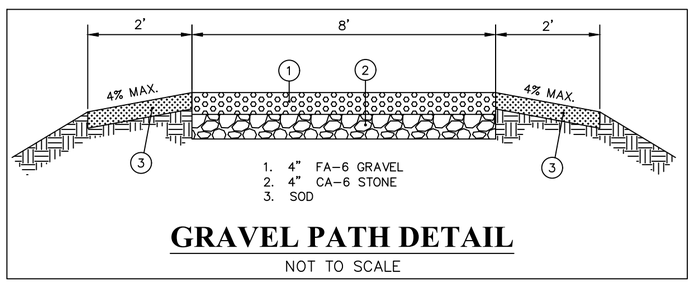
(16) 48" M.H., C.L.
RIM 752.60
INV 744.10

(17) 48" M.H., C.L.
RIM 732.80
INV 724.00

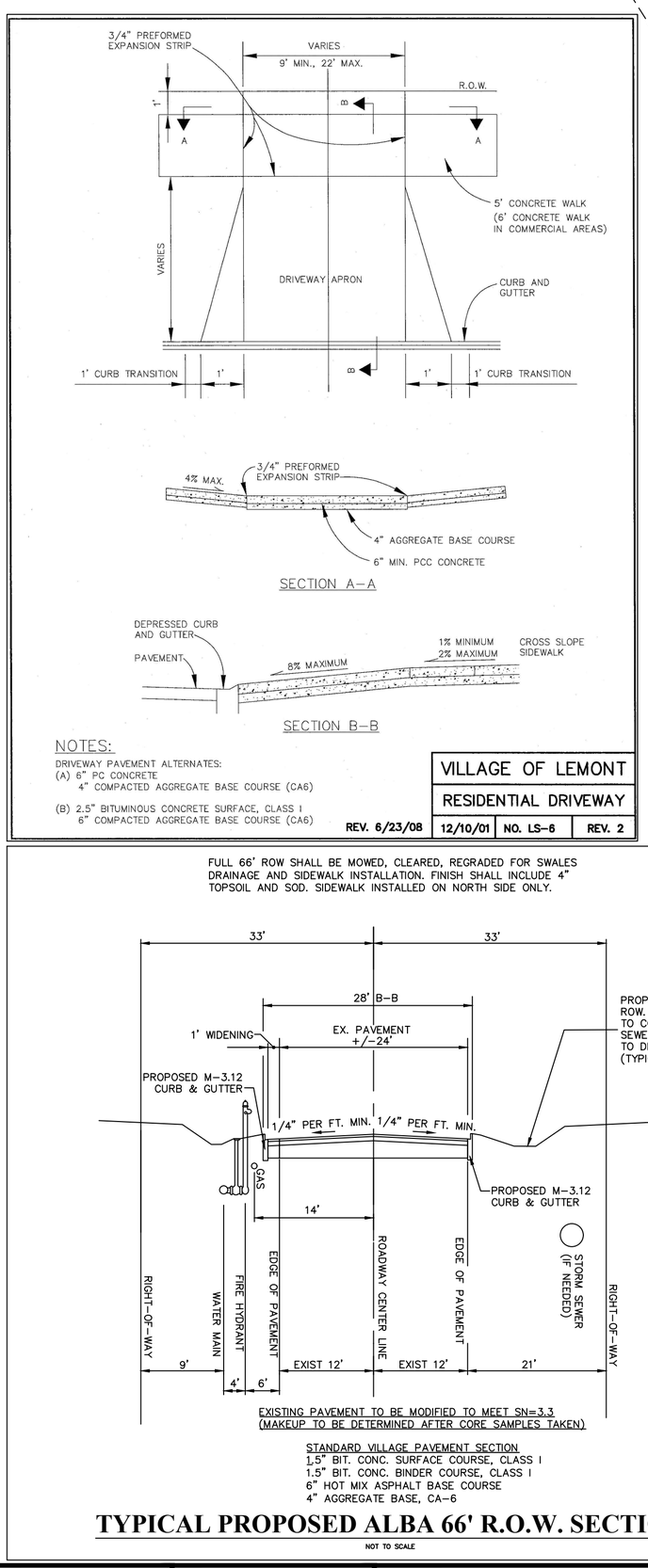
(18) 48" M.H., C.L.
RIM 736.80
INV 728.30

(19) 48" M.H., C.L.
RIM 740.00
INV 731.50

(20) 48" M.H., C.L.
RIM 742.00
INV 734.00




**GRAVEL PATH DETAIL**
NOT TO SCALE




NOTES:
DRIVEWAY PAVEMENT ALTERNATES:
(A) 6" PC CONCRETE
4" COMPACTED AGGREGATE BASE COURSE (CA6)
(B) 2.5" BITUMINOUS CONCRETE SURFACE, CLASS I
6" COMPACTED AGGREGATE BASE COURSE (CA6)

| VILLAGE OF LEMONT | | |
|---|---|---|
| RESIDENTIAL DRIVEWAY | | |
| 12/10/01 | NO. LS-6 | REV. 2 |

REV. 6/23/08

FULL 66' ROW SHALL BE MOWED, CLEARED, REGRADED FOR SWALES DRAINAGE AND SIDEWALK INSTALLATION. FINISH SHALL INCLUDE 4" TOPSOIL AND SOD. SIDEWALK INSTALLED ON NORTH SIDE ONLY.



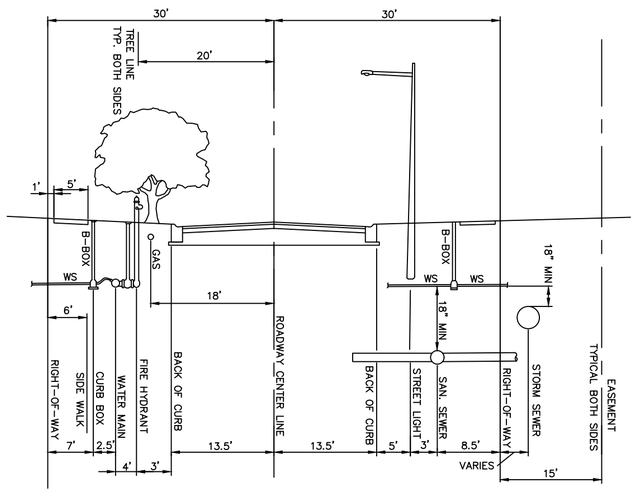

EXISTING PAVEMENT TO BE MODIFIED TO MEET SN=3.3
(MAKEUP TO BE DETERMINED AFTER CORE SAMPLES TAKEN)

STANDARD VILLAGE PAVEMENT SECTION
1.5" BIT. CONC. SURFACE COURSE, CLASS I
1.5" BIT. CONC. BINDER COURSE, CLASS I
6" HOT MIX ASPHALT BASE COURSE
4" AGGREGATE BASE, CA-6

**TYPICAL PROPOSED ALBA 66' R.O.W. SECTION**
NOT TO SCALE

| VILLAGE OF LEMONT | | |
|---|---|---|
| RESIDENTIAL RIGHT-OF-WAY | | |
| 12/10/01 | NO. LS-10 | REV. 2 |

* ALL ROADWAYS TO BE DESIGNED AS LOCAL ROADS




## TOPOGRAPHIC SUREY LEGEND & ABBREVIATIONS

### LEGEND

- ANCHOR
- POWER POLE
- T TELEPHONE PEDESTAL
- PPM PIPELINE MARKER
- BENCHMARK
- FLARED END SECTION
- CLOSED LID MANHOLE
- WATER VALVE
- FIR FOUND IRON ROD/REBAR
- FIP FOUND IRON PIPE
- FBM FOUND BRASS MONUMENT

### ABBREVIATIONS

| | |
|---|---|
| N | NORTH |
| S | SOUTH |
| E | EAST |
| W | WEST |
| (###.##') | RECORD/DEED |
| ###.##' | MEASURED |
| S.F. | SQUARE FEET |
| ###.## | EXIST. SPOT ELEVATION |
| CMP | CORRUGATED METAL PIPE |
| CPP | CORRUGATED PLASTIC PIPE |
| FES | FLARED END SECTION |

### EXISTING HATCHING

- EXISTING ASPHALT SURFACE
- EXISTING GRAVEL SURFACE

## LEGEND

| EXISTING | PROPOSED |
|---|---|
| SANITARY SEWER | |
| SS SANITARY SERVICE | |
| SANITARY MANHOLE | |
| STORM SEWER | |
| STORM SERVICE | |
| CATCH BASIN | |
| OPEN LID STORM MANHOLE | |
| CLOSED LID STORM MANHOLE | |
| STORM INLET | |
| FLARED END SECTION | |
| WM WATER MAIN | WM |
| WS WATER SERVICE | WS |
| VALVE VAULT | |
| B-BOX | |
| HYDRANT | |
| VALVE BOX | |
| STREET LIGHT | |
| UTILITY POLE | |
| RETAINING WALL | |
| SILT FENCE | |
| XXX CONTOUR | XXX |
| FM FORCE MAIN | FM |
| XXX.X x SPOT GRADES | TF~XXX.XXx |
| OVERFLOW ARROW | |
| TF XXX.XX TOP OF FOUNDATION | TF~XXX.XX |
| FG XXX.XX FINISH GRADE | FG~XXX.XX |
| FF XXX.XX FINISH FLOOR | FF~XXX.XX |
| GF XXX.XX GARAGE FLOOR | GF~XXX.XX |

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CALL 1-800-892-0123 or 811
AT LEAST 48 HOURS (2 WORKING DAYS) BEFORE YOU DIG
WWW.ILLINOIS1CALL.COM

| PROJECT INFORMATION |
|---|
| Project No.: 25-0017 |
| Scale: 1" = 60' |
| Date: 02-20-2026 |
| Design By: SDS |
| Drawn By: NSM |
| Checked By: SDS |

DESIGNTEK ENGINEERING, INC.
CONSULTING, CIVIL ENGINEERING & LAND SURVEYING
9930 W. 190TH STREET, SUITE L
MOKENA, ILLINOIS 60448
(708) 326-4961
FAX: (708) 326-4962
IL PROF. LIC. NO.: 184-003740

PRELIMINARY ENGINEERING PLANS FOR COPPER RIDGE WEST LEMONT, ILLINOIS

TETON DEVELOPMENT, LLC
565 VILLAGE CENTER DRIVE
BURR RIDGE, ILLINOIS 60527
(630) 920-9430

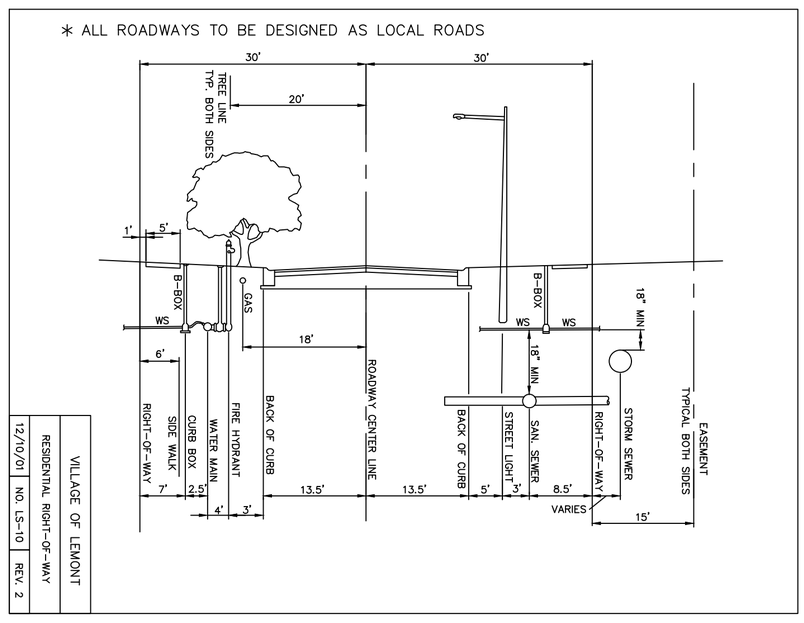
| REVISIONS | | | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |
| 1 | 04-15-26 | PER VILLAGE REVIEW | SDS |



PRELIMINARY ENGINEERING: UTILITY PLAN - SOUTH

# PRELIMINARY ENGINEERING - UTILITY PLAN NORTH
## FOR
# COPPER RIDGE WEST
## LEMONT, ILLINOIS

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




| VILLAGE OF LEMONT | | |
|---|---|---|
| RESIDENTIAL RIGHT-OF-WAY | 12/10/01 | REV. 2 |
| | NO. LS-10 | |

## PROJECT DATA - UNIT COUNTS AND ACREAGE

| | |
|---|---|
| GROSS AREA: | 1,259,755 SQ. FT. OR 28.92 ACRES |
| SINGLE FAMILY RESIDENTIAL LOTS: | 196,191 SQ. FT. OR 4.50 ACRES |
| MULTI FAMILY RESIDENTIAL LOTS: | 346,521 SQ. FT. OR 7.96 ACRES |
| UNDEVELOPED AREAS (NATURALIZED): | 266,451 SQ. FT. OR 6.12 ACRES |
| OUT LOTS (STORM WATER/OPEN SPACE): | 273,279 SQ. FT. OR 6.27 ACRES |
| PARK SITE: | 8,487 SQ. FT. OR 0.19 ACRES |
| ROW (DEVELOPED) DEDICATED TO VILLAGE: | 175,530 SQ. FT. OR 4.03 ACRES |
| ROW (UNDEVELOPED) DEDICATED TO VILLAGE: | 1,683 SQ. FT. OR 0.04 ACRES |
| NUMBER OF SINGLE FAMILY LOTS PROPOSED: | 19 |
| NUMBER OF MULTI-FAMILY LOTS/UNITS PROPOSED: | 63 |
| NUMBER OF MULTI-FAMILY UNITS BUILDINGS: | 14 |
| TOTAL NUMBER OF RESIDENTIAL UNITS PROPOSED: | 82 |
| MULTI-FAMILY IMPERVIOUS AREA: | 195,849 SQ. FT. |
| SINGLE FAMILY IMPERVIOUS AREA: (55% OF LOT AREA): | 107,905 SQ. FT. |
| GRAVEL PATH IN PARK: | 639 SQ. FT. |
| PUBLIC ROW IMPERVIOUS AREAS (ROAD, CURB, DRIVE APRONS, SIDEWALK): | 134,375 SQ. FT. |
| TOTAL IMPERVIOUS AREA: | 438,768 SQ. FT. |
| SINGLE FAMILY LOT COVERAGE: | = 107,905 SQ FT/196,191 SQ FT = 55.00% |
| MULTI FAMILY LOT COVERAGE: | = 195,849 SQ FT/346,521 SQ FT = 56.52% |
| TOTAL PONDS NWL AREA: | 1.07 ACRES |
| TOTAL PONDS HWL AREA: | 2.08 ACRES |

### PRELIMINARY ENGINEERING NOTES:

1. ALL CONSTRUCTION SHALL CONFORM TO APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS AND STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS AND THE VILLAGE OF LEMONT UDO.
2. APPROPRIATE EASEMENTS FOR ALL UTILITIES OUTSIDE OF THE DEDICATED RIGHT-OF-WAY AND FOR STORMWATER DETENTION FACILITIES WILL BE PROVIDED AT THE TIME OF FINAL ENGINEERING AND SHALL BE REFLECTED ON THE FINAL PLAT OF SUBDIVISION.
3. ALL MATERIALS USED IN CONSTRUCTION SHALL CONFORM TO THE VILLAGE OF LEMONT UDO AND APPROVED STANDARDS.
4. ALL MAINLINE SANITARY SEWER SHALL BE 8" (INCHES) UNLESS NOTED OTHERWISE ON THE PLAN. ALL MAINLINE SANITARY SEWERS SHALL BE PVC, ASTM D-3034, SDR 26.
5. ALL MAINLINE WATERMAIN SHALL BE 8" (INCHES) UNLESS OTHERWISE NOTED ON THE PLAN. ALL WATERMAIN SHALL BE DUCTILE IRON, THICKNESS CL 52, CEMENT LINED. WATERMAIN SHALL HAVE A MINIMUM COVER OF 5.5' (FEET).
6. ALL MAINLINE STORM SEWERS SHALL BE REINFORCED CONCRETE PIPE. SIZE TO BE DETERMINED AT THE TIME OF FINAL ENGINEERING. (PVC STORM SEWER MAY BE USED IN REAR YARDS.)
7. PUBLIC STREET LIGHTS SHALL BE PROVIDED IN ACCORDANCE WITH THE VILLAGE OF LEMONT UDO STANDARDS.
8. PROPOSED ELEVATIONS, GRADING, UTILITY SIZES AND LOCATIONS, AS WELL AS PROPOSED SECTIONS AND DETAILS SHOWN HEREIN ARE PRELIMINARY IN NATURE AND ARE SUBJECT TO REVISION AT THE TIME OF FINAL ENGINEERING.
9. VILLAGE ENGINEER SHALL BE GIVEN 48 HOURS NOTICE OF INTENDED TIME OF STARTED WORK.
10. VCBMP = VOLUME CONTROL BEST MANAGEMENT PRACTICES.
11. WO = WALKOUT BASEMENT & LO = LOOK OUT BASEMENT.

## LEGEND

| EXISTING | | PROPOSED |
|---|---|---|
| | SANITARY SEWER | |
| SS | SANITARY SERVICE | |
| | SANITARY MANHOLE | |
| | STORM SEWER | |
| | STORM SERVICE | |
| | CATCH BASIN | |
| | OPEN LID STORM MANHOLE | |
| | CLOSED LID STORM MANHOLE | |
| | STORM INLET | |
| | FLARED END SECTION | |
| WM | WATER MAIN | WM |
| WS | WATER SERVICE | WS |
| | VALVE VAULT | |
| B | B-BOX | B |
| | HYDRANT | |
| | VALVE BOX | |
| | STREET LIGHT | |
| | UTILITY POLE | |
| | RETAINING WALL | |
| | SILT FENCE | |
| XXX | CONTOUR | XXX |
| FM | FORCE MAIN | FM |
| XXX.X x | SPOT GRADES | TF~XXX.XXx |
| | OVERFLOW ARROW | |
| TF XXX.XX | TOP OF FOUNDATION | TF~XXX.XX |
| FG XXX.XX | FINISH GRADE | FG~XXX.XX |
| FF XXX.XX | FINISH FLOOR | FF~XXX.XX |
| GF XXX.XX | GARAGE FLOOR | GF~XXX.XX |

## SANITARY STRUCTURES (XX)

- (EX1) EXISTING 48" M.H., C.L. RIM 606.57 INV 592.54 (18", N&SW) PR. INV ~593.37 (8",S)
- (1) 48" M.H., C.L. RIM 601.00 INV 593.74
- (2) 48" M.H., C.L. RIM 680.50 INV 666.37
- (3) 48" M.H., C.L. RIM 689.20 INV 680.70
- (4) 48" M.H., C.L. RIM 702.80 INV 692.38
- (5) 48" M.H., C.L. RIM 701.50 INV 693.00
- (6) 48" M.H., C.L. RIM 704.60 INV 695.72
- (7) 48" M.H., C.L. RIM 705.00 INV 696.50
- (8) 48" M.H., C.L. RIM 713.10 INV 704.60
- (9) 48" M.H., C.L. RIM 722.30 INV 713.80
- (10) 48" M.H., C.L. RIM 725.40 INV 716.90
- (11) 48" M.H., C.L. RIM 727.60 INV 719.10
- (12) 48" M.H., C.L. RIM 730.20 INV 721.70
- (13) 48" M.H., C.L. RIM 731.90 INV 723.40

## TOPOGRAPHIC SUREY LEGEND & ABBREVIATIONS

### LEGEND

- ANCHOR
- POWER POLE
- T TELEPHONE PEDESTAL
- PPM PIPELINE MARKER
- BENCHMARK
- FLARED END SECTION
- CLOSED LID MANHOLE
- WATER VALVE
- FIR FOUND IRON ROD/REBAR
- FIP FOUND IRON PIPE
- FBM FOUND BRASS MONUMENT

### ABBREVIATIONS

| | |
|---|---|
| N | NORTH |
| S | SOUTH |
| E | EAST |
| W | WEST |
| (###.##') | RECORD/DEED |
| ###.##' | MEASURED |
| S.F. | SQUARE FEET |
| ### | EXIST. SPOT ELEVATION |
| CMP | CORRUGATED METAL PIPE |
| CPP | CORRUGATED PLASTIC PIPE |
| FES | FLARED END SECTION |

### EXISTING HATCHING

- EXISTING ASPHALT SURFACE
- EXISTING GRAVEL SURFACE

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM
CALL 1-800-892-0123 or 811
AT LEAST 48 HOURS (2 WORKING DAYS) BEFORE YOU DIG
WWW.ILLINOIS1CALL.COM

FOR CONTINUATION SEE SHEET #1 (O.A. UTILITY PLAN

FOR CONTINUATION SEE SHEET #2

| 3 OF 7 | PROJECT INFORMATION |
|---|---|
| | Project No.: 25-0017 |
| | Scale: 1" = 60' |
| | Date: 02-20-2026 |
| | Design By: SDS |
| | Drawn By: NSM |
| | Checked By: SDS |

DESIGNTEK ENGINEERING, INC.
CONSULTING, CIVIL ENGINEERING & LAND SURVEYING
9930 W. 190TH STREET, SUITE L
MOKENA, ILLINOIS 60448
(708) 326-4961
FAX: (708) 326-4962
IL PROF. LIC. NO.: 184-003740

PRELIMINARY ENGINEERING PLANS FOR COPPER RIDGE WEST LEMONT, ILLINOIS

TETON DEVELOPMENT, LLC
565 VILLAGE CENTER DRIVE
BURR RIDGE, ILLINOIS 60527
(630) 920-9430

| REVISIONS | | | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |
| 1 | 04-15-26 | PER VILLAGE REVIEW | SDS |

PRELIMINARY ENGINEERING: UTILITY PLAN - NORTH

FOR CONTINUATION SEE SHEET #5

# PRELIMINARY ENGINEERING GRADING PLAN SOUTH
## FOR
# COPPER RIDGE WEST
## LEMONT, ILLINOIS

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

## LEGEND

| EXISTING | | PROPOSED |
|---|---|---|
| | SANITARY SEWER | |
| SS | SANITARY SERVICE | |
| | SANITARY MANHOLE | |
| | STORM SEWER | |
| | STORM SERVICE | |
| | CATCH BASIN | |
| | OPEN LID STORM MANHOLE | |
| | CLOSED LID STORM MANHOLE | |
| | STORM INLET | |
| | FLARED END SECTION | |
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| WS | WATER SERVICE | WS |
| | VALVE VAULT | |
| | B-BOX | |
| | HYDRANT | |
| | VALVE BOX | |
| | STREET LIGHT | |
| | UTILITY POLE | |
| | RETAINING WALL | |
| | SILT FENCE | |
| XXX | CONTOUR | XXX |
| FM | FORCE MAIN | FM |
| XXX.X x | SPOT GRADES | TF~XXX.XXx |
| | OVERFLOW ARROW | |
| TF XXX.XX | TOP OF FOUNDATION | TF~XXX.XX |
| FG XXX.XX | FINISH GRADE | FG~XXX.XX |
| FF XXX.XX | FINISH FLOOR | FF~XXX.XX |
| GF XXX.XX | GARAGE FLOOR | GF~XXX.XX |

## TOPOGRAPHIC SUREY LEGEND & ABBREVIATIONS

### LEGEND

- ANCHOR
- POWER POLE
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### ABBREVIATIONS

| | |
|---|---|
| N | NORTH |
| S | SOUTH |
| E | EAST |
| W | WEST |
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| CMP | CORRUGATED METAL PIPE |
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### EXISTING HATCHING

- EXISTING ASPHALT SURFACE
- EXISTING GRAVEL SURFACE

## GARAGE STEPS LEGEND

| | |
|---|---|
| * = | 3 ~6" RISERS IN GARAGE |
| ** = | 4 ~7.5" STEPS IN GARAGE |
| *** = | 5 ~7.5" STEPS IN GARAGE |

## PROJECT DATA - UNIT COUNTS AND ACREAGE

| | |
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| TOTAL NUMBER OF RESIDENTIAL UNITS PROPOSED: | 82 |
| MULTI-FAMILY IMPERVIOUS AREA: | 195,849 SQ. FT. |
| SINGLE FAMILY IMPERVIOUS AREA:(55% OF LOT AREA): | 107,905 SQ. FT. |
| GRAVEL PATH IN PARK: | 639 SQ. FT. |
| PUBLIC ROW IMPERVIOUS AREAS (ROAD, CURB, DRIVE APRONS, SIDEWALK): | 134,375 SQ. FT. |
| TOTAL IMPERVIOUS AREA: | 438,768 SQ. FT. |
| SINGLE FAMILY LOT COVERAGE: | = 107,905 SQ FT/196,191 SQ FT = 55.00% |
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| TOTAL PONDS NWL AREA: | 1.07 ACRES |
| TOTAL PONDS HWL AREA: | 2.08 ACRES |

## STORM WATER REQUIREMENTS

DETENTION:
VOLUME REQUIRED = 8.56 Ac. Ft.

VOLUME PROVIDED @ WEIR = 9.16 Ac. Ft.

VCBMP:
VOLUME REQUIRED = 0.84 Ac. Ft.
OR
438,768 x (1"/12) = 36,564.00 Cu. Ft.

VCBMP VOL. PROVIDED = 0.36 Ac. Ft.
702.0-701.0 = 1.0' x (15,780.50) = 15,780.50 Cu. Ft. (POND 01)

VCBMP VOL. PROVIDED = 0.48 Ac. Ft.
684.0-683.0 = 1.0' x (20,833.50) = 20,833.50 Cu. Ft. (POND 02)

TOTAL VCBMP VOL. PROVIDED = 0.84 Ac. Ft.

## FOUNDATION GRADE CONVERSIONS

1. FF = TF + 1.00' (12")
2. FRONT PORCH STOOP = FF - 0.5' (6")
3. REAR CONC PORCH = FF - 1.25' (15")
4. REAR DECK = FF - 0.33' (4")
5. GF @ HOUSE DOOR = TF - 0.50' (6") (TYP.)
6. GF @ OHD = TF - 0.67' (8") (TYP.)

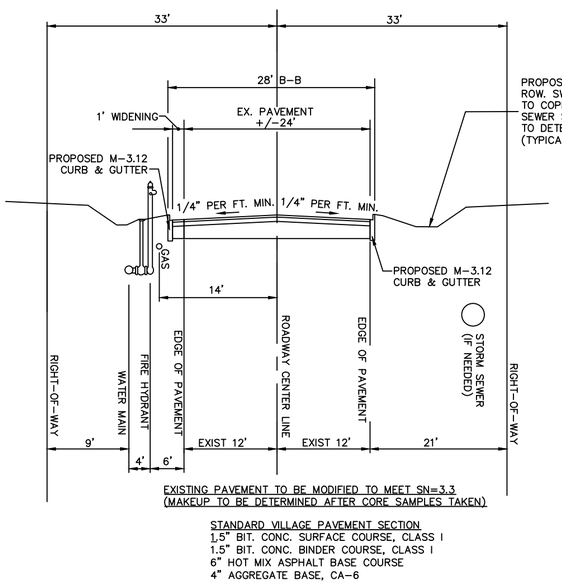
## ROW GRADING CONVERSIONS

CL - 0.28' = EDGE OF PAVEMENT ELEVATION
CL - 0.36' = FLOW LINE ELEVATION
CL - 0.11' = TOP OF CURB ELEVATION

## PRELIMINARY ENGINEERING NOTES:

1. ALL CONSTRUCTION SHALL CONFORM TO APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS AND STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS AND THE VILLAGE OF LEMONT UDO.
2. APPROPRIATE EASEMENTS FOR ALL UTILITIES OUTSIDE OF THE DEDICATED RIGHT-OF-WAY AND FOR STORMWATER DETENTION FACILITIES WILL BE PROVIDED AT THE TIME OF FINAL ENGINEERING AND SHALL BE REFLECTED ON THE FINAL PLAT OF SUBDIVISION.
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10. VCBMP = VOLUME CONTROL BEST MANAGEMENT PRACTICES.
11. WO = WALKOUT BASEMENT & LO = LOOK OUT BASEMENT.

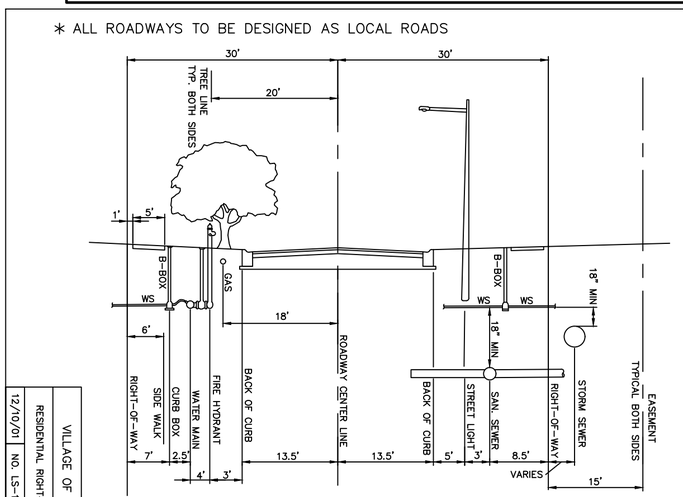
FULL 66' ROW SHALL BE MOWED, CLEARED, REGRADED FOR SWALES DRAINAGE AND SIDEWALK INSTALLATION. FINISH SHALL INCLUDE 4" TOPSOIL AND SOD. SIDEWALK INSTALLED ON NORTH SIDE ONLY.



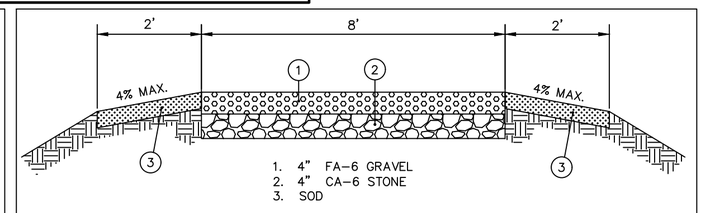

STANDARD VILLAGE PAVEMENT SECTION
1.5" BIT. CONC. SURFACE COURSE, CLASS I
1.5" BIT. CONC. BINDER COURSE, CLASS I
6" HOT MIX ASPHALT BASE COURSE
4" AGGREGATE BASE, CA-6

**TYPICAL PROPOSED ALBA 66' R.O.W. SECTION**
NOT TO SCALE

* ALL ROADWAYS TO BE DESIGNED AS LOCAL ROADS




| | | |
|---|---|---|
| 12/10/01 | NO. LS-10 | REV. 2 |
| RESIDENTIAL RIGHT-OF-WAY | | |
| VILLAGE OF LEMONT | | |




1. 4" FA-6 GRAVEL
2. 4" CA-6 STONE
3. SOD

**GRAVEL PATH DETAIL**
NOT TO SCALE

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM
CALL 1-800-892-0123 or 811
AT LEAST 48 HOURS (2 WORKING DAYS) BEFORE YOU DIG
WWW.ILLINOIS1CALL.COM



| PROJECT INFORMATION |
|---|
| Project No.: 25-0017 |
| Scale: 1" = 60' |
| Date: 02-20-2026 |
| Design By: SDS |
| Drawn By: NSM |
| Checked By: SDS |

DESIGNTEK ENGINEERING, INC.
CONSULTING, CIVIL ENGINEERING & LAND SURVEYING
9930 W. 190TH STREET, SUITE L
MOKENA, ILLINOIS 60448
(708) 326 - 4961
FAX: (708) 326 - 4962
DEI
IL PROF. LIC. NO.: 184 - 003740

PRELIMINARY ENGINEERING PLANS FOR COPPER RIDGE WEST LEMONT, ILLINOIS

TETON DEVELOPMENT, LLC
565 VILLAGE CENTER DRIVE
BURR RIDGE, ILLINOIS 60527
(630) 920-9430

| REVISIONS | | | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |
| 1 | 04-15-26 | PER VILLAGE REVIEW | SDS |

# PRELIMINARY ENGINEERING GRADING PLAN NORTH
## FOR
# COPPER RIDGE WEST
## LEMONT, ILLINOIS

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

## LEGEND

| EXISTING | | PROPOSED |
|---|---|---|
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| SS | SANITARY SERVICE | |
| | SANITARY MANHOLE | |
| | STORM SEWER | |
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| | SILT FENCE | |
| XXX | CONTOUR | XXX |
| FM | FORCE MAIN | FM |
| XXX.X x | SPOT GRADES | TF~XXX.XXx |
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| FG XXX.XX | FINISH GRADE | FG~XXX.XX |
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### ABBREVIATIONS

| | |
|---|---|
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| S | SOUTH |
| E | EAST |
| W | WEST |
| (###.##') | RECORD/DEED |
| ###.##' | MEASURED |
| S.F. | SQUARE FEET |
| ###.## | EXIST. SPOT ELEVATION |
| CMP | CORRUGATED METAL PIPE |
| CPP | CORRUGATED PLASTIC PIPE |
| FES | FLARED END SECTION |

### EXISTING HATCHING

- EXISTING ASPHALT SURFACE
- EXISTING GRAVEL SURFACE

## PROJECT DATA - UNIT COUNTS AND ACREAGE

| | |
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## GARAGE STEPS LEGEND

- * = 3 ~6" RISERS IN GARAGE
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- *** = 5 ~7.5" STEPS IN GARAGE

## STORM WATER REQUIREMENTS

DETENTION:
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VOLUME PROVIDED @ WEIR = 9.16 Ac. Ft.

VCBMP:
VOLUME REQUIRED = 0.84 Ac. Ft.
OR
438,768 x (1"/12) = 36,564.00 Cu. Ft.

VCBMP VOL. PROVIDED = 0.36 Ac. Ft.
702.0-701.0 = 1.0' x (15,780.50) = 15,780.50 Cu. Ft. (POND 01)

VCBMP VOL. PROVIDED = 0.48 Ac. Ft.
684.0-683.0 = 1.0' x (20,833.50) = 20,833.50 Cu. Ft. (POND 02)

TOTAL VCBMP VOL. PROVIDED = 0.84 Ac. Ft.

## FOUNDATION GRADE CONVERSIONS

1. FF = TF + 1.00' (12")
2. FRONT PORCH STOOP = FF - 0.5' (6")
3. REAR CONC PORCH = FF - 1.25' (15")
4. REAR DECK = FF - 0.33' (4")
5. GF @ HOUSE DOOR = TF - 0.50' (6") (TYP.)
6. GF @ OHD = TF - 0.67' (8") (TYP.)

## ROW GRADING CONVERSIONS

CL - 0.28' = EDGE OF PAVEMENT ELEVATION
CL - 0.36' = FLOW LINE ELEVATION
CL - 0.11' = TOP OF CURB ELEVATION

Call Before You Dig
JULIE
ILLINOIS ONE-CALL SYSTEM
CALL 1-800-892-0123 or 811
AT LEAST 48 HOURS (2 WORKING DAYS) BEFORE YOU DIG
WWW.ILLINOIS1CALL.COM

### PRELIMINARY ENGINEERING NOTES:

1. ALL CONSTRUCTION SHALL CONFORM TO APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS AND STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS AND THE VILLAGE OF LEMONT UDO.
2. APPROPRIATE EASEMENTS FOR ALL UTILITIES OUTSIDE OF THE DEDICATED RIGHT-OF-WAY AND FOR STORMWATER DETENTION FACILITIES WILL BE PROVIDED AT THE TIME OF FINAL ENGINEERING AND SHALL BE REFLECTED ON THE FINAL PLAT OF SUBDIVISION.
3. ALL MATERIALS USED IN CONSTRUCTION SHALL CONFORM TO THE VILLAGE OF LEMONT UDO AND APPROVED STANDARDS.
4. ALL MAINLINE SANITARY SEWER SHALL BE 8" (INCHES) UNLESS NOTED OTHERWISE ON THE PLAN. ALL MAINLINE SANITARY SEWERS SHALL BE PVC, ASTM D-3034, SDR 26.
5. ALL MAINLINE WATERMAIN SHALL BE 8" (INCHES) UNLESS OTHERWISE NOTED ON THE PLAN. ALL WATERMAIN SHALL BE DUCTILE IRON, THICKNESS CL 52, CEMENT LINED. WATERMAIN SHALL HAVE A MINIMUM COVER OF 5.5' (FEET).
6. ALL MAINLINE STORM SEWERS SHALL BE REINFORCED CONCRETE PIPE. SIZE TO BE DETERMINED AT THE TIME OF FINAL ENGINEERING. (PVC STORM SEWER MAY BE USED IN REAR YARDS.)
7. PUBLIC STREET LIGHTS SHALL BE PROVIDED IN ACCORDANCE WITH THE VILLAGE OF LEMONT UDO STANDARDS.
8. PROPOSED ELEVATIONS, GRADING, UTILITY SIZES AND LOCATIONS, AS WELL AS PROPOSED SECTIONS AND DETAILS SHOWN HEREIN ARE PRELIMINARY IN NATURE AND ARE SUBJECT TO REVISION AT THE TIME OF FINAL ENGINEERING.
9. VILLAGE ENGINEER SHALL BE GIVEN 48 HOURS NOTICE OF INTENDED TIME OF STARTED WORK.
10. VCBMP = VOLUME CONTROL BEST MANAGEMENT PRACTICES.
11. WO = WALKOUT BASEMENT & LO = LOOK OUT BASEMENT.

FOR CONTINUATION SEE SHEET #4

5 OF 7

| PROJECT INFORMATION |
|---|
| Project No.: 25-0017 |
| Scale: 1" = 60' |
| Date: 02-20-2026 |
| Design By: SDS |
| Drawn By: NSM |
| Checked By: SDS |

DESIGNTEK ENGINEERING, INC.
CONSULTING, CIVIL ENGINEERING & LAND SURVEYING
9930 W. 190TH STREET, SUITE L
MOKENA, ILLINOIS 60448
(708) 326 - 4961
FAX: (708) 326 - 4962
IL PROF. LIC. NO.: 184 - 003740

PRELIMINARY ENGINEERING PLANS FOR COPPER RIDGE WEST LEMONT, ILLINOIS

TETON DEVELOPMENT, LLC
565 VILLAGE CENTER DRIVE
BURR RIDGE, ILLINOIS 60527
(630) 920-9430

| REVISIONS | | | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |
| 1 | 04-15-26 | PER VILLAGE REVIEW | SDS |

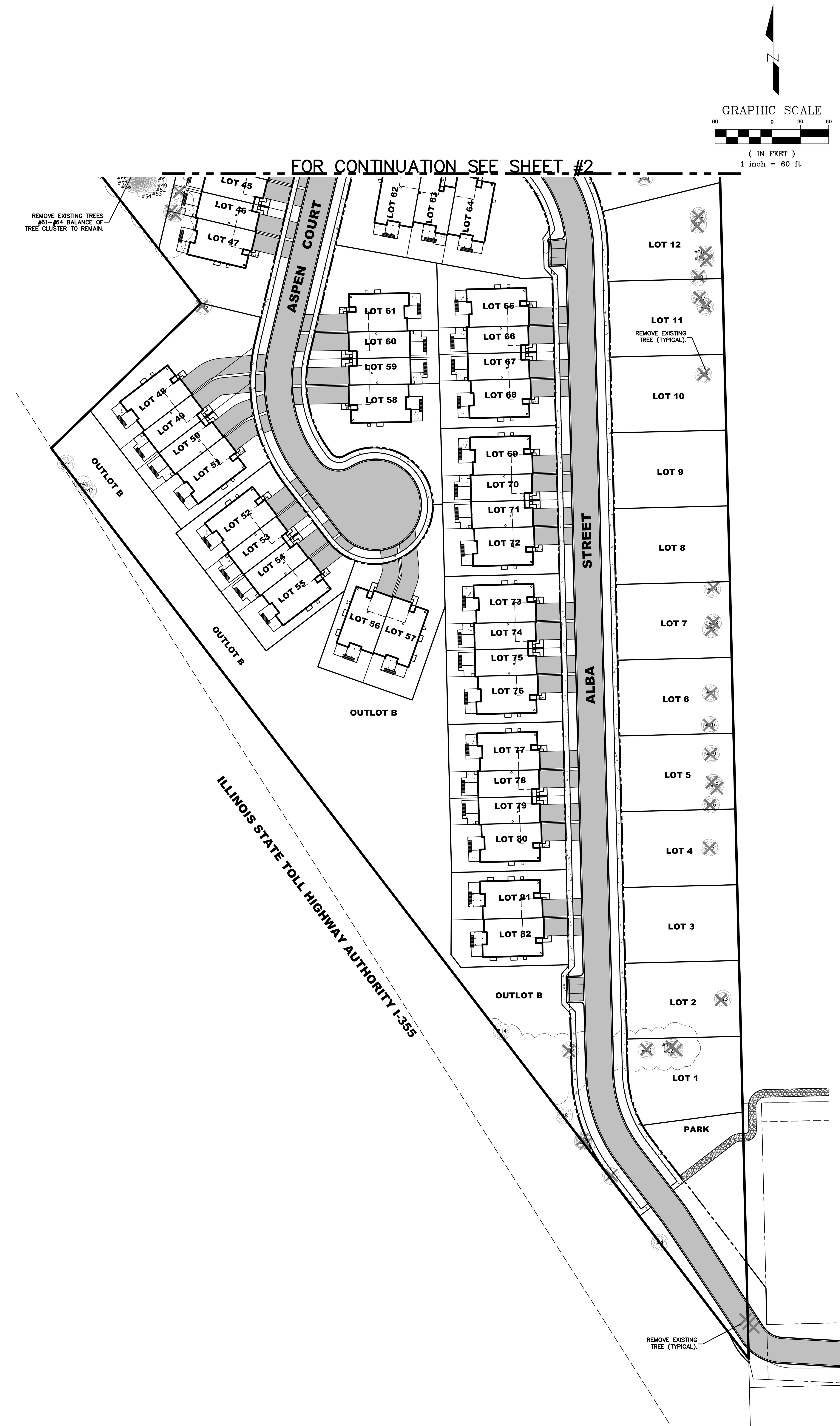
PRELIMINARY ENGINEERING: GRADING PLAN NORTH

PRELIMINARY ENGINEERING TREE PLAN SOUTH

FOR

# COPPER RIDGE WEST

LEMONT, ILLINOIS




## Attachment 1 - Data Table

16453 W 127th St, Lemont, IL
Area 1
Revised 2-18-26

DAVEY Resource Group

| Common Name | Scientific Name | DBH | Condition | Tree Tag # | Additional Comments | Latitude | Longitude | Date | ACTION |
|---|---|---|---|---|---|---|---|---|---|
| Northern hackberry | Celtis occidentalis | 11.5 | fair | 1 | MS; 4.6, 2.9, 4.0, included bark, poor form | 41.65925674 | -88.01927703 | 10/27/2025 | Remove |
| Northern hackberry | Celtis occidentalis | 7.2 | fair | 2 | MS; 4.1, 3.1, decay/cavity | 41.65925544 | -88.01929389 | 10/27/2025 | Remove |
| Northern hackberry | Celtis occidentalis | 8.5 | fair | 3 | MS; 4.9, 3.6, decay/cavity, branch rubbing | 41.65925542 | -88.01928659 | 10/27/2025 | Remove |
| Callery pear | Pyrus calleryana | 6.2 | fair | 4 | DW, co dominants, included bark, growing in fence | 41.65948872 | -88.01961849 | 10/27/2025 | Save & Protect |
| Callery pear | Pyrus calleryana | 7.8 | fair | 5 | DW, co dominants, included bark | 41.65968879 | -88.01982786 | 10/27/2025 | Remove |
| crabapple | Malus spp. | 7.0 | fair | 6 | co dominants, included bark, DW | 41.65978777 | -88.01990080 | 10/27/2025 | Remove |
| Callery pear | Pyrus calleryana | 6.2 | fair | 7 | DW, co dominants, included bark | 41.65979458 | -88.01990461 | 10/27/2025 | Remove |
| Callery pear | Pyrus calleryana | 6.6 | fair | 8 | DW, co dominants, included bark | 41.65985610 | -88.01997670 | 10/27/2025 | Save & Protect |
| White mulberry | Morus alba | 16.3 | poor | 9 | DW, co dominants, included bark, decay | 41.66004987 | -88.01995644 | 10/27/2025 | Remove |
| White mulberry | Morus alba | 19.5 | poor | 10 | DW, co dominants, included bark, decay/cavity | 41.66004719 | -88.01966901 | 10/27/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 23.4 | fair | 11 | DW, co dominants | 41.66005283 | -88.01959039 | 10/27/2025 | Remove |
| White mulberry | Morus alba | 15.6 | poor | 12 | DW, poor form, broken branches, co dominants | 41.66004959 | -88.01958070 | 10/27/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 20.0 | fair | 13 | DW, co dominants, leaning | 41.66019270 | -88.01937466 | 10/27/2025 | Remove |
| Callery pear | Pyrus calleryana | 7.6 | fair | 14 | DW, co dominants, included bark | 41.66010844 | -88.02022324 | 10/27/2025 | Save & Protect |
| Siberian elm | Ulmus pumila | 7.7 | fair | 15 | | 41.66062946 | -88.01942188 | 10/27/2025 | Remove |
| American elm | Ulmus americana | 9.9 | fair | 16 | DW, co dominants | 41.66075226 | -88.01940796 | 10/27/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 21.6 | fair | 17 | DW, co dominants | 41.66080669 | -88.01939898 | 10/27/2025 | Remove |
| American elm | Ulmus americana | 7.6 | fair | 18 | DW, leaning | 41.66081192 | -88.01939660 | 10/27/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 61.1 | fair | 19 | MS; 19.6, 19.4, 22.1, DW, included bark | 41.66090819 | -88.01941276 | 10/27/2025 | Remove |
| White mulberry | Morus alba | 42.8 | poor | 20 | MS; 19.1, 9.2, 5.8, 8.7, DW, included bark | 41.66099611 | -88.01939276 | 10/27/2025 | Remove |
| White mulberry | Morus alba | 35.9 | poor | 21 | MS; 4.0, 5.0, 5.1, 4.2, 4.2, 2.5, 5.2, 5.7, included bark, DW | 41.66108429 | -88.01939601 | 10/27/2025 | Remove |
| White mulberry | Morus alba | 16.2 | poor | 22 | MS; 8.4, 7.8, included bark, DW, | 41.66127523 | -88.01941170 | 10/27/2025 | Remove |
| Black walnut | Juglans nigra | 17.8 | fair | 23 | MS; 7.7, 10.1, included bark, DW | 41.66128120 | -88.01940306 | 10/27/2025 | Remove |
| Black walnut | Juglans nigra | 12.8 | fair | 24 | MS; 7.3, 5.5, DW | 41.66137269 | -88.01939813 | 10/27/2025 | Remove |
| White mulberry | Morus alba | 15.0 | poor | 25 | MS; 8.9, 6.1, included bark, DW | 41.66197545 | -88.01943174 | 10/27/2025 | Remove |
| White mulberry | Morus alba | 31.4 | poor | 26 | MS; 3.2, 3.8, 2.7, 3.1, 4.3, 5.0, 4.4, 4.9, included bark, DW, poor form | 41.66219097 | -88.01943062 | 10/27/2025 | Remove |
| American elm | Ulmus americana | 10.5 | fair | 27 | DW, co dominants | 41.66222738 | -88.01943558 | 10/27/2025 | Remove |
| White mulberry | Morus alba | 18.6 | poor | 28 | MS; 11.3, 7.3, included bark, DW, poor form | 41.66227097 | -88.01945415 | 10/27/2025 | Remove |
| White poplar | Populus alba | 10.6 | fair | 29 | DW, poor form | 41.66231658 | -88.01941714 | 10/27/2025 | Remove |
| White poplar | Populus alba | 9.2 | fair | 30 | DW, poor form | 41.66234005 | -88.01943509 | 10/27/2025 | Remove |
| White mulberry | Morus alba | 14.7 | poor | 31 | MS; 8.0, 6.7, included bark, co dominants | 41.66244019 | -88.01944355 | 10/27/2025 | Remove |
| White mulberry | Morus alba | 32.4 | poor | 32 | MS; 10.8, 13.8, 4.3, 3.5, broken trunk, included bark, DW | 41.66247680 | -88.01944935 | 10/27/2025 | Remove |
| White mulberry | Morus alba | 27.8 | poor | 33 | MS; 13.8, 14.0, DW, included bark | 41.66262415 | -88.01947025 | 10/27/2025 | Remove |
| Black walnut | Juglans nigra | 10.7 | fair | 34 | DW, comdominants | 41.66256496 | -88.01961817 | 10/27/2025 | Remove |
| Black walnut | Juglans nigra | 8.2 | fair | 35 | DW, trunk wound | 41.66284520 | -88.01951970 | 10/27/2025 | Remove |
| Black walnut | Juglans nigra | 7.8 | good | 36 | DW, co dominants | 41.66282989 | -88.01958766 | 10/27/2025 | Remove |
| Northern catalpa | Catalpa speciosa | 15.7 | fair | 37 | DW, poor form | 41.66276606 | -88.01994959 | 10/27/2025 | Remove |
| hawthorn | Crataegus spp. | 5.9 | critical | 38 | DW, leaning | 41.66280954 | -88.02018249 | 10/27/2025 | Remove |
| Northern catalpa | Catalpa speciosa | 12.2 | fair | 39 | MS; 5.5, 3.3, 3.4, DW, included bark | 41.66272783 | -88.02036195 | 10/27/2025 | Remove |
| White mulberry | Morus alba | 30.0 | fair | 40 | MS; 16.0, 14.0, included bark, DW | 41.66273993 | -88.02075415 | 10/27/2025 | Remove |
| Northern catalpa | Catalpa speciosa | 40.0 | fair | 41 | DW, co dominants | 41.66275794 | -88.02077117 | 10/27/2025 | Remove |
| White mulberry | Morus alba | 12.1 | fair | 42 | MS; 8.2, 3.9, co dominants, included bark, DW | 41.66167462 | -88.02182189 | 10/27/2025 | Save & Protect |
| White mulberry | Morus alba | 10.6 | fair | 43 | DW, co dominants, included bark | 41.66168773 | -88.02184201 | 10/27/2025 | Save & Protect |
| Callery pear | Pyrus calleryana | 10.2 | fair | 44 | DW, co dominants, included bark | 41.66174480 | -88.02188589 | 10/27/2025 | Save & Protect |
| Callery pear | Pyrus calleryana | 11.0 | good | 45 | MS; 5.9, 5.1, DW, included bark | 41.66219963 | -88.02136117 | 10/27/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 47.9 | fair | 46 | MS; 18.8, 12.8, 16.3, DW, included bark | 41.66248847 | -88.02147678 | 10/27/2025 | Remove |
| White mulberry | Morus alba | 9.9 | fair | 47 | MS; 6.5, 3.4, DW, poor form | 41.66248906 | -88.02148511 | 10/27/2025 | Remove |
| Black walnut | Juglans nigra | 8.3 | good | 48 | DW | 41.66254092 | -88.02146801 | 10/27/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 6.8 | good | 49 | DW | 41.66255829 | -88.02158548 | 10/27/2025 | Save & Protect |
| Eastern cottonwood | Populus deltoides | 14.1 | fair | 50 | DW | 41.66258885 | -88.02159448 | 10/27/2025 | Save & Protect |
| Eastern cottonwood | Populus deltoides | 14.7 | poor | 51 | DW | 41.66258901 | -88.02157837 | 10/27/2025 | Save & Protect |
| Eastern cottonwood | Populus deltoides | 13.6 | fair | 52 | DW, co dominants | 41.66259060 | -88.02159068 | 10/27/2025 | Save & Protect |
| Eastern cottonwood | Populus deltoides | 7.7 | fair | 53 | DW | 41.66257344 | -88.02161566 | 10/27/2025 | Save & Protect |
| Eastern cottonwood | Populus deltoides | 7.2 | poor | 54 | DW | 41.66257347 | -88.02162559 | 10/28/2025 | Save & Protect |
| Eastern cottonwood | Populus deltoides | 7.4 | poor | 55 | DW, leaning | 41.66257395 | -88.02162836 | 10/28/2025 | Save & Protect |
| Eastern cottonwood | Populus deltoides | 18.9 | fair | 56 | MS; 10.9, 8.0, DW | 41.66255711 | -88.02165032 | 10/28/2025 | Save & Protect |
| Eastern cottonwood | Populus deltoides | 11.2 | fair | 57 | DW | 41.66257963 | -88.02163030 | 10/28/2025 | Save & Protect |
| Eastern cottonwood | Populus deltoides | 7.3 | fair | 58 | DW | 41.66257671 | -88.02162335 | 10/28/2025 | Save & Protect |
| Eastern cottonwood | Populus deltoides | 11.9 | fair | 59 | DW | 41.66255323 | -88.02159942 | 10/28/2025 | Save & Protect |
| Eastern cottonwood | Populus deltoides | 10.6 | fair | 60 | DW | 41.66261113 | -88.02159551 | 10/28/2025 | Save & Protect |
| Eastern cottonwood | Populus deltoides | 22.6 | fair | 61 | MS; 10.0, 12.6, DW | 41.66263111 | -88.02160427 | 10/28/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 9.6 | fair | 62 | DW | 41.66261852 | -88.02162100 | 10/28/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 15.7 | fair | 63 | DW | 41.66262909 | -88.02162486 | 10/28/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 16.9 | fair | 64 | DW | 41.66265333 | -88.02164091 | 10/28/2025 | Remove |
| Black cherry | Prunus serotina | 8.9 | poor | 65 | DW, co dominants | 41.66270736 | -88.02172843 | 10/28/2025 | Remove |
| White mulberry | Morus alba | 14.4 | fair | 66 | DW, co dominants | 41.66286406 | -88.02192389 | 10/28/2025 | Remove |
| White mulberry | Morus alba | 7.3 | poor | 67 | DW, co dominants, poor form | 41.66285762 | -88.02197448 | 10/28/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 14.1 | fair | 68 | DW, leaning | 41.66291608 | -88.02189939 | 10/28/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 6.0 | poor | 69 | DW, girdled by vine | 41.66293614 | -88.02187668 | 10/28/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 17.5 | fair | 70 | DW, leaning | 41.66292077 | -88.02186298 | 10/28/2025 | Remove |
| White mulberry | Morus alba | 18.0 | poor | 71 | DW, co dominants, included bark | 41.66297182 | -88.02186724 | 10/28/2025 | Remove |
| White mulberry | Morus alba | 26.6 | poor | 72 | MS; 10.4, 6.3, 4.9, 5.0, DW, included bark, poor form | 41.66297658 | -88.02202355 | 10/28/2025 | Remove |
| White mulberry | Morus alba | 20.4 | poor | 73 | MS; 10.4, 10.0, DW, included bark | 41.66303657 | -88.02195169 | 10/28/2025 | Remove |
| White mulberry | Morus alba | 11.3 | poor | 74 | DW, co dominants, included bark, decay | 41.66305367 | -88.02206673 | 10/28/2025 | Remove |
| White mulberry | Morus alba | 9.7 | fair | 75 | DW, included bark | 41.66303859 | -88.02205708 | 10/28/2025 | Remove |
| White mulberry | Morus alba | 11.5 | fair | 76 | DW, co dominants, poor form | 41.66305428 | -88.02203799 | 10/28/2025 | Remove |
| Black walnut | Juglans nigra | 15.2 | good | 77 | MS; 8.5, 6.7, included bark | 41.66308745 | -88.02200648 | 10/28/2025 | Remove |
| White mulberry | Morus alba | 24.0 | poor | 78 | DW, co dominants, included bark | 41.66309899 | -88.02189147 | 10/28/2025 | Remove |
| White mulberry | Morus alba | 19.6 | fair | 79 | DW, co dominants, included bark | 41.66319141 | -88.02208365 | 10/28/2025 | Remove |
| American elm | Ulmus americana | 14.4 | fair | 80 | DW | 41.66323461 | -88.02209923 | 10/28/2025 | Remove |
| boxelder | Acer negundo | 11.1 | poor | 81 | DW, co dominants | 41.66326869 | -88.02196612 | 10/28/2025 | Remove |
| White mulberry | Morus alba | 21.1 | fair | 82 | DW, co dominants, included bark | 41.66309856 | -88.02176029 | 10/28/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 32.1 | fair | 83 | DW, co dominants | 41.66296367 | -88.02105640 | 10/28/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 51.5 | poor | 84 | DW, included bark, decay/cavity | 41.66296129 | -88.02095645 | 10/28/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 42.7 | fair | 85 | DW, co dominants | 41.66291685 | -88.02017610 | 10/28/2025 | Remove |
| Northern hackberry | Celtis occidentalis | 9.6 | good | 86 | DW | 41.66293120 | -88.02015235 | 10/28/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 34.1 | fair | 87 | DW, co dominants | 41.66297855 | -88.02012273 | 10/28/2025 | Remove |
| American elm | Ulmus americana | 7.6 | fair | 88 | DW, co dominants | 41.66298945 | -88.02013192 | 10/28/2025 | Remove |
| American elm | Ulmus americana | 8.0 | fair | 89 | DW, leaning | 41.66289835 | -88.02008167 | 10/28/2025 | Not Found |
| American elm | Ulmus americana | 7.0 | fair | 90 | DW | 41.66286145 | -88.02024240 | 10/28/2025 | Not Found |
| American elm | Ulmus americana | 14.8 | poor | 91 | DW, co dominants | 41.66296558 | -88.01948276 | 10/28/2025 | Remove |
| hawthorn | Crataegus spp. | 6.7 | poor | 92 | DW, co dominants | 41.66288820 | -88.01945158 | 10/28/2025 | Remove |
| Black walnut | Juglans nigra | 6.3 | fair | 93 | leaning | 41.66304390 | -88.01943564 | 10/28/2025 | Not Found |
| Black walnut | Juglans nigra | 6.5 | good | 94 | | 41.66319840 | -88.01945616 | 10/28/2025 | Remove |
| Northern catalpa | Catalpa speciosa | 7.4 | good | 95 | | 41.66328069 | -88.01942870 | 10/28/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 42.8 | poor | 96 | DW, co dominants, decay/cavity | 41.66324609 | -88.01966883 | 10/28/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 34.0 | poor | 97 | DW, co dominants | 41.66328967 | -88.01968204 | 10/28/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 20.4 | fair | 98 | DW, co dominants | 41.66318934 | -88.01980072 | 10/28/2025 | Remove |
| American elm | Ulmus americana | 14.6 | poor | 99 | DW | 41.66331981 | -88.01987794 | 10/28/2025 | Remove |
| American elm | Ulmus americana | 12.6 | fair | 100 | DW | 41.66339645 | -88.01979651 | 10/28/2025 | Remove |
| American elm | Ulmus americana | 12.9 | poor | 101 | DW, co dominants | 41.66347557 | -88.01961295 | 10/28/2025 | Remove |
| Black walnut | Juglans nigra | 11.2 | fair | 102 | MS; 5.1, 6.1, included bark | 41.66354397 | -88.01953792 | 10/28/2025 | Not Found |
| American elm | Ulmus americana | 6.6 | fair | 103 | DW, co dominants | 41.66356734 | -88.01949303 | 10/28/2025 | Not Found |
| Black walnut | Juglans nigra | 10.4 | fair | 104 | co dominants, poor form | 41.66354666 | -88.01945091 | 10/28/2025 | Not Found |
| Black walnut | Juglans nigra | 13.8 | good | 105 | DW | 41.66355020 | -88.01940322 | 10/28/2025 | Not Found |
| Black walnut | Juglans nigra | 13.6 | good | 106 | DW | 41.66354514 | -88.01937691 | 10/28/2025 | Not Found |
| honeylocust | Gleditsia triacanthos | 7.6 | good | 107 | co dominants | 41.66358476 | -88.01950395 | 10/28/2025 | Not Found |
| Black walnut | Juglans nigra | 7.7 | good | 114 | | 41.66342803 | -88.02009010 | 10/28/2025 | Remove |
| Black walnut | Juglans nigra | 10.0 | good | 115 | co dominants, leaning | 41.66350044 | -88.02027599 | 10/28/2025 | Remove |
| American elm | Ulmus americana | 12.1 | poor | 116 | DW, co dominants | 41.66350831 | -88.02032527 | 10/28/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 36.0 | fair | 124 | DW, co dominants, included bark, poor form | 41.66347629 | -88.02127828 | 10/28/2025 | Remove |
| Black walnut | Juglans nigra | 9.8 | fair | 125 | DW, co dominants, included bark | 41.66339113 | -88.02253025 | 10/28/2025 | Remove |
| Black walnut | Juglans nigra | 17.6 | fair | 126 | MS; 9.7, 7.9, included bark, co dominants | 41.66341373 | -88.02260476 | 10/28/2025 | Remove |
| Black walnut | Juglans nigra | 14.3 | fair | 128 | DW, co dominants | 41.66411671 | -88.02171174 | 10/28/2025 | Remove |
| American elm | Ulmus americana | 17.9 | fair | 154 | MS; 8.8, 9.1, included bark, DW, co dominants | 41.66438020 | -88.02176201 | 10/29/2025 | Save - Beyond Const Limits |
| Eastern cottonwood | Populus deltoides | 14.4 | fair | 155 | DW, covered in vine | 41.66441517 | -88.02181405 | 10/29/2025 | Save - Beyond Const Limits |
| Northern hackberry | Celtis occidentalis | 6.0 | fair | 157 | DW | 41.66447408 | -88.02178858 | 10/29/2025 | Not Found |
| Black walnut | Juglans nigra | 12.7 | good | 158 | | 41.66449231 | -88.02187875 | 10/29/2025 | Save - Beyond Const Limits |
| American elm | Ulmus americana | 9.3 | fair | 159 | DW, co dominants | 41.66439263 | -88.02199202 | 10/29/2025 | Save - Beyond Const Limits |
| American elm | Ulmus americana | 17.8 | fair | 160 | DW, co dominants, covered in vine | 41.66419632 | -88.02193307 | 10/29/2025 | Not Found |
| American elm | Ulmus americana | 7.0 | fair | 161 | DW | 41.66446924 | -88.02209665 | 10/29/2025 | Save & Protect |
| honeylocust | Gleditsia triacanthos | 9.8 | fair | 162 | DW, co dominants | 41.66451177 | -88.02213534 | 10/29/2025 | Save & Protect |
| American elm | Ulmus americana | 12.8 | fair | 163 | DW, co dominants | 41.66424793 | -88.02281528 | 10/29/2025 | Not Found |
| White mulberry | Morus alba | 23.8 | poor | 164 | MS; 5.8, 7.2, 6.7, 4.1, DW, included bark, poor form | 41.66423633 | -88.02283220 | 10/29/2025 | Remove |
| American elm | Ulmus americana | 9.9 | fair | 165 | DW, co dominants | 41.66413239 | -88.02329238 | 10/29/2025 | Not Found |
| Black walnut | Juglans nigra | 8.6 | good | 166 | co dominants | 41.66417230 | -88.02332757 | 10/29/2025 | Not Found |
| White mulberry | Morus alba | 18.5 | fair | 167 | MS; 10.1, 8.4, included bark, DW | 41.66431851 | -88.02333664 | 10/29/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 20.6 | fair | 168 | DW | 41.66433203 | -88.02329901 | 10/29/2025 | Remove |
| White mulberry | Morus alba | 15.1 | fair | 169 | MS; 9.0, 6.1, included bark, DW | 41.66437294 | -88.02334181 | 10/29/2025 | Remove |
| White mulberry | Morus alba | 7.5 | fair | 170 | DW, co dominants | 41.66437338 | -88.02332460 | 10/29/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 9.5 | fair | 171 | DW, trunk wound | 41.66438194 | -88.02329730 | 10/29/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 11.3 | fair | 172 | DW, trunk wound, poor form | 41.66436392 | -88.02327870 | 10/29/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 23.6 | fair | 173 | DW, co dominants | 41.66436006 | -88.02326813 | 10/29/2025 | Remove |
| Black walnut | Juglans nigra | 15.2 | fair | 174 | DW, leaning | 41.66435847 | -88.02317193 | 10/29/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 18.5 | fair | 175 | DW | 41.66439536 | -88.02318362 | 10/29/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 13.1 | fair | 176 | included bark, DW, poor form | 41.66438650 | -88.02317172 | 10/29/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 15.6 | fair | 177 | DW, leaning | 41.66439675 | -88.02316466 | 10/29/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 16.0 | fair | 178 | DW, co dominants | 41.66440602 | -88.02315277 | 10/29/2025 | Remove |
| Eastern cottonwood | Populus deltoides | 8.6 | fair | 179 | DW | 41.66441296 | -88.02316433 | 10/29/2025 | Remove |
| Thornless honeylocust | Gleditsia triacanthos f. inermi | 12.1 | fair | 180 | DW, poor form | 41.66440909 | -88.02358625 | 10/29/2025 | Save & Protect |
| American elm | Ulmus americana | 9.2 | fair | 181 | DW, co dominants | 41.66449026 | -88.02371447 | 10/29/2025 | Save & Protect |
| Black walnut | Juglans nigra | 13.7 | good | 182 | | 41.66452782 | -88.02371901 | 10/29/2025 | Save & Protect |
| White mulberry | Morus alba | 15.4 | poor | 183 | DW, included bark, trunk damage, poor form | 41.66469429 | -88.02363698 | 10/29/2025 | Remove |
| Black cherry | Prunus serotina | 13.0 | critical | 184 | DW | 41.66454367 | -88.02329532 | 10/29/2025 | Remove |
| White mulberry | Morus alba | 24.1 | poor | 185 | MS; 13.5, 10.6, included bark, decay/cavity, DW | 41.66465629 | -88.02327509 | 10/29/2025 | Remove |
| Black walnut | Juglans nigra | 9.9 | good | 186 | | 41.66477352 | -88.02384101 | 10/29/2025 | Remove |
| Northern hackberry | Celtis occidentalis | 15.7 | fair | 187 | DW, co dominants | 41.66482527 | -88.02391186 | 10/29/2025 | Save - Beyond Const Limits |
| American basswood | Tilia americana | 22.6 | fair | 188 | MS; 10.9, 11.7, DW, poor form | 41.66491641 | -88.02409258 | 10/29/2025 | Save - Beyond Const Limits |
| American elm | Ulmus americana | 9.4 | poor | 189 | DW | 41.66500378 | -88.02394117 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | Prunus serotina | 8.9 | critical | 190 | DW, poor form | 41.66494029 | -88.02394417 | 10/29/2025 | Save - Beyond Const Limits |
| White mulberry | Morus alba | 24.2 | poor | 191 | DW, co dominants, included bark | 41.66490649 | -88.02385272 | 10/29/2025 | Save - Beyond Const Limits |
| Black walnut | Juglans nigra | 16.0 | good | 192 | DW | 41.66497455 | -88.02382102 | 10/29/2025 | Save - Beyond Const Limits |
| American elm | Ulmus americana | 12.0 | poor | 193 | DW, co dominants | 41.66503295 | -88.02382380 | 10/29/2025 | Save - Beyond Const Limits |
| American basswood | Tilia americana | 10.9 | fair | 194 | DW, poor form | 41.66503229 | -88.02380446 | 10/29/2025 | Save - Beyond Const Limits |
| American elm | Ulmus americana | 16.5 | fair | 195 | DW | 41.66498229 | -88.02348398 | 10/29/2025 | Remove |
| Black cherry | Prunus serotina | 7.6 | critical | 196 | DW | 41.66530705 | -88.02319439 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | Prunus serotina | 9.1 | critical | 197 | DW, leaning | 41.66534338 | -88.02309674 | 10/29/2025 | Save - Beyond Const Limits |
| American elm | Ulmus americana | 7.6 | fair | 198 | DW | 41.66525419 | -88.02306602 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | Prunus serotina | 13.2 | critical | 199 | DW | 41.66515682 | -88.02306169 | 10/29/2025 | Save - Beyond Const Limits |
| American elm | Ulmus americana | 15.6 | fair | 200 | DW, co dominants, trunk wound | 41.66507500 | -88.02296539 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | Prunus serotina | 10.4 | poor | 201 | DW | 41.66509082 | -88.02291861 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | Prunus serotina | 6.8 | critical | 202 | DW | 41.66512561 | -88.02288314 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | Prunus serotina | 7.5 | poor | 203 | DW, co dominants, poor form | 41.66510221 | -88.02275565 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | Prunus serotina | 11.9 | poor | 204 | DW, leaning | 41.66510377 | -88.02274759 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | Prunus serotina | 6.4 | critical | 205 | DW | 41.66505766 | -88.02271211 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | Prunus serotina | 11.6 | critical | 206 | DW, co dominants | 41.66504134 | -88.02274626 | 10/29/2025 | Save - Beyond Const Limits |
| American elm | Ulmus americana | 18.0 | fair | 207 | DW, co dominants | 41.66494909 | -88.02267143 | 10/29/2025 | Remove |
| White mulberry | Morus alba | 19.2 | poor | 208 | DW, co dominants, cracks | 41.66476267 | -88.02281308 | 10/29/2025 | Remove |
| Black cherry | Prunus serotina | 7.2 | critical | 209 | DW | 41.66493302 | -88.02246021 | 10/29/2025 | Not Found |
| American elm | Ulmus americana | 6.5 | fair | 210 | DW | 41.66495743 | -88.02235905 | 10/29/2025 | Not Found |
| Black cherry | Prunus serotina | 7.1 | critical | 211 | DW | 41.66506280 | -88.02236638 | 10/29/2025 | Not Found |
| Black cherry | Prunus serotina | 10.7 | poor | 212 | DW, leaning | 41.66508398 | -88.02238255 | 10/29/2025 | Not Found |
| Black cherry | Prunus serotina | 13.4 | critical | 213 | DW | 41.66503768 | -88.02256393 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | Prunus serotina | 8.7 | critical | 214 | DW, leaning | 41.66514214 | -88.02251648 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | Prunus serotina | 7.1 | critical | 215 | DW | 41.66517212 | -88.02250849 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | Prunus serotina | 11.6 | poor | 216 | DW, co dominants | 41.66518633 | -88.02243483 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | Prunus serotina | 9.2 | fair | 217 | DW | 41.66516736 | -88.02240561 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | Prunus serotina | 9.9 | poor | 218 | DW | 41.66522547 | -88.02247653 | 10/29/2025 | Save -North of Const Limits |
| American basswood | Tilia americana | 6.0 | poor | 219 | DW, leaning | 41.66521821 | -88.02237639 | 10/29/2025 | Save -North of Const Limits |
| American basswood | Tilia americana | 10.3 | good | 220 | | 41.66519365 | -88.02235068 | 10/29/2025 | Save -North of Const Limits |
| Black cherry | Prunus serotina | 9.3 | critical | 221 | DW | 41.66509363 | -88.02230118 | 10/29/2025 | Save -North of Const Limits |
| Pin oak | Quercus palustris | 11.1 | fair | 222 | DW, poor form | 41.66488615 | -88.02209205 | 10/30/2025 | Save -North of Const Limits |
| American elm | Ulmus americana | 6.4 | poor | 223 | DW | 41.66490579 | -88.02208975 | 10/30/2025 | Save -North of Const Limits |
| Black cherry | Prunus serotina | 7.5 | poor | 224 | DW, poor form | 41.66492896 | -88.02204968 | 10/30/2025 | Save -North of Const Limits |
| American basswood | Tilia americana | 43.2 | fair | 225 | MS; 21.0, 9.9, 12.3, DW, included bark | 41.66486089 | -88.02191529 | 10/30/2025 | Save -North of Const Limits |
| Northern red oak | Quercus rubra | 7.2 | good | 226 | DW | 41.66478389 | -88.02186467 | 10/30/2025 | Save -North of Const Limits |
| White oak | Quercus alba | 6.0 | good | 227 | DW | 41.66477214 | -88.02184323 | 10/30/2025 | Save -North of Const Limits |
| Black walnut | Juglans nigra | 6.4 | good | 228 | | 41.66479944 | -88.02181411 | 10/30/2025 | Save -North of Const Limits |
| American elm | Ulmus americana | 6.2 | fair | 229 | DW | 41.66461655 | -88.02171893 | 10/30/2025 | Save -North of Const Limits |
| American basswood | Tilia americana | 11.5 | good | 230 | | 41.66485011 | -88.02180898 | 10/30/2025 | Save -North of Const Limits |
| American basswood | Tilia americana | 11.4 | good | 231 | | 41.66488486 | -88.02185582 | 10/30/2025 | Save -North of Const Limits |
| American basswood | Tilia americana | 8.8 | good | 232 | | 41.66491630 | -88.02188532 | 10/30/2025 | Save -North of Const Limits |
| American basswood | Tilia americana | 14.3 | fair | 233 | MS; 9.6, 4.7, DW, included bark | 41.66493972 | -88.02192432 | 10/30/2025 | Save -North of Const Limits |
| Siberian elm | Ulmus pumila | 6.5 | poor | 234 | DW, co dominants | 41.66497364 | -88.02192341 | 10/30/2025 | Save -North of Const Limits |
| Northern red oak | Quercus rubra | 9.8 | good | 235 | DW | 41.66505301 | -88.02193625 | 10/30/2025 | Save -North of Const Limits |
| American elm | Ulmus americana | 8.5 | poor | 236 | DW, co dominants | 41.66507914 | -88.02191479 | 10/30/2025 | Save -North of Const Limits |
| Eastern cottonwood | Populus deltoides | 15.7 | fair | 237 | DW, poor form | 41.66510900 | -88.02209034 | 10/30/2025 | Save -North of Const Limits |
| Black walnut | Juglans nigra | 10.1 | good | 238 | DW | 41.66508867 | -88.02208500 | 10/30/2025 | Save -North of Const Limits |
| Black cherry | Prunus serotina | 6.2 | poor | 239 | VP, DW | 41.66511551 | -88.02212443 | 10/30/2025 | Save -North of Const Limits |
| American elm | Ulmus americana | 11.4 | poor | 240 | DW, co dominants | 41.66511793 | -88.02179639 | 10/30/2025 | Save -North of Const Limits |
| Pin oak | Quercus palustris | 18.6 | fair | 241 | DW, leaning | 41.66518920 | -88.02187851 | 10/30/2025 | Save -North of Const Limits |
| White mulberry | Morus alba | 14.6 | poor | 344 | DW, co dominants, included bark, broken branches | 41.66546741 | -88.02175363 | 10/31/2025 | Save -North of Const Limits |
| Black cherry | Prunus serotina | 9.5 | critical | 350 | DW, leaning | 41.66535128 | -88.02179204 | 10/31/2025 | Save -North of Const Limits |
| Black walnut | Juglans nigra | 13.1 | good | 352 | | 41.66594634 | -88.02176001 | 10/31/2025 | Save -North of Const Limits |
| Black walnut | Juglans nigra | 13.3 | good | 353 | DW | 41.66581284 | -88.02206877 | 10/31/2025 | Save -North of Const Limits |
| Black walnut | Juglans nigra | 10.8 | good | 354 | | 41.66583216 | -88.02208068 | 10/31/2025 | Save -North of Const Limits |
| Black cherry | Prunus serotina | 7.2 | poor | 355 | DW | 41.66577030 | -88.02221166 | 10/31/2025 | Save -North of Const Limits |
| White mulberry | Morus alba | 6.0 | critical | 356 | DW, poor form | 41.66572004 | -88.02225317 | 10/31/2025 | Save -North of Const Limits |
| Black cherry | Prunus serotina | 7.3 | critical | 357 | DW | 41.66571023 | -88.02229202 | 10/31/2025 | Save -North of Const Limits |
| Eastern cottonwood | Populus deltoides | 11.6 | poor | 358 | DW, leaning | 41.66555560 | -88.02230937 | 10/31/2025 | Save -North of Const Limits |
| Eastern cottonwood | Populus deltoides | 27.1 | fair | 359 | DW, co dominants | 41.66553709 | -88.02229708 | 10/31/2025 | Save -North of Const Limits |
| Eastern cottonwood | Populus deltoides | 15.6 | fair | 360 | DW | 41.66552278 | -88.02227037 | 10/31/2025 | Save -North of Const Limits |
| Eastern cottonwood | Populus deltoides | 18.8 | fair | 361 | DW, co dominants | 41.66553022 | -88.02226225 | 10/31/2025 | Save -North of Const Limits |
| Black cherry | Prunus serotina | 11.4 | critical | 362 | DW | 41.66553222 | -88.02222603 | 10/31/2025 | Save -North of Const Limits |
| Northern hackberry | Celtis occidentalis | 10.6 | poor | 363 | DW | 41.66548720 | -88.02222166 | 10/31/2025 | Save -North of Const Limits |
| Black cherry | Prunus serotina | 12.3 | poor | 364 | DW, decay/cavity, co dominants | 41.66534053 | -88.02224317 | 10/31/2025 | Save -North of Const Limits |

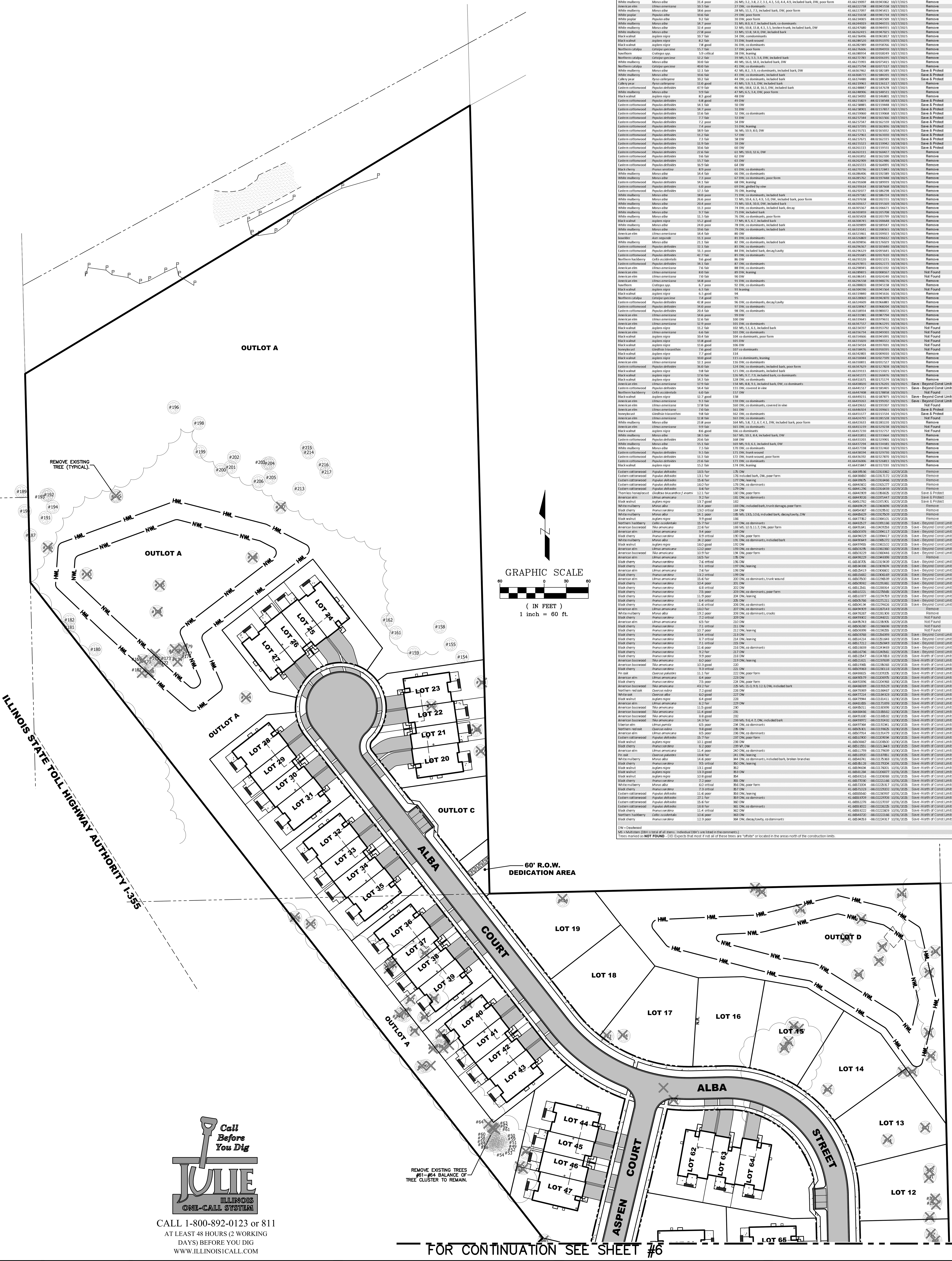
DW = Deadwood
MS = Multistem (DBH is total of all stems. Individual DBH's are listed in the comments.)
Trees marked as **NOT FOUND** - DEI Expects that most if not all of these trees are "offsite" or located in the areas north of the construction limits.

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| | | | | | |
|---|---|---|---|---|---|
| 6 OF 7 | PROJECT INFORMATION<br>Project No.: 25–0017<br>Scale: 1" = 60'<br>Date: 02–20–2026<br>Design By: SDS<br>Drawn By: NSM<br>Checked By: SDS | DESIGNTEK ENGINEERING, INC.<br>CONSULTING, CIVIL ENGINEERING & LAND SURVEYING<br>9930 W. 190TH STREET, SUITE L<br>MOKENA, ILLINOIS 60448<br>(708) 326-4961<br>FAX: (708) 326-4962<br>DEI<br>IL PROF. LIC. NO.: 184-003740 | PRELIMINARY ENGINEERING PLANS<br>FOR<br>COPPER RIDGE WEST<br>LEMONT, ILLINOIS | TETON DEVELOPMENT, LLC<br>565 VILLAGE CENTER DRIVE<br>BURR RIDGE, ILLINOIS 60527<br>(630) 920–9430 | REVISIONS<br>NO. / DATE / DESCRIPTION / BY<br>1 / 04–15–26 / PER VILLAGE REVIEW / SDS |

L:\Projects\2025\25-0017\Engineering\DWG\Preliminary\25-0017 PE.dwg Plot Date: 5/5/2026 9:59:17 AM By: sschreiner

# PRELIMINARY ENGINEERING TREE PLAN NORTH
## FOR
# COPPER RIDGE WEST
## LEMONT, ILLINOIS




**Attachment 1 - Data Table**
16453 W 127th St, Lemont, IL
Area 1
Revised 2-18-26

DAVEY Resource Group

| Common Name | Scientific Name | DBH | Condition | Tree Tag # | Additional Comments | Latitude | Longitude | Date | ACTION |
|---|---|---|---|---|---|---|---|---|---|
| Northern hackberry | *Celtis occidentalis* | 11.5 | fair | 1 | MS; 4.6, 2.9, 4.0, included bark, poor form | 41.65925674 | -88.01927703 | 10/27/2025 | Remove |
| Northern hackberry | *Celtis occidentalis* | 7.2 | fair | 2 | MS; 4.1, 3.1, decay/cavity | 41.65925544 | -88.01929389 | 10/27/2025 | Remove |
| Northern hackberry | *Celtis occidentalis* | 8.5 | fair | 3 | MS; 4.9, 3.6, decay/cavity, branch rubbing | 41.65925542 | -88.01928659 | 10/27/2025 | Remove |
| Callery pear | *Pyrus calleryana* | 6.2 | fair | 4 | DW, co dominants, included bark, growing in fence | 41.65948872 | -88.01961849 | 10/27/2025 | Save & Protect |
| Callery pear | *Pyrus calleryana* | 7.8 | fair | 5 | DW, co dominants, included bark | 41.65968879 | -88.01982786 | 10/27/2025 | Remove |
| crabapple | *Malus spp.* | 7.0 | fair | 6 | co dominants, included bark, DW | 41.65978777 | -88.01990080 | 10/27/2025 | Remove |
| Callery pear | *Pyrus calleryana* | 6.2 | fair | 7 | DW, co dominants, included bark | 41.65979458 | -88.01990461 | 10/27/2025 | Remove |
| Callery pear | *Pyrus calleryana* | 6.6 | fair | 8 | DW, co dominants, included bark | 41.65985610 | -88.01997670 | 10/27/2025 | Save & Protect |
| White mulberry | *Morus alba* | 16.3 | poor | 9 | DW, co dominants, included bark, decay | 41.66004987 | -88.01995644 | 10/27/2025 | Remove |
| White mulberry | *Morus alba* | 19.5 | poor | 10 | DW, co dominants, included bark, decay/cavity | 41.66004719 | -88.01966901 | 10/27/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 23.4 | fair | 11 | DW, co dominants | 41.66005283 | -88.01959039 | 10/27/2025 | Remove |
| White mulberry | *Morus alba* | 15.6 | poor | 12 | DW, poor form, broken branches, co dominants | 41.66004959 | -88.01958070 | 10/27/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 20.0 | fair | 13 | DW, co dominants, leaning | 41.66019270 | -88.01937466 | 10/27/2025 | Remove |
| Callery pear | *Pyrus calleryana* | 7.6 | fair | 14 | DW, co dominants, included bark | 41.66010844 | -88.02022324 | 10/27/2025 | Save & Protect |
| Siberian elm | *Ulmus pumila* | 7.7 | fair | 15 | | 41.66062946 | -88.01942188 | 10/27/2025 | Remove |
| American elm | *Ulmus americana* | 9.9 | fair | 16 | DW, co dominants | 41.66075226 | -88.01940796 | 10/27/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 21.6 | fair | 17 | DW, co dominants | 41.66080669 | -88.01939898 | 10/27/2025 | Remove |
| American elm | *Ulmus americana* | 7.6 | fair | 18 | DW, leaning | 41.66081192 | -88.01939660 | 10/27/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 61.1 | fair | 19 | MS; 19.6, 19.4, 22.1, DW, included bark | 41.66090819 | -88.01941276 | 10/27/2025 | Remove |
| White mulberry | *Morus alba* | 42.8 | poor | 20 | MS; 19.1, 9.2, 5.8, 8.7, DW, included bark | 41.66099611 | -88.01939276 | 10/27/2025 | Remove |
| White mulberry | *Morus alba* | 35.9 | poor | 21 | MS; 4.0, 5.0, 5.1, 4.2, 4.2, 2.5, 5.2, 5.7, included bark, DW | 41.66108429 | -88.01939601 | 10/27/2025 | Remove |
| White mulberry | *Morus alba* | 16.2 | poor | 22 | MS; 8.4, 7.8, included bark, DW, | 41.66127523 | -88.01941170 | 10/27/2025 | Remove |
| Black walnut | *Juglans nigra* | 17.8 | fair | 23 | MS; 7.7, 10.1, included bark, DW | 41.66128120 | -88.01940306 | 10/27/2025 | Remove |
| Black walnut | *Juglans nigra* | 12.8 | fair | 24 | MS; 7.3, 5.5, DW | 41.66137269 | -88.01939813 | 10/27/2025 | Remove |
| White mulberry | *Morus alba* | 15.0 | poor | 25 | MS; 8.9, 6.1, included bark, DW | 41.66197545 | -88.01943174 | 10/27/2025 | Remove |
| White mulberry | *Morus alba* | 31.4 | poor | 26 | MS; 3.2, 3.8, 2.7, 3.1, 4.3, 5.0, 4.4, 4.9, included bark, DW, poor form | 41.66219097 | -88.01943062 | 10/27/2025 | Remove |
| American elm | *Ulmus americana* | 10.5 | fair | 27 | DW, co dominants | 41.66222738 | -88.01943558 | 10/27/2025 | Remove |
| White mulberry | *Morus alba* | 18.6 | poor | 28 | MS; 11.3, 7.3, included bark, DW, poor form | 41.66227097 | -88.01945415 | 10/27/2025 | Remove |
| White poplar | *Populus alba* | 10.6 | fair | 29 | DW, poor form | 41.66231658 | -88.01941714 | 10/27/2025 | Remove |
| White poplar | *Populus alba* | 9.2 | fair | 30 | DW, poor form | 41.66234005 | -88.01943509 | 10/27/2025 | Remove |
| White mulberry | *Morus alba* | 14.7 | poor | 31 | MS; 8.0, 6.7, included bark, co dominants | 41.66244019 | -88.01944355 | 10/27/2025 | Remove |
| White mulberry | *Morus alba* | 32.4 | poor | 32 | MS; 10.8, 13.8, 4.3, 3.5, broken trunk, included bark, DW | 41.66247680 | -88.01944935 | 10/27/2025 | Remove |
| White mulberry | *Morus alba* | 27.8 | poor | 33 | MS; 13.8, 14.0, DW, included bark | 41.66262415 | -88.01947025 | 10/27/2025 | Remove |
| Black walnut | *Juglans nigra* | 10.7 | fair | 34 | DW, comdominants | 41.66256496 | -88.01961817 | 10/27/2025 | Remove |
| Black walnut | *Juglans nigra* | 8.2 | fair | 35 | DW, trunk wound | 41.66284520 | -88.01951970 | 10/27/2025 | Remove |
| Black walnut | *Juglans nigra* | 7.8 | good | 36 | DW, co dominants | 41.66282989 | -88.01958766 | 10/27/2025 | Remove |
| Northern catalpa | *Catalpa speciosa* | 15.7 | fair | 37 | DW, poor form | 41.66276606 | -88.01994959 | 10/27/2025 | Remove |
| hawthorn | *Crategus spp.* | 5.9 | critical | 38 | DW, leaning | 41.66280954 | -88.02018249 | 10/27/2025 | Remove |
| Northern catalpa | *Catalpa speciosa* | 12.2 | fair | 39 | MS; 5.5, 3.3, 3.4, DW, included bark | 41.66272783 | -88.02036195 | 10/27/2025 | Remove |
| White mulberry | *Morus alba* | 30.0 | fair | 40 | MS; 16.0, 14.0, included bark, DW | 41.66273993 | -88.02075415 | 10/27/2025 | Remove |
| Northern catalpa | *Catalpa speciosa* | 40.0 | fair | 41 | DW, co dominants | 41.66275794 | -88.02077117 | 10/27/2025 | Remove |
| White mulberry | *Morus alba* | 12.1 | fair | 42 | MS; 8.2, 3.9, co dominants, included bark, DW | 41.66167462 | -88.02182189 | 10/27/2025 | Save & Protect |
| White mulberry | *Morus alba* | 10.6 | fair | 43 | DW, co dominants, included bark | 41.66168773 | -88.02184201 | 10/27/2025 | Save & Protect |
| Callery pear | *Pyrus calleryana* | 10.2 | fair | 44 | DW, co dominants, included bark | 41.66174480 | -88.02188589 | 10/27/2025 | Save & Protect |
| Callery pear | *Pyrus calleryana* | 11.0 | good | 45 | MS; 5.9, 5.1, DW, included bark | 41.66219963 | -88.02136117 | 10/27/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 47.9 | fair | 46 | MS; 18.8, 12.8, 16.3, DW, included bark | 41.66248847 | -88.02147678 | 10/27/2025 | Remove |
| White mulberry | *Morus alba* | 9.9 | fair | 47 | MS; 6.5, 3.4, DW, poor form | 41.66248906 | -88.02148511 | 10/27/2025 | Remove |
| Black walnut | *Juglans nigra* | 8.3 | good | 48 | DW | 41.66254092 | -88.02146801 | 10/27/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 6.8 | good | 49 | DW | 41.66255829 | -88.02158548 | 10/27/2025 | Save & Protect |
| Eastern cottonwood | *Populus deltoides* | 14.1 | fair | 50 | DW | 41.66258885 | -88.02159448 | 10/27/2025 | Save & Protect |
| Eastern cottonwood | *Populus deltoides* | 14.7 | poor | 51 | DW | 41.66258901 | -88.02157837 | 10/27/2025 | Save & Protect |
| Eastern cottonwood | *Populus deltoides* | 13.6 | fair | 52 | DW, co dominants | 41.66259060 | -88.02159068 | 10/27/2025 | Save & Protect |
| Eastern cottonwood | *Populus deltoides* | 7.7 | fair | 53 | DW | 41.66257344 | -88.02161566 | 10/27/2025 | Save & Protect |
| Eastern cottonwood | *Populus deltoides* | 7.2 | poor | 54 | DW | 41.66257347 | -88.02162559 | 10/28/2025 | Save & Protect |
| Eastern cottonwood | *Populus deltoides* | 7.4 | poor | 55 | DW, leaning | 41.66257395 | -88.02162836 | 10/28/2025 | Save & Protect |
| Eastern cottonwood | *Populus deltoides* | 18.9 | fair | 56 | MS; 10.9, 8.0, DW | 41.66255711 | -88.02165032 | 10/28/2025 | Save & Protect |
| Eastern cottonwood | *Populus deltoides* | 11.2 | fair | 57 | DW | 41.66257963 | -88.02163030 | 10/28/2025 | Save & Protect |
| Eastern cottonwood | *Populus deltoides* | 7.3 | fair | 58 | DW | 41.66257671 | -88.02162335 | 10/28/2025 | Save & Protect |
| Eastern cottonwood | *Populus deltoides* | 11.9 | fair | 59 | DW | 41.66255323 | -88.02159942 | 10/28/2025 | Save & Protect |
| Eastern cottonwood | *Populus deltoides* | 10.6 | fair | 60 | DW | 41.66261113 | -88.02159551 | 10/28/2025 | Save & Protect |
| Eastern cottonwood | *Populus deltoides* | 22.6 | fair | 61 | MS; 10.0, 12.6, DW | 41.66263111 | -88.02160427 | 10/28/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 9.6 | fair | 62 | DW | 41.66261852 | -88.02162100 | 10/28/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 15.7 | fair | 63 | DW | 41.66262909 | -88.02162486 | 10/28/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 16.9 | fair | 64 | DW | 41.66265333 | -88.02164091 | 10/28/2025 | Remove |
| Black cherry | *Prunus serotina* | 8.9 | poor | 65 | DW, co dominants | 41.66270736 | -88.02172843 | 10/28/2025 | Remove |
| White mulberry | *Morus alba* | 14.4 | fair | 66 | DW, co dominants | 41.66286406 | -88.02192389 | 10/28/2025 | Remove |
| White mulberry | *Morus alba* | 7.3 | poor | 67 | DW, co dominants, poor form | 41.66285762 | -88.02197448 | 10/28/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 14.1 | fair | 68 | DW, leaning | 41.66291608 | -88.02189939 | 10/28/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 6.0 | poor | 69 | DW, girdled by vine | 41.66293614 | -88.02187668 | 10/28/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 17.5 | fair | 70 | DW, leaning | 41.66292077 | -88.02186298 | 10/28/2025 | Remove |
| White mulberry | *Morus alba* | 18.0 | poor | 71 | DW, co dominants, included bark | 41.66297182 | -88.02186724 | 10/28/2025 | Remove |
| White mulberry | *Morus alba* | 26.6 | poor | 72 | MS; 10.4, 6.3, 4.9, 5.0, DW, included bark, poor form | 41.66297658 | -88.02202355 | 10/28/2025 | Remove |
| White mulberry | *Morus alba* | 20.4 | poor | 73 | MS; 10.4, 10.0, DW, included bark | 41.66303657 | -88.02195169 | 10/28/2025 | Remove |
| White mulberry | *Morus alba* | 11.3 | poor | 74 | DW, co dominants, included bark, decay | 41.66305367 | -88.02206673 | 10/28/2025 | Remove |
| White mulberry | *Morus alba* | 9.7 | fair | 75 | DW, included bark | 41.66303859 | -88.02205708 | 10/28/2025 | Remove |
| White mulberry | *Morus alba* | 11.5 | fair | 76 | DW, co dominants, poor form | 41.66305428 | -88.02203799 | 10/28/2025 | Remove |
| Black walnut | *Juglans nigra* | 15.2 | good | 77 | MS; 8.5, 6.7, included bark | 41.66308745 | -88.02200648 | 10/28/2025 | Remove |
| White mulberry | *Morus alba* | 24.0 | poor | 78 | DW, co dominants, included bark | 41.66309899 | -88.02189147 | 10/28/2025 | Remove |
| White mulberry | *Morus alba* | 19.6 | fair | 79 | DW, co dominants, included bark | 41.66319141 | -88.02208365 | 10/28/2025 | Remove |
| American elm | *Ulmus americana* | 14.4 | fair | 80 | DW | 41.66323461 | -88.02209923 | 10/28/2025 | Remove |
| boxelder | *Acer negundo* | 11.1 | poor | 81 | DW, co dominants | 41.66326869 | -88.02196612 | 10/28/2025 | Remove |
| White mulberry | *Morus alba* | 21.1 | fair | 82 | DW, co dominants, included bark | 41.66309856 | -88.02176029 | 10/28/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 32.1 | fair | 83 | DW, co dominants | 41.66296367 | -88.02105640 | 10/28/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 51.5 | poor | 84 | DW, included bark, decay/cavity | 41.66296129 | -88.02095645 | 10/28/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 42.7 | fair | 85 | DW, co dominants | 41.66291685 | -88.02017610 | 10/28/2025 | Remove |
| Northern hackberry | *Celtis occidentalis* | 9.6 | good | 86 | DW | 41.66293120 | -88.02015235 | 10/28/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 34.1 | fair | 87 | DW, co dominants | 41.66297855 | -88.02012273 | 10/28/2025 | Remove |
| American elm | *Ulmus americana* | 7.6 | fair | 88 | DW, co dominants | 41.66298945 | -88.02013192 | 10/28/2025 | Remove |
| American elm | *Ulmus americana* | 8.0 | fair | 89 | DW, leaning | 41.66289835 | -88.02008167 | 10/28/2025 | Not Found |
| American elm | *Ulmus americana* | 7.0 | fair | 90 | DW | 41.66286145 | -88.02024240 | 10/28/2025 | Not Found |
| American elm | *Ulmus americana* | 14.8 | poor | 91 | DW, co dominants | 41.66296558 | -88.01948276 | 10/28/2025 | Remove |
| hawthorn | *Crategus spp.* | 6.7 | poor | 92 | DW, co dominants | 41.66288820 | -88.01945158 | 10/28/2025 | Remove |
| Black walnut | *Juglans nigra* | 6.3 | fair | 93 | leaning | 41.66304390 | -88.01943564 | 10/28/2025 | Not Found |
| Black walnut | *Juglans nigra* | 6.5 | good | 94 | | 41.66319840 | -88.01945616 | 10/28/2025 | Remove |
| Northern catalpa | *Catalpa speciosa* | 7.4 | good | 95 | | 41.66328069 | -88.01942870 | 10/28/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 42.8 | poor | 96 | DW, co dominants, decay/cavity | 41.66324609 | -88.01966883 | 10/28/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 34.0 | poor | 97 | DW, co dominants | 41.66328967 | -88.01968204 | 10/28/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 20.4 | fair | 98 | DW, co dominants | 41.66318934 | -88.01980072 | 10/28/2025 | Remove |
| American elm | *Ulmus americana* | 14.6 | poor | 99 | DW | 41.66331981 | -88.01987794 | 10/28/2025 | Remove |
| American elm | *Ulmus americana* | 12.6 | fair | 100 | DW | 41.66339645 | -88.01979651 | 10/28/2025 | Remove |
| American elm | *Ulmus americana* | 12.9 | poor | 101 | DW, co dominants | 41.66347557 | -88.01961295 | 10/28/2025 | Remove |
| Black walnut | *Juglans nigra* | 11.2 | fair | 102 | MS; 5.1, 6.1, included bark | 41.66354397 | -88.01953792 | 10/28/2025 | Not Found |
| American elm | *Ulmus americana* | 6.6 | fair | 103 | DW, co dominants | 41.66356734 | -88.01949303 | 10/28/2025 | Not Found |
| Black walnut | *Juglans nigra* | 10.4 | fair | 104 | co dominants, poor form | 41.66354666 | -88.01945091 | 10/28/2025 | Not Found |
| Black walnut | *Juglans nigra* | 13.8 | good | 105 | DW | 41.66355020 | -88.01940322 | 10/28/2025 | Not Found |
| Black walnut | *Juglans nigra* | 13.6 | good | 106 | DW | 41.66354514 | -88.01937691 | 10/28/2025 | Not Found |
| honeylocust | *Gleditsia triacanthos* | 7.6 | good | 107 | co dominants | 41.66358476 | -88.01950395 | 10/28/2025 | Not Found |
| Black walnut | *Juglans nigra* | 7.7 | good | 114 | | 41.66342803 | -88.02009010 | 10/28/2025 | Remove |
| Black walnut | *Juglans nigra* | 10.0 | good | 115 | co dominants, leaning | 41.66350044 | -88.02027599 | 10/28/2025 | Remove |
| American elm | *Ulmus americana* | 12.1 | poor | 116 | DW, co dominants | 41.66350831 | -88.02032527 | 10/28/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 36.0 | fair | 124 | DW, co dominants, included bark, poor form | 41.66347629 | -88.02127828 | 10/28/2025 | Remove |
| Black walnut | *Juglans nigra* | 9.8 | fair | 125 | DW, co dominants, included bark | 41.66339113 | -88.02253025 | 10/28/2025 | Remove |
| Black walnut | *Juglans nigra* | 17.6 | fair | 126 | MS; 9.7, 7.9, included bark, co dominants | 41.66341373 | -88.02260476 | 10/28/2025 | Remove |
| Black walnut | *Juglans nigra* | 14.3 | fair | 128 | DW, co dominants | 41.66411671 | -88.02171174 | 10/28/2025 | Remove |
| American elm | *Ulmus americana* | 17.9 | fair | 154 | MS; 8.8, 9.1, included bark, DW, co dominants | 41.66438020 | -88.02176201 | 10/29/2025 | Save - Beyond Const Limits |
| Eastern cottonwood | *Populus deltoides* | 14.4 | fair | 155 | DW, covered in vine | 41.66441517 | -88.02181405 | 10/29/2025 | Save - Beyond Const Limits |
| Northern hackberry | *Celtis occidentalis* | 6.0 | fair | 157 | DW | 41.66447408 | -88.02178858 | 10/29/2025 | Not Found |
| Black walnut | *Juglans nigra* | 12.7 | good | 158 | | 41.66449231 | -88.02187875 | 10/29/2025 | Save - Beyond Const Limits |
| American elm | *Ulmus americana* | 9.3 | fair | 159 | DW, co dominants | 41.66439263 | -88.02199202 | 10/29/2025 | Save - Beyond Const Limits |
| American elm | *Ulmus americana* | 17.8 | fair | 160 | DW, co dominants, covered in vine | 41.66419632 | -88.02193307 | 10/29/2025 | Not Found |
| American elm | *Ulmus americana* | 7.0 | fair | 161 | DW | 41.66446924 | -88.02209665 | 10/29/2025 | Save & Protect |
| honeylocust | *Gleditsia triacanthos* | 9.8 | fair | 162 | DW, co dominants | 41.66451177 | -88.02213534 | 10/29/2025 | Save & Protect |
| American elm | *Ulmus americana* | 12.8 | fair | 163 | DW, co dominants | 41.66424793 | -88.02281528 | 10/29/2025 | Not Found |
| White mulberry | *Morus alba* | 23.8 | poor | 164 | MS; 5.8, 7.2, 6.7, 4.1, DW, included bark, poor form | 41.66423633 | -88.02283220 | 10/29/2025 | Remove |
| American elm | *Ulmus americana* | 9.9 | fair | 165 | DW, co dominants | 41.66413239 | -88.02329238 | 10/29/2025 | Not Found |
| Black walnut | *Juglans nigra* | 8.6 | good | 166 | co dominants | 41.66417230 | -88.02332757 | 10/29/2025 | Not Found |
| White mulberry | *Morus alba* | 18.5 | fair | 167 | MS; 10.1, 8.4, included bark, DW | 41.66431851 | -88.02333664 | 10/29/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 20.6 | fair | 168 | DW | 41.66433203 | -88.02329901 | 10/29/2025 | Remove |
| White mulberry | *Morus alba* | 15.1 | fair | 169 | MS; 9.0, 6.1, included bark, DW | 41.66437294 | -88.02334181 | 10/29/2025 | Remove |
| White mulberry | *Morus alba* | 7.5 | fair | 170 | DW, co dominants | 41.66437338 | -88.02332460 | 10/29/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 9.5 | fair | 171 | DW, trunk wound | 41.66438194 | -88.02329730 | 10/29/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 11.3 | fair | 172 | DW, trunk wound, poor form | 41.66436392 | -88.02327870 | 10/29/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 23.6 | fair | 173 | DW, co dominants | 41.66436006 | -88.02326813 | 10/29/2025 | Remove |
| Black walnut | *Juglans nigra* | 15.2 | fair | 174 | DW, leaning | 41.66435847 | -88.02317193 | 10/29/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 18.5 | fair | 175 | DW | 41.66439536 | -88.02318362 | 10/29/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 13.1 | fair | 176 | included bark, DW, poor form | 41.66438650 | -88.02317172 | 10/29/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 15.6 | fair | 177 | DW, leaning | 41.66439675 | -88.02316466 | 10/29/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 16.0 | fair | 178 | DW, co dominants | 41.66440602 | -88.02315277 | 10/29/2025 | Remove |
| Eastern cottonwood | *Populus deltoides* | 8.6 | fair | 179 | DW | 41.66441296 | -88.02316433 | 10/29/2025 | Remove |
| Thornless honeylocust | *Gleditsia triacanthos f. inermi* | 12.1 | fair | 180 | DW, poor form | 41.66440909 | -88.02358625 | 10/29/2025 | Save & Protect |
| American elm | *Ulmus americana* | 9.2 | fair | 181 | DW, co dominants | 41.66449026 | -88.02371447 | 10/29/2025 | Save & Protect |
| Black walnut | *Juglans nigra* | 13.7 | good | 182 | | 41.66452782 | -88.02371901 | 10/29/2025 | Save & Protect |
| White mulberry | *Morus alba* | 15.4 | poor | 183 | DW, included bark, trunk damage, poor form | 41.66469429 | -88.02363698 | 10/29/2025 | Remove |
| Black cherry | *Prunus serotina* | 13.0 | critical | 184 | DW | 41.66454367 | -88.02329532 | 10/29/2025 | Remove |
| White mulberry | *Morus alba* | 24.1 | poor | 185 | MS; 13.5, 10.6, included bark, decay/cavity, DW | 41.66465629 | -88.02327509 | 10/29/2025 | Remove |
| Black walnut | *Juglans nigra* | 9.9 | good | 186 | | 41.66477352 | -88.02384101 | 10/29/2025 | Remove |
| Northern hackberry | *Celtis occidentalis* | 15.7 | fair | 187 | DW, co dominants | 41.66482527 | -88.02391186 | 10/29/2025 | Save - Beyond Const Limits |
| American basswood | *Tilia americana* | 22.6 | fair | 188 | MS; 10.9, 11.7, DW, poor form | 41.66491641 | -88.02409258 | 10/29/2025 | Save - Beyond Const Limits |
| American elm | *Ulmus americana* | 9.4 | poor | 189 | DW | 41.66500378 | -88.02394117 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | *Prunus serotina* | 8.9 | critical | 190 | DW, poor form | 41.66494029 | -88.02394417 | 10/29/2025 | Save - Beyond Const Limits |
| White mulberry | *Morus alba* | 24.2 | poor | 191 | DW, co dominants, included bark | 41.66490649 | -88.02385272 | 10/29/2025 | Save - Beyond Const Limits |
| Black walnut | *Juglans nigra* | 16.0 | good | 192 | DW | 41.66497455 | -88.02382102 | 10/29/2025 | Save - Beyond Const Limits |
| American elm | *Ulmus americana* | 12.0 | poor | 193 | DW, co dominants | 41.66503295 | -88.02382380 | 10/29/2025 | Save - Beyond Const Limits |
| American basswood | *Tilia americana* | 10.9 | fair | 194 | DW, poor form | 41.66503229 | -88.02380446 | 10/29/2025 | Save - Beyond Const Limits |
| American elm | *Ulmus americana* | 16.5 | fair | 195 | DW | 41.66498229 | -88.02348398 | 10/29/2025 | Remove |
| Black cherry | *Prunus serotina* | 7.6 | critical | 196 | DW | 41.66530705 | -88.02319439 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | *Prunus serotina* | 9.1 | critical | 197 | DW, leaning | 41.66534338 | -88.02309674 | 10/29/2025 | Save - Beyond Const Limits |
| American elm | *Ulmus americana* | 7.6 | fair | 198 | DW | 41.66525419 | -88.02306602 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | *Prunus serotina* | 13.2 | critical | 199 | DW | 41.66515682 | -88.02306169 | 10/29/2025 | Save - Beyond Const Limits |
| American elm | *Ulmus americana* | 15.6 | fair | 200 | DW, co dominants, trunk wound | 41.66507500 | -88.02296539 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | *Prunus serotina* | 10.4 | poor | 201 | DW | 41.66509082 | -88.02291861 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | *Prunus serotina* | 6.8 | critical | 202 | DW | 41.66512561 | -88.02288314 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | *Prunus serotina* | 7.5 | poor | 203 | DW, co dominants, poor form | 41.66510221 | -88.02275565 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | *Prunus serotina* | 11.9 | poor | 204 | DW, leaning | 41.66510377 | -88.02274759 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | *Prunus serotina* | 6.4 | critical | 205 | DW | 41.66505766 | -88.02271211 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | *Prunus serotina* | 11.6 | critical | 206 | DW, co dominants | 41.66504134 | -88.02274626 | 10/29/2025 | Save - Beyond Const Limits |
| American elm | *Ulmus americana* | 18.0 | fair | 207 | DW, co dominants | 41.66494909 | -88.02267143 | 10/29/2025 | Remove |
| White mulberry | *Morus alba* | 19.2 | poor | 208 | DW, co dominants, cracks | 41.66476267 | -88.02281308 | 10/29/2025 | Remove |
| Black cherry | *Prunus serotina* | 7.2 | critical | 209 | DW | 41.66493302 | -88.02246021 | 10/29/2025 | Not Found |
| American elm | *Ulmus americana* | 6.5 | fair | 210 | DW | 41.66495743 | -88.02235905 | 10/29/2025 | Not Found |
| Black cherry | *Prunus serotina* | 7.1 | critical | 211 | DW | 41.66506280 | -88.02236638 | 10/29/2025 | Not Found |
| Black cherry | *Prunus serotina* | 10.7 | poor | 212 | DW, leaning | 41.66508398 | -88.02238255 | 10/29/2025 | Not Found |
| Black cherry | *Prunus serotina* | 13.4 | critical | 213 | DW | 41.66503768 | -88.02256393 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | *Prunus serotina* | 8.7 | critical | 214 | DW, leaning | 41.66514214 | -88.02251648 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | *Prunus serotina* | 7.1 | critical | 215 | DW | 41.66517212 | -88.02250849 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | *Prunus serotina* | 11.6 | poor | 216 | DW, co dominants | 41.66518633 | -88.02243483 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | *Prunus serotina* | 9.2 | fair | 217 | DW | 41.66516736 | -88.02240561 | 10/29/2025 | Save - Beyond Const Limits |
| Black cherry | *Prunus serotina* | 9.9 | poor | 218 | DW | 41.66522547 | -88.02247653 | 10/29/2025 | Save -North of Const Limits |
| American basswood | *Tilia americana* | 6.0 | poor | 219 | DW, leaning | 41.66521821 | -88.02237639 | 10/29/2025 | Save -North of Const Limits |
| American basswood | *Tilia americana* | 10.3 | good | 220 | | 41.66519365 | -88.02235068 | 10/29/2025 | Save -North of Const Limits |
| Black cherry | *Prunus serotina* | 9.3 | critical | 221 | DW | 41.66509363 | -88.02230118 | 10/29/2025 | Save -North of Const Limits |
| Pin oak | *Quercus palustris* | 11.1 | fair | 222 | DW, poor form | 41.66488615 | -88.02209205 | 10/30/2025 | Save -North of Const Limits |
| American elm | *Ulmus americana* | 6.4 | poor | 223 | DW | 41.66490579 | -88.02208975 | 10/30/2025 | Save -North of Const Limits |
| Black cherry | *Prunus serotina* | 7.5 | poor | 224 | DW, poor form | 41.66492896 | -88.02204968 | 10/30/2025 | Save -North of Const Limits |
| American basswood | *Tilia americana* | 43.2 | fair | 225 | MS; 21.0, 9.9, 12.3, DW, included bark | 41.66486089 | -88.02191529 | 10/30/2025 | Save -North of Const Limits |
| Northern red oak | *Quercus rubra* | 7.2 | good | 226 | DW | 41.66478389 | -88.02186467 | 10/30/2025 | Save -North of Const Limits |
| White oak | *Quercus alba* | 6.0 | poor | 227 | DW | 41.66477214 | -88.02184323 | 10/30/2025 | Save -North of Const Limits |
| Black walnut | *Juglans nigra* | 6.4 | good | 228 | | 41.66479944 | -88.02181411 | 10/30/2025 | Save -North of Const Limits |
| American elm | *Ulmus americana* | 6.2 | fair | 229 | DW | 41.66461655 | -88.02171893 | 10/30/2025 | Save -North of Const Limits |
| American basswood | *Tilia americana* | 11.5 | good | 230 | | 41.66485011 | -88.02180898 | 10/30/2025 | Save -North of Const Limits |
| American basswood | *Tilia americana* | 11.4 | good | 231 | | 41.66488486 | -88.02185582 | 10/30/2025 | Save -North of Const Limits |
| American basswood | *Tilia americana* | 8.8 | good | 232 | | 41.66491630 | -88.02188532 | 10/30/2025 | Save -North of Const Limits |
| American basswood | *Tilia americana* | 14.3 | fair | 233 | MS; 9.6, 4.7, DW, included bark | 41.66493972 | -88.02192432 | 10/30/2025 | Save -North of Const Limits |
| Siberian elm | *Ulmus pumila* | 6.5 | poor | 234 | DW, co dominants | 41.66497364 | -88.02192341 | 10/30/2025 | Save -North of Const Limits |
| Northern red oak | *Quercus rubra* | 9.8 | good | 235 | DW | 41.66505301 | -88.02193625 | 10/30/2025 | Save -North of Const Limits |
| American elm | *Ulmus americana* | 8.5 | poor | 236 | DW, co dominants | 41.66507914 | -88.02191479 | 10/30/2025 | Save -North of Const Limits |
| Eastern cottonwood | *Populus deltoides* | 15.7 | fair | 237 | DW, poor form | 41.66510900 | -88.02209034 | 10/30/2025 | Save -North of Const Limits |
| Black walnut | *Juglans nigra* | 10.1 | good | 238 | DW | 41.66508867 | -88.02208500 | 10/30/2025 | Save -North of Const Limits |
| Black cherry | *Prunus serotina* | 6.2 | poor | 239 | VP, DW | 41.66511551 | -88.02212443 | 10/30/2025 | Save -North of Const Limits |
| American elm | *Ulmus americana* | 11.4 | poor | 240 | DW, co dominants | 41.66511793 | -88.02179639 | 10/30/2025 | Save -North of Const Limits |
| Pin oak | *Quercus palustris* | 18.6 | fair | 241 | DW, leaning | 41.66518920 | -88.02187851 | 10/30/2025 | Save -North of Const Limits |
| White mulberry | *Morus alba* | 14.6 | poor | 344 | DW, co dominants, included bark, broken branches | 41.66546741 | -88.02175363 | 10/31/2025 | Save -North of Const Limits |
| Black cherry | *Prunus serotina* | 9.5 | critical | 350 | DW, leaning | 41.66535128 | -88.02179204 | 10/31/2025 | Save -North of Const Limits |
| Black walnut | *Juglans nigra* | 13.1 | good | 352 | | 41.66594634 | -88.02176001 | 10/31/2025 | Save -North of Const Limits |
| Black walnut | *Juglans nigra* | 13.3 | good | 353 | DW | 41.66581284 | -88.02206877 | 10/31/2025 | Save -North of Const Limits |
| Black walnut | *Juglans nigra* | 10.8 | good | 354 | | 41.66583216 | -88.02208068 | 10/31/2025 | Save -North of Const Limits |
| Black cherry | *Prunus serotina* | 7.2 | poor | 355 | DW | 41.66577030 | -88.02221166 | 10/31/2025 | Save -North of Const Limits |
| White mulberry | *Morus alba* | 6.0 | critical | 356 | DW, poor form | 41.66572004 | -88.02225317 | 10/31/2025 | Save -North of Const Limits |
| Black cherry | *Prunus serotina* | 7.3 | critical | 357 | DW | 41.66571023 | -88.02229202 | 10/31/2025 | Save -North of Const Limits |
| Eastern cottonwood | *Populus deltoides* | 11.6 | poor | 358 | DW, leaning | 41.66555560 | -88.02230937 | 10/31/2025 | Save -North of Const Limits |
| Eastern cottonwood | *Populus deltoides* | 27.1 | fair | 359 | DW, co dominants | 41.66553709 | -88.02229708 | 10/31/2025 | Save -North of Const Limits |
| Eastern cottonwood | *Populus deltoides* | 15.6 | fair | 360 | DW | 41.66552278 | -88.02227037 | 10/31/2025 | Save -North of Const Limits |
| Eastern cottonwood | *Populus deltoides* | 18.8 | fair | 361 | DW, co dominants | 41.66553022 | -88.02226225 | 10/31/2025 | Save -North of Const Limits |
| Black cherry | *Prunus serotina* | 11.4 | critical | 362 | DW | 41.66553222 | -88.02222603 | 10/31/2025 | Save -North of Const Limits |
| Northern hackberry | *Celtis occidentalis* | 10.6 | poor | 363 | DW | 41.66548720 | -88.02222166 | 10/31/2025 | Save -North of Const Limits |
| Black cherry | *Prunus serotina* | 12.3 | poor | 364 | DW, decay/cavity, co dominants | 41.66534053 | -88.02224317 | 10/31/2025 | Save -North of Const Limits |

DW = Deadwood
MS = Multistem (DBH is total of all stems. Individual DBH's are listed in the comments.)
Trees marked as **NOT FOUND** - DEI Expects that most if not all of these trees are "offsite" or located in the areas north of the construction limits.

**Call Before You Dig**
JULIE ILLINOIS ONE-CALL SYSTEM
CALL 1-800-892-0123 or 811
AT LEAST 48 HOURS (2 WORKING DAYS) BEFORE YOU DIG
WWW.ILLINOIS1CALL.COM

FOR CONTINUATION SEE SHEET #6

| | |
|---|---|
| Sheet | 7 OF 7 |
| PROJECT INFORMATION | |
| Project No.: | 25–0017 |
| Scale: | 1" = 60' |
| Date: | 02–20–2026 |
| Design By: | SDS |
| Drawn By: | NSM |
| Checked By: | SDS |

**DESIGNTEK ENGINEERING, INC.**
CONSULTING, CIVIL ENGINEERING & LAND SURVEYING
9930 W. 190TH STREET, SUITE L
MOKENA, ILLINOIS 60448
(708) 326-4961
FAX: (708) 326-4962
DEI
IL PROF. LIC. NO.: 184-003740

PRELIMINARY ENGINEERING PLANS
FOR
COPPER RIDGE WEST
LEMONT, ILLINOIS

TETON DEVELOPMENT, LLC
565 VILLAGE CENTER DRIVE
BURR RIDGE, ILLINOIS 60527
(630) 920–9430

REVISIONS

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | 04–15–26 | PER VILLAGE REVIEW | SDS |

PRELIMINARY ENGINEERING: TREE PLAN NORTH

# Copper Ridge West Sample Townhome Elevations



**Capri** ~ Elevation A



**Capri** ~ Elevation B



**Sorrento** ~ Elevation A



**Sorrento** ~ Elevation B

BEECHEN&DILL HOMES

# Copper Ridge West Sample Townhome Elevations



**Sorrento** ~ Elevation C



**Sorrento** ~ Elevation D



**Sienna** ~ Elevation A



**Sienna** ~ Elevation B

BEECHEN&DILL HOMES

# Copper Ridge West Sample Townhome Elevations



**Portofino** ~ Elevation A



Portofino ~ Elevation B















# Copper Ridge West Color Package

Luxury Ranch Townhome Exterior Selections

**Shingles:**
IKO Dynasty / Granite Black

**Lap Siding:**
LP 8” Lap Siding in Snowscape White

**Vertical Siding (Per Plan):**
LP Vertical Siding in Snowscape White

**Brick:**
Michigan Brick – Port Huron – Queen Size
with natural color mortar

**Windows:**
Single Hung Premium Vinyl Windows with full grilles
Black Exterior / White Interior

**Garage Door:**
**Size:** 16’ wide x 7’ tall
**Style:** Stamped Carriage House – Long Panel
**Transom Windows on Top Row:** Madison Window Style with Clear Glass windows
**Color:** White

**Front Door:**
**Style:** 8’ Masonite Fiberglass ¾ Lite Door with Pearl Privacy Glass
**Color:** SW9168 Tricorn Black
**Door Hardware:** Schlage J Series – Barcelona – Satin Nickel

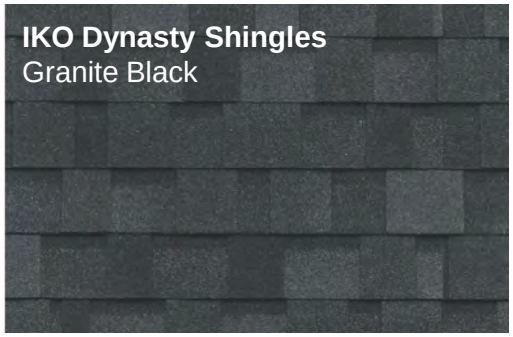
**Sconce Lights:**
Classic Package – 49894BK

**LP Trim and Decorative Millwork:**
LP Snowscape White

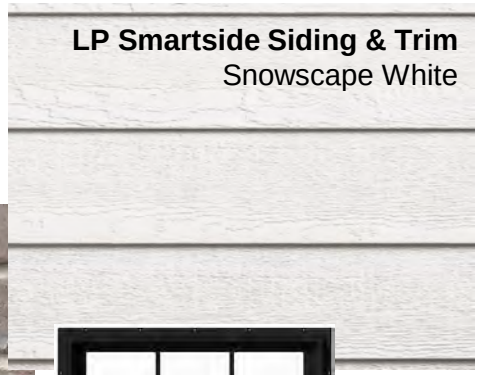
**Window Shutters (Per Plan):**
Black

**Soffit, Facia, Gutters:** White

**Trex Decking for Lookout & Walk Out Lots:**
Decking: Trex Enhance Naturals – Rocky Harbor
Railing: Trex Transcend Composite Railing – Charcoal Black




Copper Ridge West











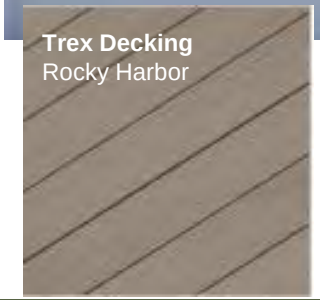
Barcelona Handleset
Satin Nickel

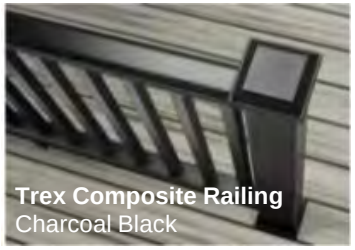










# Sample Single Family Elevations









































**Developer Donations**

| | Pre-School | Elementary (K 5) | Junior High | Total K-8 | High School | Adults | Total per D.U. |
|---|---|---|---|---|---|---|---|
| | 0-4 years | 5-10 years | 11-13 years | 5-13 years | 14-17 years | (18+ years) | |
| **Type of Unit** | | | | | | | |
| **Detached Single Family** | | | | | | | |
| 2 Bedroom | 0.113 | 0.136 | 0.048 | 0.184 | 0.020 | 1.700 | 2.017 |
| 3 Bedroom | 0.292 | 0.369 | 0.173 | 0.542 | 0.184 | 1.881 | 2.899 |
| 4 Bedroom | 0.418 | 0.530 | 0.298 | 0.828 | 0.360 | 2.158 | 3.764 |
| 5 Bedroom | 0.283 | 0.345 | 0.248 | 0.593 | 0.300 | 2.594 | 3.770 |
| | | | | | | | |
| **Attached Single Family** | | | | | | | |
| 1 Bedroom | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.193 | 1.193 |
| 2 Bedroom | 0.064 | 0.088 | 0.048 | 0.136 | 0.038 | 1.752 | 1.990 |
| 3 Bedroom | 0.212 | 0.234 | 0.058 | 0.292 | 0.059 | 1.829 | 2.392 |
| 4 Bedroom | 0.323 | 0.322 | 0.154 | 0.476 | 0.173 | 2.173 | 3.145 |
| | | | | | | | |
| **Apartments** | | | | | | | |
| Efficiency | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.294 | 1.294 |
| 1 Bedroom | 0.000 | 0.002 | 0.001 | 0.003 | 0.001 | 1.754 | 1.758 |
| 2 Bedroom | 0.047 | 0.086 | 0.042 | 0.128 | 0.046 | 1.693 | 1.914 |
| 3 Bedroom | 0.052 | 0.234 | 0.123 | 0.357 | 0.118 | 2.526 | 3.053 |

| **Number of Units** | | | | | | |
|---|---|---|---|---|---|---|
| **SF Detached** | 0 | **Attached** | 0 | **Apartments** | 0 | |
| 2 Bedroom | 0 | 1 Bedroom | 0 | Efficiency | 0 | |
| 3 Bedroom | 0 | 2 Bedroom | 0 | 1 Bedroom | | |
| 4 Bedroom | 19 | 3 Bedroom | 63 | 2 Bedroom | | |
| 5 Bedroom | 0 | 4 Bedroom | 0 | 3 Bedroom | 0 | |
| Total Units | 19 | | 63 | | 0 | |

| | Pre-School | Elementary (K-5) | Junior High | Total K-8 | High School | Adults | Total per D.U. |
|---|---|---|---|---|---|---|---|
| **Detached Single Family** | | | | | | | |
| 2 Bedroom | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 3 Bedroom | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 4 Bedroom | 7.942 | 10.070 | 5.662 | 15.732 | 6.840 | 41.002 | 71.516 |
| 5 Bedroom | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Detached SF Total | 7.942 | 10.070 | 5.662 | 15.732 | 6.840 | 41.002 | 71.516 |
| **Attached Single Family** | | | | | | | |
| 1 Bedroom | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 2 Bedroom | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 3 Bedroom | 13.356 | 14.742 | 3.654 | 18.396 | 3.717 | 115.227 | 150.696 |
| 4 Bedroom | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Attached SF Total | 13.356 | 14.742 | 3.654 | 18.396 | 3.717 | 115.227 | 150.696 |
| **Apartments** | | | | | | | |
| Efficiency | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 1 Bedroom | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 2 Bedroom | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 3 Bedroom | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Apartment Total | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| **Grand Total** | **21.298** | **24.812** | **9.316** | **34.128** | **10.557** | **156.229** | **222.212** |
| **Total Students Produced** | | | | **65.983** | | | |

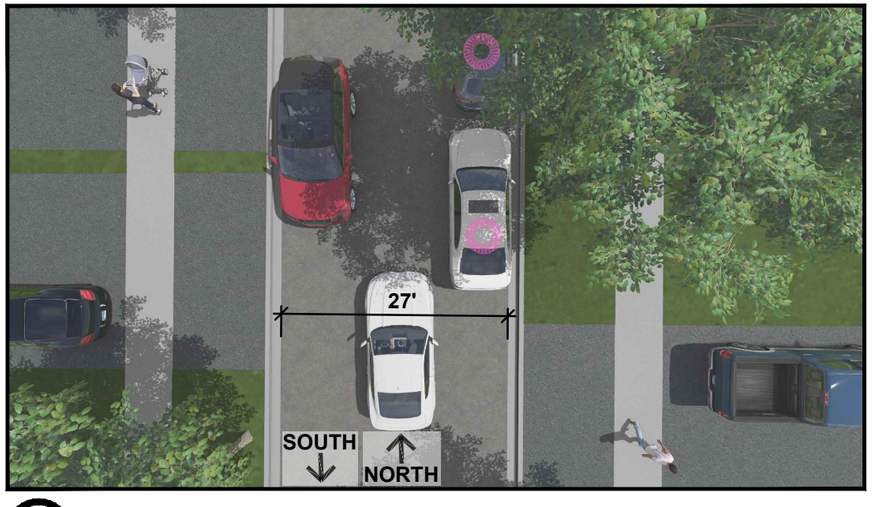
| | | | | | When Required | |
|---|---|---|---|---|---|---|
| | | | | | Annex | Non-Annex |
| **LIBRARY DONATION** | | | | **Library** | Yes | Yes |
| **Land Donation (acres)** | 0.00 | | | | | |
| **Cash Donation** | $10,135.09 | $45.61 | Per Person | | | |
| **PARK DONATION** | | | | **Park** | Yes | Yes |
| **Land Donation (acres)** | 2.22 | | | | | |
| **Cash Donation** | $333,318.00 | $150,000.00 | Per Acre | | | |
| **FIRE DONATION** | | | | **Fire** | Yes | No |
| **Housing Units** | 82 | | | | | |
| **Cash Donation** | $8,200.00 | $100.00 | Per Unit | | | |
| **PUBLIC SAFETY DONATION** | | | | **Public Safety** | Yes | No |
| **Housing Units** | 82 | $1,000.00 | Per Unit | | | |
| **Cash Donation** | $82,000.00 | | | | | |
| **SCHOOL DONATION** | | | | **Schools** | Yes | Yes |
| **Elementary (K-5)** | | | | | | |
| (650 students - 15 ac.) | | | | | | |
| **Land Donation (acres)** | 0.57 | | | | | |
| **Cash Donation** | $85,887.69 | | | | | |
| **Junior High (6-8)** | | | | | | |
| (1200 students - 25 ac.) | | | | | | |
| **Land Donation (acres)** | 0.19 | | | | | |
| **Cash Donation** | $29,112.50 | | | | | |
| **High School (9-12)** | | | | | | |
| (3000 students - 80 ac.) | | | | | | |
| **Land Donation (acres)** | 0.28 | | | | | |
| **Cash Donation** | $42,228.00 | | | | | |
| **TOTAL** | | | | | | |
| **Land Donation** | 3.27 | | | | | |
| **Cash Donation** | **$590,881.28** | | | | | |


LOT 2
LOT 1
PARK
30.00' B-B
60.00' R.O.W.
LP#3
30.00' B-B
40.00' R.O.W.
22.00' B-B
WM
LP#2
66.00' R.O.W.
28.00' B-B
LP#1
28.00' B-B MIN.
768.22 BM
ILLINOIS TOLLWAY I-355
ALBA ST SIDEWALK ~5120 SF
START WALK
END WALK




# PARKING DATA:

| PARKING SPACE TYPE | UNITS | SPACES |
|---|---|---|
| SINGLE FAMILY GARAGE<br>2 SPACES PER UNIT | 19 | 38 |
| SINGLE FAMILY DRIVEWAY<br>2 SPACES PER UNIT | 19 | 38 |
| TOWNHOME GARAGE<br>2 SPACES PER UNIT | 63 | 126 |
| TOWNHOME DRIVEWAY<br>2 SPACES PER UNIT | 63 | 126 |
| ON STREET- PERPEDICULAR | | 24 |
| ON STREET-PARALLEL | | 66 |
| TOTAL PARKING SPACES | | 418 |




Ⓐ ALBA STREET DETAIL

# PARKING EXHIBIT

COPPER RIDGE WEST
LEMONT, IL

07.08.2026

GARY R. WEBER
ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
WWW.GRWAINC.COM

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