



Station Location Study

Mount Prospect Fire Department

2018

Created by: Illinois Fire Chiefs Association

Mount Prospect Fire Department Mission Statement:

To protect people, property, and the environment by reducing and controlling fire loss, providing emergency medical service, maintaining adequate emergency preparedness, and engaging in fire prevention and public education activities.





Terms of Use

Illinois Fire Chiefs Association (IFCA) prepared this report which contains confidential and proprietary trade secrets and commercial information of the IFCA and may not be disclosed or republished. Violation of the confidentiality of this record will cause significant financial harm to the Illinois Fire Chief Association.

This report is the copyright of the Illinois Fire Chiefs Association which is protected by State and Federal copyright laws. No part of the document may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronically or mechanically, Photocopying or scanning this document without prior written permissions of the Illinois Fire Chiefs Association is strictly prohibited. The use, reproduction, downloading or distribution may suggest you to the applicable penalties and damages under State and Federal copyright laws.

Our Mission:

The IFCA Consulting Team's mission is to support your organization's mission by providing you with a forward-looking perspective.





The Illinois Fire Chiefs Association created the following Station Location Analysis to provide statements of findings for the Mount Prospect Fire Department. By using nationally recognized and accepted standards for data collection and analysis, the report findings are of quantitative data allowing the Mount Prospect Fire Department to make non-emotional data-driven decisions and recommendations. Historical incident data was used to measure the Mount Prospect Fire Department's emergency services performance and compare it to NFPA 1710 standards, ISO standards, and CPSE recommendations as well as project performance in a fire station relocation scenario.

The Mount Prospect Fire Department, current Stations location, meet the CPSE recommendations and are within a few percentages of meeting the NFPA 1710 standard for travel times, with eighty-eight percent of incidents within the four-minute travel time. The Mount Prospect Fire Department's District 13 is within three seconds of the NFPA 1710 standard for first-due response times with ninety percent of structure fire incidents having a travel time of four minute and three seconds. The current fire stations locations with a projected incident served surpass CPSE recommendations and are within two percent of the NFPA 1710 standards, and ISO standards with eighty-eight percent of the incidents severed.

The fire station relocation scenario shows that the proposed station change configuration's projected performance of the incident travel times improved by eight percent; ninety-six percent of incidents are within the four-minute travel time, meeting the NFPA 1710 and ISO standards, and the CPSE recommendations. Station 13's relocation to 111 E Rand Road reduced fire travel time at the ninetieth percentile by forty-two seconds to a time of three minutes and twenty-one seconds surpassing NFPA 1710 and ISO standards, and CPSE recommendations for travel times. With Station 13 relocated to 111 E Rand Road, the projected model showed improvements in response times for twenty-nine percent of all incidents, twenty percent fire incidents, and thirty percent EMS incidents. The mean response time improvements for the affected incidents are: All incidents - one minute and fifty-four seconds, fire incidents - two minutes and eighteen seconds, EMS incidents - one minute and fifty seconds. The ninetieth percentile time improvements for the affected incidents are: All incidents - three minutes and forty-one seconds, fires Incidents- four minutes and forty-five seconds, EMS incidents - three minutes and twenty-eight seconds.

To accomplish the improved performance projected in the station relocation scenario with Station 13 relocated to 111 E Rand Road, the Area of Responsibility (AOR) for all three stations must be adjusted for the new configuration.

The fire station relocation study shows that the placement of Station 13 in any of the proposed locations reveals a definite improvement to the overall travel times and meets the nationally accepted standards and recommendations. A fire station built at 111 E Rand Road with AOR boundaries adjustment would prove to be the best overall location for Station 13. Using NFPA 1710 standards, ISO standards, and CPSE recommendation to measure past performance, this study has produced several performance measures for the Mount Prospect Fire Department. The measures were used in mathematical modeling to predict the performance of the provided emergency services in a fire station relocation scenario. The Illinois Fire Chiefs Association chooses to provide only statements of findings so that the Mount Prospect Fire Department may decide how to best serve its community based on data.





Section 1 – Definitions	1
Definitions	2
Section 2 – Jurisdiction Basics	3
Jurisdiction Area	4
Transportation	5
Section 3 – Service Area	6
Area Served by Drive Time	7
4 Minute Catchment	8
Streets Covered by Drive Time	9
Station 12 Area and Streets by Time	10
Station 13 Area and Streets by Time	11
Station 14 Area and Streets by Time	12
Area Overview	13





Section 4 – Study Incidents	14
All Incidents	15
NFIRS Group 100	16
NFIRS Group 200	17
NFIRS Group 300	18
NFIRS Group 400	19
NFIRS Group 500	20
NFIRS Group 600	21
NFIRS Group 700	22
NFIRS Group 800	23
NFIRS Group 900	24
Section 5 - Incidents by NFIRS Code	25
District	26
Station 12	27
Station 13	28
Station 14	29





Section 6 – Incident Hotspots	30
All Incidents	31
NFIRS Group 100	32
NFIRS Group 200	33
NFIRS Group 300	34
NFIRS Group 400	35
NFIRS Group 500	36
NFIRS Group 600	37
NFIRS Group 700	38
NFIRS Group 800	39
NFIRS Group 900	40
Section 7 – Service Area Performance	41
District Incidents	42
First In – District	43
Station 12 Incidents	44
First In – Station 12	45
Station 13 Incidents	46
First In – Station 13	47
Station 14 Incidents	48
First In – Station 14	49





Section 8 – Station Location Impact	50
Ideal Fire Station Placement	51
Ideal Fire Station Placement - District	52
Ideal Fire Station Placement - District 13	53
Station Locations	54
District Travel Time Comparison - Fire	55
District Travel Time Comparison - EMS	56
District Travel Time Comparison - Others	57
Response Times - Fires	58
Response Times - EMS	59
Response Times - Others	60
Hotspots for Fire Incidents	61
Hotspots for EMS Incidents	62
Hotspots for Other Incidents	63
Still District and AOR Boundary	64
Still District / AOR Travel Times - All Incidents	65
Still District / AOR Travel Times - Fires	66
Still District / AOR Travel Times - EMS	67
Still District / AOR Travel Times - Others	68





Definitions





All Incidents: All incidents regardless of NFIRS group codes.

AoR: Area of Responsibility.

AW: Area workload is the percentage of a given time frame in which there is a demand for service within a station's AoR.

Catchment: A geographical area based on travel time.

Drive Time: The time measured from fire company en-route to fire company on scene.

EMS Incidents: Incidents in the NFIRS group codes 300's.

Fire Incidents: Incidents in the NFIRS group codes 100's.

Historical: Incidents that have happened in the past. Data that has been collected in the past.

Hotspot: A representation of an area with a statistical higher density than its surrounding area.

Other Incidents: Incidents in the NFIRS group codes 200's, and 400's through 900's.

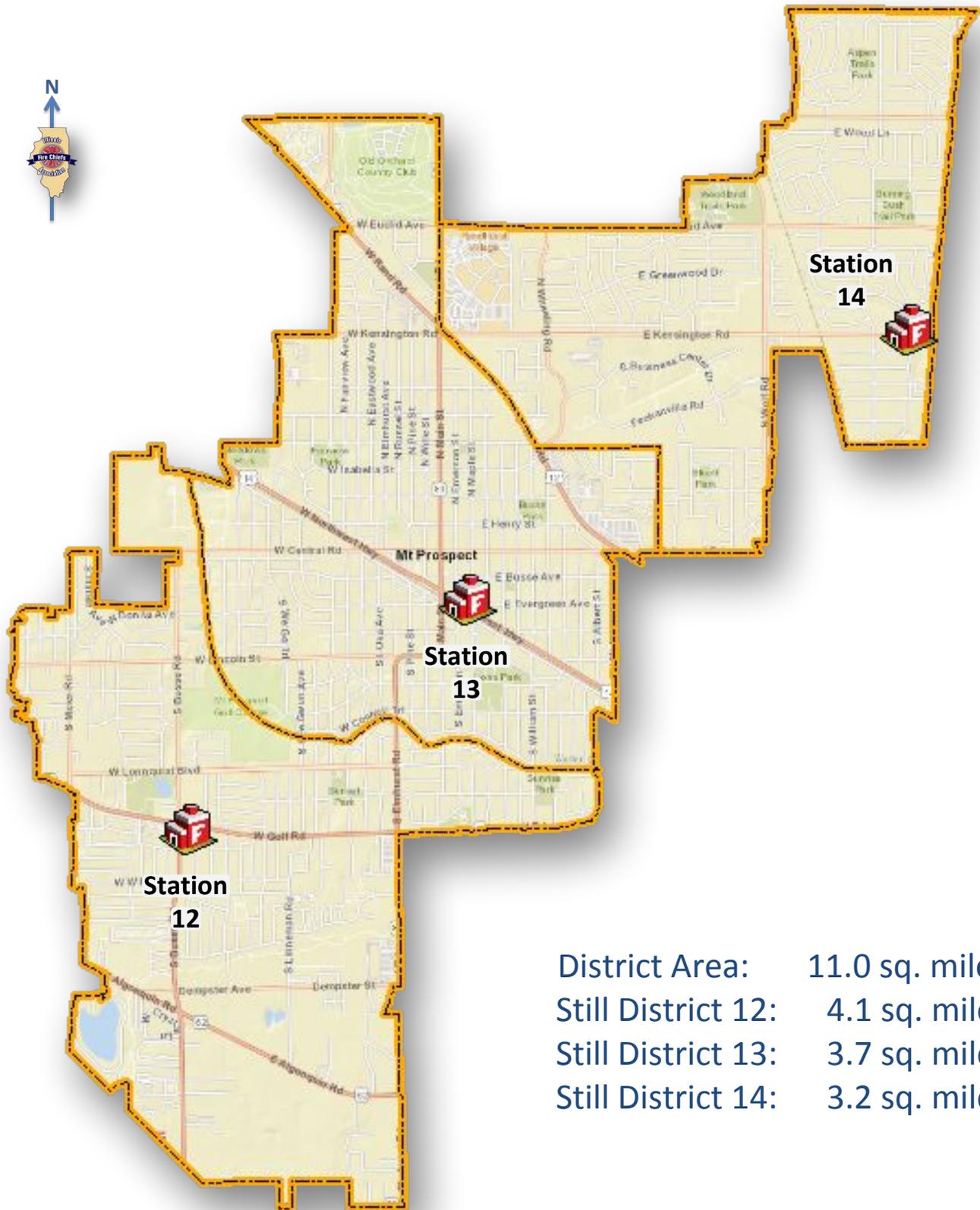
Projected: The results that may happen in the future based on analysis.

Response Time: The time measured from fire company notification to fire company on scene.

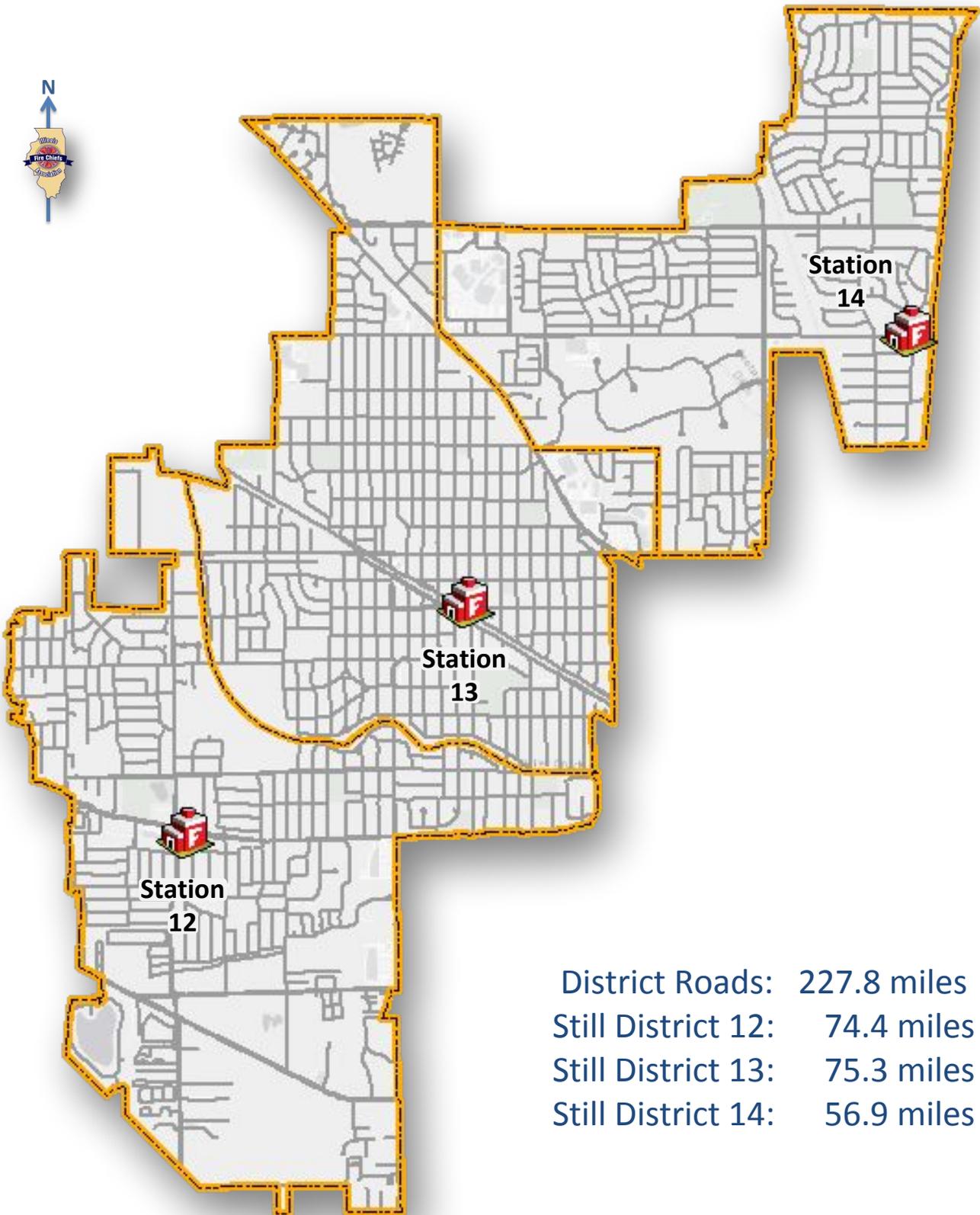
Service Area: A geographical area where service is provided or demanded.



Jurisdiction Area Transportation



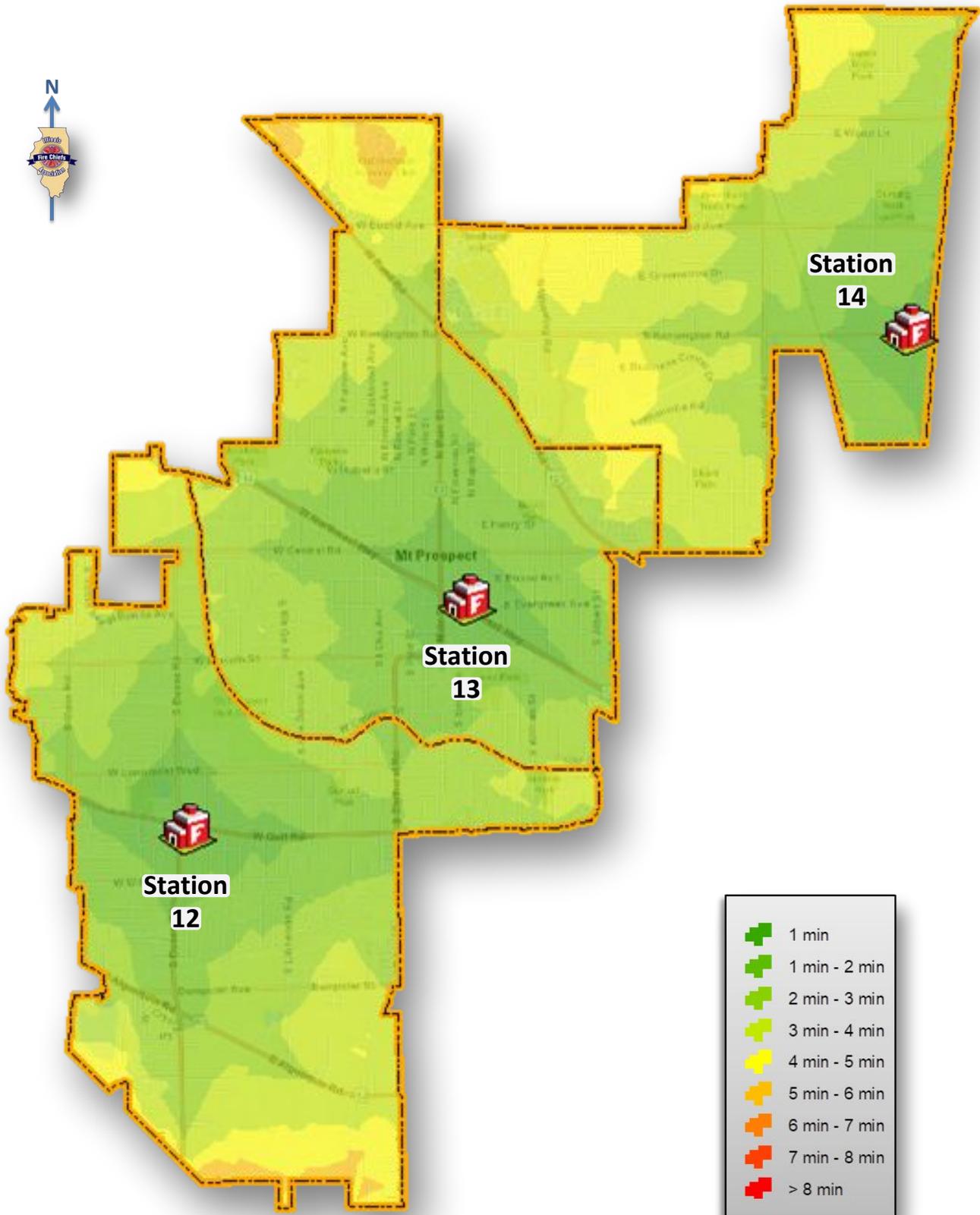
District Area: 11.0 sq. miles
 Still District 12: 4.1 sq. miles
 Still District 13: 3.7 sq. miles
 Still District 14: 3.2 sq. miles

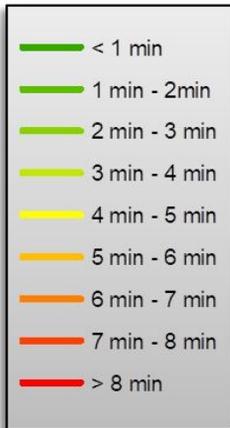


District Roads:	227.8 miles
Still District 12:	74.4 miles
Still District 13:	75.3 miles
Still District 14:	56.9 miles



Area Served by Drive Time
4 Minute Catchment
Streets Covered by Drive Time
Station 12 Area and Streets
Station 13 Area and Streets
Station 14 Area and Streets
Area Overview

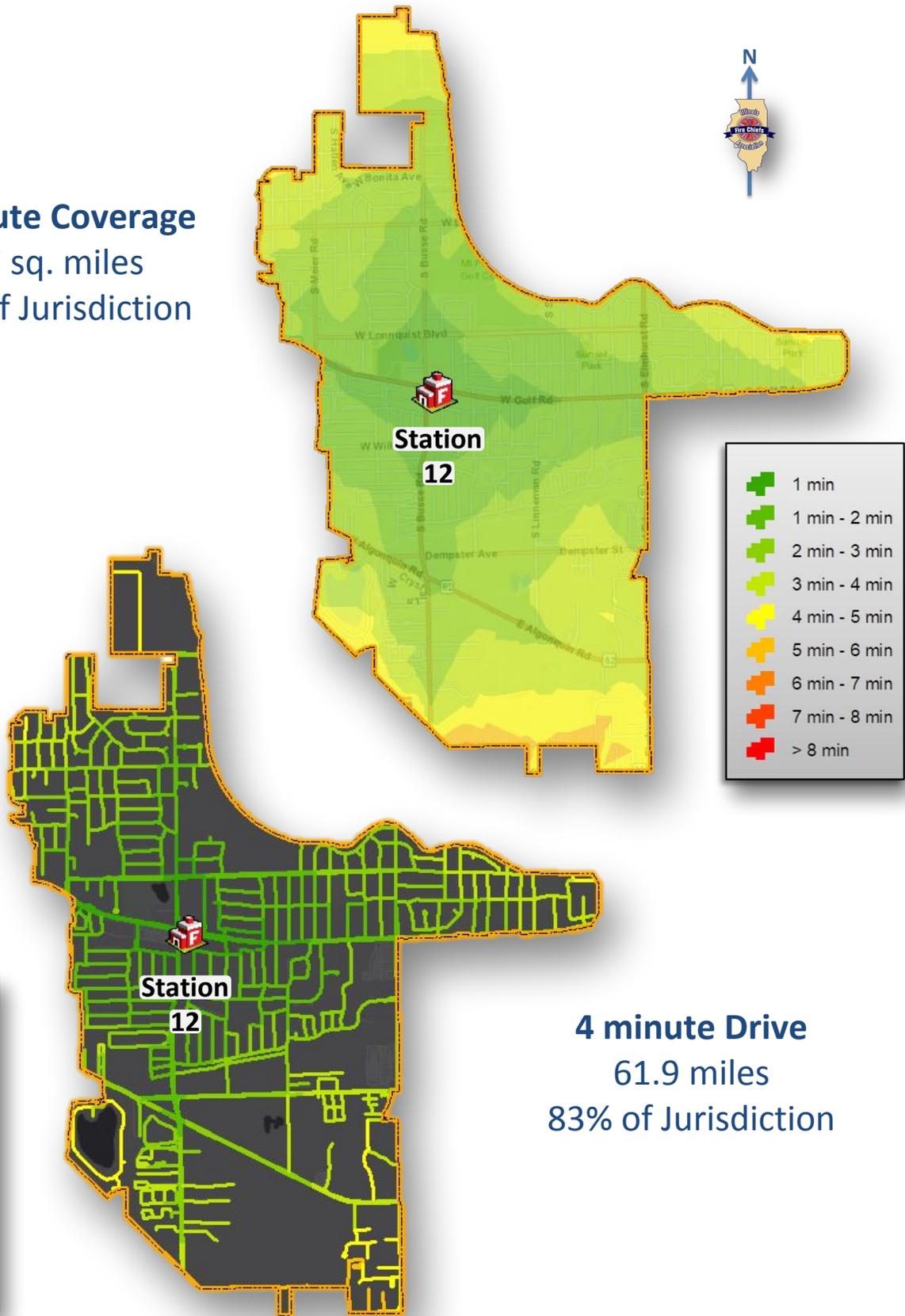




Streets Covered within 4 minutes
206.6 miles
91% of Jurisdiction

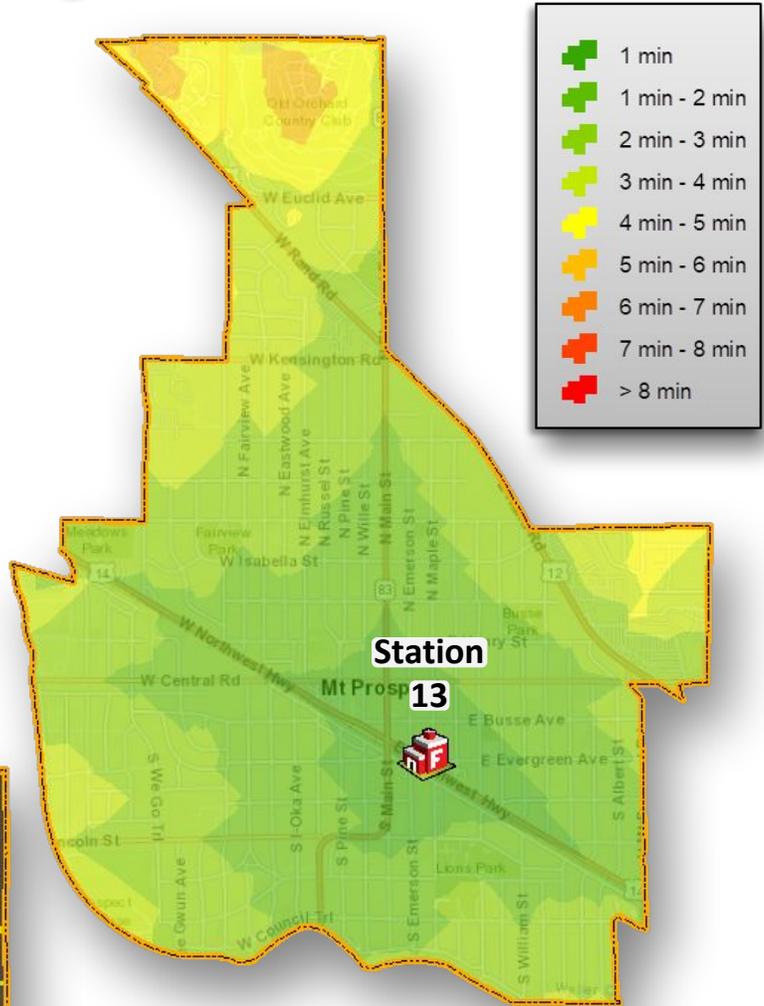


4 minute Coverage
 3.7 sq. miles
 90% of Jurisdiction

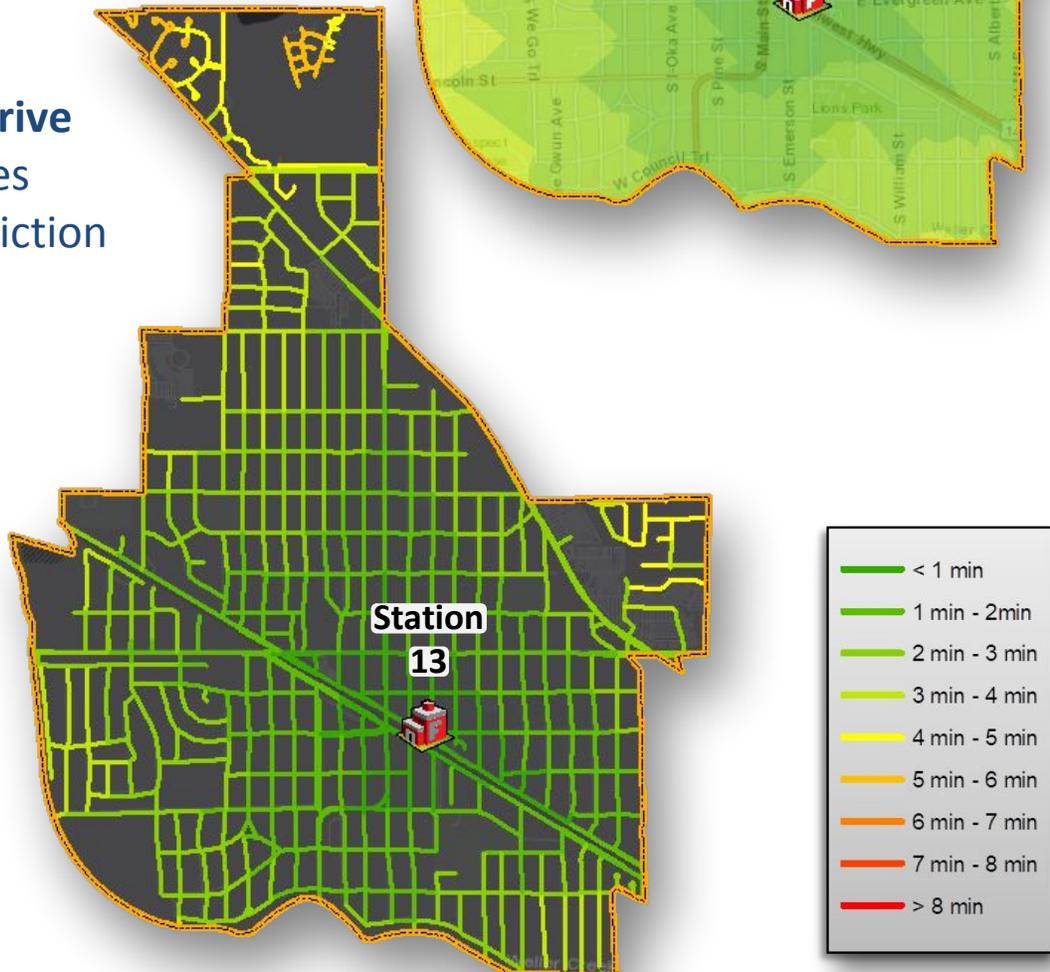




4 minute Coverage
 3.4 sq. miles
 92% of Jurisdiction

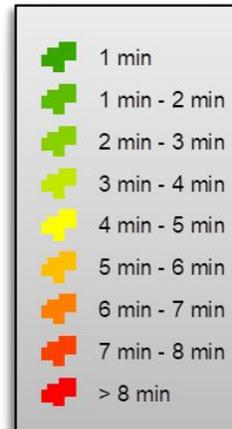
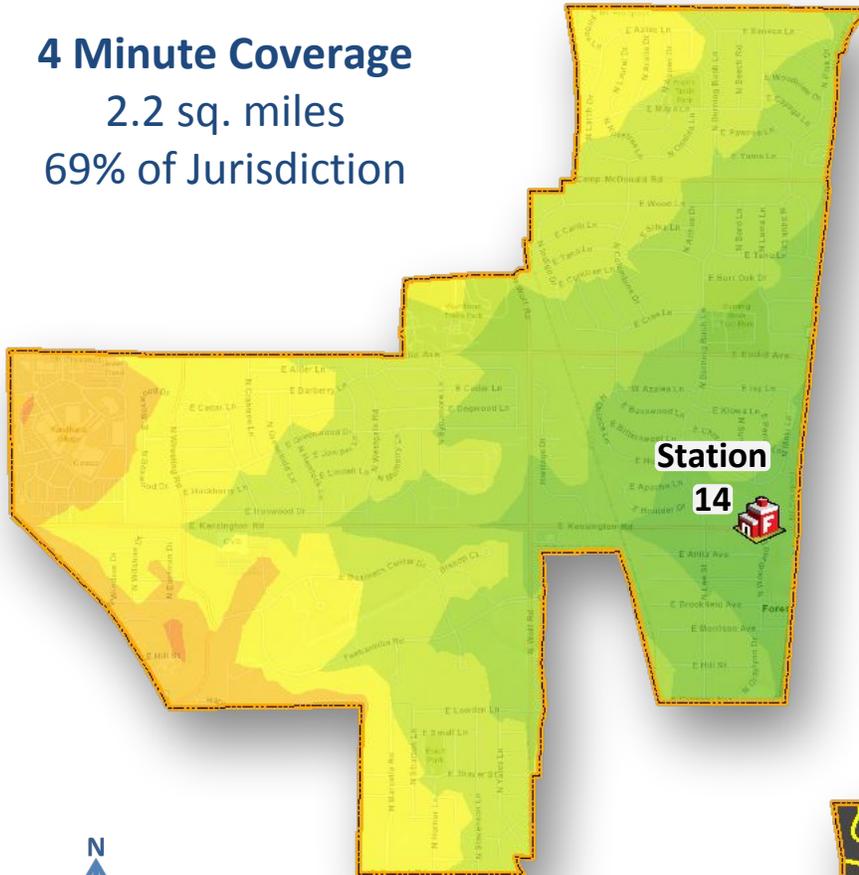


4 minute Drive
 70.6 miles
 94% of Jurisdiction

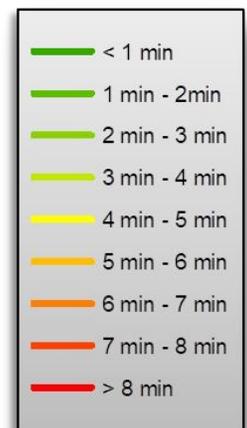
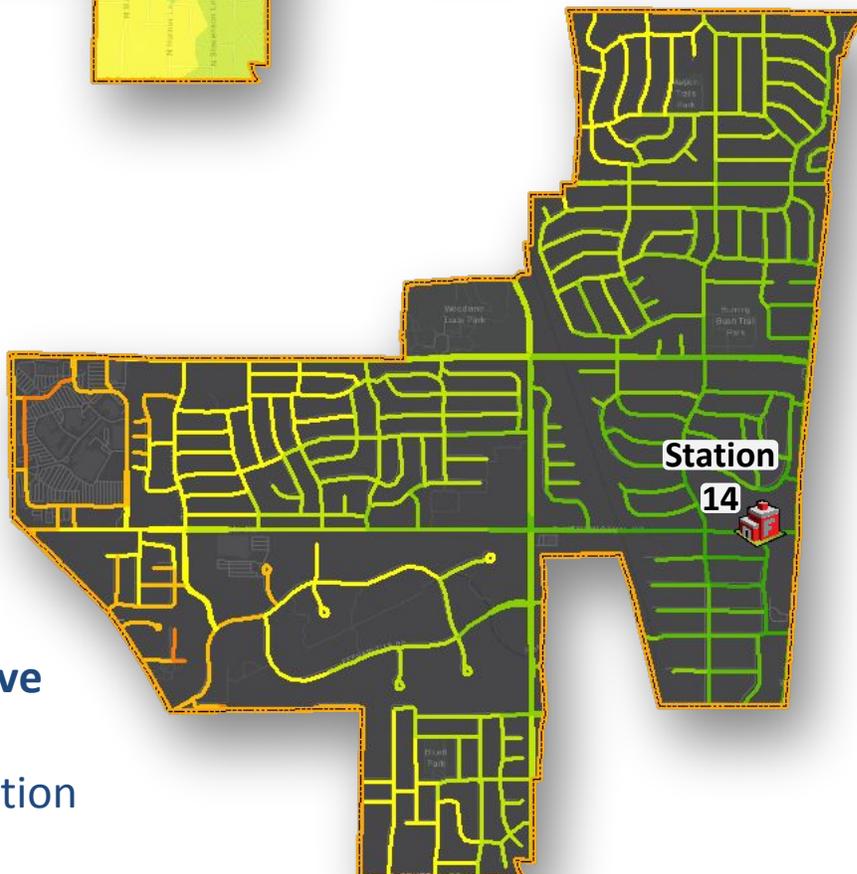




4 Minute Coverage
2.2 sq. miles
69% of Jurisdiction



4 minute Drive
39.5 miles
69% of Jurisdiction





	4 min Area Sq. Miles	% of Area w/in 4 min	4 min Drive Miles	% of Streets w/in 4 min
District	9.8	89%	206.6	91%
Station 12	3.7	90%	61.9	83%
Station 13	3.4	92%	70.6	94%
Station 14	2.2	69%	39.5	69%



All Incidents

NFIRS Group 100

NFIRS Group 200

NFIRS Group 300

NFIRS Group 400

NFIRS Group 500

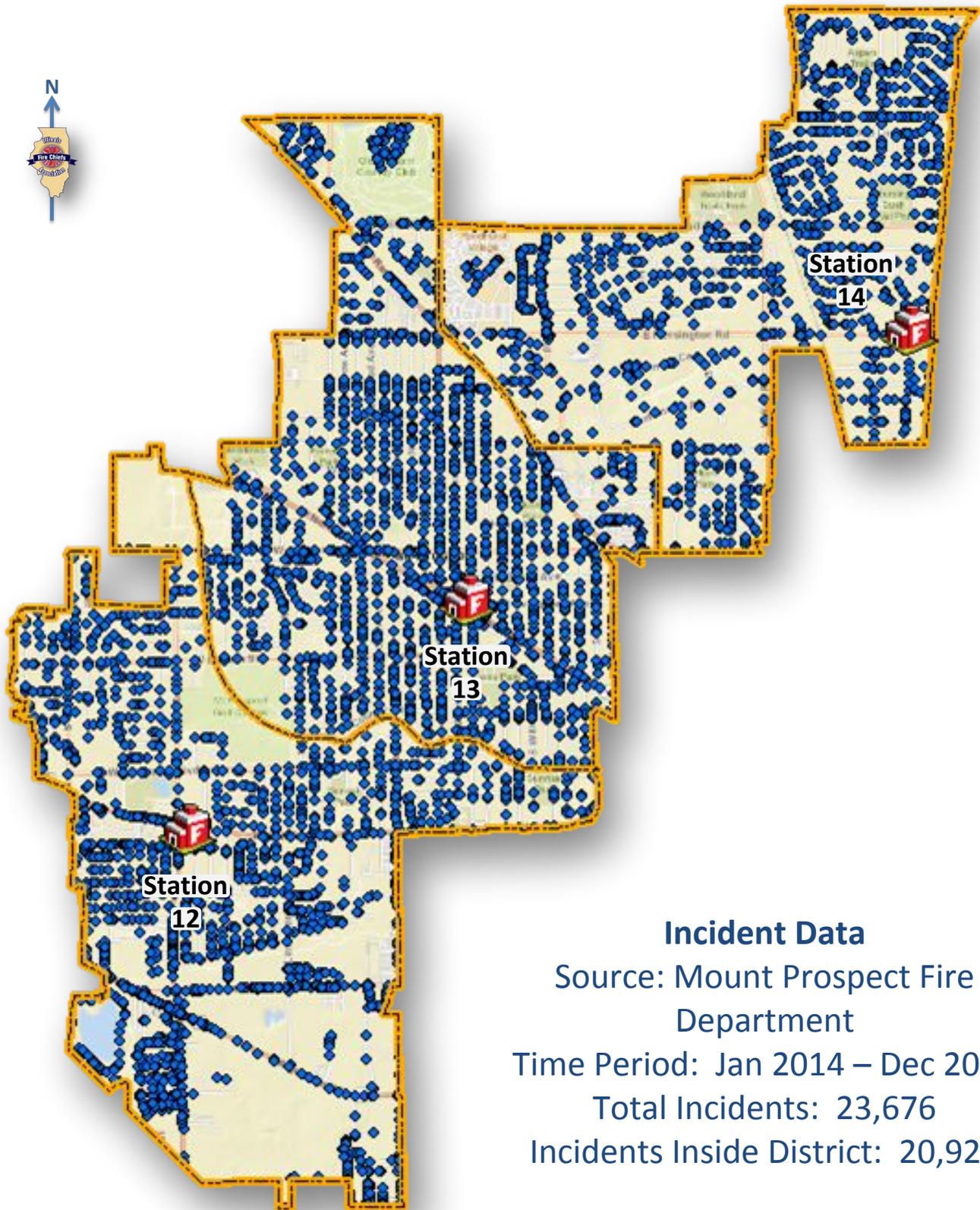
NFIRS Group 600

NFIRS Group 700

NFIRS Group 800

NFIRS Group 900





Incident Data

Source: Mount Prospect Fire Department

Time Period: Jan 2014 – Dec 2017

Total Incidents: 23,676

Incidents Inside District: 20,929





Brush or brush-and-grass mixture fire	12
Building fire	56
Chimney or flue fire, confined to chimney or flue	3
Commercial Compactor fire, confined to rubbish	2
Cooking fire, confined to container	55
Cultivated vegetation, crop fire, other	1
Dumpster or other outside trash receptacle fire	24
Fire in portable building, fixed location	4
Fire, other	25
Fires in structure other than in a building	5
Forest, woods or wildland fire	1
Grass fire	2
Mobile property (vehicle) fire, other	1
Natural vegetation fire, other	31
Off-road vehicle or heavy equipment fire	1
Outside equipment fire	6
Outside rubbish fire, other	10
Outside rubbish, trash or waste fire	20
Outside storage fire	1
Passenger vehicle fire	26
Rail vehicle fire	1
Road freight or transport vehicle fire	7
Special outside fire, other	4
Trash or rubbish fire, contained	2
Grand Total	300





Excessive heat, scorch burns with no ignition	12
Fireworks explosion (no fire)	1
Overpressure rupture from steam, other	1
Overpressure rupture of steam boiler	1
Overpressure rupture, explosion, overhear other	3
<hr/>	
Grand Total	18



Emergency medical service incident, other	15
EMS call, excluding vehicle accident with injury	15002
Extrication, rescue, other	1
Lock-in (if lock out , use 511)	8
Medical assist, assist EMS crew	7
Motor vehicle accident with injuries	750
Motor vehicle accident with no injuries.	117
Motor vehicle/pedestrian accident (MV Ped)	77
Removal of victim(s) from stalled elevator	137
Rescue, EMS incident, other	329
Search for lost person, other	1
Trench/below-grade rescue	1
Water & ice-related rescue, other	4
Grand Total	16449





Accident, potential accident, other	1
Arcing, shorted electrical equipment	84
Breakdown of light ballast	4
Building or structure weakened or collapsed	11
Carbon monoxide incident	57
Chemical hazard (no spill or leak)	1
Chemical spill or leak	3
Combustible/flammable gas/liquid condition, other	6
Electrical wiring/equipment problem, other	106
Gas leak (natural gas or LPG)	200
Gasoline or other flammable liquid spill	13
Hazardous condition, other	21
Heat from short circuit (wiring), defective/worn	8
Oil or other combustible liquid spill	3
Overheated motor	29
Power line down	89
Toxic condition, other	3
Vehicle accident, general cleanup	2
Grand Total	641





Animal problem	1
Assist invalid	167
Assist police or other governmental agency	33
Cover assignment, standby, moveup	1134
Defective elevator, no occupants	276
Lock-out	107
Person in distress, other	6
Police matter	170
Public service	27
Public service assistance, other	30
Service Call, other	163
Smoke or odor removal	135
Unauthorized burning	3
Water or steam leak	71
Water problem, other	61
Grand Total	2384





Authorized controlled burning	1
Dispatched & canceled en route	1008
EMS call, party transported by non-fire agency	7
Good intent call, other	94
HazMat release investigation w/no HazMat	13
No incident found on arrival at dispatch address	269
Smoke from barbecue, tar kettle	1
Smoke scare, odor of smoke	119
Steam, other gas mistaken for smoke, other	7
Steam, vapor, fog or dust thought to be smoke	8
Vicinity alarm (incident in other location)	2
Wrong location	5
Grand Total	1534





Alarm system activation, no fire - unintentional	729
Alarm system sounded due to malfunction	180
Carbon monoxide detector activation, no CO	133
Central station, malicious false alarm	15
CO detector activation due to malfunction	100
Detector activation, no fire - unintentional	119
Direct tie to FD, malicious false alarm	7
Extinguishing system activation	1
Extinguishing system activation due to malfunction	5
False alarm or false call, other	170
Heat detector activation due to malfunction	7
Local alarm system, malicious false alarm	4
Malicious, mischievous false call, other	20
Municipal alarm system, malicious false alarm	5
Smoke detector activation due to malfunction	148
Smoke detector activation, no fire - unintentional	429
Sprinkler activation due to malfunction	16
Sprinkler activation, no fire - unintentional	27
System malfunction, other	100
Unintentional transmission of alarm, other	90
Grand Total	2305





Flood assessment	1
Lightning strike (no fire)	3
Wind storm, tornado/hurricane assessment	1
Grand Total	5

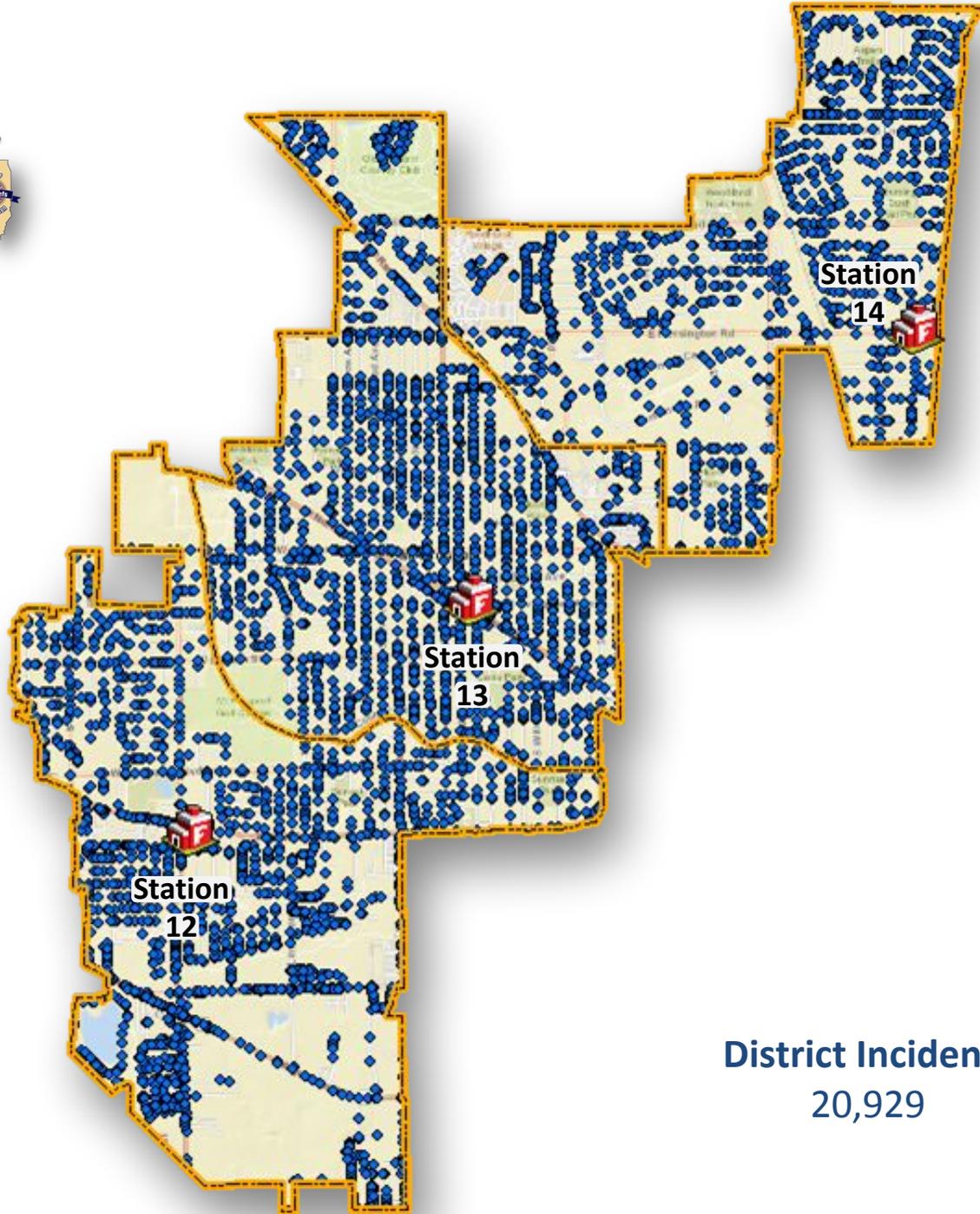


Citizen complaint	1
Special type of incident, other	39
Grand Total	40



District
Station 12
Station 13
Station 14

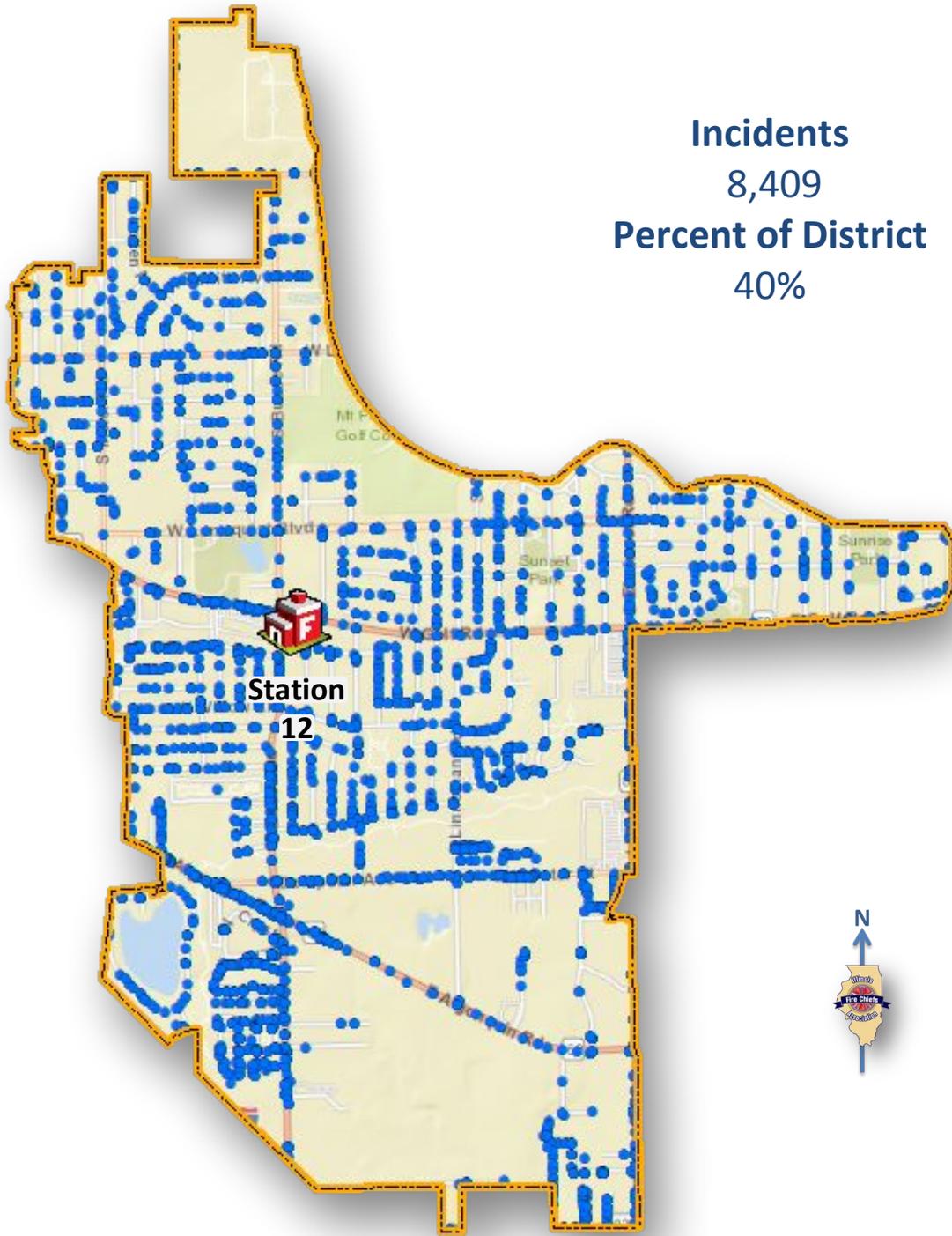




District Incidents
20,929

100	200	300	400	500	600	700	800	900
289	16	15826	623	1264	625	2252	5	29
1.4%	0.1%	75.6%	3.0%	6.0%	3.0%	10.8%	0.0%	0.1%

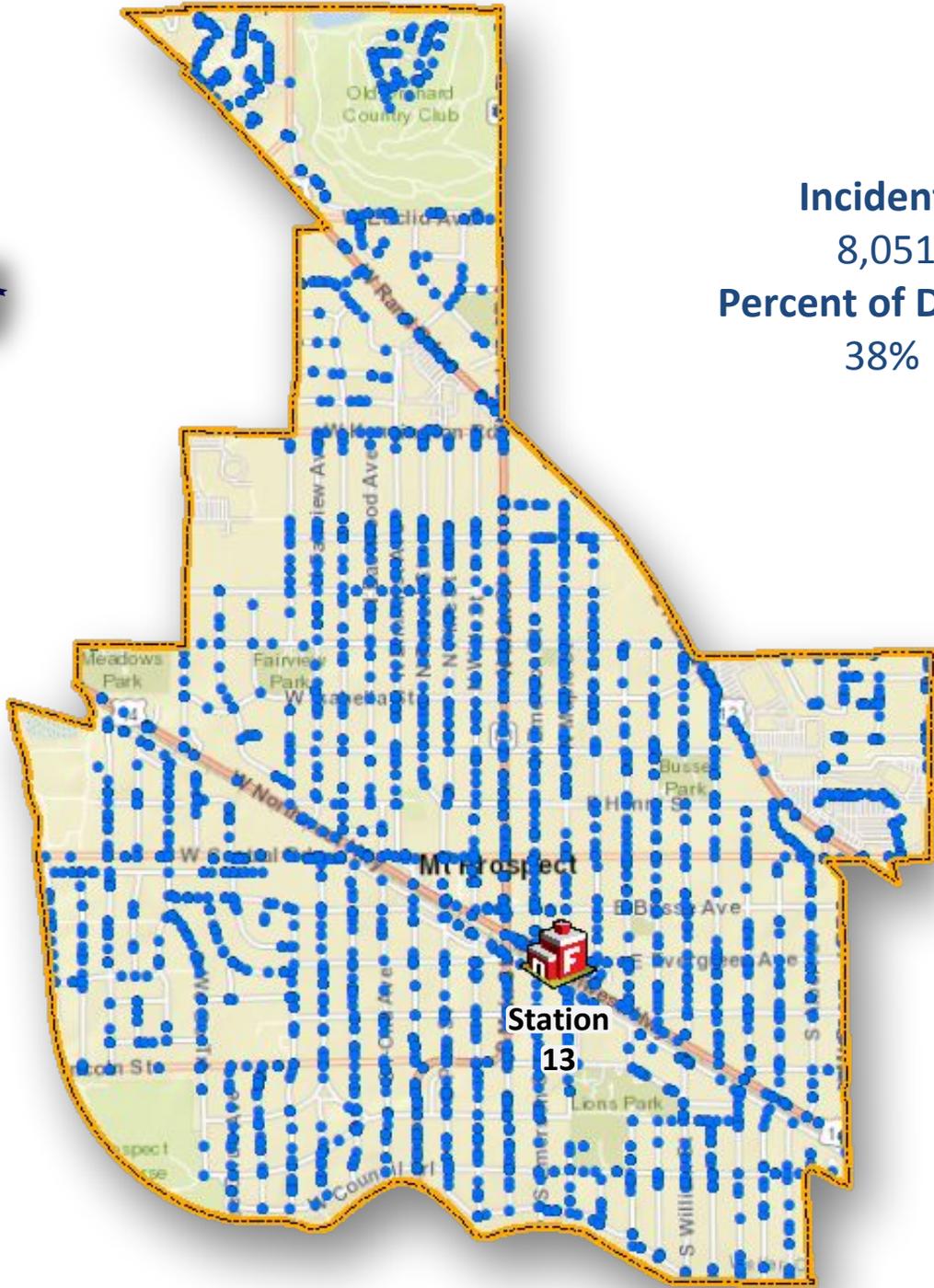




Incidents
8,409
Percent of District
40%



100	200	300	400	500	600	700	900
133	10	6065	229	580	266	977	12
1.6%	0.1%	72.1%	2.7%	6.9%	3.2%	11.6%	0.1%



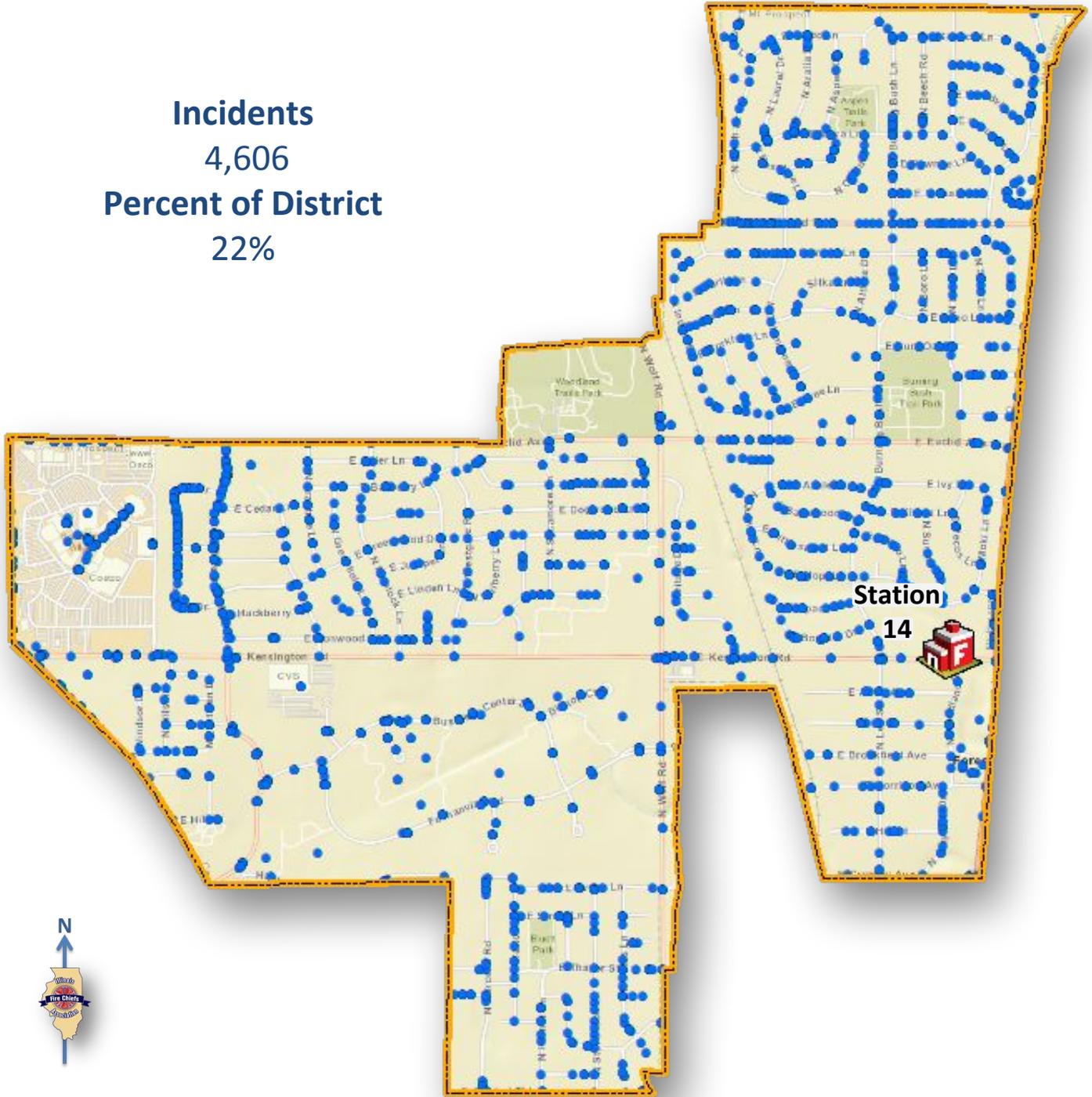
Incidents
8,051
Percent of District
38%

100	200	300	400	500	600	700	800	900
84	4	6346	241	439	218	708	1	10
1.0%	0.0%	78.8%	3.0%	5.5%	2.7%	8.8%	0.0%	0.1%





Incidents
4,606
Percent of District
22%



100	200	300	400	500	600	700	800	900
72	2	3415	153	245	141	567	4	7
1.6%	0.0%	74.1%	3.3%	5.3%	3.1%	12.3%	0.1%	0.2%





All Incident

NFIRS Group 100

NFIRS Group 200

NFIRS Group 300

NFIRS Group 400

NFIRS Group 500

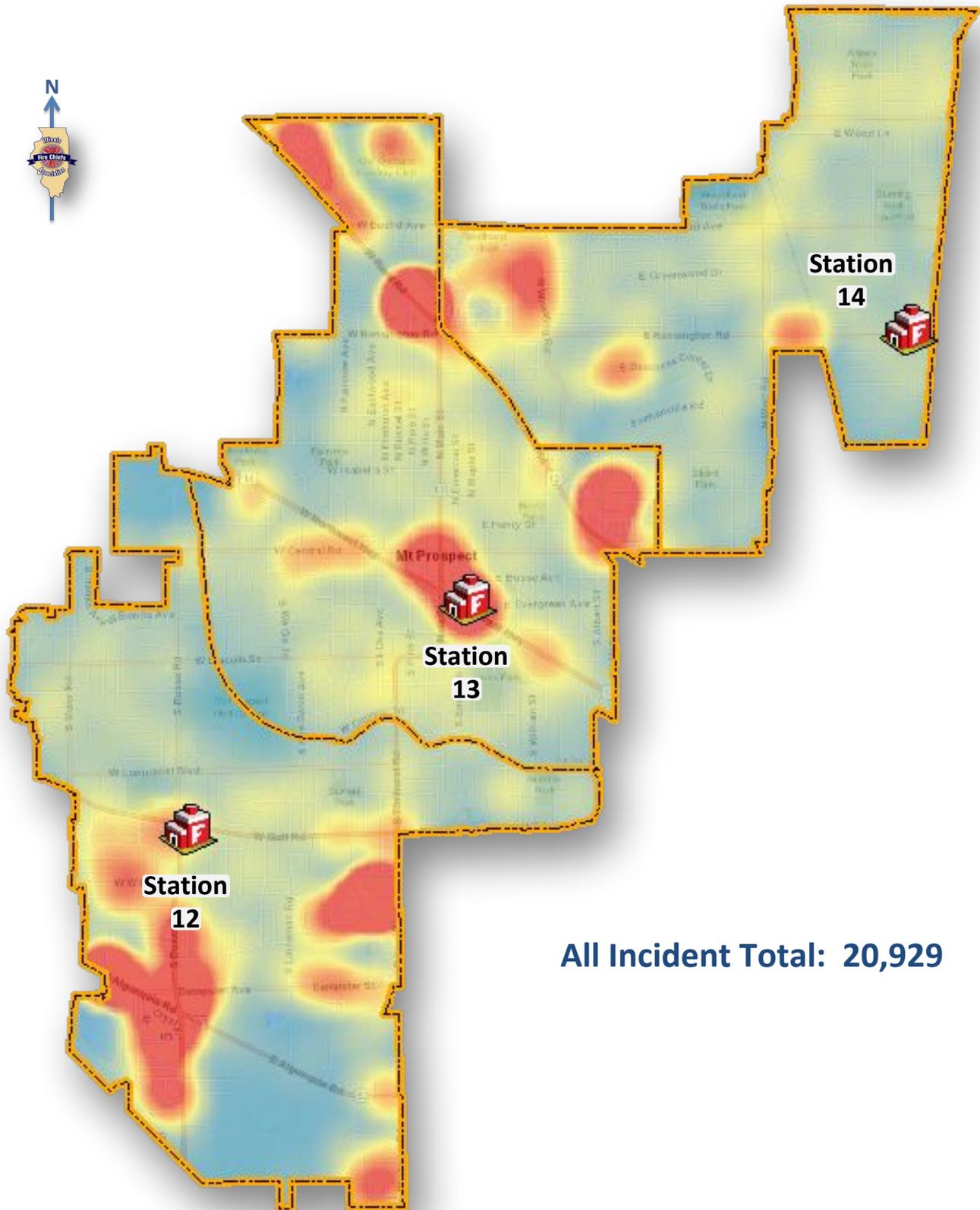
NFIRS Group 600

NFIRS Group 700

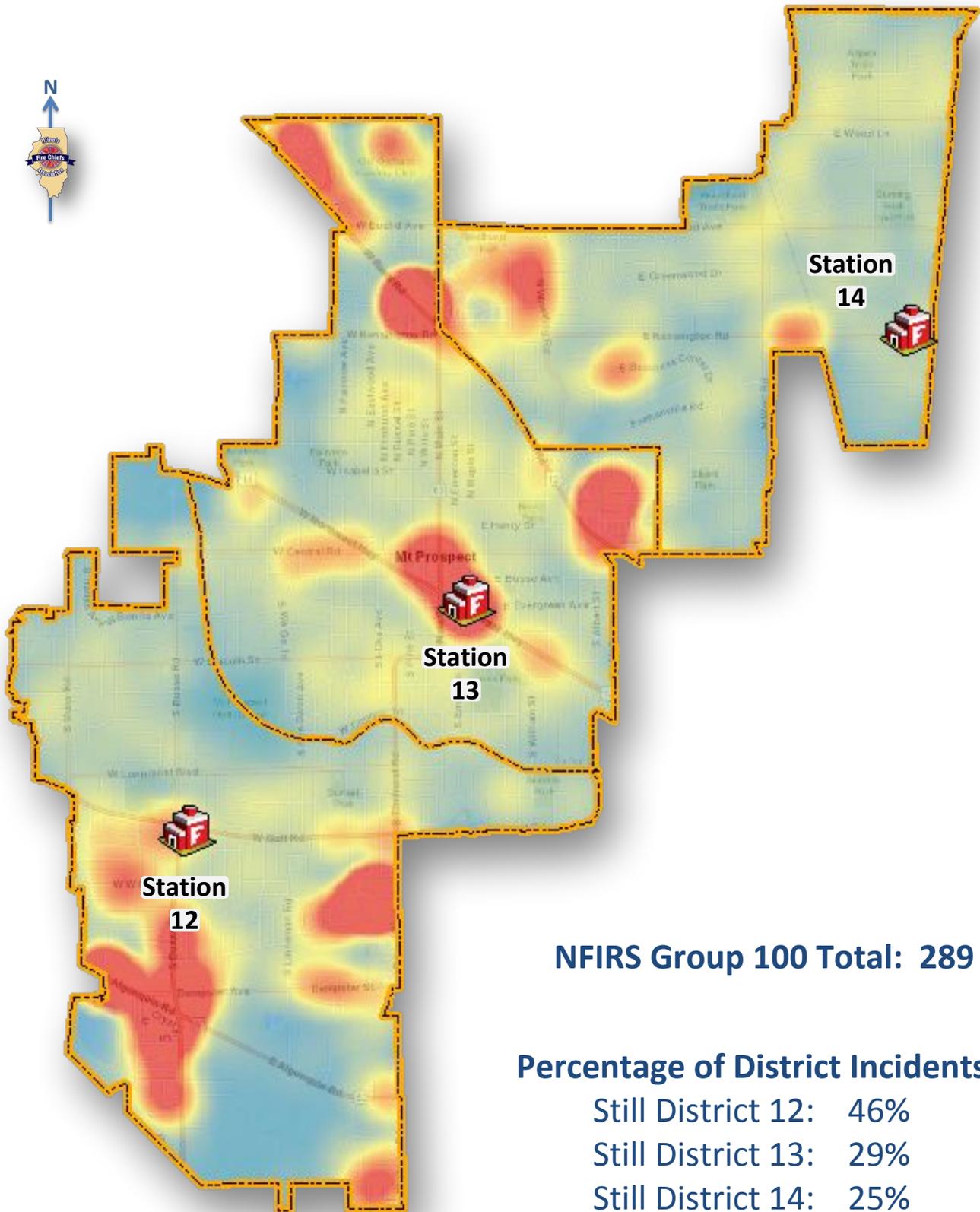
NFIRS Group 800

NFIRS Group 900





All Incident Total: 20,929



NFIRS Group 100 Total: 289

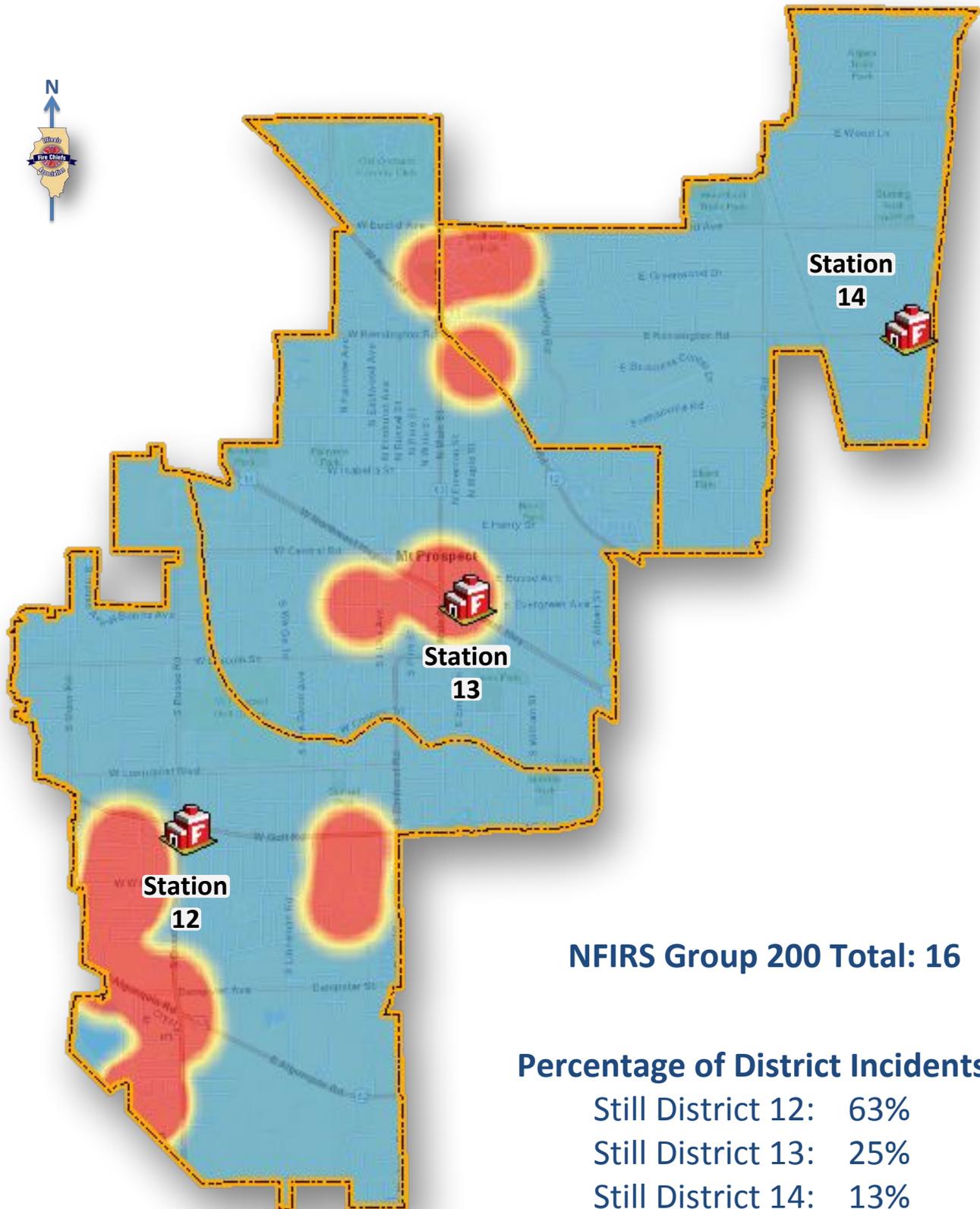
Percentage of District Incidents

Still District 12: 46%

Still District 13: 29%

Still District 14: 25%



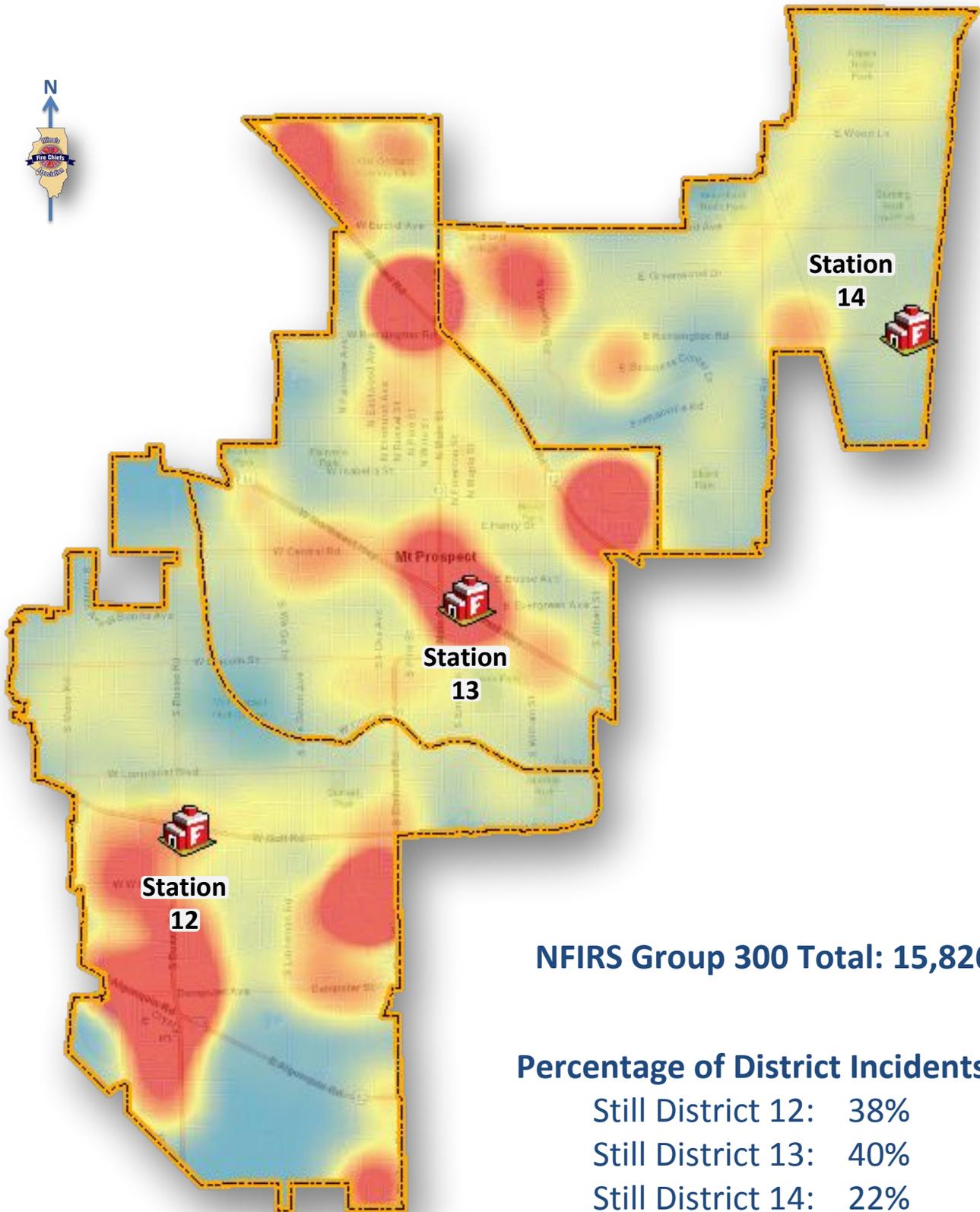


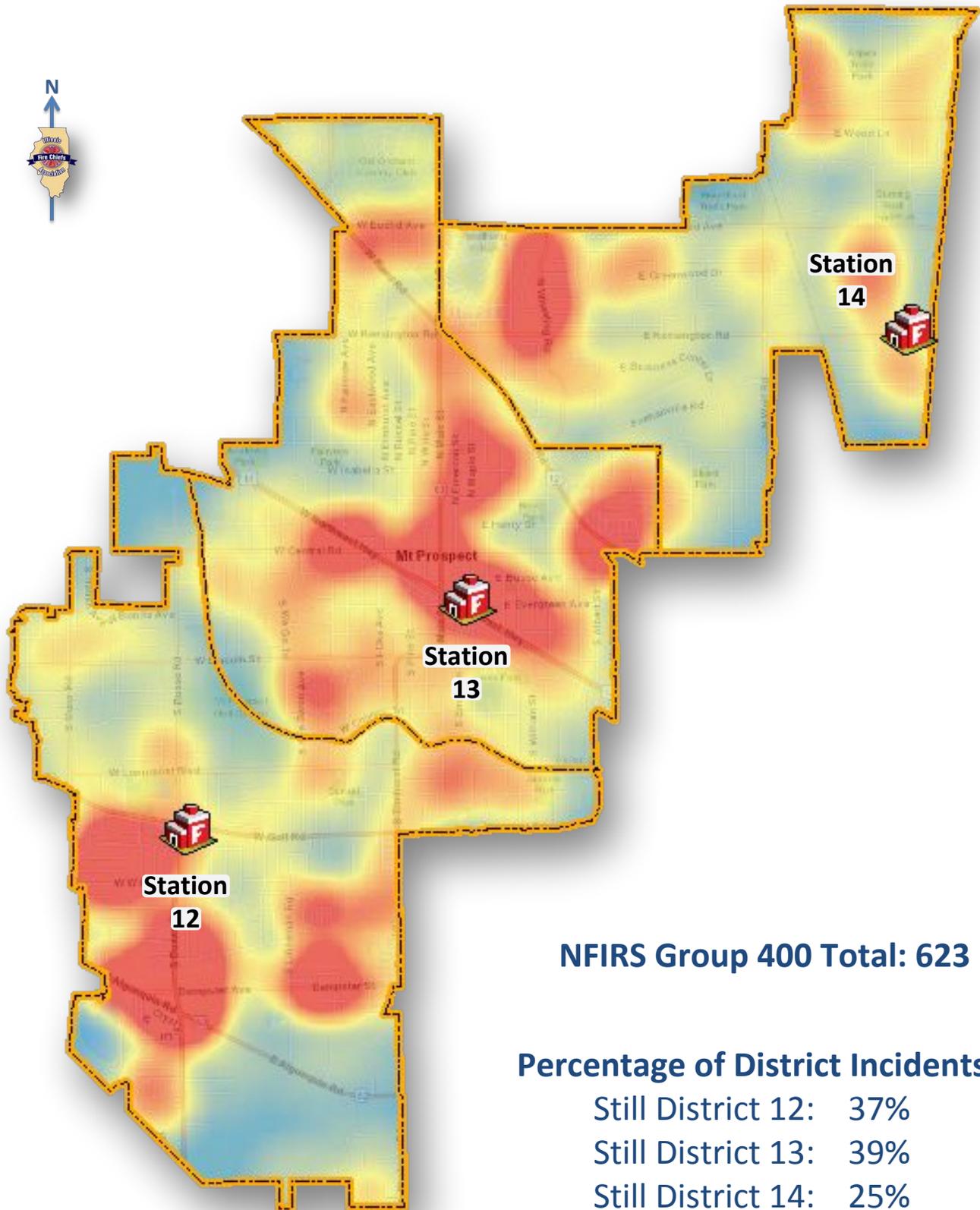
NFIRS Group 200 Total: 16

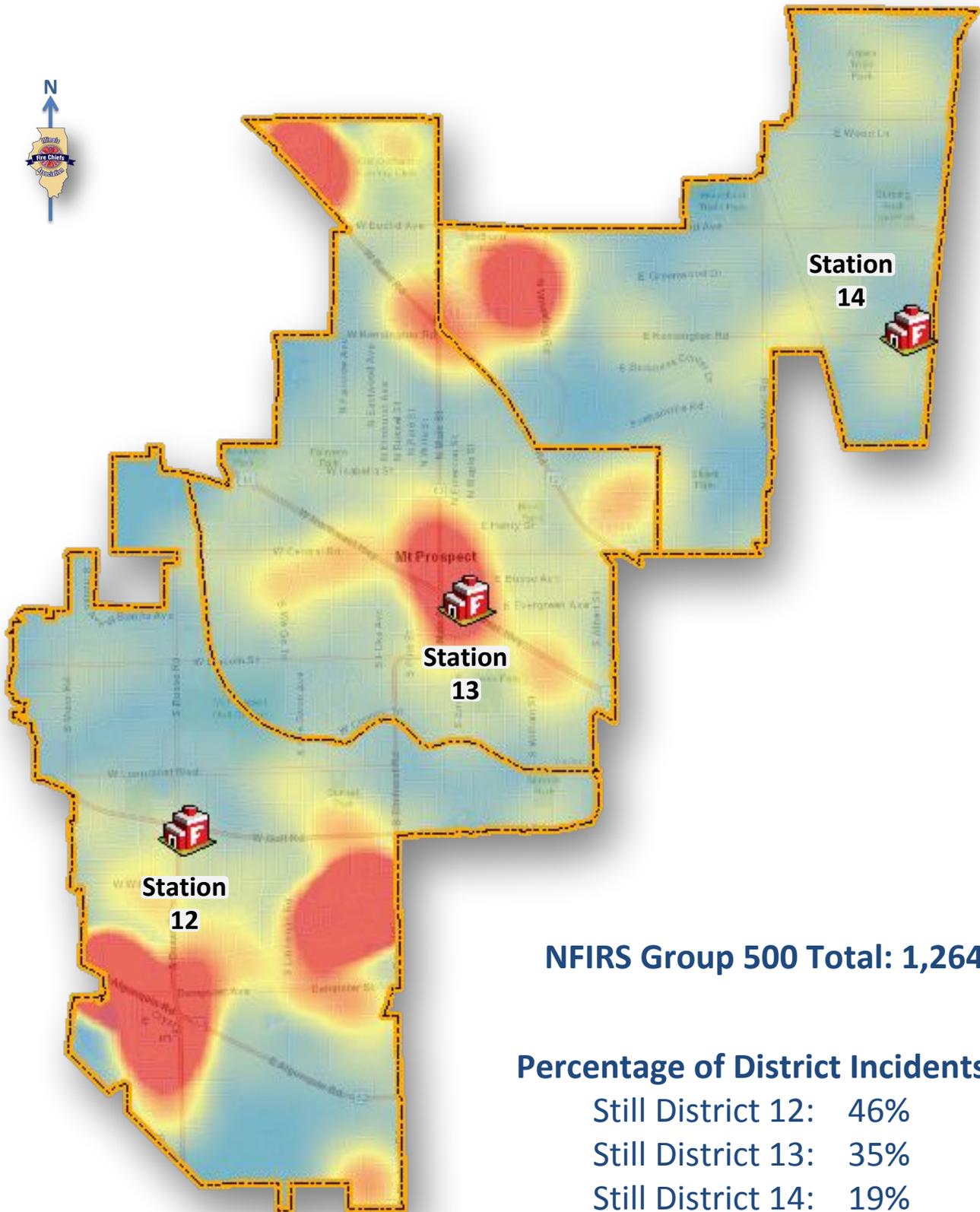
Percentage of District Incidents

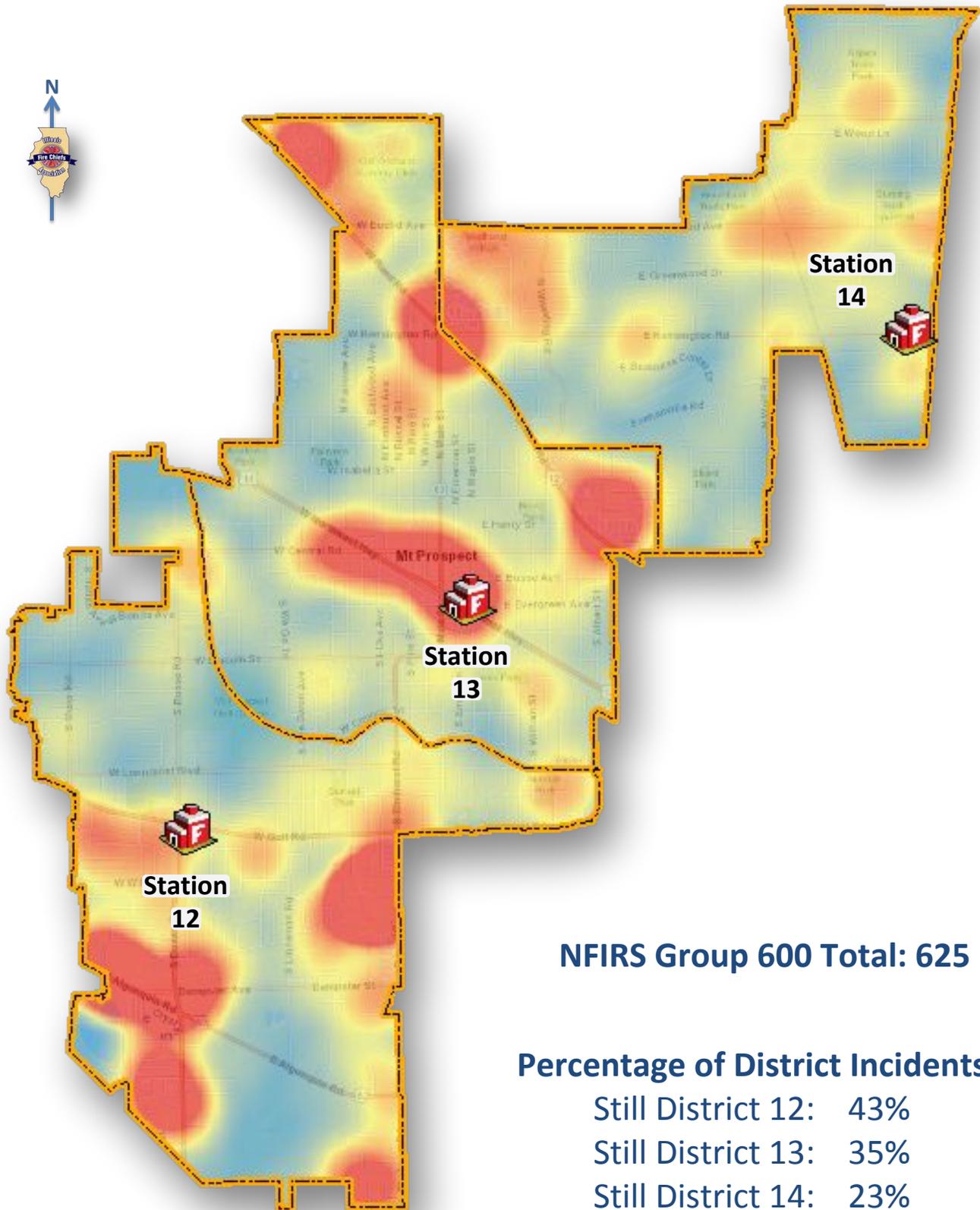
- Still District 12: 63%
- Still District 13: 25%
- Still District 14: 13%

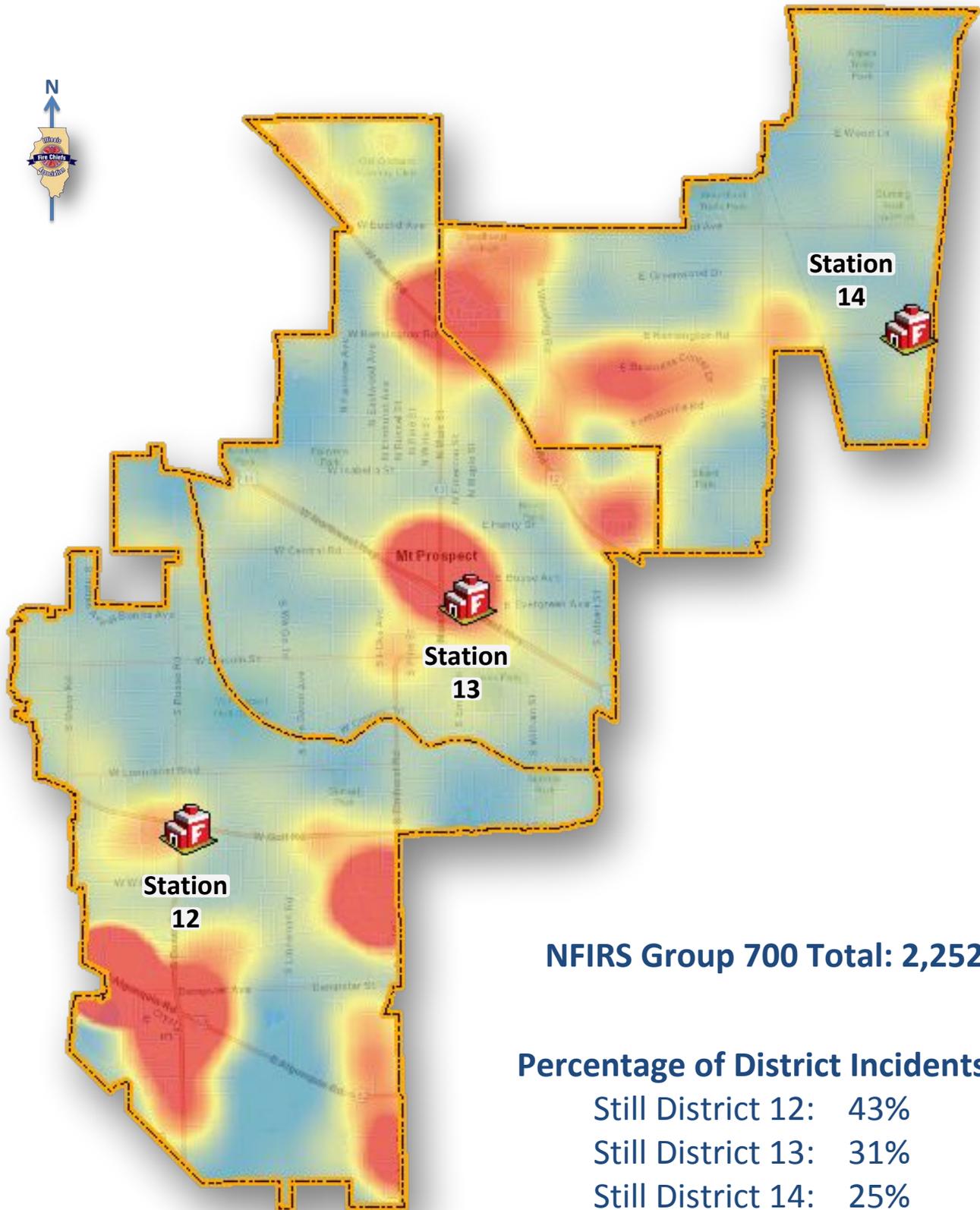










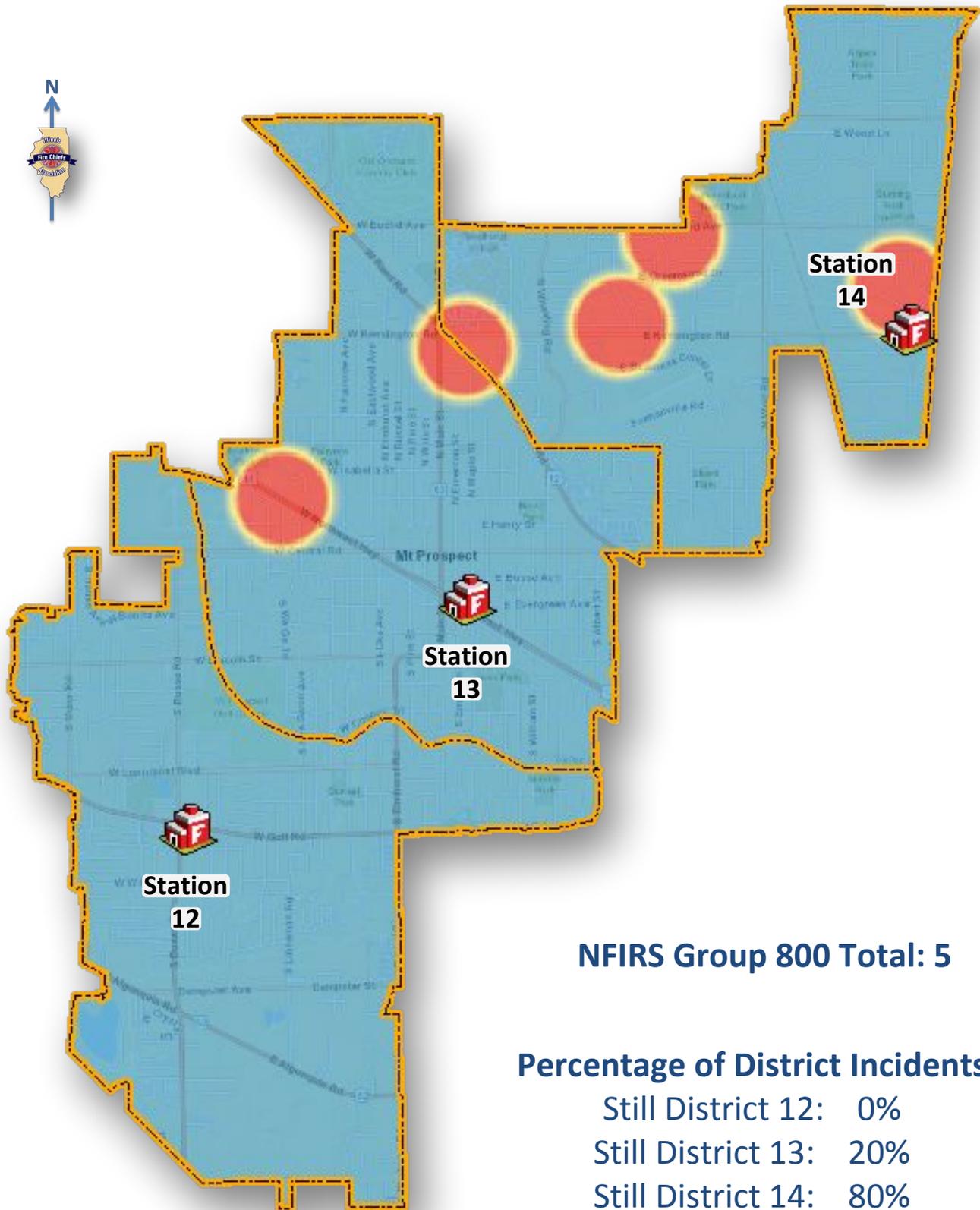


NFIRS Group 700 Total: 2,252

Percentage of District Incidents

- Still District 12: 43%
- Still District 13: 31%
- Still District 14: 25%



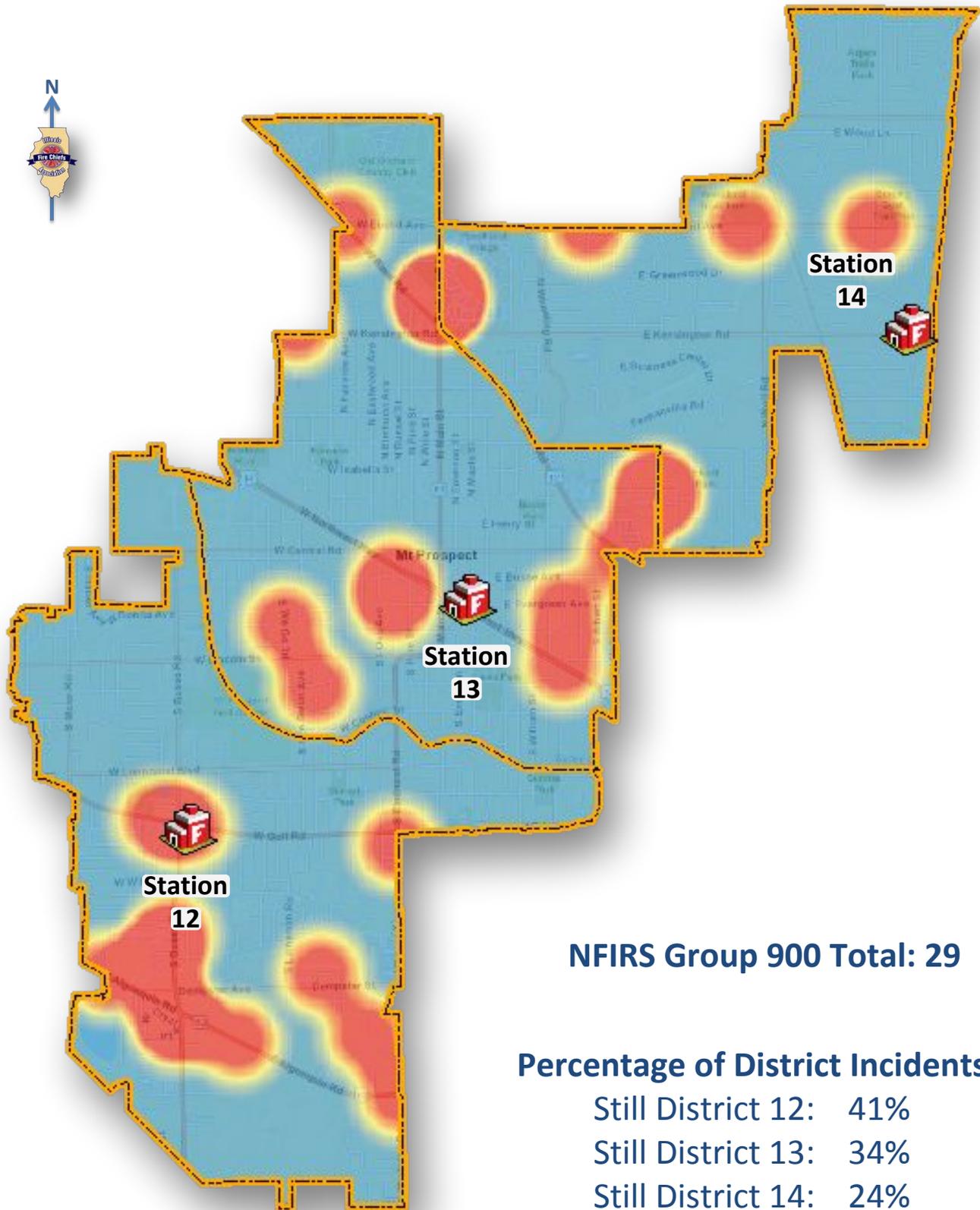


NFIRS Group 800 Total: 5

Percentage of District Incidents

- Still District 12: 0%
- Still District 13: 20%
- Still District 14: 80%





NFIRS Group 900 Total: 29

Percentage of District Incidents

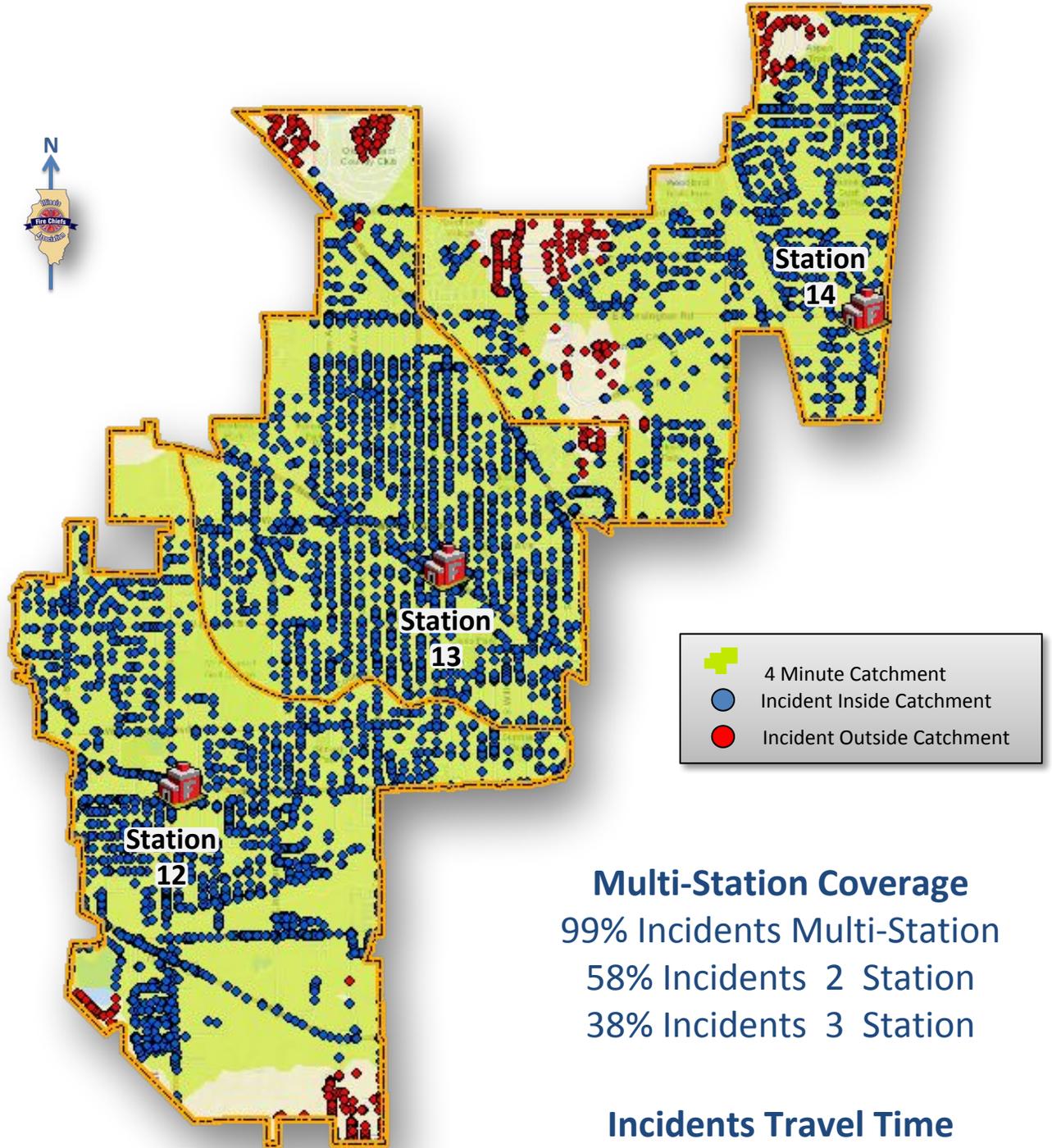
- Still District 12: 41%
- Still District 13: 34%
- Still District 14: 24%





District Incidents
First In – District
Station 12 Incidents
First In – Station 12
Station 13 Incidents
First In – Station 12
Station 14 Incidents
First In – Station 12





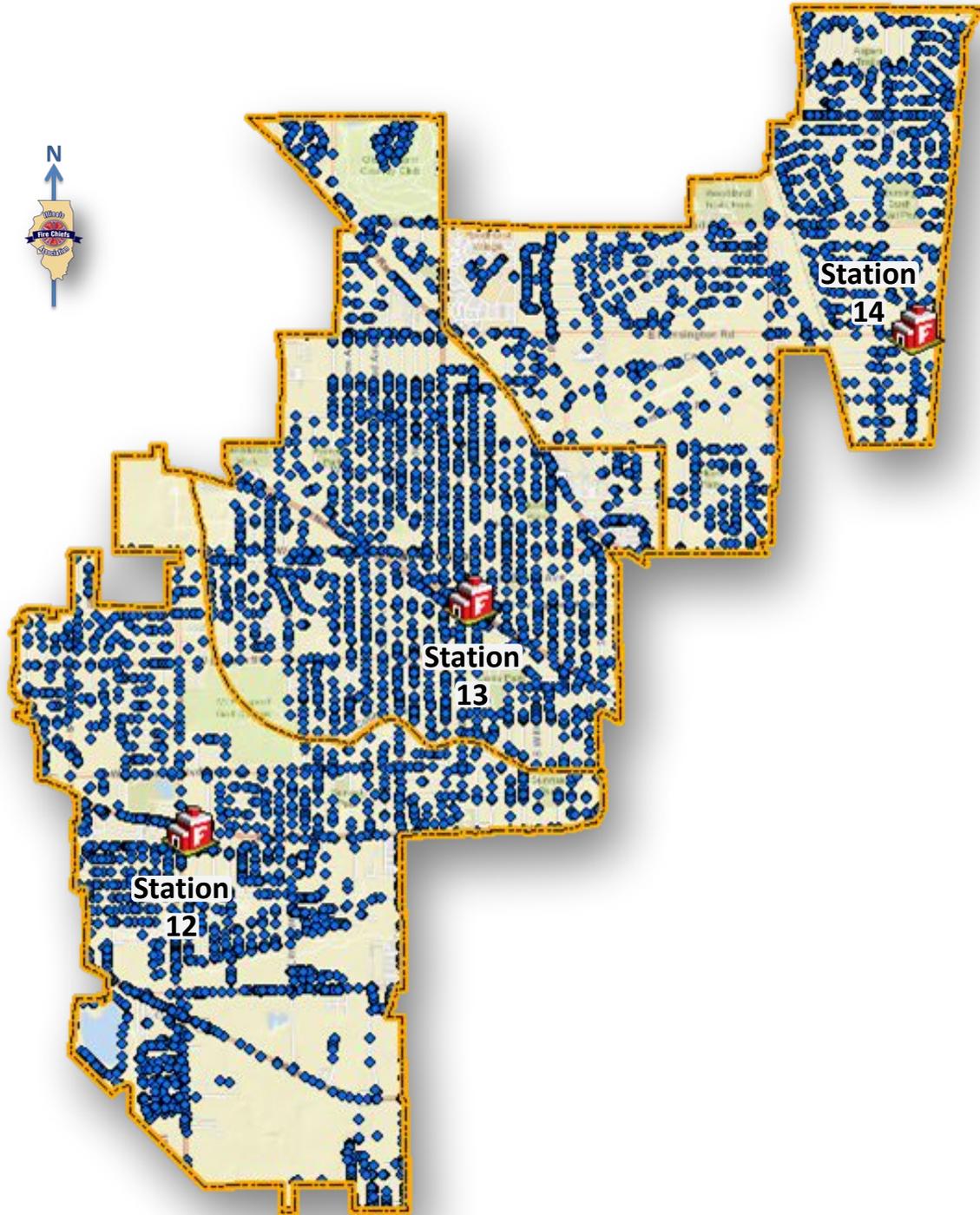
Multi-Station Coverage
 99% Incidents Multi-Station
 58% Incidents 2 Station
 38% Incidents 3 Station

Incidents Travel Time
 Within 4 minutes: 88%

Historic Incidents w/in NFPA Response Time Standards

Complete District: Fires 70% EMS 76%
 Within 4 Minute Catchment: Fires 72% EMS 81%





	Response Time (mm:ss)				
	90th %	80th %	70th %	60th %	50th %
Historic	6:27	5:33	4:59	4:35	4:14
Ideal	5:35	4:42	4:00	3:37	3:22



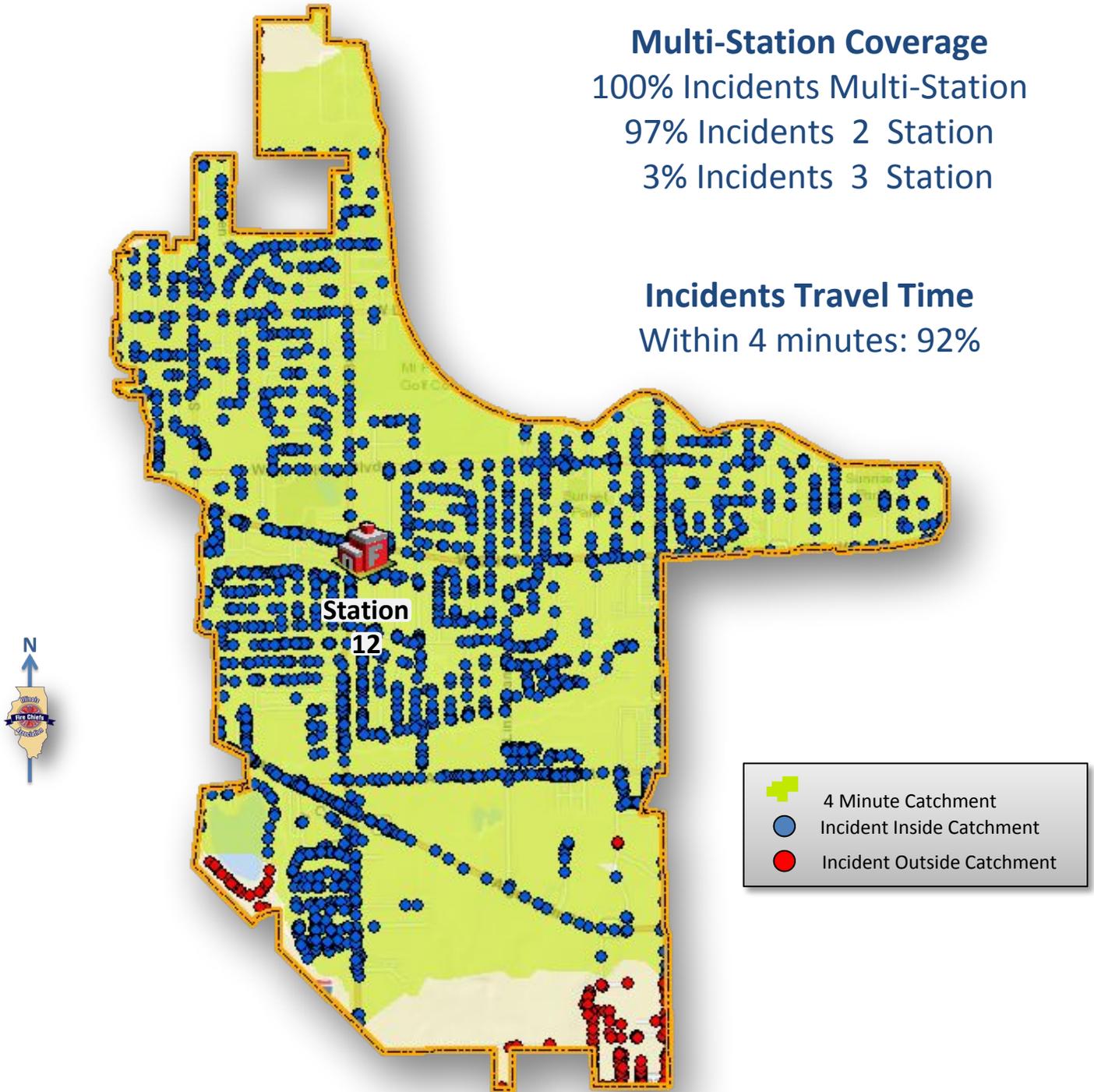


Multi-Station Coverage

100% Incidents Multi-Station
97% Incidents 2 Station
3% Incidents 3 Station

Incidents Travel Time

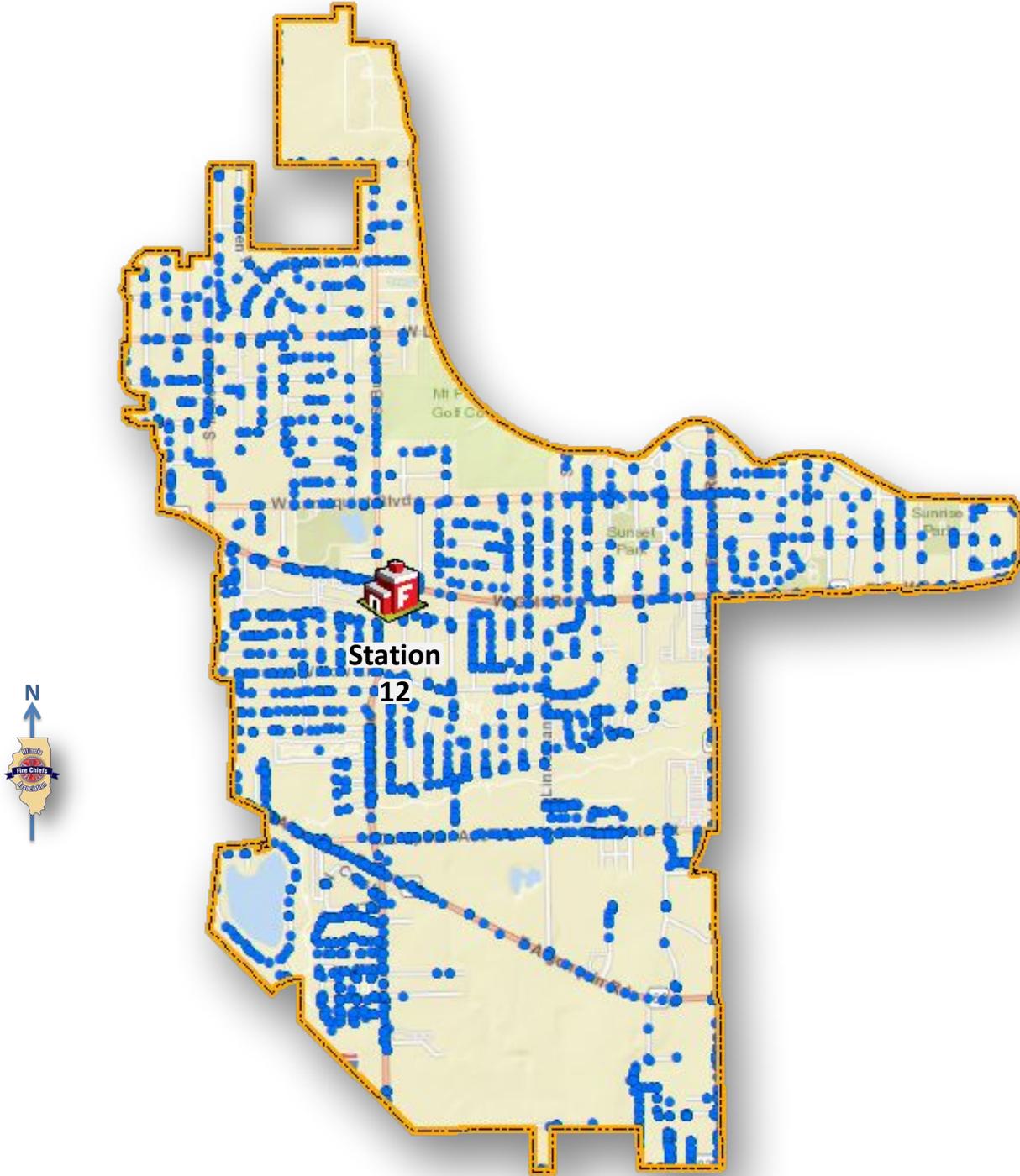
Within 4 minutes: 92%



Historic Incidents w/in NFPA Response Time Standards

Complete District: Fires 72% EMS 81%
Within 4 Minute Catchment: Fires 76% EMS 86%





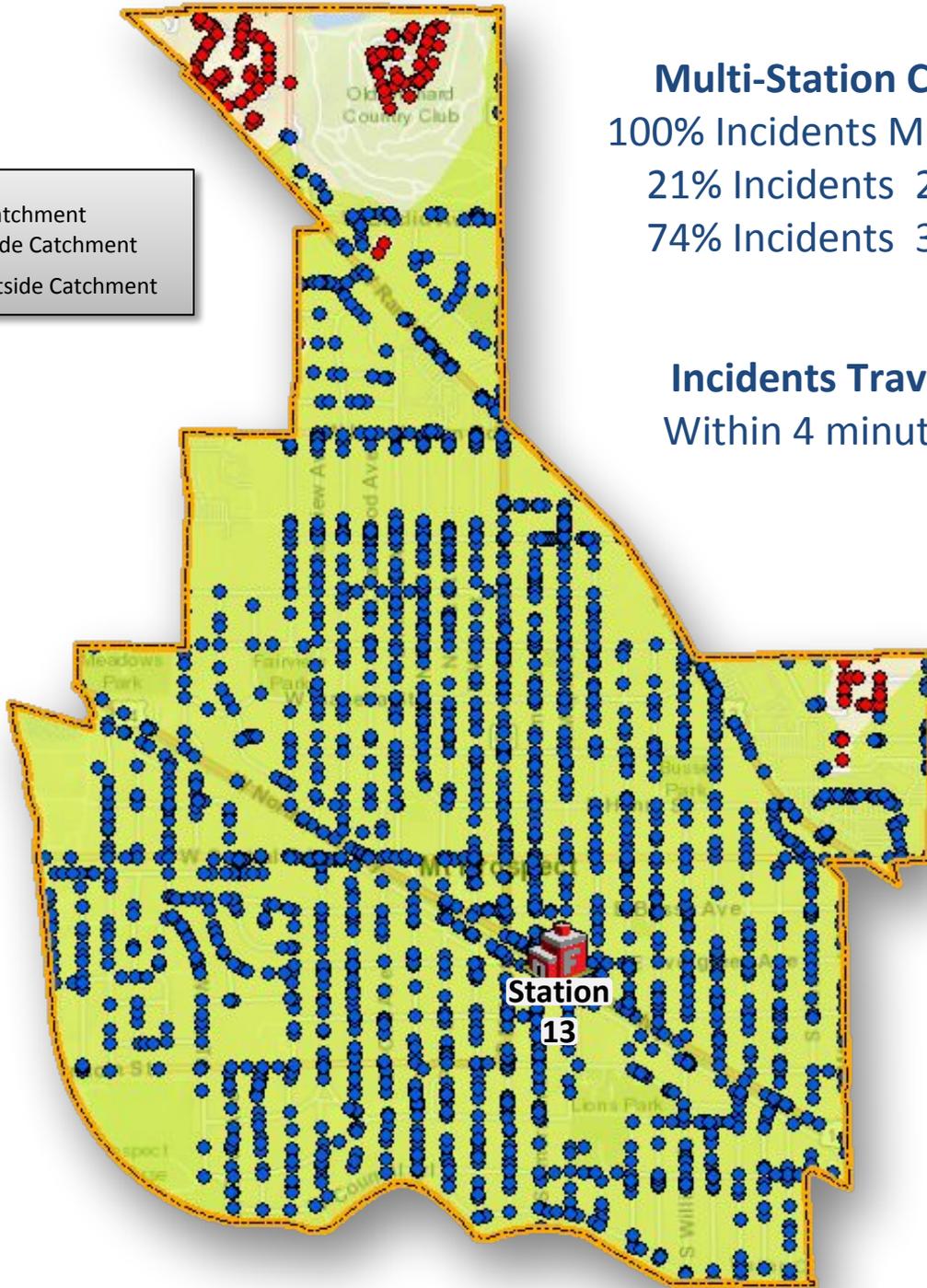
Response Time (mm:ss)

	90th %	80th %	70th %	60th %	50th %
Historic	6:14	5:20	4:46	4:23	4:05
Ideal	4:33	3:56	3:36	3:22	3:17





-  4 Minute Catchment
-  Incident Inside Catchment
-  Incident Outside Catchment



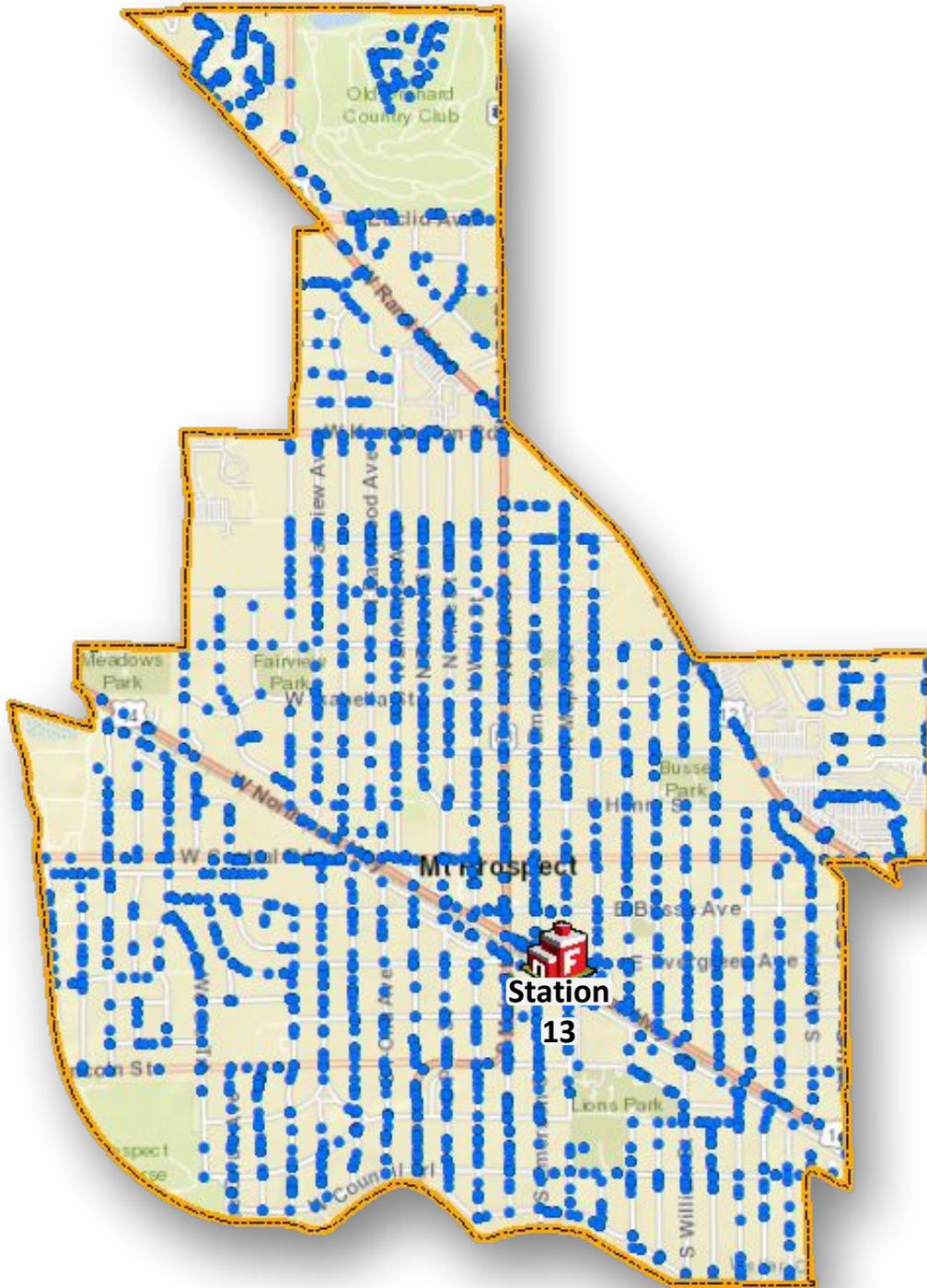
Multi-Station Coverage
 100% Incidents Multi-Station
 21% Incidents 2 Station
 74% Incidents 3 Station

Incidents Travel Time
 Within 4 minutes: 90%

Historic Incidents w/in NFPA Response Time Standards

Complete District: Fires 79% EMS 76%
 Within 4 Minute Catchment: Fires 79% EMS 81%





Response Time (mm:ss)

	90th %	80th %	70th %	60th %	50th %
Historic	6:30	5:34	4:48	4:32	4:10
Ideal	5:03	4:24	3:43	3:35	3:15



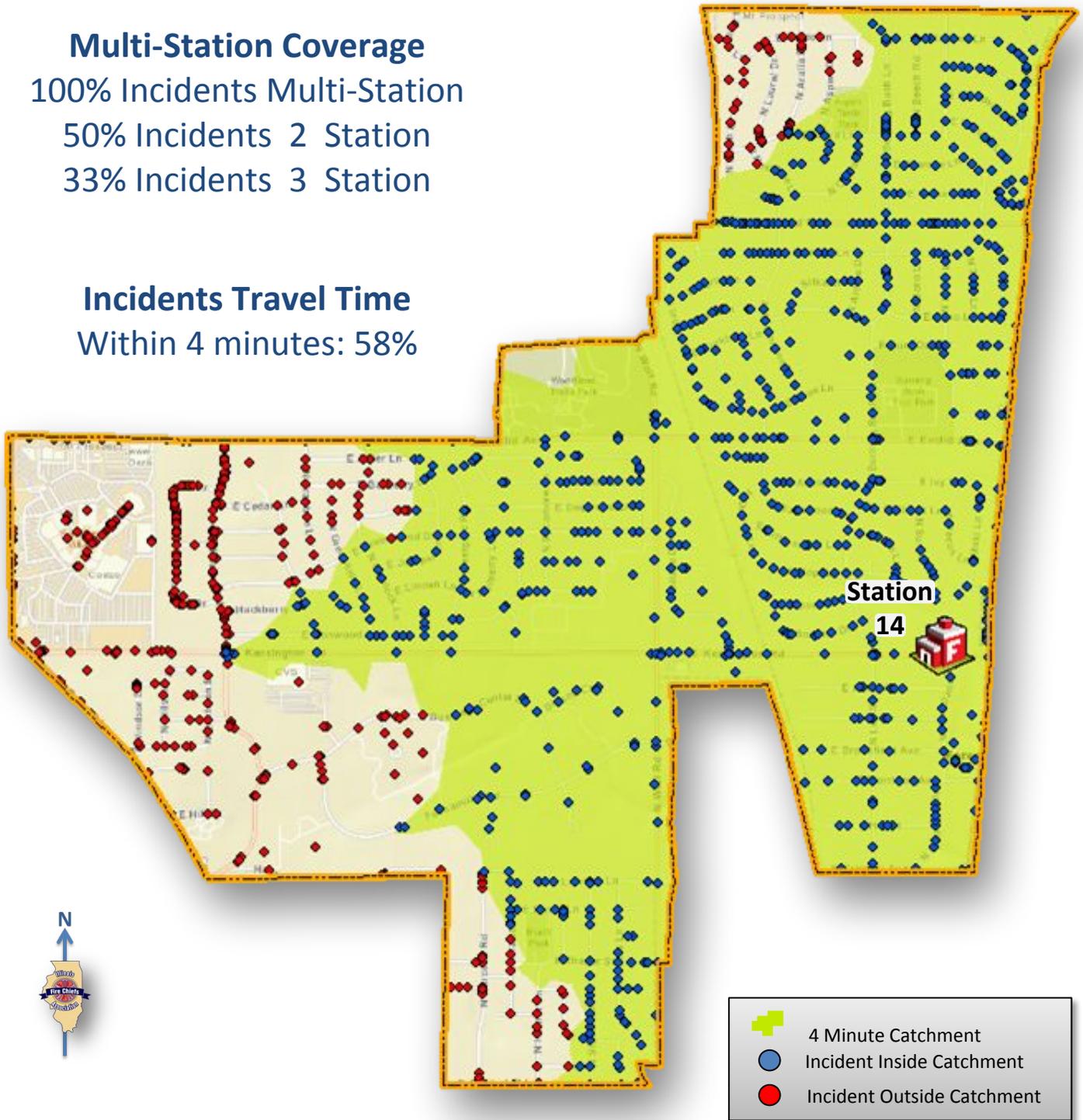


Multi-Station Coverage

100% Incidents Multi-Station
 50% Incidents 2 Station
 33% Incidents 3 Station

Incidents Travel Time

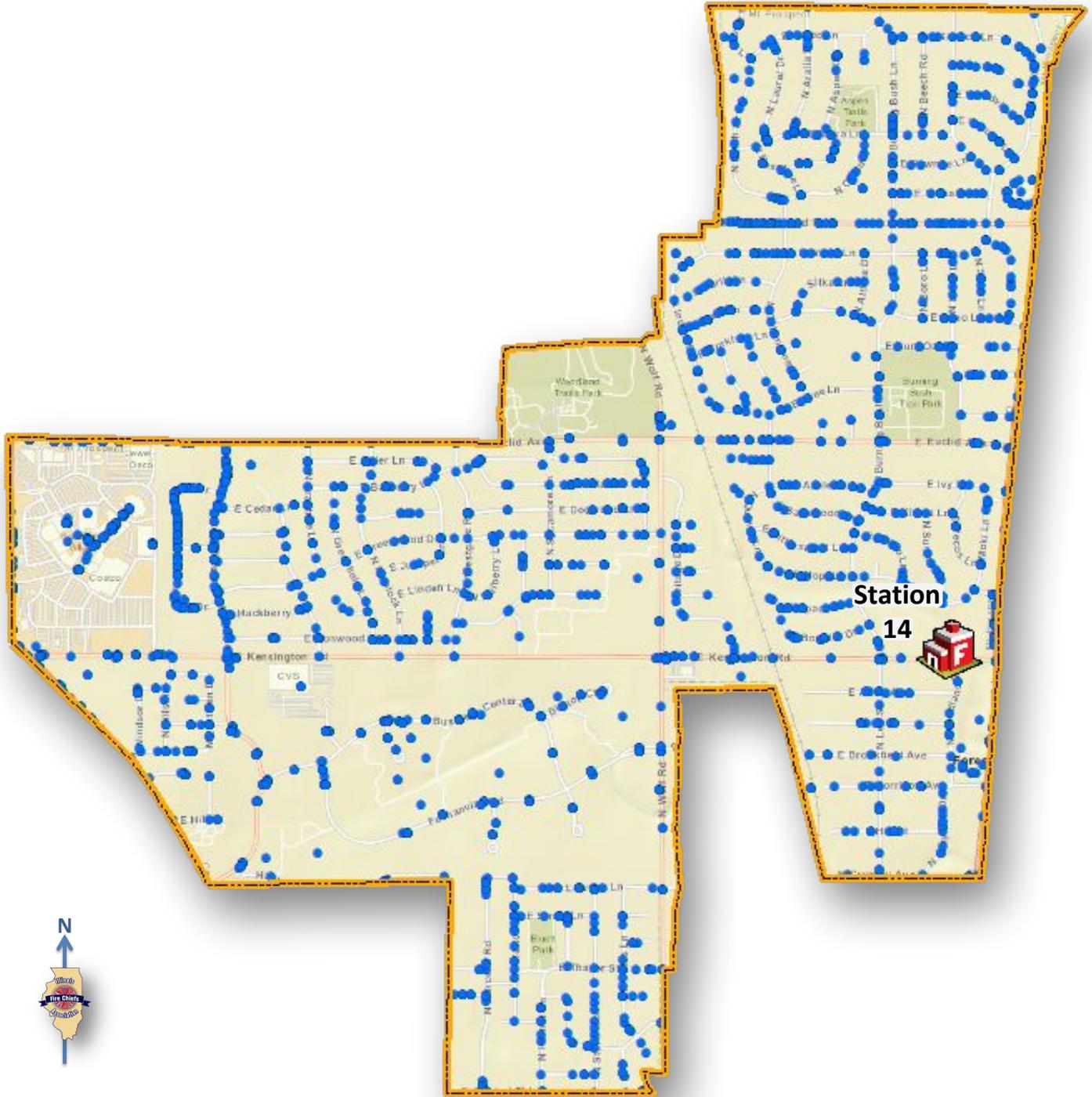
Within 4 minutes: 58%



Historic Incidents w/in NFPA Response Time Standards

Complete District: Fires 56% EMS 68%
 Within 4 Minute Catchment: Fires 56% EMS 80%





Response Time (mm:ss)

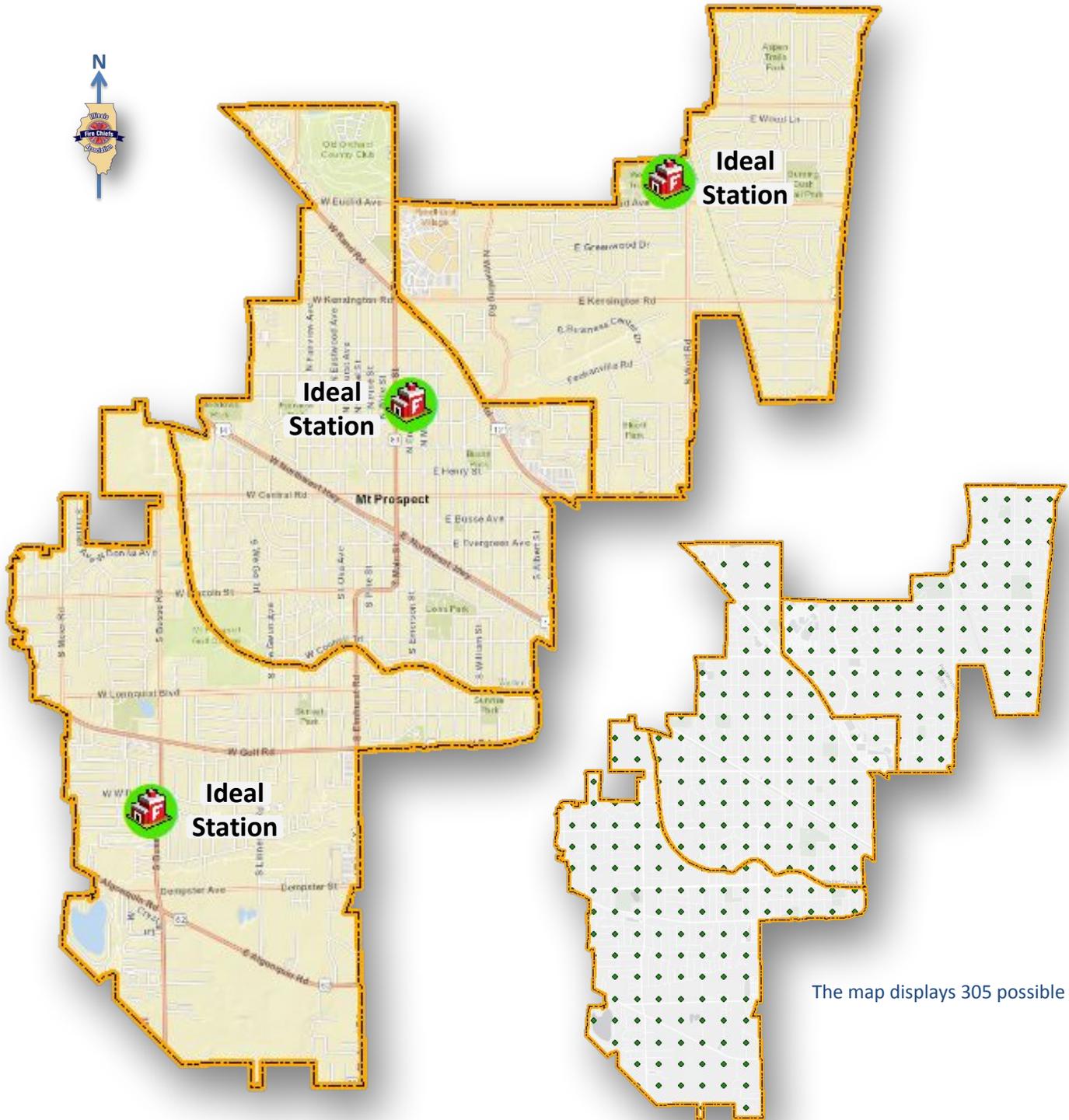
	90th %	80th %	70th %	60th %	50th %
Historic	6:38	5:50	5:19	4:58	4:38
Ideal	6:12	5:46	5:26	5:02	4:34





- Ideal Fire Station Placement
- Ideal Fire Station Placement - District
- Ideal Fire Station Placement -District 13
- Station Locations
- Response Time Comparison - Fire
- Response Time Comparison - EMS
- Response Time Comparison - Other
- Response Times - Fires
- Response Times - EMS
- Response Times - Others
- Hotspots for Fire Incidents
- Hotspots for EMS Incidents
- Hotspots for Other Incidents



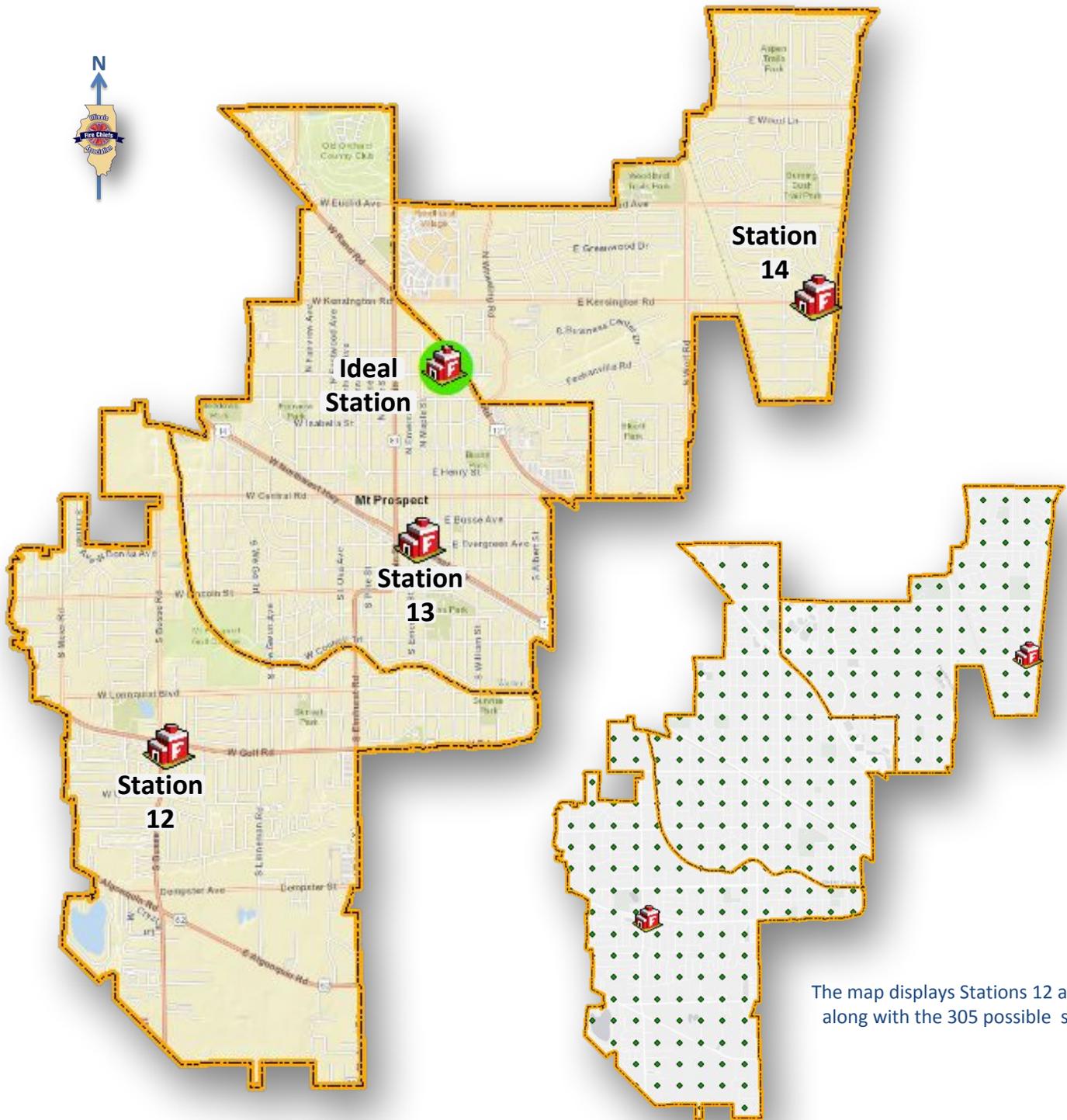


The map displays 305 possible sites.

Ideal Station Location:

The Ideal Station Location was calculated using ESRI’s Location –Allocation Analysis tool. 305 possible fire station sites were used with a 4 min drive time as the cutoff to reach as many incidents as possible.





The map displays Stations 12 and 14 along with the 305 possible sites.

Ideal Station Location:

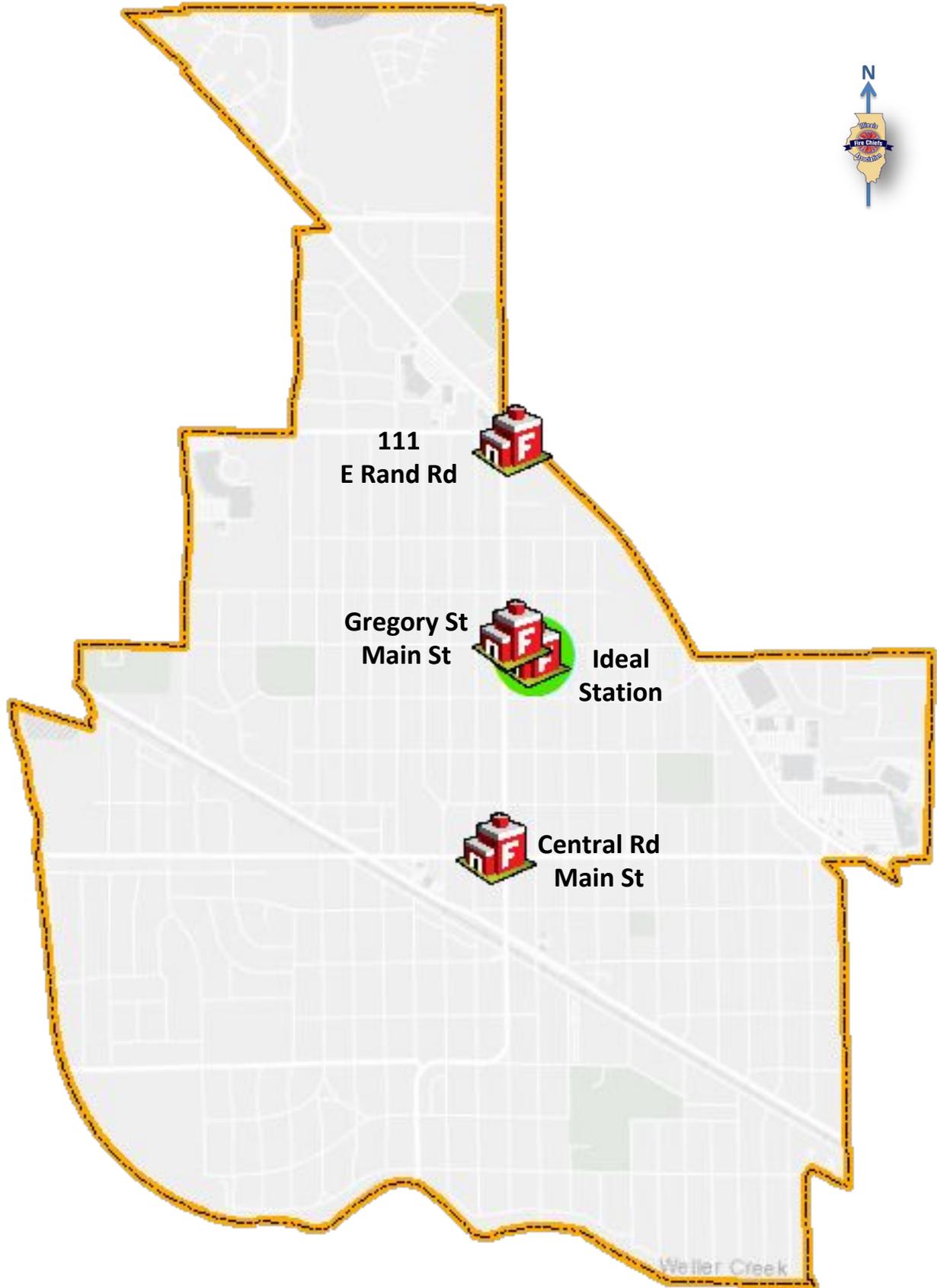
The Ideal Station Location was calculated using ESRI’s Location –Allocation Analysis tool. Stations 12 and 13 along with 305 possible fire station sites were used. With a 4 min drive time as the cutoff to reach as many incidents as possible.





Ideal Station Location:

The Ideal Station Location was calculated using ESRI’s Location –Allocation Analysis tool. 101 possible fire station sites were used. With a 4 min drive time as the cutoff to reach as many incidents as possible.





		90th	80th	70th	60th	50th
Ideal Station	12	00:03:25	00:03:11	00:02:54	00:02:39	00:02:18
	13	00:03:23	00:03:18	00:02:45	00:02:23	00:02:20
	14	00:03:53	00:03:22	00:03:10	00:02:45	00:02:22
Current Station 13	12	00:03:18	00:03:00	00:02:37	00:02:18	00:02:15
	13	00:04:03	00:03:27	00:02:51	00:02:33	00:02:15
	14	00:03:53	00:03:36	00:03:18	00:02:50	00:02:22
111 E Rand Rd	12	00:03:25	00:03:11	00:02:49	00:02:35	00:02:17
	13	00:03:21	00:03:12	00:02:44	00:02:15	00:02:05
	14	00:03:53	00:03:22	00:03:11	00:02:45	00:02:22
Gregory St and Main St	12	00:03:20	00:03:00	00:02:42	00:02:24	00:02:16
	13	00:03:02	00:02:51	00:02:41	00:02:29	00:02:20
	14	00:03:53	00:03:32	00:03:11	00:02:47	00:02:22
Central Rd and Main St	12	00:03:18	00:02:57	00:02:35	00:02:18	00:02:15
	13	00:03:33	00:02:57	00:02:26	00:02:16	00:01:59
	14	00:03:53	00:03:36	00:03:18	00:02:50	00:02:22





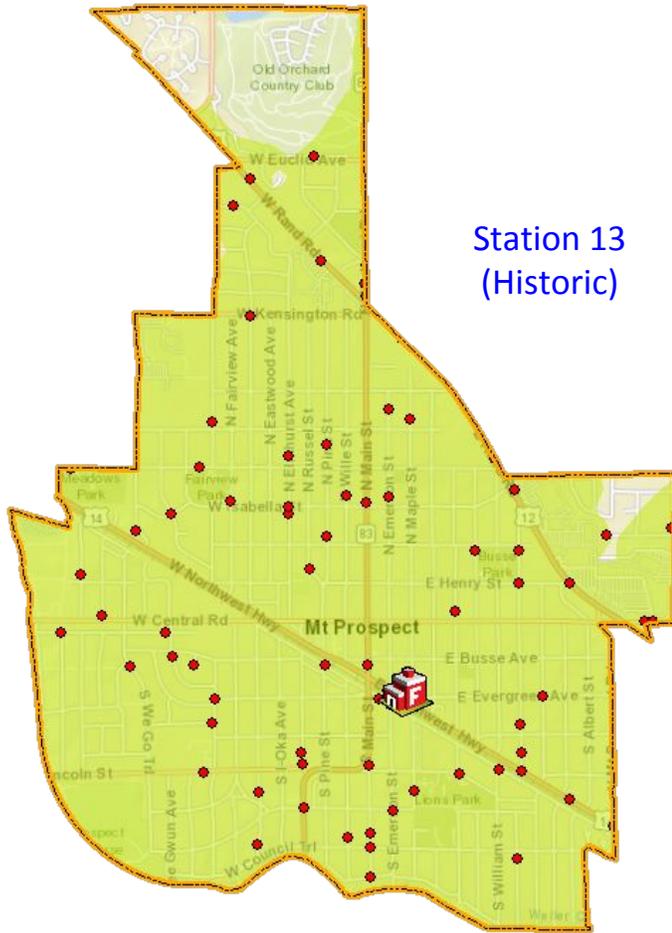
		90th	80th	70th	60th	50th
Ideal Station	12	00:03:42	00:03:13	00:02:51	00:02:31	00:02:22
	13	00:03:36	00:03:13	00:02:49	00:02:36	00:02:28
	14	00:03:48	00:03:27	00:03:07	00:02:55	00:02:40
Current Station 13	12	00:03:33	00:02:54	00:02:34	00:02:22	00:02:13
	13	00:04:17	00:03:45	00:03:00	00:02:37	00:02:32
	14	00:04:15	00:03:44	00:03:27	00:03:05	00:02:52
111 E Rand Rd	12	00:03:41	00:03:11	00:02:48	00:02:30	00:02:22
	13	00:03:21	00:02:58	00:02:47	00:02:26	00:02:12
	14	00:03:48	00:03:27	00:03:05	00:02:52	00:02:39
Gregory St and Main St	12	00:03:31	00:02:58	00:02:39	00:02:24	00:02:16
	13	00:03:38	00:03:12	00:02:51	00:02:35	00:02:18
	14	00:03:49	00:03:29	00:03:11	00:03:00	00:02:41
Central Rd and Main St	12	00:03:33	00:02:55	00:02:34	00:02:22	00:02:14
	13	00:03:58	00:03:25	00:02:49	00:02:21	00:02:05
	14	00:03:49	00:03:28	00:03:11	00:03:00	00:02:42



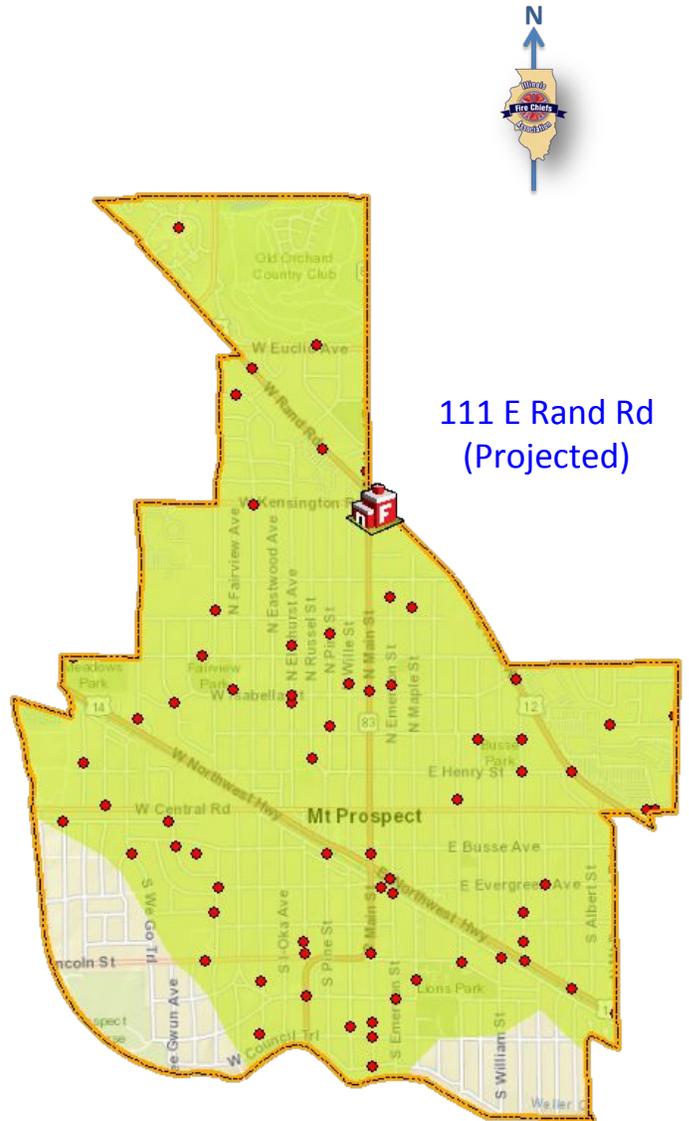


		90th	80th	70th	60th	50th
Ideal Station	12	00:03:49	00:03:11	00:02:46	00:02:30	00:02:21
	13	00:03:32	00:03:14	00:02:50	00:02:38	00:02:27
	14	00:03:49	00:03:23	00:03:05	00:02:48	00:02:21
Current Station 13	12	00:03:38	00:02:51	00:02:35	00:02:22	00:02:17
	13	00:04:17	00:03:48	00:03:09	00:02:43	00:02:28
	14	00:04:09	00:03:49	00:03:27	00:03:09	00:02:51
111 E Rand Rd	12	00:03:48	00:03:08	00:02:46	00:02:30	00:02:20
	13	00:03:20	00:02:55	00:02:42	00:02:25	00:02:11
	14	00:03:49	00:03:24	00:03:05	00:02:48	00:02:20
Gregory St and Main St	12	00:03:38	00:02:57	00:02:40	00:02:26	00:02:17
	13	00:03:34	00:03:08	00:02:46	00:02:30	00:02:13
	14	00:03:54	00:03:38	00:03:18	00:03:01	00:02:37
Central Rd and Main St	12	00:03:38	00:02:51	00:02:34	00:02:22	00:02:17
	13	00:03:54	00:03:24	00:02:52	00:02:23	00:02:09
	14	00:03:56	00:03:42	00:03:18	00:03:01	00:02:39





Station 13
(Historic)



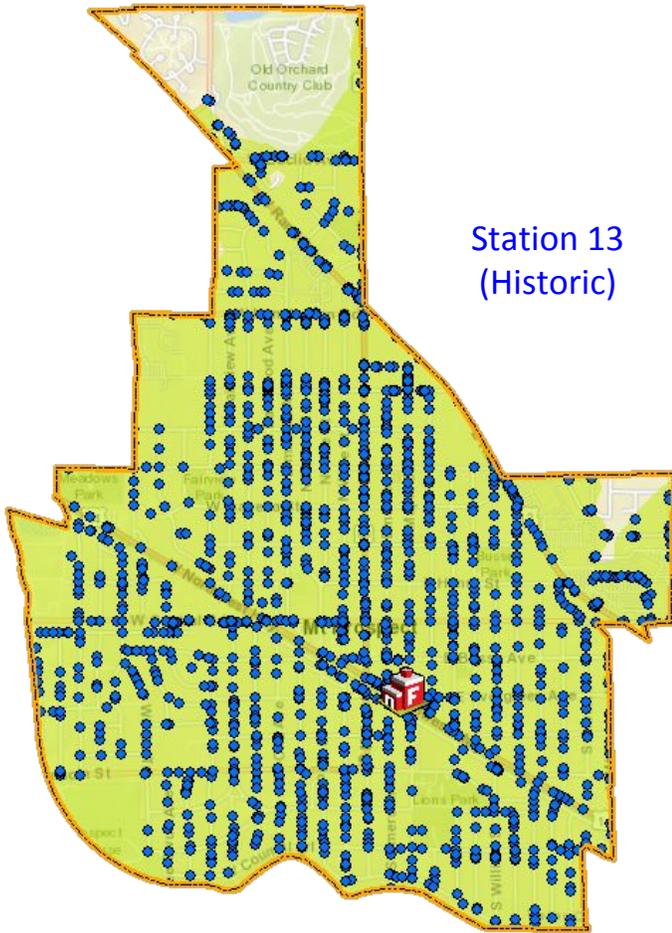
111 E Rand Rd
(Projected)



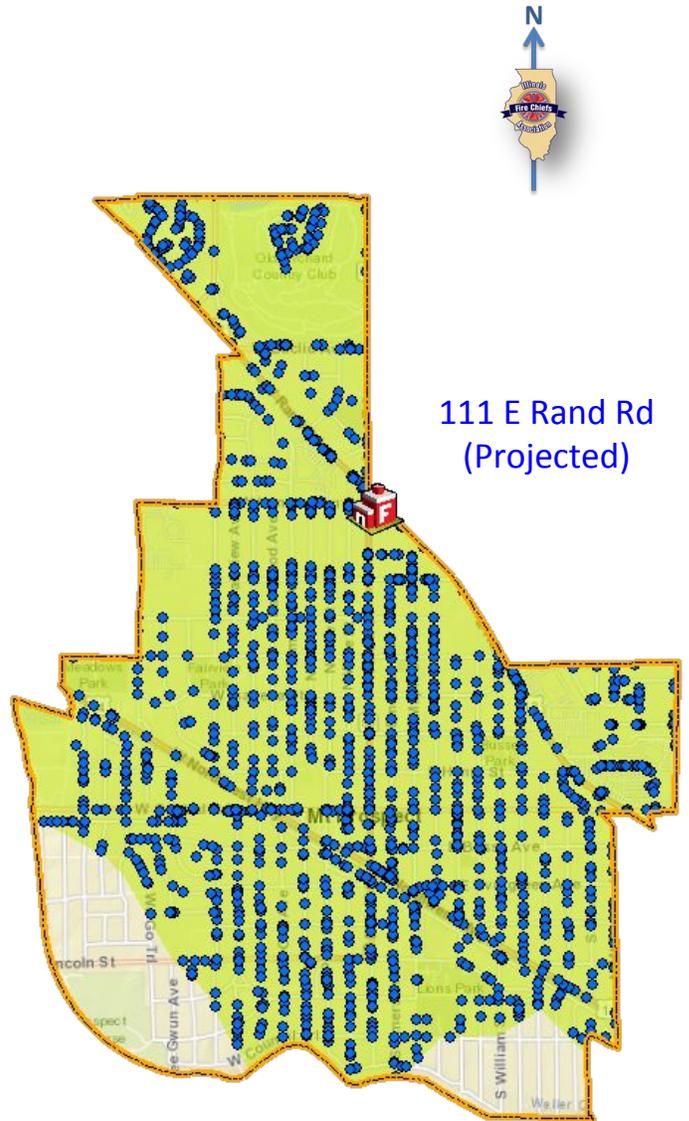
Response Time (mm:ss)

	90th %	80th %	70th %	60th %	50th %
Ideal	5:04	4:50	4:39	4:32	4:13
Historic	6:40	5:21	4:45	4:42	4:22
Projected	6:40	5:02	4:21	3:52	3:20





Station 13
(Historic)

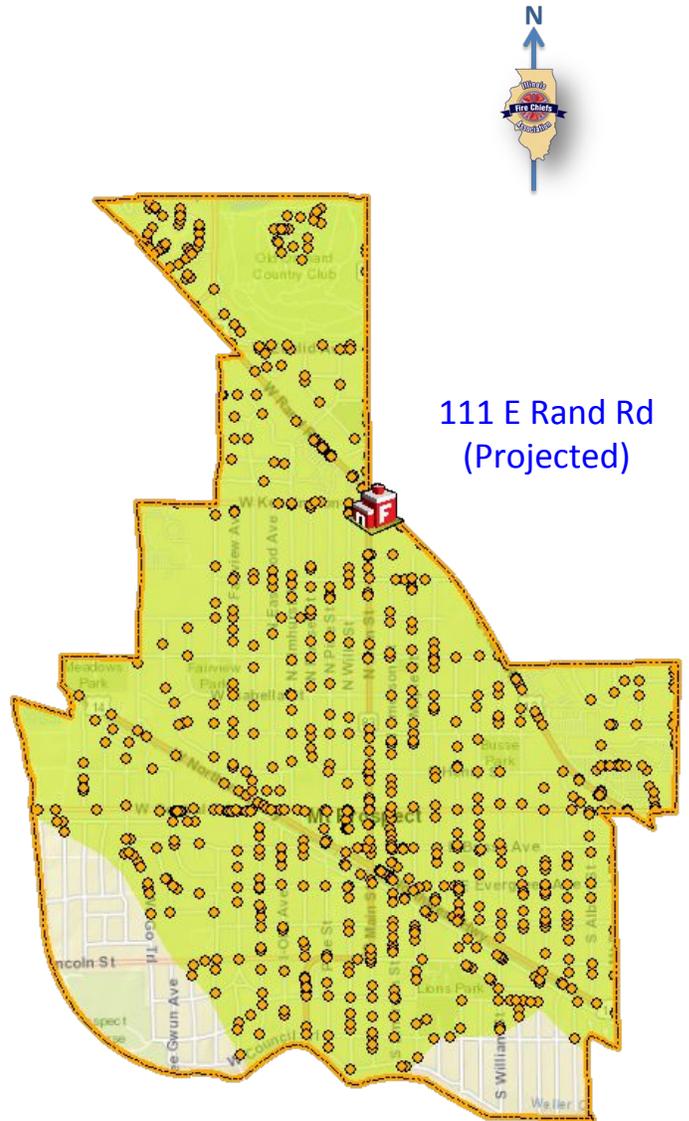
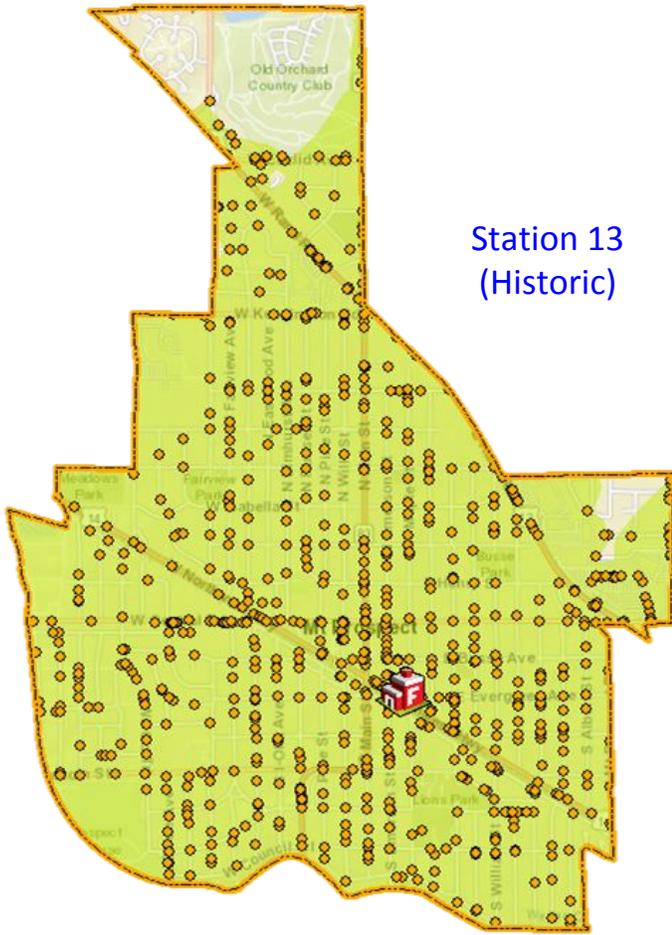


111 E Rand Rd
(Projected)

Response Time (mm:ss)

	90th %	80th %	70th %	60th %	50th %
Ideal	4:49	4:50	4:39	4:32	4:13
Historic	6:04	5:16	4:46	4:23	4:04
Projected	7:14	6:03	5:19	4:31	3:41

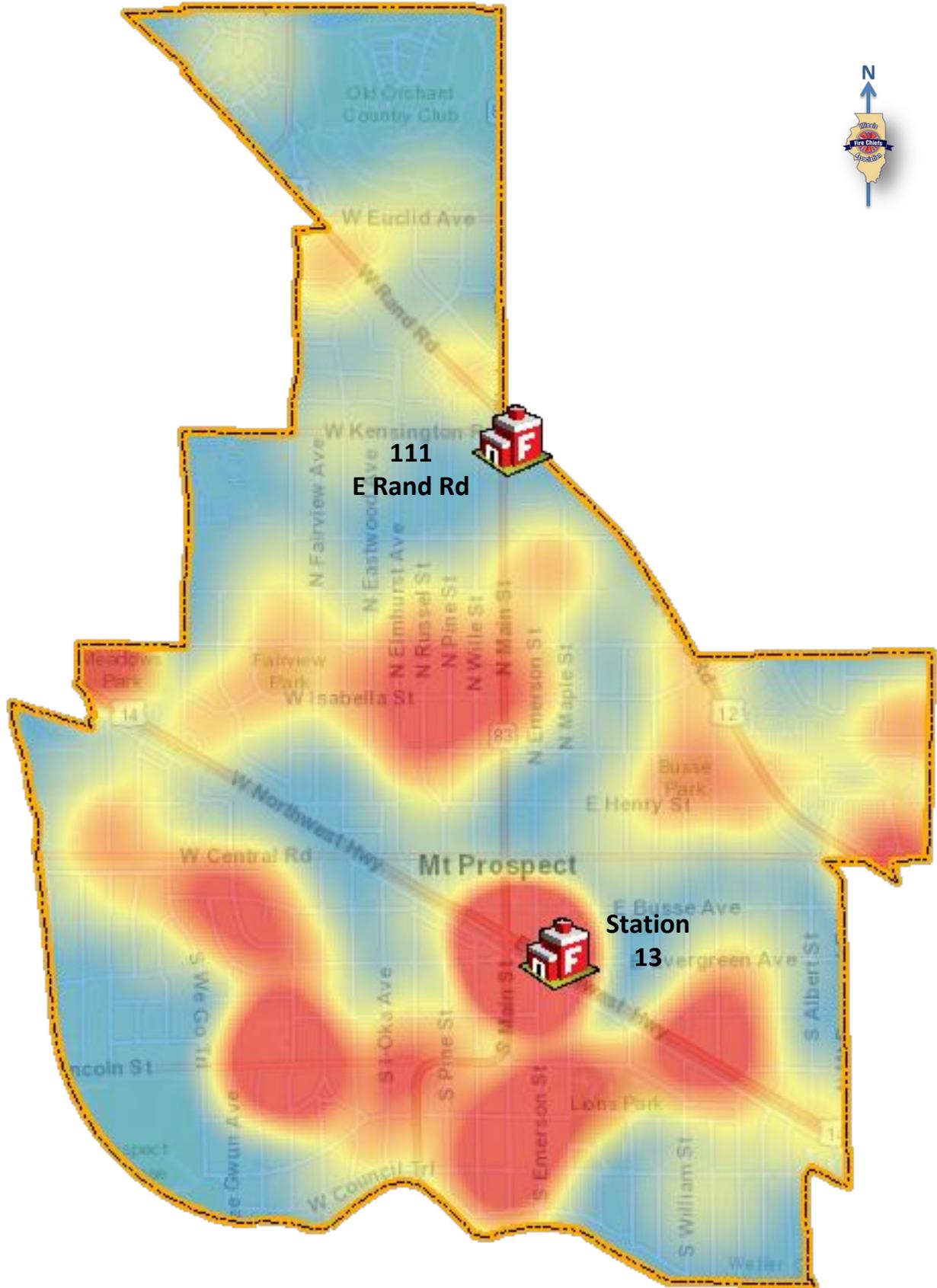


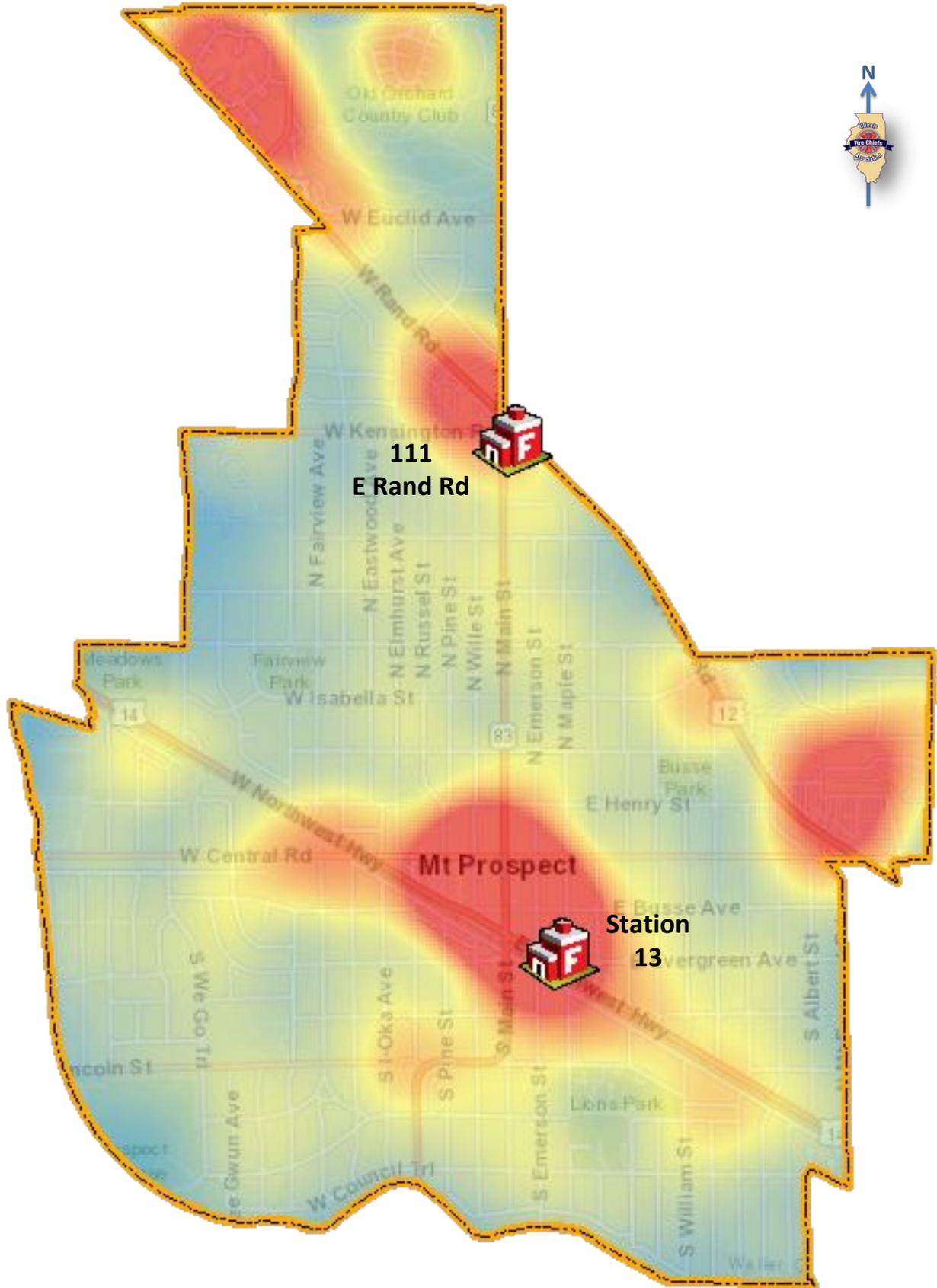


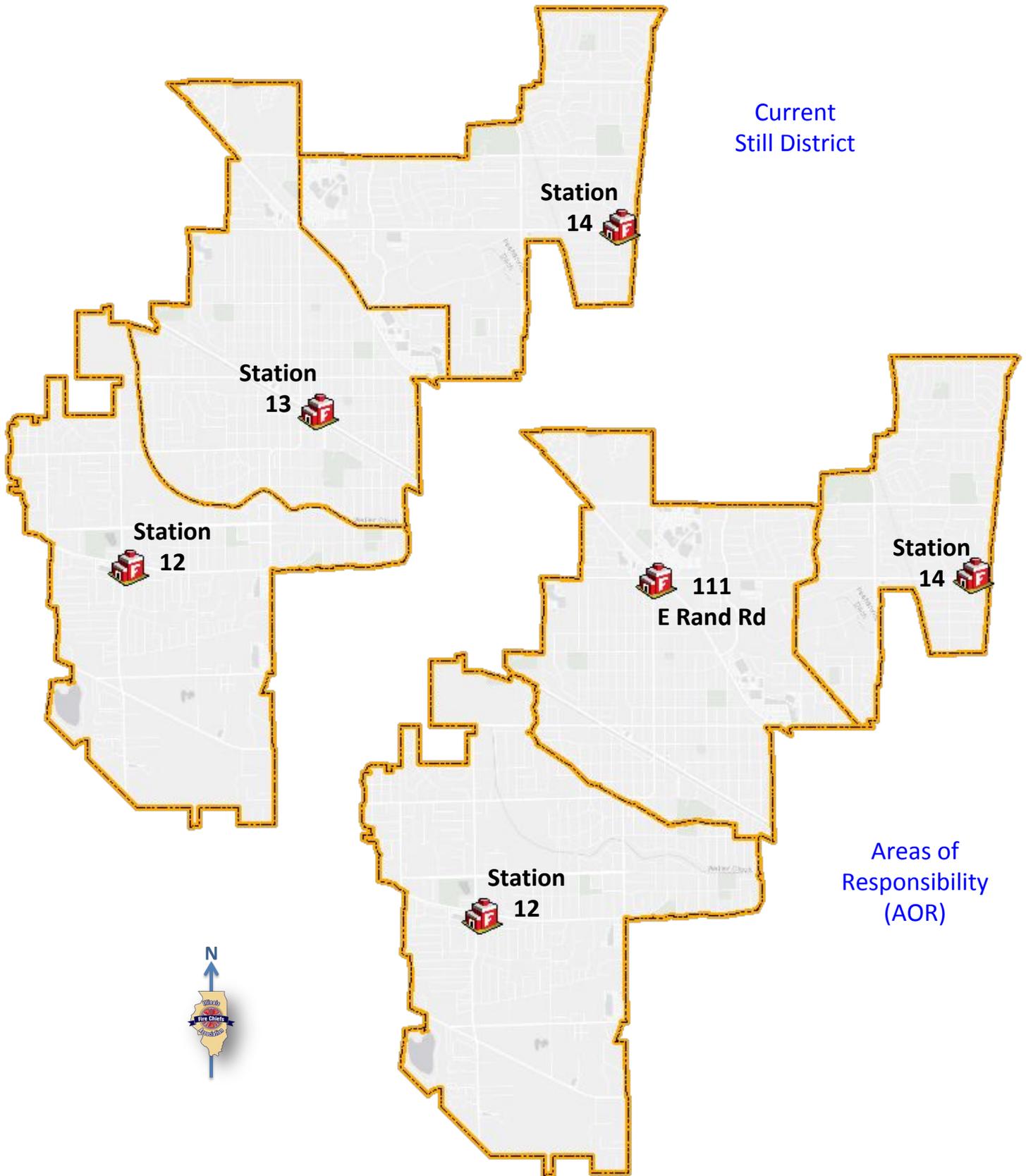
Response Time (mm:ss)

	90th %	80th %	70th %	60th %	50th %
Ideal	4:50	4:20	3:58	3:42	3:28
Historic	8:16	6:52	6:00	5:24	4:48
Projected	9:07	7:28	6:13	5:11	4:16











		90th	80th	70th	60th	50th
District	Still	00:04:35	00:03:42	00:03:00	00:02:37	00:02:22
	AOR	00:03:33	00:03:06	00:02:48	00:02:31	00:02:18
Station 12	Still	00:03:33	00:02:56	00:02:35	00:02:22	00:02:16
	AOR	00:03:41	00:03:11	00:02:47	00:02:30	00:02:21
Station 13	Still	00:04:03	00:03:24	00:02:42	00:02:35	00:02:15
	AOR	00:03:21	00:02:58	00:02:46	00:02:25	00:02:12
Station 14	Still	00:05:12	00:04:46	00:04:26	00:04:01	00:03:34
	AOR	00:03:48	00:03:27	00:03:05	00:02:52	00:02:35





		90th	80th	70th	60th	50th
District	Still	00:04:31	00:03:24	00:02:48	00:02:33	00:02:16
	AOR	00:03:27	00:03:12	00:02:50	00:02:32	00:02:16
Station 12	Still	00:03:20	00:02:57	00:02:42	00:02:24	00:02:16
	AOR	00:03:25	00:03:11	00:02:49	00:02:35	00:02:17
Station 13	Still	00:02:51	00:02:32	00:02:13	00:01:59	00:01:53
	AOR	00:03:21	00:03:12	00:02:44	00:02:15	00:02:05
Station 14	Still	00:05:12	00:04:55	00:04:40	00:04:14	00:03:53
	AOR	00:03:53	00:03:22	00:03:11	00:02:45	00:02:22





		90th	80th	70th	60th	50th
District	Still	00:04:33	00:03:40	00:02:59	00:02:37	00:02:22
	AOR	00:03:33	00:03:06	00:02:49	00:02:32	00:02:20
Station 12	Still	00:03:32	00:02:56	00:02:35	00:02:22	00:02:16
	AOR	00:03:41	00:03:11	00:02:48	00:02:30	00:02:22
Station 13	Still	00:04:03	00:03:27	00:02:43	00:02:37	00:02:17
	AOR	00:03:21	00:02:58	00:02:47	00:02:26	00:02:12
Station 14	Still	00:05:06	00:04:44	00:04:25	00:03:55	00:03:27
	AOR	00:03:48	00:03:27	00:03:05	00:02:52	00:02:39





		90th	80th	70th	60th	50th
District	Still	00:04:41	00:03:53	00:03:02	00:02:39	00:02:22
	AOR	00:03:33	00:03:05	00:02:46	00:02:30	00:02:17
Station 12	Still	00:03:39	00:02:54	00:02:36	00:02:22	00:02:17
	AOR	00:03:48	00:03:08	00:02:46	00:02:30	00:02:20
Station 13	Still	00:04:17	00:03:18	00:02:41	00:02:22	00:02:03
	AOR	00:03:20	00:02:55	00:02:42	00:02:25	00:02:11
Station 14	Still	00:05:22	00:05:00	00:04:36	00:04:18	00:03:53
	AOR	00:03:49	00:03:24	00:03:05	00:02:48	00:02:20





Created By : Illinois Fire Chiefs Association
www.illinoisfirechiefs.org
(847) 966-0732
dslivinski@illinoisfirechiefs.org

