PLAN COMMISSION COMMUNITY DEVELOPMENT STAFF REPORT

MAECLIFF DRIVE – CANTERA POINT TOWNHOMES

July 10, 2025

Project No.

VAR-2025-0012

Applicant

D.R. Horton, INC. – Midwest
1750 E Golf Road, Suite 925
Schaumburg, IL 60173

Property Owner

MaeCliff Development LLC
211 West Chicago Ave, Suite 10
Hinsdale, Illinois 60521

Subject Properties Location & Info.

Six vacant properties along MaeCliff Drive

PINs: 04-36-319-011, 04-36-319-012, 04-36-319-013, 07-01-101-013, 07-01-101-014, 07-01-101-015
Approximate Size: 9.44 acres

Existing Zoning

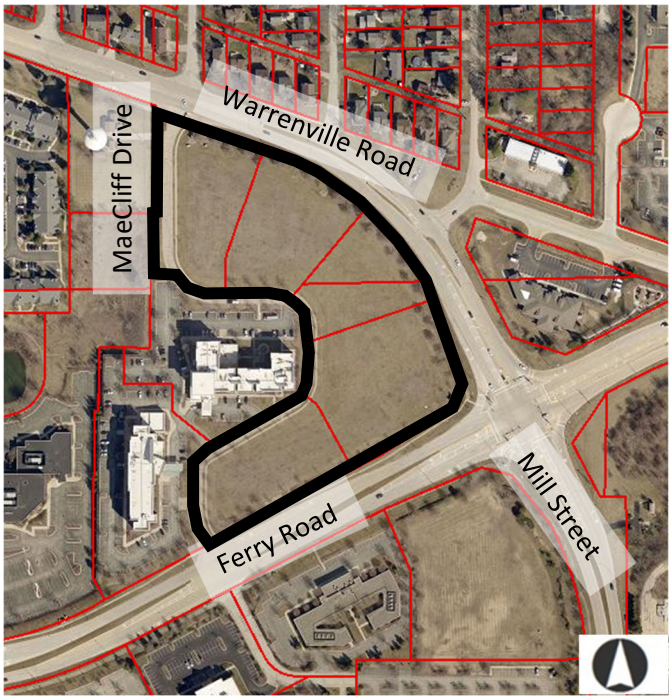
S-D Commercial Center Use Area

Approvals Sought

- Amendment of the Cantera Development Control Regulations to permit Multi-Family Use Area in Subarea D;
- Redesignation of the properties from Commercial Center Use Area to Multi-Family Use Area;
- Final Plat of Subdivision;
- Major Planned Unit Development Amendment for Preliminary/Final Planned Unit Development Plan Approval with the code deviations (see *Analysis*).

Attachments

- Attachment A – Zoning Applications
- Attachment B – Petition
- Attachment C – ALTA Survey
- Attachment D – Plat of Subdivision
- Attachment E – PUD Site Plan



LOCATION MAP

PROJECT DESCRIPTION

Chris Funkhouser of D.R. Horton, Inc. – Midwest, "the Applicant," is seeking approval of a Final Plat of Resubdivision, amendment of the Cantera Development Control Regulations, redesignation of the property from Commercial Center Use Area to Multi-Family Use Area, and a Major Planned Unit Development Amendment for Preliminary/Final Planned Unit Development approval with code deviations for a 91-unit townhome development with related improvements at the six vacant properties along MaeCliff Drive, "the Subject Properties." Project documents are available on the *City Private Development Projects* webpage at:

https://www.warrenville.il.us/974/Cantera-Point-Townhomes

The public hearing for this request began at the April 24, 2025, Plan Commission meeting. During this meeting, the Plan Commission and public provided feedback on the proposed project. To accommodate plan revision, the public hearing was continued to the May 22 meeting, the June 19 meeting, and finally to the July 10 meeting. It is important to note that this staff report does not reflect any public input that may be received during the July 10,

Attachments (Continued)

- Attachment F – Final Engineering Plans
- Attachment G – Landscape Plan
- Attachment H – Townhome Elevations
- Attachment I – Photometric Plan
- Attachment J – Open Space Statement
- Attachment K – Parking Exhibit
- Attachment L – Phasing Plan
- Attachment M – Garage Exhibit
- Attachment N – Traffic Impact Statement
- Attachment O – Traffic Study
- Attachment P – Fiscal Impact Report
- Attachment Q – CBRE Marketing Letter
- Attachment R – Engineering Comment Response Letter
- Attachment S – Engineering/Public Works Review Memo #2

2025, public hearing, and therefore should be reviewed with this in mind. Any additional information concerning the application that may be provided up to and at the public hearing will need to be reviewed and taken into consideration.

The Plan Commission is responsible for making recommendations to the City Council for all zoning requests required for this project.

BACKGROUND

On December 5, 2025, the Applicant completed a Courtesy Review for a similar 102-unit townhome development. The Plan Commission stated that the City was receptive to the change of use from commercial to residential, but cited the following concerns: proposed density, lack of amenities, no commercial space, insufficient diversification of the City's housing stock. During the April 24, 2025, public hearing, the Applicant proposed a similar 102-unit townhome development. The Plan Commission and public comments included, but were not limited to, density, open space, landscaping, traffic, and aesthetic impact. The Applicant submitted revised plans based on comments received for the July 10, 2025, public hearing.

ANALYSIS

The Applicant is seeking approval of the following zoning requests:

- Final Plat of Resubdivision;
- Amendment of the Cantera Development Control Regulations to permit Multi-Family Use Area as a permitted use in Subarea D;
- Redesignation of the property from Commercial Center Use Area to Multi-Family Use Area;
- Major Planned Unit Development Amendment for proposed Preliminary/Final Planned Unit Development plans with the following code deviations from the Cantera Development Control Regulations:
  - To permit a Multi-Family Use Area approximately 9.44 acres in size;
  - To increase the total maximum density from six dwelling units per acre to approximately 9.64 dwelling units per acre;
  - To reduce the parking setback from buildings from 25' to approximately 5.5';
  - To reduce the required number of street trees from 83 to 73;
  - To permit townhomes with flat roofs; and
  - To permit windows without trim or shutters.

Approval of the above requested zoning relief will permit the proposed 91-unit townhome residential development with related improvements (see Attachment B and Attachment E).

Below is a summary of the changes made to the plans based on feedback received at the April 24 public hearing:

- Reduction in total proposed units from 102 to 91 by removing two townhome buildings;
- Increase in total open space from 6.061 acres to 6.962 acres;
- Additional 44 street trees and 41 perimeter parking lot shrubs (see Attachment G);

- Additional amenities including two grill areas with tables (north of Building 4 and between Buildings 14 and 12), a tot lot play park north of Building 4 and Building 7, six benches, additional sidewalk connections, and a fire pit patio;
- Inclusion of a dog walk area north of Buildings 7 and 8 with three dog waste stations scattered throughout the development;
- Additional eight guest parking spaces for a total of 36 parking spaces; and
- A phasing plan indicating a two-phased construction (see Attachment L).

In addition to the above plan revisions, the Applicant submitted the following additional documents, requested by staff and the Plan Commission, for review:

- Engineering Comment Response Letter (see Attachment R);
- Townhome elevations (see Attachment H);
- Conceptual Garage Layout Exhibit (see Attachment M);
- Phasing Plan (see Attachment L);
- Traffic Impact Statement (see Attachment N);
- Traffic Study (see Attachment O);
- Fiscal Impact Report (see Attachment P); and
- Marketing Letter from CBRE (see Attachment Q).

The Applicant proposes three access points off MaeCliff Drive (a private roadway) to connect to private residential alleys and circulation drives. Circulation drives will be a minimum of 24' wide. A total of thirty-six guest parking spaces are spread throughout the development. Several sidewalk connections are proposed along the north, east, and south sides of the development which will connect the townhomes to the larger existing trail network. Internally, sidewalks will connect homes and open spaces. Open spaces include shade trees, ornamental trees, and open spaces including grill stations, a fire pit patio, gathering patio and pavilion, lighted bollards, benches, dog walk area, and dog waste stations. The total open space for the project (all space not paved, occupied by a townhome, access drive, nor parking) measures approximately 6.9 acres. In addition to updating sign faces, the Applicant proposes landscaping to enhance the existing monument signs and a new monument sign facing the intersection of Ferry Road, Mill Street, and Warrenville Road.

I. AMENDMENT OF THE CANTERA DEVELOPMENT CONTROL REGULATIONS (Requires a public meeting and ultimately a Plan Commission recommendation to the City Council)
The Applicant is requesting approval of an amendment to the Cantera Development Control Regulations (DCR's) to permit the Multi-Family Use Area as a permitted use in Subarea D.

II. USE AREA REDESIGNATION (Requires a public meeting and ultimately a Plan Commission recommendation to the City Council)
The Applicant is requesting approval of redesignation of the underlying use area from Commercial Center Use Area to Multi-Family Use Area. Redesignation is required to permit townhomes at the property.

III. PLAT OF RESUBDIVISION (Requires a public meeting and ultimately a Plan Commission recommendation to the City Council)
The Applicant is requesting approval of a Plat of Resubdivision (see Attachment D), which will divide the Subject Properties into parcels to allow fee simple ownership of the properties.

IV. PRELIMINARY/FINAL PLANNED UNIT DEVELOPMENT PLAN WITH DEVIATIONS APPROVAL (requires a public hearing before the Plan Commission and ultimately a recommendation to the City Council)
In recommending approval or conditional approval of a Preliminary/Final Plan for a Planned Unit Development (PUD), the Zoning Ordinance requires the Plan Commission to transmit to the City Council

written findings of fact that the application meets all of the criteria below or will meet them when the Commission's conditions are fulfilled. The City Council shall, in granting approval or conditional approval, also find that all of the following criteria are met or will be met when the conditions to which the approval is made subject are fulfilled. (Community Development Department staff findings are in *italics*):

1. SUPERIOR DESIGN

The PUD represents a more creative approach to the unified planning of development and incorporates a higher standard of integrated design and amenity than could be achieved under otherwise applicable zoning district and subdivision regulations, and solely on this basis modifications to the use and design standards established by such regulations are warranted.

Staff believes the updated PUD Site Plan (see Attachment E) demonstrates a creative, unified approach to planning that may not otherwise be achieved without the PUD process. Updated plans reduce the number of buildings and units to maximize open space, address density concerns, and create a site layout that takes advantage of the unique parcel shape. The updated site layout provides a better orientation of several of the buildings to the adjacent roadways and improves the transition to the hotel uses to the west.

The plan also provides additional amenities expected of PUDs (i.e. tot lot, additional sidewalk connections, dog walk area, grill stations, fire pit and patio, central pavilion area, dog waste stations, benches, etc.). While one landscape-related code deviation is requested, staff believes the proposed Landscape Plan (see Attachment G) is consistent with superior design criteria required in PUD's and within the Cantera Development. In addition, more guest parking (in excess of what has been provided in similar types of development) has been provided in response to concerns raised.

The architecture offers a distinct character that is differentiated from other developments in town. In response to concerns raised a the public hearing, the Applicant has provided Exhibit M to demonstrate there is ample garage space to accommodate two vehicles, including several models of popular larger models, within the units proposed.

2. MEETS PUD REQUIREMENTS

The PUD meets the requirements for Planned Unit Developments set forth in this Ordinance, and no modifications to the use and design standards otherwise applicable are allowed other than those permitted herein.

Other than those code deviations outlined in the Analysis section of this staff report, the proposed PUD plans meet the requirements set forth in the Zoning Ordinance and the Cantera Development Control Regulations.

3. CONSISTENT WITH CITY PLAN

The PUD is generally consistent with the objectives of the City Comprehensive Plan as viewed in light of any changed conditions since its adoption.

Staff believes the proposed PUD is consistent with the development of the surrounding area and current market conditions.

The 1984 Comprehensive Land Use Plan, "Comprehensive Plan," designates the Subject Properties as "Office/Research." This designation is not consistent with the development of surrounding properties nor current market demands. Hotels, an office building, water tower, and Preserve at Cantera are located west of the Subject Properties. According to the Comprehensive Plan, these properties are a mix of commercial, multi-family, and office designations.

No uses have been formally proposed at this site. Staff routinely receives inquiries for light industrial/warehousing uses at the Subject Properties, which do not comport with the existing built

environment with respect to architectural fit, traffic generation, and hours of operation, particularly given adjacency to hotel guests.

4. PUBLIC WELFARE

The PUD will not be detrimental to the Public health, safety, morals, or general welfare.

Staff does not believe the proposed PUD plans will be detrimental to public health, safety, morals, or general welfare. Various types of residential uses exist throughout the Cantera Development. To the City's knowledge, these residential uses are not detrimental to public health, safety, morals, nor general welfare. Providing additional housing choices is consistent with the guidelines of the Warrenville Homes for a Changing Region Action Plan that supports, among other actions, support for additional housing choices, to address housing deficits. The proposed PUD plans also align with Warrenville's Strategic Plan Safe and Healthy Neighborhood Goal which includes a strategic priority to respond to changing market conditions by promoting a variety of housing types. The layout, building design, location, and amenity mix proposed offers a distinct choice for living in Warrenville.

5. COMPATIBLE WITH ENVIRONS

Neither the PUD nor any portion thereof will be injurious to the use and enjoyment of other properties in its vicinity, seriously impair property values or environmental quality in the neighborhood, nor impede the orderly development of surrounding property.

Staff believes the proposed PUD plans are compatible with the existing environment. The Applicant submitted a Traffic Impact Statement and Traffic Study (see Attachment N and Attachment O). The traffic materials conclude that traffic signals are not warranted at the intersections of Ferry Road and MaeCliff Drive and MaeCliff Drive and Warrenville Road, that daily traffic on Warrenville Road, Ferry Road, and Mill Street is only projected to increase by about three percent, and that the proposed PUD plans generate approximately 75% fewer peak hour trips and 50% fewer daily trips than the previously preliminarily approved 125,000 square foot office space PUD plan. In response to feedback received at the April 24, 2025, public hearing, the Applicant is working with staff and consultants to widen the median where MaeCliff Drive and Warrenville Road meet, further limiting illegal left turning movements.

6. NATURAL FEATURES

The design of the PUD is as consistent as practical with the preservation of natural features of the site such as flood plains, steep slopes, natural drainage ways, or other areas of sensitive or valuable environmental character.

The existing site includes east/west grade change. Compared to the originally proposed PUD plan, the revised plan proposes additional regrading to minimize the number of retaining walls on site Other than this grade change, there are no notable features that contribute to the site's environmental character. DuPage County aerial photography records dating back to the 1950s shows the land has not had any tree coverage or notable natural areas for more than 70 years. Prior to its existing condition, records show the site was used as agricultural land and otherwise vacant/undeveloped.

7. CIRCULATION

Streets, sidewalks, off-street driveways, and off-street loading as appropriate to the planned land uses are provided. They are adequate in location, size capacity, and design to ensure safe efficient circulation of automobiles, trucks, garbage trucks, and snow plows as appropriate without blocking traffic, creating unnecessary pedestrian-vehicular conflict, creating unnecessary through traffic within the PUD, or unduly interfering with the safety or capacity of adjacent streets.

Prior to final action by the City Council, the Applicant shall submit an updated truck turning exhibit using the Warrenville Fire Protection District's truck dimensions and turning radius. Other than this updated plan, staff believes the proposed private drives, connections onto MaeCliff Drive, sidewalks, and sidewalk connections to nearby paths will adequately serve the development. Residents will have pedestrian access

throughout the development to the various amenities and to the larger path and trail systems throughout Warrenville via connections with existing paths.

8. OPEN SPACES AND LANDSCAPING

The quality and quantity of public and common open spaces and landscaping provided are consistent with the higher standards of design and amenity required of a PUD. The size, shape, and location of a substantial portion of the total public and common open space provided in residential areas render it useable for recreation purposes.

The proposed open space, landscaping, and outdoor amenities are consistent with higher design and amenity standards required of a PUD. By comparison, the proposed usable open space is larger than usable open spaces in the Everton and Lexington developments. Landscaping filling this open space will be of both adapted and native plant materials. The updated plans include additional landscaping around and throughout the project. A dog walk area, tot lot, sidewalk, path connections, fire pit, grill stations, and gathering pavilion create well-amenitized, resident-focused spaces.

9. COVENANTS

Where individual parcels are to be later sold, adequate provision has been made in the form of deed restrictions, homeowners or condominium associations, or the like for:

a. The preservation and maintenance of any open spaces, thoroughfares, utilities, water retention or detention areas, and other common elements not to be dedicated to the City or another public body

b. Such control of the use and exterior design of individual structures, if any, as is necessary for continuing conformance to the PUD Plan, such provision to be binding on all future ownership.

Conditional approval of the PUD plans will include review and approval of proposed covenants by the City prior to sale of any townhomes.

10. PUBLIC SERVICES

The land use and improvements are consistent with the anticipated ability of the City to support police and fire protection, water supply, sewage disposal, and other public facilities and services without placing undue burden on existing residents and businesses.

Staff believes that existing public services will be sufficient to serve the proposed development. After the initial Public Hearing in April, the Applicant met with Community Unit School District 200 to confirm that the district has the capacity to serve the estimated 17 new school students (see the Fiscal Impact Report Attachment P). Existing utilities along MaeCliff Drive will service the proposed development. MaeCliff Drive will remain a private drive. The Fire Protection District has no comment for this project.

11. PHASING

Each development phase of the PUD can, together with any phases that preceded it, exist as an independent unit that meets all of the foregoing criteria and all other applicable regulations herein even if no subsequent phase should ever be completed. The provision and improvement of public or common area improvements, open spaces, and amenities—or the provision of financial sureties guaranteeing their improvement—is phased generally proportionate to the phasing of the number of dwelling units or amount of non-residential floor area.

The applicant proposes dividing the project into two phases (see Attachment L). Staff believes the portion of open and common space included in each phase is consistent with the number of dwelling units in each phase.

V. CITY STAFF REVIEW COMMENTS

Planning and Zoning

Planning staff is supportive of the required zoning relief for this project. The Applicant submitted a letter from CBRE detailing marketing efforts to locate office and/or retail at the Subject Properties. Staff acknowledges that market demands have changed since the establishment of the Cantera Development and the preliminary approval for 125,000 square feet of office space in 2015. Staff independently verified this information with Choose DuPage (regional Economic Agency) by analyzing the site retail potential in comparison to other locations in Warrenville. The results confirmed the CBRE findings that retail uses would be unlikely to be successful at this location.

Staff believes the updated PUD plans are consistent with the design standards required in the Cantera Development and propose to appropriately develop one of the few remaining vacant properties in Cantera. Since the April 24, 2025, public hearing, the Applicant has revised the plans to decrease unit density, expand usable open space, and add amenities including, but not limited to, dog walk area, benches, fire pit and patio, pavilion space, grill areas, and dog waste stations (among other changes). A tot lot was also added. While not being owned or maintained by the Park District, the Park District, as community experts in recreational space design and layout, were asked by staff to review the amenity. They did not have any concerns regarding size, layout, location, or design as proposed.

Planning staff has the following comments for the proposed project:

- All references to “Cantera Pointe” on the landscape plan shall be updated to “Cantera Point.”
- The zoning section on page 1 of the proposed Plat of Subdivision shall be updated to state “Subject Property shown hereon is located within Warrenville S-D “Special Development District. The existing land use designation is Commercial Center Area. The proposed land use designation is Multi-Family Use Area.”
- The Applicant shall submit draft declarations and covenants for City review and approval prior to the sale of any townhomes, this shall include language restrictions on short-term rental of the subject property.
- The Applicant shall submit additional rendered elevations, with color and material variations, to integrate into the site to avoid architectural monotony.
- Should the project be approved by the City Council, the Applicant must sign an Unconditional Agreement and Consent form related to the approved ordinance.

Building Department

The Building Department does not have any review comments for the project.

Engineering and Public Works

Assistant Community Development Director Hocking prepared a Public Works and Engineering memo with review comments to be addressed prior to a recommendation by the Plan Commission (see Attachment S). Assistant Director Hocking highlights the following:

- An executed landscape covenant agreement will be required for the project.
- Fees/Surety for Public Improvements are required.
- Additional sanitary sewer capacity must be purchased from the City of Naperville. Warrenville staff will facilitate this.

Warrenville Fire Protection District

The Warrenville Fire Protection District does not have comment for this project.

CONCLUSION

Based on the findings outlined in this report, staff recommends the Plan Commission recommend City Council approval of the proposed Final Plat of Subdivision, amendment to the Cantera Development Control Regulations, redesignation of the Subject Properties from Commercial Center Use Area to Multi-Family Use Area, and Preliminary/Final PUD Plan approval with code deviations, in accordance with V City Staff Review Comments, and as outlined in the July 10, 2025, Community Development Department staff report.

Attachment A – Zoning Applications
Attachment B – Petition
Attachment C – ALTA Survey
Attachment D – Plat of Subdivision
Attachment E – PUD Site Plan
Attachment F – Final Engineering Plans
Attachment G – Landscape Plan
Attachment H – Townhome Elevations
Attachment I – Photometric Plan
Attachment J – Open Space Statement
Attachment K – Parking Exhibit
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Attachment Q – CBRE Marketing Letter
Attachment R – Engineering Response Comment Letter
Attachment S – Engineering / Public Works Review Memo #2

Attachment A

CITY OF WARRENVILLE

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GENERAL APPLICATION INFORMATION FORM

(For office use only)

_____ _____
Name of Development/Subdivision Project Number

$_____ _____
Filing Fee(s) Date Paid

Instructions:

- ❑ **Before filing an application, the Warrenville Zoning Ordinance should be reviewed for filing procedures and requirements.**
- ❑ Please print or type. Application(s) must be complete before filing with the City of Warrenville.
- ❑ Filing Fees must accompany application(s). Please check the Planning and Zoning Application and Review Fees sheet.
- ❑ Proof of ownership, disclosure of beneficial interest, and authorization to represent owner must be attached to this application as provided in Zoning Ordinance No. 1018, page 2-4.
- ❑ Fifteen (15) paper copies and an electronic copy of this application, other related application forms and any additional application information required by law and/or in Chapter 2 of the Warrenville Zoning Ordinance shall be submitted simultaneously with this application. The application will not be forwarded to the Plan Commission/Zoning Board of Appeals for consideration until all required information and supporting documentation is submitted.

GENERAL APPLICATION INFORMATION:

1. Name of Applicant/Developer D.R. HORTON, INC. - MIDWEST
2. Address of Applicant/Developer 1750 E Golf Rd, Suite 925
   Schaumburg, IL 60173
3. Phone 630-772-3569 Fax _____
4. E-mail Address cafunkhouser@drhorton.com
5. Subject Property Address: NW Corner of Ferry Road and Warrenville Road (east of MaeCliff Drive, Private)
6. Permanent Parcel Identification Number(s) PIN(s) of the Subject Property:
   04-36-319-011, 04-36-319-012, 04-36-319-013, 07-01-101-013, 07-01-101-014, 07-01-101-015

7. Legal Description of the Subject Property:
See attached Legal Description.

If additional space is required, the complete legal description may be attached to this application.

8. Name, mailing address, phone number, fax number and e-mail address of Property Owner if different from Applicant/Developer:
J. Timothy Brugh, Manager and Sole Member; MaeCliff Development LLC

Address 211 West Chicago Avenue, Suite 10
Hinsdale, Illinois 60521

Phone 630-417-2151 Fax _____

E-mail Address jtbrugh@comcast.net

9. Name(s), mailing address(es), phone number(s), fax number(s) and e-mail address(es) of Developer, Site Engineer, Attorney and other Consultants involved in the project *(attach addendum if necessary):*
See attached list of project associates

Address _____

Phone _____ Fax _____

E-mail Address _____

10. Description of Present and Proposed Use of Property:
The subject property is currently vacant and has been since it original development. The proposal is to develop the site with twenty (20) three-story for-sale townhome buildings, consisting of one hundred and two (102) townhome units. The residential use will provide a needed housing option to this portion of the City.

11. Present Zoning of Subject Property: S-D

REQUESTS: *(Check all Proposed/Requested action(s) that apply)*

- ☐ Zoning Ordinance Variation (Submit Application Form A)
- ■ Special Use (Submit Application Form B)
- ☐ Rezoning/Map Amendment (Submit Application Form C)
- ☐ Landscape Relief
- ■ Subdivision Control Ordinance Variation
- ☐ Land Division
- ■ Plat of Subdivision/Resubdivision
- ■ Preliminary Planned Unit Development (Submit Application Form D)
- ■ Final Planned Unit Development (Submit Application Form D)
- ☐ Planned Unit Development Exceptions (Submit Application Form D)
- ☐ Minor Amendment to Approved Final PUD Plans (Submit Minor PUD Amendment Form)
- ■ Major Amendment to Approved Final PUD Plans (Submit Major PUD Amendment Form)
- ☐ Annexation (Submit Annexation Petition)
- ☐ Conditional Use for Outdoor Display or Community Garden

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF AND THAT I HAVE THOROUGHLY REVIEWED THE FILING PROCEDURES AND REQUIREMENTS OUTLINED IN CHAPTER 2 OF THE CITY OF WARRENVILLE ZONING ORDINANCE.

_____

Signature of Applicant/Agent

Chris Funkhouser

_____

(Print Name)

3/19/2025

_____

Date

CITY OF WARRENVILLE

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APPLICATION FOR MAJOR AMENDMENT IN SPECIAL DEVELOPMENT DISTRICT - CANTERA

(For office use only)

Name of Development or Project

Sub-Area

Use Area Classification

Instructions:

- ❑ **Before submitting the following application, a copy of the Warrenville Zoning Ordinance and PUD Special Development Control Regulations should be obtained and reviewed for procedure.**
- ❑ Please print or type. Application(s) must be complete before filing with the City of Warrenville.
- ❑ Filing Fees/Deposits must accompany application(s). Please check the Planning and Zoning Application and Review Fees sheet.
- ❑ Proof of ownership, disclosure of beneficial interest, and authorization to represent owner must be attached to this application as provided in Zoning Ordinance No. 1018, page 2-4.
- ❑ Fifteen (15) paper copies and an electronic copy of this application, other related application forms and any additional application information required by law and/or in Chapter 2 of the Warrenville Zoning Ordinance shall be submitted simultaneously with this application. The application will not be forwarded to the Plan Commission/Zoning Board of Appeals for consideration until all required information and supporting documentation is submitted.

1. D.R. HORTON, INC. - MIDWEST — Name of Applicant
   630-772-3569 — Phone Number

   1750 E Golf Rd, Suite 925, Schaumburg, IL 60173 — Address
   630-772-3569 — Email Address

2. Legal Descriptions and Permanent Parcel Number(s) of the Subject Property as a whole and each phase thereof.

   See attached Legal Description.

   04-36-319-011, 04-36-319-012, 04-36-319-013, 07-01-101-013, 07-01-101-014, 07-01-101-015

3. J. Timothy Brugh, MaeCliff Development LLC — Name of Owner
   630-417-2151 — Phone Number
   211 West Chicago Avenue, Suite 10, Hinsdale, Illinois 60521 — Address
   jtbrugh@comcast.net — Email Address

4. Name(s), address(es), phone number(s) of developer(s), site planner or engineer involved in the project plans.
   See attached list of project associates

   04-36-319-011, 04-36-319-012, 04-36-319-013, 07-01-101-013, 07-01-101-014, 07-01-101-015

5. Amendment requested is to approved: (please check one)

   A. ☐ General Site Plan

Drawn by	Date	Latest Revision Date
	3/19/2025	

   B. ☐ A component Document of the General Site Plan

   Title of Document

   C. ☒ Development Control Regulations

   D. ☐ PUD Preliminary Plan

Drawn by	Date	Latest Revision Date

   E. ☒ PUD Final Plan

Drawn by	Date	Latest Revision Date
Mackie Consultants, LLC		

6. List the type of change being petitioned for. (Please refer to Development Control Regulations, Appendix D and/or the Warrenville Zoning Ordinance, Subsection 8.F.4.)
   See the attached Project Narrative

7. List specific requirement(s) of the document for which an amendment is sought.

See the attached Project Narrative

8. Describe amendment(s) requested.

See the attached Project Narrative

9. Give statement of reasons for petitioning for amendment(s).

See the attached Project Narrative

10. List plans and/or other approved documents that would be effected by the requested amendment(s).

See the attached Project Narrative - Major Amendment

11. Submit a revised drawing depicting the amendment requested (if applicable). List submitted drawings.

12. Supply a typewritten list of all property owners to which Public Notice requirements for written notification of Public Hearing herein apply.

The above information is true and accurate to the best of my knowledge and belief.

Signature of Applicant/Agent

Chris Funkhouser
(Print Name)

03/19/2025
Date

CITY OF WARRENVILLE

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APPLICATION FOR SITE SPECIFIC AMENDMENT/EXCEPTION IN SPECIAL DEVELOPMENT DISTRICT - CANTERA

(For office use only)

Name of Development/Subdivision	Project Number

Instructions:

- ❑ **Before submitting the following application, a copy of the Warrenville Zoning Ordinance and PUD Special Development Control Regulations should be obtained and reviewed for procedure.**
- ❑ Please print or type. Application(s) must be complete before filing with the City of Warrenville.
- ❑ Filing Fees must accompany application(s). Please check the Planning and Zoning Applications and Review fee sheet.
- ❑ Proof of ownership, disclosure of beneficial interest, and authorization to represent owner must be attached to this application as provided in Zoning Ordinance No. 1018, page 2-4.
- ❑ Fifteen (15) paper copies and an electronic copy of this application, other related application forms and any additional application information required by law and/or in Chapter 2 of the Warrenville Zoning Ordinance shall be submitted simultaneously with this application. The application will not be forwarded to the Plan Commission/Zoning Board of Appeals for consideration until all required information and supporting documentation is submitted.

1. Name of Applicant: D.R. HORTON, INC. - MIDWEST
2. Address: 1750 E Golf Rd, Suite 925, Schaumburg, IL 60173

   City: Schaumburg, State: IL Zip: 60173
3. Phone Number: 630-772-3569
4. Email: cafunkhouser@drhorton.com

5. Legal Descriptions and Permanent Parcel Number (s) of the Subject Property as a whole and each phase thereof:

See attached Legal Description.

04-36-319-011, 04-36-319-012, 04-36-319-013, 07-01-101-013, 07-01-101-014, 07-01-101-015

5. Name of Owner: J. Timothy Brugh, MaeCliff Development Email Address 630-772-3569

Address: 211 West Chicago Avenue, Suite 10, Hinsdale, Illinois 60521

City: Hinsdale, State: IL Zip: 60521

6. Name(s), address(s), phone number(s), fax number(s) of developer, site planner or engineer involved in project plans:

See attached list of project associates

7. Amendment requested is to be approved: (check one)

A. _____ General Site Plan _____ _____
Date Latest Revision Date
Drawn By**:** _____

B. ____ A component Document of the General Site Plan / Title of Document:

C. ____ Development Control Regulations

D. ____ PUD Preliminary Plan _____ _____
Date Latest Revision Date
Drawn By: _____

E. X PUD Final Plan _____ _____
Date Latest Revision Date
Drawn By: _____

8. List the type of change being petitioned for:
   (Refer to Development Control Regulations, Appendix D and/or Zoning Ordinance, Subsection 8.F.4.)

   _____
   _____
   _____

9. List specific requirement(s) of the document for which an amendment is sought:

   _____
   _____
   _____

10. Describe Amendment(s)Requested:

    _____
    _____
    _____

11. Give statement of reason for petitioning for amendment(s):

    _____
    _____
    _____

12. List plans and/or other approved documents that would be affected by the requested amendment (s):

    _____
    _____
    _____

13. Submit a revised drawing depicting the amendment requested (if applicable).

14. If a Public Hearing is required, supply a typewritten list of all property owners to which the Public Notice requirements for written notification herein apply.

15. Provide written response to 11 Approval Criteria for Planned Unit Development/Major PUD Amendment/Site Specific Amendment listed below.

Approval Criteria for Planned Unit Development/Major PUD Amendment/ Site Specific Amendment

In recommending approval or conditional approval of a General Site Plan for an SD District Development (including Development Control Regulations associated therewith) or a Preliminary or Final Plan for a Planned Unit Development (PUD), the Plan Commission shall transmit to the City Council written findings of fact that the application meets all of the criteria below or will meet them when the Commission's conditions are complied with. The City Council shall, in granting approval or conditional approval, also find that all of the following criteria are met or will be met when the conditions to which the approval is made subject are complied with.

Please review and provide a written response indicating how the proposed Planned Unit Development will meet these criteria:

1. SUPERIOR DESIGN

The PUD represents a more creative approach to the unified planning of development and incorporates a higher standard of integrated design and amenity than could be achieved under otherwise applicable zoning district and subdivision regulations, and solely on this basis modifications to the use and design standards established by such regulations are warranted.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

2. MEETS PUD REQUIREMENTS

The PUD meets the requirements for Planned Unit Developments set forth in Warrenville Zoning Ordinance, and no modifications to the use and design standards otherwise applicable are allowed other than those permitted herein.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

3. CONSISTENT WITH CITY PLAN

The PUD is generally consistent with the objectives of the City Comprehensive Plan as viewed in light of any changed conditions since its adoption.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

4. PUBLIC WELFARE

The PUD will not be detrimental to the public health, safety, morals, or general welfare.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

5. COMPATIBLE WITH ENVIRONS

Neither the PUD nor any portion thereof will be injurious to the use and enjoyment of other properties in its vicinity, seriously impair property values or environmental quality in the neighborhood, nor impede the orderly development of surrounding property.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

6. NATURAL FEATURES

The design of the PUD is as consistent as practical with the preservation of natural features of the site such as flood plains, wooded areas, steep slopes, natural drainage ways, or other areas of sensitive or valuable environmental character.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

7. CIRCULATION

Streets, sidewalks, pedestrian ways, bicycle paths, off-street parking, and off-street loading as appropriate to the planned land uses are provided. They are adequate in location, size, capacity, and design to ensure safe and efficient circulation of automobiles, trucks, bicycles, pedestrians, fire trucks, garbage trucks, and snow plows as appropriate without blocking traffic, creating unnecessary pedestrian-vehicular conflict, creating unnecessary through traffic within the PUD, or unduly interfering with the safety or capacity of adjacent streets

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

8. OPEN SPACES AND LANDSCAPING

The quality and quantity of public and common open spaces and landscaping provided are consistent with the higher standards of design and amenity required of a PUD. The size, shape, and location of a substantial portion of total public and common open space provided in residential areas render it useable for recreation purposes.

Open space between all buildings is adequate to allow for light and air, access by fire fighting equipment, and for privacy where walls have windows, terraces, or adjacent patios. Open space along the perimeter of the development is sufficient to protect existing and permitted future uses of adjacent property from adverse effects from the development.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

9. COVENANTS

Where individual parcels are to be later sold, adequate provision has been made in the form of deed restrictions, homeowners or condominium associations, or the like for:

a. The preservation and maintenance of any open spaces, thoroughfares, utilities, water retention or detention areas, and other common elements not to be dedicated to the City or another public body

b. Such control of the use and exterior design of individual structures, if any, as is necessary for continuing conformance to the PUD Plan, such provision to be binding on all future ownership.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

10. PUBLIC SERVICES

The land uses, intensities, and phasing of the PUD are consistent with the anticipated ability of the City, the school districts, and other public bodies to provide and economically support police and fire protection, water supply, sewage disposal, schools, and other public facilities and services without placing undue burden on existing residents and businesses.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

11. PHASING

Each development phase of the PUD can, together with any phases that preceded it, exist as an independent unit that meets all of the foregoing criteria and all other applicable regulations herein even if no subsequent phase should ever be completed. The provision and improvement of public or common area improvements, open spaces, and amenities--or the provision of financial sureties guaranteeing their improvement--is phased generally proportionate to the phasing of the number of dwelling units or amount of non-residential floor area.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

THE ABOVE INFORMATION IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF

Signature of Applicant/Agent

Chris Funkhouser

Print Name

1750 E Golf Rd, Suite 925

Application Date

CITY OF WARRENVILLE

3S258 MANNING AVENUE • WARRENVILLE, IL 60555 • PH: (630) 393-9050 • FAX (630) 393-1531

APPLICATION FOR USES PERMITTED WITH SPECIAL USE APPROVAL IN SPECIAL DEVELOPMENT DISTRICT - CANTERA

(For office use only)

Name of Development/Project	Project Number

Certain uses cannot be allowed generally in a particular zoning district, or in any use area, because of the impact their special character creates on surrounding areas. However, some special uses may be allowed under special conditions. These uses are listed in the Cantera Development Control Regulations as Uses Permitted with Special Approval. The purpose of this category of uses is to allow more flexibility in the mix of uses allowed within the Use Areas while at the same time safeguarding land use compatibility.

The evaluation of requests for Uses Permitted with Special Approval shall consider the following criteria.

A. List specific Uses Permitted with Special Approval that is being sought *(refer to Section IV. Use Area Regulations of Cantera Development Control Regulations a list of Special Uses possible in use area).*

Special Residential Use _____

_____

_____

_____

B. In evaluating the suitability of a proposed Uses Permitted With Special Approval, the Plan Commission and City Council examine the following characteristics of the proposed use and its individual structures or components:

1. Location and orientation
2. Lot Size
3. Size of facility, including floor area, structure height, design capacity, and anticipated employment
4. Site design and arrangement
5. Provisions affecting on and off-site pedestrian and traffic movement, vehicle storage, and the passage of emergency vehicles
6. Appearance
7. Screening or landscaping
8. On or off-site buffering from incompatible uses with open spaces or transitional uses
9. Operations factors, such as hours of use or environmental controls
10. Other characteristics of the proposed use pertinent in the judgment of the Commission or Council to an assessment of the impact of the use on the area.

In recommending or granting approval or conditional approval of Uses Permitted With Special Approval, the City Council and Plan Commission shall prepare written findings of fact that on the basis of the ten characteristics cited above, or changes to such characteristics that conditions to which the approval is made subject require, the proposes use will be compatible with existing uses in the area, and with the Permitted Uses in the use area, in the following ways. Please review and provide a written response indicating how these five criteria will be impacted by the proposed Use Permitted with Special Approval:

1. The establishment, maintenance or operation of the use shall not significantly diminish the general compatibility of other uses within the area.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

2. The use shall not be injurious to the use and enjoyment of other property in the area.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

3. The establishment of the use will not impair the normal and orderly development of property within the general area.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

4. The use will not create levels of noise or traffic that are significantly higher than those of other uses in the area.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

5. The use is situated such that any impacts created by the use are effectively mitigated by good site planning techniques.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

I HEREBY CERTIFY THAT THE ABOVE STATEMENTS AND ALL ACCOMPANYING STATEMENTS AND APPLICATION INFORMATION ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

Signature of Applicant/Agent

Chris Funkhouser
Print Name

3/19/2025
Date

CITY OF WARRENVILLE

3S258 MANNING AVENUE • WARRENVILLE, IL 60555 • PH: (630) 393-9050 • FAX (630) 393-1531

APPLICATION FORM D
FOR PRELIMINARY/FINAL PLANNED UNIT DEVELOPMENT

(For office use only)

_____
Name of Development/Subdivision

_____
Project Number

Approval Criteria for Planned Unit Development

In recommending approval or conditional approval of a General Site Plan for an SD District Development (including Development Control Regulations associated therewith) or a Preliminary or Final Plan for a Planned Unit Development (PUD), the Plan Commission shall transmit to the City Council written findings of fact that the application meets all of the criteria below or will meet them when the Commission's conditions are complied with. The City Council shall, in granting approval or conditional approval, also find that all of the following criteria are met or will be met when the conditions to which the approval is made subject are complied with.

Please review and provide a written response indicating how the proposed Planned Unit Development will meet these criteria:

1. SUPERIOR DESIGN

The PUD represents a more creative approach to the unified planning of development and incorporates a higher standard of integrated design and amenity than could be achieved under otherwise applicable zoning district and subdivision regulations, and solely on this basis modifications to the use and design standards established by such regulations are warranted.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

2. MEETS PUD REQUIREMENTS

The PUD meets the requirements for Planned Unit Developments set forth in Warrenville Zoning Ordinance, and no modifications to the use and design standards otherwise applicable are allowed other than those permitted herein.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

3. CONSISTENT WITH CITY PLAN

The PUD is generally consistent with the objectives of the City Comprehensive Plan as viewed in light of any changed conditions since its adoption.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

4. PUBLIC WELFARE

The PUD will not be detrimental to the public health, safety, morals, or general welfare.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

5. COMPATIBLE WITH ENVIRONS

Neither the PUD nor any portion thereof will be injurious to the use and enjoyment of other properties in its vicinity, seriously impair property values or environmental quality in the neighborhood, nor impede the orderly development of surrounding property.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

6. NATURAL FEATURES

The design of the PUD is as consistent as practical with the preservation of natural features of the site such as flood plains, wooded areas, steep slopes, natural drainage ways, or other areas of sensitive or valuable environmental character.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

7. CIRCULATION

Streets, sidewalks, pedestrian ways, bicycle paths, off-street parking, and off-street loading as appropriate to the planned land uses are provided. They are adequate in location, size, capacity, and design to ensure safe and efficient circulation of automobiles, trucks, bicycles, pedestrians, fire trucks, garbage trucks, and snow plows as appropriate without blocking traffic, creating unnecessary pedestrian-vehicular conflict, creating unnecessary through traffic within the PUD, or unduly interfering with the safety or capacity of adjacent streets

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

8. OPEN SPACES AND LANDSCAPING

The quality and quantity of public and common open spaces and landscaping provided are consistent with the higher standards of design and amenity required of a PUD. The size, shape, and location of a substantial portion of total public and common open space provided in residential areas render it useable for recreation purposes.

Open space between all buildings is adequate to allow for light and air, access by fire fighting equipment, and for privacy where walls have windows, terraces, or adjacent patios. Open space along the perimeter of the development is sufficient to protect existing and permitted future uses of adjacent property from adverse effects from the development.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

9. COVENANTS

Where individual parcels are to be later sold, adequate provision has been made in the form of deed restrictions, homeowners or condominium associations, or the like for:

a. The preservation and maintenance of any open spaces, thoroughfares, utilities, water retention or detention areas, and other common elements not to be dedicated to the City or another public body

b. Such control of the use and exterior design of individual structures, if any, as is necessary for continuing conformance to the PUD Plan, such provision to be binding on all future ownership.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

10. PUBLIC SERVICES

The land uses, intensities, and phasing of the PUD are consistent with the anticipated ability of the City, the school districts, and other public bodies to provide and economically support police and fire protection, water supply, sewage disposal, schools, and other public facilities and services without placing undue burden on existing residents and businesses.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

11. PHASING

Each development phase of the PUD can, together with any phases that preceded it, exist as an independent unit that meets all of the foregoing criteria and all other applicable regulations herein even if no subsequent phase should ever be completed. The provision and improvement of public or common area improvements, open spaces, and amenities--or the provision of financial sureties guaranteeing their improvement--is phased generally proportionate to the phasing of the number of dwelling units or amount of non-residential floor area.

Applicant Response:

See the attached Project Narrative - Site Specific Amendment

THE ABOVE INFORMATION IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF

Signature of Applicant/Agent

Chris Funkhouser

(Print Name)

03/19/2025

Application Date

Required Contents of Preliminary and/or Final PUD Application

		Preliminary PUD	Final PUD
1. 04-36-319-01	A typewritten list of all property owners to which Public Notice requirements for written notification apply.	X	
2.	The zoning district(s) of the property and all properties within 100 feet.	X	
3.	A current Plat of survey of the property certified by a registered land surveyor.	X	X
4.	Statement of reasons applicant believes action requested conforms to applicable Approval Criteria. (*Application Form E*)	X	X
5.	A Detailed Site Plan meeting the following requirements (*Table 2B of the Zoning Ordinance*): ❑ Numeric & graphic scales, north arrow and date of preparation ❑ Boundaries of the development and each phase ❑ Adjacent property 200 feet deep surrounding site ❑ Lot lines and dimensions and areas of lots within site ❑ Easements and encroachments (location, dimensions, purpose) on and adjacent to site ❑ Data indicating for each development phase: ▪ number of dwelling units broken down by housing type & number of bedrooms ▪ number & areas of lots ▪ gross & net site area ▪ land area devoted to streets, off street parking, off-street loading, open space & each housing and land use type ▪ square footage of site coverage by: ➢ principal buildings ➢ accessory buildings ❑ **Drainage**-Existing & proposed drainage patterns ❑ **Existing Landscaping**-Existing wooded areas and isolated trees 6 inches or more in diameter at one foot above ground level ❑ **Structures**-Location, type, shape, dimensions, floor space, orientation, height in feet, finished grade elevations at all entrances & corners, and number of stories of all existing and proposed structures, including buildings, signs, fences, walls, screening, bridges, culverts, exterior lighting fixtures, and entrance features. ❑ **Parking, Loading & Service**-Location, shape, dimensions, capacities & areas of off-street parking and loading spaces & areas, outside storage, refuse disposal and services areas, including aisles, curbing, surface type, driveways, & curb cuts and meet all requirements of Table 5F of the Zoning Ordinance.	X	X

		Preliminary PUD	Final PUD
	❑ **Topography-** ▪ Map showing existing contours at 2- ft intervals & proposed grading & contours ▪ Map showing areas with slopes exceeding 10, 15, and 25 percent ❑ **Circulation-**Existing & proposed number, location, alignment, dimensions, design & construction standards of all public & private thoroughfares, sidewalks, pedestrian & bicycle paths, railroad right-of-way, curb cuts & driveways, & distance of site property lines to nearest exiting intersections, and names of streets ❑ **Government Boundaries**-Current school district and municipal boundary lines on or adjacent to site ❑ **Common or Public Areas**-The number, location, acreage, dimensions, proposed ownership, and provisions for maintenance of any proposed recreational or non-recreational common or public areas ❑ **Water Bodies**-Dimensions & locations of existing & proposed natural & artificial bodies of water, flood plains, marsh areas, drainage ditches, wet or dry storm water detention or retention areas, and any proposed modifications to existing water courses or water bodies ❑ **Soil problem areas**-Based on site soil survey or report from Soil and Water Conservation District. Subsurface conditions-data on sub-surface soil, rock and ground water conditions. ❑ **Utilities**-Dimensions, purpose, & location of existing and proposed public and private utilities, utility easements, and drainage facilities on or within 100 feet of the property. Locations of existing and proposed hydrants, catch basins, manholes & valves ❑ **Proposed Landscaping** ▪ Location, quantity, diameter, installation height, maturity height, and botanic and common names, of all proposed living & non-living landscaping materials and existing materials to be preserved ▪ Types & boundaries of proposed ground cover ▪ Location & contours at 1-foot intervals of all proposed bearing ▪ Dimension & appearance of all sides of proposed fences, walls, ornamental lighting, & other landscaping and screening treatments ▪ Measures to be taken to protect new and preserved existing trees during construction.	X	X

		Preliminary PUD	Final PUD
6.	**Architectural Renderings** with substantial design intent for proposed structures.	X	X
7.	**Phasing**: Chronological schedule of expected beginning and ending dates for proposed states of construction and improvements of all structures; common or public areas; circulation ways; parking, loading and services areas; utilities, showing interim use and maintenance of areas not under construction in each phase.	X	X
8.	**Association Covenants**: Draft documents of organizational details of all proposed property owners or condominium associations. Proposed protective covenants or deed restriction to govern land use, open space, or other concerns. Documents governing maintenance of open space and other common areas.	X	X
9.	**Open Space Statement**: Written statement of advantages proposed common or public open space at each location offers such use and ways such spaces might be used.	X	
10.	Discretionary: ❑ Traffic Analysis ❑ School Capacity ❑ Tax Impact Study ❑ Retail Market Study	X	X
11.	**Preliminary Plat of Subdivision** as required by City Subdivision Control Ordinance #807.	X	
12.	**Final Plat of Subdivision** as required by City Subdivision Control Ordinance #807.		X
13.	**Deeds or Easement Agreements** conveying interest in any parcel to any public body		X
14.	**Statement from registered civil engineer**, with supporting data, on ability of water & sewer facilities to serve development	X	
15.	**Final engineering plans and specifications including the following information:** ❑ Name of Development ❑ Type of Development ❑ Date submitted ❑ Location including Lot No. and Subdivision ❑ Complete construction plans showing existing and proposed utilities, grading, paving, lighting, typical sections cross-sections and construction details. ❑ Standard specifications and special provisions, or extensive general notes on the construction plans. ❑ Storm Water Management Permit application ❑ Copy of other agency permits, where applicable (IDOT, DuPage County, IEPA water main, sanitary sewer or NPDES, etc.) ❑ Storm sewer sizing calculations for 10 year and 100 year storm events.		X

		Preliminary PUD	Final PUD
	❑ Inlet spacing calculations, if roadways are proposed. ❑ Storm water detention calculations, including emergency overflow sizing. ❑ Sanitary sewer sizing calculations. ❑ Water main sizing calculations. ❑ Soils report with soil boring logs. ❑ Pavement design information, including structural no., horizontal and vertical curve data, and super elevation transition calculations. ❑ Lighting calculations, including photometric calculations and circuit voltage drops. ❑ Engineer's Estimate of Construction Cost, including earthwork, erosion control, storm sewers, sanitary sewer main, water main and all work within public right of way.		
16.	**Financial Sureties** approved by City to guarantee installation & improvement of all public or common improvements provided on approved Plan (as required by City Subdivisions Control Ordinance)		X
17.	Any other information the Plan Commission or Board of Appeals requires to determine whether the application conforms to the requirements of Warrenville Ordinances.	X	X

Attachment B

STATE OF ILLINOIS)
)
COUNTY OF DUPAGE)
)
CITY OF WARRENVILLE)

PETITION TO THE CITY OF WARRENVILLE CITY COUNCIL AND PLAN COMMISSION FOR ENTITLEMENTS REGARDING CANTERA POINT

The undersigned Petitioner, D.R. Horton, Inc. – Midwest, hereinafter "the Petitioner", respectfully petitions the City of Warrenville to approve the following: (i) approval of an amendment to the Cantera Development Control Regulations in the Special Development District known as Cantera ("Cantera") to permit multi-family use as an acceptable use under Subarea D in Cantera; (ii) approval of a major amendment to the Cantera Planned Unit Development, site specific amendments, and a special use to allow a preliminary/final Planned Unit Development Plan approval with certain deviations from the bulk standards set forth for the multi-family use area in Cantera; (iii) redesignation of the underlying use from commercial center use to multi-family use; and (iv) such other variances, departures or deviations as may be necessary to develop the property legally described on Exhibit A ("Subject Property") as depicted on the plans submitted herewith pursuant to the appropriate provisions of the Warrenville Municipal Code, as amended (hereinafter the "Code").

In support of this Petition, the Petitioner represents to the City of Warrenville as follows.

BACKGROUND INFORMATION

1. The Petitioner is a California Corporation, with a principal place of business address of 1750 E. Golf Rd., Suite 925, Schaumburg, IL 60173, and is the contract purchaser of the Subject Property.

2. J. Timothy Brugh, Manager and Sole Member of Maecliff Development, LLC with a principal place of business address of 211 West Chicago Avenue, Suite 10, Hinsdale, Illinois 60521 ("Owner").

3. The Subject Property consists of 9.4 acres and is located north of Ferry Road and southwest of Warrenville Road within Cantera.

4. The Cantera PUD was approved in 1994 and is comprised of approximately 651 acres located along the I-88 Corridor (the "Corridor").

5. The Subject Property is located in Subarea D and is classified as a Commercial

Use area under the Cantera PUD.

6. In 2008, the City passed Ordinance No. 2455 approving of a Final PUD for the Maecliff PUD ("MaeCliff PUD").

7. The MaeCliff PUD property is comprised of Lots 1-7 depicted on the Final Plat of Subdivision of MaeCliff recorded as Document number R2008-111759 in DuPage County, Illinois ("MaeCliff PUD Property").

7. Under the MaeCliff PUD, the City approved the construction of two (2) hotels on lots 1 & 2 of the MaeCliff PUD property ("Hotel Parcels") and freestanding and multi-tenant commercial space on lots 3-7 of the MaeCliff PUD property.

8. The Subject Property comprises lots 3-7 of the MaeCliff PUD and remains vacant and undeveloped.

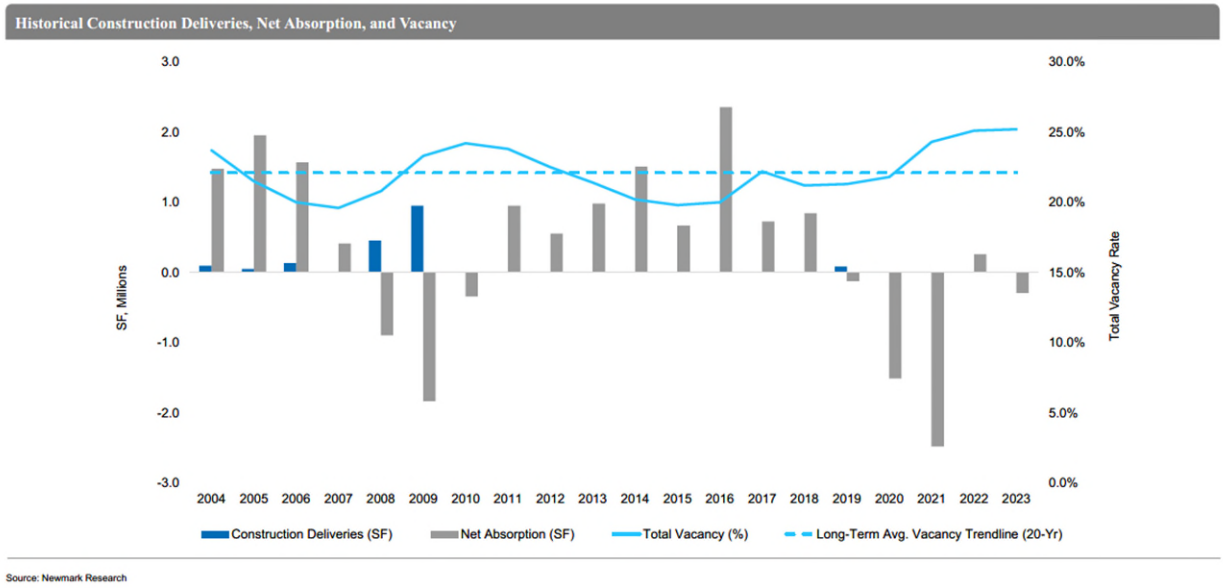
9. Since the approval of the MaeCliff PUD in 2008, the Owner has received no interest from commercial users for the development of the Subject Property due to its poor location and lack of vehicular traffic.

10. The Petitioner now seeks the requisite entitlements from the City of Warrenville to develop the Subject Property with a townhome community to be known as "Cantera Point", which will ultimately strengthen and support the other uses within Cantera.

CANTERA PLANNED UNIT DEVELOPMENT

The Cantera PUD was approved in 1994 and is comprised of approximately 651 acres located along the Corridor. Development of the Corridor dates back to the 1960s when Nicor and AT&T moved their respective headquarters to Naperville and evolved through the tech boom of the 1980s and 1990s when companies like B.P. moved its headquarters from Houston Texas to Warrenville. Over the last 2+ decades, the Corridor has suffered from substantial office vacancy rates often in excess of 20%. In the 2000's, the tech bubble resulted in transformation of companies that had been the primary employers in the area. Huge blocks of office space in single-tenant buildings became available. Through the 2010's, corridor vacancy was driven by employers' flight to the City of Chicago in search of young talent. The office market of the 2020's has been defined by the lingering effects of COVID-19. In January of 2024, Jones Lange Lasalle's fourth quarter 2023 office

summary identified a suburban Chicago vacancy rate in excess of 30%. Redevelopment of suburban office campuses has become commonplace throughout the market. As a result of the sustained and substantial vacancy rates, there is little stratification in prevailing rents between Class-A, Class-B, and Class-C office buildings. Almost weekly, Crain's Chicago Business is reporting on distress in the suburban office market.



Cantera continues to evolve and redevelop consistent with these market trends. Several properties within Cantera are being repurposed or redeveloped to sustain the long term viability of Cantera and the Corridor at large. As such, changes to the Cantera PUD have been necessary to facilitate those proposals. The Subject Property is a prime example of undeveloped and underutilized property that provides no benefit to Cantera or the City in its current state and under its current land use designation under the Cantera PUD. As such, the Petitioner's proposal will ensure the Subject Property is developed in accordance with its highest and best use and reduced vacancies within Cantera.

REQUIRED DEVELOPMENT ENTITLEMENTS

1. The Petitioner seeks approval of a major PUD Amendment to the Cantera PUD to permit multi-family use as an acceptable use under Subarea D in Cantera

2. The Petitioner seeks approval of site-specific amendments to the Cantera PUD and a special use to allow a preliminary/final planned unit development plan approval with certain deviations from the bulk standards set forth for the multi-family use area in Cantera.

3. The redesignation of the underlying use from commercial center use to multi-family use

4. The proposed entitlement requests meet all City and State requirements for the development of the Subject Property and will facilitate the beneficial use of the Subject Property.

5. The required standards approval are met as follows:

a. The PUD represents a more creative approach to the unified planning of development and incorporates a higher standard of integrated design and amenity than could be achieved under otherwise applicable zoning district or subdivision regulations, and solely on this basis modifications to the use and design standards established by such regulations are warranted.

The Cantera PUD was approved in 1994 and contemplated a large-scale office, research, and technology development in line with the other developments within the vicinity of the I-88 tech corridor. At the time of approval, the Cantera PUD was innovative and reflective of the tech boom of the 1980s and 1990s. Understanding the evolution of land uses, the Cantera PUD sets forth regulations, standards, and procedures to allow flexibility within the PUD over time, while simultaneously keeping with the intent and character of the PUD. Though the significant office presence was originally intended for the Cantera PUD in the 90s, property owners have needed to get creative with land uses to help support the long-term viability of the Corridor. With that, the recent trend of development along the Corridor has been institutional, residential, or mixed-use. This includes hotel users, schools, dining & entertainment uses, and even residential uses to support the evolving businesses. Though there is a significant office presence in this general area, larger users seek tollway frontage and the remaining offices are experiencing significant vacancies due to their lack of lifestyle amenities being offered and the trend of remote working as a result of the COVID-19 pandemic.

The Subject Property was initially anticipated for freestanding and multi-tenant commercial

space under the MaeCliff PUD approvals in 2008. Since that time, the Subject Property has been aggressively marketed for commercial uses and as a result, there has been no compatible interest generated from any prospective commercial users. The lack of interest is directly correlated to low traffic counts in this particular location at the intersection of Ferry Road and Warrenville Road. Per IDOT, the average annual daily traffic counts (DTC) are as follows: (1) Ferry Road: 5,450; (2) Warrenville Road: 6,400; and (3) Mill Street: 6,060. These traffic counts are simply not adequate to support commercial use – especially at Warrenville Road and Ferry Road. Commercial uses are more appropriate in Cantera Commons along Diehl Road where traffic counts can support additional commercial. Even with the necessary vehicular traffic, the tenant turnover at Cantera Commons is extraordinary and represents today's struggling commercial real estate market.

As such, the Subject Property presents an excellent canvas to create executive housing community that can serve and support the existing businesses in Cantera. Extensive care was taken in the development of the site plan to fit harmoniously in this area. The Petitioner proposes a 91-unit townhome community. The townhomes will be 3-story units with rear-loaded 2-car garages. Four different floor plans will be offered with square footages ranging from 1,661 square feet to 1,828 square feet. Landscape treatments will be utilized to enhance the visual appeal of the community, including extensive green space throughout the Subject Property, enhanced landscaping along the Property boundaries, and branding monuments at the Subject Property entrances. The community will be served via a private road network, extending from the existing private road within the MaeCliff PUD. The Petitioner is collaborating with the owners of the Hotel Parcels to delineate maintenance and cost-share obligations between the MaeCliff PUD properties. Accordingly, the design of the community will complement the nearby properties to ensure cohesive operations and provide attractive executive housing to support the mix of uses and business in Cantera.

b. The PUD meets the requirements for Planned Unit Developments set forth in the Warrenville Zoning Ordinance, and no modifications to the use and design standards otherwise applicable are allowed other than those permitted herein.

The PUD and proposal meets all requirements for a Planned Unit Development with the exception of the following modifications:

1. Increase the maximum density from 6 dwelling units per acre to 9.6 dwelling units per acre
2. Decrease the interior setback of buildings from 30’ to 20’
3. Reduce the parking space setback for townhomes from 25’ to approximately 5’-5”
4. Permit flat-roof townhomes
5. Permit windows and doors without trim or shutters.

c. The PUD is generally consistent with the objectives of the City Comprehensive Plan as viewed in light of any changed conditions since its adoption.

The Subject Property is designated for office/research under the 1984 Comprehensive Plan. Such designation is reflective of the original intent for the Cantera PUD when it was approved in the early 1990s. In recent years, several office buildings have suffered vacancies and are underutilized within Cantera and extending along the entirety of the I-88 Corridor. Given the surplus of available office space and lack of interest from prospective companies and tenants within the Corridor, the Subject Property will not and should not be developed with new office construction in accordance with the City’s Comprehensive Plan. With the oversupply of office space in the Corridor, developing the Subject Property with a supporting residential use will benefit the broader market and will generate daily liveliness within Cantera, which is ultimately beneficial to the sustainability of the Corridor.

d. The PUD will not be detrimental to the public health, safety, morals, or general welfare.

The major PUD amendment will not be detrimental to the public health, safety, morals,

or general welfare. On the contrary, the amendment will facilitate the development of this underperforming and challenging property that currently provides no net benefit to the general welfare. The Subject Property was aggressively marketed for commercial use in line with the commercial use designation under Subarea D in Cantera. However, the lack of traffic in this location is a major deterrent for prospective commercial interest and there are several alternative locations, such as Cantera Commons that are more suitable for commercial use. Allowing the Subject Property to remain vacant and undeveloped provides no benefit to the community. By virtue of approving the major PUD amendment, the City will allow the Subject Property to be developed in accordance with its highest and best use, ultimately yielding a positive future for the well-being of our community. The proposed townhome community will generate property tax revenue and provide a unique housing opportunity that will allow residents to live in close proximity to I-88 or even where they work, ultimately supporting the long-term viability of Cantera and the Corridor at large.

e. Neither the PUD nor any portion thereof will be injurious to the use and enjoyment of other properties in its vicinity, seriously impair property values or environmental quality in the neighborhood, nor impede the orderly development of surrounding property.

In its current form, the Subject Property is underutilized and generates no value or vibrancy to the area. In addition, the surrounding properties are generally developed, leaving the Subject Property the last remaining developable piece of land in the vicinity. With that, the proposal will not impede the orderly development of the surrounding property. In fact, the townhome community will generate ongoing vibrancy and activity in the Corridor, which will ultimately support and complement the existing businesses in Cantera. Accordingly, the proposal will not be injurious to the use and enjoyment of nearby properties.

f. The design of the PUD is as consistent as practical with the preservation of natural features of the site such as flood plains, wooded areas, steep slopes, natural drainage ways, or

other areas of sensitive or valuable environmental character.

The PUD amendment does not impact any natural features as there are no wetlands, floodplains, or other areas of sensitive or valuable environmental character represented on the Subject Property.

g. Streets, sidewalks, pedestrian ways, bicycle paths, off-street parking, and off-street loading as appropriate to the planned land uses are provided. They are adequate in location, size, capacity, and design to ensure safe and efficient circulation of automobiles, trucks, bicycles, pedestrians, fire trucks, garbage trucks, and snow plows as appropriate without blocking traffic, creating unnecessary pedestrian-vehicular conflict, creating unnecessary through traffic within the PUD, or unduly interfering with the safety or capacity of adjacent streets.

Adequate parking will be provided for the community. The Warrenville zoning ordinance requires four (4) spaces per unit for units larger than 1,200 square feet. Each townhome will provide two (2) garage spaces and two (2) driveway spaces, and thus meet the 4 parking spaces per unit requirement. In addition, Petitioner is incorporating thirty-six (36) additional guest parking spaces throughout the community. Accordingly, Cantera Point will provide 400 parking spaces where only 364 parking spaces are required. In addition, an extensive pedestrian path will extend through the community and the elaborate landscaped features to provide an exceptional recreational feature for the residents. Though designed with private roads, the community will be able to maintain appropriate access for the accommodation of emergency vehicles, snow removal trucks, and waste management vehicles to effectively circulate through the community.

h. The quality and quantity of public and common open spaces and landscaping provided are consistent with the higher standards of design and amenity required of a PUD The size, shape, and location of a substantial portion of total public and common open space provided in residential areas render it useable for recreation purposes. Open Space between all buildings is adequate to allow for light and air, access by fire fighting equipment, and for privacy where walls have windows, terraces, or adjacent patios. Open space along the perimeter of the development is sufficient to protect existing and permitted future uses of adjacent property from adverse effects from the development.

Cantera Point comprises approximately 77% open space (as defined under the Code), with common open space (as defined under the Code) at 47% of site. Among that open space are extensive landscaped features and the extension of walking paths throughout the community to provide for a recreational feature for the residents. Said walking paths will circulate internal to the community and will extend and provide pedestrian access to Ferry and Warrenville Road. In addition, a covered seating area is planned, which will create a complementary passive recreational area where residents may socialize or work outdoors. The open space improvements will be constructed in accordance with the City and Cantera's regulations in terms of setbacks and overall design to ensure adequate light and air is provided, fire access is maintained, and open space is not negatively impacted.

i. Where individual parcels are to be later sold, adequate provision has been made in the form of deed restrictions, homeowners or condominium associations, or the like for:
   a. the preservation and maintenance of any open spaces, thoroughfares, utilities, water retention or detention areas, and other common elements not to be dedicated to the City or another public body
   b. such control of the use and exterior design of the individual structures, if any, as is necessary for continuing conformance to the PUD Plan, such provision to be binding on all future ownership

Deed restrictions are in place as it relates to the Subject Property and Petitioner's proposal will abide by said restrictions. Any restrictions that are not in line with the proposal will be removed prior to development of Cantera Point. The exterior design of the townhomes is consistent with the Cantera Design Guidelines and the general dynamic of the Corridor and Petitioner will obtain any requisite approvals from the Association as necessary as it relates to architectural approvals.

j. The land uses, intensities, and phasing of the PUD are consistent with the anticipated ability of the City, the school districts, and other public bodies to provide and economically support police and fire protection, water supply, sewage disposal, schools, and other public

facilities and services without placing undue burden on existing residents and businesses.

Cantera Point is only expected to generate 17 school aged students. Generally speaking, townhomes are more attractive to young professionals and empty nesters who are looking to downsize and take advantage of no maintenance living. Taking it a step further, we can reasonably anticipate the residents of the townhomes in this very location will be young professionals seeking to live in executive-style housing in close proximity to work – either within Cantera or via the seamless access to I-88. Petitioner will provide a cash-in-lieu of land contribution to the School District in accordance with City of Warrenville's subdivision regulations to offset any impact of students generated by the development. In addition, the community will be served by adequate utilities, which will be properly designed to ensure there is no undue burden on existing residents or businesses. In fact, we can expect additional tax revenue to be generated by the proposal and specifically, a portion of that tax revenue will be paid directly to the school district and the other public bodies as a result of the development.

k. Each development phase of the PUD can, together with any phases that preceded it, exist as an independent unit that meets all of the foregoing criteria and all other applicable regulations herein even if no subsequent phase should ever be completed. The provision and improvement of public or common area improvements, open spaces, and amenities – or the provision of financial sureties guaranteeing their improvement – is phased generally proportionate to the phasing of the number of dwelling units or amount of non-residential floor area.

The proposed amendment to the Cantera PUD can exist as an independent unit. Cantera Point will operate under the rules and regulations of the PUD, but will maintain its own distinct operations and will develop its own set of rules and regulations pursuant to the homeowner's association that will govern the community. The proposal will not be constructed in phases and the proposal meets all foregoing criteria and all applicable regulations as set forth under the City Code and Cantera PUD regulations, with the exception of the modifications requested herein.

SPECIAL USE FOR A PLANNED UNIT DEVELOPMENT

a. *The establishment, maintenance, or operation of the use shall not significantly diminish the general compatibility of other uses within the area; and*

The Cantera PUD was approved in 1994 and contemplated a large-scale office, research, and technology development in line with the other developments within the vicinity of the I-88 tech corridor. At the time of approval, the Cantera PUD was innovative and reflective of the tech boom of the 1980s and 1990s. Understanding the evolution of land uses, the Cantera PUD sets forth regulations, standards, and procedures to allow flexibility within the PUD over time, while simultaneously keeping with the intent and character of the PUD. Though the significant office presence was originally intended for the Cantera PUD in the 90s, property owners have needed to get creative with land uses to help support the long-term viability of the Corridor. With that, the recent trend of development along the Corridor has been institutional, residential, or mixed-use. This includes hotel users, schools, dining & entertainment uses, and even residential uses to support the evolving businesses. Though there is a significant office presence in this general area, larger users seek tollway frontage and the remaining offices are experiencing significant vacancies due to their lack of lifestyle amenities being offered and the trend of remote working as a result of the COVID-19 pandemic.

The Petitioner's proposal takes into consideration the current market trends and the location of the Subject Property. The fact of the matter is the Subject Property is ill-suited for commercial development and Cantera does not need new office construction as it struggles with significant office vacancies today. Instead, the establishment of the residential PUD will bring daily activity to Cantera and will ultimately support the long-term viability of Cantera and the Corridor at large.

b. *The use shall be not be injurious to the use and enjoyment of other property in the area; and*

Cantera Point will not be injurious to the use and enjoyment of other property in the area. The Subject Property is subject to both Cantera regulations and is located under the Maecliff PUD. As such, the Petitioner has been coordinating with Cantera and the other property owners in Maecliff to ensure the use and enjoyment of those nearby properties are not negatively impacted.

c. *The establishment of the use will not impair the normal and orderly development of property within the general area; and*

The Subject Property remains vacant and undeveloped under its current designation as a commercial use are in Cantera. The Property is located in Subarea D of the Cantera PUD, which is nearly fully developed. As such, the special use will not impair the development of nearby properties.

d. *The use will not create levels of noise or traffic that are significantly higher than those of other uses in the area; and*

The proposed residential PUD is one of the least intensive uses that can be developed in this location. In fact, under its current designation of the commercial center use area, permitted uses for the Subject Property include, but are not limited to bars and taverns with live entertainment, appliance repair shops, and automobile and truck rental businesses. The permitted uses allowed on the Subject Property today would generate significantly more noise and traffic than the proposed residential community. In addition, the residential community will be served by a private road network, which will see that the special use does not impact the other uses in the area.

e. *The use is situated such that any impacts created by the use are effectively mitigated by good site planning techniques.*

The Subject Property is situated on the northeast corner of Ferry Road and

Warrenville Road. The proposed residential PUD is thoughtfully planned in such a way that the site will be served by effective ingress/egress to the subdivision, there is an abundant amount of open space to provide for passive recreation for the residents, and the community will be served by adequate utilities and will not negatively impact public services. As such, the proposal will see this underperforming property is developed in accordance with its highest and best use and with good planning techniques.

WHEREFORE, by reason of the foregoing, the undersigned Petitioner requests that the Plan Commission recommend approval and the City Council approve the following: (i) approval of an amendment to the Cantera Development Control Regulations in the Special Development District known as Cantera to permit multi-family use as an acceptable use under Subarea D in Cantera; (ii) approval of a major amendment to the Cantera Planned Unit Development, site specific amendments, and a special use to allow a preliminary/final Planned Unit Development Plan approval with certain deviations from the bulk standards set forth for the multi-family use area in Cantera; (iii) redesignation of the underlying use from commercial center use to multi-family use; and (iv) such other variances, departures or deviations as may be necessary to develop the Subject Property as depicted on the plans submitted herewith pursuant to the appropriate provisions of the Code.

RESPECTFULLY RESUBMITTED this 23rd day of June 2025.

PETITIONER:

D.R. Horton, Inc - Midwest

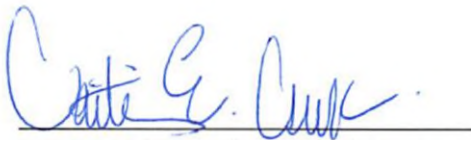
By: 
Rosanova & Whitaker, Ltd. Attorney for the Petitioner

EXHIBIT A
LEGAL DESCRIPTION

PARCEL 1:
LOTS 3, 4, 5, 6 AND 7, IN THE FINAL PLAT OF SUBDIVISION OF MAECLIFF, BEING A PART OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 38 NORTH, AND A PART OF THE SOUTHWEST QUARTER OF SECTION 36, TOWNSHIP 39 NORTH, ALL IN RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 16, 2008, AS DOCUMENT NUMBER R2008-111759, IN DU PAGE COUNTY, ILLINOIS.

PARCEL 2:
NON-EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS FOR THE BENEFIT OF PARCEL 1, AS CREATED BY THE FINAL PLAT OF SUBDIVISION OF MAECLIFF RECORDED JULY 16, 2008, AS DOCUMENT NUMBER R2008-111759, OVER MAECLIFF DRIVE, IN DU PAGE COUNTY, ILLINOIS.

ALTA/NSPS LAND TITLE SURVEY

Attachment C

NOTES:

1. THIS SURVEY IS BASED IN PART ON INFORMATION CONTAINED IN COMMITMENT FOR TITLE INSURANCE ISSUED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY FILE NUMBER 24162434 WITH AN EFFECTIVE DATE OF SEPTEMBER 3, 2024, AND HAS BEEN USED FOR LEGAL DESCRIPTIONS AND APPLICABLE EXCEPTIONS TO TITLE.

A. TITLE EXCEPTION 15. PROPERTY SUBJECT TO TERMS, PROVISIONS AND CONDITIONS CONTAINED IN DECLARATION OF RESTRICTIONS DATED AUGUST 14, 2008, AND RECORDED AUGUST 27, 2008, AS DOCUMENT NUMBER R2008-132356 BY MAECLIFF DEVELOPMENT, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, FOR A DEVELOPMENT RESTRICTION. PROPERTY SHALL NOT BE DEVELOPED AS A HOTEL, MOTEL, EXTENDED STAY OR OTHER TYPE OF HOSPITALITY OR LODGING FACILITY, PROVIDED THAT DAY CARE CENTERS SHALL BE PERMITTED ON THE BURDENED PROPERTY, OR ANY PORTION THEREOF. FURTHERMORE, NO IMPROVEMENT IN EXCESS OF 30 FEET IN HEIGHT, EXCLUDING MECHANICAL EQUIPMENT AND DECORATIVE ARCHITECTURAL FEATURES, SHALL BE PERMITTED TO BE CONSTRUCTED UPON THE BURDENED PROPERTY WITHOUT THE PRIOR WRITTEN APPROVAL OF BOTH OF THE THEN CURRENT OWNERS OF LOT 1 AND LOT 2, WHICH SHALL NOT BE UNREASONABLY WITHHELD, CONDITIONED OR DELAYED. THIS DEVELOPMENT RESTRICTION SHALL REMAIN EFFECTIVE UNTIL NEITHER ANY PART OF LOT 1 NOR ANY PART OF LOT 2 IS USED FOR LODGING PURPOSES. SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS. (AFFECTS PARCEL 1)

B. TITLE EXCEPTION 16. PROPERTY SUBJECT TO PLAT OF ANNEXATION RECORDED NOVEMBER 18, 1982, AS DOCUMENT R82-53784, ANNEXING LOT 19 TO THE CITY OF WARRENVILLE. (AFFECTS UNDERLYING LOT 19 IN WARRENVILLE FARMS RECORDED AS DOCUMENT 256254). SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS.

C. TITLE EXCEPTION 17. PROPERTY SUBJECT TO TERMS, PROVISIONS AND CONDITIONS DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS RECORDED SEPTEMBER 23, 1999 AS DOCUMENT R1999-204342 AND AS AMENDED BY AMENDMENT TO THE CANTERA DECLARATION OF COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS RECORDED MAY 29, 2008 AS DOCUMENT R2008-087716, AND AS AMENDED BY PARTIAL ASSIGNMENT OF RIGHTS UNDER CANTERA DECLARATION RECORDED JUNE 18, 2008 AS DOCUMENT R2008-098321 AND RE-RECORDED JUNE 23, 2008 AS DOCUMENT R2008-100721, RELATING IN PART TO ASSOCIATION, ASSESSMENTS AND LIEN THEREOF. AMENDMENT TO DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS RECORDED SEPTEMBER 23, 1999 AS DOCUMENT R1999-204342 AND AS AMENDED BY AMENDMENT TO THE CANTERA DECLARATION OF COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS RECORDED MAY 29, 2008 AS DOCUMENT R2008-087716, AND AS AMENDED BY PARTIAL ASSIGNMENT OF RIGHTS UNDER CANTERA DECLARATION RECORDED JUNE 18, 2008 AS DOCUMENT R2008-098321 AND RE-RECORDED JUNE 23, 2008 AS DOCUMENT R2008-100721. SHOWN HEREON. SEE DOCUMENTS FOR PARTICULARS. (AFFECTS UNDERLYING SUBDIVISION CANTERA SUBAREA D)

D. TITLE EXCEPTION 18. PROPERTY SUBJECT TO COVENANTS AND RESTRICTIONS CONTAINED IN THE SPECIAL WARRANTY DEED RECORDED SEPTEMBER 23, 1999, AS DOCUMENT R1999-204343 REGARDING USE OF THE LAND, AMONG OTHER THINGS. (AFFECTS LOTS 6 & 7) PARTIAL ASSIGNMENT AND RELEASE OF DEED PROVISIONS (LOT D-3) RECORDED JUNE 2, 2008 AS DOCUMENT R2008-089253, WHEREIN EXHIBIT "C", PARAGRAPH 1 IS RELEASED AND PARAGRAPHS 2, 3, 5, 6, 8 AND 9 ARE ASSIGNED TO THE CANTERA OWNERS ASSOCIATION. AS CONTAINED IN THE SPECIAL WARRANTY DEED RECORDED NOVEMBER 2, 2005 AS DOCUMENT NUMBER R2005-246020, EXHIBIT "D" EASEMENT RESERVATION FOR TEMPORARY CONSTRUCTION EASEMENT IS EXPIRED AS OF SEPTEMBER 30, 1999. THE PERMITTED EXCEPTION 3 (DOCUMENT NO. R98-268979) CONTAINED IN EXHIBIT B OF SPECIAL WARRANTY DEED RECORDED SEPTEMBER 23, 1999, AS DOCUMENT NO. R1999-204343 HAS EXPIRED ACCORDING TO ITS TERMS. (AFFECTS THE UNDERLYING LAND (LOT 3 IN CANTERA SUBAREA D) SHOWN HEREON. SEE DOCUMENTS FOR PARTICULARS.

E. TITLE EXCEPTION 19. PROPERTY SUBJECT TO COVENANTS AND RESTRICTIONS CONTAINED IN THE SPECIAL WARRANTY DEED RECORDED NOVEMBER 2, 2005 AS DOCUMENT NUMBER R2005-246020 REGARDING USE OF THE LAND, AMONG OTHER THINGS. (AFFECTS LOTS 3, 4, 5 & 6) PARTIAL ASSIGNMENT AND RELEASE OF DEED PROVISIONS (LOT D-4 AND D-5) RECORDED JUNE 2, 2008 AS DOCUMENT R2008-089254, WHEREIN EXHIBIT "C", PARAGRAPH 1 IS RELEASED AND PARAGRAPHS 2, 5, 6, 10, 13 AND 14 ARE ASSIGNED TO THE CANTERA OWNERS ASSOCIATION. PARTIAL ASSIGNMENT AND RELEASE OF DEED PROVISIONS (LOT D-4 AND D-5) RECORDED JUNE 2, 2008 AS DOCUMENT R2008-089254, WHEREIN PARAGRAPH 1 OF THE DEED RESTRICTIONS ARE RELEASED, THE PERMITTED EXCEPTION 9 (DOCUMENT NO. R2002-110199) CONTAINED IN EXHIBIT B OF SPECIAL WARRANTY DEED RECORDED NOVEMBER 2, 2008, AS DOCUMENT NO. R2008-246020, HAS EXPIRED ACCORDING TO ITS TERMS. SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS.

F. TITLE EXCEPTION 20. PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN RIGHT OF FIRST REFUSAL AND RESTRICTIVE COVENANT MEMORANDUM RECORDED NOVEMBER 12, 1999, AS DOCUMENT R1999-237731, TOGETHER WITH THE FURTHER RESTRICTION THAT THE PREMISES SHALL NOT BE USED AS AN AMBULATORY CARE SURGERY CENTER FOR ORTHOPEDIC MEDICAL SERVICES OR ANY OTHER USES DESCRIBED THEREIN. (AFFECTS LOT 3A IN CANTERA D-3 RESUBDIVISION) THE RIGHT OF FIRST REFUSAL NO LONGER AFFECTS THE PARCELS PURSUANT TO THAT CERTAIN TERMINATION OF RIGHT OF FIRST REFUSAL RECORDED JULY 11, 2008 AS DOCUMENT R2008-109868, RELEASING CORNERSTONE MEDICAL DEVELOPMENT COMPANY, L.L.C. FROM THE RIGHT OF FIRST REFUSAL. SAID INSTRUMENT DOES NOT RELEASE THE RESTRICTION CONTAINED THEREIN AND DESCRIBED ABOVE.SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS.

G. TITLE EXCEPTION 22. PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN ORDINANCE NO. 2415 RECORDED JANUARY 4, 2008, AS DOCUMENT R2008-002064, RELATING IN PART TO THE REZONING, PRELIMINARY PLANNED UNIT DEVELOPMENT SPECIAL USE PERMIT AND VARIOUS SITE-SPECIFIC AMENDMENTS. (AFFECTS THE LAND AND OTHER PROPERTY). SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS.

H. TITLE EXCEPTION 23. PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN ORDINANCE NO. 2456 APPROVING FINAL PLAT OF SUBDIVISION OF MAECLIFF DATED JUNE 26, 2008, AND RECORDED JULY 16, 2008, AS DOCUMENT NUMBER R2008-111755. (AFFECTS THE LAND AND OTHER PROPERTY). SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS.

I. TITLE EXCEPTION 24. PROPERTY SUBJECT TO BUILDING SETBACK LINES, EASEMENTS, COVENANTS, CONDITIONS AND RESTRICTIONS AS IN THE PLAT OF SUBDIVISION RECORDED AS DOCUMENT NUMBER FINAL PLAT OF SUBDIVISION OF MAECLIFF RECORDED JULY 16, 2008, AS DOCUMENT NUMBER R2008-111759 AS FOLLOWS:
WATER MAIN EASEMENT AND PROVISIONS CONTAINED THEREIN. (SEE PLAT FOR EXACT LOCATIONS).
INGRESS/EGRESS EASEMENTS AND PROVISIONS CONTAINED THEREIN. (SEE PLAT FOR EXACT LOCATIONS).
CITY EASEMENTS FOR SANITARY SEWER GRANTED. (SEE PLAT FOR EXACT LOCATIONS).
BUILDING HEIGHT RESTRICTION SETBACK LINE 451 FEET FROM OLD CENTERLINE OF WARRENVILLE ROAD. SHOWN HEREON.
90-FOOT SETBACK LINE ALONG THE NORTHEAST SIDE, THE NORTHEAST CORNER AND THE SOUTHEAST SIDE OF THE LAND. SHOWN HEREON.
EASEMENT FOR PUBLIC UTILITIES AND DRAINAGE OVER, UPON AND UNDER THE NORTHEAST 15 FEET OF THE LAND. SHOWN HEREON.
EASEMENT FOR PUBLIC UTILITIES AND DRAINAGE OVER, UPON AND UNDER THE SOUTHEAST 20 FEET OF THE LAND. SHOWN HEREON.
SIDEWALK EASEMENT OVER THE SOUTHEAST 10 FEET OF THE LAND. SHOWN HEREON.
UTILITY EASEMENT OVER THE WEST 37 FEET OF THE LAND RESERVED FOR COMMONWEALTH EDISON COMPANY. SHOWN HEREON.
PROVISION STATING THERE SHALL BE NO DIRECT ACCESS TO WARRENVILLE ROAD OR FERRY ROAD FROM ANY OF THE LOTS CREATED BY THIS PLAT OF SUBDIVISION OTHER THAN VIA THE INGRESS/EGRESS EASEMENTS AS SHOWN HEREON NEAR THE NORTHWEST CORNER OF LOT 3 AND THE SOUTHEAST CORNER OF LOT 1. SHOWN HEREON.
CERTIFICATION BY THE SURVEYOR THAT THE LAND IS LOCATED WITHIN ZONE "X" AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. SHOWN HEREON.
RIGHTS OF THE ADJOINING OWNERS TO THE CONCURRENT USE OF THE EASEMENTS DESCRIBED IN SAID PLAT AND AS DESCRIBED IN PARCEL 2 IN SCHEDULE 1 HEREIN.

J. TITLE EXCEPTION 25. PROPERTY SUBJECT TO TERMS, PROVISIONS AND CONDITIONS OF DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS RECORDED JULY 16, 2008, AS DOCUMENT R2008-111757, RELATING IN PART TO COMMON AREAS, ASSOCIATION, ASSESSMENTS AND LIEN THEREOF. SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS.

K. TITLE EXCEPTION 26. PROPERTY SUBJECT TO PROVISIONS CONTAINED IN THE CITY OF WARRENVILLE TRAFFIC ENFORCEMENT AGREEMENT RECORDED JULY 16, 2008, AS DOCUMENT R2008-111756. RELATING TO REGULATING TRAFFIC AND PARKING ON THE PRIVATE STREETS, DRIVEWAY AND PARKING AREAS. SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS.

L. TITLE EXCEPTION 27. PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN ORDINANCE NO. 2455 RECORDED JULY 16, 2008 AS DOCUMENT R2008-111753, AN ORDINANCE APPROVING THE FINAL PUD FOR CANTERA SUBAREA D, LOTS D-3B, D-4, D-5 AND FORMER CHASE UPHOLSTERY PROPERTY (NORTHWEST CORNER OF WARRENVILLE AND FERRY ROADS) TO ALLOW DEVELOPMENT OF TWO HOTELS AND FREE STANDING AND MULTI-TENANT COMMERCIAL SPACES (INCLUDING RETAIL, RESTAURANT, OFFICE AND POSSIBLE FREE-STANDING CHILD DAY-CARE USES) – MAECLIFF DEVELOPMENT, LLC. SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS.

M. TITLE EXCEPTION 28. PROPERTY SUBJECT TO TERMS, RIGHTS AND PROVISIONS CONTAINED IN GRANT OF EASEMENT DATED MARCH 31, 2009, AND RECORDED APRIL 3, 2009, AS DOCUMENT NUMBER R2009-048694 BY MAECLIFF DEVELOPMENT LLC TO COMMONWEALTH EDISON COMPANY, SBC ILLINOIS, THEIR SUCCESSORS AND ASSIGNS FOR A 25 X 25 FOOT UTILITY EASEMENT LOCATED 134.50 FEET SOUTHEASTERLY FROM THE NORTHWEST CORNER OF THE LAND. (AFFECTS LOT 3). SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS.

N. TITLE EXCEPTION 29. PROPERTY SUBJECT TO TERMS, RIGHTS AND PROVISIONS CONTAINED IN ORDINANCE NO. 2531 APPROVING PLAT OF EASEMENT GRANT FOR PUBLIC UTILITY EASEMENTS (LOTS 1, 2 AND 3 IN MAECLIFF) DATED JULY 20, 2009, AND RECORDED AUGUST 19, 2009, AS DOCUMENT NUMBER R2009-129634 BY THE MAYOR AND CITY COUNCIL OF THE CITY OF WARRENVILLE, ILLINOIS FOR UTILITY EASEMENTS OVER AND THROUGH THE LAND. (AFFECTS LOTS 1, 2 AND 3 IN MAECLIFF). SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS.

O. TITLE EXCEPTION 30. PROPERTY SUBJECT TO TERMS, RIGHTS AND PROVISIONS CONTAINED IN ORDINANCE NO. 2544 REPEALING ORDINANCE NO. 2538 OF THE CITY AND APPROVING PLAT OF EASEMENT GRANT FOR PUBLIC UTILITY EASEMENTS (LOTS 3, 4, 5, 6 AND 7 IN MAECLIFF) DATED OCTOBER 9, 2009, AND RECORDED OCTOBER 9, 2009, AS DOCUMENT NUMBER R2009-155268 BY THE MAYOR AND CITY COUNCIL OF THE CITY OF WARRENVILLE, ILLINOIS FOR UTILITY EASEMENTS OVER AND THROUGH THE LAND. (AFFECTS A 10 FOOT STRIP RUNNING THROUGH THE LAND. SEE PLAT FOR PARTICULARS). SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS.

P. TITLE EXCEPTION 31. PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN ORDINANCE NO. 2454 APPROVING PLAT OF VACATION (LORRAINE AND WILBUR AVENUES) AND PLAT OF EASEMENT VACATION DATED JUNE 26, 2008, AND RECORDED JULY 16, 2008, AS DOCUMENT NUMBER R2008-111750 AND PLAT OF VACATION OF PUBLIC RIGHT-OF-WAY RECORDED JULY 16, 2008, AS DOCUMENT NUMBER R2008-111751. SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS.

Q. TITLE EXCEPTION 32. PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN ASSIGNMENT AND ASSUMPTION OF STORMWATER MANAGEMENT AREA MAINTENANCE OBLIGATIONS (SUB AREA D) DATED AUGUST 27, 2008, AND RECORDED JUNE 2, 2008, AS DOCUMENT NUMBER R2008-089289 BETWEEN WARRENVILLE DEVELOPMENT LIMITED PARTNERSHIP AND CANTERA OWNERS ASSOCIATION. (AFFECTS THE UNDERLYING LAND). SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS.

R. TITLE EXCEPTION 34. PROPERTY SUBJECT TO RIGHTS OF PUBLIC OR QUASI-PUBLIC UTILITIES, IF ANY, IN THE VACATED STREETS AS SHOWN ON THE PLAT OF SUBDIVISION RECORDED AS DOCUMENT NUMBER FINAL PLAT OF MAECLIFF RECORDED JULY 16, 2008 AS DOCUMENT NUMBER R2008-111759. (AFFECTS THE UNDERLYING LAND). SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS.

2. BEARINGS BASED ON NAD83 (2011) ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE.

3. TABLE "A", ITEM 2. ADDRESSES FOR THE SURVEYED PROPERTY IS SHOWN HEREON BASED ON COMMITMENT FOR TITLE INSURANCE: 27750-27751 MAECLIFF DRIVE, WARRENVILLE, ILLINOIS 60555.

4. TABLE "A", ITEM 3. ACCORDING TO OUR INTERPRETATION OF THE FLOOD INSURANCE RATE MAPS THAT COVER THE AREA, THE HEREON DESCRIBED PROPERTY FALLS WITHIN ZONE "X", AREAS OF MINIMAL FLOOD HAZARD ACCORDING TO THE INTERACTIVE MAP ON FEMA WEBSITE. A MAP HAS NOT BEEN PRINTED FOR PANEL 17043C0133J DATED AUGUST 1, 2019, AND PANEL 17043C0141J DATED AUGUST 1, 2019, AS NOTED ON FEMA WEBSITE.

5. TABLE "A", ITEM 4. GROSS LAND AREA OF THE PROPERTY IS SHOWN HEREON.

6. TABLE "A", ITEM 7(A). BUILDING DIMENSIONS AND TIES SHOWN HEREON ARE MEASURED FROM THE OUTSIDE FACE OF CONCRETE FOUNDATION/EXISTING STRUCTURE.

7. TABLE "A", ITEM 8. SUBSTANTIAL FEATURES OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK ARE SHOWN HEREON.

8. TABLE "A", ITEM 9. NO MARKED PARKING STALLS WITHIN THE HEREON DESCRIBED PROPERTY WERE VISIBLE AT THE TIME OF FIELD WORK.

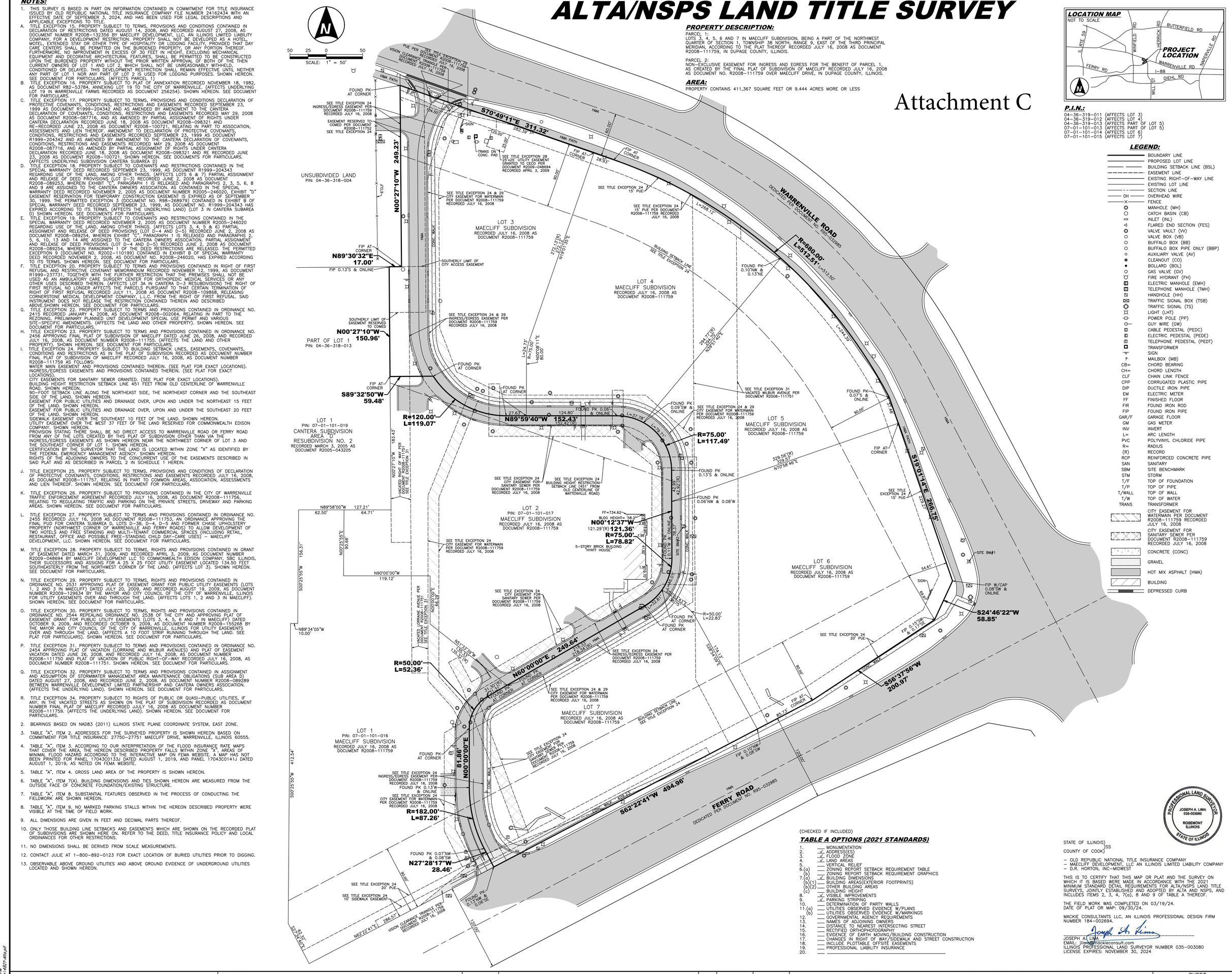
9. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.

10. ONLY THOSE BUILDING LINE SETBACKS AND EASEMENTS WHICH ARE SHOWN ON THE RECORDED PLAT OF SUBDIVISIONS ARE SHOWN HERE ON. REFER TO THE DEED, TITLE INSURANCE POLICY AND LOCAL ORDINANCES FOR OTHER RESTRICTIONS.

11. NO DIMENSIONS SHALL BE DERIVED FROM SCALE MEASUREMENTS.

12. CONTACT JULIE AT 1-800-892-0123 FOR EXACT LOCATION OF BURIED UTILITIES PRIOR TO DIGGING.

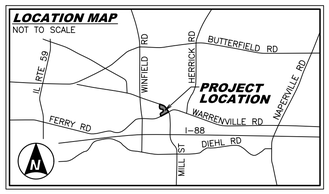
13. OBSERVABLE ABOVE GROUND UTILITIES AND ABOVE GROUND EVIDENCE OF UNDERGROUND UTILITIES LOCATED AND SHOWN HEREON.


N
SCALE: 1" = 50'
PROPERTY DESCRIPTION:
PARCEL 1:
LOTS 3, 4, 5, 6 AND 7 IN MAECLIFF SUBDIVISION, BEING A PART OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 16, 2008 AS DOCUMENT R2008-111759, IN DUPAGE COUNTY, ILLINOIS.
PARCEL 2:
NON-EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS FOR THE BENEFIT OF PARCEL 1, AS CREATED BY THE FINAL PLAT OF SUBDIVISION OF MAECLIFF RECORDED JULY 16, 2008 AS DOCUMENT NO. R2008-111759 OVER MAECLIFF DRIVE, IN DUPAGE COUNTY, ILLINOIS.
AREA:
PROPERTY CONTAINS 411,367 SQUARE FEET OR 9.444 ACRES MORE OR LESS
LOCATION MAP
NOT TO SCALE
IL RTE. 59
WINFIELD RD
HERRICK RD
BUTTERFIELD RD
PROJECT LOCATION
WARRENVILLE RD
IMPERVILLE RD
FERRY RD
I-88
DIEHL RD
MILL ST
P.I.N.:
04-36-319-011 (AFFECTS LOT 3)
04-36-319-012 (AFFECTS LOT 4)
04-36-319-013 (AFFECTS PART OF LOT 5)
07-01-101-013 (AFFECTS PART OF LOT 5)
07-01-101-014 (AFFECTS LOT 6)
07-01-101-015 (AFFECTS LOT 7)
LEGEND:
BOUNDARY LINE
PROPOSED LOT LINE
BUILDING SETBACK LINE (BSL)
EASEMENT LINE
EXISTING RIGHT-OF-WAY LINE
EXISTING LOT LINE
SECTION LINE
OVERHEAD WIRE
FENCE
MANHOLE (MH)
CATCH BASIN (CB)
INLET (INL)
FLARED END SECTION (FES)
VALVE VAULT (VV)
VALVE BOX (VB)
BUFFALO BOX (BB)
BUFFALO BOX PIPE ONLY (BBP)
AUXILIARY VALVE (AV)
CLEANOUT (CO)
BOLLARD (BOL)
GAS VALVE (GV)
FIRE HYDRANT (FH)
ELECTRIC MANHOLE (EMH)
TELEPHONE MANHOLE (TMH)
HANDHOLE (HH)
TRAFFIC SIGNAL BOX (TSB)
TRAFFIC SIGNAL (TS)
LIGHT (LHT)
POWER POLE (PP)
GUY WIRE (GW)
CABLE PEDESTAL (PEDC)
ELECTRIC PEDESTAL (PEDE)
TELEPHONE PEDESTAL (PEDT)
TRANSFORMER
SIGN
MAILBOX (MB)
CHORD BEARING
CHORD LENGTH
CHAIN LINK FENCE
CORRUGATED PLASTIC PIPE
DUCTILE IRON PIPE
ELECTRIC METER
FINISHED FLOOR
FOUND IRON ROD
FOUND IRON PIPE
GARAGE FLOOR
GAS METER
INVERT
ARC LENGTH
POLYVINYL CHLORIDE PIPE
RADIUS
RECORD
REINFORCED CONCRETE PIPE
SANITARY
SITE BENCHMARK
STORM
TOP OF FOUNDATION
TOP OF PIPE
TOP OF WALL
TOP OF WATER
TRANSFORMER
CITY EASEMENT FOR WATERMAIN PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
CITY EASEMENT FOR SANITARY SEWER PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
CONCRETE (CONC)
GRAVEL
HOT MIX ASPHALT (HMA)
BUILDING
DEPRESSED CURB
S70°49'11"E 311.32'
N00°27'10"W 249.23'
N89°30'32"E 17.00'
N00°27'10"W 150.96'
S89°32'50"W 59.48'
R=120.00' L=119.07'
N89°59'40"W 152.43'
R=680.00' L=512.51'
S19°01'14"E 266.75'
S24°46'22"W 58.85'
S56°37'56"W 200.97'
S62°22'41"W 494.96'
N27°28'17"W 28.46'
R=50.00' L=52.36'
N60°00'00"E 249.64'
N00°00'00"E 81.86'
R=182.00' L=87.26'
R=75.00' L=117.49'
N00°12'37"W 121.36'
R=75.00' L=78.82'
R=50.00' L=52.36'
UNSUBDIVIDED LAND PIN: 04-36-318-004
PART OF LOT 1 PIN: 04-36-318-013
LOT 1 PIN: 07-01-101-019 CANTERA SUBDIVISION AREA D RESUBDIVISION NO. 2 RECORDED MARCH 3, 2005 AS DOCUMENT R2005-043205
LOT 1 PIN: 07-01-101-016 MAECLIFF SUBDIVISION RECORDED JULY 16, 2008 AS DOCUMENT R2008-111759
LOT 2 PIN: 07-01-101-017 MAECLIFF SUBDIVISION RECORDED JULY 16, 2008 AS DOCUMENT R2008-111759
LOT 3 MAECLIFF SUBDIVISION RECORDED JULY 16, 2008 AS DOCUMENT R2008-111759
LOT 4 MAECLIFF SUBDIVISION RECORDED JULY 16, 2008 AS DOCUMENT R2008-111759
LOT 5 MAECLIFF SUBDIVISION RECORDED JULY 16, 2008 AS DOCUMENT R2008-111759
LOT 6 MAECLIFF SUBDIVISION RECORDED JULY 16, 2008 AS DOCUMENT R2008-111759
LOT 7 MAECLIFF SUBDIVISION RECORDED JULY 16, 2008 AS DOCUMENT R2008-111759
WARRENVILLE ROAD DEDICATED PER DOCUMENT NO. R95-032685
FERRY ROAD DEDICATED PER DOCUMENT NO. R95-032685
5-STORY BRICK BUILDING "HYATT HOUSE"
FF=734.62
BLDG HEIGHT= 58.25'
SITE BM#1
FIP W/CAP 0.08'SW & ONLINE
FOUND PK 0.10'NW & 0.13'NE
FOUND PK 0.09'SW & ONLINE
FOUND PK 0.13'S & ONLINE
FOUND PK 0.06'NW & 0.08'W
FOUND PK 0.07'NW & 0.08'SW
FOUND PK 0.07'S & ONLINE
FIP 0.10'NW & 0.08'SW
FIP 0.15'SW & 0.13'SE
FIP AT CORNER
FOUND PK AT CORNER
SOUTHERLY LIMIT OF CITY ACCESS EASEMENT
SOUTHERLY LIMIT OF EASEMENT RESERVED TO COMED
BUILDING SETBACK LINE SEE TITLE EXCEPTION 24
SEE TITLE EXCEPTION 24 & 29 INGRESS/EGRESS EASEMENT PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
SEE TITLE EXCEPTION 24 & 29 CITY EASEMENT FOR WATERMAIN PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
SEE TITLE EXCEPTION 24 & 29 CITY EASEMENT FOR SANITARY SEWER PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
SEE TITLE EXCEPTION 24 INGRESS/EGRESS EASEMENT PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
SEE TITLE EXCEPTION 24 CITY EASEMENT FOR WATERMAIN PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
SEE TITLE EXCEPTION 24 CITY EASEMENT FOR SANITARY SEWER PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
SEE TITLE EXCEPTION 24 BUILDING HEIGHT RESTRICTION SETBACK LINE (451' FROM OLD CENTERLINE OF WARRENVILLE ROAD)
SEE TITLE EXCEPTION 24 20' PUE
SEE TITLE EXCEPTION 24 15' PUE
SEE TITLE EXCEPTION 24 10' SIDEWALK EASEMENT
SEE TITLE EXCEPTION 28 25'x25' UTILITY EASEMENT GRANTED TO CECO PER DOCUMENT R2009-048694 RECORDED APRIL 3, 2009
SEE TITLE EXCEPTION 31 VACATED WILBUR AVENUE PER DOCUMENT R2008-111751
VACATED DRIVEWAY APRON PER DOCUMENT R2008-111751 SEE TITLE EXCEPTION 31
VACATED RIGHT OF WAY PER DOCUMENT R2008-111751 SEE TITLE EXCEPTION 31
VISION CLEARANCE TRIANGLE PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
HMA PATH
HMA
CONC. WALK
SIGN
TRANS ON CONC. PAD
FOUND PK AT CORNER
FIP AT CORNER
FIP 0.13'S & ONLINE
FOUND PK AT CORNER
FIP AT CORNER
FOUND PK AT CORNER
FIP AT CORNER
FOUND PK AT CORNER
FOUND PK AT CORNER
FOUND PK AT CORNER
FIP AT CORNER
FOUND PK AT CORNER
FIP AT CORNER
FOUND PK AT CORNER
FOUND PK 0.06' & ONLINE
FOUND PK 0.07'S & ONLINE
FOUND PK 0.13'S & ONLINE
FOUND PK 0.06'NW & 0.08'W
FOUND PK 0.07'NW & 0.08'SW
FOUND PK 0.10'NW & 0.08'SW
FOUND PK 0.13'S & ONLINE
FOUND PK 0.07'NW & 0.08'SE
FOUND PK 0.10'NW & 0.08'SE
FOUND PK 0.07'S & ONLINE
FOUND PK 0.09'SW & ONLINE
FOUND PK 0.06'NW & 0.08'W
FOUND PK 0.13'S & ONLINE
FOUND PK 0.07'NW & 0.08'SW
FOUND PK 0.10'NW & 0.08'SW
FOUND PK 0.13'S & ONLINE
FOUND PK 0.07

Attachment D

FINAL PLAT OF
CANTERA POINT SUBDIVISION

BEING A SUBDIVISION OF PART OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE CITY OF WARRENVILLE, DUPAGE COUNTY, ILLINOIS.



P.I.N.:

04-36-319-011 (AFFECTS LOT 3)
04-36-319-012 (AFFECTS LOT 4)
04-36-319-013 (AFFECTS PART OF LOT 5)
07-01-101-013 (AFFECTS PART OF LOT 5)
07-01-101-014 (AFFECTS LOT 6)
07-01-101-015 (AFFECTS LOT 7)

DEVELOPER

D.R. HORTON, INC. – MIDWEST
1750 E. GOLF ROAD, SUITE 925
SCHAUMBURG, IL 60173
PHONE: 847.362.9100

SURVEYOR

MACKIE CONSULTANTS, LLC
9575 W. HIGGINS ROAD, SUITE 500
ROSEMONT, IL 60018
PHONE: 847.696.1400

ZONING

PROPOSED PLAT OF SUBDIVISION WITH UNDERLYING R-5 (LOW DENSITY RESIDENTIAL) ZONING.

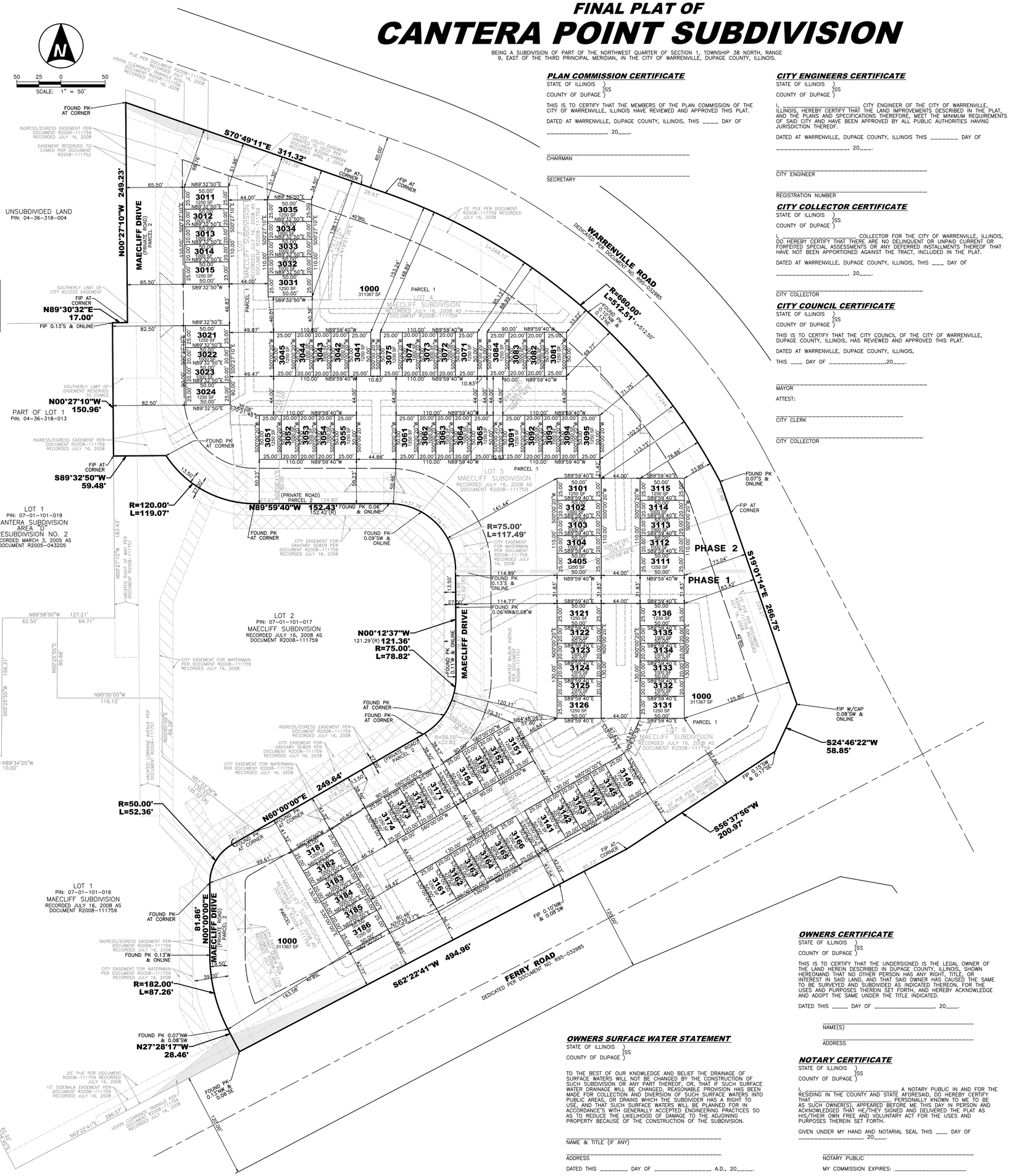
SHEET INDEX:

SHEET 1 OF 3: OVERALL SITE PLAN
SHEET 2 OF 3: PROPOSED ACCESS EASEMENT DETAIL,
SHEET 3 OF 3: PROPOSED CITY EASEMENT FOR SANITARY, PROPOSED CITY EASEMENT FOR WATER AND PROPOSED PRIVATE STORM SEWER EASEMENT DETAIL

LEGEND:

- BOUNDARY LINE
- PROPOSED LOT LINE
- BUILDING SETBACK LINE (BSL)
- EASEMENT LINE
- ACCESS EASEMENT
- CITY EASEMENT FOR WATERMAIN (CWE)
- CITY EASEMENT FOR SANITARY SEWER (CSE)
- PRIVATE STORM SEWER EASEMENT (PSE)
- EXISTING RIGHT-OF-WAY LINE
- EXISTING LOT LINE
- SECTION LINE
- ZONING BOUNDARY

CB=	CHORD BEARING
FIR	FOUND IRON ROD
FIP	FOUND IRON PIPE
MSE	MONUMENT SIGN EASEMENT
PSE	PRIVATE STORM SEWER EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PUDE	PUBLIC UTILITY & DRAINAGE EASEMENT
L=	ARC LENGTH
(R)	RECORD
R=	RADIUS



NOTES:

1. THIS PLAT IS BASED IN PART ON INFORMATION CONTAINED IN COMMITMENT FOR TITLE INSURANCE ISSUED BY CHICAGO TITLE INSURANCE COMPANY ORDER NUMBER 18005620SLE WITH AN EFFECTIVE DATE OF APRIL 23, 2018, AND 21GSA8000SLE WITH A COMMITMENT DATE OF FEBRUARY 26, 2021 AND HAS BEEN RELIED FOR LEGAL DESCRIPTIONS AND APPLICABLE EXCEPTIONS TO TITLE.
2. BEARINGS BASED ON NAD83 (2011) ILLINOIS STATE PLANE, EAST ZONE.
3. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.
4. NO DIMENSIONS SHALL BE DERIVED FROM SCALE MEASUREMENT.
5. ALL EASEMENTS SHOWN HEREON OR INDICATED BELOW ARE HEREBY GRANTED UNLESS SHOWN OTHERWISE.
6. ALL AREAS SHOWN HEREON ARE IN SQUARE FEET OR ACRES, MORE OR LESS.
7. ALL CURVES ARE TANGENT TO ADJOINING COURSES UNLESS DEFINED BY CHORD BEARING.
8. OUTLOT 1000 IS TO BE OWNED AND MAINTAINED BY THE CANTERA POINT HOMEOWNERS ASSOCIATION, LLC.
9. OUTLOT 1000 IS SUBJECT TO A BLANKET P.U. & D.E (BPU&DE) AND LANDSCAPE EASEMENT (BLE).
10. OUTLOT 1000 IS SUBJECT TO A MONUMENT SIGN EASEMENT (MSE).
11. THERE SHALL BE NO DIRECT ACCESS TO WARRENVILLE ROAD OR FERRY ROAD FROM ANY OF THE LOTS CREATED BY THIS THIS SUBDIVISION OTHER THAN THE PARCEL 2 INGRESS/EGRESS EASEMENT RECORDED JULY 16, 2008 AS DOCUMENT R2008-111759 OVER MAECLIFF DRIVE.
12. FOR ADDITIONAL INFORMATION PERTAINING TO DEFINITIONS/USES OF EASEMENTS, SETBACKS AND OTHER MATTERS, SEE DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED BY SEPARATE DOCUMENT.
13. UPON COMPLETION OF CONSTRUCTION, 5/8" REBAR SHALL BE PLACED AT ALL CORNERS OF THE EXTERIOR BOUNDARY, LOT CORNERS AND CRITICAL POINTS ALONG THE RIGHTS-OF-WAY, UNLESS NOTED OTHERWISE.

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT THE MEMBERS OF THE PLAN COMMISSION OF THE CITY OF WARRENVILLE, ILLINOIS HAVE REVIEWED AND APPROVED THIS PLAT.

DATED AT WARRENVILLE, DUPAGE COUNTY, ILLINOIS, THIS _____ DAY OF _____, 20___.

_____
CHAIRMAN

_____
SECRETARY

CITY ENGINEERS CERTIFICATE

STATE OF ILLINOIS)SS
COUNTY OF DUPAGE)

I, _____, CITY ENGINEER OF THE CITY OF WARRENVILLE, ILLINOIS, HEREBY CERTIFY THAT THE LAND IMPROVEMENTS DESCRIBED IN THE PLAT, AND THE PLANS AND SPECIFICATIONS THEREFORE, MEET THE MINIMUM REQUIREMENTS OF SAID CITY AND HAVE BEEN APPROVED BY ALL PUBLIC AUTHORITIES HAVING JURISDICTION THEREOF.

DATED AT WARRENVILLE, DUPAGE COUNTY, ILLINOIS THIS _____ DAY OF _____, 20___.

_____
CITY ENGINEER

_____
REGISTRATION NUMBER

CITY COLLECTOR CERTIFICATE

STATE OF ILLINOIS)SS
COUNTY OF DUPAGE)

I, _____, COLLECTOR FOR THE CITY OF WARRENVILLE, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE NOT BEEN APPORTIONED AGAINST THE TRACT, INCLUDED IN THE PLAT.

DATED AT WARRENVILLE, DUPAGE COUNTY, ILLINOIS, THIS ____ DAY OF _____, 20___.

_____
CITY COLLECTOR

CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS)SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT THE CITY COUNCIL OF THE CITY OF WARRENVILLE, DUPAGE COUNTY, ILLINOIS, HAS REVIEWED AND APPROVED THIS PLAT.

DATED AT WARRENVILLE, DUPAGE COUNTY, ILLINOIS,

THIS ____ DAY OF _____,20____.

_____
MAYOR

ATTEST:

_____
CITY CLERK

_____
CITY COLLECTOR

OWNERS CERTIFICATE

STATE OF ILLINOIS)SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE LEGAL OWNER OF THE LAND HEREIN DESCRIBED IN DUPAGE COUNTY, ILLINOIS, SHOWN HEREONAND THAT NO OTHER PERSON HAS ANY RIGHT, TITLE, OR INTEREST IN SAID LAND, AND THAT SAID OWNER HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE TITLE INDICATED.

DATED THIS _____ DAY OF _____, 20____.

_____
NAME(S)

_____
ADDRESS

OWNERS SURFACE WATER STATEMENT

STATE OF ILLINOIS)SS
COUNTY OF DUPAGE)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE'S WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

_____
NAME & TITLE (IF ANY)

_____
ADDRESS

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

NOTARY CERTIFICATE

STATE OF ILLINOIS)SS
COUNTY OF DUPAGE)

I, _____, A NOTARY PUBLIC IN AND FOR THE RESIDING IN THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT _____ PERSONALLY KNOWN TO ME TO BE AS SUCH OWNER(S), APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/THEY SIGNED AND DELIVERED THE PLAT AS HIS/THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF _____, 20____.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)SS
COUNTY OF DUPAGE)

I, _____, COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT GENERAL TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE PLAT.

I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT WHEATON,

DUPAGE COUNTY, ILLINOIS, THIS _____ DAY OF _____, 20___.

_____
COUNTY CLERK

COUNTY RECORDER CERTIFICATE

STATE OF ILLINOIS)SS
COUNTY OF DUPAGE)

THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, ON THE____DAY OF _____, A.D., 20___, AT _____ O'CLOCK __M. AS DOCUMENT NUMBER _____.

_____
COUNTY RECORDER

COUNTY HEALTH DEPARTMENT CERTIFICATE

STATE OF ILLINOIS)SS
COUNTY OF DUPAGE)

I, _____, DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THE SUBDIVISION SHOWN ON THIS PLAT COMPLIES WITH ALL WATER AND SANITARY SEWAGE REQUIREMENTS OF THE DUPAGE COUNTY HEALTH DEPARTMENT.

DATED AT WHEATON, DUPAGE COUNTY, ILLINOIS, THIS _____ DAY OF _____, 20____.

_____
NAME & TITLE

COUNTY ENGINEER CERTIFICATE

STATE OF ILLINOIS)SS
COUNTY OF DUPAGE)

I, _____, COUNTY ENGINEER OF SAID COUNTY, DO HEREBY CERTIFY THAT THE PLAT HAS BEEN EXAMINED BY ME AND FOUND TO COMPLY WITH THE HIGHWAY REQUIREMENTS AS SET FORTH IN A REGULATION GOVERNING PLATS OF SUBDIVISION LANDS ADOPTED BY THE COUNTY BOARD OF DUPAGE COUNTY, ILLINOIS.

DATED AT WHEATON, DUPAGE COUNTY, ILLINOIS, THIS _____ DAY OF _____, 20____.

_____
COUNTY ENGINEER

CITY CLERK CERTIFICATE

STATE OF ILLINOIS)SS
COUNTY OF DUPAGE)

I, _____, CITY CLERK OF THE CITY OF WARRENVILLE, ILLINOIS HEREBY CERTIFY THAT THE PLAT WAS PRESENTED TO AND BY RESOLUTION DULY APPROVED BY THE CITY COUNCIL OF SAID CITY AT ITS

MEETING HELD ON _____, 20____, AND THAT THE REQUIRED BOND OR OTHER GUARANTEE HAS BEEN POSTED FOR THE COMPLETION OF THE IMPROVEMENTS REQUIRED BY THE REGULATIONS OF SAID CITY.

IN WITNESS WHEREOF, I HAVE HERETO SET MY HAND AND SEAL OF THE CITY OF WARRENVILLE, ILLINOIS, THIS_____DAY OF _____, 20____.

_____
CITY CLERK

PLAT CERTIFICATION

STATE OF ILLINOIS)SS
COUNTY OF DUPAGE)

APPROVED BY THE BOARD OF _____,

DUPAGE COUNTY, ILLINOIS THIS _____ DAY OF _____, 20___.

_____
PLAT OFFICER

SCHOOL DISTRICT BOUNDARY STATEMENT

STATE OF ILLINOIS)SS
COUNTY OF DUPAGE)

THE UNDERSIGNED, BEING DULY SWORN, UPON HIS/HER OATH DEPOSES AND STATES AS FOLLOWS:

THAT HE/SHE IS THE OWNER OF THE PROPERTY LEGALLY DESCRIBED ON A PROPOSED PLAT OF SUBDIVISION SUBMITTED TO THE CITY FOR APPROVAL, WHICH LEGAL DESCRIPTION IS ATTACHED HERETO AND INCORPORATED BY REFERENCE HEREIN; AND TO THE BEST OF THE OWNER'S KNOWLEDGE, THE SCHOOL DISTRICT(S) IN WHICH EACH TRACT, PARCEL, LOT OR BLOCK OF THE PROPOSED SUBDIVISION LIES IS/ARE:

_____(SCHOOL DISTRICT NAME)

_____(ADDRESS)

DATED THIS _____ DAY OF _____, 20___.

_____
OWNER(S)

ENGINEERS SURFACE WATER STATEMENT

STATE OF ILLINOIS)SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, A REGISTERED PROFESSIONAL ENGINEER, CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, ADEQUATE PROVISIONS HAVE BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS THE RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL NOT BE DEPOSITED ON THE PROPERTY OF ADJOINING LAND OWNERS IN SUCH CONCENTRATIONS AS MAY CAUSE DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

_____
NAME

_____
ADDRESS

_____
REGISTRATION NUMBER

DATED THIS _____ DAY OF _____, 20____.

SURVEYORS CERTIFICATE

STATE OF ILLINOIS)SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, MACKIE CONSULTANTS, LLC, AN ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-002694, AT THE REQUEST OF THE OWNER(S) THEREOF, HAVE SURVEYED, SUBDIVIDED AND PLATTED THE FOLLOWING DESCRIBED PROPERTY:

PARCEL 1:
LOTS 3, 4, 5, 6 AND 7 IN MAECLIFF SUBDIVISION, BEING A PART OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 16, 2008 AS DOCUMENT R2008-111759, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:
NON-EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS FOR THE BENEFIT OF PARCEL 1, AS CREATED BY THE FINAL PLAT OF SUBDIVISION OF MAECLIFF RECORDED JULY 16, 2008 AS DOCUMENT NO. R2008-111759 OVER MAECLIFF DRIVE, IN DUPAGE COUNTY, ILLINOIS.

PROPERTY CONTAINS 411,367 SQUARE FEET OR 9.444 ACRES, MORE OR LESS.

WE FURTHER HEREBY CERTIFY THAT THE ABOVE-DESCRIBED PROPERTY IS ENTIRELY WITHIN THE CORPORATE LIMITS OF THE CITY OF WARRENVILLE, ILLINOIS, WHICH HAS ADOPTED A CITY PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS AMENDED.

WE FURTHER CERTIFY THAT ACCORDING TO OUR INTERPRETATION OF THE FLOOD INSURANCE RATE MAPS THAT COVER THE AREA, THE HEREON DESCRIBED PROPERTY FALLS WITHIN ZONE "X", AREAS OF MINIMAL FLOOD HAZARD ACCORDING TO THE INTERACTIVE MAP ON FEMA WEBSITE. A MAP HAS NOT BEEN PRINTED FOR PANEL 17043C0133J DATED AUGUST 1, 2019, AND PANEL 17043C0141J DATED AUGUST 1, 2019, AS NOTED ON FEMA WEBSITE.

GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF _____, 20___, IN ROSEMONT, ILLINOIS,

DRAFT - FOR CLIENT REVIEW

_____
JOSEPH A. LIMA
EMAIL: jlima@mackieconsult.com
ILLINOIS PROFESSIONAL LAND SURVEYOR NUMBER 035-003080
LICENSE EXPIRES: NOVEMBER 30, 2026

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

CLIENT:
D·R·HORTON® America's Builder
D.R. HORTON, INC.-MIDWEST
1750 E. GOLF ROAD, SUITE 925
SCHAUMBURG, ILLINOIS 60173

DATE	DESCRIPTION OF REVISION	BY
06/12/25	REVISED PER VILLAGE COMMENTS	MRD

DESIGNED	
DRAWN	HDC/MRD
APPROVED	JAL
DATE	02/21/25
SCALE	1"=50'

PLAT OF SUBDIVISION
CANTERA POINT PROPERTY
WARRENVILLE, ILLINOIS

SHEET 1 OF 3

PROJECT NUMBER: 4821

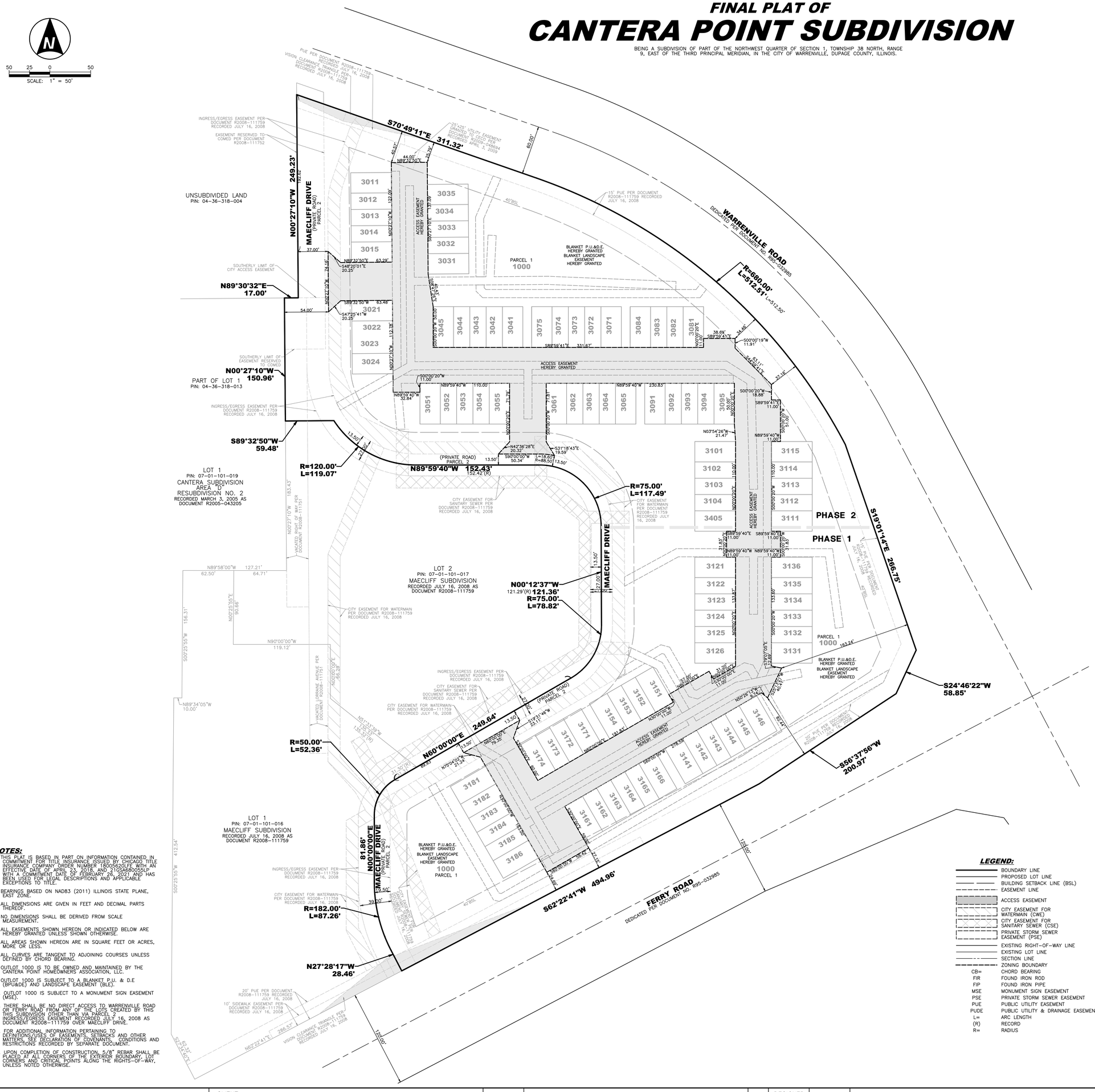
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ILLINOIS FIRM LICENSE 184-002694

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FINAL PLAT OF
CANTERA POINT SUBDIVISION

BEING A SUBDIVISION OF PART OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE CITY OF WARRENVILLE, DUPAGE COUNTY, ILLINOIS.

50 25 0 50
SCALE: 1" = 50'



MONUMENT SIGN EASEMENT (MSE/BMSE) PROVISIONS (LOT 1000)

A MONUMENT SIGN EASEMENT OR "MSE" IS HEREBY RESERVED FOR AND GRANTED TO THE HOMEOWNERS ASSOCIATION/DEVELOPER ITS SUCCESSORS AND ASSIGNS TO INSTALL, MAINTAIN, AND REMOVE, FROM TIME TO TIME, ENTRY MONUMENT SIGNS ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY CONTAINED WITHIN THE AREAS SO DESIGNATED ON THE PLAT AND MARKED MONUMENT SIGN EASEMENT (MSE) SHOWN HEREON. ALSO GRANTED HEREWITH IS THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEE'S FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE EASEMENTS WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

ACCESS EASEMENT (AE/BAE) PROVISIONS (LOT 1000)

A NON-EXCLUSIVE EASEMENT IS HEREBY GRANTED AND CREATED OVER AND UPON LOT 1000 FOR THE BENEFIT OF THE CITY OF WARRENVILLE, THEIR SUCCESSORS AND ASSIGNS, AND THE PUBLIC. EACH GRANTEE SHALL HAVE A RIGHT AND EASEMENT OF USE AND ENJOYMENT, AND A RIGHT OF ACCESS TO, AND OF INGRESS AND EGRESS ON, OVER, ACROSS, IN AND UPON TO THOSE PORTIONS OF LOT 1000, AND SUCH RIGHT AND EASEMENT SHALL BE APPURTENANT TO AND SHALL PASS WITH EVERY CONVEYANCE.

LANDSCAPE EASEMENT (LE/BLE) PROVISIONS (LOT 1000)

A NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE HOME OWNERS' ASSOCIATION AS MAY BE FURTHER DEFINED IN THE HOME OWNERS' ASSOCIATION BYLAWS AND DECLARATIONS AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, WITHIN THE AREAS SO DESIGNATED ON THE PLAT AND MARKED LANDSCAPE EASEMENT (LE) TO INSTALL, REPAIR, REMOVE, REPLACE, INSPECT, AND MAINTAIN LANDSCAPE BERMS, PLANTINGS AND STRUCTURES AS DEPICTED ON THE SUBDIVISION LANDSCAPE PLAN IN, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE LANDSCAPE EASEMENT INCLUDING WITHOUT LIMITATION ALL NECESSARY FACILITIES APPURTENANT THERETO, TOGETHER WITH THE RIGHT OF ACCESS THERETO FOR THE PERSONNEL AND EQUIPMENT NECESSARY AND REQUIRED FOR SUCH USES AND PURPOSES. NO PERMANENT BUILDINGS, STRUCTURES OR FENCES SHALL BE CONSTRUCTED OR MAINTAINED ON, ACROSS OVER OR THROUGH SAID EASEMENT THAT ARE NOT SHOWN ON THE PLANS NOR SHALL VEGETATION BE REMOVED EXCEPT TO REPLACE DEAD OR DISEASED VEGETATION WITH LIKE SPECIES WITHIN SAID EASEMENT WITHOUT PRIOR WRITTEN CONSENT OF THE GRANTEE AND THE CITY OF WARRENVILLE. THE GRADES OF THE SUBDIVIDED HOME APPROVED BY THE MUNICIPAL ENGINEER SHALL NOT BE ALTERED IN ANY MANNER BY THE INSTALLATION AND MAINTENANCE OF LANDSCAPE PLANTINGS OF SAID GRANTEES SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF OR WITH THE SURFACE DRAINAGE THEREON. THE CITY SHALL HAVE THE RIGHT, BUT NOT THE OBLIGATION, TO ENTER WITH PERSONNEL AND EQUIPMENT UPON SAID EASEMENT AT ANY TIME FOR THE PURPOSES OF ACCESS TO AND INSPECTION OF THE LANDSCAPING FACILITIES LOCATED WITHIN SAID EASEMENT. IF THE OWNER FAILS TO MAINTAIN SAID FACILITIES AND, AFTER RECEIPT OF NOTICE FROM THE CITY OF SAID FAILURE, THE OWNER FAILS TO MAKE REQUIRED REPAIRS IN A REASONABLE PERIOD OF TIME, THE CITY MAY MAKE THE REQUIRED REPAIRS AND SEEK REIMBURSEMENT FROM THE OWNER FOR THE COSTS INCURRED BY THE CITY TO MAKE THE REPAIR AND/OR FILE A LIEN ON THE HOME.

BLANKET PUBLIC UTILITY AND DRAINAGE EASEMENT (BPU&DE) PROVISIONS (LOT 1000)

ALL EASEMENTS INDICATES AS DRAINAGE AND UTILITY EASEMENTS ON THIS PLAT ARE RESERVED FOR AND GRANTED TO THE CITY OF WARRENVILLE AND TO THOSE PUBLIC UTILITY COMPANIES OPERATING UNDER FRANCHISE FROM THE CITY OF WARRENVILLE, INCLUDING BUT NOT LIMITED TO ILLINOIS BELL TELEPHONE COMPANY, NORTHERN ILLINOIS GAS COMPANY, COMMONWEALTH EDISON COMPANY AND THEIR SUCCESSORS AND ASSIGNS FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN AND OPERATE VARIOUS UTILITY TRANSMISSION AND DISTRIBUTION SYSTEMS, INCLUDING SANITARY SEWERS TOGETHER WITH ANY AND ALL NECESSARY MANHOLES, CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID CITY OF WARRENVILLE, OVER, UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENT, TOGETHER WITH RIGHT ACCESS ACROSS THE PROPERTY FOR NECESSARY MEN AND EQUIPMENT TO DO ANY TO DO ANY OF THE WORK ABOVE. THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS OR ANY OTHER PLANTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF THE SEWERS OR OTHER UTILITIES, NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID EASEMENTS, BUT THE SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS, WHERE AN EASEMENT IS USED BOTH FOR SEWERS AND OTHER UTILITIES, THE OTHER UTILITY INSTALLATION SHALL BE SUBJECT TO THE APPROVAL OF THE CITY OF WARRENVILLE, AS TO THE DESIGN AND LOCATION AND ALL INSTALLATIONS ARE SUBJECT TO THE ORDINANCES OF THE CITY OF WARRENVILLE AND THOSE COMMUNICATIONS SYSTEM COMPANIES UNDER FRANCHISE TO THE CITY OF WARRENVILLE.

NOTES:

1. THIS PLAT IS BASED IN PART ON INFORMATION CONTAINED IN COMMITMENT FOR TITLE INSURANCE ISSUED BY CHICAGO TITLE INSURANCE COMPANY ORDER NUMBER 18005620LFE WITH AN EFFECTIVE DATE OF APRIL 23, 2018, AND 21GSA6800SLP WITH A COMMITMENT DATE OF FEBRUARY 26, 2021 AND HAS BEEN USED FOR LEGAL DESCRIPTIONS AND APPLICABLE EXCEPTIONS TO TITLE.
2. BEARINGS BASED ON NAD83 (2011) ILLINOIS STATE PLANE, EAST ZONE.
3. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.
4. NO DIMENSIONS SHALL BE DERIVED FROM SCALE MEASUREMENT.
5. ALL EASEMENTS SHOWN HEREON OR INDICATED BELOW ARE HEREBY GRANTED UNLESS SHOWN OTHERWISE.
6. ALL AREAS SHOWN HEREON ARE IN SQUARE FEET OR ACRES, MORE OR LESS.
7. ALL CURVES ARE TANGENT TO ADJOINING COURSES UNLESS DEFINED BY CHORD BEARING.
8. OUTLOT 1000 IS TO BE OWNED AND MAINTAINED BY THE CANTERA POINT HOMEOWNERS ASSOCIATION, LLC.
9. OUTLOT 1000 IS SUBJECT TO A BLANKET P.U. & D.E (BPU&DE) AND LANDSCAPE EASEMENT (BLE).
10. OUTLOT 1000 IS SUBJECT TO A MONUMENT SIGN EASEMENT (MSE).
11. THERE SHALL BE NO DIRECT ACCESS TO WARRENVILLE ROAD OR FERRY ROAD FROM ANY OF THE LOTS CREATED BY THIS THIS SUBDIVISION OTHER THAN VIA PARCEL 2 INGRESS/EGRESS EASEMENT RECORDED JULY 16, 2008 AS DOCUMENT R2008-111759 OVER MAECLIFF DRIVE.
12. FOR ADDITIONAL INFORMATION PERTAINING TO DEFINITIONS/USES OF EASEMENTS, SETBACKS AND OTHER MATTERS, SEE DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED BY SEPARATE DOCUMENT.
13. UPON COMPLETION OF CONSTRUCTION, 5/8" REBAR SHALL BE PLACED AT ALL CORNERS OF THE EXTERIOR BOUNDARY, LOT CORNERS AND CRITICAL POINTS ALONG THE RIGHTS-OF-WAY, UNLESS NOTED OTHERWISE.

LEGEND:

- BOUNDARY LINE
- PROPOSED LOT LINE
- BUILDING SETBACK LINE (BSL)
- EASEMENT LINE
- ACCESS EASEMENT
- CITY EASEMENT FOR WATERMAIN (CWE)
- CITY EASEMENT FOR SANITARY SEWER (CSE)
- PRIVATE STORM SEWER EASEMENT (PSE)
- EXISTING RIGHT-OF-WAY LINE
- EXISTING LOT LINE
- SECTION LINE
- ZONING BOUNDARY

CB=	CHORD BEARING
FIR	FOUND IRON ROD
FIP	FOUND IRON PIPE
MSE	MONUMENT SIGN EASEMENT
PSE	PRIVATE STORM SEWER EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PUDE	PUBLIC UTILITY & DRAINAGE EASEMENT
L=	ARC LENGTH
(R)	RECORD
R=	RADIUS

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

CLIENT:
D·R·HORTON America's Builder
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1750 E. GOLF ROAD, SUITE 925
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DATE	DESCRIPTION OF REVISION	BY
06/12/25	REVISED PER VILLAGE COMMENTS	MRD

DESIGNED	
DRAWN	HDC/MRD
APPROVED	JAL
DATE	02/21/25
SCALE	1"=50'

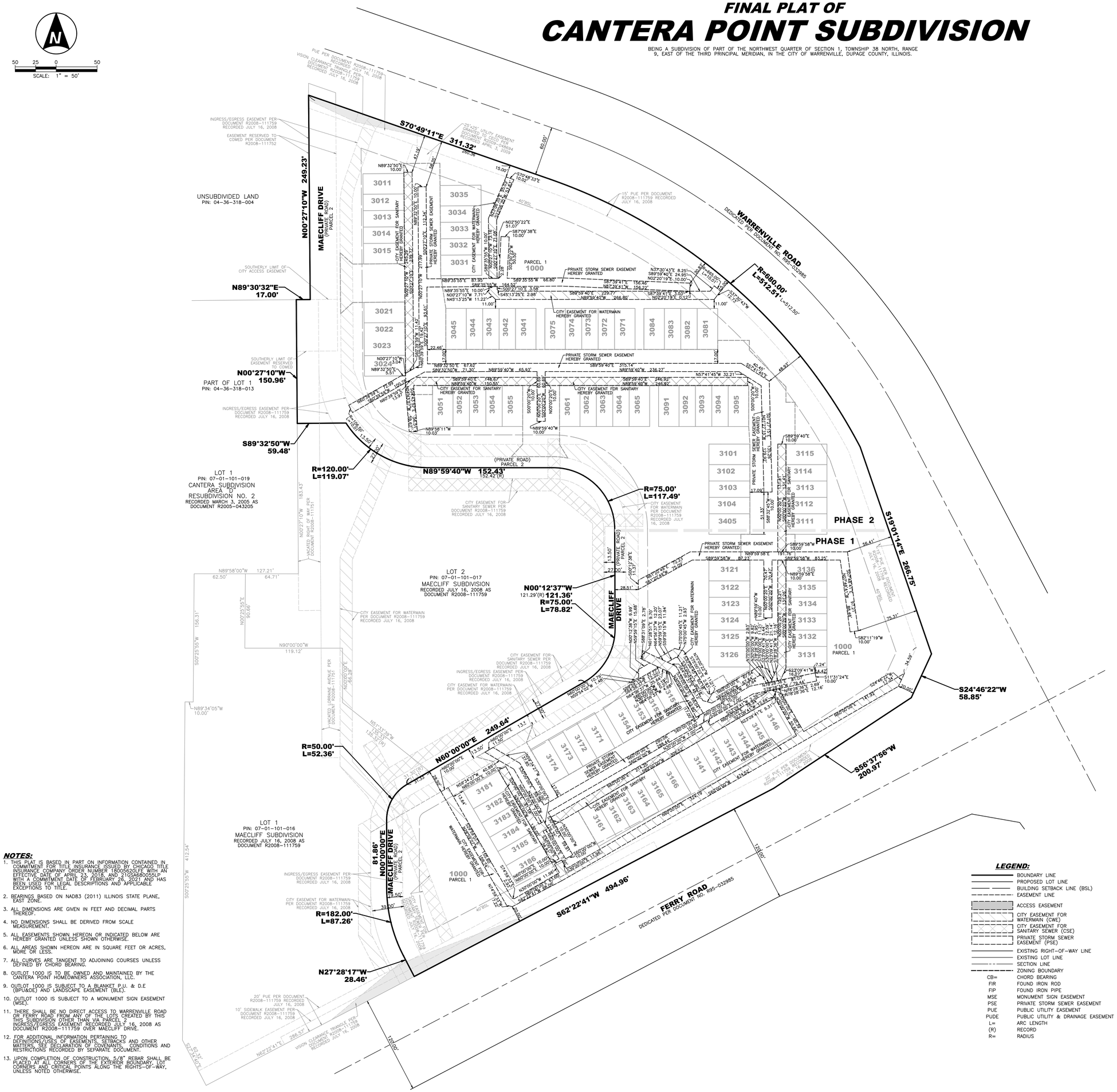
PLAT OF SUBDIVISION
CANTERA POINT PROPERTY
WARRENVILLE, ILLINOIS

SHEET 2 OF 3
PROJECT NUMBER: 4821
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ILLINOIS FIRM LICENSE 184-002694

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FINAL PLAT OF
CANTERA POINT SUBDIVISION

BEING A SUBDIVISION OF PART OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE CITY OF WARRENVILLE, DUPAGE COUNTY, ILLINOIS.


N
50 25 0 50
SCALE: 1" = 50'
S70°49'11"E 311.32'
MAECLIFF DRIVE (PRIVATE ROAD) PARCEL 2
N00°27'10"W 249.23'
UNSUBDIVIDED LAND PIN: 04-36-318-004
WARRENVILLE ROAD DEDICATED PER DOCUMENT NO. R95-032985
R=680.00' L=512.51'
N89°30'32"E 17.00'
PART OF LOT 1 PIN: 04-36-318-013
N00°27'10"W 150.96'
S89°32'50"W 59.48'
R=120.00' L=119.07'
N89°59'40"W 152.43'
LOT 1 PIN: 07-01-101-019 CANTERA SUBDIVISION AREA D RESUBDIVISION NO. 2 RECORDED MARCH 3, 2005 AS DOCUMENT R2005-043205
(PRIVATE ROAD) PARCEL 2
R=75.00' L=117.49'
PHASE 1
PHASE 2
S19°01'14"E 266.75'
LOT 2 PIN: 07-01-101-017 MAECLIFF SUBDIVISION RECORDED JULY 16, 2008 AS DOCUMENT R2008-111759
N00°12'37"W 121.29'(R) 121.36'
R=75.00' L=78.82'
MAECLIFF DRIVE
S24°46'22"W 58.85'
LOT 1 PIN: 07-01-101-016 MAECLIFF SUBDIVISION RECORDED JULY 16, 2008 AS DOCUMENT R2008-111759
R=50.00' L=52.36'
N60°00'00"E 249.64'
S56°37'56"W 200.97'
N00°00'00"E 81.86'
MAECLIFF DRIVE (PRIVATE ROAD) PARCEL 2
R=182.00' L=87.26'
S62°22'41"W 494.96'
FERRY ROAD DEDICATED PER DOCUMENT NO. R95-032985
N27°28'17"W 28.46'
1000 PARCEL 1
3011 3012 3013 3014 3015 3021 3022 3023 3035 3034 3033 3032 3031 3045 3044 3043 3042 3041 3075 3074 3073 3072 3071 3084 3083 3082 3081 3051 3052 3053 3054 3055 3061 3062 3063 3064 3065 3091 3092 3093 3094 3095 3101 3102 3103 3104 3405 3115 3114 3113 3112 3111 3121 3122 3123 3124 3125 3126 3136 3135 3134 3133 3132 3131 3151 3152 3153 3154 3155 3156 3171 3172 3173 3174 3181 3182 3183 3184 3185 3186 3161 3162 3163 3164 3165 3166 3141 3142 3143 3144 3145 3146
INGRESS/EGRESS EASEMENT PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
EASEMENT RESERVED TO COMED PER DOCUMENT R2008-111752
SOUTHERLY LIMIT OF CITY ACCESS EASEMENT
SOUTHERLY LIMIT OF EASEMENT RESERVED TO COMED
CITY EASEMENT FOR SANITARY HEREBY GRANTED
CITY EASEMENT FOR WATERMAIN HEREBY GRANTED
PRIVATE STORM SEWER EASEMENT HEREBY GRANTED
PARCEL 1
1000
CITY EASEMENT FOR SANITARY SEWER PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
CITY EASEMENT FOR WATERMAIN PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
15' PUE PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
PUE PER DOCUMENT R2008-111759 VISION CLEARANCE TRIANGLE PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
VACATED RIGHT OF WAY PER DOCUMENT R2008-111751
VACATED LORRAINE AVENUE PER DOCUMENT R2008-111751
20' PUE PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
10' SIDEWALK EASEMENT PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
VISION CLEARANCE TRIANGLE PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
CITY EASEMENT FOR WATERMAIN PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
CITY EASEMENT FOR SANITARY SEWER PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
INGRESS/EGRESS EASEMENT PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
CITY EASEMENT FOR WATERMAIN PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
CITY EASEMENT FOR SANITARY SEWER PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
INGRESS/EGRESS EASEMENT PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
CITY EASEMENT FOR WATERMAIN PER DOCUMENT R2008-111759 RECORDED JULY 16, 2008
N89°58'00"W 127.21'
62.50' 64.71'
N00°25'55"E 90.66'
156.31'
S00°25'55"W
N90°00'00"W 119.12'
N89°34'05"W 10.00'
N00°00'00"E 65.28'
N51°13'39"W 135.32'(M)
S00°25'55"W 412.54'
N62°22'41"E 286.57'
S62°22'41"W 494.96'
S24°46'22"W 58.85'
S56°37'56"W 200.97'
S19°01'14"E 266.75'
N00°12'37"W 121.29'(R) 121.36'
R=75.00' L=78.82'
R=680.00' L=512.51'
R=120.00' L=119.07'
R=75.00' L=117.49'
R=50.00' L=52.36'
R=182.00' L=87.26'
N89°59'40"W 152.43' 152.42'(M)
N89°30'32"E 17.00'
S89°32'50"W 59.48'
N00°27'10"W 150.96'
N00°00'00"E 81.86'
N27°28'17"W 28.46'
N60°00'00"E 249.64'
S70°49'11"E 311.32'
S19°01'14"E 266.75'
S24°46'22"W 58.85'
S56°37'56"W 200.97'
S62°22'41"W 494.96'
N89°58'00"W 62.50'
N89°32'50"E 10.00'
N89°59'40"W 10.00'
N89°59'58"W 10.00'
S89°59'40"E 10.00'
S82°11'19"W 10.00'
S11°31'24"E 10.00'
S23°09'41"W 16.62'
S24°46'22"W 34.59'
S82°11'19"W 75.31'
S89°59'58"W 83.25'
S89°59'58"W 191.76'
S89°59'40"E 246.82'
S89°59'40"E 213.14'
S89°59'40"E 236.22'
S89°59'40"E 246.82'
S89°59'40"E 229.7'
S89°59'40"E 266.80'
S89°59'40"E 3.63'
S89°59'40"E 8.25'
S89°59'40"E 24.95'
S89°59'40"E 79.44'
S89°59'40"E 2.69'
S89°59'40"E 12.16'
S89°59'40"E 147.92'
S89°59'40"E 71.30'
S89°59'40"E 67.82'
S89°59'40"E 148.67'
S89°59'40"E 150.55'
S89°59'40"E 246.82'
S89°59'40"E 306.52'
S89°59'40"E 274.52'
S89°59'40"E 51.43'
S89°59'40"E 26.64'
S89°59'40"E 30.45

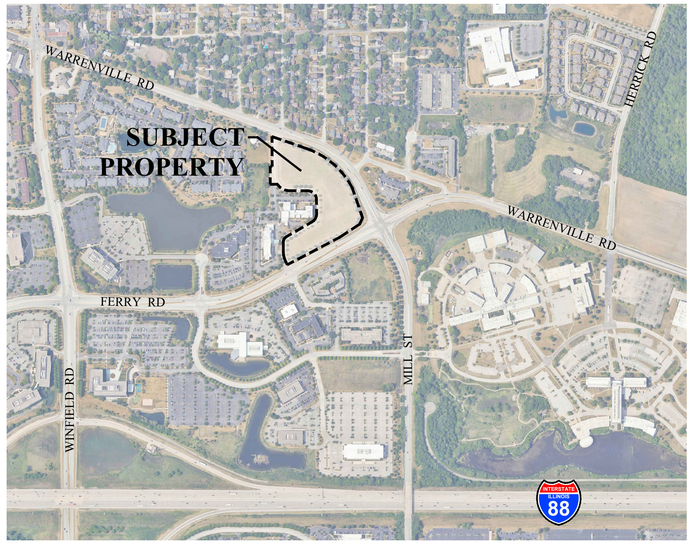
Attachment E

PUD Site Plan

CANTERA POINT

Warrenville, Illinois

June 2nd, 2025



LOCATION MAP

SCALE: 1"=600'

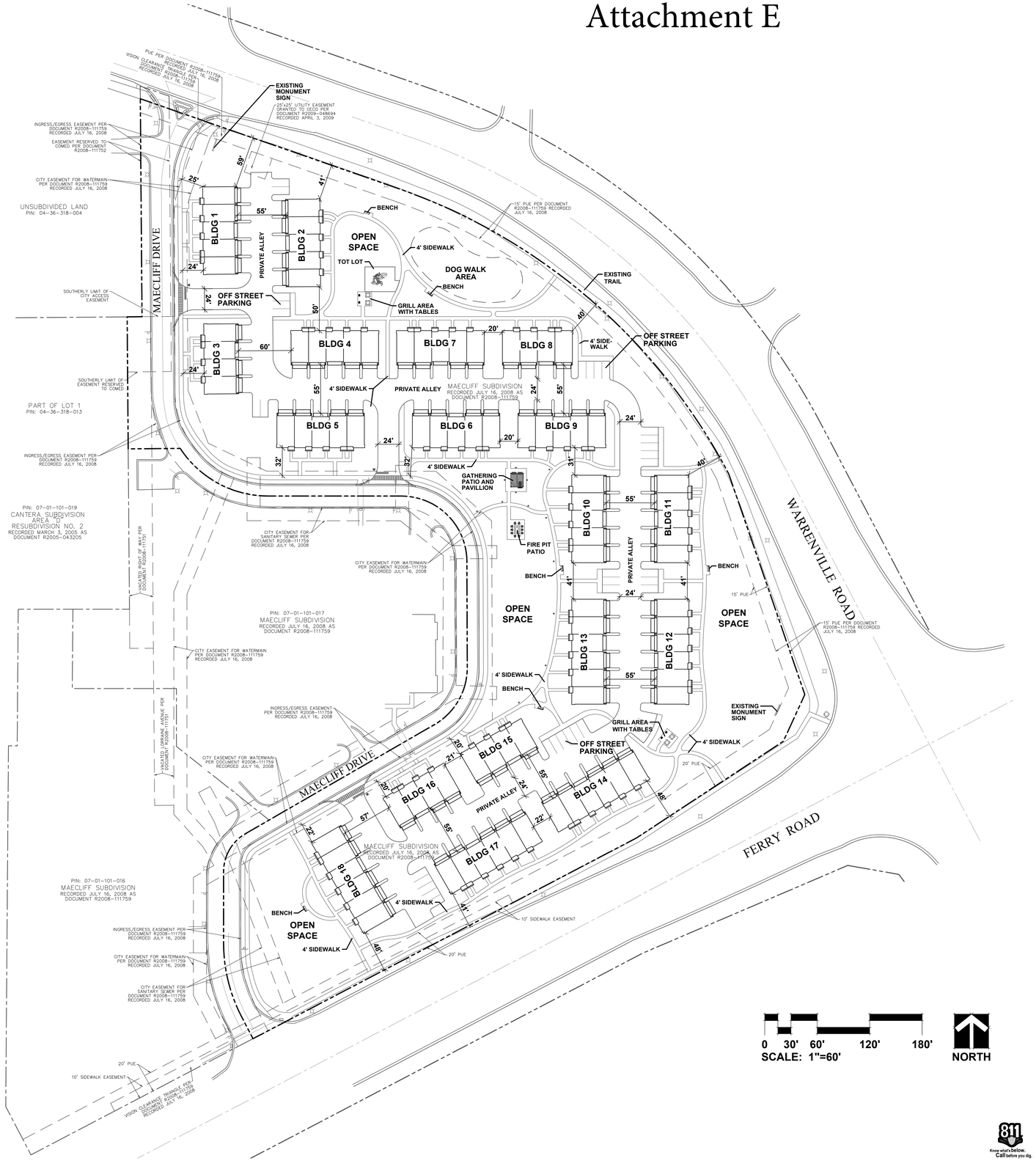
SITE DATA

LAND USE	ACRES
TOWNHOMES	1.671
OPEN SPACE	6.962
PRIVATE STREET	0.811
TOTAL	9.444
COMMON OPEN SPACE	4.427

SEABOARD TOWNHOME		UNITS
Lincoln VD07	(2,180 GSF)	9
Garfield VD08	(2,179 GSF)	28
McKinley VD09	(2,004 GSF)	18
Grand End 1828	(2,180 GSF)	36
TOTAL		91
GROSS FLOOR AREA		195,184 SF
GUEST PARKING SPACES		36

FLOOR AREA DATA

PLAN NAME	GROSS (SF)	LIVING (SF)	MAIN FLOOR (SF)	UPPER FLOOR (SF)	LOWER LEVEL (SF)	GARAGE (SF)	UNITS	BEDROOM COUNT
LINCOLN VD07	2,180	1,827	774	729	324	353	9	3 BEDROOMS
GARFIELD VD08	2,179	1,827	774	729	324	352	28	3 BEDROOMS
MCKINLEY VD09	2,004	1,661	696	650	315	343	18	2 BEDROOMS
GRAND END 1828	2,180	1,827	774	729	324	353	36	3 BEDROOMS



GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630-668-7197
www.grwainc.com

CLIENT
D·R·HORTON
America's Builder
1750 E. GOLF ROAD, SUITE 925
SCHAUMBURG, IL 60173

CIVIL ENGINEER
MANHARD CONSULTING
700 SPRINGER DRIVE
LOMBARD, IL 60148

CANTERA POINT
WARRENVILLE, ILLINOIS
PUD SITE PLAN

1	06.02.2025
REVISIONS	

DATE	04.11.2025
PROJECT NO.	DR21114
DRAWN	RY
CHECKED	DHS
SHEET NO.	1 OF 1

Know what's below. Call before you dig.

XREFS:

PLOT CONFIG:

FINAL ENGINEERING PLANS
CANTERA POINT
WARRENVILLE, ILLNIOIS

Attachment F

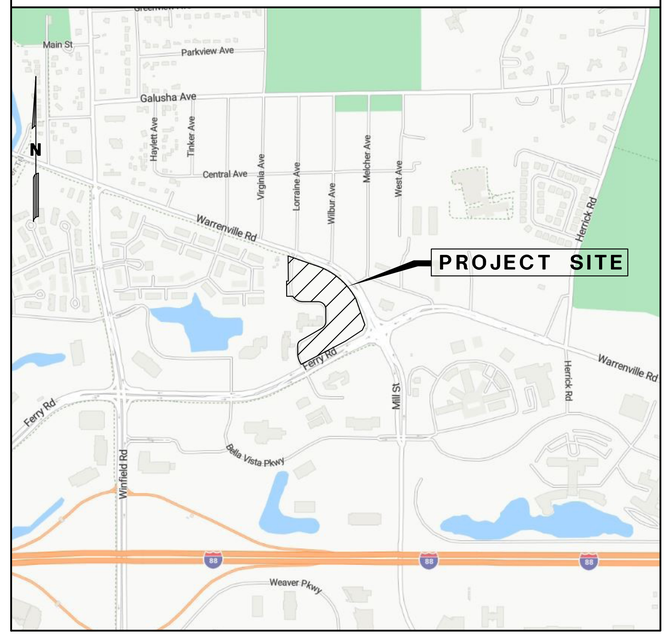
LEGEND

	EXISTING	PROPOSED
SANITARY SEWER	8" PVC	8" PVC
FORCE MAIN	FM	FM
STORM SEWER	12" RCP	12" RCP
UNDERDRAIN	UD	UD
MANHOLE		
CATCH BASIN		
INLET		
CLEANOUT		
WATER MAIN	WM	8" WM
VALVE VAULT		
VALVE BOX		
FIRE HYDRANT		
FLARED END SECTION		
COMBINED SEWER		
STREET LIGHT/PARKING LOT LIGHT		
POWER POLE		
STREET SIGN		
FENCE	X X X	X X X
GAS MAIN	G G G	G G G
OVERHEAD LINE	OH OH	OH OH OH
TELEPHONE LINE	T T T	T T T
ELECTRIC LINE	E E E	E E E
CABLE TV LINE	CATV CATV	CATV CATV
HIGH WATER LEVEL		HWL XXX
NORMAL WATER LEVEL	NWL XXX	NWL XXX
CONTOUR LINE	XXX.XX	XXX.XX
TOP OF CURB ELEVATION	TC XXX.XX	TC XXX.XX
TOP OF DEPRESSED CURB	TDC XXX.XX	TDC XXX.XX
PAVEMENT ELEVATION	P XXX.XX	P XXX.XX
SPOT ELEVATION	XXX.XX	XXX.XX
FINISHED FLOOR ELEVATION	FF = XXX.XX	FF = XXX.XX
TOP OF FOUNDATION	TF = XXX.XX	TF = XXX.XX
GRADE AT FOUNDATION	GF = XXX.XX	GF = XXX.XX
HIGH OR LOW POINT		Ⓛ = Ⓗ
OVERLAND FLOOD ROUTE		
PAVEMENT FLOW DIRECTION		2.0%
SWALE FLOW DIRECTION		
DEPRESSED CURB AND GUTTER		
REVERSE CURB AND GUTTER		

INDEX OF SHEETS

1	COVER SHEET
2	OVERALL SITE PLAN
3	EXISTING CONDITIONS AND DEMOLITION PLAN
4	GRADING PLAN - NORTH
5	GRADING PLAN - SOUTH
6	GRADING DETAILS
7	STORMWATER POLLUTION PREVENTION PLAN (SWPPP)
8	SWPPP DETAILS
9	SWPPP SPECIFICATIONS
10	OVERALL UTILITY PLAN
11	UTILITY PLAN - NORTH
12	UTILITY PLAN - SOUTH
13	SANITARY PROFILE
14	STORMWATER OUTFALL
15	STREET LIGHTING, SIGNAGE, AND STRIPING PLAN
16-17	CONSTRUCTION DETAILS
18	PROJECT SPECIFICATIONS

LOCATION MAP



THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOB SITE SAFETY AS WELL AS SUPERVISION, DIRECTION AND MEANS & METHODS OF CONSTRUCTION

ABBREVIATIONS

AC	ACRE	HWL	HIGH WATER ELEVATION	SAN	SANITARY SEWER
BC	BACK OF CURB	INL	INLET	SMH	SANITARY MANHOLE
BTM	BOTTOM	INV	INVERT	STA	STATION
CB	CATCH BASIN	LF	LINEAL FEET/FOOT	STM	STORM SEWER
CFS	CUBIC FEET PER SECOND	LP	LIGHT POLE	SY	SQUARE YARD
CY	CUBIC YARD	LT	LEFT	SWPP	STORMWATER POLLUTION PREVENTION PLAN
DIA	DIAMETER	L/W	LOWEST GRADE ADJACENT TO RETAINING WALL	TDC	TOP OF DEPRESSED CURB
DIWM	DUCTILE IRON WATER MAIN			TC	TOP OF CURB
EL	ELEVATION	MAX	MAXIMUM	TF	TOP OF FOUNDATION
EP	EDGE OF PAVEMENT	MH	STORM MANHOLE	T/W	TOP OF RETAINING WALL
FF	FINISHED FLOOR	MIN	MINIMUM	TYP	TYPICAL
FES	FLARED END SECTION	NWL	NORMAL WATER ELEVATION	VB	VALVE BOX
FT	FOOT/FEET	OCS	OUTLET CONTROL STRUCTURE	VC	VERTICAL CURVE
G	GUTTER ELEVATION	P	PAVEMENT ELEVATION	VV	VALVE VAULT
GF	GRADE AT FOUNDATION	PVC	POLYVINYL CHLORIDE PIPE	W	WALK ELEVATION
GR	GRADE RING ELEVATION	R	RADIUS	WM	WATER MAIN
HDPE	HIGH DENSITY POLYETHYLENE PIPE	RCP	REINFORCED CONCRETE PIPE	VPI	VERTICAL POINT OF INTERSECTION
		RIM	RIM ELEVATION		
HYD	FIRE HYDRANT	RT	RIGHT		
HMA	HOT MIX ASPHALT	ROW	RIGHT OF WAY		

BENCHMARKS

SITE BENCHMARK #1:
CROSS CUT ON WEST SIDE OF CONCRETE LIGHT POLE BASE LOCATED AT THE NORTHWEST CORNER OF MILL STREET AND FERRY ROAD.
ELEVATION =744.14(NAVD88)

SITE BENCHMARK #2:
ARROW FLANGE BOLT ON FIRE HYDRANT ON THE EAST SIDE OF MAECLIFF DRIVE APPROXIMATELY 330 FEET NORTH OF FERRY ROAD.
ELEVATION =740.00(NAVD88)

CALL JULIE TOLL FREE 1-800-892-0123

JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS

Call 48 hours before you dig (Excluding Sat, Sun, & Holidays)

1-800-892-0123

NOTES:

ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:

- STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
- STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
- CITY CODE OF WARRENVILLE

IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

DRAINAGE CERTIFICATION

I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SAID IMPROVEMENTS OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREA, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE IMPROVEMENTS.

LICENSED PROFESSIONAL ENGINEER — JOSEPH A. DOLBEE — 062-075395 — OF ILLINOIS

LICENSED ENGINEER — ENGINEER'S SEAL

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

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SCHAUMBURG, ILLINOIS 60173

DATE	DESCRIPTION OF REVISION	BY
06/12/25	REVISED PER CITY COMMENTS	RMB

DESIGNED	JAD
DRAWN	JD
APPROVED	JAD
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SCALE	N.T.S.

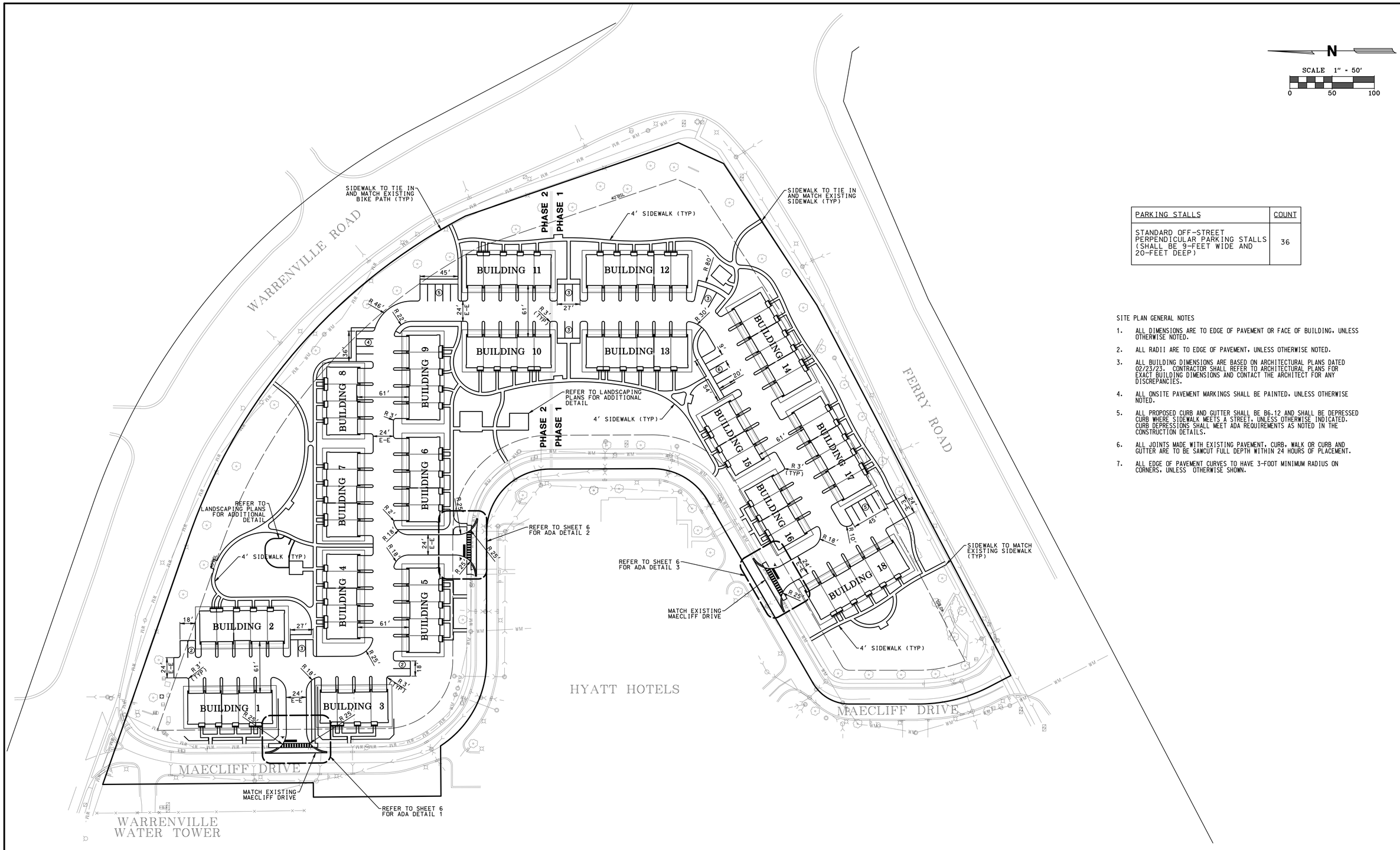
COVER SHEET
CANTERA POINT
WARRENVILLE, ILLINOIS

SHEET 1 OF 18

PROJECT NUMBER: 4821

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PARKING STALLS	COUNT
STANDARD OFF-STREET PERPENDICULAR PARKING STALLS (SHALL BE 9-FEET WIDE AND 20-FEET DEEP)	36

SITE PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO EDGE OF PAVEMENT OR FACE OF BUILDING, UNLESS OTHERWISE NOTED.
2. ALL RADII ARE TO EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
3. ALL BUILDING DIMENSIONS ARE BASED ON ARCHITECTURAL PLANS DATED 02/23/23. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND CONTACT THE ARCHITECT FOR ANY DISCREPANCIES.
4. ALL ONSITE PAVEMENT MARKINGS SHALL BE PAINTED, UNLESS OTHERWISE NOTED.
5. ALL PROPOSED CURB AND GUTTER SHALL BE B6.12 AND SHALL BE DEPRESSED CURB WHERE SIDEWALK MEETS A STREET, UNLESS OTHERWISE INDICATED. CURB DEPRESSIONS SHALL MEET ADA REQUIREMENTS AS NOTED IN THE CONSTRUCTION DETAILS.
6. ALL JOINTS MADE WITH EXISTING PAVEMENT, CURB, WALK OR CURB AND GUTTER ARE TO BE SAWCUT FULL DEPTH WITHIN 24 HOURS OF PLACEMENT.
7. ALL EDGE OF PAVEMENT CURVES TO HAVE 3-FOOT MINIMUM RADIUS ON CORNERS, UNLESS OTHERWISE SHOWN.

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SCALE	1" = 50'

OVERALL SITE PLAN
CANTERA POINT
WARRENVILLE, ILLINOIS

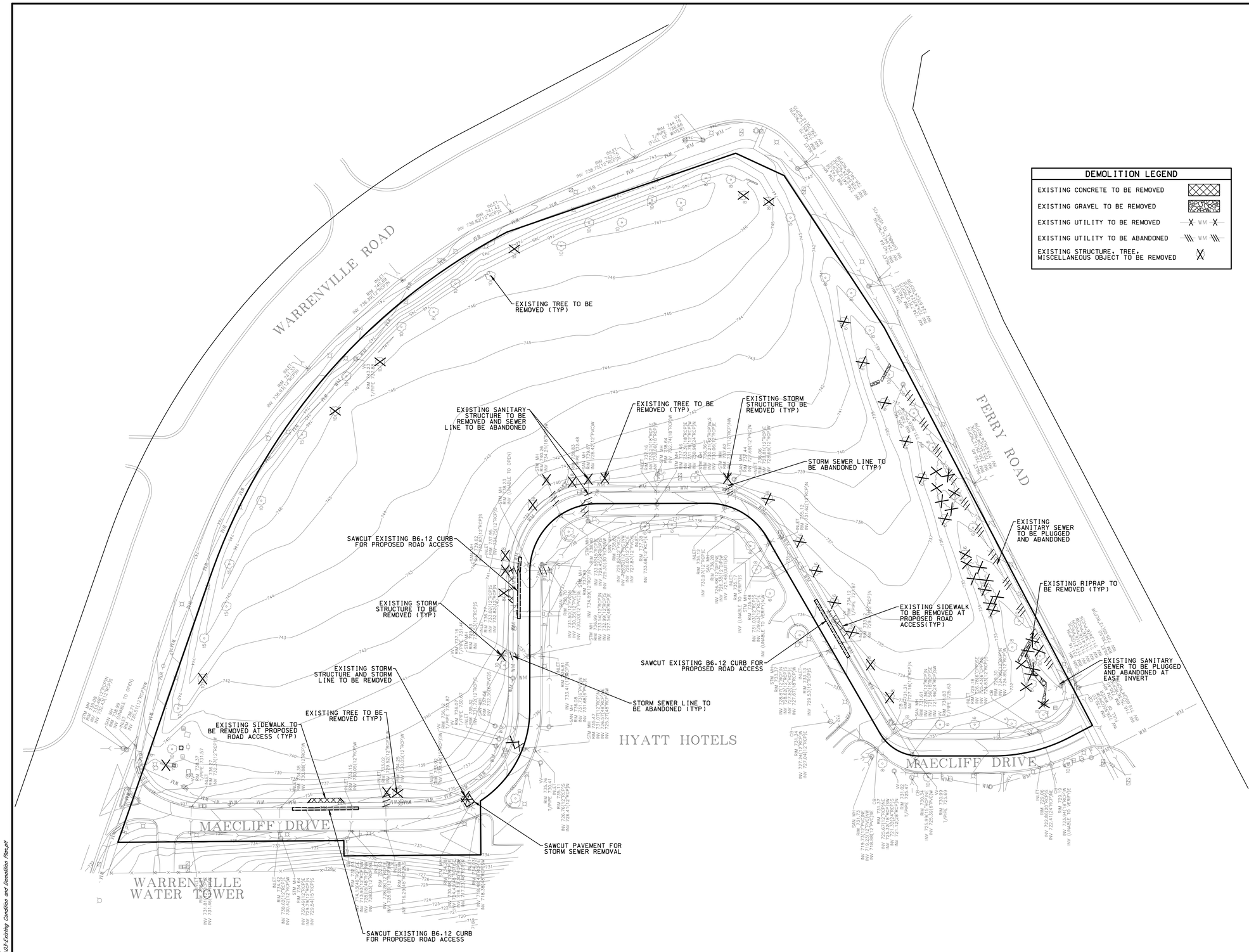
SHEET 2 OF 18

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SCALE 1" - 50'

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DEMOLITION LEGEND

EXISTING CONCRETE TO BE REMOVED	
EXISTING GRAVEL TO BE REMOVED	
EXISTING UTILITY TO BE REMOVED	WM
EXISTING UTILITY TO BE ABANDONED	WM
EXISTING STRUCTURE, TREE, MISCELLANEOUS OBJECT TO BE REMOVED	

GENERAL NOTES:

1. EXISTING TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS ON MARCH 19, 2024. CONTRACTOR SHALL FIELD CHECK EXISTING CONDITIONS PRIOR TO START OF CONSTRUCTION AND NOTIFY THE OWNER AND ENGINEER OF ANY DISCREPANCIES.

DEMOLITION PLAN GENERAL NOTES:

1. CONTRACTOR SHALL PERFORM ALL DEMOLITION WORK IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL REQUIREMENTS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FOR DEMOLITION WORK AND ASSOCIATED UTILITY DISCONNECT FEES.
3. THE MUNICIPALITY AND THE OWNER SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
4. THIS PLAN WAS PREPARED FROM TOPOGRAPHIC SURVEY PREPARED BY MACKIE CONSULTANTS, LLC, DATED 04/23/24 AND AVAILABLE RECORDS. CONTRACTOR SHALL FIELD VERIFY ALL UTILITIES SHOWN AND NOT SHOWN BEFORE COMMENCING WORK AND NOTIFY THE ENGINEER OR OWNER OF ANY DISCREPANCIES.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES PRIOR TO BEGINNING DEMOLITION WORK FOR THE EXACT LOCATIONS OF THE UTILITIES. THE CONTRACTOR SHALL ARRANGE FOR THE DISCONNECTION, PROTECTION OR RELOCATION OF ANY EXISTING UTILITY SERVICES, INCLUDING WATER, SEWER, GAS, ELECTRIC, TELEPHONE AND CABLE.
6. THE CONTRACTOR IS REQUIRED TO ASSURE HIMSELF OF LOCATION AND DEPTH OF EXISTING UTILITIES AND RELATED FEATURES AND SHALL REPORT AT ONCE TO THE OWNER OR ENGINEER ANY DISCREPANCIES WITH RESPECT TO INFORMATION INDICATED IN THE CONTRACT DOCUMENTS.
7. ALL HMA PAVEMENT AND BUILDING MATERIALS SHALL BE REMOVED TO AN OFFSITE LOCATION. GRAVEL BASE MATERIALS SHALL BE STOCKPILED ONSITE AND USED FOR TEMPORARY ROADS OR GENERAL FILL, AS APPROVED BY THE OWNER OR DEVELOPER. ANY BASE MATERIALS REMAINING UPON COMPLETION OF THE PROPOSED IMPROVEMENTS SHALL BE HAULED TO AN OFFSITE LOCATION.
8. ALL UTILITIES TO REMAIN AS NOTED SHALL BE ADJUSTED TO THE FINAL GRADES AS PROVIDED ON THE UTILITY PLANS.
9. GAS, TELEPHONE AND ELECTRIC DISTRIBUTION SYSTEM REMOVALS AND ADJUSTMENTS SHALL BE DONE BY RESPECTIVE UTILITY AND PAID FOR SEPARATELY BY OWNER. CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION OF THIS WORK INCIDENTAL TO THE CONTRACT. ALL ENVIRONMENTAL REMEDIATION WILL BE COMPLETED BY OWNER PRIOR TO START OF CONSTRUCTION.
10. ALL EXISTING UTILITIES ARE TO REMAIN IN SERVICE UNLESS SPECIFICALLY SHOWN TO BE REMOVED.
11. ALL UTILITIES AND STRUCTURES LOCATED WITHIN __ FEET OF THE PROPOSED BUILDING LOCATION SHALL BE COMPLETELY REMOVED AND THE EXCAVATION BACKFILLED WITH SELECT GRANULAR MATERIAL. ALL REMAINING UTILITIES AND STRUCTURES LOCATED WITHIN THE PROJECT AREA SHALL BE REMOVED TO A DEPTH OF 2-FEET BELOW PROPOSED FINISHED GRADE.
12. ALL PIPES TO BE ABANDONED IN PLACE SHALL BE PLUGGED AT BOTH ENDS WITH A MINIMUM OF TWO (2) FEET NON-SHRINK CONCRETE MORTAR PLUGS. ANY STRUCTURES TO REMAIN SHALL HAVE THE BOTTOM BROKEN TO FACILITATE DRAINAGE AND FILLED WITH SAND OR PEA GRAVEL.
13. ALL EXISTING TREES, BRUSH, AND MISCELLANEOUS APPURTENANCES, SUCH AS FENCES, WHEEL STOPS, POLES LIGHTS AND MISCELLANEOUS DEBRIS SHALL BE HAULED TO AN OFFSITE LOCATION.
14. ANY EXISTING PAVEMENT TO REMAIN SHALL BE BROKEN UP IN PLACE TO PROVIDE ADEQUATE DRAINAGE.
15. THE CONTRACTOR SHALL ENSURE THAT ALL ADJOINING AREAS, INCLUDING ADJACENT STREETS AND DRIVEWAYS, SHALL BE FREE OF DEBRIS AT ALL TIMES.
16. PAVEMENT, CURB AND GUTTER AND SIDEWALK SHALL BE SAWCUT FULL DEPTH AT THE LIMITS OF REMOVAL.
17. ALL TREES TO REMAIN SHALL BE PROTECTED WITH SILT FENCE OR ORANGE CONSTRUCTION FENCES. PROTECTIVE FENCING SHALL BE PLACED AT THE DRIP LINE OF THE TREE TO BE SAVED. CONSTRUCTION WITHIN THE FENCE WITHOUT PERMISSION FROM THE OWNER OR MUNICIPALITY IS STRICTLY PROHIBITED.
18. EXISTING WELLS ENCOUNTERED SHALL BE EXCAVATED, SEALED AND ABANDONED IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL RULES AND REGULATIONS.
19. EXISTING SEPTIC FIELDS ENCOUNTERED SHALL BE EXPOSED, DRAINED AND ABANDONED IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL RULES AND REGULATIONS.
20. ANY DAMAGE DONE TO EXISTING STRUCTURES OR OBJECTS NOT SHOWN TO BE REMOVED OR REPLACED SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

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SCHAUMBURG, ILLINOIS 60173

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DESIGNED	JAD
DRAWN	JD
APPROVED	JAD
DATE	03/14/2025
SCALE	1" = 50'

EXISTING CONDITIONS AND DEMOLITION PLAN
CANTERA POINT
WARRENVILLE, ILLINOIS

SHEET 3 OF 18

PROJECT NUMBER: 4821

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GRADING PLAN GENERAL NOTES

1. EXISTING TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS ON 03/19/2024. CONTRACTOR SHALL FIELD CHECK EXISTING CONDITIONS PRIOR TO START OF CONSTRUCTION AND NOTIFY THE OWNER AND ENGINEER OF ANY DISCREPANCIES.
2. ALL DISTURBED AREAS SHALL BE RESTORED WITH 6-INCHES OF TOPSOIL AND SEEDED.
3. EXCAVATION AND EMBANKMENT SHALL BE PERFORMED PER THE DETAILED SPECIFICATIONS AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
4. ALL CURB ELEVATIONS ARE TO BE TOP OF CURB. ALL GUTTER ELEVATIONS ARE 0.5' BELOW TOP OF CURB ELEVATION UNLESS OTHERWISE NOTED.
5. DRIVEWAY SLOPES FROM THE RIGHT-OF-WAY SHALL BE A MINIMUM OF 2% AND A MAXIMUM OF 8%.
6. GRADING INDICATED MAY NEED TO BE ADJUSTED BASED ON FIELD CONDITIONS. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES WITH FIELD CONDITIONS PRIOR TO FINE GRADING.
7. ALL DRAIN TILES ENCOUNTERED DURING MASS GRADING/UTILITY WORK MUST BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM. A RECORD MUST BE KEPT, OF ANY DRAIN TILE ENCOUNTERED, TO BE INCLUDED IN RECORD DRAWINGS.
8. OVERFLOW DRAINAGE ROUTES AND SWALES MUST BE INSTALLED AT THE ELEVATION AND LOCATION SHOWN.
9. DO NOT INTERRUPT DRAINAGE FROM OFF SITE DURING CONSTRUCTION OPERATIONS. PROVIDE TEMPORARY DRAINAGE DITCHES WHERE REQUIRED.
10. CONTRACTOR SHALL MEET EXISTING GROUND ELEVATIONS AT PROPERTY LINE, UNLESS OTHERWISE NOTED AND THE APPROPRIATE EASEMENTS OR PERMISSION HAS BEEN OBTAINED.

N

SCALE 1" - 30'

0 30 60

WARRENVILLE WATER TOWER

WARRENVILLE ROAD

HYATT HOTELS

BUILDING 1 TF 742.4 GF 741.7
BUILDING 2 TF 743.1 GF 742.4
BUILDING 3 TF 743.1 GF 742.4
BUILDING 4 TF 743.2 GF 742.5
BUILDING 5 TF 743.2 GF 742.5
BUILDING 6 TF 745.1 GF 744.4
BUILDING 7 TF 743.7 GF 743.0 / TF 744.7 GF 744.0
BUILDING 8 TF 745.2 GF 744.5 / TF 746.3 GF 745.6
BUILDING 9 TF 746.3 GF 745.6

REFER TO LANDSCAPING PLANS FOR ADDITIONAL DETAIL

MATCH EXISTING BIKE PATH (TYP)

MATCH EXISTING ROADWAY GRADE

MATCHLINE
REFER TO SHEET 5

MATCHLINE
REFER TO SHEET 5

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
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www.mackieconsult.com

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SCHAUMBURG, ILLINOIS 60173

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DESIGNED	JAD
DRAWN	JD
APPROVED	JAD
DATE	03/14/2025
SCALE	1" = 30'

GRADING PLAN - NORTH
CANTERA POINT
WARRENVILLE, ILLINOIS

SHEET 4 OF 18

PROJECT NUMBER: 4821

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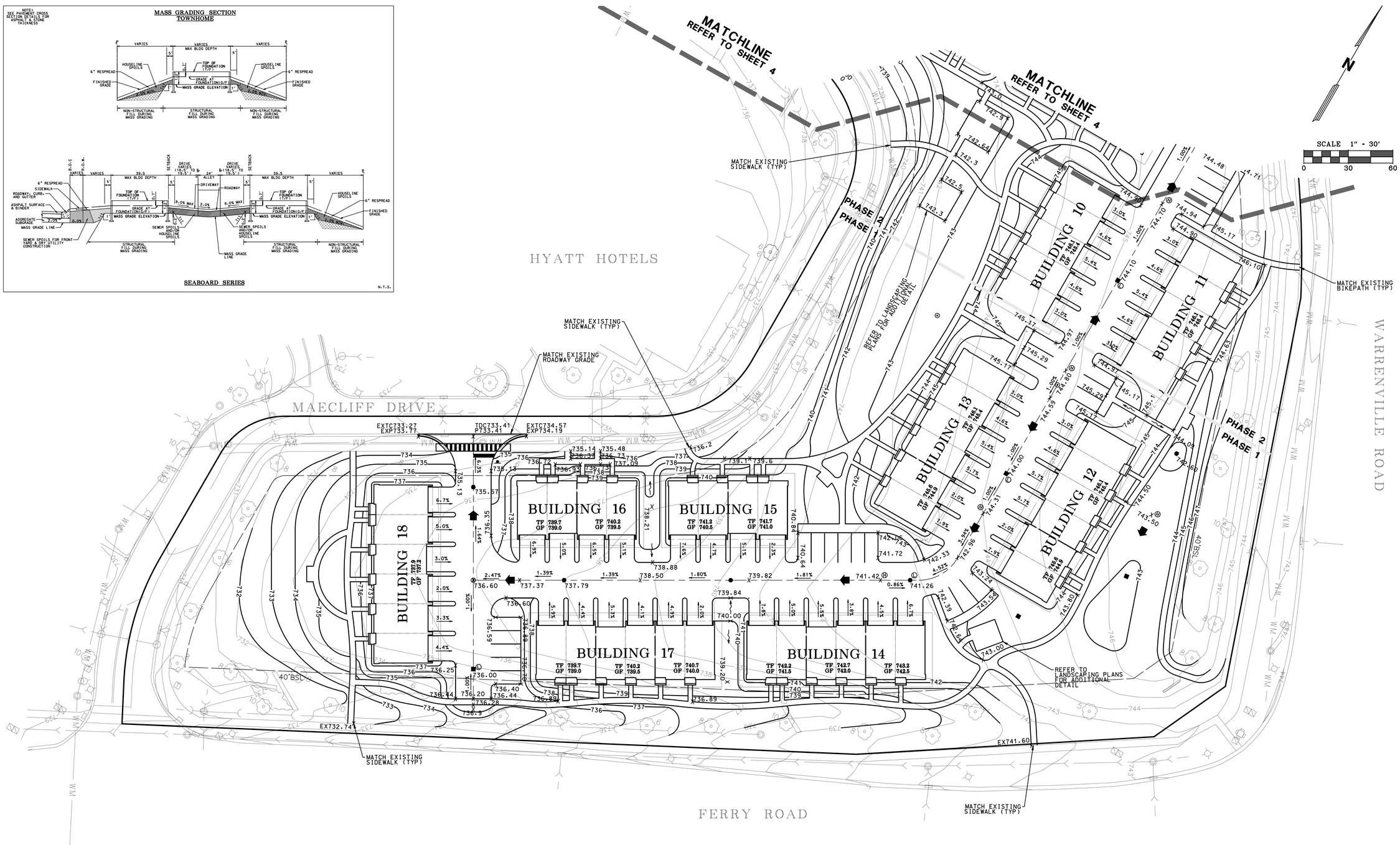
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NOTE:
SEE PAVEMENT CROSS SECTION DETAILS FOR ASPHALT & STONE THICKNESS

MASS GRADING SECTION TOWNHOME

SEABOARD SERIES

N.T.S.



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SCALE	1" = 30'

GRADING PLAN - SOUTH
CANTERA POINT
WARRENVILLE, ILLINOIS

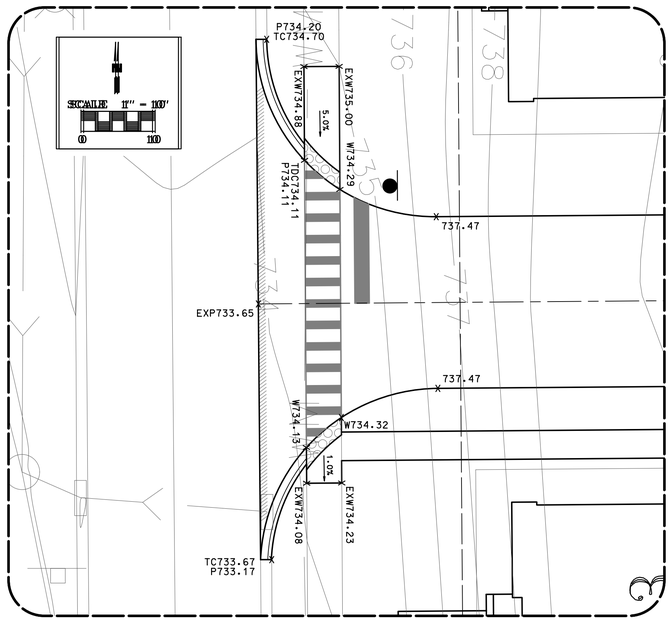
SHEET 5 OF 18

PROJECT NUMBER: 4821

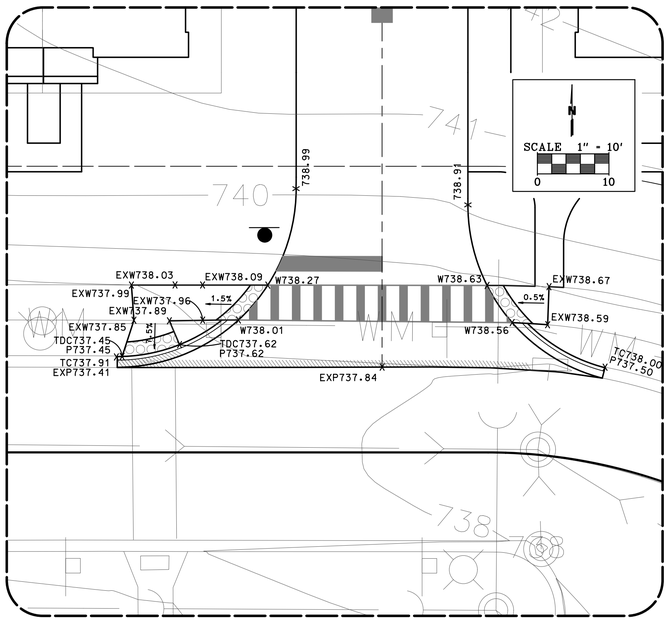
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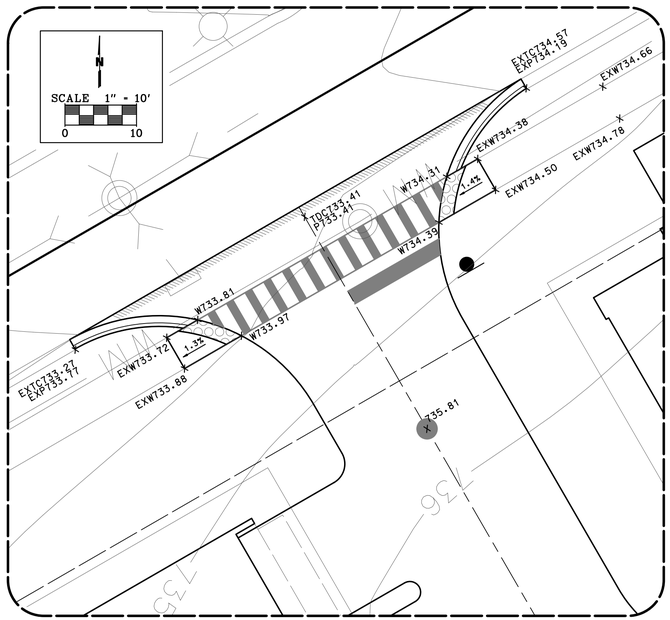
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ADA DETAIL 1



ADA DETAIL 2



ADA DETAIL 3

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SCALE	1" = 10'

ADA GRADING DETAILS
CANTERA POINT
WARRENVILLE, ILLINOIS

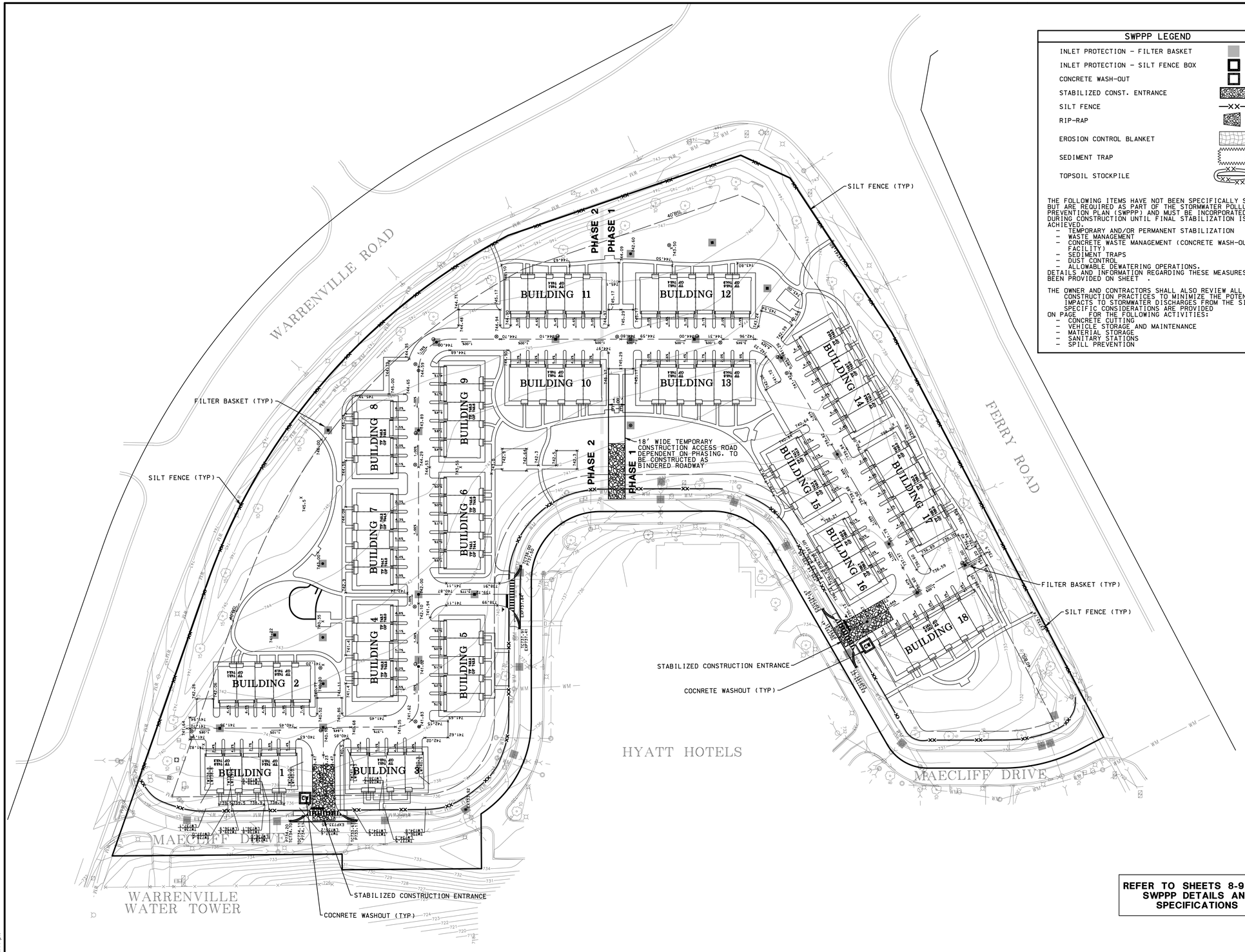
SHEET 6 OF 18

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SWPPP LEGEND

- INLET PROTECTION - FILTER BASKET
- INLET PROTECTION - SILT FENCE BOX
- CONCRETE WASH-OUT
- STABILIZED CONST. ENTRANCE
- SILT FENCE
- RIP-RAP
- EROSION CONTROL BLANKET
- SEDIMENT TRAP
- TOPSOIL STOCKPILE

THE FOLLOWING ITEMS HAVE NOT BEEN SPECIFICALLY SHOWN BUT ARE REQUIRED AS PART OF THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AND MUST BE INCORPORATED DURING CONSTRUCTION UNTIL FINAL STABILIZATION IS ACHIEVED.
- TEMPORARY AND/OR PERMANENT STABILIZATION
- WASTE MANAGEMENT
- CONCRETE WASTE MANAGEMENT (CONCRETE WASH-OUT FACILITY)
- SEDIMENT TRAPS
- DUST CONTROL
- ALLOWABLE DEWATERING OPERATIONS.

DETAILS AND INFORMATION REGARDING THESE MEASURES HAVE BEEN PROVIDED ON SHEET .

THE OWNER AND CONTRACTORS SHALL ALSO REVIEW ALL CONSTRUCTION PRACTICES TO MINIMIZE THE POTENTIAL IMPACTS TO STORMWATER DISCHARGES FROM THE SITE. SPECIFIC CONSIDERATIONS ARE PROVIDED ON PAGE FOR THE FOLLOWING ACTIVITIES:
- CONCRETE CUTTING
- VEHICLE STORAGE AND MAINTENANCE
- MATERIAL STORAGE
- SANITARY STATIONS
- SPILL PREVENTION

N

SCALE 1" - 50'

0 50 100

GENERAL INFORMATION

THIS STORM WATER POLLUTION PREVENTION PLAN (SWPPP) HAS BEEN DEVELOPED TO FULFILL ONE OF THE REQUIREMENTS OF THE GENERAL NPDES PERMIT NO. ILR10 FOR THE DISCHARGE OF STORM WATER ASSOCIATED WITH CONSTRUCTION PROJECTS DISTURBING ONE ACRE OR MORE. THE OWNER AND CONTRACTORS SHALL COMPLY WITH ALL REQUIREMENTS OF THE ILR10 FOR ALL SUCH CONSTRUCTION PROJECTS. THE STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY FROM THIS SITE ARE SUBJECT TO THE CONDITIONS AND REQUIREMENTS OF THE ILR10 GENERAL NPDES PERMIT, EFFECTIVE DATE SEPTEMBER 22, 2023.

ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH "PROCEDURES AND STANDARDS FOR URBAN SOIL AND EROSION AND SEDIMENTATION CONTROL IN ILLINOIS" AND THE "ILLINOIS URBAN MANUAL."

THE EXECUTED OWNER CERTIFICATION AND THE CONTRACTOR CERTIFICATIONS SHALL BE KEPT ONSITE WITH THE APPROVED SWPPP.

SWPPP AVAILABILITY

THE OWNER SHALL RETAIN A COPY OF THE SWPPP AT THE CONSTRUCTION SITE FROM THE DATE OF PROJECT INITIATION TO THE DATE OF FINAL STABILIZATION. IF NO LOCATION EXISTS ON SITE FOR DOCUMENT STORAGE, SIGNAGE SHALL BE POSTED NEAR THE MAIN ENTRANCE WITH SWPPP LOCATION FOR VIEWING.

KEEPING PLANS CURRENT

THE PERMITTEE SHALL AMEND THE PLAN WITHIN 7 DAYS WHENEVER THERE IS A CHANGE IN DESIGN, CONSTRUCTION, OPERATION, OR MAINTENANCE, WHICH HAS A SIGNIFICANT EFFECT ON THE POTENTIAL FOR THE DISCHARGE OF POLLUTANTS TO THE WATERS OF THE STATE AND WHICH HAS NOT OTHERWISE BEEN ADDRESSED IN THE PLAN OR IF THE PLAN PROVES TO BE INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION SITE ACTIVITY. IN ADDITION, THE PLAN SHALL BE AMENDED TO IDENTIFY ANY NEW CONTRACTOR AND/OR SUBCONTRACTOR THAT WILL IMPLEMENT A MEASURE OF THE PLAN. AMENDMENTS TO THE PLAN MAY BE REQUIRED BY THE MUNICIPALITY, OWNER, OR OTHER REVIEWING AGENCY. COPIES OF THE AMENDMENTS SHALL BE KEPT ONSITE AS PART OF THE SWPPP.

RETENTION OF RECORDS

THE OWNER SHALL RETAIN COPIES OF THIS PLAN AND ALL REPORTS AND NOTICES REQUIRED BY THIS PERMIT, AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT TO BE COVERED BY THIS PERMIT, FOR A PERIOD OF AT LEAST THREE YEARS FROM THE DATE PERMIT COVERAGE EXPIRES OR IS TERMINATED. THIS PERIOD MAY BE EXTENDED BY THE REQUEST OF THE AGENCY AT ANY TIME. IN ADDITION, THE OWNER SHALL RETAIN A COPY OF THE PLAN REQUIRED BY THIS PERMIT AT THE CONSTRUCTION SITE FROM THE DATE OF PROJECT INITIATION TO THE DATE OF FINAL STABILIZATION.

CORRECTIVE ACTIONS

CORRECTIVE ACTION SHALL BE TAKEN AND DOCUMENTED WITHIN 7 DAYS OF IDENTIFICATION. IF CORRECTIVE ACTION IS NOT CORRECTED WITHIN 7 DAYS, REASONING AND A PROJECTED SCHEDULE FOR REPAIRS SHALL BE PROVIDED.

ILR10 NOTICE OF TERMINATION GUIDANCE

WHEN A SITE HAS BEEN FINALLY STABILIZED AND ALL STORM WATER DISCHARGES FROM CONSTRUCTION SITES THAT ARE AUTHORIZED BY THE ILR10 PERMIT ARE ELIMINATED, THE OWNER OF THE FACILITY MUST SUBMIT A COMPLETED NOTICE OF TERMINATION THAT IS SIGNED IN ACCORDANCE WITH PART II.F.1.e (SIGNATORY REQUIREMENTS) OF THE PERMIT.

BEST MANAGEMENT PRACTICES FOR POST CONSTRUCTION STORMWATER MANAGEMENT

THE FOLLOWING POST-CONSTRUCTION PRACTICES HAVE BEEN INCLUDED WITHIN THIS STORMWATER POLLUTION PREVENTION PLAN TO CONTROL POLLUTION UPON COMPLETION OF CONSTRUCTION ACTIVITIES:
- DEEP WATER DETENTION PONDS WITH NATIVE VEGETATION PLANTED ON SIDE SLOPES;
- DRY BOTTOM DETENTION PONDS WITH NATIVE PLANTINGS;
- WATER-QUALITY DETENTION BASIN WITH EMERGENT AND NATIVE PLANTINGS;
- POND INLET/OUTLET DESIGN TO PREVENT SHORT-CIRCUITING OF FLOW;
- SEDIMENT POOLS AT DISCHARGE POINTS IN WATER QUALITY PONDS;
- PERMANENT LEVEL SPREADERS;
- VEGETATED SWALES WITH NATIVE PLANTINGS;
- VEGETATED SWALES WITH NATIVE PLANTINGS AND UNDERDRAINS;
- VEGETATED SWALES WITH TURF GRASSES;
- FILTER STRIPS, 25-FOOT MINIMUM, WITH NATIVE GRASSES;
- FILTER STRIPS, 25-FOOT MINIMUM WITH TURF GRASSES;
- INFILTRATION BASINS;
- INFILTRATION TRENCHING;
- PERMEABLE PAVERS/PERMEABLE PAVEMENT;
- CDS OR EQUAL MANUFACTURED STORMWATER TREATMENT SYSTEM;
- RAIN BARRELS;
- DRY WELL;
- RIP RAP AT STORMWATER DISCHARGE POINTS;
- HOUSE DOWNSPOUTS POSITIONED TO DISCHARGE ON GRADE VEGETATED/PERVIOUS GROUND COVER.

REFER TO SHEETS 8-9 FOR SWPPP DETAILS AND SPECIFICATIONS

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

CLIENT:
D·R·HORTON America's Builder
D.R. HORTON, INC.-MIDWEST
1750 E. GOLF ROAD, SUITE 925
SCHAUMBURG, ILLINOIS 60173

DATE	DESCRIPTION OF REVISION	BY
06/12/25	REVISED PER CITY COMMENTS	RMB

DESIGNED	JAD
DRAWN	JD
APPROVED	JAD
DATE	03/14/2025
SCALE	1" = 50'

STORMWATER POLLUTION PREVENTION PLAN (SWPPP) CANTERA POINT WARRENVILLE, ILLINOIS

SHEET 7 OF 18

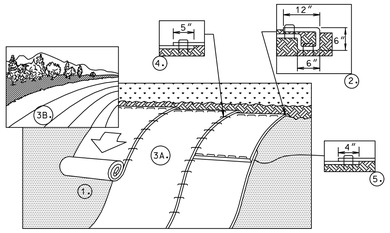
PROJECT NUMBER: 4821

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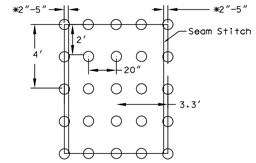
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EROSION CONTROL BLANKET DETAILS



EROSION CONTROL BLANKET SPECIFICATIONS:

1. PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCTS (RECP'S), INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER AND SEED.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE RECP'S IN A 6" DEEP X 6" WIDE TRENCH WITH APPROXIMATELY 12" OF RECP'S OVER COMPACTED SOIL WITH A ROW OF BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF RECP'S BACK OVER SEED AND COMPACTED SOIL. SECURE RECP'S OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE RECP'S.
3. ROLL THE RECP'S (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. RECP'S WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL RECP'S ARE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL RECP'S MUST BE STAPLED WITH APPROXIMATELY 2" - 5" OVERLAP DEPENDING ON RECP'S TYPE.
5. CONSECUTIVE RECP'S SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE WITH AN APPROXIMATE 4" OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" APART ACROSS ENTIRE RECP'S WIDTH. NOTE: IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" MAY BE NECESSARY TO PROPERLY SECURE THE RECP'S.
6. BURY TOE OF RECP'S IN TRENCH 6" WIDE BY 6" DEEP.

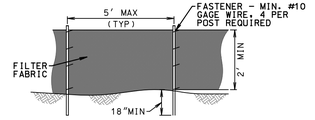


3.4 STAPLES PER SQ. YD.

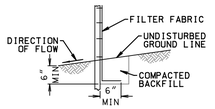
EROSION CONTROL BLANKET STAPLE PATTERN DETAIL

NOT TO SCALE

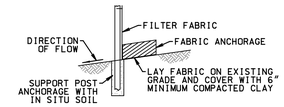
1. STAPLES SHALL BE PLACED IN A DIAMOND PATTERN AT 2 PER SY FOR STITCHED BLANKETS. NON-STITCHED BLANKETS SHALL USE 4 STAPLES PER SY OF MATERIAL.
2. STAPLE OR PUSH PIN LENGTHS SHALL BE SELECTED BASED ON SOIL TYPE AND CONDITIONS (MINIMUM STAPLE LENGTH IS 6-INCHES.
3. ALL ANCHOR SLOTS SHALL BE STAPLED AT APPROXIMATELY 12-INCH INTERVALS.



ELEVATION



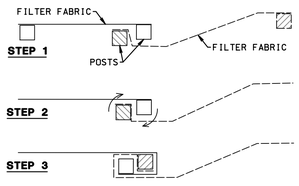
FABRIC ANCHOR DETAIL



DETAIL TO BE USED IN AREAS ADJACENT TO TREE PROTECTION FENCE

NOTES:

1. TEMPORARY SEDIMENT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. SILT FENCE SHALL BE REMOVED IN CONJUNCTION WITH FINAL GRADING AND SITE STABILIZATION.
2. FILTER FABRIC SHALL MEET THE REQUIREMENTS AS SET FORTH BY AASHTO M-288-00, CHAPTER 9.
3. FENCE POST SHALL EITHER BE STANDARD STEEL POST OR WOOD POST WITH A MINIMUM SECTIONAL AREA OF 3.0 SQ. IN.

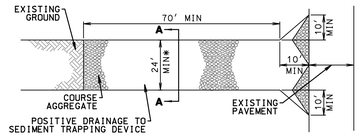


ATTACHING TWO SILT FENCES

NOTES:

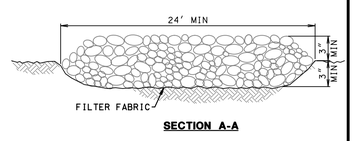
1. PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE.
2. ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL.
3. DRIVE BOTH POSTS A MINIMUM OF 18 INCHES INTO THE GROUND AND BURY THE FLAP.

SILT FENCE DETAIL

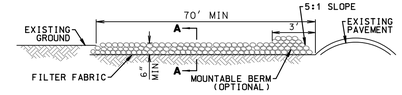


* MUST EXTEND FULL WIDTH OF INGRESS AND EGRESS OPERATION

PLAN VIEW



SECTION A-A



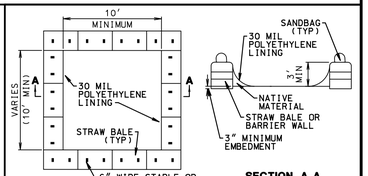
SIDE ELEVATION

NOTES:

1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF AASHTO M-288-00 AND SHALL BE PLACED OVER THE CLEARED AREA PRIOR TO THE PLACING OF ROCK.
2. ROCK OR RECLAIMED CONCRETE SHALL BE IDOT COARSE AGGREGATE GRADATION CA-1, CA-2, CA-3 OR CA-4.
3. STABILIZED CONSTRUCTION ENTRANCE SHALL BE INSTALLED PRIOR TO ONSET OF CONSTRUCTION OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE PROJECT DURATION.
4. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHALL BE CONSTRUCTED ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
5. IF WASH RACKS ARE USED THEY SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS.

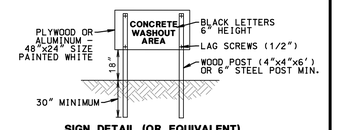
STABILIZED CONSTRUCTION ENTRANCE DETAIL

NOT TO SCALE



PLAN

SECTION A-A



SIGN DETAIL (OR EQUIVALENT)

NOTES:

1. LAYOUT AND LOCATION AS SHOWN ON ENGINEERING PLANS OR FIELD LOCATED AS APPROVED BY MUNICIPALITY OR AUTHORIZED AGENT.
2. MAINTAINING TEMPORARY CONCRETE WASHOUT FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDENED CONCRETE AND/OR SLURRY AND RETURNING FACILITY TO A FUNCTIONAL CONDITION.
3. FACILITY SHALL BE CLEANED OR RE-CONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.

CONCRETE WASHOUT FACILITY

NOT TO SCALE

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

CLIENT:
D·R·HORTON® America's Builder
D.R. HORTON, INC.-MIDWEST
1750 E. GOLF ROAD, SUITE 925
SCHAUMBURG, ILLINOIS 60173

DATE	DESCRIPTION OF REVISION	BY
06/12/25	REVISED PER CITY COMMENTS	RMB

DESIGNED	JAD
DRAWN	JD
APPROVED	JAD
DATE	03/14/2025
SCALE	N.T.S.

SWPPP DETAILS
CANTERA POINT
WARRENVILLE, ILLINOIS

SHEET 8 OF 18

PROJECT NUMBER: 4821

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GENERAL INFORMATION

SITE DESCRIPTION

A. THIS PLAN COVERS THE DEVELOPMENT OF CANTERA POINT MULTIFAMILY RESIDENTIAL DEVELOPMENT AND ALL ASSOCIATED IMPROVEMENTS.

B. THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF CONSTRUCTION ACTIVITIES:
1. INSTALL PERIMETER SOIL EROSION AND SEDIMENT CONTROL MEASURES
   - SELECTIVE VEGETATION REMOVAL FOR SILT FENCE INSTALLATION
   - PERIMETER SILT FENCE
   - CONSTRUCTION FENCING AROUND AREAS NOT TO BE DISTURBED
   - STABILIZED CONSTRUCTION ENTRANCE
   - INLET FILTER BASKETS AND INLET SILT FENCE BOXES ON ADJACENT SITE AREAS
2. DEMOLITION OF EXISTING STRUCTURES.
3. TREE REMOVAL WHERE NECESSARY (CLEAR & GRUB).
4. CONSTRUCT SEDIMENT TRAPPING DEVICES (SEDIMENT TRAPS, BASINS).
5. CONSTRUCTION DETENTION FACILITIES AND OUTLET CONTROL STRUCTURE WITH OUTLET PROTECTION NOTED ON PLAN.
6. STRIP TOPSOIL, STOCKPILE TOPSOIL AND GRADE SITE.
7. TEMPORARY STABILIZE TOPSOIL STOCKPILES (INCLUDING SEED AND SILT FENCE AROUND THE PERIMETER).
8. INSTALL STORM SEWER, SANITARY SEWER, AND WATER MAIN.
9. INSTALL INLET PROTECTION WITHIN ALL STORM STRUCTURES WITH OPEN GRATES.
10. PERMANENTLY STABILIZE DETENTION BASINS WITH SEED AND EROSION CONTROL BLANKET OR AS SHOWN ON THE APPROVED LANDSCAPE PLAN.
11. TEMPORARY STABILIZE ALL AREAS INCLUDING AREAS THAT HAVE REACHED TEMPORARY GRADE WITHIN 7 DAYS OF LAST CONSTRUCTION ACTIVITY IN THAT AREA.
12. INSTALL ROADWAYS.
13. PERMANENTLY STABILIZE GRASSY AREAS.
14. REMOVAL ALL TEMPORARY CONTROL MEASURES AFTER SITE IS STABILIZED AND RE-SEED AREAS DISTURBED BY THEIR REMOVAL.

C. THE SITE HAS A TOTAL ACREAGE OF APPROXIMATELY 9.44 ACRES. CONSTRUCTION ACTIVITY WILL DISTURB APPROXIMATELY 8.7 ACRES OF THE SITE.

D. THE RUNOFF COEFFICIENT FOR THE SITE FOLLOWING COMPLETION OF CONSTRUCTION ACTIVITIES IS COMPOSITE "C"= 0.69. THE EXISTING SOILS FROM THE SITE MAINLY CONSIST OF SANDY LEAN CLAY.

E. PLEASE REFER TO PAGE 2 FOR A MAP INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED BEFORE AND AFTER MAJOR GRADING ACTIVITIES. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AND CONTROLS TO PREVENT OFFSITE SEDIMENT TRACKING. AREAS OF SOIL DISTURBANCE, THE LOCATION OF MAJOR STRUCTURAL AND NON-STRUCTURAL CONTROLS IDENTIFIED IN THE PLAN. THE LOCATIONS OF AREAS WHERE STABILIZATION PRACTICES ARE EXPECTED TO OCCUR, SURFACE WATERS (INCLUDING WETLANDS), AND LOCATIONS WHERE STORM WATER IS DISCHARGED TO A SURFACE WATER.

F. THE RECEIVING WATER OF THE PROPOSED DEVELOPMENT IS THE WEST BRANCH OF THE DUPAGE RIVER.

G. POTENTIAL SOURCES OF POLLUTION ASSOCIATED WITH THIS CONSTRUCTION ACTIVITY MAY INCLUDE:
- SEDIMENT FROM DISTURBED SOILS
- FUEL TANKS
- WASTE CONTAINERS
- OIL OR OTHER PETROLEUM PRODUCTS
- TAR
- DETERGENTS
- PAINTS
- CONSTRUCTION DEBRIS
- CONCRETE AND CONCRETE TRUCKS
- SANITARY STATIONS
- STAGING AREAS
- RAW MATERIALS (IE BAGGED PORTLAND CEMENT)
- ADHESIVES
- SOLVENTS
- FERTILIZERS
- LITTER
- LANDSCAPE WASTE

ADDITIONAL MEASURES REQUIRED:

1. STABILIZATION: STABILIZATION PRACTICES MUST BE INITIATED WITHIN ONE (1) WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN ANY AREA. EXCEPTIONS TO THESE TIME FRAMES ARE SPECIFIED AS PROVIDED BELOW:
   A. WHERE THE INITIATION OF STABILIZATION MEASURES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE.
   B. ON AREAS WHERE CONSTRUCTION ACTIVITY HAS TEMPORARILY CEASED AND WILL RESUME AFTER 14 DAYS, A TEMPORARY STABILIZATION METHOD CAN BE USED.
   C. THE FOLLOWING PRACTICES ARE ACCEPTABLE STABILIZATION MEASURES:
      - PERMANENT SEEDING: IN ACCORDANCE WITH THE APPROVED LANDSCAPE PLAN.
      - TEMPORARY SEEDING: MAY CONSIST OF SPRING OATS (100 LBS/ACRE) AND/OR WHEAT OR CEREAL RYE (150 LBS/ACRE).
      - MULCHING
      - GEOTEXTILES
      - SODDING
      - VEGETATIVE BUFFER STRIPS
      - PROTECTION OF TREES
      - PRESERVATION OF MATURE VEGETATION
      - STAGED OR STAGGERED DEVELOPMENT

   THE APPROPRIATE STABILIZATION MEASURE SHALL BE DETERMINED BASED ON SITE CONDITIONS AT THE TIME THE CONSTRUCTION ACTIVITY HAS CEASED, INCLUDING BUT NOT LIMITED TO WEATHER CONDITIONS AND LENGTH OF TIME MEASURE MUST BE EFFECTIVE.

2. WASTE MANAGEMENT

   NO SOLID MATERIALS, INCLUDING BUILDING MATERIALS, SHALL BE DISCHARGED TO WATERS OF THE STATE, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT. ALL WASTE MATERIALS SHOULD BE COLLECTED AND STORED IN APPROVED RECEPTACLES. NO WASTES SHOULD BE PLACED IN ANY LOCATION OTHER THAN IN THE APPROVED CONTAINERS APPROPRIATE FOR THE MATERIALS BEING DISCARDED. THERE SHOULD BE NO LIQUID WASTES DEPOSITED INTO DUMPSTERS OR OTHER CONTAINERS WHICH MAY LEAK. RECEPTACLES WITH DEFICIENCIES SHOULD BE REPLACED AS SOON AS POSSIBLE AND THE APPROPRIATE CLEAN-UP PROCEDURE SHOULD TAKE PLACE, IF NECESSARY. CONSTRUCTION WASTE MATERIAL IS NOT TO BE BURIED ONSITE. WASTE DISPOSAL SHOULD COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS

   ONSITE HAZARDOUS MATERIAL STORAGE SHOULD BE MINIMIZED AND STORED IN LABELED, SEPARATE RECEPTACLES FROM NON-HAZARDOUS WASTE. ALL HAZARDOUS WASTE SHOULD BE STORED AND DISPOSED OF IN THE MANNER SPECIFIED BY LOCAL, STATE, AND FEDERAL REGULATION OR BY THE MANUFACTURER.

3. CONCRETE WASTE MANAGEMENT

   CONCRETE WASTE OR WASHOUT SHOULD NOT BE ALLOWED IN THE STREET OR ALLOWED TO REACH A STORM WATER DRAINAGE SYSTEM OR WATERCOURSE. A SIGN SHOULD BE POSTED AT EACH LOCATION TO IDENTIFY THE WASHOUT. TO THE EXTENT PRACTICABLE, CONCRETE WASHOUT AREAS SHOULD BE LOCATED A REASONABLE DISTANCE FROM A STORM WATER DRAINAGE INLET OR WATERCOURSE. CONCRETE WASHOUT AREAS SHOULD BE LOCATED AT LEAST 10 FEET BEHIND THE CURB, IF THE WASHOUT AREA IS ADJACENT TO A PAVED ROAD. A STABILIZED ENTRANCE THAT MEETS ILLINOIS URBAN MANUAL STANDARDS SHOULD BE INSTALLED AT EACH WASHOUT AREA.

   THE CONTAINMENT FACILITIES SHOULD BE OF SUFFICIENT VOLUME TO COMPLETELY CONTAIN ALL LIQUID AND CONCRETE WASTE MATERIALS INCLUDING ENOUGH CAPACITY FOR ANTICIPATED LEVELS OF RAINWATER. THE DRIED CONCRETE WASTE MATERIAL SHOULD BE PICKED UP AND DISPOSED OF PROPERLY WHEN 75% CAPACITY IS REACHED. HARDENED CONCRETE CAN BE PROPERLY RECYCLED AS APPROVED BY THE MUNICIPALITY AND USED AGAIN ONSITE OR HAULED OFFSITE TO AN APPROPRIATE LANDFILL.

4. DEWATERING OPERATIONS

   DURING DEWATERING/PUMPING OPERATIONS, ONLY UNCONTAMINATED WATER SHOULD BE ALLOWED TO DISCHARGE TO PROTECTED NATURAL AREAS, WATERS OF THE STATE, OR TO A STORM SEWER SYSTEM (IN ACCORDANCE WITH LOCAL PERMITS). DISCHARGES SHALL BE TREATED TO MINIMIZE DISCHARGE OF POLLUTANTS. INLET HOSES SHOULD BE PLACED IN A STABILIZED SUMP PIT OR FLOATED AT THE SURFACE OF THE WATER IN ORDER TO LIMIT THE AMOUNT OF SEDIMENT INTAKE. DISCHARGE OF VISIBLE SOLIDS OR FOAMS IS NOT PERMITTED. PUMPING OPERATIONS SHOULD BE DISCHARGED TO A STABILIZED AREA THAT CONSISTS OF AN ENERGY DISSIPATING DEVICE (I.E. STONE, SEDIMENT FILTER BAG, OR BOTH). WHEN NECESSARY, STABILIZED CONVEYANCE CHANNELS SHOULD BE INSTALLED TO DIRECT WATER TO THE DESIRED LOCATION. ADDITIONAL BMP'S MAY BE REQUIRED AT THE OUTLET AREA AS REQUESTED BY THE MUNICIPALITY, OR OTHER REVIEWING AGENCY.

5. DUST CONTROL

   DUST SHALL BE MINIMIZED ON AREAS OF EXPOSED SOILS THROUGH THE APPROPRIATE APPLICATION OF WATER OR OTHER DUST SUPPRESSION TECHNIQUES AS LISTED BELOW:
   - SPRINKLING/IRRIGATION
   - MULCH
   - TILLAGE
   - WATER TRUCK
   - VEGETATIVE COVER
   - SPRAY-ON SOIL TREATMENTS
   - STONE

6. OFF-SITE VEHICLE TRACKING

   STABILIZED CONSTRUCTION ENTRANCE(S) SHOULD BE INSTALLED TO HELP REDUCE VEHICLE TRACKING OF SEDIMENTS, TO REDUCE EXCESS SEDIMENT, DIRT OR STONE TRACKED FROM THE SITE. SEDIMENT TRACKED OFFSITE ONTO ADJACENT ROADWAYS SHALL BE CLEANED BY THE END OF THE SAME BUSINESS DAY IN WHICH THE TRACK-OUT OCCURS OR BY THE END OF THE NEXT BUSINESS DAY IF TRACK-OUT OCCURS ON A NON-BUSINESS DAY. ACCUMULATED SEDIMENT AND STONE SHOULD BE REMOVED FROM THE STABILIZED ENTRANCE AS NEEDED. VEHICLES HAULING ERODIBLE MATERIAL TO AND FROM THE CONSTRUCTION SITE SHOULD BE COVERED WITH A TARP. HOSING OR SWEEPING SEDIMENT INTO THE STORMWATER SYSTEM OR WATERS OF THE U.S. IS NOT PERMITTED.

7. CONCRETE CUTTING

   CONCRETE WASTE MANAGEMENT SHOULD BE IMPLEMENTED TO CONTAIN AND DISPOSE OF SAW-CUTTING SLURRIES. CONCRETE CUTTING SHOULD NOT TAKE PLACE DURING OR IMMEDIATELY AFTER A RAINFALL EVENT. WASTE GENERATED FROM CONCRETE CUTTING SHOULD BE CLEANED-UP AND DISPOSED INTO THE CONCRETE WASHOUT FACILITY AS DESCRIBED ABOVE.

8. VEHICLE STORAGE AND MAINTENANCE

   WHEN NOT IN USE, VEHICLES UTILIZED IN THE DEVELOPMENT OPERATIONS OF THE SITE SHOULD BE STORED IN A DESIGNATED UPLAND AREA AWAY FROM ANY NATURAL OR CREATED WATERCOURSE, POND, DRAINAGE-WAY OR STORM DRAIN. WHENEVER POSSIBLE VEHICLE MAINTENANCE, FUELING, AND WASHING SHOULD OCCUR OFFSITE. IF ALLOWED ON-SITE; VEHICLE MAINTENANCE (INCLUDING BOTH ROUTINE MAINTENANCE AS WELL AS ON-SITE REPAIRS) SHOULD BE MADE WITHIN THE DESIGNATED AREA TO PREVENT THE MIGRATION OF MECHANICAL FLUIDS (OIL, ANTIFREEZE, ETC.) INTO WATERCOURSES, WETLANDS OR STORM DRAINS. DRIP PANS OR ABSORBENT PADS SHOULD BE USED FOR ALL VEHICLE AND EQUIPMENT MAINTENANCE ACTIVITIES THAT INVOLVE GREASE, OIL, SOLVENTS, OR OTHER VEHICLE FLUIDS. CONSTRUCTION VEHICLES SHOULD BE INSPECTED FREQUENTLY TO IDENTIFY ANY LEAKS; LEAKS SHOULD BE REPAIRED IMMEDIATELY OR THE VEHICLE SHOULD BE REMOVED FROM SITE. DISPOSE OF ALL USED OIL, ANTIFREEZE, SOLVENTS AND OTHER AUTOMOTIVE-RELATED CHEMICALS ACCORDING TO MANUFACTURER OR MSDS INSTRUCTIONS. CONTRACTORS SHOULD IMMEDIATELY REPORT SPILLS TO THE OWNER FOR PROPER REMEDIATION.

   WASH WATERS, FROM EQUIPMENT OR VEHICLE WASHING, WHEEL WASH WATER AND OTHER WASH WATERS, MUST BE TREATED IN A SEDIMENT BASIN OR ALTERNATIVE CONTROL THAT PROVIDES EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE.

9. MATERIAL STORAGE

   MATERIALS AND OR CONTAMINANTS SHOULD BE STORED IN A MANNER THAT MINIMIZES THE POTENTIAL TO DISCHARGE INTO STORM DRAINS OR WATERCOURSES. AN ONSITE AREA SHOULD BE DESIGNATED FOR MATERIAL DELIVERY AND STORAGE. ALL MATERIALS KEPT ONSITE SHOULD BE STORED IN THEIR ORIGINAL CONTAINERS WITH LEGIBLE LABELS, AND IF POSSIBLE UNDER A ROOF OR OTHER ENCLOSURE. LABELS SHOULD BE REPLACED IF DAMAGED OR DIFFICULT TO READ. BERMED-OFF STORAGE AREAS ARE AN ACCEPTABLE CONTROL MEASURE TO PREVENT CONTAMINATION OF STORM WATER. MSDS SHEETS SHOULD BE AVAILABLE FOR REFERENCING CLEAN UP PROCEDURES. ANY RELEASE OF CHEMICALS OR CONTAMINANTS SHOULD BE IMMEDIATELY CLEANED UP AND DISPOSED OF PROPERLY. CONTRACTORS SHOULD IMMEDIATELY REPORT ALL SPILLS TO THE OWNER, WHO SHOULD NOTIFY THE APPROPRIATE AGENCIES, IF NEEDED.

   TO REDUCE THE RISKS ASSOCIATED WITH HAZARDOUS MATERIALS ONSITE, HAZARDOUS PRODUCTS SHOULD BE KEPT IN ORIGINAL CONTAINERS UNLESS THEY ARE NOT RE-SEALABLE. THE ORIGINAL LABELS AND MSDS DATA SHOULD BE RETAINED ONSITE AT ALL TIMES. HAZARDOUS MATERIALS AND ALL OTHER MATERIAL ONSITE SHOULD BE STORED IN COVERED OR DESIGNATED CONTAINMENT AREAS IN ACCORDANCE WITH MANUFACTURER OR MSDS SPECIFICATIONS. WHEN DISPOSING OF HAZARDOUS MATERIALS, FOLLOW MANUFACTURER'S OR LOCAL AND STATE RECOMMENDED METHODS.

10. SANITARY STATIONS

    TO THE EXTENT PRACTICABLE, PORT-A-POTTIES SHOULD BE LOCATED AT A MINIMUM 8 FEET BEHIND THE CURB AND GUTTER OF THE INTERNAL ROADS AND BE LOCATED IN AN AREA THAT DOES NOT DRAIN TO ANY PROTECTED NATURAL AREAS, WATERS OF THE STATE, OR STORM WATER STRUCTURES AND SHOULD BE ANCHORED TO THE GROUND TO PREVENT FROM TIPPING OVER. PORT-A-POTTIES LOCATED ON IMPERVIOUS SURFACES SHOULD BE PLACED ON TOP OF A SECONDARY CONTAINMENT DEVICE, OR BE SURROUNDED BY A CONTROL DEVICE (I.E. GRAVEL-BAG BERM).

11. SPILL PREVENTION

    DISCHARGES OF A HAZARDOUS SUBSTANCE OR OIL CAUSED BY A SPILL (E.G., A SPILL OF OIL INTO A SEPARATE STORM SEWER OR WATERS OF THE STATE) ARE NOT AUTHORIZED BY THIS PERMIT. IF A SPILL OCCURS, NOTIFY THE OWNER IMMEDIATELY. THE CONSTRUCTION SITE SHOULD HAVE THE CAPACITY TO CONTROL, CONTAIN, AND REMOVE SPILLS IF THEY OCCUR. SPILLS SHOULD BE CLEANED IMMEDIATELY AFTER DISCOVERY IN ACCORDANCE WITH MSDS AND NOT BURIED ON SITE OR WASHED INTO STORM DRAINS OR WATERS OF THE STATE.

    SPILLS IN EXCESS OF FEDERAL REPORTABLE QUANTITIES (AS ESTABLISHED UNDER 40 CFR PARTS 110 ,117, OR 302), SHOULD BE REPORTED TO THE NATIONAL RESPONSE CENTER BY CALLING (800) 424-8802. MSDS OFTEN INCLUDE INFORMATION ON FEDERAL REPORTABLE QUANTITIES FOR MATERIALS. SPILLS OF TOXIC OR HAZARDOUS MATERIALS SHOULD BE REPORTED TO THE APPROPRIATE STATE OR LOCAL GOVERNMENT AGENCY, REGARDLESS OF SIZE. WHEN CLEANING UP A SPILL, THE AREA SHOULD BE KEPT WELL VENTILATED AND APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT SHOULD BE USED TO MINIMIZE INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

    IN ADDITION TO PROPER WASTE MANAGEMENT, CONCRETE WASTE MANAGEMENT, CONCRETE CUTTING, VEHICLE STORAGE AND MAINTENANCE, MATERIAL STORAGE, AND SANITARY STATION PROTECTION, THE FOLLOWING MINIMUM PRACTICES SHOULD BE FOLLOWED TO REDUCE THE RISK OF SPILLS:
    - ON-SITE VEHICLES SHOULD BE MONITORED FOR LEAKS AND SHOULD RECEIVE REGULAR PREVENTATIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE.
    - PETROLEUM PRODUCTS SHOULD BE STORED IN TIGHTLY SEALED AND CLEARLY LABELED CONTAINERS.
    - ALL PAINT CONTAINERS SHOULD BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHOULD BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS OR STATE AND LOCAL REGULATIONS, AND SHOULD NOT BE DISCHARGED TO THE STORM SEWER.
    - CONTRACTORS SHOULD FOLLOW THE MANUFACTURER'S RECOMMENDATIONS FOR PROPER USE AND DISPOSAL OF MATERIALS.

MAINTENANCE

THE FOLLOWING IS A DESCRIPTION OF PROCEDURES THAT SHOULD BE USED TO MAINTAIN, IN GOOD AND EFFECTIVE OPERATION CONDITIONS, VEGETATION, EROSION AND SEDIMENT CONTROL MEASURES STORMWATER UTILITY STRUCTURES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THIS PLAN AND STANDARD SPECIFICATIONS.

STABILIZED CONSTRUCTION ENTRANCE: THE ENTRANCES SHOULD BE MAINTAINED TO PREVENT TRACKING OF SEDIMENT ONTO PUBLIC STREETS. MAINTENANCE INCLUDES TOP DRESSING WITH ADDITIONAL STONE AND REMOVING TOP LAYERS OF STONES AND SEDIMENT. THE SEDIMENT RUN-OFF ONTO THE PUBLIC RIGHT OF WAY SHOULD BE REMOVED IMMEDIATELY.

RIPRAP OUTLET PROTECTION: RIPRAP SHOULD BE INSPECTED FOR ANY SCOUR BENEATH THE RIPRAP OR FOR STONES THAT HAVE BEEN DISLODGED. SEDIMENT ACCUMULATION IN THE OUTFALL AREA SHOULD BE REMOVED AS NEEDED.

CONCRETE WASHOUT AREA: EXISTING FACILITIES SHOULD BE CLEANED OUT, OR NEW FACILITIES SHOULD BE CONSTRUCTED AND OPERATIONAL ONCE THE EXISTING WASHOUT IS 75% FULL. WASHOUTS SHOULD BE INSPECTED FREQUENTLY TO ENSURE THAT PLASTIC LININGS ARE INTACT AND SIDEWALLS HAVE NOT BEEN DAMAGED BY CONSTRUCTION ACTIVITIES. WHEN THE WASHOUT AREA IS ADJACENT TO A PAVED ROAD, THE PAVED ROAD SHOULD BE INSPECTED FOR ACCUMULATED CONCRETE WASTE. ANY ACCUMULATED CONCRETE WASTE ON THE ROAD, CURB, OR GUTTER SHOULD BE REMOVED AND PROPERLY DISPOSED.

EROSION CONTROL BLANKET: THE BLANKET AND STAPLES SHOULD BE INSPECTED FREQUENTLY AND SHALL BE INSTALLED TO THE ILLINOIS URBAN MANUAL, UNLESS OTHERWISE INSTRUCTED BY THE MANUFACTURER. EROSION OCCURRING UNDERNEATH THE BLANKET SHOULD BE BACK-FILLED AND SEEDED WITH THE APPROPRIATE SEED MIX. ADDITIONAL BMP'S MAY NEED TO BE INSTALLED TO REDUCE EROSION UNDER THE BLANKET.

SILT FILTER FENCE: SILT FENCES SHOULD BE INSPECTED REGULARLY FOR UNDERCUTTING WHERE THE FENCE MEETS THE GROUND, OVERTOPPING, AND TEARS ALONG THE LENGTH OF THE FENCE. DEFICIENCIES SHOULD BE REPAIRED IMMEDIATELY. REMOVE ACCUMULATED SEDIMENTS FROM THE FENCE BASE WHEN THE SEDIMENT REACHES ONE-HALF THE FENCE HEIGHT. DURING FINAL STABILIZATION, PROPERLY DISPOSE OF ANY SEDIMENT THAT HAS ACCUMULATED ON THE SILT FENCE. INSTANCES WHEN AREAS OF SILT FENCE CONTINUALLY FAIL, REPLACE SILT FENCE WITH ANOTHER BMP AS SEEN FIT.

INLET PROTECTION: INLET FILTERS SHOULD BE INSPECTED FOR PROPER FILTERING. STORMWATER INLET STRUCTURE PROTECTION MEASURES SHALL BE CLEANED OR REMOVED AND REPLACED AS SEDIMENT ACCUMULATES, FILTERS BECOME CLOGGED, FILTER BAGS ARE MORE THAN 50% FILLED, OR PERFORMANCE IS COMPROMISED. SEDIMENT ACCUMULATIONS ADJACENT TO INLET PROTECTION MEASURES SHALL BE CLEANED BY THE END OF THE SAME BUSINESS DAY ON WHICH IT IS FOUND OR BY THE END OF THE FOLLOWING BUSINESS DAY IF REMOVAL IN THE SAME BUSINESS DAY IS NOT FEASIBLE. DO NOT PUNCTURE HOLES IN FILTERS IF PONDING OCCURS.

SEDIMENT BASIN: SEDIMENT BASINS SHALL BE CLEANED WHEN ACCUMULATED SEDIMENT HAS REACHED 50% CAPACITY. POST CONSTRUCTION CLEANING OF ACCUMULATED SEDIMENT SHALL BE CONDUCTED IF THE BASIN IS TO REMAIN AFTER CONSTRUCTION IS COMPLETE.

INSPECTIONS

THE OWNER SHALL DESIGNATE A QUALIFIED PERSONNEL TO BE RESPONSIBLE FOR SEDIMENT AND EROSION CONTROL OBSERVATION REPORTING. THIS QUALIFIED PERSONNEL SHALL MEET THE REQUIREMENTS NOTED IN THE ILR10 PERMIT CONDITIONS AND LOCAL CODES. SITE OBSERVATIONS SHOULD OCCUR AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM OR BY THE END OF THE FOLLOWING BUSINESS OR WORK DAY THAT IS 0.5 INCHES OR GREATER, OR EQUIVALENT SNOWFALL. OBSERVATIONS MAY BE REDUCED TO ONCE A MONTH WHEN CONSTRUCTION ACTIVITIES HAVE CEASED DUE TO FROZEN CONDITIONS. WEEKLY OBSERVATIONS SHOULD RECOMMENCE WHEN CONSTRUCTION ACTIVITIES ARE CONDUCTED, OR IF THERE IS 0.5" OR GREATER RAIN EVENT, OR A DISCHARGE DUE TO SNOWMELT OCCURS. AREAS INACCESSIBLE DURING INSPECTIONS DUE TO FLOODING OR OTHER UNSAFE CONDITIONS SHALL BE INSPECTED WITHIN 72 HOURS OF BECOMING ACCESSIBLE.

SITE OBSERVATION REPORTS SHOULD BE MAINTAINED ONSITE AS PART OF THE SWPPP. EACH SITE OBSERVATION SHALL INCLUDE THE FOLLOWING COMPONENTS:

A. DISTURBED AREAS AND AREAS USED FOR THE STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE CHECKED FOR EVIDENCE OF, OR POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM. THE EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY HAVE BEEN INSTALLED AND ARE OPERATING CORRECTLY. WHERE DISCHARGE POINTS ARE ACCESSIBLE, THEY SHOULD BE CHECKED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO THE RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHOULD BE CHECKED FOR OFF-SITE SEDIMENT TRACKING. ALL PUMPING OPERATIONS AND ALL OTHER POTENTIAL NON-STORM WATER DISCHARGES SHOULD BE OBSERVED.

B. BASED ON THE RESULTS OF THE SITE OBSERVATION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED, AND THE POLLUTION PREVENTION MEASURES DESCRIBED IN THIS PLAN SHALL BE REVISED AS APPROPRIATE, AS SOON AS PRACTICABLE AFTER THE OBSERVATION. THE MODIFICATIONS, IF ANY, SHALL PROVIDE FOR TIMELY IMPLEMENTATION OF ANY CHANGES TO THE PLAN WITHIN 7 CALENDAR DAYS FOLLOWING THE SITE OBSERVATION.

C. A REPORT SUMMARIZING THE SCOPE OF THE OBSERVATION, NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE OBSERVATION, THE DATE(S) OF THE OBSERVATION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THE STORM WATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN IN ACCORDANCE WITH PARAGRAPH B ABOVE SHALL BE MADE AND RETAINED AS PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR AT LEAST THREE YEARS FROM THE DATE OF FINAL STABILIZATION OR PERMIT COVERAGE IS TERMINATED. THE REPORT SHALL BE SIGNED IN ACCORDANCE WITH PART VI.G (SIGNATORY REQUIREMENTS) OF THE ILR10 NPDES PERMIT.

D. THE OWNER SHALL NOTIFY THE APPROPRIATE AGENCY FIELD OPERATIONS SECTION OFFICE BY EMAIL AT EPA.SWNONCOMP@ILLINOIS.GOV, TELEPHONE, OR FAX WITHIN 24 HOURS OF ANY INCIDENCE OF NONCOMPLIANCE FOR ANY VIOLATION OF THE STORM WATER POLLUTION PREVENTION PLAN OBSERVED DURING A SITE OBSERVATION, OR FOR VIOLATIONS OF ANY CONDITION OF THE PERMIT. THE OWNER SHALL COMPLETE AND SUBMIT WITHIN 5 DAYS AN INCIDENCE OF NONCOMPLIANCE(ION) REPORT FOR ANY VIOLATION OF THE STORM WATER POLLUTION PREVENTION PLAN OBSERVED DURING AN INSPECTION CONDUCTED. SUBMISSION SHALL BE ON FORMS PROVIDED BY THE AGENCY AND INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT ANY FURTHER CAUSES OF NONCOMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT, WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE.

E. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY AS DEFINED IN PART VI.G OF THE ILR10 NPDES PERMIT (SIGNATORY REQUIREMENTS).

F. ALL REPORTS OF NONCOMPLIANCE SHALL BE MAILED TO THE AGENCY AT THE FOLLOWING ADDRESS:
ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL
COMPLIANCE ASSURANCE SECTION
1021 NORTH GRAND AVENUE EAST
POST OFFICE BOX 19276
SPRINGFIELD, ILLINOIS 62794-9276

NON-STORM WATER DISCHARGES

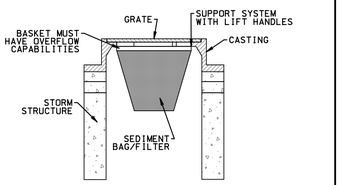
NON-STORM WATER FLOWS THAT MAY BE COMBINED WITH STORM WATER DISCHARGES ARE INCLUDED WITHIN THIS PLAN. THESE DISCHARGES INCLUDE: DISCHARGES FROM FIRE FIGHTING ACTIVITIES; FIRE HYDRANT FLUSHINGS; WATERS USED TO WASH VEHICLES WHERE DETERGENTS ARE NOT USED; WATERS USED TO CONTROL DUST; POTABLE WATER SOURCES INCLUDING UNCONTAMINATED WATERLINE FLUSHINGS; LANDSCAPE IRRIGATION DRAINAGES; ROUTINE EXTERNAL BUILDING WASHDOWN WHICH DOES NOT USE DETERGENTS; PAVEMENT WASH WATERS WHERE SPILLS OR LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE NOT OCCURRED (UNLESS ALL SPILLED MATERIAL HAS BEEN REMOVED) AND WHERE DETERGENTS ARE NOT USED; UNCONTAMINATED AIR CONDITIONING CONDENSATE; UNCONTAMINATED SPRING WATER; UNCONTAMINATED GROUND WATER; AND FOUNDATION OR FOOTING DRAINS WHERE FLOWS ARE NOT CONTAMINATED WITH PROCESS MATERIALS SUCH AS SOLVENTS.

THE FOLLOWING NON-STORM WATER DISCHARGES ARE PROHIBITED: CONCRETE AND WASTEWATER FROM WASHOUT OF CONCRETE (UNLESS MANAGED BY AN APPROPRIATE CONTROL), WASTEWATER FROM WASHOUT AND CLEANOUT OF STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS AND OTHER CONSTRUCTION MATERIALS. FUELS, OILS OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE, SOAPS, SOLVENTS, OR DETERGENTS, TOXIC OR HAZARDOUS SUBSTANCES FROM A SPILL OR OTHER RELEASE, OR ANY OTHER POLLUTANT THAT COULD CAUSE OR TEND TO CAUSE WATER POLLUTION.

DISCHARGES FROM DEWATERING ACTIVITIES, INCLUDING DISCHARGES FROM DEWATERING TRENCHES AND EXCAVATIONS ARE ALLOWABLE IF MANAGED BY APPROPRIATE CONTROLS.

NATURAL BUFFERS

PROJECTS WITHIN 50 FEET OF WATERS OF THE UNITED STATES MUST PROVIDE AN UNDISTURBED NATURAL 50 FOOT BUFFER OR OTHER EROSION AND SEDIMENT CONTROL MEASURES AS IDENTIFIED OR OTHERWISE COORDINATED WITH APPLICABLE LOCAL AND STATE PERMITTING AGENCIES.



NOTES:
1. AN INLET FILTER BASKET SHALL BE INSTALLED AS SHOWN ON THE APPROVED SWPPP PLAN IN PAVED AREAS AND SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED.
2. THE INLET BASKET SHALL BE CLEANED ON A WEEKLY BASIS AND AFTER ANY RAINFALL EVENT OF 1/2 " OR GREATER.
3. INLET FILTER BASKETS SHALL BE "CATCH-ALL" BY MAR-MAC MANUFACTURING, "FLEX-STORM" OR APPROVED EQUAL.
4. INLET FILTER BASKET SHALL HAVE AN OVERFLOW IN THE EVENT OF FILTER BLOCKAGE.

INLET PROTECTION FILTER BASKET DETAIL
NOT TO SCALE

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

CLIENT:
D·R·HORTON America's Builder
D.R. HORTON, INC.-MIDWEST
1750 E. GOLF ROAD, SUITE 925
SCHAUMBURG, ILLINOIS 60173

DATE	DESCRIPTION OF REVISION	BY
06/12/25	REVISED PER CITY COMMENTS	RMB

DESIGNED	JAD
DRAWN	JD
APPROVED	JAD
DATE	03/14/2025
SCALE	N.T.S.

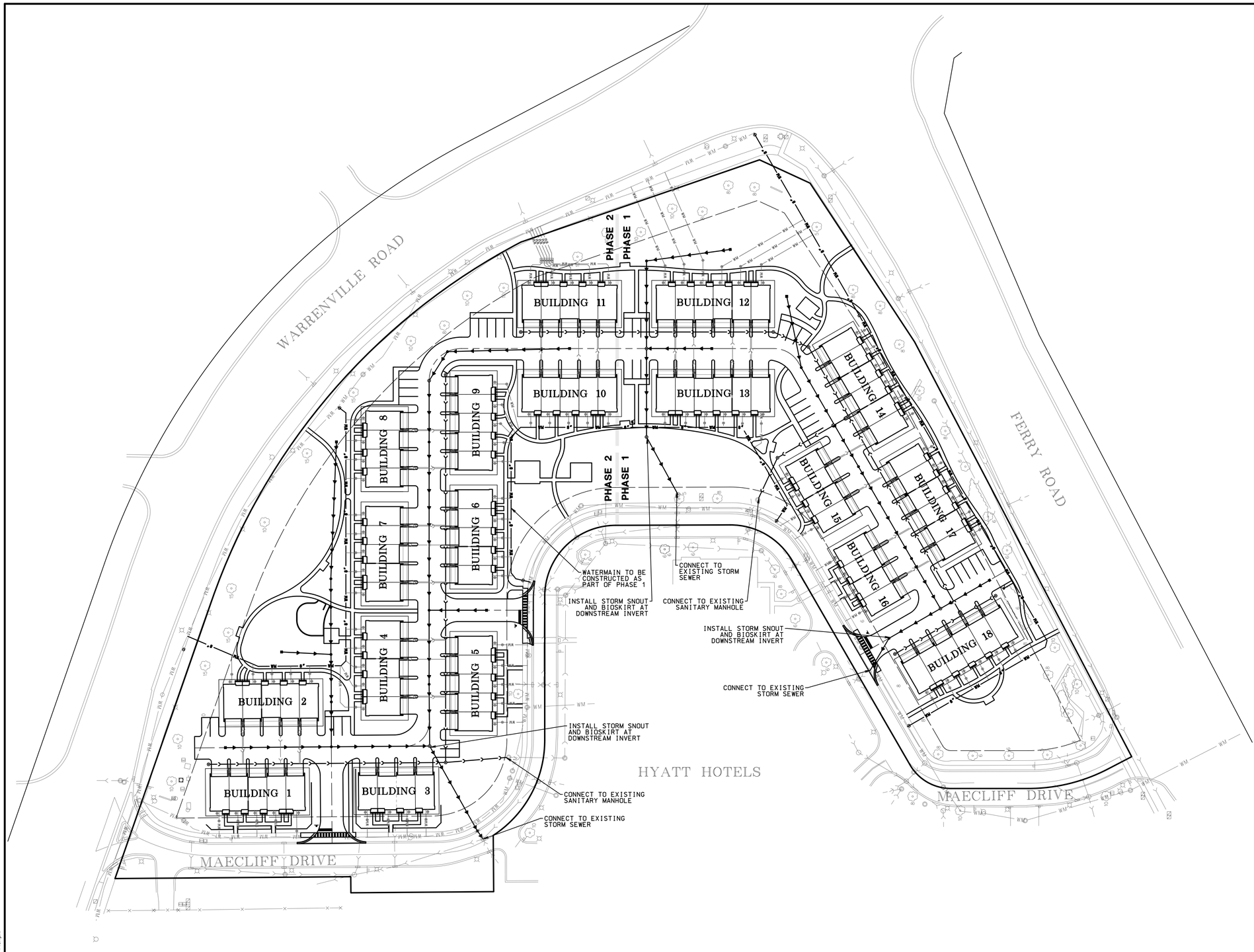
SWPPP SPECIFICATIONS
CANTERA POINT
WARRENVILLE, ILLINOIS

PROJECT NUMBER: 4821

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UNDERGROUND UTILITY GENERAL NOTES

1. ALL MANHOLES AND CATCH BASINS SHALL BE 48-INCH DIAMETER, UNLESS OTHERWISE INDICATED.

2. ALL SANITARY SEWER, LESS THAN 15 FEET DEEP, SHALL BE PVC, SDR 26, UNLESS OTHERWISE INDICATED OR APPROVED EQUAL LISTED WITHIN THE CONSTRUCTION SPECIFICATIONS AS APPROVED BY THE MUNICIPALITY. ALL SANITARY SEWERS GREATER THAN 15-FEET DEEP, SHALL BE PVC, SDR 21, UNLESS OTHERWISE INDICATED. PVC SANITARY SEWER SHALL HAVE ELASTOMERIC JOINTS IN CONFORMANCE WITH ASTM D-3212.

3. ALL WATER MAIN SHALL BE POLYVINYL CHLORIDE PIPE, SDR 25, PRESSURE CLASS 165 PSI, AWWA, C-900 OR DUCTILE IRON PIPE, CLASS 52, AWWA C-600 WITH "PUSH-ON" TYPE JOINTS, UNLESS OTHERWISE INDICATED. ALL WATER MAIN SHALL HAVE A MINIMUM OF 5'-6" OF COVER FROM TOP OF WATERMAIN TO FINISHED GRADE.

4. ALL STORM SEWERS SHALL BE REINFORCED CONCRETE PIPE, MINIMUM CLASS III, WITH ASTM C76 PIPE AND C443 JOINTS, UNLESS OTHERWISE INDICATED. ALL STORM SEWERS WHICH ARE LOCATED IN THE SIDE YARD SHALL HAVE "O" -RING GASKETED JOINTS. ALL OTHER SEWERS SHALL HAVE BITUMINOUS MASTIC JOINTS.

5. GRANULAR TRENCH BACKFILL (CA-6) SHALL BE PROVIDED FOR ALL SANITARY, WATER AND STORM UTILITIES WHEN THE TRENCH LIMITS FALL WITHIN TWO FEET OF STREETS, SIDEWALKS, DRIVEWAYS AND AS NOTED ON THE SANITARY TRENCH DETAIL ON PAGE X. ALL TRENCHES WITHIN COOK COUNTY RIGHT-OF-WAY MUST BE TRENCH BACKFILLED WITH FA-6 SAND IN ACCORDANCE WITH ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

6. OVERHEAD SANITARY SEWER IS REQUIRED FOR ALL HOMES.

7. ALL WATERMAIN AND WATER SERVICE LINES SHALL BE PROTECTED FROM OTHER UTILITIES IN ACCORDANCE WITH SECTION 41-2.01 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS.

8. ALL DRAIN TILES ENCOUNTERED DURING MASS GRADING UTILITY WORK MUST BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM. A RECORD MUST BE KEPT, OF ANY DRAIN TILE ENCOUNTERED, TO BE INCLUDED WITH THE RECORD DRAWINGS.

9. ALL UNDERGROUND UTILITY INFORMATION NOTED ON THE PLANS IS BASED ON INFORMATION OBTAINED FROM THE MUNICIPALITY, UTILITY COMPANIES OR FIELD MEASUREMENTS. THIS INFORMATION, WHILE BELIEVED TO BE COMPLETE AND ACCURATE, CANNOT BE GUARANTEED.

10. CONTRACTOR SHALL VERIFY ALL BUILDING SERVICE LOCATIONS AND SIZES WITH ARCHITECTURAL PLANS PRIOR TO START OF CONSTRUCTION AND NOTIFY THE ENGINEER OR OWNER OF ANY DISCREPANCIES.

11. CONTRACTOR TO VERIFY CANOPY AND ROOF DRAIN CONNECTION LOCATIONS AND SIZES WITH ARCHITECTURAL PLANS BEFORE CONSTRUCTION.

12. SEE ARCHITECTURAL DRAWINGS FOR TRENCH DRAIN DETAILS AND SEWER CONNECTION LOCATIONS.

13. CONTRACTOR SHALL CONTACT JULIE (1-800-892-0123) PRIOR TO START OF CONSTRUCTION TO LOCATE ALL UTILITIES WITHIN THE RIGHT-OF-WAY.

14. CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF EXISTING UTILITIES AT ALL PROPOSED CONNECTIONS PRIOR TO START OF CONSTRUCTION AND NOTIFY THE ENGINEER AND OWNER OF ANY DISCREPANCIES.

15. FIELD LOCATION OF ALL HOUSE SERVICES TO BE VISIBLY DEMARKED, SUPPLIED BY CONTRACTOR AND SHOWN ON RECORD DRAWINGS. SEE GENERAL SPECIFICATIONS SHEET FOR MARKING WATER AND SANITARY SERVICES ON CURB.

16. A TEN (10) FOOT MINIMUM SEPARATION SHALL BE PROVIDED BETWEEN THE WATERMAIN SERVICE AND THE SANITARY OR STORM SEWER SERVICES.

17. IN CASE OF CONFLICTS, THE MUNICIPALITY STANDARDS AND NOTES SHALL TAKE PRECEDENCE.

18. PLUMBING CONTRACTOR TO MAKE ALL CONNECTIONS WITH BUILDING SERVICES CONSTRUCTED BY UTILITY CONTRACTOR. SITE UTILITY CONTRACTOR TO CONSTRUCT SERVICES TO WITHIN 5-FEET OF BUILDING, EXCEPT WATER INTO BUILDING 1-FOOT ABOVE FLOOR WITH BLIND FLANGE AND PROVIDE TESTING.

19. EXISTING PAVEMENT REMOVED FOR UTILITY CONSTRUCTION SHALL BE DONE BY THE RESPECTIVE UTILITY COMPANY AND PAID FOR SEPARATELY BY THE OWNER. CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION OF THIS WORK INCIDENTAL TO THE CONTRACT.

22. EXISTING OR PROPOSED MANHOLES, CATCH BASINS, INLETS AND VALVE VAULTS REQUIRING OVER 12-INCHES OF ADJUSTMENT RINGS SHALL USE AN ADDITIONAL BARREL SECTION TO MAINTAIN A MAXIMUM OF 12-INCH TOTAL ADJUSTMENT RING DEPTH.

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

CLIENT:
D·R·HORTON® America's Builder
D.R. HORTON, INC.-MIDWEST
1750 E. GOLF ROAD, SUITE 925
SCHAUMBURG, ILLINOIS 60173

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DESIGNED	JAD
DRAWN	JD
APPROVED	JAD
DATE	03/14/2025
SCALE	1" = 50'

OVERALL UTILITY PLAN
CANTERA POINT
WARRENVILLE, ILLINOIS

SHEET 10 OF 18

PROJECT NUMBER: 4821

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PLAN AND PROFILE GENERAL NOTES

1. CONTRACTOR SHALL COORDINATE SAID WORK WITH CITY OF WARRENVILLE AND CLIENT.
2. THE CONTRACTOR IS REQUIRED TO ASSURE HIMSELF OF LOCATION AND DEPTH OF EXISTING AND RELATED FEATURES AND SHALL REPORT AT ONCE TO THE OWNER OR ENGINEER WITH ANY CONFLICTS OR DISCREPANCIES WITH THE PLAN PRIOR TO THE START OF CONSTRUCTION.
3. CONTRACTOR SHALL ENSURE THAT MAECLIFF DRIVE REMAINS CLEAN AND FREE OF DEBRIS AT ALL TIMES.
4. ALL MANHOLES OR CATCH BASINS SHALL BE 48-INCH DIAMETER, UNLESS OTHERWISE INDICATED.
5. ALL SANITARY SEWERS SHALL BE PVC, SDR 26, PER ASTM D-3034 WITH ELASTOMERIC JOINTS IN ACCORDANCE WITH ASTM D-3212, UNLESS OTHERWISE INDICATED.
6. ALL WATER MAINS SHALL BE DUCTILE IRON PIPE, CLASS 52 IN ACCORDANCE WITH ANSI A21.50, SEAL COATED OR CEMENT LINED PER ANSI A21.4 WITH MECHANICAL OR RUBBER RING (SLIP ON OR PUSH ON) JOINTS.
7. ALL STORM SEWERS SHALL BE REINFORCED CONCRETE PIPE, CLASS AS INDICATED UNLESS OTHERWISE INDICATED. ALL UNDERDRAINS SHALL BE 6-INCH PERFORATED PVC UNLESS OTHERWISE INDICATED. SUMP PUMP CONNECTIONS SHALL BE PVC, SDR 26, UNLESS OTHERWISE INDICATED.
8. HANDICAP RAMPS SHALL BE PROVIDED FOR ALL LOCATIONS WHERE THE SIDEWALK ADJOINS THE CURB AND GUTTER.
9. ALL DIMENSIONS AND RADII ARE TO EDGE OF PAVEMENT, UNLESS OTHERWISE INDICATED.
10. PROPERTY MAY HAVE EXISTING DRAIN TILE SYSTEM IN PLACE WHICH SHALL BE REMOVED OR ABANDONED DURING CONSTRUCTION. DRAIN TILES SERVING OFF-SITE PROPERTIES SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM.

REFER TO SHEETS 13 FOR SANITARY PROFILE INFORMATION

N

SCALE 1" - 30'
0 30 60

WARRENVILLE ROAD

MAECLIFF DRIVE

BUILDING 1
BUILDING 2
BUILDING 3
BUILDING 4
BUILDING 5
BUILDING 6
BUILDING 7
BUILDING 8
BUILDING 9

EX INL RIM 736.27 INV 732.37 (W) INV 731.65 (E)
8"X12" PRESSURE CONNECTION TO EXISTING WATERMAIN
VV RIM 742.8
SMH A
INL 5 RIM 741.35 INV 737.30
115 LF-12" RCP @ 0.78%
INL 3 RIM 740.80 INV 736.80
50 LF-12" RCP @ 1.10%
CB 4 RIM 740.80 INV 736.10
80 LF-15" RCP @ 0.50%
45 LF-18" RCP @ 2.00%
50 LF-15" RCP @ 0.80%
CB 6 RIM 740.13 INV 736.40 (N1) INV 734.80 (S)
105 LF-15" RCP @ 1.52%
CB 4A RIM 740.30 INV 735.70
C1
CB 2 RIM 742.80 INV 736.50
145 LF-12" RCP @ 0.69%
INL 1 RIM 745.00 INV 737.50
8"X12" PRESSURE CONNECTION TO EXISTING WATERMAIN
VV 2 RIM 745.5
INL 4 RIM 738.38 INV 730.88(12"RCP)W
INL 2 RIM 740.05(12"RCP)W
MH 14 RIM 741.83 INV 733.20 (N) INV 729.69 (E,W)
CB 13 RIM 741.02 INV 730.70
65 LF-18" RCP @ 1.55%
80 LF-18" RCP @ 0.88%
CB 12 RIM 742.00 INV 731.40
60 LF-12" RCP @ 3.33%
175 LF-18" RCP @ 0.57%
CB 10 RIM 743.89 INV 732.40
65 LF-18" RCP @ 0.92%
MH 9 RIM 744.56 INV 739.00
35 LF-15" RCP @ 1.43%
CB 8 RIM 744.00 INV 735.90 (S) INV 733.50 (NW)
130 LF-12" RCP @ 0.77%
INSTALL STORM SNOUT AND BIOSKIRT AT DOWNSTREAM INVERT
SMH C
C3
C2
INL 11 RIM 739.72 INV 733.40
SMH B
VV 4 RIM 738.1
15 LF-24" RCP @ 0.50%
105 LF-24" RCP @ 1.00%
C4
EX INL RIM 733.92 INV 723.57
EX MH RIM 730.48 EX INV 717.23 (N) INV 723.49 (NW)
EXISTING INLET TO BE REMOVED AND REPLACED WITH 48" CB AND REVISED INVERT ELEVATION
EX SMH RIM 737.56 INV 732.36
STM MH RIM 739.08 INV 733.48(12"RCP)N INV 732.43(12"RCP)S
SAN MH RIM 738.99 INV (UNABLE TO OPEN)
INLET RIM 738.71 INV 735.51(12"RCP)NW
INLET RIM 734.42 INV 730.62(12"RCP)E INV 730.42(12"RCP)W
STM MH RIM 734.64 INV 730.49(12"RCP)E INV 729.79(12"RCP)N INV 729.54(15"RCP)S
CB RIM 732.93 INV 714.13(48"RCP)SE INV 713.93(12"RCP)SW INV 728.18(48"RCP)NW INV 728.03(12"RCP)NE
INLET RIM 732.93 INV 728.28(12"RCP)E INV 728.03(12"RCP)NW
INLET RIM 732.99 INV 716.29(48"RCP)N,S
STM MH RIM 734.28 INV 730.48(12"RCP)E INV 724.43(48"RCP)SE INV 718.73(30"RCP)W INV 717.23(48"RCP)N
INLET RIM 734.03 INV 718.48(48"RCP)E INV 718.38(48"RCP)SW
INLET RIM 731.81(12"RCP)E 731.46(12"RCP)S
INLET RIM 733.92 INV 730.42(12"RCP)SW
VV RIM 738.37 T/PIPE 731.57
INLET RIM 736.27 INV 732.37(12"RCP)W
VV RIM 736.07 T/PIPE 730.67
INLET RIM 735.33 INV 731.73(12"RCP)S
VV RIM 737.16
SAN MH RIM 739.63 INV 733.83(12"RCP)S
SAN MH RIM 739.62
VV RIM 743.23 T/PIPE 737.88
INLET RIM 743.33 INV 736.93(12"RCP)N
INLET RIM 740.69 INV 736.39(12"RCP)N
STM MH RIM 738.23 INV (UNABLE TO OPEN)
VV RIM 735.76 T/PIPE 730.41
INLET RIM 735.11 INV 726.76(12"RCP)S INV 726.41(12"RCP)N
INLET RIM 736.81
SAN MH RIM 736.08 INV 731.73(6"PVC)N
SAN MH INV 731.50(12"PVC)N INV 730.35(12"PVC)W INV 730.20(12"PVC)SE
STM MH
WM
8"

MATCHLINE
REFER TO SHEET 12

MATCHLINE
REFER TO SHEET 12

HYATT HOTELS

PROPOSED UTILITIES TO BE CONSTRUCTED TO PROVIDE A MINIMUM 18" OF SEPARATION BETWEEN WATER MAIN AND SANITARY SEWER OR STORM SEWER. EXISTING WATER MAIN TO BE FIELD LOCATED AND ELEVATION VERIFIED PRIOR TO START OF CONSTRUCTION.

* INDICATES WATERMAIN MUST BE LOWERED TO ACHIEVE REQUIRED SEPARATION.

** WHEN WATER MAIN IS BENEATH STORM SEWER OR SANITARY SEWER, SEWER MUST BE CONSTRUCTED WITH WATER QUALITY PIPE PER STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS.

WMQ - SANITARY SEWER OR STORM SEWER MUST BE CONSTRUCTED WITH WATER MAIN QUALITY PIPE FOR 10-FEET ON EITHER SIDE OF WATER MAIN. REFER TO NOTE G.21.D ON SHEET 18 FOR WATER MAIN QUALITY MATERIAL REQUIREMENTS.

CROSSING	BTM OF PIPE	TOP OF PIPE	SEPARATION
C1	STM 735.75	WTR 734.25	1.50'*
C2	SAN 733.96	STM 732.97	0.99'
C3	SAN 733.18	STM 731.49	1.69'
C4	WTR 728.39	STM 725.65	2.74'

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D.R. HORTON, INC.-MIDWEST
1750 E. GOLF ROAD, SUITE 925
SCHAUMBURG, ILLINOIS 60173

DATE	DESCRIPTION OF REVISION	BY
06/12/25	REVISED PER CITY COMMENTS	RMB

DESIGNED	JAD
DRAWN	JD
APPROVED	JAD
DATE	03/14/2025
SCALE	1" = 30'

UTILITY PLAN - NORTH
CANTERA POINT
WARRENVILLE, ILLINOIS

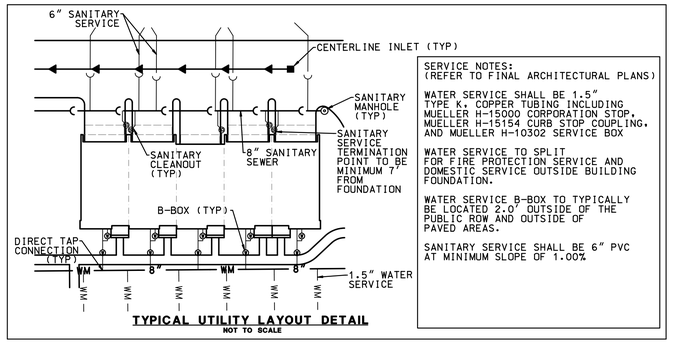
SHEET 11 OF 18

PROJECT NUMBER: 4821

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TYPICAL UTILITY LAYOUT DETAIL
NOT TO SCALE

SERVICE NOTES:
(REFER TO FINAL ARCHITECTURAL PLANS)

WATER SERVICE SHALL BE 1.5" TYPE K, COPPER TUBING INCLUDING MUELLER H-15000 CORPORATION STOP, MUELLER H-15154 CURB STOP COUPLING, AND MUELLER H-10302 SERVICE BOX

WATER SERVICE TO SPLIT FOR FIRE PROTECTION SERVICE AND DOMESTIC SERVICE OUTSIDE BUILDING FOUNDATION.

WATER SERVICE B-BOX TO TYPICALLY BE LOCATED 2.0' OUTSIDE OF THE PUBLIC ROW AND OUTSIDE OF PAVED AREAS.

SANITARY SERVICE SHALL BE 6" PVC AT MINIMUM SLOPE OF 1.00%

CROSSING	BTM OF PIPE	TOP OF PIPE	SEPARATION
C5	STM 737.38	SAN 731.32	6.06'
C6	STM 735.51	SAN 730.52	4.99'
C7	STM 736.67	WTR 735.17	1.50' *
C8	WTR 733.32	SAN 729.51	3.81'
C9	STM 734.79	SAN 729.94	4.85'
C10	STM 731.65	SAN 731.14	0.51'
C11	STM 729.34	EXWTR 728.25	1.09'WMQ

PROPOSED UTILITIES TO BE CONSTRUCTED TO PROVIDE A MINIMUM 18" OF SEPARRATION BETWEEN WATER MAIN AND SANITARY SEWER OR STORM SEWER. EXISTING WATER MAIN TO BE FIELD LOCATED AND ELEVATION VERIFIED PRIOR TO START OF CONSTRUCTION.

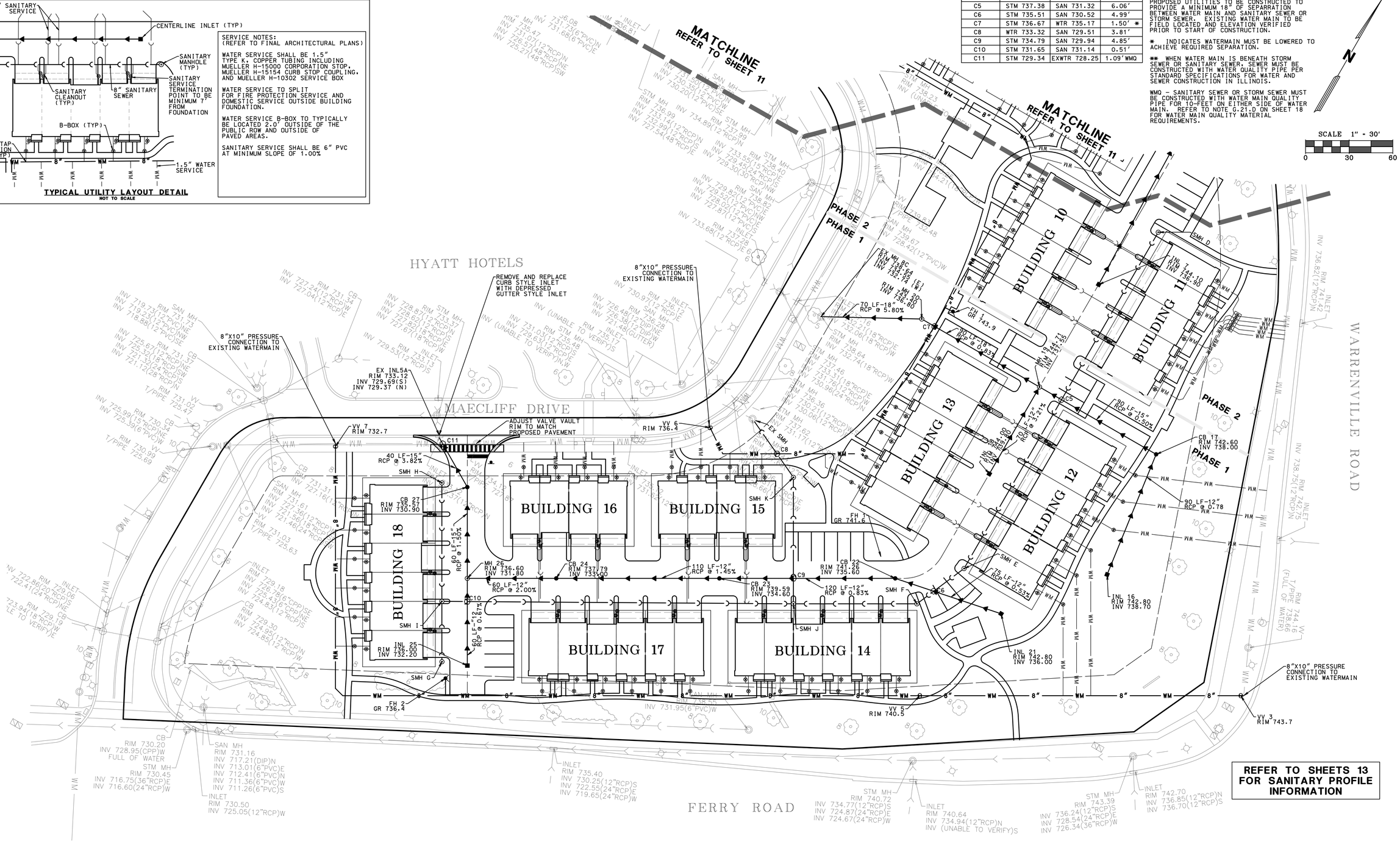
* INDICATES WATERMAIN MUST BE LOWERED TO ACHIEVE REQUIRED SEPARATION.

** WHEN WATER MAIN IS BENEATH STORM SEWER OR SANITARY SEWER, SEWER MUST BE CONSTRUCTED WITH WATER QUALITY PIPE PER STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS.

WMQ - SANITARY SEWER OR STORM SEWER MUST BE CONSTRUCTED WITH WATER MAIN QUALITY PIPE FOR 10-FEET ON EITHER SIDE OF WATER MAIN. REFER TO NOTE G.21.D ON SHEET 18 FOR WATER MAIN QUALITY MATERIAL REQUIREMENTS.

N

SCALE 1" - 30'
0 30 60



REFER TO SHEETS 13 FOR SANITARY PROFILE INFORMATION

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9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

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D.R. HORTON, INC.-MIDWEST
1750 E. GOLF ROAD, SUITE 925
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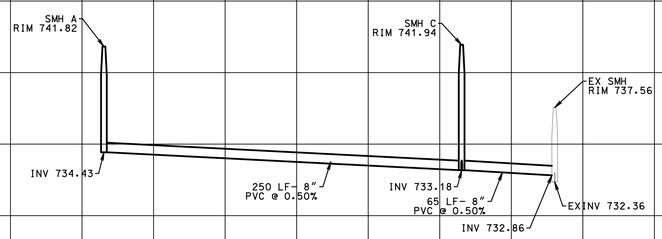
DATE	DESCRIPTION OF REVISION	BY
06/12/25	REVISED PER CITY COMMENTS	RMB

DESIGNED	JAD
DRAWN	JD
APPROVED	JAD
DATE	03/14/2025
SCALE	1" = 30'

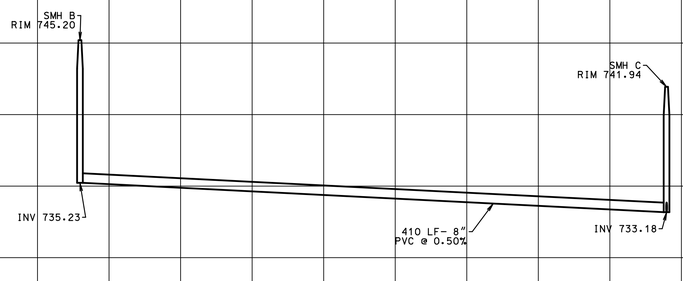
UTILITY PLAN - SOUTH
CANTERA POINT
WARRENVILLE, ILLINOIS

SHEET 12 OF 18
PROJECT NUMBER: 4821
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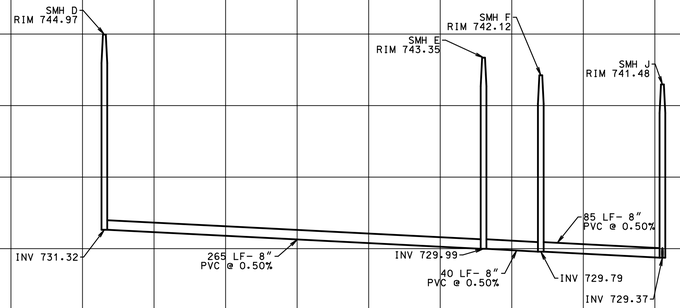
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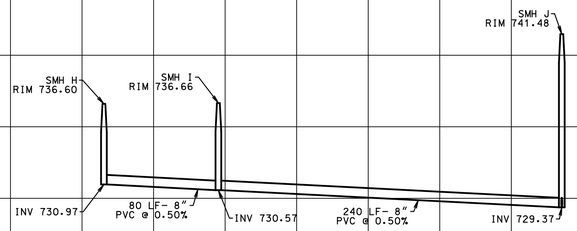
SANITARY SEWER PROFILE
SMH A - EX SMH



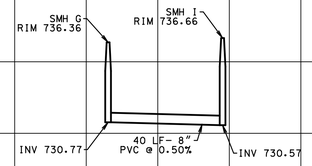
SANITARY SEWER PROFILE
SMH B - SMH C



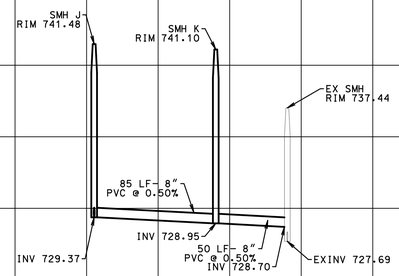
SANITARY SEWER PROFILE
SMH D - SMH J



SANITARY SEWER PROFILE
SMH H - SMH J



SANITARY SEWER PROFILE
SMH G - SMH I



SANITARY SEWER PROFILE
SMH J - EX SMH

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(847)696-1400
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APPROVED	JAD
DATE	03/14/2025
SCALE	

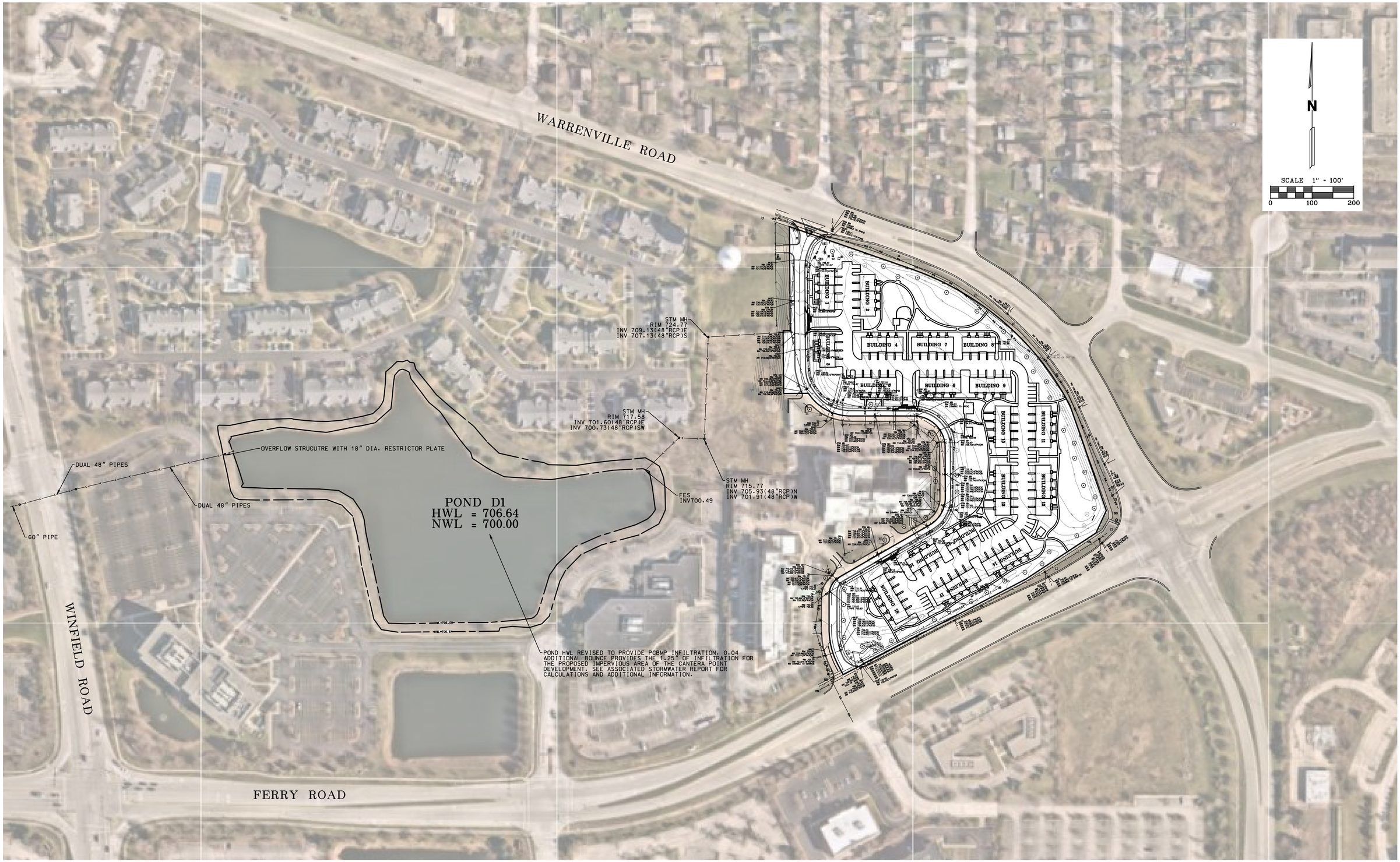
SANITARY PROFILE
CANTERA POINT
WARRENVILLE, ILLINOIS

SHEET 13 OF 18

PROJECT NUMBER: 4821

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DATE	03/14/2025
SCALE	

STORMWATER OUTFALL
CANTERA POINT
WARRENVILLE, ILLINOIS

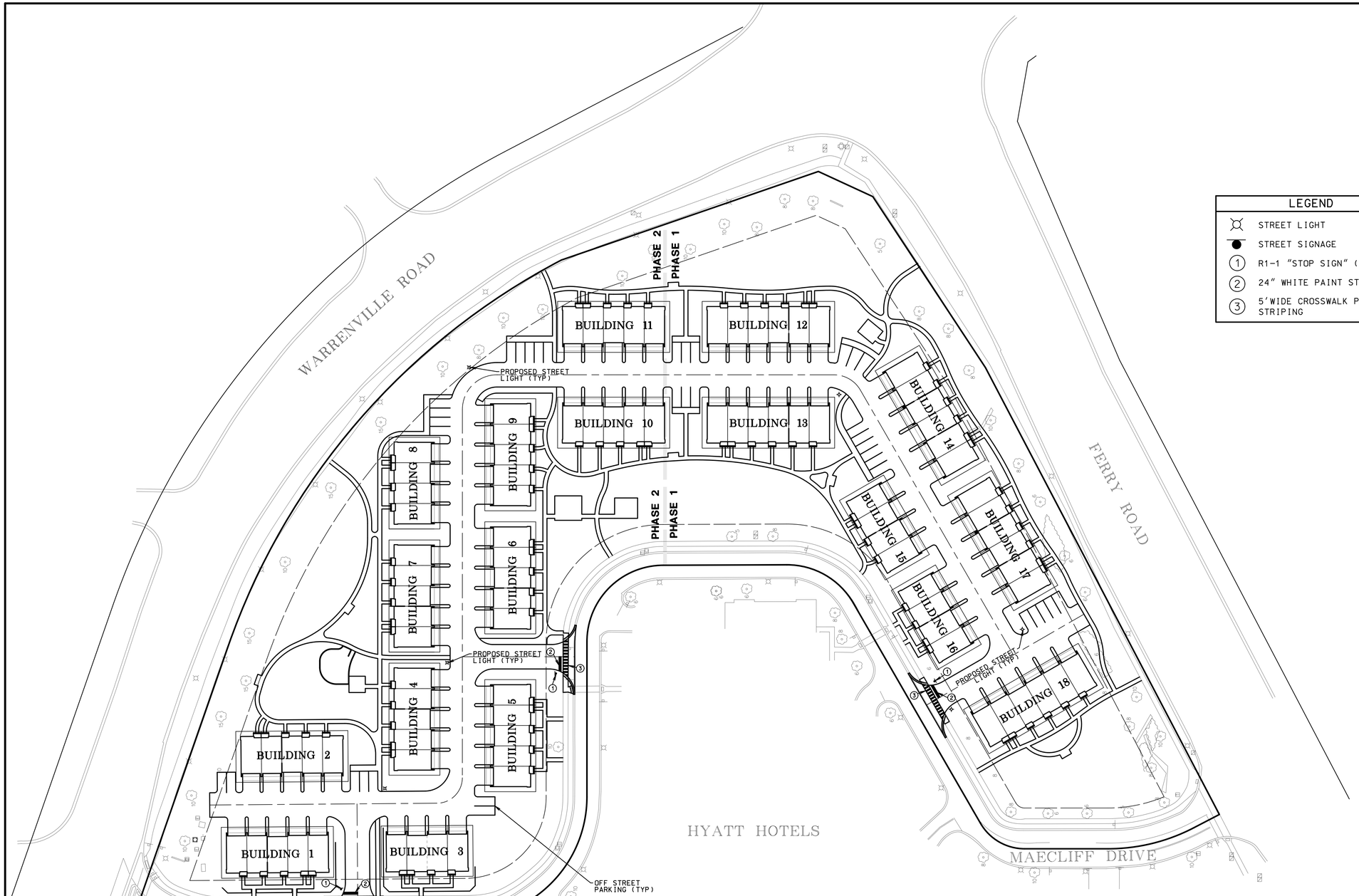
SHEET 14 OF 18

PROJECT NUMBER: 4821

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N

SCALE 1" - 50'

0 50 100

LEGEND

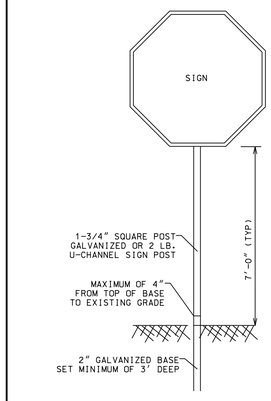
- STREET LIGHT
- STREET SIGNAGE
- (1) R1-1 "STOP SIGN" (30"X30")
- (2) 24" WHITE PAINT STOP BAR
- (3) 5'WIDE CROSSWALK PAVEMENT STRIPING

SIGNAGE AND STRIPING GENERAL NOTES

1. STOP BARS SHALL BE INSTALLED AT ALL STOP LOCATIONS IN ACCORDANCE WITH THE LATEST EDITION OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
2. ALL STOP SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITION OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

REFER TO LANDSCAPE PLANS FOR MONUMENT SIGNS AND HARDSCAPE DETAILS

REFER TO PHOTOMETRIC PLAN FOR ADDITIONAL LIGHTING DETAIL INCLUDING PHOTOMETRIC ANALYSIS AND EXISTING STREET LIGHT LOCATIONS

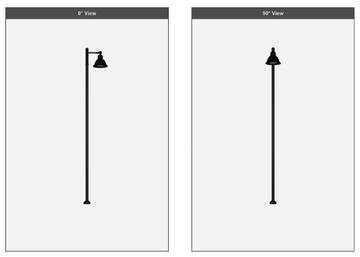


SIGN POST DETAIL
NOT TO SCALE

HOLOPHANE

Job Name: | Job Location: | Quote No: | Type:

Catalog Number:
GBLF3 P6D 40K MVOLT ASY QSM BK ST3 20IN 1A TN BK BADF QSM BK SLA **15** SLS SB G12 BK ABG ASSY14026



Ordering Information

Luminaire	Arm/Mounting Bracket	Pole	
Catalog Number: GBLF3 P6D 40K MVOLT ASY QSM BK **Series: (GBLF3)** DarkSky® Luminaires **Drive Current/ Performance Package: (P6D)** P6D performance package **Color Temperature: (40K)** 4000K **Voltage: (MVOLT)** 120-277V **Option: (ASY)** Asymmetric **Mounting Method: (QSM)** Quick stem mount **Finish: (BK)** Black	**Catalog Number:** ST3 20IN 1A TN BK **Series: (ST3)** Stuttgart Gooseneck arm **Height / Length: (20IN)** 20IN **Number of Arms: (1A)** Single arm **Arm Connection: (TN)** Tenon mount **Finish: (BK)** Black	**Catalog Number:** SLA SLS SB G12 BK ABG **Series: (SLA)** SlimLine **Pole Height: (15) 15FT** **Shaft Style: (SLS)** Shaft, Stable 5.25IN tubul. (2) and (3,5) **Base Type: (SB)** Shoe base **Pole Top Mounting: (G12)** 1 @ 3 x 12 tenon **Finish: (BK)** Black	**Base Mounting: (ABG)** Anchor bolt (galvanized steel)
Anchor Bolt	**Anchor bolt template**		
Catalog Number: AB-37-4 **Anchor Bolt: (AB-37-4)** 4/0-37-4	**Catalog Number:** TMP40317 **Anchor Bolt Template Number: (TMP40317)** TMP40317		

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SCHAUMBURG, ILLINOIS 60173

DATE	DESCRIPTION OF REVISION	BY
06/12/25	REVISED PER CITY COMMENTS	RMB

DESIGNED	JAD
DRAWN	JD
APPROVED	JAD
DATE	03/14/2025
SCALE	1" = 50'

STREET LIGHTING, SIGNAGE, AND STRIPING PLAN
CANTERA POINT
WARRENVILLE, ILLINOIS

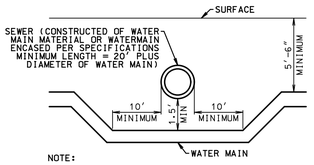
SHEET 15 OF 18

PROJECT NUMBER: 4821

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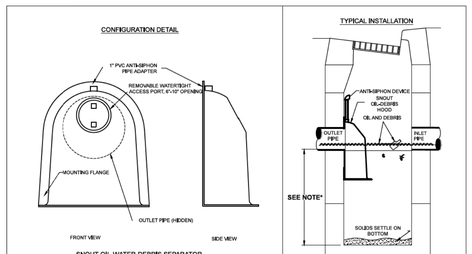


NOTE:

ALL FITTINGS REQUIRED FOR LOWERING OF WATER MAIN SHALL BE RESTRAINED JOINTS.

WATER MAIN LOWERING DETAILS

NOT TO SCALE



SNOUT OIL-WATER-DEBRIS SEPARATOR

*NOTE: SUMP DEPTH OF 36" MIN FOR UP TO 12" ID PIPE. OUTLET, FOR PIPES 18" ID AND ABOVE SUMP DEPTH OF 2.5 TO 3 TIMES PIPE ID RECOMMENDED (I.E.,'I' DEEP 'h' FOR 24" PIPE)

NOTES:

1. ALL HOODS AND TRAPS FOR CATCH BASINS AND WATER QUALITY STRUCTURES SHALL BE AS MANUFACTURED BY:
   BEST MANAGEMENT PRODUCTS, INC.
   9 MATHEWS DRIVE, UNIT A-A2,
   EAST HADDAM, CT. 06423
   TOLL FREE: (800) 504-8008 OR (888) 434-0277, FAX: (877) 434-3197
   WEB SITE: www.bmpinc.com
   OR PRE-APPROVED EQUAL
2. ALL HOODS SHALL BE CONSTRUCTED OF A GLASS REINFORCED RESIN COMPOSITE WITH BIO GEL COAT EXTERIOR FINISH WITH A MINIMUM 0.125" LAMINATE THICKNESS.
3. ALL HOODS SHALL BE EQUIPPED WITH A WATERTIGHT ACCESS PORT, A MOUNTING FLANGE, AND AN ANTI-SIPHON VENT PIPE AND ELBOW AS DRAWN, (SEE CONFIGURATION DETAIL)
4. THE SIZE AND POSITION OF THE HOOD SHALL BE DETERMINED BY OUTLET PIPE SIZE AS PER MANUFACTURER'S RECOMMENDATION (SNOUT SIZE ALWAYS LARGER THAN PIPE SIZE).
5. THE BOTTOM OF THE HOOD SHALL EXTEND DOWNWARD A MINIMUM DISTANCE EQUAL TO 10 THE OUTLET PIPE DIAMETER WITH A MINIMUM DISTANCE OF 4" FOR PIPES <12" I.D.
6. THE ANTI-SIPHON VENT SHALL EXTEND ABOVE HOOD BY MINIMUM OF 3" AND A MAXIMUM OF 12" ACCORDING TO STRUCTURE CONFIGURATION.
7. THE SURFACE OF THE STRUCTURE WHERE THE HOOD IS MOUNTED SHALL BE FINISHED SMOOTH AND FREE OF LOOSE MATERIAL AND PIPE SHALL BE FINISHED FLUSH TO WALL.
8. ALL STRUCTURE JOINTS SHALL BE WATERTIGHT.
9. THE HOOD SHALL BE SECURELY ATTACHED TO STRUCTURE WALL WITH 3/8" STAINLESS STEEL BOLTS AND OIL-RESISTANT GASKET AS SUPPLIED BY MANUFACTURER. (SEE INSTALLATION DETAIL)
10. INSTALLATION INSTRUCTIONS SHALL BE FURNISHED WITH MANUFACTURER SUPPLIED HOOD. INSTALLATION KIT SHALL INCLUDE:
    A. INSTALLATION INSTRUCTIONS
    B. ANTI-SIPHON VENT PIPE AND ADAPTER
    C. OIL-RESISTANT CRUSHED CELL FOAM GASKET WITH PSA BACKING
    D. 3/8" STAINLESS STEEL BOLTS
    E. ANCHOR SHIELDS

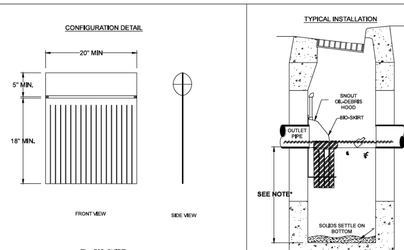
INSTALLATION DETAIL



US Patent # 6126817, 7951294, 7857966, 8512556
Canada Patent # 2285146, 2690156, 2690156 others pending

HOOD SPECIFICATION FOR CATCH BASINS AND WATER QUALITY STRUCTURES

DESCRIPTION	DATE	SCALE
OIL- DEBRIS HOOD SPECIFICATION AND INSTALLATION (TYPICAL)	09/08/18	NONE
	DRAWING NUMBER	SP-SN



The BIO-SKIRT
HYDROCARBON ADSORBING SKIRTED BOOM

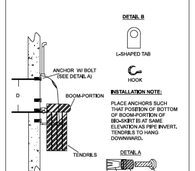
*NOTE: ATTACH BIO-SKIRT STRUCTURE WALL SUCH THAT IT IS APPROXIMATELY AT SAME ELEVATION AS STATIC WATER LEVEL

NOTES:

1. All new and/or existing catch basins or water quality structures shall be outfitted with the Bio-Skirt(R) Hydrocarbon reducing skirted boom as manufactured by:
   BEST MANAGEMENT PRODUCTS, INC.
   53 MT. ARCHER RD,
   LYME, CT 06371
   (860) 434-0277, (860) 434-3195 FAX
   TOLL FREE: (800) 504-8008 OR (888) 434-0277
   WEB SITE: www.bmpinc.com
   or pre-approved equal.
2. The skirted boom shall be comprised of an upper boom portion that is an adsorbent fabric covered floating boom of 6" minimum diameter with an integral lower skirt portion comprised of fabric tendrils of an 18" minimum length that hang beneath the boom.
3. All adsorbent fabrics shall be made from pro-oxidize quality needle-woven fibration fabric manufactured from 100% recycled select fibers with a .125" minimum thickness.
4. All fabric shall be protected with a co-polarity surface bonded non-bleaching antimicrobial agent and ultraviolet light stabilizer package included to preserve the service life of the unit.
5. The Bio-Skirt shall be positioned in front of the exit pipe and SNOUT® Oil&Debris Separator if so equipped (the preferred application of the Bio-Skirt is to be deployed with the SNOUT).
6. The skirted boom shall be securely attached to the structure wall on each side of the exit pipe with 3/8" stainless steel bolts, stainless steel tabs, plastic-composite hooks and elastomeric cord as found in manufacturer supplied in installation kit.
7. For applications where multiple Bio-Skirts are deployed together for larger SNOUTs (e.g. on 24" and larger SNOUTs per schedule below*), connect skirts grommet to grommet with hooks and cord as supplied in the installation kit.

Typical Deployment Schedule:
13-18" SNOUT- One Bio-Skirt
24-30" SNOUT- Two Bio-Skirts
36-42" SNOUT- Three Bio-Skirts
72" and up, Call 800-504-8008 for guidance,

INSTALLATION DETAIL



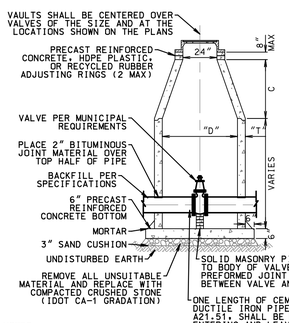
SNOUT US Patent # 6126817

OIL ADSORBENT SPECIFICATION FOR CATCH BASINS AND WATER QUALITY STRUCTURES

DESCRIPTION	DATE	SCALE
BIO-SKIRT (TM) SPECIFICATION AND INSTALLATION (TYPICAL)	10/29/14	NONE
	DRAWING NUMBER	SP-BIO

MATERIALS FOR WALLS	D	C	T (MIN)
PRECAST REINFORCED CONCRETE RISERS ASTM C-478	48"	30"	5"
	60"	45"	6"

DIAMETER OF VALVE	D
8" AND UNDER	48"
10" AND OVER	60"



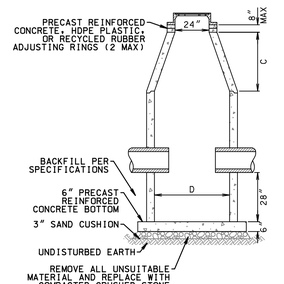
NOTES:

1. PRECAST STRUCTURES SHALL CONFORM TO ASTM C478 AND THE DIMENSIONS SHOWN ON THE PLANS. PRECAST COMPONENTS SHALL BE SUBSTANTIALLY FREE FROM FRACTURES, LARGE OR DEEP CRACKS AND SURFACE ROUGHNESS CONFORMING THE QUALITY CRITERIA ESTABLISHED IN ASTM C478.
2. JOINTS BETWEEN PRECAST SECTIONS SHALL BE PREFORMED FLEXIBLE GASKETS. RUBBER GASKETS BUTYL ROPE OR OTHER EQUIVALENT MATERIAL TO ENSURE A WATERTIGHT JOINT. PREFORMED GASKETS SHALL CONFORM TO THE REQUIREMENTS OF ASTM C990. RUBBER GASKETS SHALL CONFORM TO THE REQUIREMENTS OF ASTM C443.
3. STRUCTURE FRAME AND COVERS SHALL BE IN ACCORDANCE WITH THE FRAME AND GRATE SCHEDULE PROVIDED.
4. STEPS SHALL BE NEENAH R-1980-J, OR POLYPROPYLENE COATED STEEL REINFORCING RODS (1/2" MIN) WITH LOAD AND PULLOUT RATINGS MEETING OSHA STANDARDS OR APPROVED EQUAL.
5. FRAME TO BE SET TO FINISHED GRADE SHOWN ON PLANS OR GRADE ESTABLISHED BY ENGINEER. STRUCTURE DIMENSIONS SHALL BE DETERMINED BASED ON ELEVATIONS PROVIDED ON THE PLANS.
6. ALL LIFT HOLES SHALL BE FILLED WITH A PRECAST CONCRETE PLUG SEALED AND COVERED WITH MASTIC OR THOROUGHLY WETTED. FILLED WITH MORTAR. SMOOTHED AND POINTED INSIDE AND OUT.
7. AGGREGATE BACKFILL (IDOT CA-6, CA-7, CA-10 OR FA-10) SHALL BE PROVIDED AROUND STRUCTURE TO SUBGRADE ELEVATION WHEN MANHOLE FALLS WITHIN 24-INCHES OF ALL PAVEMENTS, CURB AND GUTTER, DRIVEWAYS AND SIDEWALKS.
8. PIPE OPENINGS SHALL BE CAST INTO THE WALL. THE PRECAST CONCRETE BASE TO BE CAST INTEGRAL WITH LOWEST WALL UNIT.

VALVE VAULT DETAIL

NOT TO SCALE

MATERIALS FOR WALLS	D	C	T (MIN)
PRECAST REINFORCED CONCRETE RISERS ASTM C-478	36"	15"	4"
	48"	30"	5"
	60"	45"	5"

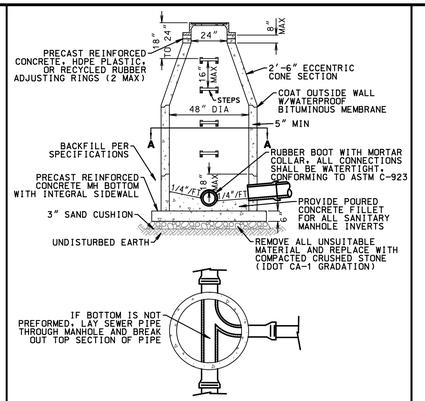


NOTES:

1. PRECAST MANHOLES AND STRUCTURES SHALL CONFORM TO ASTM C478 AND THE DIMENSIONS SHOWN ON THE PLANS. PRECAST COMPONENTS SHALL BE SUBSTANTIALLY FREE FROM FRACTURES, LARGE OR DEEP CRACKS AND SURFACE ROUGHNESS CONFORMING THE QUALITY CRITERIA ESTABLISHED IN ASTM C478.
2. PRECAST SECTIONS TO BE JOINED WITH TONGUE AND GROOVE JOINTS SEALED WITH A CONTINUOUS LAYER OF PREFORMED FLEXIBLE GASKETS, RUBBER GASKETS BUTYL ROPE OR OTHER EQUIVALENT BITUMINOUS MATERIAL PER THE STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS., LATEST EDITION.
3. STORM STRUCTURE FRAME AND COVERS SHALL BE IN ACCORDANCE WITH THE FRAME AND GRATE SCHEDULE PROVIDED.
4. STEPS SHALL BE NEENAH R-1980-J, OR POLYPROPYLENE COATED STEEL REINFORCING RODS (1/2" MIN) WITH LOAD AND PULLOUT RATINGS MEETING OSHA STANDARDS OR APPROVED EQUAL.
5. FRAME TO BE SET TO FINISHED GRADE SHOWN ON PLANS OR GRADE ESTABLISHED BY ENGINEER. STRUCTURE DIMENSIONS SHALL BE DETERMINED BASED ON ELEVATIONS PROVIDED ON THE PLANS.
6. ALL LIFT HOLES SHALL BE FILLED WITH A PRECAST CONCRETE PLUG SEALED AND COVERED WITH MASTIC OR THOROUGHLY WETTED. FILLED WITH MORTAR. SMOOTHED AND POINTED INSIDE AND OUT.
7. AGGREGATE BACKFILL (IDOT CA-6, CA-7, CA-10 OR FA-10) SHALL BE PROVIDED AROUND STRUCTURE TO SUBGRADE ELEVATION WHEN MANHOLE FALLS WITHIN 24-INCHES OF ALL PAVEMENTS, CURB AND GUTTER, DRIVEWAYS AND SIDEWALKS.
8. STRUCTURES LOCATED IN THE CURB LINE SHALL REQUIRE OPENING TO BE PLACED IN PROPER LOCATION WITH RESPECT TO BACK OF CURB.

CATCH BASIN DETAIL

NOT TO SCALE



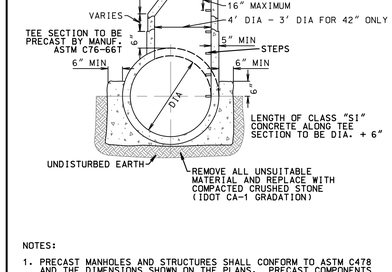
SECTION A-A

NOTES:

1. PRECAST MANHOLES AND STRUCTURES SHALL CONFORM TO ASTM C478 AND THE DIMENSIONS SHOWN ON THE PLANS. PRECAST COMPONENTS SHALL BE SUBSTANTIALLY FREE FROM FRACTURES, LARGE OR DEEP CRACKS AND SURFACE ROUGHNESS CONFORMING THE QUALITY CRITERIA ESTABLISHED IN ASTM C478.
2. JOINTS BETWEEN PRECAST SECTIONS SHALL BE PREFORMED FLEXIBLE GASKETS. RUBBER GASKETS BUTYL ROPE OR OTHER EQUIVALENT MATERIAL TO ENSURE A WATERTIGHT JOINT. PREFORMED GASKETS SHALL CONFORM TO THE REQUIREMENTS OF ASTM C990. RUBBER GASKETS SHALL CONFORM TO THE REQUIREMENTS OF ASTM C443.
3. STRUCTURE FRAME AND COVERS SHALL BE IN ACCORDANCE WITH THE FRAME AND GRATE SCHEDULE PROVIDED.
4. STEPS SHALL BE NEENAH R-1980-J, OR POLYPROPYLENE COATED STEEL REINFORCING RODS (1/2" MIN) WITH LOAD AND PULLOUT RATINGS MEETING OSHA STANDARDS OR APPROVED EQUAL.
5. FRAME TO BE SET TO FINISHED GRADE SHOWN ON PLANS OR GRADE ESTABLISHED BY ENGINEER. MANHOLE DIMENSIONS SHALL BE DETERMINED BASED ON ELEVATIONS PROVIDED ON THE PLANS.
6. ALL LIFT HOLES SHALL BE FILLED WITH A PRECAST CONCRETE PLUG SEALED AND COVERED WITH MASTIC OR THOROUGHLY WETTED. FILLED WITH MORTAR. SMOOTHED AND POINTED INSIDE AND OUT.
7. AGGREGATE BACKFILL (IDOT CA-6, CA-7, CA-10 OR FA-10) SHALL BE PROVIDED AROUND STRUCTURE TO SUBGRADE ELEVATION WHEN MANHOLE FALLS WITHIN 24-INCHES OF ALL PAVEMENTS, CURB AND GUTTER, DRIVEWAYS AND SIDEWALKS.
8. ALL SANITARY SEWER CONNECTIONS SHALL BE WATERTIGHT, CONFORMING TO ASTM C-923.

48" SANITARY MANHOLE - TYPE A

NOT TO SCALE

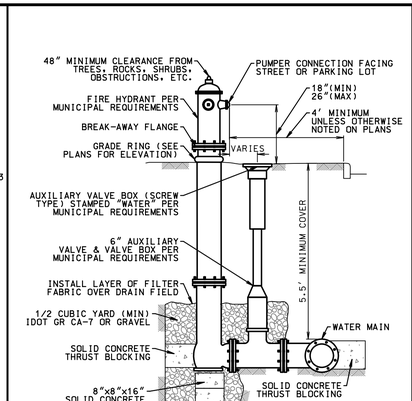


NOTES:

1. PRECAST MANHOLES AND STRUCTURES SHALL CONFORM TO ASTM C478 AND THE DIMENSIONS SHOWN ON THE PLANS. PRECAST COMPONENTS SHALL BE SUBSTANTIALLY FREE FROM FRACTURES, LARGE OR DEEP CRACKS AND SURFACE ROUGHNESS CONFORMING THE QUALITY CRITERIA ESTABLISHED IN ASTM C478.
2. PRECAST SECTIONS TO BE JOINED WITH TONGUE AND GROOVE JOINTS SEALED WITH A CONTINUOUS LAYER OF PREFORMED FLEXIBLE GASKETS, RUBBER GASKETS BUTYL ROPE OR OTHER EQUIVALENT BITUMINOUS MATERIAL PER THE STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS., LATEST EDITION.
3. STORM STRUCTURE FRAME AND COVERS SHALL BE IN ACCORDANCE WITH THE FRAME AND GRATE SCHEDULE PROVIDED.
4. STEPS SHALL BE NEENAH R-1980-J, OR POLYPROPYLENE COATED STEEL REINFORCING RODS (1/2" MIN) WITH LOAD AND PULLOUT RATINGS MEETING OSHA STANDARDS OR APPROVED EQUAL.
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7. AGGREGATE BACKFILL (IDOT CA-6, CA-7, CA-10 OR FA-10) SHALL BE PROVIDED AROUND STRUCTURE TO SUBGRADE ELEVATION WHEN MANHOLE FALLS WITHIN 24-INCHES OF ALL PAVEMENTS, CURB AND GUTTER, DRIVEWAYS AND SIDEWALKS.
8. MANHOLES LOCATED IN THE CURB LINE SHALL REQUIRE OPENING TO BE PLACED IN PROPER LOCATION WITH RESPECT TO BACK OF CURB.

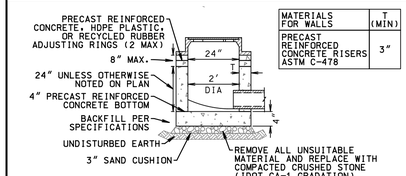
TEE MANHOLE DETAIL

NOT TO SCALE



FIRE HYDRANT SETTING DETAIL

NOT TO SCALE



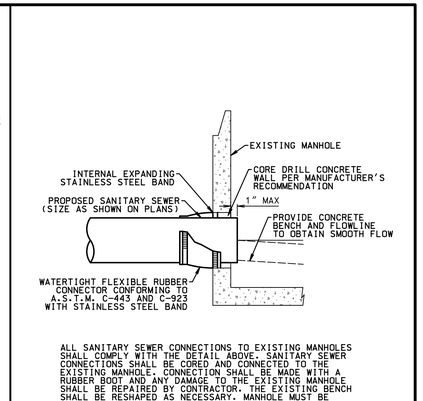
MATERIALS FOR WALLS	T (MIN)
PRECAST REINFORCED CONCRETE RISERS ASTM C-478	3"

NOTES:

1. PRECAST MANHOLES AND STRUCTURES SHALL CONFORM TO ASTM C478 AND THE DIMENSIONS SHOWN ON THE PLANS. PRECAST COMPONENTS SHALL BE SUBSTANTIALLY FREE FROM FRACTURES, LARGE OR DEEP CRACKS AND SURFACE ROUGHNESS CONFORMING THE QUALITY CRITERIA ESTABLISHED IN ASTM C478.
2. PRECAST SECTIONS TO BE JOINED WITH TONGUE AND GROOVE JOINTS SEALED WITH A CONTINUOUS LAYER OF PREFORMED FLEXIBLE GASKETS, RUBBER GASKETS BUTYL ROPE OR OTHER EQUIVALENT BITUMINOUS MATERIAL PER THE STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS., LATEST EDITION.
3. STORM STRUCTURE FRAME AND COVERS SHALL BE IN ACCORDANCE WITH THE FRAME AND GRATE SCHEDULE PROVIDED.
4. STEPS SHALL BE NEENAH R-1980-J, OR POLYPROPYLENE COATED STEEL REINFORCING RODS (1/2" MIN) WITH LOAD AND PULLOUT RATINGS MEETING OSHA STANDARDS OR APPROVED EQUAL.
5. FRAME TO BE SET TO FINISHED GRADE SHOWN ON PLANS OR GRADE ESTABLISHED BY ENGINEER. MANHOLE DIMENSIONS SHALL BE DETERMINED BASED ON ELEVATIONS PROVIDED ON THE PLANS.
6. ALL LIFT HOLES SHALL BE FILLED WITH A PRECAST CONCRETE PLUG SEALED AND COVERED WITH MASTIC OR THOROUGHLY WETTED. FILLED WITH MORTAR. SMOOTHED AND POINTED INSIDE AND OUT.
7. AGGREGATE BACKFILL (IDOT CA-6, CA-7, CA-10 OR FA-10) SHALL BE PROVIDED AROUND STRUCTURE TO SUBGRADE ELEVATION WHEN MANHOLE FALLS WITHIN 24-INCHES OF ALL PAVEMENTS, CURB AND GUTTER, DRIVEWAYS AND SIDEWALKS.
8. MANHOLES LOCATED IN THE CURB LINE SHALL REQUIRE OPENING TO BE PLACED IN PROPER LOCATION WITH RESPECT TO BACK OF CURB.

INLET DETAIL

NOT TO SCALE



ALL SANITARY SEWER CONNECTIONS TO EXISTING MANHOLES SHALL COMPLY WITH THE DETAIL ABOVE. SANITARY SEWER CONNECTIONS SHALL BE CORED AND CONNECTED TO THE EXISTING MANHOLE. CONNECTION SHALL BE MADE WITH A RUBBER BOOT AND ANY DAMAGE TO THE EXISTING MANHOLE SHALL BE REPAIRED BY CONTRACTOR. THE EXISTING BENCH SHALL BE RESHAPED AS NECESSARY. MANHOLE MUST BE TESTED UPON COMPLETION. ALL WORK SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE SANITARY SEWER.

PIPE TO EXISTING MANHOLE CONNECTION

NOT TO SCALE

FRAMES AND GRATES ON ALL STRUCTURES SHALL BE AS FOLLOWS, UNLESS OTHERWISE NOTED ON THE PLANS:

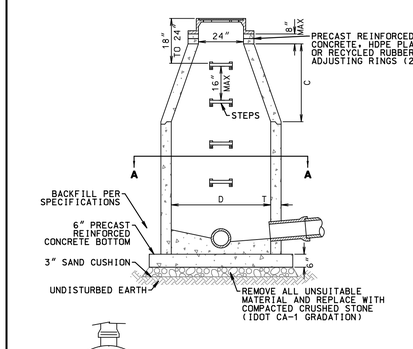
SANITARY:
FRAMES AND COVERS SHALL BE NEENAH R-1713 WITH TYPE "A" COVER OR EAST JORDAN IRON WORKS (EJIW) 1058 WITH TYPE "A" COVER. SHALL HAVE THE WORD "SANITARY" ON THE COVER, AND SHALL HAVE A 1" CONCEALED PICK HOLE. ALL SANITARY MANHOLE COVERS SHALL HAVE THE MUNICIPALITY NOTED IN 2" RAISED LETTERS.

WATER:
FRAMES AND COVERS SHALL BE NEENAH R-1713 WITH TYPE "A" COVER OR EJIW 1058 WITH TYPE "A" COVER, SHALL HAVE THE WORD "WATER" ON THE COVER AND A 1" CONCEALED PICK HOLE. ALL VALVE VAULT COVERS SHALL HAVE THE MUNICIPALITY NOTED IN 2" RAISED LETTERS.

STORM:
ALL OPEN LID GRATES SHALL CONTAIN THE TROUT LOGO OR APPROVED EQUAL AS SPECIFIED BY THE MUNICIPALITY
FRAMES AND COVERS SHALL BE AS FOLLOWS:
1. CLOSED LID (CL): NEENAH R-1772, SOLID LID COVER OR EJIW 1050 WITH TYPE "A" COVER. SHALL HAVE THE WORD "STORM" ON THE COVER AND SHALL HAVE THE MUNICIPALITY NOTED IN 2" RAISED LETTERS.
2. B6.12 CURB AND GUTTER: NEENAH R-3281-AL WITH TYPE "E" GRATE OR EJIW 7210 WITH TYPE "M1" GRATE.
3. DEPRESSED CURB AND GUTTER, EXCEPT ADA ACCESSIBLE ROUTES: NEENAH R-3281-AL WITH TYPE "L" GRATE OR EJIW 7210 WITH M1 GRATE. CURB PLATE SHALL BE FLUSH WITH FLAG OF CURB.
4. OPEN LID WITHIN PAVEMENT, EXCEPT ADA ACCESSIBLE ROUTES: NEENAH R-2504 WITH TYPE "G" GRATE OR EJIW 1050 WITH TYPE "M1" GRATE.
5. OPEN LID WITHIN ADA ACCESSIBLE ROUTES: NEENAH R-3067-C WITH TYPE "Q" GRATE OR APPROVED EQUAL.
   a. NOTE A CURB BOX SHALL NOT BE PERMITTED
   b. OPENINGS MUST BE PERPENDICULAR TO THE DIRECTION OF TRAVEL.
6. OPEN LID WITHIN LANDSCAPED AREAS: NEENAH R-2577-B WITH TYPE "B" GRATE OR APPROVED EQUAL.
7. OPEN LID WITHIN REAR YARDS (BEEHIVE): NEENAH R-4340-B WITH "BEEHIVE" GRATE OR EJIW 6527.

FRAME AND GRATE SCHEDULE

NOT TO SCALE



SECTION A-A

MATERIALS FOR WALLS	D	C	T (MIN)
PRECAST REINFORCED CONCRETE RISERS ASTM C-478	48"	30"	5"
	60"	45"	5"

DIAMETER OF MAIN SEWER	D
18" AND UNDER	48"
21" THRU 42"	60"

NOTES:

1. PRECAST MANHOLES AND STRUCTURES SHALL CONFORM TO ASTM C478 AND THE DIMENSIONS SHOWN ON THE PLANS. PRECAST COMPONENTS SHALL BE SUBSTANTIALLY FREE FROM FRACTURES, LARGE OR DEEP CRACKS AND SURFACE ROUGHNESS CONFORMING THE QUALITY CRITERIA ESTABLISHED IN ASTM C478.
2. PRECAST SECTIONS TO BE JOINED WITH TONGUE AND GROOVE JOINTS SEALED WITH A CONTINUOUS LAYER OF PREFORMED FLEXIBLE GASKETS, RUBBER GASKETS BUTYL ROPE OR OTHER EQUIVALENT BITUMINOUS MATERIAL PER THE STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS., LATEST EDITION.
3. STORM STRUCTURE FRAME AND COVERS SHALL BE IN ACCORDANCE WITH THE FRAME AND GRATE SCHEDULE PROVIDED.
4. STEPS SHALL BE NEENAH R-1980-J, OR POLYPROPYLENE COATED STEEL REINFORCING RODS (1/2" MIN) WITH LOAD AND PULLOUT RATINGS MEETING OSHA STANDARDS OR APPROVED EQUAL.
5. FRAME TO BE SET TO FINISHED GRADE SHOWN ON PLANS OR GRADE ESTABLISHED BY ENGINEER. MANHOLE DIMENSIONS SHALL BE DETERMINED BASED ON ELEVATIONS PROVIDED ON THE PLANS.
6. ALL LIFT HOLES SHALL BE FILLED WITH A PRECAST CONCRETE PLUG SEALED AND COVERED WITH MASTIC OR THOROUGHLY WETTED. FILLED WITH MORTAR. SMOOTHED AND POINTED INSIDE AND OUT.
7. AGGREGATE BACKFILL (IDOT CA-6, CA-7, CA-10 OR FA-10) SHALL BE PROVIDED AROUND STRUCTURE TO SUBGRADE ELEVATION WHEN MANHOLE FALLS WITHIN 24-INCHES OF ALL PAVEMENTS, CURB AND GUTTER, DRIVEWAYS AND SIDEWALKS.
8. MANHOLES LOCATED IN THE CURB LINE SHALL REQUIRE OPENING TO BE PLACED IN PROPER LOCATION WITH RESPECT TO BACK OF CURB.

MANHOLE DETAIL

NOT TO SCALE

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

CLIENT:
D·R·HORTON America's Builder
D.R. HORTON, INC.-MIDWEST
1750 E. GOLF ROAD, SUITE 925
SCHAUMBURG, ILLINOIS 60173

DATE	DESCRIPTION OF REVISION	BY
06/12/25	REVISED PER CITY COMMENTS	RMB

DESIGNED	JAD
DRAWN	JD
APPROVED	JAD
DATE	03/14/2025
SCALE	N.T.S.

CONSTRUCTION DETAILS
CANTERA POINT
WARRENVILLE, ILLINOIS

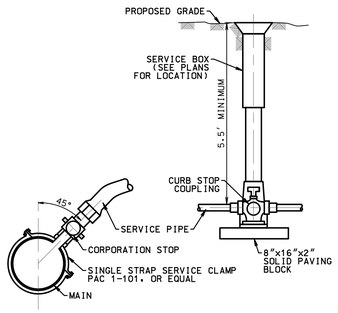
SHEET 16 OF 18

PROJECT NUMBER: 4821

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ILLINOIS FIRM LICENSE 184-002694

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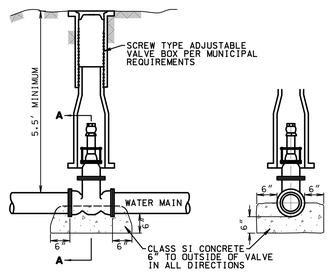


NOTE:

WATER SERVICE FITTINGS SHALL COMPLY WITH ALL MUNICIPAL REQUIREMENTS

WATER SERVICE DETAIL

NOT TO SCALE

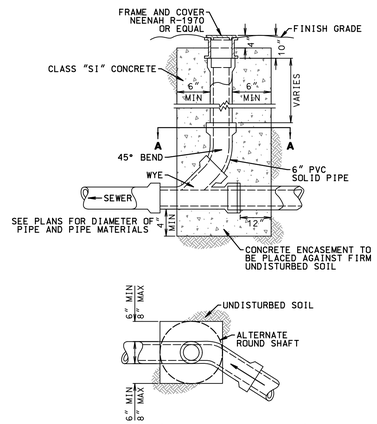


NOTE:

1. VALVE PER MUNICIPAL REQUIREMENTS.
2. GRANULAR BACKFILL SHALL BE PLACED AROUND VALVE AND VALVE BOX.
3. RIM TO BE SET TO FINISHED GRADE SHOWN ON THE PLANS OR GRADE ESTABLISHED BY ENGINEER.

VALVE BOX INSTALLATION DETAIL

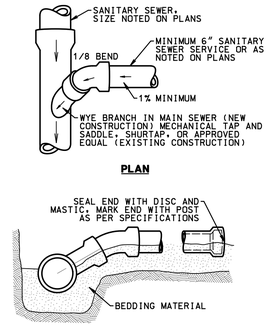
NOT TO SCALE



SECTION A-A (BEND CLEANOUT DETAIL)

CLEANOUT IN LANDSCAPED AREA DETAILS

NOT TO SCALE

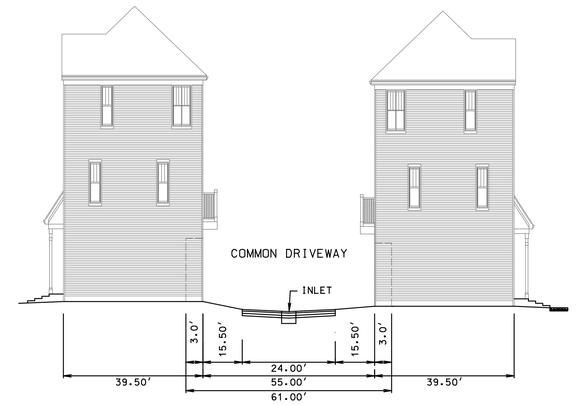


NOTES:

1. SANITARY SEWER MATERIAL NOTED ON PLANS, OR AS SPECIFIED.
2. SEWER SERVICE SHALL BE LOCATED AS NOTED ON PLANS.

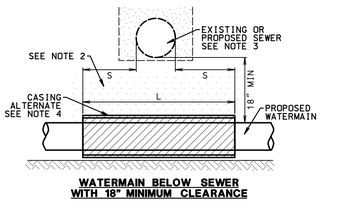
SANITARY SEWER SERVICE DETAILS

NOT TO SCALE

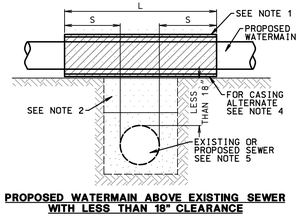


TYPICAL COMMON DRIVEWAY CROSS SECTION

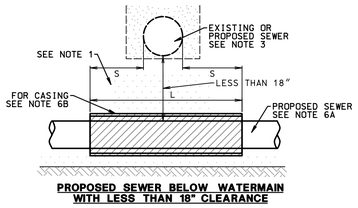
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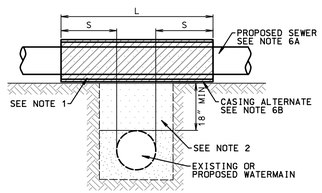
WATERMAIN BELOW SEWER WITH 18" MINIMUM CLEARANCE



PROPOSED WATERMAIN ABOVE EXISTING SEWER WITH LESS THAN 18" CLEARANCE



PROPOSED SEWER BELOW WATERMAIN WITH LESS THAN 18" CLEARANCE



PROPOSED SEWER ABOVE WATERMAIN WITH 18" MINIMUM CLEARANCE

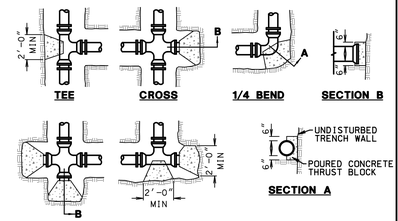
S = MIN 10 FEET MEASURED PERPENDICULAR TO SEWER OR WATERMAIN
L = MIN 20 FEET PLUS OUTSIDE DIAMETER OF SEWER OR WATERMAIN MEASURED PERPENDICULARLY

NOTES:

1. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF WATERMAIN AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT THE LENGTH OF "L".
2. IF SELECT GRANULAR BACKFILL EXISTS, REMOVE WITHIN WIDTH OF EXISTING SEWER LINE TRENCH AND REPLACE WITH SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT.
3. PROVIDED ADEQUATE SUPPORT FOR EXISTING SEWER OR WATERMAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF TRENCH.
4. USE "L" FEET OF WATERMAIN MATERIAL FOR CASING OF PROPOSED WATERMAIN AND SEAL END OF CASING.
5. POINT LOADS SHALL NOT BE ALLOWED BETWEEN WATERMAIN CASING AND SEWER.
6. a. CONSTRUCT "L" FEET OF PROPOSED SEWER OF WATERMAIN MATERIAL AND PRESSURE TEST, OR:
   b. USE "L" FEET OF WATERMAIN MATERIAL FOR CASING OF PROPOSED SEWER AND SEAL ENDS OF CASING.
7. PLACEMENT OF WATERMAIN BELOW EXISTING OR PROPOSED SEWER WITH LESS THAN 18' CLEARANCE IS NOT ALLOWED.
8. PROVIDE TRENCH COMPACTION IN ACCORD WITH SEC 20-2.20B OF STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.

WATERMAIN AND SEWER SEPARATION DETAILS

NOT TO SCALE



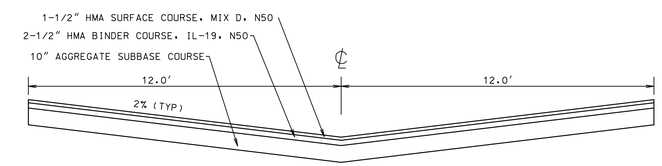
MINIMUM BEARING AREA IN SQUARE FEET

SIZE (DIA. IN INCH.)	DEAD END OR TEE (SQ. FT.)	1/4 BEND 90° BEND (SQ. FT.)	1/8 BEND 45° BEND (SQ. FT.)	1/16 BEND 22.5° BEND (SQ. FT.)
6	4.3	6.0	3.2	1.7
8	7.5	10.7	5.8	3.0
10	11.8	16.6	9.0	4.6
12	17.0	24.0	13.0	6.6
16	30.0	42.5	23.0	11.8

1. THE ABOVE TABLE IS BASED ON 2,000 PSF SOIL BEARING AGAINST THE UNDISTURBED TRENCH WALL AND REPRESENTS THE MINIMUM VERTICAL AREA OF THE THRUST BLOCK PERPENDICULAR TO THE FITTING INCLUDING THE ANGLE OF THE FITTING.
2. THRUST BLOCKING TO PREVENT MOVEMENT OF LINES UNDER PRESSURE AT BENDS, TEES, CAPS, VALVES, HYDRANTS AND AT POINTS SPECIFIED SHALL BE CLASS "SI" CONCRETE, A MIN. OF 12" THICK, PLACED BETWEEN SOLID GROUND AND FITTING, AND SHALL BE ANCHORED IN SUCH A MANNER THAT PIPE AND FITTING WILL BE ACCESSIBLE FOR REPAIRS. TRUST BLOCK SHALL BE PLACED AT BENDS OF 11° 1/4 OR MORE. RETAINER GLANDS MAY BE USED IN PLACE OF THRUST BLOCKS.
3. PROVIDE POLYETHYLENE ENCASEMENT THROUGHOUT THE ENTIRE LENGTH OF THE WATERMAIN, AS REQUIRED.

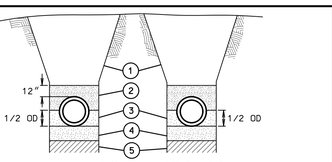
THRUST BLOCK DETAILS

NOT TO SCALE



TYPICAL CROSS SECTION HMA COMMON DRIVEWAY

NOT TO SCALE



FLEXIBLE - PVC RIGID - DIP

TRENCH DEPTH/PROTECTION	REQUIRED TRENCH WIDTH ON EACH SIDE OF THE PIPE
5' AND LESS, WITHOUT PROTECTION	12"
5' AND LESS, WITH PROTECTION	18"
GREATER THAN 5'	18"

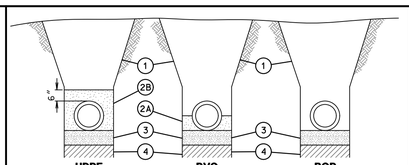
LEGEND:

1. SELECTED GRANULAR BACKFILL, IDOT CA-6, CA-10 OR FA-10 OR AS SPECIFIED, SHALL BE USED BENEATH AND WITHIN 2' OF PAVEMENTS, CURBS AND GUTTERS, DRIVEWAYS AND SIDEWALKS. SUITABLE EXCAVATED MATERIAL MAY BE USED WHEN SELECTED GRANULAR BACKFILL IS NOT REQUIRED.
2. INITIAL BACKFILL SHALL BE SUITABLE MATERIAL EXCAVATED FROM THE TRENCH OR SELECTED GRANULAR MATERIAL. INITIAL BACKFILL SHALL BE PLACED IN UNIFORM LAYERS NOT EXCEEDING 6 INCHES THICK LOOSE MEASURE.
3. HAUNCHING MATERIAL - IDOT CA-6, CA-10, OR FA-10. HAUNCHING MATERIAL SHALL BE PLACED LONGITUDINALLY ALONG THE PIPE IN MAXIMUM 6 INCH LIFTS, LOOSE MEASURE.
4. 4" MINIMUM BEDDING - IDOT CA-6, CA-10 OR FA-10, UNLESS OTHERWISE APPROVED.
5. UNSUITABLE MATERIAL TO BE REMOVED AND REPLACED AS DIRECTED BY SOILS ENGINEER.

NOTES:
1. ALL TRENCH AND BRACING SHALL CONFORM TO FEDERAL, STATE, AND LOCAL REGULATIONS.

SANITARY SEWER TRENCH DETAIL

NOT TO SCALE



TRENCH DEPTH/PROTECTION	REQUIRED TRENCH WIDTH ON EACH SIDE OF THE PIPE
5' AND LESS, WITHOUT PROTECTION	12"
5' AND LESS, WITH PROTECTION	18"
GREATER THAN 5'	18"

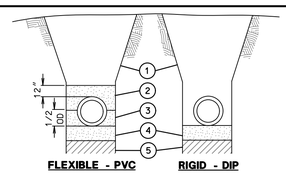
LEGEND:

1. SELECTED GRANULAR BACKFILL, IDOT CA-6, CA-10 OR FA-10 OR AS SPECIFIED, SHALL BE USED BENEATH AND WITHIN 2' OF PAVEMENTS, CURBS AND GUTTERS, DRIVEWAYS AND SIDEWALKS. SUITABLE EXCAVATED MATERIAL MAY BE USED WHEN SELECTED GRANULAR BACKFILL IS NOT REQUIRED.
2A. HAUNCHING MATERIAL - IDOT CA-6, CA-10, OR FA-10. HAUNCHING MATERIAL SHALL BE PLACED LONGITUDINALLY ALONG THE PIPE IN MAXIMUM 6 INCH LIFTS, LOOSE MEASURE.
2B. INITIAL BACKFILL - IDOT CA-6, CA-10 OR FA-10. INITIAL BACKFILL SHALL BE PLACED IN UNIFORM LAYERS NOT EXCEEDING 6 INCHES THICK LOOSE MEASURE.
3. 4" MINIMUM BEDDING - IDOT CA-6, CA-10 OR FA-10. BEDDING THICKNESS SHALL BE 6" MINIMUM FOR ADS PIPE GREATER THAN 30".
4. UNSUITABLE MATERIAL TO BE REMOVED AND REPLACED AS DIRECTED BY SOILS ENGINEER.

NOTES:
1. ALL TRENCH AND BRACING SHALL CONFORM TO FEDERAL, STATE, AND LOCAL REGULATIONS.

STORM SEWER TRENCH DETAIL

NOT TO SCALE



FLEXIBLE - PVC RIGID - DIP

TRENCH DEPTH/PROTECTION	REQUIRED TRENCH WIDTH ON EACH SIDE OF THE PIPE
5' AND LESS, WITHOUT PROTECTION	12"
5' AND LESS, WITH PROTECTION	18"
GREATER THAN 5'	18"

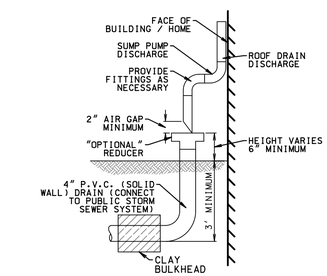
LEGEND:

1. SELECTED GRANULAR BACKFILL, IDOT CA-6, CA-10 OR FA-10 OR AS SPECIFIED, SHALL BE USED BENEATH AND WITHIN 2' OF PAVEMENTS, CURBS AND GUTTERS, DRIVEWAYS AND SIDEWALKS. SUITABLE EXCAVATED MATERIAL MAY BE USED WHEN SELECTED GRANULAR BACKFILL IS NOT REQUIRED.
2. INITIAL BACKFILL SHALL BE SUITABLE MATERIAL EXCAVATED FROM THE TRENCH OR SELECTED GRANULAR BACKFILL. INITIAL BACKFILL SHALL BE PLACED IN UNIFORM LAYERS NOT EXCEEDING 6 INCHES THICK LOOSE MEASURE.
3. HAUNCHING MATERIAL - IDOT CA-6, CA-10, OR FA-10. HAUNCHING MATERIAL SHALL BE PLACED LONGITUDINALLY ALONG THE PIPE IN MAXIMUM 6 INCH LIFTS, LOOSE MEASURE.
4. 4" MINIMUM BEDDING - IDOT CA-6, CA-10 OR FA-10, UNLESS OTHERWISE APPROVED.
5. UNSUITABLE MATERIAL TO BE REMOVED AND REPLACED AS DIRECTED BY SOILS ENGINEER.

NOTES:
1. ALL TRENCH AND BRACING SHALL CONFORM TO FEDERAL, STATE, AND LOCAL REGULATIONS.

WATER MAIN TRENCH DETAIL

NOT TO SCALE

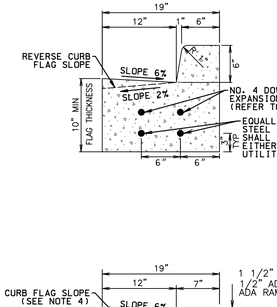


NOTES:

1. ROOF DRAIN CONNECTIONS SHALL BE DESIGNED WITH A MINIMUM 2" AIR GAP. A RIGID FOUR-INCH (4") DIAMETER PVC PIPE CAN BE USED TO CONNECT THE INDIVIDUAL ROOF DRAIN SERVICE TO THE STORM SEWER. IN NO EVENT SHALL THE SUMP PUMP DISCHARGE INTO THE SANITARY SEWER SYSTEM.
2. A CLAY BULKHEAD SHOULD BE INSTALLED AT THE HEAD OF THE STORM SEWER TRENCH TO PREVENT CONNECTIVITY BETWEEN STORM SEWER TRENCH BACKFILL AND FOUNDATION TRENCH BACKFILL.
3. ROOF DRAIN CONNECTIONS SHALL DISCHARGE AT GRADE EXCEPT WHERE STORM SEWER SERVICE STUBS HAVE BEEN PROVIDED.

ROOF DRAIN DISCHARGE CONNECTION DETAIL

NOT TO SCALE



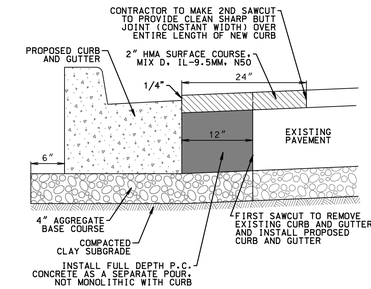
DEPRESSED CURB

NOTES:

1. CURB SHALL BE CONSTRUCTED WITH IDOT CLASS "SI" CONCRETE.
2. CONTRACTION AND EXPANSION JOINTS SHALL BE PROVIDED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS, UNLESS OTHERWISE NOTED.
3. CURB AND GUTTER SHALL BE PLACED ON 4" MINIMUM COMPACTED AGGREGATE BASE COURSE. AGGREGATE BASE COURSE SHALL EXTEND A MINIMUM OF 1-FOOT BEHIND BACK OF CURB.
4. PITCH SLOPE SHALL BE 6.0% UNLESS ADJACENT TO ADA ACCESSIBLE CURB RAMP WHERE A MAXIMUM OF 5% SLOPE SHALL BE PROVIDED.

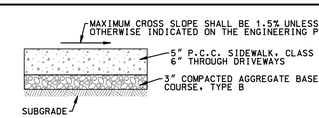
B-6.12 CURB AND GUTTER

NOT TO SCALE



PAVEMENT PATCH AT CURB AND GUTTER REMOVAL

NOT TO SCALE



NOTES:

1. CONTRACTION AND EXPANSION JOINTS SHALL BE PROVIDED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS, AS NOTED WITHIN THIS PLAN SET OR AS OTHERWISE SHOWN BY THE ARCHITECT.
2. ALL SIDEWALKS CONSTRUCTED OVER A UTILITY TRENCH SHALL BE REINFORCED WITH STEEL REBAR. REFER TO NOTE E.19 IN THE SPECIFICATIONS FOR MORE INFORMATION.

SIDEWALK DETAILS

NOT TO SCALE

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

CLIENT:

D·R·HORTON America's Builder

D.R. HORTON, INC.-MIDWEST
1750 E. GOLF ROAD, SUITE 925
SCHAUMBURG, ILLINOIS 60173

DATE	DESCRIPTION OF REVISION	BY
06/12/25	REVISED PER CITY COMMENTS	RMB

DESIGNED	JAD
DRAWN	JD
APPROVED	JAD
DATE	03/14/2025
SCALE	N.T.S.

CONSTRUCTION DETAILS
CANTERA POINT
WARRENVILLE, ILLINOIS

SHEET 17 OF 18

PROJECT NUMBER: 4821

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GENERAL NOTES

A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:

   - STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   - STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION
   - CITY CODE OF WARRENVILLE, LATEST EDITION

   IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

1. THE CITY OF WARRENVILLE MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.

2. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF THE UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

1. THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.

2. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.

3. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY THE MUNICIPALITY OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.

4. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR SEWER DISTRICT AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.

5. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY UNPOLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.

6. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY AND/OR SEWER DISTRICT.

7. THE LOCATION OF VARIOUS EXISTING UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.

8. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

9. NO FINAL CONNECTION SHALL BE MADE TO THE EXISTING WATER MAIN SYSTEM UNTIL THE WATER MAIN HAS BEEN PRESSURE TESTED AND CHLORINATED.

10. ALL NON-PAVING CONCRETE USED ON THE PROJECT SHALL BE IDOT CLASS SI.

11. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY AND OWNER.

12. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.

13. ALL EXISTING FIELD DRAINAGE TILE ENCOUNTERED OR DAMAGED DURING CONSTRUCTION WHICH DRAIN OFFSITE PROPERTY SHALL BE CONNECTED TO THE STORM SEWER SYSTEM. ALL EXISTING FIELD DRAINAGE TILE ENCOUNTERED OR DAMAGED DURING CONSTRUCTION THAT SERVES ON-SITE PROPERTY CAN BE CAPPED AND/OR REMOVED FROM THE SITE.

14. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS TO BE DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.

15. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

16. TRAFFIC CONTROL SIGNS SHALL BE INSTALLED DURING CONSTRUCTION IN ACCORDANCE WITH THE IDOT SS AND IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THE SAFE AND ORDERLY PASSAGE OF TRAFFIC AND PEDESTRIANS SHALL BE MAINTAINED AT ALL TIMES.

D. EXCAVATION AND SITE GRADING

1. EXCAVATION AND EMBANKMENT REQUIRED FOR SITE GRADING SHALL BE CONSTRUCTED IN ACCORDANCE WITH SOILS REPORTS PREPARED FOR THIS SITE. COPIES OF THE SOILS REPORTS ARE AVAILABLE FROM THE OWNER.

2. BUILDING PAD, BUILDING FOOTING, AND PAVEMENT SUBGRADES SHALL BE CONSTRUCTED OF SUITABLE FILL MATERIAL, AS DETERMINED BY THE SOILS ENGINEER, AND COMPACTED TO A MINIMUM BEARING CAPACITY OF 3,000 PSF IN BUILDING PAD AREAS AND 95% MODIFIED PROCTOR DENSITY WITHIN ([PUBLIC, PARKING LOT] PAVEMENT AREAS OR PUBLIC RIGHT-OF-WAYS.)

3. ALL CLAY EMBANKMENT NECESSARY FOR STORMWATER MANAGEMENT AREAS AS NOTED ON THE CROSS SECTION SHALL CONSIST OF COHESIVE SOIL TYPES WITH LESS THAN 25% SAND AND GRAVEL. MATERIAL SHALL HAVE A COEFFICIENT OF PERMEABILITY OF LESS THAN 10 X $^{-7}$ CM/SEC. MAXIMUM PARTICLE SIZE SHALL BE 4-INCHES. THESE MATERIALS WILL BE PRACTICALLY IMPERVIOUS. MATERIAL SHALL BE TESTED FOR CLASSIFICATION, COMPACTION CHARACTERISTICS, PERMEABILITY CHARACTERISTICS AND UNCONFINED COMPRESSIVE STRENGTH, IN ORDER TO ENSURE THAT THEY MEET THE ABOVE REQUIREMENTS.

   THE MATERIAL SHALL BE CL TYPE (USING THE USC CLASSIFICATION SYSTEM, ASTM D2487) AND FREE FROM GRAVEL, ROOTS, ORGANIC MATTER, AND ANY OTHER OBJECTIONABLE MATERIALS.

   THE EMBANKMENT SHALL BE PLACED IN ESSENTIALLY HORIZONTAL LIFTS NOT EXCEEDING 8 INCHES IN LOOSE THICKNESS. EACH LIFT SHOULD BE COMPACTED TO AT LEAST 95 PERCENT OF THE MAXIMUM DRY DENSITY AS DETERMINED IN THE LABORATORY BY THE MODIFIED PROCTOR COMPACTION TEST (ASTM D1557). EACH LIFT TO BE COMPACTED TO SPECIFIED DENSITY PRIOR TO THE PLACEMENT OF ADDITIONAL FILL. MOISTURE CONTROL IS IMPORTANT IN THE COMPACTION OF COHESIVE SOIL TYPES, AND THE WATER CONTENT OF THE EMBANKMENT FILL SHALL BE WITHIN 4 PERCENTAGE POINTS OF OPTIMUM MOISTURE AS ESTABLISHED BY THE LABORATORY COMPACTION CURVE.

4. COMPACTION TESTING SHALL MEET THE REQUIREMENTS OF THE MUNICIPALITY AND THE OWNER.

5. NO EQUIPMENT, MATERIAL OR WORK IS TO BE PERFORMED OUTSIDE THE LIMITS OF CONSTRUCTION.

6. THE CONTRACTOR IS REQUIRED TO MEET ALL SOIL EROSION CONTROL AND SEDIMENTATION REQUIREMENTS AS SET FORTH IN THE IEPA STANDARDS, MUNICIPAL ORDINANCES, COUNTY ORDINANCES, AND THE ENGINEERING PLANS.

7. ALL PAVEMENT SUBGRADES SHALL BE PROOF-ROLLED WITH A FULLY LOADED TEN WHEEL TRUCK. ANY SOFT YIELDING AREAS SHALL BE REMOVED AND REPLACED WITH COMPACTED CA-6 CRUSHED STONE.

8. ALL UNSUITABLE MATERIAL, AS DETERMINED BY THE SOILS ENGINEER, SHALL BE REMOVED AND (A.) DISC-DRIED AND RECOMPACTED, OR (B.) LIME OR CEMENT DRIED AND RECOMPACTED, OR (C.) REPLACED WITH CRUSHED STONE, IDOT CA-6 GRADATION. ALL OPTIONS MEETING COMPACTION REQUIREMENTS AS SPECIFIED EARLIER IN THESE SPECIFICATIONS.

9. LIMITS OF BUILDING PAD SHALL EXTEND FIVE (5) FEET BEYOND PROPOSED BUILDING WALLS. LIMITS OF SUITABLE PAVEMENT SUBGRADE SHALL EXTEND TWO (2) FEET BEYOND BACK OF PROPOSED CURB, OR EDGE OF PAVEMENT.

10. ALL REMOVAL OR EXCAVATION ITEMS BEING DISPOSED OF AT AN UNCONTAMINATED SOIL FILL OPERATION OR CLEAN CONSTRUCTION AND DEMOLITION DEBRIS (CCDD) FILL SITE SHALL MEET THE REQUIREMENTS OF PUBLIC ACT 96-1416. ALL COSTS ASSOCIATED WITH MEETING THESE REQUIREMENTS SHALL BE INCLUDED IN THE UNIT PRICE COST FOR THE ASSOCIATED REMOVAL OR EXCAVATION ITEMS IN THE CONTRACT. THESE COSTS SHALL INCLUDE BUT ARE NOT LIMITED TO ALL REQUIRED TESTING, LAB ANALYSIS, CERTIFICATION BY A LICENSED PROFESSIONAL ENGINEER, AND STATE AND LOCAL TIPPING FEES.

E. PAVEMENT CONSTRUCTION

1. HOT-MIX ASPHALT PAVEMENT SHALL HAVE A MINIMUM TOTAL COMPACTED THICKNESS AS SHOWN ON THE DRAWINGS AND SHALL BE COMPACTED TO 93% OF THE MAXIMUM UNIT WEIGHT AS DETERMINED BY ASTM D-2041.

2. THE PAVEMENT SUBGRADE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 301 (SUBGRADE PREPARATION) OF THE IDOT SS. SUBGRADE SHALL BE COMPACTED TO A MINIMUM IBR OF 3.0.

3. THE AGGREGATE BASE COURSE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 351 (AGGREGATE BASE COURSE) OF THE IDOT SS.

4. NO AGGREGATE BASE COURSE SHALL BE INSTALLED UNTIL THE SUBGRADE HAS BEEN APPROVED BY THE OWNER.

5. HOT-MIX ASPHALT PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 406 (HOT-MIX ASPHALT BINDER AND SURFACE COURSE).

6. NO HOT-MIX ASPHALT BINDER SHALL BE INSTALLED UNTIL THE AGGREGATE BASE COURSE HAS BEEN APPROVED BY THE OWNER. AGGREGATE BASE COURSE PRIME COAT (MC-30) SHALL BE APPLIED AT A RATE OF 0.25 TO 0.5 GALLONS PER SQUARE YARD, THE EXACT RATE TO BE SPECIFIED BY THE ENGINEER.

7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE ALL NECESSARY SIGNS, BARRICADES, FENCES, ETC. TO KEEP THE CONSTRUCTION SITE IN COMPLIANCE WITH STATE AND FEDERAL LAWS. THE MUNICIPALITY MAY REQUIRE ADDITIONAL SIGNAGE OR BARRICADES. THE CONTRACTOR SHALL COMPLY WITH ALL SUCH MUNICIPAL REQUIREMENTS.

8. ALL EXISTING PAVEMENT, SIDEWALK, OR CURB AND GUTTER TO BE REMOVED SHALL BE SAWCUT ALONG THE LIMITS OF THE PROPOSED REMOVAL BEFORE REMOVAL OPERATIONS BEGIN.

9. PRIOR TO PLACEMENT OF BASE COURSE, THE SUBGRADE SHALL BE PROOF-ROLLED WITH A FULLY LOADED TEN WHEEL TRUCK, AND ANY SOFT YIELDING AREAS SHALL BE REMOVED AND REPLACED WITH COMPACTED CA-6 CRUSHED STONE.

10. CURB AND GUTTER REMOVAL SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 440 (REMOVAL OF EXISTING PAVEMENT AND APPURTENANCES) OF THE IDOT SS.

11. ALL PAVEMENT MARKINGS SHALL BE (PAINT, THERMOPLASTIC, PREFORMED PLASTIC).

12. P.C.C. ROADWAY PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 420 (PORTLAND CEMENT CONCRETE PAVEMENT) OF THE IDOT SS. P.C.C. PAVEMENT FOR TRUCK DOCKS OR OTHER MISCELLANEOUS AREAS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 423 (PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT) OF THE IDOT SS. PCC PAVEMENT SHALL BE CLASS PV, UNLESS OTHERWISE NOTED. CONCRETE SHALL BE FINISHED AS DIRECTED BY THE OWNER OR ARCHITECT. JOINTS IN CONCRETE PAVEMENT SHALL BE PROVIDED AS FOLLOWS:
    a. JOINTS WITHIN SINGLE LANE PAVEMENT (APPROXIMATELY 12-FEET WIDE) SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 420.
    b. CONTRACTION JOINTS IN TRUCK DOCK PAVEMENT OR SIMILAR CONSTRUCTION SHALL BE DIVIDED BY GROOVES CONSTRUCTED AT 10 FOOT MAXIMUM INTERVALS BOTH TRANSVERSELY AND LONGITUDINALLY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THESE GROOVES SHALL EXTEND TO 1/4 THE DEPTH OF THE PAVEMENT, SHALL NOT BE LESS THAN 1/8 INCH NOR MORE THAN 1/4 INCH IN WIDTH AND SHALL BE EDGED WITH AN EDGING TOOL HAVING A 1/4 INCH RADIUS. THE EDGES OF THE SLABS SHALL BE EDGED AS DESCRIBED ABOVE.
    c. EXPANSION JOINTS SHALL BE PROVIDED WHERE THE PROPOSED PAVEMENT OCCUPIES THE ENTIRE SPACE BETWEEN THE CONCRETE CURB OR COMBINATION CURB AND GUTTER AND AN ADJACENT BUILDING, PERMANENT STRUCTURE, EXISTING DRIVEWAY OR OTHER SIMILAR OBSTRUCTION. A ONE (1) INCHED PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED BETWEEN THE DRIVEWAY PAVEMENT AND THE OBSTRUCTION. THE EXPANSION JOINT FILLER SHALL EXTEND THE ENTIRE DEPTH OF THE PAVEMENT.

13. ADA ACCESSIBLE CURB RAMPS SHALL BE PROVIDED AT ALL LOCATIONS WHERE THE SIDEWALK ADJOINS THE CURB AND GUTTER. ALL ADA RAMPS SHALL PROVIDE DETECTABLE WARNINGS PER THE DETAIL NOTED WITHIN THIS PLAN SET. THE INSTALLATION OF THESE DETECTABLE WARNINGS SHALL CONFORM TO SECTION 424 OF THE IDOT SS AND THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES.

14. ALL CONCRETE FOR SIDEWALK AND CURB AND GUTTER IS TO BE CLASS SI, 6.1 BAG MIX WITH NO FLY ASH.

15. COMBINATION CURB AND GUTTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 606 (CONCRETE GUTTER, CURB, MEDIAN, AND PAVED DITCH) OF THE IDOT SS.
    a. EXPANSION JOINTS SHALL BE PLACED AT THE END OF RADII AND AT INTERVALS OF NO MORE THAN 40-FEET IN STRAIGHT LINE PORTIONS OF WORK. EXPANSION JOINTS SHALL BE PROVIDED WHERE THE CURB AND GUTTER ABUTS AN EXISTING OR PROPOSED SIDEWALK, BUILDING, PERMANENT STRUCTURE OR EXISTING OR PROPOSED CONCRETE DRIVEWAY. EXPANSION JOINTS ARE REQUIRED 5-FEET ON EACH SIDE OF ANY STORM SEWER STRUCTURE IN THE CURB LINE. EXPANSION JOINTS SHALL CONSIST OF 1-INCH PREMOLDED EXPANSION JOINT FILLER MATERIAL.
    b. EXPANSION JOINTS SHALL INCLUDE 12-INCH LONG #4 DOWEL BARS WITH CAP.
    c. CONTRACTION JOINTS SHALL BE PLACED AT INTERVALS OF NO MORE THAN 10-FEET. CONTRACTION JOINTS SHALL BE SAWED TO A DEPTH EQUAL TO 1/3 THE THICKNESS OF THE GUTTER FLAG AND TO A WIDTH OF NOT LESS THAN 1/8 INCH.
    d. A MINIMUM 4-INCH COMPACTED AGGREGATE BASE SHALL BE PROVIDED UNDER THE CURB AND GUTTER AND SHALL EXTEND 1-FOOT BEHIND BACK OF CURB. REFER TO SECTION 606 FOR ADDITIONAL JOINTING REQUIREMENTS.

16. SIDEWALK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 424 (PORTLAND CEMENT CONCRETE SIDEWALK) OF THE IDOT SS.
    a. THE SURFACE SHALL BE DIVIDED BY GROOVES CONSTRUCTED AT RIGHT ANGLES TO THE CENTERLINE OF THE SIDEWALK OR AS SHOWN ON THE ENGINEERING PLANS. GROOVES SHALL EXTEND TO 1/4 THE DEPTH OF THE SIDEWALK, SHALL BE NOT LESS THAN 1/8 IN. NOR MORE THAN 1/4 IN. IN WIDTH, AND SHALL BE LONGER THAN 6 FT. NOR LESS THAN 4 FT. ON ANY SIDE, UNLESS OTHERWISENOTED.
    b. EXPANSION JOINTS SHALL BE 1/2 IN. THICK AND CONSIST OF PREFORMED JOINT FILLER. THE TOP OF THE JOINT FILLER SHALL BE 1/4 IN. BELOW THE SURFACE OF THE SIDEWALK.
    c. EXPANSION JOINTS SHALL BE PLACED BETWEEN THE SIDEWALK AND ALL STRUCTURES SUCH AS LIGHT POLES, TRAFFIC SIGNAL POLES, TRAFFIC POLES AND SUBWAY COLUMNS, WHICH EXTEND THROUGH THE SIDEWALK. EXPANSION JOINTS SHALL BE PLACED AT MAXIMUM INTERVALS OF 50 FT. IN THE SIDEWALK. WHERE THE SIDEWALK IS CONSTRUCTED ADJACENT TO PAVEMENT OR CURB HAVING EXPANSION JOINTS, THE EXPANSION JOINTS IN THE SIDEWALK SHALL BE PLACED IN LINE WITH THE EXPANSION JOINTS AS NEARLY AS PRACTICABLE. EXPANSION JOINTS SHALL BE PLACED WHERE THE SIDEWALK ABUTS EXISTING SIDEWALKS, BETWEEN DRIVEWAY PAVEMENT AND SIDEWALK, AND BETWEEN SIDEWALK ACCESSIBILITY RAMPS AND CURBS WHERE THE RAMP ABUTS A CURB.

17. HOT-MIX ASPHALT BASE COURSE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 355 (HOT-MIX ASPHALT BASE COURSE) OF THE IDOT SS.

18. HOT-MIX ASPHALT SPECIFICATIONS SHALL BE AS FOLLOWS:

ITEM	AIR VOIDS
HMA SURFACE COURSE, MIX "D", IL-9.5MM, N50, 1.5" MIN.	4% AT 50 GYR.
HMA BINDER COURSE, IL-19.0, N50; 2.25" MIN	4% AT 50 GYR.
LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4" MIN	3.5% AT 50 GYR.
CLASS D PATCHES (HMA BINDER IL-19mm)	4% AT 70 GYR.

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

   THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR ALL NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE SPECIAL PROVISIONS. APPLICABLE DISTRICT ONE SPECIAL PROVISIONS MAY INCLUDE, "RECLAIMED ASPHALT PAVEMENT AND SHINGLES", "HMA MIXTURE IL-4.75" AND "STONE MATRIX ASPHALT (SMA)".

19. ALL CURBS CONSTRUCTED OVER A UTILITY TRENCH SHALL BE REINFORCED WITH TWO EQUALLY SPACED #4 REBARS CENTERED IN THE FLAG FOR A LENGTH OF 10 FEET ON EITHER SIDE OF THE TRENCH. SIDEWALKS SHALL BE TREATED IN THE SAME MANNER USING THREE EQUALLY SPACED #4 REBARS CENTERED IN THE SIDEWALK FOR A LENGTH OF 10 FEET ON EITHER SIDE OF THE TRENCH.

20. ALL WATER AND SANITARY SERVICE LOCATIONS SHALL BE STAMPED ON THE CURB WITH "W" OR "S" AT THE DEMARKED LOCATIONS WHERE POSSIBLE.

F. SANITARY SEWER

1. ALL SANITARY SEWER AND SANITARY SEWER SERVICE PIPE SHALL BE SDR 26 ASTM D-2241 AND FITTINGS SHALL MEET THE REQUIREMENTS OF ASTM D-3139 OR EQUIVALENT. NOTE: THIS IS A PRESSURE RATED PIPE.

2. SANITARY SEWER SERVICES SHALL BE A MINIMUM OF 6-INCHES IN DIAMETER. CLEANOUT SHOULD BE PROVIDED (PREFERRED OUTSIDE OF HOME).

3. ALL SANITARY SEWERS SHALL BE AIR AND MANDREL TESTED, AND TELEVISED, INCLUDING PRIVATE COMMERCIAL LINES BETWEEN INSPECTION MANHOLE AND THE PUBLIC SANITARY SEWER. COPIES OF DVDS AND REPORTS SHALL BE PROVIDED TO THE CITY.

4. SANITARY SEWER MANHOLES SHALL HAVE OPENINGS FOR THE PIPE CONNECTIONS CAST INTO THE WALL OF THE STRUCTURE. RUBBER GASKETED COUPLING (BOOT) WITH STAINLESS STEEL BANDS / RETAINERS SHALL BE PER ASTM C-923.

5. WHEN CONNECTING TO AN EXISTING MANHOLE, THE HOLE MUST BE CORED AND A RUBBER GASKETED COUPLING (BOOT) WITH STAINLESS STEEL BANDS / RETAINERS SHALL BE PER ASTM C-923. THE BENCH SHALL BE REMOVED AND REPOURED, IF NECESSARY. RUBBER BOOTS/SEALS MUST BE USED WHERE PIPES ENTER MANHOLES. THE INTERNAL CONNECTION SHALL BE DRESSED UP WITH NON-SHRINK HYDRAULIC CEMENT, HYDRAULIC CEMENT, MORTAR, AND CONCRETE MUST BE OF THE STRENGTH AND WATER-TIGHTNESS QUALITY AS SPECIFIED IN THE ASTM STANDARDS.

6. WHEN CONNECTING A NEW SANITARY SERVICE TO AN EXISTING SANITARY SEWER MAIN WITHOUT AN EXISTING WYE, CONTACT PUBLIC WORKS TO DETERMINE WHICH ONE OF THE TWO FOLLOWING METHODS SHALL BE USED:
    a. A SECTION OF THE MAIN SHALL BE CUT OUT TO INSTALL A NEW WYE. CONNECTION BETWEEN THE EXISTING SANITARY SEWER AND THE NEW WYE SHALL BE MADE WITH NON-SHEAR MISSION COUPLINGS WITH TWO STAINLESS STEEL BANDS TO A POINT WHERE THE COUPLING CANNOT SHIFT.
    b. CORE THE EXISTING MAIN AND MAKE THE CONNECTION WITH AN INSERTA TEE CONNECTION OR AN APPROVED EQUAL

7. SANITARY MANHOLES SHALL BE PRE-CAST CONCRETE UNITS. FOR SANITARY SEWERS 18-INCH DIAMETER OR LESS, THE MANHOLE SHALL BE 48-INCH INSIDE DIAMETER. FOR SANITARY SEWERS 21-INCH DIAMETER AND LARGER, THE MANHOLE SHALL BE 60-INCH INSIDE DIAMETER.

8. FRAMES AND LIDS SHALL CONFORM TO NEENAH FOUNDRY R-1713 OR APPROVED EQUAL OR OTHERWISE NOTED IN PLANS AND THE WORD "SANITARY" SHALL BE CAST IN THE COVER. THE LID SHALL BE A SELF-SEALING SOLID LID WITH WATERTIGHT GASKET AND CONCEALED PICKHOLE. ANY MANHOLE WITHIN A FLOODPLAIN SHALL HAVE A WATERTIGHT, BOTDOWN FRAME AND LID, NEENAH R-1916-F1 OR APPROVED EQUAL.

10. MANHOLE SECTIONS AND ADJUSTING RINGS SHALL BE SEALED WITH BUTYL ROPE.

11. SANITARY MANHOLES SHALL HAVE A POURED CONCRETE BENCH.

12. RINGS / STEPS SHALL BE INSTALLED IN MANHOLES UNLESS SPECIFICALLY PROHIBITED.

13. EXTERNAL CHIMNEY SEALS (CRETEX OR APPROVED EQUAL) AND MACWRAP WILL BE REQUIRED WITH ALL SANITARY MANHOLES. THE FRAME, CHIMNEY, AND TOP "FLIP" OF THE CONE SECTION SHALL BE REQUIRED TO BE SEALED WITH A CHIMNEY SEAL. THIS SHOULD BE OBSERVED BY THE CITY PRIOR TO BACKFILLING.

14. NO GROUND WATER WILL BE ALLOWED TO ENTER THE SANITARY SEWER DURING OR AFTER CONSTRUCTION.

15. NO MORE THAN TWELVE INCHES (12") OF ADJUSTING RINGS ARE ALLOWED.

16. GRANULAR PIPE BEDDING MATERIAL SHALL BE IDOT CA-6, CA-10, OR FA-10 AND SHALL BE INSTALLED PER ASTM D2321. GRANULAR BEDDING SHALL BE COMPACTED TO 95% MODIFIED PROCTOR DENSITY.

17. SELECTED GRANULAR BACKFILL, IDOT CA-6, CA-10 OR FA-10 SHALL BE USED WHERE THE TOP OF TRENCH LIES UNDER OR WITHIN 24-INCHES OF ALL PAVEMENTS, CURB AND GUTTERS, DRIVEWAYS AND SIDEWALKS.

G. WATER MAIN

1. ALL OPEN CUT WATER MAIN SHALL BE POLYVINYL CHLORIDE PLASTIC (PVC) PRESSURE PIPE PER AWWA SPECIFICATION C-900, CLASS 150 (DR-18). THE ABOVE PIPE AND FITTINGS SHALL BE FURNISHED WITH ELASTOMERIC GASKET JOINTS CONFORMING TO ASTM F477. TRENCH BACKFILL SHALL BE UTILIZED TO TWELVE INCHES (12") ABOVE THE TOP OF THE PVC WATER MAIN.

2. ALL WATER MAIN INSTALLED BY HORIZONTAL DIRECTIONAL DRILLING SHALL BE PVC PER AWWA SPECIFICATION C-900 WITH CERTALOK JOINTS. ASSEMBLY AND INSTALLATION OF PIPE SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS. ALL MATERIAL SPECIFICATIONS SHALL BE SUBMITTED TO THE CITY AND APPROVED PRIOR TO INSTALLATION.

3. COPPER CLAD STEEL (SSC) BLUE TRACER WIRE SHALL BE INSTALLED DIRECTLY OVER THE CENTER OF THE WATER MAIN IN THE TRENCH WITH A MAXIMUM SEPARATION OF FOUR INCHES (4") ABOVE THE PIPE. THE TRACER WIRE WILL BE INSTALLED WITH THE WATER MAIN AND ATTACHED TO ALL IN-LINE VALVES, HYDRANT VALVES, HYDRANTS AND SERVICE LINES TO INSURE SIGNAL CONDUCTIVITY ALONG ALL PORTIONS OF THE NEW MAIN. CONNECTIONS SHALL BE DRYCONN 3-WAY DIRECT BURY LUG OR COPPERHEAD MAINLINE-TO-SERVICE CONNECTOR 3WB-01.
    a. FOR OPEN TRENCH, A COPPERHEAD HIGH STRENGTH 1230 WIRE SHALL BE USED.
    b. FOR DIRECTIONAL BORING, A COPPERHEAD EXTRA HIGH STRENGTH 1245 SHALL BE USED.
    c. FOR PIPE BURSTING, A COPPERHEAD SOLOSHOT XTREME STRENGTH 7x7 STRANDED PBX-50 SHALL BE USED.
    d. FOR FIRE HYDRANTS, TRACER WIRE SHALL TERMINATE AT TRACE WIRE ACCESS BOX. COPPERHEAD T3-75-F SHALL BE USED.

4. FITTINGS SHALL BE DUCTILE IRON, 250 PSI PRESSURE RATING, CEMENT MORTAR LINED WITH RESTRAINED PUSH-ON JOINT OR MECHANICAL JOINT WITH MEGALUG RETAINER GLANDS, OR APPROVED EQUAL.

5. WATER MAIN BOLTS SHALL BE STAINLESS STEEL ASTM 304.

6. RESTRAINED JOINTS - ALL FITTINGS SHALL HAVE RESTRAINED JOINTS. ALL WATER MAIN PIPING IN CASING SHALL HAVE RESTRAINED JOINTS. RESTRAINED JOINTS SHALL BE PUSH JOINT WITH A FIELD LOCK GASKET OR A MECHANICAL JOINT WITH MEGALUG RETAINER GLANDS, OR APPROVED EQUAL. ALL BENDS, TEES, AND DEAD END PIPING MUST BE RESTRAINED A MINIMUM OF 24' IN BOTH DIRECTIONS OF THE FITTING. THRUST CEMENT BLOCKING OF ALL FITTINGS, HYDRANTS, AND DEAD END PIPING IS REQUIRED.

7. PRESSURE CONNECTIONS - PRESSURE TAPPING SLEEVES SHALL BE ALL STAINLESS STEEL.

8. ALL VALVES SHALL BE RESILIENT WEDGE GATE VALVES INSTALLED IN A PRECAST CONCRETE VAULT. VALVES SHALL BE MUELLER, WATEROUS, OR CLOW MANUFACTURE. ALL BOLTS SHALL BE STAINLESS STEEL.

9. VALVE VAULTS SHALL BE PRE-CAST CONCRETE UNITS. FOR WATER MAINS 8-INCH DIAMETER OR LESS, THE VAULT SHALL BE 48-INCH INSIDE DIAMETER.

10. FRAMES AND LIDS SHALL CONFORM TO NEENAH FOUNDRY R-1713 OR APPROVED EQUAL AND THE WORD "WATER" SHALL BE CAST IN THE COVER.

11. CASING - SPACERS ALL JOINTS WITHIN THE CASING SHALL BE RESTRAINED. SPACERS SHALL BE INSTALLED ON ALL PIPE IN CASING. SPACERS SHALL BE BOLT ON STYLE WITH A SHELL MADE IN TWO SECTIONS OF HEAVY T-304 STAINLESS STEEL. CASING SHALL BE FILLED WITH PEA GRAVEL OR SAND AND SEALED AT BOTH ENDS.

12. ALL DUCTILE IRON PIPES AND FITTINGS ARE REQUIRED TO BE ENCASED IN 8-MIL POLYETHYLENE CONFORMING TO AWWA C-105.

13. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN AND SUPPLY CERTIFICATION FOR ALL MATERIALS. SHOP DRAWINGS SHALL BE SUBMITTED TO AND APPROVED BY THE CITY BEFORE INSTALLATION.

14. DEPTH OF BURY FOR WATER MAIN TO BE 5'-6" (MINIMUM).

15. INSTALLATION SHALL CONFIRM TO "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" LATEST EDITION.

16. GRANULAR PIPE BEDDING MATERIAL SHALL BE IDOT CA-6, CA-10 OR FA-10 AND SHALL BE INSTALLED PER ASTM D2321. GRANULAR BEDDING SHALL BE COMPACTED TO 95% MODIFIED PROCTOR DENSITY.

17. SELECTED GRANULAR BACKFILL, IDOT CA-6, CA-10 OR FA-10 SHALL BE USED WHERE THE TOP OF THE TRENCH LIES UNDER OR WITHIN 24-INCHES OF ALL PAVEMENTS, CURB AND GUTTERS, DRIVEWAYS AND SIDEWALKS.

18. WATER MAINS SHALL BE PRESSURE TESTED, LEAK TESTED AND CHLORINATED IN ACCORDANCE WITH LOCAL MUNICIPAL REQUIREMENTS AND THE STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS, LATEST EDITION.

20. WATER MAINS SHALL BE LOCATED AT LEAST 10-FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED SANITARY SEWER, STORM SEWER, COMBINED SEWER OR SEWER

CANTERA POINTE

FERRY ROAD AND WARRENVILLE ROAD
WARRENVILLE, ILLINOIS

FINAL LANDSCAPE PLANS

PREPARED FOR:

D·R·HORTON®
America's Builder
1750 GOLF ROAD, SUITE 925
SCHAUMBURG, IL 60173
847.362.9100 DRHORTON.COM

CIVIL ENGINEER:

MACKIE CONSULTANTS, LLC
9575 WEST HIGGINS ROAD, SUITE 500
ROSEMONT, IL 60018
847.696.1400 MACKIECONSULT.COM

PREPARED BY:

sda
Schoppe Design Associates, Inc.
LAND PLANNING & LANDSCAPE ARCHITECTURE
126 S. Main Street
Oswego, IL 60543
p: 630 551-3355
f: 630 551-3639
schoppedesign.net

LOCATION MAP



SHEET INDEX

COVER SHEET
L1 TREE INVENTORY AND REMOVALS
L2 OVERALL PLAN AND CALCULATIONS
L3 NORTH AREA LANDSCAPE PLAN
L4 CENTRAL AREA LANDSCAPE PLAN
L5 SOUTH AREA LANDSCAPE PLAN
L6 PROTOTYPE FOUNDATION AND SEATING AREA PLANS
L7 ENTRY MONUMENT SIGN PLANTINGS
L8 DETAILS, MAINTENANCE INFO. AND MATERIALS LIST
L9 DETAILS AND SPECIFICATIONS

LANDSCAPE CONCEPT STATEMENT

The landscape concept for Cantera Point combines existing and proposed vegetation to enhance seasonal interest while providing functional and attractive plantings at the site perimeter, building foundations, parking lots, right-of-ways and signage. Landscape maintenance shall be provided as part of the property owner's total site maintenance responsibility.

LANDSCAPE ORDINANCE STATEMENT

The Developer is aware of the City of Warrenville Zoning Ordinance Section 11 Landscape and Screening, in addition to applicable zoning, landscaping, and jurisdictional regulations set forth in Cantera Design Guidelines (1995) and Cantera Development Control Regulations for Special Development District (Revised 11/6/2012).

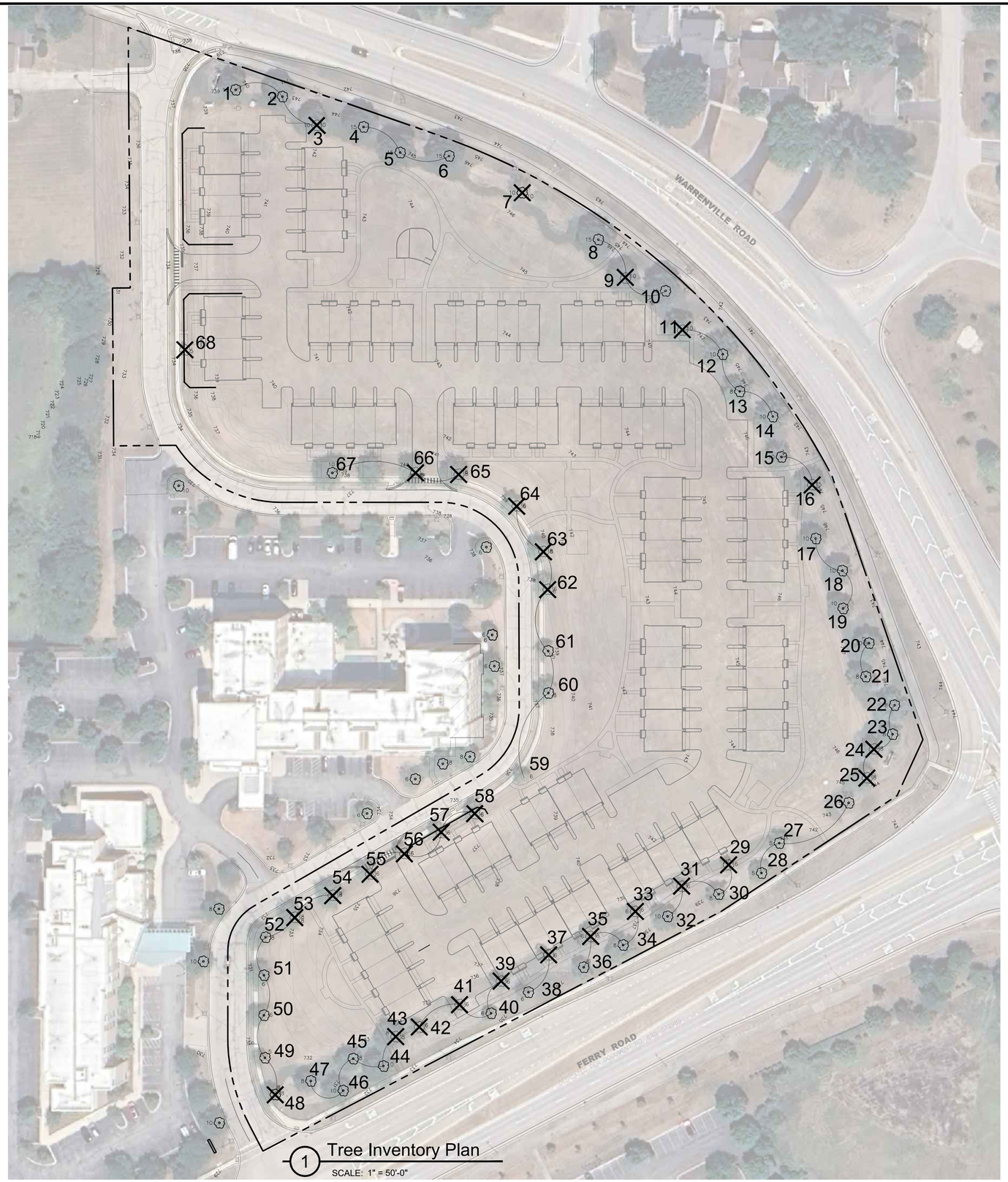
GENERAL NOTES

1. Contractor and or sub-contractors shall verify locations of all underground utilities prior to digging. Contact J.U.L.I.E. (Joint Utility Locating for Excavators) at 1-800-892-0123 or dial 811.
2. Topographic, boundary & utility information obtained from cad file Cantera Pointe Geometry Plan 06-04-2025.dwg prepared by Mackie Consultants, LLC.
3. Property zoned Special Development (SD) per City of Warrenville. Property also follows Cantera Development Control Regulations and Cantera Design Guidelines.
4. Verify site conditions and information on drawings prior to bidding and commencement of work. Promptly report any concealed conditions, mistakes, discrepancies, or deviations from the information shown in the Contract Documents to the Landscape Architect prior to commencement of work. The Owner is not responsible for unauthorized changes or extra work required to correct unreported discrepancies.
5. Protection of existing site elements including, but not limited to, pavement, utilities, and plantings to remain, is the responsibility of the Contractor. Costs to repair or replacement of any such damaged item(s), to pre-construction conditions and the Owner's satisfaction, shall be the sole responsibility of the Contractor.
6. Contractor shall secure and pay for permits, fees and inspections necessary for the proper execution of this work. Comply with codes and permit requirements applicable to this work.
7. Refer to the specifications for additional conditions, standards and notes.
8. Property owner shall be responsible for the maintenance, repair and replacement of all landscape materials and barriers, including refuse disposal areas, as may be required by the provisions of City of Warrenville Zoning Ordinance Section 11, in accordance with the approved Landscape Plan, Landscape Maintenance Plan, and Landscape Maintenance Schedule.

811
Know what's below.
Call before you dig.

Contractor and or sub-contractors shall verify locations of all underground utilities prior to digging. Contact J.U.L.I.E. (Joint Utility Locating for Excavators) at 1-800-892-0123 or dial 811.

REV.	DATE	SHEET NUMBER	PURPOSE
8			
7			
6			
5			
4			
3			
2	06-19-2025	ALL	REVISED PER CLIENT COMMENTS
1	06-12-2025	ALL	REVISED PER CITY COMMENTS
0	03-19-2025	ALL	SUBMITTAL TO THE CITY OF WARRENVILLE



1 Tree Inventory Plan
SCALE: 1" = 50'-0"

KEY:

15	EXISTING DECIDUOUS TREE AND CALIPER INCHES
15 15	SAME SPECIES GROUPING
47	TREE NUMBER
X	TREE TO BE REMOVED

TREE REPLACEMENT CHART

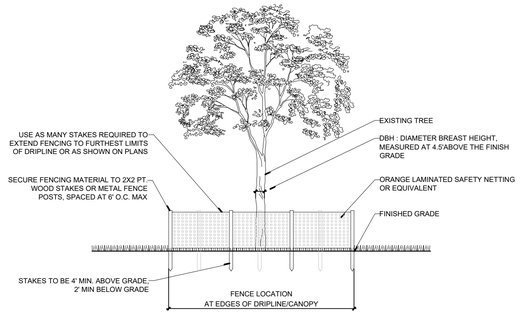
Total Existing Trees	68
Trees to be Removed (Trees 3, 7, 9, 11, 24, 25, 29, 31, 33, 35, 37, 39, 41, 42, 43, 48, 53, 54, 55, 56, 57, 58, 62, 63, 64, 65, 66, 68)	29
Replacement Trees Required (2.5" cal. min.)	29

TREE INVENTORY CHART

Tree #	Caliper Inches	Species	Condition	(X) To Be Removed
1	10	Elm	Good	
2	10	Elm	Good	
3	10	Elm	Good	X
4	15	Elm	Good	
5	15	Elm	Good	
6	15	Elm	Good	
7	10	Elm	Fair	X
8	15	Elm	Good	
9	10	Elm	Good	X
10	15	Elm	Good	
11	10	Elm	Good	X
12	10	Elm	Good	
13	8	Elm	Good	
14	10	Elm	Good	
15	10	Elm	Good	
16	15	Elm	Good	X
17	10	Elm	Good	
18	10	Elm	Good	
19	10	Elm	Good	
20	10	Elm	Good	
21	8	Elm	Good	
22	8	Kentucky Coffeetree	Good	
23	8	Kentucky Coffeetree	Good	
24	8	Kentucky Coffeetree	Good	X
25	8	Kentucky Coffeetree	Good	X
26	5	Hackberry	Good	
27	8	Hackberry	Good	
28	8	Hackberry	Good	
29	6	Kentucky Coffeetree	Good	X
30	8	Kentucky Coffeetree	Good	
31	6	Kentucky Coffeetree	Good	X
32	10	Kentucky Coffeetree	Good	
33	6	Hackberry	Good	X
34	8	Hackberry	Good	
35	6	Hackberry	Good	X
36	6	Hackberry	Good	
37	6	Elm	Good	X
38	6	Elm	Good	
39	6	Maple	Good	X
40	6	Maple	Good	
41	6	Maple	Good	X
42	6	Maple	Good	X
43	8	Honeylocust	Good	X
44	10	Honeylocust	Good	
45	8	Honeylocust	Good	
46	10	Honeylocust	Good	
47	8	Honeylocust	Good	
48	8	Honeylocust	Good	X
49	5	Honeylocust	Good	
50	6	Honeylocust	Good	
51	8	Honeylocust	Good	
52	8	Honeylocust	Good	
53	8	Honeylocust	Good	X
54	8	Honeylocust	Good	X
55	6	Kentucky Coffeetree	Good	X
56	6	Kentucky Coffeetree	Fair	X
57	6	Kentucky Coffeetree	Fair	X
58	8	Kentucky Coffeetree	Good	X
59	8	Kentucky Coffeetree	Good	
60	8	Kentucky Coffeetree	Good	
61	5	Kentucky Coffeetree	Good	
62	6	Kentucky Coffeetree	Good	X
63	8	Kentucky Coffeetree	Good	X
64	6	Kentucky Coffeetree	Good	X
65	8	Honeylocust	Good	X
66	8	Honeylocust	Good	X
67	10	Honeylocust	Good	
68	5	Sweetgum	Poor	X

NOTES:

1. TREE PROTECTION FENCING TO BE INSTALLED PRIOR TO LAND DISTURBANCE ON SITE.
2. LOCATE FENCING AT EDGE OF DRIPLINE OR AGAINST PAVEMENT EDGES, AS PER APPROVED SITE PLANS.
3. FENCING MUST REMAIN THROUGH THE DURATION OF ALL CONSTRUCTION ACTIVITIES. REMOVAL OR RELOCATION OF FENCING FOR TEMPORARY ACCESS MUST BE REPLACED DAILY AND IMMEDIATELY UPON COMPLETION OF WORK REQUIRING ACCESS.
4. ACTIVITIES WITHIN TREE PROTECTION AREA ARE NOT PERMITTED, INCLUDING STAGING OF MATERIALS, PARKING, PEDESTRIAN ACCESS, ETC.
5. WHERE TREE PROTECTION IS ADJACENT TO EROSION CONTROL FENCING, TREE FENCE MUST BE VISIBLE AND AT A FULL 4' HEIGHT MIN. ON THE INSIDE OF TREE SAVE AREA.
6. WHERE TREE PROTECTION FENCING ENCROACHES ON DRIPLINE OF EXISTING TREES TO REMAIN, OF ANY SIZE. IN AREAS OF CUTTING GRADE, TREE ROOTS ARE TO BE CUT BELOW GRADE TO DEPTH OF 12" WITH CLEAN SHARPENED IMPLEMENTS.



2 Tree Protection Detail
SCALE: NTS

TOPSOIL DESCRIPTION

Existing topsoil across the site varies from 3 (three) to 19 (nineteen) inches in depth based on nine soil boring test results. Type and condition of soils could not be determined due to frozen conditions.

25' 100' 200'
0' 50'
Graphic Scale

811 Know what's below. Call before you dig.

Prepared By:
sda
Schoppe Design Associates, Inc.
LAND PLANNING & LANDSCAPE ARCHITECTURE
126 S. Main Street
Oswego, IL 60543
P: 630 551 3535
F: 630 551 3629
schoppedesign.com

Prepared For:
D·R·HORTON
America's Builder
1750 E. Golf Road
Suite 925
Schaumburg, IL 60173

Project Name:
CANTERA POINTE
Ferry Road and Warrenville Road
Warrenville, Illinois 60555
Zoning District: SD

Sheet Name:
FINAL LANDSCAPE PLAN
TREE INVENTORY AND REMOVALS

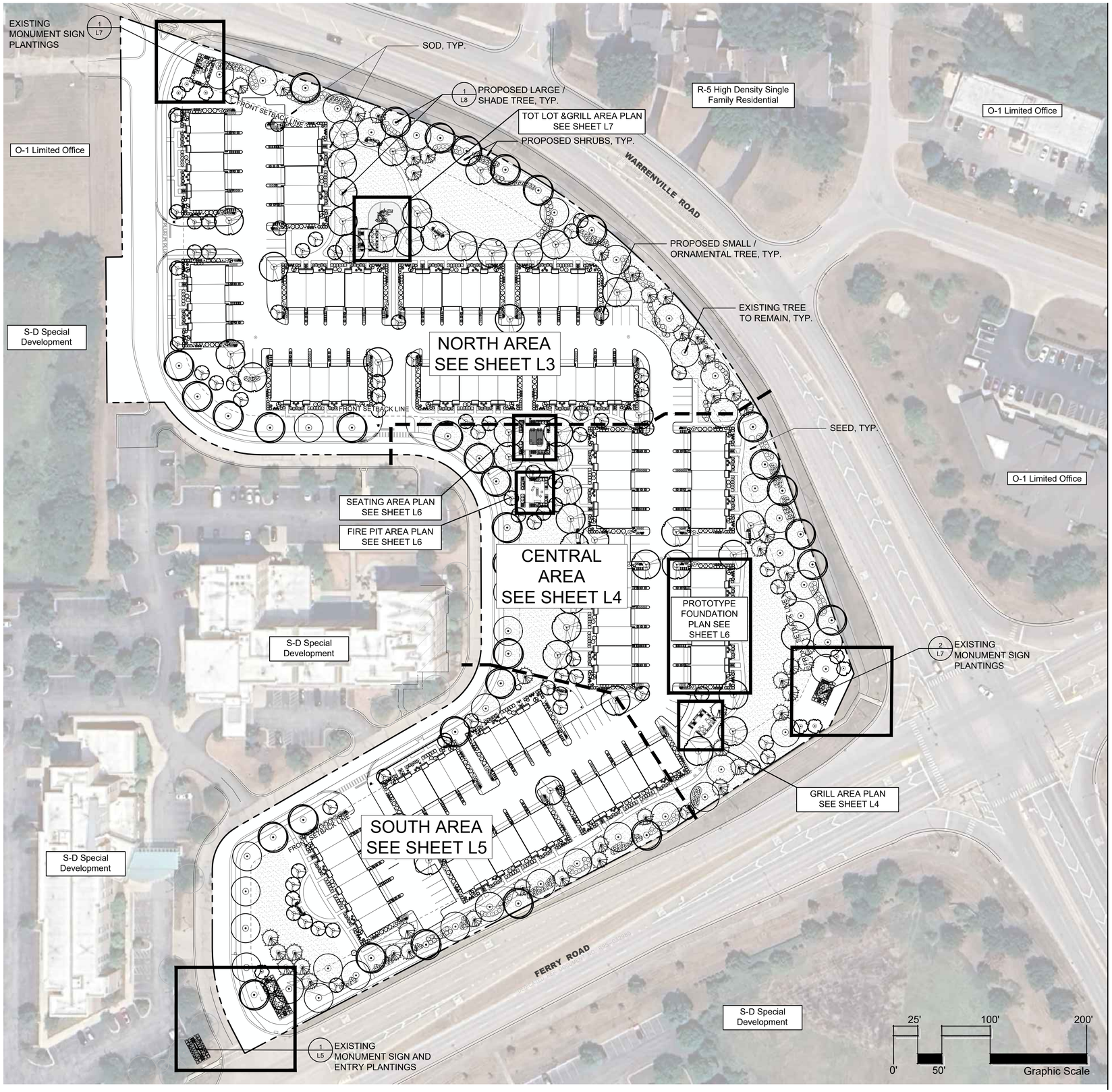
North

Revisions
2. 06-19-25 REVISED PER CLIENT COMMENTS
1. 06-12-25 REVISED PER CITY COMMENTS
0. 03-19-25 ISSUED FOR CITY REVIEW

Date: 2025-03-19
Scale: 1" = 50'-0"
Job #: 346.003.02
Drawn:
File # FSIP001

SHEET:
L1

PATH: P:\346 D.R. HORTON\346.003\DWGS\4 - FINAL PLANS\FSIP\DWG\346.003.06_FSIP001_06.19.25.dwg



SITE DATA

Total lot size = 9.4 Acres

Existing Zoning = Special Development (S-D)
Site located in Cantera Special District

CALCULATIONS CONFIRMING COMPLIANCE

CHAPTER 11. LANDSCAPING AND SCREENING

Section F. RIGHT-OF-WAY LANDSCAPING
3. STREET TREES, b. Number of Trees Required, (i.)
Requirement: 1 tree per every 40 linear feet (lf) of parcel-to-right-of-way boundary
Calculation: 1,846 lf of parcel-to-right-of-way boundary / 40 lf per tree = 47 Trees Required
Compliance: 49 Parkway Trees Provided (19 existing trees + 30 proposed trees)

Section G. PARKING LOT LANDSCAPING
1. APPLICABILITY
Requirement: All developments with 10 (ten) or more parking spaces shall provide Perimeter Parking Lot Landscaping in accordance with the provisions of this Section. All developments with 20 (twenty) or more parking spaces shall provide Interior Parking Lot Landscaping in accordance with the provisions of this Section.
Calculation: Total amount of proposed parking spaces = 36
Compliance: Landscaping provided in accordance with provisions 2. and 3. as stated below.

2. INTERIOR PARKING LOT LANDSCAPING
a. Coverage
Requirement: Not less than 10% of parking lot shall be devoted to landscaping.
Calculation: 6,480 s.f. of parking lot area x 10% = 648 s.f. minimum Landscaping Required
Compliance: 1,920 s.f. of Landscaping Provided

c. Landscaping Material
(i.) Type
Requirement: The primary landscaping materials used in parking lots shall be trees which provide shade or are capable of providing shade.
Calculation: NA
Compliance: (16) Shade Trees Provided around parking lots

(ii.) Quantity
Requirement: Provide (1) shade tree per 120 s.f. of landscape area provided. Each planting area shall contain at least one shade tree.
Calculation: 1,920 s.f. land. area provided / 120 s.f./shade tree = 16 Shade Trees Required
Compliance: 16 Shade Trees Provided

3. PERIMETER PARKING LOT LANDSCAPING
a. Front and Corner Side Yards Across from Residential Property
(i.) Landscaping
Requirement: Where a parking lot is located across a dedicated public right-of-way from property zoned for residential use, continuous landscaping of evergreen or dense deciduous shrubs shall be provided across 100 (one hundred) percent of the street frontage. "Continuous landscaping" shall be achieved with a planting rate equal to 1 (one) shrub for every 5 (five) lineal feet. Shrubs shall be installed at a height of no less than 2-1/2' (two and one-half) feet, and shall reach a mature height of at least 4 (four) feet.
Calculation: 245 l.f. of parking lot / (1) shrub per (5) l.f. = 49 Shrubs 2-1/2' ht. min. Required
Compliance: 79 Shrubs at 2 -1/2' ht. min. for (100%) of Continuous Landscaping Provided

(ii.) Turf
Requirement: Except where occupied by planting beds, all landscaping areas located in front and corner side yards shall be sodded or planted with native or adapted plant materials.
Calculation: NA
Compliance: Existing Turf will remain or Sod is Provided

b. Front and Corner Side Yards Across from Non-Residential Property
(i.) See above Subsection G. 3. a. (i.) Landscaping
(ii.) See above Subsection G. 3. a. (ii.) Turf

c. Rear and Interior Side Yards
(i.) Planting Materials
Requirement: Where a parking lot is located across a dedicated public right-of-way from property zoned for residential use, continuous landscaping of evergreen or dense deciduous shrubs shall be provided across 50 (fifty) percent of the street frontage. This requirement shall be achieved with a planting rate equal to 1 (one) shrub for every 10 (ten) lineal feet. Shrubs shall be installed at a height of no less than 2-1/2' (two and one-half) feet, and shall reach a mature height of at least 4 (four) feet.
Calculation: 36 l.f. of parking lot / (1) shrub per (10) l.f. = 4 Shrubs 2-1/2' ht. min. Required
Compliance: 13 Shrubs at 2-1/2' ht. min. Provided across (50% min.) of Abutting Parking Lot

(ii.) Turf
Requirement: Except where occupied by planting beds, all side and rear yard perimeter landscaping areas shall be sodded or planted with native or adapted plant materials, or planted with a seed and blanket combination.
Calculation: NA
Compliance: Existing Turf will remain or Sod / Seed and blanket is Provided

Section J. PERIMETER LANDSCAPING
2. REQUIRED LANDSCAPE IMPROVEMENTS
Requirement: Landscaping around the perimeter of a lot shall be located within a landscape yard not less than 5 (five) feet in width.
Calculation: NA
Compliance: Landscaping of 5 (five) feet minimum, including existing berms, is located at the lot perimeter.

a. Shade Trees
Requirement: Shade trees shall be provided at the equivalent of 75 (seventy-five) feet apart along the abutting property line. Such trees may be clustered or spaced evenly.
Calculation: Abutting property line 1,565 l.f. / 75 l.f. shade tree = 21 Shade Trees Required
Compliance: 24 Shade Trees Provided

Section L. SCREENING OF...PRIVATELY OWNED GROUND MOUNTED NON-SINGLE FAMILY ELECTRICAL SWITCH GEAR/TRANSFORMERS
Requirement: Tall shrubs, evergreen trees and other plantings shall be provided to soften the aesthetic impact of these areas on adjacent properties and from adjacent public right-of-way.
Calculation: NA
Compliance: Plantings are provided to screen electrical transformers.

CANTERA DEVELOPMENT CONTROL REGULATIONS

Section C. LANDSCAPING
2. RIGHT-OF-WAY LANDSCAPING

a) Street Tree Planting: All public and private streets shall be improved with street trees not less than three inches in caliper.One street tree shall be provided per 40 feet of street length on each side of the street.
Calculation: Street length 3,316 l.f. / 40 l.f. shade tree = 83 Shade Trees Required
Compliance: 73 Shade Trees Provided (Additional trees provided on site to meet the requirement where space does not allow along the street.)

Section J. DESIGN STANDARDS WITHIN THE SPECIAL RESIDENTIAL USE AREA
4. FOUNDATION LANDSCAPING (SEE **SHEET L6** FOR PROTOTYPE PLAN)

a) Applicability: Foundation landscaping shall be provided around the perimeter of all principal buildings, except that foundation landscaping shall not be required for single family dwellings.

NOTES

1. See engineer's plans for final grading, drainage and utility information.
2. Property owner shall be responsible for installing landscape materials per landscape details and specifications shown on sheet L8 and L9.

Prepared By:
sda
Schoppe Design Associates, Inc.
LAND PLANNING & LANDSCAPE ARCHITECTURE
126 S. Main Street
Oswego, IL 60543
630 551 3535
F: 630 551 3639
schoppedesign.com

Prepared For:
D·R·HORTON® America's Builder
1750 E. Golf Road
Suite 925
Schaumburg, IL 60173

Project Name:
CANTERA POINTE
Ferry Road and Warrenville Road
Warrenville, Illinois 60555
Zoning District: SD

Sheet Name:
FINAL LANDSCAPE PLAN
OVERALL PLAN AND CALCULATIONS

North

Revisions
2. 06-19-25 REVISED PER CLIENT COMMENTS
1. 06-12-25 REVISED PER CITY COMMENTS
0. 03-19-25 ISSUED FOR CITY REVIEW

Date: 2025-03-19
Scale: 1" = 50'-0"
Job #: 346.003.02
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File # FSIP001

SHEET:
L2

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EXISTING MONUMENT SIGN PLANTINGS (1 / L7)

13 TOH
13 SMP
2 TON
21 TMD
1 QIM
15 CIH
2 PPU
BENCH (3 / L8)
18 TOH
1 PAE
5 AFS
3 TON
2 QMA
14 TMD
13 VDB
1 TCG
11 TOC
1 QIM
6 AAB
1 PAE
13 TOC
6 SMP
2 MRR
14 SMP
1 QIM
1 TON
24 TOH
3 PAB
12 TMD
5 CIH
3 PPU
3 AAB
3 AAB
8 TOC
1 CCA
2 PAB
4 TOC
1 TAS
2 CCA
2 SRE
2 CCA
1 GTI
1 CCA
3 AGR
4 SMP
4 AAB
4 AGR
3 PAE
2 GTI
2 TAS
2 CCA
2 AGR
1 CCA
2 CCA
2 AGR
1 TAS
3 PVA
2 HPB
10 HMP
1 TAS
4 MRR
1 CCA
1 GTI
1 ARF
1 CCA
6 UMO
3 TAS
4 HLG
2 HPA
4 CKF
BENCH (3 / L8)
DOG WASTE STATION (4 / L8)
TOT LOT & GRILL AREA (4&5 / L7)

TURF
SOD
DOG WALK AREA

PROTOTYPE FOUNDATION LANDSCAPE PLAN SEE SHEET L6

WARRENVILLE ROAD

MATCHLINE - SEE SHEET L4

10' 0' 20' 40' 80'
Graphic Scale

Know what's below. Call before you dig.

North

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Drawn:
File # FSIP001

SHEET: **L3**

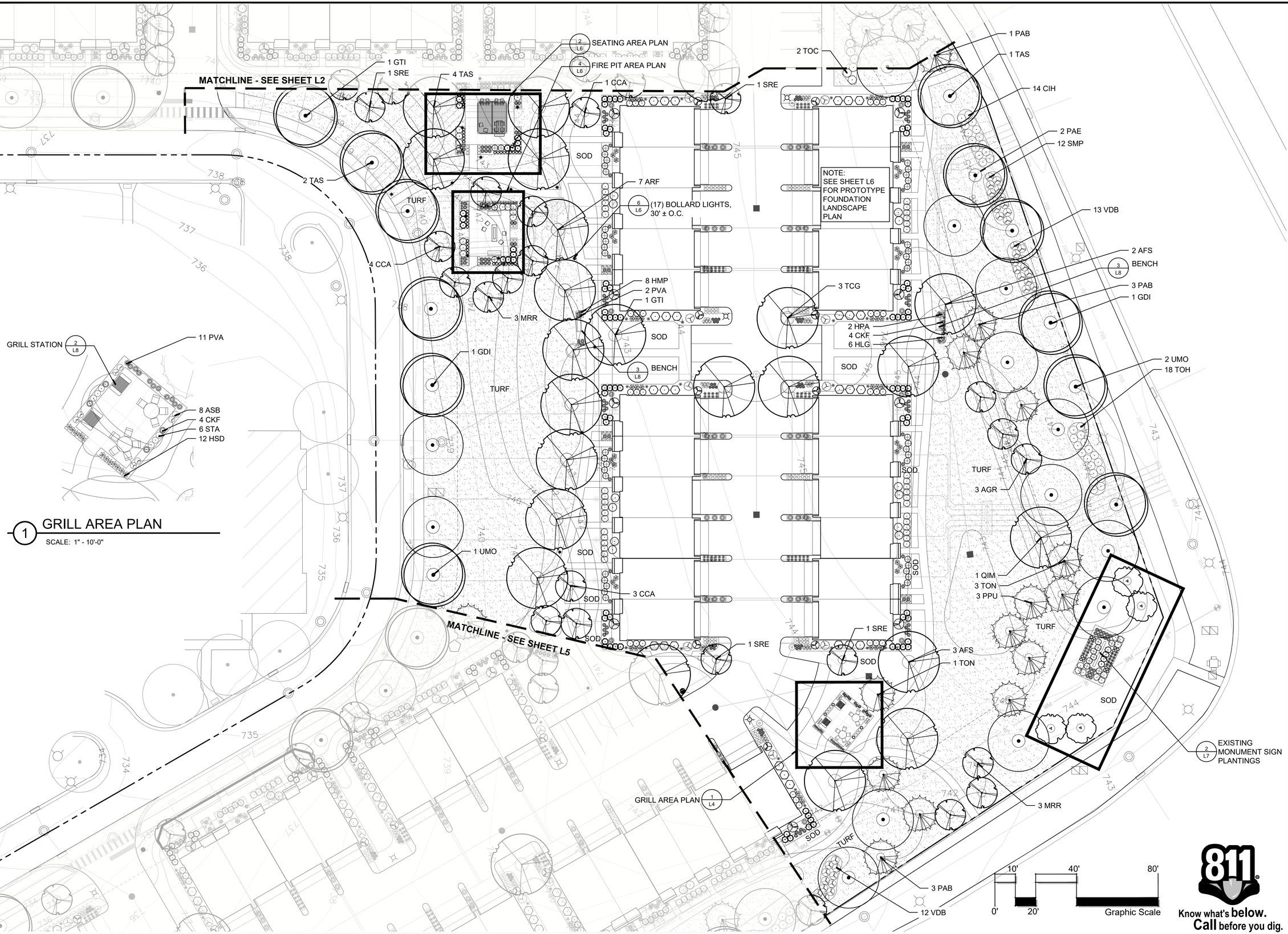
Project Name:
CANTERA POINTE
Ferry Road and Warrenville Road
Warrenville, Illinois 60555
Zoning District: SD

Sheet Name:
FINAL LANDSCAPE PLAN
NORTH AREA

Prepared By:
sda
Schoppe Design Associates, Inc.
LAND PLANNING & LANDSCAPE ARCHITECTURE
126 S. Main Street
Oswego, IL 60543
(630) 551-3535
F: 630 551 3639
schoppedesign.com

Prepared For:
D·R·HORTON® America's Builder
1750 E. Golf Road
Suite 925
Schaumburg, IL 60173

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1 GRILL AREA PLAN

SCALE: 1" - 10'-0"

811 Know what's below. Call before you dig.

Prepared By:
sda
Schoppe Design Associates, Inc.
LAND PLANNING & LANDSCAPE ARCHITECTURE
126 S. Main Street
Oswego, IL 60543
P: 630 551 3535
F: 630 551 3539
schoppedesign.com

Prepared For:
D·R·HORTON
America's Builder
1750 E. Golf Road
Suite 925
Schaumburg, IL 60173

Project Name:
CANTERA POINTE
Ferry Road and Warrenville Road
Warrenville, Illinois 60555
Zoning District: SD

Sheet Name:
FINAL LANDSCAPE PLAN
CENTRAL AREA

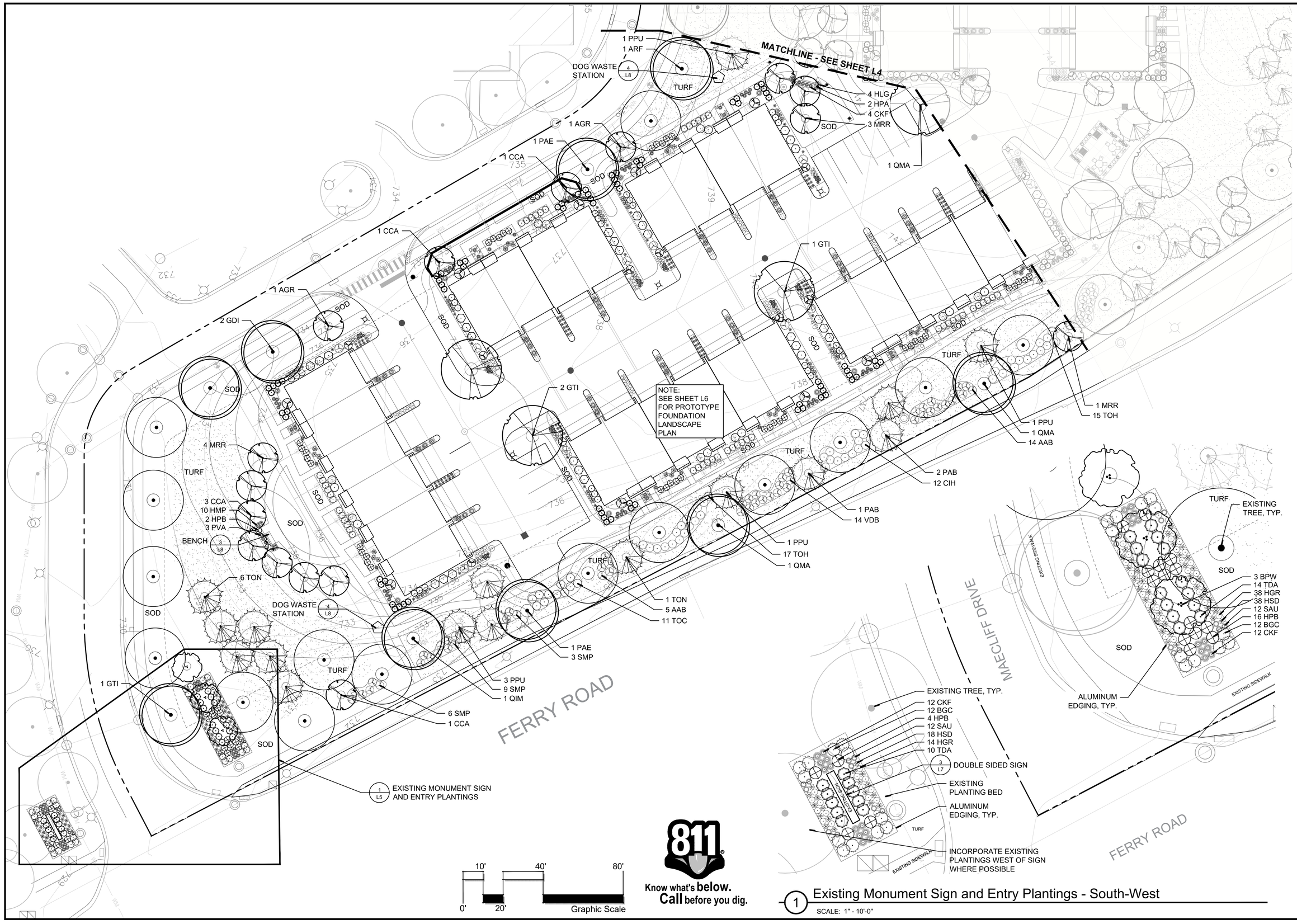
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SHEET:
L4

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811 Know what's below. Call before you dig.

1 Existing Monument Sign and Entry Plantings - South-West
SCALE: 1" - 10'-0"

Prepared By:
sda
Schoppe Design Associates, Inc.
LAND PLANNING & LANDSCAPE ARCHITECTURE
125 S. Main Street
Oswego, IL 60543
P: 630 551 -3355
F: 630 551 -3356
schoppedesign.net

Prepared For:
D·R·HORTON
America's Builder
1750 E. Golf Road
Suite 925
Schaumburg, IL 60173

Project Name:
CANTERA POINTE
Ferry Road and Warrenville Road
Warrenville, Illinois 60555
Zoning District: SD

Sheet Name:
FINAL LANDSCAPE PLAN
SOUTH AREA

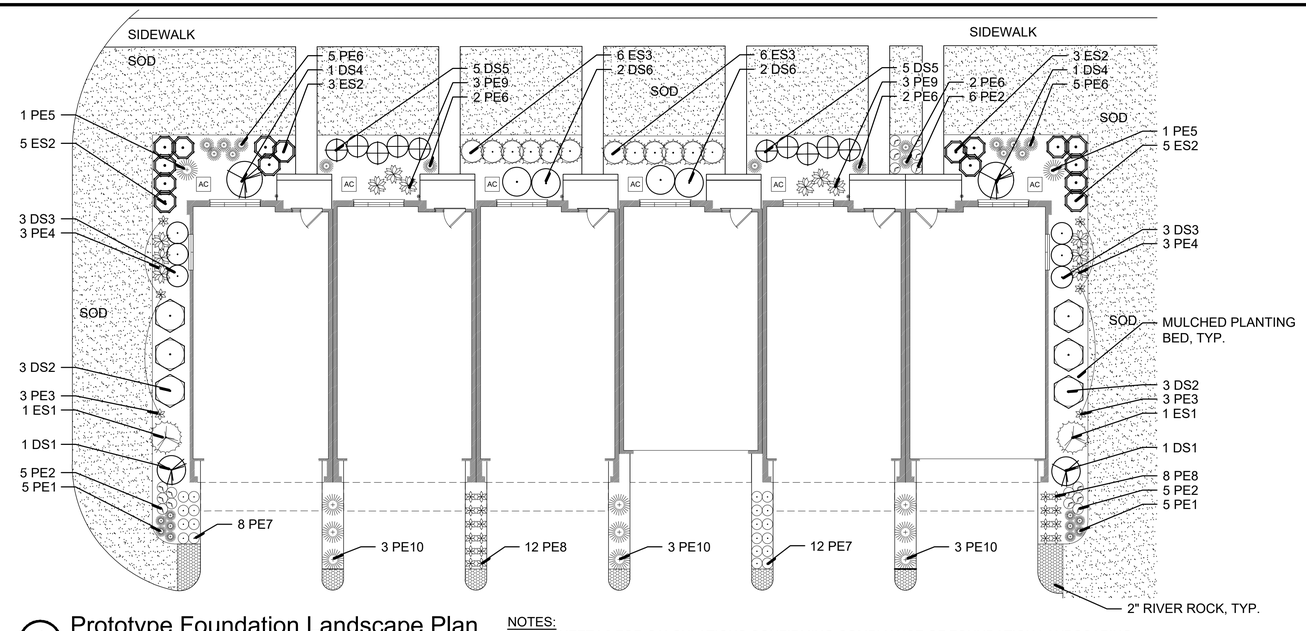
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SHEET:
L5

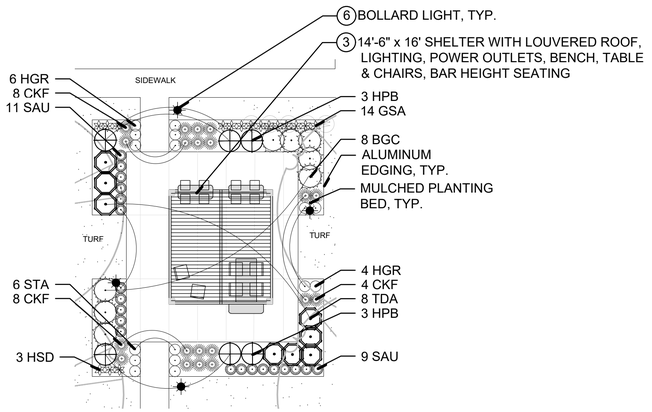
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1 Prototype Foundation Landscape Plan

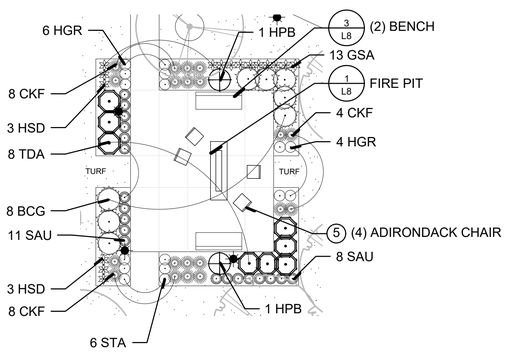
SCALE: 1" = 10'-0"

NOTES:
1. SEE SHEET L2 FOR CALCULATIONS CONFIRMING COMPLIANCE OF FOUNDATION LANDSCAPING.
2. SEPARATE MATERIALS LISTS ARE PROVIDED FOR SOUTH AND NORTH FACING BUILDINGS.
3. SPLASH BLOCKS TO BE PROVIDED AT DOWNSPOUTS IN LANDSCAPED AREAS.



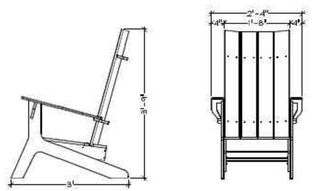
2 Seating Area Plan

SCALE: 1" = 10'-0"



4 Fire Pit Area Plan

SCALE: 1" = 10'-0"



MANUFACTURER: ANOVA FURNISHINGS
MODEL PLK60R - ADIRONDACK CHAIR
BACK & SEAT COLOR: MAHOGANY

INSTALL PER MANUFACTURER'S SPECIFICATIONS

5 Adirondack Chair Detail

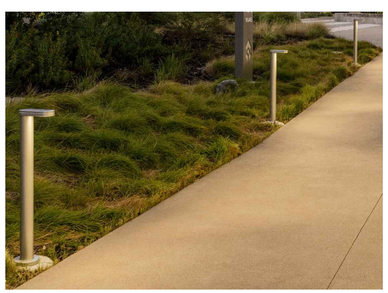
SCALE: NTS



3 Shelter (shown with options)

SCALE: NTS

SCENIC SHELTER, MFG: LANDSCAPE FORMS



6 Bollard Lights

SCALE: NTS

TORRES PATH LIGHT, MFG: LANDSCAPE FORMS
COLOR: MATTE BLACK

MATERIALS LIST FOR SOUTH FACING BUILDINGS

Code	Botanical Name	Common Name	Qty.	Unit	Size	Spacing On Center	Installation Size W x H	Mature Size W x H
Deciduous Shrubs			46					
DS2	Cornus alba 'Bailhalo'	Ivory Halo Dogwood	6	Each	5 gal. Cont.	5'	30" x 30"	5' x 6'
DS1	Diervilla 'G2X88544'	Kodiak® Orange Bush Honeysuckle	2	Each	3 gal. Cont.	4'	18" x 12"	4' x 3'
DS5	Hydrangea paniculata 'Bobo'	Bobo Hydrangea	10	Each	3 gal. Cont.	3'	18" x 18"	4' x 3'
ES2	Ribes alpinum 'Green Mound'	Green Mound Alpine Currant	16	Each	3 gal. Cont.	30"	18" x 18"	3' x 3'
DS6	Rosa var. 'NOA97400A'	Flower Carpet® Amber Rose	4	Each	3 gal. Cont.	3'	18" x 12"	3' x 3'
DS4	Syringa Meyeri 'Palibin'	Dwarf Korean Lilac	2	Each	3 gal. Cont.	5'	24" x 24"	5' x 5'
DS3	Weigela 'Bokraspiwi'	Spilled Wine Weigela	6	Each	3 gal. Cont.	3'	18" x 18"	4' x 3'
Evergreen Shrubs			14					
ES1	Chamaecyparis pisifera 'Soft Serve'	Soft Serve False Cypress	2	Each	4' Hgt.	4'	2' x 4'	5' x 10'
ES3	Thuja occidentalis 'Bobozam'	Mr. Bowling Ball Arborvitae	12	Each	18" Hgt.	30"	18" x 18"	30" x 30"
Perennials, Ornamental Grasses and Groundcovers			100					
PE7	Allium 'Summer Beauty'	Summer Beauty Allium	9	Each	1 gal.	18"	12" x 12"	18" x 18"
PE6	Calamagrostis a. 'Karl Foerster'	Karl Foerster Feather Reed Grass	16	Each	1 gal.	24"	12" x 12"	2' x 3'
PE4	Hosta 'Patriot'	Patriot Hosta	6	Each	1 gal.	24"	12" x 12"	18" x 24"
PE8	Nepeta faassenii 'Walker's Low'	Walker's Low Catmint	20	Each	1 gal.	18"	12" x 12"	24" x 12"
PE10	Panicum virigatum 'Apache Rose'	Prairie Winds® 'Apache Rose' Switch Grass	9	Each	1 gal.	3'	12" x 12"	3' x 4'
PE5	Panicum virigatum 'Heavy Metal'	Heavy Metal Switch Grass	2	Each	1 gal.	3'	12" x 12"	3' x 4'
PE2	Phlox subulata 'Emerald Pink'	Emerald Pink Creeping Phlox	16	Each	1 gal.	18"	12" x 3"	18" x 6"
PE1	Seslaria autumnalis	Autumn Moor Grass	10	Each	1 gal.	18"	12" x 12"	18" x 18"
PE3	Sedum spectabile 'Autumn Joy'	Autumn Joy Sedum	6	Each	1 gal.	24"	12" x 12"	2' x 2'
PE9	Symphyotrichum novae-angliae 'Purple Dome'	Purple Dome New England Aster	6	Each	1 gal.	24"	12" x 12"	2' x 2'
Miscellaneous								
	Hardwood Mulch, 3" depth		15	CY				
	Aluminum Edging, color:black		248	LF				
	River Rock - Large 2", over filter fabric		0.42	Ton				

MATERIALS LIST FOR NORTH FACING BUILDINGS

Code	Botanical Name	Common Name	Qty.	Unit	Size	Spacing On Center	Installation Size W x H	Mature Size W x H
Deciduous Shrubs			32					
DS3	Forsythia 'NIMBUS'	Show Off® Sugar Baby® Forsythia	6	Each	3 gal. Cont.	3'	18" x 18"	3' x 2'
DS6	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	4	Each	3 gal. Cont.	3'	24" x 24"	4' x 4'
DS4	Hydrangea quercifolia 'Ruby Slippers'	Ruby Slippers Oakleaf Hydrangea	2	Each	3 gal. Cont.	4'	24" x 24"	5' x 3'
DS5	Hydrangea serrata 'MAK20'	Tuff Stuff Mountain Hydrangea	10	Each	3 gal. Cont.	3'	18" x 18"	3' x 3'
DS2	Viburnum dentatum 'Christholm'	Blue Muffin Viburnum	6	Each	3 gal. Cont.	5'	24" x 30"	6' x 6'
DS1	Weigela 'Alexandra'	Wine & Roses Weigela	4	Each	3 gal. Cont.	4'	24" x 24"	4' x 4'
Evergreen Shrubs			30					
ES3	Buxus microphylla v. koreana 'Glencoe'	Chicagoland Green Boxwood	12	Each	3 gal. Cont.	30"	15" x 15"	3' x 3'
ES1	Thuja occidentalis 'Smaragd'	Emerald Green Arborvitae	2	Each	5 gal. Cont.	4'	2' x 4'	4' x 12'
ES2	Thuja occidentalis 'Danica'	Danica Arborvitae	16	Each	3 gal. Cont.	30"	18" x 18"	3' x 3'
Perennials, Ornamental Grasses and Groundcovers			111					
PE2	Allium 'Summer Beauty'	Summer Beauty Allium	16	Each	1 gal.	18"	12" x 12"	18" x 18"
PE6	Dechampsia cespitosa 'Pixie Fountain'	Pixie Fountain Tufted Hair Grass	16	Each	1 gal.	24"	12" x 12"	24" x 18"
PE1	Geranium sanguineum 'Max Frei'	Max Frei Bloody Cranesbill	10	Each	1 gal.	18"	12" x 12"	18" x 18"
PE7	Hemerocallis 'Firestorm'	Firestorm Daylily	20	Each	1 gal.	18"	12" x 12"	18" x 18"
PE8	Hemerocallis 'Stella de Oro'	Stella de Oro Daylily	20	Each	1 gal.	18"	12" x 12"	18" x 18"
PE4	Hosta 'Rainbow's End'	Rainbow's End Hosta	6	Each	1 gal.	24"	12" x 12"	2' x 12"
PE10	Panicum virigatum 'Apache Rose'	Prairie Winds® 'Apache Rose' Switch Grass	9	Each	1 gal.	3'	12" x 12"	3' x 4'
PE5	Panicum virigatum 'Heavy Metal'	Heavy Metal Switch Grass	2	Each	1 gal.	3'	12" x 12"	3' x 4'
PE9	Sedum spectabile 'Autumn Joy'	Autumn Joy Sedum	6	Each	1 gal.	24"	12" x 12"	2' x 2'
PE3	Symphyotrichum 'Wood's Pink'	Wood's Pink Aster	6	Each	1 gal.	24"	12" x 12"	2' x 2'
Miscellaneous								
	Hardwood Mulch, 3" depth		15	CY				
	Aluminum Edging, color:black		248	LF				
	River Rock - Large 2", over filter fabric		0.42	Ton				

MATERIALS LIST FOR SEATING AND FIRE PIT AREA LANDSCAPING

Code	Botanical Name	Common Name	Qty.	Unit	Size	Spacing On Center	Installation Size W x H	Mature Size W x H
Deciduous Shrubs			8					
HPB	Hydrangea paniculata 'Bobo'	Bobo Hydrangea	8	Each	3 gal. Cont.	3'	18" x 18"	4' x 3'
Evergreen Shrubs			32					
BGC	Buxus microphylla v. koreana 'Glencoe'	Chicagoland Green Boxwood	16	Each	3 gal. Cont.	30"	15" x 15"	3' x 3'
TDA	Thuja occidentalis 'Danica'	Danica Arborvitae	16	Each	3 gal. Cont.	30"	18" x 18"	3' x 3'
Perennials, Ornamental Grasses and Groundcovers			147					
CKF	Calamagrostis a. 'Karl Foerster'	Karl Foerster Feather Reed Grass	40	Each	1 gal.	24"	12" x 12"	2' x 3'
GSA	Geranium sanguineum 'Max Frei'	Max Frei Bloody Cranesbill	27	Each	1 gal.	18"	12" x 12"	18" x 18"
HGR	Heuchera 'Grape Expectations'	Grape Expectations Alumroot	20	Each	1 gal.	18"	12" x 12"	18" x 12"
HSD	Hemerocallis 'Stella de Oro'	Stella de Oro Daylily	9	Each	1 gal.	18"	12" x 12"	18" x 18"
STA	Sedum spectabile 'Autumn Joy'	Autumn Joy Sedum	12	Each	1 gal.	24"	12" x 12"	2' x 2'
SAU	Seslaria autumnalis	Autumn Moor Grass	39	Each	1 gal.	18"	12" x 12"	18" x 18"
Site Furniture and Miscellaneous								
	Scenic Shelter w/ Louvered Roof, Dining Table, Bar Height Tables, Bench, Column Lighting, Louvered Walls, Charging Stations, Engineering Fees, Manufacturer Installation		1	Each				
	N.I.C. Optional LED Louver Blades (1-3) $1,375 - $2,870							
	Morrison Bar Height Stool - Matte Black Metal		4	Each				
	Every Day Chair - Matte Black Metal		6	Each				
	Torres Path Light - Matte Black Metal, Surface Mount		17	Each				
	Coronado Steel Fire Pit, 28" x 96", Nat. Gas, Pewter Color, Electronic Ignition, Black Pebble Fire Glas		1	Each				
	Anova Chair PLK60R - Recycled Plastic, Back and Seat Mahogany		4	Each				
	Anova Rendevous Bench L1360 - Black Metal, Surface Mount		8	Each				
	Saw Cut Concrete		638	SF				
	Hardwood Mulch, 3" depth		8	CY				
	Aluminum Edging, color:black		160	LF				

Prepared By:
sda
Schoppe Design Associates, Inc.
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126 S. Main Street
Oswego, IL 60543
P: 630 551 3529
F: 630 551 3539
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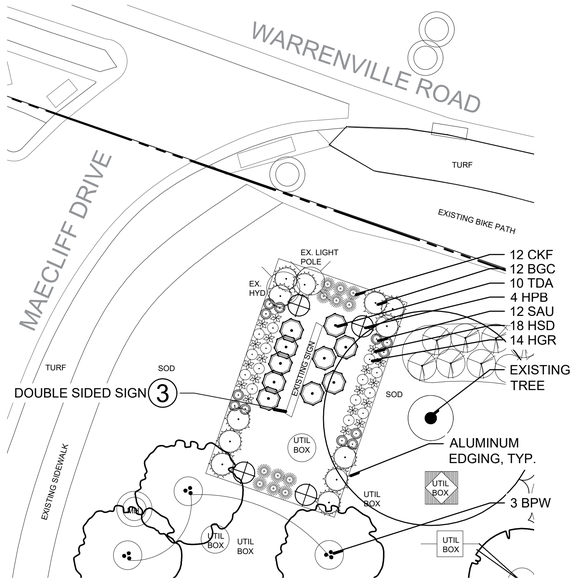
Sheet Name:
FINAL
LANDSCAPE PLAN
PROTOTYPE FOUNDATION
AND SEATING AREA PLANS

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Drawn:
File # FSIP001

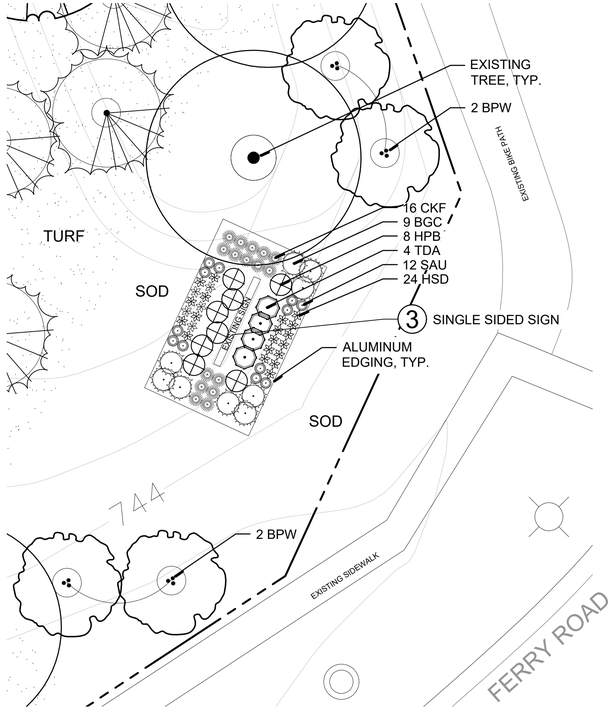
SHEET:
L6

PATH: P:\346 SDI\ HORTON\346.003\VDWG\ A - FINAL PLANS\VDWG\346.003.06 - FSIP001_06-19-25.dwg



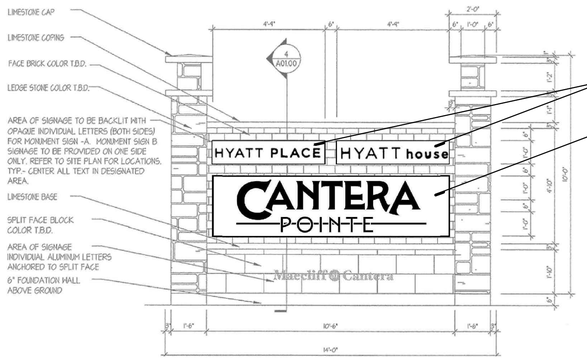
1 Existing Monument Sign Plantings - North

SCALE: 1" - 10'-0"



2 Existing Monument Sign Plantings - South-East

SCALE: 1" - 10'-0"



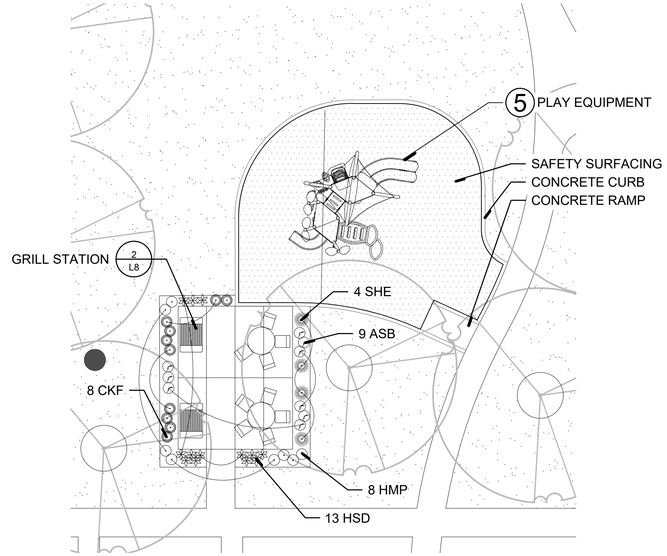
NOTE:
1. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR OWNER REVIEW AND APPROVAL.
2. S-E SIGN: SINGLE SIDED
   N AND S-W SIGNS: DOUBLE SIDED

3 Existing Monument with Updated Signage - Typical

SCALE: NTS

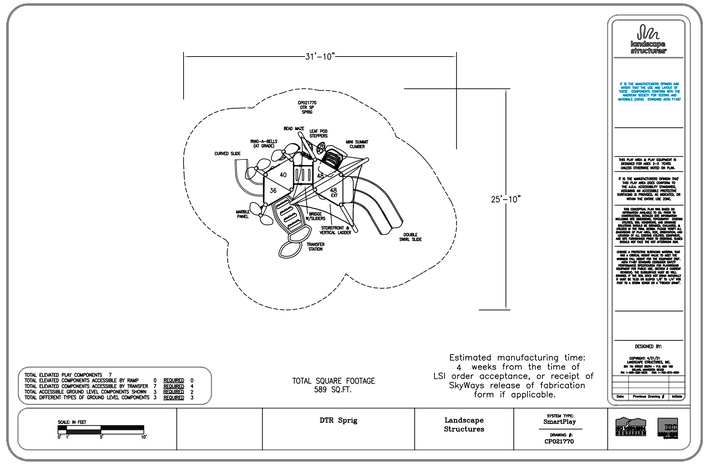
PLANTING MATERIALS LIST AT MONUMENT SIGNS

Code	Botanical Name	Common Name	Qty.	Unit	Size	Spacing On Center	Installation Size W x H	Mature Size W x H
Ornamental Trees			**10**					
BPW	Betula platyphylla v. japonica 'Whitespire'	Whitespire Birch - Specimen Quality	10	Each	14' Hgt.min.	18'	8' x 14'	20' x 30'
Deciduous Shrubs			**32**					
HPB	Hydrangea paniculata 'Bobo'	Bobo Hydrangea - Full and Uniform	32	Each	5 gal. cont.	3'	24" x 24"	4' x 3'
Evergreen Shrubs			**83**					
BGC	Buxus microphylla v. koreana 'Glencoe'	Chicagoland Green Boxwood - Full and Uniform	45	Each	24" Hgt.	30"	24" x 24"	3' x 3'
TDA	Thuja occidentalis 'Danica'	Danica Arborvitae - Full and Uniform	38	Each	3 gal. cont.	30"	18" x 18"	3' x 3'
Perennials, Ornamental Grasses and Groundcovers			**272**					
CKF	Calamagrostis a. 'Karl Foerster'	Karl Foerster Feather Reed Grass	52	Each	3 gal. full	24"	12" x 12"	2' x 3'
HGR	Heuchera 'Grape Expectations'	Grape Expectations Alumroot	74	Each	1 gal. full	18"	12" x 12"	18" x 12"
HSD	Hemerocallis 'Stella de Oro'	Stella de Oro Daylily	98	Each	3 gal. full	18"	12" x 12"	18" x 18"
SAU	Seslaria autumnalis	Autumn Moor Grass	48	Each	1 gal. full	18"	12" x 12"	18" x 18"
Miscellaneous								
	Hardwood Mulch, 3" depth		21	CY				
	Aluminum Edging, color:black		396	LF				



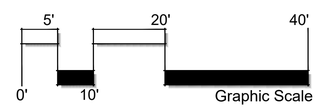
4 TOT LOT & GRILL AREA PLANTINGS

SCALE: 1" - 10'-0"



5 PLAY EQUIPMENT PLAN

SCALE: 1" - 10'-0"



Know what's below. Call before you dig.

Prepared By:
Schoppe Design Associates, Inc.
LAND PLANNING & LANDSCAPE ARCHITECTURE
126 S. Main Street
Oswego, IL 60543
P: 630 551 3535
F: 630 551 3539
schoppedesign.net

Prepared For:
D·R·HORTON
America's Builder
1750 E. Golf Road
Suite 925
Schaumburg, IL 60173

Project Name:
CANTERA POINTE
Ferry Road and Warrenville Road
Warrenville, Illinois 60555

Zoning District: SD

Sheet Name:
FINAL LANDSCAPE PLAN
ENTRY MONUMENT SIGN PLANTINGS

North

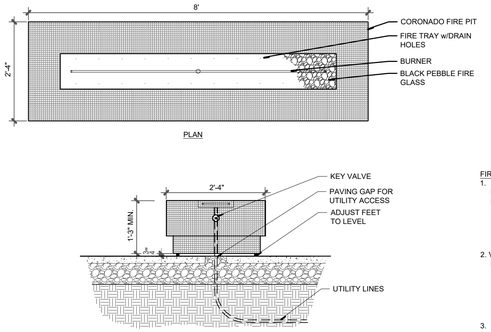
Revisions

2. 06-19-25 REVISED PER CLIENT COMMENTS
1. 06-12-25 REVISED PER CITY COMMENTS
0. 03-19-25 ISSUED FOR CITY REVIEW

Date: 2025-03-19
Scale: AS NOTED
Job #: 346.003.02
Drawn:
File # FSIP001

SHEET:
L7

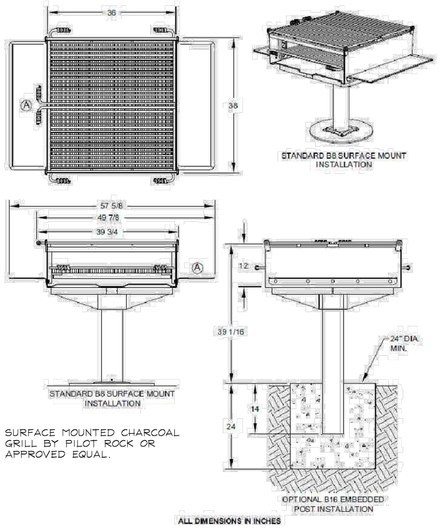
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FIRE PIT NOTES:
1. .28" x 96" CORONADO FIRE PIT
   PEWTER FINISH WITH BLACK PEBBLE FIRE GLASS
   NATURAL GAS; ELECTRONIC -110V PLUG AND PLAY
   EMERGENCY SHUT OFF
   BTU: 45K WEIGHT: 175 LBS
   THE OUTDOOR PLUS (909) 460-5530
   THEOUTDOORPLUS.COM
2. VERIFY OPTIONAL ACCESSORIES WITH OWNER PRIOR TO ORDERING.
   A. CANVAS COVER OPT-CVR-4828
   B. STAINLESS LID OPT-RC1232
   C. GLASS WIND GUARD OPT-WG-3414
   D. 2-HOUR TIMER OPT-DTM
   E. REMOTE CONTROL
3. INSTALL PER MANUFACTURER RECOMMENDATIONS.
4. CONTRACTOR TO VERIFY CODE REQUIREMENTS PRIOR TO ORDERING AND INSTALLATION.

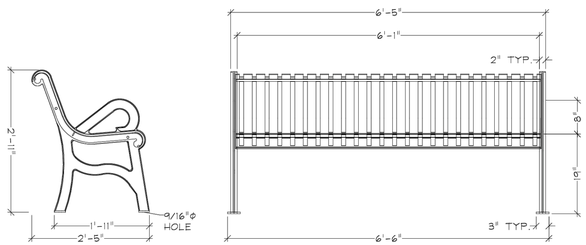
1 Fire Pit Detail

SCALE: NTS



2 Grill Station Detail

SCALE: NTS



MANUFACTURER: ANOVA FURNISHINGS
MODEL: L1360 RENDEZVOUS - 6 FT.
COLOR: BLACK
MOUNTING: SURFACE MOUNTED

3 Bench Detail

SCALE: NTS

INCLUDES:
-ALUMINUM DOGIPOT PET SIGN, WITH MOUNTING HARDWARE
-ALUMINUM DOGIPOT JUNIOR BAG DISPENSER (ITEM #1002-2), WITH MOUNTING HARDWARE
-TWO KEYS FOR DISPENSER LOCKING FRONT ACCESS PANEL
-TWO ROLLS OF DOGIPOT LITTER PICK UP BAGS (ITEM #1402), INSTALLED IN DOGIPOT JUNIOR BAG DISPENSER
-10 GALLON ALUMINUM TRASH RECEPTACLE (ITEM #1206A-L) WITH ATTACHED HINGED LID AND TRASH LINER BAG RETAINER BANDS, WITH MOUNTING HARDWARE
-ONE DOGIPOT LINER TRASH BAGS (ITEM #1404)
-2" X 2" X 4'-8" GALVANIZED STEEL TELESCOPIC MOUNTING POST, WITH INSTALLATION HARDWARE (ANODIZED OR PAINTED BLACK)

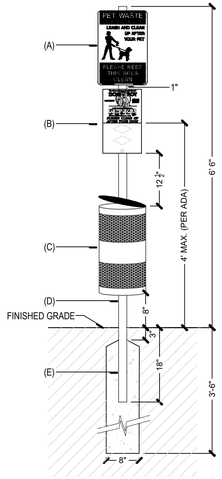
(A) DOGIPOT PET SIGN (ITEM #1203 / 1204):
-H: 18" X W: 11.5"
-14 GAUGE REFLECTIVE ALUMINUM
-WEIGHT: 1.35 LBS
-FOREST GREEN ON WHITE

(B) DOGIPOT JUNIOR BAG DISPENSER (ITEM #1002-2):
-H: 15.5" X W: 9.4" X D: 3.25"
-12 GAUGE POWDER COATED FOREST GREEN ALUMINUM
-WEIGHT: 7 LBS
-400 BAG CAPACITY
-TWO DIAMOND BAG DISPENSER SLOTS
-FRONT LOCKING ACCESS PANEL
-CLEARLY POSTED INSTRUCTIONS

(C) TRASH RECEPTACLE WITH LID (ITEM #1206A-L):
-H: 23" X 11.5" DIAMETER
-11 GAUGE POWDER COATED FOREST GREEN ALUMINUM
-WEIGHT: 9 LBS.
-10 GALLON CAPACITY WITH INTERIOR TRASH LINER BAG RETAINER BANDS
-ATTACHED ALUMINUM HINGED LID
-ONE BOX 50 COUNT DOGIPOT LINER TRASH BAGS (ITEM #1404)

(D) TELESCOPIC GALVANIZED STEEL MOUNTING POST (ITEM #1301-P):
-2" X 2" X 8'
-11 GAUGE GALVANIZED STEEL
-WEIGHT: 15 LBS.

(E) POLE SET IN CONCRETE FOOTING



ELEVATION

NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. ALL PET WASTE STATIONS SHALL BE POSITIONED WITHIN REACH OF AN ACCESSIBLE ROUTE, NOT MORE THAN 20" FROM A PAVED SURFACE, UNLESS SPECIFICALLY INDICATED OTHERWISE.
3. SOURCE / MANUFACTURER: DOGIPOT, 5340 YOUNG PINE ROAD, SUITE 8, ORLANDO, FL 32829 T: 800.364.7681 OR 407.888.4627 WEB: WWW.DOGIPOT.COM EMAIL: INFO@DOGIPOT.COM

4 Dog Waste Station

SCALE: NTS

LANDSCAPE MAINTENANCE PLAN

A. LAWN CARE:

1. Turf shall be cut to a height of two to three inches as conditions dictate. Mowing shall be done frequently enough so that no more than one-third (1/3) of the grass blade is removed per cutting.
2. Vertical surfaces such as buildings, posts and fences shall be trimmed when mowing is accomplished to ensure a neat appearance and consistent height.
3. Turf adjacent to walks shall be edged eight (8) times per season.
4. Pre-emergent crabgrass control shall be applied two (2) times in the spring season to deter crabgrass seeds from germinating.
5. Post-emergent broadleaf weed control shall be applied throughout the growing season.
6. A quality turf fertilizer shall be applied to all turf areas three (3) times per season to promote green color and root growth.
7. Fall clean-up operations will be performed in late fall to remove leaves from all turf. All debris shall be removed off-site.
8. Aeration will be completed one (1) time per year.

B. LANDSCAPE BED CARE:

1. Pre-emergent weed control shall be applied to all beds two (2) times per season to inhibit weed seed germination.
2. Post-emergent weed control shall be applied to all beds throughout the growing season.
3. Landscape beds will inspect for weeds throughout the growing season and remove accordingly.
4. A granular slow-release fertilizer shall be applied to all existing beds two (2) times per season.
5. Turf adjacent to landscape beds shall be edged two (2) times per season.
6. Landscape beds shall be mulched two (2) times per year. Trees and shrubs in a planting bed shall be mulched with a minimum of three (3) inches of shredded hardwood bark, wood chips or other organic mulch. All flower and groundcover beds shall be mulched with a minimum one and one half (1.5) to two (2) inch depth shredded hardwood bark, wood chips or other organic mulch.
7. All shrubs and evergreen beds shall be pruned two (2) times per season to remove dead or damaged branches and develop the natural form of the plant.
8. Fall clean-up operations will be performed in late fall to remove leaves, and were appropriate, all perennials will be winterized.
9. All ornamental grasses shall be cut back (no more than 1/3 of plant) in March to remove any dead grass and dried seed heads.

C. TREE CARE:

1. A cultivated and edged tree ring shall be maintained at the base of all lawn trees where applicable two (2) times per season.
2. All trees to a height of fifteen feet (15') shall be pruned once per season to remove dead, damaged, broken or diseased branches and develop the natural form of the plant. The ideal time frame to complete pruning is November through January. Such pruning may include roots and lateral branches (up to one-third (1/3) of their length) but in no case may the main leader be cut. Any tree which has the main leader cut in any way will be removed and replaced. Any damaged or broken branches shall be removed at this time.
3. Pre-emergent weed control shall be applied two (2) times per season to inhibit weed seed germination.
4. Post-emergent weed control shall be applied throughout the year.
5. Fertilizer shall be applied to all tree areas one (1) time per year to promote green color and root growth.
6. Two (2) times a year, tree rings shall be mulched with a minimum of three (3) inches of shredded hardwood bark, wood chips or other organic mulch.

D. GENERAL MAINTENANCE:

1. Spring clean-up operations will be performed during the month of April to remove leaves and debris that have accumulated over the winter.
2. Four (4) times a year, inspect landscape beds for invasive or volunteer plants and remove.
3. Inspect grounds and sweep all paved paths on a weekly basis during the growing season.
4. Dormant pruning shall be done to one-third (1/3) of the trees each year. (3-year program)

MATERIALS LIST

Code	Botanical Name	Common Name	Qty.	Unit	Size	Spacing On Center	Installation Size W x H	Mature Size W x H
Large / Shade Trees			**80**					
AFS	Acer x freemanii 'Sienna'	Sienna Glen Maple	10	Each	3" cal.	40'	8' x 16'	40' x 50'
ARF	Acer rubrum 'Frank Jr.'	Redpointe Red Maple	9	Each	3" cal.	40'	8' x 16'	30' x 45'
GDI	Gymnocladus dioicus 'Espresso'	Espresso Kentucky Coffee Tree	4	Each	3" cal.	40'	4' x 14'	35' x 70'
GTI	Gleditsia triacanthos v. inermis 'Skyline'	Skyline Honeylocust	10	Each	3" cal.	40'	8' x 14'	35' x 45'
PAE	Platanus acerifolia 'Morton Circle'	Exclamation London Planetree	9	Each	3" cal.	40'	6' x 14'	40' x 75'
QIM	Quercus imbricaria 'Fagaceae'	Shingle Oak	5	Each	3" cal.	40'	6' x 14'	60' x 60'
QMA	Quercus macrocarpa	Bur Oak	5	Each	3" cal.	40'	6' x 14'	70' x 80'
TAS	Tilia americana 'McKSentry'	American Sentry Linden	15	Each	3" cal.	40'	8' x 14'	30' x 45'
TCG	Tilia cordata 'Greenspire'	Greenspire Linden	4	Each	3" cal.	40'	8' x 14'	30' x 50'
UMO	Ulmus 'Morton'	Accolade Elm	9	Each	3" cal.	40'	10' x 16'	35' x 55'
Evergreen Trees			**46**					
PAB	Picea abies	Norway Spruce	15	Each	8' Hgt.	15'	5' x 8'	25' x 60'
PPU	Picea pungens	Colorado Green Spruce	14	Each	8' Hgt.	15'	5' x 8'	15' x 50'
TON	Thuja occidentalis 'Nigra'	Nigra Arborvitae	17	Each	8' Hgt.	15'	5' x 8'	10' x 25'
Small / Ornamental Trees			**70**					
AGR	Amelanchier grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	16	Each	6' ht.	15'	4' x 6'	15' x 30'
CCA	Cercis canadensis	Eastern Redbud	28	Each	6' ht.	15'	4' x 6'	20' x 25'
MRR	Malus 'Royal Raindrops'	Royal Raindrops Crabapple	20	Each	3" cal.	15'	4' x 10'	15' x 20'
SRE	Syringa reticulata 'Ivory Silk'	Ivory Silk Japanese Tree Lilac	6	Each	6' ht.	15'	4' x 6'	15' x 25'
Deciduous Shrubs			**228**					
AAB	Aronia arbutifolia 'Brilliantissima'	Brilliant Red Chokeberry	49	Each	5 gal. cont.	4'	30" x 30"	6' x 6'
CIH	Cornus alba 'Bailhalo'	Ivory Halo Dogwood	44	Each	5 gal. cont.	4'	30" x 30"	5' x 6'
HPB	Hydrangea paniculata 'Bobo'	Bobo Hydrangea	4	Each	3 gal. Cont.	3'	18" x 18"	4' x 3'
SMP	Syringa Meyeri 'Palibin'	Dwarf Korean Lilac	79	Each	5 gal. cont.	4'	24" x 24"	5' x 5'
VDB	Viburnum dentatum 'Christholm'	Blue Muffin Viburnum	52	Each	5 gal. cont.	4'	24" x 30"	6' x 6'
Evergreen Shrubs			**201**					
TMD	Taxus media 'Densiformis'	Dense Yew	47	Each	5 gal. cont.	4'	30" x 30"	6' x 4'
TOC	Thuja occidentalis 'Smaragd'	Emerald Green Arborvitae	49	Each	5 gal. cont.	4'	2' x 4'	4' x 12'
TOH	Thuja occidentalis 'Hetz Midget'	Hetz Midget Dwarf Globe Arborvitae	105	Each	5 gal. cont.	4'	30" x 30"	5' x 5'
Perennials, Ornamental Grasses and Groundcovers			**151**					
ASB	Allium 'Summer Beauty'	Summer Beauty Allium	17	Each	1 gal.	18"	12" x 12"	18" x 18"
CKF	Calamagrostis x a. 'Karl Foerster'	Karl Foerster Feather Reed Grass	24	Each	1 gal.	24"	12" x 12"	2' x 3'
HLG	Hemerocallis 'Little Grapette'	Little Grapette Daylily	14	Each	1 gal.	18"	12" x 12"	18" x 18"
HSD	Hemerocallis 'Stella de Oro'	Stella de Oro Daylily	25	Each	1 gal.	18"	12" x 12"	18" x 18"
HMP	Heuchera micrantha 'Palace Purple'	Purple Palace Coral Bells	36	Each	1 gal.	18"	12" x 12"	18" x 18"
HPA	Hosta 'Patriot'	Patriot Hosta	6	Each	1 gal.	24"	12" x 12"	18" x 24"
PVA	Panicum virigatum 'Apache Rose'	Prairie Winds® 'Apache Rose' Switch Grass	19	Each	1 gal.	3'	12" x 12"	3' x 4'
SHE	Sporobolus heterolepsis	Prairie Dropseed	4	Each	1 gal.	30"	12" x 12"	2' x 3'
STA	Sedum spectabile 'Autumn Joy'	Autumn Joy Sedum	6	Each	1 gal.	24"	12" x 12"	2' x 2'
Miscellaneous								
	Hardwood Mulch, 3" depth		115	CY				
	Sod in Parkways		3,250	SY				
	Sod		6,050	SY				
	Turf Seed and Blanket		10,472	SY				

NOTES:
1. SEE SHEET L6 FOR PROTOTYPE FOUNDATION, SEATING AREA AND FIRE PIT MATERIAL LIST.
2. SEE SHEET L7 FOR ENTRY MONUMENT SIGNS MATERIAL LIST.

LANDSCAPE MAINTENANCE CALENDAR

	MAINTENANCE OPERATION [* INCLUDES DEBRIS DISPOSAL]	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR
TURF	Mow and Trim	■	■	■	■	■	■	■	■				
	Edge Curb and Walks	■	■	■	■	■	■	■	■				
	Pre-Emergent Weed Control (Crabgrass)	■		■									
	Post-Emergent (Broadleaf)	■	■	■	■	■	■	■	■				
	Fertilize	■		■			■						
	Leaf Removal (Fall*)							■	■				
	Core Aeration						■						
LANDSCAPE BEDS	Pre-Emergent Weed Control	■		■									
	Post-Emergent Weed Control	■	■	■	■	■	■	■	■				
	Inspect and Remove Weeds	■	■	■	■	■	■	■	■				
	Fertilize	■				■							
	Edge Landscape Beds	■				■							
	Mulch Rejuvenation	■					■						
	Prune Shrubs	■							■				
	Fall Clean-up*								■	■			
	Ornamental Grasses - Trim Back												■
TREES	Edge Rings and Cultivate	■				■							
	Prune Trees								■	■	■		
	Pre-Emergent Weed Control	■		■									
	Post-Emergent Weed Control	■	■	■	■	■	■						
	Fertilize Trees (Ornamental/Evergreens)						■						
	Mulch Rejuvenation - Tree Rings	■					■						
GENERAL MAINTENANCE	Spring Clean-up*	■											
	Inspect beds for invasive or volunteer plants. Remove as needed.	■		■		■		■					
	Sweep all Paved Paths (Weekly)	■	■	■	■	■	■	■	■				
	Inspect Grounds (Weekly)	■	■	■	■	■	■	■	■				
	Dormant Pruning 3 year program (Shade Trees)											■	
	Dormant Pruning 3 year program (Ornamentals/Shrubs)											■	

Know what's below. Call before you dig.

Prepared By:
sda
Schoppe Design Associates, Inc.
LAND PLANNING & LANDSCAPE ARCHITECTURE
126 S. Main Street
Oswego, IL 60543
p. 630 551 3535
f. 630 551 3639
schoppedesign.net

Prepared For:
D·R·HORTON® America's Builder
1750 E. Golf Road
Suite 925
Schaumburg, IL 60173

Project Name:
CANTERA POINTE
Ferry Road and Warrenville Road
Warrenville, Illinois 60555
Zoning District: SD

Sheet Name:
FINAL LANDSCAPE PLAN
DETAILS, MAINTENANCE INFO. AND MATERIALS LIST

Revisions
2. 06-19-25 REVISED PER CLIENT COMMENTS
1. 06-12-25 REVISED PER CITY COMMENTS
0. 03-19-25 ISSUED FOR CITY REVIEW

Date: 2025-03-19
Scale: AS NOTED
Job #: 346.003.02
Drawn:
File # FSIP001

SHEET:
L8

PATH: P:\346 D.R. HORTON\346.003\DWGS\4 - FINAL PLANS\FSIP\DWG\346.003.06_FSIP001_06.19.25.dwg

LANDSCAPE SPECIFICATIONS

PART 1 - GENERAL

1.01 DESCRIPTION

A. Provide turf, trees, shrubs, and groundcovers as shown and specified. The work includes:

1. Soil preparation.
2. Fertilizing.
3. Seeding.
4. Sod.
5. Amended topsoil.
6. Trees, Shrubs, Perennials and Ornamental Grasses.
7. Erosion control.
8. Mulch and planting accessories.
9. Maintenance and guarantee.
10. Cleaning up work area.

1.02 QUALITY ASSURANCE

A. Comply with applicable local regulations.

B. Plant names indicated comply with "Standardized Plant Names" as adopted by the latest edition of the American Joint Committee of Horticultural Nomenclature. Names of varieties not listed conform generally with names accepted by the nursery trade. Provide stock true to botanical name and legibly tagged.

C. Comply with sizing and grading standards of the latest edition of "American Standard for Nursery Stock." A plant shall be dimensioned as it stands in its natural position.

D. All plants shall be nursery grown in the central/northern Illinois region and/or within a 100 mile radius of the project and under climatic conditions similar to those in the locality of the project for a minimum of 2 years.

E. Plants are subject to inspection by the Landscape Architect at the job site or nursery. The Landscape Architect reserves the right to personally select any or all nursery stock prior to digging and to reject unacceptable material at anytime during the process.

1.03 SUBMITTALS

A. Planting Schedule: Submit three (3) copies of the proposed planting schedule showing dates for each type of planting

B . Topsoil: Submit two (2) copies of soil test of existing topsoil with recommendations for soil additive requirements to Owner's Representative for review and written approval.

C. Seed: Submit seed vendor's certification for required grass seed mixture, indicating percentage by weight, and percentages of purity, germination, and weed seed for each grass species.

D. Sod: Submit sod grower's certificate of grass species. Identify source location in Bid Proposal Form.

E. Plants: If plants will not be installed in accordance with provided plans due to availability or conditions a substitution list with genus, species, variety, size and/ or quantity of plants to be substituted shall be submitted for review by the Landscape Architect.

F. Mulch and Miscellaneous: Submit two (2) samples of shredded hardwood bark mulch, erosion control blankets, and all other products and materials as specified on plans to Owner's Representative for review and written approval.

G. Nursery packing lists indicating the species and quantities of material installed must be provided to the Owner and/or City upon request.

H. Maintenance Plan - Landscape Work: Submit two (2) copies of a maintenance plan outlining procedures to be followed by the Contractor for the maintenance of landscape work for one full year following initial acceptance,The plan shall include items out lined in Sections 2.01 and 3.08. The maintenance plan shall be provided within ten (10) days of contract approval. Owner's Representative shall receive copies of all instructions when issued.

1.04 DELIVERY, STORAGE, AND HANDLING

E. Seed: Deliver seed and fertilizer materials in original unopened containers, showing weight, analysis, and name of manufacturer. Store in a manner to prevent wetting and deterioration.

F. Sod: Deliver and install sod cut within 48-hour period.

G. Deliver fertilizer materials in original, unopened, and undamaged containers showing weight, analysis, and name of manufacturer. Store in manner to prevent wetting and deterioration.

H. Take all precautions customary in good trade practice in preparing plants for moving. Workmanship that fails to meet the highest standards will be rejected. Spray evergreen plants and deciduous plants in foliage with and approved "Anti-Desiccant" before digging to prevent dehydration. Dig, pack, transport, and handle plants with care to ensure protection against injury. Inspection certificates required by law shall accompany each shipment invoice or order to stock and on arrival; the certificate shall be filed with the Landscape Architect. Protect all plants from drying out. If plants cannot be planted immediately upon delivery, properly protect them with soil, wet peat moss, or in a manner acceptable to the Landscape Architect. Water heeled-in plantings daily. No plant shall be bound with rope or wire in a manner that could damage or break the branches or bark.

I. Cover plants transported on open vehicles with a protective covering to prevent windburnand defoliation.

1.05 PROJECT CONDITIONS

A. It shall be the contractors responsibility to protect and locate all above and below ground utilities as required by law. The contractor shall contact utility companies at least 48 hours prior to any work.

B. Work notification: Notify Landscape Architect at least 2 working days prior to start of planting or seeding operations.

C. Confirm that the quality and depth of topsoil is satisfactory prior to beginning fine grading.

D. Fine grading must be approved by Landscape Architect prior to start of seeding.

E. Perform turf work only after planting and other work affecting ground surface has been completed.

F. Install seed under favorable weather conditions unless approved by the Owner's Representative. The conditions of the guarantee apply regardless of the date of installation. The generally accepted times for seeding are:

Spring - April 1st to May 31st
Fall - August 15th to September 15th

G. A complete list of plants, including a schedule of sizes, approximate quantities, and other requirements is shown on the drawings for the convenience of the Owner. Verify and supply the quantities required to complete the work as drawn.

1.06 GUARANTEE

A. Guarantee all work for one year following the date of Final Completion.

B. At the end of the guarantee period, reseed areas with specified materials, which fail to provide a uniform stand of grass until all affected areas are accepted by the Landscape Architect.

C. Replace, in accordance with the drawings and specifications, all plants that are dead or, as determined by the Landscape Architect, are in an unhealthy or unsightly condition. Guarantee all replacement plants for an additional one year after installation. Replacement plants, which are dead or unacceptable within 2 years of their installation, may be replaced with unguaranteed plants, or removed, at the discretion of the Owner. Reimburse the Owner 50% of the price of each removed plant, which is not replaced.

D. Guarantee shall not include damage or loss of trees, plants, or groundcovers caused by fires, floods, freezing rains, lightening storms, or winds over 75 miles per hour, winter kill caused by extreme cold and severe winter conditions not typical of planting area; browsing or other damage cause from rodents or other animals; or acts of vandalism.

E. If within one year of final completion, settlement occurs, make all adjustments without extra cost to the Owner including the complete restoration of all damaged planting, paving, or other improvements of any kind.

1.07 PAYMENTS

A. Initial payment of 90% of installation price will be issued upon completion of the submittal outlined in section 1.03 and the installation verification by the Owner's Representative. A 10% retainer will be held at this time.

B. Final retainer amount will be released at the end of the two year maintenance period, pending the following:

1. Warranties plant material is replaced per the final punch list.
2. All areas are maintained and in good order.
3. Submittal of long-term maintenance program.
4. Final acceptance by Owner.

C. It shall be the Contractor's responsibility to notify the Owner's Representative once the final punch list is complete and to schedule the final warranty walk-through.

PART 2 - PRODUCTS

2.01 MATERIALS

A. Seed Fertilizer:

1. Granular, non-burning product composed of not less than 50% organic slow acting, guaranteed analysis professional fertilizer.
   a. Starter fertilizer with an approximate analysis of 6N, (24P205, 24K20), or similar approved composition.
   b. Post emergent fertilizer with an approximate analysis of 30-5-5.

B. Plant Fertilizer:

1. Provide a granular commercial fertilizer with an analysis of 10-10-10

C. Seed:

1. Turf Seed: Provide fresh, clean, new crop turf-type lawn seed complying with the tolerance for purity and germination established by the Association of Official Seed Analysis (AOSA) of North America. Seed shall be obtained from a reputable supplier (approved by Landscape Architect) within a 200-mile radius of the local transition zone and/or northerly regions of the project site and shall be free from Poa annua, bent grass and noxious weeds. Provide pure live seed (PLS) of grass species, proportions and maximum percentage of weed seed, as specified.

2. Turf Seed Mixture: - 6 lbs./ 1000 sq. ft.

Seed Blend Mixture:	
Kentucky Bluegrass (blend of 3 types)	50% (131 lbs./ac.)
Fine Fescue	30% (78 lbs./ac.)
Perennial Rye (blend of 2 types)	20% (52 lbs./ac.)
Weed Seed	0.3% Max.

D. Sod:

1. Provide an "Approved" nursery grown blend of improved Kentucky Bluegrass varieties that is native to the locality of the work.
2. Provide well-rooted, healthy sod, free of disease, nematodes and soil borne insects. Provide sod uniform in color, leaf texture, density

E. Plants: Provide plants typical of their species or variety; with normal, densely developed branches and vigorous, fibrous root systems. Provide only sound, healthy, plants free from defects, sunscald injuries, frost cracks, abrasions of the bark, plant disease, insect eggs, borers, and all forms of infestation. All plants shall have a fully developed form without voids and open spaces.

1. Dig balled and burlapped plants with firm, natural balls of earth. Provide ball sizes complying with the latest edition of the "American Standard for Nursery Stock." Cracked or mushroomed balls are not acceptable. Tree spade transplanting is not acceptable.
2. Provide shade and evergreen tree species with a single main trunk unless otherwise specified or accepted.
3. Provide plants matched in form when arranged in groups.
4. Provide evergreen trees branched to the ground unless otherwise specified or accepted.
5. Provide shrubs and small plants meeting the requirements for spread and height indicated in the plant list.
   a. The measurements for height shall be taken from the ground level to the average height of the top of the plant and not the longest branch.

F. Topsoil

1. Topsoil shall be defined as a friable, loamy mixture surface soil. It shall not be extremely acid or alkaline nor contain toxic substances harmful to plant growth, and shall be of uniform color and texture.
2. Topsoil shall be free from large roots, sticks, weeds, brush, subsoil, clay lumps, or stones larger than one (1") inch in diameter, or other litter and extraneous matter undesirable to plant growth.
3. Topsoil must be inspected by the owner at the source of supply or as delivered. Topsoil shall meet the approval of the owner prior to use. Any topsoil placed without approval may be subject to removal at the discretion of the owner.

G. Subdrainage piping: Provide 4" corrugated polyurethane tubing. Provide matching reducers, adaptors, couplings, fittings, and accessory components to insure continuity of the sub-drainage system.

1. Plastic tubing: ASTM F405, corrugated perforated polyurethane tubing with filter sock.

H. Drainage fill: AASHTO M43 (3/8" to 3/8") clean uniformly graded stone or gravel.

I. Filter fabric: Dupont "Typar" or other approved non - woven porous polypropylene fabric.

J. Erosion control blanket: This section includes installation of North American Green BioNet® S75BN (or equivalent) erosion control blanket. Install per manufacturer's recommendations.

2.02 ACCESSORIES

A. Amended Topsoil for Planting Beds: A mixture of 60% topsoil and 40% mushroom compost, which have been thouroughly incorporated.

B. Mulch: 6 month old, well rotted, double shredded hardwood, cedar or cypress bark mulch, not larger than 4" in length and ½" in width, free of woodchips and sawdust.

C. Stakes for Guying: Hardwood, 2" x 4" x 36" long, or steel stakes.

D. Guying Wires: Double strand No. 12 gauge galvanized wire.

1. Turnbuckles: Galvanized steel of size and gauge required to provide tensile strength equal to that of the wire. Turnbuckle openings shall be at least 3".

E. Guying Hose: Two-ply, reinforced garden hose not less than 3/4" inside diameter.

F. Tree Wrap: Standard waterproofed tree wrapping paper, 2-1/2" wide, made of 2 layers of crepe kraft paper weighing not less than 30 lbs. per ream.

G. Twine: Two-ply nursery jute material.

H. Sand: Coarse "torpedo" sand

PART 3 - EXECUTION

3.01 INSPECTION

A. Examine finish surfaces grades, topsoil quality, depth, and conditions of installations. Do not start planting work until unsatisfactory conditions are corrected.

B. Saturate and fill tree and shrub pits with water to test drainage before planting. Provide gravel drains at pits, when planting pits are more than half full of water after 24 hours.

3.02 PREPARATION

A. All planting techniques and methods shall be consistent with the latest edition of American Standard for Nursery Stock (ANSI Z60.1), and as detailed on these drawings.

B. Loosen topsoil of lawn areas to minimum depth of 6". Remove stones over 1" in any dimension and sticks, roots, rubbish, and extraneous matter.

C. Grade lawn areas to smooth, free draining and even surface with a loose, uniformly fine texture. Roll and rake; remove ridges and fill depressions as required to drain.

D. Restore prepared areas to specified condition if eroded, settled, or otherwise disturbed after fine grading and prior to seeding or sodding.

E. Time of Planting:

1. Evergreen material: Plant evergreen materials between September 2 and November 1 or in spring before new growth begins. If project requirements require planting at other times, spray plant with anti-desiccant prior to planting operations.
2. Deciduous material: Plant deciduous materials in a dormant condition. If deciduous trees are planted in-leaf, spray with an anti-desiccant prior to planting operations.

E. Locate plants as indicated and approved in the field by the Landscape Architect.

F. Excavate all clay and gravel in medians and planting beds to 24" depth. Backfill with amended topsoil.

G. Excavate circular plant pits with sloped sides, except for plants specifically indicated to be planted in beds. Provide shrub pits at least 12" greater than the diameter of the root system and 24" greater for trees. Scarify the bottom of the pit to a depth of 4".

3.03 FERTILIZATION

A. Apply fertilizers and conditioners at the rate specified per soil tests findings. In lieu of soil test results see specifications below.

B. For seeded turf grass areas:

1. Apply starter fertiliser to indicated seed areas at a rate equal to 650 lb. per acre.
2. Apply fertilizer by mechanical rotary or drop types distributor, thoroughly and evenly incorporated with soil to a depth of 3" by disking or other approved method. Fertilize areas inaccessible to power equipment with hand tools and incorporate into soil.

C. For sodded area: Apply fertilizer at the rate of 200 pounds of actual nutrients per acre and work into the soil.

3.04 SEED INSTALLATION

A. Turf Grass:

1. Seed immediately after preparation of bed.
2. Seed indicated areas within contract limits and areas adjoining contract limits disturbed as a result of construction operations.
3. Perform seeding operations when the soil is dry, when winds do not exceed 10 miles per hour velocity and soil temperatures are above 55 degrees fahrenheit.
4. Sow grass seed at the specified rate using the following method:
   a. Conventional Seeding:
      a.a. Apply seed with a drop or rotary type distributor. Install seed evenly by sowing equal quantities in both directions, at right angles to each other.
      a.b. After seeding, rake soil surface lightly to incorporate seed. Roll with light lawn roller.
5. For all seeded bluegrass; provide erosion control blanket within 24 hours of installation. Install per manufacturer's specification.
6. Watering seeded areas shall be done to ensure proper germination. Once seeds have germinated, watering may be decreased, but the seedlings must never be allowed to dry out completely. Frequent watering should be continued approximately four weeks after germination or until grass has become sufficiently established to warrant watering on an 'as needed' basis.

3.05 SOD INSTALLATION

A. Lay sod to form a solid mass with tightly fitted joints. Butt ends and sides of side strips. Do not overlay edges. Stagger strips to offset joints in adjacent courses. Remove excess sod to avoid smothering of adjacent grass. Provide top of sod soil flush with adjacent curbs, sidewalks, drains, and seeded areas.

B. Install initial row of sod in a straight line, beginning at bottom of slopes, perpendicular to direction of the sloped area. Place subsequent rows parallel to and tightly against previously installed row.

C. Roll with light lawn roller to ensure contact with sub-grade.

D. Water sod thoroughly with a fine spray immediately after laying.

E. Stake sod on slopes greater than 3:1 to prevent slippage. Two stakes per yard

3.06 PLANT INSTALLATION (See landscape details for additional information)

A. Trees and shrubs:

1. Set plant material in the planting pit to proper grade and alignment. Set plants upright and plumb. Set root flare of plant material 2" above the adjacent finish grade. Remove excess soil as needed from rootball above root flare. Remove burlap from top ⅓ of root ball. Remove all treated burlap (green). Cut and remove or cut and fold down upper half of wire basket, dependent upon tree size. Do not fill around trunks or stems.
2. After balled or burlapped plants are set, backfill fill all voids, tamping soil to avoid any air pockets.
3. Mix approved commercial fertilizer at 10 lbs. per cubic yard of backfill.
4. Water plants when hole is two-thirds filled with topsoil. After watering complete filling of hole thoroughly tamp to eliminate voids.
5. Remove all tags, wires, twine, and wrap from trees and shrubs immediately after planting.

B. Perennials and Ornamental Grasses:

1. Where Perennnials and Ornamental Grasses are specified on the plans, rototill entire plant bed to 12" depth using amended topsoil. Incorporate commercial 10-10-10 fertilizer into prepared soil mixture at an approximate rate of 1 lb. per square yard.
2. Space plants according to dimensions on the drawings Adjust spacing as necessary to evenly fill planting bed with indicated number of plants. Plant to within 18" of the trunks of trees and shrubs, or to the edge of the plant ball, whichever is closest. Plant to within 12" of bed edge.
3. Apply commercial pre-emergent herbicide (Preen or equal) per manufacturer's directions to entire planting bed.

C. Mulching:

1. Mulch tree and shrub planting pits and shrub beds with required mulching material 3" deep immediately after planting. Thoroughly water mulched areas. After watering, rake mulch to provide a uniform finished surface.
2. Do not mulch within 3" radius of tree trunk.

D. Wrapping:

1. Inspect trees for injury to trunks, evidence of insect infestations, and improper pruning before wrapping.
2. Wrap trunks of all trees spirally from bottom to top with waterproof crepe tree wrap and secure with hemp cord at top and bottom.
   a. Overlap ⅓ the width of the tree wrap strip and cover the trunk from the ground to the height of the first branch.
   b. Secure tree wrap in place with twine wound spirally downward in opposite direction, tied around the tree in at least 3 places in addition to the top and bottom.
   c. Wrap should be removed within 1 year of installation and all twine removed to avoid damage to trunk.

E. Guying:

1. When specified, guy all trees immediately after lawn seeding or sodding operations and prior to acceptance. When high winds or other conditions, which may effect tree survival or appearance, occur, the Landscape Architect may require immediate guying .
2. Guy all deciduous trees over 3" caliper. Guy all evergreen trees over 8' tall.

F. Pruning:

1. Cut branches flush with the trunk or main branch, at a point beyond a lateral shoot or bud a distance of not less than ½ the diameter of the supporting branch. Make cut on an angle. All pruning to be in compliance with ANSI A300 Pruning Standards and International Society of Arboriculture.
2. Prune branches of deciduous stock, after planting, to preserve the natural character appropriate to the particular plant requirements. In general, remove no more than ¼ of the leaf bearing buds. Remove or cut back dead, broken, and damaged branches and asymmetrical growth of new wood.
3. Multiple leader plants: Preserve the leader which will best promote the symmetry of the plant. Cut branches flush with the trunk or main branch, at a point beyond a lateral shoot or bud a distance of not less than ½ the diameter of the supporting branch. Make a cut on angle.
4. Prune evergreens only to remove broken or damaged branches.

3.07 UNDERDRAIN INSTALLATION

A. Install minimum 4" layer of drainage fill over compacted earth base for bedding drainage pipe.

B. Lay drainpipe with perforations down, joints closed, and firmly bedded in drainage fill material. Provide full bearing for each pipe section. Provide continuous slope in the direction of flow.

C. Install underdrain drainpipe 30" below finished grade.

3.08 MAINTENANCE

A. Maintain lawn areas and plantings to ensure proper watering and mowing as required for forty-five (45) days minimum, after Final Acceptance.

B. Maintain lawn areas including watering, spot weeding, mowing, application of herbicides, fungicides, insecticides, and reseeding until a full, uniform stand of grass free of weeds, undesirable grass species, disease, and insects is achieved and receives Final Acceptance.

1. Water seed thoroughly as required to establish proper rooting.
2. Repair and rework all areas that have washed out or are eroded. Replace undesirable or dead areas with new seed.
3. Mow lawn areas as soon as top growth reached a 3" height. Cut back to 2" height. Repeat mowing as required to maintain specified height. Not more than 30% of grass leaf shall be removed at any single mowing.
4. Remove sod pegs following turf establishment.

C. Maintenance shall include pruning, cultivating, weeding, watering, and application of appropriate insecticides and fungicides necessary to maintain plants free of insects, weeds and disease.

1. Re-set settled plants to proper grade and position. Restore planting saucer and adjacent material and remove dead material in accordance with pruning section.
2. Tighten and repair, or remove, guy wires and stakes as required.
3. Water trees, plants, and groundcover beds within the first 24 hours of initial planting, and not less than twice per week until Final Completion.

3.09 FINAL ACCEPTANCE, INSPECTION AND COMPLETION

A. Inspection of all work will be made by the Landscape Architect upon written request by the Contractor. At that time if all work is satisfactory, that will constitute Final Acceptance and the beginning of the forty-five (45) day period of maintenance.

B. Seeded areas will be inspected at completion of installation and accepted subject to compliance with specified materials and installation requirements.

1. Seeded areas will be acceptable provided all requirements, including maintenance, have been complied with, and dense, even-colored, viable lawn is established free of weeds, undesirable grass species, disease, and insects.
2. No seeded areas shall have bare spots or unacceptable cover totaling more the 2% of the individual areas, in areas requested to be inspected.

C. Inspection of all work shall be made after the forty-five (45) day period of maintenance, upon written request of Contractor. At that time, if all work is satisfactory, that will constitute Final Completion.

D. Plants that have died or are in unhealthy or badly impaired condition upon inspection shall be treated or replaced at no additional cost to Owner.

E. Replace rejected plants in the season that is most favorable for resetting kinds of plants required, if possible within two weeks of inspection.

F. Final Acceptance of all work shall constitute the beginning of the two (2) year guarantee period.

G. Contractor's responsibility for maintenance (exclusive of replacement within guarantee period) shall terminate on date of Final Completion.

3.10 CLEANING

A. Perform cleaning during installation of the work and upon completion of the work. Remove from sites all excess materials, soil, debris, and equipment. Repair damage resulting from planting operations.

B. Leave all surfaces broom clean at the end of all work days. The contractor shall also be responsible for all damage caused by clean up activites and for the daily removal of all trash and debris from work area to the satisfaction of the Landscape Architect.

END OF SECTION

EROSION CONTROL

PART I - GENERAL

1.01 DESCRIPTION

A. This section includes installation of North American Green BioNet® S75BN (or equivalent) erosion control blanket.

1.02 QUALITY ASSURANCE

A. Qualifications of workers: provide at least one person who shall present at all times during execution of this portion of the work, who shall be thoroughly familiar with this type of work and the type of materials being used. Said person shall also direct all work performed under this section.

B. Standards: all materials used during this portion of the work shall meet or exceed applicable federal, state, county, and local laws and regulations.

1.03 SUBMITTALS

A. Materials: Prior to delivery of any materials to the site, submit to the Landscape Architect a complete list of all materials to be used during this portion of the work. Include complete data on source, quantity, and quality. This submittal will in no way be construed as permitting substitution for specific items described on the Plan set or in these Specifications unless approved in writing by the Landscape Architect.

B. Equipment: Prior to commencement of any work, submit to the Onwer a written description of all mechanical equipment and its intended use during the execution of the work.

C. After the work is complete, submit to the Landscape Architect "as built" plans including a listing of all species installed and quantities installed. Mark in red ink on the original planting plan any field changes or deviations from the original plans.

1.04 PRODUCTS

A. All areas existing as bare soil at the time of seed installation shall receive erosion control material application.

B. Slopes greater than or equal to 5:1 shall receive a machine produced mat of straw fiber covered on both sides with a photo degradable extruded plastic or woven biodegradable netting having maximum openings of 0.5" to 1.0". The blanket shall be packaged in a perforated plastic bag and conform to the following physical specifications. Minimum blanket roll width: 42", minimum. North American Green S-150 shall be utilized for all installations. Alternate materials may be utilized only with written approval from the Landscape Architect.

C. Slopes <5:1 shall receive clean, weed free native or agricultural straw mulch (oat straw will not be allowed).

PART 2 - EXECUTION

2.01 METHOD - EROSION CONTROL BLANKETS

A. Refer to the Plans or Notes for location of erosion blanket treatment areas.

B. Install seed prior to applying erosion control blankets per the native seeding specification.

C. If installation occurs between July 15th and November 1st, install cover crop and hold native seed mix until the recommended optimum seeding dates. The preferred cover crop shall be Avena sativa (Seed Oats).

D. Any day that seeding is performed the seeded area must be covered with appropriate erosion control measures. Anchor erosion control blanket at top of slope as shown on plans or as recommended by manufacturer. Install parallel to channel flow or in a diagonal cross slope pattern in short stretches where practical, and as recommended by manufacturer.

E. Erosion control blanket shall be in full intimiate contact with the topsoil but not stretched to the point where the integrity of its performance is jeopardized.

F. Secure erosion control blanket with staples as recommended by the manufacturer.

G. Overlap erosion control blanket shingle-style not less than two inches in the direction of the current and install staples over seams every 36".

END OF SECTION

SEED BED PREPARATION AND REGRADING

PART I - GENERAL

1.01 DESCRIPTION

A. This section includes preparation of soil prior to seeding and/or removal of erosion rills and disturbance in the areas of the site existing as disturbed/unvegetated soil or eroded slopes.

1.02 QUALITY ASSURANCE

A. Qualifications of workers: provide at least one person who shall be present at all times during execution of this portion of the work, who shall be thoroughly familiar with this type of work and the type of materials being used. Said person shall also direct all work performed under this section.

B. Standards: all materials used during this portion of the work shall meet or exceed applicable federal, state, county and local laws and regulations.

1.03 SUBMITTALS

A. Equipment: prior to commencement of any work, submit to the Owner a written description of mechanical equipment and its intended use during the execution of the work.

PART 2 - EXECUTION

2.01 METHOD - SOIL PREP AND REGRADING

A. SHALLOW SLOPE, UNVEGETATED - In areas existing in an unvegetated state at the inception of installation activities on the site and possessing a slope of <5:1, soil shall be dragged with a disc, harrow, landscape rake, or box grader so that soil is tilled to a minimum depth of 4". For unvegetated areas with a slope greater than 10:1, ensure that the disc tracks or furrows run parrallel to the contour so as not encourage rilling.

B. SEVERE SLOPE, VEGETATED - In areas existing in a vegetated state at the inception of installation activities, possessing a sloped' ≥5:1, and having significant soil loss due to erosion rill formation, soil shall be returned to original contour using a harrow, landscape rake, or box grader. In areas where soil loss is extreme, friable topsoil (available on-site) shall be imported by the Contractor at the direction of the Landscape Architect.

C. Topsoil shall be free of stones, lumps, plants, roots, and other debris over 2" in any dimension. Topsoil must also be free of plants or plant parts of quack grass, reeed canary grass, Canada thistle, or others as specified by the Landscape Architect.

D. Any irregularities or undulations resulting from tilling or grading shall be fine graded and level prior to seeding.

E. Soils shall not be compacted. A 150# person walking on soil should leave a ¼" depression. Soils shall have a measured compaction following regrading no greater than 5 psi, based on Lang or Cone penetrometer measurements at the time of seeding or planting unless otherwise stated on the Plans or the Specifications. If 10% or more of penetrometer readings are greater than 5 psi, disc, rotovate, and/or chisel plow said areas as necessary to reduce compaction.

F. Re-check soil compaction as described above after tillage. Repeat treatment as necessary until 90% or more of planting area meets the standard.

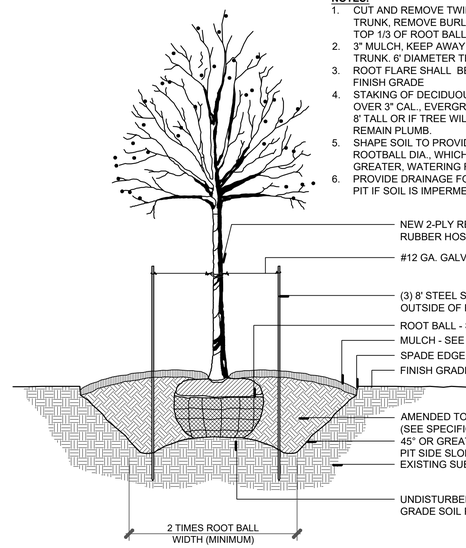
2.02 CLEAN-UP, REMOVAL, AND REPAIR

A. Clean-up: Contractor shall keep work areas free of debris. After the work is complete, clean up any remaining materials, debris, trash, etc. Avoid driving or walking over areas to minimize disturbance.

B. Removal: after work has been completed remove any tools, equipment, empty containers, and all other debris generated by the Contractor.

C. Repair: repair any damage caused by the Contractor during completion of the work described in this section.

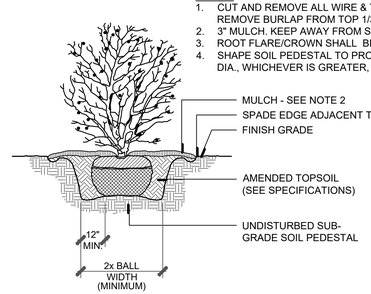
END OF SECTION



NOTES:
1. CUT AND REMOVE TWINE AROUND TRUNK, REMOVE BURLAP FROM TOP 1/3 OF ROOT BALL
2. 3" MULCH, KEEP AWAY FROM TRUNK. 6' DIAMETER TREE RING.
3. ROOT FLARE SHALL BE 2" ABOVE FINISH GRADE
4. STAKING OF DECIDUOUS TREES OVER 3" CAL , EVERGREENS OVER 8' TALL OR IF TREE WILL NOT REMAIN PLUMB.
5. SHAPE SOIL TO PROVIDE 3' DIA. OR ROOTBALL DIA., WHICHEVER IS GREATER, WATERING RING.
6. PROVIDE DRAINAGE FOR PLANTING PIT IF SOIL IS IMPERMEABLE.

1 Tree Planting Detail

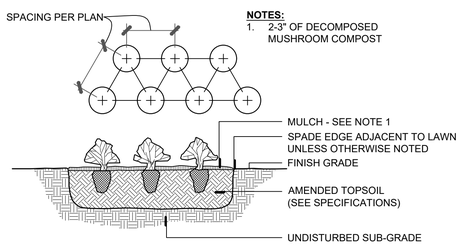
SCALE: NTS



NOTES:
1. CUT AND REMOVE ALL WIRE & TWINE AROUND STEM, REMOVE BURLAP FROM TOP 1/3 OF ROOT BALL
2. 3" MULCH, KEEP AWAY FROM STEM
3. ROOT FLARE/CROWN SHALL BE 2" ABOVE FINISH GRADE
4. SHAPE SOIL PEDESTAL TO PROVIDE 3' DIA. OR ROOTBALL DIA., WHICHEVER IS GREATER, WATERING RING.

2 Shrub Planting Detail

SCALE: NTS



NOTES:
1. 2-3" OF DECOMPOSED MUSHROOM COMPOST

3 Perennial Planting Detail

SCALE: NTS

Know what's below. Call before you dig.

Prepared By:
sda
Schoppe Design Associates, Inc.
LAND PLANNING & LANDSCAPE ARCHITECTURE
126 S. Main Street
Oswego, IL 60543
P: 630 551 1633
F: 630 551 1639
schoppedesign.net

Prepared For:
D·R·HORTON® America's Builder
1750 E. Golf Road
Suite 925
Schaumburg, IL 60173

Project Name:
CANTERA POINTE
Ferry Road and Warrenville Road
Warrenville, Illinois 60555

Zoning District: SD

Sheet Name:
FINAL LANDSCAPE PLAN
DETAILS AND SPECIFICATIONS

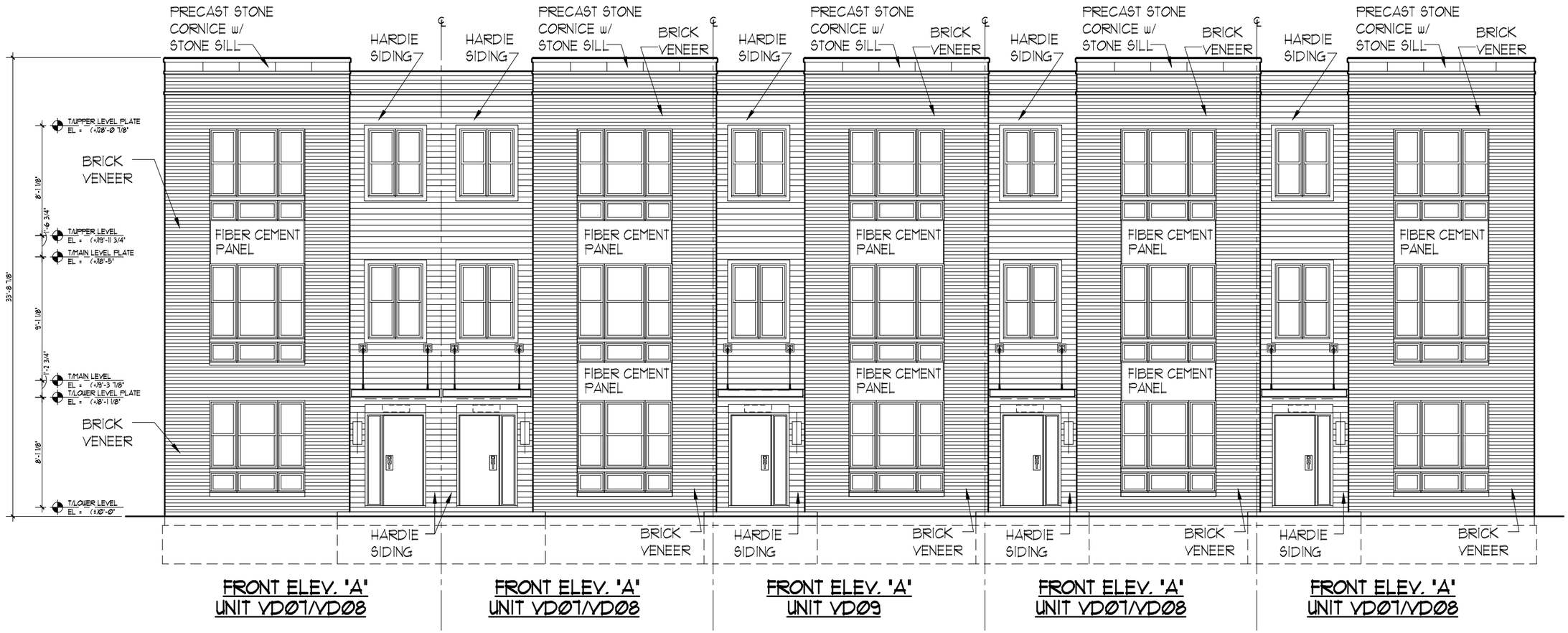
Revisions
2. 06-19-25 REVISED PER CLIENT COMMENTS
1. 06-12-25 REVISED PER CITY COMMENTS
0. 03-19-25 ISSUED FOR CITY REVIEW

Date: 2025-03-19
Scale: AS NOTED
Job #: 346.003.02
Drawn:
File # FSIP001

SHEET:
L9

PATH: P:\346 DR HORTON\346.003\DWGS\4 - FINAL PLANS\FSIP\DWG\346.003.06_FSIP001_06.19.25.dwg

Attachment H



FRONT ELEVATION - 5 UNIT BUILDING

SCALE: 1/8"=1'-Ø"

SEABOARD SERIES

CANTERA POINT

WARRENVILLE, IL

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04-24-25

Premier Architecture, Inc.
1000 W. Spring St., South Elgin, IL 60177 (847) 877-6150



REAR ELEVATION - 5 UNIT BUILDING

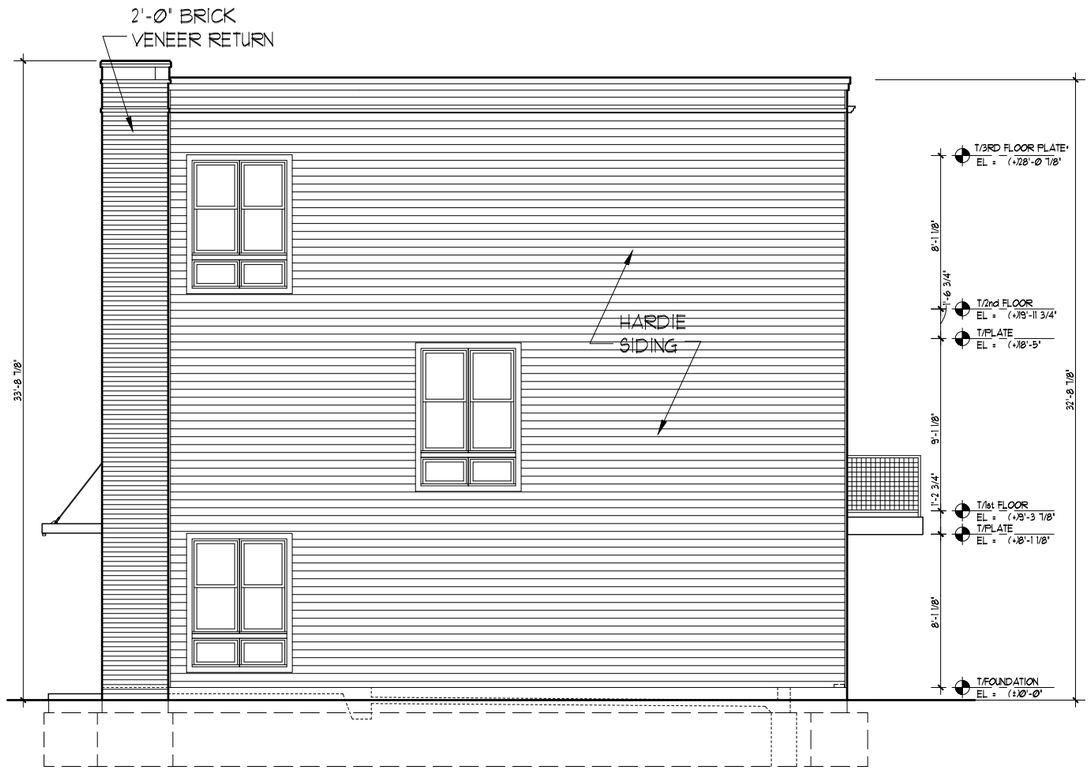
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SEABOARD SERIES
CANTERA POINT
WARRENVILLE, IL

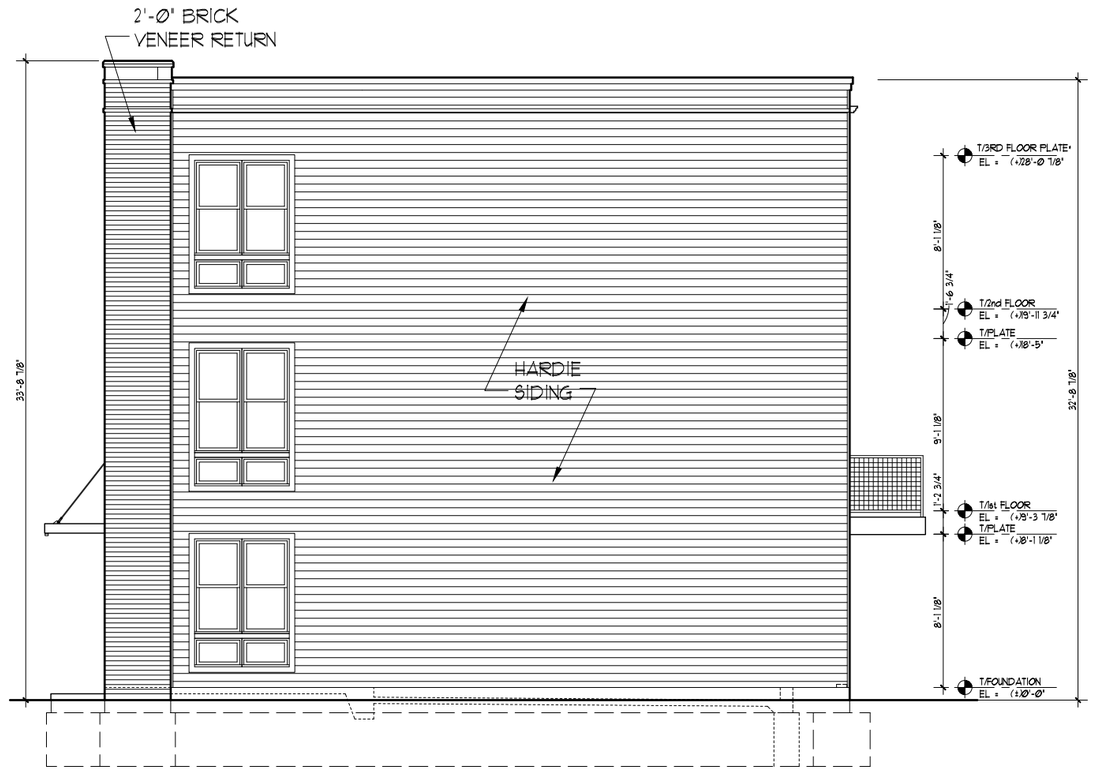
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SIDE ELEV. 'A'
UNIT YDØ7



SIDE ELEV. 'A'
UNIT YDØ8

SIDE ELEVATIONS

SCALE: 1/8"=1'-Ø"

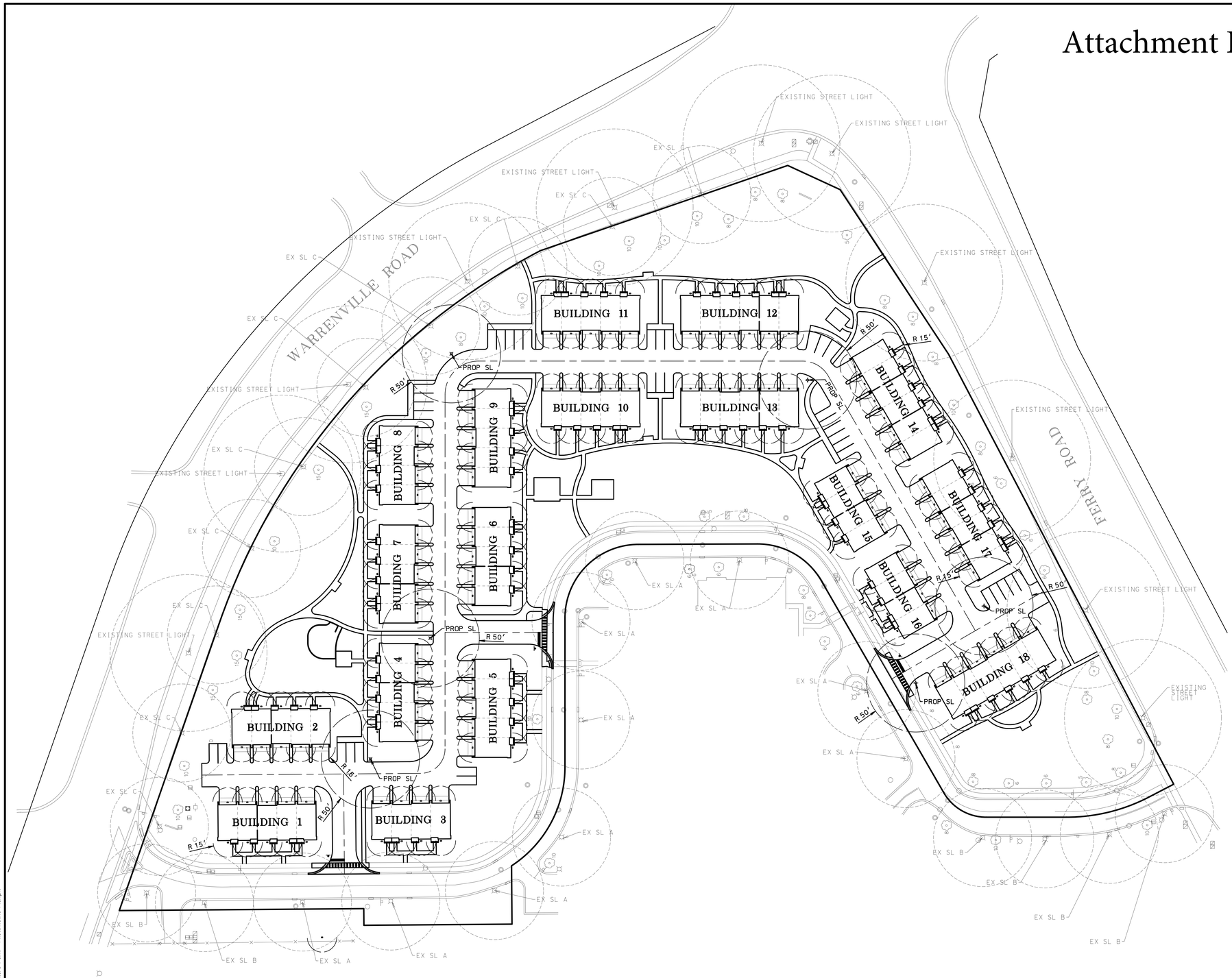
SEABOARD SERIES
CANTERA POINT
WARRENVILLE, IL

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Attachment I



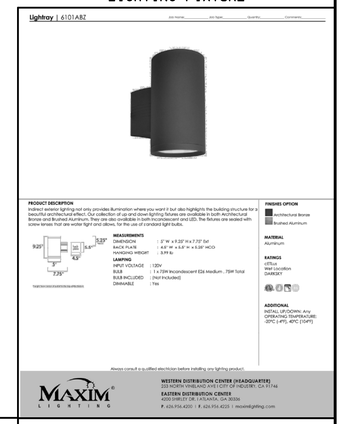
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SCALE 1" - 50'

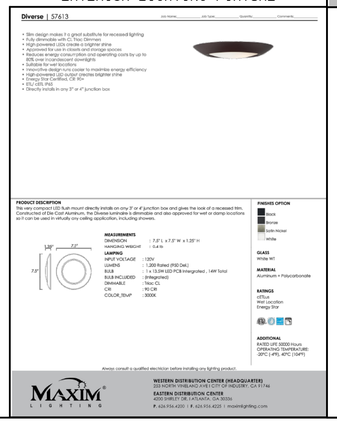
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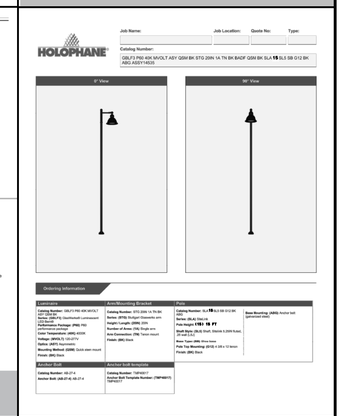
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EX SL B	EXISTING SINGLE LUMINAIRE, 250 WATT, 240 VOLT, HPS, TYPE III DISTRIBUTION, (HADCO PROFILER PA 31) 30' POLE HEIGHT, TOTAL HEIGHT 32.5'
EX SL C	EXISTING SINGLE LUMINAIRE, 100 WATT, 240 VOLT, HPS, TYPE II DISTRIBUTION, (STERNBERG 1430 ROADWAY FIXTURE) 12' POLE HEIGHT, TOTAL HEIGHT 12.5'
PROP SL	PROPOSED SINGLE LUMINAIRE, 100 WATT, 240 VOLT, HPS, TYPE II DISTRIBUTION, (STERNBERG 1430 ROADWAY FIXTURE) 12' POLE HEIGHT, TOTAL HEIGHT 12.5'

BUILDING FRONT EXTERIOR LIGHTING FIXTURE



BUILDING REAR/GARAGE EXTERIOR LIGHTING FIXTURE





Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

CLIENT:

D·R·HORTON® America's Builder

D.R. HORTON, INC.-MIDWEST
1750 E. GOLF ROAD, SUITE 925
SCHAUMBURG, ILLINOIS 60173

DATE	DESCRIPTION OF REVISION	BY
06/20/2025	REVISED PER VILLAGE COMMENTS	RJM
06/12/2025	REVISED PER VILLAGE COMMENTS	AA

DESIGNED	JJD
DRAWN	JJD
APPROVED	KJM
DATE	03/14/2025
SCALE	1" = 50'

PHOTOMETRIC PLAN
CANTERA POINT
WARRENVILLE, ILLINOIS

SHEET 1 OF 1

PROJECT NUMBER: 4821

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ILLINOIS FIRM LICENSE 184-002694

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Attachment J

March 19, 2025

Cantera Point

OPEN SPACE STATEMENT

Cantera Point is an approximately 8.14-acre development located at the northwest corner of Ferry Road and Warrenville Road. The proposal is to develop the site with twenty (20) three-story for-sale townhome buildings, consisting of one hundred and two (102) townhome units.

The community is designed with consolidated and useful open spaces that enhance the living experience for residents. Landscape treatments, including foundation landscaping and buffer materials, provide a seamless transition between residential and non-residential areas. Formal central spaces throughout the development offer aesthetically pleasing gathering spots, while interconnecting walkways ensure easy navigation and connectivity within the community.

Connections to the adjacent trail network encourage outdoor activities and promote a healthy lifestyle. Improved landscape features along Ferry Road and Warrenville Road enhance the visual appeal of the development, while strategic screening adjacent to parking areas and specific locations ensures privacy and minimizes visual intrusion. The monuments at Cantera Point are complemented by landscape plantings, further enhancing the site's overall aesthetic and creating a welcoming environment for residents and visitors alike.

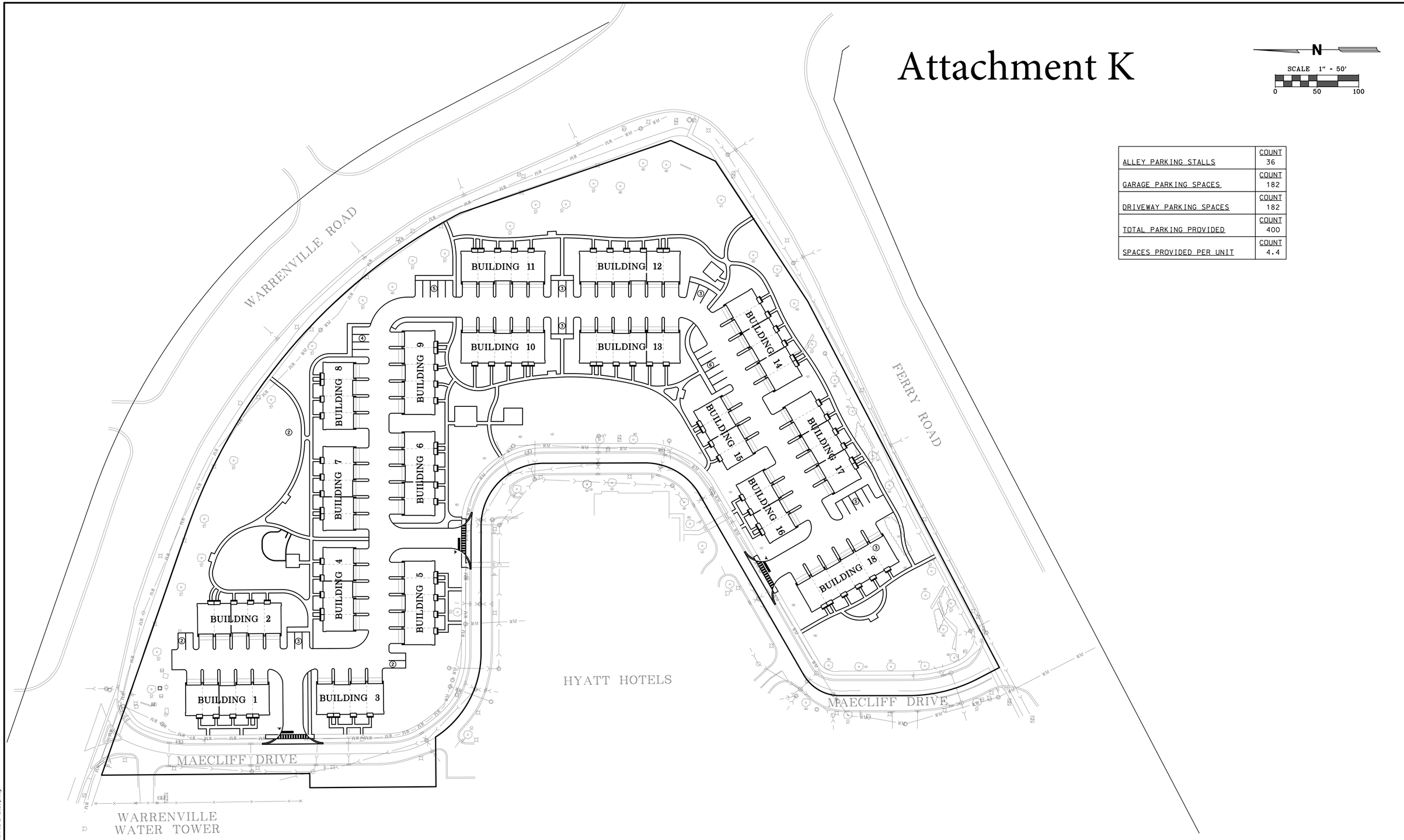
Attachment K

N

SCALE 1" - 50'

0 50 100

ALLEY PARKING STALLS	COUNT 36
GARAGE PARKING SPACES	COUNT 182
DRIVEWAY PARKING SPACES	COUNT 182
TOTAL PARKING PROVIDED	COUNT 400
SPACES PROVIDED PER UNIT	COUNT 4.4



Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

CLIENT:

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D.R. HORTON, INC.-MIDWEST
1750 E. GOLF ROAD, SUITE 925
SCHAUMBURG, ILLINOIS 60173

DATE	DESCRIPTION OF REVISION	BY
06/12/2025	REVISED PER CITY COMMENTS	JJD

DESIGNED	JJD
DRAWN	JJD
APPROVED	KJM
DATE	03/14/2025
SCALE	1" = 50'

PARKING EXHIBIT
CANTERA POINT
WARRENVILLE, ILLINOIS

SHEET 1 OF 1

PROJECT NUMBER: 4821

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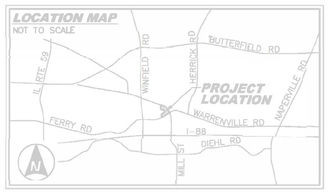
ILLINOIS FIRM LICENSE 184-002694

6/12/2025 7:59:48 PM
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PHASING PLAN

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Attachment L

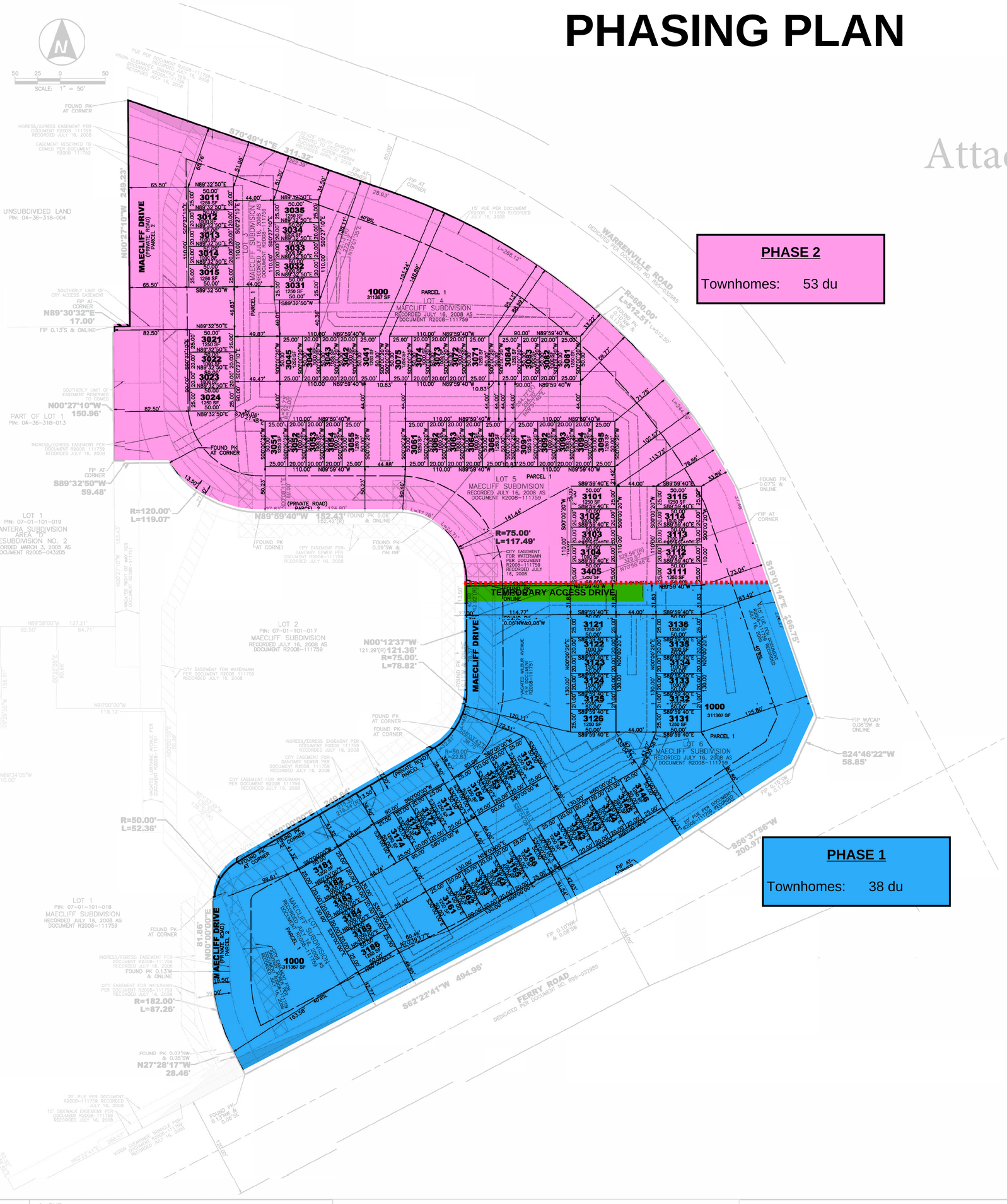


P.I.N.:
04-36-319-011 (AFFECTS LOT 3)
04-36-319-012 (AFFECTS LOT 4)
04-36-319-013 (AFFECTS PART OF LOT 5)
07-01-101-013 (AFFECTS PART OF LOT 5)
07-01-101-014 (AFFECTS LOT 6)
07-01-101-015 (AFFECTS LOT 7)

DEVELOPER
D.R. HORTON, INC. – MIDWEST
1750 E. GOLF ROAD, SUITE 925
SCHAUMBURG, IL 60173
PHONE: 847.362.9100

SURVEYOR
MACKIE CONSULTANTS, LLC
9575 W. HIGGINS ROAD, SUITE 500
ROSEMONT, IL 60018
PHONE: 847.696.1400

ZONING
PROPOSED PLAT OF SUBDIVISION WITH UNDERLYING R-5 (LOW DENSITY RESIDENTIAL) ZONING.



PHASE 2

Townhomes: 53 du

PHASE 1

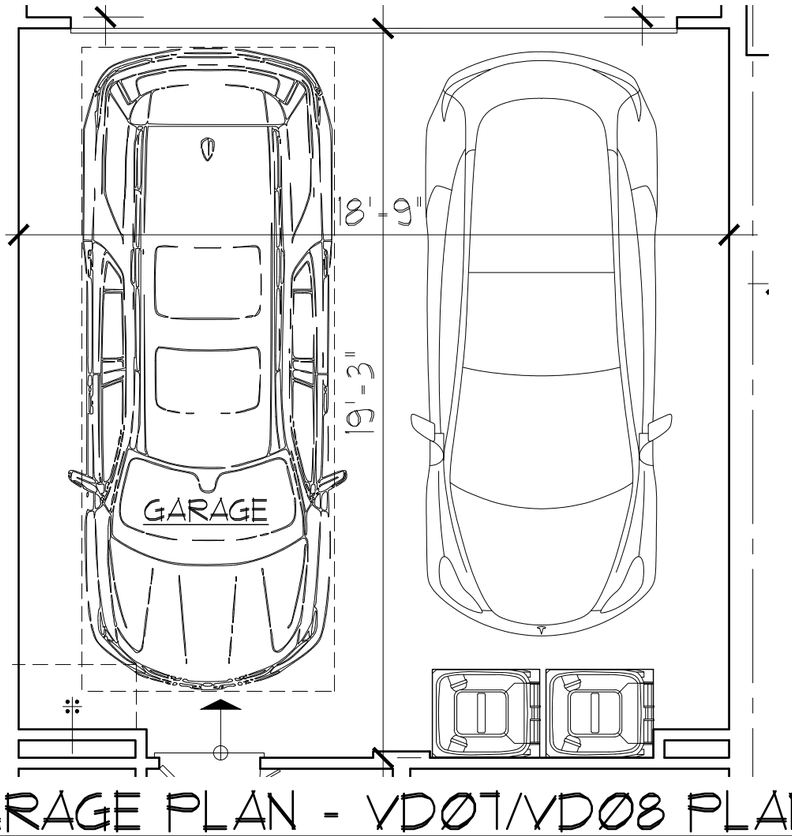
Townhomes: 38 du

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

CLIENT:
D·R·HORTON America's Builder
D.R. HORTON, INC.-MIDWEST
1750 E. GOLF ROAD, SUITE 925
SCHAUMBURG, ILLINOIS 60173

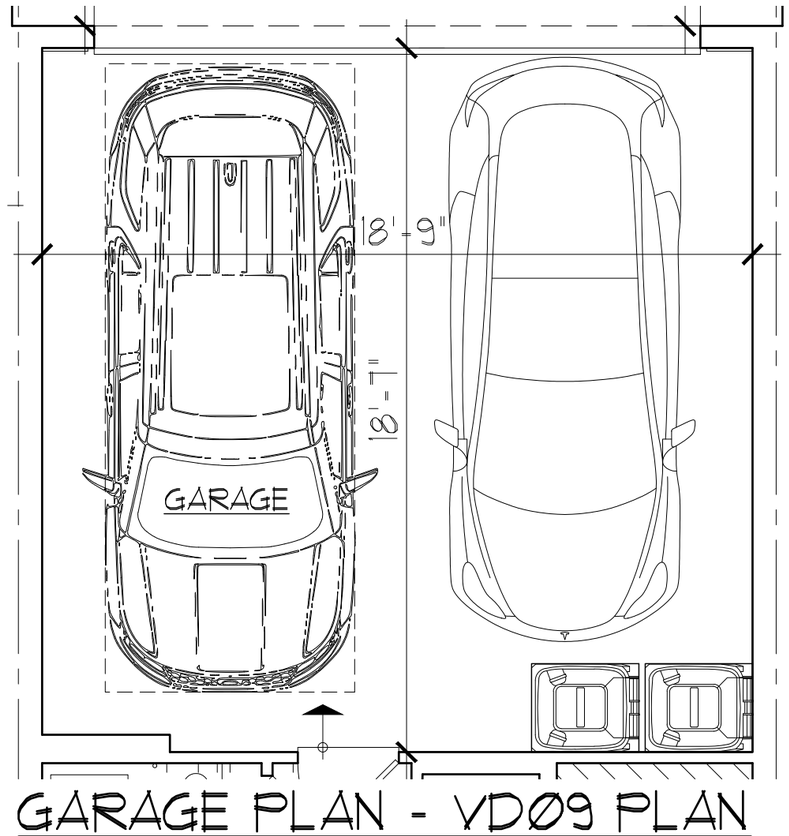
CANTERA POINT PROPERTY
WARRENVILLE, ILLINOIS

SHEET 1



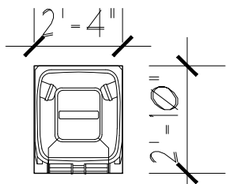
GARAGE PLAN - VD07/VD08 PLANS

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

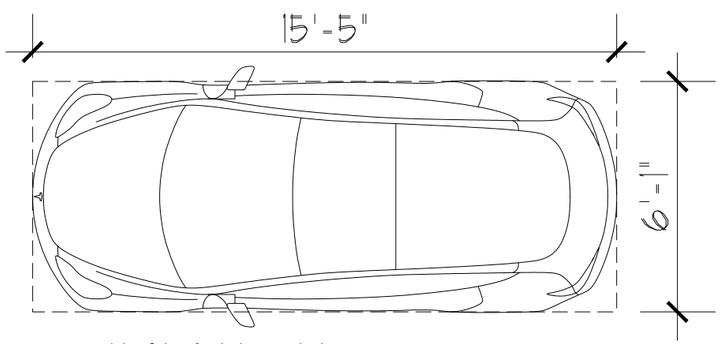


GARAGE PLAN - VD09 PLAN

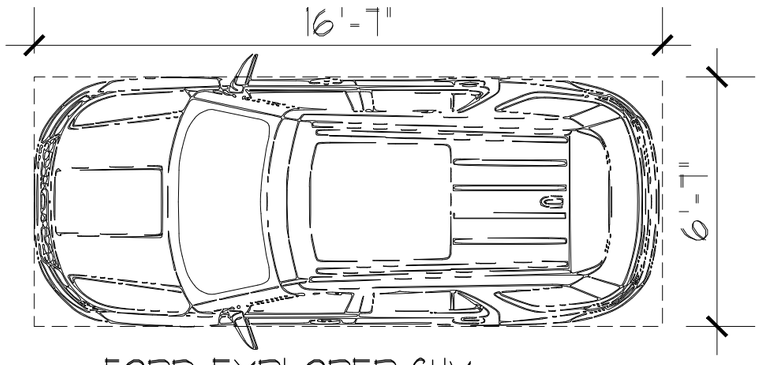
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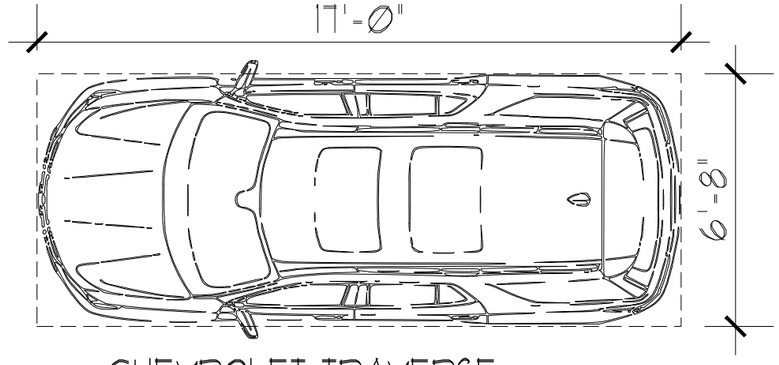
95 GAL. CONTAINER



TESLA MODEL 3



FORD EXPLORER SUV



CHEVROLET TRAVERSE

TYPICAL VEHICLE AND GARBAGE SIZES

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

Attachment M

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CONCEPTUAL GARAGE LAYOUT EXHIBIT
SEABOARD SERIES
CANTERA POINT- WARRENVILLE, IL

05-28-25

Premier Architecture, Inc.
1000 W. SPRING ST., SOUTH ELGIN, IL 60177 (847) 877-6150

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

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

Attachment N

MEMORANDUM TO: Chris Funkhouser
D.R. Horton

FROM: Brendan S. May, PE, PTOE
Principal

Luay R. Aboona, P.E., PTOE
Principal

DATE: May 16, 2025

SUBJECT: Traffic Impact Statement
Proposed Townhome Development
Warrenville, Illinois

This memorandum summarizes the results and findings of a Traffic Impact Statement prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed townhome development to be located in Warrenville, Illinois. The 9.44-acre site is located in the northwest corner of the intersection of Warrenville Road with Ferry Road/Mill Street and is proposed to contain 91 townhomes and a total of 400 parking spaces. Access is proposed to be provided via Maecliff Drive which has a full movement intersection with Ferry Road and a right-in/right-out intersection with Warrenville Road.

The purpose of this memorandum is to summarize the existing roadway conditions, estimate the volume of traffic that will be generated by the residential development, and to review the access system. **Figure 1** shows an aerial view of the site.

Existing Roadway Characteristics

Warrenville Road (DuPage County Route 3) is generally an east-west minor arterial roadway that in the vicinity of the site provides two travel lanes in each direction. Warrenville Road has a signalized intersection with Ferry Road and Mill Street in which Warrenville Road creates the north and east legs of the intersection. Both legs provide an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane. At its unsignalized intersection with Maecliff Drive/Lorraine Avenue, Warrenville Road provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the eastbound approach, and through lane and a shared through/right-turn lane on the westbound approach. Warrenville Road is under the jurisdiction of the DuPage County Division of Transportation (DuDOT), carries an Annual Average Daily Traffic (AADT) volume of 6,400 vehicles (IDOT 2020), and has a posted speed limit of 40 miles per hour.



Aerial View of Site **Figure 1**

Ferry Road (DuPage County Route 3) is generally an east-west minor arterial roadway that provides two travel lanes in each direction and extends west from its signalized intersection with Warrenville Road and Mill Street. At the signalized intersection, Ferry Road provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane. At its unsignalized intersection with Maecliff Drive/Cantera Drive, Ferry Road provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the eastbound and westbound approaches. Ferry Road is under the jurisdiction of DuDOT, carries an Annual Average Daily Traffic (AADT) volume of 5,450 vehicles (IDOT 2020), and has a posted speed limit of 40 miles per hour.

Mill Street (DuPage County Route 32) is a north-south minor arterial roadway that provides two travel lanes in each direction and extends south from its signalized intersection with Warrenville Road and Ferry Road. At the signalized intersection, Mill Street provides an exclusive left-turn lane, two exclusive through lanes, and an exclusive right-turn lane. Mill Street is under the jurisdiction of DuDOT, carries an Annual Average Daily Traffic (AADT) volume of 6,000 vehicles (IDOT 2020), and has a posted speed limit of 40 miles per hour.

Maecliff Drive is generally a north-south local roadway that provides a single travel lane in each direction. At its intersection with Warrenville Road, Maecliff Drive provides a single northbound travel lane that is under stop sign control and restricted to right-turning movements via a raised triangular median, striping, and signage. At its intersection with Ferry Road, Maecliff Drive provides a single southbound lane that is under stop sign control. The south leg of the intersection is Cantera Drive which provides an exclusive left-turn lane and a shared through/right-turn lane that are under stop-sign control. Maecliff Drive is a private roadway and has a posted speed limit of 25 miles per hour.

Peak Hour Traffic Volumes

As discussed above, the residential development is to consist of 102 townhomes. The volume of peak hour trips estimated to be generated by the proposed development was based on "Single-Family Attached Housing" (Land-Use Code 215) vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). **Table 1** summarizes the trips projected to be generated by the proposed development during the weekday morning and weekday evening peak hours as well as on a daily basis.

Table 1
ESTIMATED PEAK HOUR TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
215	Single-Family Attached Housing (91 units)	10	32	42	30	21	51	322	322	644

Trip Generation Comparison

The volume of traffic anticipated to be generated by the proposed development was compared to the trips estimated to be generated by the previously approved office space for the site which totaled 125,000 square feet in size. The trips estimated to be generated by the office space was also based on information published in the ITE *Trip Generation Manual*, 11th Edition utilizing General Office (Land-Use Code 710) trip generation rates. **Table 2** summarizes the results of the trip generation comparison. As can be seen from Table 2, the proposed townhome development is projected to generate approximately 80 percent and 75 percent less traffic during the weekday morning and weekday evening peak hours, respectively, and approximately 55 percent less traffic daily.

Table 2
TRIP GENERATION COMPARISON

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
215	Single-Family Attached Housing (91 units)	10	32	42	30	21	51	322	322	644
710	General Office (125,000 s.f.)	178	25	203	34	166	200	705	705	1,410
	Difference	**-168**	**7**	**-161**	**-4**	**-145**	**-149**	**-383**	**-383**	**-766**

Traffic Evaluation

When the projected traffic that will be generated by the proposed development is compared to the traffic on the adjacent roadway system, the proposed development will not have a significant impact due to the following:

- The proposed development will generate low volumes of traffic during the peak hour, averaging approximately one trip per minute.
- The proposed development will generate significantly less traffic than the previously approved office development and as such will have lower impact on area roadways.
- Access to the development will be provided via two existing intersections which will distribute site generated traffic through the study area intersections and minimize the volume of traffic traversing a single intersection.
- Ferry Road and Warrenville Road at their respective intersections with Maecliff Drive provide exclusive turn lanes for all available movements.

- The daily traffic on Warrenville Road, Ferry Road, and Mill Street is only projected to increase by approximately three percent.

Site Access

Access to the residential development is to be provided via connections to Maecliff Drive and its intersections with Warrenville Road and Ferry Road. As previously indicated, The Maecliff Drive approach to Warrenville Road is restricted to right-turning movements only, whereas the Maecliff Drive approach to Ferry Road allows for full turning movements. Having access to the development via both intersections will promote site access flexibility due to the following:

- Traffic exiting the site to east towards the intersection of Warrenville Road with Ferry Road/Mill Street can do so by making a right-turn from Maecliff Drive onto Warrenville Road, thus limiting the volume of southbound left-turn movements at the intersection of Maecliff Drive with Ferry Road.

- Traffic entering the site from the east traverse the signalized intersection of Warrenville Road with Ferry Road/Mill Street, thus allowing vehicles to utilize westbound Ferry Road to access the development.

- Both Ferry Road and Warrenville Road have signalized intersections with Winfield Road to the west. Therefore, traffic exiting the site to access Winfield Road can do so by making the southbound right-turn onto Ferry Road to access northbound Winfield Road.

It should be noted that the traffic generated by the residential development itself would not warrant the provision of a traffic signal at the intersection of Ferry Road with Maecliff Road based on the peak hour warrant criteria (Warrant 3) published in the Manual on Uniform Traffic Control Devices. The minimum volume required for the minor street approach for the peak hour warrant is 75 vehicles. Furthermore, a traffic signal at this location is not recommended or necessary due to the following:

- Southbound left-turn movements from Maecliff Road onto Ferry Road are limited given that vehicles can make the northbound right-turn movement from Maecliff Road onto Warrenville to travel to the east towards the signalized intersection of Warrenville Road with Ferry Road/Mill Street.

- The office and hospitality land-uses located to the south of the subject development are already provided with signalized access to Ferry Road and Mill Street via Bella Vista Parkway.

- The signal would provide less than acceptable traffic signal spacing (1,000 feet) to the adjacent traffic signals along Ferry Road.

Parking Evaluation

As previously indicated, a total of 400 parking spaces will be provided for the 91 units, resulting in a parking ratio of 4.40 spaces per unit. The 400 parking spaces consists of 182 garage spaces, 182 driveway spaces, and 36 guest parking spaces. This translates to a ratio of approximately four resident spaces per unit and 0.40 guest spaces per unit. The City of Warrenville Code of Ordinances indicates that multi-family residential developments are required to provide one parking space per bedroom. With 76 three-bedroom units and 15 two-bedroom units, a total of 258 parking spaces will be required. Furthermore, the Cantera Development Control Regulations indicates that three-bedroom multifamily housing units are required to provide four parking spaces per unit while two-bedroom units are required to provide thee space per unit. Therefore, the proposed development is required to provide 349 parking spaces. As such, the proposed 400 parking spaces exceed both the City Code and Cantera Development Code Regulations and will be adequate in accommodating the parking demand for the development.

Conclusion

Based on the proposed plan and the preceding evaluation, the following is concluded:

- The traffic that will be generated by the proposed development will be low.
- The proposed development generated traffic will not have a significant impact on area roadways, as it is projected to increase traffic by approximately three percent daily.
- The proposed development is projected to generate approximately 75 percent less peak hour trips and 50 percent fewer daily trips than the previously approved 125,000 square foot office space.
- Access to the proposed development will be provided off Maecliff Drive and its intersections with Warrenville Road and Ferry Road.
- The proposed access system will be adequate in accommodating the proposed development-generated traffic and will provide enhanced site access flexibility.
- The traffic generated by the proposed development itself will not warrant the provision of a traffic signal at the intersection of Ferry Road with Maecliff Drive/Cantera Drive.
- A traffic signal is not recommended at the intersection of Ferry Road with Maecliff Drive/Cantera Drive given the site access flexibility, the existing signalized access to Ferry Road and Mill Street for the land-uses to the south and given the spacing to the existing traffic signals along Ferry Road to the west and east.
- The 400 proposed parking spaces will meet the City of Warrenville Code and Cantera Development Control Regulations.

Appendix

Attachment O

Traffic Impact Study and Parking Evaluation
Proposed Residential Development

Warrenville, Illinois



Prepared for:

D·R·HORTON
America's Builder

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

June 20, 2025

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study and parking evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed townhome development to be located in Warrenville, Illinois. The 9.44-acre site is located in the northwest corner of the intersection of Warrenville Road with Ferry Road/Mill Street and is proposed to contain 91 townhomes and a total of 400 parking spaces. Access to the development is proposed to be provided via Maecliff Drive which has a full movement intersection with Ferry Road and is restricted to right-turn movements only at Warrenville Road.

The purpose of this study was to examine existing traffic conditions to establish a base condition, assess the impact that the proposed development would have on traffic conditions in the area, and determine if any roadway and/or traffic control improvements are needed to accommodate the traffic generated by the proposed residential development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

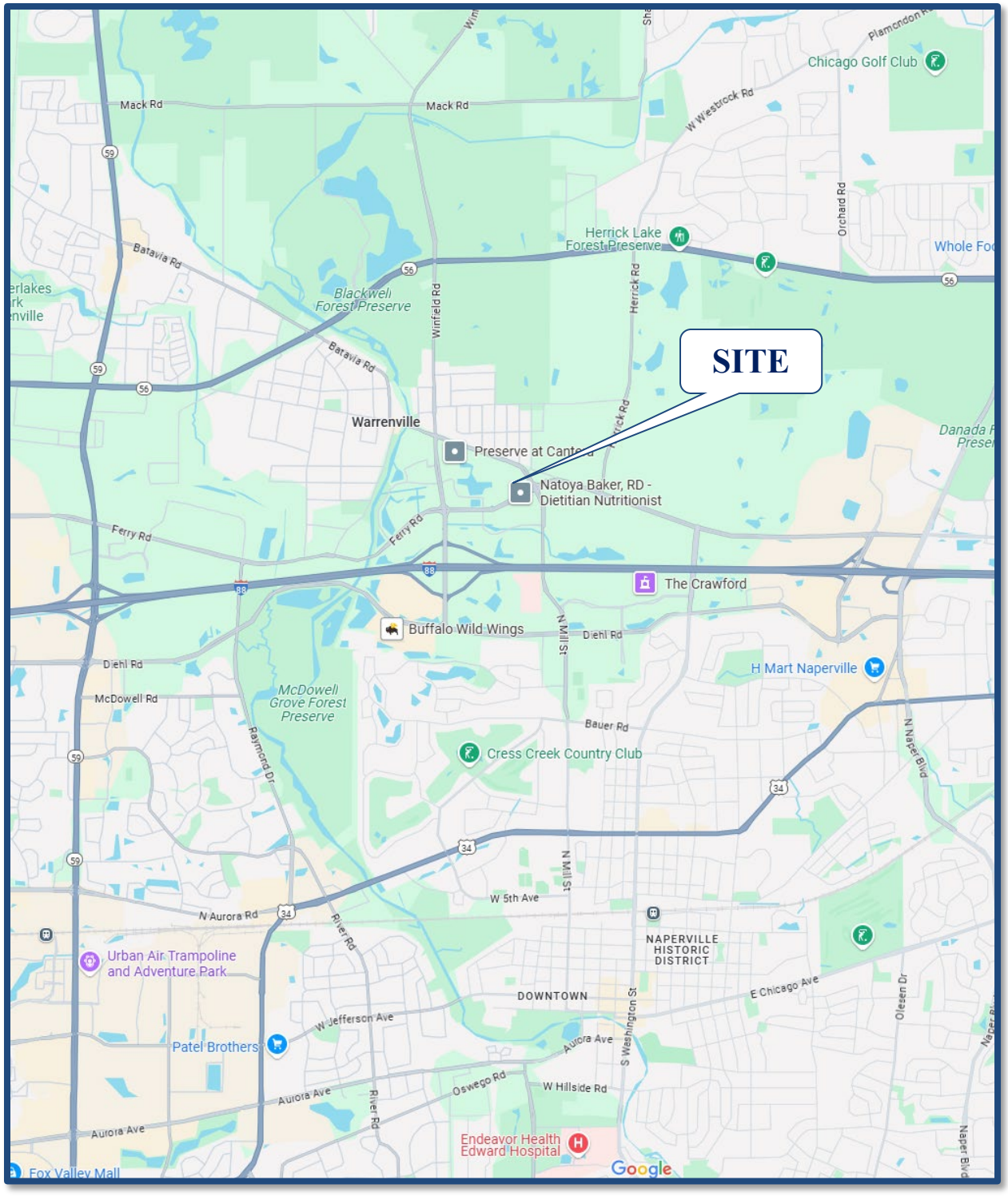
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of development-generated traffic
- Vehicle trip generation for the proposed development
- Future traffic conditions, including access to the development
- Traffic analyses for the weekday morning and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

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Year 2031 No-Build Conditions – Analyzes the capacity of the existing roadway system using the existing peak hour traffic volumes increased by an ambient area growth not attributable to any particular development.

3. Year 2031 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the full buildout of the proposed development.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and peak hour traffic flows along area roadways.

Site Location

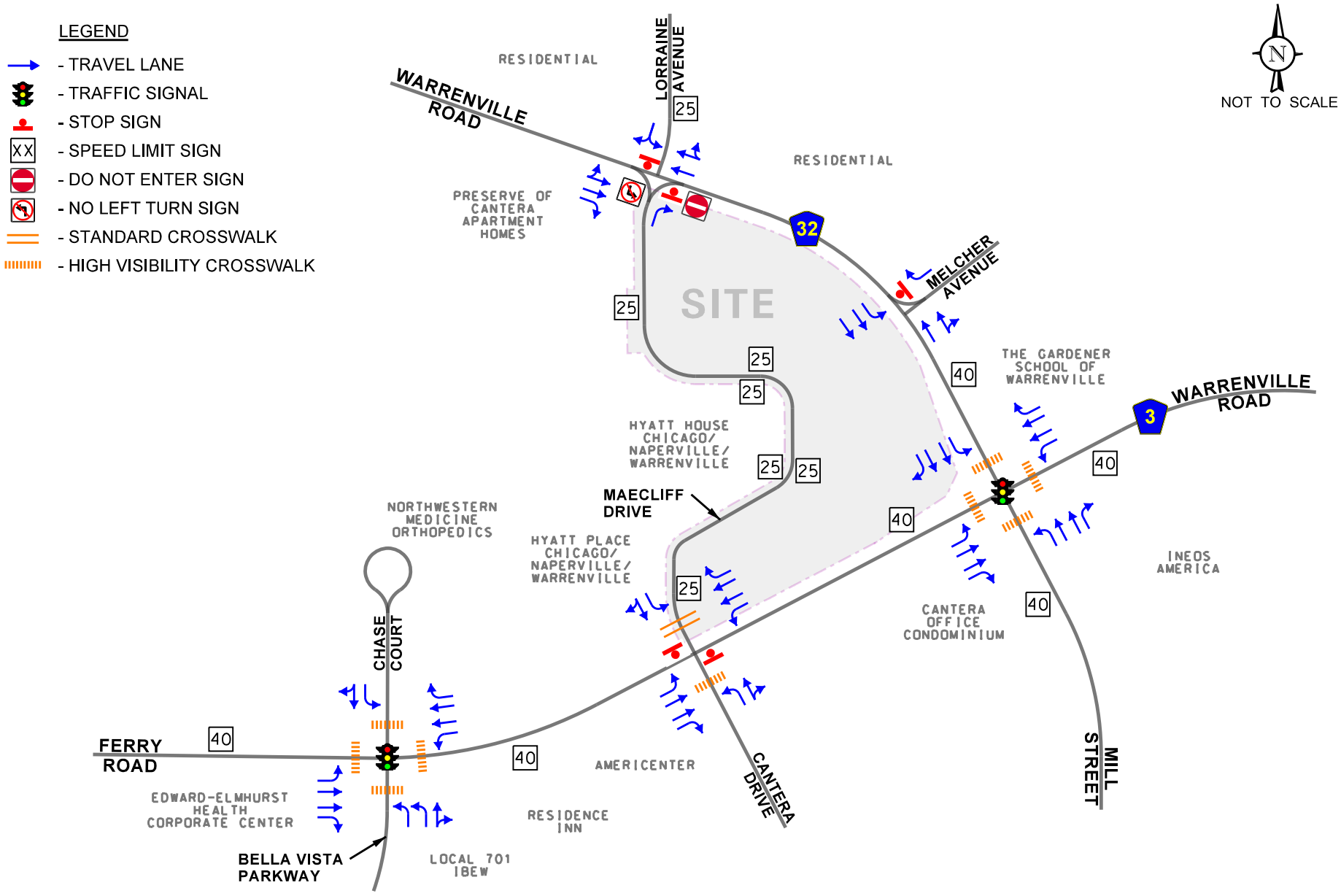
The site, which is currently vacant, is located in the northwest corner of the intersection of Warrenville Road with Ferry Road/Mill Street. Land uses in the vicinity of the site are primarily office/hotel uses to the east, south and southwest, and residential to the north and northwest. Hyatt House, Hyatt Place, and the Preserve at Cantera apartment complex is located to the west and Gardner School of Warrenville is located to the east.

Existing Roadway Characteristics

The characteristics of the existing roadways that surround the proposed development are described below and illustrated in **Figure 3**.

Warrenville Road (DuPage County Route 3) is generally an east-west minor arterial roadway that in the vicinity of the site provides two travel lanes in each direction. Warrenville Road has a signalized intersection with Ferry Road and Mill Street in which Warrenville Road creates the north and east legs of the intersection. Both legs provide an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane. At its unsignalized intersection with Maecliff Drive/Lorraine Avenue, Warrenville Road provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the eastbound approach and a through lane and a shared through/right-turn lane on the westbound approach. Warrenville Road is under the jurisdiction of the DuPage County Division of Transportation (DuDOT), carries an Annual Average Daily Traffic (AADT) volume of 6,400 vehicles (IDOT 2020), and has a posted speed limit of 40 miles per hour.

Ferry Road (DuPage County Route 3) is generally an east-west minor arterial roadway that provides two travel lanes in each direction and extends west from its signalized intersection with Warrenville Road and Mill Street. At its signalized intersection with Warrenville Road and Mill Street, Ferry Road provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane. At its unsignalized intersection with Maecliff Drive/Cantera Drive, Ferry Road provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the eastbound and westbound approaches. Ferry Road is under the jurisdiction of DuDOT, carries an AADT volume of 5,450 vehicles (IDOT 2020), and has a posted speed limit of 40 miles per hour.



Cantera Point
Warrenville, Illinois

Existing Roadway Characteristics

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Job No: 25-123

Figure: 3

Mill Street (DuPage County Route 32) is a north-south minor arterial roadway that provides two travel lanes in each direction and extends south from its signalized intersection with Warrenville Road and Ferry Road. At its signalized intersection with Warrenville Road and Ferry Road, Mill Street provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane. Mill Street is under the jurisdiction of DuDOT, carries an AADT volume of 6,000 vehicles (IDOT 2020), and has a posted speed limit of 40 miles per hour.

Maecliff Drive is generally a north-south local roadway that provides a single travel lane in each direction. At its intersection with Warrenville Road, Maecliff Drive provides a single northbound travel lane that is under stop sign control and restricted to right-turn movements via a raised porkchop median, striping, and signage. At its intersection with Ferry Road, Maecliff Drive provides a single southbound lane that is under stop sign control and is aligned opposite Cantera Drive, which provides an exclusive left-turn lane and a shared through/right-turn lane that are under stop-sign control. Maecliff Drive is a private roadway and has a posted speed limit of 25 miles per hour.

Bella Vista Parkway is a roadway that extends south of Ferry Road where it curves east and connects to Mill Street. The roadway provides a single travel lane in each direction separated by a two-way left turn lane or exclusive left-turn lanes. Bella Vista Parkway is signalized at its intersection with Ferry Road and provides dual left-turn lanes and a shared through/right-turn lane on the northbound approach. The north leg of the intersection is Chase Court, which provides an exclusive left-turn lane and a shared through/right-turn lane. Bella Vista Parkway also has a signalized intersection with Mill Street in which the Bella Vista Parkway approaches provide an exclusive left-turn lane and a shared through/right-turn lane.

Old Warrenville Road is generally an east-west local roadway that provides a single lane in each direction. This roadway follows the historic right-of-way of Warrenville Road prior to the construction of the signalized intersection of Warrenville Road with Ferry Road/Mill Street and connects the west and east segments of Warrenville Road. This roadway has two unsignalized intersections with Warrenville Road. The west intersection prohibits westbound left-turn movements on Warrenville Road and the east intersection prohibits eastbound left-turn movements onto Old Warrenville Road. The segment of Old Warrenville Road allows West Avenue and Melcher Avenue to have access to Warrenville Road.

Existing Traffic Volumes

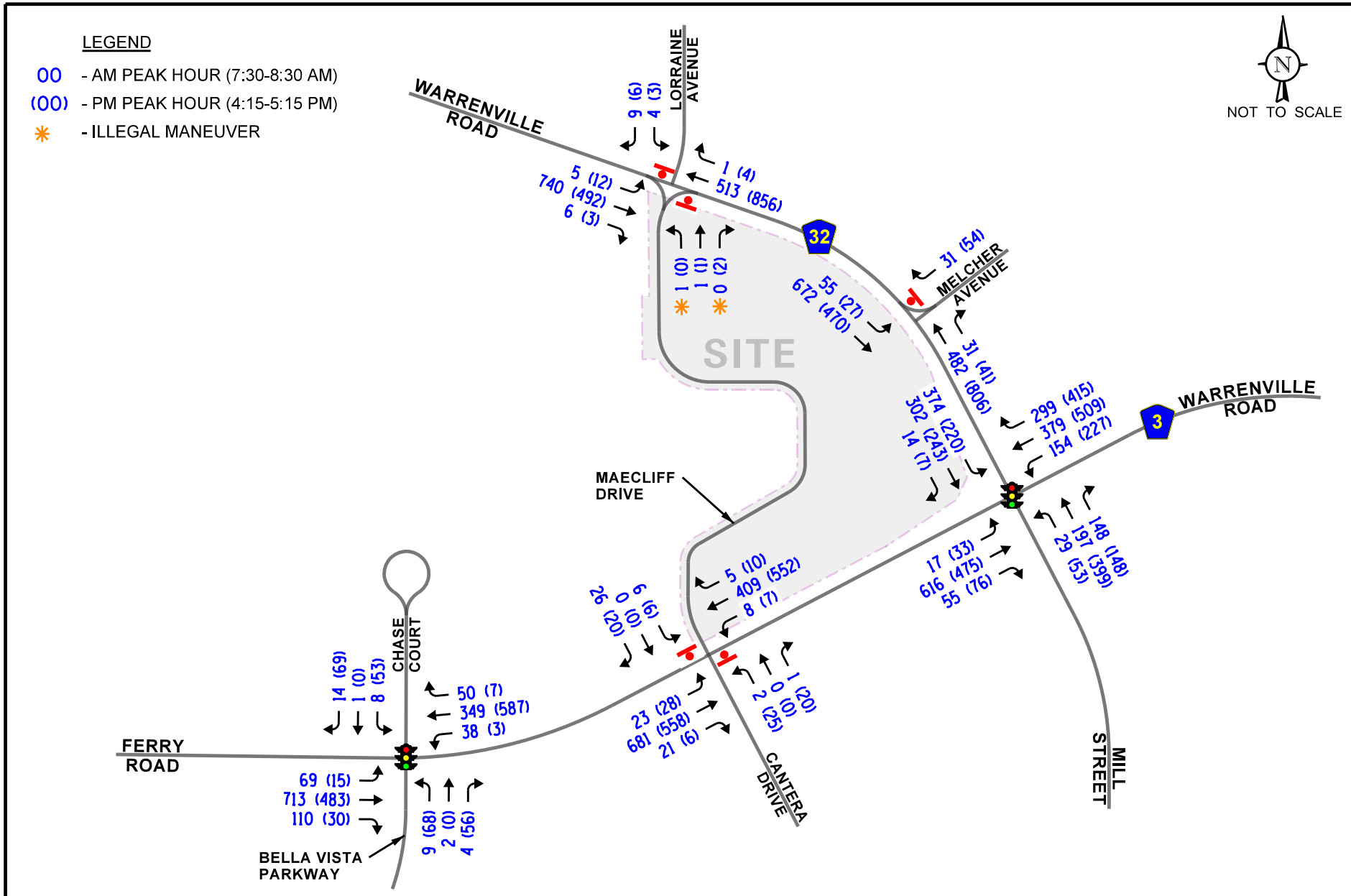
In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Video Collection Units on Tuesday, May 6, 2025 during the morning (7:00 A.M. to 9:00 A.M.) and evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Warrenville Road with Ferry Road/Mill Street
- Warrenville Road with Old Warrenville Road (west)
- Warrenville Road with Maecliff Drive
- Ferry Road with Maecliff Drive
- Ferry Road with Bella Vista Parkway

The results of the traffic counts show that the peak hours of traffic generally occurred between 7:30 A.M. and 8:30 A.M. during the weekday morning peak period and between 4:15 P.M and 5:15 P.M. during the weekday evening peak period.

It should be noted that Hubble Middle School was in session on the day the counts were conducted. The weekday morning peak hour encompasses the start time for the school which is 8:00 A.M. Furthermore, counts conducted at the signalized intersection of Warrenville Road with Ferry Road/Mill Street indicate that traffic volumes during the school's dismissal hour (3:00 P.M. to 4:00 P.M.) are approximately 13 percent lower than the weekday morning peak hour and 20 percent lower than the evening peak hour traffic volumes. As such, the weekday morning and evening peak hours identified above analyzes the highest peak hour traffic volumes along the area roadway network.

The existing peak hour vehicle traffic volumes are shown in **Figure 4**. Copies of the traffic count summary sheets are included in the Appendix.



Cantera Point
Warrenville, Illinois

Existing Traffic Volumes

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Job No: 25-123 Figure: 4

Crash Data Summary

KLOA, Inc. obtained available crash data[1] from IDOT for the most recent five years (2019 to 2023) for the intersections within the study area. **Table 1** summarizes the crash data at the intersection of Warrenville Road with Ferry Road/Mill Street. A review of the crash data indicated the following:

- The intersections of Ferry Road with Bella Vista Parkway/Chase Court, Ferry Road with Maecliff Drive/Cantera Drive, Warrenville Road with Maecliff Drive/Lorraine Avenue, experienced zero crashes during the review period.

- The intersection of Warrenville Road with Old Warrenville Road experienced one turning crash in 2023 and zero crashes in the other four years.

- The intersection of Warrenville Road with Ferry Road/Mill Street experienced one fatality crash in 2023 which was an angle crash between two passenger vehicles.

Table 1
WARRENVILLE ROAD WITH FERRY ROAD/MILL STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2019	3	0	0	2	0	2	2	9
2020	0	0	0	1	0	3	0	4
2021	2	0	0	0	0	1	0	3
2022	2	0	1	2	0	1	0	6
2023	2	0	0	0	0	6	0	8
Total	**9**	**0**	**1**	**5**	**0**	**13**	**2**	**30**
Average	**1.8**	**0**	**0.2**	**1**	**0**	**2.6**	**0.4**	**6**

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

3. Traffic Characteristics of the Proposed Development

To properly evaluate future traffic conditions, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the development will contain 91 townhomes and a total of 400 parking spaces. Access to the development is proposed to be provided via four access drives generally located on the east side of Maecliff Drive and spaced approximately equal distance to one another. All four access drives will provide one inbound lane and one outbound lane with the outbound lane under stop sign control. As indicated previously, Maecliff Drive has a full movement intersection with Ferry Road and a right-in/right-out intersection with Warrenville Road. It should be noted that Maecliff Drive also provides access to Hyatt House Chicago/Naperville/Warrenville and Hyatt Place Chicago/Naperville/Warrenville. A copy of the proposed site plan is included in the Appendix.

Directional Distribution

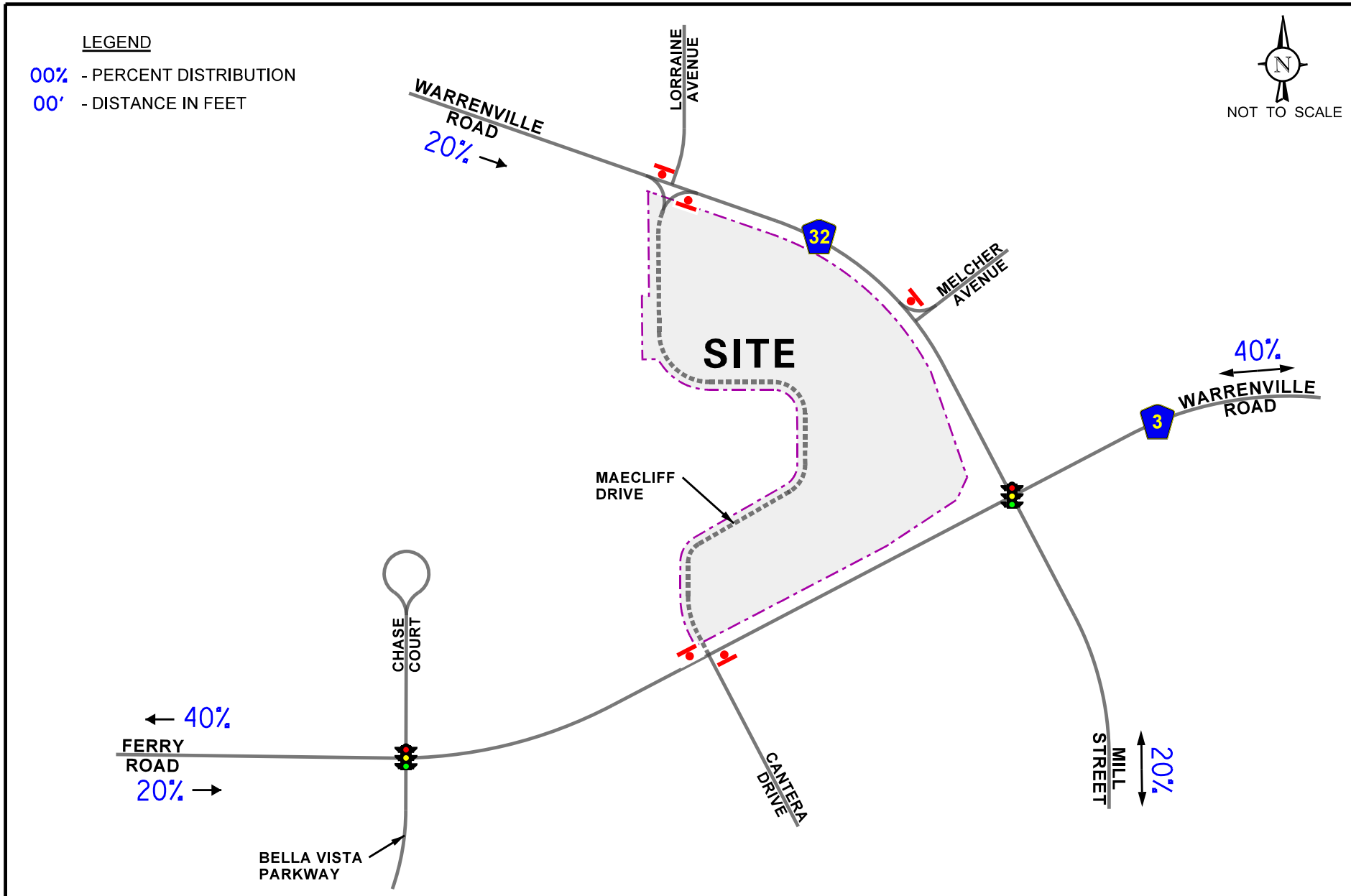
The directions from which traffic will approach and depart the development were estimated based on existing travel patterns, as determined from the traffic counts, the operation of the roadway system. **Figure 5** illustrates the directional distribution of traffic projected to be generated by the proposed development.

Peak Hour Traffic Volumes

As discussed above, the residential development is to consist of 91 townhomes. The volume of peak hour trips estimated to be generated by the proposed development was based on the "Single-Family Attached Housing" (Land-Use Code 215) vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). **Table 2** summarizes the trips projected to be generated by the proposed development during the weekday morning and weekday evening peak hours as well as on a daily basis.

Trip Generation Comparison

The volume of traffic anticipated to be generated by the proposed development was compared to the trips estimated to be generated by the 125,000 square-foot office development previously approved for the subject site. The trips estimated to be generated by the office development was also based on information published in the ITE *Trip Generation Manual*, 11th Edition utilizing General Office (Land-Use Code 710) trip generation rates. **Table 3** summarizes the results of the trip generation comparison. As can be seen from Table 3, the proposed townhome development is projected to generate approximately 80 percent and 75 percent less traffic during the weekday morning and weekday evening peak hours, respectively, and approximately 55 percent less traffic daily. As such, the proposed townhome development is a far less traffic intense land-use than the previously approved office development.



Cantera Point
Warrenville, Illinois

Directional Distribution

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Job No: 25-123 Figure: 5

Table 2
ESTIMATED PEAK HOUR TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
215	Single-Family Attached Housing (91 units)	10	32	42	30	21	51	322	322	644

Table 3
TRIP GENERATION COMPARISON

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
215	Single-Family Attached Housing (91 units)	10	32	42	30	21	51	322	322	644
710	General Office (125,000 s.f.)	178	25	203	34	166	200	705	705	1,410
	Difference	**-168**	**7**	**-161**	**-4**	**-145**	**-149**	**-383**	**-383**	**-766**

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed development.

Development Traffic Assignment

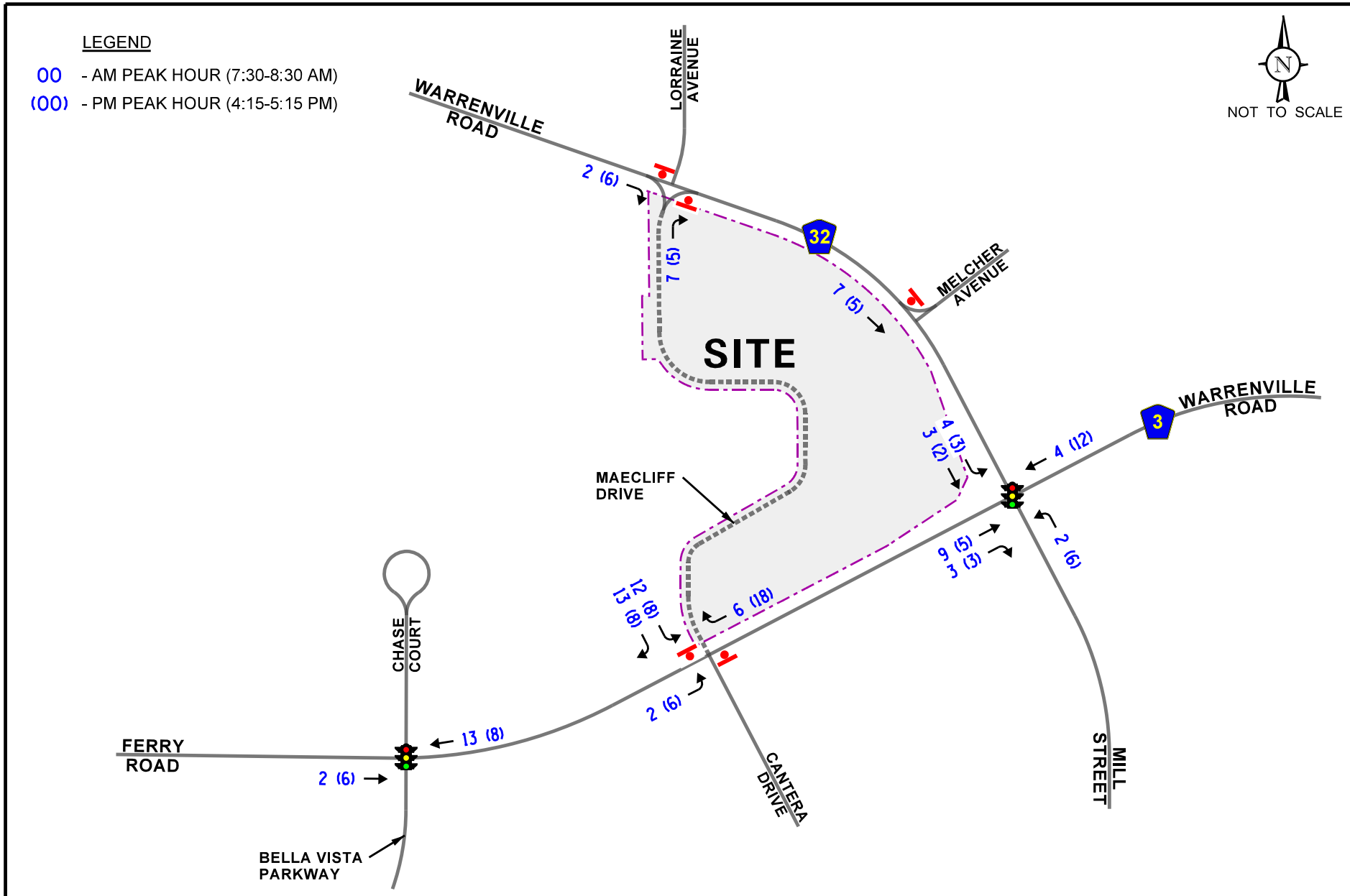
The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the development traffic assignments.

Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 1.35 percent for six years (one-year buildout plus five years) totaling eight and a half percent to represent Year 2031 no-build conditions. The Year 2031 no-build traffic volumes are illustrated in **Figure 7**. A copy of the CMAP projections letter is included in the Appendix.

Year 2031 Total Projected Traffic Volumes

The new development-generated traffic (Figures 6) was added to the Year 2031 no-build traffic volumes (Figure 7) to determine the Year 2031 total projected traffic volumes, as illustrated in **Figure 8.**

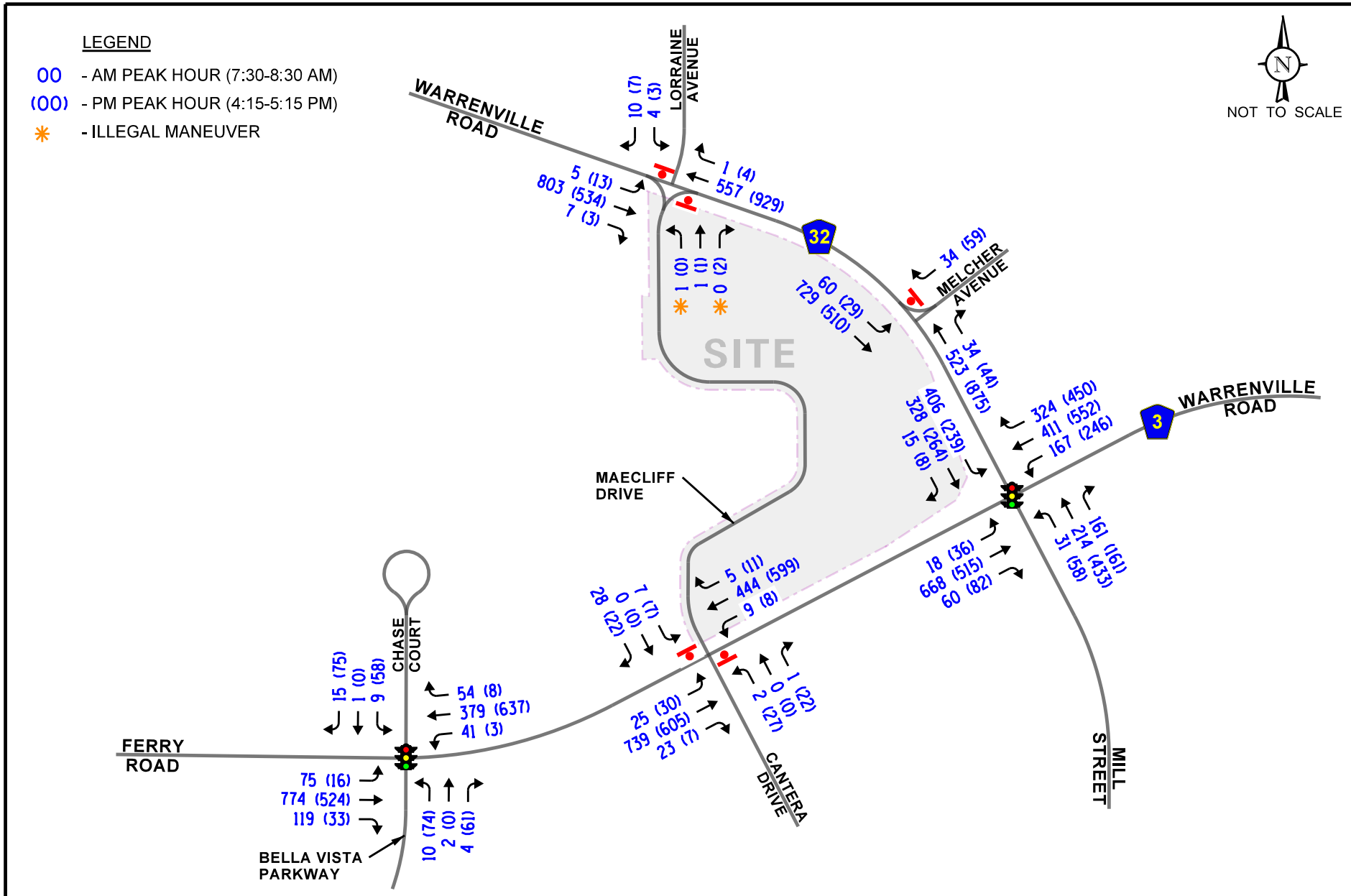


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Site-Generated Traffic Volumes

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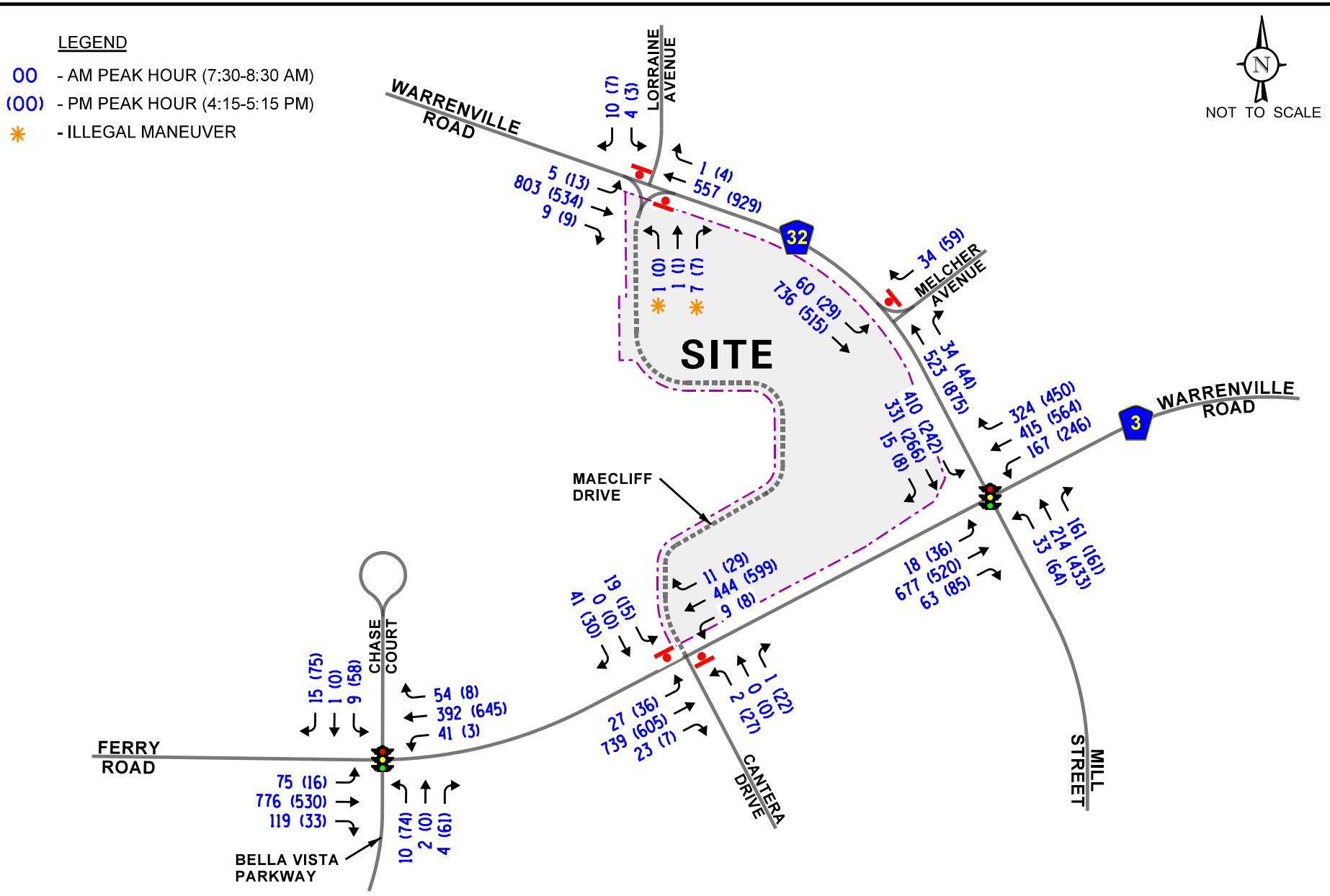


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Year 2031 No-Build Traffic Volumes

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Year 2031 Total Traffic Volumes

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Job No: 25-123 Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Capacity analyses were performed for the included intersections in the study area for the weekday morning and weekday evening peak hours for the existing, Year 2031 no-build, and Year 2031 total projected conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's Highway Capacity Manual (HCM), 7th Edition and using Synchro/SimTraffic 12 analysis software. The analysis for the traffic-signal controlled intersections were accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of services.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

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

A summary of the traffic analysis results showing the level of service and delay (measured in seconds) for the intersections under existing, 2031 no-build, and Year 2031 total projected conditions are shown in **Tables 4** through **8**. Copies of the capacity analysis reports are included in the Appendix. A discussion of each of the intersections follows.

Table 4
CAPACITY ANALYSIS RESULTS – WARRENVILLE ROAD WITH FERRY ROAD/MILL STREET – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	**Weekday Morning**	B 11.9	C 27.9	A 2.5	B 19.6	C 22.4	A 1.3	A 1.3	C 27.1	D 54.0	B 11.9	D 41.3	A 0.1	C – 26.6
		C – 25.5			B – 14.3			D – 35.2			D – 37.9			
	Weekday Evening	B 18.3	C 30.3	A 0.4	C 22.3	C 26.8	A 5.1	C 29.0	E 57.3	A 4.5	D 37.6	D 40.3	A 0.0	C – 28.1
		C – 25.7			B – 18.1			D – 41.7			D – 38.5			
No-Build Conditions	**Weekday Morning**	B 11.3	C 28.3	A 2.5	C 21.5	C 22.9	A 1.4	C 27.1	D 53.7	B 15.8	D 46.0	D 35.4	A 0.1	C – 27.8
		C – 25.8			B – 14.9			D – 36.6			D – 40.4			
	Weekday Evening	B 19.1	C 32.6	A 0.7	C 24.8	C 28.6	A 7.1	C 28.1	E 55.9	A 6.6	D 38.0	D 39.3	A 0.0	C – 29.2
		C – 27.7			C – 20.1			D – 41.3			D – 38.1			
Projected Conditions	**Weekday Morning**	B 11.3	C 28.5	A 2.5	C 21.6	C 22.9	A 1.4	C 27.3	D 53.7	B 15.8	D 46.9	D 35.6	A 0.1	C – 28.0
		C – 25.9			B – 15.0			D – 36.6			D – 41.1			
	Weekday Evening	B 19.2	C 32.7	A 0.9	C 24.9	C 28.8	A 7.1	C 28.3	E 55.9	A 6.9	D 38.1	D 39.5	A 0.0	C – 29.3
		C – 27.8			C – 20.3			D – 41.2			D – 38.3			

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

Table 5
CAPACITY ANALYSIS RESULTS – FERRY ROAD WITH BELLA VISTA PARKWAY/CHASE COURT – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning	A 1.8	A 3.9	A 1.1	A 1.8	A 3.2	A 0.2	E 60.0	D 42.5		E 61.4	C 31.0		A – 4.4
		A – 3.4			A – 2.7			D – 52.8			D – 41.5			
	Weekday Evening	A 3.5	A 5.1	A 0.0	A 1.0	A 1.4	A 0.0	E 73.1	A 0.9		E 79.1	A 0.9		A – 9.2
		A – 4.8			A – 1.4			D – 40.4			C – 34.7			
No-Build Conditions	Weekday Morning	A 2.3	A 4.9	A 1.3	A 2.4	A 4.0	A 0.4	E 60.1	D 39.3		E 61.4	C 31.1		A – 5.1
		A – 4.2			A – 3.5			D – 52.0			D – 41.9			
	Weekday Evening	A 3.8	A 5.4	A 0.0	A 1.0	A 1.6	A 0.0	E 73.3	A 1.1		E 79.3	A 1.1		A – 9.4
		A – 5.0			A – 1.6			D – 40.6			D – 35.4			
Projected Conditions	Weekday Morning	A 2.3	A 4.9	A 1.3	A 2.4	A 4.1	A 0.4	E 60.1	D 39.3		E 61.4	C 31.1		A – 5.1
		A – 4.2			A – 3.5			D – 52.0			D – 41.9			
	Weekday Evening	A 3.8	A 5.4	A 0.0	A 1.0	A 1.6	A 0.0	E 73.3	A 1.1		E 79.3	A 1.1		A – 9.4
		A – 5.0			A – 1.6			D – 40.6			D – 35.4			

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

Table 6
CAPACITY ANALYSIS – UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Ferry Road with Maecliff Drive/Cantera Drive				
• Northbound Left Turn	B	14.2	B	12.6
• Northbound Right Turn	A	9.0	A	8.9
• Southbound Left Turn	B	11.5	B	12.2
• Southbound Right Turn	A	8.7	A	8.9
• Eastbound Left Turn	A	7.9	A	8.3
• Westbound Left Turn	A	8.5	A	8.1
Warrenville Road with Maecliff Drive/Lorraine Avenue				
• Northbound Approach	--	--	A	9.9
• Southbound Approach	C	15.3	C	18.4
• Eastbound Left Turn	A	8.6	A	9.9
Warrenville Road with Old Warrenville Road				
• Westbound Approach	B	10.2	B	12.1
• Southbound Left Turn	A	8.8	A	9.9

LOS = Level of Service
Delay is measured in seconds.
Note: All intersections under two-way stop sign control.

Table 7
CAPACITY ANALYSIS – UNSIGNALIZED – YEAR 2031 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Ferry Road with Maecliff Drive/Cantera Drive				
• Northbound Left Turn	C	15.2	B	13.2
• Northbound Right Turn	A	9.0	A	9.0
• Southbound Left Turn	B	11.9	B	12.8
• Southbound Right Turn	A	8.8	A	9.0
• Eastbound Left Turn	A	8.0	A	8.4
• Westbound Left Turn	A	8.7	A	8.2
Warrenville Road with Maecliff Drive/Lorraine Avenue				
• Northbound Approach	--	--	B	10.0
• Southbound Approach	C	16.2	C	19.7
• Eastbound Left Turn	A	8.7	B	10.2
Warrenville Road with Old Warrenville Road				
• Westbound Approach	B	10.4	B	12.7
• Southbound Left Turn	A	9.0	B	10.3

LOS = Level of Service
Delay is measured in seconds.
Note: All intersections under two-way stop sign control.

Table 8
CAPACITY ANALYSIS – UNSIGNALIZED – YEAR 2031 TOTAL CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Ferry Road with Maecliff Drive/Cantera Drive				
• Northbound Left Turn	C	15.5	B	13.7
• Northbound Right Turn	A	9.0	A	9.0
• Southbound Left Turn	B	12.1	B	13.2
• Southbound Right Turn	A	8.9	A	9.1
• Eastbound Left Turn	A	8.0	A	8.5
• Westbound Left Turn	A	8.7	A	8.2
Warrenville Road with Maecliff Drive/Lorraine Avenue				
• Northbound Approach	B	11.4	B	10.1
• Southbound Approach	C	16.3	C	19.8
• Eastbound Left Turn	A	8.7	B	10.2
Warrenville Road with Old Warrenville Road				
• Westbound Approach	B	10.4	B	12.7
• Southbound Left Turn	A	9.0	B	10.2

LOS = Level of Service
Delay is measured in seconds.
Note: All intersections under two-way stop sign control.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Warrenville Road with Ferry Road/Mill Street

The results of the capacity analyses indicate that this intersection currently operates at an overall level of service (LOS) C during the weekday morning and weekday evening peak hours. Furthermore, all the approaches/movements operate at LOS D or better during the peak hours except for the northbound through movement which currently operates at LOS E. Under Year 2031 no-build and total projected conditions, the overall intersection is projected to continue to operate at a LOS C during the weekday morning and evening peak hours. In addition, all the approaches and movements are projected to continue to operate at an LOS D or better during the peak hours except for the northbound through movement which is projected to continue operating at LOS E during the peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic signal modifications will be required.

Ferry Road with Bella Vista Parkway/Chase Court

The results of the capacity analyses indicate that this intersection currently operates at an overall LOS A during the weekday morning and weekday evening peak hours. All the approaches and movements currently operate at LOS D or better during the peak hours except for the northbound and southbound left-turn movements which currently operate at LOS E. However, the lower level of service for the left-turn movements is expected due to the long cycle length and operation of these movements under a protected phase only. Under Year 2031 no-build and total projected conditions, the overall intersection and all the approaches/movements are projected to continue operating at existing levels of service. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic signal modifications will be required.

Ferry Road with Maecliff Drive/Cantera Drive

The results of the capacity analyses indicate that all the critical movements at this intersection currently operate at LOS B or better during the weekday morning and weekday evening peak hours. Under Year 2031 no-build and total projected conditions, all the critical movements are projected to operate at LOS C or better during the peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.

Warrenville Road with Maecliff Drive/Lorraine Avenue

The results of the capacity analyses indicate that all the critical movements at this intersection currently operate at LOS C or better during the weekday morning and weekday evening peak hours. Under Year 2031 no-build and total projected conditions, all the critical movements are projected to operate at LOS C or better during the peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.

Warrenville Road with Old Warrenville Road

The results of the capacity analyses indicate that the westbound right-turn and southbound left-turn movements currently operate at LOS B or better during the weekday morning and weekday evening peak hours. Under Year 2031 no-build and total projected conditions, these movements are projected to continue operating at existing levels of service. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.

Site Access Evaluation

Access to the development is proposed to be provided via four access drives generally located on the east side of Maecliff Drive and spaced approximately equal distance to one another. All four access drives will provide one inbound lane and one outbound lane with the outbound lane under stop sign control. As indicated previously, Maecliff Drive has intersections with both Warrenville Road and Ferry Road. The approach to Warrenville Road is restricted to right-turn movements only, whereas the Maecliff Drive approach to Ferry Road allows for full movements. Maecliff Drive also provides access to Hyatt House Chicago/Naperville/Warrenville and Hyatt Place Chicago/Naperville/Warrenville. Having access to the development via Maecliff will promote site access flexibility due to the following:

- Traffic exiting the development to the east towards the intersection of Warrenville Road with Ferry Road/Mill Street can do so by making a right-turn from Maecliff Drive onto Warrenville Road, thus limiting the volume of southbound left-turn movements at the intersection of Maecliff Drive with Ferry Road.

- Traffic entering the site from the east can traverse the signalized intersection of Warrenville Road with Ferry Road/Mill Street, thus allowing vehicles to utilize westbound Ferry Road to access the development.

- Both Ferry Road and Warrenville Road have signalized intersections with Winfield Road to the west. Therefore, traffic exiting the site to access Winfield Road can do so by making the southbound right-turn onto Ferry Road to access northbound Winfield Road.

Furthermore, as can be seen from the results of the capacity analyses, both intersections have sufficient reserve capacity to accommodate the traffic to be generated by the proposed development. Overall, traffic generated by the development during the peak hours will have a limited impact on the two hotels located along Maecliff Drive and far less impact than the previously approved office development.

Traffic Signal Warrant Analysis

A traffic signal warrant analysis was performed at the intersection of Ferry Road with Maecliff Drive and Cantera Drive utilizing the warrant criteria published in the Federal Highway Administration's *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD), 2009. To determine if the projected traffic volumes warrant the provision of a traffic signal the four-hour vehicular volume (Warrant 2) and peak hour vehicular volume (Warrant 3) warrants were utilized. A review of the site's physical characteristics and traffic conditions is also necessary to determine whether traffic signal installation is justified at a particular location.

Per the MUTCD, when the major road approaches have a 85th percentile speed of 40 miles per hour or greater, the 70 percent factor figures could be applied. Given that Ferry Road has a posted speed limit of 40 mph, the 70 percent factor figures were utilized for the purposes of this warrant analysis. The minor approach volumes were compared to the minimum minor road approach volumes for Warrants 2 and 3. Figures 4C-2 and 4C-4 in the MUTCD indicates the following:

- For Warrant 2, the minimum minor road approach volume for a minor road with two lanes is 80 vehicles for four hours.

- For Warrant 3, the minimum minor road approach volume for a minor road with two lanes is 100 vehicles for one hour.

As can be seen from Figure 8, the Maecliff Drive and Cantera Drive approaches will not exceed 80 vehicles during the peak hours and therefore, the four hour and peak hour warrant criteria are not met. Furthermore, a traffic signal at this location is not recommended or necessary due to the following:

- Southbound left-turn movements from Maecliff Road onto Ferry Road are limited given that vehicles can make the northbound right-turn movement from Maecliff Road onto Warrenville to travel to the east towards the signalized intersection of Warrenville Road with Ferry Road/Mill Street.

- The office and hospitality land-uses located to the south of the subject development are already provided with signalized access to Ferry Road and Mill Street via Bella Vista Parkway.

- The signal would provide less than acceptable traffic signal spacing (1,000 feet) to the adjacent traffic signals along Ferry Road.

Parking Evaluation

As previously indicated, the proposed development will have approximately 91 townhome units consisting of 73 three-bedroom units and 18 two-bedroom units. Parking will be provided via a total of 400 parking spaces of which 36 will be guest parking spaces.

In order to determine the projected parking demand of the proposed development, the parking demand was estimated based on the City of Warrenville Code of Ordinances, the Cantera Development Control Regulations, and information published in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*, 6th Edition. The parking demand for the proposed development is as follows:

Parking Requirements of Proposed Development per City Code

- Multifamily Housing (91 units)
    - One parking space per bedroom

Based on the requirements of the City of Warrenville, with 73 three-bedroom units and 18 two-bedroom units, a total of 255 parking spaces will be required.

Cantera Development Control Regulations

- Multifamily Housing (91 units)
    - Four parking spaces per unit for three-bedroom units and three parking spaces per unit for two-bedroom units.

Based on the Cantera Development Control Regulations, the development is required to provide 346 parking spaces.

ITE Parking Generation Manual

- Single Family Attached Housing (Land-Use Code 215)
    - Monday through Friday – 1.41 spaces per unit
    - Saturday – 1.31 spaces per unit

Based the rates published in the ITE *Parking Generation Manual*, the development is anticipated to have a peak parking demand of 129 spaces, occurring on a weekday. It should be noted that this parking demand is inclusive of guest parking.

As such, the proposed 400 parking spaces exceed the City Code and Cantera Development Code Regulations and will be adequate in accommodating the estimated peak parking demand based on the ITE *Parking Generation Manual.*

6. Conclusion

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

- The study area intersections have sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway or traffic control improvements will be required.

- The proposed development is projected to generate approximately 75 percent less peak hour trips and 50 percent fewer daily trips than the previously approved 125,000 square foot office space.

- Access to the development is proposed to be provided via four access drives generally located on the east side of Maecliff Drive and spaced approximately equal distance to one another.

    - All four access drives will provide one inbound lane and one outbound lane with the outbound lane under stop sign control.

    - The proposed access system will be adequate in accommodating the proposed development-generated traffic and will provide enhanced site access flexibility.

- The Maecliff Drive intersections with Ferry Road and Warrenville Road have sufficient reserve capacity to accommodate the traffic generated by the proposed development and the additional traffic will have a limited impact on the traffic currently generated by the two hotels which also have access via Maecliff Drive.

- The total projected traffic volumes at the intersection of Ferry Road with Maecliff Drive/Cantera Drive will not warrant the provision of a traffic signal.

- The 400 proposed parking spaces will meet the City of Warrenville Code and Cantera Development Control Regulations and will accommodate the parking estimated to be generated by the proposed development.

Appendix

Traffic Count Summary Sheets
Site Plan
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Warrenville Road with Ferry Road
TMC
Site Code:
Start Date: 05/06/2025

Turning Movement Data

Start Time	Ferry Road Eastbound						Warrenville Road Westbound						Mill Street Northbound						Warrenville Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	4	73	16	0	93	0	23	44	67	0	134	0	6	40	29	0	75	0	84	39	2	0	125	427
7:15 AM	0	3	125	18	0	146	0	28	69	83	0	180	0	3	45	37	0	85	0	100	56	3	0	159	570
7:30 AM	0	2	156	14	0	172	0	45	86	79	0	210	0	4	41	44	0	89	0	92	61	2	0	155	626
7:45 AM	0	5	168	16	0	189	0	44	102	86	0	232	0	12	54	40	0	106	0	97	53	3	0	153	680
Hourly Total	0	14	522	64	0	600	0	140	301	315	0	756	0	25	180	150	0	355	0	373	209	10	0	592	2303
8:00 AM	0	4	138	11	0	153	0	26	94	81	0	201	0	4	45	36	0	85	0	97	86	5	0	188	627
8:15 AM	0	6	145	14	0	165	0	39	88	53	0	180	1	8	51	28	0	88	0	88	54	4	0	146	579
8:30 AM	0	9	98	8	0	115	0	24	88	79	0	191	0	11	31	25	0	67	0	99	61	3	0	163	536
8:45 AM	0	12	73	8	0	93	0	33	75	48	0	156	0	9	48	21	0	78	0	82	62	1	0	145	472
Hourly Total	0	31	454	41	0	526	0	122	345	261	0	728	1	32	175	110	0	318	0	366	263	13	0	642	2214
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	10	98	11	0	119	0	27	124	128	0	279	0	16	71	33	0	120	0	69	53	2	0	124	642
4:15 PM	0	10	109	13	0	132	0	75	147	88	0	310	0	6	87	30	0	123	0	69	77	2	2	148	713
4:30 PM	0	7	120	20	0	147	1	39	113	102	0	255	0	13	96	33	0	142	0	62	53	3	0	118	662
4:45 PM	1	8	122	22	0	153	0	49	110	103	0	262	0	14	92	40	0	146	0	42	53	2	0	97	658
Hourly Total	1	35	449	66	0	551	1	190	494	421	0	1106	0	49	346	136	0	531	0	242	236	9	2	487	2675
5:00 PM	0	7	123	21	0	151	0	63	132	122	0	317	0	20	106	45	0	171	0	47	42	0	0	89	728
5:15 PM	0	14	110	27	0	151	0	60	152	125	0	337	0	18	67	29	0	114	0	59	46	1	0	106	708
5:30 PM	0	5	86	19	0	110	0	40	149	84	0	273	0	5	48	35	0	88	0	51	58	2	0	111	582
5:45 PM	0	4	79	21	0	104	0	29	95	91	0	215	0	8	41	34	0	83	0	28	40	2	0	70	472
Hourly Total	0	30	398	88	0	516	0	192	528	422	0	1142	0	51	262	143	0	456	0	185	186	5	0	376	2490
Grand Total	1	110	1823	259	0	2193	1	644	1668	1419	0	3732	1	157	963	539	0	1660	0	1166	894	37	2	2097	9682
Approach %	0.0	5.0	83.1	11.8	-	-	0.0	17.3	44.7	38.0	-	-	0.1	9.5	58.0	32.5	-	-	0.0	55.6	42.6	1.8	-	-	-
Total %	0.0	1.1	18.8	2.7	-	22.7	0.0	6.7	17.2	14.7	-	38.5	0.0	1.6	9.9	5.6	-	17.1	0.0	12.0	9.2	0.4	-	21.7	-
Lights	1	110	1806	257	-	2174	1	641	1641	1393	-	3676	1	153	948	536	-	1638	0	1145	888	37	-	2070	9558
% Lights	100.0	100.0	99.1	99.2	-	99.1	100.0	99.5	98.4	98.2	-	98.5	100.0	97.5	98.4	99.4	-	98.7	-	98.2	99.3	100.0	-	98.7	98.7
Buses	0	0	4	1	-	5	0	2	4	9	-	15	0	1	0	0	-	1	0	3	0	0	-	3	24
% Buses	0.0	0.0	0.2	0.4	-	0.2	0.0	0.3	0.2	0.6	-	0.4	0.0	0.6	0.0	0.0	-	0.1	-	0.3	0.0	0.0	-	0.1	0.2
Single-Unit Trucks	0	0	9	0	-	9	0	1	7	15	-	23	0	2	12	2	-	16	0	16	6	0	-	22	70
% Single-Unit Trucks	0.0	0.0	0.5	0.0	-	0.4	0.0	0.2	0.4	1.1	-	0.6	0.0	1.3	1.2	0.4	-	1.0	-	1.4	0.7	0.0	-	1.0	0.7
Articulated Trucks	0	0	4	1	-	5	0	0	7	2	-	9	0	1	3	1	-	5	0	2	0	0	-	2	21
% Articulated Trucks	0.0	0.0	0.2	0.4	-	0.2	0.0	0.0	0.4	0.1	-	0.2	0.0	0.6	0.3	0.2	-	0.3	-	0.2	0.0	0.0	-	0.1	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	9	0	-	9	0	0	0	0	-	0	0	0	0	0	-	0	9

% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.5	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Warrenville Road with Ferry Road
TMC
Site Code:
Start Date: 05/06/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Ferry Road Eastbound						Warrenville Road Westbound						Mill Street Northbound						Warrenville Road Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	2	156	14	0	172	0	45	86	79	0	210	0	4	41	44	0	89	0	92	61	2	0	155	626
7:45 AM	0	5	168	16	0	189	0	44	102	86	0	232	0	12	54	40	0	106	0	97	53	3	0	153	680
8:00 AM	0	4	138	11	0	153	0	26	94	81	0	201	0	4	45	36	0	85	0	97	86	5	0	188	627
8:15 AM	0	6	145	14	0	165	0	39	88	53	0	180	1	8	51	28	0	88	0	88	54	4	0	146	579
Total	0	17	607	55	0	679	0	154	370	299	0	823	1	28	191	148	0	368	0	374	254	14	0	642	2512
Approach %	0.0	2.5	89.4	8.1	-	-	0.0	18.7	45.0	36.3	-	-	0.3	7.6	51.9	40.2	-	-	0.0	58.3	39.6	2.2	-	-	-
Total %	0.0	0.7	24.2	2.2	-	27.0	0.0	6.1	14.7	11.9	-	32.8	0.0	1.1	7.6	5.9	-	14.6	0.0	14.9	10.1	0.6	-	25.6	-
PHF	0.000	0.708	0.903	0.859	-	0.898	0.000	0.856	0.907	0.869	-	0.887	0.250	0.583	0.884	0.841	-	0.868	0.000	0.964	0.738	0.700	-	0.854	0.924
Lights	0	17	600	54	-	671	0	154	365	290	-	809	1	26	189	148	-	364	0	363	250	14	-	627	2471
% Lights	-	100.0	98.8	98.2	-	98.8	-	100.0	98.6	97.0	-	98.3	100.0	92.9	99.0	100.0	-	98.9	-	97.1	98.4	100.0	-	97.7	98.4
Buses	0	0	4	0	-	4	0	0	1	5	-	6	0	1	0	0	-	1	0	2	0	0	-	2	13
% Buses	-	0.0	0.7	0.0	-	0.6	-	0.0	0.3	1.7	-	0.7	0.0	3.6	0.0	0.0	-	0.3	-	0.5	0.0	0.0	-	0.3	0.5
Single-Unit Trucks	0	0	3	0	-	3	0	0	2	3	-	5	0	1	2	0	-	3	0	9	4	0	-	13	24
% Single-Unit Trucks	-	0.0	0.5	0.0	-	0.4	-	0.0	0.5	1.0	-	0.6	0.0	3.6	1.0	0.0	-	0.8	-	2.4	1.6	0.0	-	2.0	1.0
Articulated Trucks	0	0	0	1	-	1	0	0	2	1	-	3	0	0	0	0	-	0	0	0	0	0	-	0	4
% Articulated Trucks	-	0.0	0.0	1.8	-	0.1	-	0.0	0.5	0.3	-	0.4	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Warrenville Road with Ferry Road
TMC
Site Code:
Start Date: 05/06/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Ferry Road Eastbound						Warrenville Road Westbound						Mill Street Northbound						Warrenville Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	10	109	13	0	132	0	75	147	88	0	310	0	6	87	30	0	123	0	69	77	2	2	148	713
4:30 PM	0	7	120	20	0	147	1	39	113	102	0	255	0	13	96	33	0	142	0	62	53	3	0	118	662
4:45 PM	1	8	122	22	0	153	0	49	110	103	0	262	0	14	92	40	0	146	0	42	53	2	0	97	658
5:00 PM	0	7	123	21	0	151	0	63	132	122	0	317	0	20	106	45	0	171	0	47	42	0	0	89	728
Total	1	32	474	76	0	583	1	226	502	415	0	1144	0	53	381	148	0	582	0	220	225	7	2	452	2761
Approach %	0.2	5.5	81.3	13.0	-	-	0.1	19.8	43.9	36.3	-	-	0.0	9.1	65.5	25.4	-	-	0.0	48.7	49.8	1.5	-	-	-
Total %	0.0	1.2	17.2	2.8	-	21.1	0.0	8.2	18.2	15.0	-	41.4	0.0	1.9	13.8	5.4	-	21.1	0.0	8.0	8.1	0.3	-	16.4	-
PHF	0.250	0.800	0.963	0.864	-	0.953	0.250	0.753	0.854	0.850	-	0.902	0.000	0.663	0.899	0.822	-	0.851	0.000	0.797	0.731	0.583	-	0.764	0.948
Lights	1	32	472	76	-	581	1	226	495	409	-	1131	0	51	377	146	-	574	0	218	225	7	-	450	2736
% Lights	100.0	100.0	99.6	100.0	-	99.7	100.0	100.0	98.6	98.6	-	98.9	-	96.2	99.0	98.6	-	98.6	-	99.1	100.0	100.0	-	99.6	99.1
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	3	6	-	9	0	1	4	2	-	7	0	0	0	0	-	0	16
% Single-Unit Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.6	1.4	-	0.8	-	1.9	1.0	1.4	-	1.2	-	0.0	0.0	0.0	-	0.0	0.6
Articulated Trucks	0	0	2	0	-	2	0	0	3	0	-	3	0	1	0	0	-	1	0	2	0	0	-	2	8
% Articulated Trucks	0.0	0.0	0.4	0.0	-	0.3	0.0	0.0	0.6	0.0	-	0.3	-	1.9	0.0	0.0	-	0.2	-	0.9	0.0	0.0	-	0.4	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Ferry Road with Maecliff Drive/Cantera Drive TMC
Site Code:
Start Date: 05/06/2025

Turning Movement Data

Start Time	Ferry Road Eastbound						Ferry Road Westbound						Cantera Drive Northbound						Maecliff Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	3	84	2	0	89	0	4	50	1	0	55	0	0	0	1	0	1	0	6	0	5	0	11	156
7:15 AM	0	1	137	1	0	139	0	1	79	1	0	81	0	0	0	0	0	0	0	3	0	4	0	7	227
7:30 AM	2	2	169	4	0	177	0	2	94	2	0	98	1	0	0	1	0	2	0	3	0	2	0	5	282
7:45 AM	1	8	187	4	0	200	0	0	116	2	0	118	0	1	0	0	0	1	0	0	0	8	0	8	327
Hourly Total	3	14	577	11	0	605	0	7	339	6	0	352	1	1	0	2	0	4	0	12	0	19	0	31	992
8:00 AM	1	4	153	5	0	163	0	2	102	0	0	104	0	0	0	0	0	0	0	0	0	8	0	8	275
8:15 AM	0	5	168	8	0	181	0	4	97	1	0	102	0	0	0	0	0	0	0	3	0	8	0	11	294
8:30 AM	0	2	112	16	0	130	1	4	96	1	0	102	0	0	0	0	0	0	0	1	0	6	0	7	239
8:45 AM	0	1	94	3	0	98	0	3	81	0	0	84	0	2	0	1	0	3	0	2	0	1	0	3	188
Hourly Total	1	12	527	32	0	572	1	13	376	2	0	392	0	2	0	1	0	3	0	6	0	23	0	29	996
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	113	2	0	118	0	1	138	3	0	142	0	7	0	1	0	8	0	3	0	2	0	5	273
4:15 PM	0	3	128	0	0	131	0	1	154	3	0	158	0	5	0	3	0	8	0	0	0	5	1	5	302
4:30 PM	1	5	139	2	0	147	0	1	124	3	0	128	0	7	0	6	0	13	0	5	0	2	0	7	295
4:45 PM	0	5	140	3	0	148	1	2	125	1	0	129	0	3	0	6	1	9	0	0	0	5	0	5	291
Hourly Total	1	16	520	7	0	544	1	5	541	10	0	557	0	22	0	16	1	38	0	8	0	14	1	22	1161
5:00 PM	1	13	151	1	0	166	2	0	149	3	0	154	0	10	0	5	0	15	0	1	0	8	1	9	344
5:15 PM	0	6	147	0	0	153	0	0	169	4	0	173	0	8	0	2	1	10	0	0	0	4	2	4	340
5:30 PM	0	7	102	1	0	110	1	0	153	2	0	156	0	3	0	0	0	3	0	5	0	4	3	9	278
5:45 PM	0	5	116	0	0	121	0	0	101	3	0	104	0	2	1	1	0	4	0	0	0	3	4	3	232
Hourly Total	1	31	516	2	0	550	3	0	572	12	0	587	0	23	1	8	1	32	0	6	0	19	10	25	1194
Grand Total	6	73	2140	52	0	2271	5	25	1828	30	0	1888	1	48	1	27	2	77	0	32	0	75	11	107	4343
Approach %	0.3	3.2	94.2	2.3	-	-	0.3	1.3	96.8	1.6	-	-	1.3	62.3	1.3	35.1	-	-	0.0	29.9	0.0	70.1	-	-	-
Total %	0.1	1.7	49.3	1.2	-	52.3	0.1	0.6	42.1	0.7	-	43.5	0.0	1.1	0.0	0.6	-	1.8	0.0	0.7	0.0	1.7	-	2.5	-
Lights	6	72	2113	51	-	2242	5	25	1798	30	-	1858	1	47	1	27	-	76	0	32	0	75	-	107	4283
% Lights	100.0	98.6	98.7	98.1	-	98.7	100.0	100.0	98.4	100.0	-	98.4	100.0	97.9	100.0	100.0	-	98.7	-	100.0	-	100.0	-	100.0	98.6
Buses	0	1	5	0	-	6	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	11
% Buses	0.0	1.4	0.2	0.0	-	0.3	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	11	1	-	12	0	0	7	0	-	7	0	1	0	0	-	1	0	0	0	0	-	0	20
% Single-Unit Trucks	0.0	0.0	0.5	1.9	-	0.5	0.0	0.0	0.4	0.0	-	0.4	0.0	2.1	0.0	0.0	-	1.3	-	0.0	-	0.0	-	0.0	0.5
Articulated Trucks	0	0	11	0	-	11	0	0	9	0	-	9	0	0	0	0	-	0	0	0	0	0	-	0	20
% Articulated Trucks	0.0	0.0	0.5	0.0	-	0.5	0.0	0.0	0.5	0.0	-	0.5	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	9	0	-	9	0	0	0	0	-	0	0	0	0	0	-	0	9

% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.5	0.0	-	0.5	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Ferry Road with Maecliff Drive/Cantera Drive TMC
Site Code:
Start Date: 05/06/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Ferry Road Eastbound						Ferry Road Westbound						Cantera Drive Northbound						Maecliff Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	2	2	169	4	0	177	0	2	94	2	0	98	1	0	0	1	0	2	0	3	0	2	0	5	282
7:45 AM	1	8	187	4	0	200	0	0	116	2	0	118	0	1	0	0	0	1	0	0	0	8	0	8	327
8:00 AM	1	4	153	5	0	163	0	2	102	0	0	104	0	0	0	0	0	0	0	0	0	8	0	8	275
8:15 AM	0	5	168	8	0	181	0	4	97	1	0	102	0	0	0	0	0	0	0	3	0	8	0	11	294
Total	4	19	677	21	0	721	0	8	409	5	0	422	1	1	0	1	0	3	0	6	0	26	0	32	1178
Approach %	0.6	2.6	93.9	2.9	-	-	0.0	1.9	96.9	1.2	-	-	33.3	33.3	0.0	33.3	-	-	0.0	18.8	0.0	81.3	-	-	-
Total %	0.3	1.6	57.5	1.8	-	61.2	0.0	0.7	34.7	0.4	-	35.8	0.1	0.1	0.0	0.1	-	0.3	0.0	0.5	0.0	2.2	-	2.7	-
PHF	0.500	0.594	0.905	0.656	-	0.901	0.000	0.500	0.881	0.625	-	0.894	0.250	0.250	0.000	0.250	-	0.375	0.000	0.500	0.000	0.813	-	0.727	0.901
Lights	4	19	665	21	-	709	0	8	402	5	-	415	1	1	0	1	-	3	0	6	0	26	-	32	1159
% Lights	100.0	100.0	98.2	100.0	-	98.3	-	100.0	98.3	100.0	-	98.3	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	98.4
Buses	0	0	4	0	-	4	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	6
% Buses	0.0	0.0	0.6	0.0	-	0.6	-	0.0	0.5	0.0	-	0.5	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	3	0	-	3	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	5
% Single-Unit Trucks	0.0	0.0	0.4	0.0	-	0.4	-	0.0	0.5	0.0	-	0.5	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.4
Articulated Trucks	0	0	5	0	-	5	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	8
% Articulated Trucks	0.0	0.0	0.7	0.0	-	0.7	-	0.0	0.7	0.0	-	0.7	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Ferry Road with Maecliff Drive/Cantera Drive TMC
Site Code:
Start Date: 05/06/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Ferry Road Eastbound						Ferry Road Westbound						Cantera Drive Northbound						Maecliff Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	3	128	0	0	131	0	1	154	3	0	158	0	5	0	3	0	8	0	0	0	5	1	5	302
4:30 PM	1	5	139	2	0	147	0	1	124	3	0	128	0	7	0	6	0	13	0	5	0	2	0	7	295
4:45 PM	0	5	140	3	0	148	1	2	125	1	0	129	0	3	0	6	1	9	0	0	0	5	0	5	291
5:00 PM	1	13	151	1	0	166	2	0	149	3	0	154	0	10	0	5	0	15	0	1	0	8	1	9	344
Total	2	26	558	6	0	592	3	4	552	10	0	569	0	25	0	20	1	45	0	6	0	20	2	26	1232
Approach %	0.3	4.4	94.3	1.0	-	-	0.5	0.7	97.0	1.8	-	-	0.0	55.6	0.0	44.4	-	-	0.0	23.1	0.0	76.9	-	-	-
Total %	0.2	2.1	45.3	0.5	-	48.1	0.2	0.3	44.8	0.8	-	46.2	0.0	2.0	0.0	1.6	-	3.7	0.0	0.5	0.0	1.6	-	2.1	-
PHF	0.500	0.500	0.924	0.500	-	0.892	0.375	0.500	0.896	0.833	-	0.900	0.000	0.625	0.000	0.833	-	0.750	0.000	0.300	0.000	0.625	-	0.722	0.895
Lights	2	25	556	5	-	588	3	4	546	10	-	563	0	25	0	20	-	45	0	6	0	20	-	26	1222
% Lights	100.0	96.2	99.6	83.3	-	99.3	100.0	100.0	98.9	100.0	-	98.9	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	99.2
Buses	0	1	0	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	0.0	3.8	0.0	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	1	1	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Single-Unit Trucks	0.0	0.0	0.2	16.7	-	0.3	0.0	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Articulated Trucks	0	0	1	0	-	1	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	5
% Articulated Trucks	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.7	0.0	-	0.7	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Ferry Road with Chase Court/Bella Vista Pkwy TMC
Site Code:
Start Date: 05/06/2025

Turning Movement Data

Start Time	Ferry Road Eastbound						Ferry Road Westbound						Bella Vista Pkwy Northbound						Chase Court Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	1	11	96	9	0	117	0	4	47	3	0	54	0	5	0	0	0	5	0	2	0	1	1	3	179
7:15 AM	2	11	125	20	0	158	0	8	66	8	0	82	0	3	0	0	0	3	0	1	0	1	2	2	245
7:30 AM	0	21	175	28	0	224	0	8	78	7	0	93	0	2	0	0	0	2	0	4	1	3	0	8	327
7:45 AM	0	18	205	32	0	255	0	15	93	18	0	126	0	1	0	0	0	1	0	2	0	2	3	4	386
Hourly Total	3	61	601	89	0	754	0	35	284	36	0	355	0	11	0	0	0	11	0	9	1	7	6	17	1137
8:00 AM	0	14	155	31	0	200	0	7	88	10	0	105	0	2	0	2	0	4	0	1	0	6	2	7	316
8:15 AM	2	14	178	19	0	213	0	8	81	15	0	104	0	4	2	2	0	8	0	1	0	3	3	4	329
8:30 AM	0	23	127	32	0	182	0	7	77	15	0	99	0	3	0	0	0	3	0	4	0	12	0	16	300
8:45 AM	1	24	93	16	0	134	0	7	62	15	0	84	0	1	0	0	0	1	0	5	0	6	0	11	230
Hourly Total	3	75	553	98	0	729	0	29	308	55	0	392	0	10	2	4	0	16	0	11	0	27	5	38	1175
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	3	95	3	0	102	0	0	140	5	0	145	0	31	0	13	0	44	0	12	0	11	0	23	314
4:15 PM	0	2	108	5	0	115	1	1	155	2	0	159	0	9	0	10	0	19	0	13	0	20	1	33	326
4:30 PM	0	6	115	7	0	128	0	1	129	4	0	134	0	23	0	19	0	42	0	11	0	15	3	26	330
4:45 PM	1	1	122	9	0	133	0	0	129	0	0	129	0	21	0	16	0	37	0	14	0	15	1	29	328
Hourly Total	2	12	440	24	0	478	1	2	553	11	0	567	0	84	0	58	0	142	0	50	0	61	5	111	1298
5:00 PM	0	5	137	9	0	151	0	0	161	1	0	162	0	15	0	11	0	26	0	15	0	19	3	34	373
5:15 PM	0	3	134	8	0	145	0	0	170	2	0	172	0	8	1	5	1	14	0	8	0	11	0	19	350
5:30 PM	0	1	104	5	0	110	0	2	154	4	0	160	0	14	0	7	0	21	0	5	0	10	4	15	306
5:45 PM	1	3	104	6	0	114	0	1	102	0	0	103	0	7	0	7	0	14	0	7	0	9	5	16	247
Hourly Total	1	12	479	28	0	520	0	3	587	7	0	597	0	44	1	30	1	75	0	35	0	49	12	84	1276
Grand Total	9	160	2073	239	0	2481	1	69	1732	109	0	1911	0	149	3	92	1	244	0	105	1	144	28	250	4886
Approach %	0.4	6.4	83.6	9.6	-	-	0.1	3.6	90.6	5.7	-	-	0.0	61.1	1.2	37.7	-	-	0.0	42.0	0.4	57.6	-	-	-
Total %	0.2	3.3	42.4	4.9	-	50.8	0.0	1.4	35.4	2.2	-	39.1	0.0	3.0	0.1	1.9	-	5.0	0.0	2.1	0.0	2.9	-	5.1	-
Lights	9	157	2045	237	-	2448	1	69	1704	109	-	1883	0	148	3	91	-	242	0	105	0	143	-	248	4821
% Lights	100.0	98.1	98.6	99.2	-	98.7	100.0	100.0	98.4	100.0	-	98.5	-	99.3	100.0	98.9	-	99.2	-	100.0	0.0	99.3	-	99.2	98.7
Buses	0	1	5	0	-	6	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	1	-	1	12
% Buses	0.0	0.6	0.2	0.0	-	0.2	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.7	-	0.4	0.2
Single-Unit Trucks	0	2	15	1	-	18	0	0	9	0	-	9	0	1	0	0	-	1	0	0	1	0	-	1	29
% Single-Unit Trucks	0.0	1.3	0.7	0.4	-	0.7	0.0	0.0	0.5	0.0	-	0.5	-	0.7	0.0	0.0	-	0.4	-	0.0	100.0	0.0	-	0.4	0.6
Articulated Trucks	0	0	8	0	-	8	0	0	6	0	-	6	0	0	0	1	-	1	0	0	0	0	-	0	15
% Articulated Trucks	0.0	0.0	0.4	0.0	-	0.3	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.0	1.1	-	0.4	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	1	-	1	0	0	8	0	-	8	0	0	0	0	-	0	0	0	0	0	-	0	9

% Bicycles on Road	0.0	0.0	0.0	0.4	-	0.0	0.0	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	28	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Ferry Road with Chase Court/Bella Vista Pkwy TMC
Site Code:
Start Date: 05/06/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Ferry Road Eastbound						Ferry Road Westbound						Bella Vista Pkwy Northbound						Chase Court Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	21	175	28	0	224	0	8	78	7	0	93	0	2	0	0	0	2	0	4	1	3	0	8	327
7:45 AM	0	18	205	32	0	255	0	15	93	18	0	126	0	1	0	0	0	1	0	2	0	2	3	4	386
8:00 AM	0	14	155	31	0	200	0	7	88	10	0	105	0	2	0	2	0	4	0	1	0	6	2	7	316
8:15 AM	2	14	178	19	0	213	0	8	81	15	0	104	0	4	2	2	0	8	0	1	0	3	3	4	329
Total	2	67	713	110	0	892	0	38	340	50	0	428	0	9	2	4	0	15	0	8	1	14	8	23	1358
Approach %	0.2	7.5	79.9	12.3	-	-	0.0	8.9	79.4	11.7	-	-	0.0	60.0	13.3	26.7	-	-	0.0	34.8	4.3	60.9	-	-	-
Total %	0.1	4.9	52.5	8.1	-	65.7	0.0	2.8	25.0	3.7	-	31.5	0.0	0.7	0.1	0.3	-	1.1	0.0	0.6	0.1	1.0	-	1.7	-
PHF	0.250	0.798	0.870	0.859	-	0.875	0.000	0.633	0.914	0.694	-	0.849	0.000	0.563	0.250	0.500	-	0.469	0.000	0.500	0.250	0.583	-	0.719	0.880
Lights	2	66	699	110	-	877	0	38	333	50	-	421	0	9	2	3	-	14	0	8	0	13	-	21	1333
% Lights	100.0	98.5	98.0	100.0	-	98.3	-	100.0	97.9	100.0	-	98.4	-	100.0	100.0	75.0	-	93.3	-	100.0	0.0	92.9	-	91.3	98.2
Buses	0	1	4	0	-	5	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	1	-	1	8
% Buses	0.0	1.5	0.6	0.0	-	0.6	-	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	7.1	-	4.3	0.6
Single-Unit Trucks	0	0	6	0	-	6	0	0	4	0	-	4	0	0	0	0	-	0	0	0	1	0	-	1	11
% Single-Unit Trucks	0.0	0.0	0.8	0.0	-	0.7	-	0.0	1.2	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	100.0	0.0	-	4.3	0.8
Articulated Trucks	0	0	4	0	-	4	0	0	1	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	6
% Articulated Trucks	0.0	0.0	0.6	0.0	-	0.4	-	0.0	0.3	0.0	-	0.2	-	0.0	0.0	25.0	-	6.7	-	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Ferry Road with Chase Court/Bella Vista Pkwy TMC
Site Code:
Start Date: 05/06/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Ferry Road Eastbound						Ferry Road Westbound						Bella Vista Pkwy Northbound						Chase Court Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	2	108	5	0	115	1	1	155	2	0	159	0	9	0	10	0	19	0	13	0	20	1	33	326
4:30 PM	0	6	115	7	0	128	0	1	129	4	0	134	0	23	0	19	0	42	0	11	0	15	3	26	330
4:45 PM	1	1	122	9	0	133	0	0	129	0	0	129	0	21	0	16	0	37	0	14	0	15	1	29	328
5:00 PM	0	5	137	9	0	151	0	0	161	1	0	162	0	15	0	11	0	26	0	15	0	19	3	34	373
Total	1	14	482	30	0	527	1	2	574	7	0	584	0	68	0	56	0	124	0	53	0	69	8	122	1357
Approach %	0.2	2.7	91.5	5.7	-	-	0.2	0.3	98.3	1.2	-	-	0.0	54.8	0.0	45.2	-	-	0.0	43.4	0.0	56.6	-	-	-
Total %	0.1	1.0	35.5	2.2	-	38.8	0.1	0.1	42.3	0.5	-	43.0	0.0	5.0	0.0	4.1	-	9.1	0.0	3.9	0.0	5.1	-	9.0	-
PHF	0.250	0.583	0.880	0.833	-	0.873	0.250	0.500	0.891	0.438	-	0.901	0.000	0.739	0.000	0.737	-	0.738	0.000	0.883	0.000	0.863	-	0.897	0.910
Lights	1	14	480	30	-	525	1	2	569	7	-	579	0	67	0	56	-	123	0	53	0	69	-	122	1349
% Lights	100.0	100.0	99.6	100.0	-	99.6	100.0	100.0	99.1	100.0	-	99.1	-	98.5	-	100.0	-	99.2	-	100.0	-	100.0	-	100.0	99.4
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	3
% Single-Unit Trucks	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	-	1.5	-	0.0	-	0.8	-	0.0	-	0.0	-	0.0	0.2
Articulated Trucks	0	0	1	0	-	1	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	4
% Articulated Trucks	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.5	0.0	-	0.5	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Maecliff Drive with Warrenville Road TMC
Site Code:
Start Date: 05/06/2025

Turning Movement Data

Start Time	Warrenville Road Eastbound						Warrenville Road Westbound						Maecliff Drive Northbound						Lorraine Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	1	139	1	0	141	0	0	103	1	0	104	0	0	0	0	0	0	0	1	0	0	0	1	246
7:15 AM	0	0	173	0	0	173	0	0	135	0	0	135	0	0	0	0	1	0	0	0	0	3	0	3	311
7:30 AM	0	0	180	0	0	180	0	0	117	0	0	117	0	0	0	0	1	0	0	2	0	2	0	4	301
7:45 AM	0	0	201	1	0	202	0	0	148	0	0	148	0	0	0	0	0	0	0	1	0	1	0	2	352
Hourly Total	0	1	693	2	0	696	0	0	503	1	0	504	0	0	0	0	2	0	0	4	0	6	0	10	1210
8:00 AM	0	1	169	4	1	174	0	0	131	1	0	132	0	0	0	0	0	0	0	1	0	4	0	5	311
8:15 AM	0	4	190	1	0	195	0	0	116	0	0	116	0	1	1	0	0	2	0	0	0	2	0	2	315
8:30 AM	0	0	156	1	0	157	0	0	125	0	0	125	0	0	0	1	1	1	0	1	0	2	0	3	286
8:45 AM	0	0	156	0	1	156	0	0	112	0	0	112	0	0	0	0	2	0	0	0	0	2	0	2	270
Hourly Total	0	5	671	6	2	682	0	0	484	1	0	485	0	1	1	1	3	3	0	2	0	10	0	12	1182
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	128	1	0	130	0	1	203	6	0	210	0	0	0	0	5	0	0	0	0	0	0	0	340
4:15 PM	0	0	153	2	0	155	0	0	206	0	0	206	0	0	0	0	0	0	0	1	0	2	0	3	364
4:30 PM	0	2	128	0	0	130	0	0	208	2	0	210	0	0	0	1	2	1	0	1	0	1	0	2	343
4:45 PM	0	6	104	1	0	111	0	0	205	1	1	206	0	0	1	1	2	2	0	0	0	2	0	2	321
Hourly Total	0	9	513	4	0	526	0	1	822	9	1	832	0	0	1	2	9	3	0	2	0	5	0	7	1368
5:00 PM	0	4	100	0	0	104	0	0	231	1	0	232	0	0	0	0	2	0	0	1	0	1	0	2	338
5:15 PM	0	4	109	2	0	115	0	0	216	2	1	218	0	1	0	0	3	1	0	0	0	2	1	2	336
5:30 PM	0	3	109	0	0	112	0	0	152	0	0	152	0	0	0	0	2	0	0	1	0	2	0	3	267
5:45 PM	0	0	82	1	0	83	0	0	138	0	0	138	0	1	1	0	6	2	0	0	0	1	0	1	224
Hourly Total	0	11	400	3	0	414	0	0	737	3	1	740	0	2	1	0	13	3	0	2	0	6	1	8	1165
Grand Total	0	26	2277	15	2	2318	0	1	2546	14	2	2561	0	3	3	3	27	9	0	10	0	27	1	37	4925
Approach %	0.0	1.1	98.2	0.6	-	-	0.0	0.0	99.4	0.5	-	-	0.0	33.3	33.3	33.3	-	-	0.0	27.0	0.0	73.0	-	-	-
Total %	0.0	0.5	46.2	0.3	-	47.1	0.0	0.0	51.7	0.3	-	52.0	0.0	0.1	0.1	0.1	-	0.2	0.0	0.2	0.0	0.5	-	0.8	-
Lights	0	26	2245	15	-	2286	0	1	2505	14	-	2520	0	3	2	3	-	8	0	9	0	26	-	35	4849
% Lights	-	100.0	98.6	100.0	-	98.6	-	100.0	98.4	100.0	-	98.4	-	100.0	66.7	100.0	-	88.9	-	90.0	-	96.3	-	94.6	98.5
Buses	0	0	5	0	-	5	0	0	12	0	-	12	0	0	0	0	-	0	0	0	0	0	-	0	17
% Buses	-	0.0	0.2	0.0	-	0.2	-	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	21	0	-	21	0	0	20	0	-	20	0	0	0	0	-	0	0	1	0	0	-	1	42
% Single-Unit Trucks	-	0.0	0.9	0.0	-	0.9	-	0.0	0.8	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	10.0	-	0.0	-	2.7	0.9
Articulated Trucks	0	0	6	0	-	6	0	0	8	0	-	8	0	0	0	0	-	0	0	0	0	0	-	0	14
% Articulated Trucks	-	0.0	0.3	0.0	-	0.3	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	1	-	1	3

% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	33.3	0.0	-	11.1	-	0.0	-	3.7	-	2.7	0.1
Pedestrians	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	27	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Maecliff Drive with Warrenville Road TMC
Site Code:
Start Date: 05/06/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Warrenville Road Eastbound						Warrenville Road Westbound						Maecliff Drive Northbound						Lorraine Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	0	180	0	0	180	0	0	117	0	0	117	0	0	0	0	1	0	0	2	0	2	0	4	301
7:45 AM	0	0	201	1	0	202	0	0	148	0	0	148	0	0	0	0	0	0	0	1	0	1	0	2	352
8:00 AM	0	1	169	4	1	174	0	0	131	1	0	132	0	0	0	0	0	0	0	1	0	4	0	5	311
8:15 AM	0	4	190	1	0	195	0	0	116	0	0	116	0	1	1	0	0	2	0	0	0	2	0	2	315
Total	0	5	740	6	1	751	0	0	512	1	0	513	0	1	1	0	1	2	0	4	0	9	0	13	1279
Approach %	0.0	0.7	98.5	0.8	-	-	0.0	0.0	99.8	0.2	-	-	0.0	50.0	50.0	0.0	-	-	0.0	30.8	0.0	69.2	-	-	-
Total %	0.0	0.4	57.9	0.5	-	58.7	0.0	0.0	40.0	0.1	-	40.1	0.0	0.1	0.1	0.0	-	0.2	0.0	0.3	0.0	0.7	-	1.0	-
PHF	0.000	0.313	0.920	0.375	-	0.929	0.000	0.000	0.865	0.250	-	0.867	0.000	0.250	0.250	0.000	-	0.250	0.000	0.500	0.000	0.563	-	0.650	0.908
Lights	0	5	725	6	-	736	0	0	501	1	-	502	0	1	1	0	-	2	0	3	0	9	-	12	1252
% Lights	-	100.0	98.0	100.0	-	98.0	-	-	97.9	100.0	-	97.9	-	100.0	100.0	-	-	100.0	-	75.0	-	100.0	-	92.3	97.9
Buses	0	0	3	0	-	3	0	0	6	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	9
% Buses	-	0.0	0.4	0.0	-	0.4	-	-	1.2	0.0	-	1.2	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	0.7
Single-Unit Trucks	0	0	11	0	-	11	0	0	5	0	-	5	0	0	0	0	-	0	0	1	0	0	-	1	17
% Single-Unit Trucks	-	0.0	1.5	0.0	-	1.5	-	-	1.0	0.0	-	1.0	-	0.0	0.0	-	-	0.0	-	25.0	-	0.0	-	7.7	1.3
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.1	0.0	-	0.1	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: Maecliff Drive with Warrenville Road TMC
Site Code:
Start Date: 05/06/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Warrenville Road Eastbound						Warrenville Road Westbound						Maecliff Drive Northbound						Lorraine Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	0	153	2	0	155	0	0	206	0	0	206	0	0	0	0	0	0	0	1	0	2	0	3	364
4:30 PM	0	2	128	0	0	130	0	0	208	2	0	210	0	0	0	1	2	1	0	1	0	1	0	2	343
4:45 PM	0	6	104	1	0	111	0	0	205	1	1	206	0	0	1	1	2	2	0	0	0	2	0	2	321
5:00 PM	0	4	100	0	0	104	0	0	231	1	0	232	0	0	0	0	2	0	0	1	0	1	0	2	338
Total	0	12	485	3	0	500	0	0	850	4	1	854	0	0	1	2	6	3	0	3	0	6	0	9	1366
Approach %	0.0	2.4	97.0	0.6	-	-	0.0	0.0	99.5	0.5	-	-	0.0	0.0	33.3	66.7	-	-	0.0	33.3	0.0	66.7	-	-	-
Total %	0.0	0.9	35.5	0.2	-	36.6	0.0	0.0	62.2	0.3	-	62.5	0.0	0.0	0.1	0.1	-	0.2	0.0	0.2	0.0	0.4	-	0.7	-
PHF	0.000	0.500	0.792	0.375	-	0.806	0.000	0.000	0.920	0.500	-	0.920	0.000	0.000	0.250	0.500	-	0.375	0.000	0.750	0.000	0.750	-	0.750	0.938
Lights	0	12	483	3	-	498	0	0	840	4	-	844	0	0	1	2	-	3	0	3	0	6	-	9	1354
% Lights	-	100.0	99.6	100.0	-	99.6	-	-	98.8	100.0	-	98.8	-	-	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	99.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	7
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	-	0.8	0.0	-	0.8	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.5
Articulated Trucks	0	0	2	0	-	2	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	5
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	-	-	0.4	0.0	-	0.4	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Old Warrenville Road with Warrenville Road TMC
Site Code:
Start Date: 05/06/2025

Turning Movement Data

Start Time	Old Warrenville Road Westbound					Warrenville Road Northbound					Warrenville Road Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	0	2	0	2	0	109	4	0	113	0	8	130	0	138	253
7:15 AM	0	0	7	0	7	0	126	4	0	130	0	11	162	1	173	310
7:30 AM	0	0	2	0	2	0	114	6	0	120	0	4	170	0	174	296
7:45 AM	0	0	7	0	7	0	142	6	0	148	0	14	178	0	192	347
Hourly Total	0	0	18	0	18	0	491	20	0	511	0	37	640	1	677	1206
8:00 AM	0	0	10	0	10	0	123	7	0	130	0	14	164	0	178	318
8:15 AM	0	0	12	0	12	0	102	12	0	114	0	23	160	0	183	309
8:30 AM	0	0	18	0	18	0	108	11	0	119	0	13	156	0	169	306
8:45 AM	0	0	13	0	13	0	98	15	0	113	0	10	147	0	157	283
Hourly Total	0	0	53	0	53	0	431	45	0	476	0	60	627	0	687	1216
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	12	0	12	0	204	6	1	210	1	6	121	0	128	350
4:15 PM	0	0	19	0	19	0	185	9	0	194	0	5	153	0	158	371
4:30 PM	0	0	7	0	7	0	196	9	0	205	0	10	120	0	130	342
4:45 PM	0	0	15	0	15	0	201	9	0	210	2	5	99	0	106	331
Hourly Total	0	0	53	0	53	0	786	33	1	819	3	26	493	0	522	1394
5:00 PM	0	0	13	0	13	0	224	14	0	238	0	5	98	0	103	354
5:15 PM	0	0	14	0	14	0	191	17	0	208	0	5	107	0	112	334
5:30 PM	0	0	12	0	12	0	131	6	1	137	1	4	102	0	107	256
5:45 PM	0	0	3	0	3	0	149	5	1	154	0	2	84	0	86	243
Hourly Total	0	0	42	0	42	0	695	42	2	737	1	16	391	0	408	1187
Grand Total	0	0	166	0	166	0	2403	140	3	2543	4	139	2151	1	2294	5003
Approach %	0.0	0.0	100.0	-	-	0.0	94.5	5.5	-	-	0.2	6.1	93.8	-	-	-
Total %	0.0	0.0	3.3	-	3.3	0.0	48.0	2.8	-	50.8	0.1	2.8	43.0	-	45.9	-
Lights	0	0	164	-	164	0	2363	140	-	2503	4	138	2125	-	2267	4934
% Lights	-	-	98.8	-	98.8	-	98.3	100.0	-	98.4	100.0	99.3	98.8	-	98.8	98.6
Buses	0	0	1	-	1	0	11	0	-	11	0	1	5	-	6	18
% Buses	-	-	0.6	-	0.6	-	0.5	0.0	-	0.4	0.0	0.7	0.2	-	0.3	0.4
Single-Unit Trucks	0	0	0	-	0	0	24	0	-	24	0	0	15	-	15	39
% Single-Unit Trucks	-	-	0.0	-	0.0	-	1.0	0.0	-	0.9	0.0	0.0	0.7	-	0.7	0.8
Articulated Trucks	0	0	0	-	0	0	5	0	-	5	0	0	6	-	6	11
% Articulated Trucks	-	-	0.0	-	0.0	-	0.2	0.0	-	0.2	0.0	0.0	0.3	-	0.3	0.2
Bicycles on Road	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	-	-	0.6	-	0.6	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	3	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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(847)518-9990 bmay@kloainc.com

Count Name: Old Warrenville Road with Warrenville Road TMC
Site Code:
Start Date: 05/06/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Old Warrenville Road Westbound					Warrenville Road Northbound					Warrenville Road Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:30 AM	0	0	2	0	2	0	114	6	0	120	0	4	170	0	174	296
7:45 AM	0	0	7	0	7	0	142	6	0	148	0	14	178	0	192	347
8:00 AM	0	0	10	0	10	0	123	7	0	130	0	14	164	0	178	318
8:15 AM	0	0	12	0	12	0	102	12	0	114	0	23	160	0	183	309
Total	0	0	31	0	31	0	481	31	0	512	0	55	672	0	727	1270
Approach %	0.0	0.0	100.0	-	-	0.0	93.9	6.1	-	-	0.0	7.6	92.4	-	-	-
Total %	0.0	0.0	2.4	-	2.4	0.0	37.9	2.4	-	40.3	0.0	4.3	52.9	-	57.2	-
PHF	0.000	0.000	0.646	-	0.646	0.000	0.847	0.646	-	0.865	0.000	0.598	0.944	-	0.947	0.915
Lights	0	0	31	-	31	0	470	31	-	501	0	54	655	-	709	1241
% Lights	-	-	100.0	-	100.0	-	97.7	100.0	-	97.9	-	98.2	97.5	-	97.5	97.7
Buses	0	0	0	-	0	0	6	0	-	6	0	1	3	-	4	10
% Buses	-	-	0.0	-	0.0	-	1.2	0.0	-	1.2	-	1.8	0.4	-	0.6	0.8
Single-Unit Trucks	0	0	0	-	0	0	5	0	-	5	0	0	11	-	11	16
% Single-Unit Trucks	-	-	0.0	-	0.0	-	1.0	0.0	-	1.0	-	0.0	1.6	-	1.5	1.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	3	-	3	3
% Articulated Trucks	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.4	-	0.4	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Old Warrenville Road with Warrenville Road TMC
Site Code:
Start Date: 05/06/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Old Warrenville Road Westbound					Warrenville Road Northbound					Warrenville Road Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:15 PM	0	0	19	0	19	0	185	9	0	194	0	5	153	0	158	371
4:30 PM	0	0	7	0	7	0	196	9	0	205	0	10	120	0	130	342
4:45 PM	0	0	15	0	15	0	201	9	0	210	2	5	99	0	106	331
5:00 PM	0	0	13	0	13	0	224	14	0	238	0	5	98	0	103	354
Total	0	0	54	0	54	0	806	41	0	847	2	25	470	0	497	1398
Approach %	0.0	0.0	100.0	-	-	0.0	95.2	4.8	-	-	0.4	5.0	94.6	-	-	-
Total %	0.0	0.0	3.9	-	3.9	0.0	57.7	2.9	-	60.6	0.1	1.8	33.6	-	35.6	-
PHF	0.000	0.000	0.711	-	0.711	0.000	0.900	0.732	-	0.890	0.250	0.625	0.768	-	0.786	0.942
Lights	0	0	54	-	54	0	796	41	-	837	2	25	468	-	495	1386
% Lights	-	-	100.0	-	100.0	-	98.8	100.0	-	98.8	100.0	100.0	99.6	-	99.6	99.1
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	9	0	-	9	0	0	0	-	0	9
% Single-Unit Trucks	-	-	0.0	-	0.0	-	1.1	0.0	-	1.1	0.0	0.0	0.0	-	0.0	0.6
Articulated Trucks	0	0	0	-	0	0	1	0	-	1	0	0	2	-	2	3
% Articulated Trucks	-	-	0.0	-	0.0	-	0.1	0.0	-	0.1	0.0	0.0	0.4	-	0.4	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

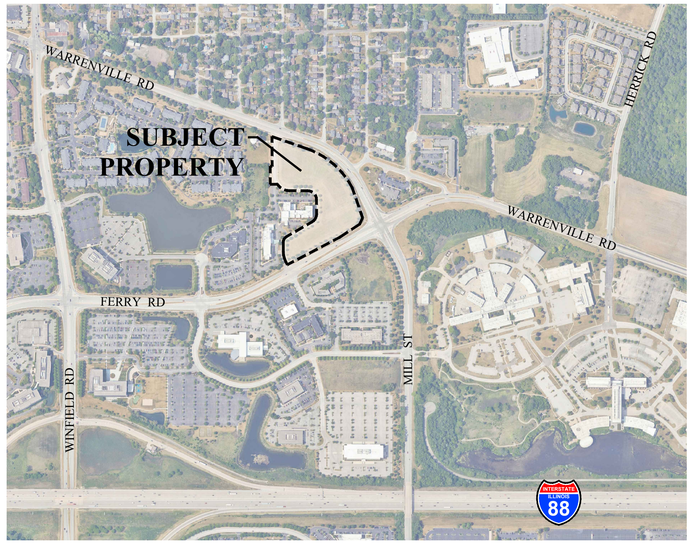
Site Plan

PUD Site Plan

CANTERA POINT

Warrenville, Illinois

June 2nd, 2025



LOCATION MAP

SCALE: 1"=600'

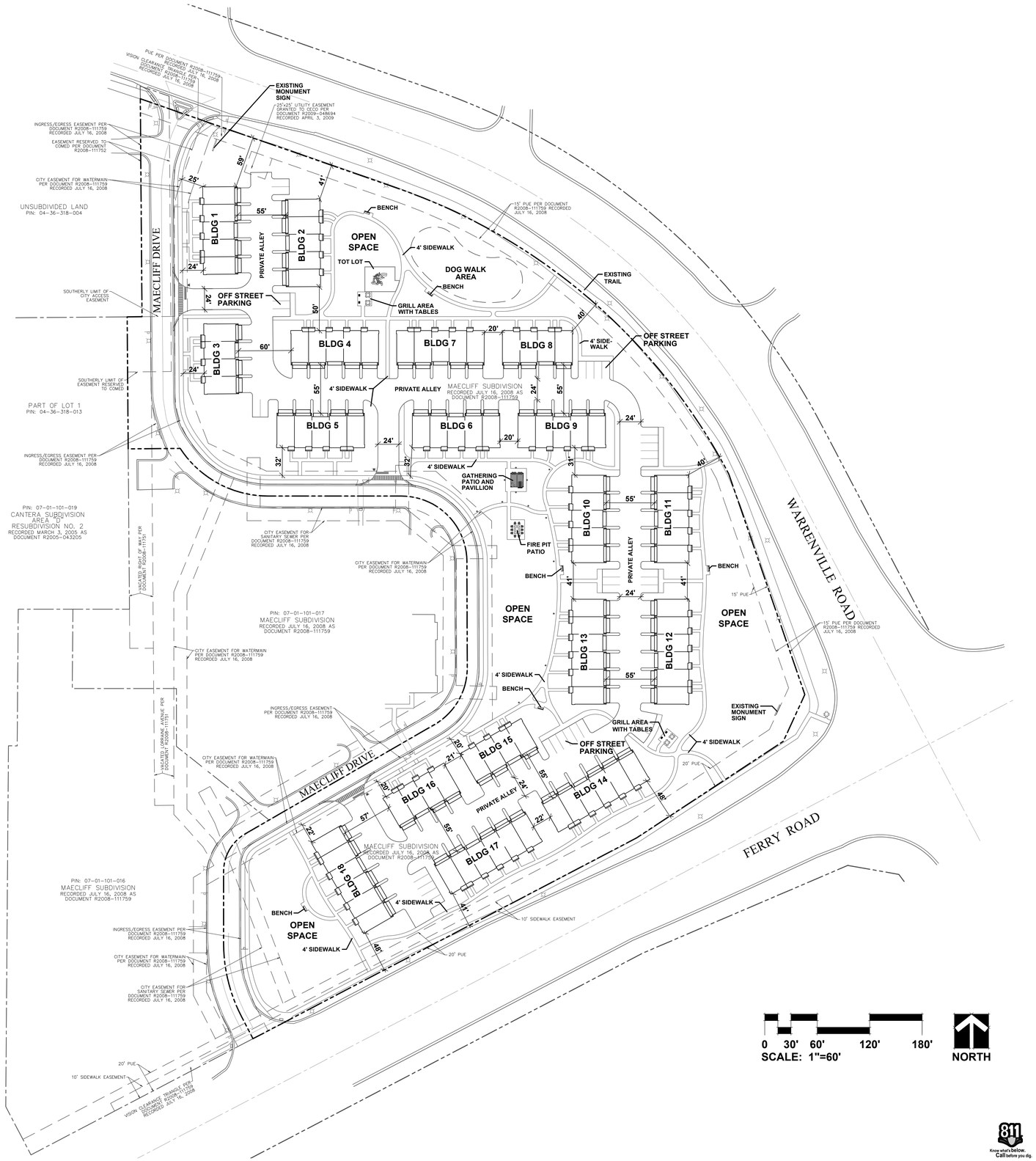
SITE DATA

LAND USE	ACRES
TOWNHOMES	1.671
OPEN SPACE	6.962
PRIVATE STREET	0.811
TOTAL	9.444
COMMON OPEN SPACE	4.427

SEABOARD TOWNHOME		UNITS
Lincoln VD07	(2,180 GSF)	9
Garfield VD08	(2,179 GSF)	28
McKinley VD09	(2,004 GSF)	18
Grand End 1828	(2,180 GSF)	36
TOTAL		91
GROSS FLOOR AREA		195,184 SF
GUEST PARKING SPACES		36

FLOOR AREA DATA

PLAN NAME	GROSS (SF)	LIVING (SF)	MAIN FLOOR (SF)	UPPER FLOOR (SF)	LOWER LEVEL (SF)	GARAGE (SF)	UNITS	BEDROOM COUNT
LINCOLN VD07	2,180	1,827	774	729	324	353	9	3 BEDROOMS
GARFIELD VD08	2,179	1,827	774	729	324	352	28	3 BEDROOMS
MCKINLEY VD09	2,004	1,661	696	650	315	343	18	2 BEDROOMS
GRAND END 1828	2,180	1,827	774	729	324	353	36	3 BEDROOMS



GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630-668-7197
www.grwainc.com

CLIENT
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1750 E. GOLF ROAD, SUITE 925
SCHAUMBURG, IL 60173

CIVIL ENGINEER
MANHARD CONSULTING
700 SPRINGER DRIVE
LOMBARD, IL 60148

CANTERA POINT
WARRENVILLE, ILLINOIS
PUD SITE PLAN

1	06.02.2025
REVISIONS	

DATE	04.11.2025
PROJECT NO.	DR21114
DRAWN	RY
CHECKED	DHS
SHEET NO.	1 OF 1

Know what's below. Call before you dig.

XREFS

PLOT CONFIG

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

May 2, 2025

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Ferry Road - Warrenville Road - Mill Street
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated May 1, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT (2020)	Year 2050 ADT
Ferry Rd west of Warrenville Rd	5,450	9,100
Ferry Rd / Warrenville Rd east of Mill St	6,400	11,100
Mill St south of Warrenville Rd	6,000	7,500
Warrenville Rd north of Ferry Rd	6,400	8,900

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2024 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

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

cc: Rios (IDOT)
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Level of Service Criteria

LEVEL OF SERVICE CRITERIA

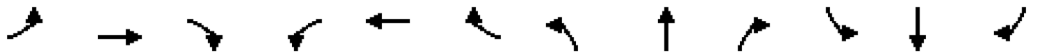
Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level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

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

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

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour



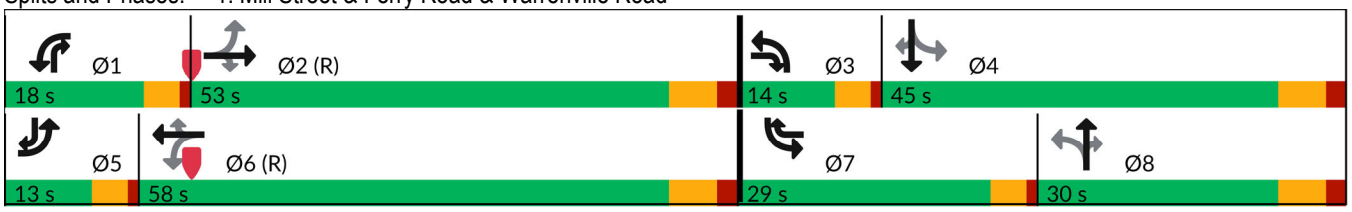
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	616	55	154	379	299	29	197	148	374	302	14
Future Volume (vph)	17	616	55	154	379	299	29	197	148	374	302	14
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		160	370		400	255		280	380		130
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	165			80			120			170		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1583	1805	3762	1568	1687	3762	1615	1752	3725	1615
Flt Permitted	0.510			0.270			0.554			0.469		
Satd. Flow (perm)	969	3762	1583	513	3762	1568	984	3762	1615	865	3725	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			325			119			105
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		837			1935			1040			517	
Travel Time (s)		14.3			33.0			17.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	0%	1%	3%	7%	1%	0%	3%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	670	60	167	412	325	32	214	161	407	328	15
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.5	21.5	7.5	7.5	21.5	7.5	7.5	21.5	7.5	7.5	21.5	7.5
Total Split (s)	13.0	53.0	14.0	18.0	58.0	29.0	14.0	30.0	18.0	29.0	45.0	13.0
Total Split (%)	10.0%	40.8%	10.8%	13.8%	44.6%	22.3%	10.8%	23.1%	13.8%	22.3%	34.6%	10.0%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	6.5	4.5	4.5	6.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	59.1	50.9	64.5	69.2	60.5	95.0	26.4	17.4	35.7	51.8	40.2	52.9
Actuated g/C Ratio	0.45	0.39	0.50	0.53	0.47	0.73	0.20	0.13	0.27	0.40	0.31	0.41

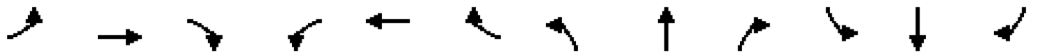
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.04	0.46	0.07	0.43	0.24	0.26	0.13	0.43	0.30	0.76	0.28	0.02
Control Delay (s/veh)	11.9	27.9	2.5	19.6	22.4	1.3	27.1	54.0	11.9	41.3	35.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.9	27.9	2.5	19.6	22.4	1.3	27.1	54.0	11.9	41.3	35.4	0.1
LOS	B	C	A	B	C	A	C	D	B	D	D	A
Approach Delay (s/veh)		25.5			14.3			35.2			37.9	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	8	231	0	75	120	0	16	88	27	252	107	0
Queue Length 95th (ft)	9	291	22	112	155	31	38	125	77	#380	157	0
Internal Link Dist (ft)		757			1855			960			437	
Turn Bay Length (ft)	325		160	370		400	255		280	380		130
Base Capacity (vph)	512	1472	883	411	1751	1233	269	680	553	535	1166	746
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.46	0.07	0.41	0.24	0.26	0.12	0.31	0.29	0.76	0.28	0.02

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 121 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay (s/veh): 26.6 Intersection LOS: C
Intersection Capacity Utilization 76.3% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Mill Street & Ferry Road & Warrenville Road



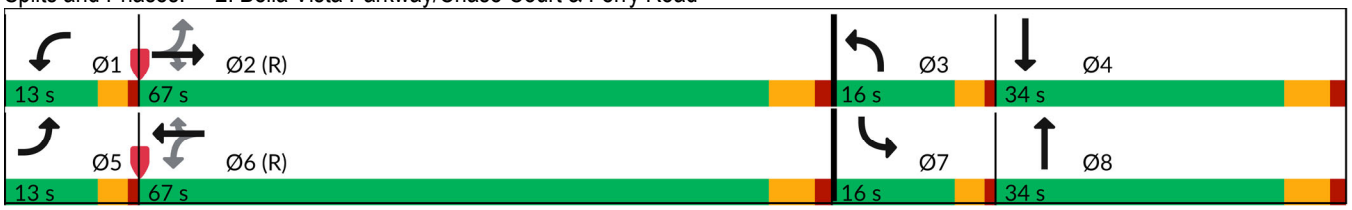


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	713	110	38	349	50	9	2	4	8	1	14
Future Volume (vph)	69	713	110	38	349	50	9	2	4	8	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	180		375	165		160	0		0	0		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	210			165			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.893			0.859	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1615	1805	3539	1615	3502	1440	0	1805	1451	0
Flt Permitted	0.516			0.337			0.950			0.950		
Satd. Flow (perm)	961	3539	1615	640	3539	1615	3502	1440	0	1805	1451	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			92		5			16	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		946			786			527			359	
Travel Time (s)		16.1			13.4			14.4			9.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	0%	0%	2%	0%	0%	0%	25%	0%	100%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	810	125	43	397	57	10	7	0	9	17	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0	15.0	2.5	4.0		3.0	4.0	
Minimum Split (s)	7.0	21.0	21.0	7.0	21.0	21.0	7.0	10.0		7.0	10.0	
Total Split (s)	13.0	67.0	67.0	13.0	67.0	67.0	16.0	34.0		16.0	34.0	
Total Split (%)	10.0%	51.5%	51.5%	10.0%	51.5%	51.5%	12.3%	26.2%		12.3%	26.2%	
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5		3.0	4.5	
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	115.7	109.8	109.8	115.0	109.4	109.4	5.9	6.1		6.2	6.2	
Actuated g/C Ratio	0.89	0.84	0.84	0.88	0.84	0.84	0.05	0.05		0.05	0.05	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.27	0.09	0.07	0.13	0.04	0.06	0.10		0.10	0.20	
Control Delay (s/veh)	1.8	3.9	1.1	1.8	3.2	0.2	60.0	42.5		61.4	31.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	1.8	3.9	1.1	1.8	3.2	0.2	60.0	42.5		61.4	31.0	
LOS	A	A	A	A	A	A	E	D		E	C	
Approach Delay (s/veh)		3.4			2.7			52.8			41.5	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	0	36	0	1	14	0	4	2		7	1	
Queue Length 95th (ft)	23	164	18	14	62	2	13	17		26	25	
Internal Link Dist (ft)		866			706			447			279	
Turn Bay Length (ft)	180		375	165		160						
Base Capacity (vph)	926	2988	1383	659	2979	1374	323	314		166	325	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.27	0.09	0.07	0.13	0.04	0.03	0.02		0.05	0.05	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 99 (76%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay (s/veh): 4.4		Intersection LOS: A	
Intersection Capacity Utilization 43.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Bella Vista Parkway/Chase Court & Ferry Road



Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	681	21	8	409	5	2	0	1	6	0	26
Future Vol, veh/h	23	681	21	8	409	5	2	0	1	6	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	215	-	140	165	-	215	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	26	757	23	9	454	6	2	0	1	7	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	460	0	0	780	0	0	1053	1286	378	902	1303	227
Stage 1	-	-	-	-	-	-	808	808	-	472	472	-
Stage 2	-	-	-	-	-	-	245	478	-	429	831	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1254	-	-	1028	-	-	*417	276	*910	*580	267	*990
Stage 1	-	-	-	-	-	-	*523	520	-	*701	661	-
Stage 2	-	-	-	-	-	-	*934	657	-	*858	505	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	1254	-	-	1028	-	-	*393	268	*910	*563	259	*990
Mov Cap-2 Maneuver	-	-	-	-	-	-	*393	268	-	*563	259	-
Stage 1	-	-	-	-	-	-	*512	509	-	*695	655	-
Stage 2	-	-	-	-	-	-	*899	651	-	*839	495	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.25	0.16	12.46	9.26
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	393	910	1254	-	-	1028	-	-	563	990
HCM Lane V/C Ratio	0.006	0.001	0.02	-	-	0.009	-	-	0.012	0.029
HCM Control Delay (s/veh)	14.2	9	7.9	-	-	8.5	-	-	11.5	8.7
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0	0.1	-	-	0	-	-	0	0.1

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	740	6	0	512	1	1	1	0	4	0	9
Future Vol, veh/h	5	740	6	0	512	1	1	1	0	4	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	125	-	125	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	25	0	0
Mvmt Flow	5	813	7	0	563	1	1	1	0	4	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	564	0	-	-	-	0	1105	1388	407	981	1387	282
Stage 1	-	-	-	-	-	-	824	824	-	563	563	-
Stage 2	-	-	-	-	-	-	281	564	-	418	824	-
Critical Hdwy	4.1	-	-	-	-	-	7.5	6.5	6.9	8	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	7	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.75	4	3.3
Pot Cap-1 Maneuver	1018	-	0	0	-	-	168	144	599	173	144	721
Stage 1	-	-	0	0	-	-	338	390	-	424	512	-
Stage 2	-	-	0	0	-	-	707	512	-	525	390	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1018	-	-	-	-	-	165	143	599	171	143	721
Mov Cap-2 Maneuver	-	-	-	-	-	-	165	143	-	171	143	-
Stage 1	-	-	-	-	-	-	336	388	-	424	512	-
Stage 2	-	-	-	-	-	-	698	512	-	521	388	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.06	0	0	15.34
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	1018	-	-	-	362
HCM Lane V/C Ratio	-	0.005	-	-	-	0.039
HCM Control Delay (s/veh)	0	8.6	-	-	-	15.3
HCM Lane LOS	A	A	-	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	31	55	690	482	31
Future Vol, veh/h	0	31	55	690	482	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	305	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	0
Mvmt Flow	0	34	60	750	524	34

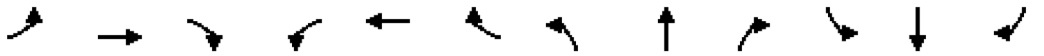
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	279	558	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	0	724	1009	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	724	1009	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s/v	10.21	0.65	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	724	1009	-
HCM Lane V/C Ratio	-	-	0.047	0.059	-
HCM Control Delay (s/veh)	-	-	10.2	8.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	-

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

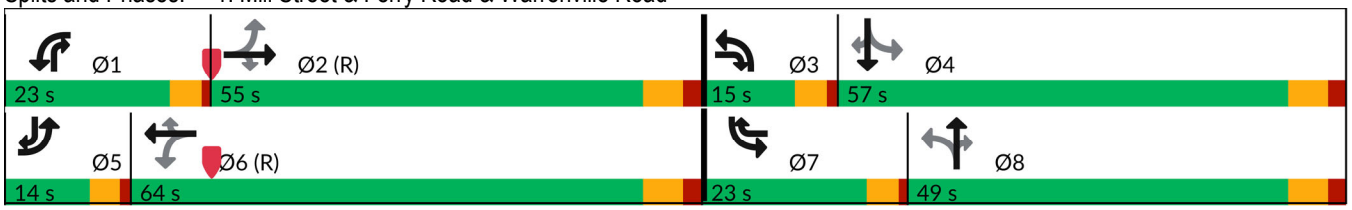


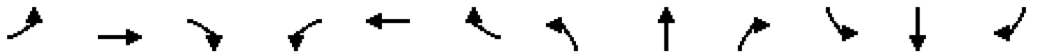
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	475	76	227	509	415	53	399	148	220	243	7
Future Volume (vph)	33	475	76	227	509	415	53	399	148	220	243	7
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		160	370		400	255		280	380		130
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	165			80			120			170		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1615	1805	3762	1599	1736	3762	1599	1787	3800	1615
Flt Permitted	0.453			0.372			0.593			0.283		
Satd. Flow (perm)	861	3762	1615	707	3762	1599	1083	3762	1599	532	3800	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124			290			156			91
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		837			1935			1040			517	
Travel Time (s)		14.3			33.0			17.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	4%	1%	1%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	500	80	239	536	437	56	420	156	232	256	7
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.5	21.5	7.5	7.5	21.5	7.5	7.5	21.5	7.5	7.5	21.5	7.5
Total Split (s)	14.0	55.0	15.0	23.0	64.0	23.0	15.0	49.0	23.0	23.0	57.0	14.0
Total Split (%)	9.3%	36.7%	10.0%	15.3%	42.7%	15.3%	10.0%	32.7%	15.3%	15.3%	38.0%	9.3%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	6.5	4.5	4.5	6.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	69.2	60.3	75.3	83.0	71.6	100.3	39.9	29.3	52.0	58.0	42.9	56.4
Actuated g/C Ratio	0.46	0.40	0.50	0.55	0.48	0.67	0.27	0.20	0.35	0.39	0.29	0.38

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.08	0.33	0.09	0.47	0.30	0.38	0.17	0.57	0.24	0.59	0.24	0.01
Control Delay (s/veh)	18.3	30.3	0.4	22.3	26.8	5.1	29.0	57.3	4.5	37.6	40.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.3	30.3	0.4	22.3	26.8	5.1	29.0	57.3	4.5	37.6	40.3	0.0
LOS	B	C	A	C	C	A	C	E	A	D	D	A
Approach Delay (s/veh)		25.7			18.1			41.7			38.5	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	14	155	0	117	170	51	34	198	0	159	101	0
Queue Length 95th (ft)	36	202	2	201	252	129	57	240	42	202	128	0
Internal Link Dist (ft)		757			1855			960			437	
Turn Bay Length (ft)	325		160	370		400	255		280	380		130
Base Capacity (vph)	471	1544	892	534	1799	1170	348	1065	688	396	1287	689
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.32	0.09	0.45	0.30	0.37	0.16	0.39	0.23	0.59	0.20	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 39 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 28.1		Intersection LOS: C	
Intersection Capacity Utilization 68.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Mill Street & Ferry Road & Warrenville Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	483	30	3	587	7	68	0	56	53	0	69
Future Volume (vph)	15	483	30	3	587	7	68	0	56	53	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	180		375	165		160	0		0	0		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	210			165			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3574	1615	1805	3574	1615	3433	1615	0	1805	1615	0
Flt Permitted	0.391			0.455			0.950			0.950		
Satd. Flow (perm)	743	3574	1615	864	3574	1615	3433	1615	0	1805	1615	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109		323			377	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		946			786			527			359	
Travel Time (s)		16.1			13.4			14.4			9.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	531	33	3	645	8	75	62	0	58	76	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0	15.0	3.0	4.0		3.0	4.0	
Minimum Split (s)	7.0	21.0	21.0	7.0	21.0	21.0	7.0	10.0		7.0	10.0	
Total Split (s)	14.0	63.0	63.0	14.0	63.0	63.0	34.0	58.0		15.0	39.0	
Total Split (%)	9.3%	42.0%	42.0%	9.3%	42.0%	42.0%	22.7%	38.7%		10.0%	26.0%	
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5		3.0	4.5	
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	119.6	116.3	116.3	118.5	114.3	114.3	8.7	7.6		10.2	7.1	
Actuated g/C Ratio	0.80	0.78	0.78	0.79	0.76	0.76	0.06	0.05		0.07	0.05	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.03	0.19	0.03	0.00	0.24	0.01	0.38	0.16		0.48	0.17	
Control Delay (s/veh)	3.5	5.1	0.0	1.0	1.4	0.0	73.1	0.9		79.1	0.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	3.5	5.1	0.0	1.0	1.4	0.0	73.1	0.9		79.1	0.9	
LOS	A	A	A	A	A	A	E	A		E	A	
Approach Delay (s/veh)		4.8			1.4			40.4			34.7	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)	3	58	0	0	14	0	37	0		56	0	
Queue Length 95th (ft)	9	113	0	m1	26	m0	64	0		102	0	
Internal Link Dist (ft)		866			706			447			279	
Turn Bay Length (ft)	180		375	165		160						
Base Capacity (vph)	666	2771	1276	755	2722	1256	686	770		142	649	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.02	0.19	0.03	0.00	0.24	0.01	0.11	0.08		0.41	0.12	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 87 (58%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 9.2		Intersection LOS: A	
Intersection Capacity Utilization 35.8%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 2: Bella Vista Parkway/Chase Court & Ferry Road



Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	558	6	7	552	10	25	0	20	6	0	20
Future Vol, veh/h	28	558	6	7	552	10	25	0	20	6	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	215	-	140	165	-	215	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	1	17	0	1	0	0	0	0	0	0	0
Mvmt Flow	31	620	7	8	613	11	28	0	22	7	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	624	0	0	627	0	0	1004	1322	310	1001	1318	307
Stage 1	-	-	-	-	-	-	682	682	-	629	629	-
Stage 2	-	-	-	-	-	-	322	640	-	372	689	-
Critical Hdwy	4.18	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.24	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1136	-	-	1158	-	-	*534	281	*934	*538	283	*934
Stage 1	-	-	-	-	-	-	*597	577	-	*649	614	-
Stage 2	-	-	-	-	-	-	*880	607	-	*880	573	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	1136	-	-	1158	-	-	*504	271	*934	*508	273	*934
Mov Cap-2 Maneuver	-	-	-	-	-	-	*504	271	-	*508	273	-
Stage 1	-	-	-	-	-	-	*580	562	-	*644	610	-
Stage 2	-	-	-	-	-	-	*854	602	-	*836	557	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.39	0.1	10.96	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	504	934	1136	-	-	1158	-	-	508	934
HCM Lane V/C Ratio	0.055	0.024	0.027	-	-	0.007	-	-	0.013	0.024
HCM Control Delay (s/veh)	12.6	8.9	8.3	-	-	8.1	-	-	12.2	8.9
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.2	0.1	0.1	-	-	0	-	-	0	0.1

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	492	3	0	856	4	0	1	2	3	0	6
Future Vol, veh/h	12	492	3	0	856	4	0	1	2	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	125	-	125	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	13	523	3	0	911	4	0	1	2	3	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	915	0	-	-	-	0	-	1464	262	1201	1462	457
Stage 1	-	-	-	-	-	-	-	549	-	913	913	-
Stage 2	-	-	-	-	-	-	-	915	-	288	549	-
Critical Hdwy	4.1	-	-	-	-	-	-	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	754	-	0	0	-	-	0	130	743	143	130	556
Stage 1	-	-	0	0	-	-	0	520	-	299	355	-
Stage 2	-	-	0	0	-	-	0	354	-	701	520	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	754	-	-	-	-	-	-	127	743	139	128	556
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	127	-	139	128	-
Stage 1	-	-	-	-	-	-	-	511	-	299	355	-
Stage 2	-	-	-	-	-	-	-	354	-	686	511	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.23	0	9.86	18.42
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	743	754	-	-	-	278
HCM Lane V/C Ratio	0.003	0.017	-	-	-	0.034
HCM Control Delay (s/veh)	9.9	9.9	-	-	-	18.4
HCM Lane LOS	A	A	-	-	-	C
HCM 95th %tile Q(veh)	0	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	54	27	470	806	41
Future Vol, veh/h	0	54	27	470	806	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	305	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	0	57	29	500	857	44

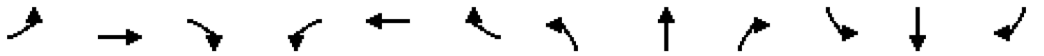
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	451	901	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	562	763	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	562	763	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s/v	12.14	0.54	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	562	763	-
HCM Lane V/C Ratio	-	-	0.102	0.038	-
HCM Control Delay (s/veh)	-	-	12.1	9.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Capacity Analysis Summary Sheets

Year 2030 No-Build Weekday Morning Peak Hour



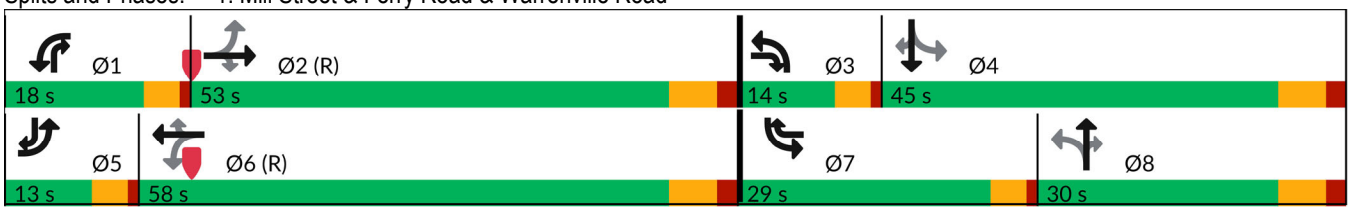
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	668	60	167	411	324	31	214	161	406	328	15
Future Volume (vph)	18	668	60	167	411	324	31	214	161	406	328	15
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		160	370		400	255		280	380		130
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	165			80			120			170		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1583	1805	3762	1568	1687	3762	1615	1752	3725	1615
Flt Permitted	0.493			0.236			0.538			0.449		
Satd. Flow (perm)	937	3762	1583	448	3762	1568	955	3762	1615	828	3725	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			352			105			105
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		837			1935			1040			517	
Travel Time (s)		14.3			33.0			17.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	0%	1%	3%	7%	1%	0%	3%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	726	65	182	447	352	34	233	175	441	357	16
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.5	21.5	7.5	7.5	21.5	7.5	7.5	21.5	7.5	7.5	21.5	7.5
Total Split (s)	13.0	53.0	14.0	18.0	58.0	29.0	14.0	30.0	18.0	29.0	45.0	13.0
Total Split (%)	10.0%	40.8%	10.8%	13.8%	44.6%	22.3%	10.8%	23.1%	13.8%	22.3%	34.6%	10.0%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	6.5	4.5	4.5	6.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	57.9	49.7	63.3	68.3	59.7	94.3	27.2	18.1	36.7	52.7	41.1	53.8
Actuated g/C Ratio	0.45	0.38	0.49	0.53	0.46	0.73	0.21	0.14	0.28	0.41	0.32	0.41

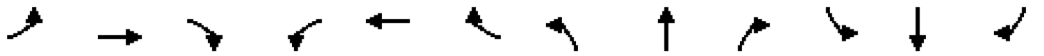
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.04	0.50	0.08	0.50	0.26	0.29	0.14	0.45	0.33	0.82	0.30	0.02
Control Delay (s/veh)	11.3	28.3	2.5	21.5	22.9	1.4	27.1	53.7	15.8	46.0	35.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.3	28.3	2.5	21.5	22.9	1.4	27.1	53.7	15.8	46.0	35.4	0.1
LOS	B	C	A	C	C	A	C	D	B	D	D	A
Approach Delay (s/veh)		25.8			14.9			36.6			40.4	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	8	247	0	78	126	0	17	96	44	292	122	0
Queue Length 95th (ft)	8	318	25	124	171	32	39	134	99	#463	168	0
Internal Link Dist (ft)		757			1855			960			437	
Turn Bay Length (ft)	325		160	370		400	255		280	380		130
Base Capacity (vph)	490	1438	871	379	1726	1233	270	680	550	535	1194	756
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.50	0.07	0.48	0.26	0.29	0.13	0.34	0.32	0.82	0.30	0.02

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 121 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay (s/veh): 27.8 Intersection LOS: C
Intersection Capacity Utilization 80.1% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Mill Street & Ferry Road & Warrenville Road



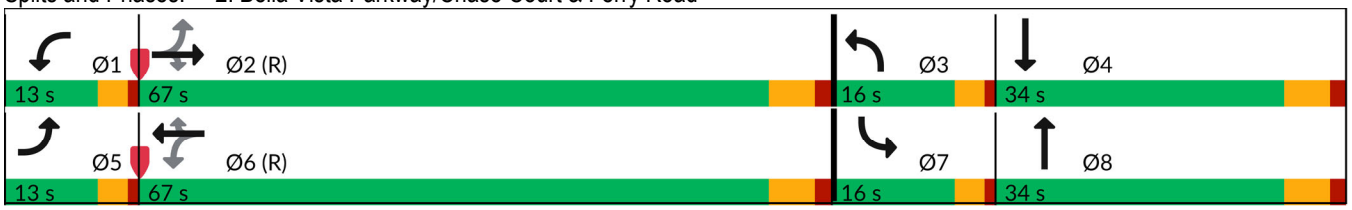


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	774	119	41	379	54	10	2	4	9	1	15
Future Volume (vph)	75	774	119	41	379	54	10	2	4	9	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	180		375	165		160	0		0	0		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	210			165			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.893			0.858	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1615	1805	3539	1615	3502	1440	0	1805	1453	0
Flt Permitted	0.494			0.312			0.950			0.950		
Satd. Flow (perm)	920	3539	1615	593	3539	1615	3502	1440	0	1805	1453	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			135			92		5			17	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		946			786			527			359	
Travel Time (s)		16.1			13.4			14.4			9.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	0%	0%	2%	0%	0%	0%	25%	0%	100%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	880	135	47	431	61	11	7	0	10	18	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0	15.0	2.5	4.0		3.0	4.0	
Minimum Split (s)	7.0	21.0	21.0	7.0	21.0	21.0	7.0	10.0		7.0	10.0	
Total Split (s)	13.0	67.0	67.0	13.0	67.0	67.0	16.0	34.0		16.0	34.0	
Total Split (%)	10.0%	51.5%	51.5%	10.0%	51.5%	51.5%	12.3%	26.2%		12.3%	26.2%	
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5		3.0	4.5	
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	113.7	107.6	107.6	112.1	104.1	104.1	5.9	8.1		6.3	6.3	
Actuated g/C Ratio	0.87	0.83	0.83	0.86	0.80	0.80	0.05	0.06		0.05	0.05	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.10	0.30	0.10	0.08	0.15	0.05	0.07	0.07		0.11	0.21	
Control Delay (s/veh)	2.3	4.9	1.3	2.4	4.0	0.4	60.1	39.3		61.4	31.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	2.3	4.9	1.3	2.4	4.0	0.4	60.1	39.3		61.4	31.1	
LOS	A	A	A	A	A	A	E	D		E	C	
Approach Delay (s/veh)		4.2			3.5			52.0			41.9	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	0	41	0	1	16	0	4	2		8	1	
Queue Length 95th (ft)	25	182	19	15	68	3	14	17		27	25	
Internal Link Dist (ft)		866			706			447			279	
Turn Bay Length (ft)	180		375	165		160						
Base Capacity (vph)	876	2928	1359	608	2833	1311	323	314		166	326	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.10	0.30	0.10	0.08	0.15	0.05	0.03	0.02		0.06	0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 99 (76%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.30			
Intersection Signal Delay (s/veh): 5.1		Intersection LOS: A	
Intersection Capacity Utilization 45.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Bella Vista Parkway/Chase Court & Ferry Road



Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	739	23	9	444	5	2	0	1	7	0	28
Future Vol, veh/h	25	739	23	9	444	5	2	0	1	7	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	215	-	140	165	-	215	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	28	821	26	10	493	6	2	0	1	8	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	499	0	0	847	0	0	1143	1396	411	979	1416	247
Stage 1	-	-	-	-	-	-	877	877	-	513	513	-
Stage 2	-	-	-	-	-	-	267	519	-	466	902	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1237	-	-	982	-	-	*380	242	*893	*551	233	*974
Stage 1	-	-	-	-	-	-	*489	492	-	*690	650	-
Stage 2	-	-	-	-	-	-	*919	646	-	*842	477	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	1237	-	-	982	-	-	*356	234	*893	*532	225	*974
Mov Cap-2 Maneuver	-	-	-	-	-	-	*356	234	-	*532	225	-
Stage 1	-	-	-	-	-	-	*478	481	-	*683	644	-
Stage 2	-	-	-	-	-	-	*880	640	-	*822	466	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.25	0.17	13.13	9.43
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	356	893	1237	-	-	982	-	-	532	974
HCM Lane V/C Ratio	0.006	0.001	0.022	-	-	0.01	-	-	0.015	0.032
HCM Control Delay (s/veh)	15.2	9	8	-	-	8.7	-	-	11.9	8.8
HCM Lane LOS	C	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0	0.1	-	-	0	-	-	0	0.1

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	803	7	0	557	1	1	1	0	4	0	10
Future Vol, veh/h	5	803	7	0	557	1	1	1	0	4	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	125	-	125	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	25	0	0
Mvmt Flow	5	882	8	0	612	1	1	1	0	4	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	613	0	-	-	-	0	1199	1507	441	1065	1506	307
Stage 1	-	-	-	-	-	-	893	893	-	613	613	-
Stage 2	-	-	-	-	-	-	306	613	-	453	893	-
Critical Hdwy	4.1	-	-	-	-	-	7.5	6.5	6.9	8	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	7	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.75	4	3.3
Pot Cap-1 Maneuver	976	-	0	0	-	-	143	122	569	149	122	695
Stage 1	-	-	0	0	-	-	307	363	-	395	487	-
Stage 2	-	-	0	0	-	-	684	486	-	499	363	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	976	-	-	-	-	-	140	121	569	147	122	695
Mov Cap-2 Maneuver	-	-	-	-	-	-	140	121	-	147	122	-
Stage 1	-	-	-	-	-	-	305	360	-	395	487	-
Stage 2	-	-	-	-	-	-	674	486	-	495	360	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.05	0	0	16.22
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	976	-	-	-	336
HCM Lane V/C Ratio	-	0.006	-	-	-	0.046
HCM Control Delay (s/veh)	0	8.7	-	-	-	16.2
HCM Lane LOS	A	A	-	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	34	60	749	523	34
Future Vol, veh/h	0	34	60	749	523	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	305	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	0
Mvmt Flow	0	37	65	814	568	37

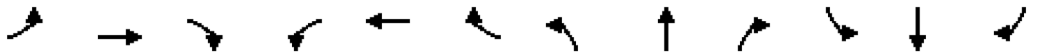
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	303	605	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	0	699	969	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	699	969	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s/v	10.43	0.67	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	699	969	-
HCM Lane V/C Ratio	-	-	0.053	0.067	-
HCM Control Delay (s/veh)	-	-	10.4	9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Capacity Analysis Summary Sheets

Year 2030 No-Build Weekday Evening Peak Hour

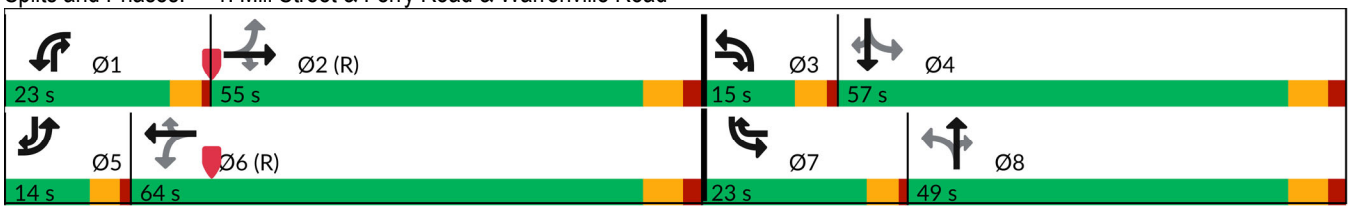


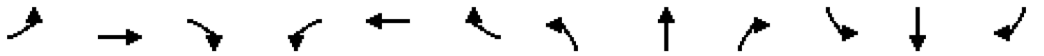
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	515	82	246	552	450	58	433	161	239	264	8
Future Volume (vph)	36	515	82	246	552	450	58	433	161	239	264	8
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		160	370		400	255		280	380		130
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	165			80			120			170		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1615	1805	3762	1599	1736	3762	1599	1787	3800	1615
Flt Permitted	0.433			0.337			0.581			0.267		
Satd. Flow (perm)	823	3762	1615	640	3762	1599	1061	3762	1599	502	3800	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124			266			145			91
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		837			1935			1040			517	
Travel Time (s)		14.3			33.0			17.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	4%	1%	1%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	542	86	259	581	474	61	456	169	252	278	8
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.5	21.5	7.5	7.5	21.5	7.5	7.5	21.5	7.5	7.5	21.5	7.5
Total Split (s)	14.0	55.0	15.0	23.0	64.0	23.0	15.0	49.0	23.0	23.0	57.0	14.0
Total Split (%)	9.3%	36.7%	10.0%	15.3%	42.7%	15.3%	10.0%	32.7%	15.3%	15.3%	38.0%	9.3%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	6.5	4.5	4.5	6.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	66.2	57.2	72.4	80.7	69.1	98.1	42.1	31.3	54.9	60.3	45.0	58.6
Actuated g/C Ratio	0.44	0.38	0.48	0.54	0.46	0.65	0.28	0.21	0.37	0.40	0.30	0.39

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.38	0.10	0.54	0.34	0.42	0.18	0.58	0.25	0.64	0.24	0.01
Control Delay (s/veh)	19.1	32.6	0.7	24.8	28.6	7.1	28.1	55.9	6.6	38.0	39.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.1	32.6	0.7	24.8	28.6	7.1	28.1	55.9	6.6	38.0	39.3	0.0
LOS	B	C	A	C	C	A	C	E	A	D	D	A
Approach Delay (s/veh)		27.7			20.1			41.3			38.1	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	16	176	0	139	200	83	35	213	15	164	105	0
Queue Length 95th (ft)	36	217	4	210	266	184	64	253	58	227	142	0
Internal Link Dist (ft)		757			1855			960			437	
Turn Bay Length (ft)	325		160	370		400	255		280	380		130
Base Capacity (vph)	438	1466	862	496	1734	1140	358	1065	701	397	1292	711
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.37	0.10	0.52	0.34	0.42	0.17	0.43	0.24	0.63	0.22	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 39 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 29.2		Intersection LOS: C	
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Mill Street & Ferry Road & Warrenville Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	524	33	3	637	8	74	0	61	58	0	75
Future Volume (vph)	16	524	33	3	637	8	74	0	61	58	0	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	180		375	165		160	0		0	0		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	210			165			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3574	1615	1805	3574	1615	3433	1615	0	1805	1615	0
Flt Permitted	0.362			0.435			0.950			0.950		
Satd. Flow (perm)	688	3574	1615	826	3574	1615	3433	1615	0	1805	1615	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109		298			357	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		946			786			527			359	
Travel Time (s)		16.1			13.4			14.4			9.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	576	36	3	700	9	81	67	0	64	82	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0	15.0	3.0	4.0		3.0	4.0	
Minimum Split (s)	7.0	21.0	21.0	7.0	21.0	21.0	7.0	10.0		7.0	10.0	
Total Split (s)	14.0	63.0	63.0	14.0	63.0	63.0	34.0	58.0		15.0	39.0	
Total Split (%)	9.3%	42.0%	42.0%	9.3%	42.0%	42.0%	22.7%	38.7%		10.0%	26.0%	
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5		3.0	4.5	
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	119.1	115.8	115.8	117.1	111.8	111.8	8.9	7.6		10.7	7.3	
Actuated g/C Ratio	0.79	0.77	0.77	0.78	0.75	0.75	0.06	0.05		0.07	0.05	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.03	0.21	0.03	0.00	0.26	0.01	0.40	0.18		0.50	0.20	
Control Delay (s/veh)	3.8	5.4	0.0	1.0	1.6	0.0	73.3	1.1		79.3	1.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	3.8	5.4	0.0	1.0	1.6	0.0	73.3	1.1		79.3	1.1	
LOS	A	A	A	A	A	A	E	A		E	A	
Approach Delay (s/veh)		5.0			1.6			40.6			35.4	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	3	65	0	0	22	0	40	0		61	0	
Queue Length 95th (ft)	10	126	0	m1	30	m0	68	0		110	0	
Internal Link Dist (ft)		866			706			447			279	
Turn Bay Length (ft)	180		375	165		160						
Base Capacity (vph)	623	2760	1271	724	2662	1231	686	754		145	633	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.03	0.21	0.03	0.00	0.26	0.01	0.12	0.09		0.44	0.13	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 87 (58%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay (s/veh): 9.4 Intersection LOS: A
Intersection Capacity Utilization 37.5% ICU Level of Service A
Analysis Period (min) 15

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

Splits and Phases: 2: Bella Vista Parkway/Chase Court & Ferry Road



Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	605	7	8	599	11	27	0	22	7	0	22
Future Vol, veh/h	30	605	7	8	599	11	27	0	22	7	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	215	-	140	165	-	215	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	1	17	0	1	0	0	0	0	0	0	0
Mvmt Flow	33	672	8	9	666	12	30	0	24	8	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	678	0	0	680	0	0	1089	1434	336	1086	1430	333
Stage 1	-	-	-	-	-	-	739	739	-	683	683	-
Stage 2	-	-	-	-	-	-	351	696	-	403	747	-
Critical Hdwy	4.18	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.24	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1099	-	-	1121	-	-	*499	245	*920	*503	247	*920
Stage 1	-	-	-	-	-	-	*568	554	-	*620	592	-
Stage 2	-	-	-	-	-	-	*867	583	-	*867	549	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	1099	-	-	1121	-	-	*468	236	*920	*471	238	*920
Mov Cap-2 Maneuver	-	-	-	-	-	-	*468	236	-	*471	238	-
Stage 1	-	-	-	-	-	-	*551	537	-	*615	587	-
Stage 2	-	-	-	-	-	-	*837	579	-	*818	532	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.39	0.11	11.34	9.93
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	468	920	1099	-	-	1121	-	-	471	920
HCM Lane V/C Ratio	0.064	0.027	0.03	-	-	0.008	-	-	0.017	0.027
HCM Control Delay (s/veh)	13.2	9	8.4	-	-	8.2	-	-	12.8	9
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.2	0.1	0.1	-	-	0	-	-	0.1	0.1

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	534	3	0	929	4	0	1	2	3	0	7
Future Vol, veh/h	13	534	3	0	929	4	0	1	2	3	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	125	-	125	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	14	568	3	0	988	4	0	1	2	3	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	993	0	-	-	-	0	-	1588	284	1303	1586	496
Stage 1	-	-	-	-	-	-	-	596	-	990	990	-
Stage 2	-	-	-	-	-	-	-	993	-	312	596	-
Critical Hdwy	4.1	-	-	-	-	-	-	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	705	-	0	0	-	-	0	109	719	120	109	524
Stage 1	-	-	0	0	-	-	0	495	-	268	327	-
Stage 2	-	-	0	0	-	-	0	326	-	679	495	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	705	-	-	-	-	-	-	107	719	116	107	524
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	107	-	116	107	-
Stage 1	-	-	-	-	-	-	-	486	-	268	327	-
Stage 2	-	-	-	-	-	-	-	326	-	662	486	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.24	0	10.02	19.7
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	719	705	-	-	-	256
HCM Lane V/C Ratio	0.003	0.02	-	-	-	0.042
HCM Control Delay (s/veh)	10	10.2	-	-	-	19.7
HCM Lane LOS	B	B	-	-	-	C
HCM 95th %tile Q(veh)	0	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	59	29	510	875	44
Future Vol, veh/h	0	59	29	510	875	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	305	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	0	63	31	543	931	47

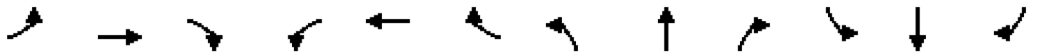
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	489	978	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	530	714	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	530	714	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s/v	12.7	0.55	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	530	714	-
HCM Lane V/C Ratio	-	-	0.118	0.043	-
HCM Control Delay (s/veh)	-	-	12.7	10.3	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Capacity Analysis Summary Sheets

Year 2030 Total Projected Weekday Morning Peak Hour



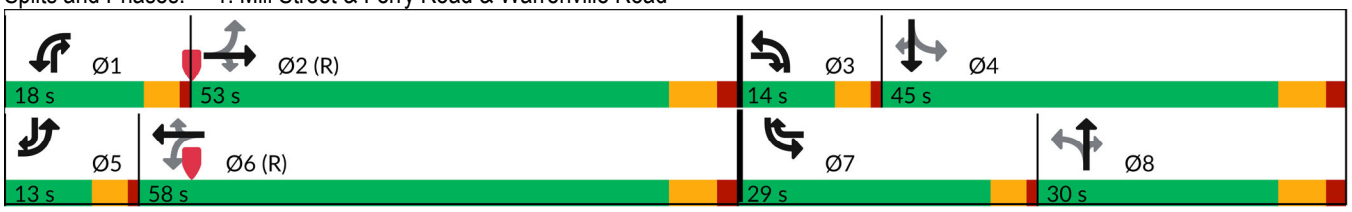
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	677	63	167	415	324	33	214	161	410	331	15
Future Volume (vph)	18	677	63	167	415	324	33	214	161	410	331	15
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		160	370		400	255		280	380		130
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	165			80			120			170		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1583	1805	3762	1568	1687	3762	1615	1752	3725	1615
Flt Permitted	0.491			0.231			0.537			0.448		
Satd. Flow (perm)	933	3762	1583	439	3762	1568	954	3762	1615	826	3725	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			352			105			105
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		837			1935			1040			517	
Travel Time (s)		14.3			33.0			17.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	0%	1%	3%	7%	1%	0%	3%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	736	68	182	451	352	36	233	175	446	360	16
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.5	21.5	7.5	7.5	21.5	7.5	7.5	21.5	7.5	7.5	21.5	7.5
Total Split (s)	13.0	53.0	14.0	18.0	58.0	29.0	14.0	30.0	18.0	29.0	45.0	13.0
Total Split (%)	10.0%	40.8%	10.8%	13.8%	44.6%	22.3%	10.8%	23.1%	13.8%	22.3%	34.6%	10.0%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	6.5	4.5	4.5	6.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	57.9	49.7	63.4	68.3	59.7	94.3	27.3	18.1	36.7	52.7	40.9	53.6
Actuated g/C Ratio	0.45	0.38	0.49	0.53	0.46	0.73	0.21	0.14	0.28	0.41	0.31	0.41

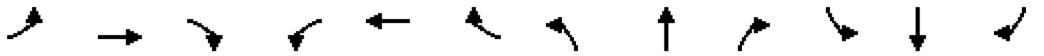
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.04	0.51	0.08	0.51	0.26	0.29	0.15	0.45	0.33	0.84	0.31	0.02
Control Delay (s/veh)	11.3	28.5	2.5	21.6	22.9	1.4	27.3	53.7	15.8	46.9	35.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.3	28.5	2.5	21.6	22.9	1.4	27.3	53.7	15.8	46.9	35.6	0.1
LOS	B	C	A	C	C	A	C	D	B	D	D	A
Approach Delay (s/veh)		25.9			15.0			36.6			41.1	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	8	247	0	77	125	0	19	96	44	301	125	0
Queue Length 95th (ft)	8	325	26	124	172	32	41	134	99	#475	170	0
Internal Link Dist (ft)		757			1855			960			437	
Turn Bay Length (ft)	325		160	370		400	255		280	380		130
Base Capacity (vph)	489	1438	870	375	1726	1233	270	680	550	534	1195	754
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.51	0.08	0.49	0.26	0.29	0.13	0.34	0.32	0.84	0.30	0.02

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 121 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay (s/veh): 28.0 Intersection LOS: C
Intersection Capacity Utilization 80.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Mill Street & Ferry Road & Warrenville Road



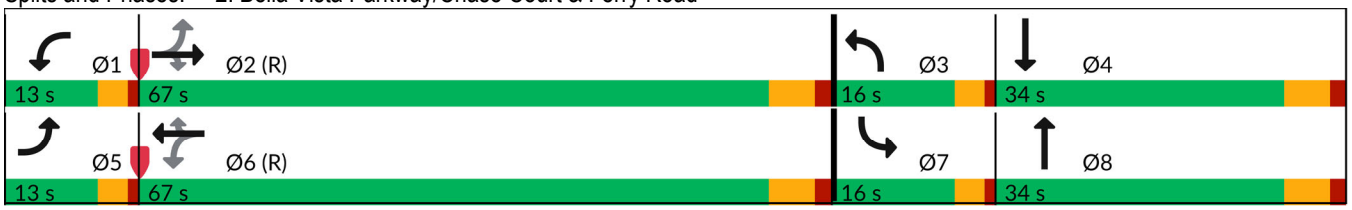


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	776	119	41	392	54	10	2	4	9	1	15
Future Volume (vph)	75	776	119	41	392	54	10	2	4	9	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	180		375	165		160	0		0	0		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	210			165			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.893			0.858	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1615	1805	3539	1615	3502	1440	0	1805	1453	0
Flt Permitted	0.487			0.311			0.950			0.950		
Satd. Flow (perm)	907	3539	1615	591	3539	1615	3502	1440	0	1805	1453	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			135			92		5			17	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		946			786			527			359	
Travel Time (s)		16.1			13.4			14.4			9.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	0%	0%	2%	0%	0%	0%	25%	0%	100%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	882	135	47	445	61	11	7	0	10	18	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0	15.0	2.5	4.0		3.0	4.0	
Minimum Split (s)	7.0	21.0	21.0	7.0	21.0	21.0	7.0	10.0		7.0	10.0	
Total Split (s)	13.0	67.0	67.0	13.0	67.0	67.0	16.0	34.0		16.0	34.0	
Total Split (%)	10.0%	51.5%	51.5%	10.0%	51.5%	51.5%	12.3%	26.2%		12.3%	26.2%	
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5		3.0	4.5	
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	113.7	107.6	107.6	112.1	104.1	104.1	5.9	8.1		6.3	6.3	
Actuated g/C Ratio	0.87	0.83	0.83	0.86	0.80	0.80	0.05	0.06		0.05	0.05	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.10	0.30	0.10	0.08	0.16	0.05	0.07	0.07		0.11	0.21	
Control Delay (s/veh)	2.3	4.9	1.3	2.4	4.1	0.4	60.1	39.3		61.4	31.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	2.3	4.9	1.3	2.4	4.1	0.4	60.1	39.3		61.4	31.1	
LOS	A	A	A	A	A	A	E	D		E	C	
Approach Delay (s/veh)		4.2			3.5			52.0			41.9	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	0	41	0	1	16	0	4	2		8	1	
Queue Length 95th (ft)	25	183	19	15	71	3	14	17		27	25	
Internal Link Dist (ft)		866			706			447			279	
Turn Bay Length (ft)	180		375	165		160						
Base Capacity (vph)	865	2928	1359	607	2833	1311	323	314		166	326	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.10	0.30	0.10	0.08	0.16	0.05	0.03	0.02		0.06	0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 99 (76%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.30			
Intersection Signal Delay (s/veh): 5.1		Intersection LOS: A	
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Bella Vista Parkway/Chase Court & Ferry Road



Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	739	23	9	444	11	2	0	1	19	0	41
Future Vol, veh/h	27	739	23	9	444	11	2	0	1	19	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	215	-	140	165	-	215	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	30	821	26	10	493	12	2	0	1	21	0	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	506	0	0	847	0	0	1148	1407	411	984	1420	247
Stage 1	-	-	-	-	-	-	881	881	-	513	513	-
Stage 2	-	-	-	-	-	-	267	526	-	471	907	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1229	-	-	982	-	-	*376	237	*893	*545	231	*974
Stage 1	-	-	-	-	-	-	*485	489	-	*690	650	-
Stage 2	-	-	-	-	-	-	*919	642	-	*842	474	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	1229	-	-	982	-	-	*346	228	*893	*526	223	*974
Mov Cap-2 Maneuver	-	-	-	-	-	-	*346	228	-	*526	223	-
Stage 1	-	-	-	-	-	-	*474	477	-	*683	644	-
Stage 2	-	-	-	-	-	-	*867	635	-	*821	462	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.27	0.17	13.32	9.91
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	346	893	1229	-	-	982	-	-	526	974
HCM Lane V/C Ratio	0.006	0.001	0.024	-	-	0.01	-	-	0.04	0.047
HCM Control Delay (s/veh)	15.5	9	8	-	-	8.7	-	-	12.1	8.9
HCM Lane LOS	C	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0	0.1	-	-	0	-	-	0.1	0.1

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	803	9	0	557	1	1	1	7	4	0	10
Future Vol, veh/h	5	803	9	0	557	1	1	1	7	4	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	125	-	125	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	25	0	0
Mvmt Flow	5	882	10	0	612	1	1	1	8	4	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	613	0	-	-	-	0	1199	1507	441	1065	1506	307
Stage 1	-	-	-	-	-	-	893	893	-	613	613	-
Stage 2	-	-	-	-	-	-	306	613	-	453	893	-
Critical Hdwy	4.1	-	-	-	-	-	7.5	6.5	6.9	8	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	7	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.75	4	3.3
Pot Cap-1 Maneuver	976	-	0	0	-	-	143	122	569	149	122	695
Stage 1	-	-	0	0	-	-	307	363	-	395	487	-
Stage 2	-	-	0	0	-	-	684	486	-	499	363	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	976	-	-	-	-	-	140	121	569	145	122	695
Mov Cap-2 Maneuver	-	-	-	-	-	-	140	121	-	145	122	-
Stage 1	-	-	-	-	-	-	305	360	-	395	487	-
Stage 2	-	-	-	-	-	-	674	486	-	488	360	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.05	0	11.41	16.32
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	569	976	-	-	-	333
HCM Lane V/C Ratio	0.014	0.006	-	-	-	0.046
HCM Control Delay (s/veh)	11.4	8.7	-	-	-	16.3
HCM Lane LOS	B	A	-	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	34	60	756	523	34
Future Vol, veh/h	0	34	60	756	523	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	305	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	0
Mvmt Flow	0	37	65	822	568	37

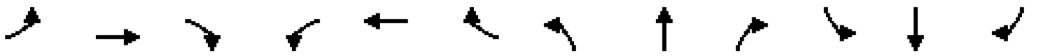
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	303	605	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	0	699	969	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	699	969	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s/v	10.43	0.66	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	699	969	-
HCM Lane V/C Ratio	-	-	0.053	0.067	-
HCM Control Delay (s/veh)	-	-	10.4	9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Capacity Analysis Summary Sheets

Year 2030 Total Projected Weekday Evening Peak Hour

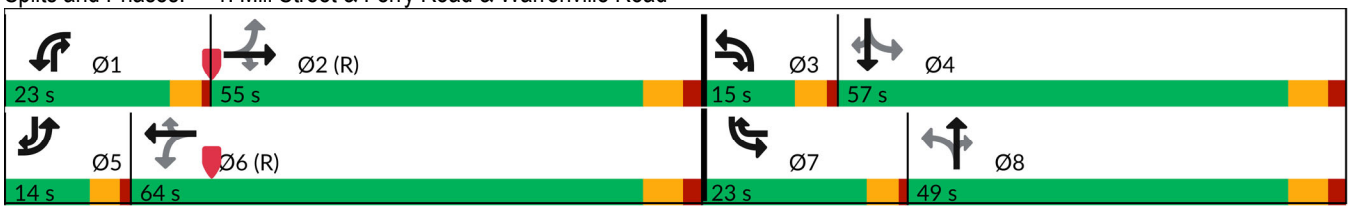


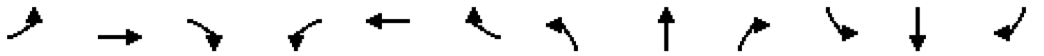
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	520	85	246	564	450	64	433	161	242	266	8
Future Volume (vph)	36	520	85	246	564	450	64	433	161	242	266	8
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	325		160	370		400	255		280	380		130
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	165			80			120			170		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1615	1805	3762	1599	1736	3762	1599	1787	3800	1615
Flt Permitted	0.428			0.334			0.580			0.267		
Satd. Flow (perm)	813	3762	1615	635	3762	1599	1060	3762	1599	502	3800	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124			266			142			91
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		837			1935			1040			517	
Travel Time (s)		14.3			33.0			17.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	4%	1%	1%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	547	89	259	594	474	67	456	169	255	280	8
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	7.5	21.5	7.5	7.5	21.5	7.5	7.5	21.5	7.5	7.5	21.5	7.5
Total Split (s)	14.0	55.0	15.0	23.0	64.0	23.0	15.0	49.0	23.0	23.0	57.0	14.0
Total Split (%)	9.3%	36.7%	10.0%	15.3%	42.7%	15.3%	10.0%	32.7%	15.3%	15.3%	38.0%	9.3%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	6.5	4.5	4.5	6.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	66.1	57.0	72.6	80.6	69.0	98.1	42.4	31.3	54.9	60.4	44.8	58.4
Actuated g/C Ratio	0.44	0.38	0.48	0.54	0.46	0.65	0.28	0.21	0.37	0.40	0.30	0.39

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.38	0.11	0.55	0.34	0.42	0.20	0.58	0.25	0.64	0.25	0.01
Control Delay (s/veh)	19.2	32.7	0.9	24.9	28.8	7.1	28.3	55.9	6.9	38.1	39.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.2	32.7	0.9	24.9	28.8	7.1	28.3	55.9	6.9	38.1	39.5	0.0
LOS	B	C	A	C	C	A	C	E	A	D	D	A
Approach Delay (s/veh)		27.8			20.3			41.2			38.3	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	16	177	0	140	206	83	39	213	17	166	106	0
Queue Length 95th (ft)	36	221	5	210	272	184	69	253	60	231	144	0
Internal Link Dist (ft)		757			1855			960			437	
Turn Bay Length (ft)	325		160	370		400	255		280	380		130
Base Capacity (vph)	434	1462	862	493	1731	1140	359	1065	699	398	1290	709
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.37	0.10	0.53	0.34	0.42	0.19	0.43	0.24	0.64	0.22	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 39 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 29.3		Intersection LOS: C	
Intersection Capacity Utilization 71.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Mill Street & Ferry Road & Warrenville Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	530	33	3	645	8	74	0	61	58	0	75
Future Volume (vph)	16	530	33	3	645	8	74	0	61	58	0	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	180		375	165		160	0		0	0		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	210			165			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3574	1615	1805	3574	1615	3433	1615	0	1805	1615	0
Flt Permitted	0.358			0.433			0.950			0.950		
Satd. Flow (perm)	680	3574	1615	823	3574	1615	3433	1615	0	1805	1615	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109		295			355	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		946			786			527			359	
Travel Time (s)		16.1			13.4			14.4			9.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	582	36	3	709	9	81	67	0	64	82	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0	15.0	3.0	4.0		3.0	4.0	
Minimum Split (s)	7.0	21.0	21.0	7.0	21.0	21.0	7.0	10.0		7.0	10.0	
Total Split (s)	14.0	63.0	63.0	14.0	63.0	63.0	34.0	58.0		15.0	39.0	
Total Split (%)	9.3%	42.0%	42.0%	9.3%	42.0%	42.0%	22.7%	38.7%		10.0%	26.0%	
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5		3.0	4.5	
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	119.1	115.8	115.8	117.1	111.8	111.8	8.9	7.6		10.7	7.3	
Actuated g/C Ratio	0.79	0.77	0.77	0.78	0.75	0.75	0.06	0.05		0.07	0.05	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.03	0.21	0.03	0.00	0.27	0.01	0.40	0.19		0.50	0.20	
Control Delay (s/veh)	3.8	5.4	0.0	1.0	1.6	0.0	73.3	1.1		79.3	1.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	3.8	5.4	0.0	1.0	1.6	0.0	73.3	1.1		79.3	1.1	
LOS	A	A	A	A	A	A	E	A		E	A	
Approach Delay (s/veh)		5.0			1.6			40.6			35.4	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	3	66	0	0	24	0	40	0		61	0	
Queue Length 95th (ft)	10	127	0	m1	32	m0	68	0		110	0	
Internal Link Dist (ft)		866			706			447			279	
Turn Bay Length (ft)	180		375	165		160						
Base Capacity (vph)	618	2760	1271	722	2662	1231	686	752		145	632	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.03	0.21	0.03	0.00	0.27	0.01	0.12	0.09		0.44	0.13	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 87 (58%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay (s/veh): 9.4 Intersection LOS: A
Intersection Capacity Utilization 37.7% ICU Level of Service A
Analysis Period (min) 15

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

Splits and Phases: 2: Bella Vista Parkway/Chase Court & Ferry Road



Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	605	7	8	599	29	27	0	22	15	0	30
Future Vol, veh/h	36	605	7	8	599	29	27	0	22	15	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	215	-	140	165	-	215	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	1	17	0	1	0	0	0	0	0	0	0
Mvmt Flow	40	672	8	9	666	32	30	0	24	17	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	698	0	0	680	0	0	1103	1468	336	1099	1443	333
Stage 1	-	-	-	-	-	-	752	752	-	683	683	-
Stage 2	-	-	-	-	-	-	351	716	-	416	760	-
Critical Hdwy	4.18	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.24	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1077	-	-	1121	-	-	*484	230	*920	*488	241	*920
Stage 1	-	-	-	-	-	-	*556	545	-	*620	592	-
Stage 2	-	-	-	-	-	-	*867	570	-	*867	540	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	1077	-	-	1121	-	-	*445	219	*920	*453	230	*920
Mov Cap-2 Maneuver	-	-	-	-	-	-	*445	219	-	*453	230	-
Stage 1	-	-	-	-	-	-	*535	525	-	*615	587	-
Stage 2	-	-	-	-	-	-	*829	565	-	*813	520	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.47	0.1	11.58	10.45
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	445	920	1077	-	-	1121	-	-	453	920
HCM Lane V/C Ratio	0.067	0.027	0.037	-	-	0.008	-	-	0.037	0.036
HCM Control Delay (s/veh)	13.7	9	8.5	-	-	8.2	-	-	13.2	9.1
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.2	0.1	0.1	-	-	0	-	-	0.1	0.1

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	534	9	0	929	4	0	1	7	3	0	7
Future Vol, veh/h	13	534	9	0	929	4	0	1	7	3	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	125	-	125	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	14	568	10	0	988	4	0	1	7	3	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	993	0	-	-	-	0	-	1588	284	1303	1586	496
Stage 1	-	-	-	-	-	-	-	596	-	990	990	-
Stage 2	-	-	-	-	-	-	-	993	-	312	596	-
Critical Hdwy	4.1	-	-	-	-	-	-	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	705	-	0	0	-	-	0	109	719	120	109	524
Stage 1	-	-	0	0	-	-	0	495	-	268	327	-
Stage 2	-	-	0	0	-	-	0	326	-	679	495	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	705	-	-	-	-	-	-	107	719	116	107	524
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	107	-	116	107	-
Stage 1	-	-	-	-	-	-	-	486	-	268	327	-
Stage 2	-	-	-	-	-	-	-	326	-	657	486	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.24	0	10.06	19.77
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	719	705	-	-	-	254
HCM Lane V/C Ratio	0.01	0.02	-	-	-	0.042
HCM Control Delay (s/veh)	10.1	10.2	-	-	-	19.8
HCM Lane LOS	B	B	-	-	-	C
HCM 95th %tile Q(veh)	0	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	59	29	515	875	44
Future Vol, veh/h	0	59	29	515	875	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	305	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	0	63	31	548	931	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	489	978	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	530	714	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	530	714	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s/v	12.7	0.55	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	530	714	-
HCM Lane V/C Ratio	-	-	0.118	0.043	-
HCM Control Delay (s/veh)	-	-	12.7	10.3	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Attachment P

THE FISCAL IMPACTS ASSOCIATED WITH THE PROPOSED CANTERA POINT TOWNHOME DEVELOPMENT IN WARRENVILLE

To

D.R. HORTON, INC. - MIDWEST

From

GRUEN GRUEN + ASSOCIATES
Urban Economists, Market Strategists & Land Use/Public Policy Analysts

June 2025

Gruen Gruen + Associates

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TABLE OF CONTENTS

Chapter		Page
I	INTRODUCTION AND KEY FINDINGS AND CONCLUSIONS	1
	INTRODUCTION	1
	METHODOLOGICAL APPROACH	1
	2025 CONSTANT DOLLARS	2
	KEY FINDINGS AND CONCLUSIONS	2
	Revenue for General Fund and Other Funds Resulting from the Cantera Point Townhome Development	2
	General Fund Expenditures Potentially Induced by the Cantera Point Townhome Development	3
	Net Fiscal Impact of the Cantera Point Townhome Development on the City of Warrenville General Fund	3
	Property Tax Impact on Other Taxing Districts	4
	Estimated Increase in Annual Property Tax Revenue Relative to the Property Tax Revenue Associated with the Existing Land Use	4
	NET FISCAL IMPACT ON COMMUNITY UNIT SCHOOL DISTRICT 200	4
II	BASELINE ASSUMPTIONS AND PROJECT CHARACTERISTICS	5
	INTRODUCTION	5
	DEMOGRAPHIC AND ECONOMIC PROFILE OF WARRENVILLE	5
	CANTERA POINT TOWNHOME PROJECT CHARACTERISTICS AND ASSUMPTIONS	6
	Public Roadways	6
	Project Population	7
III	FORECAST OF REVENUE FOR GENERAL FUND AND OTHER FUNDS	8
	INTRODUCTION	8
	PROPERTY TAX REVENUE	10

TABLE OF CONTENTS, Continued

Chapter		Page
	STATE INCOME AND USE TAX	10
	SALES TAX	11
	FOOD & BEVERAGE TAX	12
	TELECOMMUNICATIONS TAX	13
	FRANCHISE CABLE FEES	14
	ELECTRIC UTILITY TAXES	15
	NATURAL GAS UTILITY TAXES	16
	LOCAL MOTOR FUEL TAX	17
	MOTOR FUEL TAX (STATE SHARED)	18
IV	FORECAST GENERAL FUND EXPENDITURES	19
	INTRODUCTION	19
	POLICE	21
	GENERAL GOVERNMENT	21
	PUBLIC WORKS	23
V	FISCAL IMPACT OF CANTERA POINT DEVELOPMENT ON COMMUNITY UNIT SCHOOL DISTRICT 200	24
	SCHOOL-AGE CHILDREN POTENTIALLY GENERATED BY THE CATERA POINT DEVELOPMENT	24
	PROPERTY TAX REVENUE ESTIMATE FOR COMMUNITY UNIT SCHOOL DISTRICT 200	25
	NET FISCAL EFFECT ON COMMUNITY UNIT SCHOOL DISTRICT 200	26
APPENDIX A: TOTAL ANNUAL PROPERTY TAX REVENUE FOR ALL TAXING DISTRICTS		27

LIST OF TABLES

Table Number		Page
I-1	Estimate of Annual Revenue for General Fund and Other Funds Following Build-out	2
I-2	Estimate of Annual General Fund Costs at Build-out	3
I-3	Estimate of Net Annual Fiscal Impact of the Cantera Point Townhome Development	3
II-1	Baseline Demographic and Employment Estimates for the City of Warrenville	5
II-2	Residential Use Assumptions and Characteristics	6
II-3	Projected Cantera Point Population at Build-out	7
III-1	Estimated Annual Revenue for General Fund and Other Funds Generated by the Proposed Cantera Point Townhome Development at Build-Out	9
III-2	Estimate of Taxable Value and Annual Property Taxes of Cantera Point Townhome Development at Build-out	10
III-3	Estimated Annual Sales Tax Revenue Attributable to Households within the Cantera Point Townhome Development at Build-out	11
III-4	Estimated Annual Food & Beverage Tax Revenue Generated by Cantera Point Townhome Development at Build-out	12
III-5	Estimated Annual Telecommunications Tax Revenue Generated by Cantera Point Townhome Development at Build-out	13
III-6	Estimated Annual Cable Franchise Fee Revenue Generated by Cantera Point Townhome Development at Build-out	14
III-7	Estimated Annual Electric Utility Tax Revenue Generated by Cantera Point Townhome Development at Build-out	15
III-8	Estimated Annual Natural Gas Utility Tax Revenue Generated by Cantera Point Townhome Development at Build-out	16
III-9	Estimated Annual Local Motor Fuel Tax Revenue Generated by Cantera Point Townhome Development at Build-out	17
III-10	Estimated Annual Motor Fuel Tax Fund Revenue Generated by Cantera Point Townhome Development at Build-out	18

LIST OF TABLES, Continued

Table Number		Page
IV-1	City of Warrenville General Fund Expenditures by Department (FY 2026)	19
IV-2	Estimated Annual General Fund Expenditures Potentially Induced By Cantera Point Townhome Development at Build-out	20
IV-3	Estimated Annual Operating Costs of Providing Police Service to Cantera Point Townhome Development at Build-out	21
IV-4	Estimated Annual Operating Costs of Providing General Government Service to the Cantera Point Townhome Development at Build-out	22
IV-5	Estimated Annual Cost of Providing Public Works Service to the Cantera Point Townhome Development at Build-out	23
V-1	Estimated Number of Students for Community Unit School District 200 of Cantera Point Townhome Development at Build-out	24
V-2	Estimated Annual Property Tax Revenue for Community Unit School District 200 of Cantera Point Townhome Development at Build-out	25
V-3	Estimated Operating Revenue and Expenses for Community Unit School District 200 Generated by Cantera Point Townhome Development at Build-out	26
A-1	Total Annual Property Tax Revenue Estimated by Taxing District of the Cantera Point Townhome Development	27

CHAPTER I

INTRODUCTION AND KEY FINDINGS AND CONCLUSIONS

INTRODUCTION

This report summarizes the evaluation by Gruen Gruen + Associates ("GG+A") of the fiscal impacts on the City of Warrenville ("City") General Fund of the Cantera Point townhome development ("Cantera Point") D.R. Horton, Inc. - Midwest ("D.R. Horton") proposes to build in the City. The proposed Cantera Point development is to be located on approximately 9.4 acres of land north of Ferry Road and southwest of Warrenville Road within the Cantera Planned Unit Development. Three different floor plans for a total of 91 units are anticipated to be offered, with those units ranging from approximately 1,661 square feet to approximately 1,827 square feet of living space.

Because the fiscal impact analysis addresses long-term rather than short-term fiscal effects of the proposed townhome development on the City's General Fund, the analysis excludes upfront capital costs and fee revenue associated with infrastructure or other capital items. Revenues collected on a cost-recovery basis and other fees-for-service (e.g. permit and plan checking fees, inspection fees, etc.) are assumed to be set at rates that will adequately offset municipal costs.

To evaluate the net fiscal impacts associated with Cantera Point, GG+A estimated the annual revenue likely to be generated by the proposed Cantera Point development for the City's General Fund. GG+A estimated the General Fund municipal expenditures potentially induced by the proposed Cantera Point development. GG+A then compared the estimated annual revenues and annual operating costs in order to estimate the net fiscal impact on the General Fund of the City associated with the proposed Cantera Point development at build-out. GG+A also estimated the annual revenues the proposed development will generate for the Capital Maintenance and Replacement Fund and the Motor Fuel Tax Fund. In addition, GG+A estimated the annual property tax revenues the proposed development will generate for the Warrenville Library District, Warrenville Park District, and Warrenville Fire District. GG+A also estimated the net fiscal impact of the proposed development on the Community Unit School District 200.

METHODOLOGICAL APPROACH

This fiscal impact analysis is based on a review of City budgets and annual financial reports, information obtained from representatives of D. R. Horton, and a review and analysis of secondary data sources including data from the Illinois State Board of Education. The DuPage County Clerk's Office provided information about current assessments, property tax rates, and existing allocations to taxing districts. This information was necessary to estimate annual property tax revenue of the Cantera Point development on the City's General Fund and annual property tax revenue for other taxing districts.

GG+A drew on the specific characteristics of the proposed Cantera Point development (e.g., property values) to estimate revenues such as property taxes and sales taxes which are affected by the development characteristics. The specific methodologies used to estimate each General Fund and

other funds revenue items and General Fund cost items are discussed in the appropriate sections of this report. GG+A has assumed the current tax and fee structures will remain constant.

2025 CONSTANT DOLLARS

All cost and revenue projections in this report are expressed in constant 2025 dollars. That is, the possible effects of inflation or deflation on General Fund revenues and costs in the future are not quantified.

KEY FINDINGS AND CONCLUSIONS

Revenue for General Fund and Other Funds Resulting from the Cantera Point Townhome Development

Table I-1 summarizes the annual revenue for the General Fund and other funds the Cantera Point townhome development is estimated to generate following build-out of the project.

TABLE I-1

Estimate of Annual Revenue for General Fund and Other Funds Following Build-out[1]

	Annual Revenue $
Property Tax	87,700
State Income and Use Tax	40,400
Sales Tax[2]	19,800
Food and Beverage Tax	2,500
General Fund Total	150,400
Other Funds:	
Capital Maintenance & Replacement Fund[3]	**16,800**
Motor Fuel Tax Fund[4]	**9,100**

[1] Figures are rounded.
[2] Includes home rule sales tax.
[3] Includes telecommunications tax, cable franchise fees, electric utility tax, natural gas utility tax, and local motor fuel tax.
[4] Motor fuel tax redistributed by the State of Illinois.

Source: Gruen Gruen + Associates

Following full build-out, the Cantera Point development is forecast to generate approximately $150,400 of annual revenue for the City's General Fund. Annual property tax revenue of $87,700 is expected to comprise approximately 58 percent of all General Fund revenue generated by the planned Cantera Point development. Annual State income and use tax revenue of $40,400 is forecast to comprise an additional 27 percent of General Fund revenue upon full build-out. Other General Fund revenues, including sales tax and food and beverage tax, of $22,300, are forecast to comprise approximately 15 percent of annual revenue.

Other revenues are estimated to be generated for the Capital Maintenance and Replacement Fund and the Motor Fuel Tax fund totaling $25,900. The sources of revenues that Cantera Point is estimated to generate for these funds include telecommunications tax, cable franchise fees, electric utility tax, natural gas utility tax, local motor fuel tax, and motor fuel tax (redistributed by the State).

General Fund Expenditures Potentially Induced by the Cantera Point Townhome Development

Table I-2 summarizes the estimates of annual General Fund costs potentially induced by the Cantera Point townhome development following full build-out.

TABLE I-2

Estimate of Annual General Fund Costs at Build-out[1]

	Annual Costs $
Police	22,900
General Government[2]	5,000
Public Works	5,400
General Fund Total	**33,300**

[1] Figures are rounded.
[2]Includes Finance Department, Legal Department, Elected Officials and Administration Department.

Source: Gruen Gruen + Associates

Following full build-out, the Cantera Point development is forecast to potentially induce approximately $33,300 of annual General Fund service costs. Annual police costs of $22,900 are estimated at 69 percent of total General Fund costs at build-out.

Net Fiscal Impact of the Cantera Point Townhome Development on the City of Warrenville General Fund

At full build-out, given an estimate of $150,400 of revenues generated and estimated potential service costs of $33,300, the Cantera Point townhome development is forecast to produce an annual General Fund operating surplus of approximately $117,100 as summarized in Table I-3.

TABLE I-3

Estimate of Net Annual Fiscal Impact of the Cantera Point Townhome Development

	$
General Fund Revenues	150,400
General Fund Costs	33,300
Net Fiscal Impact	**117,100**

Source: Gruen Gruen + Associates

Property Tax Impact on Other Taxing Districts

The Cantera Point townhome development can be expected to generate significant annual park district, fire district, and library district property revenue upon build-out. At build-out, the Cantera Point townhome development is estimated to generate annual property tax revenue of approximately $87,000 for the Warrenville Fire District; approximately $62,000 of annual revenue for the Warrenville Park District; and over $51,000 of annual revenue for the Warrenville Library District. Appendix A of this report summarizes the estimated annual property tax revenue totaling approximately $997,000 for all taxing entities.

Estimated Increase in Annual Property Tax Revenue Relative to the Property Tax Revenue Associated with the Existing Land Use

The 2024 property taxes for the existing property were approximately $40,900. At build-out of the townhome development, annual property tax revenues are estimated to increase by approximately $955,900 relative to the existing property taxes. According to the DuPage County Assessor, the 2024 total assessed value is $563,387 compared to a 24.5 times higher estimated assessed value of $13,832,000 for the proposed townhome development.

NET FISCAL IMPACT ON COMMUNITY UNIT SCHOOL DISTRICT 200

The proposed Cantera Point townhome development will positively impact the operating surplus of Community Unit School District 200 (CUSD 200). Using the student generation data from the City Dedication of Land or Cash Contribution municipal ordinance as a children-per-household metric, GG+A estimates Cantera Point will include approximately 17 school-age children. The difference between (a) projected annual property tax revenues and State funding, and (b) additional operating costs indicates an operating surplus of $355,680 or $20,922 per additional student generated for Community Unit School District 200.

CHAPTER II

BASELINE ASSUMPTIONS AND PROJECT CHARACTERISTICS

INTRODUCTION

This chapter summarizes the baseline demographic assumptions for the City upon which some expenditure and revenue estimates are based. It also describes the anticipated characteristics of the proposed Cantera Point townhome development program, including household size and per-unit market value estimates.

DEMOGRAPHIC AND ECONOMIC PROFILE OF WARRENVILLE

Table II-1 shows the baseline demographic and employment estimates for the City.

TABLE II-1

Baseline Demographic and Employment Estimates for the City of Warrenville

	#
Total Population[1]	15,195
Households[2]	5,483
Average Household Size[2]	2.58
Total Employment (Non-local Jobs Estimated)[3]	7,754
Resident Equivalents[4]	19,072

[1] City of Warrenville 2024 special Census.
[2] 2023 American Community Survey.
[3] Employment data for 2022.
[4] Assumes that two jobs located in the City generate the same service demand or revenue generation as one resident.

Sources: U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates; U.S. Census Bureau *On the Map*; City of Warrenville; Gruen Gruen + Associates.

According to the American Community Survey, the number of occupied housing units, or households, was 5,483 for the City in 2023. The average household size in the City was estimated at 2.58 persons per household. The U.S. Census Bureau *On the Map* estimate the number of private non-local (i.e., non-resident) jobs in Warrenville in 2022 is approximately 7,800 jobs.

Many of the municipal revenue and service cost equations used to estimate future General Fund impacts associated with development and operation of the Cantera Point project utilize a per-capita measure referred to as "resident equivalents." This approach combines the resident population and employment in the City to form a single per-capita metric. For the fiscal impact analysis summarized in this report, GG+A assumes that two workers generate the same level of service demand and revenue generation as one City resident. As summarized above in Table II-1, based on the two-to-

one ratio of workers to residents, the City is estimated to currently contain a total of 19,072 resident equivalents.

CANTERA POINT TOWNHOME PROJECT CHARACTERISTICS AND ASSUMPTIONS

GG+A has relied in part upon information D.R. Horton provided about the project characteristics including number and type of units and per unit market value estimates, and in part on the City's Dedication of Land or Cash Contribution ordinance provisions for anticipated household size (including number of children). Table II-2 summarizes the anticipated characteristics of the townhome units for Cantera Point.

TABLE II-2

Residential Use Assumptions and Characteristics

ATTACHED SINGLE-FAMILY RESIDENTIAL:	
Number of Units	91
Unit Size in Square Feet	1,661 - 1,827
Average Household Size (Persons)	2.24
Average Sales Price Per Unit	$480,000
Average Household Income[1]	$153,000

[1] Income estimates are based on the following home purchase assumptions: (a) monthly mortgage payments equal to 20 percent of before-tax income; (b) down payment equal to 20 percent of purchase price; and (c) 30-year conventional mortgage loan with an annual interest rate of 7.0 percent.

Sources: D.R. Horton; City of Warrenville 8-12-1 DEDICATION OF LAND OR CASH CONTRIBUTION; U.S. Census Bureau; Gruen Gruen + Associates.

The 9.4-acre townhome development is planned to include 91 attached single-family units, ranging from 1,661 to 1,827 square feet in size. The average household size for single-family units is estimated at 2.24 persons per household. According to D.R. Horton, sale prices for the townhome units are expected to average $480,000 per unit. No price escalation is assumed to occur over time as the project is built-out.

As summarized previously in Table II-2, the average household income of single-family households is estimated at approximately $153,000. Estimates of household income are required to evaluate the impact of project household expenditures. The household income assumptions are higher than the characteristics of existing households that own housing in the City.[1]

Public Roadways

The Cantera Point development will not include any public roadways for which the City will be responsible for maintaining. All roadways internal to Cantera Point as well the existing MaeCliff Drive roadway from which direct vehicular ingress and egress to and from Cantera Pointe will be provided

[1] According to the U.S. Census Bureau, the average household income in Warrenville in 2023 was $125,006 and the median value for owner-occupied units was $266,500.

will be privately owned and maintained, thereby resulting in no financial responsibility to or associated expenditures borne by the City for roadways directly serving Cantera Point.

Project Population

Based on the City expected population per dwelling unit table for dedication of land or cash contribution in Municipal Code Section 8-12-1, Table II-3 summarizes the expected project population at full build-out and occupancy of the townhomes.

TABLE II-3

Projected Cantera Point Population at Build-out

	# Residents
At Build-out/Occupancy of Townhomes[1]	204
[1] Based on average household size of 2.24 persons.	
Sources: D.R. Horton; City of Warrenville 8-12-1: DEDICATION OF LAND OR CASH CONTRIBUTION; Gruen Gruen + Associates.	

At full build-out and occupancy of the townhome development, Cantera Point is estimated to include a total population of 204 residents. This estimate reflects an average household size assumption of 2.24 persons. Based on occupancy data obtained by D.R. Horton for communities constructed by it with housing product similar to that proposed for the Cantera Point development, D.R. Horton expects the average household size at Cantera Point to be smaller than the average household size of existing housing units in Warrenville.

CHAPTER III

FORECAST OF REVENUE FOR GENERAL FUND AND OTHER FUNDS

INTRODUCTION

This chapter presents a forecast of annual City General Fund operating revenue and other annual fund revenues estimated to result from build-out of the Cantera Point townhome development. The following sources of revenue are estimated:

General Fund Revenue

- Property tax - the assessed value of new development such as Cantera Point will generate annual property tax revenue for the General Fund.

- Income and use taxes – the State of Illinois redistributes income taxes and sales use taxes to municipalities on a per capita basis.

- Sales tax - the sale of taxable retail goods will generate revenue for the General Fund through the one percent local sales tax rate shared by the State and the 1.25 percent home rule sales tax rate.

- Food and beverage tax – Warrenville imposes a 1.5-percent food and beverage tax on food and beverage sales made within Warrenville.

Other Funds Revenue

- Telecommunications tax – Warrenville imposes a 6.0 percent telecommunications tax on the use of telecommunications. This revenue is collected in the City's Capital Maintenance and Replacement Fund.

- Cable franchise fees - Warrenville imposes a franchise tax on cable service providers based on consumption and usage. This revenue is collected in the City's Capital Maintenance and Replacement Fund.

- Electric utility tax – Warrenville imposes an electric utility tax on the consumption of electricity. This revenue is collected in the City's Capital Maintenance and Replacement Fund.

- Natural gas utility tax – Warrenville imposes a three percent natural gas utility tax on gross receipts from usage. This revenue is collected in the City's Capital Maintenance and Replacement Fund.

- Local motor fuel tax – Warrenville imposes a $0.06 per gallon tax on fuel sales made within Warrenville. This revenue is collected in the City's Capital Maintenance and Replacement Fund.

- Motor fuel tax – Warrenville's share of the State-imposed tax on gasoline which is accounted for in the City's Motor Fuel Tax Fund.

Table III-1 presents a summary of the annual General Fund and other fund revenues potentially generated by the Cantera Point townhome development at build-out.

TABLE III-1

Estimated Annual Revenue for General Fund and Other Funds Generated by the Proposed Cantera Point Townhome Development at Build-Out

Revenue	Annual $
Property Tax	87,700
State Income and Use Tax	40,400
Sales Tax[1]	19,800
Food & Beverage Tax	2,500
TOTAL GENERAL FUND	150,400
Telecommunications Tax (Capital Maintenance & Replacement Fund)	5,300
Cable Franchise Fees (Capital Maintenance & Replacement Fund)	2,900
Local Motor Fuel Tax (Capital Maintenance & Replacement Fund)	5,700
Electric Utility Tax (Capital Maintenance & Replacement Fund)	1,000
Natural Gas Utility Tax (Capital Maintenance & Replacement Fund)	1,900
Motor Fuel Tax (Motor Fuel Tax Fund)	9,100
TOTAL OTHER FUNDS	25,900

[1] Includes home rule sales tax.

Sources: City of Warrenville; Gruen Gruen + Associates.

Following full build-out, the Cantera Point townhome development is forecast to generate approximately $150,400 of annual revenue for the Warrenville General Fund. This equates to approximately $1,700 per housing unit.

Property tax of an estimated $87,700 is expected to comprise approximately 58 percent of all General Fund revenue generated. Annual State income and use tax revenue of $40,400 is forecast to comprise an additional 27 percent of General Fund revenue upon full build-out. Other General Fund revenues, including sales tax and food and beverage tax, are forecast to comprise approximately 15 percent of annual revenue or a total of $22,300.

Other annual revenue from telecommunications, cable franchise fees, local motor fuel purchases, electric and natural gas usage, and State shared motor fuel tax for the Warrenville Capital Maintenance and Replacement Fund and Motor Fuel Tax Fund is estimated to total $25,900.

PROPERTY TAX REVENUE

Table III-2 presents an estimate of market value, equalized assessed value, and a forecast of annual General Fund property tax revenue to result from development and build-out of the planned Cantera Point development. The estimates of equalized assessed value reflect an $8,000 homeowners' exemption per housing unit.[2]

TABLE III-2

Estimate of Taxable Value and Annual Property Taxes of Cantera Point Townhome Development at Build-out

	Annual $
Market Value	43,680,000
Equalized Assessed Value[1]	13,832,000
Annual Property Tax[2]	87,736

[1]Equalized assessed value is calculated at 33.33% of market value. Adjusted equalized assessed value for residential uses to subtract $8,000 homeowners' exemption per built unit.
[2] City of Warrenville 2024 property tax rate is $0.6343 per $100 of equalized assessed value.

Sources: D. R. Horton; DuPage County Assessor; Gruen Gruen + Associates.

At build-out, the market value of the townhome development is estimated at approximately $43.7 million (i.e., $480,000 per townhome unit). The equalized assessed value of the development is forecast to total approximately $13.8 million. Following full build-out, annual General Fund property tax revenue is estimated at $87,700.

STATE INCOME AND USE TAX

The State of Illinois redistributes income and use taxes to municipalities on a per capita basis. According to Illinois Municipal League, the redistribution for fiscal year 2026 is estimated to be $178.27 per capita for income tax and $19.60 for use tax. At build-out, the Cantera Point townhome development is estimated to include 204 residents. Annual State income tax and use tax revenue for the Warrenville General Fund is estimated to total $40,365 ($197.87 per capita income and use tax redistribution multiplied by 204 residents).

[2] http://www.dupageco.org/SOA/1508/, DuPage County Supervisor of Assessments, General (Residential) Homestead Exemption.

SALES TAX

Warrenville receives State of Illinois sales tax revenue equal to one percent of taxable purchases within the City plus sales tax revenue from a 1.25 percent home-rule sales tax. Table III-3 summarizes the forecast of annual General Fund sales tax revenue associated with Cantera Point households.

TABLE III-3

Estimated Annual Sales Tax Revenue Attributable to Households within the Cantera Point Townhome Development at Build-out

Number of Households	91
Annual Retail Expenditure Made by Households[1]	$878,869
Annual Sales Tax Revenue	$19,775

[1] Assuming 21 percent of household income is expended on retail goods and services, and 30 percent of that amount is spent within Warrenville. Assumes household income of $153,000 for the Cantera Point townhome development.
[2] Assumes tax rate of 1.0 percent of municipal sales and 1.25 percent home-rule sales tax.

Sources: City of Warrenville; D.R. Horton; U.S. Bureau of Labor Statistics Consumer Expenditure Survey 2022-2023; Gruen Gruen + Associates.

The Cantera Point townhome development will generate General Fund annual sales tax revenue from the expenditures of households occupying the housing units. At build-out, the total household income of the Cantera Point households is estimated at approximately $14 million or $153,000 per household. The results of the 2022-2023 Consumer Expenditure Survey for Chicago area households indicate that expenditures on most retail goods and services, excluding automotive goods, averaged 21 percent of income. A portion of retail expenditures will also be made outside of the City. GG+A assumes that taxable retail expenditures made by Cantera Point households will approximate 21 percent of income and that 30 percent of that amount will be spent within the City. At full build-out, annual taxable expenditures attributable to Cantera Point households and made in the City are estimated at $878,900. This equates to annual sales tax revenue of approximately $19,800.

FOOD & BEVERAGE TAX

Warrenville imposes a 1.5 percent food and beverage tax upon the sale of food and beverages at eating and drinking establishments. Table III-4 presents an estimate of the annual food and beverage tax revenue generated by the Cantera Point households at build-out of the development.

TABLE III-4

Estimated Annual Food & Beverage Tax Revenue Generated by Cantera Point Townhome Development at Build-out

	Annual
Number of Households	91
Annual Food & Beverage Expenditure Made by Households[1]	$167,404
Food & Beverage Tax Revenue @ Build-out[2]	**$2,511**

[1] Assumes household income of $153,000, and food away from home and beverage expenditures of four percent of household income, and that 30 percent of these expenditures are made within the City of Warrenville.
[2] City of Warrenville food and beverage tax rate of 1.5 percent.

Sources: D.R. Horton; City of Warrenville; U.S. Bureau of Labor Statistics Consumer Expenditure Survey 2022-2023Gruen Gruen + Associates.

Based on the Bureau of Labor Statistics Consumer Expenditure Survey data for the Chicago area, GG+A assumes that annual household expenditures for food away from home and alcoholic beverages approximate four percent of household income. GG+A assumes that 30 percent of such expenditures are made locally in Warrenville. These assumptions produce an estimate of annual food and beverage tax revenue at build-out of approximately $2,500.

TELECOMMUNICATIONS TAX

Warrenville imposes a telecommunications tax of 6.0 percent on the use of telecommunications. The City's annual telecommunications tax revenue is allocated to the Capital Maintenance and Replacement Fund. Table III-5 presents an estimate of the annual telecommunications tax revenue generated by the households of the Cantera Point development.

TABLE III-5

Estimated Annual Telecommunications Tax Revenue Generated by Cantera Point Townhome Development at Build-out

	Annual
FY 2026 Capital Maintenance & Replacement Fund Budgeted Telecommunications Tax Revenue	$316,342
Number of Warrenville Households	5,483
Average Telecommunications Tax Revenue Per Household	$57.70
Number of Cantera Point Households @ Build-out	91
Telecommunications Tax Revenue @ Build-out	**5,250**

Sources: D.R. Horton; City of Warrenville; Gruen Gruen + Associates.

To estimate the annual telecommunications tax revenue attributable to households of the proposed Cantera Point development, GG+A derived a per household estimate by dividing the 2026 Fiscal Year budgeted telecommunications tax revenue (Capital Maintenance and Replacement Fund) of $316,342 by the estimated 5,483 households in the City. This results in an average household annual telecommunications tax revenue estimate of $57.70. Multiplying the estimate of $57.70 per household by the 91 households of the Cantera Point development at build-out results in estimated annual telecommunications tax revenue of approximately $5,300.

FRANCHISE CABLE FEES

Utilizing a per-household approach, this section presents an estimate of cable franchise fee revenue potentially induced by the development of the Cantera Point townhome development. The City's cable franchise fee revenue is allocated to the Capital Maintenance and Replacement Fund. Table III-6 summarizes the forecast of cable franchise fee revenue.

TABLE III-6

Estimated Annual Cable Franchise Fee Revenue Generated by Cantera Point Townhome Development at Build-out

	Annual
FY 2026 Capital Maintenance & Replacement Fund Budgeted Cable Franchise Fee Revenue	172,057
Number of Warrenville Households	5,483
2026 Telecommunications Tax Revenue Per Household	$31.38
Number of Cantera Point Households @ Build-out	91
Cable Franchise Fee Revenue @ Build-out	**$2,856**

Sources: D.R. Horton; City of Warrenville; Gruen Gruen + Associates.

GG+A uses budgeted cable franchise fee revenues for the fiscal year 2026 which total $172,057. On a per-household basis, this equates to $31.38 per household in the City. Total annual cable franchise fee revenue at build-out of the Cantera Point development is estimated at approximately $2,900.

ELECTRIC UTILITY TAXES

The City imposes an electric tax based on the kilowatt usage of electricity. The City's annual electric utility tax revenue is allocated to the Capital Maintenance and Replacement Fund. Table III-7 presents an estimate of the annual electric tax revenue generated by the residents of the proposed Cantera Point development.

TABLE III-7

Estimated Annual Electric Utility Tax Revenue
Generated by Cantera Point Townhome Development at Build-out

	Annual
FY 2026 Capital Maintenance & Replacement Fund Budgeted Electric Utility Tax Revenue	$94,057
Number of Warrenville Resident Equivalents	19,072
Tax Revenue Per Resident Equivalent	$4.93
Estimated Number of Cantera Point Resident Equivalents (Residential Population)	204
Tax Revenue @ Build-out	**$1,006**

Sources: D.R. Horton; City of Warrenville; Gruen Gruen + Associates.

To estimate the annual electric utility tax revenue attributable to residents of the proposed Cantera Point development, we used a per resident equivalent estimate by dividing the fiscal year 2026 budgeted electric utility tax revenue of $94,057 by the estimated 19,072 resident equivalents (residents and one-half of workers) in the City. This results in an average resident equivalent annual electric utility tax revenue estimate of $4.93. Multiplying the per resident equivalent estimate by the 204 resident equivalents (residential population) of the proposed Cantera Point development at build-out results in annual electric utility tax revenue of approximately $1,000.

NATURAL GAS UTILITY TAXES

The City imposes a natural gas utility tax based on the natural gas gross receipts. The City's natural gas utility tax revenue is allocated to the Capital Maintenance and Replacement Fund. Table III-8 presents an estimate of the annual natural gas utility tax revenue generated by the residents of the proposed Cantera Point development.

TABLE III-8

Estimated Annual Natural Gas Utility Tax Revenue Generated by Cantera Point Townhome Development at Build-out

	Annual
FY 2026 Capital Maintenance & Replacement Fund Budgeted Natural Gas Tax Revenue	$176,854
Number of Warrenville Resident Equivalents	19,072
Tax Revenue Per Resident Equivalent	$9.27
Estimated Number of Cantera Point Resident Equivalents (Residential Population)	204
Tax Revenue @ Build-out	**$1,892**

Sources: D.R. Horton; City of Warrenville; Gruen Gruen + Associates.

To estimate the annual natural gas utility tax revenue attributable to residents of the proposed Cantera Point development, we used a per resident equivalent estimate by dividing the fiscal year 2026 budgeted natural gas utility tax revenue of $176,854 by the estimated 19,072 resident equivalents (residents and one-half of workers) in the City. This results in an average resident equivalent annual utility tax revenue estimate of $9.27. Multiplying the per resident equivalent estimate by the 204 resident equivalents (residential population) of the proposed Cantera Point development at build-out results in an estimate of annual natural gas utility tax revenue of approximately $1,900.

LOCAL MOTOR FUEL TAX

Warrenville imposes a local motor fuel tax of $0.06 per gallon on fuel purchases in the City. The City's annual local motor fuel tax revenue is allocated to the Capital Maintenance and Replacement Fund. Utilizing a per-resident equivalent approach, this section presents an estimate of annual local motor fuel tax revenue potentially induced by the development of the Cantera Point townhome development. Table III-9 summarizes the forecast of annual local motor fuel tax revenue.

TABLE III-9

Estimated Annual Local Motor Fuel Tax Revenue Generated by Cantera Point Townhome Development at Build-out

	Annual
FY 2026 Capital Maintenance & Replacement Fund Budgeted Local Motor Fuel Tax Revenue	$536,230
Number of Warrenville Resident Equivalents	19,072
Tax Revenue Per Resident Equivalent	$28.12
Estimated Number of Cantera Point Resident Equivalents (Residential Population)	204
Tax Revenue @ Build-out	**$5,736**

Sources: D.R. Horton; City of Warrenville; Gruen Gruen + Associates.

To estimate the annual local motor fuel tax attributable to residents of the proposed Cantera Point development, GG+A used the budgeted local motor fuel tax revenues for fiscal year 2026, which total $536,230. This equates to $28.12 per resident equivalent in the City. Total annual local motor fuel tax revenue at build-out of the Cantera Point development is estimated at approximately $5,700.

MOTOR FUEL TAX (STATE SHARED)

Warrenville receives a share of the tax on gasoline imposed by the State which is accounted for in Warrenville's Motor Fuel Tax Fund. In 2019, the State doubled the cost of motor fuel taxes which are placed in a Transportation Renewal Fund. Motor fuel taxes and Transportation Renewal Funds are distributed to municipalities on a per capita basis. The Illinois Municipal League estimates municipal distributions for municipal fiscal year 2026 of $21.57 per capita for motor fuel tax and $23.17 per capita for Transportation Renewal Fund.

Table III-10 presents an estimate of the annual motor fuel tax revenue (including Transportation Renewal Fund revenue) generated by the residential population of the proposed Cantera Point development.

TABLE III-10

Estimated Annual Motor Fuel Tax Fund Revenue
Generated by Cantera Point Townhome Development at Build-out

	Annual
Motor Fuel Tax Fund Revenue Per Capita[1]	$44.74
Estimated Number of Cantera Point Residents	204
Tax Revenue @ Build-out	**$9,127**

[1] Based on Illinois Municipal League revenue estimates for Municipal Fiscal Year 2026 of $21.57 per capita for motor fuel taxes and $23.17 per capita for Transportation Renewal Fund.

Sources: D.R. Horton; City of Warrenville; Illinois Municipal League; Gruen Gruen + Associates.

Annual motor fuel tax revenue (including Transportation Renewal Fund revenue) to the City is estimated to total approximately $9,100.

CHAPTER IV

FORECAST GENERAL FUND EXPENDITURES

INTRODUCTION

General Fund costs that the City may incur to serve the Cantera Point development can be grouped into the following categories:

- Police;
- Public Works;
- General Government; and
- Community Development.

Budgeted General Fund expenditures for fiscal year 2026 are summarized in Table IV-1. It is evident that a high percentage of the City's General Fund expenditure total is attributable to public safety. Police expenditures comprise the majority - 62 percent - of total General Fund expenditures.

TABLE IV-1

City of Warrenville General Fund Expenditures by Department (FY2026)

Department	Budgeted Fiscal Year 2026 $
Police	8,548,262
General Government[1]	1,887,054
Public Works[2]	2,032,632
Community Development	1,286,755
TOTAL GENERAL FUND[3]	**13,754,703**

[1] Finance Department, Legal Department, Elected Officials and Administration Department.
[2] Streets department of Public Works budget.
[3] Does not include Central Services cost center which is utilized to account for organization-wide expenditures that are not managed by a specific department. Also does not include Parks & Rec expenditures which relate to building, grounds, and equipment maintenance. Cantera Point will not include any public park space.

Sources: City of Warrenville 2026 City Budget; Gruen Gruen + Associates.

General Fund budgeted expenditures for police, general government, public works and community development departments total approximately $13.8 million for the Fiscal Year 2026. Costs associated with the Community Development department have not been estimated for the proposed Cantera Point development because it is assumed that project fees and permit revenues would offset any associated costs.

Table IV-2 presents a summary of the annual General Fund expenditures potentially induced by the proposed Cantera Point development at build-out.

TABLE IV-2

Estimated Annual General Fund Expenditures Potentially Induced by Cantera Point Townhome Development at Build-Out[1]

Expenditures	Annual $
Police	22,900
General Government	5,000
Public Works	5,400
TOTAL GENERAL FUND	**33,300**

[1] Figures have been rounded.

Sources: City of Warrenville; Gruen Gruen + Associates.

Following full build-out, the Cantera Point development is forecast to potentially induce approximately $33,300 of annual General Fund costs. Police Department costs are estimated to total $22,900.

POLICE

Table IV-3 presents an estimate of the annual costs of providing police service to Cantera Point at full build-out.

TABLE IV-3

Estimated Annual Operating Costs of Providing Police Service to Cantera Point Townhome Development at Build-out

	Annual
FY2026 Budgeted Police Department Expenditures (General Fund)	$8,548,262
2026 Variable Police Department Operating Costs	25%/$2,137,066
2026 City of Warrenville Resident Equivalent Population	19,072
2026 Variable Cost Per Resident Equivalent	**$112.05**
Estimated Cantera Point Resident Equivalent Population @ Build-out	204
Police Department Operating Costs @ Build-out	**$22,859**

Sources: D.R. Horton; City of Warrenville; Gruen Gruen + Associates.

The estimate of police service costs assumes that approximately 75 percent of Police Department operating expenditures funded by the General Fund are fixed. In other words, approximately $7.2 million in annual operating and overhead costs are assumed to be unaffected by changes in service population.

Police department budgeted expenditures in fiscal year 2026 are approximately $8.5 million. Assuming 75 percent of costs are fixed or do not vary with changes in population and a resident equivalent population in Warrenville of 19,072, variable costs per resident equivalent is estimated at $112.05. Multiplying the estimated Cantera Point population at build-out and occupancy of 204 by the estimated resident equivalent cost of $112.05 produces an estimate of annual Police department operating costs of approximately $22,900.

GENERAL GOVERNMENT

The cost of providing General Government services to the proposed development is a function of the increased burden placed on the City's administrative and support services. Typically, General Government services contain a significant fixed cost that does not change as the result of new development. For example, even as the City's population grows, its high-level managerial and administrative personnel costs tend to remain fixed (e.g. Warrenville only needs one City Manager, one Finance Director, etc., irrespective of the size of the service population). Based on our review of the Budget, GG+A estimates that a high proportion of the General Government costs are fixed and will not vary with changes in the population. Approximately 75 percent of General Government operating costs funded by the General Fund are assumed to be fixed.

Table IV-4 presents a forecast of annual General Government service costs at build-out.

TABLE IV-4

Estimated Annual Operating Costs of Providing General Government Service to the Cantera Point Townhome Development at Build-out

	Annual
FY2026 Budgeted General Government Expenditures (General Fund)[1]	1,887,054
2026 Variable General Government Department Operating Costs	25%/$471,764
2026 City of Warrenville Resident Equivalent Population	19,072
2026 Variable Cost Per Resident Equivalent	**$24.74**
Estimated Cantera Point Resident Equivalent Population @ Build-out	204
General Government Operating Costs @ Build-out	**$5,046**
Sources: D.R. Horton; City of Warrenville; Gruen Gruen + Associates.	

The Warrenville Budget indicates that budgeted fiscal year 2026 General Government expenditures totaled nearly $1.9 million. Assuming 75 percent of General Government costs are fixed, variable costs, at 25 percent, are accordingly estimated at approximately $471,800 or $24.74 per resident equivalent. At full build-out of the proposed development, annual General Government costs are estimated at approximately $5,000.

PUBLIC WORKS

Table IV-5 presents an estimate of the annual costs of providing Public Works services (i.e., public streets, public utility infrastructure, public buildings and public grounds maintenance, and public landscaping) to Cantera Point at full build-out. However, the extent of such public facilities at the Cantera Point development will be limited to potable water main and sanitary sewer system improvements. The General Fund cost estimate assumes that approximately 75 percent of Public Works Department budgeted expenditures funded by the General Fund are fixed. The facilities maintenance and vehicle maintenance division which maintain public buildings and grounds and the City's entire fleet are not likely to be vary with changes in population. The streets division which maintains streets, sidewalks, bike paths, and provides snow removal is more likely to vary with changes in population. In other words, approximately $1.5 million in annual operating and overhead costs are assumed to be unaffected by changes in service population.

TABLE IV-5

Estimated Annual Operating Cost of Providing
Public Works Service to the Cantera Point Townhome Development at Build-out

	Annual
FY 2026 Budgeted Public Works Department Expenditures (General Fund)[1]	$2,032,632
2026 Variable Public Works Department Operating Costs	25%/$508,158
2026 City of Warrenville Resident Equivalent Population	19,072
2026 Variable Cost Per Resident Equivalent	**$26.64**
Estimated Cantera Point Resident Equivalent Population @ Build-out	204
Public Works Department Operating Cost @ Build-out	**$5,435**
[1]Streets department of Public Works budget.	
Sources: D. R. Horton; City of Warrenville; Gruen Gruen + Associates.	

Given Public Work expenditures budgeted in fiscal year 2026 of approximately $2.0 million and an estimate that 75 percent of costs are fixed or do not vary with changes in population and a resident equivalent population in Warrenville of 19,072, variable costs per resident equivalent are estimated at $26.64. Multiplying the estimated Cantera Point population at build-out and occupancy of 204 by the estimated resident equivalent cost of $26.64 produces an estimate of annual Public Works department operating costs of approximately $5,400.

CHAPTER V

FISCAL IMPACT OF CANTERA POINT DEVELOPMENT ON COMMUNITY UNIT SCHOOL DISTRICT 200

SCHOOL-AGE CHILDREN POTENTIALLY GENERATED BY THE CANTERA POINT DEVELOPMENT

The proposed Cantera Point townhome development will positively impact the operating surplus of Community Unit School District 200 (CUSD 200). Using the student generation data from the City's Dedication of Land or Cash Contribution municipal ordinance as a children-per-household metric, GG+A estimates Cantera Point will include approximately 17 school-age children. Children would comprise eight percent of the total estimated number of residents for the Cantera Point development.

Table V-1 presents the number of school-aged children assumed to be generated by the Cantera Point development.

TABLE V-1

Estimated Number of Students for Community Unit School District 200 of Cantera Point Townhome Development at Build-out[1]

	Attached Single-Family \#
Number of Bedrooms	18 units – 2 Bedroom 73 units – 3 Bedroom
Number of Units	91
Number of Students	17

[1] Figures are rounded.

Sources: D.R. Horton; City of Warrenville CHAPTER 12 LAND DEDICATION FOR PUBLIC USE; Gruen Gruen + Associates.

PROPERTY TAX REVENUE ESTIMATE FOR COMMUNITY UNIT SCHOOL DISTRICT 200

Table V-2 presents the estimate of annual property tax revenues generated at the build-out of Cantera Point for Community Unit School District 200.

TABLE V-2

Estimated Annual Property Tax Revenue for Community Unit School District 200 of Cantera Point Townhome Development at Build-out[1]

	Annual Residential $
Equalized Assessed Value[2]	13,832,000
Annual Property Tax Revenue for Community Unit School District 200 @ Build-out[3]	**630,600**

[1] Figures are rounded.
[2]Equalized assessed value is calculated at 33.33% of market value. Adjusted equalized assessed value factor of 1.0000. Net of homeowner's exemption of $8,000 per unit.
[3] Community Unit School District 200 2024 property tax rate is $4.5592 per $100 of equalized assessed value.

Sources: D.R. Horton; DuPage County Assessor; Gruen Gruen + Associates.

With an equalized assessed value of $13.8 million and a property tax rate of $4.5592 per $100 of equalized assessed value at build-out, the proposed Cantera Point development is estimated to generate annual property tax revenue of approximately $630,600 for Community Unit School District 200.

NET FISCAL EFFECT ON COMMUNITY UNIT SCHOOL DISTRICT 200

Table V-3 compares the revenues, operating expenses, and operating surplus resulting from the 17 additional school-age children assumed to be added to the Community Unit School District 200 from the proposed Cantera Point development.

TABLE V-3

Estimated Operating Revenues and Expenses for Community Unit School District 200 Generated by Cantera Point Townhome Development at Build-out

	Annual Per Additional Student $	Annual Total $
District Property Tax Revenues	37,096	630,629
State Aid/Evidence-Based Funding	1,287	21,871
Gross Operating Costs	(17,460)	(296,820)
District Operating Surplus	**20,922**	**355,680**

Sources: D.R. Horton; DuPage County Assessor;
Illinois State Board of Education; Gruen Gruen + Associates.

The estimate of annual property tax revenue of $630,629 to the Community Unit School District 200 equates to $37,096 per additional student per year upon build-out.

According to the Illinois State Board of Education (ISBE), School District 200 is scheduled to receive minimum Gross Evidence-Based Funding for the 2025 fiscal year totaling over $14 million, or the equivalent of $1,287 per pupil. This represents additional operating revenues of $21,871 (i.e., $1,287 multiplied by 17 pupils projected to be generated by the proposed Cantera Point development). (The State Evidence-Based Funding formulas replaced General State Aid in 2017; they are not specifically based on student population, so the estimate is an approximation based on current district enrollment and level of State funding).

Annual ISBE district report cards indicate that gross operating expenditures of $17,460 per pupil in Community Unit School District 200 in 2022-2023.[3] Thus, with 17 additional students projected to be generated by the proposed Cantera Point development, annual operating expenditures based on current rates are assumed to increase by $296,820 annually.

The difference between (a) projected annual property tax revenues and State funding resulting from student generation at Cantera Point and (b) additional annual operating costs resulting from student generation at Cantera Point indicates an estimated annual operating surplus of $355,680 or $20,922 per additional student generated for Community Unit School District 200.

[3] Most recent year available as reported in the Illinois Report Card 2023-2024.

APPENDIX A

TOTAL ANNUAL PROPERTY TAX REVENUE FOR ALL TAXING DISTRICTS

Table A-1 presents the estimated total annual property tax revenue associated with the Cantera Point townhome development at build-out.

TABLE A-1

Total Annual Property Tax Revenue Estimated by Taxing District of the Cantera Point Townhome Development

Taxing District	Total Development $
College of DuPage 502	24,815
City of Warrenville	87,736
County of DuPage	18,825
DuPage Airport Authority	1,688
Forest Preserve District	18,120
Naperville Township	5,256
Naperville Township Road Department	4,191
Naperville Township Mental Health	1,936
Community Unit School District 200	630,629
Warrenville Street & Bridge Naperville Township	3,361
Warrenville Fire District	87,031
Warrenville Park District	61,967
Warrenville Library District	51,289
TOTAL PROPERTY TAXES[1]	**996,845**

[1]Based on 2024 property tax rate for City of Warrenville and 2024 property tax rate for other taxing districts.

Sources: DuPage County Treasurer; Gruen Gruen + Associates.

Total annual property taxes are estimated at over $996,000 from the development for all taxing entities. Of that total, Community Unit School District 200 is estimated to receive over $630,000 or about 63 percent of total annual property tax revenue. The City is expected to receive approximately $87,700 or about nine percent of total annual property tax revenue.

Gruen Gruen + Associates (GG+A) is a firm of economists, sociologists, statisticians and market, financial and fiscal analysts. Developers, public agencies, attorneys and others involved in real estate asset management utilize GG+A research and consulting to make and implement investment, marketing, product, pricing and legal support decisions. The firm's staff has extensive experience and special training in the use of demographic analysis, survey research, econometrics, psychometrics and financial analysis to describe and forecast markets for a wide variety of real estate projects and economic activities.

Since its founding in 1970, GG+A has pioneered the integration of behavioral research and econometric analysis to provide a sound foundation for successful land use policy and economic development actions. GG+A has also pioneered the use of economic, social and fiscal impact analysis. GG+A impact studies accurately and comprehensively portray the effects of public and private real estate developments, land use plans, regulations, annexations and assessments on the affected treasuries, taxpayers, consumers, other residents and property owners.

San Francisco:	Denver:	Deerfield:
(415) 432-4342	(720) 583-2056	(847) 317-0634
sf@ggassoc.com	denver@ggassoc.com	midwest@ggassoc.com

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CBRE, Inc.
Brokerage Services
Land Services Group

June 20, 2025

Chairman Cosgrove and
Members of the Plan Commission/Zoning Board of Appeals
City of Warrenville
28W701 Stafford Place
Warrenville, IL 60555

Re: Cantera Point Townhome Community Proposal

Dear Chairman Cosgrove and Commissioners/Board Members:

This letter is written in furtherance of our December 4, 2024 letter to you and our related conversation thereafter with Community and Economic Development Director Emery, specifically with regard to the unviability of retail and office uses at the proposed Cantera Point development site.

As we previously discussed with Director Emery, CBRE was involved with the prior sale of the subject site to Ryan Companies. Since that time, CBRE has spent eight years marketing the subject site for retail use as well as general office and medical office use, among other things.

As the world's largest real estate brokerage with more than 115,000 employees across the globe, CBRE is able to ensure its clients that their real estate offerings will receive maximum exposure to the qualified marketplace. Accordingly, CBRE's efforts for the subject site have included marketing to developers and users in each of the retail, office and medical office sectors. In addition to listing the subject site on all the commercial property multiple listing services such as CoStar and LoopNet, CBRE has continuously target-marketed the subject site through email blasts, mailers, personal phone calls and meetings to over 900 prospects within the retail, office and medical office sectors.

With a keen understanding of the City's particular desire to see retail use at the subject site, the magnitude of CBRE's marketing efforts therefor cannot be overstated. Led by CBRE Executive Vice President David Justh and CBRE Senior Vice President Matt Ishikawa, CBE has left no stone unturned and made every effort to investigate potential retail uses for the subject site during the entirety of CBRE's marketing efforts to date. This is significant in that Mr. Justh has had extensive experience with Cantera and the immediately surrounding area for more than 30 years, including the sale of the Northwestern Proton Center land; leasing of the adjacent Keystone office building, which is anchored by Northwestern; leasing and the eventual sale of the buildings now owned by Little Friends; leasing of 190,000 square feet of the former Navistar headquarters by Edward Elmhurst Health; leasing of the Ultimo Motors building on Weaver Parkway; and several build-to-suit office projects within Cantera. Additionally, Mr. Ishikawa focuses his practice on the sale of land to developers, and has completed many area transactions for retail, residential, medical office and multifamily uses. Beyond their experience and associated brokerage expertise, both Mr. Justh and Mr. Ishikawa are uniquely knowledgeable about the Cantera local trade area and the larger market due to their residency in the City of Naperville.

Among the reasons retail and restaurant users and developers have expressed disinterest in the subject site are low traffic counts, lack of sufficient residential dwelling unit counts north of I-88, absence of an anchor demand generator such as a grocery store or other retail-type uses in the immediate vicinity of the subject site, a resulting lack of retail synergy, and the large number of superior, competitive sites within a five-mile radius of the subject site.

CBRE welcomes the opportunity to discuss the information provided herein and all related considerations with any City representatives who may wish to do so. Mr. Justh may be reached at (630) 573-1273 or david.justh@cbre.com, and Mr. Ishikawa may be reached at (630) 573-7068 or matt.ishikawa@cbre.com.

Sincerely,

CBRE, Inc.





Matt Ishikawa
Senior Vice President

David Justh
Executive Vice President

Attachment R

MACKIE CONSULTANTS

June 12, 2025

Ms. Kristine Hocking, P.E., CFM
Assistant Community Development Director
City of Warrenville
3S258 Manning Avenue
Warrenville, Illinois 60555

Re: Cantera Point
Engineering Review
City of Warrenville, Illinois

Dear Ms. Hocking:

Please find enclosed for your review and approval the following documents associated with the above referenced project:

- One (1) PDF copy of the revised Cantera Point Plat of Subdivision, prepared by Mackie Consultants, dated June 3, 2025;
- One (1) PDF copy of the Cantera Point Property ALTA Survey prepared by Mackie Consultants, dated September 30, 2024;
- One (1) PDF copy of the Cantera Point Engineer's Utility Statement to City, prepared by Mackie Consultants, dated June 3, 2025;
- One (1) PDF copy of the Cantera Point Final Engineering Plans, prepared by Mackie Consultants, dated June 3, 2025;
- One (1) PDF copy of the Cantera Point Final Stormwater Management Report, prepared by Mackie Consultants, dated June 3, 2025;
- One (1) PDF copy of the Cantera Point Photometric Plan, prepared by Mackie Consultants, dated June 3, 2025;
- One (1) Word Document containing the Cantera Point Legal Description, prepared by Mackie Consultants, dated April 15, 2025;
- One (1) PDF copy of the Cantera Point Parking Exhibit, prepared by Mackie Consultants, dated June 3, 2025;
- One (1) PDF copy of the Cantera Point Fire Truck Turning Exhibit, prepared by Mackie Consultants, dated June 3, 2025;
- One (1) PDF copy of the DuPage County Stormwater Management Certification Application, prepared by Mackie Consultants, dated June 3, 2025.
- One (1) PDF copy of the Engineer's Opinion of Probable Cost, prepared by Mackie Consultants, dated June 12, 2025.

The enclosed documents have been revised based on the City of Warrenville review comments, dated March 24, 2025. In addition to the revisions based on comments, the enclosed documents also include revisions to the land plan based on City input.

GENERAL

COMMENT 1: Provide a traffic impact memo or statement.

RESPONSE 1: The traffic impact investigation has been prepared by Kenig, Lingren, O'Hara and Aboona, Inc and included as part of DR Horton's submittal package.

COMMENT 2: Investigate whether a more direct connection to the path around Reindeer Lake is possible. Potential route is north of the hotels, westwardly to the eastern edge of the lake. Coordination with Northwestern Memorial owner will be necessary.

RESPONSE 2: Based on review of the existing topography, a path to tie in to the existing Reindeer Lake path would have 20 plus feet of grade change, and would require a path in excess of 6-7% for hundreds of feet. DR Horton does not propose to construct this steep path through the Northwestern Memorial's property.

COMMENT 3: This property was allocated 79 PE. Proposed PE is 357. The additional PE is required to be purchased is 278. See Estimated Fee section of this memo.

RESPONSE 3: The Engineer's Uility Statement to the City has been updated to detail the revised PE of the site based on the new site plan. The new proposed PE count is 318.5, making the amount to be purchased 239.5 PE.

COMMENT 4: Submit a completed DuPage County Stormwater Certification Application.

RESPONSE 4: The DuPage County Stormwater Certification Application has been completed and included in the Stormwater Management Report.

COMMENT 5: The proposed disturbed area is greater than 1 acre. An IEPA NPDES permit is required, Submit a copy of the approved NOI to the city when available.

RESPONSE 5: The IEPA NPDES NOI will be submitted to the City upon approval.

COMMENT 6: A record drawing signed and sealed by a registered Professional Engineer or Land Surveyor is required for the drainage system in accordance with Section 15-74.B of the DCSFPO.

RESPONSE 6: Record drawings for the proposed storm sewer shall be provided after construction is completed.

FINAL ENGINEERING PLANS

COMMENT 7: Plans shall be signed and sealed by an Illinois Licensed Professional Engineer.

RESPONSE 7: The plans and stormwater report have been signed and sealed by an Illinois Licensed Professional Engineer.

COMMENT 8: Revise the watermain to reduce the amount of new main per Public Works comments. See attached exhibit.

RESPONSE 8: The proposed watermain has been revised with consideration for the Public Works comments. Where possible, we increased service lengths to avoid additional new watermain, and limit redundant main.

COMMENT 9: There appears to be retaining walls in front of multiple buildings that conflict with the walkways from the front of the buildings to the sidewalk. Address how this will be constructed. Buildings 1, 4, 5, 6, 17, 18.

RESPONSE 9: The retaining walls have been revised to provide additional detail and better demonstrate the walls and grading with the proposed sidewalks.

COMMENT 10: Can you reduce the Top of Foundations to reduce the driveway slope percentages (some are near the maximum) and it would also remove the retaining walls from the fronts of buildings?

RESPONSE 10: The Top of Foundation elevations have been held as high as possible relative to the alleyways, to help provide additional grading differential from the garages of the units, to the potential ponding water in large storm events. Based on revisions to the land plan and grading tweaks, the number of buildings with retaining walls has also been reduced.

COMMENT 11: Provide ADA Compliant Curb Ramps at all new driveway access points onto Maecliff. Provide details of these locations on the plans.

RESPONSE 11: ADA Compliant Curb Ramps have been provided at all new driveway access points on Maecliff Drive. Please refer to grading plan and grading details sheets.

COMMENT 12: Provide crosswalk pavement markings at all new driveway entrances onto Maecliff Drive that would denote the pedestrian way.

RESPONSE 12: Crosswalk pavement markings have been added at at all new driveway entrances onto Maecliff Drive. Refer to Revised Final Engineering Plans.

COMMENT 13: Increase the pavement cross section to meet the Zoning Ordinance requirements of loading areas (due to garbage trucks) of Structural Number 2.8.

RESPONSE 13: Pavement cross sections have been revised to the following: 1.5” surface, 2.5” binder, 10” aggregate.

COMMENT 14: The fixtures conform to the Zoning Ordinance requirements, however the light detail on Sheet 13 of the Civil Plans conflicts with the Photometric Plan sheet.

RESPONSE 14: The light detail on Sheet 14 of the engineering plans and the Photometric Plan have been reviewed and revised so both are coordinated.

COMMENT 15: Include plan sheets showing the storm sewer which conveys runoff from this development to Reindeer Lake. Include the Reindeer Lake Control Structure detail.

RESPONSE 15: An additional sheet has been added to the plans to show the existing Reindeer Lake sewer information.

COMMENT 16: Provide a revised plan for Reindeer Lake noting the revised design volume and HWL for documentation.

RESPONSE 16: The proposed offsite storm sewer plan sheet shows the new proposed high water line for Reindeer Lake.

COMMENT 17: Stormwater report states water quality measures will include catch basins with snout and bioskirt hoods located on the last structures before discharging from the site. The utility plan and catch basin detail does not indicate snouts and bioskirts will be provided.

RESPONSE 17: The utility sheets and catch basin details have been updated to indicate that snouts and bioskirts shall be provided at the final onsite structure before the sewer ties into existing infrastructure.

STORMWATER REPORT

COMMENT 18: Include the DuPage County wetland map.

RESPONSE 18: The DuPage County wetland map has been included in the maps section.

COMMENT 19: Include a proposed impervious/pervious area exhibit with impervious areas shaded and labeled.

RESPONSE 19: A proposed impervious/pervious area exhibit with impervious areas shaded and labeled has been provided.

COMMENT 20: The report states that the Soils Report determined low permeable soils consisting of silty clay or original hard, brown and trace gray silty clay are on site and therefore, a Soil Group D has been utilized for determining the CN. The CN calculations use a CN of 74 for Green Space which is equivalent to good condition grass with Soil Group C and not D. Soil Group D has a CN of 80. Please update or describe why 74 was used.

RESPONSE 20: The Stormwater Report has been revised to clarify the reasoning for using a Soil Group C designation as opposed to Soil Group D.

COMMENT 21: In the PCBMP tab, include that Reindeer Lake's slopes are planted with native vegetation for further water quality benefits.

RESPONSE 21: The PCBMP tab has been updated to note that Reindeer Lake's slopes are planted with native vegetation for further water quality benefits.

COMMENT 22: Note the design storm frequency on the storm sewer calculation sheet (appears to be 100-year). Also note the storm frequency on the sewer profile reports.

RESPONSE 22: The design storm frequency on the storm sewer calculation has been noted as 100-year. The storm frequency has also been noted on the sewer profiles throughout the report.

COMMENT 23: Retaining wall taller than 3' shall be designed by an Illinois Licensed Structural Engineer or Architect. Submit calculations to the City.

RESPONSE 23: Comment noted. These calculations and designs will be completed and submitted to the City as part of the houseline design and review process.

SUBDIVISION PLAT

COMMENT 24: Update the subdivision plat per the revised utilities.

RESPONSE 24: The subdivision plat has been updated based on the revised site plan and revised utility layout.

ESTIMATED FEES

COMMENT 25: Stormwater Management Review Fee: $3,250. *This has been paid.*

RESPONSE 25: Comment noted.

COMMENT 26: Stormwater Inspection Fee: $500 plus 2.5% of EOPCC for Public Improvements (Stormwater Management & Erosion Control). **TBD.**

RESPONSE 26: Comment noted.

COMMENT 27: Final Engineering Review and Inspection: Based upon the EOPCC for Public Improvements (Non-Stormwater Management/Erosion Control). **TBD.**

RESPONSE 27: Comment noted.

COMMENT 28: Development Security: 110% of the total EOPCC for Public and Stormwater Improvements. This can be a cash bond, Letter of Credit, or a Performance and Payment Surety Bond. **TBD.**

RESPONSE 28: Comment noted.

COMMENT 29: Sanitary Sewer Capacity Purchase: Based upon total number of additional gallons per day. Cost = Gallons x $6.50 (approx). **TBD.**

RESPONSE 29: Comment noted.

We request your review and subsequent approval of the enclosed documents. Should you have any questions, please contact me.

Sincerely,

Joe Dolbee, PE
Engineer

N:\4821\Correspondence\250603.Comment Response Letter to City of Warrenville.docx

Attachment S

WARRENVILLE
City of Warrenville
3S258 Manning Avenue
Warrenville, IL 60555
(630) 836 3050 tel
(630) 393 1531 fax
www.warrenville.il.us

MEMORANDUM

Date: July 2, 2025

To: DR Horton, Inc.

From: Kristine Hocking, P.E., CFM
Assistant Community Development Director
City of Warrenville

Re: Cantera Point Townhomes
Engineering/SWM/Public Works Review #2
APPROVED WITH CONDITIONS

We have completed our 2ND review for the Cantera Point Townhomes with regards to the DuPage County Stormwater and Flood Plain Ordinance, Warrenville's Subdivision Control and Ordinance, and Public Works requirements. We have reviewed the following documents related to this project:

1. Final Engineering Plans for Cantera Point prepared by Mackie Consultants, LLC of Rosemont, Illinois and dated June 12, 2025.
2. Final Stormwater Report for Cantera Point prepared by Mackie Consultants, LLC and dated June 12, 2025.
3. Final Plat of Subdivision for Cantera Point by Mackie Consultants, LLC and dated June 12, 2025.
4. Final Landscape Plan for Cantera Point prepared by Schoppe Design Associates, Inc. of Oswego, Illinois and dated June 19, 2025 .
5. Photometric Plan for Cantera Point prepared by Mackie Consultants, LLC of Rosemont, Illinois and dated June 20, 2025.
6. Engineer's Opinion of Probable Cost for Cantera Point prepared by Mackie Consultants, LLC and dated June 20, 2025.
7. Engineer's Utility Statement for Cantera Point prepared by Mackie Consultants, LLC and dated June 12, 2025.
8. ALTA /NSPS Land Title Survey for Cantera Point Property prepared by Mackie Consultants, LLC and dated September 30, 2024 .
9. Traffic Study, prepared by KLOA and dated June 20, 2025.
10. Traffic Impact Statement, prepared by KLOA and dated May 16, 2025.
11. Autoturn Exhibit, prepared by Mackie Consultants, dated May 22, 2025.

ENGINEERING SUMMARY

The existing site is 9.44 acres and completely undeveloped. Proposed development includes twenty residential townhouse buildings, four driveway entrances from Maecliff Drive and utilities. The disturbed area is 8.7 acres. The site existing impervious area is 0 sf. The site proposed impervious area is 205,542 sf. An impervious area increase of 205,542 sf is proposed. Stormwater

management improvements include construction of on-site storm sewer to convey runoff to Reindeer Lake which was designed to provide detention volume for this site.

ACCESS: Access is provided to the site via Maecliff Drive. Three access points are proposed. The fire truck turning diagram demonstrates a truck can access the site via the internal driveways.

STORMWATER DETENTION: Detention has been provided for in the regional stormwater detention pond west of the site. All storm sewers onsite should be designed to convey the 100-year flow.

BEST MANAGEMENT PRACTICES: The regional stormwater detention pond was planted with native vegetation, which satisfies the Stormwater Ordinance requirement for Best Management Practices. Water quality manholes are proposed onsite.

SPECIAL MANAGEMENT AREAS: There are no special management areas on the site.

SEWER & WATER: There is existing sanitary sewer and watermain on Maecliff Drive and watermain along Warrenville Road. The applicant is proposing to make multiple main and service connections to the existing watermain and two connections to the existing sanitary sewer. These new mains will be owned and maintained by the City. IEPA permits are required.

EROSION CONTROL: Erosion control measures are required for this development. Standard City erosion control specific notes are incorporated into the plans.

PERMITS: A City of Warrenville Stormwater and Flood Plain Certification is required due to the site disturbance. A Notice of Intent (NOI) must be submitted to the Illinois Environmental Protection Agency (IEPA) before the start of construction. A Notice of Termination must be submitted to the IEPA once the site is fully restored. IEPA sanitary sewer and watermain permits will be required. City of Warrenville Site Development permit and Building Permit "Site Plans" will be required as each building is constructed.

SITE LIGHTING: Existing street lights are located on Maecliff Drive. A photometric plan was submitted for private lights on the internal drives. The fixtures conform to the Zoning Ordinance requirements.

TRAFFIC IMPACT: The City's consultant concurs with the trip generation estimate presented in Table 2, the use of ITE Trip Generation Manual, 11th Edition data for Land Use Code 215, Single-Family Attached Housing, the trip distribution and assignment assumptions presented in Figure 5 and Figure 6. They also generally concur with the results of the capacity analysis under existing and future traffic conditions. Based on projected traffic volumes and MUTCD criteria, a signal is not warranted at the intersection of Ferry Road/Maecliff Drive-Cantera Drive. In conclusion, the study area has sufficient capacity to accommodate the traffic estimated to be generated by the proposed development and no traffic control improvements will be required. The proposed development will generate significantly less traffic than an office or commercial use.

REVIEW COMMENTS

The reviewed documents are **"APPROVED WITH CONDITIONS**". The following comments should be addressed ***after City Council action during the permit process.***

GENERAL:

1. Submit a completed DuPage County Stormwater Certification Application.
2. The proposed disturbed area is greater than 1 acre. An IEPA NPDES permit is required, Submit a copy of the approved NOI to the City when available.
3. A record drawing signed and sealed by a registered Professional Engineer or Land Surveyor is required for the drainage system in accordance with Section 15-74.B of the DCSFPO.
4. Retaining wall taller than 3' shall be designed by an Illinois Licensed Structural Engineer or Architect. Submit calculations to the City.
5. Submit IEPA permits for water and sanitary to the City for review and approval. The IEPA sanitary permit must be approved by both Warrenville and Naperville. Warrenville will facilitate the review with Naperville.

FINAL ENGINEERING PLANS:

6. The revised layout of watermain and sanitary sewer is generally acceptable to Public Works. The department will review the sanitary sewer and watermain and services in greater detail during the permitting process specific to water services and fire hydrant locations. The watermain may be adjusted slightly due to these more detailed comments.
7. Grading Plan Sheet 4: Revise note # 5: "….slopes from the ~~right of way~~ **garage to common driveway (alley)** shall be…."
8. Grading Plan Sheet 5: Revise the Mass Grading Section Townhome to show the common driveway (alley) between drives to be 21 feet. Update the slopes for these drives on Sheets 4 and 5 to reflect this.
9. Grading Plan Sheets 4 and 5. Add spot grades at the point where the driveways meet the common drive (alley).
10. Note Detail Sheet 17: Make the Typical Common Driveway Cross Section and Typical Cross Section HMA Common Driveway to show 21' wide so that there are 20' of space between garage and common driveway (alley) edge.
11. Detail Sheet 17: Typical Cross Section HMA Common Driveway shall be 2.8 structural number. Increase the Binder to 3" to meet this requirement.
12. Detail Sheet 17: Private Driveway in front of garage shall be minimum 3" HMA over 8" aggregate. Show this cross section on the Detail Sheet
13. Add a "No Left Turn" sign to the Rin-Rout median on Maecliff at Warrenville Road and upgrade and enhance the curb of that median to prevent left turn and straight movements out subject to prior DuDot approval.
14. Include all plan sheets showing the storm sewer which conveys runoff from this development to Reindeer Lake. See attached as-builts.
15. A snout and bioskirt is only noted on MH 14. The two south systems do not include a snout and bioskirt at MH 20 and CB 27. Also, a 15" RCP is proposed to connect to a 12" lateral

sewer at existing inlet INL5A. Replace the lateral with a sewer (minimum 15") that can convey the proposed 100-year flow to the existing Maecliff Road system.

16. The two existing midblock crossings on Maecliff Drive at Building 5 and Building 16 should be enhanced with pavement crosswalk markings. It is anticipated these crossings will be used by residents of Cantera Point to access the trail west of the site.

STORMWATER REPORT:

8. No comments.

TRAFFIC IMPACT STUDY:

8. Update Figures 4, 7, and 8 to move the asterisk for the illegal maneuver to the through movement instead of the right turn movement from Maecliff Drive to Warrenville Road.
9. The traffic impact study (TIS) indicates the development would provide four access drives on the east side of Maecliff Drive; however, the site plan reflects three drives. Please update the TIS accordingly.

SUBDIVISION PLAT:

9. Remove the County Health Department signature block.
10. For locations where the asphalt path along Warrenville Road encroaches onto the property, add a Sidewalk Easement and provision to the Plat:

SIDEWALK EASEMENT PROVISIONS

OWNER HEREBY GRANTS TO THE COUNTY OF DUPAGE ("COUNTY") A PERMANENT, NON-EXCLUSIVE EASEMENT FOR MAINTAINING, REPAIRING, AND REPLACING A SIDEWALK OR PEDESTRIAN PATH IN THE LOCATIONS DESIGNATED "SIDEWALK EASEMENT" ON THIS PLAT. [redacted] THE COUNTY SHALL HAVE RESPONSIBILITY FOR THE MAINTENANCE OF THE SAID SIDEWALK OR PATH.

11. Add a "For Approval of this Plat, See Ordinance _____ " note.
12. Remove the "County Engineer" signature block and replace with the following and add "….(Ferry Road) ***and Warrenville Road***…"

CERTIFICATE OF DUPAGE COUNTY DIVISION
TRANSPORTATION ENGINEER:

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS PLAT HAS BEEN APPROVED BY THE DUPAGE COUNTY DIVISION OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS TO COUNTY HIGHWAY # 3 (FERRY ROAD) PURSUANT TO 765 ILCS 205/2; HOWEVER, A HIGHWAY PERMIT FOR ACCESS IS REQUIRED OF THE OWNER OF THE PROPERTY PRIOR TO CONSTRUCTION WITHIN THE COUNTY'S RIGHTS-OF-WAY.

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

BY: _____
DUPAGE COUNTY DIVISION TRANSPORTATION ENGINEER

ESTIMATED FEES:

13. Stormwater Management Review Fee: $3,250. *This has been paid.*
14. Stormwater Inspection Fee: $500 plus 2.5% of EOPCC for Public Improvements (Stormwater Management & Erosion Control). **$9,670.50.**
15. Final Engineering Review and Inspection: Based upon the EOPCC for Public Improvements (Non-Stormwater Management/Erosion Control). **$31,869.09**
16. Development Security: 110% of the total EOPCC for Public and Stormwater Improvements. This can be a cash bond, Letter of Credit, or a Performance and Payment Surety Bond. **$1,228,349.10**
17. Sanitary Sewer Capacity Purchase: Based upon total number of additional gallons per day. Cost = Gallons x $6.50 (approx). **TOTAL REQUIRED PE TO PURCHASE IS 239.5 PE. APPROXIMATE COST IS $156,000 (TO BE VERIFIED BY CITY OF NAPERVILLE PRIOR TO PURCHASE).**

ATTACHMENTS

1. As-Built
2. Stormwater Certification Application

STORM STRUCTURE

(1) N: 20,036.81 ~~———~~ 20042.15
E: 29,993.26 ~~———~~ 29997.64
INLET, TYPE A, 2' DIA
W/ F&G NEENAH R-4342
DITCH GRATE
RIM=722.75 ~~———~~ 722.67
INV=719.00 ~~———~~ 719.23

(2) N: 20,059.62 ~~———~~ 20060.65
E: 30,036.93 ~~———~~ 30039.07
MH, TYPE A, 4' DIA.
W/ F&G TYPE 1 , CLOSED LID
RIM=725.90 ~~———~~ 725.70
W INV=718.50
S INV=718.50

(3) N: 20,165.32 ~~———~~ 20165.20
E: 30,166.84 ~~———~~ 30165.24
CB, TYPE A, 4' DIA
W/ F&G TYPE 1, OPEN LID
RIM=729.46 ~~———~~ 729.34
INV=724.30

(3A) STA.11+19.23, 18.00 LT ~~———~~ 20191.02
CB, TYPE A, 5' DIA 30208.87
W/ F&G TYPE 11
RIM=730.12 ~~T/C~~ 730.02
E INV=725.16
W INV=724.06 ~~———~~ 724.18
NW INV=723.81 ~~———~~ 723.91

(3B) STA.11+19.23, 18.00 RT ~~———~~ 20190.84
CB, TYPE A, 4' DIA 30246.87
W/ F&G TYPE 11
RIM=730.12 ~~T/C~~ 730.03
N INV=725.34 ~~———~~ 725.44
W INV=725.44

(3C) STA.11+29.61, 18.00 RT ~~———~~ 20200.53
INLET, TYPE A, 2' DIA 30243.63
W/ F&G TYPE 11
RIM=730.10 ~~T/C~~ 729.99
INV=725.49

(3D) STA.11+29.61, 18.00 RT ~~———~~ 20191.02
CB, TYPE A, 4' DIA 30208.87
W/ F&G TYPE 11
RIM=730.10 ~~T/C~~ 729.79
INV=723.76 ~~———~~ 723.52
INV=723.24

(4) STA.13+00.00, 0.00 ~~———~~ 20363.52
MH, TYPE A, 4' DIA. 30237.39
W/ F&G TYPE 1, CLOSED LID
RIM=732.10 ~~———~~ 731.98
E INV=727.34 ~~———~~ 727.44
S INV= 728.18 ~~———~~ 728.25
W INV=722.38
N INV=722.28

(4A) STA.13+00.00, 12.59 LT ~~———~~ 20370.57
CB, TYPE A, 4' DIA 30228.74
W/ F&G TYPE 11
RIM=732.30 ~~T/C~~ 732.25
N INV=721.71 ~~———~~ 722.19
S INV=722.21

(4B) STA.13+00.00, 13.08 RT ~~———~~ 20352.08
CB, TYPE C, 2' DIA 30247.14
W/ F&G TYPE 11
RIM=732.30 ~~T/C~~ 732.20
INV =728.30

(5) STA.14+19.00, 0.00 ~~———~~ 20421.87
MH, TYPE A, 5' DIA. 30336.14
W/ F&G TYPE 1, CLOSED LID
RIM=733.86 ~~———~~ 733.80
E INV=728.78
W INV=728.53 ~~———~~ 728.67
S INV=729.94
N INV=729.94

(5A) STA.14+19.00, 12.00 LT ~~———~~ 20431.11
CB, TYPE C, 2' DIA 30332.01
W/ F&G TYPE 11
RIM=734.06 ~~T/C~~ 733.98
INV= 730.06 ~~———~~ 730.15

(5B) STA.14+19.00, 12.00 RT ~~———~~ 20410.62
CB, TYPE C, 2' DIA 30344.39
W/ F&G TYPE 11
RIM=734.06 ~~T/C~~ 734.01
INV=730.06 ~~———~~ 730.12

(11) N: 20,558.82 ~~———~~ 20556.55
S: 30,115.93 ~~———~~ 30115.42
MH, TYPE A, 5' DIA
W/ F&G TYPE 1, CLOSED LID
RIM=732.19 ~~———~~ 732.24
NE INV=720.52 ~~———~~ 720.77
SW INV=720.62

STORM PIPE

STM 1 ~~50 LF~~ 45.37
15" RCP ~~@ 1.00%~~ 1.61%

STM 2 ~~40 LF~~ 41.34
15" RCP ~~@ 1.00%~~ 0.97%

STM 3 ~~48 LF~~ 48.96
18" RCP ~~@ 0.50%~~ 0.25%

STM 3A ~~10 LF~~ 12.82
21" RCP ~~@ 0.50%~~ 1.17%

STM 3B ~~36 LF~~ 36.51
12" RCP ~~@ 0.50%~~ 0.77%

STM 3C ~~10 LF~~ 10.21
12" RCP ~~@ 0.50%~~ 0.49%

STM 4 ~~172 LF~~ 174.84
24" RCP ~~@ 0.50%~~ 0.65%

STM 4A ~~13 LF~~ 11.16
24" RCP ~~@ 0.54%~~ 0.81%

STM 4B ~~13 LF~~ 15.02
12" RCP ~~@ 0.92%~~ 0.33%

STM 5 ~~119 LF~~ 115.14
18" RCP ~~@ 1.00%~~ 1.07%

STM 5A ~~12 LF~~ 10.12
12" RCP ~~@ 1.00%~~ 2.08%

STM 5B ~~12 LF~~ 13.95
12" RCP ~~@ 1.00%~~ 1.29%

STM 6 ~~133 LF~~ 137.48
15" RCP ~~@ 1.00%~~ 1.10%

STM 12 ~~218 LF~~ 217.79
30" RCP ~~@ 0.50%~~ 0.43%

WATER PIPE

WM 1
54 LF 10" DIP

WM 2
129 LF 10" DIP

WM 3
28 LF 10" DIP

WM 4
378 LF 10" DIP

WM 5
55 LF 6" DIP

WM 6
4 LF 6" DIP

WM 17
4 LF 6" DIP

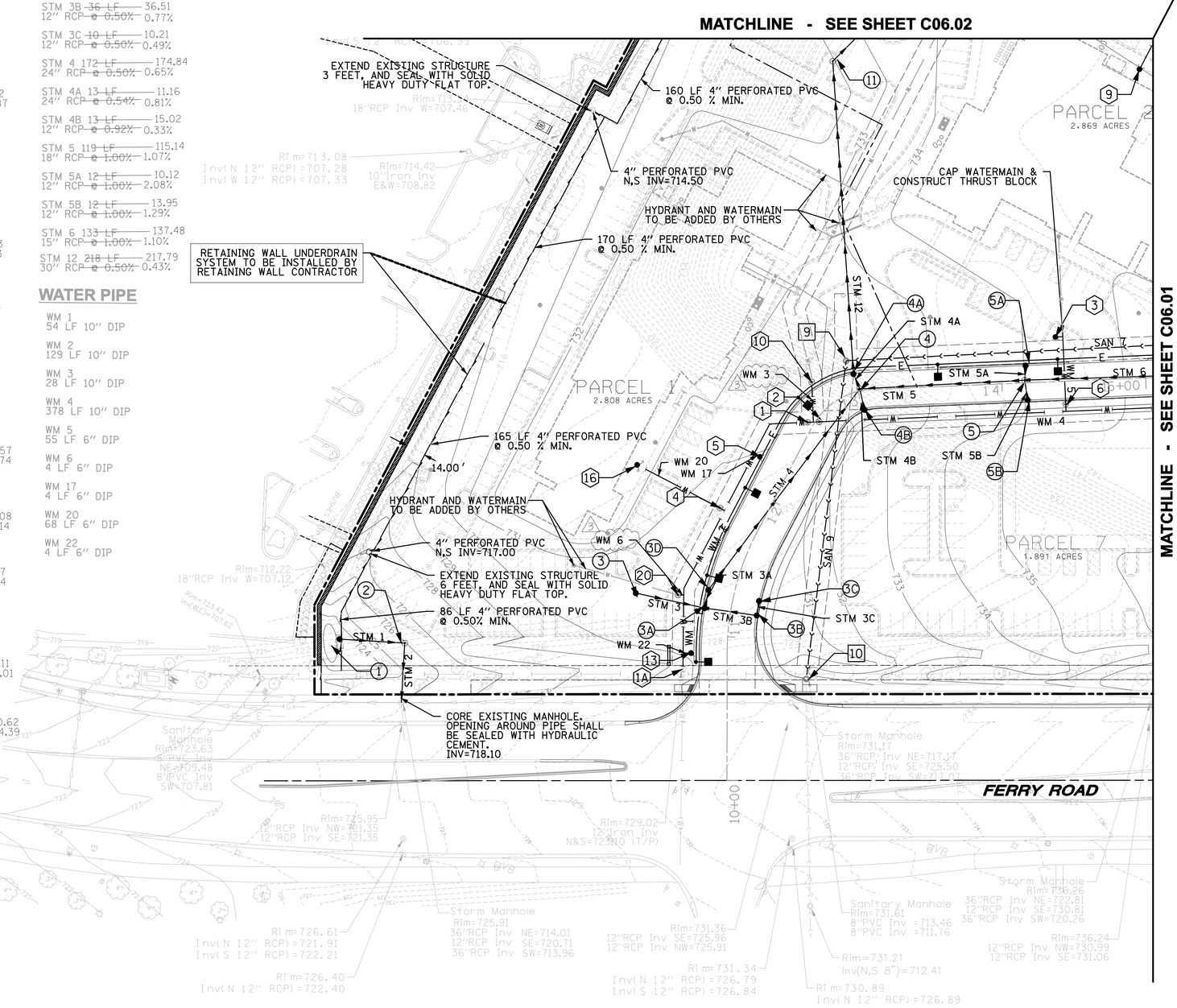
WM 20
68 LF 6" DIP

WM 22
4 LF 6" DIP

SANITARY PIPE

SAN 7
298 LF ~~8" PVC~~ 292.14
SDR 26 ~~@ 0.80%~~ 0.80%

SAN 9
223 LF ~~8" PVC~~ 219.81
SDR 26 ~~@ 0.80%~~ 0.83%



N

wight

GRAPHIC SCALE
40 0 20 40 80
1 INCH = 40 FEET

SANITARY STRUCTURE

(9) STA. 12+~~97.00~~ 20376.43
SAN MH TYPE A 30219.95
F&G TYPE 1, CL LID
RIM=~~732.10~~ 732.06
NE ~~INV=719.63~~ 719.67
SE ~~INV=719.52~~ 719.55

(10) STA. 10.70.64 54.97 RT
EX. SAN MH TYPE A
DROP CONNECTION
F&G TYPE 1, CL LID
RIM=~~731.61~~ 731.52
NW ~~INV=717.74~~ 717.72

WATER STRUCTURE

(1) STA. 12+59.62 4.21 LT
VALVE VAULT WITH
10" GATE VALVE
TYPE 1 F&G, CL LID
RIM=731.42

(1A) CONNECT TO EX. 12" GATE VALVE IN VAULT, THEN REDUCE TO 10" D.I.P.

(2) STA. 12+64.12, 2.35 RT
VALVE VAULT WITH
10" GATE VALVE
TYPE 1 F&G, CL LID
RIM=731.54 731.44

(3) STA. 14+38.00, 31.00 LT
FIRE HYDRANT W/
TEE AND AUX. VALVE
GRADE RING=~~734.50~~ 734.62

(4) STA. 11+79.00, 31.00 LT
VALVE VAULT, 5' DIA
W/ 10" X 6" TEE
& 6" GATE VALVE
F&G TYPE 1, CL LID
RIM=730.60

(5) STA. 12+23.00, 22.00 LT
FIRE HYDRANT W/
TEE AND AUX. VALVE
GRADE RING=~~731.20~~ 731.33

(6) STA. 14+43.70, 16.00 RT
VALVE VAULT, 5' DIA
W/ 10" X 6" TEE
& 6" GATE VALVE
F&G TYPE 1, CL LID
RIM=734.45 731.33

(9) STA. 19+93.86, 103.13 LT
FIRE HYDRANT W/
TEE AND AUX. VALVE
GRADE RING=~~735.45~~ 735.55

(10) STA. 12+78.00, 20.00 LT
VALVE VAULT, 5' DIA
W/ 10" GATE VALVE
F&G TYPE 1, CL LID
RIM=731.00 731.24

(13) STA 10+88.00, 25.00 LT
FIRE HYDRANT W/
TEE AND AUX. VALVE
GRADE RING=~~730.30~~ 730.22

(16) N: 20,245.25
E: 30,124.82
FIRE HYDRANT W/
TEE AND AUX. VALVE
GRADE RING=731.50

(20) N: 20,178.17
E: 30,191.85
VALVE VAULT, 5' DIA
W/ 10" X 6" TEE
& 6" GATE VALVE
F&G TYPE 1, CL LID
RIM=731.50 731.57

LEGEND

TRENCH BACKFILL

NOTES

1. SEE SHEETS C06.03 TO C06.06 FOR UTILITY PROFILES.

2. CITY WATER SHALL BE USED FOR IRRIGATION SYSTEM.

AS-BUILT

Wight & Company
2500 North Frontage Road . Darien . Il 60561
630.969.7000 630.969.7979 fax
Design Firm Registration 184-000451

PAGE LOCATION KEY

REV	DESCRIPTION	DATE
6	ADDED 3" WATER TAP	02-05-09
5	SWPPP REVISION	12-09-08
4	UTILITY REVISION	11-14-08
3	REVISION	11-04-08
2	REVISION	09-18-08
1	PERMIT RESUBMITTAL	09-12-08
	ISSUED FOR CONSTRUCTION	08-25-08

MAECLIFF DEVELOPMENT

WARRENVILLE ROAD AND FERRY ROAD

UTILITY PLAN - SW

Project Number:
01-5145-02

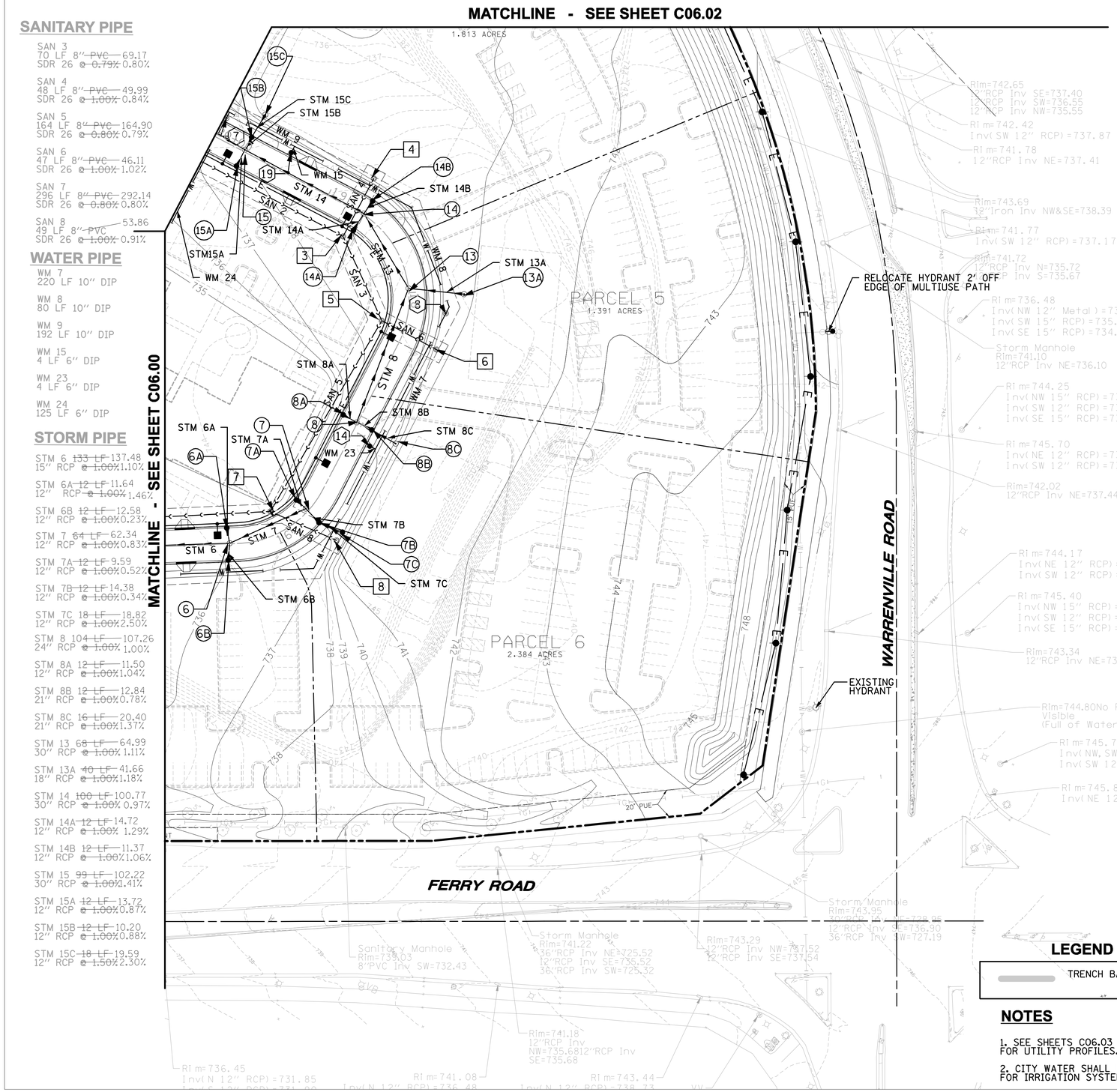
Drawn By:
DJW

Scale:
1" = 40'

Sheet:

C06.00

AS-BUILT



SANITARY PIPE

SAN 3
70 LF 8" ~~PVC~~ 69.17
SDR 26 ~~@ 0.79%~~ 0.80%

SAN 4
48 LF 8" ~~PVC~~ 49.99
SDR 26 ~~@ 1.00%~~ 0.84%

SAN 5
164 LF 8" ~~PVC~~ 164.90
SDR 26 ~~@ 0.80%~~ 0.79%

SAN 6
47 LF 8" ~~PVC~~ 46.11
SDR 26 ~~@ 1.00%~~ 1.02%

SAN 7
296 LF 8" ~~PVC~~ 292.14
SDR 26 ~~@ 0.80%~~ 0.80%

SAN 8 53.86
49 LF 8" PVC
SDR 26 ~~@ 1.00%~~ 0.91%

WATER PIPE

WM 7
220 LF 10" DIP

WM 8
80 LF 10" DIP

WM 9
192 LF 10" DIP

WM 15
4 LF 6" DIP

WM 23
4 LF 6" DIP

WM 24
125 LF 6" DIP

STORM PIPE

STM 6 ~~133 LF~~ 137.48
15" RCP ~~@ 1.00%~~ 1.10%

STM 6A ~~12 LF~~ 11.64
12" RCP ~~@ 1.00%~~ 1.46%

STM 6B ~~12 LF~~ 12.58
12" RCP ~~@ 1.00%~~ 0.23%

STM 7 ~~64 LF~~ 62.34
12" RCP ~~@ 1.00%~~ 0.83%

STM 7A ~~12 LF~~ 9.59
12" RCP ~~@ 1.00%~~ 0.52%

STM 7B ~~12 LF~~ 14.38
12" RCP ~~@ 1.00%~~ 0.34%

STM 7C ~~18 LF~~ 18.82
12" RCP ~~@ 1.00%~~ 2.50%

STM 8 ~~104 LF~~ 107.26
24" RCP ~~@ 1.00%~~ 1.00%

STM 8A ~~12 LF~~ 11.50
12" RCP ~~@ 1.00%~~ 1.04%

STM 8B ~~12 LF~~ 12.84
21" RCP ~~@ 1.00%~~ 0.78%

STM 8C ~~16 LF~~ 20.40
21" RCP ~~@ 1.00%~~ 1.37%

STM 13 ~~68 LF~~ 64.99
30" RCP ~~@ 1.00%~~ 1.11%

STM 13A ~~40 LF~~ 41.66
18" RCP ~~@ 1.00%~~ 1.18%

STM 14 ~~100 LF~~ 100.77
30" RCP ~~@ 1.00%~~ 0.97%

STM 14A ~~12 LF~~ 14.72
12" RCP ~~@ 1.00%~~ 1.29%

STM 14B ~~12 LF~~ 11.37
12" RCP ~~@ 1.00%~~ 1.06%

STM 15 ~~99 LF~~ 102.22
30" RCP ~~@ 1.00%~~ 1.41%

STM 15A ~~12 LF~~ 13.72
12" RCP ~~@ 1.00%~~ 0.87%

STM 15B ~~12 LF~~ 10.20
12" RCP ~~@ 1.00%~~ 0.88%

STM 15C ~~18 LF~~ 19.59
12" RCP ~~@ 1.50%~~ 2.30%

LEGEND

TRENCH BACKFILL

NOTES

1. SEE SHEETS C06.03 TO C06.06 FOR UTILITY PROFILES.

2. CITY WATER SHALL BE USED FOR IRRIGATION SYSTEM.

N

Wight

GRAPHIC SCALE
40 0 20 40 80
1 INCH = 40 FEET

STORM STRUCTURE

(6) STA.15+52.00, ~~0.00~~ 20489.39
MH, TYPE A, 6' DIA. 30455.90
W/ F&G TYPE 1, CLOSED LID
~~RIM=735.83~~ 735.88
~~E INV=730.36~~ 730.48
~~W INV=730.11~~ 730.29
~~S INV=731.91~~ 732.00
~~N INV=731.91~~ 731.98

(6A) STA.15+52.00, ~~12.00 LT~~ 20498.55
CB, TYPE C, 2' DIA 30488.70
W/ F&G TYPE 11
~~RIM=736.03 T/C~~ 735.95
~~INV=732.03~~ 732.15

(6B) STA.15+52.00, ~~12.00 RT~~ 20477.77
CB, TYPE C, 2' DIA 30460.71
W/ F&G TYPE 11
~~RIM=736.03 T/C~~ 736.12
INV=732.03

(7) STA.16+18.00, ~~0.00~~ 20538.55
MH, TYPE A, 5' DIA 30494.29
W/ F&G TYPE 1, CLOSED LID
~~RIM=736.81~~ 736.75
SW INV=731.00
W INV=731.50
E INV=731.50

(7A) STA.16+18.00, ~~12.00 LT~~ 20541.03
CB, TYPE C, 2' DIA 38485.02
W/ F&G TYPE 11
~~RIM=737.01 T/C~~ 736.95
~~INV=731.62~~ 731.55

(7B) STA.16+18.00, ~~12.00 RT~~ 20533.87
CB, TYPE A, 4' DIA 30507.89
W/ F&G TYPE 11
~~RIM=737.01 T/C~~ 736.88
~~E INV=731.72~~ 731.57
~~W INV= 731.62~~ 731.55

(7C) STA.16+21.80, ~~30.00 RT~~ 20535.59
MH, TYPE A, 4' DIA 30526.63
W/ F&G TYPE 1, OPEN LID
~~RIM=737.90~~ 737.94
~~INV=731.90~~ 732.04

(8) STA.16+95.00, ~~0.00~~ 20613.15
MH, TYPE A, 5' DIA 30498.10
W/ F &L TYPE I, CLOSED LID
~~RIM=737.95~~ 737.84
~~N INV=731.47~~ 731.52
W INV=734.03
~~E INV=732.62~~ 732.64

(8A) STA.16+95.00, ~~12.00 LT~~ 20613.48
CB, TYPE C, 2' DIA 30486.60
W/ F&G TYPE 11
~~RIM=738.15 T/C~~ 738.15
INV=734.15

(8B) STA.16+95.00, ~~12.00 RT~~ 20613.48
CB, TYPE A, 4' DIA 30510.80
W/ F&G TYPE 11
~~RIM=738.15 T/C~~ 738.00
~~E INV=732.84~~ 732.77
W INV=732.74

(8C) STA.16+95.00, ~~32.00 RT~~ 20612.59
MH, TYPE A, 4' DIA 30531.18
W/ F&L TYPE 1, OPEN ID
~~RIM=739.00~~ 739.01
~~INV=733.00~~ 733.05

(13) STA. 18+00, ~~0.00~~ 20719.74
MH, TYPE A, 5' DIA 30486.10
W/ F&G TYPE 1, CLOSED LID
~~RIM=738.82~~ 738.78
E INV=734.10
~~S INV=730.43~~ 730.45
~~NW INV=729.68~~ 729.72

(13A) STA. 17+96.83, 39.81 RT 20735.09
MH, TYPE A, 4' DIA 30524.82
W/ F&G TYPE 1, OPEN LID
~~RIM=740.75~~ 740.63
~~INV=734.50~~ 734.59

(14) STA.18+70.00, ~~0.00~~ 20753.78
MH, TYPE A, 5' DIA 30430.73
W/ F&G TYPE 1, CLOSED LID
~~RIM=738.67~~ 738.59
SE INV=729.00
~~W INV=728.90~~ 728.97
N INV=735.06
S INV=735.06

(14A) STA.18+70.00, ~~12.00 LT~~ 20739.10
CB, TYPE C, 2' DIA 30429.60
W/ F&G TYPE 11
~~RIM=738.87 T/C~~ 738.80
~~INV=735.18~~ 735.25

(14B) STA.18+70.00, ~~12.00 RT~~ 20765.06
CB, TYPE C, 2' DIA 30432.17
W/ F&G TYPE 11
~~RIM=738.87 T/C~~ 738.80
INV=735.18

(15) STA.19+70.00, ~~0.00~~ 20754.95
MH, TYPE A, 5' DIA 32329.97
W/ F&G TYPE 1, CLOSED LID
~~RIM=737.47~~ 737.39
~~E INV=727.90~~ 727.99
W INV=727.80
S INV=733.55
~~N INV=733.45~~ 733.48

(15A) STA.19+70.00, ~~12.00 LT~~ 20741.23
CB, TYPE C, 2' DIA 30330.10
W/ F&G TYPE 11
~~RIM=737.67 T/C~~ 737.68
INV=733.67

(15B) STA.19+70.00, ~~12.00 RT~~ 20765.53
CB, TYPE A, 4' DIA 30330.18
W/ F&G TYPE 11
~~RIM=737.67 T/C~~ 737.60
INV=733.67
S INV=733.57

(15C) STA.19+70.00, ~~30.50 RT~~ 20785.09
MH, TYPE A, 4' DIA 30331.43
W/ F&G TYPE 1, OPEN LID
~~RIM=740.00~~ 739.96
~~INV=733.94~~ 734.12

WATER STRUCTURE

(7) STA. 19+93.88, 16.00 RT
VALVE VAULT, 5' DIA
W/ 10" X 6" TEE
& 6" GATE VALVE
F&G TYPE 1, CL LID
RIM=737.40

(8) STA. 17+87.00, 28.00 RT
VALVE VAULT, 5' DIA
W/ 10" X 10"
F&G TYPE 1, CL LID
RIM=740.10

(14) STA. 16+83.00, 16.00 RT
FIRE HYDRANT W/
TEE AND AUX. VALVE
GRADE RING=737.97

(19) STA. 19+39.00, 16.00 RT
FIRE HYDRANT W/
TEE AND AUX. VALVE
GRADE RING=738.14

SANITARY STRUCTURE

(3) STA. 18+77.00, ~~21.00 LT~~ 20731.50
SAN MH TYPE A 30424.86
F&G TYPE 1, CL LID
~~RIM=739.00~~ 739.04
~~N INV=732.82~~ 732.88
W INV=731.08 731.12
SE INV=730.97 20780.48
30425.20

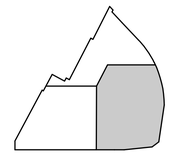
(4) STA. 18+77.00, 26.83 RT
SAN MH TYPE A
F&G TYPE 1, CL LID
~~RIM=740.00~~ 739.97
INV=733.30

(5) STA. 17+73.00, ~~20.10 LT~~ 20689.15
SAN MH TYPE A 30479.55
F&G TYPE 1, CL LID
~~RIM=739.20~~ 739.20
E INV=728.63
~~NW INV=730.42~~ 729.60
S INV=728.53

(6) STA. 17+67.00, 26.56 RT
SAN MH TYPE A 20688.95
F&G TYPE 1, CL LID 30525.67
~~RIM=740.00~~ 740.05
W INV=729.10 20524.42
30471.83

(7) STA. 15+95.50, 14.50 LT
SAN MH TYPE A
DROP CONNECTION
F&G TYPE 1, CL LID
~~RIM=740.00~~ 736.61
N INV=727.22
SW INV=722.00
E INV=727.72 20528.16
30525.56

(8) STA. 16+16.00, 29.56 RT
SAN MH TYPE A
F&G TYPE 1, CL LID
~~RIM=737.85~~ 737.79
W INV=728.21



PAGE LOCATION KEY

REV	DESCRIPTION	DATE
6	ADDED 3" WATER TAP	02-05-09
5	SWPPP REVISION	12-09-08
4	UTILITY REVISION	11-14-08
3	REVISION	11-04-08
2	REVISION	09-18-08
1	PERMIT RESUBMITTAL	09-12-08
	ISSUED FOR CONSTRUCTION	08-25-08

Wight & Company
2500 North Frontage Road . Darien . Il 60561
630.969.7000 630.969.7979 fax
Design Firm Registration 184-000451

MAECLIFF DEVELOPMENT

WARRENVILLE ROAD
AND FERRY ROAD

UTILITY PLAN - SE

Project Number:
01-5145-02

Drawn By:

Scale:

Sheet:

C06.01

STORM STRUCTURE

(10) N: ~~20,673.07~~ 20672.97
S: ~~30,151.82~~ 30151.82
CB, TYPE A, 5' DIA
W/ F&G TYPE 1, OPEN LID
△3 RIM=~~732.66~~ 732.62
S INV=~~719.92~~ 719.99
N INV=~~719.82~~ 719.85

(16) STA.20+~~70.00, 0.00~~ 20760.53
MH, TYPE A, 5' DIA 30227.75
W/ F&G TYPE 1, CLOSED LID
RIM=~~735.96~~ 735.80
E INV= ~~726.81~~ 726.36
W INV=724.96
N INV=~~731.88~~ 732.00
S INV=726.70

(16A) STA.20+~~70.00, 12.00 LT~~ 20748.91
CB, TYPE A, 4' DIA 30227.07
W/ F&G TYPE 11
RIM=~~736.16 T/C~~ 735.86
INV=~~726.82~~ 726.89

(16B) STA.20+~~70.00, 12.00 RT~~ 20771.76
CB, TYPE C, 2' DIA 30234.75
W/ F&G TYPE 11
RIM=~~736.16 T/C~~ 736.13
INV=732.00

(17) STA.21+~~60.00, 0.00~~ 20817.80
MH, TYPE A, 6' DIA 30164.65
W/ F&G TYPE 1, CLOSED LID
RIM=734.60 734.64
S INV=~~724.43~~ 724.49
N INV=717.00
E INV=~~730.71~~ 730.77
W INV=~~719.06~~ 719.05

(17A) STA.21+~~60.00, 12.00 LT~~ 20812.30
MH, TYPE A, 6' DIA 30153.68
W/ F&G TYPE 11
RIM=~~734.80 T/C~~ 734.70
E INV=~~719.12~~ 719.11
S INV=~~719.12~~ 719.17

(17B) STA.21+~~60.00, 12.00 LT~~ 20824.17
CB, TYPE A, 5' DIA 30174.83
W/ F&G TYPE 11
RIM=~~734.80 T/C~~ 734.70
INV=~~730.83~~ 730.88

(18) STA.22+~~56.98, 12.00 LT~~ 20912.00
CB, TYPE A, 6' DIA 30138.76
W/ F&G TYPE 11
RIM=~~733.83 T/C~~ 733.74
S INV=~~716.51~~ 716.61
N INV=~~716.41~~ 716.50
E INV=729.47

(18A) STA.22+~~56.98, 12.00 RT~~ 20912.44
CB, TYPE A, 4' DIA 30162.99
W/ F&G TYPE 11
RIM=~~733.83 T/C~~ 733.77
W INV=~~729.73~~ 729.79
E INV=~~729.83~~ 729.89

(18B) STA.22+~~56.98, 30.00 RT~~ 20911.69
MH, TYPE A, 4' DIA 30180.50
W/ F&G TYPE 1, OPEN LID
RIM=~~734.65~~ 734.60
INV=730.10

(19) STA.22+~~94.00, 20.00 LT~~ 20954.90
MH, TYPE A, 7' DIA 30129.51
W/ F&G NEENAH R-4342
DITCH GRADE
RIM= ~~733.49~~ 733.47
S INV=~~716.22~~
W INV=~~715.00~~ 715.13
N INV=~~729.24~~ 729.30
E INV=729.44

(19A) STA.22+~~94.00, 12.00 LT~~ 20951.19
CB, TYPE A, 4' DIA 30138.21
W/ F&G TYPE 11
△3 RIM=~~733.99 T/C~~ 733.80
E INV=~~729.62~~ 729.68
W INV=~~729.52~~ 729.59

(19B) STA.22+~~94.00, 12.00 RT~~ 20949.57
INLET, TYPE A, 2' DIA 30162.77
W/ F&G TYPE 11
RIM=733.99 T/C
INV=729.98

(20) △4 N: ~~20,946.74~~ 20942.70
E: ~~29,928.32~~ 29930.66
MH, TYPE A, 8' DIA.
W/ F&G TYPE 1, CLOSED LID
RIM=~~725.10~~ 724.77
△4 E INV=~~712.38~~ 709.13
S INV= ~~712.05~~ 707.13

(21) N: ~~20,701.45~~ 20698.19
E: ~~29,930.42~~ 29921.69
MH, TYPE A, 8' DIA.
W/ F&G TYPE 1, CLOSED LID
△5 RIM=~~715.50~~ 715.77
N INV=~~705.93~~
W INV=~~701.91~~

(22) N: ~~20,700.52~~ 20700.87
E: ~~29,860.66~~ 29860.70
MH, TYPE A, 6' DIA
W/ F&G TYPE 1, CLOSED LID
△3 RIM=~~717.50~~ 717.58
E INV=701.60
SW INV=700.73

(22A) STA.22+~~60.00, 12.00 RT~~ 20634.15
E: ~~29,792.89~~ 29792.61
48" FLARED END SECTION
W/ GRATE
INV=~~700.23~~ 700.49

(23) STA.23+~~74.00, 0.00~~ 21029.00
MH, TYPE A, 4' DIA 30137.96
W/ F&G TYPE 1, CLOSED LID
734.95 RIM=~~735.00~~
N INV=730.97
S INV=730.72
730.92 E INV=~~730.88~~

(23A) STA.23+74.00, 12.00 LT 21027.89
CB, TYPE A, 4' DIA 30129.81
W/ F&G TYPE 11
735.12 RIM=~~735.28 T/C~~
E INV=731.06
731.02 W INV=~~730.96~~

(23B) STA.23+~~74.00, 12.00 RT~~ 21027.35
INLET, TYPE A, 2' DIA 30162.02
W/ F&G TYPE 11
RIM=~~735.28 T/C~~ 735.13
W INV=731.30

(24) STA.24+~~71.00, 13.53 LT~~ 21127.59
CB, TYPE A, 4' DIA 30137.06
W/ F&G TYPE 11
△3 RIM=~~737.14 T/C~~
E INV=~~732.54~~ 736.93
S INV=~~732.44~~ 732.50

(24A) STA.24+~~75.00, 12.00 RT~~ 21126.77
INLET, TYPE A, 2' DIA 30163.24
W/ F&G TYPE 11
RIM=~~737.14 T/C~~ 737.06
INV=732.80

SANITARY STRUCTURE

[1] STA. 20+55.00, 34.32 RT
SAN MH TYPE A
F&G TYPE 1, CL LID 20791.60
RIM=~~738.00~~ 737.93 30253.50
S INV=~~733.00~~ 732.84

[2] STA. 20+45.00, 22.24 LT
SAN MH TYPE A
F&G TYPE 1, CL LID 20732.41
RIM=~~736.40~~ 736.42 30252.71
N INV=~~732.54~~ 732.49
E INV=732.44

WATER STRUCTURE

(11) STA. 20+86.00, 29.11 RT
VALVE VAULT WITH
10" GATE VALVE
TYPE 1 F&G, CL LID
RIM=~~736.00~~ 736.00

(12) STA. 25+40.66, 36.09 RT
VALVE VAULT, 4' DIA
12" X 10" PRESSURE CONNECTION
W/ 10" GATE VALVE
F&G TYPE 1, CLOSED LID
RIM=738.80

(15) STA. 25+28.00, 40.00 RT
FIRE HYDRANT W/
TEE AND AUX. VALVE
GRADE ~~RIM=739.00~~ 739.15

(17) △3 STA. 20+82.00, 24.59 RT
VALVE VAULT WITH
10" GATE VALVE
TYPE 1 F&G, CL LID
RIM=~~736.10~~

(18) STA. 22+39.00, 16.00 RT
FIRE HYDRANT W/
TEE AND AUX. VALVE
GRADE ~~RIM=734.35~~

(21) STA. 20+78.00, 29.11 RT
VALVE VAULT WITH
10" GATE VALVE
TYPE 1 F&G, CL LID
RIM=736.00

(22) STA. 24+93.03, 34.71 RT
VALVE VAULT, 4' DIA
10" X 3" PRESSURE CONNECTION
W/ 3" GATE VALVE
F&G TYPE 1, CLOSED LID
RIM=737.80

WATER PIPE

WM 10
78 LF 10" DIP

WM 11
69 LF 10" DIP

WM 12
208 LF 10" DIP

WM 13
13 LF 10" DIP

WM 14
93 LF 10" DIP

WM 25
4 LF 6" DIP

WM 26
4 LF 6" DIP

WM 27
47LF 10" DIP

SANITARY PIPE

SAN 1
57 LF ~~8" PVC~~ 59.20
SDR 26 ~~@ 0.81%~~ 0.51%

SAN 2
171 LF ~~8" PVC~~ 172.14
SDR 26 ~~@ 0.80%~~ 0.80%

STORM PIPE

STM 16 ~~88 LF~~ 85.22
36" RCP @ ~~0.60%~~ 0.54%

STM 16A ~~12 LF~~ 11.34
15" RCP @ ~~1.00%~~ 1.68%

STM 16B ~~12 LF~~ 13.60
12" RCP @ ~~1.00%~~ 0.00%

STM 17 ~~98 LF~~ 98.02
48" RCP @ ~~0.50%~~ 0.40%

STM 17A ~~12 LF~~ 12.25
30" RCP @ ~~0.50%~~ 0.49%

STM 17B ~~12 LF~~ 12.07
12" RCP @ ~~1.00%~~ 0.91%

STM 18 ~~38 LF~~ 43.89
48" RCP @ ~~0.50%~~ 0.64%

STM 18A ~~26 LF~~ 24.23
12" RCP @ ~~1.00%~~ 1.32%

STM 18B ~~18 LF~~ 15.88
12" RCP @ ~~1.50%~~ 1.32%

STM 19 ~~202 LF~~ 199.24
48" RCP @ ~~1.00%~~ 3.01%

STM 19A ~~8 LF~~ 9.74
12" RCP @ ~~1.00%~~ 1.54%

STM 19B ~~24 LF~~ 24.32
12" RCP @ ~~1.50%~~ 1.23%

STM 20 ~~245 LF~~ 245.00
48" RCP @ ~~2.50%~~ 0.49%

STM 21 ~~70 LF~~ 61.07
48" RCP @ ~~0.44%~~ 0.51%

STM 22 ~~100 LF~~ 95.01
48" RCP @ ~~0.50%~~ 0.25%

STM 23 ~~80 LF~~ 72.27
15" RCP @ ~~1.85%~~ 1.96%

STM 23A ~~8 LF~~ 8.22
12" RCP @ ~~1.00%~~ 1.22%

STM 23B ~~24 LF~~ 24.11
12" RCP @ ~~1.00%~~ 1.00%

STM 24 ~~99 LF~~ 99.97
12" RCP @ ~~1.48%~~ 1.53%

STM 24A ~~26 LF~~ 26.19
12" RCP @ ~~1.00%~~ 0.99%

STM 10 ~~139 LF~~ 139.24
30" RCP @ ~~0.50%~~ 0.49%

STM 11 ~~120 LF~~ 122.07
30" RCP @ ~~0.50%~~ 0.43%

EXISTING HYDRANT

EXISTING HYDRANT

WARRENVILLE ROAD

OLD CENTERLINE OF WARRENVILLE ROAD

NEW CENTERLINE OF WARRENVILLE ROAD

PARCEL 3
1.976 ACRES

PARCEL 4
1.813 ACRES

RELOCATE HYDRANT 2' OFF EDGE OF MULTIUSE PATH

Storm Manhole
Rim=725.84
12"RCP Inv E=721.34
12"RCP Inv S=718.34

Storm Manhole
Rim=739.86
12"RCP Inv NE=732.66
36"RCP Inv SE&NW=727.

Rim=739.52
12"RCP Inv NE&SW=733.07

Rim=727.68
12"RCP Inv W=722.70

Rim=734.83
TOP(E,W)=728.58

Rim=733.78
TOP(E,W)=728.38

Rim=734.88
Inv(N 12" RCP)=Can't Measure
Inv(W 24" RCP)=725.33
Inv(E 24" RCP)=725.43

Rim=738.27
TOP(W,E)=733.44

Rim=737.70
TOP(N,S)=731.45

Rim=739.05
10" Clay Inv=731.55

Rim=746.54
TOP(N,S)=740.

Rim=743.50
Inv(NW 12" RCP)=
Inv(W 36" RCP)=729.60
Inv(E 36" RCP)=729.50

Rim=745.70
Inv(SW)=731.65
Inv(NE)=731.

Rim=715.84
Inv(SW 21" RCP)=704.49
Inv(NE 21" RCP)=705.99

Rim=712.74
Inv(SW 21" RCP)=705.99
Inv(N 21" RCP)=707.39

Rim=725.76
Inv(S 21" RCP)=718.11
TWL=726.13

MATCHLINE - SEE SHEET C06.00

MATCHLINE - SEE SHEET C06.01

NOTES

1. SEE SHEETS C06.03 TO C06.06 FOR UTILITY PROFILES.

2. CITY WATER SHALL BE USED FOR IRRIGATION SYSTEM.

LEGEND

TRENCH BACKFILL

GRAPHIC SCALE
40 0 20 40 80
1 INCH = 40 FEET

AS-BUILT

Wight & Company
2500 North Frontage Road . Darien . Il 60561
630.969.7000 630.969.7979 fax
Design Firm Registration 184-000451

PAGE LOCATION KEY

REV	DESCRIPTION	DATE
6	ADDED 3" WATER TAP	02-05-09
5	SWPPP REVISION	12-09-08
4	UTILITY REVISION	11-14-08
3	REVISION	11-04-08
2	REVISION	09-18-08
1	PERMIT RESUBMITTAL	09-12-08
	ISSUED FOR CONSTRUCTION	08-25-08

MAECLIFF DEVELOPMENT

WARRENVILLE ROAD AND FERRY ROAD

UTILITY PLAN - N

Project Number:
01-5145-02

Drawn By:
DJW

Scale:
1" = 40'

Sheet:

C06.02

DUPAGE COUNTY STORMWATER MANAGEMENT CERTIFICATION APPLICATION (1/2)

1. Community and Status	2. Date of Application	3. Stormwater Application No. (to be assigned by community)	4. DuPage County Tracking No.
Warrenville ☐ Non ☐ Partial ☑ Complete		3 2	

5. Applicant:

Name: _____

Company Name: _____

Address: _____

City, ST, Zip: _____

Phone: _____

Email: _____

6. Owner:

Name: _____

Company Name: _____

Address: _____

City, ST, Zip: _____

Phone: _____

Email: _____

7. Description of Proposed Development:

8. Location of Development:

Address: _____

_____

Municipality: Warrenville

Watershed Planning Area & Trib: West Branch DuPage River

9. Legal Description

_____ _____ _____

¼ Section Township Range

PIN _____ - _____ - _____ - _____

PIN _____ - _____ - _____ - _____

10. Check all of the conditions which apply:

☐ Flood Plain ☐ Stormwater Detention ☐ Best Management Practices ☐ Soil Erosion & Sediment Control

☐ Wetland ☐ Wetland Buffer ☐ Riparian Buffer

11. Acknowledgement of On-Site Infiltration PCBMPs

I acknowledge that I have used my best effort to identify zones for which on-site infiltration are prohibited for Post Construction Best Management Practices (PCBMPs) in accordance with the Ordinance (15-63.B)

_____ _____ _____

Signature of Applicant Print Name Date

12. Freedom of Information Act (FOIA)

I acknowledge that all architects' drawings, engineers' technical submissions and other construction-related technical documents containing stormwater management information submitted with this application may be made available for inspection or copying by the County, notwithstanding 5 ILCS 140/7(1)(k), upon the written request for such materials. Such productions will be restricted to the following parties: i) the Applicant ii) any subsequent owner of the subject property; or iii) any governmental unit having planning or drainage jurisdiction within 1 and ½ mile of the subject property.

_____ _____ _____

Signature of Applicant Print Name Date

_____ _____ _____

Signature of Owner Print Name Date

13. Statement of Opinion for Minimum Criteria for Stormwater Management

I am a Professional Engineer under the employment of the Applicant. It is my professional opinion that the development meets the minimum criteria for stormwater management in accordance with the Ordinance (15-36)

_____ _____ _____

Signature of Professional Engineer Print Name Date

_____ Community Copy _____ DuPage County SM Copy _____ Applicant Copy

DUPAGE COUNTY STORMWATER MANAGEMENT CERTIFICATION APPLICATION (2/2)

Community Tracking No: ___ ___ 3 2 ___ ___ ___ ___ ___	**DuPage County Tracking No:**

14. Statement of Opinion for Presence of Flood Plain, Wetlands, and Buffers (15-47-A.5)

☐ I acknowledge the presence of flood plain. ☐ I deny the presence of flood plain.	☐ I acknowledge the presence of wetlands. ☐ I deny the presence of wetlands.	☐ I acknowledge the presence of buffers. ☐ I deny the presence of buffers.
_____ _____ Signature of Qualified Professional Date	_____ _____ Signature of Qualified Professional Date	_____ _____ Signature of Qualified Professional Date
_____ Printed Name	_____ Printed Name	_____ Printed Name

15. Soil Erosion & Sediment Control Submittal Requirements (15-50.B)
(For developments with less than 1 acre of land disturbance that are not part of a larger common plan)

I certify that the development meets the soil erosion and sediment control design criteria found in Article VII have been met.

_____ _____ _____
Signature of Qualified Designer Print Name Date

16. Soil Erosion & Sediment Control Requirements (15-59.W) **(For developments with land disturbing activities greater than 1 acre)**

I acknowledge that the site complies with the IEPA NPDES ILR10 Permit.

_____ _____ _____
Signature of Applicant Print Name Date

17. Acknowledgement of Required As-Built Plans (15-47.B)

I acknowledge that a record drawing signed by either a Professional Engineer or a Professional Land Surveyor depicting the as-constructed size, rim, and invert elevations of pipes, stormwater structures and culverts, and contours and flood storage volumes of all required basins of the major stormwater systems and minor stormwater systems shall be submitted for review and approval upon completion of the stormwater facilities.

_____ _____ _____
Signature of Owner Print Name Date

18. Intentional Misrepresentation Under Penalty of Perjury

I declare that I have examined and/or made this application and rider, and it is true and correct to the best of my knowledge and belief. I realize that the information that I have affirmed hereon forms a basis for the issuance of the stormwater management certification(s) herein applied for and approval of plans in connection therewith shall not be construed to permit any construction upon said premises or use thereof in violation of any provision of any applicable ordinance or to excuse the owner or his successors in title from complying therewith. The Owner and Applicant each understand and agree to construct said improvement in compliance with all provisions of the applicable ordinances.

_____ _____ _____
Signature of Applicant Print Name Date

_____ _____ _____
Signature of Owner Print Name Date

DO NOTWRITE BELOW THIS LINE

19. Security (15-54)

Stormwater Facilities $ _____
Wetlands/Natural Area $ _____
SE/SC $ _____
Total $ _____

20. Stormwater Fees

Community Review $ _____
DCSM Review $ _____
Fee-in-Lieu $_____ Wetland $ _____ BMP

Seal/Stamp
Certifications expire December 31st of the third year of Certification or Authorization. whichever is earlier.

21. Final Approvals (See Certification letter for special conditions and general conditions.)

Community Certification _____ _____
Date Approved by/title

County Authorization _____ _____
Date Approved by/title

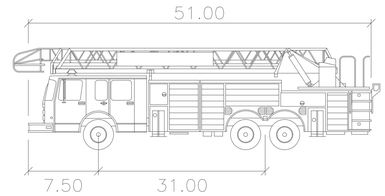
_____ Community Copy _____ DuPage County SM Copy _____ Applicant Copy

Attachment T

N

SCALE 1" - 50'

0 50 100



Naperville Fire Truck

	feet
Width	: 9.00
Track	: 9.00
Lock to Lock Time	: 6.0
Steering Angle	: 40.6

WARRENVILLE ROAD

FERRY ROAD

BUILDING 11

BUILDING 12

BUILDING 10

BUILDING 13

BUILDING 99

BUILDING 88

BUILDING 77

BUILDING 66

BUILDING 44

BUILDING 55

BUILDING 22

BUILDING 11

BUILDING 33

BUILDING 98

BUILDING 86

BUILDING 87

BUILDING 85

HYATT HOTELS

MAECLIFF DRIVE

MAECLIFF DRIVE

WARRENVILLE WATER TOWER

6/27/2025 8:36:05 PM
M:\4821\Exhibits\250522 Revised Site Plan Geometry and Autoturn\Cantera Point - Revised Site Plan Autoturn Exhibit 05-22-2025.pdf

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

CLIENT:
D·R·HORTON America's Builder
D.R. HORTON, INC.-MIDWEST
1750 E. GOLF ROAD, SUITE 925
SCHAUMBURG, ILLINOIS 60173

DATE	DESCRIPTION OF REVISION	BY

DESIGNED	AA
DRAWN	RMB
APPROVED	JAD
DATE	05/22/2025
SCALE	1" = 50'

AUTOTURN EXHIBIT
CANTERA POINT
WARRENVILLE, ILLINOIS

SHEET 2 OF 2

PROJECT NUMBER: 4821

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