

ELEMENTS CONTROLLING DESIGN

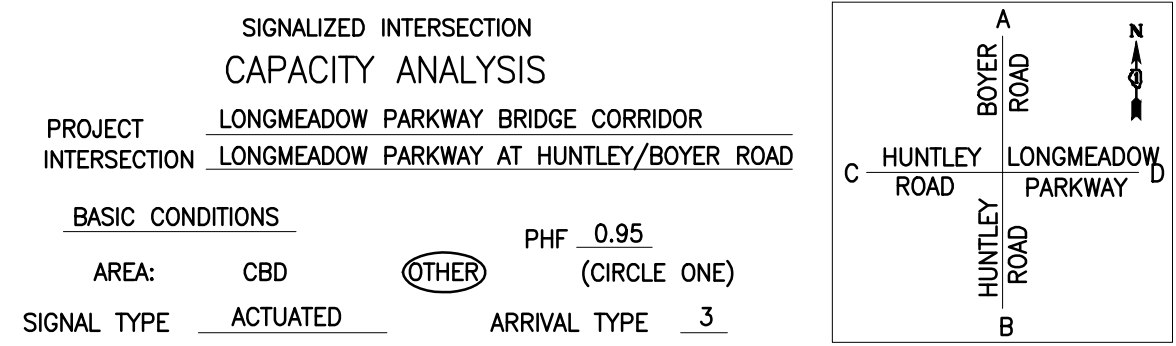
- DESIGN DESIGNATION: LONGMEADOW PARKWAY IS CLASSIFIED AS MINOR ARTERIAL. BOYER ROAD IS CLASSIFIED AS LOCAL. HUNTLEY ROAD IS CLASSIFIED AS MINOR ARTERIAL. ADT FOR LONGMEADOW PARKWAY IS 21000. 2020 ADT FOR BOYER ROAD IS 8800 ON THE NORTH LEG OF INTERSECTION; 11200 ON THE SOUTH LEG OF THE INTERSECTION.
- LONGMEADOW PARKWAY IS THE PREFERENCE ROUTE
- ANTICIPATED YEAR OF CONSTRUCTION 2016
- TRAFFIC CONTROL TO BE SIGNALIZED. SIGNALS CURRENTLY EXIST.
- DESIGN VEHICLE WB-65 FOR LONGMEADOW/HUNTLEY
WB-50 FOR BOYER ROAD (NORTH)
- DESIGN SPEED 50 MPH ON LONGMEADOW PARKWAY ; 40 ON BOYER ROAD;
50 ON HUNTLEY ROAD; POSTED SPEED 45 MPH ON LONGMEADOW PARKWAY;
40 ON BOYER ROAD; 50 ON HUNTLEY

GENERAL NOTES

- PROFILES ARE PROVIDED FOR BOYER ROAD.
- TYPE B-6.24 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT.
- TYPE B-6.24 CURB AND GUTTER TO BE USED ON CHANNELIZING ISLAND.
- ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT
- TERRAIN IS FLAT AT THIS LOCATION.
- NEW CONSTRUCTION, RECONSTRUCTION AND WIDENING - LONGMEADOW PARKWAY (HUNTLEY TO IL 62) AND SIDESTREETS. NEW BRIDGE OVER FOX RIVER.
- TRAFFIC SIGNAL WARRANTS: WARRANT 2 (FOUR HOUR VEHICULAR VOLUME).
- INTERSECTION HAS BEEN DESIGNED TO ACCOMMODATE FUTURE PEDESTRIAN CROSSWALKS.
- ALL CURBS WILL BE DEPRESSED AT CROSSWALKS
- DESIGN EXCEPTIONS: NONE
- ALL SIDEWALKS AND RAMPS WILL CONFORM TO ADA GUIDELINES.

HIGHWAY CAPACITY SOFTWARE

- PROGRAM NAME: HCS + SIGNALS
- VERSION: 5.5
- RELEASE DATE: 2010 - UNIVERSITY OF FLORIDA - MCTRANS CENTER



AM C = SIGNAL CYCLE = 100.0 SEC.
PM C = SIGNAL CYCLE = 105.0 SEC.

PHASE	PHASE I	PHASE II	PHASE III	PHASE IV
AM	G/C=0.07 G=7.0 Sec.	G/C=0.30 G=30.0 Sec.	G/C=0.23 G=23.0 Sec.	G/C=0.22 G=22.0 Sec.
PM	G/C=0.07 G=7.0 Sec.	G/C=0.29 G=30.0 Sec.	G/C=0.24 G=25.0 Sec.	G/C=0.24 G=25.0 Sec.

APPR. A GR=-2.11% A.M. T=3% R=38% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0
P.M. T=3% R=38% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0

MOVEMENT	L/W	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH % QUEUE	RED-TIME QUEUE
A.M. AD	1/12	84	0.95	1900	0.05	0.23	399	0.22	31.5	C	45.7	D	108	93
A.M. AB/AC	1/12	287	0.95	1900	0.18	0.22	372	0.81	49.8	D			440	323
P.M. AD	1/12	96	0.95	1900	0.06	0.24	413	0.24	32.7	C	49.7	D	128	111
P.M. AB/AC	1/12	328	0.95	1900	0.20	0.24	403	0.86	54.7	D			530	379

APPR. B GR=+2.03% A.M. T=3% R=0% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0
P.M. T=3% R=0% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0

MOVEMENT	L/W	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH % QUEUE	RED-TIME QUEUE
A.M. BC	2/12	371	0.95	1900	0.12	0.23	775	0.50	34.1	C	31.9	C	258	206
A.M. BA	1/12	140	0.95	2000	0.08	0.22	423	0.35	33.4	C			183	158
A.M. BD	1/12	120	0.95	1900	0.08	0.29	543	0.23	23.2	C			133	123
A.M. BC	2/12	424	0.95	1900	0.13	0.24	808	0.56	36.0	D			308	235
P.M. BA	1/12	160	0.95	2000	0.09	0.24	498	0.37	33.9	D			219	185
P.M. BD	1/12	136	0.95	1900	0.09	0.31	562	0.25	23.8	C			155	143

APPR. C GR=+0.54% A.M. T=3% R=0% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 50
P.M. T=3% R=0% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 50

MOVEMENT	L/W	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH % QUEUE	RED-TIME QUEUE
A.M. CA	1/12	105	0.95	1900	0.06	0.30	391	0.35	18.9	B			88	93
A.M. CB	1/12	670	0.95	1900	0.49	0.53	844	0.84	23.9	C	25.6	C	800	455
A.M. CA	1/12	120	0.95	1900	0.07	0.25	266	0.47	22.5	C			128	135
P.M. CD	2/12	600	0.95	2000	0.17	0.29	1051	0.60	33.3	C	39.5	D	423	325
P.M. CB	1/12	768	0.95	1900	0.57	0.52	827	0.98	47.0	D			1210	555

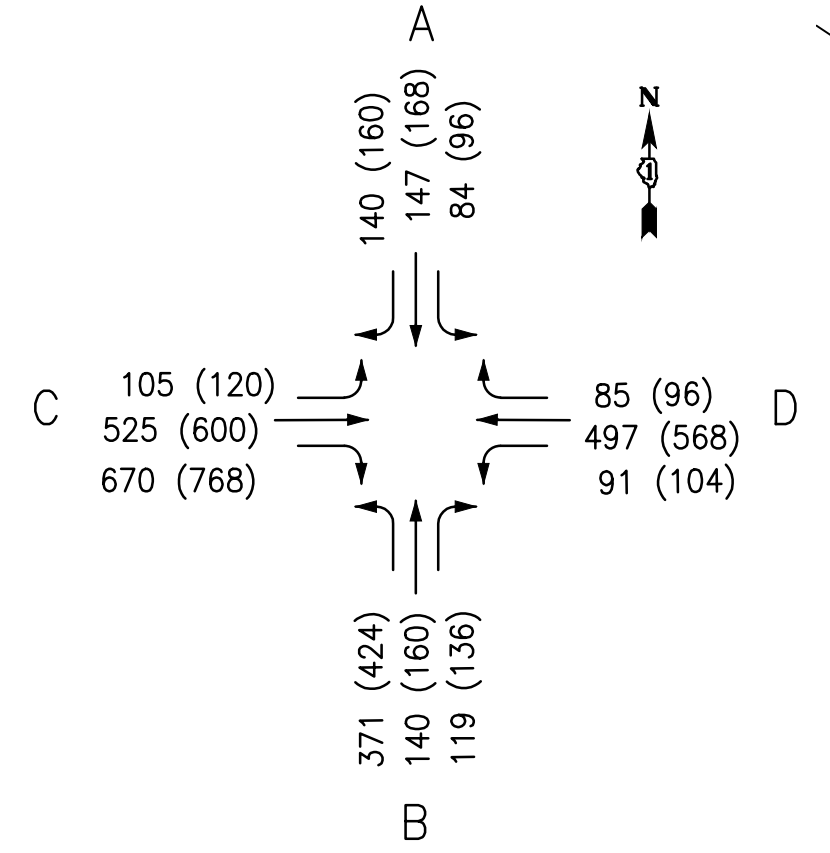
APPR. D GR=+0.54% A.M. T=3% R=0% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0
P.M. T=3% R=0% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0

MOVEMENT	L/W	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH % QUEUE	RED-TIME QUEUE
A.M. DB	1/12	91	0.95	1900	0.06	0.30	301	0.32	18.9	B			88	93
A.M. DC	2/12	497	0.95	2000	0.14	0.30	1115	0.47	28.8	C	25.0	C	320	251
A.M. DA	1/12	85	0.95	1900	0.06	0.53	930	0.10	9.0	A			60	58
P.M. DB	1/12	104	0.95	1900	0.06	0.26	249	0.44	22.4	C			138	118
P.M. DC	2/12	568	0.95	2000	0.16	0.29	1062	0.56	32.6	C	28.4	C	470	308
P.M. DA	1/12	96	0.95	1900	0.06	0.52	916	0.11	9.9	A			93	69

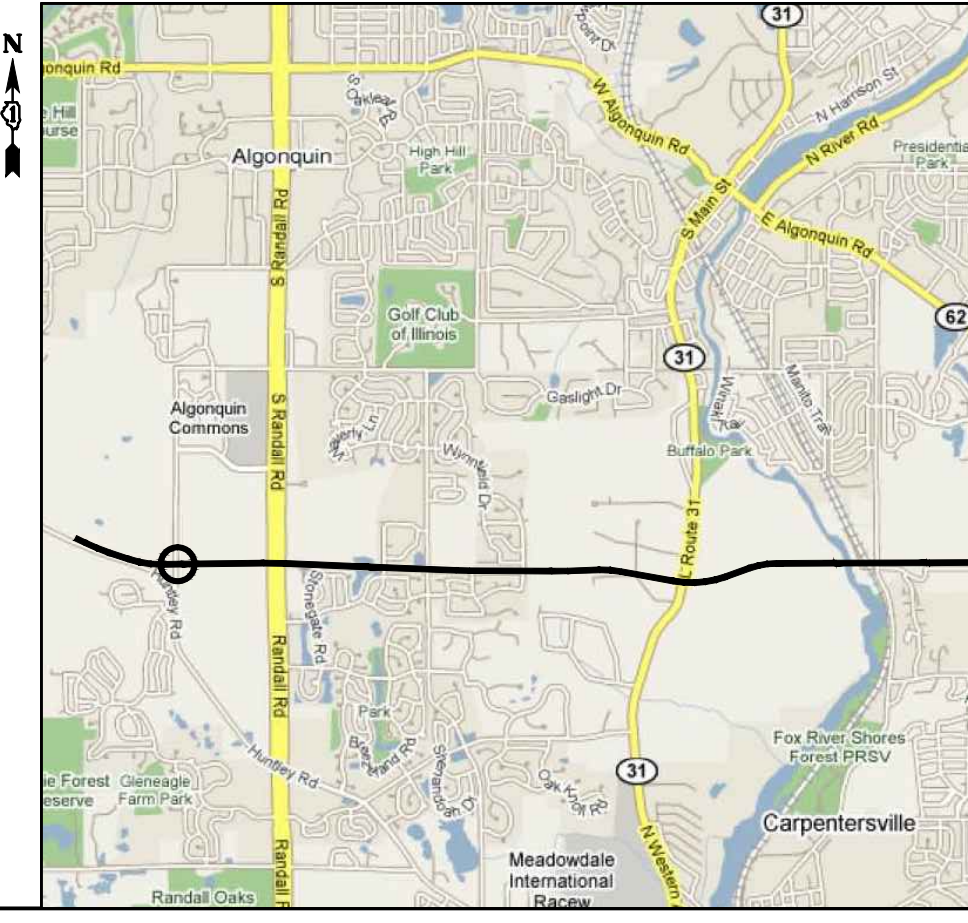
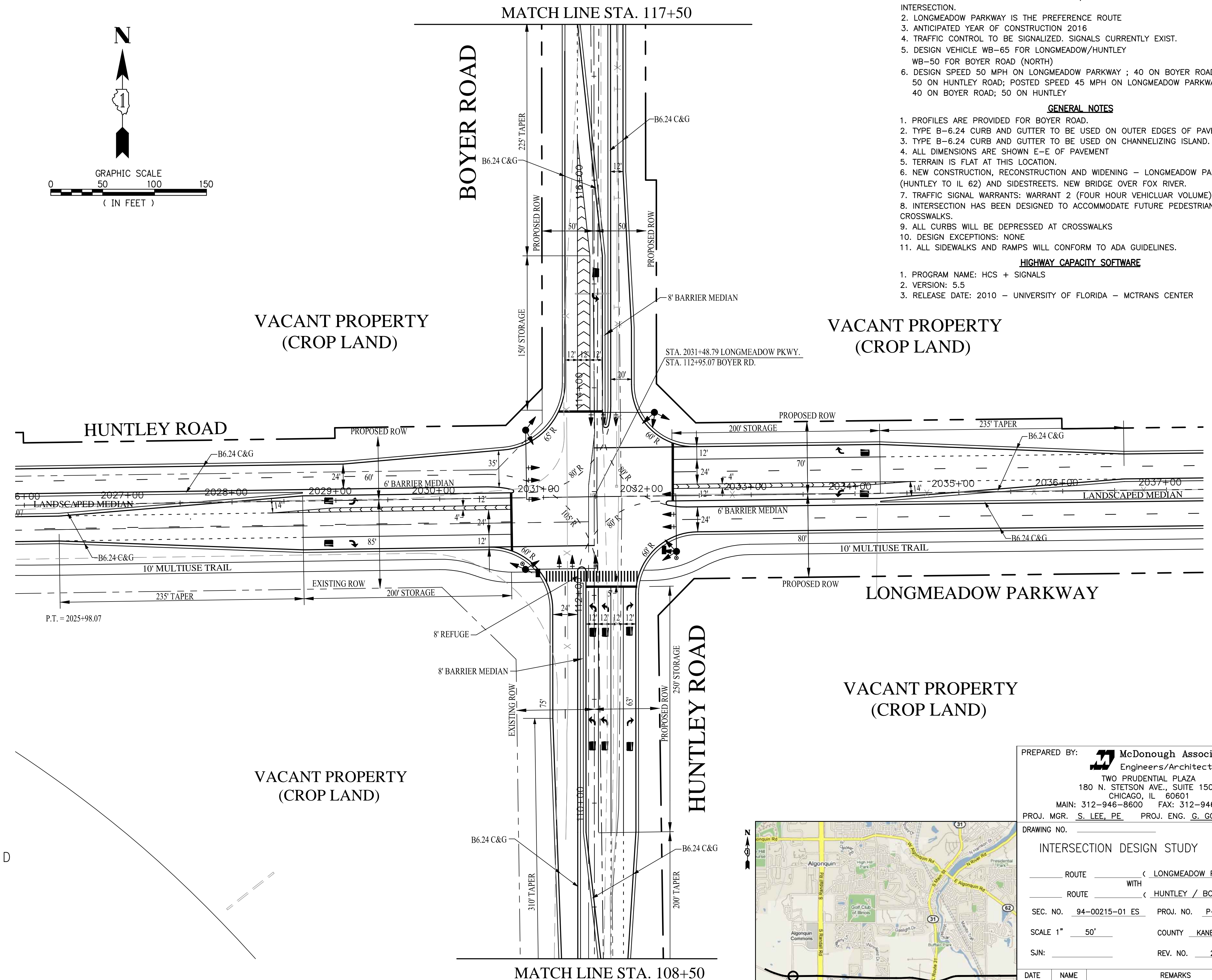
INTERSECTION DELAY	29.3	36.9
	AM	PM
INTERSECTION LOS	C	D
	AM	PM

TRAFFIC DATA

MOVEMENT	YEAR 2000 PEAK HOUR TRAFFIC		PERCENT INCREASE BY 2040	ESTIMATED YEAR 2040 DESIGN PEAK HOUR TRAFFIC	
	A.M.	P.M.		A.M.	P.M.
AB	16	0	3%	140	160
AD	0	0	3%	56	64
AC	52	0	3%	28	32
BA	37	0	3%	252	288
BC	143	0	3%	140	160
BD	0	0	3%	84	96
CD	0	0	3%	700	800
CA	41	0	3%	56	64
CB	765	0	3%	210	240
DC	0	0	3%	385	440
DB	0	0	3%	84	96
DA	0	0	3%	56	64
TOTAL A	146	0		588	664
TOTAL B	961	0		910	1032
TOTAL C	1001	0		1519	1016
TOTAL D	0	0		1365	1560



APPROACH	8TH MAX. HOUR TRAFFIC
A (North)	440
B (South)	968
C (West)	1452
D (East)	880



PREPARED BY: **McDonough Associates Inc.**
Engineers/Architects
TWO PRUDENTIAL PLAZA
180 N. STETSON AVE., SUITE 1500
CHICAGO, IL 60601
MAIN: 312-946-8600 FAX: 312-946-7199
PROJ. MGR. S. LEE, PE PROJ. ENG. G. GOODMAN, PE

DRAWING NO. _____

INTERSECTION DESIGN STUDY

ROUTE _____ (LONGMEADOW PARKWAY) WITH _____ (HUNTLEY / BOYER RD.)

SEC. NO. 94-00215-01 ES PROJ. NO. P-91-393-94

SCALE 1" = 50' COUNTY KANE

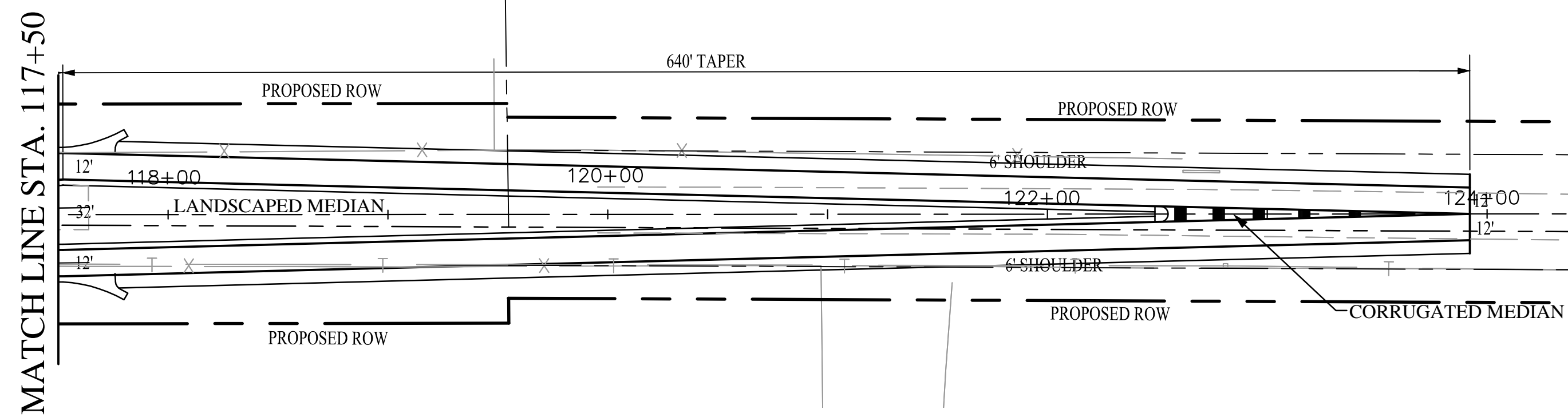
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DATE	NAME	REMARKS
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1/12/12	GRG	SUBMITTAL #2

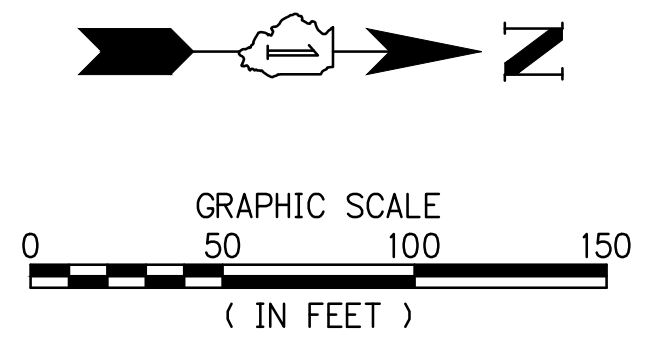
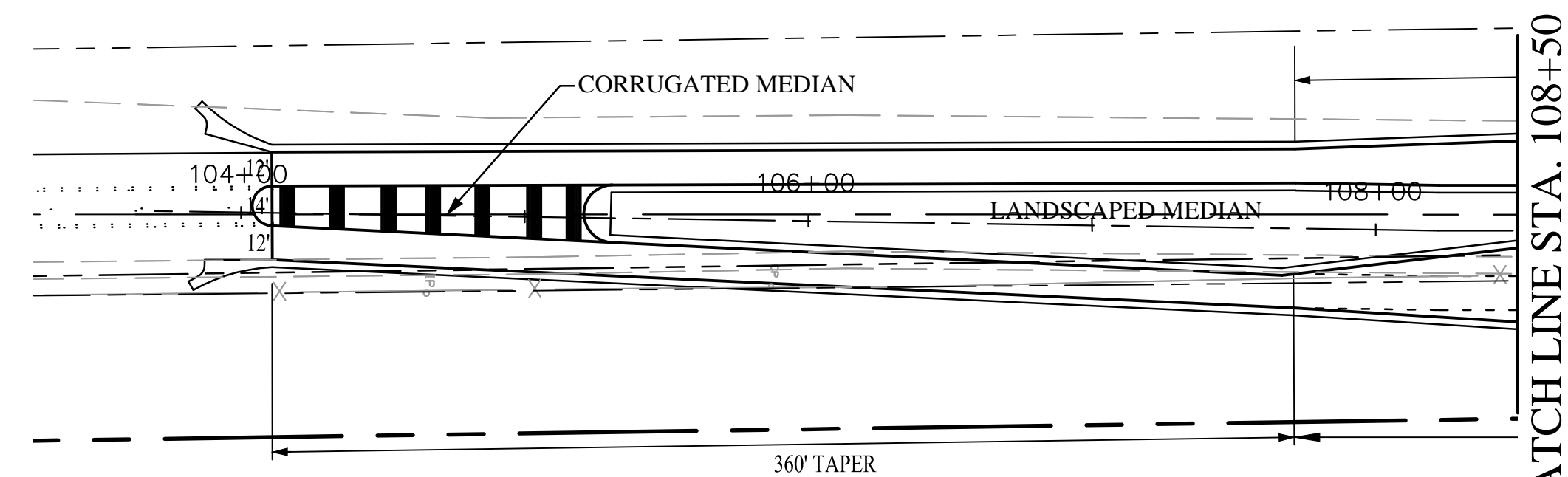
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REF FILE NAME H\ _____ SHEET 1 OF 4

DRAWING ID: I:\PROJECT REPORTS\BOYER ROAD IDS.DWG PLOT DATE: 02/01/12

BOYER ROAD



HUNTLEY ROAD



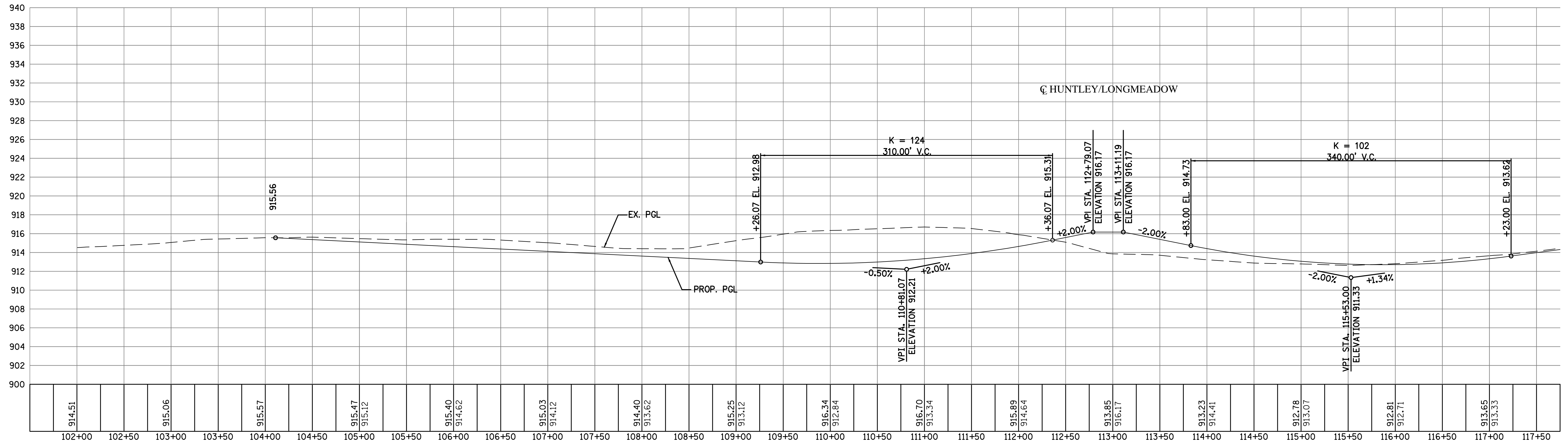
PREPARED BY: **McDonough Associates Inc.**
 Engineers/Architects
 TWO PRUDENTIAL PLAZA
 180 N. STETSON AVE., SUITE 1500
 CHICAGO, IL 60601
 MAIN: 312-946-8600 FAX: 312-946-7199
 PROJ. MGR. S. LEE, PE PROJ. ENG. G. GOODMAN, PE

DRAWING NO. _____
INTERSECTION DESIGN STUDY
 _____ ROUTE _____ (LONGMEADOW PARKWAY)
 WITH _____
 _____ ROUTE _____ (HUNTLEY / BOYER RD.)
 SEC. NO. 94-00215-01 ES PROJ. NO. P-91-393-94
 SCALE 1" = 50' COUNTY KANE
 SJN: _____ REV. NO. 2

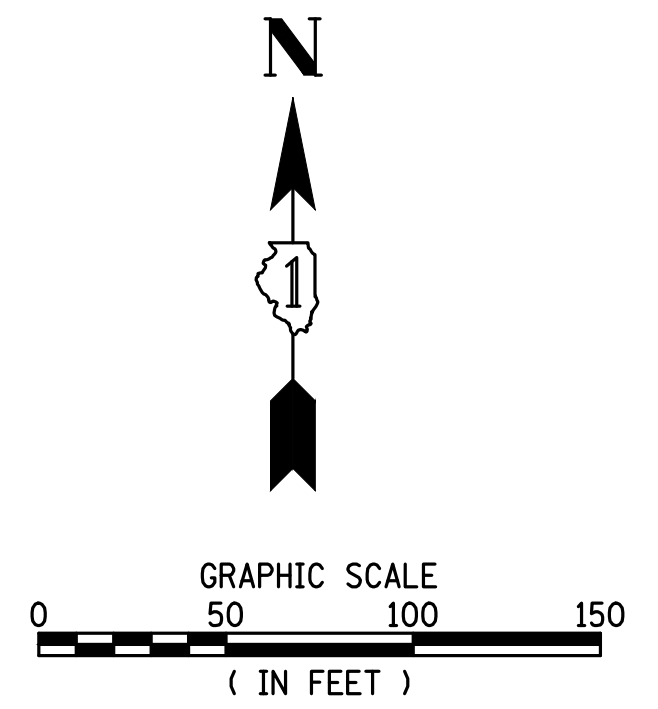
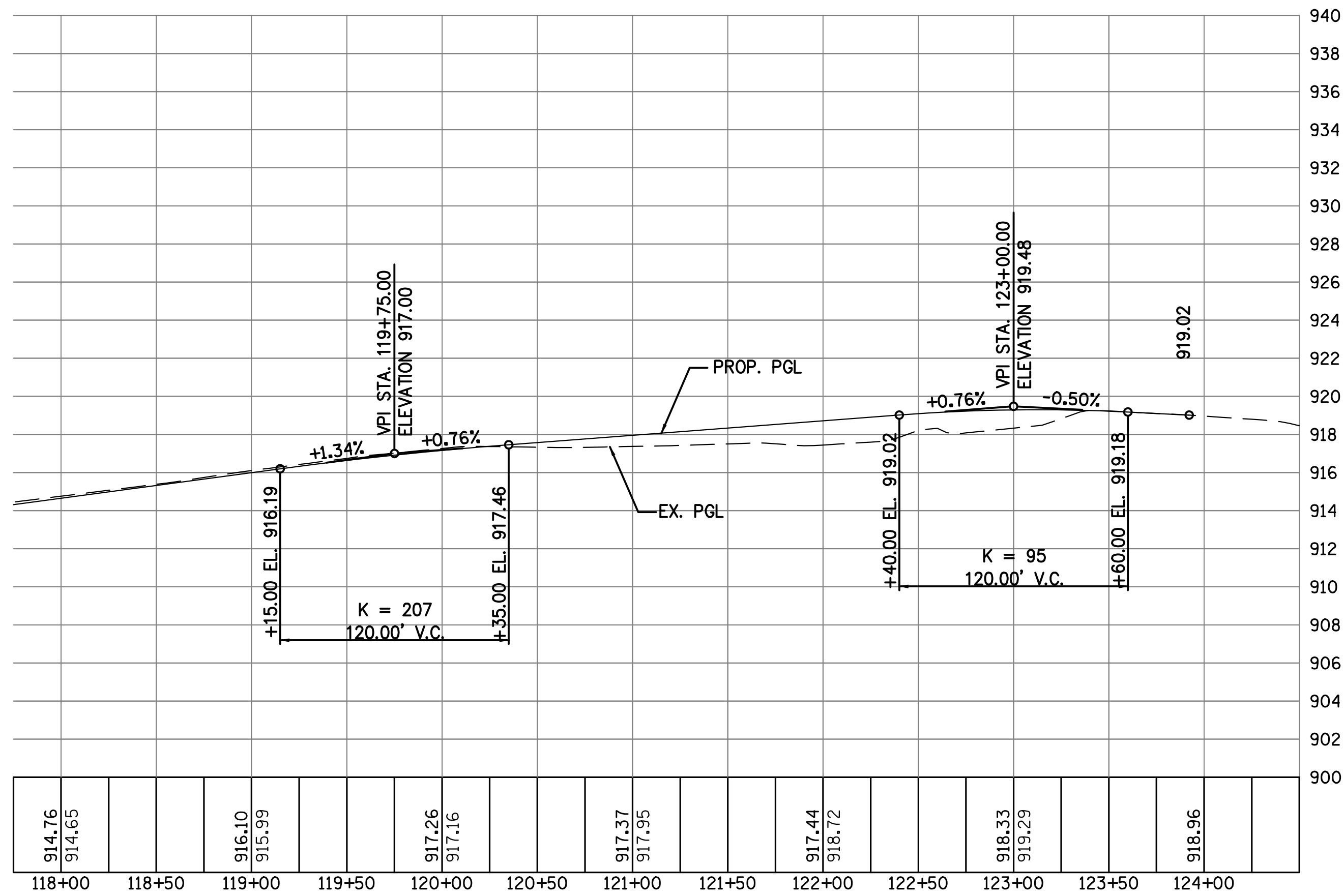
DATE	NAME	REMARKS
X/XX/10	NKU	SUBMITTAL #1
1/12/12	GRG	SUBMITTAL #2

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 REF FILE NAME H:_____ SHEET 2 OF 5

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PLOT DATE: 12/21/10 - 14:19 BY: NUZ



BOYER/HUNTLEY ROAD PROFILE

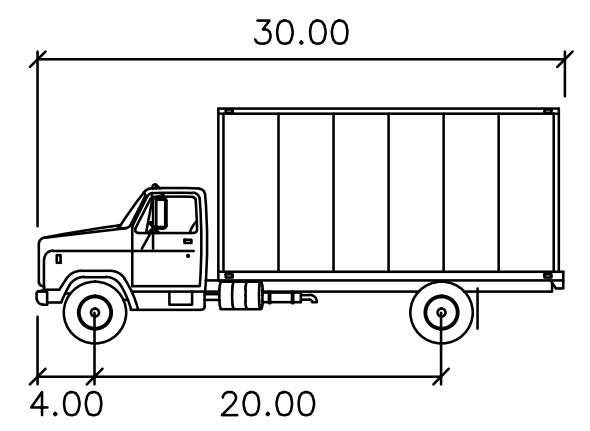
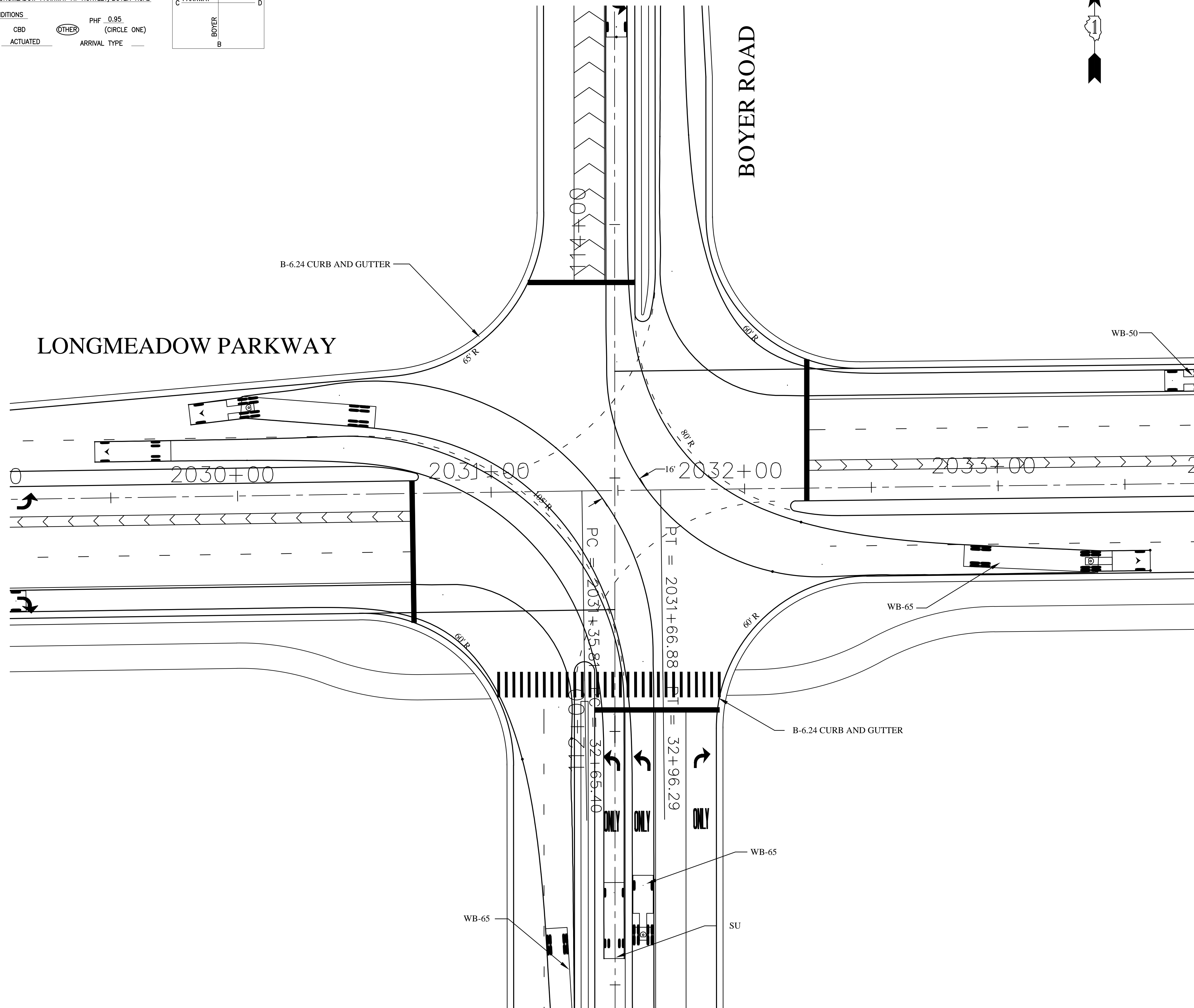
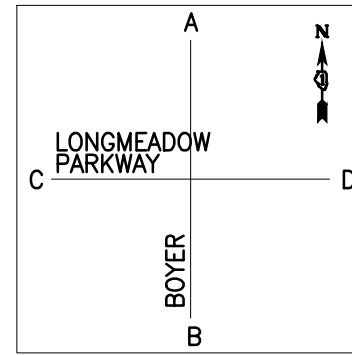


DRAWING NO. _____		
INTERSECTION DESIGN STUDY		
ROUTE _____	WITH _____	
ROUTE _____	_____	
SEC. NO. _____	PROJ. NO. _____	
COUNTY _____ KANE _____		
SCALE 1"= 50'		
DATE	NAME	REMARKS
01/04/11	NKU	SUBMITTAL #1
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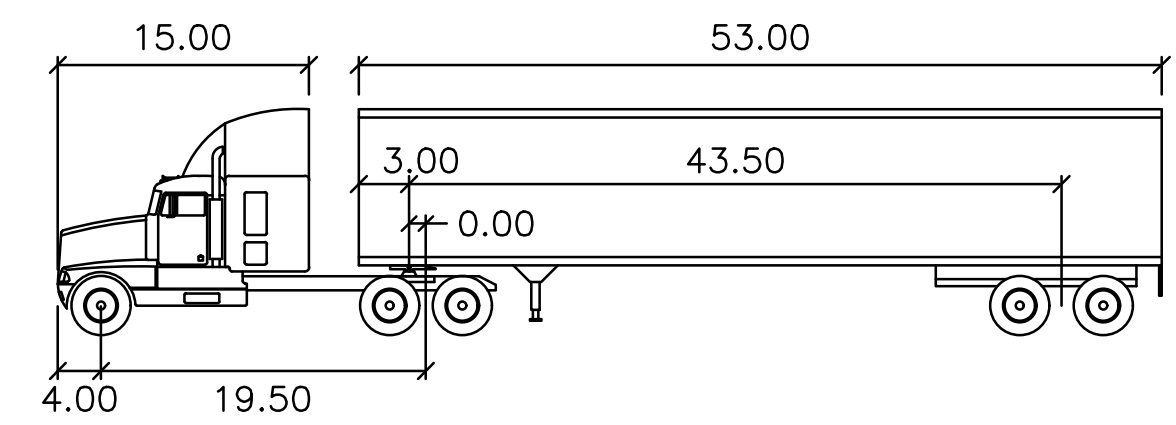
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

PROJECT LONGMEADOW PARKWAY BRIDGE CORRIDOR
INTERSECTION LONGMEADOW PARKWAY AT HUNTLEY/BOYER ROAD

BASIC CONDITIONS
AREA: CBD OTHER PHF 0.95
SIGNAL TYPE ACTUATED ARRIVAL TYPE



SU feet
Width : 8.00
Track : 8.00
Lock to Lock Time : 6.00
Steering Angle : 31.80



WB-65 feet
Tractor Width : 8.00
Trailer Width : 8.50
Tractor Track : 8.00
Trailer Track : 8.50
Lock to Lock Time : 6.00
Steering Angle : 28.40
Articulating Angle : 70.00

DRAWING NO. _____

INTERSECTION DESIGN STUDY

ROUTE _____ (LONGMEADOW PARKWAY)
WITH
ROUTE _____ (HUNTLEY/BOYER ROAD)

SEC. NO. _____ PROJ. NO. _____

COUNTY KANE

SCALE 1" = 20'

DATE	NAME	REMARKS
X/XX/XX	NKU	SUBMITTAL #1

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Engineers/Architects

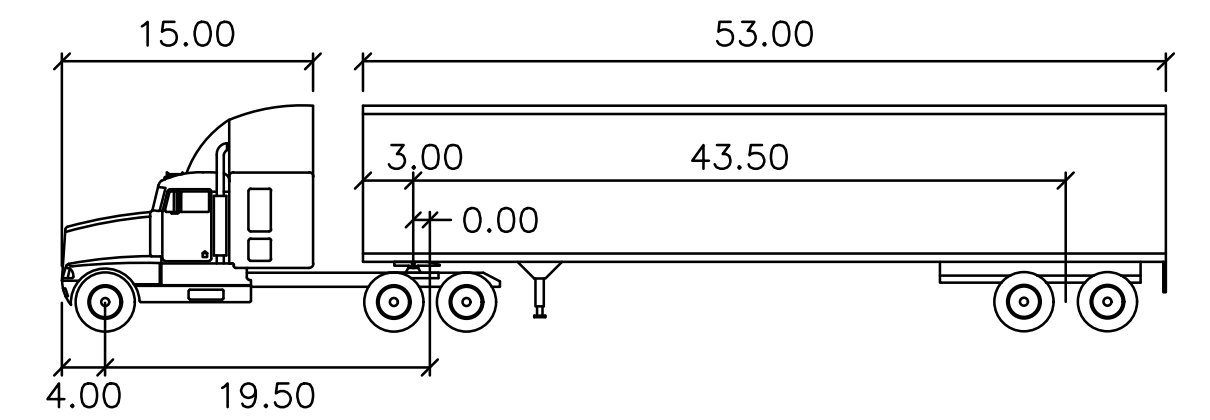
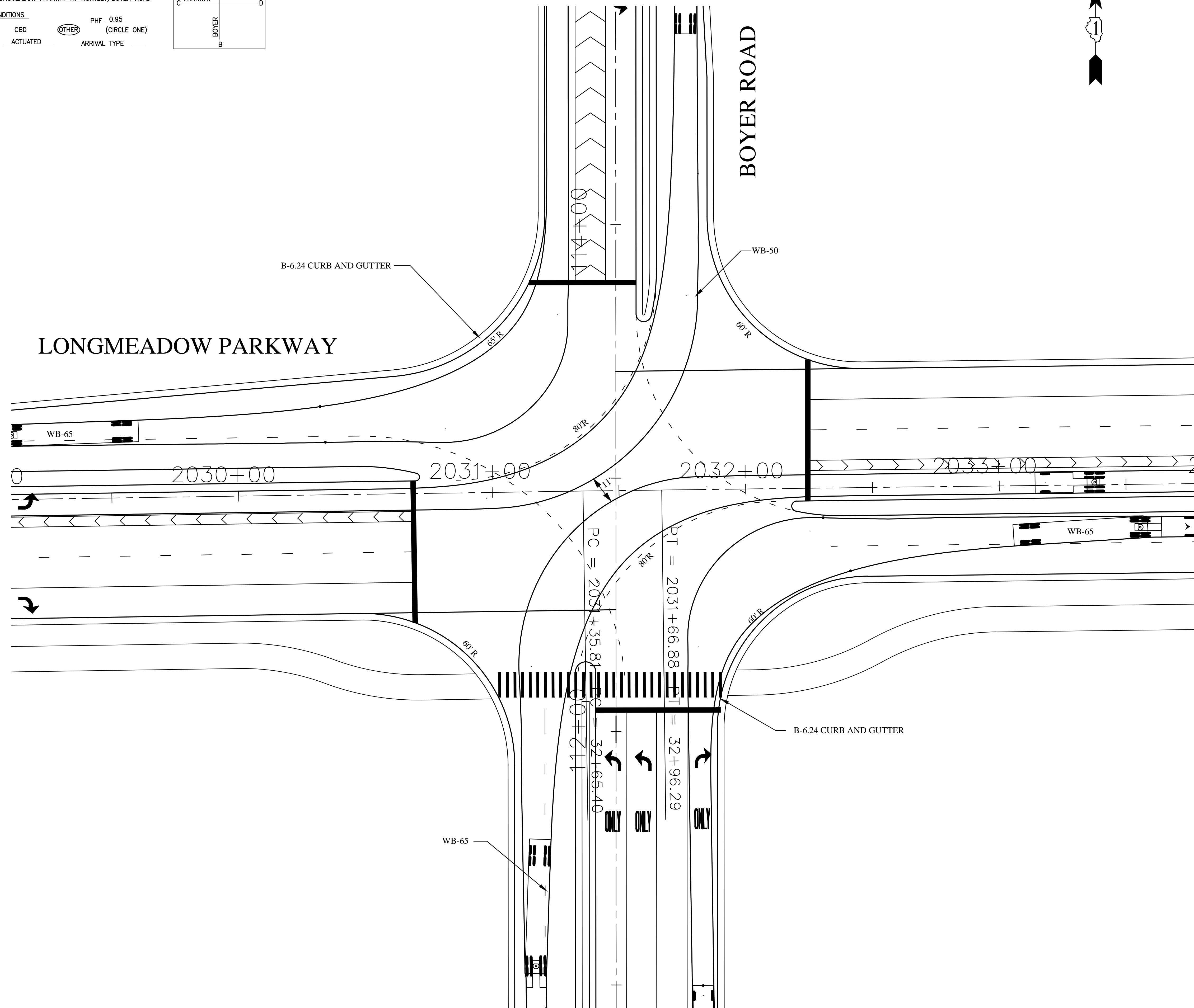
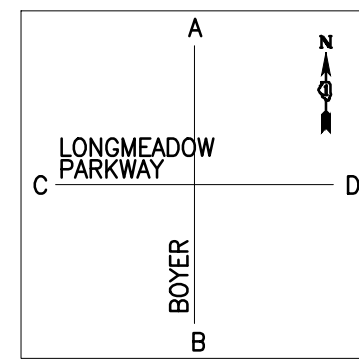
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PLOT DATE: 12/22/10 13:09 BY: NJZ

SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

PROJECT LONGMEADOW PARKWAY BRIDGE CORRIDOR
INTERSECTION LONGMEADOW PARKWAY AT HUNTLEY/BOYER ROAD

BASIC CONDITIONS
AREA: CBD OTHER PHF: 0.95 (CIRCLE ONE)
SIGNAL TYPE: ACTUATED ARRIVAL TYPE:



WB-65 feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.00
Trailer Width	: 8.50	Steering Angle	: 28.40
Tractor Track	: 8.00	Articulating Angle	: 70.00
Trailer Track	: 8.50		

DRAWING NO. _____
INTERSECTION DESIGN STUDY

ROUTE _____ (LONGMEADOW PARKWAY)
WITH
ROUTE _____ (BOYER ROAD)

SEC. NO. _____ PROJ. NO. _____
COUNTY _____ KANE _____

SCALE 1" = 20'

DATE	NAME	REMARKS
X/XX/XX	NKU	SUBMITTAL #1

McDonough Associates Inc.
Engineers/Architects

CADD FILE NAME H:\
REF FILE NAME H\ SHEET 5 OF 5

SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

PROJECT LONGMEADOW PARKWAY BRIDGE CORRIDOR
INTERSECTION LONGMEADOW PARKWAY AT RANDALL ROAD

BASIC CONDITIONS
AREA: CBD PHF 0.95
SIGNAL TYPE ACTUATED ARRIVAL TYPE 3

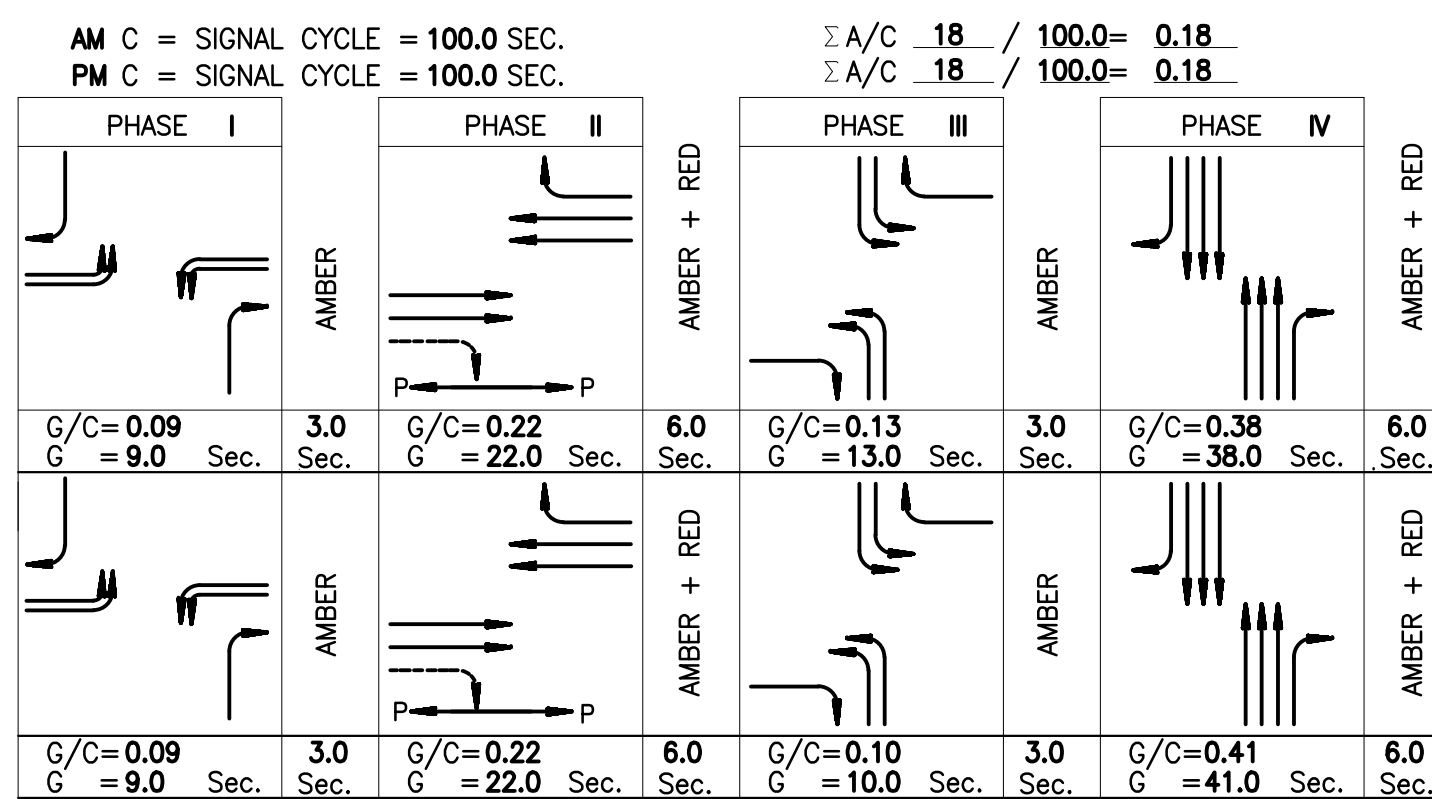
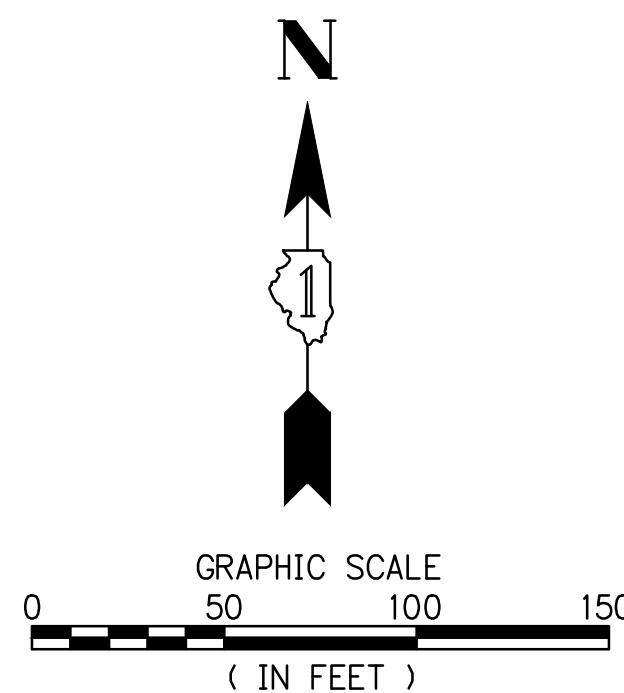
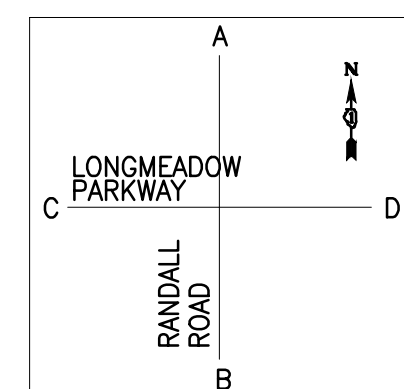


Table 1: Traffic data for Approach A. Movements: AD, AC, AB. Metrics: L/W, DHV, PHF, Base Sat, V/S, Used G/C, CAP, V/C, Delay, LOS, Appr. Delay, Appr. LOS, 85th % Queue, Red-Time Queue.

Table 2: Traffic data for Approach B. Movements: BC, BA, BD. Metrics: L/W, DHV, PHF, Base Sat, V/S, Used G/C, CAP, V/C, Delay, LOS, Appr. Delay, Appr. LOS, 85th % Queue, Red-Time Queue.

Table 3: Traffic data for Approach C. Movements: CA, CB, CD. Metrics: L/W, DHV, PHF, Base Sat, V/S, Used G/C, CAP, V/C, Delay, LOS, Appr. Delay, Appr. LOS, 85th % Queue, Red-Time Queue.

Table 4: Traffic data for Approach D. Movements: DA, DB, DC. Metrics: L/W, DHV, PHF, Base Sat, V/S, Used G/C, CAP, V/C, Delay, LOS, Appr. Delay, Appr. LOS, 85th % Queue, Red-Time Queue.

INTERSECTION DELAY: 29.1 AM, 30.4 PM
INTERSECTION LOS: C AM, C PM

TRAFFIC DATA

Table 5: Traffic Data Summary. Columns: Move-Ment, Year 2000 Peak Hour Traffic (A.M., P.M.), Percent Truck Traffic, Estimated Percent Increase by 2040, Year 2040 Design Peak Hour Traffic (A.M., P.M.).

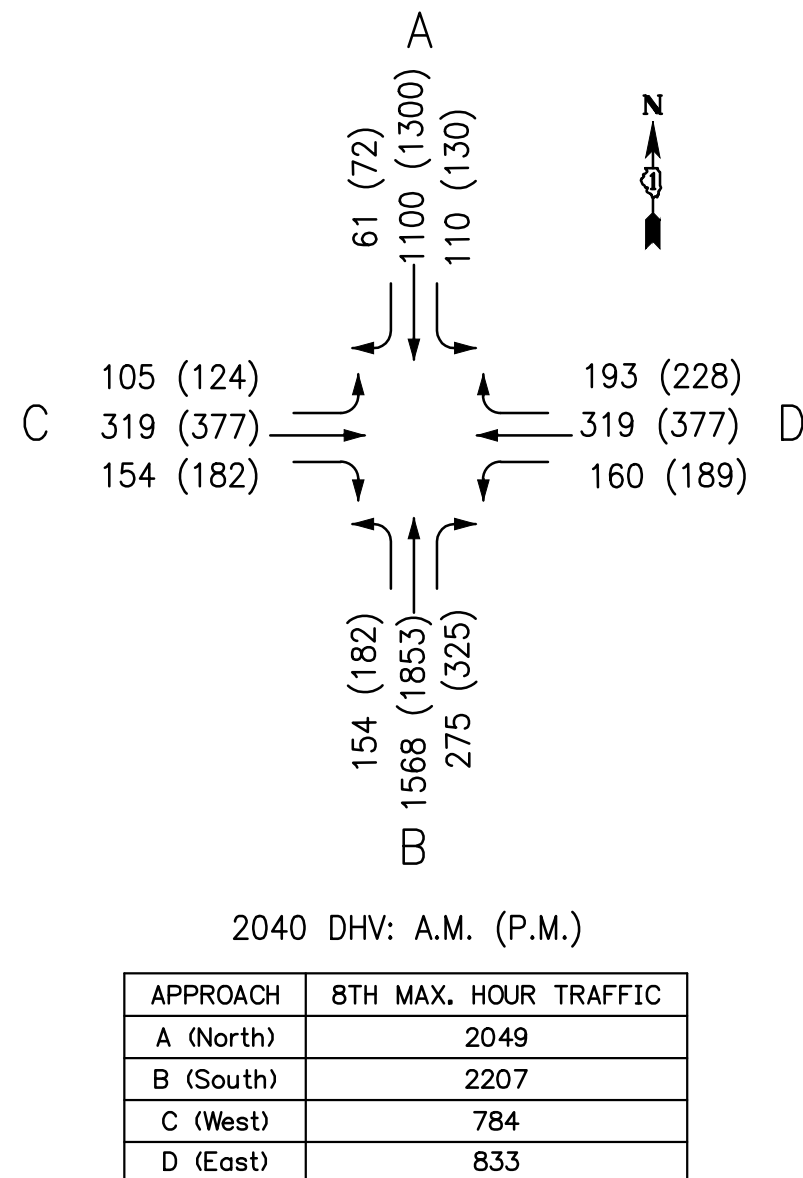
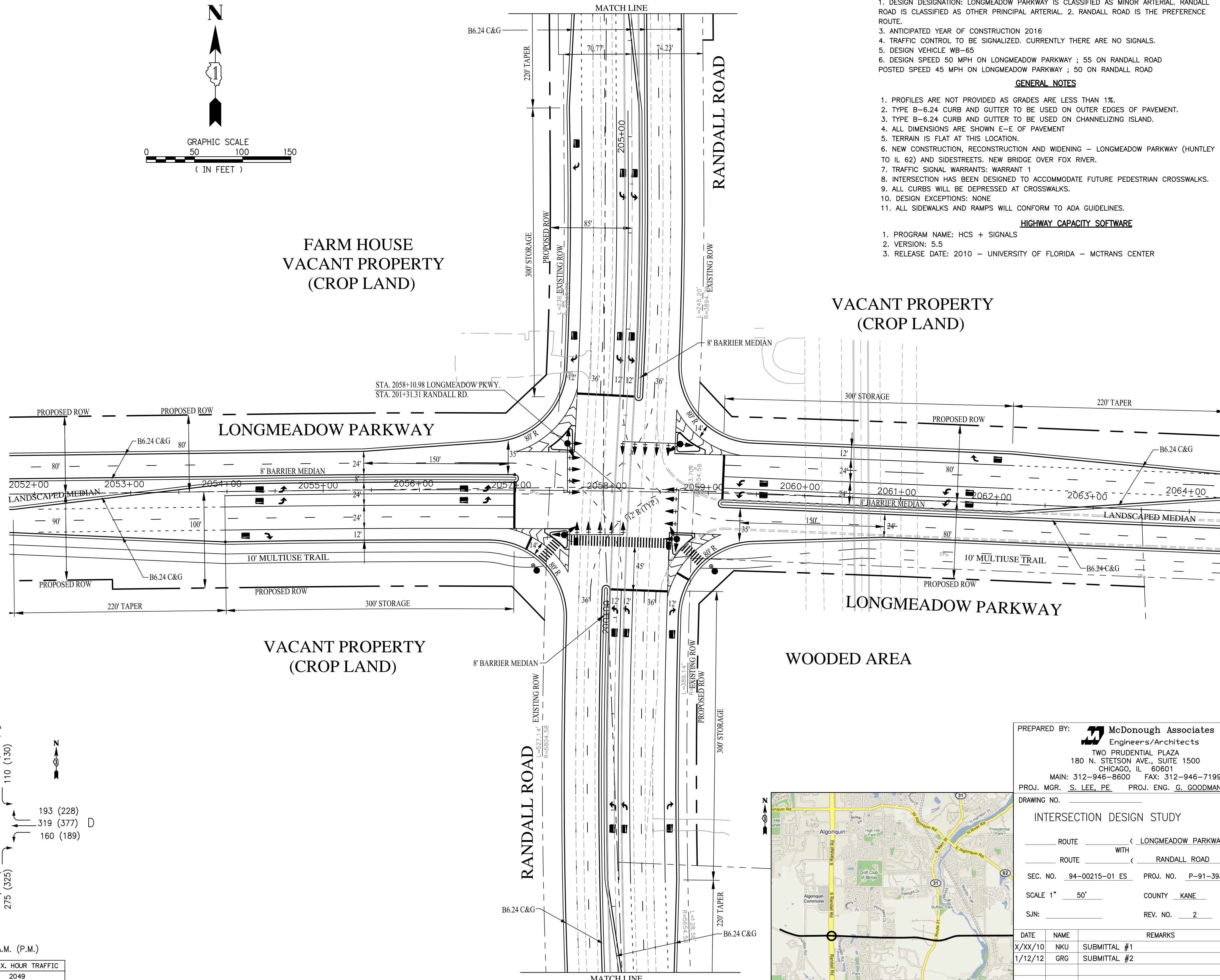


Table 6: Approach 8th Max. Hour Traffic. Columns: Approach, 8th Max. Hour Traffic.



ELEMENTS CONTROLLING DESIGN

- 1. DESIGN DESIGNATION: LONGMEADOW PARKWAY IS CLASSIFIED AS MINOR ARTERIAL. RANDALL ROAD IS CLASSIFIED AS OTHER PRINCIPAL ARTERIAL. 2. RANDALL ROAD IS THE PREFERENCE ROUTE. 3. ANTICIPATED YEAR OF CONSTRUCTION 2016 4. TRAFFIC CONTROL TO BE SIGNALIZED. CURRENTLY THERE ARE NO SIGNALS. 5. DESIGN VEHICLE WB-65 6. DESIGN SPEED 50 MPH ON LONGMEADOW PARKWAY ; 55 ON RANDALL ROAD POSTED SPEED 45 MPH ON LONGMEADOW PARKWAY ; 50 ON RANDALL ROAD

GENERAL NOTES

- 1. PROFILES ARE NOT PROVIDED AS GRADES ARE LESS THAN 1%. 2. TYPE B-6.24 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT. 3. TYPE B-6.24 CURB AND GUTTER TO BE USED ON CHANNELIZING ISLAND. 4. ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT 5. TERRAIN IS FLAT AT THIS LOCATION. 6. NEW CONSTRUCTION, RECONSTRUCTION AND WIDENING - LONGMEADOW PARKWAY (HUNTLEY TO IL 62) AND SIDESTREETS, NEW BRIDGE OVER FOX RIVER. 7. TRAFFIC SIGNAL WARRANTS: WARRANT 1 8. INTERSECTION HAS BEEN DESIGNED TO ACCOMMODATE FUTURE PEDESTRIAN CROSSWALKS. 9. ALL CURBS WILL BE DEPRESSED AT CROSSWALKS. 10. DESIGN EXCEPTIONS: NONE 11. ALL SIDEWALKS AND RAMPS WILL CONFORM TO ADA GUIDELINES.

HIGHWAY CAPACITY SOFTWARE

- 1. PROGRAM NAME: HCS + SIGNALS 2. VERSION: 5.5 3. RELEASE DATE: 2010 - UNIVERSITY OF FLORIDA - MCTRANS CENTER

PREPARED BY: McDonough Associates Inc. Engineers/Architects
TWO PRUDENTIAL PLAZA
180 N. STETSON AVE., SUITE 1500
CHICAGO, IL 60601
MAIN: 312-946-8600 FAX: 312-946-7199
PROJ. MGR. S. LEE, PE PROJ. ENG. G. GOODMAN, PE

DRAWING NO. _____

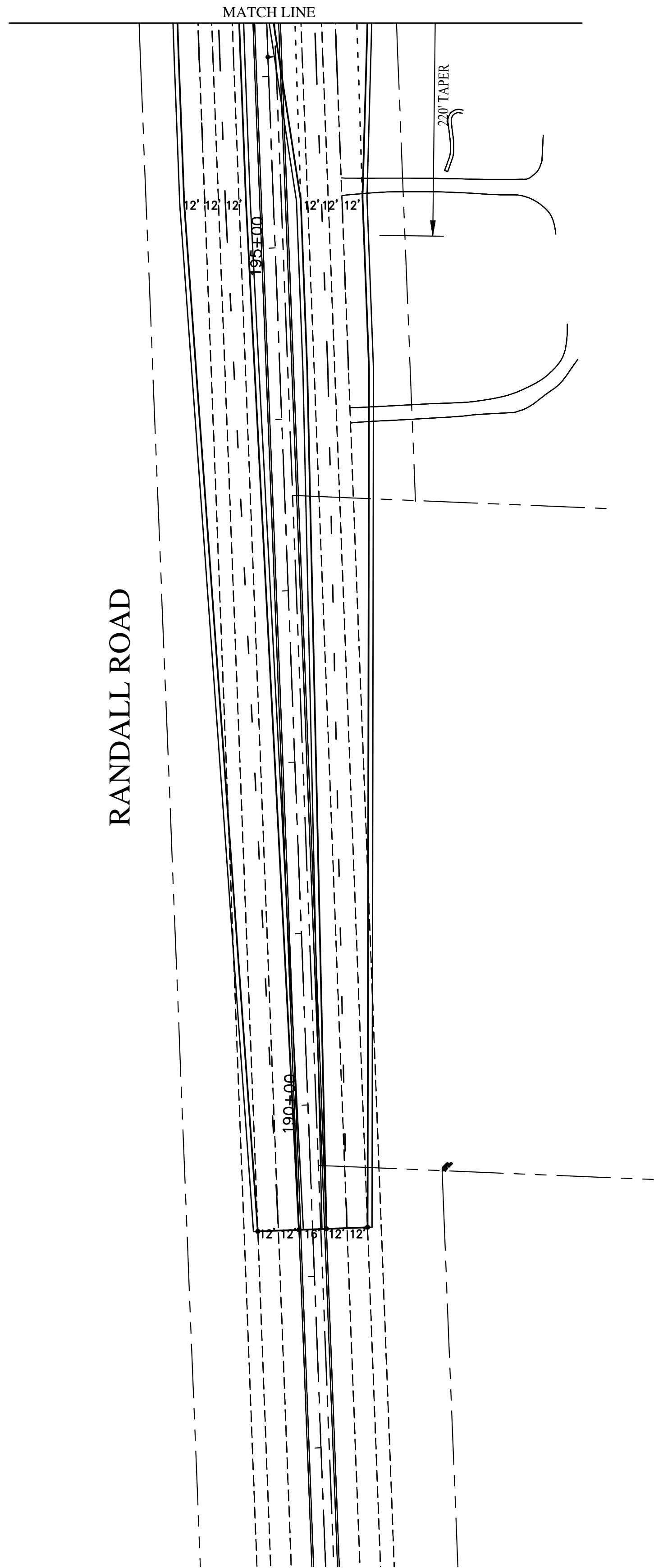
INTERSECTION DESIGN STUDY

ROUTE < LONGMEADOW PARKWAY >
WITH
ROUTE < RANDALL ROAD >
SEC. NO. 94-00215-01 ES PROJ. NO. P-91-393-94
SCALE 1" = 50' COUNTY KANE
S.J.N: _____ REV. NO. 2

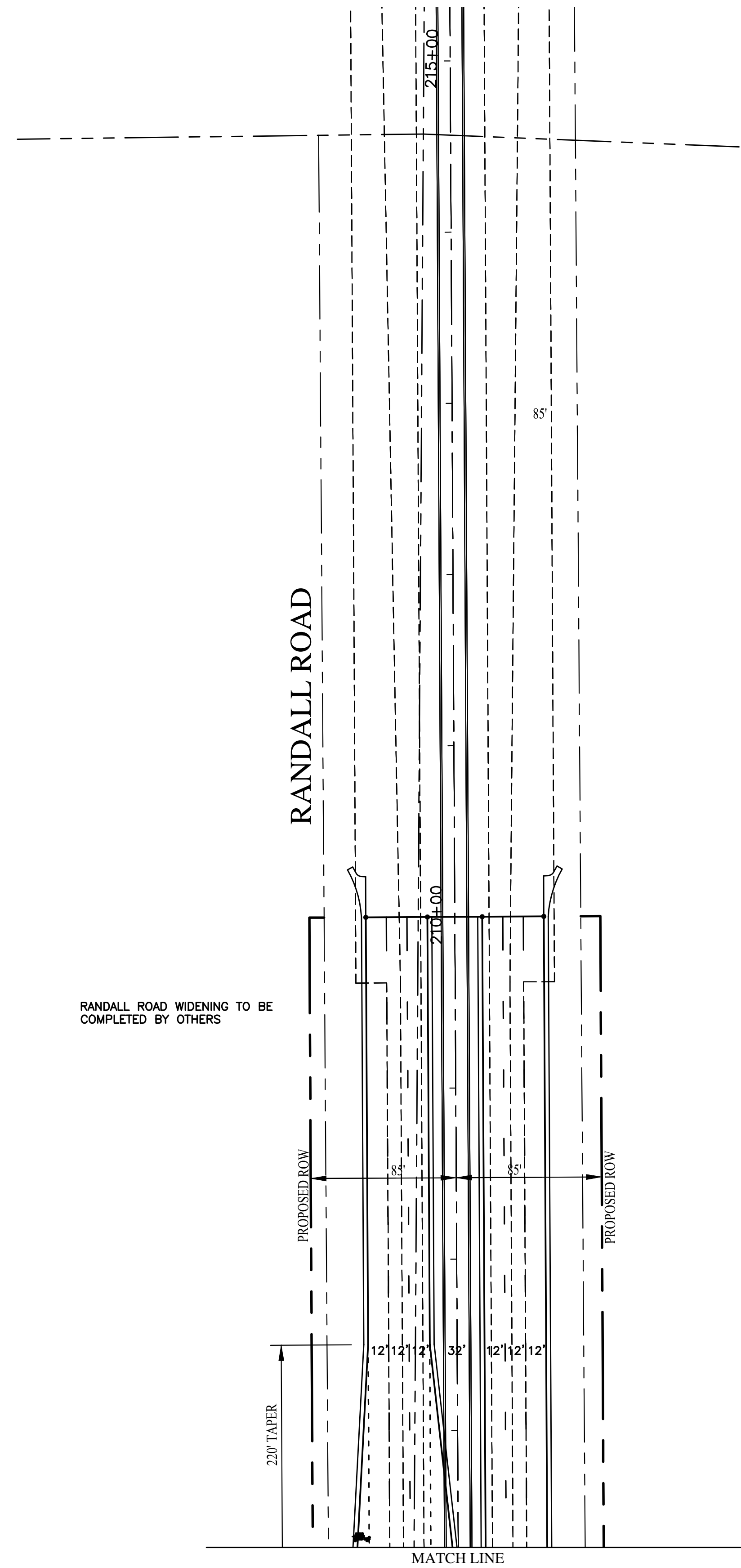
Table 7: Revision Table. Columns: DATE, NAME, REMARKS.

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 PLOT DATE: 02/01/12

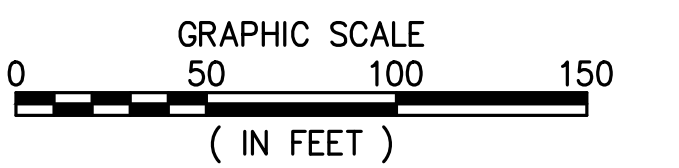
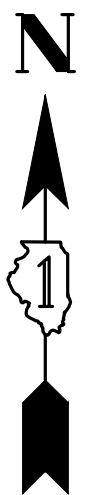
RANDALL ROAD




RANDALL ROAD



RANDALL ROAD WIDENING TO BE COMPLETED BY OTHERS



PREPARED BY:  McDonough Associates Inc.
 Engineers/Architects
 TWO PRUDENTIAL PLAZA
 180 N. STETSON AVE., SUITE 1500
 CHICAGO, IL 60601
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 PROJ. MGR. S. LEE, PE PROJ. ENG. G. GOODMAN, PE

DRAWING NO. _____
 INTERSECTION DESIGN STUDY

ROUTE _____ (LONGMEADOW PARKWAY)
 WITH _____
 ROUTE _____ (RANDALL ROAD)
 SEC. NO. 94-00215-01 ES PROJ. NO. P-91-393-94
 SCALE 1" = 50' COUNTY KANE
 SJN: _____ REV. NO. 2

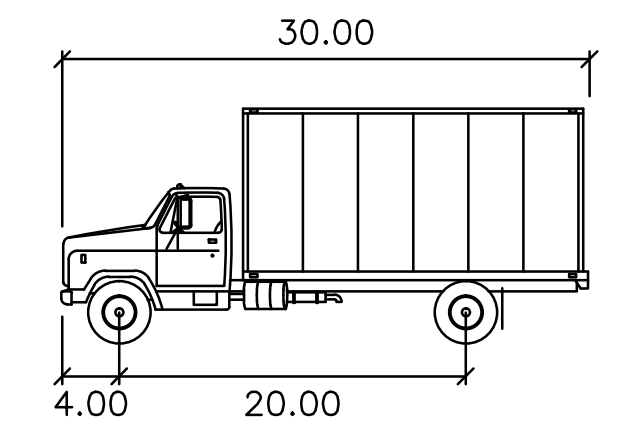
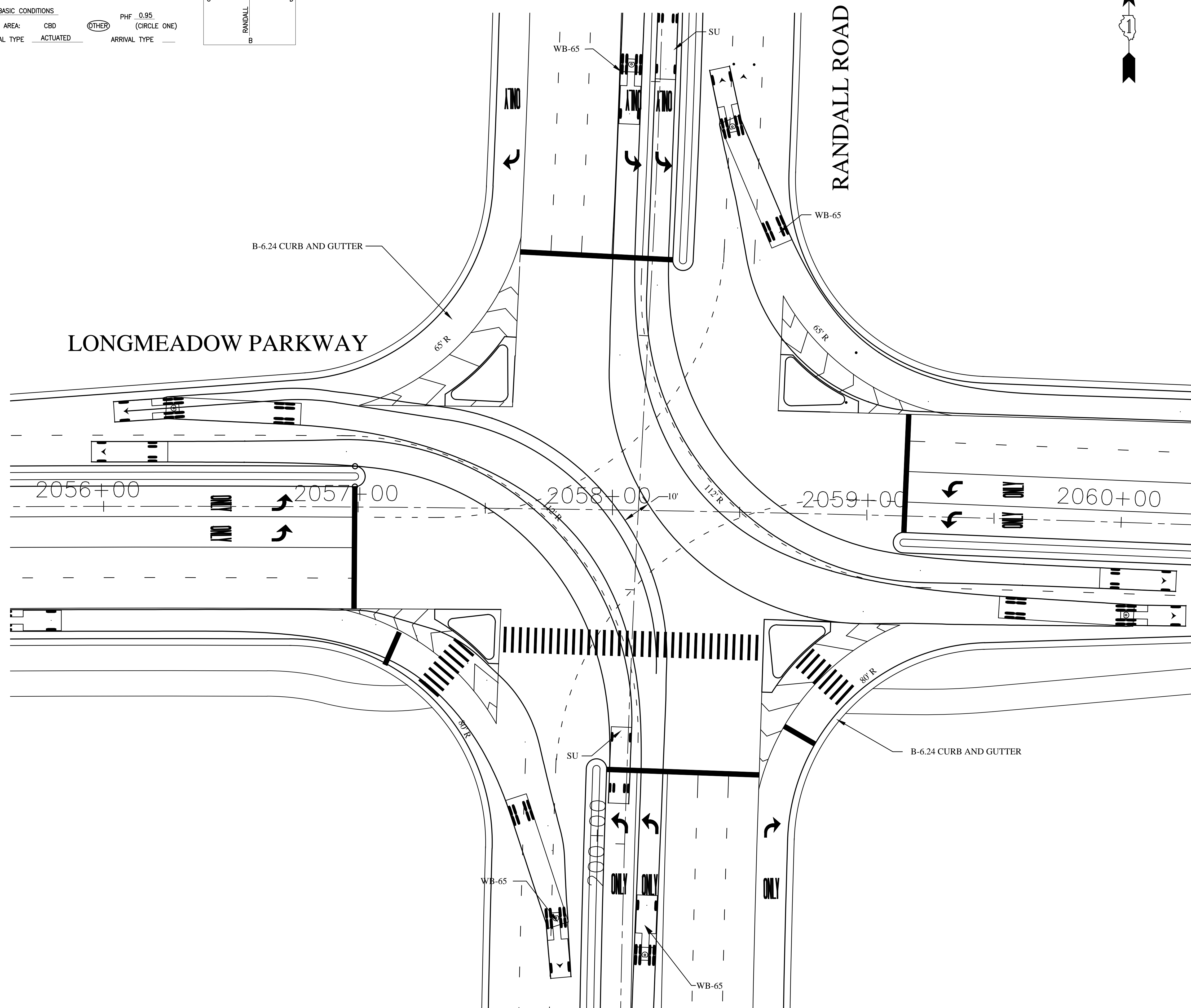
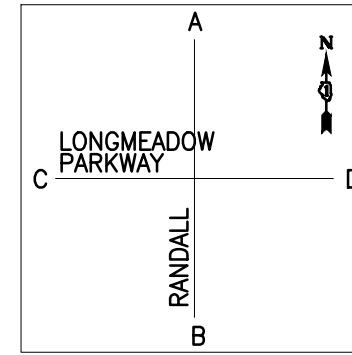
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X/XX/10	NKU	SUBMITTAL #1
1/12/12	GRG	SUBMITTAL #2

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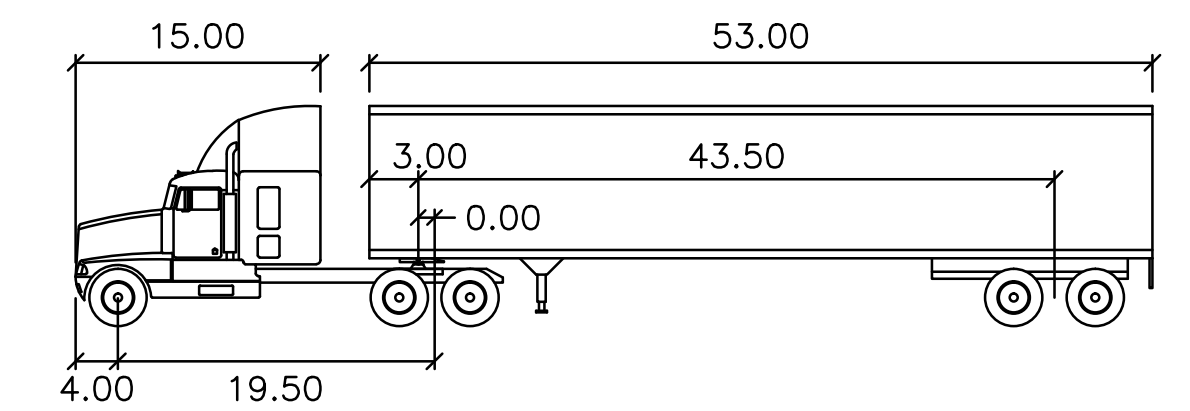
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

PROJECT LONGMEADOW PARKWAY BRIDGE CORRIDOR
INTERSECTION LONGMEADOW PARKWAY AT RANDALL ROAD

BASIC CONDITIONS PHF 0.95
AREA: CBD (OTHER) (CIRCLE ONE)
SIGNAL TYPE ACTUATED ARRIVAL TYPE



SU feet
Width : 8.00
Track : 8.00
Lock to Lock Time : 6.00
Steering Angle : 31.80



WB-65 feet
Tractor Width : 8.00 Lock to Lock Time : 6.00
Trailer Width : 8.50 Steering Angle : 28.40
Tractor Track : 8.00 Articulating Angle : 70.00
Trailer Track : 8.50

DRAWING NO. _____
INTERSECTION DESIGN STUDY
ROUTE _____ (LONGMEADOW PARKWAY)
WITH
ROUTE _____ (RANDALL ROAD)
SEC. NO. _____ PROJ. NO. _____
COUNTY _____ KANE
SCALE 1" = 20'

DATE	NAME	REMARKS
X/XX/XX	NKU	SUBMITTAL #1

McDonough Associates Inc.
Engineers/Architects

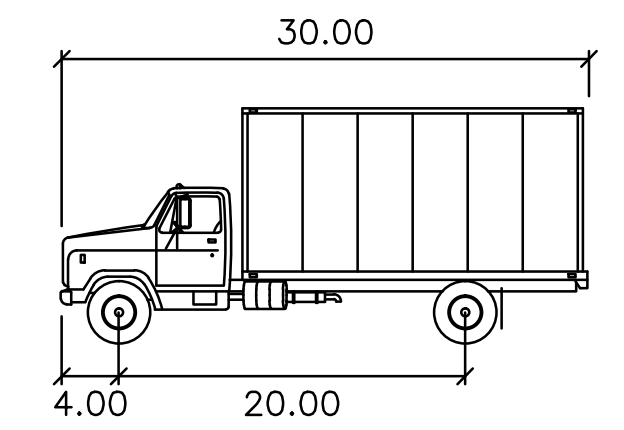
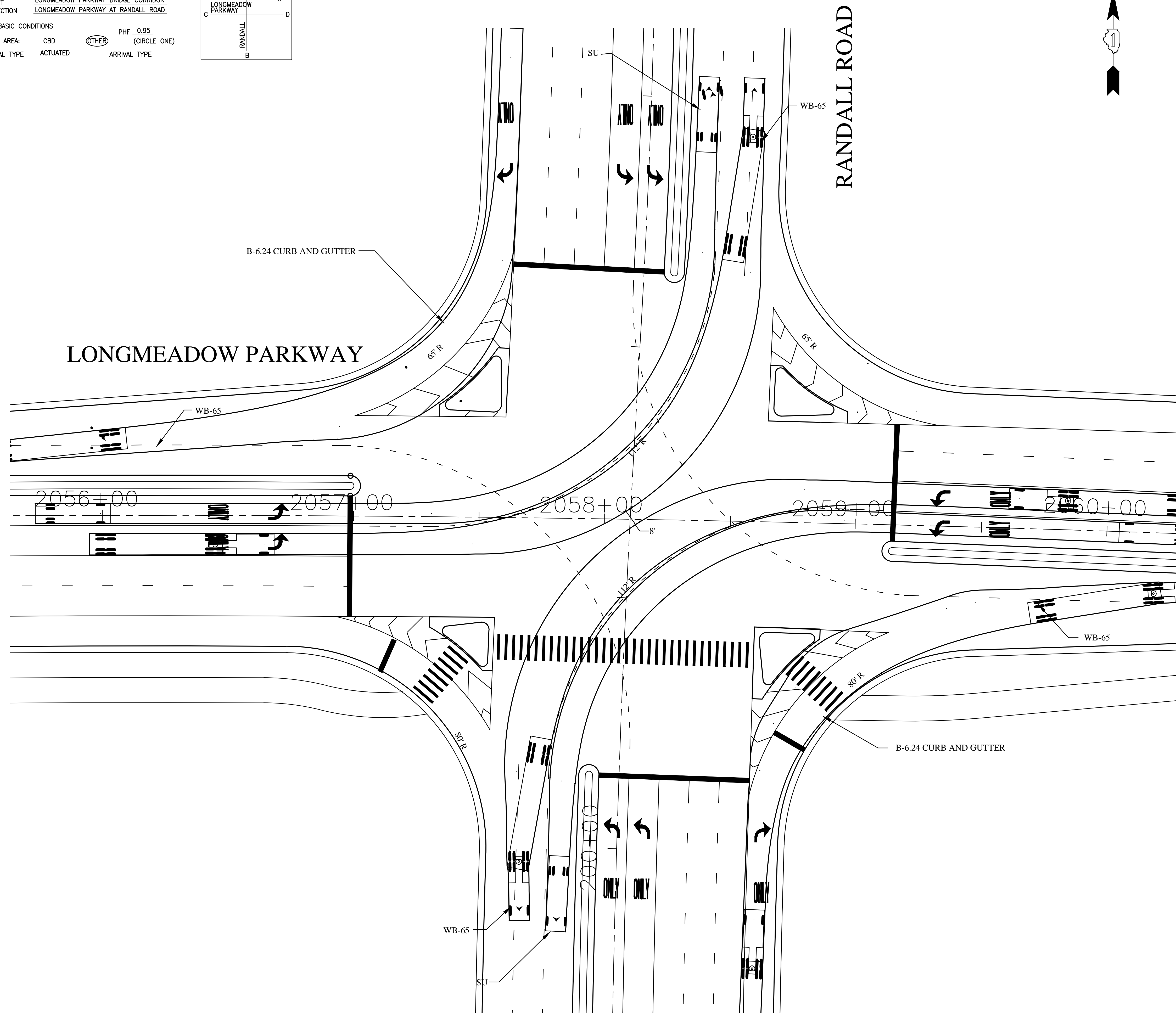
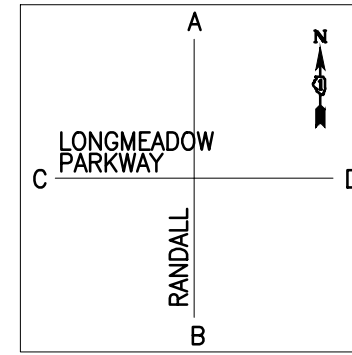
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PLOT DATE: 12/22/10 - 13:09 BY: NUIZ

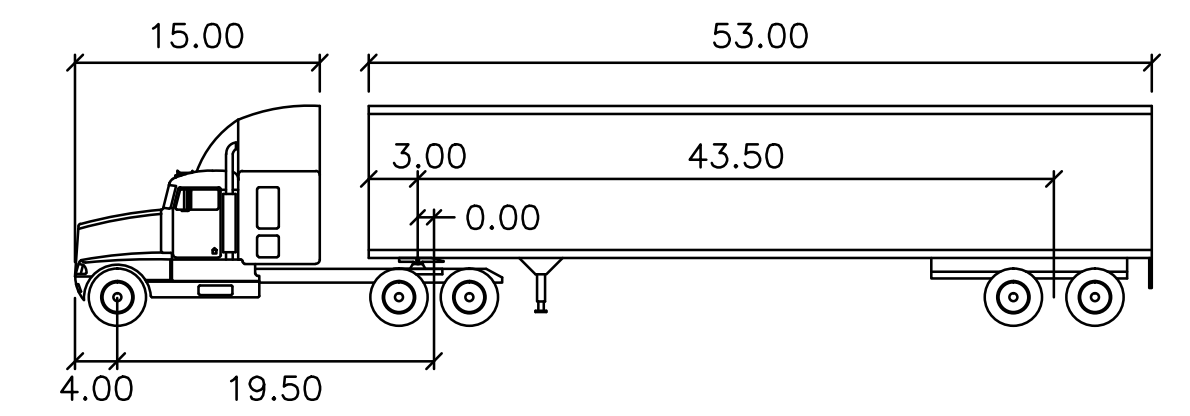
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

PROJECT LONGMEADOW PARKWAY BRIDGE CORRIDOR
INTERSECTION LONGMEADOW PARKWAY AT RANDALL ROAD

BASIC CONDITIONS PHF 0.95
AREA: CBD (OTHER) (CIRCLE ONE)
SIGNAL TYPE ACTUATED ARRIVAL TYPE



SU feet
Width : 8.00
Track : 8.00
Lock to Lock Time : 6.00
Steering Angle : 31.80



WB-65 feet
Tractor Width : 8.00 Lock to Lock Time : 6.00
Trailer Width : 8.50 Steering Angle : 28.40
Tractor Track : 8.00 Articulating Angle : 70.00
Trailer Track : 8.50

DRAWING NO. _____

INTERSECTION DESIGN STUDY

ROUTE _____ (LONGMEADOW PARKWAY)
WITH
ROUTE _____ (RANDALL ROAD)

SEC. NO. _____ PROJ. NO. _____

COUNTY _____ KANE

SCALE 1" = 20'

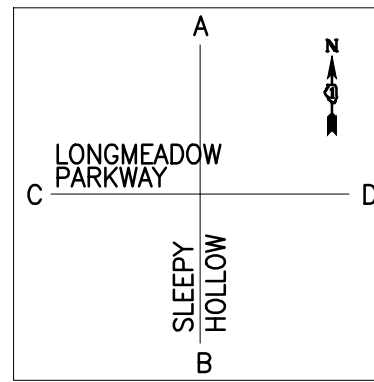
DATE	NAME	REMARKS
X/XX/XX	NKU	SUBMITTAL #1

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SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

PROJECT LONGMEADOW PARKWAY BRIDGE CORRIDOR
INTERSECTION LONGMEADOW PARKWAY AT SLEEPY HOLLOW ROAD

BASIC CONDITIONS
AREA: CBD (OTHER) PHF 0.95 (CIRCLE ONE)
SIGNAL TYPE ACTUATED ARRIVAL TYPE A



ELEMENTS CONTROLLING DESIGN

- DESIGN DESIGNATION: LONGMEADOW PARKWAY IS CLASSIFIED AS MINOR ARTERIAL. SLEEPY HOLLOW ROAD IS CLASSIFIED AS LOCAL. 2020 ADT FOR LONGMEADOW PARKWAY IS 24000. 2020 ADT FOR SLEEPY HOLLOW ROAD IS 14800 ON SOUTH SIDE OF INTERSECTION; 15200 ON NORTH SIDE OF INTERSECTION.
- LONGMEADOW PARKWAY IS THE PREFERENCE ROUTE.
- ANTICIPATED YEAR OF CONSTRUCTION 2012.
- TRAFFIC CONTROL TO BE SIGNALIZED. CURRENTLY NO SIGNALS EXIST.
- DESIGN VEHICLE WB-40 SLEEPY HOLLOW/WB-65 ON LONGMEADOW PARKWAY
- DESIGN SPEED 50 MPH ON LONGMEADOW PARKWAY ; 40 ON SLEEPY HOLLOW ROAD POSTED SPEED 45 MPH ON LONGMEADOW PARKWAY ; 35 ON SLEEPY HOLLOW ROAD

GENERAL NOTES

- PROFILES ARE PROVIDED FOR LONGMEADOW PARKWAY
- TYPE B-6.24 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT.
- TYPE B-6.24 CURB AND GUTTER TO BE USED ON CHANNELIZING ISLAND.
- ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT
- TERRAIN IS FLAT AT THIS LOCATION.
- NEW CONSTRUCTION, RECONSTRUCTION AND WIDENING - LONGMEADOW PARKWAY (HUNTLEY TO IL 62) AND SIDESTREETS. NEW BRIDGE OVER FOX RIVER.
- TRAFFIC SIGNAL WARRANTS: WARRANT 1
- INTERSECTION HAS BEEN DESIGNED TO ACCOMMODATE FUTURE PEDESTRIAN CROSSWALKS.
- ALL CURBS WILL BE DEPRESSED AT CROSSWALKS.
- DESIGN EXCEPTIONS: WB-40 DESIGN VEHICLE ON SLEEPY HOLLOW
- ALL SIDEWALKS AND RAMPS WILL CONFORM TO ADA GUIDELINES.

HIGHWAY CAPACITY SOFTWARE

- PROGRAM NAME: HCS + SIGNALS
- VERSION: 5.4
- RELEASE DATE: 2008 - UNIVERSITY OF FLORIDA - MCTRANS CENTER

PHASE	PHASE I		PHASE II		PHASE III		PHASE IV	
	AM	PM	AM	PM	AM	PM	AM	PM
	G/C=0.06 G=6.0 Sec.	G/C=0.06 G=6.0 Sec.	G/C=0.38 G=37.8 Sec.	G/C=0.38 G=37.8 Sec.	G/C=0.39 G=39.2 Sec.	G/C=0.39 G=39.2 Sec.	G/C=0.38 G=37.0 Sec.	G/C=0.38 G=37.0 Sec.

APPR. A GR=1.0% A.M. T=3% R=0% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 50
P.M. T=3% R=0% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 50

MOVEMENT	L/W	DHV	ADJ. FLOW	ADJ. SAT.	V/S	USED G/C	CAP G/C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95th QUEUE	RED-TIME QUEUE
AD	1/12	98	1900	0.15	0.28	267	0.39	22.7	C	22.7	C	115	101	
AB/AC	1/12	280	2000	0.17	0.39	743	0.44	22.7	C	22.7	C	338	270	
AD	1/12	112	1900	0.22	0.22	200	0.59	25.9	C	25.9	C	153	126	
AB/AC	1/12	320	2000	0.20	0.37	701	0.53	25.4	C	25.4	C	408	320	

APPR. B GR=-1.0% A.M. T=3% R=0% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 50
P.M. T=3% R=0% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 50

MOVEMENT	L/W	DHV	ADJ. FLOW	ADJ. SAT.	V/S	USED G/C	CAP G/C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95th QUEUE	RED-TIME QUEUE
BC	1/12	28	1900	0.04	0.32	321	0.09	19.3	B	24.0	C	28	326	
BA/BD	1/12	266	2000	0.21	0.39	719	0.54	24.3	C	24.0	C	423	326	
BC	1/12	32	1900	0.05	0.27	258	0.13	21.1	C	28.0	C	35	34	
BA/BD	1/12	304	2000	0.24	0.37	678	0.66	26.6	C	28.0	C	519	386	

APPR. C GR=1.0% A.M. T=3% R=0% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 50
P.M. T=3% R=0% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 50

MOVEMENT	L/W	DHV	ADJ. FLOW	ADJ. SAT.	V/S	USED G/C	CAP G/C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95th QUEUE	RED-TIME QUEUE
CA	1/12	35	1900	0.30	0.30	268	0.14	14.6	B	25.2	C	30	35	
CD	2/12	805	2000	0.23	0.38	1391	0.61	25.9	C	25.2	C	498	362	
CB	1/12	35	1900	0.02	0.32	366	0.07	19.3	B	24.8	C	33	31	
CA	1/12	40	1900	0.29	0.29	247	0.17	14.6	B	24.8	C	33	41	
CD	2/12	920	2000	0.26	0.40	1472	0.66	25.5	C	24.8	C	568	399	
CB	1/12	40	1900	0.03	0.40	601	0.07	18.6	B	24.8	C	40	35	

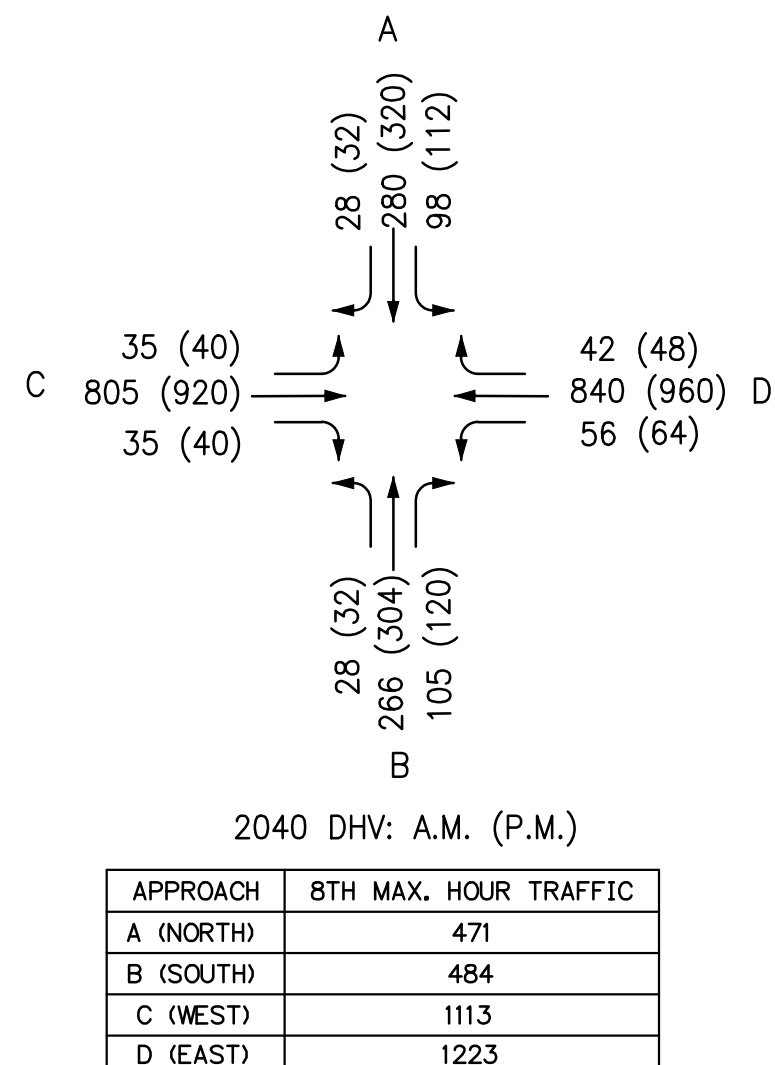
APPR. D GR=-1.0% A.M. T=3% R=0% L=100% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 50
P.M. T=3% R=0% L=100% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 50

MOVEMENT	L/W	DHV	ADJ. FLOW	ADJ. SAT.	V/S	USED G/C	CAP G/C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95th QUEUE	RED-TIME QUEUE
DB	1/12	56	1900	0.31	0.31	284	0.21	14.7	B	25.3	C	45	56	
DC	2/12	840	2000	0.24	0.38	1405	0.63	26.3	C	25.3	C	523	377	
DA	1/12	42	1900	0.03	0.38	572	0.08	20.0	B	25.3	C	43	38	
DB	1/12	64	1900	0.30	0.30	262	0.26	14.7	B	25.0	C	50	64	
DC	2/12	960	2000	0.27	0.40	1486	0.68	26.0	C	25.0	C	598	418	
DA	1/12	48	1900	0.03	0.40	607	0.08	18.7	B	25.0	C	48	42	

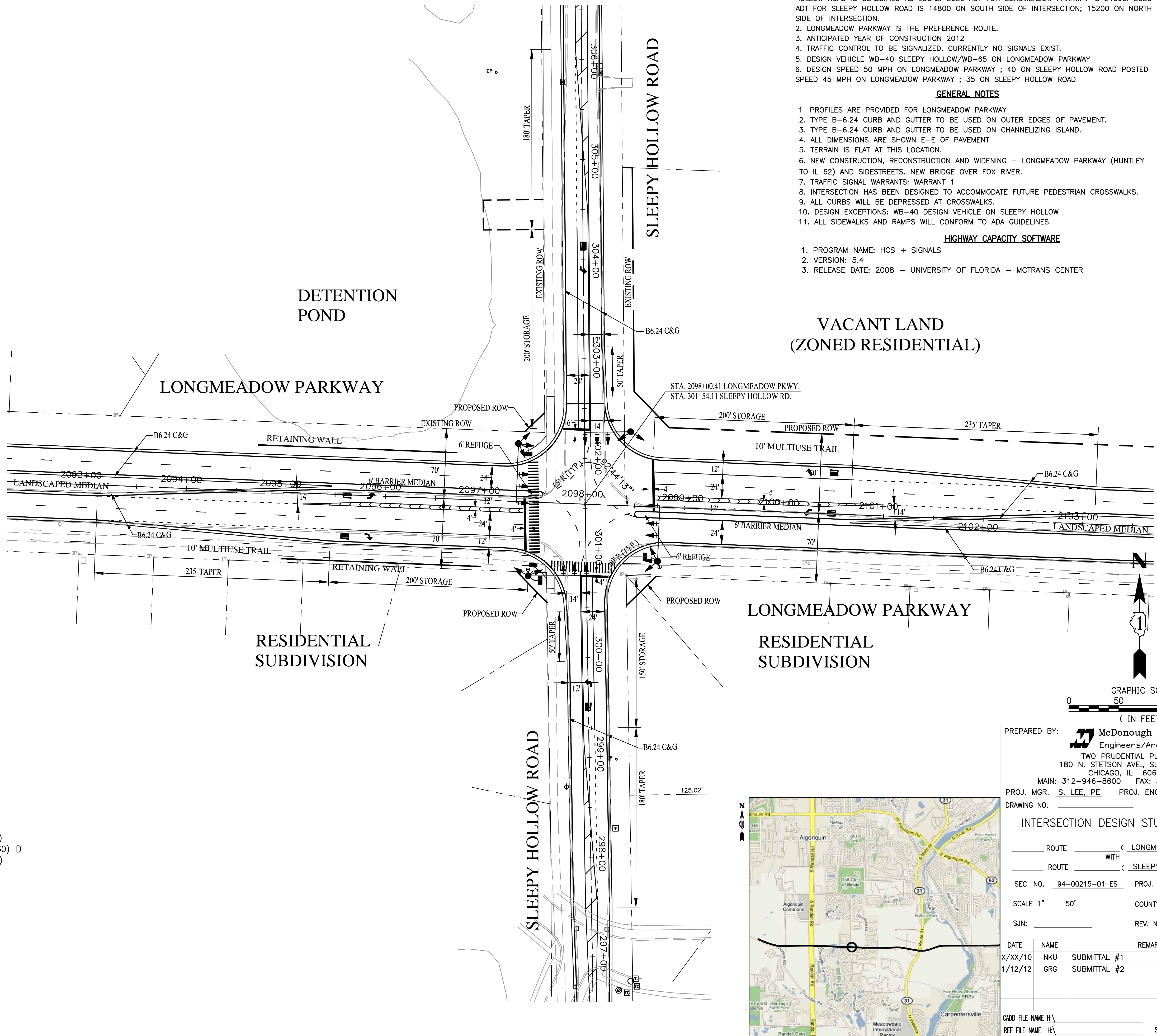
INTERSECTION DELAY	24.7	25.6
AM		PM
INTERSECTION LOS	C	C
AM		PM

TRAFFIC DATA

MOVE-MENT	YEAR 2000		PERCENT TRUCK TRAFFIC IN 30th MAX HOUR	ESTIMATED INCREASE BY 2040	YEAR 2040	
	30th MAXIMUM HOUR	30th MAXIMUM HOUR			30th MAXIMUM HOUR	30th MAXIMUM HOUR
AB	70	95	3%	400%	280	320
AD			3%		98	112
AC			3%		28	32
BA	60	112	3%	443%	266	304
BC			3%		28	32
BD			3%		105	120
CD			3%		805	920
CA			3%		35	40
CB			3%		35	40
DC			3%		840	960
DB			3%		56	64
DA			3%		42	48
TOTAL A	130	207			749	856
TOTAL B	130	207			770	880
TOTAL C	0	0			1771	2024
TOTAL D	0	0			1946	2224



APPROACH	8TH MAX. HOUR TRAFFIC
A (NORTH)	471
B (SOUTH)	484
C (WEST)	1113
D (EAST)	1223

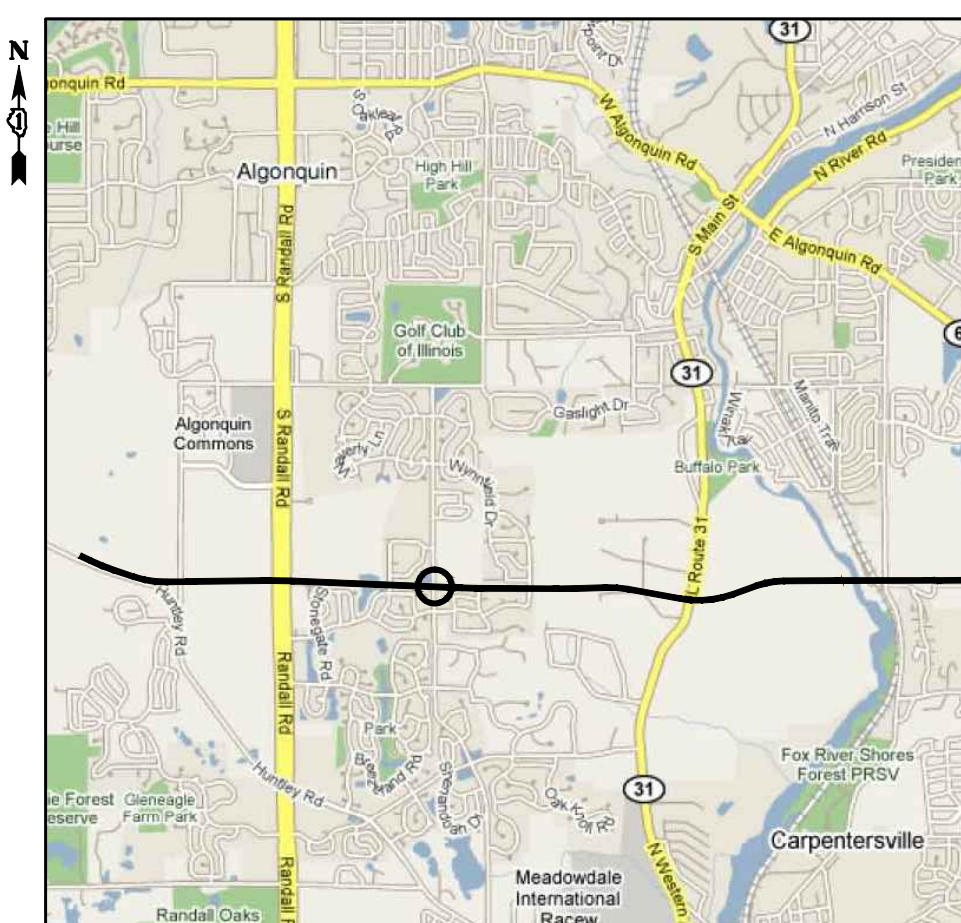


PREPARED BY: McDonough Associates Inc. Engineers/Architects
TWO PRUDENTIAL PLAZA
180 N. STETSON AVE., SUITE 1500
CHICAGO, IL 60601
MAIN: 312-946-8600 FAX: 312-946-7199
PROJ. MGR. S. LEE, PE PROJ. ENG. G. GOODMAN, PE

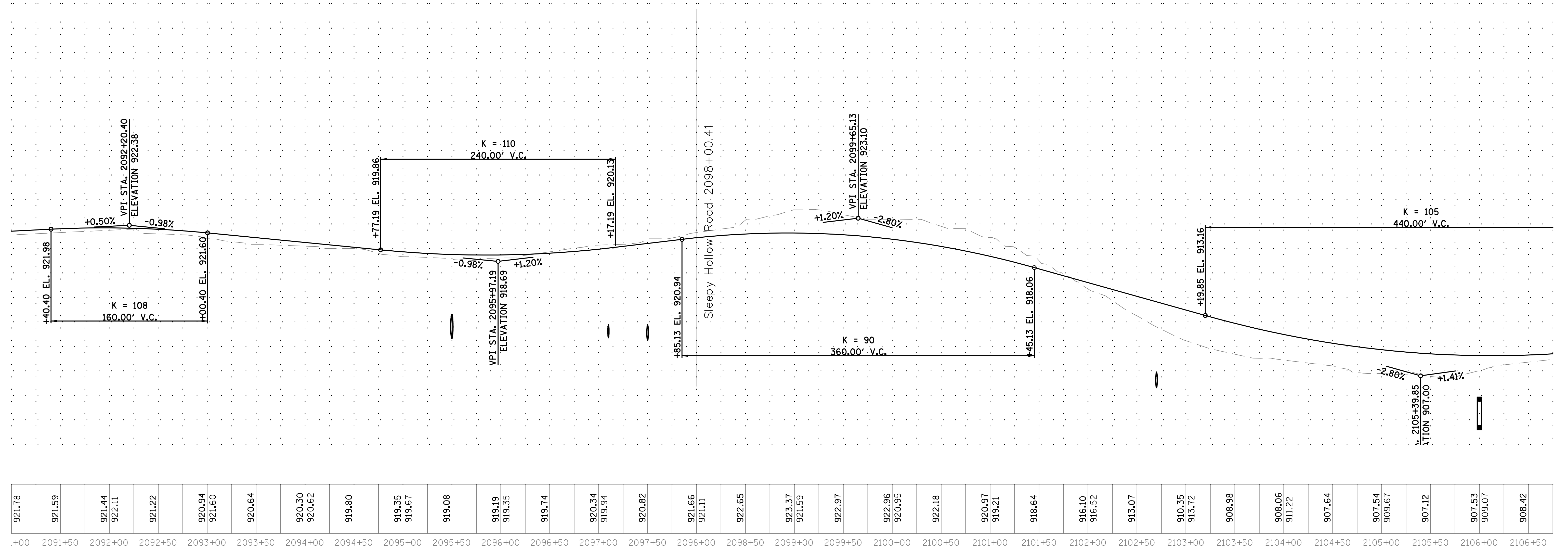
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INTERSECTION DESIGN STUDY
ROUTE _____ (LONGMEADOW PARKWAY)
WITH
ROUTE _____ (SLEEPY HOLLOW ROAD)
SEC. NO. 94-00215-01 ES PROJ. NO. P-91-393-94
SCALE 1" = 50' COUNTY KANE
S/JN: _____ REV. NO. 2

DATE	NAME	REMARKS
X/XX/10	NKU	SUBMITTAL #1
1/12/12	GRG	SUBMITTAL #2

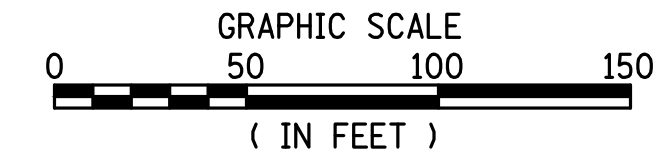
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DRAWING ID: I:\PROJECT REPORT\IDS\SLEEPY HOLLOW ROAD_IDS.DWG
 PLOT DATE: 12/21/10 - 15:34 BY: NUTZ



LONGMEADOW PARKWAY PROFILE



PREPARED BY: McDonough Associates Inc.
 Engineers/Architects

PROJ. MGR. S. LEE, PE. PROJ. ENG. N. UTZ, PE.

DRAWING NO. _____

INTERSECTION DESIGN STUDY

ROUTE _____ (LONGMEADOW PARKWAY)
 WITH _____
 ROUTE _____ (SLEEPY HOLLOW ROAD)

SEC. NO. _____ PROJ. NO. _____

COUNTY KANE

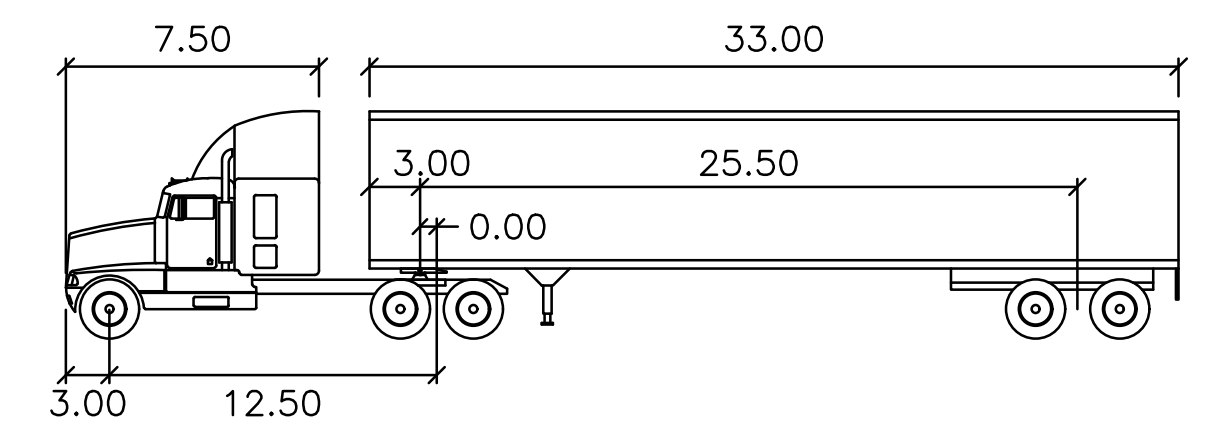
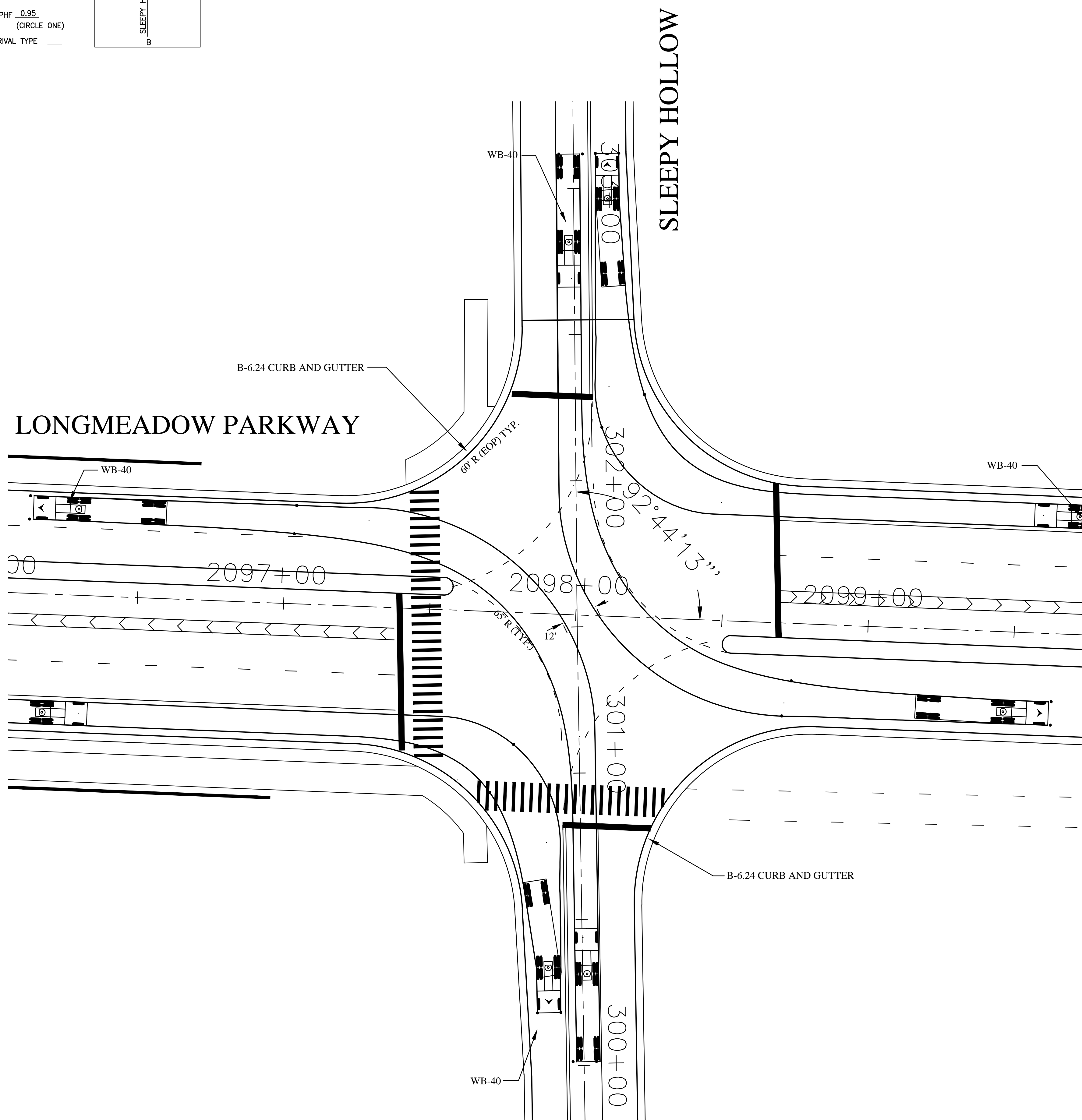
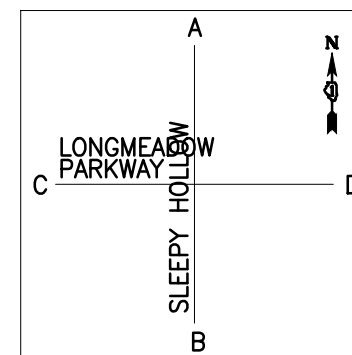
SCALE 1"= 50'

DATE	NAME	REMARKS
01/04/11	NKU	SUBMITTAL #1

SHEET 2 OF 4

SIGNALIZED INTERSECTION
CAPACITY ANALYSIS
PROJECT LONGMEADOW PARKWAY BRIDGE CORRIDOR
INTERSECTION LONGMEADOW PARKWAY AT SLEEPY HOLLOW ROAD

BASIC CONDITIONS
AREA: CBD OTHER PHF 0.95 (CIRCLE ONE)
SIGNAL TYPE ACTUATED ARRIVAL TYPE



WB-40

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.00
Trailer Width	: 8.00	Steering Angle	: 20.30
Tractor Track	: 8.00	Articulating Angle	: 70.00
Trailer Track	: 8.00		

DRAWING NO. _____
INTERSECTION DESIGN STUDY
____ ROUTE _____ (LONGMEADOW PARKWAY)
WITH _____
____ ROUTE _____ (SLEEPY HOLLOW)
SEC. NO. _____ PROJ. NO. _____
COUNTY _____ KANE _____
SCALE 1"= 20'

DATE	NAME	REMARKS
X/XX/XX	NKU	SUBMITTAL #1

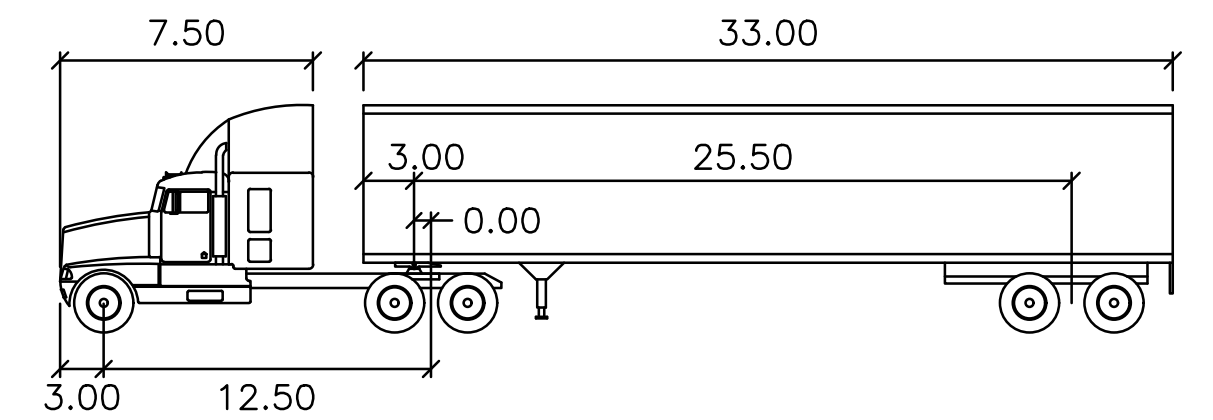
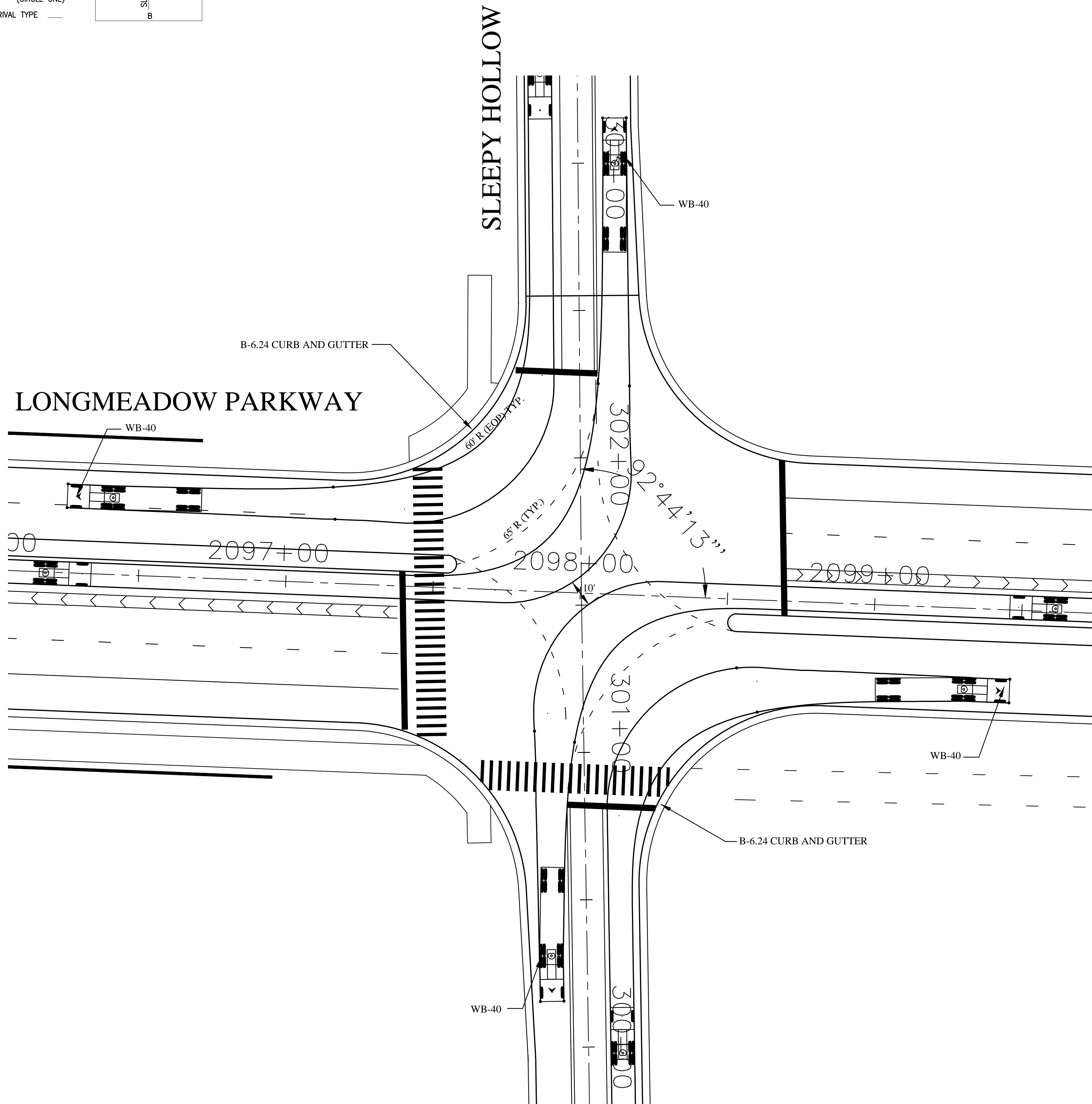
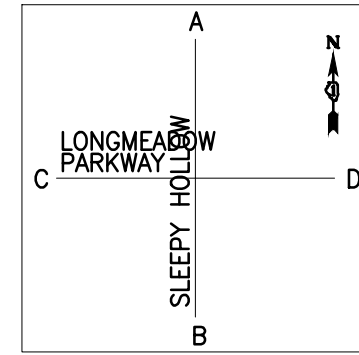
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PLOT DATE: 12/22/10 - 13:09 BY NUTZ

SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

PROJECT LONGMEADOW PARKWAY BRIDGE CORRIDOR
INTERSECTION LONGMEADOW PARKWAY AT SLEEPY HOLLOW ROAD

BASIC CONDITIONS PHF 0.95
AREA: CBD OTHER (CIRCLE ONE)
SIGNAL TYPE ACTUATED ARRIVAL TYPE



WB-40

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.00
Trailer Width	: 8.00	Steering Angle	: 20.30
Tractor Track	: 8.00	Articulating Angle	: 70.00
Trailer Track	: 8.00		

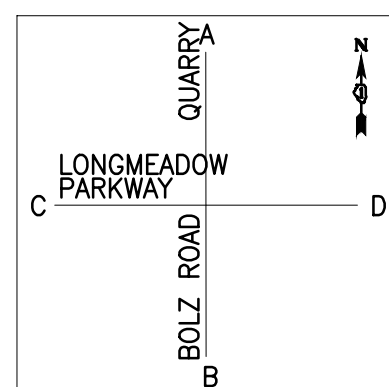
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INTERSECTION DESIGN STUDY		
ROUTE _____	(LONGMEADOW PARKWAY)	
	WITH	
ROUTE _____	(SLEEPY HOLLOW)	
SEC. NO. _____	PROJ. NO. _____	
	COUNTY _____ KANE _____	
SCALE 1"=	20'	
DATE	NAME	REMARKS
X/XX/XX	NKU	SUBMITTAL #1

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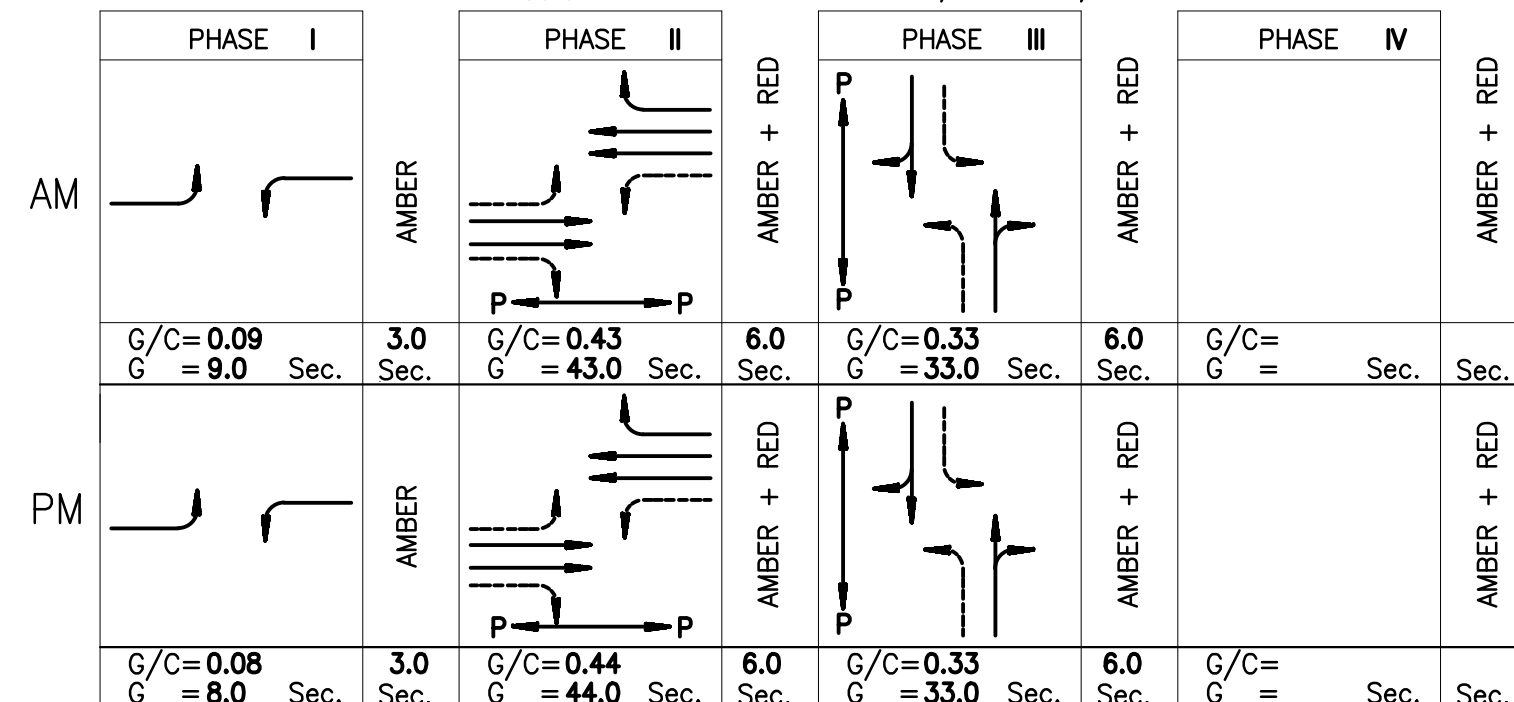
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

PROJECT LONGMEADOW PARKWAY BRIDGE CORRIDOR
INTERSECTION LONGMEADOW PARKWAY AT BOLZ ROAD

BASIC CONDITIONS PHF 0.95
AREA: CBD OTHER (CIRCLE ONE)
SIGNAL TYPE ACTUATED ARRIVAL TYPE 3



AM C = SIGNAL CYCLE = 100.0 SEC. $\Delta A/C = 15 / 100.0 = 0.15$
PM C = SIGNAL CYCLE = 100.0 SEC. $\Delta A/C = 15 / 100.0 = 0.15$



APPR.	GR	A.M. T	R	L	PKG	BUS	PEDS	STOP	HR					
A	-2.0%	50%	17%	0%	0	0	0	0	0					
		P.M. T = 50%	R = 17%	L = 0%	0	0	0	0	0					
MOVEMENT	L/W	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH % QUEUE	RED-TIME QUEUE
A.M. AD	1/12	56	0.95	1900	0.12	0.23	159	0.37	27.0	C	26.9	C	205	163
A.M. AB/AC	1/12	168	0.95	1900	0.14	0.33	409	0.43	26.9	C	26.9	C	73	63
P.M. AD	1/12	64	0.95	1900	0.17	0.20	132	0.51	30.2	C	28.4	C	98	74
P.M. AB/AC	1/12	192	0.95	1900	0.16	0.33	409	0.49	27.8	C	28.4	C	240	186

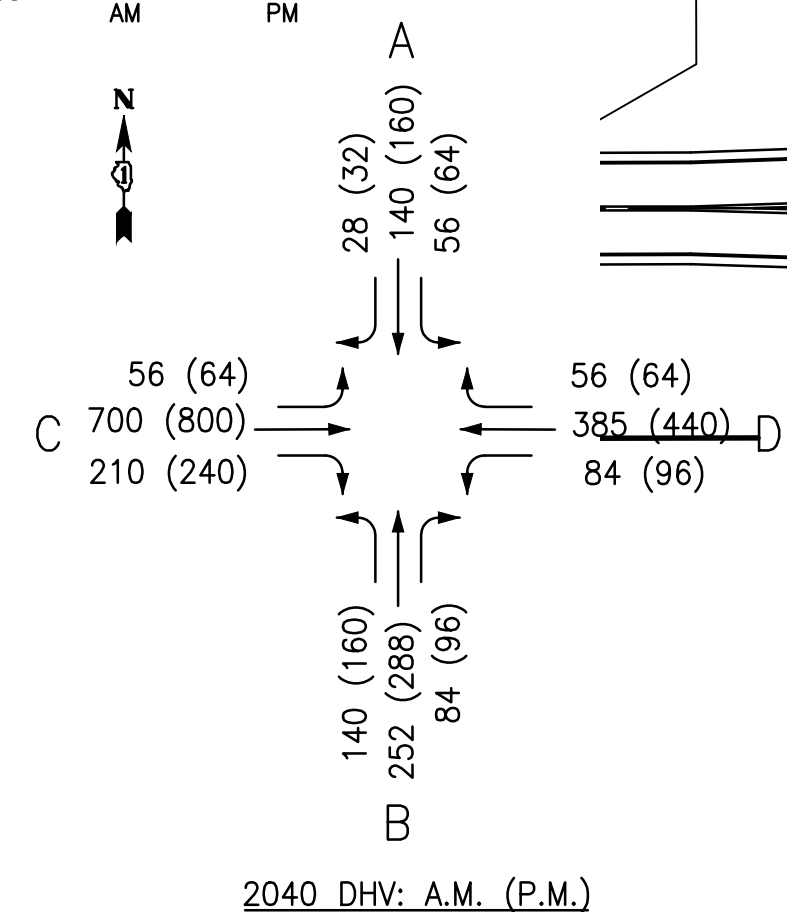
APPR.	GR	A.M. T	R	L	PKG	BUS	PEDS	STOP	HR					
B	+2.0%	4%	25%	0%	0	0	0	0	0					
		P.M. T = 4%	R = 25%	L = 0%	0	0	0	0	0					
MOVEMENT	L/W	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH % QUEUE	RED-TIME QUEUE
A.M. BC	1/12	140	0.95	1900	0.14	0.32	354	0.42	26.8	C	29.3	C	173	138
A.M. BA/BD	1/12	336	0.95	1900	0.20	0.33	569	0.62	30.3	C	29.3	C	423	325
P.M. BC	1/12	160	0.95	1900	0.17	0.31	334	0.50	28.1	C	31.9	C	205	161
P.M. BA/BD	1/12	384	0.95	1900	0.23	0.33	569	0.71	33.4	C	31.9	C	503	372

APPR.	GR	A.M. T	R	L	PKG	BUS	PEDS	STOP	HR					
C	+3.3%	4%	0%	0%	0	0	0	0	0					
		P.M. T = 4%	R = 0%	L = 0%	0	0	0	0	0					
MOVEMENT	L/W	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH % QUEUE	RED-TIME QUEUE
A.M. CA	1/12	86	0.95	1900	0.03	0.50	537	0.11	9.5	A	19.7	B	390	288
A.M. CB	2/12	700	0.95	2000	0.20	0.43	1551	0.48	20.6	C	19.7	B	40	40
A.M. CD	1/12	210	0.95	1900	0.15	0.43	635	0.35	19.4	B	19.7	B	218	173
P.M. CA	1/12	64	0.95	1900	0.04	0.49	498	0.13	9.7	A	16.9	B	45	47
P.M. CB	2/12	800	0.95	2000	0.23	0.44	1587	0.53	20.8	C	16.9	B	450	324
P.M. CD	1/12	240	0.95	1900	0.17	0.44	630	0.39	19.3	B	16.9	B	250	194

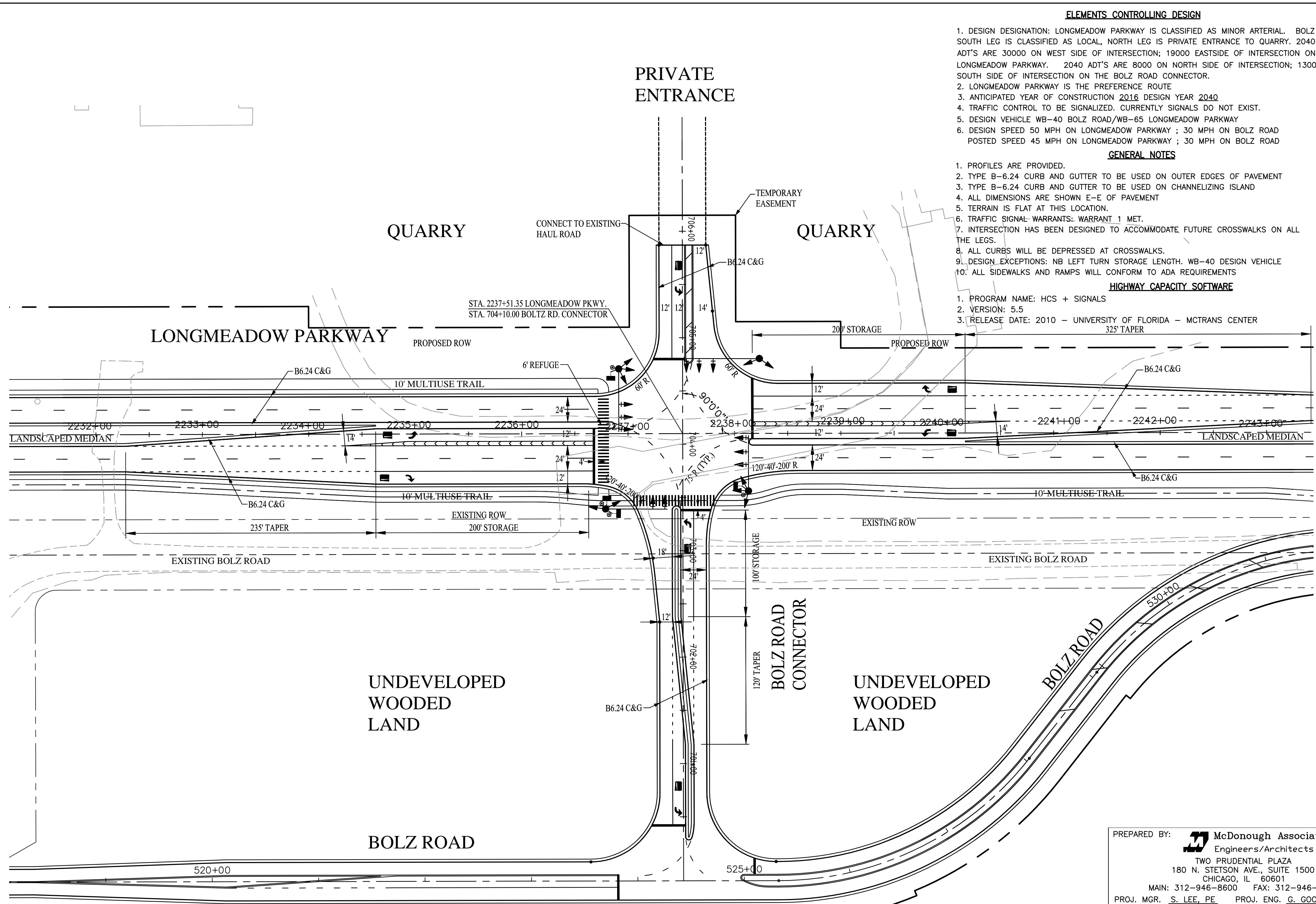
APPR.	GR	A.M. T	R	L	PKG	BUS	PEDS	STOP	HR					
D	+3.3%	4%	0%	100%	0	0	0	0	0					
		P.M. T = 4%	R = 0%	L = 0%	0	0	0	0	0					
MOVEMENT	L/W	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH % QUEUE	RED-TIME QUEUE
A.M. DB	1/12	84	0.95	1900	0.05	0.42	385	0.23	11.0	B	17.0	B	60	70
A.M. DC	2/12	385	0.95	2000	0.11	0.43	1598	0.25	18.3	B	17.0	B	198	158
A.M. DA	1/12	56	0.95	1900	0.04	0.43	678	0.09	16.9	B	17.0	B	53	46
P.M. DB	1/12	96	0.95	1900	0.06	0.40	336	0.30	11.9	B	16.9	B	70	84
P.M. DC	2/12	440	0.95	2000	0.12	0.44	1635	0.28	18.0	B	16.9	B	225	178
P.M. DA	1/12	64	0.95	1900	0.04	0.44	693	0.10	16.4	B	16.9	B	60	52

INTERSECTION DELAY AM 21.9 PM 22.6
INTERSECTION LOS C C AM PM

MOVE-MENT	YEAR 2000 PEAK HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN PEAK HOUR	ESTIMATED PERCENT INCREASE BY 2040	YEAR 2040 DESIGN PEAK HOUR TRAFFIC	
	A.M.	P.M.			A.M.	P.M.
AB			50%		140	160
AD			50%		56	64
AC			50%		28	32
BA			4%		252	288
BC			4%		140	160
BD			4%		84	96
CD			4%		700	800
CA			4%		56	64
CB			4%		210	240
DC			4%		385	440
DB			4%		84	96
DA			4%		56	64
TOTAL A	0	0			588	664
TOTAL B	0	0			910	1032
TOTAL C	0	0			1519	1016
TOTAL D	0	0			1365	1560



APPROACH	8TH MAX. HOUR TRAFFIC
A (North)	365
B (South)	568
C (West)	835
D (East)	858



ELEMENTS CONTROLLING DESIGN

- DESIGN DESIGNATION: LONGMEADOW PARKWAY IS CLASSIFIED AS MINOR ARTERIAL. BOLZ ROAD SOUTH LEG IS CLASSIFIED AS LOCAL, NORTH LEG IS PRIVATE ENTRANCE TO QUARRY. 2040 ADT'S ARE 30000 ON WEST SIDE OF INTERSECTION; 19000 EASTSIDE OF INTERSECTION ON LONGMEADOW PARKWAY. 2040 ADT'S ARE 8000 ON NORTH SIDE OF INTERSECTION; 13000 ON SOUTH SIDE OF INTERSECTION ON THE BOLZ ROAD CONNECTOR.
- LONGMEADOW PARKWAY IS THE PREFERENCE ROUTE
- ANTICIPATED YEAR OF CONSTRUCTION 2016 DESIGN YEAR 2040
- TRAFFIC CONTROL TO BE SIGNALIZED. CURRENTLY SIGNALS DO NOT EXIST.
- DESIGN VEHICLE WB-40 BOLZ ROAD/WB-65 LONGMEADOW PARKWAY
- DESIGN SPEED 50 MPH ON LONGMEADOW PARKWAY ; 30 MPH ON BOLZ ROAD POSTED SPEED 45 MPH ON LONGMEADOW PARKWAY ; 30 MPH ON BOLZ ROAD

GENERAL NOTES

- PROFILES ARE PROVIDED.
- TYPE B-6.24 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT
- TYPE B-6.24 CURB AND GUTTER TO BE USED ON CHANNELIZING ISLAND
- ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT
- TERRAIN IS FLAT AT THIS LOCATION.
- TRAFFIC SIGNAL WARRANTS: WARRANT 1 MET.
- INTERSECTION HAS BEEN DESIGNED TO ACCOMMODATE FUTURE CROSSWALKS ON ALL THE LEGS.
- ALL CURBS WILL BE DEPRESSED AT CROSSWALKS.
- DESIGN EXCEPTIONS: NB LEFT TURN STORAGE LENGTH. WB-40 DESIGN VEHICLE
- ALL SIDEWALKS AND RAMPS WILL CONFORM TO ADA REQUIREMENTS

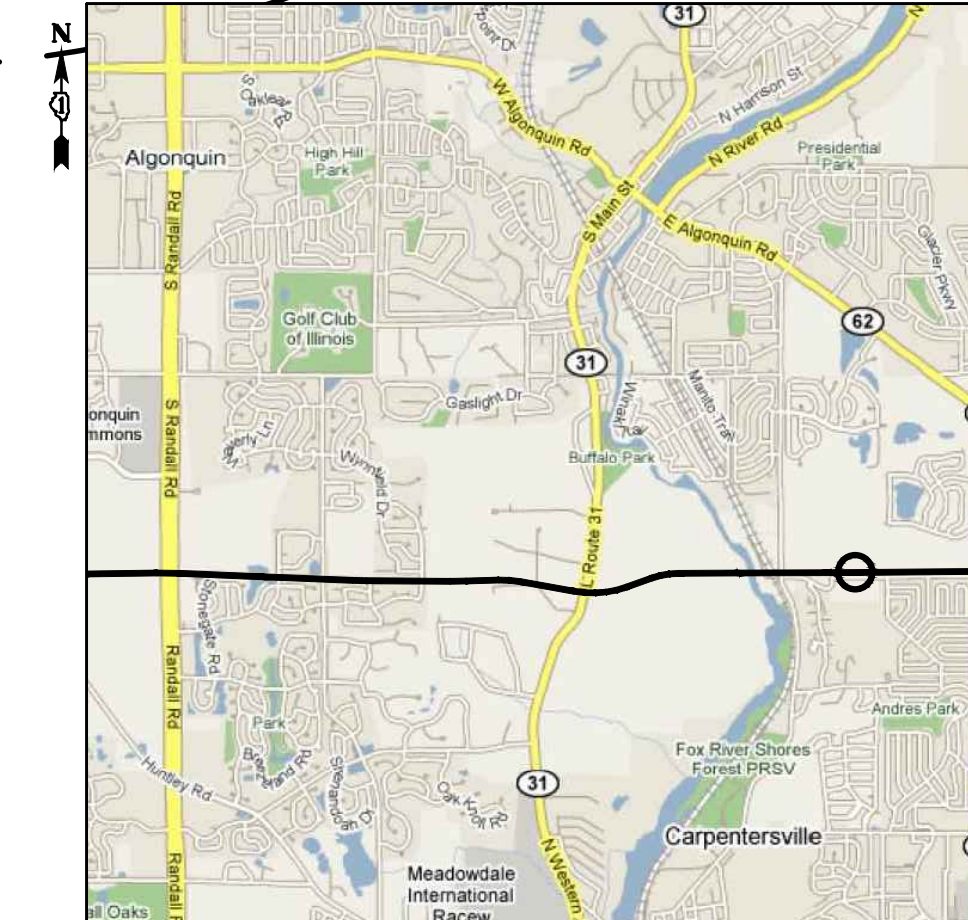
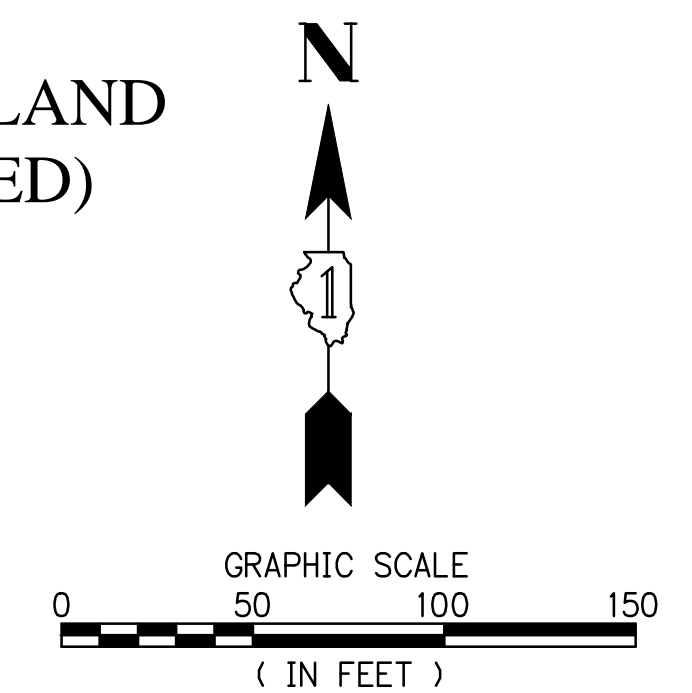
HIGHWAY CAPACITY SOFTWARE

- PROGRAM NAME: HCS + SIGNALS
- VERSION: 5.5
- RELEASE DATE: 2010 - UNIVERSITY OF FLORIDA - MCTRANS CENTER 325 TAPER

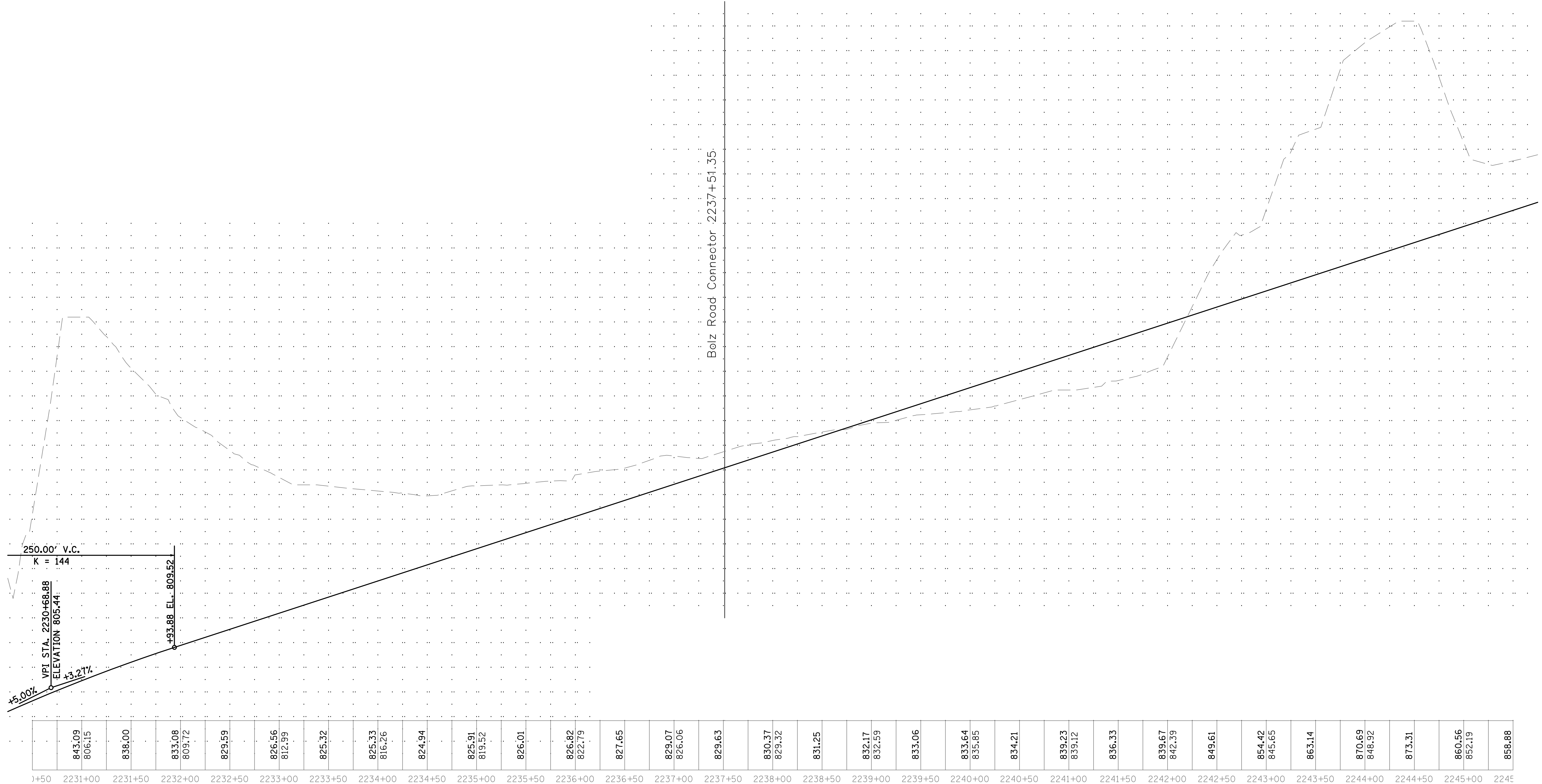
PREPARED BY: McDonough Associates Inc. Engineers/Architects
TWO PRUDENTIAL PLAZA
180 N. STETSON AVE., SUITE 1500
CHICAGO, IL 60601
MAIN: 312-946-8600 FAX: 312-946-7199
PROJ. MGR. S. LEE, PE PROJ. ENG. G. GOODMAN, PE

DATE	NAME	REMARKS
X/XX/10	NKU	SUBMITTAL #1
1/12/12	GRG	SUBMITTAL #2

DRAWING ID: I:\PROJECT REPORTS\BOLZ ROAD IDS.DWG PLOT DATE: 12/20/10 - 14:44 BY: NUIZ



DRAWING ID: I:\PROJECT REPORTS\05\010\BOLZ ROAD IDS.DWG
 PLOT DATE: 12/20/10 - 14:44 BY: NJZ



LONMEADOW PARKWAY PROFILE

PREPARED BY: **McDonough Associates Inc.**
 Engineers/Architects

PROJ. MGR. S. LEE, PE PROJ. ENG. N. UTZ, PE

DRAWING NO. _____

INTERSECTION DESIGN STUDY

ROUTE _____ (LONGMEADOW PARKWAY)
 WITH
 ROUTE _____ (BOLZ ROAD)

SEC. NO. _____ PROJ. NO. _____

COUNTY _____ KANE

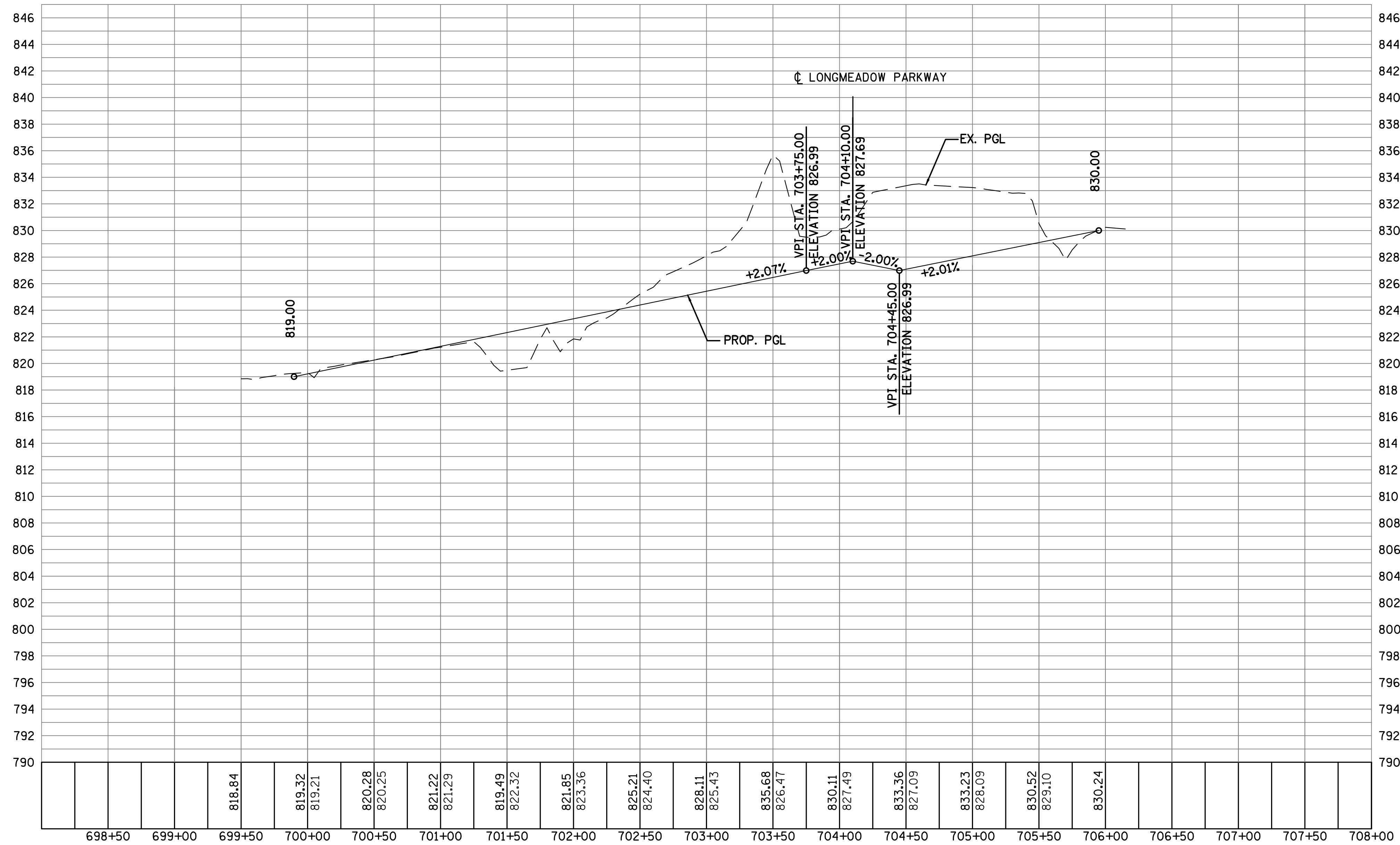
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DATE	NAME	REMARKS
01/04/11	NKU	SUBMITTAL #1

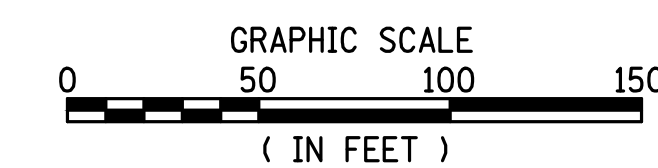
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 (IN FEET)

SHEET 2 OF 5

DRAWING ID: I:\PROJECT REPORTS\05\OLD BOLZ ROAD IDS.DWG
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BOLZ ROAD PROFILE



PREPARED BY: McDonough Associates Inc.
 Engineers/Architects

PROJ. MGR. S. LEE, PE PROJ. ENG. N. UTZ, PE

DRAWING NO. _____

INTERSECTION DESIGN STUDY

ROUTE _____ (LONGMEADOW PARKWAY)
 WITH
 ROUTE _____ (BOLZ ROAD)

SEC. NO. _____ PROJ. NO. _____

COUNTY _____ KANE

SCALE 1"= 50'

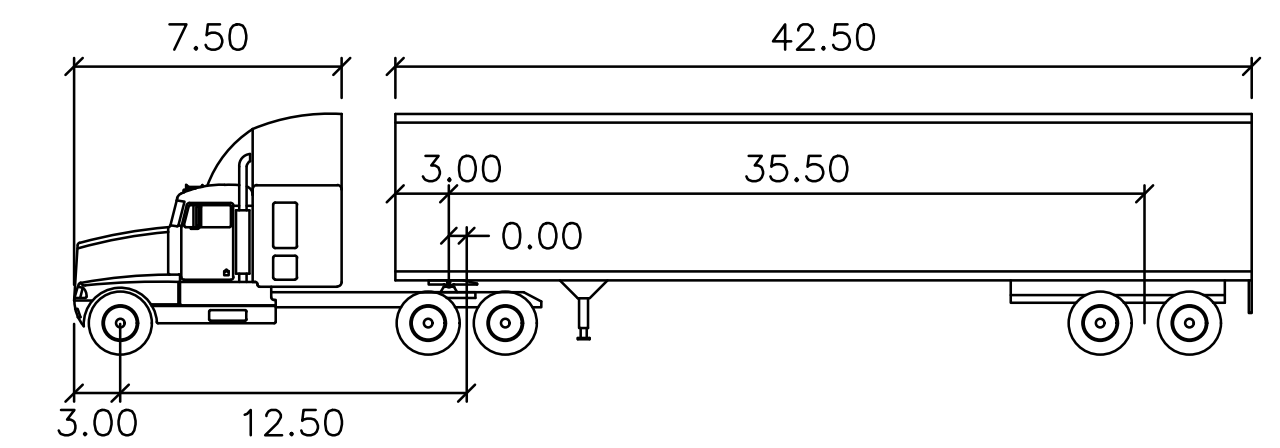
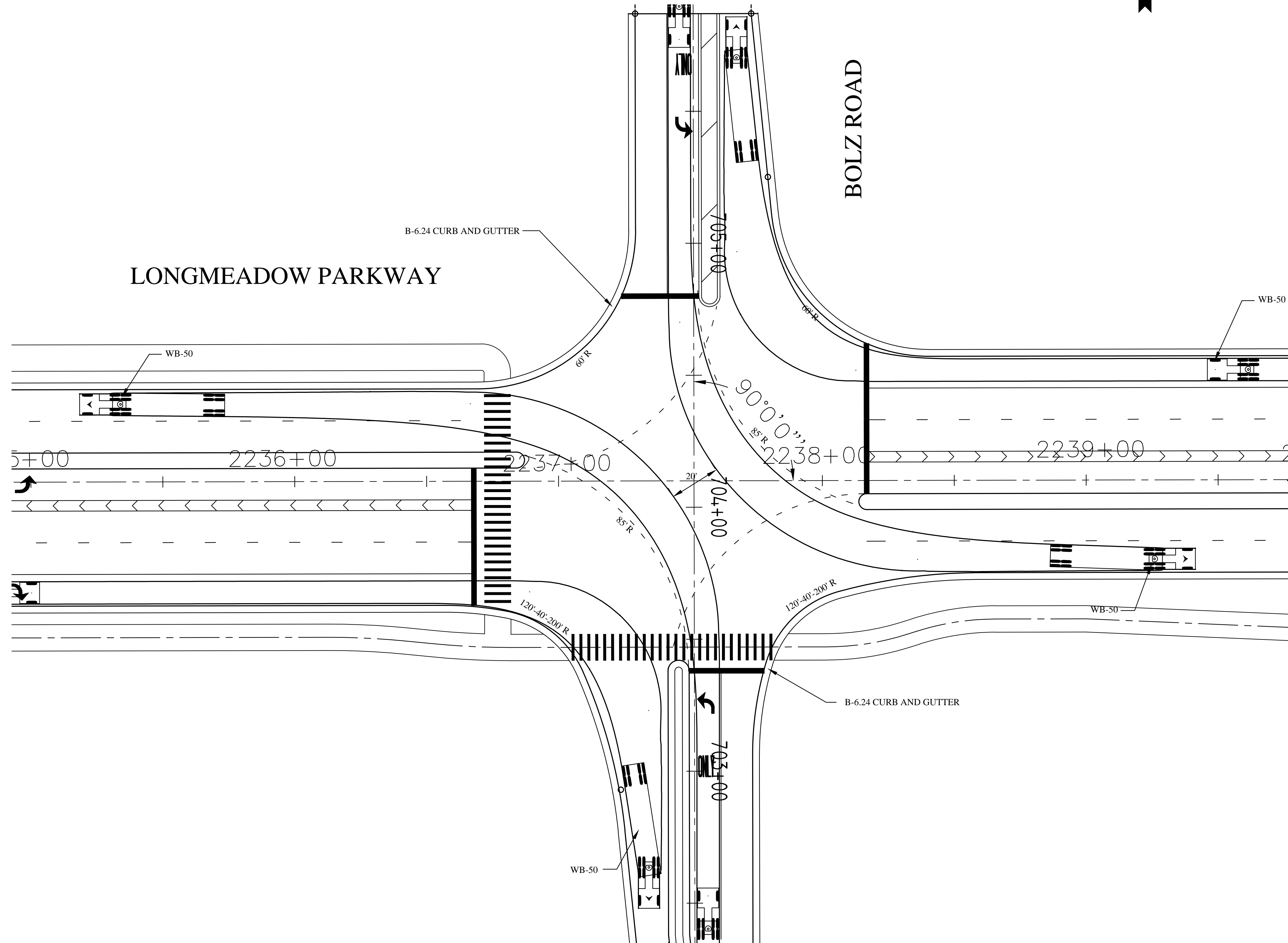
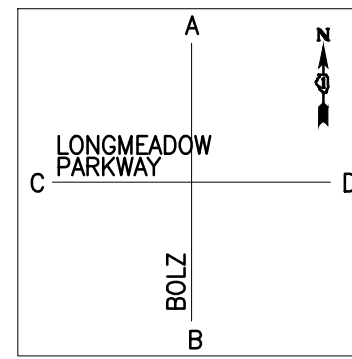
DATE	NAME	REMARKS
01/04/11	NKU	SUBMITTAL #1

SHEET 3 OF 5

SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

PROJECT LONGMEADOW PARKWAY BRIDGE CORRIDOR
INTERSECTION LONGMEADOW PARKWAY AT BOLZ ROAD

BASIC CONDITIONS
AREA: CBD OTHER PHF: 0.95 (CIRCLE ONE)
SIGNAL TYPE: ACTUATED ARRIVAL TYPE: _____



WB-50 feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

DRAWING NO. _____
INTERSECTION DESIGN STUDY
____ ROUTE _____ (LONGMEADOW PARKWAY)
WITH _____
____ ROUTE _____ (BOLZ ROAD)
SEC. NO. _____ PROJ. NO. _____
COUNTY _____ KANE _____
SCALE 1" = 20'

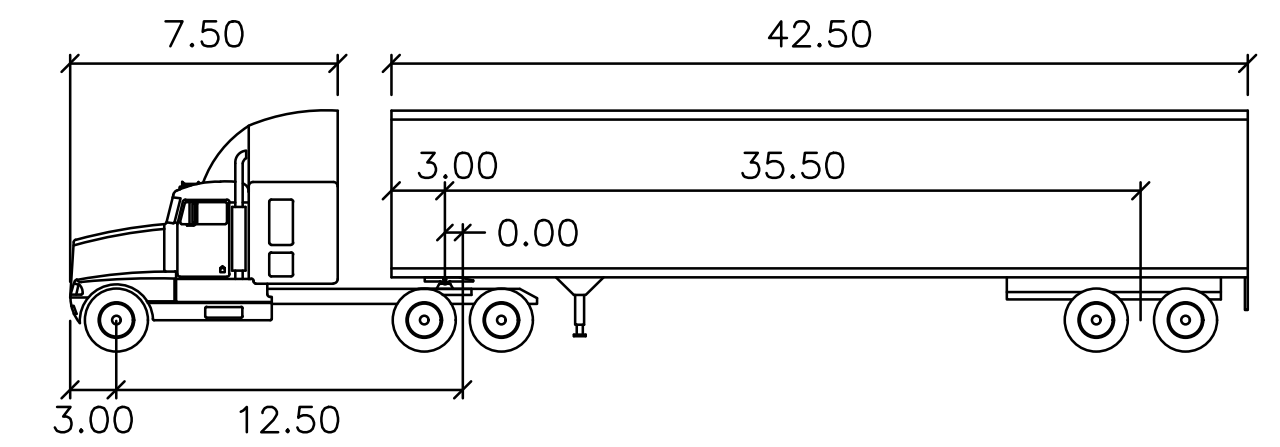
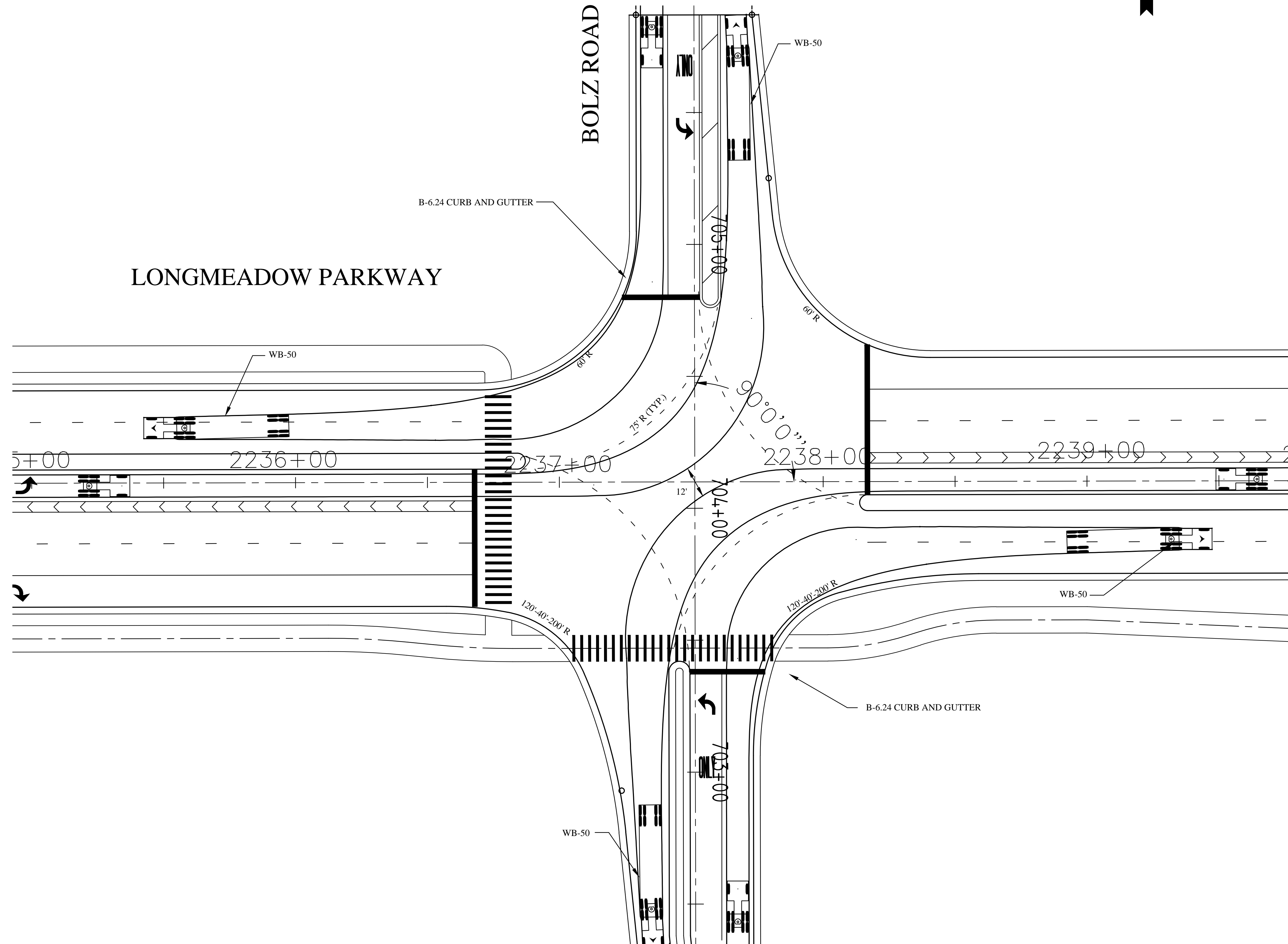
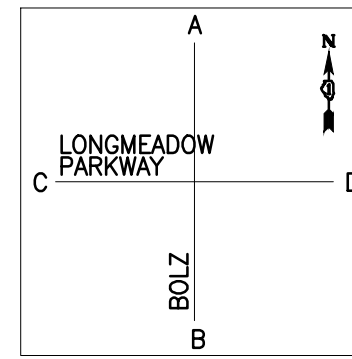
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SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

PROJECT LONGMEADOW PARKWAY BRIDGE CORRIDOR
INTERSECTION LONGMEADOW PARKWAY AT BOLZ ROAD

BASIC CONDITIONS PHF 0.95
AREA: CBD (OTHER) (CIRCLE ONE)
SIGNAL TYPE ACTUATED ARRIVAL TYPE



WB-50 feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

DRAWING NO. _____
INTERSECTION DESIGN STUDY

ROUTE _____ (LONGMEADOW PARKWAY)
WITH _____
ROUTE _____ (BOLZ ROAD)

SEC. NO. _____ PROJ. NO. _____

COUNTY _____ KANE _____

SCALE 1" = 20'

DATE	NAME	REMARKS
X/XX/XX	NKU	SUBMITTAL #1

McDonough Associates Inc.
Engineers/Architects

CADD FILE NAME H:\
REF FILE NAME H:\ SHEET 5 OF 5

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