Memorandum

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To: Mr. Mark Sorrentino
RICHMAR Realty and Development Company

From: Lynn M. Means, P.E., PTOE
Senior Transportation Engineer

Date: December 8, 2020

Subject: Geneva Business Center
Fabyan Parkway, East of Kirk Road
Geneva, Illinois

Part I. Introduction and Project Context

Gewalt Hamilton Associates, Inc. (GHA) has conducted a Traffic Summary for the proposed Geneva Business Center development. The site is located on the north side of Fabyan Parkway, east of Kirk Road in unincorporated Kane County. The approximately 18-acre site is located immediately to the east of the Comfort Inn and Suites and currently contains an office building, paved area for storage of vehicles and vacant land. There are three driveways/curb cuts that serve the property, with the eastern most access shared and aligned opposite Paramount Parkway.

As currently proposed, the project consists of the construction of a phased, multi-building development. The exact size and use of each building has yet to be defined but is anticipated to consist of industrial / warehousing use. As we understand, there has been an access agreement previously established for this property that includes access via Dawn Boulevard (new City, collector roadway on the western site limits), a new right/in-right-out access (central to property) and then the eastern, existing full access, opposite Paramount Parkway. The agreement also indicates stipulations pertaining to intersection improvements, temporary use of such access, along with the removal of two existing driveways (approximately 200 and 325 feet west of Paramount Parkway). The development is also anticipated to include future annexation into the City of Geneva.

The following provides a summary of site traffic characteristics and the analysis conducted, which includes an analysis of the development's impact on the surrounding roadway network. *Exhibits* and *Appendices* referenced are in the Technical Addendum at the end of this document.

Part II. Background Information

Site Location Map and Roadway Inventory

Exhibit 1 provides a site location map. The existing traffic operations in the site area are illustrated on ***Exhibit 2***. Pertinent comments to the adjacent roadways and study area include:

Fabyan Parkway (County Route #8)

- Fabyan Parkway is an east-west, principal arterial roadway under the jurisdiction of the Kane County Division of Transportation (KDOT).
- It generally provides a five-lane cross section (two through lanes in each direction and a center median/left-turn lane at intersections) with a posted speed limit of 45 miles per hour (mph).

Fabyan Parkway (County Route #8) – cont.

- Fabyan Parkway is designated as a Strategic Regional Arterial (SRA) route. SRA routes are designed to carry higher traffic volumes at higher travel speeds through access control and traffic signal installation / spacing. It is also designated as a Class II Truck route.
- Improvements are currently ongoing at Fabyan Parkway's signalized intersection with Kirk Road (see ***Appendix A***). Upon completion, Fabyan Parkway will provide dual left-turn lanes, two through lanes and a right-turn lane in the eastbound direction and dual left-turn lanes, two through lanes and a shared through/right-turn lane in the westbound direction.
- The annual daily traffic (ADT) on Fabyan Parkway is 14,874, year 2019.

Kirk Road (County Route #77)

- Kirk Road is a north-south, principal arterial roadway under the jurisdiction of KDOT.
- It generally provides a five-lane cross section (two through lanes in each direction and a center median/left-turn lane at intersections) with a posted speed limit of 45 mph.
- Kirk Road is also designated as a SRA route, as well as a Class II Truck route.
- At its signalized intersection with Fabyan Parkway, with the aforementioned improvements, Kirk Road will provide dual left-turn lanes, two through lanes and a right-turn lane in the northbound direction and dual left-turn lanes, two through lanes and a shared through/right-turn lane in the southbound direction.
- The ADT on Kirk Road north of Fabyan Parkway is 30,308 vehicles, year 2019.

Existing Traffic

Exhibit 3 summarizes the existing weekday morning and evening peak hour traffic volumes. Peak period count data along Fabyan Parkway and Kirk Road were obtained from KDOT's annual count program from October 2019. Based on these counts, the weekday morning peak hour occurred from 7:00 to 8:00 AM on Fabyan Parkway and 7:15 to 8:15 AM on Kirk Road and the weekday evening peak hour occurred from 4:30 to 5:30 PM along both roadways.

Exhibit 3 also provides the ADT along Fabyan Parkway and Kirk Road (year 2019), also obtained from KDOT's annual count program. Summaries of the KDOT traffic counts can be found in ***Appendix B***.

Notes: 1. *The traffic volumes presented in Appendix B represent "raw", unadjusted data. These volumes are adjusted based on day of week and month of year factors, resulting in an Annual Average Daily Traffic (AADT) which is lower than the total.*
2. *No new traffic data was collected due to current abnormal traffic conditions within the study area associated with school and business closures due to COVID-19.*

2035 and 2045 No-Build (Non-Site) Traffic

Exhibits 4 and 5 summarize the 2035 and 2045 No-Build peak hour traffic volumes, respectively. The build-out year for the site is anticipated to be 2025. In accordance with KDOT requirements, future traffic volume conditions were developed for the years 2035 and 2045, build-out plus ten and twenty years, respectively. Based on a review of historical traffic volumes projections contained on the IDSs prepared for the ongoing improvements at Kirk Road and Fabyan Parkway (see *Appendix A*) and future Kautz Road Extension at Fabyan Parkway (see *Appendix C*), located to the east of the site, traffic volumes along the roadways surrounding the site are assumed to experience an overall annual, compounded growth rate of approximately 1.2 to 1.6 percent per year. However, to provide a conservative analysis scenario, a 2.0 percent per year compounded growth rate was applied.

Part III. Project Traffic Characteristics

Proposed Development

The preliminary site plan is provided in ***Appendix D.*** As currently proposed, the project includes a phased, multi-building development. The exact size and use of each building has yet to be defined but is anticipated to consist of industrial / warehousing use.

Phase I is anticipated to include the development of the lots fronting Fabyan Parkway: Lots 1 to 4. Lots 1 to 3 were, conservatively, assumed to contain 35,000 square-feet of warehouse use on each lot; Lot 4 was assumed to remain office/warehouse (approximately 11,600 square-foot building). Phase II will include the development of the rear portion of the property, Lot 5. Again, to provide a conservative analysis scenario, it was assumed to 150,000 square-feet of warehouse use. Phase I construction is anticipated to commence next year (2021) and both phases of the development (Phases I and II) are anticipated to be completed within 5 years.

As we understand, there has been an access agreement previously established for this property that includes access via Dawn Boulevard (new City, collector roadway on the western site limits), a new right/in-right-out access (central to property) and then the eastern, existing full access, opposite Paramount Parkway. The agreement also indicates stipulations pertaining to intersection improvements, temporary use of such access, along with the removal of two existing driveways (approximately 200 and 325 feet west of Paramount Parkway). The development is also anticipated to include future annexation into the City of Geneva.

Trip Generation and Directional Distribution

Trip generation rates published by the Institute of Transportation Engineers (ITE) in the 10th Edition of the Manual *Trip Generation* were used to determine the anticipated traffic from the proposed industrial use (see ***Appendix E***). The number of vehicle trips anticipated during the weekday morning peak hour (one hour between 7:00 and 9:00 AM) and weekday evening peak hour (one hour between 4:00 and 6:00 PM) and weekday daily basis is displayed in ***Table 1A*** and includes all traffic attributed to the proposed development (employees, customers, deliveries, etc.). The anticipated truck trips during the weekday morning and evening peak hours, as well as on a daily basis is summarized in ***Table 1B*** and the resulting car trips (*Table 1A less 1B)* is shown in ***Table 1C.***

Table 1A: Estimated Trip Generation – Total Vehicles (Cars & Trucks)

Lot	Land Use	Size	ITE Land Use Code	Weekday								
				AM Peak Hour[A]			PM Peak Hour[B]			Daily		
				In	Out	Total	In	Out	Total	In	Out	Total
Phase I												
1-3	Warehousing	105,000 SF	150	29	9	38	11	29	40	106	106	212
4[C]	Office	11,600 SF	710	11	2	13[D]	2	13	15	66	66	132
Subtotal (Lots 1-4)				***40***	***11***	***51***	***13***	***42***	***55***	***172***	***172***	***344***
Phase II												
5	Warehousing	150,000 SF	150	33	10	43	12	34	46	141	141	282
Total Development												
Phases I (Lots 1-4) & II (Lot 5)[E]				***73***	***21***	***94***	***25***	***76***	***101***	***313***	***313***	***626***

[A] One hour between 7:00 and 9:00 AM.
[B] One hour between 4:00 and 6:00 PM.
[C] Existing Office Building (11,600 SF) located on Lot 4.
[D] Average rates used to develop trip generation estimates as ITE equations produced unrealistic results.
[E] Lot 6 will be used for the site's stormwater detention.

Table 1B: Estimated Trip Generation – Trucks

Lot	Land Use	Size	ITE Land Use Code	Weekday								
				AM Peak Hour			PM Peak Hour			Daily		
				In	Out	Total	In	Out	Total	In	Out	Total
Phase I												
1-3	Warehousing	105,000 SF	150	1	1	2	1	2	3	32	32	64
4	Office	11,600 SF	710	0	0	0	0	0	0	2	2	4
Subtotal (Lots 1-4)				***1***	***1***	***2***	***1***	***2***	***3***	***34***	***34***	***68***
Phase II												
5	Warehousing	150,000 SF	150	2	1	3	2	3	5	44	44	88
Total Development												
Phases I (Lots 1-4) & II (Lot 5)				***3***	***2***	***5***	***3***	***5***	***8***	***78***	***78***	***156***

Table 1C: Estimated Trip Generation – Cars [A]

Lot	Land Use	Size	ITE Land Use Code	Weekday								
				AM Peak Hour			PM Peak Hour			Daily		
				In	Out	Total	In	Out	Total	In	Out	Total
Phase I												
1-3	Warehousing	105,000 SF	150	28	8	36	10	27	37	74	74	148
4	Office	11,600 SF	710	11	2	13	2	13	15	64	64	128
Subtotal (Lots 1-4)				***39***	***10***	***49***	***12***	***40***	***52***	***138***	***138***	***276***
Phase II												
5	Warehousing	150,000 SF	150	31	9	40	10	31	41	97	97	194
Total Development												
Phases I (Lots 1-4) & II (Lot 5)				***70***	***19***	***89***	***22***	***71***	***93***	***235***	***235***	***470***

[A] Table 1A estimates less Table 1B estimates.

Note: The existing site currently contains an 11,600 square-foot office use, as well as a vehicle storage yard. Thus, the new trips as presented in Table 1 provides a conservative analysis scenario.

The anticipated trip distribution of site traffic is summarized in ***Table 2***. This was based on current travel patterns, the operational characteristics of the street system and site access.

Table 2: Trip Distribution

Route & Direction	Percent Route To/From Site	
	Cars	Trucks
Fabyan Parkway		
East of Paramount Pkwy	35%	20%
West of Kirk Rd	25%	15%
Kirk Road		
North of Fabyan Pkwy	20%	30%
South of Fabyan Pkwy	20%	35%
Total =	***100%***	

Site and Total Traffic Assignments

Exhibits 6a and 6b illustrate the site traffic assignment for the Phase I car and truck trips, respectively, which is based on the traffic characteristics summarized in *Tables 1 and 2* (traffic generation and trip distribution) and assigned to the area roadways. Similarly, ***Exhibits 6c and 6d*** illustrate the site traffic assignment for the Phase II car and truck trips, respectively. ***Exhibit 6e*** depicts the development's total site traffic (addition of Exhibits 6a, 6b, 6c and 6d).

The site traffic (*Exhibit 6d*) and 2035 No-Build traffic (*Exhibit 4*) were combined to produce the 2035 Total traffic, which is illustrated on ***Exhibit 7***. Similarly, the site traffic (Exhibit 6d) and 2045 No-Building traffic (Exhibit 5) were combined to produce the 2045 Total traffic, which is depicted on ***Exhibit 8***.

Traffic Increases

As shown on *Exhibit 6e*, the total (including both entering and exiting traffic) weekday AM and PM peak hour vehicle trips of 89 and 93, respectively, are expected on the roadways leading beyond the study area, or one to two additional vehicle every minute. On a daily basis, volume increases of 470 vehicles (total both entering and exiting) are expected on the study area roadways. This represents an approximately 2% increase on Fabyan Parkway over existing (year 2019) traffic volumes. Accordingly, the amount of site-generated traffic is expected to have minimal effects on the operations of the external street network.

Part IV. Traffic Evaluation

Turn Lane Analysis

Access to the site will be provided via Dawn Boulevard (new City, collector roadway on the western site limits), a new right/in-right-out access (central to property) and then the eastern, existing full access, opposite Paramount Parkway. This study examined whether a right-turn deceleration lane and/or a left-turn storage lane is required for the access driveways under future design year conditions (years 2035 and 2045). *Note: an eastbound left-turn lane is currently provided at the existing eastern site access, opposite Paramount Parkway, as well as the central access is restricted (via barrier median) to right-in/right-out only.*

The KDOT *Access Permit and Access Control Regulations* was used to determine the need for auxiliary lanes. Section 2.F Turn Lane Improvements indicates that a right-turn lane is considered when the criterion is met in Table 8 – Right-Turn Lane Guidelines for Four-Lane Highways. The Table is included on ***Exhibit 9 – Part A***. Based on the posted speed limit (45 mph on Fabyan Parkway) and the projected approach volumes, a right-turn lane is not warranted on westbound Fabyan Parkway at any of the three proposed site accesses (see ***Exhibit 9 – Part B***).

KDOT's *Access Permit and Access Control Regulations* was also reviewed to determine the need for a left-turn lane at the site full access (Dawn Boulevard). A left-turn lane is warranted at any unsignalized intersection that satisfies the guidelines depicted in Table 10 for four-lane highways with a speed limit of 45 to 55 mph (such as Fabyan Parkway). The Access Ordinance further states that "left-turn deceleration lanes will be required for all full access points to an arterial where there are more than 12 left turns per peak hour." The Table is included on ***Exhibit 9 – Part A***. Based on the geometric design, lane usage and the estimated volume of site-generated traffic, a left-turn lane is warranted on eastbound Fabyan Parkway at the western access (Dawn Boulevard) (see ***Exhibit 9 – Part B***).

Capacity Analysis

Capacity analyses are a standard measurement that identifies how an intersection operates. They are measured in terms of Level of Service (LOS). The concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six Levels of Service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. LOS C is often considered acceptable for design purposes and LOS D is usually considered as providing the lower threshold of acceptable operations. Since the level of service is a function of the traffic flows placed upon it, the facility may operate at a wide range of levels of service, depending on the time of day, day of week or period of year. A description of the operating condition under each level of service, based on the analysis parameters as published in the Transportation Research Board's (TRB) Highway Capacity Manual (HCM), Sixth Edition, is provided in ***Table 3***.

Table 3: Level of Service (LOS) Summary

LOS	Description	Delay (sec/veh)	
		Traffic Signal	Stop Sign
A	Describes conditions with little to no delay to motorists.	<10	< 10
B	Represents a desirable level with relatively low delay to motorists.	>10 and < 20	>10 and < 15
C	Describes conditions with average delays to motorists.	>20 and < 35	>15 and < 25
D	Describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.	>35 and < 55	>25 and < 35
E	Represents operating conditions with high delay values. This level is often considered within urban settings or for minor streets intersecting major arterial roadways to be the limit of acceptable delay.	>55 and < 80	>35 and < 50
F	Is unacceptable to most drivers with high delay values that often occur, when arrival flow rates exceed the capacity of the intersection.	>80	>50

Capacity analyses were performed at the site access (Dawn Boulevard) intersection with Fabyan Parkway using the methodologies outlined in the HCM, for the following scenarios: *2035 and 2045 Total Traffic* – Future No-Build traffic volumes (years 2035 and 2045) plus the addition of site generated traffic.

Table 4 summarizes the intersection capacity and queue analysis results. Capacity analysis summary printouts are provided in ***Appendix F.***

As shown in Table 4, under future conditions (2035 and 2045 Total traffic), all movements at the site access (Dawn Boulevard) unsignalized intersection with Fabyan Parkway operate at acceptable Levels of Service (at LOS "D" or better) during both peak hours studied with the exception of southbound left-turn movements. These movements are anticipated to operate at LOS "E/F". However, the delay experienced by these movements is typical for a minor street/driveway intersection with a major street with heavy through volumes, such as Fabyan Parkway. The 95th percentile queue lengths for exiting movements, as well as left-turn entering movements, are not anticipated to exceed two vehicle, which will not impact operations on- or off-site. Future traffic conditions assumed an eastbound left-turn lane would be constructed on Fabyan Parkway at the site access. It also assumed the southbound approach would contain one entering lanes and two exiting lanes (separate left- and right-turn lane), operating under Stop sign control.

Table 4: Level-of-Service and Queue Summary

Intersection / Timeframe		Roadway Conditions	Movement Group By Approach > = Shared Lane - = Non Critical or not Allowed Movement											
			Eastbound			Westbound			Northbound			Southbound		
Fabyan Pkwy at Site Access (Dawn Blvd)		TWSC - SB Stops	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak	A. 2035 Total (See Exhibit 7)	• LOS	A	-	-	-	-	-	-	-	-	D	-	B
		• Delay	9.1	-	-	-	-	-	-	-	-	31.9	-	10.7
		• 95th Queue Length (ft)	3	-	-	-	-	-	-	-	-	3	-	3
		• Approach LOS (Delay)		-			-			-		C (16.8)		
	B. 2045 Total (See Exhibit 8)	• LOS	A	-	-	-	-	-	-	-	-	E	-	B
		• Delay	9.6	-	-	-	-	-	-	-	-	46.8	-	11.4
		• 95th Queue Length (ft)	3	-	-	-	-	-	-	-	-	3	-	3
		• Approach LOS (Delay)		-			-			-		C (21.5)		
PM Peak	A. 2035 Total (See Exhibit 7)	• LOS	B	-	-	-	-	-	-	-	-	F	-	B
		• Delay	12.6	-	-	-	-	-	-	-	-	53.9	-	14.1
		• 95th Queue Length (ft)	3	-	-	-	-	-	-	-	-	15	-	8
		• Approach LOS (Delay)		-			-			-		D (26.8)		
	B. 2045 Total (See Exhibit 8)	• LOS	B	-	-	-	-	-	-	-	-	F	-	C
		• Delay	14.9	-	-	-	-	-	-	-	-	102.1	-	16.3
		• 95th Queue Length (ft)	3	-	-	-	-	-	-	-	-	28	-	8
		• Approach LOS (Delay)		-			-			-		E (43.7)		

Part V. Recommendations and Conclusions

Analyses have been conducted to determine the impact from the proposed Geneva Business Center development on the adjacent roadway network. The capacity analysis results indicate that the increase in project site-generated traffic has minimal effect upon the operations of the area roadway network with the implementation of the following recommendations:

1. Provide an eastbound left-turn lane on Fabyan Parkway at the proposed site access (Dawn Boulevard).
2. Provide one inbound lane and a separate southbound left- and right-turn lane on the site access (Dawn Boulevard) southbound approach to the Fabyan Parkway intersection, operating under Stop sign control.
3. Consider constructing additional capacity (second northbound lane) on Dawn Boulevard to accommodate traffic associated with future development to the north.
4. Monitor the Fabyan Parkway and Dawn Boulevard intersection for traffic control installation and/or additional geometric improvements with future development to the north.

Part VI. Technical Addendum

The following *Exhibits* and *Appendices* were previously referenced. They provide technical support for our observations, findings and recommendations discussed in the text.

Exhibits

1. Location Map
2. Existing Operations
3. Existing Traffic
4. 2035 No-Build Traffic
5. 2045 No-Build Traffic
6. Site Traffic
7. 2035 Total Traffic
8. 2045 Total Traffic
9. Turn Lane Requirements

Appendices

A. IDS – Kirk Road and Fabyan Parkway
B. KDOT Traffic Count Summaries
C. IDS – Fabyan Parkway and Kautz Road Extension
D. Preliminary Site Plan
E. ITE Trip Generation Excerpts
F. Capacity Analysis Worksheets

Technical Addendum

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Exhibits

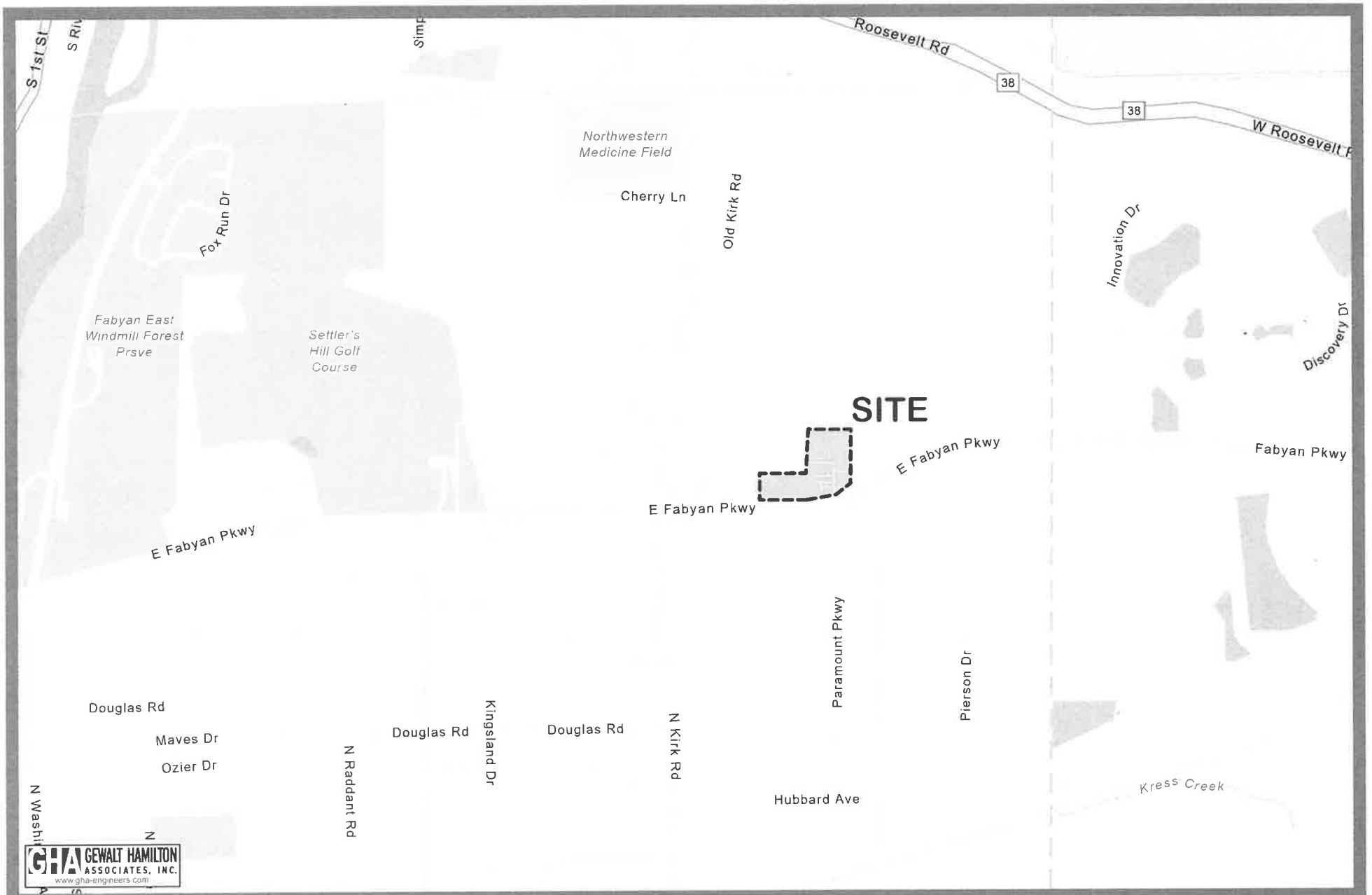


Exhibit 1 - Location Map

Geneva Business Center
Geneva, IL

Map Center: 88.27837°W 41.86962°N

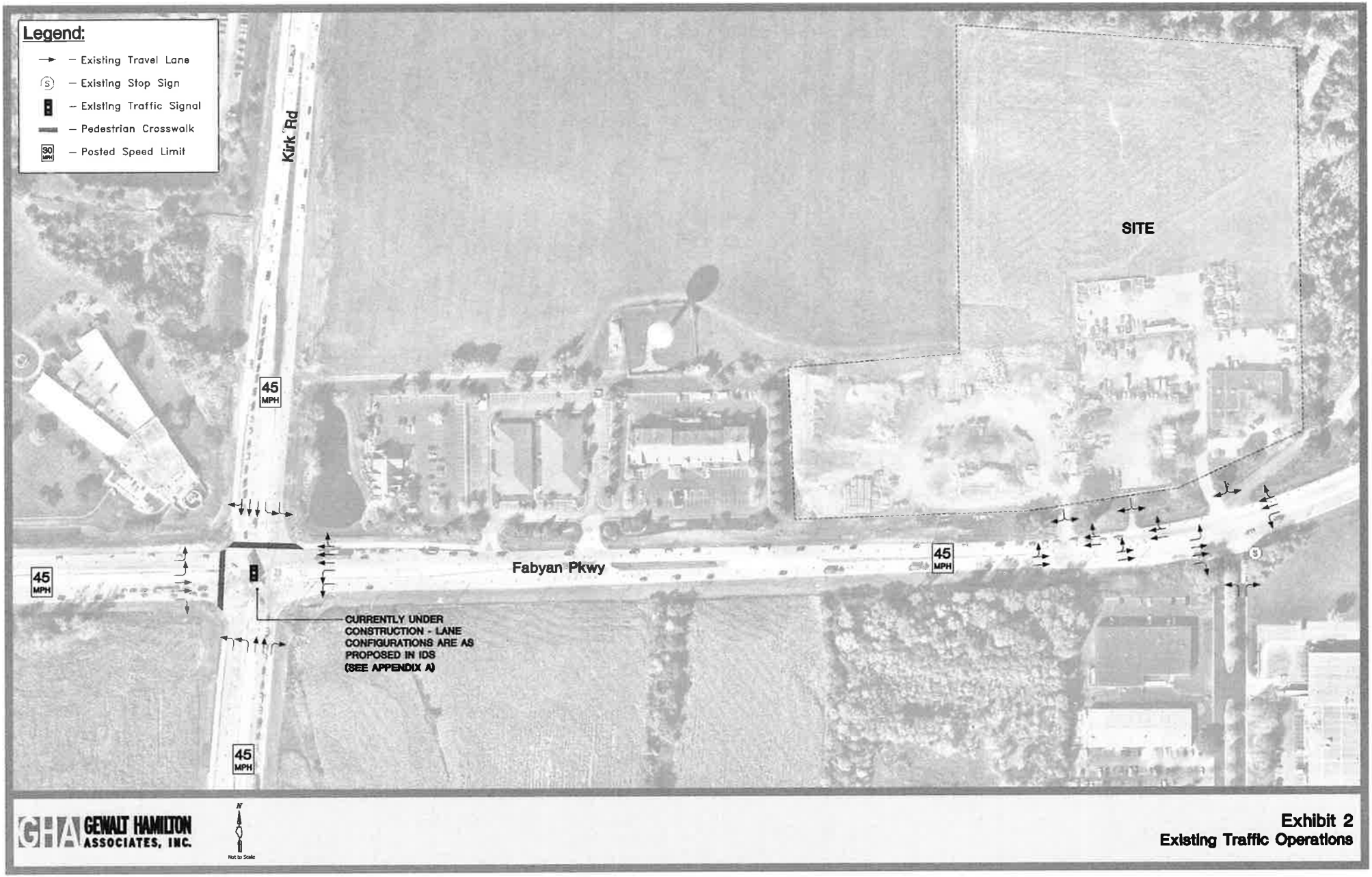
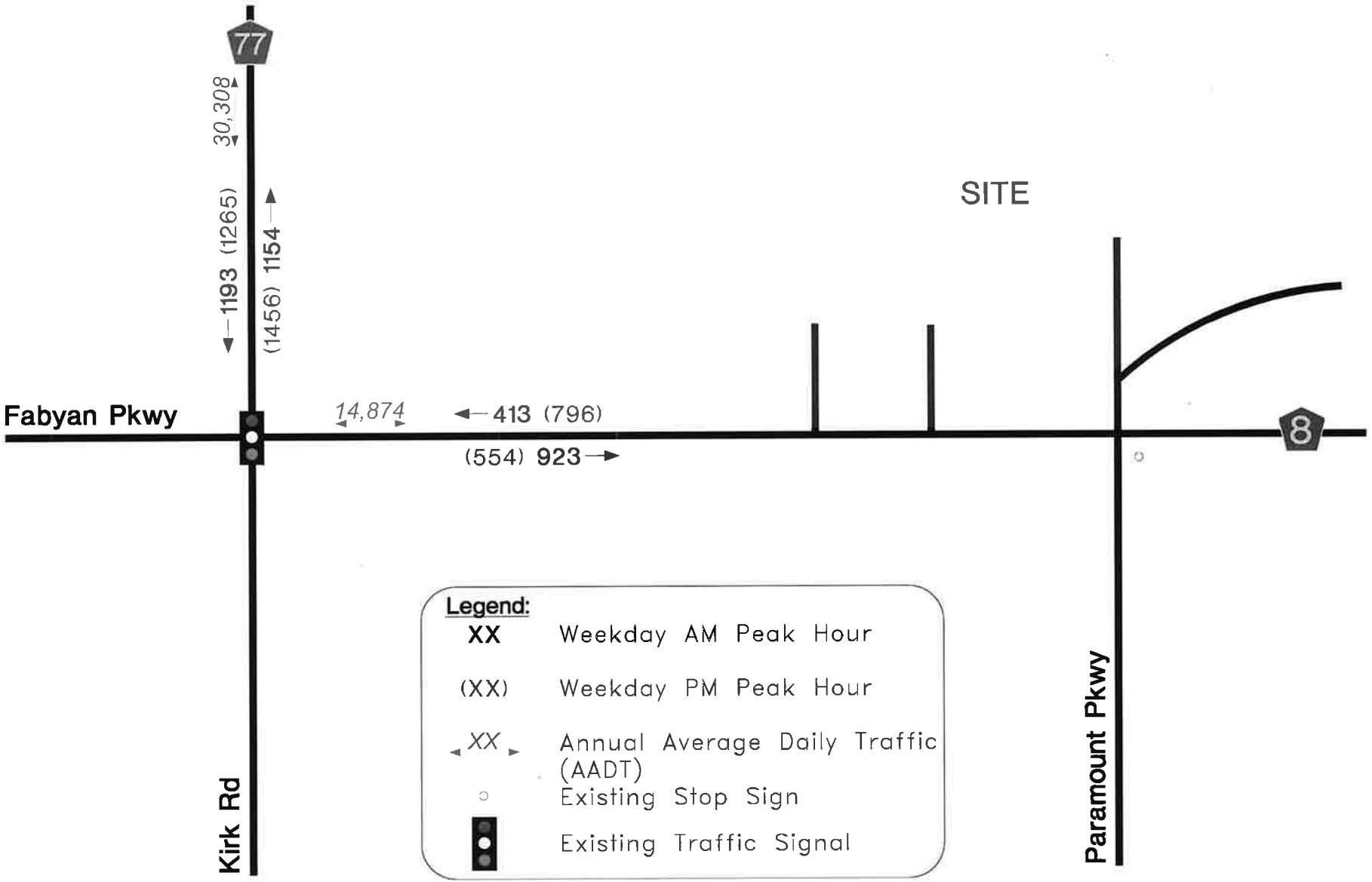


Exhibit 2
Existing Traffic Operations



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Not to Scale

Exhibit 3
Existing Traffic
Sources: KDOT October 2019

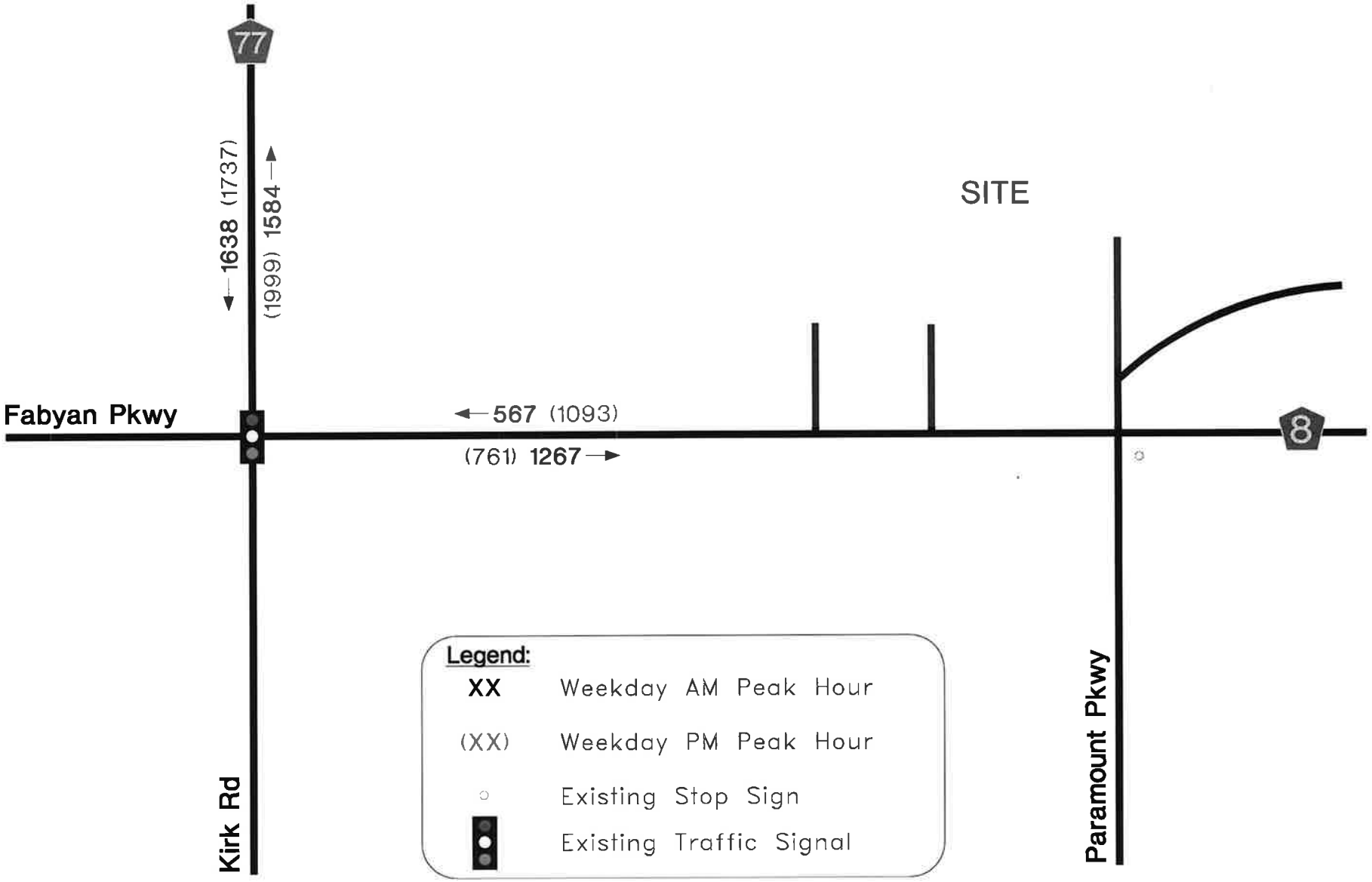

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Exhibit 4
2035 No-Build Traffic

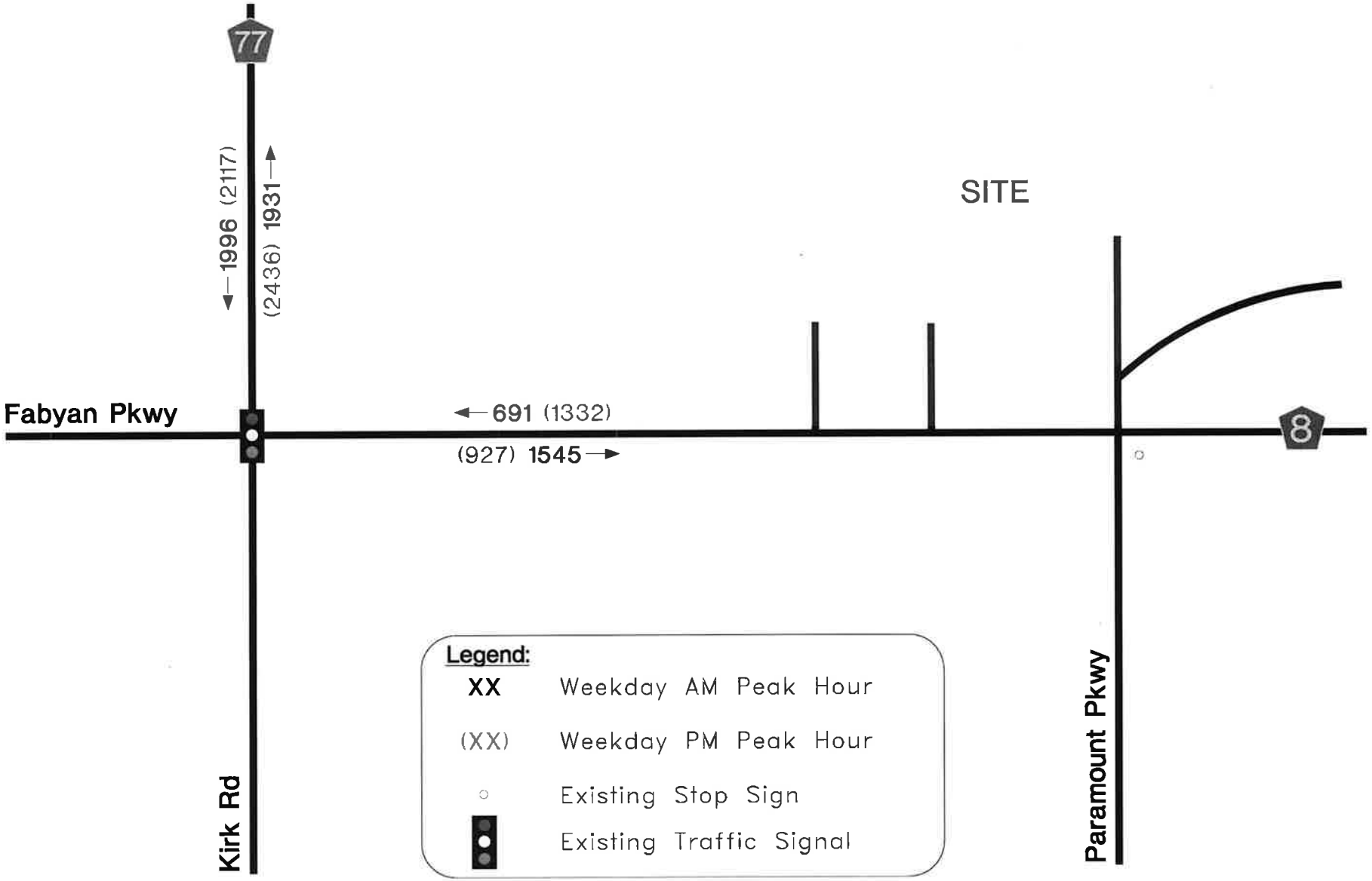

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Exhibit 5
2045 No-Build Traffic

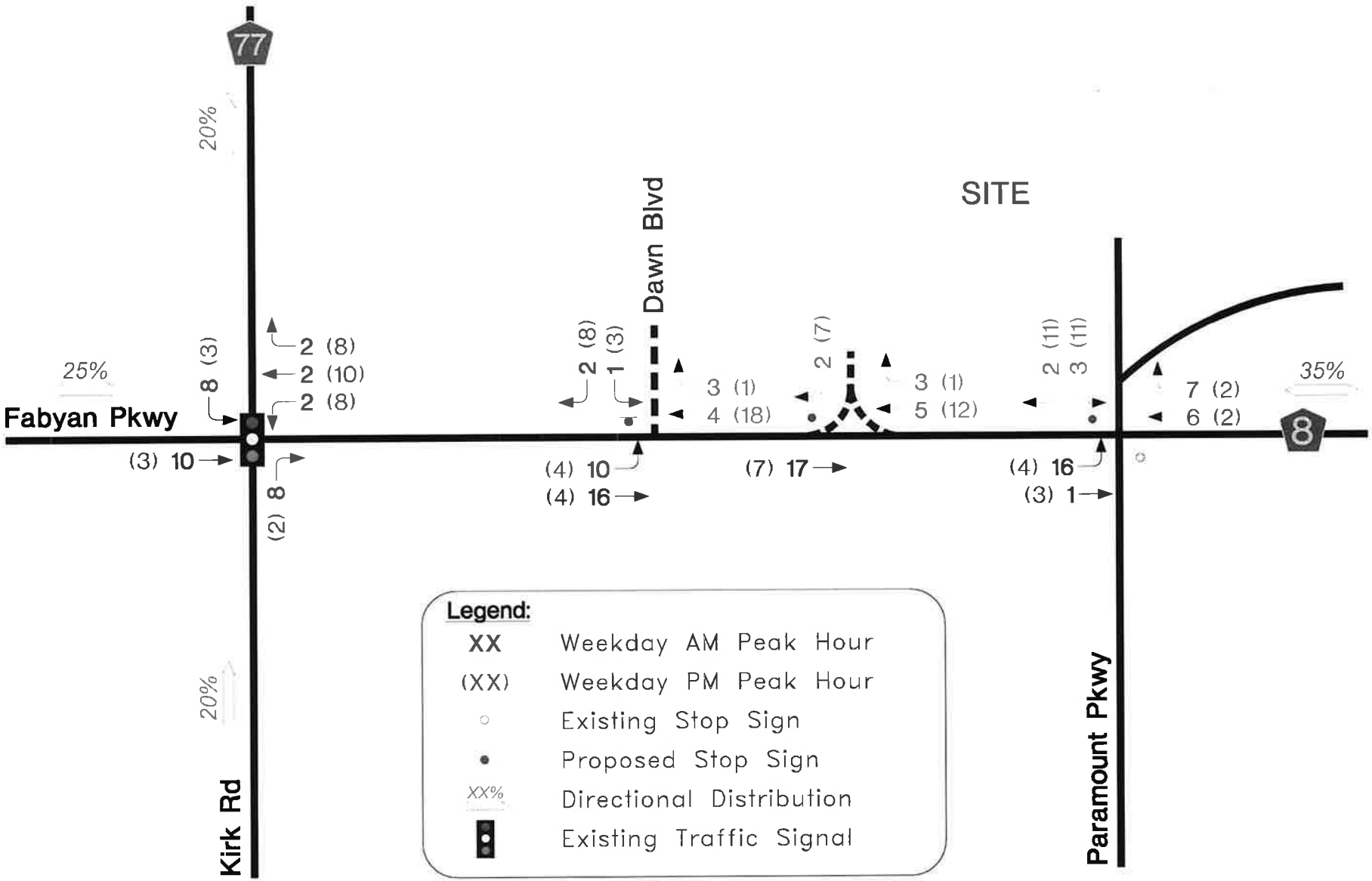

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Exhibit 6A
Site Traffic
Phase I - Cars

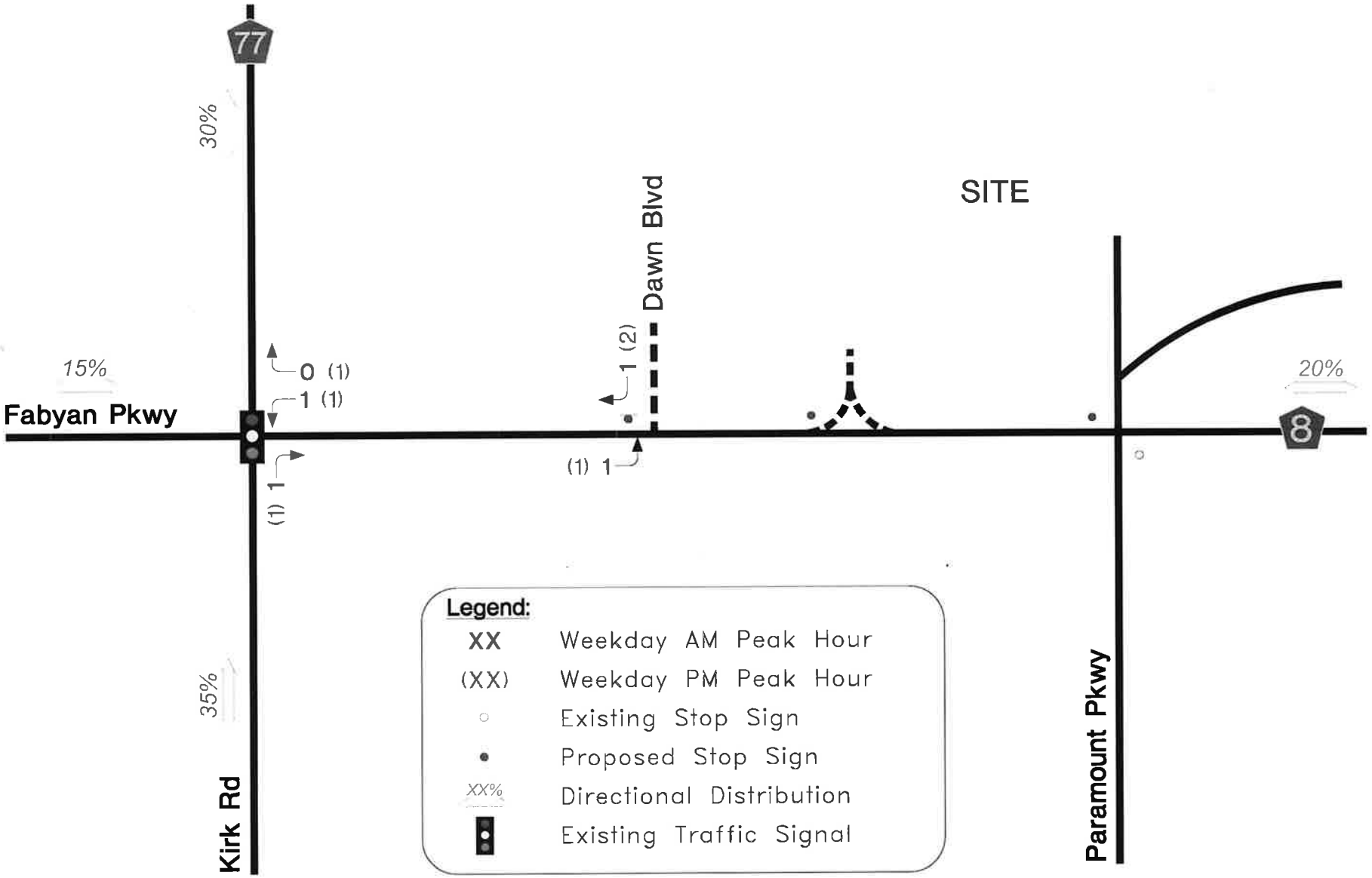

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Exhibit 6B
Site Traffic
Phase I - Trucks

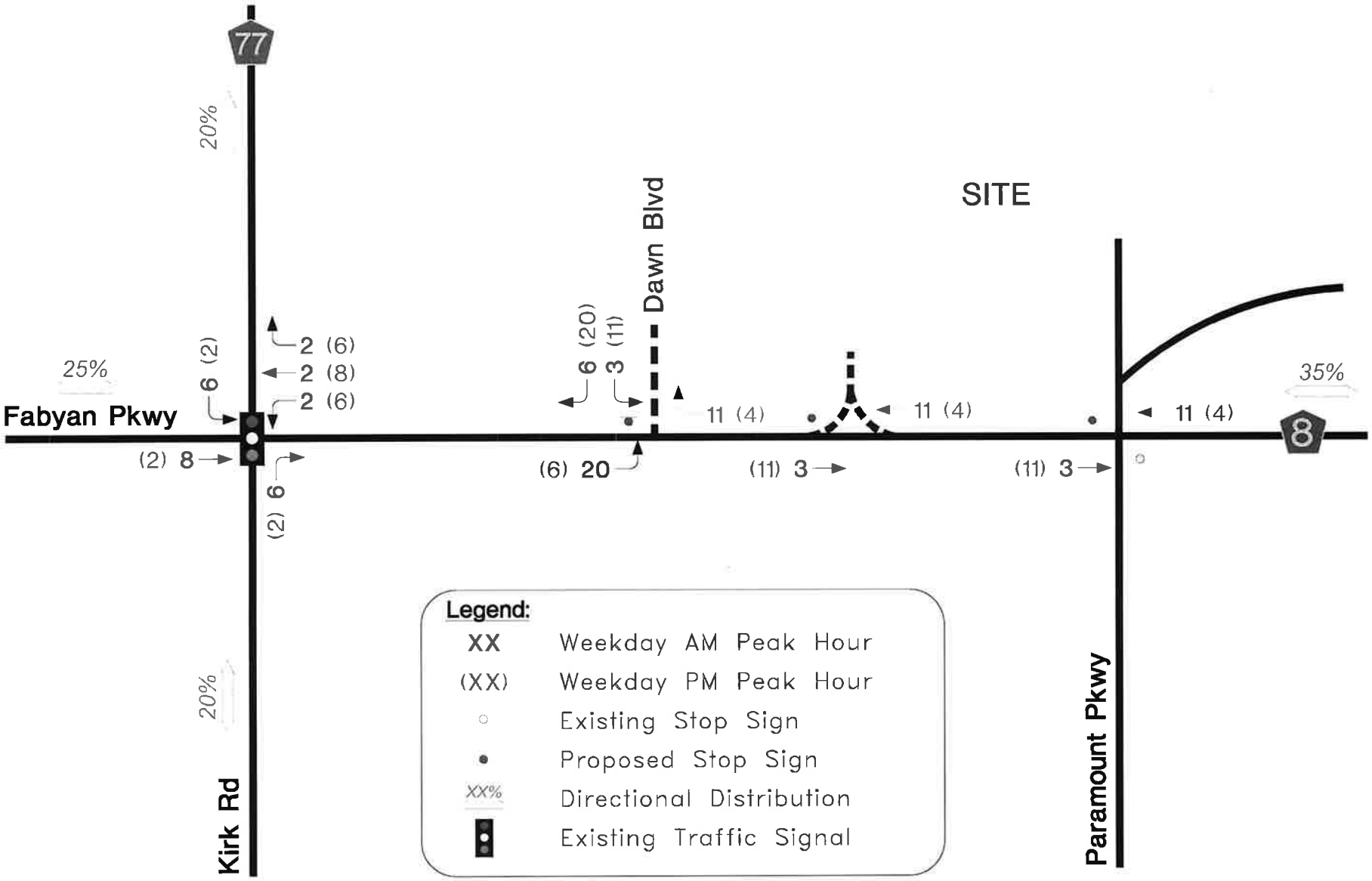

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Exhibit 6C
Site Traffic
Phase II - Cars

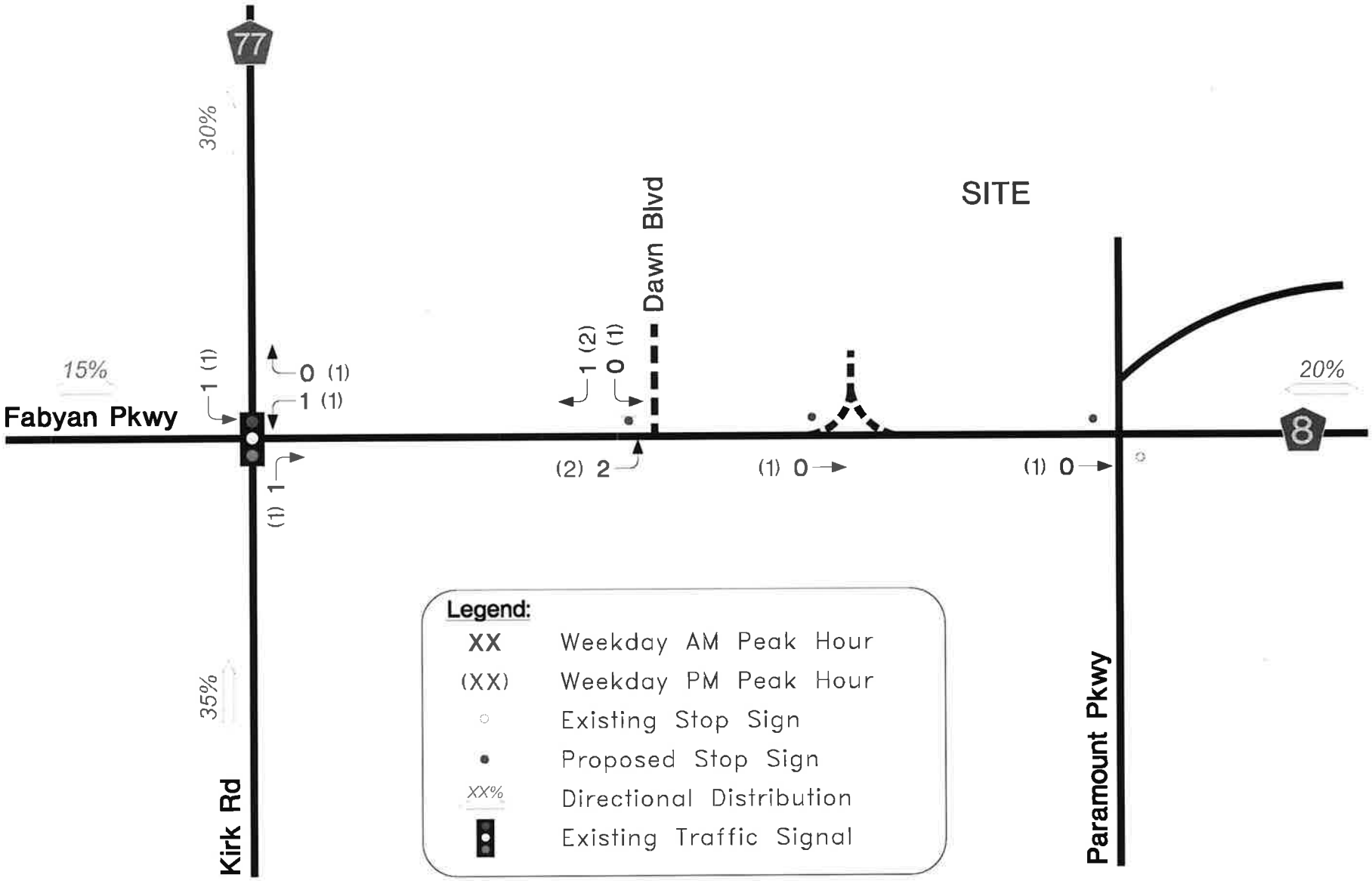

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Exhibit 6D
Site Traffic
Phase II - Trucks

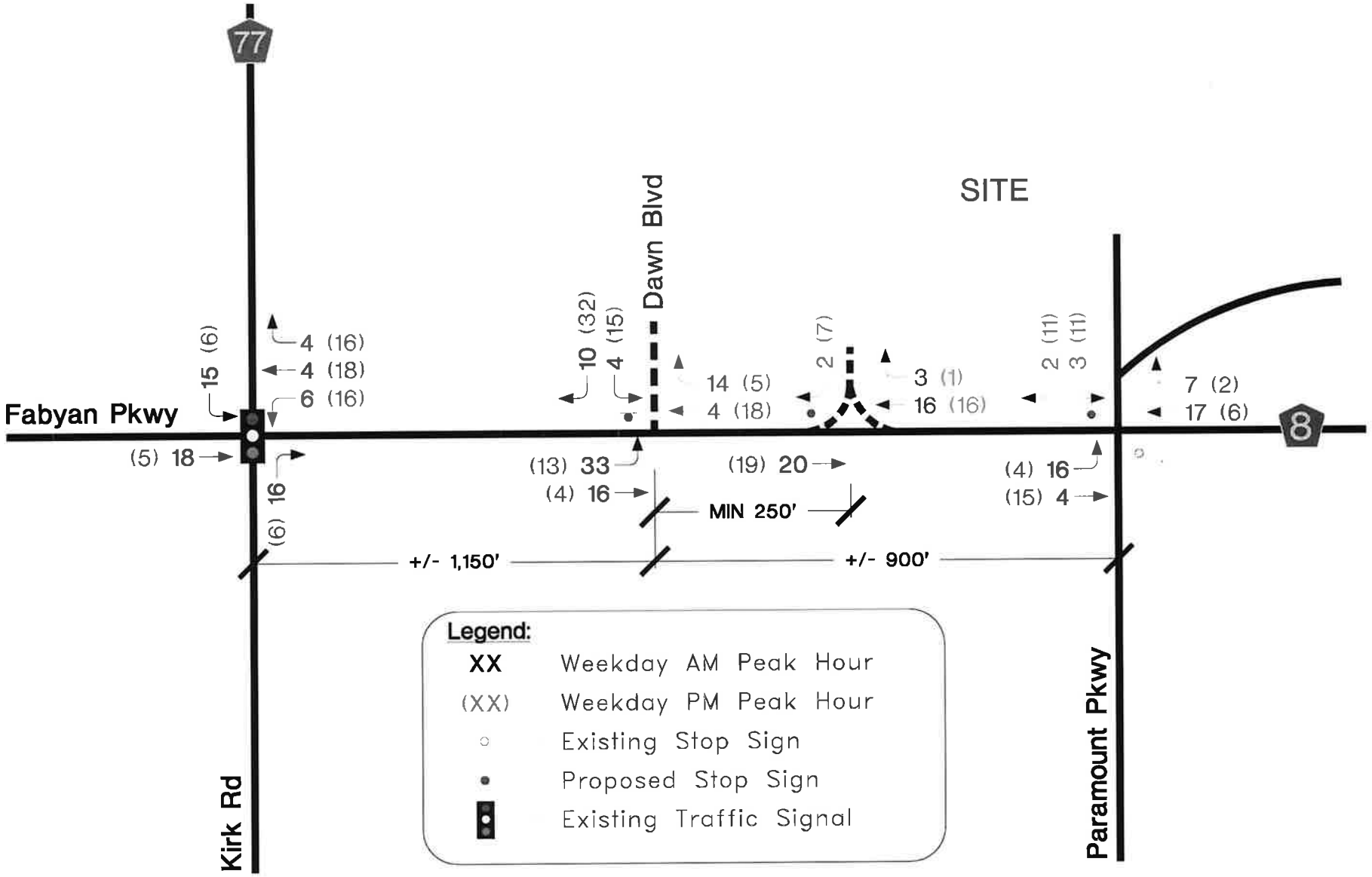

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Exhibit 6E
Site Traffic
Total Phases I & II - Cars & Trucks

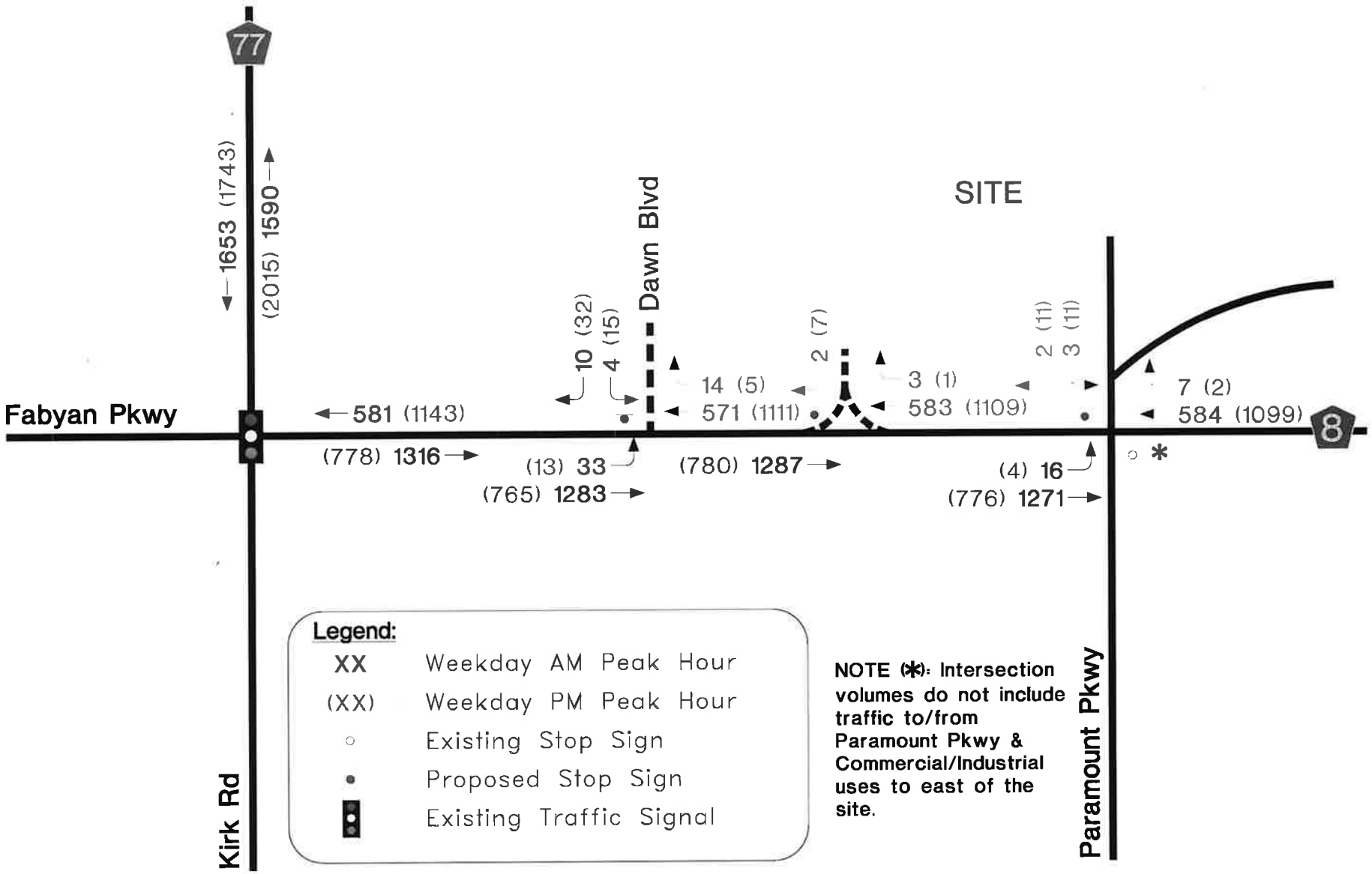

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Exhibit 7
2035 Total Traffic

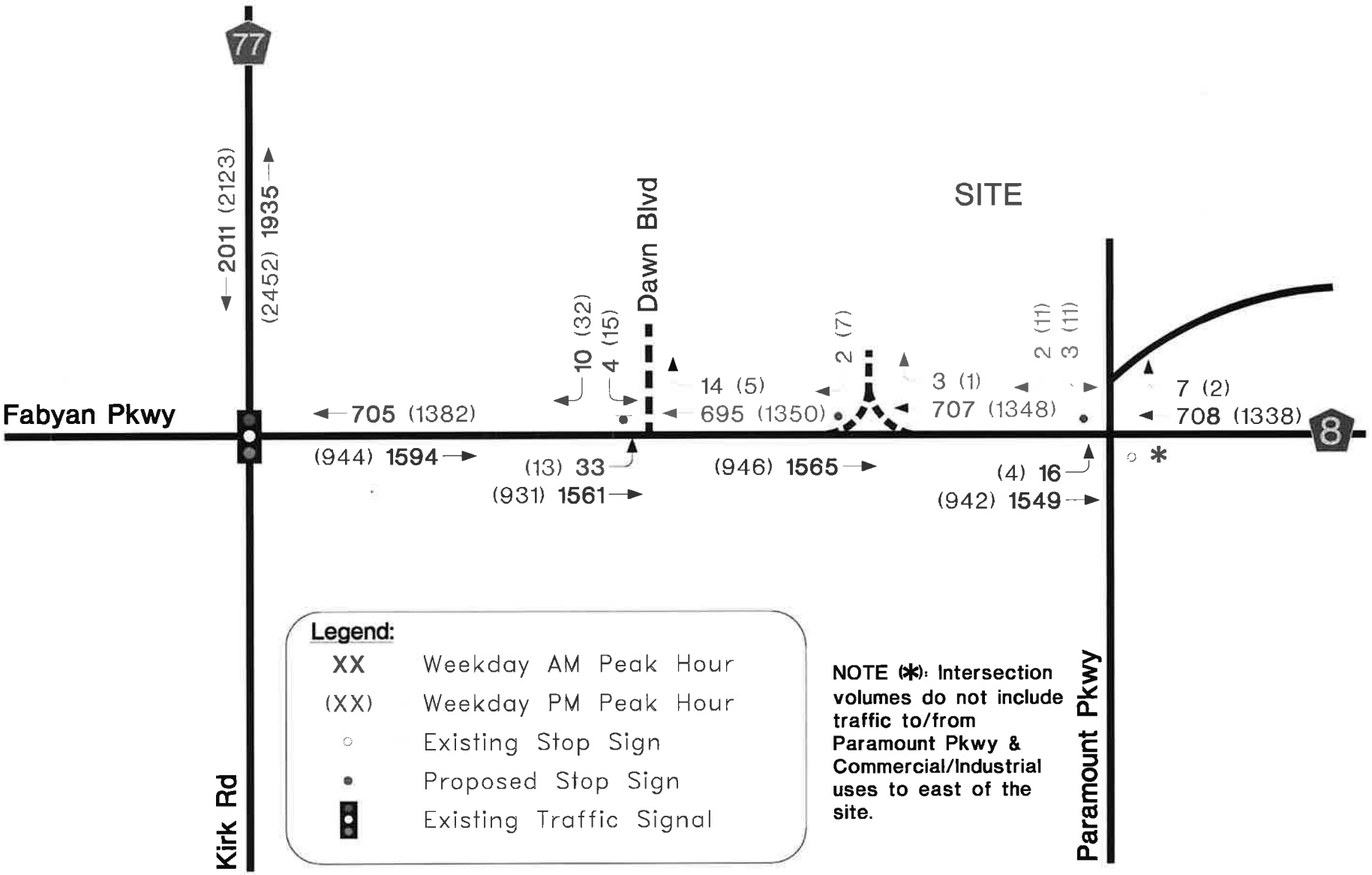

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Exhibit 8
2045 Total Traffic

Exhibit 9
Turn Lane Requirements
Geneva Business Center - Fabyan Parkway, Geneva, Illinois

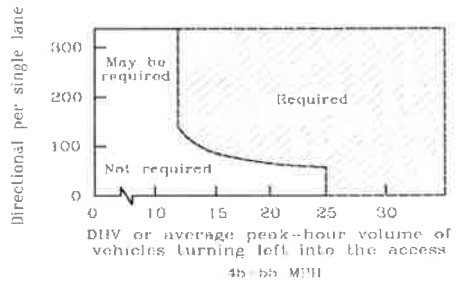
Part A. Parameters - Minimum Volume Required for Warranting Exclusive Lane

(Source: KDOT Permit Regulations and Access Control Regulations)

I. Right-turn Lane

Table 8 - Right-turn Lane Guidelines for Four-Lane Highways					
Minimum Right-turn Volume Warranting Exclusive Lane (vph)					
	Posted Speed Limit – mph (km/h)				
Approach Lane Vol. (vph)	35 (56)	40 (64)	45 (72)	50 (81)	55 (89)
300	–	–	–	75	20
400	–	40	40	40	15
500	–	40	40	30	15
600	40	40	40	25	10
800	40	35	30	20	10
1200	25	20	20	15	10
1600	15	15	15	10	5
2000	10	10	10	10	5

II. Left-turn Lane



access points to a freeway. The installation of left-turn deceleration lanes will be required for all full access points to an arterial where there are more than 12 left turns per peak hour.

Part B. Results

	Right-Turn Warrant			Left-Turn Warrant		
1. Fabyan Pkwy at Dawn Blvd (West Site Access)	**WB Approach Total**	**WB Right Turns**	**Satisfied?**	**EB Approach Total**	**EB Left Turns**	**Satisfied?**
Posted Speed Limit: 45 mph						
A. Weekday Morning Peak Hour						
2035 Total Traffic (See *Exhibit 7*)	585	14	NO	1316	33	YES
2045 Total Traffic (See *Exhibit 8*)	709	14	NO	1594	33	YES
B. Weekday Evening Peak Hour						
2035 Total Traffic (See Exhibit 7)	1116	5	NO	778	13	YES
2045 Total Traffic (See *Exhibit 8*)	1355	5	NO	944	13	YES
2. Fabyan Pkwy at Center Site RIRO Access	**WB Approach Total**	**WB Right Turns**	**Satisfied?**			
Posted Speed Limit: 45 mph						
A. Weekday Morning Peak Hour						
2035 Total Traffic (See Exhibit 7)	586	3	NO			
2045 Total Traffic (See Exhibit 8)	710	3	NO			
B. Weekday Evening Peak Hour						
2035 Total Traffic (See Exhibit 7)	1110	1	NO			
2045 Total Traffic (See *Exhibit 8*)	1349	1	NO			
3. Fabyan Pkwy at East Access, Opposite Paramount **	**WB Approach Total**	**WB Right Turns**	**Satisfied?**			
Posted Speed Limit: 45 mph						
A. Weekday Morning Peak Hour						
2035 Total Traffic (See Exhibit 7)	591	7	NO			
2045 Total Traffic (See Exhibit 8)	715	7	NO			
B. Weekday Evening Peak Hour						
2035 Total Traffic (See Exhibit 7)	1101	2	NO			
2045 Total Traffic (See *Exhibit 8*)	1340	2	NO			

**** Note: Intersection volumes do not included traffic to/from Parmount Pkwy and commercial/industrial uses to east.**

GEWALT HAMILTON ASSOCIATES, INC.

Appendices

Appendix A
IDS – Kirk Road and Fabyan Parkway

GHA GEWALT HAMILTON ASSOCIATES, INC.

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

HIGHWAY CAPACITY SOFTWARE
PROGRAM NAME HCS 2010
VERSION 6.5

BASIC CONDITIONS
AREA: CBD (OTHER) (CIRCLE ONE)   PHF 1.00
SIGNAL TYPE SEMI-ACTUATED   ARRIVAL TYPE 3/4
C = SIGNAL CYCLE = 110 SEC.   ΣA/C 20 / 110 = 0.18

	PHASE I	AMBER AND ALL RED	PHASE II	AMBER AND ALL RED	PHASE III	AMBER AND ALL RED	PHASE IV	AMBER AND ALL RED	PHASE V	AMBER AND ALL RED	PHASE VI	AMBER AND ALL RED
A.M.	G/C= .08, G = 9.1 Sec.	4 Sec.	G/C= .09, G = 9.8 Sec.	4 Sec.	G/C= .23, G = 25.2 Sec.	6 Sec.	G/C= .06, G = 6.5 Sec.	4 Sec.	G/C= .04, G = 5.4 Sec.	4 Sec.	G/C= .29, G = 31.9 Sec.	6 Sec.
P.M.	G/C= .13, G = 14.3 Sec.	4 Sec.	G/C= .02, G = 1.8 Sec.	4 Sec.	G/C= .20, G = 21.7 Sec.	6 Sec.	G/C= .04, G = 4.0 Sec.	4 Sec.	G/C= .09, G = 10.3 Sec.	4 Sec.	G/C= .27, G = 30.0 Sec.	6 Sec.

APPR. A (SB) GR= -.36% A.M. T=20.0% R=16.4% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0 BIKES/HR 0
P.M. T=21.0% R=22.5% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0 BIKES/HR 0

	MOVEMENT	L/M	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH QUEUE	2040-TIME QUEUE
A.M.	AD	2/22	120	1.0	1900	.06	.07	146	.641	54.2	D	43.9	D	75	100
	AB	3/33	1150	1.0	2000	.38	.29	1074	.464	35.5	D			458	
	AC		210	1.0	1900	.11	.29	494	.465	50.5	D			442	329
P.M.	AD	2/22	45	1.0	1900	.02	.06	110	.409	54.6	D	33.2	D	26	34
	AB	3/33	1025	1.0	2000	.31	.27	1039	.658	34.8	C			373	
	AC		265	1.0	1900	.18	.27	464	.253	60.4	D			375	296

APPR. B (NB) GR= 0.36% A.M. T=28.0% R=28.1% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0 BIKES/HR 0
P.M. T=12.0% R=16.3% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0 BIKES/HR 0

	MOVEMENT	L/M	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH QUEUE	2040-TIME QUEUE
A.M.	BC	2/22	215	1.0	1900	.11	.29	294	.732	52.3	D	43.5	D	133	154
	BA	2/22	1035	1.0	2000	.32	.32	1051	.940	47.4	D			433	
	BD	1/11	405	1.0	1900	.21	.40	597	.631	28.8	C			328	392
P.M.	BC	2/22	450	1.0	1900	.23	.17	567	.827	55.4	E	32.4	C	275	313
	BA	2/22	1260	1.0	2000	.53	.40	1414	.855	27.4	C			443	
	BD	1/11	210	1.0	1900	.11	.53	816	.257	15.0	B			118	158

APPR. C (EB) GR= -0.38% A.M. T=9.0% R=23.4% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0 BIKES/HR 0
P.M. T=12.0% R=30.2% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0 BIKES/HR 0

	MOVEMENT	L/M	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH QUEUE	2040-TIME QUEUE
A.M.	CA	2/22	620	1.0	1900	.33	.22	719	.862	49.1	D	47.4	D	333	385
	CD	2/22	1270	1.0	2000	.64	.56	2313	.567	54.3	D			625	
	CB	1/11	480	1.0	1900	.25	.45	696	.689	28.8	C			368	424
P.M.	CA	2/22	535	1.0	1900	.28	.15	622	.860	52.5	D	39.9	D	203	245
	CD	2/22	740	1.0	2000	.37	.35	915	.809	37.3	D			325	
	CB	1/11	320	1.0	1900	.17	.62	538	.502	24.0	C			245	298

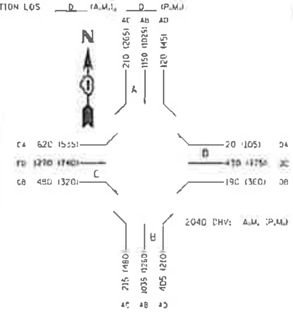
APPR. D (WB) GR= +1.38% A.M. T=19.0% R=4.4% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0 BIKES/HR 0
P.M. T=7.0% R=31.9% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0 BIKES/HR 0

	MOVEMENT	L/M	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH QUEUE	2040-TIME QUEUE
A.M.	DB	2/22	150	1.0	1900	.10	.08	262	.724	53.1	D	38.4	D	118	132
	DC	3/33	455	1.0	2000	.23	.23	649	.300	31.9	C			150	
	DA		20	1.0	1900	.01	.23	417	.393	32.4	C			120	24
P.M.	DB	2/22	360	1.0	1900	.40	.22	435	.820	53.2	D	38.0	D	258	249
	DC	3/33	775	1.0	2000	.39	.20	766	.779	40.7	D			263	
	DA		105	1.0	1900	.06	.20	355	.461	45.2	D			298	178

INTERSECTION DELAY 44.6 (A.M.), 39.0 (P.M.)
INTERSECTION LOS D (A.M.), D (P.M.)

NOTES

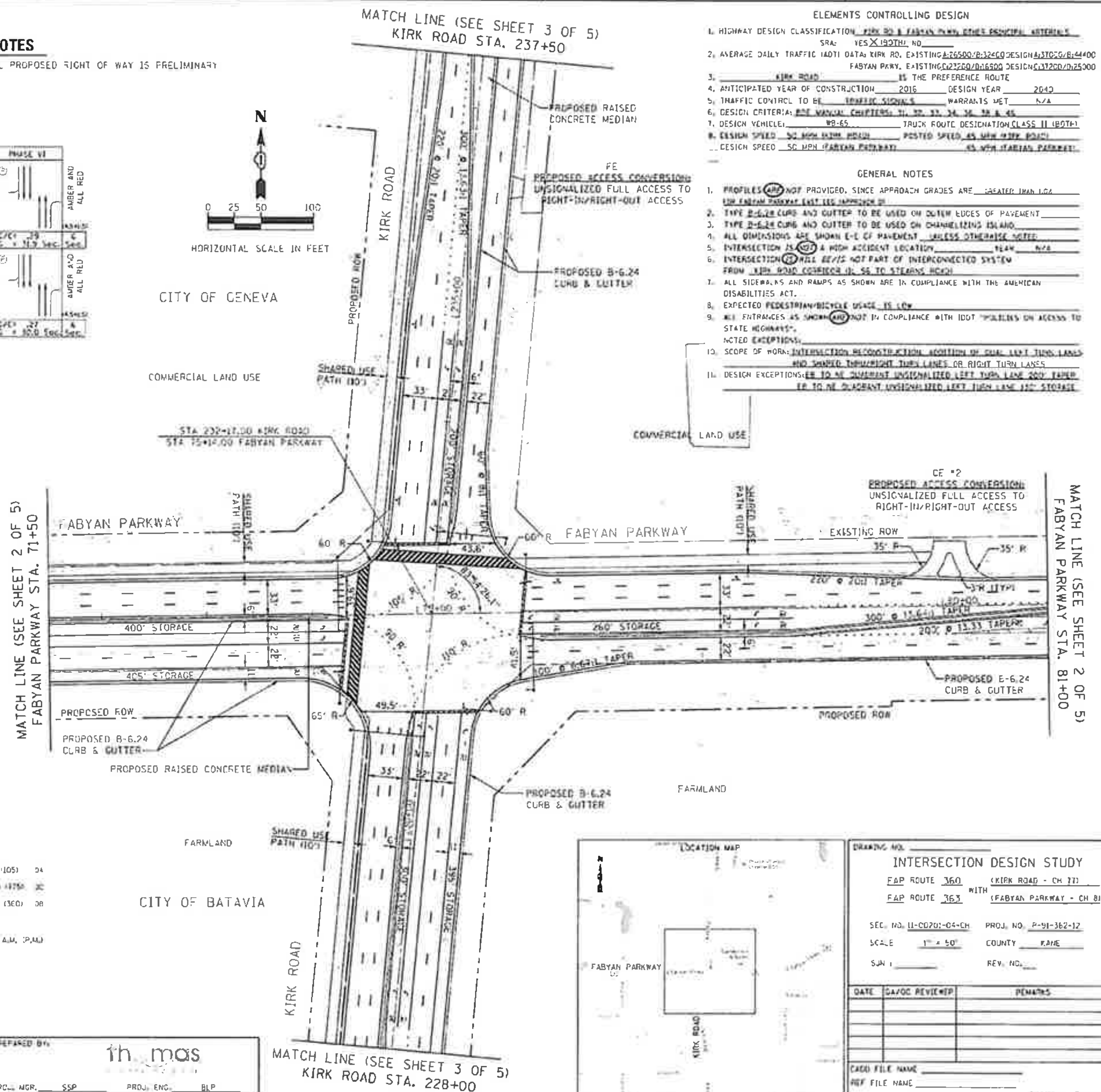
1. ALL PROPOSED RIGHT OF WAY IS PRELIMINARY



TRAFFIC DATA

MOVEMENT	YEAR 2012 PEAK HOUR TRAFFIC A.M.	YEAR 2012 PEAK HOUR TRAFFIC P.M.	PERCENT TRUCK TRAFFIC IN PEAK HOUR A.M.	PERCENT TRUCK TRAFFIC IN PEAK HOUR (P.M.)	ESTIMATED PERCENT INCREASE BY 2040	YEAR 2040 DESIGN PEAK HOUR TRAFFIC A.M.	YEAR 2040 DESIGN PEAK HOUR TRAFFIC P.M.
AB	840	750	12	5	1.13	1150	1025
AD	69	32	8	16	1.15	120	45
AC	155	194	0	3	1.03	210	265
BA	770	996	11	4	1.03	1035	1260
BC	152	362	8	3	1.02	215	450
BD	304	156	9	5	1.05	405	210
CD	813	475	3	4	1.61	1270	740
CA	356	342	2	3	1.61	620	535
CB	306	256	5	5	1.60	480	320
DC	297	535	8	3	1.33	450	775
DB	132	248	11	4	1.33	150	360
DA	14	24	0	0	1.27	20	105
TOTAL A	1064	976	20	21	1.13	1480	1335
TOTAL B	1242	1464	28	12	1.33	1655	1540
TOTAL C	1517	1023	9	12	1.63	2370	1595
TOTAL D	445	857	19	7	1.31	640	1243

APPROACH	8TH MAX. HOUR TRAFFIC
A (NORTH)	814
B (SOUTH)	1067
C (WEST)	1504
D (EAST)	652



ELEMENTS CONTROLLING DESIGN

1. HIGHWAY DESIGN CLASSIFICATION KIRK RD & FABYAN PKWY: OTHER PRINCIPAL ARTERIALS
   SRA: YES X (BOTH) NO ____
2. AVERAGE DAILY TRAFFIC (ADT) DATA: KIRK RD. EXISTING A:26500/B:32400 DESIGN A:37000/B:44400
   FABYAN PKWY. EXISTING C:23200/D:16500 DESIGN C:37200/D:25000
3. KIRK ROAD IS THE PREFERENCE ROUTE
4. ANTICIPATED YEAR OF CONSTRUCTION 2016 DESIGN YEAR 2040
5. TRAFFIC CONTROL TO BE TRAFFIC SIGNALS WARRANTS MET N/A
6. DESIGN CRITERIA: BDE MANUAL CHAPTERS: 31, 32, 33, 34, 36, 38 & 45
7. DESIGN VEHICLE: WB-65 TRUCK ROUTE DESIGNATION CLASS II (BOTH)
8. DESIGN SPEED 50 MPH (KIRK ROAD) POSTED SPEED 45 MPH (KIRK ROAD)
   DESIGN SPEED 50 MPH (FABYAN PARKWAY) 45 MPH (FABYAN PARKWAY)

GENERAL NOTES

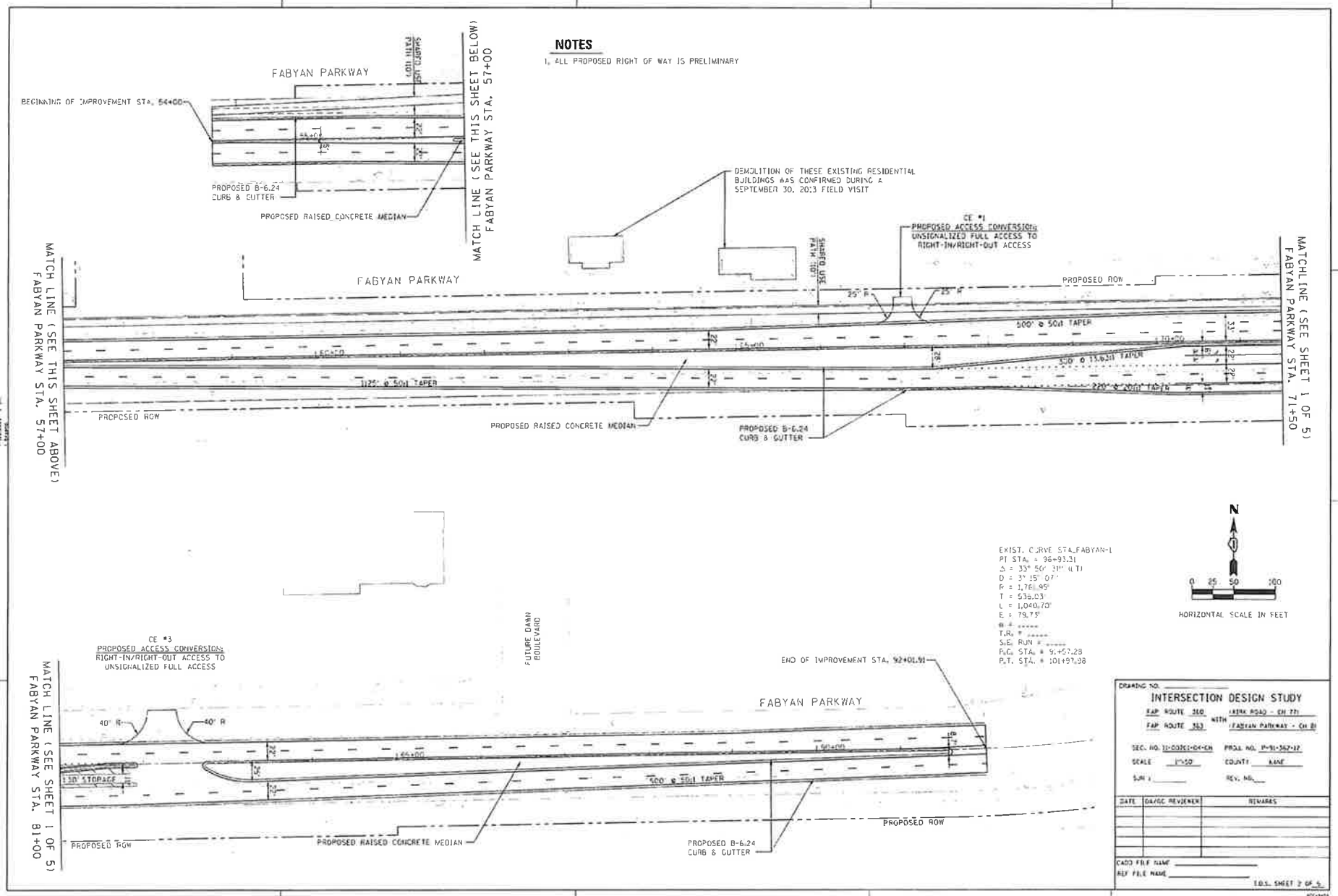
1. PROFILES (ARE) NOT PROVIDED, SINCE APPROACH GRADES ARE GREATER THAN 1.0% FOR FABYAN PARKWAY EAST LEG APPROACH (D)
2. TYPE B-6.24 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT
3. TYPE B-6.24 CURB AND GUTTER TO BE USED ON CHANNELIZING ISLAND
4. ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT UNLESS OTHERWISE NOTED
5. INTERSECTION IS (NOT) A HIGH ACCIDENT LOCATION ____ YEAR N/A
6. INTERSECTION (IS) WILL BE/IS NOT PART OF INTERCONNECTED SYSTEM FROM KIRK ROAD CORRIDOR (IL 56 TO STEARNS ROAD)
7. ALL SIDEWALKS AND RAMPS AS SHOWN ARE IN COMPLIANCE WITH THE AMERICAN DISABILITIES ACT.
8. EXPECTED PEDESTRIAN/BICYCLE USAGE IS LOW
9. ALL ENTRANCES AS SHOWN (ARE) NOT IN COMPLIANCE WITH IDOT "POLICIES ON ACCESS TO STATE HIGHWAYS".
   NOTED EXCEPTIONS: ____
10. SCOPE OF WORK: INTERSECTION RECONSTRUCTION, ADDITION OF DUAL LEFT TURN LANES AND SHARED THRU/RIGHT TURN LANES OR RIGHT TURN LANES
11. DESIGN EXCEPTIONS: EB TO NE QUADRANT UNSIGNALIZED LEFT TURN LANE 200' TAPER; EB TO NE QUADRANT UNSIGNALIZED LEFT TURN LANE 150' STORAGE

PREPARED BY: thomas
PROJ. MGR. SSP   PROJ. ENG. BLP

DRAWING NO.
INTERSECTION DESIGN STUDY
FAP ROUTE 360 (KIRK ROAD - CH 77) WITH
FAP ROUTE 363 (FABYAN PARKWAY - CH 8)
SEC. NO. 11-00201-04-CH   PROJ. NO. P-91-362-12
SCALE 1" = 50'   COUNTY KANE
SJN: ____   REV. NO. ____

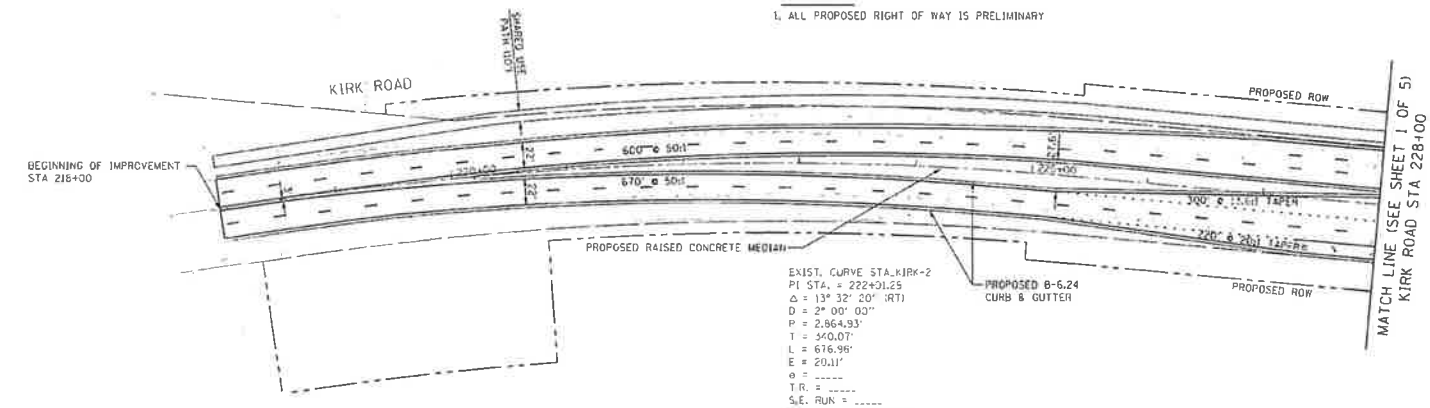
DATE	QA/QC REVIEWER	REMARKS

CADD FILE NAME
REF FILE NAME
I.D.S. SHEET 1 OF 5

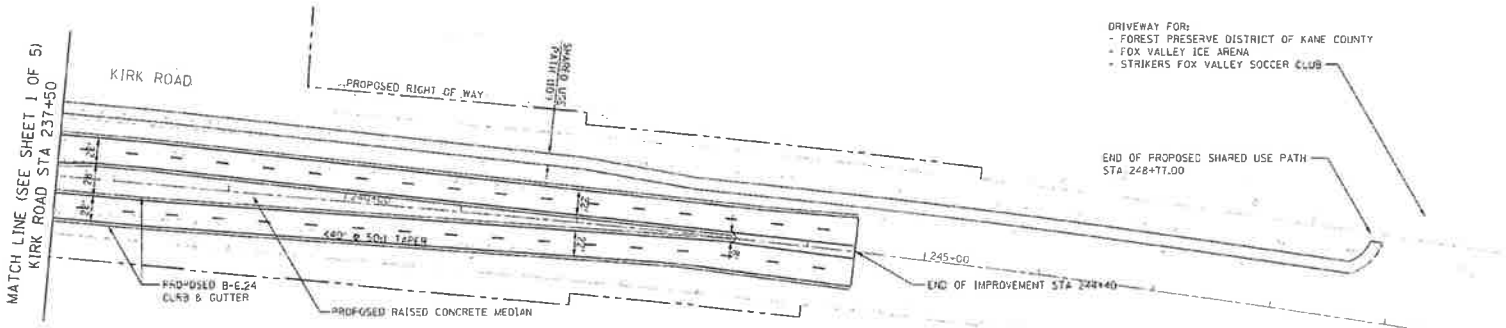

NOTES
1. ALL PROPOSED RIGHT OF WAY IS PRELIMINARY
FABYAN PARKWAY
BEGINNING OF IMPROVEMENT STA. 54+00
PROPOSED B-6.24 CURB & GUTTER
PROPOSED RAISED CONCRETE MEDIAN
MATCH LINE (SEE THIS SHEET BELOW) FABYAN PARKWAY STA. 57+00
DEMOLITION OF THESE EXISTING RESIDENTIAL BUILDINGS WAS CONFIRMED DURING A SEPTEMBER 30, 2013 FIELD VISIT
CE #1
PROPOSED ACCESS CONVERSION: UNSIGNALIZED FULL ACCESS TO RIGHT-IN/RIGHT-OUT ACCESS
SHARED USE PATH 10'
PROPOSED ROW
500' @ 50:1 TAPER
500' @ 150:1 TAPER
1125' @ 50:1 TAPER
220' @ 20:1 TAPER
MATCH LINE (SEE SHEET 1 OF 5) FABYAN PARKWAY STA. 71+50
MATCH LINE (SEE THIS SHEET ABOVE) FABYAN PARKWAY STA. 57+00
CE #3
PROPOSED ACCESS CONVERSION: RIGHT-IN/RIGHT-OUT ACCESS TO UNSIGNALIZED FULL ACCESS
FUTURE DAWN BOULEVARD
END OF IMPROVEMENT STA. 92+01.91
40' R
130' STORAGE
MATCH LINE (SEE SHEET 1 OF 5) FABYAN PARKWAY STA. 81+00
EXIST. CURVE STA. FABYAN-1
PI STA. = 96+93.31
Δ = 33° 50' 31" (LT)
D = 3° 15' 07"
R = 1,761.95'
T = 536.03'
L = 1,040.70'
E = 79.75'
e = -----
T.R. = -----
SuE. RUN = -----
P.C. STA. = 91+57.28
P.T. STA. = 101+97.98
0 25 50 100
HORIZONTAL SCALE IN FEET
DRAWING NO.
INTERSECTION DESIGN STUDY
FAP ROUTE 350 WITH (KIRK ROAD - CH 7)
FAP ROUTE 353 (FABYAN PARKWAY - CH 8)
SEC. NO. 13-00201-04-CH PROJ. NO. P-91-362-12
SCALE 1"=50' COUNTY KANE
SUR. REV. NO.
DATE DESIGN REVIEWER REMARKS
CADD FILE NAME
REF FILE NAME
I.D.S. SHEET 2 OF 5

NOTES

1. ALL PROPOSED RIGHT OF WAY IS PRELIMINARY



EXIST. CURVE STA_KIRK-2
PI STA. = 222+01.25
Δ = 13° 32' 20" (RT)
D = 2° 00' 00"
R = 2,864.93'
T = 340.07'
L = 676.96'
E = 20.11'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 218+61.22
P.T. STA. = 225+38.20



EXIST. CURVE STA_KIRK-3
PI STA. = 244+92.26
Δ = 3° 23' 04" (RT)
D = 0° 30' 00"
R = 11,459.20
T = 338.56'
L = 676.92
E = 5.00'
e = -----
T.R. = -----
S.E. RUN = ----
P.C. STA. = 241+54.71
P.T. STA. = 248+31.62

HORIZONTAL SCALE IN FEET
0 25 50 100
N

DRAWING NO. _____

INTERSECTION DESIGN STUDY

FAP ROUTE 360 (KIRK ROAD - CH 72)
WITH
FAP ROUTE 363 (FABYAN PARKWAY - CH 8)

SEC. NO. 11-00201-04-CH PROJ. NO. P-91-362-12
SCALE 1"=50' COUNTY KANE
SUH _____ REV. NO. ___

DATE	QA/QC REVIEWER	REMARKS

CADD FILE NAME _____
REF FILE NAME _____
I.D.S. SHEET 3 OF 5

Appendix B
KDOT Traffic Count Summaries

GHA GEWALT HAMILTON ASSOCIATES, INC.

Time/Class Report

Device ID: 301596	**Location:** KIRK RD TO DUPAGE COUNTY LINE	**Raw Count:** 7,888
Operator: GHA	**Lane:** EB COMBINED	**AADT Count:** 7,888
Begin: 10/29/2019 12:00 AM	**Street:** FABYAN PKWY	**AADT Factor:** 1
End: 10/30/2019 12:00 AM	**City:** AADT20190059	**Speed Limit:** 45
Hours: 24.00	**County:** KANE	
Period (min): 15	**State:** IL	

Date And Time Range	< to 23	24 to 38	39 to 99	100 to >	Total
Tue,10/29/2019					
[12:00 AM-12:15 AM]	16	0	0	0	16
[12:15 AM-12:30 AM]	8	0	0	0	8
[12:30 AM-12:45 AM]	3	1	0	0	4
[12:45 AM-01:00 AM]	4	1	0	0	5
	31	2	0	0	33
[01:00 AM-01:15 AM]	12	0	0	0	12
[01:15 AM-01:30 AM]	4	0	0	0	4
[01:30 AM-01:45 AM]	3	0	2	0	5
[01:45 AM-02:00 AM]	9	2	0	0	11
	28	2	2	0	32
[02:00 AM-02:15 AM]	7	2	2	0	11
[02:15 AM-02:30 AM]	8	0	0	0	8
[02:30 AM-02:45 AM]	8	0	0	0	8
[02:45 AM-03:00 AM]	3	0	2	0	5
	26	2	4	0	32
[03:00 AM-03:15 AM]	5	0	1	0	6
[03:15 AM-03:30 AM]	2	0	0	0	2
[03:30 AM-03:45 AM]	13	0	0	0	13
[03:45 AM-04:00 AM]	11	1	0	0	12
	31	1	1	0	33
[04:00 AM-04:15 AM]	26	1	0	0	27
[04:15 AM-04:30 AM]	34	1	2	0	37
[04:30 AM-04:45 AM]	52	3	1	0	56
[04:45 AM-05:00 AM]	64	3	0	0	67
	176	8	3	0	187
[05:00 AM-05:15 AM]	52	2	1	0	55
[05:15 AM-05:30 AM]	80	4	2	0	86
[05:30 AM-05:45 AM]	132	6	3	0	141
[05:45 AM-06:00 AM]	168	7	4	0	179
	432	19	10	0	461
[06:00 AM-06:15 AM]	98	8	2	0	108
[06:15 AM-06:30 AM]	160	20	7	0	187
[06:30 AM-06:45 AM]	192	13	4	0	209
[06:45 AM-07:00 AM]	222	13	8	0	243

Time/Class Report

Device ID: 301596	**Location:** KIRK RD TO DUPAGE COUNTY LINE	**Raw Count:** 7,888
Operator: GHA	**Lane:** EB COMBINED	**AADT Count:** 7,888
Begin: 10/29/2019 12:00 AM	**Street:** FABYAN PKWY	**AADT Factor:** 1
End: 10/30/2019 12:00 AM	**City:** AADT20190059	**Speed Limit:** 45
Hours: 24.00	**County:** KANE	
Period (min): 15	**State:** IL	

Date And Time Range	< to 23	24 to 38	39 to 99	100 to >	Total
Tue,10/29/2019					
	672	54	21	0	747
[07:00 AM-07:15 AM]	197	6	10	0	213
[07:15 AM-07:30 AM]	203	9	5	0	217
[07:30 AM-07:45 AM]	245	9	8	0	262
[07:45 AM-08:00 AM]	211	12	8	0	231
	856	36	31	0	923
[08:00 AM-08:15 AM]	183	9	14	0	206
[08:15 AM-08:30 AM]	172	4	7	0	183
[08:30 AM-08:45 AM]	121	10	7	0	138
[08:45 AM-09:00 AM]	117	13	5	0	135
	593	36	33	0	662
[09:00 AM-09:15 AM]	99	5	4	0	108
[09:15 AM-09:30 AM]	71	7	5	0	83
[09:30 AM-09:45 AM]	89	7	11	0	107
[09:45 AM-10:00 AM]	71	3	8	0	82
	330	22	28	0	380
[10:00 AM-10:15 AM]	59	2	5	0	66
[10:15 AM-10:30 AM]	65	8	6	0	79
[10:30 AM-10:45 AM]	65	5	6	0	76
[10:45 AM-11:00 AM]	63	5	4	0	72
	252	20	21	0	293
[11:00 AM-11:15 AM]	58	7	7	0	72
[11:15 AM-11:30 AM]	71	3	9	0	83
[11:30 AM-11:45 AM]	74	7	13	0	94
[11:45 AM-12:00 PM]	71	6	5	0	82
	274	23	34	0	331
[12:00 PM-12:15 PM]	80	10	8	0	98
[12:15 PM-12:30 PM]	73	5	5	0	83
[12:30 PM-12:45 PM]	66	3	6	0	75
[12:45 PM-01:00 PM]	92	4	9	0	105
	311	22	28	0	361
[01:00 PM-01:15 PM]	72	7	6	0	85
[01:15 PM-01:30 PM]	84	8	8	0	100
[01:30 PM-01:45 PM]	67	6	7	0	80

Time/Class Report

Device ID: 301596	**Location:** KIRK RD TO DUPAGE COUNTY LINE	**Raw Count:** 7,888
Operator: GHA	**Lane:** EB COMBINED	**AADT Count:** 7,888
Begin: 10/29/2019 12:00 AM	**Street:** FABYAN PKWY	**AADT Factor:** 1
End: 10/30/2019 12:00 AM	**City:** AADT20190059	**Speed Limit:** 45
Hours: 24.00	**County:** KANE	
Period (min): 15	**State:** IL	

Date And Time Range	< to 23	24 to 38	39 to 99	100 to >	Total
Tue,10/29/2019					
[01:45 PM-02:00 PM]	79	8	6	0	93
	302	29	27	0	358
[02:00 PM-02:15 PM]	69	14	7	0	90
[02:15 PM-02:30 PM]	107	8	10	0	125
[02:30 PM-02:45 PM]	134	6	10	0	150
[02:45 PM-03:00 PM]	125	10	7	0	142
	435	38	34	0	507
[03:00 PM-03:15 PM]	110	10	5	0	125
[03:15 PM-03:30 PM]	90	7	5	0	102
[03:30 PM-03:45 PM]	120	6	10	0	136
[03:45 PM-04:00 PM]	105	11	3	0	119
	425	34	23	0	482
[04:00 PM-04:15 PM]	126	11	4	0	141
[04:15 PM-04:30 PM]	103	5	10	0	118
[04:30 PM-04:45 PM]	142	4	8	0	154
[04:45 PM-05:00 PM]	98	5	3	0	106
	469	25	25	0	519
[05:00 PM-05:15 PM]	148	4	2	0	154
[05:15 PM-05:30 PM]	129	6	5	0	140
[05:30 PM-05:45 PM]	94	4	4	0	102
[05:45 PM-06:00 PM]	78	6	5	0	89
	449	20	16	0	485
[06:00 PM-06:15 PM]	79	6	2	0	87
[06:15 PM-06:30 PM]	70	3	2	0	75
[06:30 PM-06:45 PM]	71	4	0	0	75
[06:45 PM-07:00 PM]	62	4	2	0	68
	282	17	6	0	305
[07:00 PM-07:15 PM]	61	5	2	0	68
[07:15 PM-07:30 PM]	41	2	0	0	43
[07:30 PM-07:45 PM]	47	0	2	0	49
[07:45 PM-08:00 PM]	27	3	0	0	30
	176	10	4	0	190
[08:00 PM-08:15 PM]	43	0	1	0	44
[08:15 PM-08:30 PM]	43	1	1	0	45

Time/Class Report

Device ID: 301596	**Location:** KIRK RD TO DUPAGE COUNTY LINE	**Raw Count:** 7,888
Operator: GHA	**Lane:** EB COMBINED	**AADT Count:** 7,888
Begin: 10/29/2019 12:00 AM	**Street:** FABYAN PKWY	**AADT Factor:** 1
End: 10/30/2019 12:00 AM	**City:** AADT20190059	**Speed Limit:** 45
Hours: 24.00	**County:** KANE	
Period (min): 15	**State:** IL	

Date And Time Range	< to 23	24 to 38	39 to 99	100 to >	Total
Tue,10/29/2019					
[08:30 PM-08:45 PM]	43	1	0	0	44
[08:45 PM-09:00 PM]	36	0	2	0	38
	165	2	4	0	171
[09:00 PM-09:15 PM]	21	2	2	0	25
[09:15 PM-09:30 PM]	30	0	1	0	31
[09:30 PM-09:45 PM]	35	1	0	0	36
[09:45 PM-10:00 PM]	27	0	0	0	27
	113	3	3	0	119
[10:00 PM-10:15 PM]	26	0	0	0	26
[10:15 PM-10:30 PM]	36	0	0	0	36
[10:30 PM-10:45 PM]	41	2	0	0	43
[10:45 PM-11:00 PM]	30	2	2	0	34
	133	4	2	0	139
[11:00 PM-11:15 PM]	29	1	0	0	30
[11:15 PM-11:30 PM]	17	0	1	0	18
[11:30 PM-11:45 PM]	11	1	2	0	14
[11:45 PM-12:00 AM]	7	0	0	0	7
	64	2	3	0	69
10/29/2019 12:00 AM					
10/30/2019 12:00 AM	7025	431	363	0	7819

Time/Class Report

Device ID:	302134			**Location:**	KIRK RD TO DUPAGE COUNTY LINE	**Raw Count:** 7,072
Operator:	GHA			**Lane:**	WB COMBINED	**AADT Count:** 7,072
Begin:	10/29/2019 12:00 AM			**Street:**	FABYAN PKWY	**AADT Factor:** 1
End:	10/30/2019 12:00 AM			**City:**	AADT20190059	**Speed Limit:** 45
Hours:	24.00			**County:**	KANE	
Period (min):	15			**State:**	IL	

Date And Time Range	< to 23	24 to 38	39 to 99	100 to >	Total
Tue,10/29/2019					
[12:00 AM-12:15 AM]	18	0	0	0	18
[12:15 AM-12:30 AM]	11	0	1	0	12
[12:30 AM-12:45 AM]	10	0	0	0	10
[12:45 AM-01:00 AM]	11	1	1	0	13
	50	1	2	0	53
[01:00 AM-01:15 AM]	7	0	0	0	7
[01:15 AM-01:30 AM]	10	0	0	0	10
[01:30 AM-01:45 AM]	5	1	0	0	6
[01:45 AM-02:00 AM]	8	0	0	0	8
	30	1	0	0	31
[02:00 AM-02:15 AM]	4	0	1	0	5
[02:15 AM-02:30 AM]	4	0	1	0	5
[02:30 AM-02:45 AM]	2	0	0	0	2
[02:45 AM-03:00 AM]	5	1	0	0	6
	15	1	2	0	18
[03:00 AM-03:15 AM]	4	0	0	0	4
[03:15 AM-03:30 AM]	4	0	2	0	6
[03:30 AM-03:45 AM]	8	0	2	0	10
[03:45 AM-04:00 AM]	16	1	0	0	17
	32	1	4	0	37
[04:00 AM-04:15 AM]	7	2	0	0	9
[04:15 AM-04:30 AM]	11	0	1	0	12
[04:30 AM-04:45 AM]	23	2	1	0	26
[04:45 AM-05:00 AM]	12	2	1	0	15
	53	6	3	0	62
[05:00 AM-05:15 AM]	21	1	1	0	23
[05:15 AM-05:30 AM]	23	1	1	0	25
[05:30 AM-05:45 AM]	72	1	2	0	75
[05:45 AM-06:00 AM]	69	1	4	0	74
	185	4	8	0	197
[06:00 AM-06:15 AM]	78	3	1	0	82
[06:15 AM-06:30 AM]	68	6	2	0	76
[06:30 AM-06:45 AM]	69	4	2	0	75
[06:45 AM-07:00 AM]	91	6	3	0	100

Time/Class Report

Device ID: 302134	**Location:** KIRK RD TO DUPAGE COUNTY LINE	**Raw Count:** 7,072
Operator: GHA	**Lane:** WB COMBINED	**AADT Count:** 7,072
Begin: 10/29/2019 12:00 AM	**Street:** FABYAN PKWY	**AADT Factor:** 1
End: 10/30/2019 12:00 AM	**City:** AADT20190059	**Speed Limit:** 45
Hours: 24.00	**County:** KANE	
Period (min): 15	**State:** IL	

Date And Time Range	< to 23	24 to 38	39 to 99	100 to >	Total
Tue,10/29/2019					
	306	19	8	0	333
[07:00 AM-07:15 AM]	93	3	11	0	107
[07:15 AM-07:30 AM]	73	3	2	0	78
[07:30 AM-07:45 AM]	94	5	3	0	102
[07:45 AM-08:00 AM]	112	4	10	0	126
	372	15	26	0	413
[08:00 AM-08:15 AM]	71	1	4	0	76
[08:15 AM-08:30 AM]	67	7	8	0	82
[08:30 AM-08:45 AM]	66	6	4	0	76
[08:45 AM-09:00 AM]	73	8	8	0	89
	277	22	24	0	323
[09:00 AM-09:15 AM]	56	4	3	0	63
[09:15 AM-09:30 AM]	60	8	9	0	77
[09:30 AM-09:45 AM]	65	6	5	0	76
[09:45 AM-10:00 AM]	60	5	6	0	71
	241	23	23	0	287
[10:00 AM-10:15 AM]	54	3	6	0	63
[10:15 AM-10:30 AM]	49	3	8	0	60
[10:30 AM-10:45 AM]	54	10	6	0	70
[10:45 AM-11:00 AM]	63	8	6	0	77
	220	24	26	0	270
[11:00 AM-11:15 AM]	67	8	6	0	81
[11:15 AM-11:30 AM]	75	8	10	0	93
[11:30 AM-11:45 AM]	60	6	8	0	74
[11:45 AM-12:00 PM]	67	2	6	0	75
	269	24	30	0	323
[12:00 PM-12:15 PM]	82	10	10	0	102
[12:15 PM-12:30 PM]	72	3	4	0	79
[12:30 PM-12:45 PM]	74	6	9	0	89
[12:45 PM-01:00 PM]	63	4	3	0	70
	291	23	26	0	340
[01:00 PM-01:15 PM]	74	5	8	0	87
[01:15 PM-01:30 PM]	66	4	7	0	77
[01:30 PM-01:45 PM]	109	12	2	0	123

Time/Class Report

Device ID:	302134			**Location:**	KIRK RD TO DUPAGE COUNTY LINE	**Raw Count:** 7,072
Operator:	GHA			**Lane:**	WB COMBINED	**AADT Count:** 7,072
Begin:	10/29/2019 12:00 AM			**Street:**	FABYAN PKWY	**AADT Factor:** 1
End:	10/30/2019 12:00 AM			**City:**	AADT20190059	**Speed Limit:** 45
Hours:	24.00			**County:**	KANE	
Period (min):	15			**State:**	IL	

Date And Time Range	< to 23	24 to 38	39 to 99	100 to >	Total
Tue,10/29/2019					
[01:45 PM-02:00 PM]	97	5	5	0	107
	346	26	22	0	394
[02:00 PM-02:15 PM]	107	8	11	0	126
[02:15 PM-02:30 PM]	107	10	9	0	126
[02:30 PM-02:45 PM]	133	16	4	0	153
[02:45 PM-03:00 PM]	128	11	7	0	146
	475	45	31	0	551
[03:00 PM-03:15 PM]	154	6	7	0	167
[03:15 PM-03:30 PM]	126	2	7	0	135
[03:30 PM-03:45 PM]	228	10	10	0	248
[03:45 PM-04:00 PM]	196	5	6	0	207
	704	23	30	0	757
[04:00 PM-04:15 PM]	176	3	5	0	184
[04:15 PM-04:30 PM]	173	7	5	0	185
[04:30 PM-04:45 PM]	180	5	4	0	189
[04:45 PM-05:00 PM]	183	4	7	0	194
	712	19	21	0	752
[05:00 PM-05:15 PM]	193	5	3	0	201
[05:15 PM-05:30 PM]	204	5	3	0	212
[05:30 PM-05:45 PM]	156	3	2	0	161
[05:45 PM-06:00 PM]	158	0	3	0	161
	711	13	11	0	735
[06:00 PM-06:15 PM]	121	6	2	0	129
[06:15 PM-06:30 PM]	112	1	2	0	115
[06:30 PM-06:45 PM]	103	0	2	0	105
[06:45 PM-07:00 PM]	84	4	6	0	94
	420	11	12	0	443
[07:00 PM-07:15 PM]	59	2	1	0	62
[07:15 PM-07:30 PM]	73	0	1	0	74
[07:30 PM-07:45 PM]	55	2	1	0	58
[07:45 PM-08:00 PM]	44	0	2	0	46
	231	4	5	0	240
[08:00 PM-08:15 PM]	41	0	2	0	43
[08:15 PM-08:30 PM]	53	0	1	0	54

Time/Class Report

Device ID:	302134			**Location:**	KIRK RD TO DUPAGE COUNTY LINE	**Raw Count:** 7,072
Operator:	GHA			**Lane:**	WB COMBINED	**AADT Count:** 7,072
Begin:	10/29/2019 12:00 AM			**Street:**	FABYAN PKWY	**AADT Factor:** 1
End:	10/30/2019 12:00 AM			**City:**	AADT20190059	**Speed Limit:** 45
Hours:	24.00			**County:**	KANE	
Period (min):	15			**State:**	IL	

Date And Time Range	< to 23	24 to 38	39 to 99	100 to >	Total
Tue,10/29/2019					
[08:30 PM-08:45 PM]	40	1	3	0	44
[08:45 PM-09:00 PM]	36	1	2	0	39
	170	2	8	0	180
[09:00 PM-09:15 PM]	36	0	0	0	36
[09:15 PM-09:30 PM]	29	1	2	0	32
[09:30 PM-09:45 PM]	37	1	1	0	39
[09:45 PM-10:00 PM]	30	1	0	0	31
	132	3	3	0	138
[10:00 PM-10:15 PM]	32	1	0	0	33
[10:15 PM-10:30 PM]	21	0	1	0	22
[10:30 PM-10:45 PM]	20	0	0	0	20
[10:45 PM-11:00 PM]	21	1	0	0	22
	94	2	1	0	97
[11:00 PM-11:15 PM]	28	1	2	0	31
[11:15 PM-11:30 PM]	20	0	0	0	20
[11:30 PM-11:45 PM]	14	0	1	0	15
[11:45 PM-12:00 AM]	13	0	2	0	15
	75	1	5	0	81
10/29/2019 12:00 AM					
10/30/2019 12:00 AM	6411	313	331	0	7055

Time/Class Report

Device ID:	304300			**Location:**	CHERRY LN TO FABYAN PKWY	**Raw Count:** 15,738
Operator:	GHA			**Lane:**	NB COMBINED	**AADT Count:** 15,738
Begin:	10/29/2019 12:00 AM			**Street:**	KIRK RD	**AADT Factor:** 1
End:	10/30/2019 12:00 AM			**City:**	AADT20190111	**Speed Limit:** 45
Hours:	24.00			**County:**	KANE	
Period (min):	15			**State:**	IL	

Date And Time Range	< to 23	24 to 38	39 to 99	100 to >	Total
Tue,10/29/2019					
[12:00 AM-12:15 AM]	28	0	1	0	29
[12:15 AM-12:30 AM]	11	0	0	0	11
[12:30 AM-12:45 AM]	17	0	1	0	18
[12:45 AM-01:00 AM]	12	0	2	0	14
	68	0	4	0	72
[01:00 AM-01:15 AM]	16	0	2	0	18
[01:15 AM-01:30 AM]	13	0	1	0	14
[01:30 AM-01:45 AM]	13	0	1	0	14
[01:45 AM-02:00 AM]	11	1	1	0	13
	53	1	5	0	59
[02:00 AM-02:15 AM]	11	0	1	0	12
[02:15 AM-02:30 AM]	9	1	0	0	10
[02:30 AM-02:45 AM]	9	0	1	0	10
[02:45 AM-03:00 AM]	17	0	1	0	18
	46	1	3	0	50
[03:00 AM-03:15 AM]	11	0	3	0	14
[03:15 AM-03:30 AM]	17	2	3	0	22
[03:30 AM-03:45 AM]	43	0	1	0	44
[03:45 AM-04:00 AM]	34	1	3	0	38
	105	3	10	0	118
[04:00 AM-04:15 AM]	36	3	0	0	39
[04:15 AM-04:30 AM]	56	2	3	0	61
[04:30 AM-04:45 AM]	99	6	0	0	105
[04:45 AM-05:00 AM]	104	1	3	0	108
	295	12	6	0	313
[05:00 AM-05:15 AM]	94	6	1	0	101
[05:15 AM-05:30 AM]	143	9	7	0	159
[05:30 AM-05:45 AM]	211	10	5	0	226
[05:45 AM-06:00 AM]	231	6	8	0	245
	679	31	21	0	731
[06:00 AM-06:15 AM]	178	9	5	0	192
[06:15 AM-06:30 AM]	205	26	10	0	241
[06:30 AM-06:45 AM]	240	11	14	0	265
[06:45 AM-07:00 AM]	307	9	12	0	328

Time/Class Report

Device ID: 304300	**Location:** CHERRY LN TO FABYAN PKWY	**Raw Count:** 15,738
Operator: GHA	**Lane:** NB COMBINED	**AADT Count:** 15,738
Begin: 10/29/2019 12:00 AM	**Street:** KIRK RD	**AADT Factor:** 1
End: 10/30/2019 12:00 AM	**City:** AADT20190111	**Speed Limit:** 45
Hours: 24.00	**County:** KANE	
Period (min): 15	**State:** IL	

Date And Time Range	< to 23	24 to 38	39 to 99	100 to >	Total
Tue,10/29/2019					
	930	55	41	0	1026
[07:00 AM-07:15 AM]	218	6	8	0	232
[07:15 AM-07:30 AM]	256	8	4	0	268
[07:30 AM-07:45 AM]	284	6	9	0	299
[07:45 AM-08:00 AM]	275	9	9	0	293
	1033	29	30	0	1092
[08:00 AM-08:15 AM]	272	14	8	0	294
[08:15 AM-08:30 AM]	216	7	14	0	237
[08:30 AM-08:45 AM]	226	18	12	0	256
[08:45 AM-09:00 AM]	210	8	14	0	232
	924	47	48	0	1019
[09:00 AM-09:15 AM]	156	7	12	0	175
[09:15 AM-09:30 AM]	132	19	16	0	167
[09:30 AM-09:45 AM]	168	12	22	0	202
[09:45 AM-10:00 AM]	143	10	15	0	168
	599	48	65	0	712
[10:00 AM-10:15 AM]	137	9	16	0	162
[10:15 AM-10:30 AM]	137	8	12	0	157
[10:30 AM-10:45 AM]	159	16	17	0	192
[10:45 AM-11:00 AM]	131	13	15	0	159
	564	46	60	0	670
[11:00 AM-11:15 AM]	144	7	14	0	165
[11:15 AM-11:30 AM]	147	17	8	0	172
[11:30 AM-11:45 AM]	173	10	15	0	198
[11:45 AM-12:00 PM]	140	12	19	0	171
	604	46	56	0	706
[12:00 PM-12:15 PM]	169	11	11	0	191
[12:15 PM-12:30 PM]	160	7	8	0	175
[12:30 PM-12:45 PM]	161	8	16	0	185
[12:45 PM-01:00 PM]	167	14	14	0	195
	657	40	49	0	746
[01:00 PM-01:15 PM]	180	10	20	0	210
[01:15 PM-01:30 PM]	180	11	12	0	203
[01:30 PM-01:45 PM]	187	9	14	0	210

Time/Class Report

Device ID:	304300			**Location:**	CHERRY LN TO FABYAN PKWY	**Raw Count:** 15,738
Operator:	GHA			**Lane:**	NB COMBINED	**AADT Count:** 15,738
Begin:	10/29/2019 12:00 AM			**Street:**	KIRK RD	**AADT Factor:** 1
End:	10/30/2019 12:00 AM			**City:**	AADT20190111	**Speed Limit:** 45
Hours:	24.00			**County:**	KANE	
Period (min):	15			**State:**	IL	

Date And Time Range	< 24 to 23	24 to 38	39 to 99	100 to >	Total
Tue,10/29/2019					
[01:45 PM-02:00 PM]	179	14	21	0	214
	726	44	67	0	837
[02:00 PM-02:15 PM]	195	8	7	0	210
[02:15 PM-02:30 PM]	183	9	13	0	205
[02:30 PM-02:45 PM]	241	12	10	0	263
[02:45 PM-03:00 PM]	216	7	16	0	239
	835	36	46	0	917
[03:00 PM-03:15 PM]	267	11	18	0	296
[03:15 PM-03:30 PM]	242	13	15	0	270
[03:30 PM-03:45 PM]	301	8	15	0	324
[03:45 PM-04:00 PM]	282	5	16	0	303
	1092	37	64	0	1193
[04:00 PM-04:15 PM]	347	10	18	0	375
[04:15 PM-04:30 PM]	334	8	9	0	351
[04:30 PM-04:45 PM]	361	7	9	0	377
[04:45 PM-05:00 PM]	333	5	12	0	350
	1375	30	48	0	1453
[05:00 PM-05:15 PM]	359	6	9	0	374
[05:15 PM-05:30 PM]	340	5	10	0	355
[05:30 PM-05:45 PM]	317	3	3	0	323
[05:45 PM-06:00 PM]	281	4	4	0	289
	1297	18	26	0	1341
[06:00 PM-06:15 PM]	228	7	10	0	245
[06:15 PM-06:30 PM]	233	3	13	0	249
[06:30 PM-06:45 PM]	192	1	4	0	197
[06:45 PM-07:00 PM]	210	3	9	0	222
	863	14	36	0	913
[07:00 PM-07:15 PM]	132	3	6	0	141
[07:15 PM-07:30 PM]	130	3	4	0	137
[07:30 PM-07:45 PM]	120	5	3	0	128
[07:45 PM-08:00 PM]	121	2	6	0	129
	503	13	19	0	535
[08:00 PM-08:15 PM]	96	2	1	0	99
[08:15 PM-08:30 PM]	83	4	2	0	89

Time/Class Report

Device ID: 304300	**Location:** CHERRY LN TO FABYAN PKWY	**Raw Count:** 15,738
Operator: GHA	**Lane:** NB COMBINED	**AADT Count:** 15,738
Begin: 10/29/2019 12:00 AM	**Street:** KIRK RD	**AADT Factor:** 1
End: 10/30/2019 12:00 AM	**City:** AADT20190111	**Speed Limit:** 45
Hours: 24.00	**County:** KANE	
Period (min): 15	**State:** IL	

Date And Time Range	< to 23	24 to 38	39 to 99	100 to >	Total
Tue,10/29/2019					
[08:30 PM-08:45 PM]	84	2	2	0	88
[08:45 PM-09:00 PM]	77	0	0	0	77
	340	8	5	0	353
[09:00 PM-09:15 PM]	75	1	3	0	79
[09:15 PM-09:30 PM]	79	1	2	0	82
[09:30 PM-09:45 PM]	87	2	0	0	89
[09:45 PM-10:00 PM]	81	2	5	0	88
	322	6	10	0	338
[10:00 PM-10:15 PM]	65	0	0	0	65
[10:15 PM-10:30 PM]	66	2	2	0	70
[10:30 PM-10:45 PM]	75	3	1	0	79
[10:45 PM-11:00 PM]	47	1	1	0	49
	253	6	4	0	263
[11:00 PM-11:15 PM]	54	0	3	0	57
[11:15 PM-11:30 PM]	48	0	2	0	50
[11:30 PM-11:45 PM]	40	0	2	0	42
[11:45 PM-12:00 AM]	42	0	1	0	43
	184	0	8	0	192
10/29/2019 12:00 AM					
10/30/2019 12:00 AM	14347	571	731	0	15649

Time/Class Report

Device ID:	1580			**Location:**	CHERRY LN TO FABYAN PKWY	**Raw Count:** 14,758
Operator:	GHA			**Lane:**	SB COMBINED	**AADT Count:** 14,758
Begin:	10/29/2019 12:00 AM			**Street:**	KIRK RD	**AADT Factor:** 1
End:	10/30/2019 12:00 AM			**City:**	AADT20190111	**Speed Limit:** 45
Hours:	24.00			**County:**	KANE	
Period (min):	15			**State:**	IL	

Date And Time Range	< 24 to 23	24 to 38	39 to 99	100 to >	Total
Tue,10/29/2019					
[12:00 AM-12:15 AM]	44	3	0	0	47
[12:15 AM-12:30 AM]	30	0	1	0	31
[12:30 AM-12:45 AM]	31	1	2	0	34
[12:45 AM-01:00 AM]	17	1	0	0	18
	122	5	3	0	130
[01:00 AM-01:15 AM]	19	0	0	0	19
[01:15 AM-01:30 AM]	21	0	2	0	23
[01:30 AM-01:45 AM]	13	1	3	0	17
[01:45 AM-02:00 AM]	17	0	1	0	18
	70	1	6	0	77
[02:00 AM-02:15 AM]	24	0	1	0	25
[02:15 AM-02:30 AM]	19	0	2	0	21
[02:30 AM-02:45 AM]	20	3	0	0	23
[02:45 AM-03:00 AM]	20	0	2	0	22
	83	3	5	0	91
[03:00 AM-03:15 AM]	17	1	1	0	19
[03:15 AM-03:30 AM]	24	0	1	0	25
[03:30 AM-03:45 AM]	42	1	3	0	46
[03:45 AM-04:00 AM]	19	0	1	0	20
	102	2	6	0	110
[04:00 AM-04:15 AM]	32	2	0	0	34
[04:15 AM-04:30 AM]	23	2	2	0	27
[04:30 AM-04:45 AM]	64	1	2	0	67
[04:45 AM-05:00 AM]	54	1	3	0	58
	173	6	7	0	186
[05:00 AM-05:15 AM]	71	2	5	0	78
[05:15 AM-05:30 AM]	89	2	4	0	95
[05:30 AM-05:45 AM]	181	1	11	0	193
[05:45 AM-06:00 AM]	167	4	8	0	179
	508	9	28	0	545
[06:00 AM-06:15 AM]	162	6	3	0	171
[06:15 AM-06:30 AM]	229	8	8	0	245
[06:30 AM-06:45 AM]	248	6	12	0	266
[06:45 AM-07:00 AM]	254	16	15	0	285

Time/Class Report

Device ID: 1580	**Location:** CHERRY LN TO FABYAN PKWY	**Raw Count:** 14,758
Operator: GHA	**Lane:** SB COMBINED	**AADT Count:** 14,758
Begin: 10/29/2019 12:00 AM	**Street:** KIRK RD	**AADT Factor:** 1
End: 10/30/2019 12:00 AM	**City:** AADT20190111	**Speed Limit:** 45
Hours: 24.00	**County:** KANE	
Period (min): 15	**State:** IL	

Date And Time Range	< to 23	24 to 38	39 to 99	100 to >	Total
Tue,10/29/2019					
	893	36	38	0	967
[07:00 AM-07:15 AM]	221	6	11	0	238
[07:15 AM-07:30 AM]	305	7	9	0	321
[07:30 AM-07:45 AM]	289	8	13	0	310
[07:45 AM-08:00 AM]	280	9	11	0	300
	1095	30	44	0	1169
[08:00 AM-08:15 AM]	243	11	8	0	262
[08:15 AM-08:30 AM]	234	9	14	0	257
[08:30 AM-08:45 AM]	151	9	12	0	172
[08:45 AM-09:00 AM]	156	9	11	0	176
	784	38	45	0	867
[09:00 AM-09:15 AM]	145	12	7	0	164
[09:15 AM-09:30 AM]	134	6	17	0	157
[09:30 AM-09:45 AM]	110	13	14	0	137
[09:45 AM-10:00 AM]	105	7	20	0	132
	494	38	58	0	590
[10:00 AM-10:15 AM]	111	6	20	0	137
[10:15 AM-10:30 AM]	109	10	10	0	129
[10:30 AM-10:45 AM]	120	6	18	0	144
[10:45 AM-11:00 AM]	134	7	18	0	159
	474	29	66	0	569
[11:00 AM-11:15 AM]	121	9	13	0	143
[11:15 AM-11:30 AM]	132	15	18	0	165
[11:30 AM-11:45 AM]	134	12	11	0	157
[11:45 AM-12:00 PM]	148	5	7	0	160
	535	41	49	0	625
[12:00 PM-12:15 PM]	142	10	20	0	172
[12:15 PM-12:30 PM]	139	14	20	0	173
[12:30 PM-12:45 PM]	176	8	12	0	196
[12:45 PM-01:00 PM]	150	6	12	0	168
	607	38	64	0	709
[01:00 PM-01:15 PM]	118	8	10	0	136
[01:15 PM-01:30 PM]	134	12	16	0	162
[01:30 PM-01:45 PM]	166	6	11	0	183

Time/Class Report

Device ID: 1580	**Location:** CHERRY LN TO FABYAN PKWY	**Raw Count:** 14,758
Operator: GHA	**Lane:** SB COMBINED	**AADT Count:** 14,758
Begin: 10/29/2019 12:00 AM	**Street:** KIRK RD	**AADT Factor:** 1
End: 10/30/2019 12:00 AM	**City:** AADT20190111	**Speed Limit:** 45
Hours: 24.00	**County:** KANE	
Period (min): 15	**State:** IL	

Date And Time Range	< to 23	24 to 38	39 to 99	100 to >	Total
Tue,10/29/2019					
[01:45 PM-02:00 PM]	147	12	16	0	175
	565	38	53	0	656
[02:00 PM-02:15 PM]	196	12	13	0	221
[02:15 PM-02:30 PM]	223	14	18	0	255
[02:30 PM-02:45 PM]	282	9	15	0	306
[02:45 PM-03:00 PM]	229	17	14	0	260
	930	52	60	0	1042
[03:00 PM-03:15 PM]	266	12	8	0	286
[03:15 PM-03:30 PM]	222	19	12	0	253
[03:30 PM-03:45 PM]	285	12	19	0	316
[03:45 PM-04:00 PM]	244	9	12	0	265
	1017	52	51	0	1120
[04:00 PM-04:15 PM]	258	10	21	0	289
[04:15 PM-04:30 PM]	277	9	11	0	297
[04:30 PM-04:45 PM]	278	11	12	0	301
[04:45 PM-05:00 PM]	313	4	4	0	321
	1126	34	48	0	1208
[05:00 PM-05:15 PM]	297	3	11	0	311
[05:15 PM-05:30 PM]	319	6	7	0	332
[05:30 PM-05:45 PM]	264	9	6	0	279
[05:45 PM-06:00 PM]	241	5	3	0	249
	1121	23	27	0	1171
[06:00 PM-06:15 PM]	249	5	8	0	262
[06:15 PM-06:30 PM]	233	5	7	0	245
[06:30 PM-06:45 PM]	195	7	4	0	206
[06:45 PM-07:00 PM]	162	2	8	0	172
	839	19	27	0	885
[07:00 PM-07:15 PM]	181	3	1	0	185
[07:15 PM-07:30 PM]	137	4	1	0	142
[07:30 PM-07:45 PM]	126	2	2	0	130
[07:45 PM-08:00 PM]	106	0	4	0	110
	550	9	8	0	567
[08:00 PM-08:15 PM]	112	2	1	0	115
[08:15 PM-08:30 PM]	98	1	2	0	101

Time/Class Report

Device ID: 1580	**Location:** CHERRY LN TO FABYAN PKWY	**Raw Count:** 14,758
Operator: GHA	**Lane:** SB COMBINED	**AADT Count:** 14,758
Begin: 10/29/2019 12:00 AM	**Street:** KIRK RD	**AADT Factor:** 1
End: 10/30/2019 12:00 AM	**City:** AADT20190111	**Speed Limit:** 45
Hours: 24.00	**County:** KANE	
Period (min): 15	**State:** IL	

Date And Time Range	< to 23	24 to 38	39 to 99	100 to >	Total
Tue,10/29/2019					
[08:30 PM-08:45 PM]	86	2	1	0	89
[08:45 PM-09:00 PM]	83	3	0	0	86
	379	8	4	0	391
[09:00 PM-09:15 PM]	104	1	0	0	105
[09:15 PM-09:30 PM]	104	2	1	0	107
[09:30 PM-09:45 PM]	77	2	1	0	80
[09:45 PM-10:00 PM]	69	1	1	0	71
	354	6	3	0	363
[10:00 PM-10:15 PM]	93	3	3	0	99
[10:15 PM-10:30 PM]	82	3	0	0	85
[10:30 PM-10:45 PM]	84	1	2	0	87
[10:45 PM-11:00 PM]	60	2	2	0	64
	319	9	7	0	335
[11:00 PM-11:15 PM]	71	1	3	0	75
[11:15 PM-11:30 PM]	73	0	4	0	77
[11:30 PM-11:45 PM]	74	1	1	0	76
[11:45 PM-12:00 AM]	56	1	1	0	58
	274	3	9	0	286
10/29/2019 12:00 AM					
10/30/2019 12:00 AM	13414	529	716	0	14659

Appendix C
IDS – Fabyan Parkway and Kautz Road Extension

GHA GEWALT HAMILTON ASSOCIATES, INC.

SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

HIGHWAY CAPACITY SOFTWARE
PROGRAM NAME HCS7
VERSION 7.0

BASIC CONDITIONS PHF 0.87 (AM), 0.90 (PM)
AREA CBD (OTHER) SIGNAL TYPE: ACTUATED
ARRIVAL TYPE 3 (N-S), 4-3 (E-W AM PEAK), 3-4 (E-W PM PEAK)
C = SIGNAL CYCLE = 100 SEC

	PHASE 1	YELLOW	ALL RED	PHASE 2	YELLOW	ALL RED	PHASE 3	YELLOW	ALL RED	PHASE 4	YELLOW	ALL RED	PHASE 5	YELLOW	ALL RED
A.M.	G/C=0.04 G = 3.5 Sec	3.5	1.0	G/C=0.01 G = 0.5 Sec	3.5	1.0	G/C=0.59 G = 59.0 Sec	3.5	1.5	G/C=0.04 G = 3.5 Sec	3.5	1.0	G/C=0.08 G = 8.0 Sec	3.5	1.5
P.M.	G/C=0.04 G = 3.5 Sec	1.5	1.0	G/C=0.03 G = 1.0 Sec	0.0	0.0	G/C=0.32 G = 32.0 Sec	3.5	1.5	G/C=0.04 G = 3.5 Sec	3.5	1.0	G/C=0.37 G = 37.0 Sec	3.5	1.5

APPR. A CR = 0% A.M. T = 13% R = 0% L = 0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0 BIKES/HR 0
P.M. T = 13% R = 0% L = 0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0 BIKES/HR 0

	MOVEMENT	L/W	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH % QUEUE	RED-TIME QUEUE
A.M.	AD	1/12	22	0.87	1900	0.02	0.12	195	0.11	46.1	D	42.3	D	28	33
	AB	1/12	36	0.87	2000	0.02	0.08	144	0.29	44.9	D			50	52
	AC	1/12	115	0.87	1900	0.09	0.17	239	0.55	41.9	D			155	152
P.M.	AD	1/12	76	0.90	1900	0.05	0.40	339	0.16	18.9	B	21.1	C	59	72
	AB	1/12	10	0.90	2000	0.01	0.37	665	0.02	20.0	B			8	10
	AC	1/12	231	0.90	1900	0.18	0.41	595	0.44	22.1	C			210	214

APPR. B CR = 0% A.M. T = 17% R = 0% L = 0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0 BIKES/HR 0
P.M. T = 17% R = 0% L = 0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0 BIKES/HR 0

	MOVEMENT	L/W	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH % QUEUE	RED-TIME QUEUE
A.M.	BC	1/12	9	0.87	1900	0.01	0.12	173	0.06	39.7	D	42.3	D	17	13
	BA	1/12	35	0.87	2000	0.01	0.08	139	0.12	43.1	D			22	23
	BD	1/12	47	0.87	1900	0.04	0.12	161	0.34	47.5	D			67	72
P.M.	BC	1/12	76	0.90	1900	0.05	0.40	555	0.15	18.8	B	18.4	B	61	72
	BA	1/12	45	0.90	2000	0.03	0.37	642	0.09	20.5	C			39	46
	BD	1/12	93	0.90	1900	0.07	0.44	620	0.17	17.4	B			75	88

APPR. C CR = 0% A.M. T = 5% R = 0% L = 0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS HR 0 BIKES/HR 0
P.M. T = 5% R = 0% L = 0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS HR 0 BIKES/HR 0

	MOVEMENT	L/W	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH % QUEUE	RED-TIME QUEUE
A.M.	CA	1/12	289	0.87	1900	0.19	0.70	626	0.51	7.1	A	3.2	A	97	133
	CD	1/12	1278	0.87	2000	0.80	0.69	2332	0.63	1.9	A			127	132
	CB	1/12	86	0.87	1900	0.06	0.68	1044	0.10	2.5	A			13	43
P.M.	CA	1/12	89	0.90	1900	0.05	0.36	143	0.67	45.1	D	35.4	D	92	85
	CD	1/12	798	0.90	2000	0.48	0.32	1173	0.75	35.1	C			365	392
	CB	1/12	13	0.90	1900	0.01	0.36	549	0.03	21.1	C			13	13

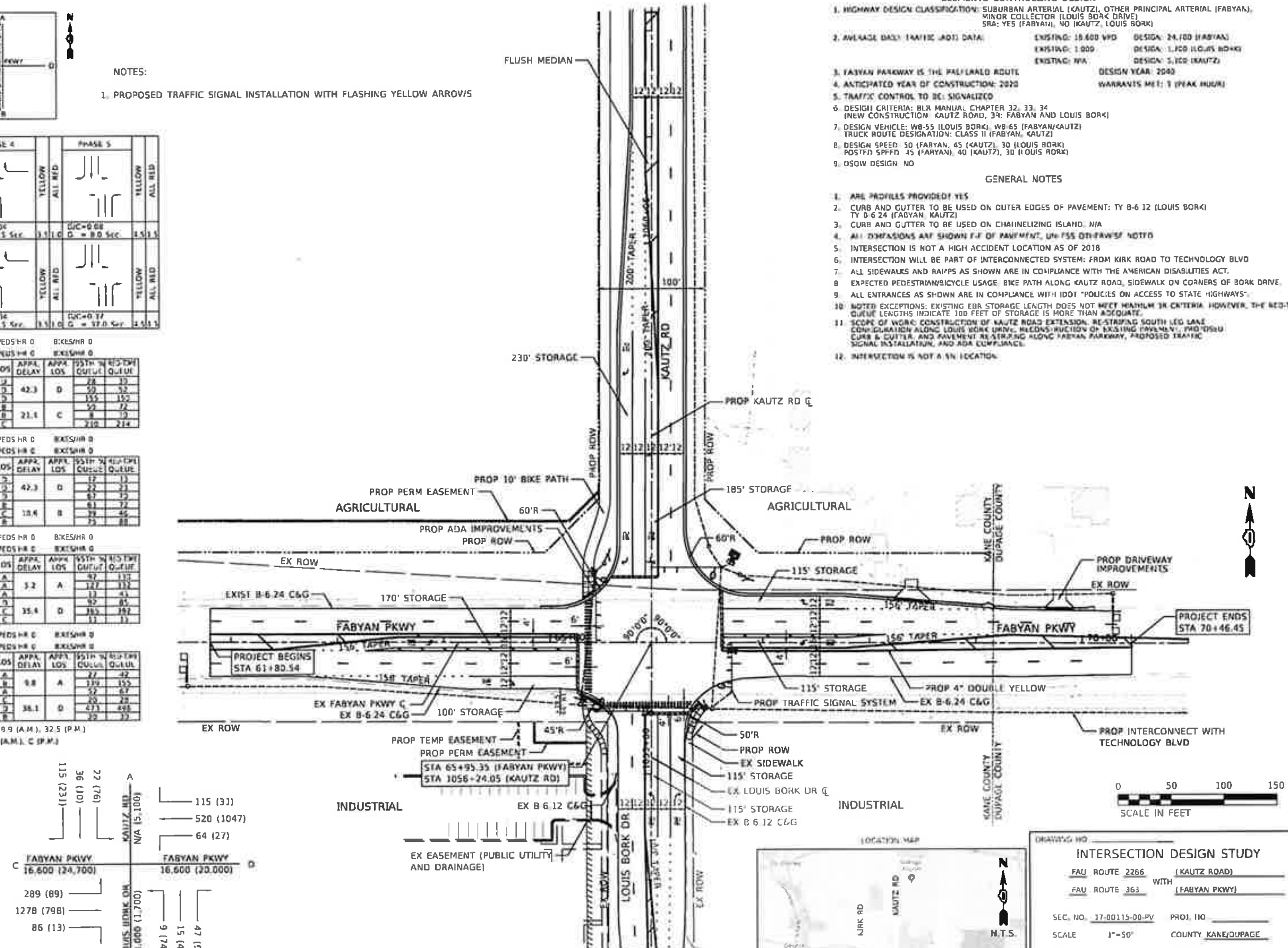
APPR. D CR = 0% A.M. T = 8% R = 0% L = 0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS HR 0 BIKES/HR 0
P.M. T = 6% R = 0% L = 0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS HR 0 BIKES/HR 0

	MOVEMENT	L/W	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH % QUEUE	RED-TIME QUEUE
A.M.	DB	1/12	64	0.87	1900	0.04	0.82	301	0.25	8.9	A	9.8	A	27	42
	DC	1/12	520	0.87	2000	0.34	0.59	2107	0.28	10.4	B			139	155
	DA	1/12	115	0.87	1900	0.09	0.61	944	0.14	0.0	A			52	67
P.M.	DB	1/12	27	0.90	1900	0.02	0.39	266	0.12	21.2	C	38.1	D	20	28
	DC	1/12	1047	0.90	2000	0.64	0.35	1270	0.92	37.0	D			473	498
	DA	1/12	31	0.90	1900	0.02	0.38	591	0.06	16.0	B			29	32

INTERSECTION DELAY: 9.9 (A.M.), 32.5 (P.M.)
INTERSECTION LOS: A (A.M.), C (P.M.)

NOTES:

1. PROPOSED TRAFFIC SIGNAL INSTALLATION WITH FLASHING YELLOW ARROWS



TRAFFIC DATA

MOVEMENT	YEAR 2017 PEAK HOUR TRAFFIC		% TRUCK TRAFFIC IN PEAK HOUR		ESTIMATED PERCENT INCREASE BY 2040		YEAR 2040 DESIGN PEAK HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
AD	N/A	N/A	13%	13%	N/A	N/A	22	76
AB	N/A	N/A	13%	13%	N/A	N/A	36	10
AC	N/A	N/A	13%	13%	N/A	N/A	115	231
BC	8	66	17%	17%	13%	12%	9	74
BA	N/A	N/A	17%	17%	N/A	N/A	15	45
BD	42	83	17%	17%	12%	12%	47	93
CA	N/A	N/A	5%	5%	N/A	N/A	289	89
CD	956	597	5%	5%	34%	34%	1278	798
CB	64	10	5%	5%	34%	30%	86	13
DB	55	23	8%	6%	16%	4%	64	24
DC	445	895	8%	6%	17%	17%	520	1047
DA	N/A	N/A	8%	6%	N/A	N/A	115	31
TOTAL A	N/A	N/A	N/A	N/A	N/A	N/A	392	482
TOTAL B	169	182	18%	19%	52%	42%	257	259
TOTAL C	1473	1569	5%	5%	56%	44%	2297	2252
TOTAL D	1498	1599	5%	6%	37%	29%	2046	2069

APPROACH	8TH MAX. HOUR TRAFFIC
A	N/A
B	55
C	431
D	366

ELEMENTS CONTROLLING DESIGN

1. HIGHWAY DESIGN CLASSIFICATION: SUBURBAN ARTERIAL (KAUTZ), OTHER PRINCIPAL ARTERIAL (FABYAN), MINOR COLLECTOR (LOUIS BORK DRIVE)
SRA: YES (FABYAN), NO (KAUTZ, LOUIS BORK)
2. AVERAGE DAILY TRAFFIC (ADT) DATA: EXISTING: 16,600 VPD DESIGN: 24,700 (FABYAN)
EXISTING: 1,000 DESIGN: 1,700 (LOUIS BORK)
EXISTING: N/A DESIGN: 5,100 (KAUTZ)
3. FABYAN PARKWAY IS THE PREFERRED ROUTE DESIGN YEAR: 2040
4. ANTICIPATED YEAR OF CONSTRUCTION: 2020 WARRANTS MET: 1 (PEAK HOUR)
5. TRAFFIC CONTROL TO BE: SIGNALIZED
6. DESIGN CRITERIA: BLR MANUAL CHAPTER 32, 33, 34 (NEW CONSTRUCTION KAUTZ ROAD, 34: FABYAN AND LOUIS BORK)
7. DESIGN VEHICLE: WB-55 (LOUIS BORK), WB-65 (FABYAN/KAUTZ)
TRUCK ROUTE DESIGNATION: CLASS II (FABYAN, KAUTZ)
8. DESIGN SPEED 50 (FABYAN, 45 (KAUTZ), 30 (LOUIS BORK)
POSTED SPEED 45 (FABYAN), 40 (KAUTZ), 30 (LOUIS BORK)
9. OSOW DESIGN NO

GENERAL NOTES

1. ARE PROFILES PROVIDED? YES
2. CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT: TY B-6.12 (LOUIS BORK) TY B-6.24 (FABYAN, KAUTZ)
3. CURB AND GUTTER TO BE USED ON CHANNELIZING ISLAND: N/A
4. ALL DIMENSIONS ARE SHOWN F-F OF PAVEMENT, UNLESS OTHERWISE NOTED
5. INTERSECTION IS NOT A HIGH ACCIDENT LOCATION AS OF 2018
6. INTERSECTION WILL BE PART OF INTERCONNECTED SYSTEM: FROM KIRK ROAD TO TECHNOLOGY BLVD
7. ALL SIDEWALKS AND RAMPS AS SHOWN ARE IN COMPLIANCE WITH THE AMERICAN DISABILITIES ACT.
8. EXPECTED PEDESTRIAN/BICYCLE USAGE: BIKE PATH ALONG KAUTZ ROAD, SIDEWALK ON CORNERS OF BORK DRIVE.
9. ALL ENTRANCES AS SHOWN ARE IN COMPLIANCE WITH IDOT "POLICIES ON ACCESS TO STATE HIGHWAYS".
10. NOTED EXCEPTIONS: EXISTING EBR STORAGE LENGTH DOES NOT MEET MINIMUM IN CRITERIA. HOWEVER, THE RED-TIME QUEUE LENGTHS INDICATE 100 FEET OF STORAGE IS MORE THAN ADEQUATE.
11. SCOPE OF WORK: CONSTRUCTION OF KAUTZ ROAD EXTENSION, RE-STRIPING SOUTH LEG LANE CONFIGURATION ALONG LOUIS BORK DRIVE, RECONSTRUCTION OF EXISTING PAVEMENT, PROPOSED CURB & GUTTER, AND PAVEMENT RE-STRIPING ALONG FABYAN PARKWAY, PROPOSED TRAFFIC SIGNAL INSTALLATION, AND ADA COMPLIANCE.
12. INTERSECTION IS NOT A 5% LOCATION.

LOCATION MAP

PREPARED BY: WBK engineering
WBKENGINEERING LLC
ST. CHARLES, IL
PROJ. MGR. YOD PROJ. ENG. HMS

DRAWING NO.
INTERSECTION DESIGN STUDY
FAU ROUTE 2266 (KAUTZ ROAD)
WITH
FAU ROUTE 363 (FABYAN PKWY)
SEC. NO. 17-00115-00-PV PROJ. NO.
SCALE 1"=50' COUNTY KANE/DUPAGE
SN: REV. NO.

DATE	QA/QC REVIEWER	REMARKS

CADD FILE NAME "IDS SPEC"
REF FILE NAME
I.D.S. SHEET 1 OF 11

Appendix D
Preliminary Site Plan

GHA GEWALT HAMILTON ASSOCIATES, INC.

GENEVA BUSINESS CENTER

P.I.N.-12-12-300-063 AND 12-12-400-029
THAT PART OF THE SOUTH HALF OF SECTION 12 TOWNSHIP 39 NORTH RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 12; THENCE NORTH 89 DEGREES 17 MINUTES 43 SECONDS EAST ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER 298.98 FEET TO THE WESTERLY LINE OF A TRACT OF LAND CONVEYED TO H.H. SIMPSON BY WARRANTY DEED RECORDED AS DOCUMENT 1271011; THENCE NORTH 00 DEGREES 36 MINUTES 00 SECONDS EAST ALONG SAID WESTERLY LINE 132.0 FEET; THENCE SOUTH 85 DEGREES 07 MINUTES 00 SECONDS WEST 470.60 FEET; THENCE SOUTH 00 DEGREES 15 MINUTES 00 SECONDS EAST 413.30 FEET TO THE FORMER CENTER LINE OF COUNTY FARM ROAD; THENCE SOUTH 82 DEGREES 31 MINUTES 00 SECONDS WEST ALONG SAID FORMER CENTER LINE 100.60 FEET; THENCE NORTH 00 DEGREES 15 MINUTES 00 SECONDS WEST 420.0 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 85 DEGREES 59 MINUTES 43 SECONDS WEST ALONG A LINE, WHICH IF EXTENDED, INTERSECTS THE NORTHEAST CORNER OF A TRACT OF LAND CONVEYED TO WILLIAM E. SCHULTZ AND WIFE BY DOCUMENT 690638, 154.83 FEET TO THE WESTERLY LINE EXTENDED SOUTHERLY OF LOT 4 OF THE ASSESSMENT MAP OF MARTIN SCHOCK ESTATE ACCORDING TO THE PLAT THEREOF FILED IN PLAT BOOK 20 PAGE 23 IN THE RECORDER'S OFFICE OF KANE COUNTY, ILLINOIS; THENCE NORTH 00 DEGREES 27 MINUTES 54 SECONDS EAST ALONG THE WESTERLY LINE EXTENDED OF SAID LOT 697.38 FEET TO A POINT THAT IS 30.0 FEET SOUTHERLY OF THE SOUTHWEST CORNER OF SAID LOT; THENCE SOUTH 84 DEGREES 55 MINUTES 42 SECONDS EAST 726.34 FEET TO A POINT ON THE WESTERLY LINE OF SAID SIMPSON TRACT THAT IS 708.10 FEET NORTH 00 DEGREES 36 MINUTES 00 SECONDS EAST OF THE POINT OF INTERSECTION OF SAID WESTERLY LINE WITH THE SOUTH LINE OF SAID SOUTHEAST QUARTER; THENCE SOUTH 00 DEGREES 36 MINUTES 00 SECONDS WEST ALONG THE WESTERLY LINE OF SAID SIMPSON TRACT 576.10; THENCE SOUTH 85 DEGREES 07 MINUTES 00 SECONDS WEST 470.60 FEET; THENCE SOUTH 86 DEGREES 26 MINUTES 35 SECONDS WEST 99.97 FEET TO THE POINT OF BEGINNING, IN GENEVA, KANE COUNTY, ILLINOIS.

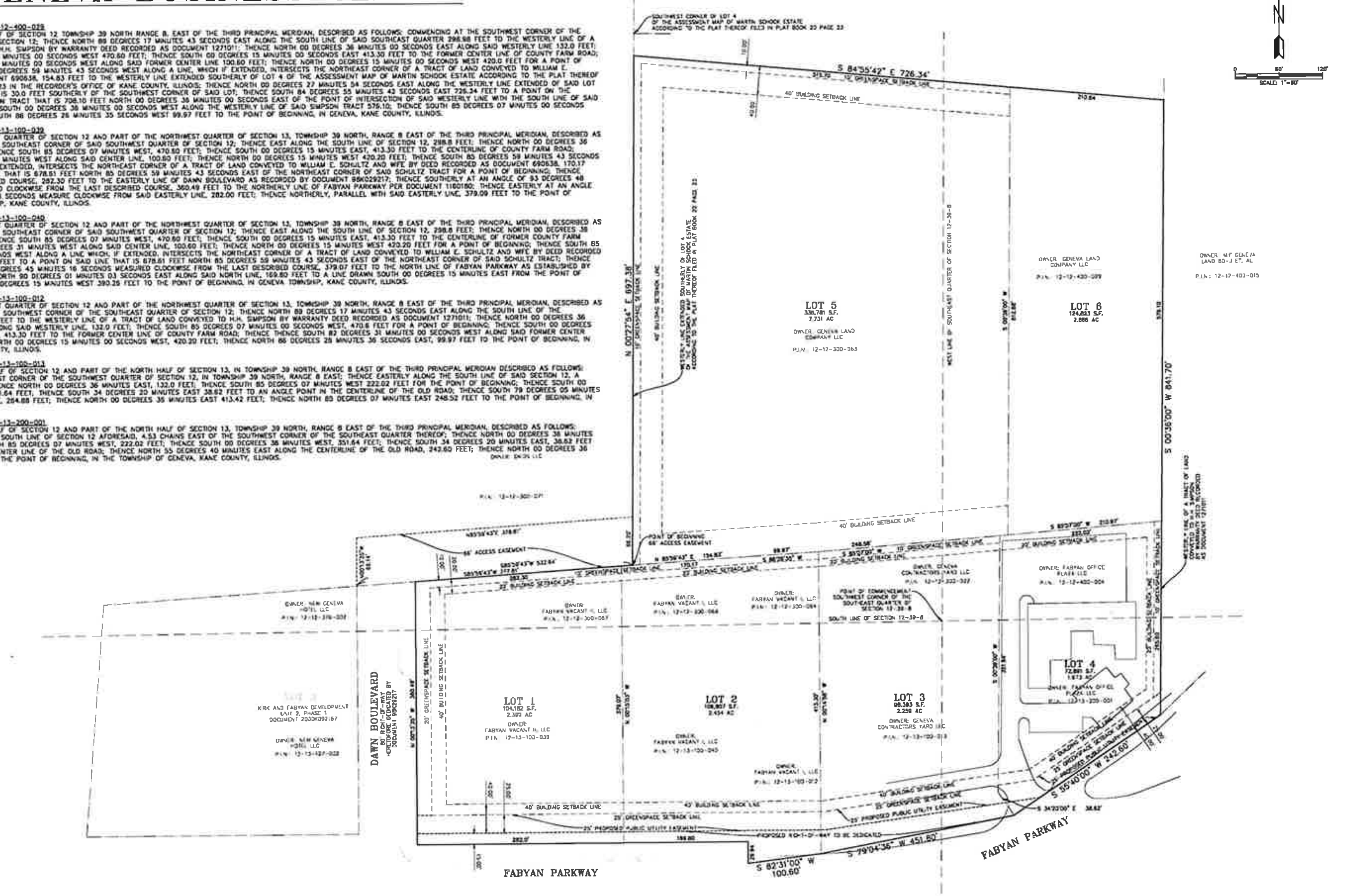
P.I.N.-12-12-300-067 AND 12-13-100-039
THAT PART OR THE SOUTHWEST QUARTER OF SECTION 12 AND PART OF THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER OF SECTION 12; THENCE EAST ALONG THE SOUTH LINE OF SECTION 12, 298.8 FEET; THENCE NORTH 00 DEGREES 36 MINUTES EAST, 132.0 FEET; THENCE SOUTH 85 DEGREES 07 MINUTES WEST, 470.60 FEET; THENCE SOUTH 00 DEGREES 15 MINUTES EAST, 413.30 FEET TO THE CENTERLINE OF COUNTY FARM ROAD; THENCE SOUTH 82 DEGREES 31 MINUTES WEST ALONG SAID CENTER LINE, 100.60 FEET; THENCE NORTH 00 DEGREES 15 MINUTES WEST 420.20 FEET; THENCE SOUTH 85 DEGREES 59 MINUTES 43 SECONDS WEST ALONG A LINE WHICH, IF EXTENDED, INTERSECTS THE NORTHEAST CORNER OF A TRACT OF LAND CONVEYED TO WILLIAM E. SCHULTZ AND WIFE BY DEED RECORDED AS DOCUMENT 690638, 170.17 FEET TO A POINT ON SAID LINE THAT IS 678.61 FEET NORTH 85 DEGREES 59 MINUTES 43 SECONDS EAST OF THE NORTHEAST CORNER OF SAID SCHULTZ TRACT FOR A POINT OF BEGINNING; THENCE WESTERLY ALONG THE DESCRIBED COURSE, 282.30 FEET TO THE EASTERLY LINE OF DAWN BOULEVARD AS RECORDED BY DOCUMENT 98K029217; THENCE SOUTHERLY AT AN ANGLE OF 93 DEGREES 48 MINUTES 11 SECONDS MEASURED CLOCKWISE FROM THE LAST DESCRIBED COURSE, 360.49 FEET TO THE NORTHERLY LINE OF FABYAN PARKWAY PER DOCUMENT 1160180; THENCE EASTERLY AT AN ANGLE OF 89 DEGREES 58 MINUTES 08 SECONDS MEASURE CLOCKWISE FROM SAID EASTERLY LINE, 282.00 FEET; THENCE NORTHERLY, PARALLEL WITH SAID EASTERLY LINE, 379.09 FEET TO THE POINT OF BEGINNING, IN GENEVA TOWNSHIP, KANE COUNTY, ILLINOIS.

P.I.N.-12-12-300-068 AND 12-13-100-040
THAT PART OR THE SOUTHWEST QUARTER OF SECTION 12 AND PART OF THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER OF SECTION 12; THENCE EAST ALONG THE SOUTH LINE OF SECTION 12, 298.8 FEET; THENCE NORTH 00 DEGREES 36 MINUTES EAST, 132.0 FEET; THENCE SOUTH 85 DEGREES 07 MINUTES WEST, 470.60 FEET; THENCE SOUTH 00 DEGREES 15 MINUTES EAST, 413.30 FEET TO THE CENTERLINE OF FORMER COUNTY FARM ROAD; THENCE SOUTH 82 DEGREES 31 MINUTES WEST ALONG SAID CENTER LINE, 100.60 FEET; THENCE NORTH 00 DEGREES 15 MINUTES WEST 420.20 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 85 DEGREES 59 MINUTES 43 SECONDS WEST ALONG A LINE WHICH; IF EXTENDED, INTERSECTS THE NORTHEAST CORNER OF A TRACT OF LAND CONVEYED TO WILLIAM E. SCHULTZ AND WIFE BY DEED RECORDED AS DOCUMENT 690638, 170.17 FEET TO A POINT ON SAID LINE THAT IS 678.61 FEET NORTH 85 DEGREES 59 MINUTES 43 SECONDS EAST OF THE NORTHEAST CORNER OF SAID SCHULTZ TRACT; THENCE SOUTH AT AN ANGLE OF 93 DEGREES 45 MINUTES 16 SECONDS MEASURED CLOCKWISE FROM THE LAST DESCRIBED COURSE, 379.07 FEET TO THE NORTH LINE OF FABYAN PARKWAY AS ESTABLISHED BY DOCUMENT 1160180; THENCE NORTH 90 DEGREES 01 MINUTES 03 SECONDS EAST ALONG SAID NORTH LINE, 169.80 FEET TO A LINE DRAWN SOUTH 00 DEGREES 15 MINUTES EAST FROM THE POINT OF BEGINNING; THENCE NORTH 00 DEGREES 15 MINUTES WEST 390.26 FEET TO THE POINT OF BEGINNING, IN GENEVA TOWNSHIP, KANE COUNTY, ILLINOIS.

P.I.N.-12-12-300-064 AND 12-13-100-012
THAT PART OR THE SOUTHWEST QUARTER OF SECTION 12 AND PART OF THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SECTION 12; THENCE NORTH 89 DEGREES 17 MINUTES 43 SECONDS EAST ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER, 298.98 FEET TO THE WESTERLY LINE OF A TRACT OF LAND CONVEYED TO H.H. SIMPSON BY WARRANTY DEED RECORDED AS DOCUMENT 1271011; THENCE NORTH 00 DEGREES 36 MINUTES 00 SECONDS EAST ALONG SAID WESTERLY LINE, 132.0 FEET; THENCE SOUTH 85 DEGREES 07 MINUTES 00 SECONDS WEST, 470.6 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 00 DEGREES 15 MINUTES 00 SECONDS EAST, 413.30 FEET TO THE FORMER CENTER LINE OF COUNTY FARM ROAD; THENCE THENCE SOUTH 82 DEGREES 31 MINUTES 00 SECONDS WEST ALONG SAID FORMER CENTER LINE, 100.06 FEET; THENCE NORTH 00 DEGREES 15 MINUTES 00 SECONDS WEST, 420.20 FEET; THENCE NORTH 86 DEGREES 26 MINUTES 36 SECONDS EAST, 99.97 FEET TO THE POINT OF BEGINNING, IN GENEVA TOWNSHIP, KANE COUNTY, ILLINOIS.

P.I.N.-12-12-300-022 AND 12-13-100-013
THAT PART OF THE SOUTH HALF OF SECTION 12 AND PART OF THE NORTH HALF OF SECTION 13, IN TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 12, IN TOWNSHIP 39 NORTH, RANGE 8 EAST; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID SECTION 12, A DISTANCE OF 298.98 FEET; THENCE NORTH 00 DEGREES 36 MINUTES EAST, 132.0 FEET; THENCE SOUTH 85 DEGREES 07 MINUTES WEST 222.02 FEET FOR THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES 36 MINUTES WEST 351.64 FEET; THENCE SOUTH 34 DEGREES 20 MINUTES EAST 38.62 FEET TO AN ANGLE POINT IN THE CENTERLINE OF THE OLD ROAD; THENCE SOUTH 79 DEGREES 05 MINUTES WEST ALONG SAID CENTER LINE, 284.88 FEET; THENCE NORTH 00 DEGREES 35 MINUTES EAST 413.42 FEET; THENCE NORTH 83 DEGREES 07 MINUTES EAST 248.52 FEET TO THE POINT OF BEGINNING, IN KANE COUNTY, ILLINOIS.

P.I.N.-12-12-400-004 AND 12-13-200-001
THAT PART OF THE SOUTH HALF OF SECTION 12 AND PART OF THE NORTH HALF OF SECTION 13, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE SOUTH LINE OF SECTION 12 AFORESAID, 4.53 CHAINS EAST OF THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER THEREOF; THENCE NORTH 00 DEGREES 38 MINUTES EAST, 132 FEET; THENCE SOUTH 85 DEGREES 07 MINUTES WEST, 222.02 FEET; THENCE SOUTH 00 DEGREES 38 MINUTES WEST, 351.64 FEET; THENCE SOUTH 34 DEGREES 20 MINUTES EAST, 38.62 FEET TO AN ANGLE POINT IN THE CENTER LINE OF THE OLD ROAD; THENCE NORTH 55 DEGREES 40 MINUTES EAST ALONG THE CENTERLINE OF THE OLD ROAD, 242.60 FEET; THENCE NORTH 00 DEGREES 36 MINUTES EAST, 133.6 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF GENEVA, KANE COUNTY, ILLINOIS.



DRAWN BY: CNB CHECKED BY: TBM APPROVED BY: JPC	ENGINEERING RESOURCE ASSOCIATES WARRENVILLE, ILLINOIS 60555 PHONE (630) 393-3060 FAX (630) 393-2152	PREPARED FOR: RICHMAR REALTY AND DEVELOPMENT	TITLE: GENEVA BUSINESS CENTER CONCEPT PLAN	REVISIONS: DATE	BY	DESCRIPTION	SCALE: 1"=60' DATE: 09-28-20 JOB NO: W20131 SHEET 1 OF 1	

C:\Users\cbozan\OneDrive - Engineering Resource Associates\Richmar\Realty\Development\W20131 00 Fabyan Parkway Geneva\CAD\W20131 GENEVA BUSINESS CENTER CONCEPT PLAN.dwg Uploaded by: cbozan 10/8/2020

Appendix E
ITE Trip Generation Excerpts

Land Use: 150
Warehousing

Description

A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas. High-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 13 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:30 a.m. and 12:30 p.m. and 3:00 and 4:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, and Texas.

Source Numbers

184, 331, 406, 411, 443, 579, 583, 596, 598, 611, 619, 642, 752, 869, 875, 876, 914, 940

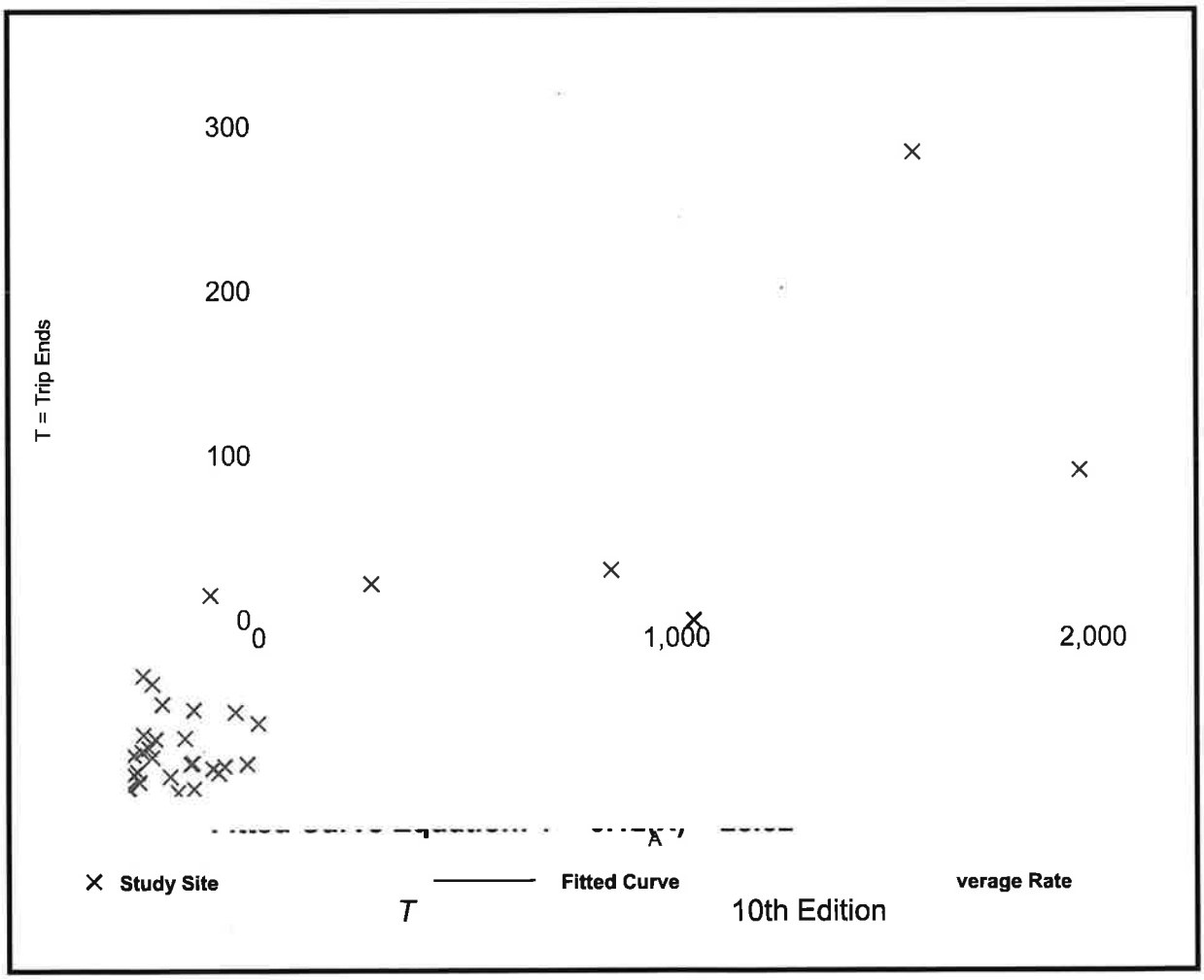
0.17 0.02 - 1.93

Data Plot and Equation Warehousing

ehicle Trip Ends vs: A
eekday,
raffic,

vg. 1000 Sq. Ft. GFA:

ehicle Trip Generation per 1000 Sq. Ft. GFA
verage Rate



rip Generation Manual, • Institute of Transportation Engineers

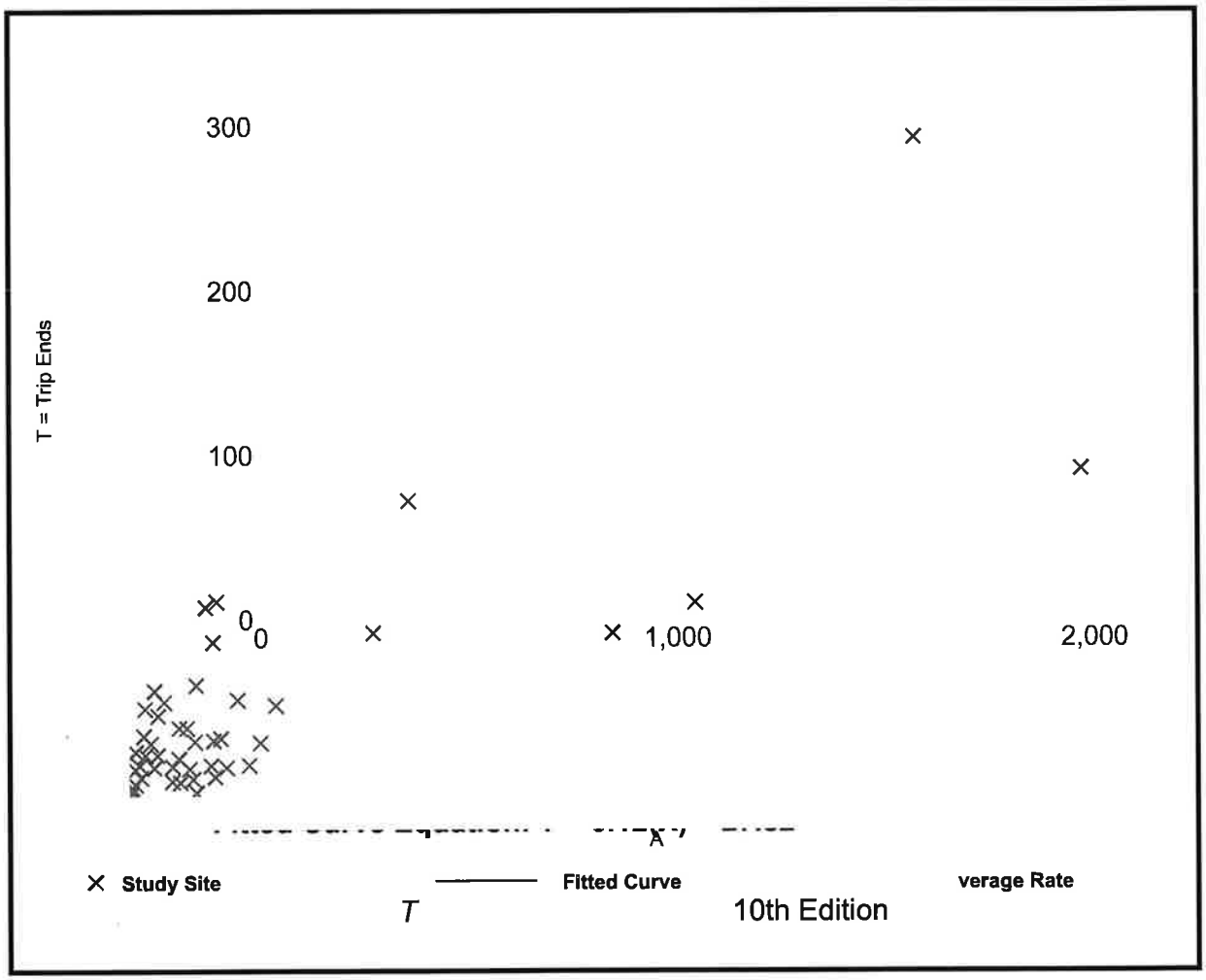
0.19 0.01 - 1.80

Data Plot and Equation Warehousing

ehicle Trip Ends vs: A
eekday,
raffic,

vg. 1000 Sq. Ft. GFA:

ehicle Trip Generation per 1000 Sq. Ft. GFA
verage Rate



rip Generation Manual, • Institute of Transportation Engineers

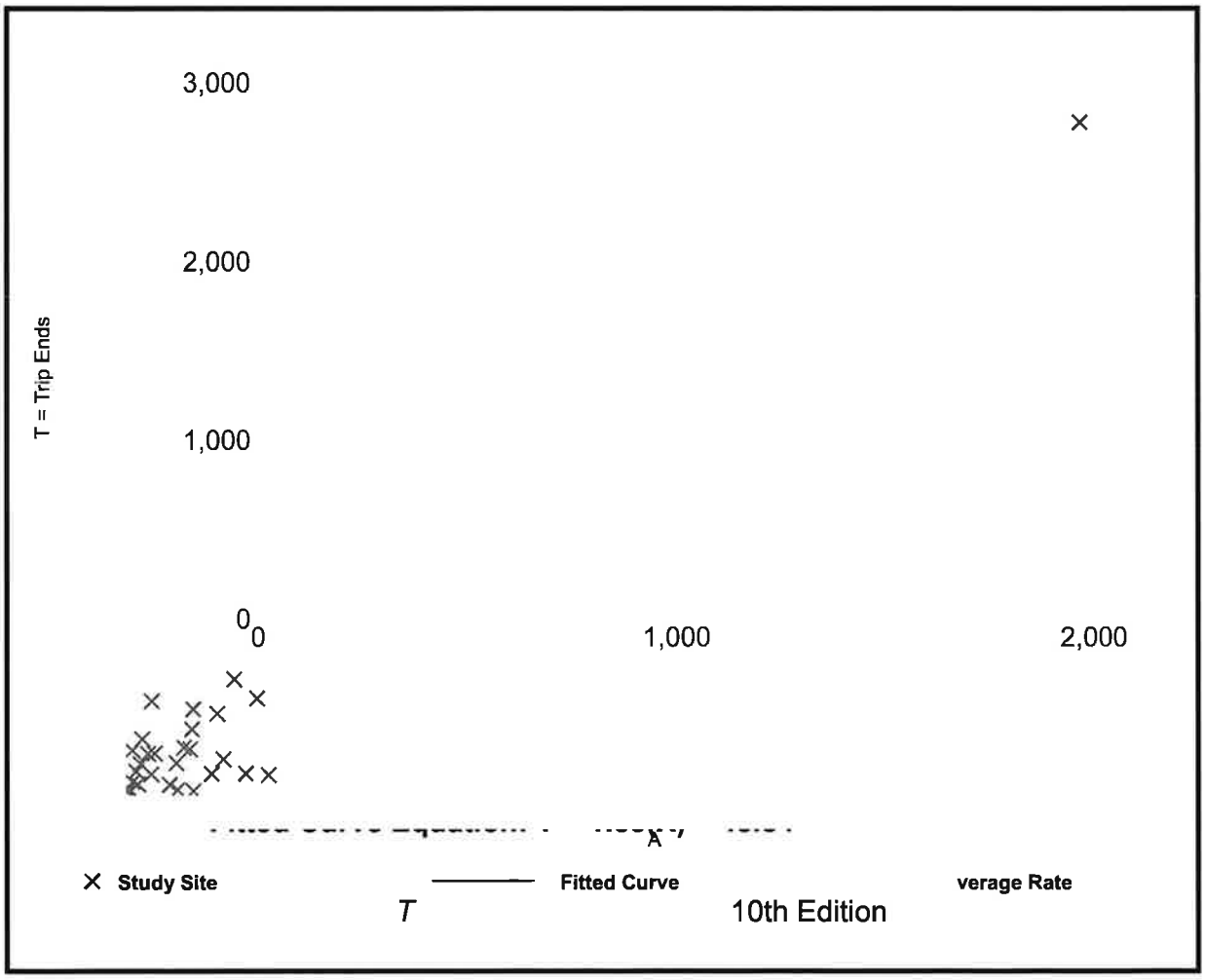
1.74 0.15 - 16.93

Data Plot and Equation Warehousing

ehicle Trip Ends vs: A
eekday

vg. 1000 Sq. Ft. GFA:

ehicle Trip Generation per 1000 Sq. Ft. GFA
verage Rate



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Warehousing
(150)

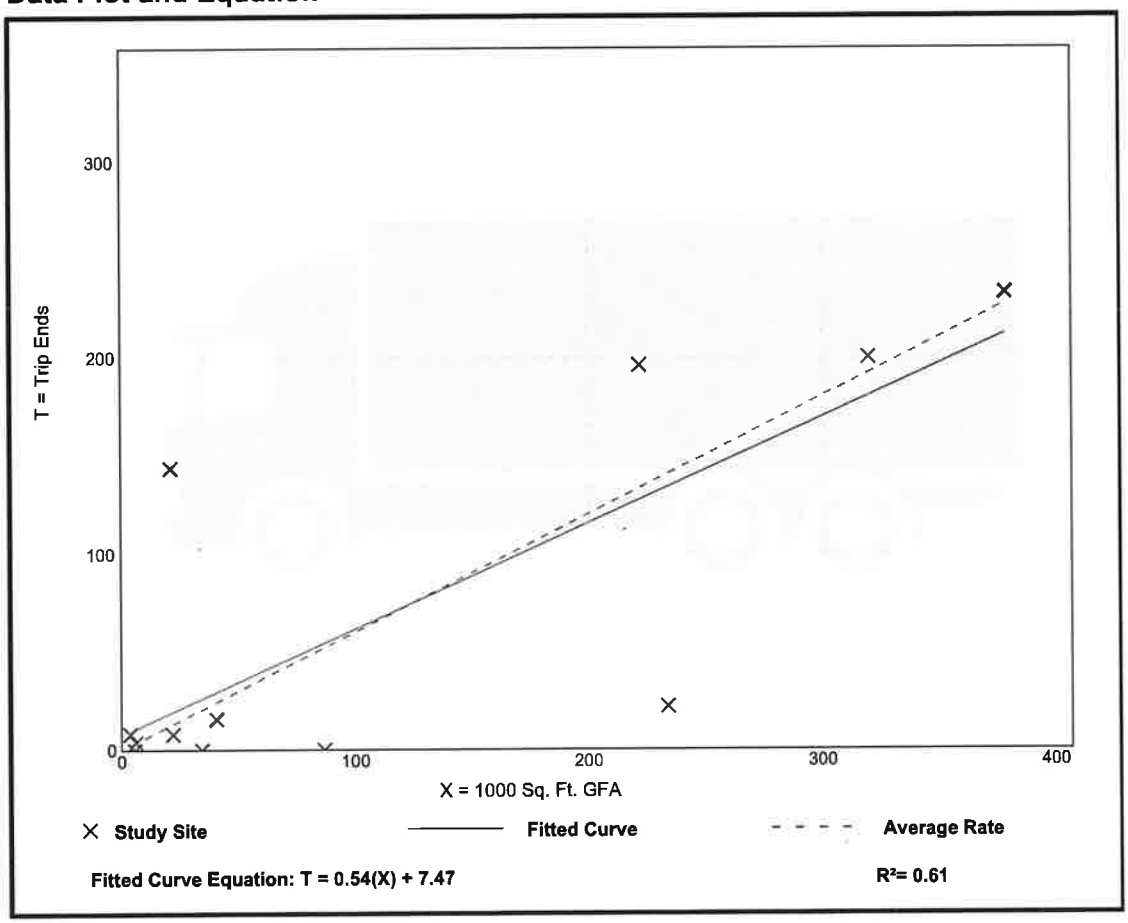
Truck Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 115
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.60	0.00 - 6.66	0.86

Data Plot and Equation



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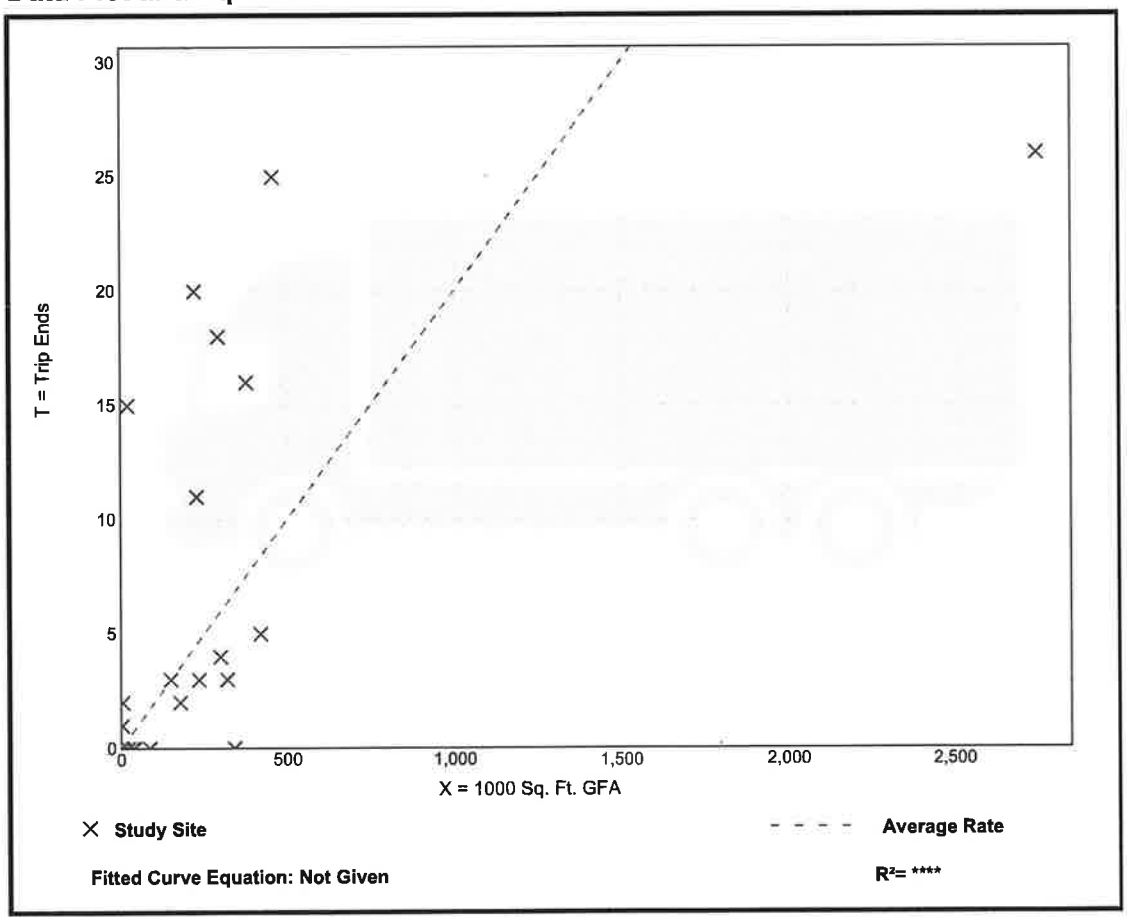
Warehousing
(150)

Truck Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 309
Directional Distribution: 52% entering, 48% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.69	0.05

Data Plot and Equation



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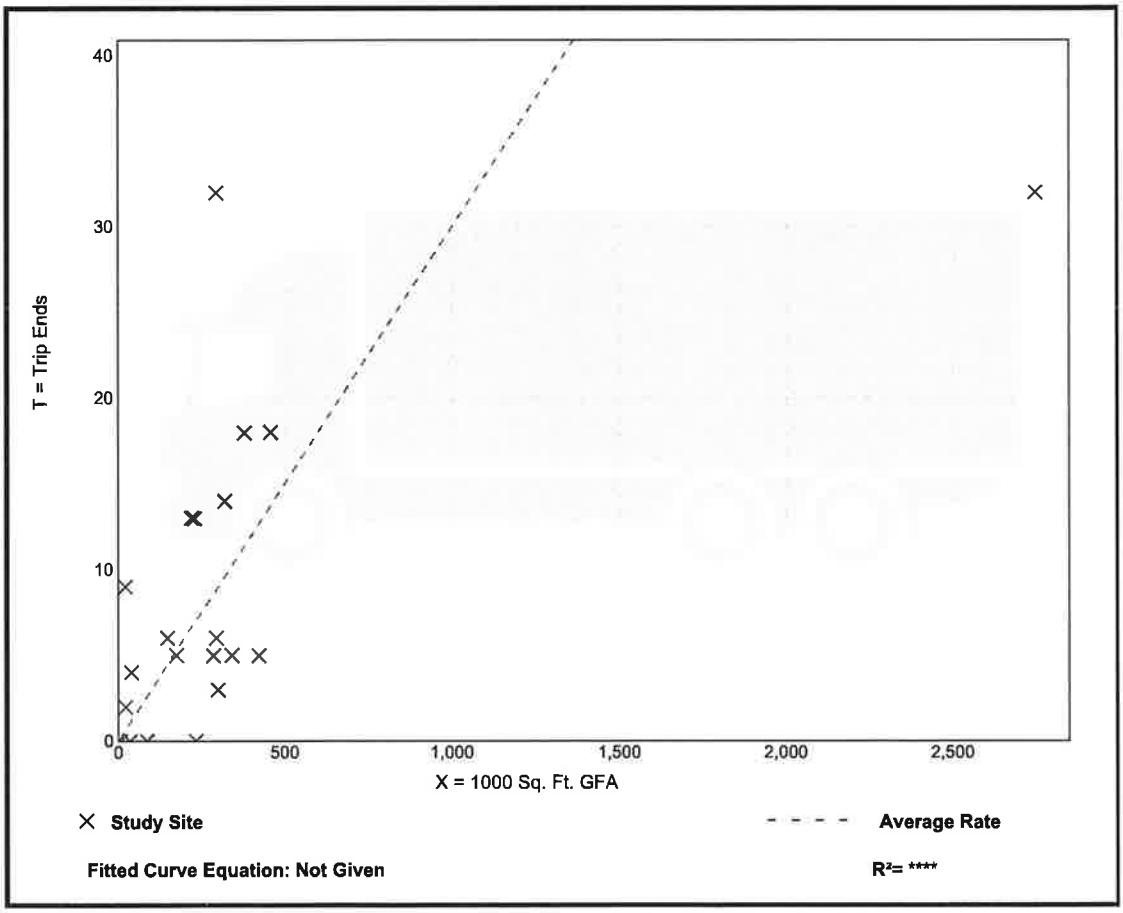
Warehousing
(150)

Truck Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 23
Avg. 1000 Sq. Ft. GFA: 308
Directional Distribution: 52% entering, 48% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.42	0.03

Data Plot and Equation



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Land Use: 710
General Office Building

Description

A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers, and tenant services, such as a bank or savings and loan institution, a restaurant, or cafeteria and service retail facilities. A general office building with a gross floor area of 5,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

If information is known about individual buildings, it is suggested that the general office building category be used rather than office parks when estimating trip generation for one or more office buildings in a single development. The office park category is more general and should be used when a breakdown of individual or different uses is not known. If the general office building category is used and if additional buildings, such as banks, restaurants, or retail stores are included in the development, the development should be treated as a multiuse project. On the other hand, if the office park category is used, internal trips are already reflected in the data and do not need to be considered.

When the buildings are interrelated (defined by shared parking facilities or the ability to easily walk between buildings) or house one tenant, it is suggested that the total area or employment of all the buildings be used for calculating the trip generation. When the individual buildings are isolated and not related to one another, it is suggested that trip generation be calculated for each building separately and then summed.

Additional Data

The average building occupancy varied considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 16 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 4:30 and 5:30 p.m., respectively.

For the three general urban/suburban sites with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 8:45 and 9:45 a.m. and 12:45 and 1:45 p.m., respectively. For the three dense multi-use urban sites with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 8:30 and 9:30 a.m. and 4:45 and 5:45 p.m., respectively. For the four center city core sites with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 9:00 and 10:00 a.m. and 12:45 and 1:45 p.m., respectively.

The average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected were as follows:

- 2.76 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.90 during Weekday, AM Peak Hour of Generator
- 2.91 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.02 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.47 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.47 during Weekday, AM Peak Hour of Generator
- 1.46 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.53 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.30 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.34 during Weekday, AM Peak Hour of Generator
- 1.32 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.41 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Pennsylvania, Texas, Utah, Virginia, and Washington.

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 418, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972

1.16 0.37 - 4.23

General Office Building
Data Plot and Equation

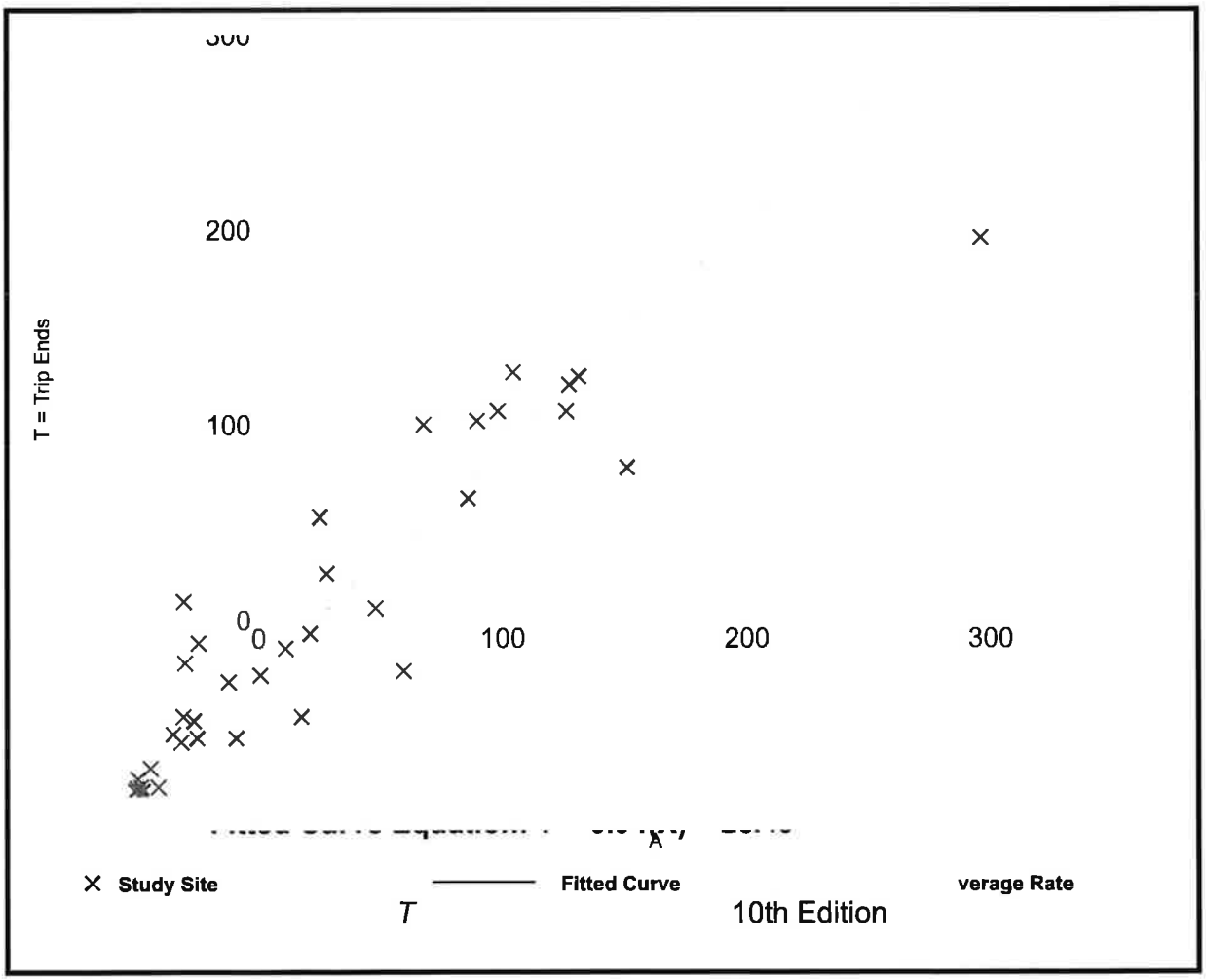
ehicle Trip Ends vs: **A**
eekday,
raffic,

vg. 1000 Sq. Ft. GFA: 17

ehicle Trip Generation per 1000 Sq. Ft. GFA

verage Rate

used average rates, equations produced unrealistic results (small office building)



rip Generation Manual, • Institute of Transportation Engineers

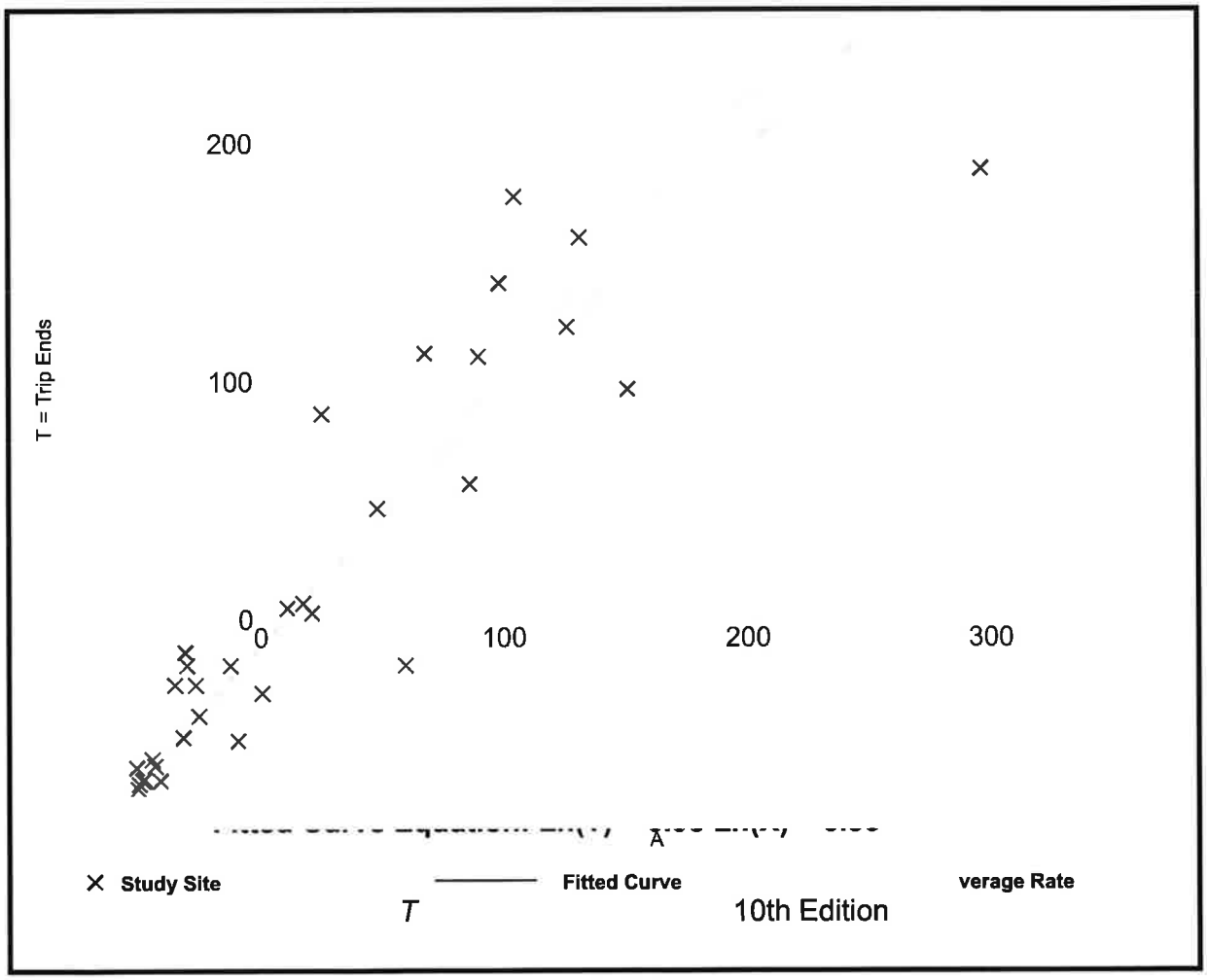
1.15 0.47 - 3.23

General Office Building
Data Plot and Equation

ehicle Trip Ends vs: **A**
eekday,
raffic,

vg. 1000 Sq. Ft. GFA: 14

ehicle Trip Generation per 1000 Sq. Ft. GFA
verage Rate



rip Generation Manual, • Institute of Transportation Engineers

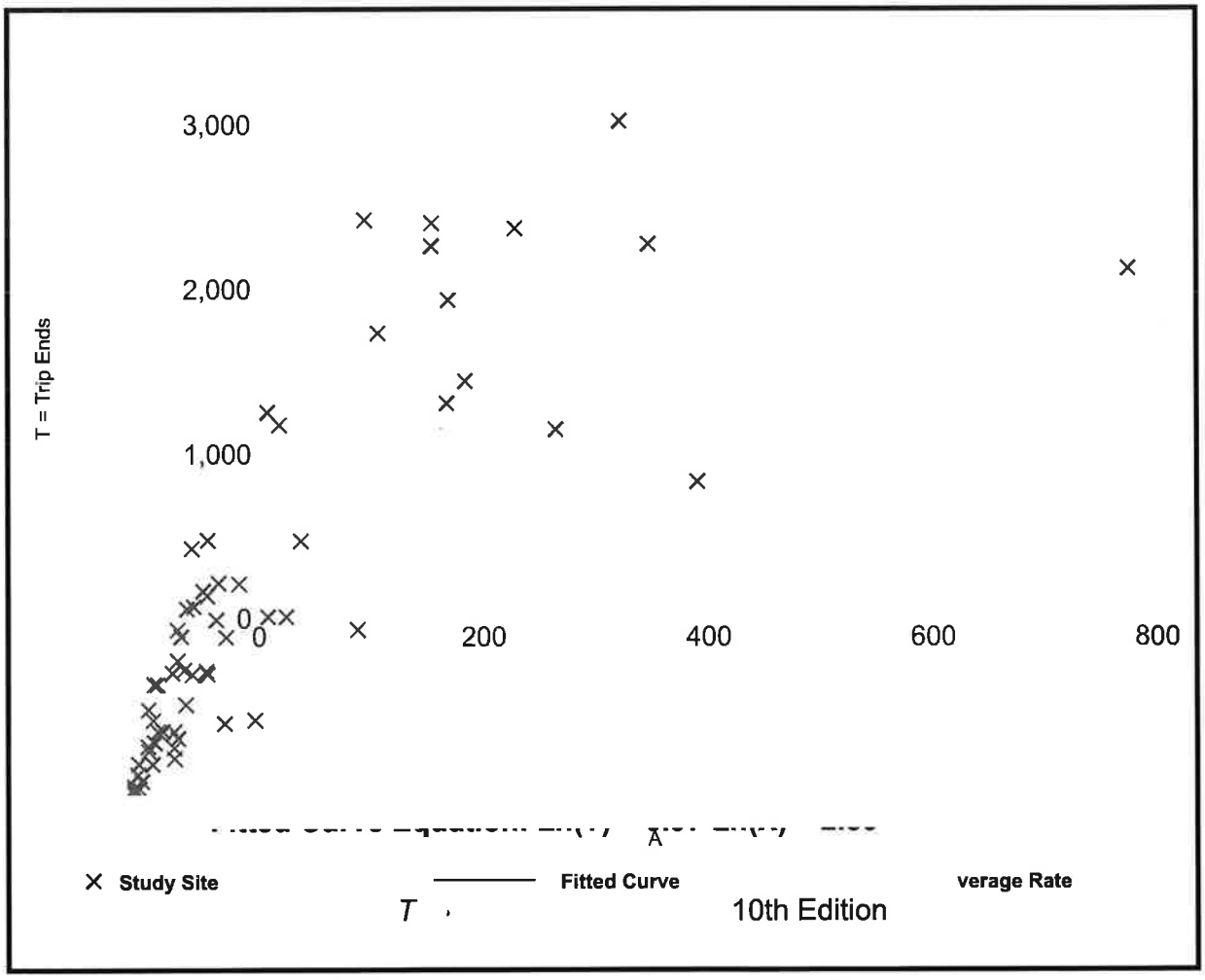
9.74 2.71 - 27.56

General Office Building
Data Plot and Equation

ehicle Trip Ends vs: A
eekday

vg. 1000 Sq. Ft. GFA:

ehicle Trip Generation per 1000 Sq. Ft. GFA
verage Rate



rip Generation Manual, ● Institute of Transportation Engineers

General Office Building
(710)

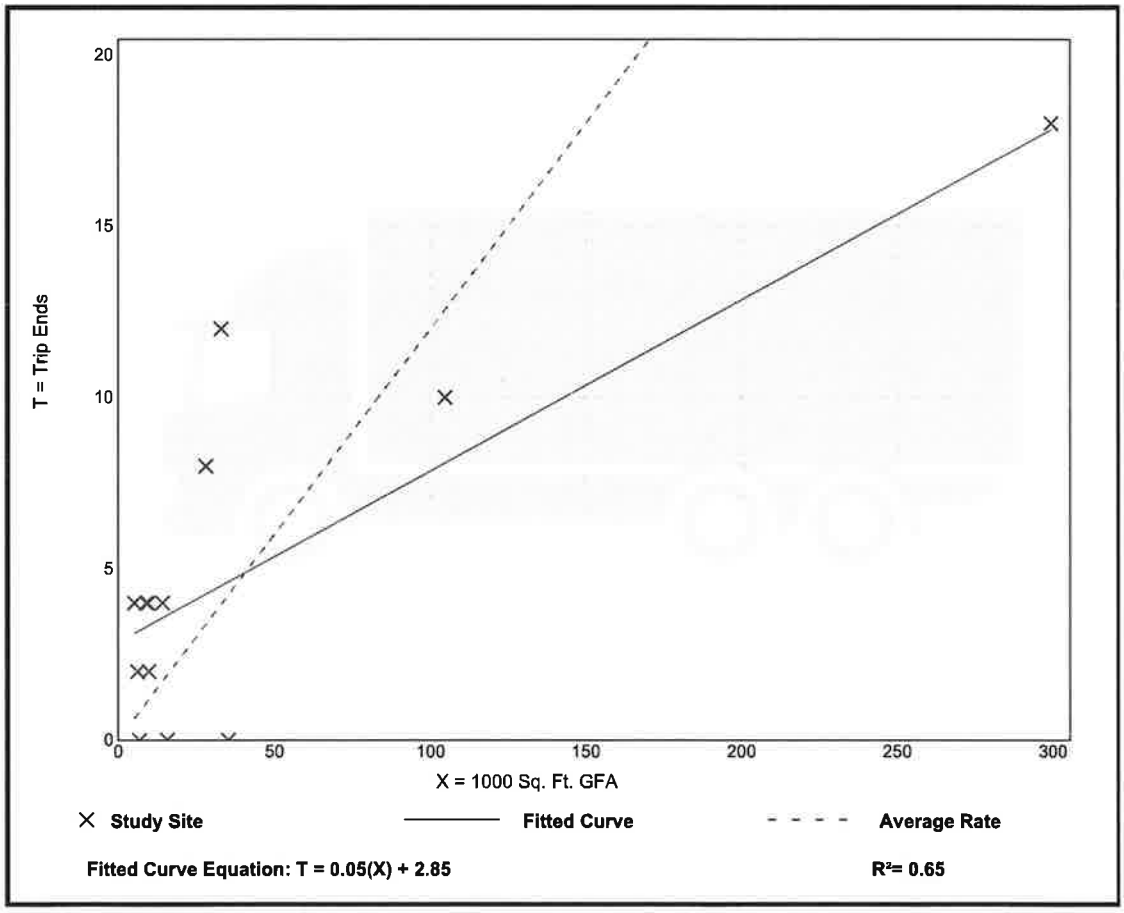
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. 1000 Sq. Ft. GFA: 44
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.12	0.00 - 0.76	0.13

Data Plot and Equation



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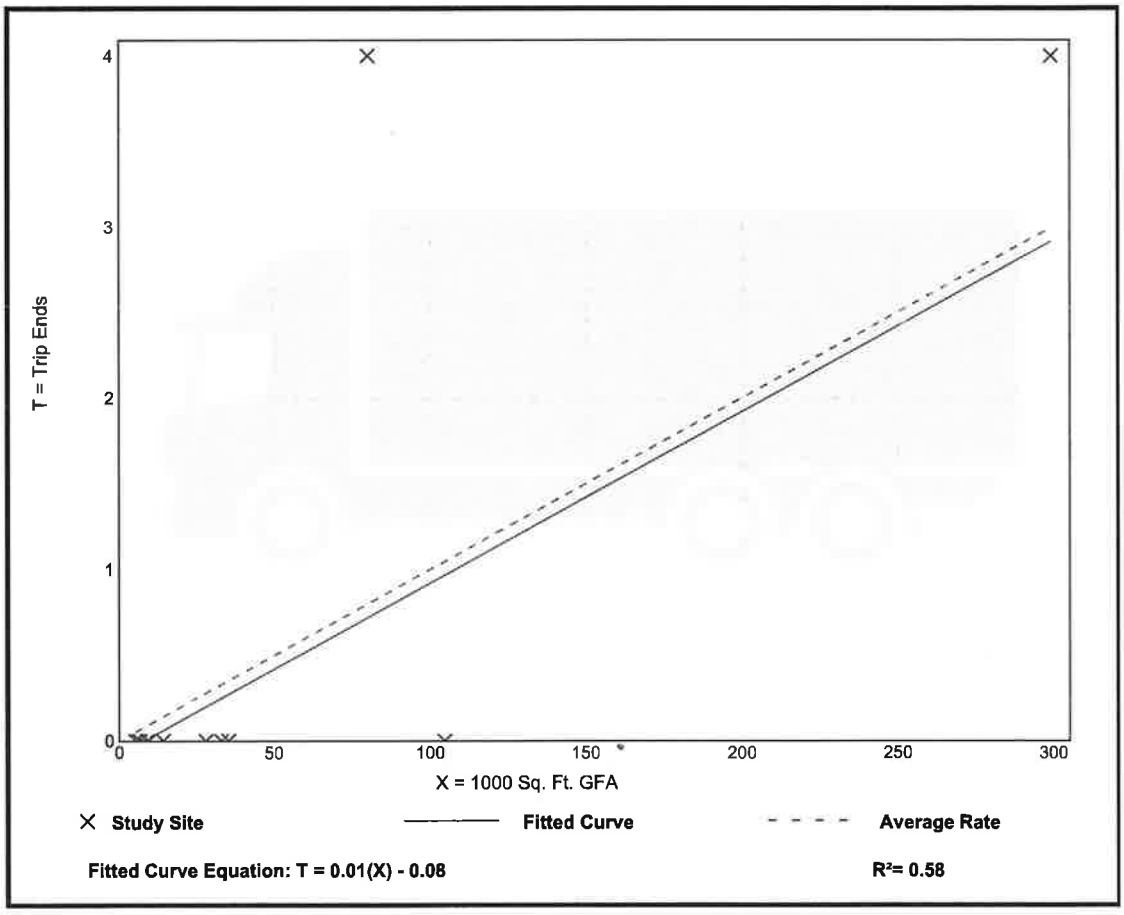
General Office Building
(710)

Truck Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 53
Directional Distribution: Not Available

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.05	0.02

Data Plot and Equation



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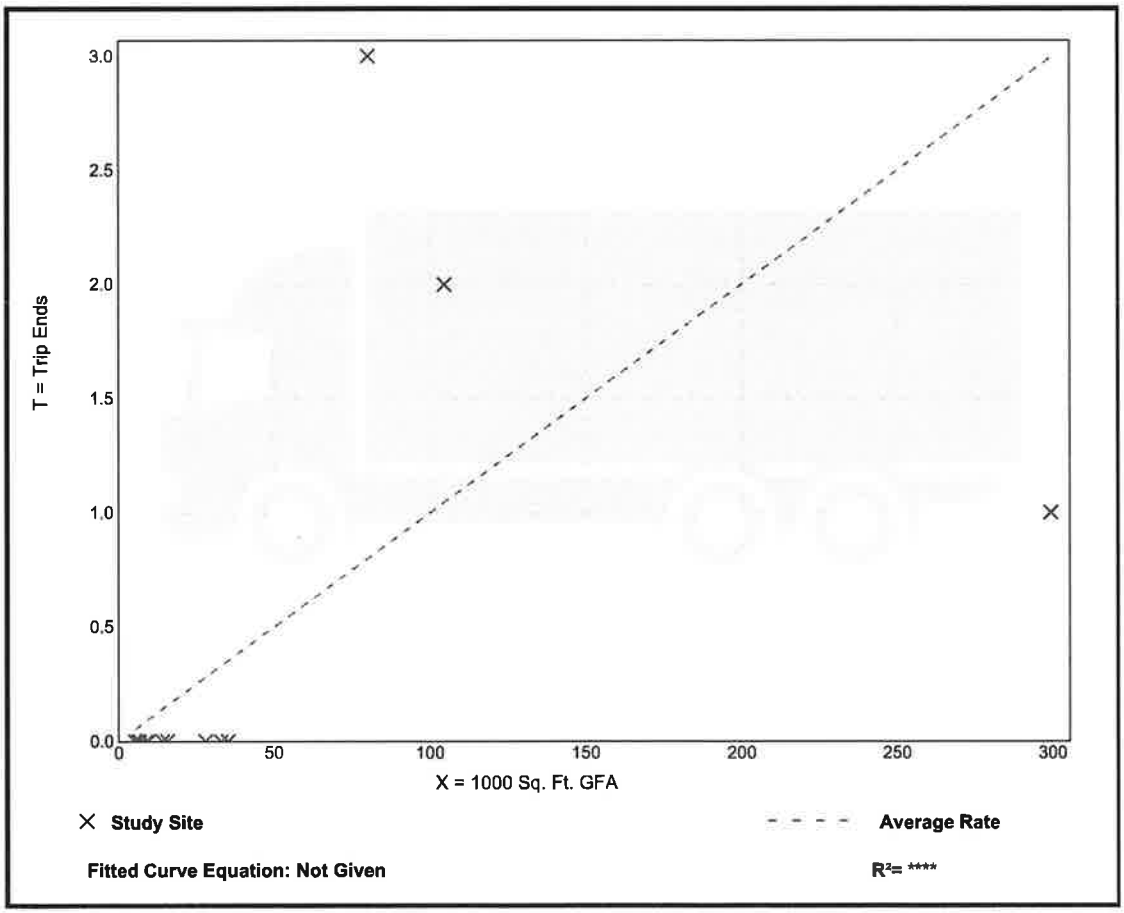
General Office Building
(710)

Truck Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 13
Avg. 1000 Sq. Ft. GFA: 50
Directional Distribution: 33% entering, 67% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.04	0.01

Data Plot and Equation



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Appendix F
Capacity Analysis Worksheets

GHA GEWALT HAMILTON ASSOCIATES, INC.

HCS7 Two-Way Stop-Control Report

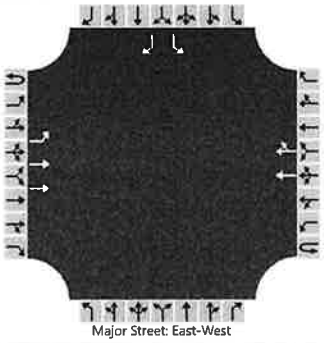
General Information

Analyst	LMM
Agency/Co.	GHA
Date Performed	12/8/2020
Analysis Year	2035
Time Analyzed	Total - AM Peak
Intersection Orientation	East-West
Project Description	5769.900

Site Information

Intersection	Fabyan Pkwy / Dawn Blvd
Jurisdiction	KDOT
East/West Street	Fabyan Pkwy
North/South Street	Dawn Blved
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		1	0	1
Configuration		L	T				T	TR						L		R
Volume (veh/h)	0	33	1283				571	14						4		10
Percent Heavy Vehicles (%)	0	9												0		20
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized														No		
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.28												6.80		7.30
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.29												3.50		3.50

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		35												4		11
Capacity, c (veh/h)		914												138		637
v/c Ratio		0.04												0.03		0.02
95% Queue Length, Q_{95} (veh)		0.1												0.1		0.1
Control Delay (s/veh)		9.1												31.9		10.7
Level of Service (LOS)		A												D		B
Approach Delay (s/veh)	0.2												16.8			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

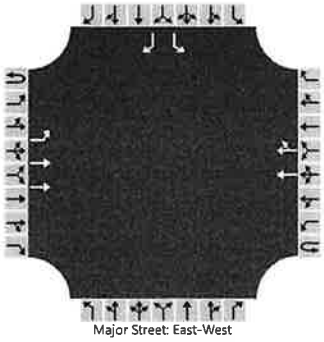
General Information

Analyst	LMM
Agency/Co.	GHA
Date Performed	12/8/2020
Analysis Year	2035
Time Analyzed	Total - PM Peak
Intersection Orientation	East-West
Project Description	5769.900

Site Information

Intersection	Fabyan Pkwy / Dawn Blvd
Jurisdiction	KDOT
East/West Street	Fabyan Pkwy
North/South Street	Dawn Blved
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		1	0	1
Configuration		L	T				T	TR						L		R
Volume (veh/h)	0	13	765				1111	5						15		32
Percent Heavy Vehicles (%)	0	23												7		12
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized														No		
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.56												6.94		7.14
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.43												3.57		3.42

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14												16		34
Capacity, c (veh/h)		485												89		428
v/c Ratio		0.03												0.18		0.08
95% Queue Length, Q_{95} (veh)		0.1												0.6		0.3
Control Delay (s/veh)		12.6												53.9		14.1
Level of Service (LOS)		B												F		B
Approach Delay (s/veh)	0.2												26.8			
Approach LOS													D			

HCS7 Two-Way Stop-Control Report

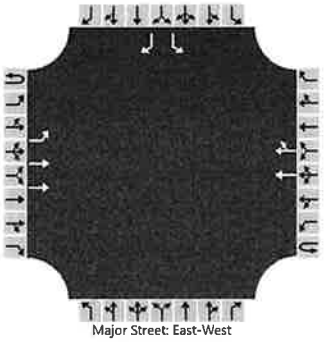
General Information

Analyst	LMM
Agency/Co.	GHA
Date Performed	12/8/2020
Analysis Year	2045
Time Analyzed	Total - AM Peak
Intersection Orientation	East-West
Project Description	5769.900

Site Information

Intersection	Fabyan Pkwy / Dawn Blvd
Jurisdiction	KDOT
East/West Street	Fabyan Pkwy
North/South Street	Dawn Blved
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		1	0	1
Configuration		L	T				T	TR						L		R
Volume (veh/h)	0	33	1561				695	14						4		10
Percent Heavy Vehicles (%)	0	9												0		20
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized														No		
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.28												6.80		7.30
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.29												3.50		3.50

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		35												4		11
Capacity, c (veh/h)		813												90		575
v/c Ratio		0.04												0.05		0.02
95% Queue Length, Q_{95} (veh)		0.1												0.1		0.1
Control Delay (s/veh)		9.6												46.8		11.4
Level of Service (LOS)		A												E		B
Approach Delay (s/veh)	0.2												21.5			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

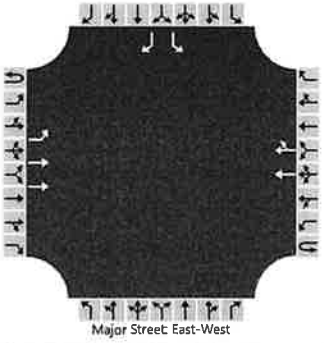
General Information

Analyst	LMM
Agency/Co.	GHA
Date Performed	12/8/2020
Analysis Year	2045
Time Analyzed	Total - PM Peak
Intersection Orientation	East-West
Project Description	5769.900

Site Information

Intersection	Fabyan Pkwy / Dawn Blvd
Jurisdiction	KDOT
East/West Street	Fabyan Pkwy
North/South Street	Dawn Blved
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		1	0	1
Configuration		L	T				T	TR						L		R
Volume (veh/h)	0	13	931				1350	5						15		32
Percent Heavy Vehicles (%)	0	23												7		12
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized														No		
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.56												6.94		7.14
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.43												3.57		3.42

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14												16		34
Capacity, c (veh/h)		379												52		352
v/c Ratio		0.04												0.30		0.10
95% Queue Length, Q_{95} (veh)		0.1												1.1		0.3
Control Delay (s/veh)		14.9												102.1		16.3
Level of Service (LOS)		B												F		C
Approach Delay (s/veh)	0.2												43.7			
Approach LOS													E			