

**VILLAGE OF DOWNERS GROVE**  
Report for the Village

**9/12/2017**

<b>SUBJECT:</b>	<b>SUBMITTED BY:</b>
42-76 Ogden Avenue - Plat of Subdivision and Special Use with a Variation for a drive-through	Stan Popovich, AICP Director of Community Development

**SYNOPSIS**

The petitioner is requesting approval of a Final Plat of Subdivision to subdivide the existing Downers Grove Market property into three lots and a Special Use with a variation to permit a drive-through for a multi-tenant commercial outlot building.

**STRATEGIC PLAN ALIGNMENT**

The goals for 2015-2017 include *Strong and Diverse Local Economy*.

**FISCAL IMPACT**

N/A.

**RECOMMENDATION**

Approval on the September 19, 2017 active agenda per the Plan Commission's unanimous 7:0 positive recommendation.

**BACKGROUND**

Property Information & Zoning Request

The petitioner is proposing to construct a new 3,800-square-foot two tenant, commercial outlot building on a 0.92 acre site located at the northwest corner of Ogden Avenue and Williams Street. Starbucks will occupy the western 2,100-square-foot space with a drive-through and will relocate from its existing tenant space in the building immediately west of this proposed building, where it currently lacks a drive-through. The eastern 1,700-square-foot space is planned to be a fast casual restaurant.

The drive-through lane will run along the rear (north) and side (west) of the proposed building. Vehicles will enter northeast of the building and exit at the southwest corner. The parking for the entire shopping center is shared amongst all buildings and tenants, with 52 spaces (three of which are handicap accessible) are located on the proposed lot in the immediate vicinity of the building.

A new Williams Street access point that aligns with the existing east-to-west drive-aisle is proposed. The curb-cut and raised median is oriented in a way that allows north- and south-bound traffic on Williams to enter the development, but cars may only exit going southbound onto Williams.

As part of the project, the petitioner will create an outlot for the building. This lot will be created from the existing main Parcel 1/Lot 1 that contains the main building and much of the parking lot.

### Compliance with the Comprehensive Plan

The property is designated as Corridor Commercial in the Comprehensive Plan. Corridor commercial uses include a range of retail, service, office and business activities. These uses serve a dual role by providing for the daily needs of the local residents while having a regional draw. To stay competitive, the Plan calls for reinvestment of the regional commercial areas to retain current businesses and attract new restaurants. The proposed development also achieves the following:

- Expands an existing shopping center and redevelops an under-used parking area
- Improves connectivity by installing a sidewalk to Ogden Avenue and Williams Street that leads to the primary entrance of the building
- Provides an attractive image with enhanced landscaping and screens residential areas to the east

The proposed uses and the proposed plan are consistent with the Comprehensive Plan.

### Compliance with the Zoning Ordinance

The property is zoned B-3, General Services and Highway Business. The proposed coffee shop restaurant with a drive-through use is an allowable Special Use in the B-3 zoning district per Section 5.010 of the Zoning Ordinance. All bulk requirements are met except the drive-through lane setback. A variation from 25 feet to 3.38 feet is proposed. This setback is taken from the property line that abuts the shopping center's internal drive-aisle and parking area.

In addition to the bulk standards, the proposal complies with the following:

- The petitioner is proposing a total of eight stacking spaces in the drive-through lane.
- The parking lot lighting will meet the Village's lighting requirements.
- New landscaping will be installed around the street perimeter of the parking lot, on the internal landscape islands and around the drive-through lane.
- With the addition of the new building, 439 spaces are required for the entire shopping center and 513 are proposed.

### Compliance with the Subdivision Ordinance

The applicant is proposing to subdivide one existing lot into three lots and will meet all requirements of the Subdivision Ordinance. There are no school and park donations required with this application. The proposed development, resulting lots and proposed improvements comply with the Subdivision Ordinance.

### Public Improvements

The proposal includes a total of 1,404 square feet of new landscaped green space on the site, thereby reducing the impervious area and not requiring on-site stormwater detention. Pedestrian connections leading from the building will connect to the existing sidewalks. Additionally, a new water service will be provided for the proposed building to accommodate fire and domestic water service.

### Public Comment

There was no public comment.

The Plan Commission found that the proposal is an appropriate use in the B-3 district, is compatible with the Comprehensive Plan, complies with the Subdivision lot dimensions in Section 20.301 and meets all standards for approval of a Special Use per Section 12.050 of the Zoning Ordinance, and a Variation per Section 28.12.090 of the Zoning Ordinance.

**ATTACHMENTS**

Ordinance

Aerial Map

Staff Report with attachments dated August 7, 2017

Draft Minutes of the Plan Commission Hearing dated August 7, 2017

**ORDINANCE NO. \_\_\_\_\_****AN ORDINANCE AUTHORIZING A SPECIAL USE FOR 42-76 OGDEN AVENUE  
TO PERMIT A DRIVE-THROUGH FOR A MULTI-TENANT COMMERCIAL BUILDING  
WITH A VARIATION**

WHEREAS, the following described property, to wit:

**PARCEL 1:**

LOT 1 IN JAMES A. MC CORMICK SUBDIVISION, BEING A SUBDIVISION OF ALL THAT PART OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING SOUTH OF THE SOUTH PROPERTY LINE OF 41ST STREET AND NORTH OF THE NORTH PROPERTY LINE OF OGDEN AVENUE (EXCEPT THE EAST 40 FEET AND THE WEST 33 FEET THEREOF), ACCORDING TO THE PLAT THEREOF RECORDED MAY 9, 1969 AS DOCUMENT R69-20009, IN DUPAGE COUNTY, ILLINOIS.

**PARCEL 2:**

A NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 1 AS GRANTED IN DEED IN TRUST DATED MAY 5, 1969 AND RECORDED MAY 13, 1969 AS DOCUMENT R69-20706, FROM JAMES J. NACK TO AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, A NATIONAL BANKING ASSOCIATION, AS TRUSTEE UNDER TRUST NUMBER 26980 AND AS RESERVED IN DEED IN TRUST FROM JAMES J. NACK TO LA SALLE NATIONAL BANK, A NATIONAL BANKING ASSOCIATION, AS TRUSTEE UNDER TRUST NUMBER 37612 DATED MAY 5, 1969 AND RECORDED MAY 13, 1969 AS DOCUMENT R69-20702 AND AMENDED AND ABROGATED BY ABROGATION OF CONDITION IN DEED MADE BY JAMES J. NACK TO LA SALLE NATIONAL BANK, A NATIONAL BANKING ASSOCIATION, AS TRUSTEE UNDER TRUST NUMBER 37612 DATED OCTOBER 2, 1973 AND RECORDED DECEMBER 28, 1973 AS DOCUMENT R73-77260, FOR PEDESTRIAN AND VEHICULAR ACCESS AND ROADWAY PURPOSES OVER THE EASTERLY 34 FEET OF LOT 2 (EXCEPT ALONG THE EAST WALL OF THE COMMERCIAL BUILDING CONSTRUCTED ON LOT 2, SAID EAST WALL BEING 33 FEET SOUTH OF THE NORTH LOT LINE OF LOT 2 AND EXTENDING FOR A DISTANCE OF 175 FEET, PLUS A 10 FOOT SIDEWALK, THE EASEMENT SHALL BE THE EASTERLY 30 FEET OF LOT 2) IN JAMES A. MCCORMICK SUBDIVISION, BEING A SUBDIVISION OF ALL THAT PART OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING SOUTH OF THE SOUTH PROPERTY LINE OF 41ST STREET AND NORTH OF THE NORTH PROPERTY LINE OF OGDEN AVENUE (EXCEPT THE EAST 40 FEET AND THE WEST 33 FEET THEREOF), ACCORDING TO THE PLAT THEREOF RECORDED MAY 9, 1969 AS DOCUMENT R69-20009, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as: 42-76 Ogden Avenue, Downers Grove, IL 60515

Pins: 09-04-112-034 and 09-04-112-035

(hereinafter referred to as the "Property") is presently zoned in the "B-3, *General Services and Highway*

*Business District*" under the Comprehensive Zoning Ordinance of the Village of Downers Grove; and

WHEREAS, the owner of the Property has filed with the Plan Commission, a written petition conforming to the requirements of the Zoning Ordinance, requesting that a Special Use per Section 28.12.050 of the Zoning Ordinance be granted to permit a drive-through for a multi-tenant commercial building including the following Variation:

1. Variation per Section 28.12.090; *Drive-through Side Setback Requirements*, to decrease the required drive-through setback from twenty-five (25) feet to three feet, four and a half inches (3', 4.5").

WHEREAS, such petition was referred to the Plan Commission of the Village of Downers Grove, and said Plan Commission has given the required public notice, has conducted a public hearing for the petition on August 7, 2017 and has made its findings and recommendations, all in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove; and,

WHEREAS, the Plan Commission has recommended approval of the Special Use and Variation, subject to certain conditions; and,

WHEREAS, the Village Council finds that the evidence presented in support of said petition, as stated in the aforesaid findings and recommendations of the Plan Commission, is such as to establish the following:

1. That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;
2. That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.
3. That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.

WHEREAS, the Village Council finds that the evidence presented in support of said petition, as stated in the aforesaid findings and recommendations of the Plan Commission, is such as to establish the standards for granting a variation per Section 28.12.090.G have been met; and,

1. No variation may be approved unless the variation to be approved is consistent with the spirit and intent of this zoning ordinance and that strict compliance with the subject provisions would result in practical difficulties or particular hardships for the subject property owner.
2. The consideration of whether a variation request has met the standards of practical difficulties or particular hardships must include all of the following findings from the evidence presented:

- a. the subject property cannot yield a reasonable return if required to comply with the regulations that apply to it;
  - b. the plight of the owner is due to unique circumstances; and
  - c. the variation, if granted, will not alter the essential character of the locality.
3. In addition, the hearing body must also take into consideration the extent to which the following facts, favorable to the property owner, have been established by the evidence presented:
  - a. that the physical surroundings, shape, or topographical conditions of the subject property would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out;
  - b. that the conditions leading to the need of the requested variation are not applicable, generally, to other properties within the same zoning classification;
  - c. that the alleged difficulty or hardship was not created by the current property owner;
  - d. that the proposed variation will not impair an adequate supply of air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety, or substantially diminish or impair property values within the neighborhood;
  - e. that the proposed variation will not alter the essential character of the area; and
  - f. that the granting of the variation will not confer on the subject property owner any special privilege that is not available to other properties or structures in the same district.

NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of Downers Grove, in DuPage County, Illinois, as follows:

SECTION 1. That Special Use of the Property is hereby granted to allow a drive-through for a multi-tenant commercial building with a setback variation.

SECTION 2. This approval is subject to the following conditions:

1. The proposed Final Plat of Subdivision request for a coffee shop restaurant with a drive-through use shall substantially conform to the attached proposed Downers Market Multi-tenant building engineering drawings prepared by Craig R. Knoche & Associate Civil Engineers, PC dated July 4, 2017, last revised August 1, 2017, the architectural drawings prepared by JTS Architects dated January 24, 2014, last revised August 1, 2017, and the Downers Grove Market Resubdivision, prepared by Craig R. Knoche & Associate Civil Engineers, PC dated July 4, 2017, except as such plans may be modified to conform to Village codes, ordinances, and policies.
2. All signs must meet the requirements of the Sign Ordinance.

3. The building shall be equipped with an automatic fire suppression system and an automatic and manual fire alarm system.
4. A curbed "pork-chop" shall be installed at the  $\frac{3}{4}$  access point to Williams Street. Vehicles exiting the site shall be prohibited from turning left (northbound) onto Williams Street.
5. The EFIS on the building shall be maintained in accordance with the Village's currently adopted edition of the International Property Maintenance Code.

SECTION 3. The above conditions are hereby made part of the terms under which the Special Use is granted. Violation of any or all of such conditions shall be deemed a violation of the Village of Downers Grove Zoning Ordinance, the penalty for which may include, but is not limited to, a fine and/or revocation of the Special Use granted herein.

SECTION 4. It is the Petitioner's obligation to maintain compliance with all applicable Federal, State, County and Village laws, ordinances, regulations, and policies.

SECTION 5. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

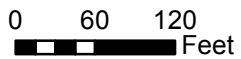
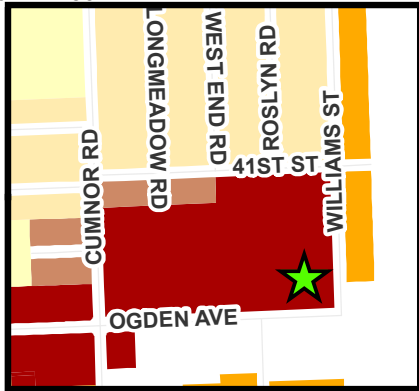
\_\_\_\_\_  
Mayor

Passed:

Published:

Attest: \_\_\_\_\_

Village Clerk



**42-76 Ogden Avenue - Location Map**





**VILLAGE OF DOWNERS GROVE  
REPORT FOR THE PLAN COMMISSION  
AUGUST 7, 2017 AGENDA**

<b>SUBJECT:</b>	<b>TYPE:</b>	<b>SUBMITTED BY:</b>
17-PLC-0022 42-76 Ogden Avenue Downers Grove Market	Final Plat of Subdivision and Special Use in conjunction with a Variation for a drive-through	Scott Williams Planner

**REQUEST**

The petitioner is requesting approval of a Final Plat of Subdivision to subdivide the existing property into three lots and a Special Use with a variation to permit a drive-through for a multi-tenant commercial outlot building at Downers Grove Market, 42-76 Ogden Avenue.

**NOTICE**

The application has been filed in conformance with applicable procedural and public notice requirements.

**GENERAL INFORMATION**

**OWNER:** IRC Downers Grove Marketplace, LLC  
814 Commerce Drive, Suite 800  
Oak Brook, IL 60523

**APPLICANT:** Agent: Pam Sullins  
IRC Retail Centers  
814 Commerce Drive, Suite 300  
Oak Brook, IL 60523

**PROPERTY INFORMATION**

**EXISTING ZONING:** B-3, General Services and Highway Business  
**EXISTING LAND USE:** Multi-tenant Shopping Center  
**PROPERTY SIZE:** 459,986 square feet (10.56 acres)  
**PINS:** 09-04-112-034, -035

**SURROUNDING ZONING AND LAND USES**

	<b>ZONING</b>	<b>FUTURE LAND USE</b>
<b>NORTH:</b>	R-3, Residential Detached House 3	Single Family Detached
<b>SOUTH:</b>	Village of Westmont Commercial Zoning	N/A
<b>EAST:</b>	R-4, Residential Detached House 4 Village of Westmont Commercial Zoning	Single Family Detached N/A
<b>WEST:</b>	B-3, General Services and Highway Business R-5A, Residential Attached House 5A	Corridor Commercial Corridor Commercial

**ANALYSIS**

**SUBMITTALS**

This report is based on the following documents, which are on file with the Department of Community Development:

1. Application/Petition for Public Hearing
2. Project Summary
3. ALTA/ACSM Land Title Survey
4. Final Plat of Subdivision
5. Reciprocal Easement Agreement
6. Architectural Plans
7. Engineering Plans
8. Traffic Impact Study
9. Letters to neighbors across from the new access point

**PROJECT DESCRIPTION**

The petitioner is proposing to construct a new 3,800 square foot commercial outlot building on the 10.56 acre shopping center site located at the northwest corner of Ogden Avenue and Williams Street. There would be two tenants: the western 2,100 square foot space would be served by the drive-through and occupied by Starbucks. This Starbucks would be relocating from an existing tenant space in the outlot building immediately west of this proposed building where it currently lacks a drive-through. The eastern 1,700 square foot space would be a fast casual restaurant yet to be determined. The subject property is commonly known as the Downers Grove Market, which is zoned B-3, General Services and Highway Business. The petitioner is requesting approval of the following items:

1. Final Plat of Subdivision to subdivide two assessment lots into three new lots of record
2. Special Use for the proposed Starbucks drive-through, pursuant to Section 28.7.130 of the Zoning Ordinance where a drive-through is listed as a permitted Special Use in the B-3 zoning district and;
3. Setback variation in conjunction with the Special Use for the proposed drive-through, pursuant to Section 28.12.090. The petitioner is requesting a three-foot, four and half inch setback for the drive-through lane adjacent to the north property line where 25 feet is required.

In addition to the principal retail building that sits on the north side of the property, there is an existing multi-tenant outlot building with frontage on Ogden Avenue. The two existing buildings contain approximately 105,346 square feet of retail and restaurant commercial space. Approximately 562 parking spaces are currently available throughout the shopping center.

Site Layout

The petitioner is proposing to construct the multi-tenant commercial building at the southeast corner of the shopping center, to the east of the existing outlot building separated by three parking rows and two drive aisles. Immediately south of the proposed building will be a patio for outdoor seating. The trash enclosure will be located to the northwest of the building and accessed from the main east-west drive aisle for the existing shopping center.

The drive-through lane will run along the rear and side (west) of the proposed building. Vehicles will enter at the northeast corner of the building and exit at the southwest corner. The drive-through lane is designed to accommodate eight vehicles, as required. The parking for the entire development is shared amongst all buildings and tenants, although 52 spaces (three of which are handicap accessible) are located on the proposed lot in the immediate vicinity of the building. New landscaping will be installed around the street perimeter of the parking lot, on the internal landscape islands and around the drive-through lane.

A new Williams Street access point that aligns with the existing east-west drive-aisle is proposed. The curb-cut and raised median is oriented in a way that allows north and south-bound traffic on Williams to enter, but only right turns going southbound exiting the site is permitted.

The building will be a one-story building with brick, stone, and EIFS exteriors. The cornices and parapet will provide 100% mechanical screening. Other features include metal canopies and lighting accents. The building's design and materials are complimentary with the existing shopping center and should enhance the visual appeal of the shopping center.

The proposed Starbucks coffee shop will be open for the same hours it currently has at its location in the adjacent outlot building. Per the traffic impact study, weekday peak hours are from 7:30 am to 8:30 am and from 5:00 pm to 6:00 pm. The Saturday midday peak hour is from 12:00pm to 1:00PM.

As part of the project, the petitioner will create an outlot for the building. This lot will be carved out of the existing main Parcel 1/Lot 1 that contains the main building and much of the parking.

#### **COMPLIANCE WITH THE COMPREHENSIVE PLAN**

The property is designated as Corridor Commercial in the Comprehensive Plan. Corridor commercial uses include a range of retail, service, office and business activities. These uses serve a dual role of by providing for the daily needs of the local residents while having a regional draw. To stay competitive, the Plan calls for reinvestment of the regional commercial areas to retain current businesses and attract new restaurants. Starbucks already operates out of an existing building in the shopping center, but this new location will provide a drive-through. The other tenant space would attract a new business to the community. The proposed development also achieves the following:

- Expand an existing shopping center and redevelop an under-used parking area
- Improves connectivity by installing a sidewalk to Ogden Avenue and Williams Street that leads to the primary entrance of the building
- Provides an attractive image with enhanced landscaping and screens residential areas to the east

The proposed uses and the proposed plan are consistent with the Comprehensive Plan.

#### **COMPLIANCE WITH THE ZONING ORDINANCE**

The property is zoned B-3, General Services and Highway Business District. The proposed coffee shop restaurant with a drive-through use is listed as an allowable Special Use in this district.

The property is zoned B-3, General Services and Highway Business. The bulk requirements of the proposed development in the B-3 zoning district are summarized in the following table:

<b>Proposed Starbucks</b>	<b>Required</b>	<b>Proposed</b>
<b>Building</b>		
Building South Setback (Street Yard)	75' from Ogden Avenue centerline	117.4 ft.
Building East Setback (Street Yard)	25' Non-Ogden Avenue Street Setback	93.6 ft.
Building North Setback (Side Yard)	0 ft.	31 ft.
Building West Setback (Rear Yard)	0 ft.	80.5 ft.
Height	60 ft. maximum	23.33 ft. (top of parapet)
FAR	0.75	0.10

Landscaped Open Space	10% (3,905 sq. ft.)	26% (9,947 sq. ft.)
Street Yard Landscaped Open Space	50% (1,953 sq. ft.)	145% (5,664 sq. ft.)
<b>Parking</b>		
Street Setback (south)	50 ft. from Ogden Avenue Centerline	57 ft.
Street Setback (east)	8 ft. Non-Ogden Avenue Street Setback	25 ft.
<b>Parking</b>		
Stacking Spaces	8	8
Street Setback (south)	25 ft.	49 ft.
Street Setback (east)	50 ft. <sup>[1]</sup>	67.66 ft.
Rear Setback (west)	25 ft.	85 ft.
<b>Side Setback (north)</b>	<b>25 ft.</b>	<b>3 ft. 4.5 in.*</b>

<sup>[1]</sup>Required setback from abutting residential zoning districts

\*Indicates a variation

### Site Lighting

The proposal includes six new light poles, three of which are back-to-back. The single fixture light poles are located on the eastern property line across the street from residential zoning and they will have a negligible impact on adjacent lots. The parking lot lighting will meet the Village's lighting requirements.

### Parking

A Reciprocal Easement Agreement for Downers Grove Market grants access to all lots through the use of the parking lot, driveways, drive aisles and lanes on the subject property for all tenants, which will be recorded upon approval of these petitions. As such, the parking requirements apply to the Shopping Center as a whole. The proposed Starbucks will reduce the total number of parking stalls to 513 spaces, where 439 spaces are required.

As the stacking requirement is specific to the drive-through use, the Starbucks proposal needs to comply with Village requirements. The petitioner is proposing a total of eight stacking spaces in the drive-through lane, as required.

### Signage

A new monument sign is proposed at the northwest corner of Ogden Avenue and Williams Street. Directional signage to assist with directing vehicles to the drive-through is proposed. All exterior signage will be required to meet the Sign Ordinance requirements.

### **COMPLIANCE WITH THE SUBDIVISION ORDINANCE**

The three commercial lots will meet the minimum lot dimension requirements per Section 20.301 of the Subdivision Ordinance. The lot dimensions are specified in the table below:

<b>Downers Grove Market Resubdivision</b>	<b>Lot Width (req. 100 ft.)</b>	<b>Lot Depth (req. 140 ft.)</b>	<b>Lot Area (req. 10, 500 sq. ft.)</b>
Lot 1 – Principal Retail Buildings	537.62 ft.	624.54 ft.	342,939 sq. ft.
Lot 2 – Existing Outlot	330 ft.	200 ft.	76,846 sq. ft.
Lot 3 – Starbucks Outlot	175.01 ft.	229.61 ft.	40,201 sq. ft.

The petitioner has not requested any exceptions from the Subdivision Ordinance. The petitioner is providing the required five-foot wide public utility and drainage easements along the side lot lines and the ten-foot wide public utility and drainage easements along the rear lot lines, as applicable. There are no school and park donations required with this application.

#### **TRAFFIC AND CIRCULATION**

The proposed use is a complementary use that is not anticipated to have any negative impact on the existing traffic patterns in the area and no roadway improvements or traffic control modifications will be necessary for public intersections. Based on the Institute of Transportation Engineers (ITE) Trip Generation Handbook, a coffee shop with a drive-through has a large number of the generated trips diverted from existing traffic on the area roadways (referred to as "pass-by traffic"). Assuming a worst-case scenario, a 70% pass-by reduction in trip generations was applied to the Starbucks which is already established and operating in the same shopping center.

It should be noted that the proposed Starbucks will have different peak hours compared to the existing and proposed restaurant and retail uses in the shopping center. The primary traffic will be arriving on-site during the morning rush hour when the majority of the shopping center will be vacant. Afternoon peak times also vary including from the attached restaurant use.

The traffic study concludes that the development will have a limited impact on the anticipated level of service (LOS) for the intersections associated with Downers Grove Market. In regards to Ogden Avenue and Williams Street intersection which is not signalized, it will continue to operate with the same LOS with minimal increases in delay. Southbound queues for left-turns would continue to have longest delay because east-west traffic on Ogden is free-flow through this intersection; however, this queue will be 50 feet or less and will not block the proposed access drive.

The intersection of the proposed access drive with Williams Street is projected to operate at LOS A (the best LOS) for all approaches. A no left-turn sign out of the development along with stop sign control is recommended by the traffic impact study. The petitioner will also be providing a curbed "pork-chop" to prevent left (northbound) turns out of this access point.

The drive-through stacking meets village code with 8 stack spaces provided and a lane width that exceeds village code. The site layout has been designed to prevent additional vehicles from stacking into Williams Street. The applicant has also provided a supplemental Starbucks drive-through survey which shows the average delay queue is between seven and eight cars. Staffs finds the drive-through will not negatively impact the traffic in the surrounding area, and staff concurs with the findings of the report.

#### **ENGINEERING/PUBLIC IMPROVEMENTS**

The existing utilities servicing the development are sufficient for the proposed Starbucks. The sidewalk will continue through the proposed driveway at Williams Street. Pedestrian connections leading from the building will connect to the existing sidewalks. Downers Grove Sanitary District has provided conceptual approval of the proposed building. Additionally, new water service will be provided for the proposed building to accommodate fire and domestic water service.

The proposal includes a total of 1,404 square feet of new landscaped green space on the site, thereby reducing the impervious area. No additional on-site stormwater detention is required, and the site will comply with all provisions of the Stormwater Ordinance.

**PUBLIC SAFETY REQUIREMENTS**

The Fire Prevention Division of the Fire Department has reviewed the proposed plans and has adequate access to the proposed building. The proposed building will be fully sprinkled and equipped with a manual and automatic fire alarm system.

**NEIGHBORHOOD COMMENT**

Notice was provided to all property owners 250 feet or less from the property line in addition to posting the public hearing sign and publishing a legal notice in *Downers Grove Suburban Life*. Staff received one informational inquiry regarding the proposal at this time. Attached to this report are two letters sent out by the applicant to the residential neighbors located directly across from the proposed access point.

**FINDINGS OF FACT**

The petitioner is requesting a Final Plat of Subdivision, and a Special Use in Conjunction with a Variation to permit a drive-through. Staff finds that the proposal meets the standards as outlined below:

*Final Plat of Subdivision*

The proposed Final Plat of Subdivision to resubdivide the subject property into three lots meets and exceeds the minimum lot dimension standards of Section and 20.301(c) of the Subdivision Ordinance. The proposal is consistent with surrounding uses and lot sizes. The request is consistent with the Comprehensive Plan and meets the requirements of the Subdivision Ordinance of the Village.

*Special Use*

The applicant is requesting a Special Use approval for a commercial restaurant building with a drive-through. The proposed use meets the standards for granting a Special Use as outlined below:

***Section 28.12.050.H Approval Criteria***

*No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is constituent with and in substantial compliance with all Village Council policies and plans and that the applicant has presented evidence to support each of the following conclusions:*

- 1. That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;*  
The property is located in the B-3, General Service and Highway Business zoning district. Under Section 5.010 of the Zoning Ordinance, a drive-through facility is listed as an allowable Special Use in the B-3 zoning district. This standard has been met.
- 2. That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.*

The proposed restaurant building with a drive-through use provides a desirable service that contributes to the general welfare of the community. The proposed use is also consistent with the Comprehensive Plan's recommendation for reinvestment in corridor commercial areas to remain competitive and providing an enhanced gateway.

The proposal is compatible with surrounding uses and will contribute to the general welfare of the neighborhood and the community. The proposed plan will include a high quality building design with outdoor patio seating. It will also redevelop an under-used parking area with a trash enclosure. This standard is met.

3. *That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*

The proposed development and drive-through facility will not be detrimental to the health, safety or general welfare of persons residing in or working in the vicinity and will not be injurious to property values or improvements in the vicinity. The on-site circulation has been designed in a manner that will separate stacking lanes from drive-aisles and the parking areas. Moreover, landscaping and screening will be added which will create a buffer for the adjacent properties. The proposed use will not be detrimental to the health safety or the general welfare of persons in the vicinity of the site. The proposed drive-through is similar in nature to other commercial uses along Ogden Avenue. This standard is met.

#### ***Section 28.12.090.G Approval Criteria***

Variations require evaluation per Section 28.12.090 of the Municipal Code, *Standards and Review Criteria*: “No variation may be approved unless the variation to be approved is consistent with the spirit and intent of this zoning ordinance and that strict compliance with the subject provisions would result in practical difficulties or particular hardships for the subject property owner. The consideration of whether a variation request has met the standards of practical difficulties or particular hardships must include all of the following findings from the evidence presented:”

- (1) ***The subject property cannot yield a reasonable return if required to comply with the regulations that apply to it.***

The property is currently yielding a reasonable return. However, if the project has to comply with the 25’ drive-through lane setback from the northern property line, then this may reduce the yield of this property as the site would be unsuitable for any type of restaurant that has a drive-through component and will persist as an under-used parking lot. This standard has been met.

- (2) ***The plight of the owner is due to unique circumstances.***

The proposed property is currently a section of a shopping center’s parking lot. Based on the location of the existing access drive, a functional site requires the drive-through facility to be along the northern property line in order to minimize any potential interaction between motorists and pedestrians. This layout allows for optimal circulation patterns for both vehicles and pedestrians and provides the proper number of stacking spaces. This standard has been met.

- (3) ***The variation, if granted, will not alter the essential character of the locality.***

The proposed variation will not alter the essential character of the locality. The area contains many coffee shops/restaurants with drive-throughs. Starbucks is already conducting business on the subject property. The proposed project will enhance the character of the locality by redeveloping a section of the parking lot that will match the existing commercial buildings. This standard has been met.

- (4) ***That the particular physical surroundings, shape, or topographical conditions of the subject property would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.***

The property presents a physical hardship to have safe and adequate site circulation while meeting the required setback for a drive-through facility. Physical conditions of the property do not allow for the proposed project to meet the setback requirements and create an optimal circulation pattern to safely accommodate pedestrians and motorists. The proposed site plan allows for both pedestrians and motorists to utilize the site while only having the petitioner request one variation from the Zoning Ordinance. All other bulk regulations have been met and the variation request meets the spirit and intent of the Zoning Ordinance. This standard has been met.

- (5) ***That the conditions leading to the need of the requested variation are not applicable, generally, to other properties within the same zoning classification.***

The conditions leading to the requested variation are very specific to this property and are not generally found with other properties within the B-3 district or the Village. The subject property is on a proposed corner lot of a shopping center; this condition is not characteristic to other B-3 zoned properties. The proposed site layout acknowledges both motorists and pedestrians by physically placing the drive-through facility along the northern property line separating it from pedestrians. As such, the variation request is only applicable to this property. The proposed site design will meet all other safety and design regulations. This standard has been met.

- (6) ***That the alleged difficulty or hardship was not created by the current property owner.***

There is no particular difficulty or physical hardship associated with the property that has resulted from the actions of the owner. The drive aisles and the arrangement of the parking lot is existing. The setback of the drive-through is based on the adjacent zoning and is more restrictive with a greater setback for residential zoning. The petitioner is requesting a setback variation for the drive-through facility in order to meet the circulation safety, stacking and setback requirements from the Zoning Ordinance and to meet the goals of the Village's Comprehensive Plan. This standard had been met.

- (7) ***That the proposed variation will not impair an adequate supply of air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety, or substantially diminish or impair property values within the neighborhood.***

The approval of the proposed variation will not diminish or impair the property values of similar properties within the neighborhood. Adequate landscaping, screening and buffering will be provided so as to not endanger the public health, safety or welfare. Moreover, the proposed drive-through facility is set on the north side of the subject property and will be adjacent to but separated from the rest of the shopping center's existing parking lot. The granting of the requested variation will not negatively impact the desirability of adjacent properties. This standard has been met.

- (8) ***That the proposed variation will not alter the essential character of the area.***

The granting of a variation will not alter the essential character of the area. The area is a combination of large and small retail establishments. The character will remain the same with the construction of a Starbucks coffee shop and restaurant space in an existing shopping center. This standard has been met.

- (9) ***That the granting of the variation will not confer on the subject property owner any special privilege that is not available to other properties or structures in the same district.***

If this request is granted it will not confer a special privilege to the subject property as there are physical hardships and unique circumstances associated with this property that are not common with the properties found in the same zoning district. All properties located in the B-3 zoning district can apply for a special use for a drive-through facility; however, there are setbacks and safety regulations that each site has to comply with as found in the Zoning Ordinance. The proposed design follows all of the safety regulations by optimizing vehicular and pedestrian circulation when placing the drive-through facility along the northern property line. This property could not accommodate the drive-through facility without a setback variation. This standard has been met.

## **RECOMMENDATIONS**

---

The proposed Final Plat of Subdivision and Special Use with a Variation for the construction of a coffee shop with a drive-through use is compatible with surrounding zoning and land use classifications, meets the standards for Special Use and is consistent with the Comprehensive Plan.

17-PLC-0022, Downers Grove Market (42-76 Ogden Avenue)  
August 7, 2017

Page 9

Based on the findings listed above, staff recommends that the Plan Commission make a positive recommendation to the Village Council regarding 17-PLC-0022 subject to the following conditions:

1. The proposed Final Plat of Subdivision and Special Use with a Variation request for a coffee shop restaurant with a drive-through use shall substantially conform to the attached proposed Downers Grove Market Multi-tenant building engineering drawings prepared by Craig R. Knoche & Associate Civil Engineers, PC dated July 4, 2017, last revised August 1, 2017, the architectural drawings prepared by JTS Architects dated January 24, 2014, last revised August 1, 2017, and the Downers Grove Market Resubdivision, prepared by Craig R. Knoche & Associate Civil Engineers, PC dated July 4, 2017, except as such plans may be modified to conform to Village codes, ordinances, and policies.
2. All signs must meet the requirements of the Sign Ordinance.
3. The building shall be equipped with an automatic suppression and an automatic and manual fire alarm system.
4. A curbed "pork-chop" shall be installed at the  $\frac{3}{4}$  access point to Williams Street. Vehicles exiting the site shall be prohibited from turning left (northbound) onto Williams Street.

Staff Report Approved By:

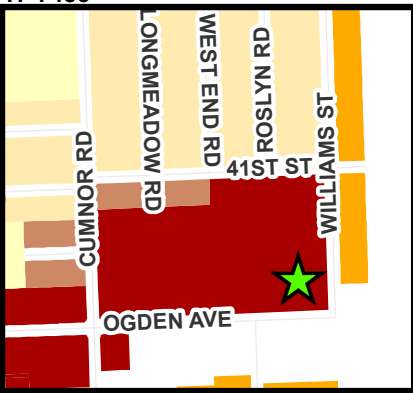


---

Stanley J. Popovich, AICP  
Director of Community Development

SP; sw  
-att

P:\P&CD\PROJECTS\PLAN COMMISSION\2017 PC Petition Files\17-PLC-0022 - 42 Ogden - Plat of Subdivision, Special Use, Variation\Staff Report 17-PLC-0022.doc



0 60 120 Feet

42-76 Ogden Avenue - Location Map





TO: Village of Downers Grove

FROM: Pam Sullins, IRC Senior Project Manager

DATE: 7/6/17

RE: **DOWNERS GROVE MARKET SHOPPING CENTER/Project Summary/Petition for creation of an out parcel for development, with a 1) Plat of Subdivision, 2) Special Use Permit (Drive Thru for Starbuck's in the new out parcel building) and 3) Rear Yard Setback Variance along north Property Line of proposed out parcel lot.**

**General:** IRC Retail Centers is the owner of the above referenced shopping center (the "Shopping Center") in the Village. The Shopping Center is zoned in the Village's B-3 General Services and Highway Business.

**Summary of Petition:** Applicant seeks approval for:

- 1) **Plat of Subdivision: Obtain approval for the Plat of Subdivision where we request creating the separate .956 Acre out parcel containing a proposed building with a proposed 3,800 SF building (assumed to have 2 proposed tenants; Starbuck's 2,000 SF WITH a Drive-thru and 1,800 SF "fast casual" restaurant).**
- 2) **Special Use Permit/Proposed Drive Thru for the Starbuck's and as per Article 5, section 5.100 "other use category" of Chapter 28 Zoning Code the Starbuck's Drive Thru requires the special use permit. The stacking requirements are met with proposed number of stacking. (Starbuck's will move from their existing location in the small strip center adjacent to the new location with a proposed Drive-Thru.) Owner plans to backfill their existing location with another retail use.**
- 3) **Obtain a Variance for Rear Yard Setback; Chapter 28 Zoning Code, Article 3, section 3.030 Lot and Building Regulations (we meet all the building setbacks, but we need a variance of rear yard setback). We are required to have a 25' buffer from back of curb to lot line and we are only proposing 3'4.5". Therefore, we are requesting a 21'7.5" variance in required buffer.**

**Layout configuration of out parcel and modifications to center:**

- 1) The proposed Site Plan meets building setback requirements, inter-connectivity with pedestrian walk-ways planned from out parcel to Williams Street and Ogden Avenue. Each parcel in the Plat of Subdivision is self-parked and meets parking ratio requirements.

Village of Downers Grove

Page two

From: Pam Sullins 7/6/17

- 2) As part of the proposed-out parcel development for the Starbuck's with a Drive-Thru, application/owner seeks approval for a 3-way cut/enter/exit off Williams (limited to 3-way which would prohibit anyone from existing and going northbound on Williams). To support this request, a Traffic Study Analysis of the volume of traffic (existing AND proposed) was conducted by KLOA Traffic Consultants and a copy of that analysis is part of the project submittal. In summary, the study found no negative impact from the proposed 3-way access point.
- 3) The out parcel also proposes the addition of a monument sign in the SEC of the out-parcel lot and will be for those two tenants in the proposed-out parcel building. The placement of the monument sign meets the setbacks and the distance between signs as required by code.

**Zoning Ordinance Standards:**

Applicant believes the proposed requests meets the standards of section 28.1607(a) for a Plan Commission Recommendation:

- 1) Meets standards of Article XVI: Yes
- 2) Departures from Ordinances: Variance for rear yard setback (which faces internal part of center, so isn't obstructive and there will be adequate landscaping and pedestrian highlighted walkways).
- 3) Adequacy of Public Services, Traffic Control, Light and Air: non-issue because we will install required fire safety fire hydrants and most of the circulation of traffic is internal off the main Ogden thoroughfare.
- 4) Conformity with Planning Objectives of Village: We worked with Staff to address and plan for a building that ties into what is already in the center and therefore ties in very nice with overall look of it.

Applicant further states the proposed requests meet the standard of Section 28.1607(b) for Village Council approvals:

- 1) Necessary or Desirable use: Yes, in compliance
- 2) Not detrimental to Health, Safety, Property Values: Yes, in compliance
- 3) Planned Development or Permitted Use: Yes, in compliance
- 4) Not Detrimental to Orderly Development: No
- 5) Not Injurious to Enjoyment of other Property: No
- 6) No Impediment to Development of Adjoining Land: No

Village of Downers Grove

Page two

From: Pam Sullins 7/6/17

- 7) Adequate Roads, Drainage: Yes, in compliance
- 8) Adequate Parking: Yes, in compliance
- 9) Conforms to Zoning District: Yes, in compliance

**Pam Sullins**

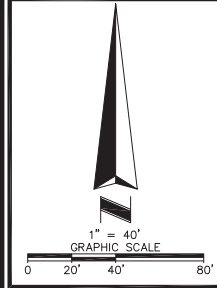
Senior Construction Project Manager

IRC Retail Centers  
814 Commerce Drive, Suite 300  
Oak Brook, Illinois 60523  
(d) 630.451.8559  
(p) 877.206.5656  
(f) 630.812.7999  
[sullins@ircetailcenters.com](mailto:sullins@ircetailcenters.com)  
[www.ircetailcenters.com](http://www.ircetailcenters.com)

[Twitter](#) | [LinkedIn](#) | [Facebook](#)

*Focused on Retail. Centered on Value.*

6Di NORTH ARROW & SCALE

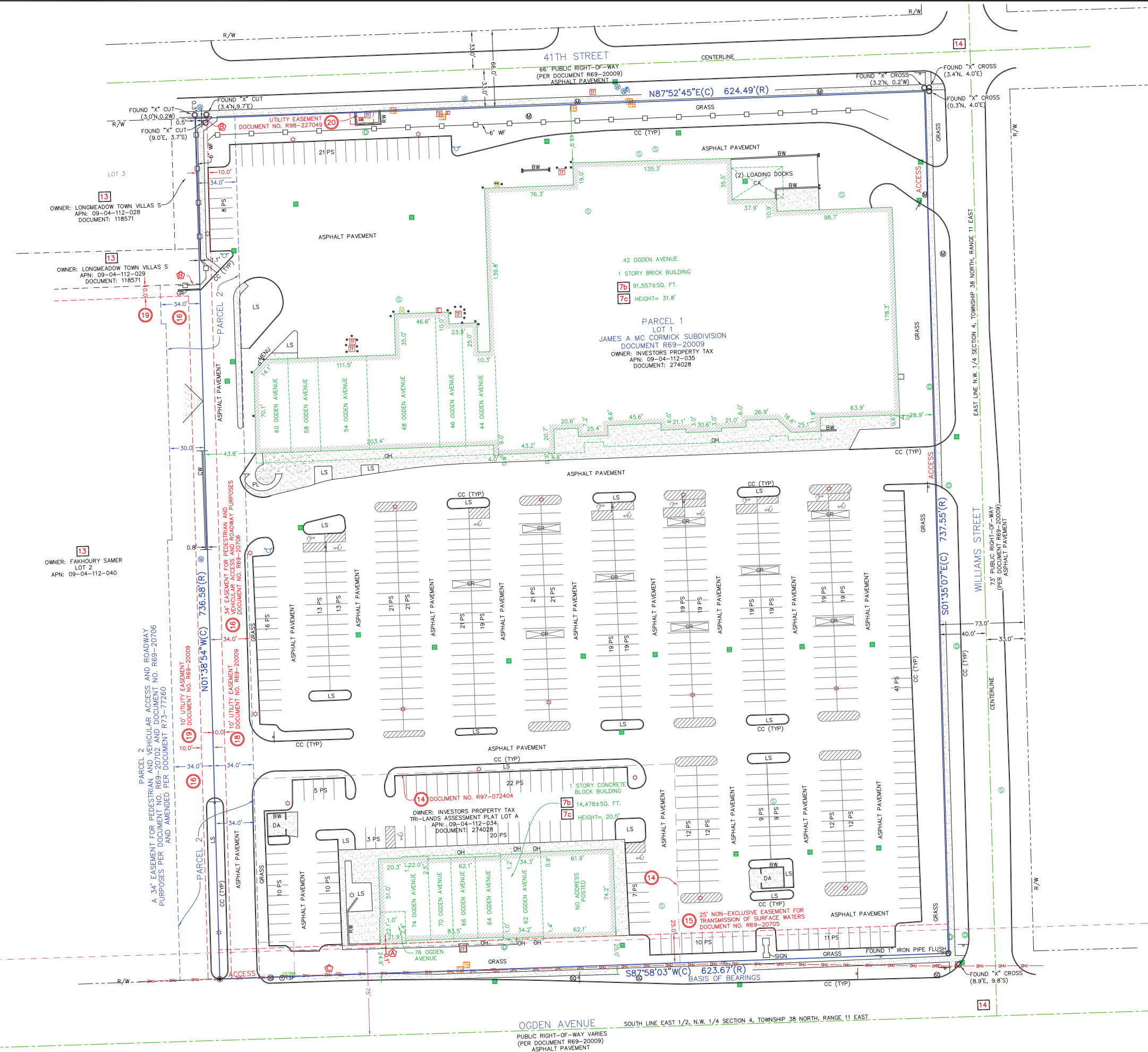


SHEET 2 OF 2

6DiB LEGEND AND ABBREVIATIONS

	CONCRETE SURFACE		BRICK WALL
	NO PARKING AREA		CALCULATED DIMENSION
	HANDICAP PARKING		CONCRETE CURB
	BOLLARD		CONCRETE WALL
	CATCH BASIN		COVERED AREA
	ELECTRIC BOXES/STRUCTURES		DOCUMENT R69-20009
	ELECTRIC TRANSFORMER		GUARD RAIL
	FIBER OPTIC UTILITY MARKER		LANDSCAPED AREA
	FIRE HYDRANT		OVERHANG
	GAS VALVE		PARKING SPACE
	LIGHT POLE		PLANTER
	MANHOLE (UNKNOWN)		RETAINING WALL
	RECOVERED MONUMENT AS NOTED		RIGHT OF WAY
	SANITARY MANHOLE		SQ. FT.
	SET "X" CUT		TYPICAL
	SIGN		WOOD FENCE
	STORM MANHOLE		
	TELEPHONE BOXES/STRUCTURES		
	TRAFFIC SIGNAL MANHOLE		
	TRAFFIC SIGNAL POST		
	UTILITY POLE		
	WATER MANHOLE		
	WATER VALVE		
	OVERHEAD UTILITY LINE		
	WOOD FENCE		

TOTAL LOADING DOCKS = 2



6Dvi ALTA/ACSM LAND TITLE SURVEY  
 2 OF  
 DOWNERS GROVE MARKET  
 42 OGDEN AVENUE  
 DUPAGE COUNTY DOWNERS GROVE, ILLINOIS

**ASCM**  
 AMERICAN SURVEYING & MAPPING INC.  
 3191 MACQUIRE BLVD., SUITE 200 ORLANDO, FLORIDA 32803  
 PHONE (407) 226-7979 WWW.ASCMSURV.COM



Sheet 2 of 2

Date: 7-4-17  
File: 17-028RP2  
Job: 17-028

Craig R. Knoche & Associates  
Civil Engineers  
Surveyors  
Land Planners  
Registered Design Firm 078  
24 North Summit Street • Geneva, Illinois 60134 • Phone (630) 845-1279 • Fax (630) 845-1275



Prepared for:  
HCC Retail Centers

Plat of Resubdivision

Ownwe's Certificate

State of Illinois }  
County of DuPage } S.S.

This is to certify that Inland Downer's Grove Marketplace L.L.C. is the owner of the lands shown and described in the annexed Plat and has, as such owner, caused the same to be surveyed, subdivided and platted as shown for the uses and purposes therein set forth and does hereby acknowledge and adopt the same under the style and title thereon shown. It is further certified that the platted lands fall within the boundaries of Downer's Grove Elementary School District 58 and Community High School District 99.

dated at Oak Brook, Illinois this \_\_\_day of \_\_\_\_\_, A.D.2017.

by: \_\_\_\_\_  
(manager)

Notary's Certificate

State of Illinois }  
County of DuPage } S.S.

I, \_\_\_\_\_, a notary public in and for the County and State aforesaid do hereby certify that \_\_\_\_\_ as Manager of Inland Downer's Grove Marketplace L.L.C., who is personally known to me to be the same person whose name is subscribed to the foregoing certificate, appeared before me this day in person and acknowledged the execution of the annexed plat and accompanying instrument as being pursuant to authority given and as their free and voluntary act and as the free and voluntary act of Inland Downer's Grove L.L.C.

Given under my hand and notarial seal this \_\_\_day of \_\_\_\_\_, A.D.2017.

\_\_\_\_\_  
notary public

Director of Community Development's Certificate

State of Illinois }  
County of DuPage } S.S.

Approved by the Village of Downers Grove Director of Community Development this \_\_\_day of \_\_\_\_\_, A.D.2017.

by: \_\_\_\_\_  
(Director of Community Development)

Downer's Grove Sanitary District Certificate

State of Illinois }  
County of DuPage } S.S.

I, \_\_\_\_\_, Collector of the Downers Grove Sanitary District, 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 of land included in this Plat.

by: \_\_\_\_\_  
(Downer's Grove Sanitary District)

Village Collector's Certificate

State of Illinois }  
County of DuPage } S.S.

I, \_\_\_\_\_, Collector for the Village of Downer's Grove, 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 of land, included in this plat.

by: \_\_\_\_\_  
(Village Collector)

Village Council's Certificate

State of Illinois }  
County of DuPage } S.S.

The Mayor and Village Clerk of the Village of Downer's Grove, Illinois hereby certify that said council has duly approved this Plat of Resubdivision attached hereto by ordinance \_\_\_\_\_, duly authenticated and passed this \_\_\_day of \_\_\_\_\_, A.D.2017.

by: \_\_\_\_\_  
(Mayor)

attest: \_\_\_\_\_  
(Village Clerk)

County Clerk's Certificate

State of Illinois }  
County of DuPage } S.S.

I, Paul Hinds, County Clerk in and for the County and State aforesaid find no redeemable tax sale, unpaid forfeiture taxes or unpaid current taxes against any of the land included in the annexed plat. I further certify that I have received all statutory fees in connection with said plat.

Given under my hand and the seal of the county this \_\_\_day of \_\_\_\_\_, A.D.2017.

\_\_\_\_\_  
County Clerk

Recorder's Certificate

State of Illinois }  
County of DuPage } S.S.

This instrument, no. \_\_\_\_\_, was filed for record in the Recorder's Office of Du Page County, Illinois this \_\_\_day of \_\_\_\_\_, A.D.2017 at \_\_\_\_\_o'clock \_\_\_\_\_m., and was recorded as Document \_\_\_\_\_.

\_\_\_\_\_  
Recorder of Deeds

This plat has been approved by the Illinois Department of Transportation with respect to roadway access pursuant to Illinois Compiled Statutes ch. 765, sec. 205/2; however, a highway permit is required of the owner of the property. A plan that meets requirements contained in the Department's 'Policy on Permits for Access Driveways to State Highways' will be required.

\_\_\_\_\_  
District Engineer

State of Illinois }  
County of DuPage } S.S.

This is to certify that I, John Cole Helfrich, an Illinois Professional Land Surveyor, have surveyed, resubdivided and platted for the uses and purposes therein set forth the following described lands:

Lot 1 of James A. McCormick Subdivision, being a subdivision of all that part of the east half of the northwest quarter of Section 4, Township 38 north, Range 11 east of the Third Principal Meridian lying south of the south property line of 41st Street and north of the north property line of Ogden Avenue (except the east 40 feet and the west 33 feet thereof in DuPage County, Illinois.

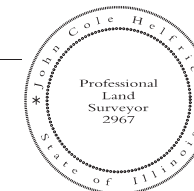
All dimensions are given in feet and decimal parts thereof.

I further certify that the lands described above lie within the corporate limits of the Village of Downer's Grove, Illinois which has authorized a comprehensive plan and is exercising the special powers authorized by Division 12 of Article 11 of the Illinois Municipal Code.

I further certify that the Federal Emergency Management Agency FIRM Community Panel 17043C0902H, with an effective date of December 16, 2004 indicates that the above described property lies within an area designated as Zone X. Zone X is defined as "areas determined to be outside the 0.2% annual chance floodplain."

Given under my Hand and Seal this \_\_\_day of \_\_\_\_\_, A.D.2017.

\_\_\_\_\_  
Illinois Professional Land Surveyor 2967  
exp. 11-30-16



PUBLIC UTILITY EASEMENT DECLARATION

A perpetual easement is hereby reserved for and granted to the Village of Downer's Grove, an Illinois municipal corporation, and those public utility and other companies operating under franchise agreements granting them rights from the Village of Downer's Grove, including but not limited to, Commonwealth Edison Company, AT & T, Nicor Gas Company, and Comcast Cable Communication, Inc., together with their respective successors and assigns (the "Grantees"), for the installation, modification, construction, reconstruction, replacement, alteration, enlargement, operation, inspection, repair, maintenance, relocation, renewal and removal of facilities, improvements and appurtenances to serve these and other lands with various public utilities transmission and distribution systems, including without limitation, from time to time, electricity, sounds and signals, cable television, communication, telephone, gas pipelines, water pipelines, storm and sanitary sewers, storm water detention and retention facilities, and storm water drainage, together with any and all necessary lines, cables, mains, manholes, hydrants, catch basins, connections, pipes, appliances, and other structures and appurtenances as may be deemed necessary, in, across, along, over, under, and upon the areas hereon identified as "Public Utility Easement Granted Hereby," together with the right to install required service connections under the surface of each lot to serve improvements thereon; and together with the right to enter upon the property with such personnel and equipment as may be deemed necessary for all such uses and purposes.

No obstruction or structure shall be erected or located, nor shall any trees be planted, over said easement areas, nor shall any other activities be undertaken that unreasonably interfere with the Grantees' intended use thereof, but the same may be used for landscaping, fencing, parking or other purposes if such use does not then or later interfere with the aforementioned purposes.

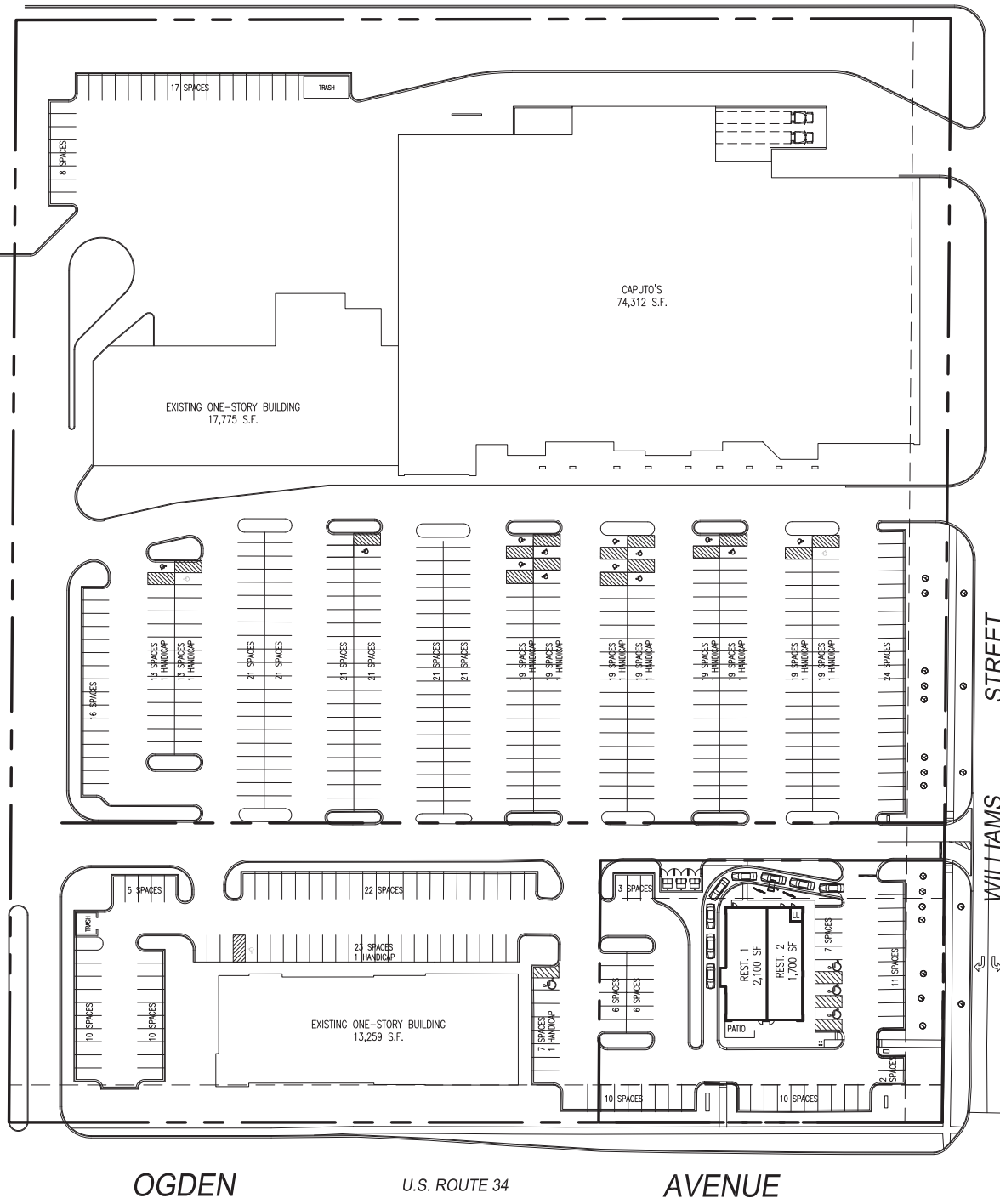
The right is also hereby granted to the Village of Downer's Grove to remove any fences, buildings or structures and to cut down, trim or remove any trees, shrubs, bushes, roots or other plantings that interfere with the operation of or access to such facilities in, on, upon, across, under or through said Public Utility Easement. The Village of Downer's Grove shall not be responsible for the replacement or repair of any such fences, buildings, structures, trees, turf, gardens, shrubs, landscaping, or other improvements removed during the exercise of the herein given rights. Replacement and/or repair of said items shall be the responsibility of the then property owner.

Following any work to be performed by the Village of Downer's Grove in the exercise of its easement rights herein granted, said Village shall have no obligation with respect to surface restoration, including but not limited to, the restoration, repair or replacement of pavement, curb, gutters, fences, sheds, trees, lawn or shrubbery, provided, however, that said Village shall be obligated, following such maintenance work, to backfill and mound all trench created so as to retain suitable drainage, to cold patch any asphalt or concrete surface, to remove all excess debris and spoil, and to leave the maintenance area in a generally clean and workmanlike condition. The Village has no obligation to repair any improvements that were completed without obtaining the necessary permits prior to installation.

The occupation and use of the perpetual easement herein granted and reserved for the Grantees by each of such entities shall be done in such a manner so as not to interfere with or preclude the occupation and use thereof by other entities for which such easements are granted and reserved. The crossing and re-crossing of said easements by the Grantees shall be done in such a manner so as not to interfere with, damage, or disturb any transmission and/or distribution systems and facilities appurtenant thereto existing within the easements being crossed or re-crossed.

Where the easement areas are also used for electric, telephone, cable TV, gas distribution systems or their appurtenances, such other utility installations shall not interfere with the maintenance of gravity or subsurface flow and stabilization of vegetative ground cover on the above-mentioned drainage facilities, or cause any change in grade, or impair or change the surface drainage patterns of the property.

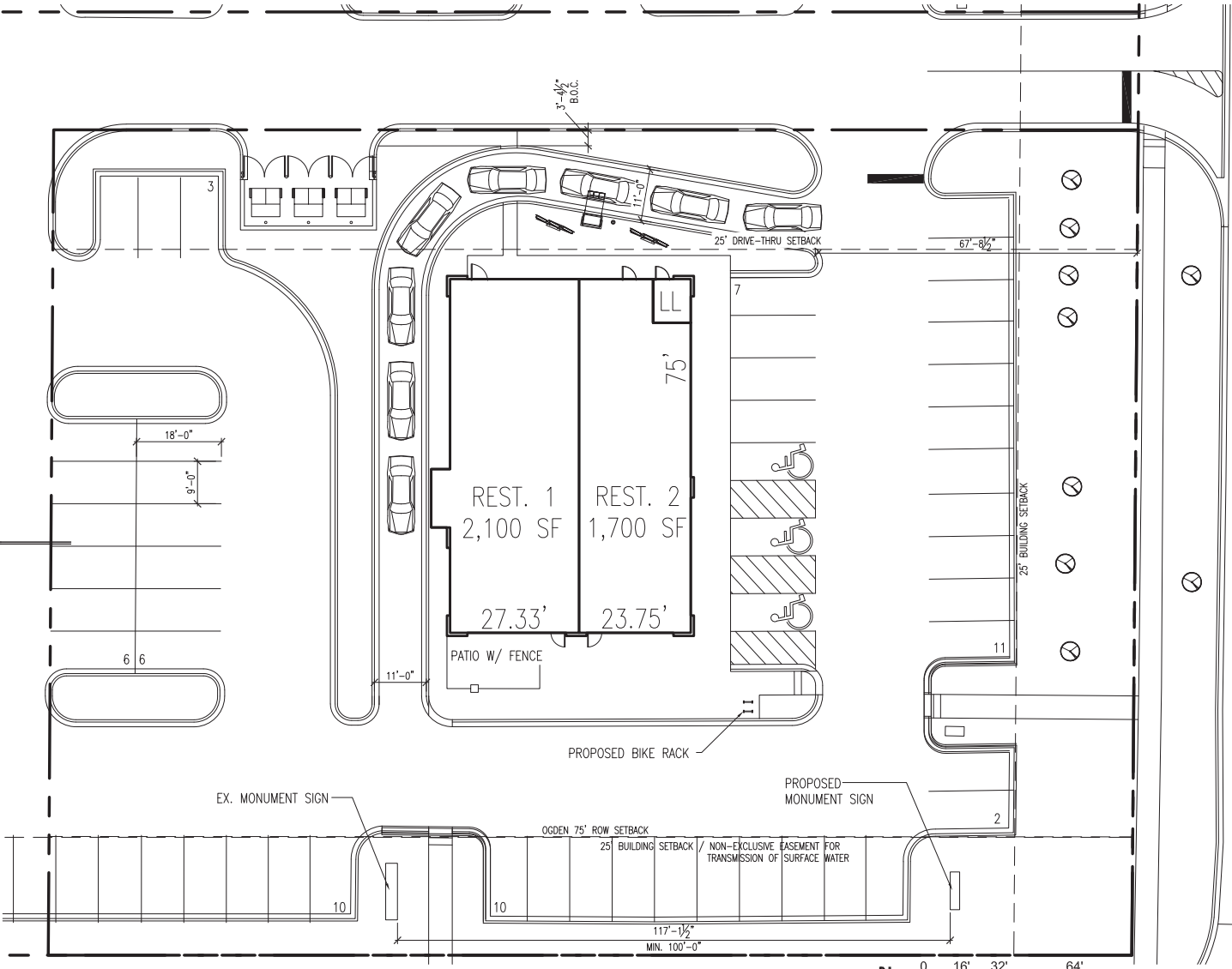
These documents in this form, electronic media, are being provided at your request. The information contained herein is proprietary to JTS Architects and may not be reproduced, distributed or used in any other project without the express written permission of JTS Architects. Due to the unsecured nature of these documents, electronic media, details, etc. may not be reproduced, sold, distributed or used in any other project without the express written permission of JTS Architects. Due to the unsecured nature of these documents, electronic media, details, etc. may not be reproduced, sold, distributed or used in any other project without the express written permission of JTS Architects. Due to the unsecured nature of these documents, electronic media, details, etc. may not be reproduced, sold, distributed or used in any other project without the express written permission of JTS Architects. Due to the unsecured nature of these documents, electronic media, details, etc. may not be reproduced, sold, distributed or used in any other project without the express written permission of JTS Architects.



1 SITE PLAN - PROPOSED  
SCALE: 1" = 50'-0"

PARKING TABLE				
LOCATION	TENANT	SQ. FT.	PARKING REQ'D.	
INLINE	OBERWEIS	2,600	11 (4 PER 1,000 S.F.)	
	LUXURY NAILS	2,000	8 (4 PER 1,000 S.F.)	
	RETAIL (AVAILABLE)	5,200	21 (4 PER 1,000 S.F.)	
	HALLMARK	5,175	20 (4 PER 1,000 S.F.)	
	SALLY BEAUTY SUPPLY	1,600	6 (4 PER 1,000 S.F.)	
	GNC	1,200	5 (4 PER 1,000 S.F.)	
	CAPUTO'S	74,312	298 (4 PER 1,000 S.F.)	
	TOTAL:		90,314	369 SPACES
	ACTUAL:			376 SPACES
	EXISTING OUTLOT	STARBUCKS	1,458	6 (4 PER 1,000 S.F.)
PANDA EXPRESS		1,992	8 (4 PER 1,000 S.F.)	
WEIGHT WATCHERS		1,410	6 (4 PER 1,000 S.F.)	
T-MOBILE		1,400	6 (4 PER 1,000 S.F.)	
GREAT CLIPS		1,050	4 (4 PER 1,000 S.F.)	
CHASE BANK		3,500	14 (4 PER 1,000 S.F.)	
ORANGE LEAF		2,449	10 (4 PER 1,000 S.F.)	
TOTAL:		13,259	54 SPACES	
ACTUAL:			79 SPACES	
PROPOSED OUTLOT		MTB (LEASABLE)	3,800	16 (4 PER 1,000 S.F.)
	MTB (LANDLORD)	100		
TOTAL:	3,900	16 SPACES		
ACTUAL:		58 SPACES		
TOTAL REQ'D:		106,261	430 SPACES (INCL. 14 HANDICAP)	
ACTUAL (W/PROPOSED):			513 SPACES (INCL. 14 HANDICAP)	

OUTLOT 1		
SITE AREA	.923 AC	
PARKING PER SITE		
TENANT	SQ. FT.	PARKING REQ'D.
RESTAURANT 1	2,100	8 (4 PER 1,000 S.F.)
RESTAURANT 2	1,700	7 (4 PER 1,000 S.F.)
LANDLORD ROOM	75	1 (1 PER 1,000 S.F.)
TOTAL	3,875	16 SPACES
TOTAL(ACTUAL)		52 SPACES



2 ENLARGED SITE PLAN - PROPOSED  
SCALE: 1/16" = 1'-0"

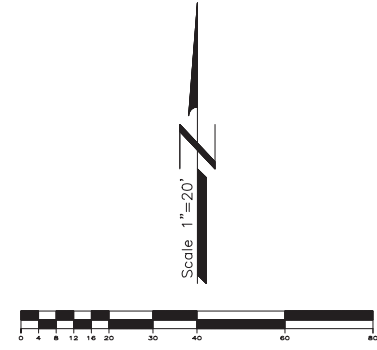
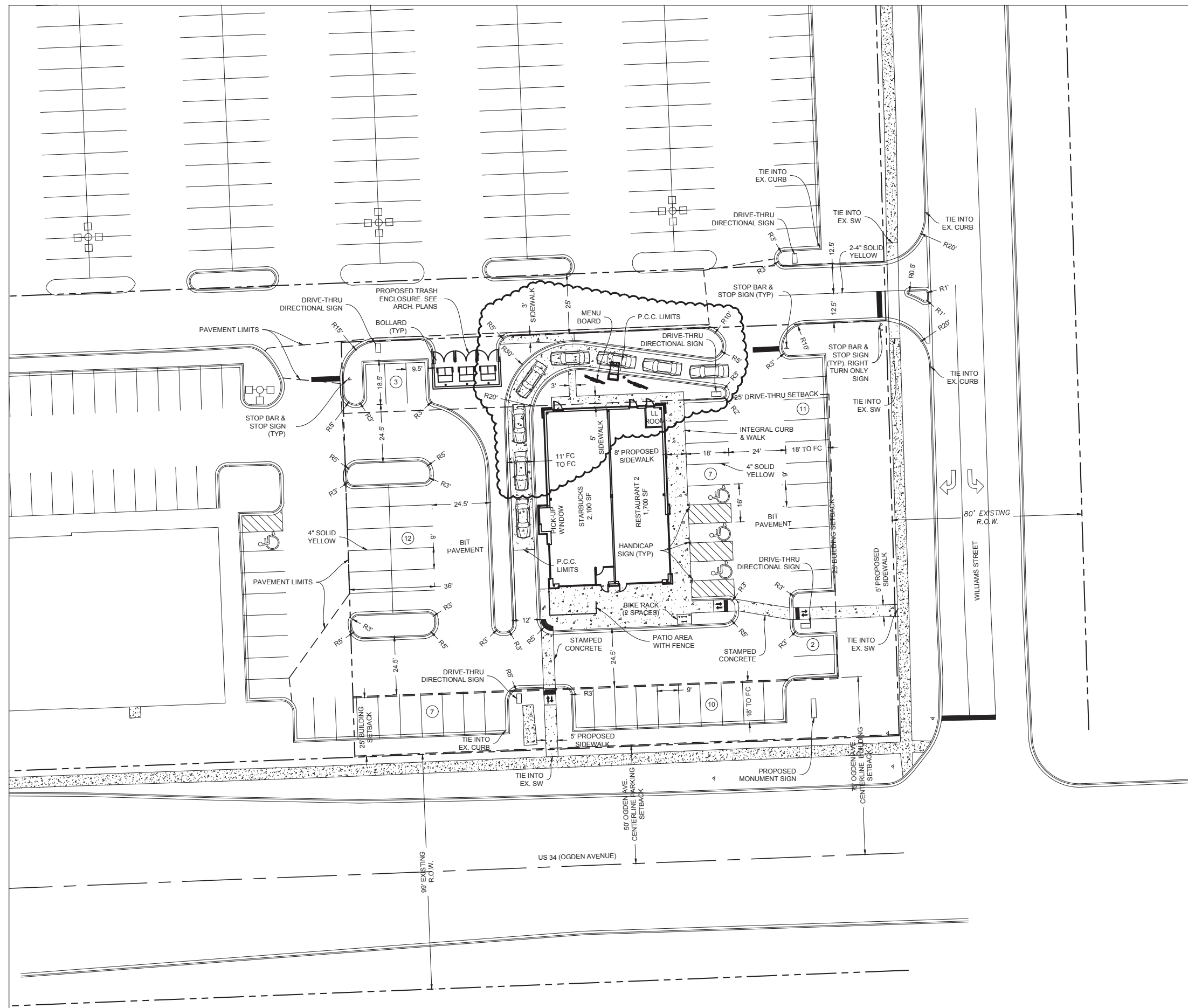
450 E. Higgins Road - Suite 202  
Elk Grove Village, IL 60007  
P 847.952.9970  
F 847.574.8075  
www.jtsarch.com



**IRC RETAIL CENTERS**  
DOWNERS GROVE MARKET - MULTI-TENANT BUILDING  
42-76 OGDEN AVE. DOWNERS GROVE, IL 60515



DATE	SUBMITTED FOR
7/25/17	PC VILLAGE REVIEW
8/1/17	PC RESUBMITTAL
SHEET TITLE	
<b>SITE PLAN</b>	
DATE	07/06/2017
JOB NO.	2619.A
SHEET	AS1



**SITE ANALYSIS**

**SITE**

NW Corner of Ogden Avenue (US Route 34) & Williams Street  
Downers Grove, IL

Proposed Use Multi-Tenant Building with Drive Thru  
Existing Zoning B-3  
Required Zoning B-3

Parcel Area 39,050 sf  
0.90 ± Acres

Building Area 2,100 sf Restaurant  
1,700 sf Restaurant  
75 sf Landlord Room

Max F.A.R. 0.75  
Provided 0.10

**SETBACKS**

	Front Yard (Ogden Ave C.L.)	Rear Yard (B-3)	Interior Side Yard (B-3)	Side Yard (Williams St)
Building Setback	75' Provided 117.2'	0' 31'	0' 80.5'	25' 93.3'

**PARKING**

Quantity Req'd	9 = 4 x 2,100/1,000 7 = 4 x 1,700/1,000 8 1 25 Required	Restaurant (4 per 1,000 sf floor area) Restaurant (4 per 1,000 sf floor area) Drive Thru (8 total stacking) Landlord Room (1 per 1,000 sf floor area)
Provided	60 = 49 Standard + 3 ADA + 8 Stacking	
Stall Size Required	9' x 18' (Standard) Provided 9' x 18' (Standard), 16' x 18' (ADA)	
Driveway Width Minimum	24' Provided 24'	

**LEGEND**

PROPOSED CURB & GUTTER	=====
EXISTING CURB & GUTTER	=====
PROPERTY LINE	-----
SETBACK LINE	-----

**SITE NOTES**

1. ALL DIMENSIONS ARE BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB RADI ARE BACK OF CURB UNLESS OTHERWISE NOTED.
3. CONTRACTOR TO VERIFY DIMENSIONS PRIOR TO STARTING WORK AND NOTIFY ENGINEER IF ANY DISCREPANCIES ARE FOUND.
4. SIDEWALK AROUND PERIMETER OF BUILDING SHALL BE WALK/PAVEMENT UNLESS OTHERWISE SPECIFIED ON PLANS.
5. CONTRACTOR WILL BE RESPONSIBLE FOR REPAIRING ALL EXISTING PAVEMENT DAMAGED DURING CONSTRUCTION.
6. SEE DETAILS FOR BITUMINOUS AND CONCRETE PAVEMENT SECTIONS.
7. CONTRACTOR TO PROVIDE TEMPORARY TRAFFIC CONTROL MEASURES DURING CONSTRUCTION OF ENTRANCE OF R.O.W. IN ACCORDANCE W/ ILLINOIS D.O.T. REQUIREMENTS.
8. ADA HANDICAP RAMP SHALL BE INSTALLED AT ALL LOCATIONS DELINEATED ON PLANS AS WELL AS AT ALL LOCATIONS WHERE SIDEWALK ABUTS DRIVES OR ROADWAYS.
9. CONTRACTOR SHALL COMPARE ARCHITECTURAL AND ENGINEERING PLANS FOR INTERFACE COMPATIBILITY.
10. ALL CURB AND GUTTER SHALL BE B6;12 UNLESS OTHERWISE NOTED ON PLANS.
11. PAVEMENT STRIPING TO BE TRAFFIC YELLOW TWO COATS UNLESS OTHERWISE SPECIFIED ON PLANS.

**SITE IMPERVIOUS**

EXISTING IMPERVIOUS AREA = 32,151 SF  
PROPOSED IMPERVIOUS AREA = 30,747 SF  
NET IMPERVIOUS = 1,404 SF

**REVISIONS**

NO.	DATE	DESCRIPTION
3	8/1/17	PER OWNER
2	7/25/17	PER OWNER
1	7/24/17	PER VILLAGE COMMENTS

**SITE PLAN**

**PROPOSED MULTI-TENANT BUILDING**  
NWC OGDEN AVE & WILLIAMS STREET  
DOWNERS GROVE, ILLINOIS

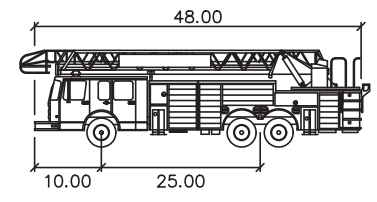
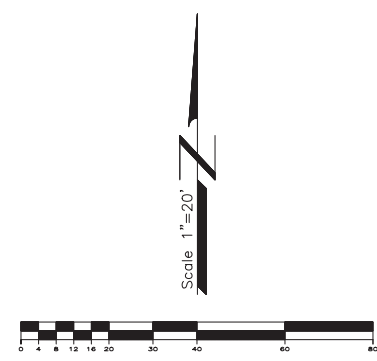
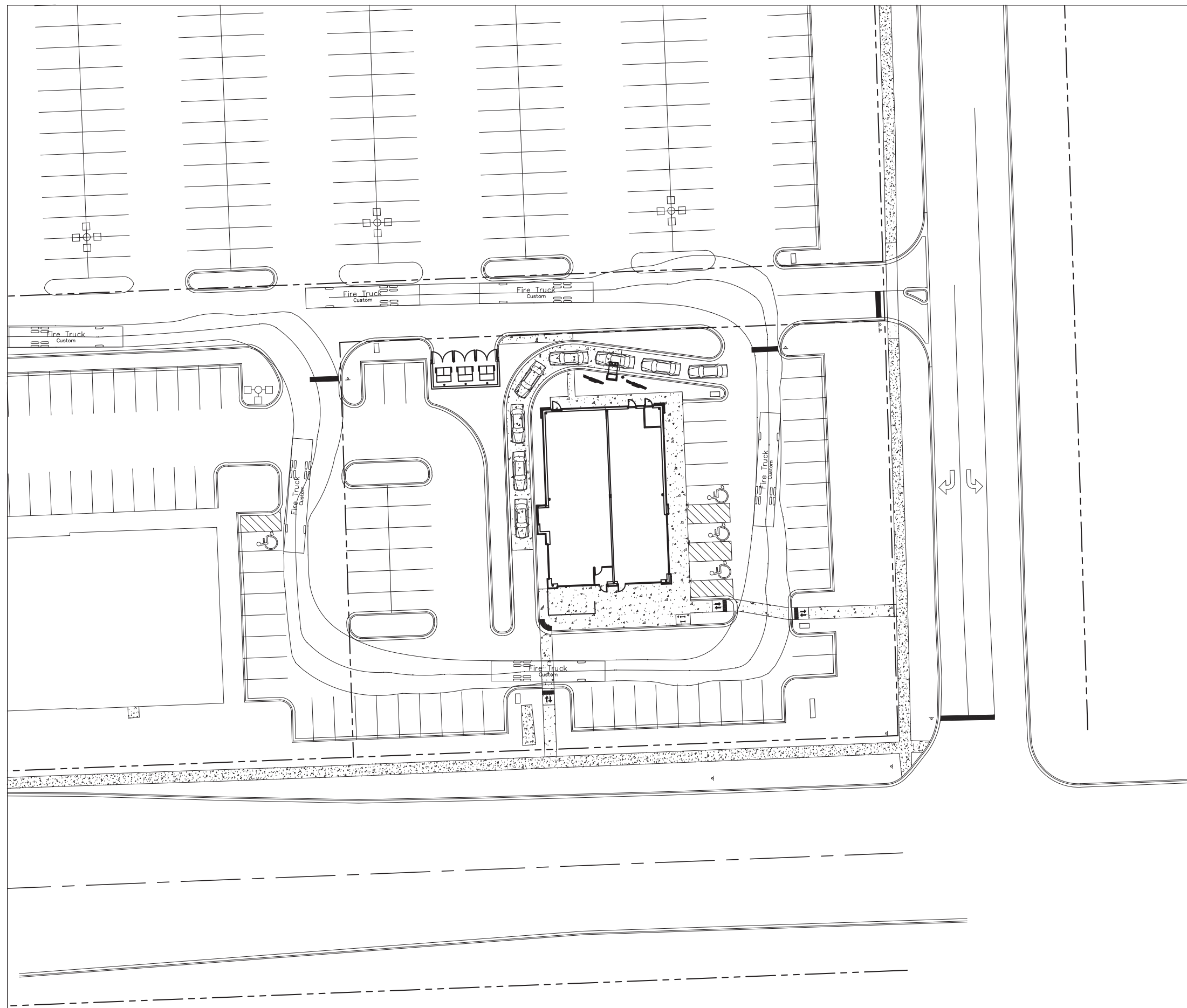


**Craig R. Knoche & Associates** • Civil Engineers  
**Civil Engineers, P.C.** • Surveyors  
24 N. Bennett Street • Geneva, IL 60134 • phone (630) 845-1270 • fax (630) 845-1275

DATE:	7/6/17
FILE:	17-031 C10
JOB NO.:	17-031

**C1.1**  
SHEET NO.

PROPOSED MULTI-TENANT BUILDING DOWNERS GROVE, ILLINOIS



Fire Truck	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

TURNING EXHIBIT

PROPOSED MULTI-TENANT BUILDING  
 NWC OGDEN AVE & WILLIAMS STREET  
 DOWNERS GROVE, ILLINOIS



**Craig R. Knoche & Associates**  
 Civil Engineers, P.C.  
 24 N. Bennett Street • Geneva, IL 60134 • phone (630) 845-1270 • fax (630) 845-1275

DATE: 7/24/17  
 FILE: 17-031 C10  
 JOB NO: 17-031

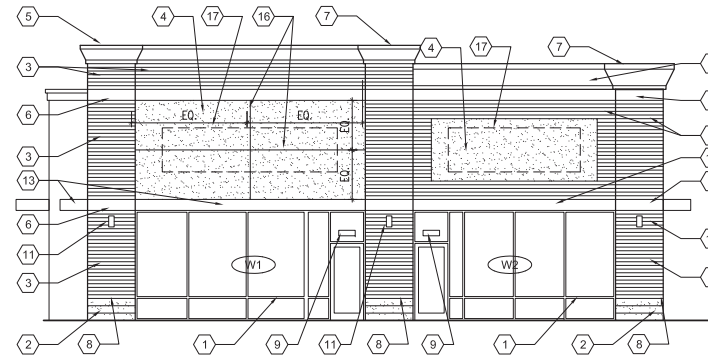
C1.2



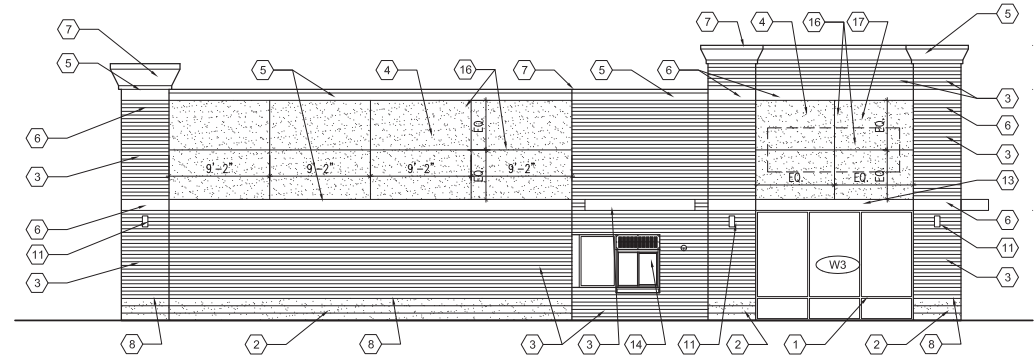


### EXTERIOR ELEVATION KEYNOTES

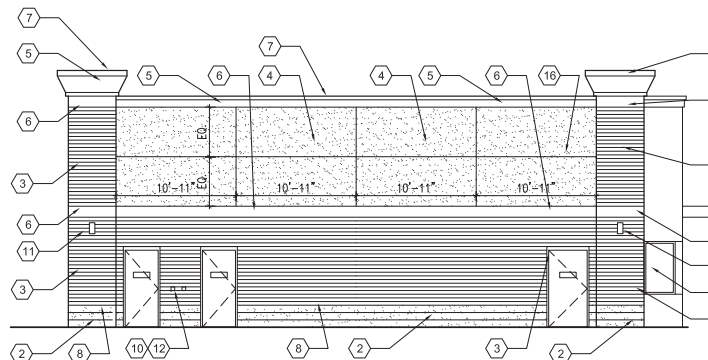
- 1 4 1/2" ALUMINUM STOREFRONT SYSTEM W/ CLEAR 1" INSULATED GLAZING (NON-TINTED, NON-REFLECTIVE) DARK BRONZE FINISH
- 2 SPLIT-FACE STONE (TO MATCH NEIGHBORING CENTER)
- 3 BRICK (TO MATCH NEIGHBORING CENTER)
- 4 EIFS - SANDPEBBLE FINE - STO OR EQUAL
- 5 EIFS CORNICE - SANDPEBBLE FINE - STO OR EQUAL
- 6 EIFS BAND - SANDPEBBLE FINE - STO OR EQUAL
- 7 PRE-FINISHED ALUMINUM COPING - DARK BRONZE - PAC-CLAD OR EQUAL
- 8 STONE SILL
- 9 PROVIDE BUILDING ADDRESS ABOVE FRONT ENTRY DOOR & ON REAR ACCESS DOOR, TYPICAL ALL DOORS. PROVIDE LETTERING FOR SPRINKLER ROOM AND FIRE ALARM PANEL ON DOOR TO LANDLORD ROOM
- 10 LANDLORD KEY BOX - MASTERLOCK 5423D (MOUNTED @ 42" A.F.F.)
- 11 EXTERIOR WALL SCONCES MOUNTED AT 9'-0" AFF TO CENTER OF J-BOX
- 12 KNOX BOX AT LL ROOM - 3200 SERIES - VERIFY WITH FIRE CHIEF (MOUNTED @ 42" A.F.F.)
- 13 CANTILEVERED METAL CANOPY
- 14 DRIVE-THRU WINDOW & FLY FAN
- 15 SIDELIGHT WINDOW AT 3'-0" AFF @ DRIVE-THRU
- 16 EIFS REVEAL - SEE WALL SECTION FOR DETAIL
- 17 FRT 3/8" PLYWOOD SHEATHING IN LIEU OF EXT. GYP. BD. AND CENTERED JUNCTION BOX BEHIND ALL SIGN BOARD AREAS.



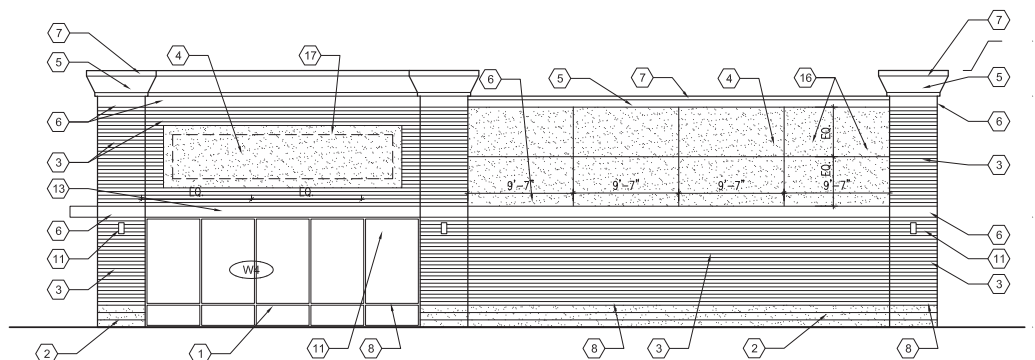
1 SOUTH ELEVATION  
SCALE: 1/8" = 1'-0"



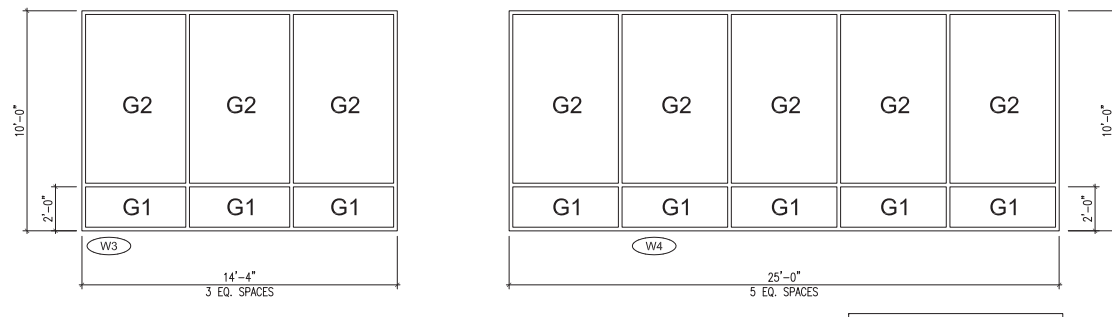
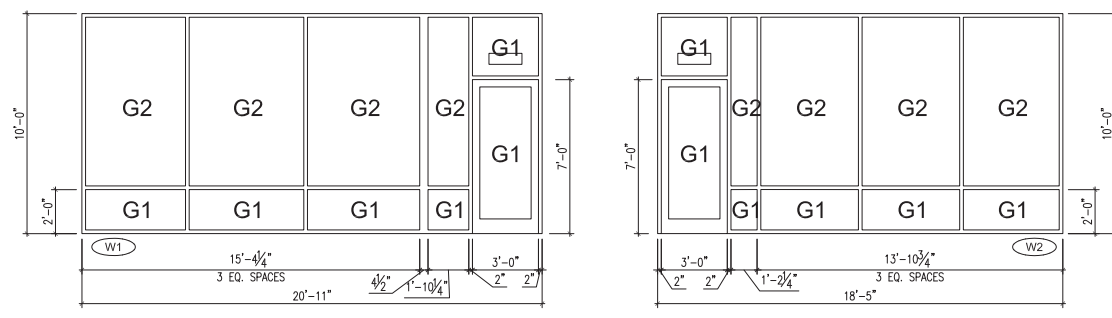
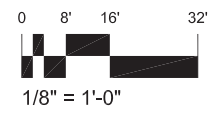
2 WEST ELEVATION  
SCALE: 1/8" = 1'-0"



3 NORTH ELEVATION  
SCALE: 1/8" = 1'-0"



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



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

GLAZING	
G1	1" LOW E GLASS (CLEAR) FULLY TEMPERED MAX U-VALUE: 0.38
G2	1" LOW E GLASS (CLEAR) MAX U-VALUE: 0.38

These documents in this form, electronic media, are being provided at your request. The information contained is proprietary to nature and may only be utilized for the current project. All document information contained herein is for informational purposes only and does not constitute a contract. The user shall assume all responsibility for the use of this data. It is the sole responsibility of the user to check the validity of all information contained herein.

450 E. Higgins Road - Suite 202  
Elk Grove Village, IL 60007  
P 847.952.9970  
F 847.574.8075  
www.jtsarch.com

**JTS** ARCHITECTS

**IRC RETAIL CENTERS**  
DOWNERS GROVE MARKET - MULTI-TENANT BUILDING  
42-76 OGDEN AVE. DOWNERS GROVE, IL 60515



DATE	SUBMITTED FOR
7/25/17	PC VILLAGE REVIEW
8/1/17	PC RESUBMITTAL

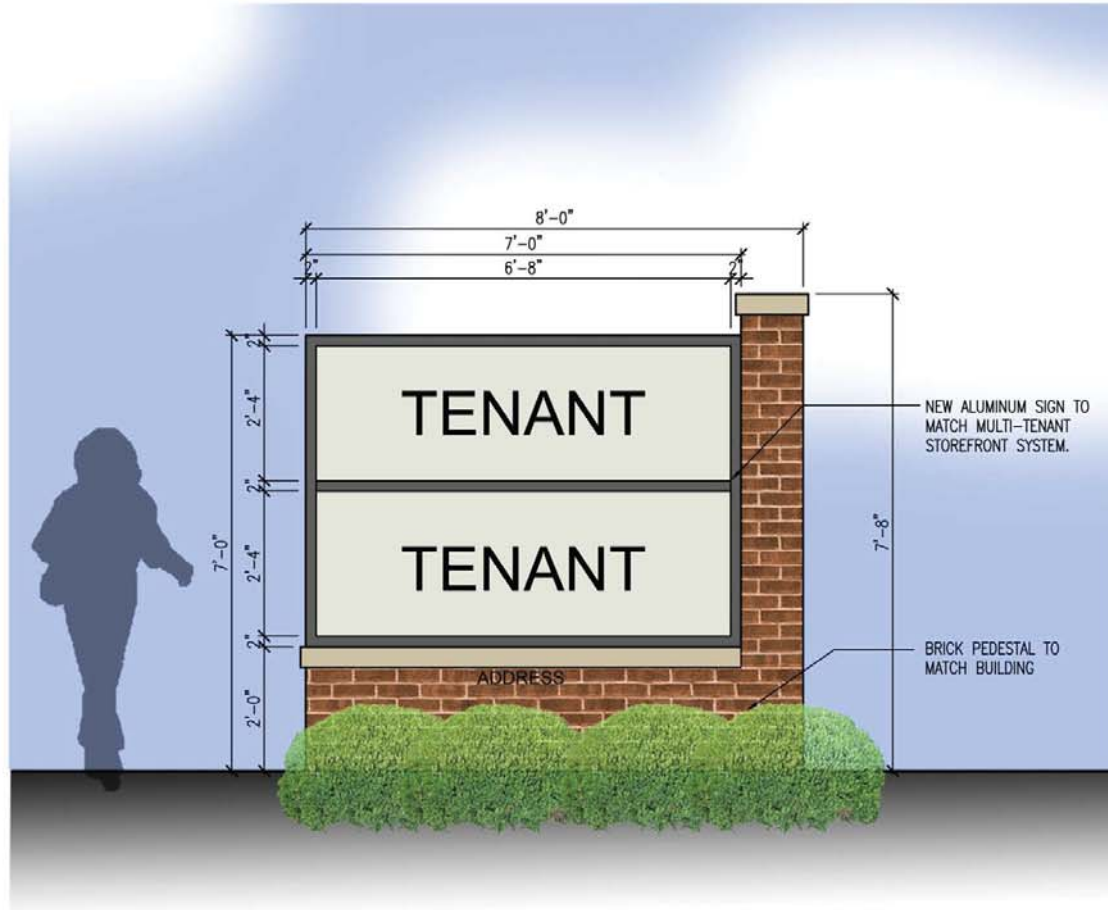
SHEET TITLE  
ELEVATIONS

DATE	JOB NO.
07/06/2017	2619.A

SHEET  
**A4.0**









July 17, 2017

Mr. & Mrs. Mack and Evelyn Johnson  
4121 N Williams  
Downers Grove IL 60515

Re: Development of Starbuck's with a Drive Thru

Dear Mr. & Mrs. Johnson:

I would like to meet with you to discuss the project we have "on the board" being evaluated with respect to development for an out parcel with a small building fronting up towards Ogden (in front of Caputo's) and will have a Drive-thru added for Starbuck's Coffee. They would propose moving from the existing building to the new little building we anticipate creating.

Please contact me at 630-451-8559 and I will arrange meeting you at your house or at the Starbuck's so I can go over the plan with you.

*(See enclosed plan and I would like to address adding some landscaping to your front yard to shield any exiting cars coming from Starbuck's onto Williams Street.)*

I look forward to hearing from you.

Best,

A handwritten signature in black ink that reads 'Pam Sullins'.

**Pam Sullins**  
Assistant Vice President  
Director of Project Development

IRC Retail Centers  
814 Commerce Drive, Suite 300  
Oak Brook, Illinois 60523  
(d) 630.451.8559  
(p) 877.206.5656  
(f) 630.812.7999  
[sullins@ircetailcenters.com](mailto:sullins@ircetailcenters.com)  
[www.ircetailcenters.com](http://www.ircetailcenters.com)

[Twitter](#) | [LinkedIn](#) | [Facebook](#)

*Focused on Retail. Centered on Value.*



July 17, 2017

Mr. Lance Lencioni  
4123 N Williams  
Downers Grove IL 60515

Re: Development of Starbuck's with a Drive Thru

Dear Mr. Lencioni:

I would like to meet with you to discuss the project we have "on the board" being evaluated with respect to development for an out parcel with a small building fronting up towards Ogden (in front of Caputo's) and will have a Drive-thru added for Starbuck's Coffee. They would propose moving from the existing building to the new little building we anticipate creating.

Please contact me at 630-451-8559 and I will arrange meeting you at your house or at the Starbuck's so I can go over the plan with you.

*(See enclosed plan and I would like to address adding some landscaping to your front yard to shield any exiting cars coming from Starbuck's onto Williams Street.)*

I look forward to hearing from you.

Best,

A handwritten signature in black ink that reads 'Pam Sullins'.

**Pam Sullins**  
Assistant Vice President  
Director of Project Development

IRC Retail Centers  
814 Commerce Drive, Suite 300  
Oak Brook, Illinois 60523  
(d) 630.451.8559  
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[sullins@ircetailcenters.com](mailto:sullins@ircetailcenters.com)  
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Starbuck's Drive-thru Survey		
338 Randall Rd., South Elgin, IL		
Wednesday, June 20, 2012		
Time	All cars	Max Que
6:30 AM	15	3
6:45	18	6
7:00	15	7
7:15	13	4
7:30	20	7
7:45	19	8
8:00	17	7
8:15	15	5
8:30	18	8
8:45	12	5
9:00	9	4
9:15	11	5

Peak hour - 7:30-8:30AM with 71 cars  
 Car # 1 at window, car # 3 at speaker.

Starbuck's Drive-thru Survey		
2071 Barrington Rd., Hoffman Est., IL		
Thursday, June 21, 2012		
Time	All cars	Max Que
6:30 AM	15	3
6:45	18	3
7:00	23	9
7:15	17	7
7:30	23	8
7:45	19	9
8:00	20	11
8:15	17	6
8:30	20	7
8:45	15	5
9:00	7	3
9:15	13	5

Peak hour - 7:00-8:00AM with 82 cars  
 Car # 1at window, car # 4 or 5 at speaker.

Starbuck's Drive-thru Survey		
775 S. Rand Rd., Lake Zurich, IL		
Wednesday, June 20, 2012		
Time	All cars	Max Que
6:30 AM	5	3
6:45	14	5
7:00	17	5
7:15	18	6
7:30	11	4
7:45	15	4
8:00	14	4
8:15	12	3
8:30	15	3
8:45	11	3
9:00	14	6
9:15	15	6

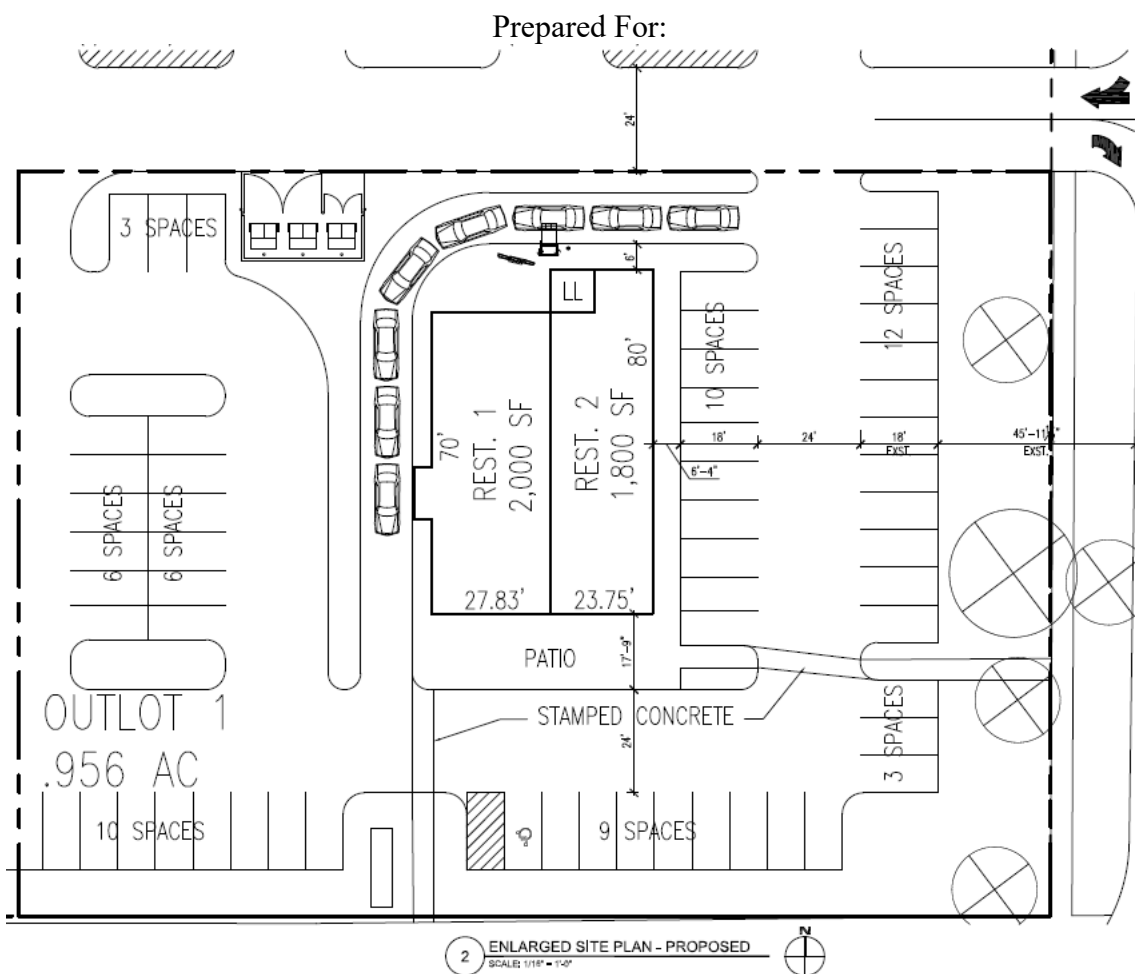
Peak hour - 7:00-8:00AM with 61 cars  
 Car # 1 at window, car # 5 at speaker.

Average for three sites. (Max Que)	
3	
5	
7	
6	
6	
7	
7	
5	
6	
4	
4	
5	

# Traffic Impact Study

## Proposed Out Lot Development

Downers Grove, Illinois



Prepared By:



July 5, 2017 – Revised July 24, 2017

# 1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed development of an outlot parcel within the Downers Grove Market shopping center. As proposed, the existing southwest corner of the parking lot will be developed with an outlot containing a Starbucks drive-through coffee shop and a fast casual restaurant. Access to the development will continue to be provided via the existing access drives serving the center and via a new right-in/right-out/left-in only access drive on Williams Street.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or traffic control improvements are necessary to accommodate future traffic conditions.

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

The sections of this report present the following:

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

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. Future Conditions - The future projected traffic volumes include the existing traffic volumes increased by an ambient area growth factor (growth not attributable to any particular development) and the traffic estimated to be generated by the proposed subject development.



Site Location

Figure 1



**Aerial View of Site Location**

**Figure 2**

## 2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

### Site Location

The Downers Grove Market shopping center is located in the northwest quadrant of the intersection of Ogden Avenue with Williams Street and the proposed outlot will be located on the southeast corner of the shopping center. Adjacent land uses include single-family homes to the north and east of the shopping center, the Downers Plaza shopping center to the west and general retail uses to the south.

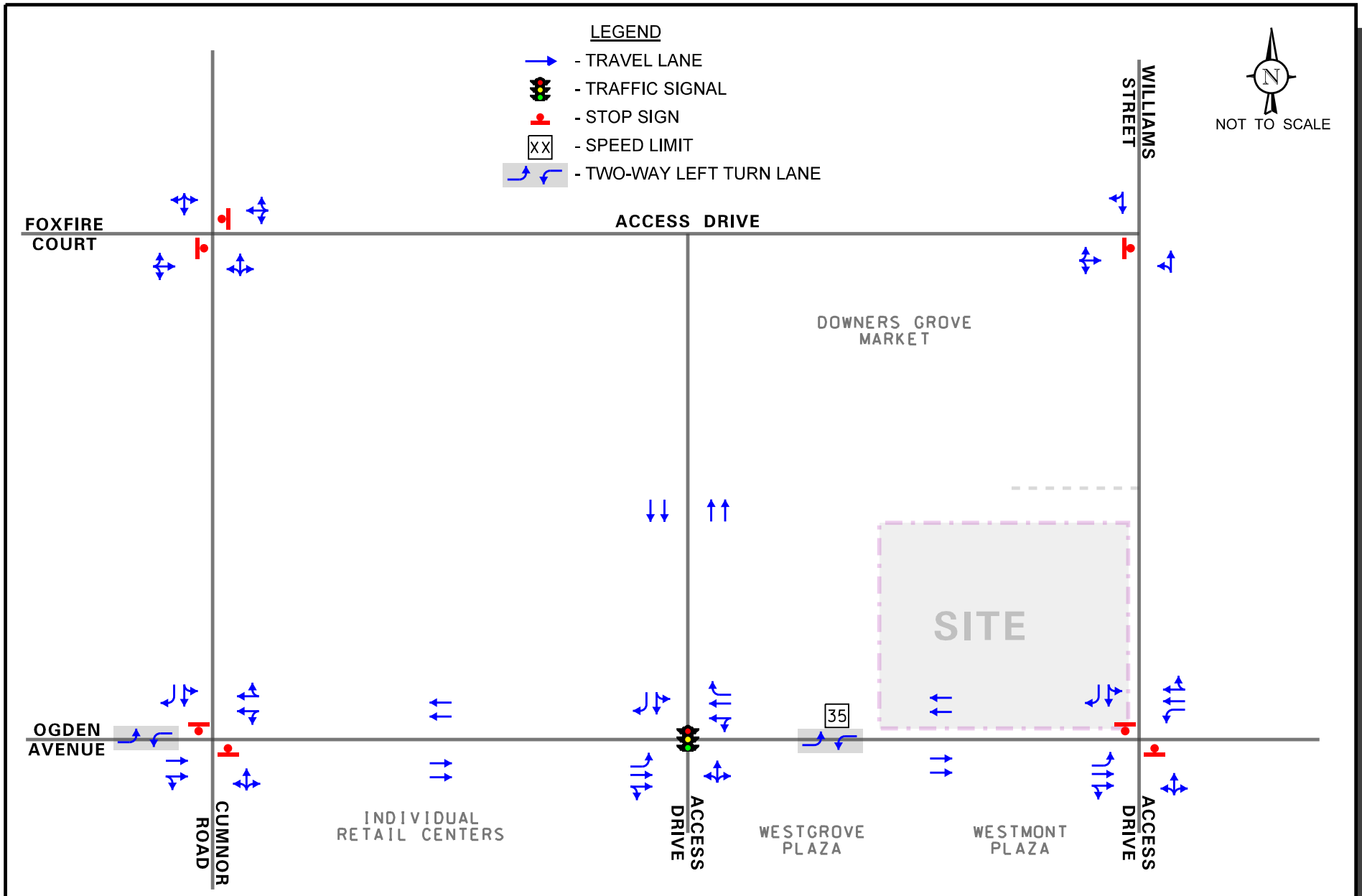
The Downers Grove Market shopping center is comprised of a large building anchored by a Caputo's Fresh Market grocery store and an outlot parcel that contains a Starbucks coffee shop and other retail uses. As part of the proposed development, the existing Starbucks coffee shop will relocate to the proposed outlot parcel.

### Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

*Ogden Avenue (U.S. Route 34)* is an east-west major arterial roadway that in the vicinity of the site provides two lanes in each direction generally divided by a two-way left-turn lane. At its signalized intersection with Downers Grove Market/Downers Plaza access drive, Ogden Avenue provides an exclusive left-turn lane, a through lane and a combined thorough/right-turn lane in the eastbound approach. The westbound approach provides an exclusive right-turn lane, a through lane and a combined through/left-turn lane. At its unsignalized intersection with Williams Street, Ogden Avenue provides a two-way left-turn lane, a through lane and a combined through/right-turn lane on both approaches. Ogden Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an annual average daily traffic (AADT) volume of approximately 32,500 vehicles (IDOT AADT 2016), and has a posted speed limit of 45 miles per hour.

*Cumnor Road* is a north-south two-lane collector roadway that runs along the west side of the Downers Plaza shopping center. At its unsignalized intersection with the Downers Plaza access drive/Foxfire Court, Cumnor Road provides a combined left/through/right-turn lane on both approaches. Cumnor Road is under the jurisdiction of the Village of Downers Grove, carries an AADT volume of 1,350 vehicles (IDOT AADT 2016), and has a posted speed limit of 25 miles per hour.



Downers Grove Market  
 Outlot Development  
 Downers Grove, Illinois

Existing Roadway Characteristics



Job No: 17-131

Figure: 3

*Williams Street* is a north-south two-lane local road that runs along the east side of the Downers Grove Market shopping center. At its unsignalized intersection with Ogden Avenue, Williams Street is widened to provide one inbound lane and two outbound lanes striped for an exclusive left-turn lane and an exclusive right-turn lane. At its unsignalized intersection with the Downers Grove Market access drive, Williams Street provides a combined through/left-turn lane on the northbound approach and a combined through/right-turn lane on the southbound approach. On-street parking is not allowed on either side of the road. Williams Street is under the jurisdiction of the Village of Downers Grove, and has a posted speed limit of 25 miles per hour.

*Downers Gove Market/Downers Plaza Access Drive* is a north-south drive that provides two inbound lane and two outbound lanes divided by a raised landscaped median. At its signalized intersection with Ogden Avenue, it provides an exclusive right-turn lane and a combined through/left-turn lane on the southbound approach. The northbound approach is the access drive for the Westmont Vision Center and provides a combined left/through/right-turn lane.

*Foxfire Court* is an east-west local road serving a townhome development west of the Downers Plaza. Foxfire Court is located opposite the Downers Plaza access drive. At its unsignalized intersection with Cumnor Road, Foxfire Court and the Downers Plaza access drive provide a combined left/through/right-turn lane.

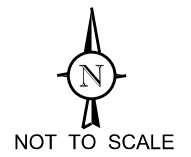
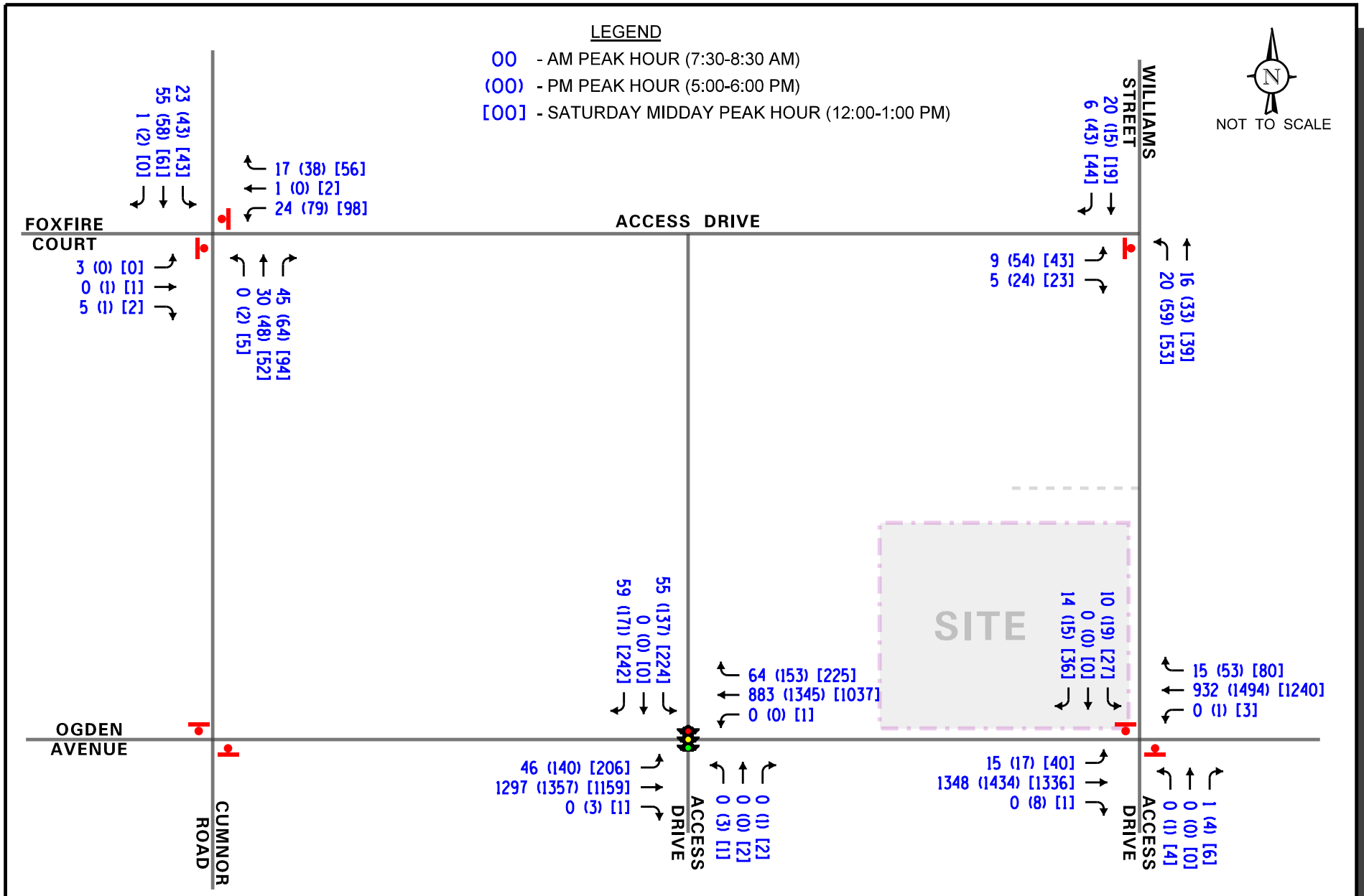
*Downers Grove Market Access Drive* is an east-west drive that serves the Downers Grove Market shopping center. At its unsignalized intersection with Williams Street, the access drive provides one inbound lane and one outbound lane under stop sign control. The access drive has a posted speed limit of 20 mph.

## 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 Saturday, June 17, 2017 during the midday (12:00 P.M. to 2:00 P.M.) and on Tuesday, June 20, 2017 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Ogden Avenue with Williams Street
- Ogden Avenue with Downers Grove Market Access Drive
- Cunnor Road with Foxfire Court and Downers Grove Market Access Drive
- Williams Street with Downers Grove Market access drive (Thursday June 22 and Saturday June 24)

The results of the traffic counts showed that the weekday morning peak hour occurs from 7:30 to 8:30 A.M., the weekday evening peak hour from 5:00 to 6:00 P.M. and the Saturday midday peak hour from 12:00 to 1:00 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.



Downers Grove Market  
Outlot Development  
Downers Grove, Illinois

Existing Traffic Volumes

**KLOA**  
Kenig, Lindgren, O'Hara, Aboona, Inc.  
Job No: 17-131      Figure: 4

## Crash Data

KLOA, Inc. obtained crash data for the most recent five years available (2011 to 2015) for the intersections of Ogden Avenue and Downers Grove Market/Downers Plaza Access Drive, Ogden Avenue and Williams Street, and Cumnor Road with Downers Plaza Access Drive/Foxfire Court. The crash data for the intersections are summarized in **Tables 1** through **3**, respectively. A review of the crash data indicated that no accidents occurred at the intersection of Williams Street and Downers Grove Market Access Drive. Additionally, the review revealed no fatal accidents at any of the intersections included in the study.

Table 1

### CRASH DATA SUMMARY – OGDEN AVENUE WITH DOWNERS GROVE MARKET ACCESS DRIVE

Year	Type of Accident Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2011	0	0	1	0	1	0	2
2012	0	0	2	0	3	1	6
2013	1	0	2	1	1	0	6
2014	0	0	1	0	3	0	4
2015	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>3</u>
<b>Total</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>20</b>
<b>Average/Year</b>	<b>&lt;1</b>	<b>0</b>	<b>1.4</b>	<b>&lt;&lt;1</b>	<b>2</b>	<b>&lt;1</b>	<b>4</b>

Table 2  
CRASH DATA SUMMARY – OGDEN AVENUE WITH WILLIAMS STREET

Year	Type of Accident Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2011	0	0	1	0	0	0	1
2012	1	0	2	0	0	0	3
2013	1	0	1	0	1	0	3
2014	0	0	4	1	3	0	8
2015	0	0	4	0	0	0	4
<b>Total</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>19</b>
Average/Year	<1	<1	2.4	<1	<1	0	3.8

Table 3  
CRASH DATA SUMMARY – CUMNOR ROAD WITH DOWNERS GROVE MARKET ACCESS DRIVE

Year	Type of Accident Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2011	0	0	0	0	0	0	0
2012	0	0	0	0	0	0	0
2013	0	0	0	0	0	0	0
2014	0	0	0	0	1	0	1
2015	0	0	0	0	1	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>
Average/Year	0	0	0	0	<1	0	<1

### 3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, 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 Development Plan

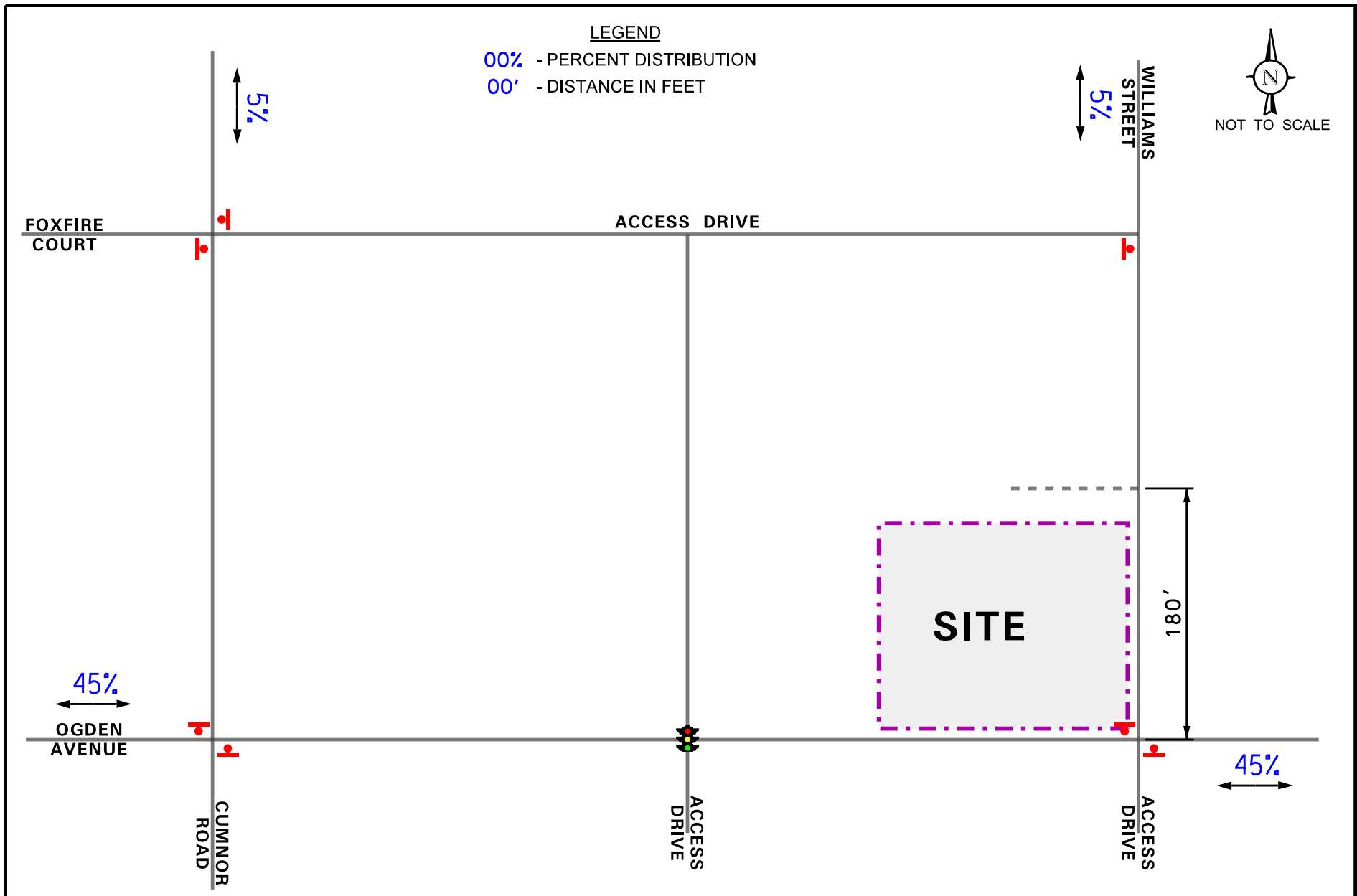
As proposed, the southeast corner of the Downers Grove Market shopping center will be developed to contain a 2,000 square-foot Starbucks coffee shop with drive through, and a 1,800 square foot fast casual restaurant. Access to the development will continue to be provided via the existing access drives serving the shopping center and via a proposed right-in/right-out/left-in access drive on Williams Street. The proposed access drive will be located approximately 180 feet north of the Williams Street stop bar with Ogden Avenue. Outbound movements from the proposed access drive should be under stop sign control.

#### Directional Distribution

The directions from which patrons and employees of the proposed development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic.

#### Existing and Projected Site Traffic Generation

The estimated traffic projected to be generated by the proposed development are based upon the proposed land use type and size. The volume of traffic to be generated by the proposed outlet development was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9<sup>th</sup> Edition. **Table 4** summarizes the estimated traffic to be generated by the proposed development. It should be noted that surveys conducted by ITE have shown that a considerable number of trips made to coffee shops are diverted from the existing traffic on the area roadways. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. These surveys indicate that an average of 89 percent of the peak hour trips generated by a coffee shop are diverted from existing traffic on the adjacent roads. However, in order to provide a conservative (worst-case) analysis, a pass-by reduction of only 70 percent was applied to the coffee shop-generated traffic volumes. No pass-by reduction was applied to the fast casual restaurant.



Downers Grove Market  
 Outlot Development  
 Downers Grove, Illinois

Estimated Directional Distribution

Table 4  
SITE GENERATED PEAK-HOUR TRAFFIC VOLUMES

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Fast Casual Restaurant <sup>1</sup> (1,800 s.f.)	--	--	--	20	16	36	24	25	49
Coffee Shop with Drive- Through Window (2,000 s.f.)	103	98	201	43	43	86	84	85	169
<i>Interaction Reduction</i>	<u>--</u>	<u>--</u>	<u>--</u>	<u>-6</u>	<u>-6</u>	<u>-12</u>	<u>-11</u>	<u>-11</u>	<u>-22</u>
<b>Sub Total</b>	<b>103</b>	<b>98</b>	<b>201</b>	<b>57</b>	<b>53</b>	<b>110</b>	<b>97</b>	<b>99</b>	<b>196</b>
<i>Pass-By Reduction</i>	<i>-72</i>	<i>-72</i>	<i>-144</i>	<i>-30</i>	<i>-30</i>	<i>-60</i>	<i>-58</i>	<i>-58</i>	<i>-116</i>
<b>Net New Trips</b>	<b>31</b>	<b>26</b>	<b>57</b>	<b>27</b>	<b>23</b>	<b>50</b>	<b>39</b>	<b>41</b>	<b>80</b>

<sup>1</sup>Based on surveys conducted on local existing locations conducted by KLOA, Inc. See Appendix.

## 4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to ambient growth, and the traffic estimated to be generated by the proposed subject development.

### Development Traffic Assignment

The estimated weekday morning, weekday evening, and Saturday midday 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). The net new trips traffic assignment for the proposed development is illustrated in **Figure 6**. **Figure 7** shows the pass-by trip assignment.

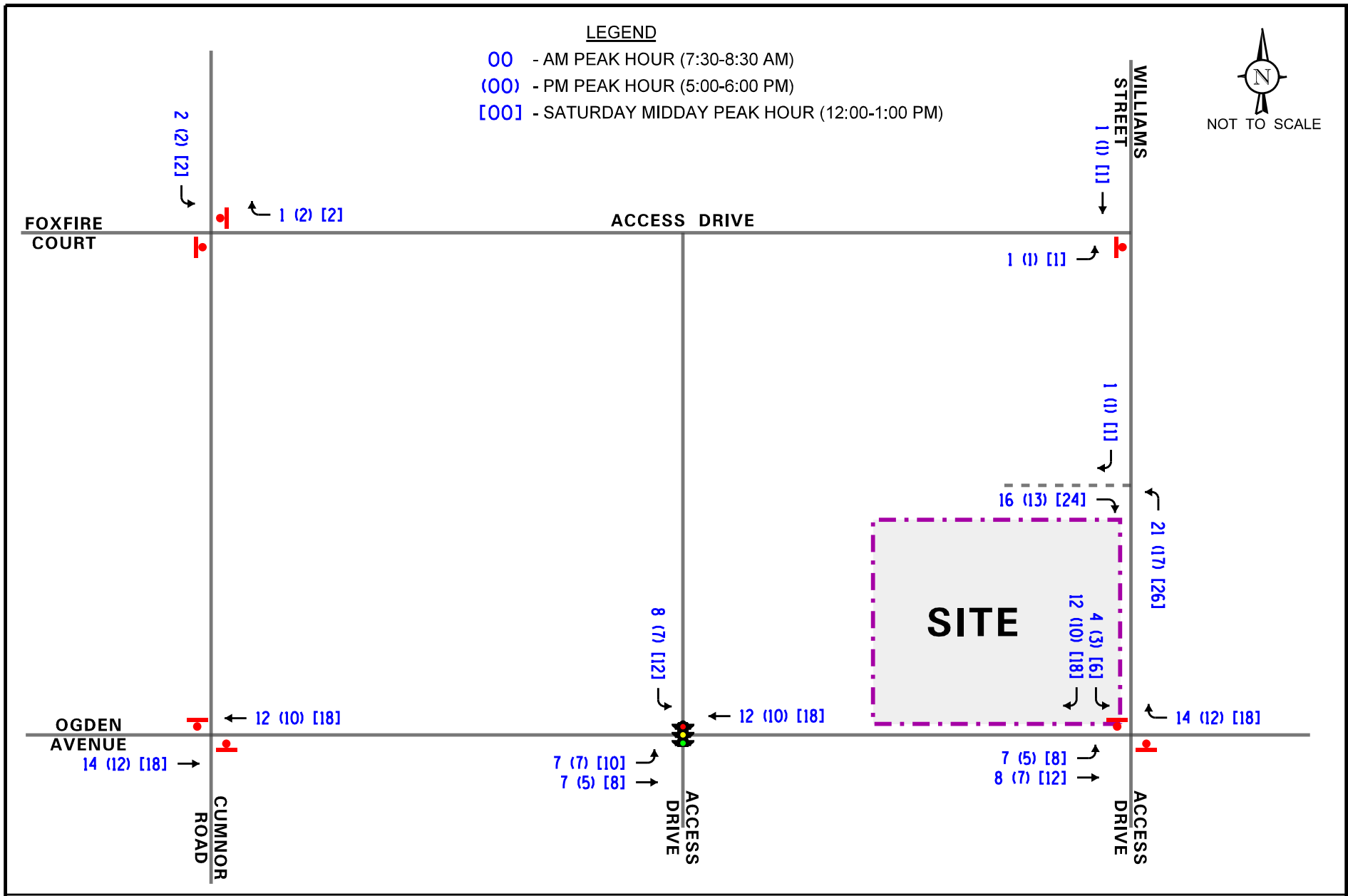
### Background Traffic Conditions

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 ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated June 5th, 2017, the traffic traversing Ogden Avenue is projected to increase by approximately one-fifth of a percent per year between 2017 and 2040. As such, in order to provide a conservative analysis, the existing traffic volumes were increased by one-half percent per year over 6 years (5 years after buildout year) to project Year 2023 conditions. A copy of the CMAP 2040 projections letter is included in the Appendix.

Background growth was only applied to through volumes on Ogden Avenue, as the surrounding area is already mature and established, and not expected to generate additional traffic in the future compared to existing conditions.

### Total Projected Traffic Volumes

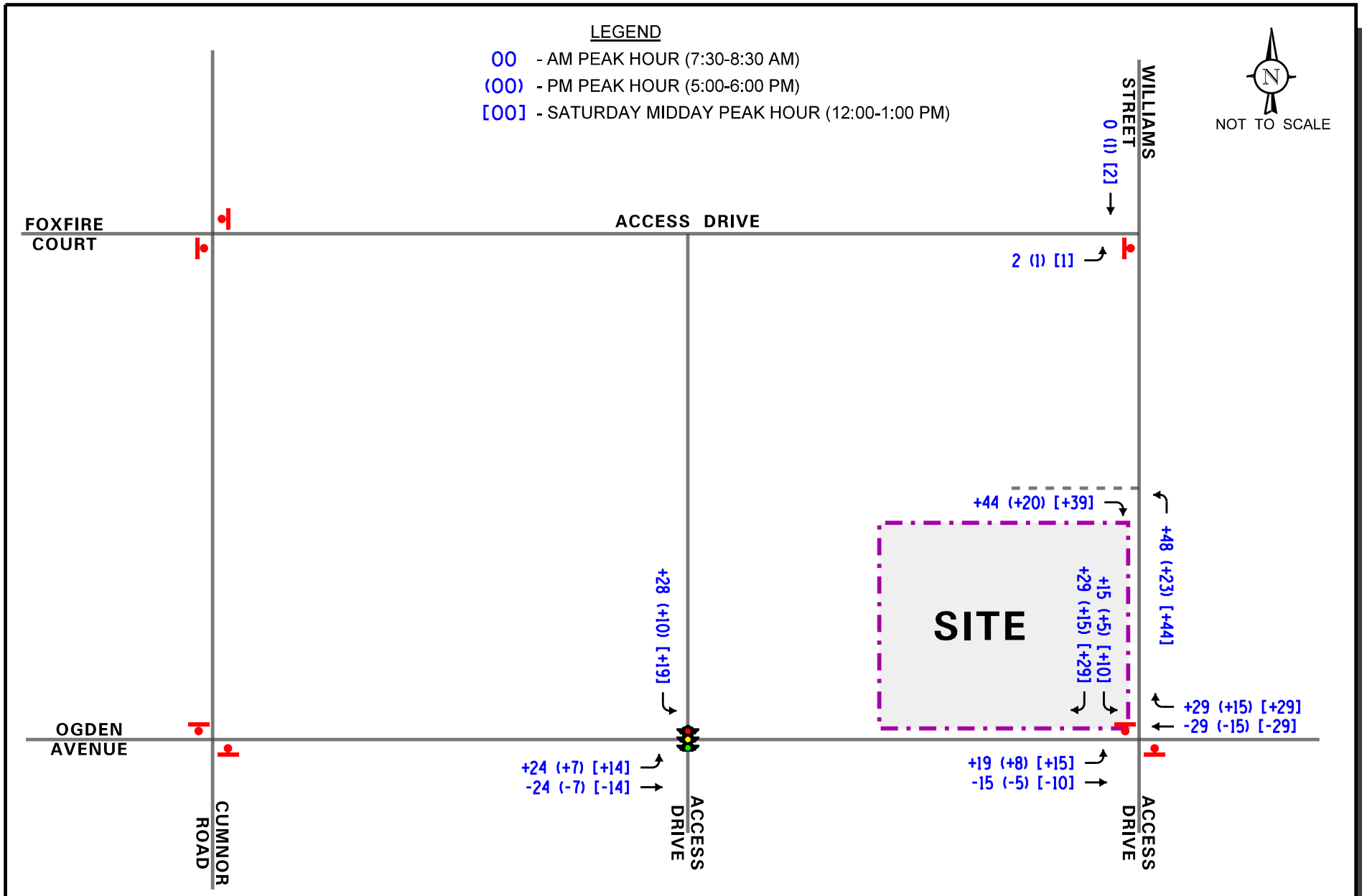
The development-generated traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2023 total projected traffic volumes, shown in **Figure 8**.



Downers Grove Market  
 Outlot Development  
 Downers Grove, Illinois

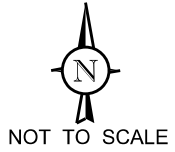
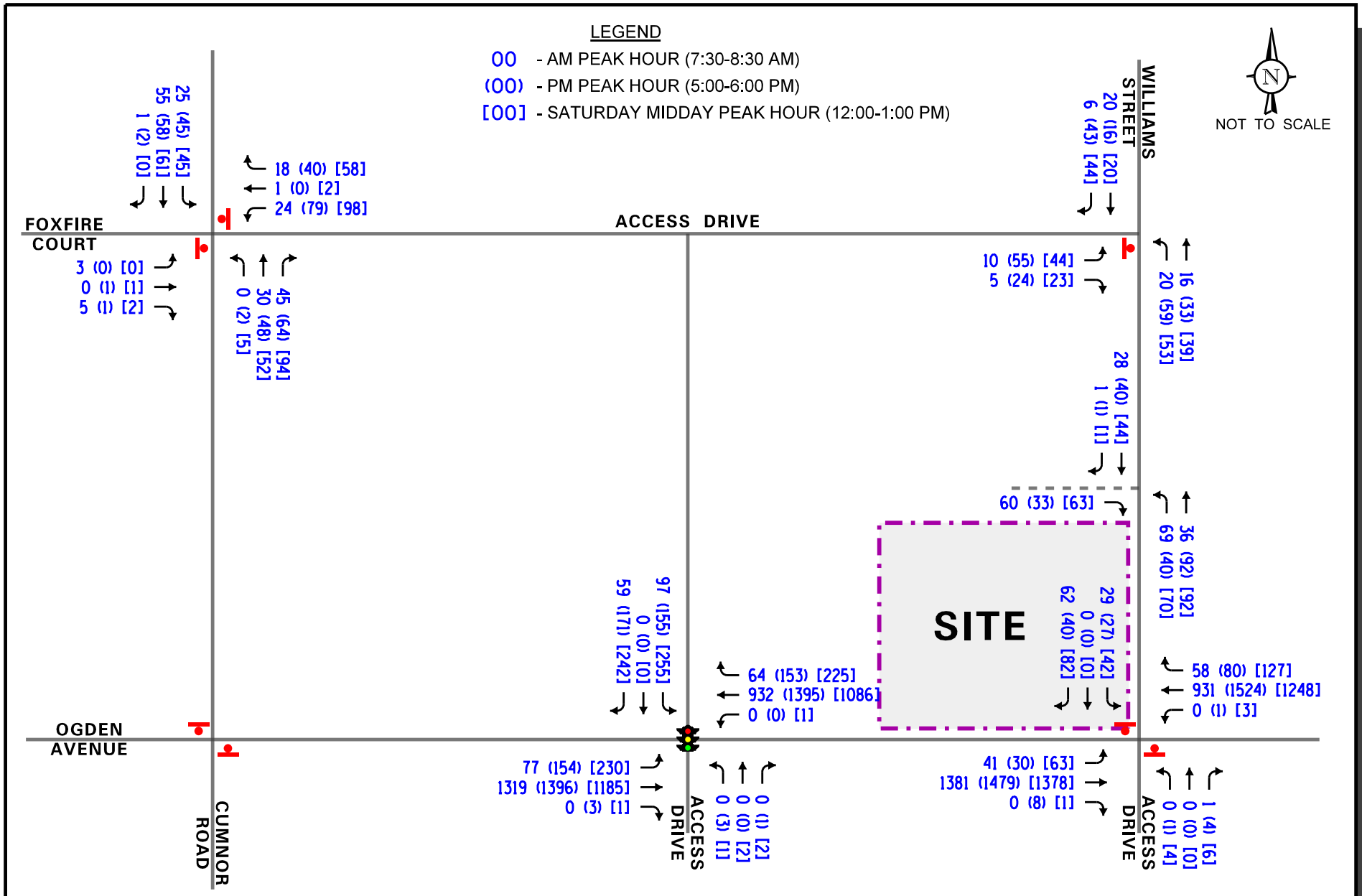
New Trips Site Traffic Assignment

**KLOA**  
 Kenig, Lindgren, O'Hara, Aboona, Inc.  
 Job No: 17-131      Figure: 6



Downers Grove Market  
 Outlot Development  
 Downers Grove, Illinois

Pass-By Traffic Assignment



Downers Grove Market  
Outlot Development  
Downers Grove, Illinois

Total Projected Traffic Volumes

## 5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning, weekday evening, and Saturday midday peak hours. The analysis included conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modification are required.

### Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday evening, and Saturday midday peak hours for the existing (Year 2017) and future projected (Year 2023) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010* and analyzed using the HCS 7 computer software. The analyses for the signalized intersection was conducted utilizing the existing cycle lengths and phases.

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.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2023 total projected conditions are presented in **Tables 5 through 9**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 5  
 CAPACITY ANALYSIS RESULTS  
 OGDEN AVENUE WITH DOWNERS GROVE MARKET ACCESS DRIVE – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Year 2017 Existing Conditions	Weekday Morning Peak Hour	A 2.3	A 2.7	A 3.7	A 2.8	--			E 63.1	E 60.9	A – 5.9			
		A – 2.7			A – 3.6						E – 62.0			
	Weekday Evening Peak Hour	A 7.9	A 6.0	A 8.9	A 6.0	D 53.8			E 63.1	E 60.2	B – 12.5			
		A – 6.2			A – 8.6						E – 61.5			
Saturday Midday Peak Hour		A 9.4	A 7.8	B 12.7	A 9.8	D 44.3			E 62.1	D 49.9	B - 16.9			
		A – 8.0			B – 12.1						E – 55.8			
Year 2023 Projected	Weekday Morning Peak Hour	A 3.4	A 3.7	A 5.1	A 3.7	--			E 61.9	E 55.1	A – 7.4			
		A – 3.7			A – 5.0						E – 59.2			
	Weekday Evening Peak Hour	A 9.3	A 6.4	A 9.6	A 6.3	D 53.3			E 64.8	E 58.3	B – 13.1			
		A – 6.7			A – 9.3						E – 61.3			
Saturday Midday Peak Hour		B 11.3	A 8.4	B 14.2	B 10.7	D 43.4			E 68.1	D 46.9	B – 18.3			
		A – 8.9			B – 13.5						E – 57.8			

Delay is measured in seconds.

Table 6  
CAPACITY ANALYSIS RESULTS  
CUMNOR ROAD WITH FOXFIRE COURT AND DOWNERS PLAZA ACCESS DRIVE –  
UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Existing Conditions</b>						
• Northbound Left Turns	A	7.3	A	7.3	A	7.7
• Southbound Left Turns	A	7.4	A	7.5	A	7.4
• Eastbound Approach	A	9.0	A	9.8	B	10.2
• Westbound Approach	A	9.5	B	10.8	B	14.2
<b>Projected Conditions</b>						
• Northbound Left Turns	A	7.3	A	7.3	A	7.7
• Southbound Left Turns	A	7.4	A	7.5	A	7.4
• Eastbound Approach	A	9.0	A	9.9	B	10.2
• Westbound Approach	A	9.5	B	10.9	B	14.3
LOS = Level of Service; Delay is measured in seconds						

Table 7  
CAPACITY ANALYSIS RESULTS  
WILLIAMS STREET WITH DOWNERS MARKET ACCESS DRIVE – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Existing Conditions</b>						
• Northbound Left Turns	A	7.3	A	7.5	A	7.5
• Eastbound Approach	A	8.9	B	10.1	A	9.8
<b>Projected Conditions</b>						
• Northbound Left Turns	A	7.3	A	7.5	A	7.5
• Eastbound Approach	A	8.9	B	10.1	A	9.8
LOS = Level of Service; Delay is measured in seconds						

Table 8  
CAPACITY ANALYSIS RESULTS  
OGDEN AVENUE WITH WILLIAMS STREET – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Existing Conditions</b>						
• Eastbound Left Turns	B	10.6	B	14.0	B	13.6
• Westbound Left Turns	B	12.6	B	12.9	B	12.4
• Northbound Approach	B	14.5	C	21.5	D	28.2
• Southbound Approach	C	21.6	E	40.4	D	32.7
<b>Projected Conditions</b>						
• Eastbound Left Turns	B	11.1	B	14.9	B	14.8
• Westbound Left Turns	B	12.9	B	13.2	B	12.7
• Northbound Approach	C	14.7	C	23.3	D	33.4
• Southbound Approach	C	23.5	E	40.7	E	39.3
LOS = Level of Service; Delay is measured in seconds						

Table 9  
CAPACITY ANALYSIS RESULTS  
WILLIAMS STREET WITH PROPOSED ACCESS DRIVE – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Projected Conditions</b>						
• Northbound Left Turns	A	7.4	A	7.4	A	7.4
• Eastbound Approach	A	8.7	A	8.6	A	8.8
LOS = Level of Service; Delay is measured in seconds						

## 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 traffic.

### *Ogden Avenue with Downers Market/Downers Plaza Access Drive*

The results of the capacity analyses indicate that overall this intersection currently operates at Level of Service (LOS) A during the weekday morning peak hours, and at LOS B during weekday evening and Saturday Midday peak hours. It should be noted that the southbound approach LOS ranges from D to E during all three peak hours. However, this is not uncommon as the majority of the green time is allocated to Ogden Avenue.

Under Year 2023 projected conditions, this intersection is projected to continue operating at LOS A during the morning peak hours and LOS B during evening and midday peak hours with increases in delay of less than three seconds. Furthermore, the southbound approach is projected to continue operating at the same LOS with very little changes in the delay experienced. As such, the proposed development will have a limited impact on the operations of this intersection and no roadway improvements or signal modifications will be required.

### *Cumnor Road with Foxfire Court*

The results of the capacity analyses indicate that all approaches currently operate at LOS A or B during peak hours and will continue to do so in the future. As such, the proposed expansion will have a limited impact on the operations of this intersection and no roadway improvements or signal modifications will be required.

### *Williams Street with Access Drive*

The results of the capacity analyses indicate that all approaches operate at LOS A or B during peak hours under existing conditions and will continue to do so in the future. As such, the proposed expansion will have a limited impact on the operations of this intersection and no roadway improvements or signal modifications will be required.

### *Ogden Avenue and Williams Street*

The results of the capacity analyses indicate that all turning movements at this intersection are operating at acceptable LOS with the exception of the southbound left-turn movement during the weekday evening peak hour. This is expected and it is not an uncommon situation when a minor road like Williams Street intersects a major arterial like Ogden Avenue. Under Year 2023 future conditions, all movements will continue operating at the same LOS with minimal increases in delay. Further inspection of the capacity analyses, indicate that the southbound queues will be 50 feet or less and as such will not extend to the proposed access drive. A summary of the existing and future southbound queues is included in the Appendix. Therefore, the proposed development

will have a limited impact on the operations of this intersection and no roadway improvements or traffic control modifications will be necessary in conjunction with this development.

*Williams Street with Proposed Access Drive*

The results of the capacity analyses indicate that the all approaches operate at LOS A under year 2023 projected conditions. In order to enforce the no outbound left-turn restriction, it is recommended that a “No Left Turn” sign similar to the one provided on the service drive intersection with Williams Street be installed. As previously indicated, outbound movements should be under stop sign control. No other traffic control modifications will be necessary.

## 6. Conclusion

Based on the proposed development plans and the preceding traffic study, the following conclusions are made:

- The development is well located with respect to the area roadway system.
- The development-generated traffic will not have a significant impact on area roadways.
- The number of trips estimated to be generated by the proposed development is very conservative given that the Starbucks Coffee shop is already in the area with an establish clientele.
- The provision of a right-in/right-out/left-in access drive will enhance the accessibility of the shopping center and reduce the amount of traffic that could travel north on Williams Street.
- The results of the capacity analyses show that all the intersections are generally operating at acceptable levels of service and will continue to do so in the future with minimal increases in delay.
- The future southbound queues on Williams Street will not extend beyond 50 feet and as such will not have a negative impact on the proposed access drive.

# Appendix

- Traffic Count Summary Sheets
- CMAP 2040 Projections Letter
  - Fast Casual Survey Data
  - Level of Service Criteria
- Capacity Analysis Summary Sheets
  - Existing and Future Queues

# Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.  
 9575 W. Higgins Rd., Suite 400  
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 (847)518-9990

Count Name: Ogden Avenue and Access Drive  
 Site Code:  
 Start Date: 06/17/2017  
 Page No: 1

### Turning Movement Data

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Access Drive Northbound						Access 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	
12:00 PM	0	51	304	0	0	355	0	0	254	58	1	312	0	0	1	1	0	2	0	69	0	56	0	125	794
12:15 PM	0	58	279	0	0	337	0	1	240	59	0	300	0	0	1	0	0	1	0	57	0	72	0	129	767
12:30 PM	0	47	295	0	0	342	0	0	278	55	0	333	0	0	0	0	0	0	0	52	0	57	0	109	784
12:45 PM	0	50	281	1	1	332	0	0	265	53	0	318	0	1	0	1	0	2	0	46	0	57	0	103	755
Hourly Total	0	206	1159	1	1	1366	0	1	1037	225	1	1263	0	1	2	2	0	5	0	224	0	242	0	466	3100
1:00 PM	0	65	268	0	0	333	1	0	254	64	0	319	0	0	0	0	1	0	0	47	0	65	1	112	764
1:15 PM	1	63	285	1	2	350	0	0	239	55	0	294	0	0	0	0	0	0	0	65	0	69	0	134	778
1:30 PM	0	61	293	0	2	354	0	0	227	58	0	285	0	1	0	0	1	1	0	53	0	64	1	117	757
1:45 PM	0	50	267	0	0	317	0	0	257	67	1	324	0	0	0	2	0	2	0	52	0	55	0	107	750
Hourly Total	1	239	1113	1	4	1354	1	0	977	244	1	1222	0	1	0	2	2	3	0	217	0	253	2	470	3049
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	10	267	0	0	277	0	0	174	11	0	185	0	0	0	0	0	0	0	7	0	15	0	22	484
7:15 AM	0	11	289	0	0	300	0	0	206	9	0	215	0	0	0	0	0	0	0	10	0	10	0	20	535
7:30 AM	0	10	337	0	0	347	0	0	218	18	0	236	0	0	0	0	0	0	0	14	0	19	0	33	616
7:45 AM	0	12	337	0	1	349	0	0	222	22	0	244	0	0	0	0	0	0	0	14	0	13	0	27	620
Hourly Total	0	43	1230	0	1	1273	0	0	820	60	0	880	0	0	0	0	0	0	0	45	0	57	0	102	2255
8:00 AM	0	10	310	0	1	320	0	0	230	14	0	244	0	0	0	0	0	0	0	10	0	20	0	30	594
8:15 AM	0	14	313	0	0	327	0	0	213	10	0	223	0	0	0	0	0	0	0	17	0	7	0	24	574
8:30 AM	0	9	297	0	0	306	0	0	227	29	0	256	0	0	0	0	0	0	0	19	0	9	0	28	590
8:45 AM	0	34	330	0	3	364	0	0	184	28	0	212	0	0	0	0	4	0	0	13	0	11	0	24	600
Hourly Total	0	67	1250	0	4	1317	0	0	854	81	0	935	0	0	0	0	4	0	0	59	0	47	0	106	2358
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	22	308	1	1	331	0	1	326	41	0	368	0	0	0	1	1	1	0	53	0	36	0	89	789
4:15 PM	0	33	339	0	0	372	0	0	307	41	0	348	0	0	0	0	0	0	0	33	0	37	0	70	790
4:30 PM	0	29	317	0	0	346	0	0	343	29	0	372	0	1	0	1	0	2	0	40	0	39	0	79	799
4:45 PM	0	56	302	1	0	359	0	1	318	34	0	353	0	0	0	0	0	0	0	37	0	44	0	81	793
Hourly Total	0	140	1266	2	1	1408	0	2	1294	145	0	1441	0	1	0	2	1	3	0	163	0	156	0	319	3171
5:00 PM	0	28	348	0	0	376	0	0	366	33	0	399	0	0	0	0	0	0	0	33	0	43	0	76	851
5:15 PM	0	34	322	0	0	356	0	0	316	45	0	361	0	0	0	0	0	0	0	42	0	55	0	97	814
5:30 PM	0	31	354	1	0	386	0	0	358	36	0	394	0	0	0	0	0	0	0	31	0	38	0	69	849
5:45 PM	0	47	333	2	0	382	0	0	305	39	0	344	0	3	0	1	0	4	0	31	0	35	0	66	796
Hourly Total	0	140	1357	3	0	1500	0	0	1345	153	0	1498	0	3	0	1	0	4	0	137	0	171	0	308	3310
Grand Total	1	835	7375	7	11	8218	1	3	6327	908	2	7239	0	6	2	7	7	15	0	845	0	926	2	1771	17243
Approach %	0.0	10.2	89.7	0.1	-	-	0.0	0.0	87.4	12.5	-	-	0.0	40.0	13.3	46.7	-	-	0.0	47.7	0.0	52.3	-	-	-
Total %	0.0	4.8	42.8	0.0	-	47.7	0.0	0.0	36.7	5.3	-	42.0	0.0	0.0	0.0	0.0	-	0.1	0.0	4.9	0.0	5.4	-	10.3	-
Lights	1	829	7250	7	-	8087	1	3	6202	904	-	7110	0	6	2	7	-	15	0	843	0	921	-	1764	16976
% Lights	100.0	99.3	98.3	100.0	-	98.4	100.0	100.0	98.0	99.6	-	98.2	-	100.0	100.0	100.0	-	100.0	-	99.8	-	99.5	-	99.6	98.5

Buses	0	0	13	0	-	13	0	0	8	0	-	8	0	0	0	0	-	0	0	0	0	-	0	21	
% Buses	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	0.1		
Single-Unit Trucks	0	4	84	0	-	88	0	0	95	3	-	98	0	0	0	0	-	0	0	1	0	5	-	6	192
% Single-Unit Trucks	0.0	0.5	1.1	0.0	-	1.1	0.0	0.0	1.5	0.3	-	1.4	-	0.0	0.0	0.0	-	0.0	-	0.1	-	0.5	-	0.3	1.1
Articulated Trucks	0	2	28	0	-	30	0	0	20	1	-	21	0	0	0	0	-	0	0	1	0	0	-	1	52
% Articulated Trucks	0.0	0.2	0.4	0.0	-	0.4	0.0	0.0	0.3	0.1	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.1	-	0.0	-	0.1	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	2	0	-	2	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	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	11	-	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	2	-	-
% 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  
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Count Name: Ogden Avenue and Access Drive  
 Site Code:  
 Start Date: 06/17/2017  
 Page No: 3

Turning Movement Peak Hour Data (12:00 PM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Access Drive Northbound						Access 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	
12:00 PM	0	51	304	0	0	355	0	0	254	58	1	312	0	0	1	1	0	2	0	69	0	56	0	125	794
12:15 PM	0	58	279	0	0	337	0	1	240	59	0	300	0	0	1	0	0	1	0	57	0	72	0	129	767
12:30 PM	0	47	295	0	0	342	0	0	278	55	0	333	0	0	0	0	0	0	0	52	0	57	0	109	784
12:45 PM	0	50	281	1	1	332	0	0	265	53	0	318	0	1	0	1	0	2	0	46	0	57	0	103	755
Total	0	206	1159	1	1	1366	0	1	1037	225	1	1263	0	1	2	2	0	5	0	224	0	242	0	466	3100
Approach %	0.0	15.1	84.8	0.1	-	-	0.0	0.1	82.1	17.8	-	-	0.0	20.0	40.0	40.0	-	-	0.0	48.1	0.0	51.9	-	-	-
Total %	0.0	6.6	37.4	0.0	-	44.1	0.0	0.0	33.5	7.3	-	40.7	0.0	0.0	0.1	0.1	-	0.2	0.0	7.2	0.0	7.8	-	15.0	-
PHF	0.000	0.888	0.953	0.250	-	0.962	0.000	0.250	0.933	0.953	-	0.948	0.000	0.250	0.500	0.500	-	0.625	0.000	0.812	0.000	0.840	-	0.903	0.976
Lights	0	205	1149	1	-	1355	0	1	1024	225	-	1250	0	1	2	2	-	5	0	223	0	240	-	463	3073
% Lights	-	99.5	99.1	100.0	-	99.2	-	100.0	98.7	100.0	-	99.0	-	100.0	100.0	100.0	-	100.0	-	99.6	-	99.2	-	99.4	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	-	0.0	0.0
Single-Unit Trucks	0	0	9	0	-	9	0	0	11	0	-	11	0	0	0	0	-	0	0	1	0	2	-	3	23
% Single-Unit Trucks	-	0.0	0.8	0.0	-	0.7	-	0.0	1.1	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.4	-	0.8	-	0.6	0.7
Articulated Trucks	0	1	1	0	-	2	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	4
% Articulated Trucks	-	0.5	0.1	0.0	-	0.1	-	0.0	0.2	0.0	-	0.2	-	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	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	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

Count Name: Ogden Avenue and Access Drive  
 Site Code:  
 Start Date: 06/17/2017  
 Page No: 4

### Turning Movement Peak Hour Data (7:30 AM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Access Drive Northbound						Access 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	0	10	337	0	0	347	0	0	218	18	0	236	0	0	0	0	0	0	0	14	0	19	0	33	616
7:45 AM	0	12	337	0	1	349	0	0	222	22	0	244	0	0	0	0	0	0	0	14	0	13	0	27	620
8:00 AM	0	10	310	0	1	320	0	0	230	14	0	244	0	0	0	0	0	0	0	10	0	20	0	30	594
8:15 AM	0	14	313	0	0	327	0	0	213	10	0	223	0	0	0	0	0	0	0	17	0	7	0	24	574
<b>Total</b>	<b>0</b>	<b>46</b>	<b>1297</b>	<b>0</b>	<b>2</b>	<b>1343</b>	<b>0</b>	<b>0</b>	<b>883</b>	<b>64</b>	<b>0</b>	<b>947</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>114</b>	<b>2404</b>
Approach %	0.0	3.4	96.6	0.0	-	-	0.0	0.0	93.2	6.8	-	-	NaN	NaN	NaN	NaN	-	-	0.0	48.2	0.0	51.8	-	-	-
Total %	0.0	1.9	54.0	0.0	-	55.9	0.0	0.0	36.7	2.7	-	39.4	0.0	0.0	0.0	0.0	-	0.0	0.0	2.3	0.0	2.5	-	4.7	-
PHF	0.000	0.821	0.962	0.000	-	0.962	0.000	0.000	0.960	0.727	-	0.970	0.000	0.000	0.000	0.000	-	0.000	0.000	0.809	0.000	0.738	-	0.864	0.969
Lights	0	44	1262	0	-	1306	0	0	857	63	-	920	0	0	0	0	-	0	0	54	0	58	-	112	2338
% Lights	-	95.7	97.3	-	-	97.2	-	-	97.1	98.4	-	97.1	-	-	-	-	-	-	-	98.2	-	98.3	-	98.2	97.3
Buses	0	0	6	0	-	6	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	11
% Buses	-	0.0	0.5	-	-	0.4	-	-	0.6	0.0	-	0.5	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.5
Single-Unit Trucks	0	1	20	0	-	21	0	0	20	0	-	20	0	0	0	0	-	0	0	0	0	1	-	1	42
% Single-Unit Trucks	-	2.2	1.5	-	-	1.6	-	-	2.3	0.0	-	2.1	-	-	-	-	-	-	-	0.0	-	1.7	-	0.9	1.7
Articulated Trucks	0	1	9	0	-	10	0	0	1	1	-	2	0	0	0	0	-	0	0	1	0	0	-	1	13
% Articulated Trucks	-	2.2	0.7	-	-	0.7	-	-	0.1	1.6	-	0.2	-	-	-	-	-	-	-	1.8	-	0.0	-	0.9	0.5
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
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.  
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Count Name: Ogden Avenue and Access Drive  
Site Code:  
Start Date: 06/17/2017  
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### Turning Movement Peak Hour Data (5:00 PM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Access Drive Northbound						Access 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	
5:00 PM	0	28	348	0	0	376	0	0	366	33	0	399	0	0	0	0	0	0	0	33	0	43	0	76	851
5:15 PM	0	34	322	0	0	356	0	0	316	45	0	361	0	0	0	0	0	0	0	42	0	55	0	97	814
5:30 PM	0	31	354	1	0	386	0	0	358	36	0	394	0	0	0	0	0	0	0	31	0	38	0	69	849
5:45 PM	0	47	333	2	0	382	0	0	345	39	0	344	0	3	0	1	0	4	0	31	0	35	0	66	796
Total	0	140	1357	3	0	1500	0	0	1345	153	0	1498	0	3	0	1	0	4	0	137	0	171	0	308	3310
Approach %	0.0	9.3	90.5	0.2	-	-	0.0	0.0	89.8	10.2	-	-	0.0	75.0	0.0	25.0	-	-	0.0	44.5	0.0	55.5	-	-	-
Total %	0.0	4.2	41.0	0.1	-	45.3	0.0	0.0	40.6	4.6	-	45.3	0.0	0.1	0.0	0.0	-	0.1	0.0	4.1	0.0	5.2	-	9.3	-
PHF	0.000	0.745	0.958	0.375	-	0.972	0.000	0.000	0.919	0.850	-	0.939	0.000	0.250	0.000	0.250	-	0.250	0.000	0.815	0.000	0.777	-	0.794	0.972
Lights	0	139	1338	3	-	1480	0	0	1327	153	-	1480	0	3	0	1	-	4	0	137	0	171	-	308	3272
% Lights	-	99.3	98.6	100.0	-	98.7	-	-	98.7	100.0	-	98.8	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	98.9
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	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	0.0
Single-Unit Trucks	0	1	14	0	-	15	0	0	11	0	-	11	0	0	0	0	-	0	0	0	0	0	-	0	26
% Single-Unit Trucks	-	0.7	1.0	0.0	-	1.0	-	-	0.8	0.0	-	0.7	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.8
Articulated Trucks	0	0	4	0	-	4	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	11
% Articulated Trucks	-	0.0	0.3	0.0	-	0.3	-	-	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
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.  
 9575 W. Higgins Rd., Suite 400  
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 (847)518-9990

Count Name: Cumnor Road and Access Drive  
 Site Code:  
 Start Date: 06/17/2017  
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### Turning Movement Data

Start Time	Access Drive Eastbound						Foxfire Court Westbound						Cumnor Road Northbound						Cumnor 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	
12:00 PM	0	0	1	0	0	1	0	29	0	15	1	44	0	1	18	22	0	41	0	10	26	0	2	36	122
12:15 PM	0	0	0	0	0	0	0	21	0	11	0	32	0	1	8	29	0	38	0	11	12	0	0	23	93
12:30 PM	0	0	0	2	0	2	0	22	1	16	1	39	0	1	16	20	0	37	0	14	15	0	0	29	107
12:45 PM	0	0	0	0	0	0	0	26	1	14	0	41	0	2	10	23	0	35	0	8	8	0	1	16	92
Hourly Total	0	0	1	2	0	3	0	98	2	56	2	156	0	5	52	94	0	151	0	43	61	0	3	104	414
1:00 PM	0	0	0	0	0	0	0	27	0	9	1	36	0	0	13	33	0	46	0	6	20	0	1	26	108
1:15 PM	0	0	0	0	0	0	0	25	0	19	0	44	0	0	12	21	0	33	0	5	18	0	0	23	100
1:30 PM	0	0	1	0	0	1	0	27	1	11	3	39	0	1	11	30	0	42	0	11	6	0	2	17	99
1:45 PM	0	0	0	1	0	1	0	27	0	13	0	40	0	0	14	16	0	30	0	7	8	1	0	16	87
Hourly Total	0	0	1	1	0	2	0	106	1	52	4	159	0	1	50	100	0	151	0	29	52	1	3	82	394
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	0	0	2	0	2	0	3	0	1	0	4	0	1	4	5	0	10	0	2	10	0	0	12	28
7:15 AM	0	0	0	2	0	2	0	3	0	5	1	8	0	1	11	11	0	23	0	2	16	0	0	18	51
7:30 AM	0	1	0	2	0	3	0	4	1	2	2	7	0	0	6	8	0	14	0	5	14	0	0	19	43
7:45 AM	0	0	0	1	0	1	0	6	0	5	0	11	0	0	8	12	0	20	0	4	14	0	0	18	50
Hourly Total	0	1	0	7	0	8	0	16	1	13	3	30	0	2	29	36	0	67	0	13	54	0	0	67	172
8:00 AM	0	0	0	1	0	1	0	7	0	4	0	11	0	0	9	13	0	22	0	10	15	0	0	25	59
8:15 AM	0	2	0	1	0	3	0	7	0	6	0	13	0	0	7	12	0	19	0	4	14	1	0	19	54
8:30 AM	0	0	0	0	0	0	0	11	1	6	0	18	0	1	11	17	0	29	0	6	5	0	0	11	58
8:45 AM	0	0	0	0	0	0	0	13	0	3	0	16	0	0	9	23	0	32	0	5	14	0	0	19	67
Hourly Total	0	2	0	2	0	4	0	38	1	19	0	58	0	1	36	65	0	102	0	25	48	1	0	74	238
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	1	0	1	0	14	0	9	0	23	0	1	11	16	0	28	0	7	8	0	0	15	67
4:15 PM	0	0	0	1	0	1	0	17	0	13	0	30	0	1	11	11	0	23	0	12	8	1	0	21	75
4:30 PM	0	0	1	0	0	1	0	12	0	3	0	15	0	0	11	13	0	24	0	7	12	1	0	20	60
4:45 PM	0	0	0	1	1	1	0	14	0	9	0	23	0	1	8	17	0	26	0	9	10	0	1	19	69
Hourly Total	0	0	1	3	1	4	0	57	0	34	0	91	0	3	41	57	0	101	0	35	38	2	1	75	271
5:00 PM	0	0	0	0	1	0	0	16	0	8	0	24	0	1	5	18	0	24	0	12	13	0	0	25	73
5:15 PM	0	0	0	0	0	0	0	20	0	12	0	32	0	0	14	21	0	35	0	16	11	2	0	29	96
5:30 PM	0	0	1	1	0	2	0	24	0	13	0	37	0	1	15	12	0	28	0	8	20	0	0	28	95
5:45 PM	0	0	0	0	0	0	0	19	0	5	0	24	0	0	14	13	0	27	0	7	14	0	0	21	72
Hourly Total	0	0	1	1	1	2	0	79	0	38	0	117	0	2	48	64	0	114	0	43	58	2	0	103	336
Grand Total	0	3	4	16	2	23	0	394	5	212	9	611	0	14	256	416	0	686	0	188	311	6	7	505	1825
Approach %	0.0	13.0	17.4	69.6	-	-	0.0	64.5	0.8	34.7	-	-	0.0	2.0	37.3	60.6	-	-	0.0	37.2	61.6	1.2	-	-	-
Total %	0.0	0.2	0.2	0.9	-	1.3	0.0	21.6	0.3	11.6	-	33.5	0.0	0.8	14.0	22.8	-	37.6	0.0	10.3	17.0	0.3	-	27.7	-
Lights	0	3	4	15	-	22	0	391	5	208	-	604	0	13	251	415	-	679	0	188	302	6	-	496	1801
% Lights	-	100.0	100.0	93.8	-	95.7	-	99.2	100.0	98.1	-	98.9	-	92.9	98.0	99.8	-	99.0	-	100.0	97.1	100.0	-	98.2	98.7

Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	0	0	-	0	0	3	0	2	-	5	0	1	2	0	-	3	0	0	6	0	-	6	14
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.8	0.0	0.9	-	0.8	-	7.1	0.8	0.0	-	0.4	-	0.0	1.9	0.0	-	1.2	0.8
Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	6.3	-	4.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	2	-	2	0	0	2	1	-	3	0	0	3	0	-	3	8
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.9	-	0.3	-	0.0	0.8	0.2	-	0.4	-	0.0	1.0	0.0	-	0.6	0.4
Pedestrians	-	-	-	-	2	-	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Cumnor Road and Access Drive  
 Site Code:  
 Start Date: 06/17/2017  
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Turning Movement Peak Hour Data (12:00 PM)

Start Time	Access Drive Eastbound						Foxfire Court Westbound						Cumnor Road Northbound						Cumnor 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	
12:00 PM	0	0	1	0	0	1	0	29	0	15	1	44	0	1	18	22	0	41	0	10	26	0	2	36	122
12:15 PM	0	0	0	0	0	0	0	21	0	11	0	32	0	1	8	29	0	38	0	11	12	0	0	23	93
12:30 PM	0	0	0	2	0	2	0	22	1	16	1	39	0	1	16	20	0	37	0	14	15	0	0	29	107
12:45 PM	0	0	0	0	0	0	0	26	1	14	0	41	0	2	10	23	0	35	0	8	8	0	1	16	92
Total	0	0	1	2	0	3	0	98	2	56	2	156	0	5	52	94	0	151	0	43	61	0	3	104	414
Approach %	0.0	0.0	33.3	66.7	-	-	0.0	62.8	1.3	35.9	-	-	0.0	3.3	34.4	62.3	-	-	0.0	41.3	58.7	0.0	-	-	-
Total %	0.0	0.0	0.2	0.5	-	0.7	0.0	23.7	0.5	13.5	-	37.7	0.0	1.2	12.6	22.7	-	36.5	0.0	10.4	14.7	0.0	-	25.1	-
PHF	0.000	0.000	0.250	0.250	-	0.375	0.000	0.845	0.500	0.875	-	0.886	0.000	0.625	0.722	0.810	-	0.921	0.000	0.768	0.587	0.000	-	0.722	0.848
Lights	0	0	1	1	-	2	0	98	2	55	-	155	0	4	51	94	-	149	0	43	57	0	-	100	406
% Lights	-	-	100.0	50.0	-	66.7	-	100.0	100.0	98.2	-	99.4	-	80.0	98.1	100.0	-	98.7	-	100.0	93.4	-	-	96.2	98.1
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	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	2	0	0	4	0	-	4	6
% Single-Unit Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	20.0	1.9	0.0	-	1.3	-	0.0	6.6	-	-	3.8	1.4
Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	-	0.0	50.0	-	33.3	-	0.0	0.0	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	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	0.0	0.0	1.8	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.2
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% 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

Count Name: Cumnor Road and Access Drive  
Site Code:  
Start Date: 06/17/2017  
Page No: 4

### Turning Movement Peak Hour Data (8:00 AM)

Start Time	Access Drive Eastbound						Foxfire Court Westbound						Cumnor Road Northbound						Cumnor 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	
8:00 AM	0	0	0	1	0	1	0	7	0	4	0	11	0	0	9	13	0	22	0	10	15	0	0	25	59
8:15 AM	0	2	0	1	0	3	0	7	0	6	0	13	0	0	7	12	0	19	0	4	14	1	0	19	54
8:30 AM	0	0	0	0	0	0	0	11	1	6	0	18	0	1	11	17	0	29	0	6	5	0	0	11	58
8:45 AM	0	0	0	0	0	0	0	13	0	3	0	16	0	0	9	23	0	32	0	5	14	0	0	19	67
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>65</b>	<b>0</b>	<b>102</b>	<b>0</b>	<b>25</b>	<b>48</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>238</b>
Approach %	0.0	50.0	0.0	50.0	-	-	0.0	65.5	1.7	32.8	-	-	0.0	1.0	35.3	63.7	-	-	0.0	33.8	64.9	1.4	-	-	-
Total %	0.0	0.8	0.0	0.8	-	1.7	0.0	16.0	0.4	8.0	-	24.4	0.0	0.4	15.1	27.3	-	42.9	0.0	10.5	20.2	0.4	-	31.1	-
PHF	0.000	0.250	0.000	0.500	-	0.333	0.000	0.731	0.250	0.792	-	0.806	0.000	0.250	0.818	0.707	-	0.797	0.000	0.625	0.800	0.250	-	0.740	0.888
Lights	0	2	0	2	-	4	0	38	1	18	-	57	0	1	36	64	-	101	0	25	48	1	-	74	236
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	100.0	94.7	-	98.3	-	100.0	100.0	98.5	-	99.0	-	100.0	100.0	100.0	-	100.0	99.2
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	-	0.0	0.0
Single-Unit Trucks	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	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	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
Bicycles on Road	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	1	-	1	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	0.0	5.3	-	1.7	-	0.0	0.0	1.5	-	1.0	-	0.0	0.0	0.0	-	0.0	0.8
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.  
 9575 W. Higgins Rd., Suite 400  
 Rosemont, Illinois, United States 60018  
 (847)518-9990

Count Name: Cumnor Road and Access Drive  
 Site Code:  
 Start Date: 06/17/2017  
 Page No: 5

### Turning Movement Peak Hour Data (5:00 PM)

Start Time	Access Drive Eastbound						Foxfire Court Westbound						Cumnor Road Northbound						Cumnor 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	
5:00 PM	0	0	0	0	1	0	0	16	0	8	0	24	0	1	5	18	0	24	0	12	13	0	0	25	73
5:15 PM	0	0	0	0	0	0	0	20	0	12	0	32	0	0	14	21	0	35	0	16	11	2	0	29	96
5:30 PM	0	0	1	1	0	2	0	24	0	13	0	37	0	1	15	12	0	28	0	8	20	0	0	28	95
5:45 PM	0	0	0	0	0	0	0	19	0	5	0	24	0	0	14	13	0	27	0	7	14	0	0	21	72
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>117</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>64</b>	<b>0</b>	<b>114</b>	<b>0</b>	<b>43</b>	<b>58</b>	<b>2</b>	<b>0</b>	<b>103</b>	<b>336</b>
Approach %	0.0	0.0	50.0	50.0	-	-	0.0	67.5	0.0	32.5	-	-	0.0	1.8	42.1	56.1	-	-	0.0	41.7	56.3	1.9	-	-	-
Total %	0.0	0.0	0.3	0.3	-	0.6	0.0	23.5	0.0	11.3	-	34.8	0.0	0.6	14.3	19.0	-	33.9	0.0	12.8	17.3	0.6	-	30.7	-
PHF	0.000	0.000	0.250	0.250	-	0.250	0.000	0.823	0.000	0.731	-	0.791	0.000	0.500	0.800	0.762	-	0.814	0.000	0.672	0.725	0.250	-	0.888	0.875
Lights	0	0	1	1	-	2	0	79	0	38	-	117	0	2	48	64	-	114	0	43	57	2	-	102	335
% Lights	-	-	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	98.3	100.0	-	99.0	99.7
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	0.0
Single-Unit Trucks	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	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	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
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.7	0.0	-	1.0	0.3
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Downers Grove, IL      Weather:    Hot and Dry  
 Williams St and Caputo's Fresh Markets Access  
 Thursday June 22, 2017

06/23/17  
 10:39:53

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 1 williams/caputosacc

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
700	2	1	0	0	0	0	0	1	4	1	0	2	11
715	5	6	0	0	0	0	0	4	0	2	0	5	22
730	1	6	0	0	0	0	0	0	2	3	0	2	14
745	2	3	0	0	0	0	0	6	6	0	0	0	17
800	1	7	0	0	0	0	0	6	5	0	0	3	22
815	2	4	0	0	0	0	0	4	7	2	0	4	23
830	1	2	0	0	0	0	0	3	8	1	0	4	19
845	7	4	0	0	0	0	0	5	9	3	0	2	30
1600	5	7	0	0	0	0	0	10	17	2	0	8	49
1615	3	8	0	0	0	0	0	4	10	5	0	8	38
1630	10	4	0	0	0	0	0	9	12	3	0	10	48
1645	7	6	0	0	0	0	0	7	4	4	0	5	33
1700	10	3	0	0	0	0	0	5	17	7	0	16	58
1715	16	4	0	0	0	0	0	10	17	8	0	11	66
1730	9	4	0	0	0	0	0	8	9	5	0	13	48
1745	8	4	0	0	0	0	0	10	16	4	0	14	56
Total	89	73	0	0	0	0	0	92	143	50	0	107	554

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 1 williams/caputosacc

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
700	3	0	5	3	3	0	2	6	11
715	11	0	4	7	9	0	8	5	22
730	7	0	2	5	2	0	9	3	14
745	5	0	12	0	6	0	3	8	17
800	8	0	11	3	9	0	7	6	22
815	6	0	11	6	8	0	6	9	23
830	3	0	11	5	7	0	3	9	19
845	11	0	14	5	7	0	7	16	30
1600	12	0	27	10	18	0	9	22	49
1615	11	0	14	13	12	0	13	13	38
1630	14	0	21	13	19	0	7	22	48
1645	13	0	11	9	12	0	10	11	33
1700	13	0	22	23	21	0	10	27	58
1715	20	0	27	19	21	0	12	33	66
1730	13	0	17	18	21	0	9	18	48
1745	12	0	26	18	24	0	8	24	56
Total	162	0	235	157	199	0	123	232	554

Downers Grove, IL Weather: Hot and Dry  
 Williams St and Caputo's Fresh Markets Access  
 Thursday June 22, 2017

06/23/17  
 10:39:53

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: by Movement

Intersection # 1 williams/caputosacc

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
700	8	4	0	0	0	0	0	4	16	4	0	8	44
715	20	24	0	0	0	0	0	16	0	8	0	20	88
730	4	24	0	0	0	0	0	0	8	12	0	8	56
745	8	12	0	0	0	0	0	24	24	0	0	0	68
800	4	28	0	0	0	0	0	24	20	0	0	12	88
815	8	16	0	0	0	0	0	16	28	8	0	16	92
830	4	8	0	0	0	0	0	12	32	4	0	16	76
845	28	16	0	0	0	0	0	20	36	12	0	8	120
-----													
1600	20	28	0	0	0	0	0	40	68	8	0	32	196
1615	12	32	0	0	0	0	0	16	40	20	0	32	152
1630	40	16	0	0	0	0	0	36	48	12	0	40	192
1645	28	24	0	0	0	0	0	28	16	16	0	20	132
1700	40	12	0	0	0	0	0	20	68	28	0	64	232
1715	64	16	0	0	0	0	0	40	68	32	0	44	264
1730	36	16	0	0	0	0	0	32	36	20	0	52	192
1745	32	16	0	0	0	0	0	40	64	16	0	56	224

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: Appr/Exit Totals

Intersection # 1 williams/caputosacc

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
700	12	0	20	12	12	0	8	24	44
715	44	0	16	28	36	0	32	20	88
730	28	0	8	20	8	0	36	12	56
745	20	0	48	0	24	0	12	32	68
800	32	0	44	12	36	0	28	24	88
815	24	0	44	24	32	0	24	36	92
830	12	0	44	20	28	0	12	36	76
845	44	0	56	20	28	0	28	64	120
-----									
1600	48	0	108	40	72	0	36	88	196
1615	44	0	56	52	48	0	52	52	152
1630	56	0	84	52	76	0	28	88	192
1645	52	0	44	36	48	0	40	44	132
1700	52	0	88	92	84	0	40	108	232
1715	80	0	108	76	84	0	48	132	264
1730	52	0	68	72	84	0	36	72	192
1745	48	0	104	72	96	0	32	96	224

Downers Grove, IL Weather: Hot and Dry  
 Williams St and Caputo's Fresh Markets Access  
 Thursday June 22, 2017

06/23/17  
 10:39:53

URNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 1 williams/caputosacc

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
700	10	16	0	0	0	0	0	11	12	6	0	9	64
715	9	22	0	0	0	0	0	16	13	5	0	10	75
730	6	20	0	0	0	0	0	16	20	5	0	9	76
745	6	16	0	0	0	0	0	19	26	3	0	11	81
800	11	17	0	0	0	0	0	18	29	6	0	13	94
815	10	10	0	0	0	0	0	12	24	6	0	10	72*
830	8	6	0	0	0	0	0	8	17	4	0	6	49*
845	7	4	0	0	0	0	0	5	9	3	0	2	30*
-----													
1600	25	25	0	0	0	0	0	30	43	14	0	31	168
1615	30	21	0	0	0	0	0	25	43	19	0	39	177
1630	43	17	0	0	0	0	0	31	50	22	0	42	205
1645	42	17	0	0	0	0	0	30	47	24	0	45	205
1700	43	15	0	0	0	0	0	33	59	24	0	54	228
1715	33	12	0	0	0	0	0	28	42	17	0	38	170*
1730	17	8	0	0	0	0	0	18	25	9	0	27	104*
1745	8	4	0	0	0	0	0	10	16	4	0	14	56*

URNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 1 williams/caputosacc

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
700	26	0	23	15	20	0	22	22	64
715	31	0	29	15	26	0	27	22	75
730	26	0	36	14	25	0	25	26	76
745	22	0	45	14	30	0	19	32	81
800	28	0	47	19	31	0	23	40	94
815	20	0	36	16	22	0	16	34	72*
830	14	0	25	10	14	0	10	25	49*
845	11	0	14	5	7	0	7	16	30*
-----									
1600	50	0	73	45	61	0	39	68	168
1615	51	0	68	58	64	0	40	73	177
1630	60	0	81	64	73	0	39	93	205
1645	59	0	77	69	75	0	41	89	205
1700	58	0	92	78	87	0	39	102	228
1715	45	0	70	55	66	0	29	75	170*
1730	25	0	43	36	45	0	17	42	104*
1745	12	0	26	18	24	0	8	24	56*

Downers Grove, IL Weather: Warm and Dry  
 Williams St and Caputo's Fresh Markets Access  
 Saturday June 24, 2017

06/26/17  
 10:02:52

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 2 williams/caputosacccsat

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
1200	9	4	0	0	0	0	0	9	11	7	0	8	48
1215	15	2	0	0	0	0	0	10	13	7	0	13	60
1230	8	8	0	0	0	0	0	12	15	6	0	7	56
1245	12	5	0	0	0	0	0	8	14	3	0	15	57
1300	8	8	0	0	0	0	0	8	11	11	0	10	56
1315	6	6	0	0	0	0	0	5	15	6	0	6	44
1330	8	1	0	0	0	0	0	8	17	11	0	13	58
1345	4	4	0	0	0	0	0	5	11	4	0	9	37
<b>Total</b>	<b>70</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>107</b>	<b>55</b>	<b>0</b>	<b>81</b>	<b>416</b>

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 2 williams/caputosacccsat

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
1200	13	0	20	15	17	0	11	20	48
1215	17	0	23	20	23	0	9	28	60
1230	16	0	27	13	19	0	14	23	56
1245	17	0	22	18	23	0	8	26	57
1300	16	0	19	21	18	0	19	19	56
1315	12	0	20	12	11	0	12	21	44
1330	9	0	25	24	21	0	12	25	58
1345	8	0	16	13	14	0	8	15	37
<b>Total</b>	<b>108</b>	<b>0</b>	<b>172</b>	<b>136</b>	<b>146</b>	<b>0</b>	<b>93</b>	<b>177</b>	<b>416</b>

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: by Movement

Intersection # 2 williams/caputosacccsat

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
1200	36	16	0	0	0	0	0	36	44	28	0	32	192
1215	60	8	0	0	0	0	0	40	52	28	0	52	240
1230	32	32	0	0	0	0	0	48	60	24	0	28	224
1245	48	20	0	0	0	0	0	32	56	12	0	60	228
1300	32	32	0	0	0	0	0	32	44	44	0	40	224
1315	24	24	0	0	0	0	0	20	60	24	0	24	176
1330	32	4	0	0	0	0	0	32	68	44	0	52	232
1345	16	16	0	0	0	0	0	20	44	16	0	36	148

Downers Grove, IL Weather: Warm and Dry  
 Williams St and Caputo's Fresh Markets Access  
 Saturday June 24, 2017

06/26/17  
 10:02:52

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: Appr/Exit Totals

Intersection # 2 williams/caputosacccsat

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
1200	52	0	80	60	68	0	44	80	192
1215	68	0	92	80	92	0	36	112	240
1230	64	0	108	52	76	0	56	92	224
1245	68	0	88	72	92	0	32	104	228
1300	64	0	76	84	72	0	76	76	224
1315	48	0	80	48	44	0	48	84	176
1330	36	0	100	96	84	0	48	100	232
1345	32	0	64	52	56	0	32	60	148

URNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 2 williams/caputosacccsat

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
1200	44	19	0	0	0	0	0	39	53	23	0	43	221
1215	43	23	0	0	0	0	0	38	53	27	0	45	229
1230	34	27	0	0	0	0	0	33	55	26	0	38	213
1245	34	20	0	0	0	0	0	29	57	31	0	44	215
1300	26	19	0	0	0	0	0	26	54	32	0	38	195
1315	18	11	0	0	0	0	0	18	43	21	0	28	139*
1330	12	5	0	0	0	0	0	13	28	15	0	22	95*
1345	4	4	0	0	0	0	0	5	11	4	0	9	37*

URNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 2 williams/caputosacccsat

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
1200	63	0	92	66	82	0	42	97	221
1215	66	0	91	72	83	0	50	96	229
1230	61	0	88	64	71	0	53	89	213
1245	54	0	86	75	73	0	51	91	215
1300	45	0	80	70	64	0	51	80	195
1315	29	0	61	49	46	0	32	61	139*
1330	17	0	41	37	35	0	20	40	95*
1345	8	0	16	13	14	0	8	15	37*



Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018  
(847)518-9990

Count Name: Ogden Avenue and Williams Street  
Site Code:  
Start Date: 06/17/2017  
Page No: 1

### Turning Movement Data

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Access Drive Northbound						Williams Street 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	
12:00 PM	0	11	374	0	0	385	0	1	303	22	0	326	0	0	0	0	0	0	0	6	0	11	0	17	728
12:15 PM	0	9	337	0	0	346	0	1	297	27	0	325	0	1	0	1	0	2	0	9	0	10	0	19	692
12:30 PM	0	11	315	1	0	327	0	1	321	15	0	337	0	3	0	1	0	4	0	6	0	7	0	13	681
12:45 PM	0	9	310	0	0	319	0	0	319	16	0	335	0	0	0	4	0	4	0	6	0	8	0	14	672
Hourly Total	0	40	1336	1	0	1377	0	3	1240	80	0	1323	0	4	0	6	0	10	0	27	0	36	0	63	2773
1:00 PM	1	9	310	1	0	321	0	0	312	18	0	330	0	0	0	3	0	3	0	2	0	7	2	9	663
1:15 PM	0	10	330	3	0	343	0	0	301	10	0	311	0	1	0	1	0	2	0	8	0	6	1	14	670
1:30 PM	0	3	330	0	0	333	0	0	291	14	0	305	0	1	0	0	0	1	0	9	0	6	0	15	654
1:45 PM	0	7	308	1	0	316	0	2	319	11	0	332	0	0	1	3	0	4	0	4	0	12	2	16	668
Hourly Total	1	29	1278	5	0	1313	0	2	1223	53	0	1278	0	2	1	7	0	10	0	23	0	31	5	54	2655
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	3	265	0	0	268	0	0	189	5	0	194	0	0	0	0	0	0	0	3	0	2	0	5	467
7:15 AM	0	3	281	0	0	284	1	0	216	5	0	222	0	0	0	0	0	0	0	4	0	4	0	8	514
7:30 AM	0	1	341	0	0	342	0	0	224	2	0	226	0	0	0	1	0	1	0	0	0	5	0	5	574
7:45 AM	0	7	348	0	0	355	0	0	244	6	0	250	0	0	0	0	0	0	0	2	0	7	0	9	614
Hourly Total	0	14	1235	0	0	1249	1	0	873	18	0	892	0	0	0	1	0	1	0	9	0	18	0	27	2169
8:00 AM	0	4	327	0	0	331	0	0	242	3	0	245	0	0	0	0	0	0	0	3	0	2	0	5	581
8:15 AM	0	3	332	0	0	335	0	0	222	3	0	225	0	1	0	0	0	1	0	5	0	0	0	5	566
8:30 AM	0	2	303	0	0	305	1	0	252	10	0	263	0	0	0	0	0	0	0	4	0	6	0	10	578
8:45 AM	0	3	338	1	0	342	0	0	200	5	0	205	0	0	0	2	0	2	0	4	0	2	0	6	555
Hourly Total	0	12	1300	1	0	1313	1	0	916	21	0	938	0	1	0	2	0	3	0	16	0	10	0	26	2280
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	9	351	1	0	361	0	0	366	20	0	386	1	0	0	1	0	2	0	3	0	5	2	8	757
4:15 PM	0	3	353	0	0	356	0	1	343	11	0	355	0	0	0	1	0	1	0	6	0	7	0	13	725
4:30 PM	0	5	365	1	0	371	0	0	359	13	0	372	0	0	0	0	0	0	0	2	0	4	0	6	749
4:45 PM	0	6	319	0	0	325	0	2	355	11	0	368	0	0	0	0	0	0	0	5	0	7	0	12	705
Hourly Total	0	23	1388	2	0	1413	0	3	1423	55	0	1481	1	0	0	2	0	3	0	16	0	23	2	39	2936
5:00 PM	0	4	356	2	0	362	0	0	388	22	0	410	0	1	0	1	0	2	0	5	0	5	0	10	784
5:15 PM	0	3	357	2	0	362	0	0	375	11	0	386	0	0	0	1	0	1	0	7	0	4	1	11	760
5:30 PM	0	5	363	2	0	370	0	0	382	9	0	391	0	0	0	1	0	1	0	3	0	2	0	5	767
5:45 PM	0	5	358	2	0	365	0	1	349	11	0	361	0	0	0	1	0	1	0	4	0	4	0	8	735
Hourly Total	0	17	1434	8	0	1459	0	1	1494	53	0	1548	0	1	0	4	0	5	0	19	0	15	1	34	3046
Grand Total	1	135	7971	17	0	8124	2	9	7169	280	0	7460	1	8	1	22	0	32	0	110	0	133	8	243	15859
Approach %	0.0	1.7	98.1	0.2	-	-	0.0	0.1	96.1	3.8	-	-	3.1	25.0	3.1	68.8	-	-	0.0	45.3	0.0	54.7	-	-	-
Total %	0.0	0.9	50.3	0.1	-	51.2	0.0	0.1	45.2	1.8	-	47.0	0.0	0.1	0.0	0.1	-	0.2	0.0	0.7	0.0	0.8	-	1.5	-
Lights	1	129	7847	17	-	7994	2	9	7053	273	-	7337	1	8	1	22	-	32	0	99	0	131	-	230	15593
% Lights	100.0	95.6	98.4	100.0	-	98.4	100.0	100.0	98.4	97.5	-	98.4	100.0	100.0	100.0	100.0	-	100.0	-	90.0	-	98.5	-	94.7	98.3

Buses	0	0	13	0	-	13	0	0	7	1	-	8	0	0	0	0	-	0	0	1	0	0	-	1	22
% Buses	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.1	0.4	-	0.1	0.0	0.0	0.0	0.0	-	0.0	-	0.9	-	0.0	-	0.4	0.1
Single-Unit Trucks	0	6	83	0	-	89	0	0	87	5	-	92	0	0	0	0	-	0	0	9	0	1	-	10	191
% Single-Unit Trucks	0.0	4.4	1.0	0.0	-	1.1	0.0	0.0	1.2	1.8	-	1.2	0.0	0.0	0.0	0.0	-	0.0	-	8.2	-	0.8	-	4.1	1.2
Articulated Trucks	0	0	28	0	-	28	0	0	19	0	-	19	0	0	0	0	-	0	0	1	0	1	-	2	49
% 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	0.0	0.0	-	0.0	-	0.9	-	0.8	-	0.8	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	3	1	-	4	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	0.4	-	0.1	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

Count Name: Ogden Avenue and Williams Street  
 Site Code:  
 Start Date: 06/17/2017  
 Page No: 3

Turning Movement Peak Hour Data (12:00 PM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Access Drive Northbound						Williams Street 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	
12:00 PM	0	11	374	0	0	385	0	1	303	22	0	326	0	0	0	0	0	0	0	6	0	11	0	17	728
12:15 PM	0	9	337	0	0	346	0	1	297	27	0	325	0	1	0	1	0	2	0	9	0	10	0	19	692
12:30 PM	0	11	315	1	0	327	0	1	321	15	0	337	0	3	0	1	0	4	0	6	0	7	0	13	681
12:45 PM	0	9	310	0	0	319	0	0	319	16	0	335	0	0	0	4	0	4	0	6	0	8	0	14	672
Total	0	40	1336	1	0	1377	0	3	1240	80	0	1323	0	4	0	6	0	10	0	27	0	36	0	63	2773
Approach %	0.0	2.9	97.0	0.1	-	-	0.0	0.2	93.7	6.0	-	-	0.0	40.0	0.0	60.0	-	-	0.0	42.9	0.0	57.1	-	-	-
Total %	0.0	1.4	48.2	0.0	-	49.7	0.0	0.1	44.7	2.9	-	47.7	0.0	0.1	0.0	0.2	-	0.4	0.0	1.0	0.0	1.3	-	2.3	-
PHF	0.000	0.909	0.893	0.250	-	0.894	0.000	0.750	0.966	0.741	-	0.981	0.000	0.333	0.000	0.375	-	0.625	0.000	0.750	0.000	0.818	-	0.829	0.952
Lights	0	37	1329	1	-	1367	0	3	1226	79	-	1308	0	4	0	6	-	10	0	24	0	35	-	59	2744
% Lights	-	92.5	99.5	100.0	-	99.3	-	100.0	98.9	98.8	-	98.9	-	100.0	-	100.0	-	100.0	-	88.9	-	97.2	-	93.7	99.0
Buses	0	0	0	0	-	0	0	0	0	1	-	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	1.3	-	0.1	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Single-Unit Trucks	0	3	6	0	-	9	0	0	12	0	-	12	0	0	0	0	-	0	0	3	0	0	-	3	24
% Single-Unit Trucks	-	7.5	0.4	0.0	-	0.7	-	0.0	1.0	0.0	-	0.9	-	0.0	-	0.0	-	0.0	-	11.1	-	0.0	-	4.8	0.9
Articulated Trucks	0	0	1	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	1	-	1	4
% Articulated Trucks	-	0.0	0.1	0.0	-	0.1	-	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.0	-	2.8	-	1.6	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	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name: Ogden Avenue and Williams Street  
 Site Code:  
 Start Date: 06/17/2017  
 Page No: 4

### Turning Movement Peak Hour Data (7:45 AM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Access Drive Northbound						Williams Street 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	
7:45 AM	0	7	348	0	0	355	0	0	244	6	0	250	0	0	0	0	0	0	0	2	0	7	0	9	614
8:00 AM	0	4	327	0	0	331	0	0	242	3	0	245	0	0	0	0	0	0	0	3	0	2	0	5	581
8:15 AM	0	3	332	0	0	335	0	0	222	3	0	225	0	1	0	0	0	1	0	5	0	0	0	5	566
8:30 AM	0	2	303	0	0	305	1	0	252	10	0	263	0	0	0	0	0	0	0	4	0	6	0	10	578
<b>Total</b>	<b>0</b>	<b>16</b>	<b>1310</b>	<b>0</b>	<b>0</b>	<b>1326</b>	<b>1</b>	<b>0</b>	<b>960</b>	<b>22</b>	<b>0</b>	<b>983</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>29</b>	<b>2339</b>
Approach %	0.0	1.2	98.8	0.0	-	-	0.1	0.0	97.7	2.2	-	-	0.0	100.0	0.0	0.0	-	-	0.0	48.3	0.0	51.7	-	-	-
Total %	0.0	0.7	56.0	0.0	-	56.7	0.0	0.0	41.0	0.9	-	42.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	0.6	-	1.2	-
PHF	0.000	0.571	0.941	0.000	-	0.934	0.250	0.000	0.952	0.550	-	0.934	0.000	0.250	0.000	0.000	-	0.250	0.000	0.700	0.000	0.536	-	0.725	0.952
Lights	0	15	1275	0	-	1290	1	0	937	21	-	959	0	1	0	0	-	1	0	11	0	15	-	26	2276
% Lights	-	93.8	97.3	-	-	97.3	100.0	-	97.6	95.5	-	97.6	-	100.0	-	-	-	100.0	-	78.6	-	100.0	-	89.7	97.3
Buses	0	0	2	0	-	2	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	6
% Buses	-	0.0	0.2	-	-	0.2	0.0	-	0.4	0.0	-	0.4	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Single-Unit Trucks	0	1	24	0	-	25	0	0	16	1	-	17	0	0	0	0	-	0	0	3	0	0	-	3	45
% Single-Unit Trucks	-	6.3	1.8	-	-	1.9	0.0	-	1.7	4.5	-	1.7	-	0.0	-	-	-	0.0	-	21.4	-	0.0	-	10.3	1.9
Articulated Trucks	0	0	9	0	-	9	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	12
% Articulated Trucks	-	0.0	0.7	-	-	0.7	0.0	-	0.3	0.0	-	0.3	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	0.5
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
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.  
 9575 W. Higgins Rd., Suite 400  
 Rosemont, Illinois, United States 60018  
 (847)518-9990

Count Name: Ogden Avenue and Williams Street  
 Site Code:  
 Start Date: 06/17/2017  
 Page No: 5

### Turning Movement Peak Hour Data (5:00 PM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Access Drive Northbound						Williams Street 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	
5:00 PM	0	4	356	2	0	362	0	0	388	22	0	410	0	1	0	1	0	2	0	5	0	5	0	10	784
5:15 PM	0	3	357	2	0	362	0	0	375	11	0	386	0	0	0	1	0	1	0	7	0	4	1	11	760
5:30 PM	0	5	363	2	0	370	0	0	382	9	0	391	0	0	0	1	0	1	0	3	0	2	0	5	767
5:45 PM	0	5	358	2	0	365	0	1	349	11	0	361	0	0	0	1	0	1	0	4	0	4	0	8	735
Total	0	17	1434	8	0	1459	0	1	1494	53	0	1548	0	1	0	4	0	5	0	19	0	15	1	34	3046
Approach %	0.0	1.2	98.3	0.5	-	-	0.0	0.1	96.5	3.4	-	-	0.0	20.0	0.0	80.0	-	-	0.0	55.9	0.0	44.1	-	-	-
Total %	0.0	0.6	47.1	0.3	-	47.9	0.0	0.0	49.0	1.7	-	50.8	0.0	0.0	0.0	0.1	-	0.2	0.0	0.6	0.0	0.5	-	1.1	-
PHF	0.000	0.850	0.988	1.000	-	0.986	0.000	0.250	0.963	0.602	-	0.944	0.000	0.250	0.000	1.000	-	0.625	0.000	0.679	0.000	0.750	-	0.773	0.971
Lights	0	17	1416	8	-	1441	0	1	1478	52	-	1531	0	1	0	4	-	5	0	19	0	15	-	34	3011
% Lights	-	100.0	98.7	100.0	-	98.8	-	100.0	98.9	98.1	-	98.9	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	98.9
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	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	-	0.0	0.0
Single-Unit Trucks	0	0	12	0	-	12	0	0	10	0	-	10	0	0	0	0	-	0	0	0	0	0	-	0	22
% Single-Unit Trucks	-	0.0	0.8	0.0	-	0.8	-	0.0	0.7	0.0	-	0.6	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.7
Articulated Trucks	0	0	5	0	-	5	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	10
% 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	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	1.9	-	0.1	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

# CMAP 2040 Projections Letter



## Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

June 5, 2017

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

**Subject: Ogden Avenue (US 34) @ Cumnor Avenue  
IDOT**

Dear Mr. Bowen:

In response to a request made on your behalf and dated June 5, 2017, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
Ogden Ave (US 34), @ Cumnor Ave	32,500	34,000
Cumnor Ave, @ Ogden Ave (US 34)	1,350	2,000

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2017 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

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

Sincerely,

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

cc: Fortmann (IDOT)  
S:\AdminGroups\ResearchAnalysis\TrafficForecasts\_CY2017\DownersGrove\du-26-17\du-26-17.docx

# Fast Casual Survey Data

### Fast Casual Trip Generation

For previous studies of various fast casual restaurants, KLOA, Inc. surveyed various Panera Bread and Chipotle restaurants throughout the Chicagoland area. Their locations were chosen due to the following reasons:

- They were standalone restaurants with some of them providing a drive-through lane
- They were all located within a retail center and an established community
- They were located within close proximity to various retail and office land uses

The highest trip generation was found to be that of the Panera Bread restaurant in Naperville and is shown on Table A.

Table A

#### PANERA BREAD TRIP GENERATION SURVEY RESULTS

Land Use	Weekday Midday Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Panera Bread (4,090 s.f.)	74	79	153	45	36	81	56	55	111
Rate per 1,000 s.f.:	18.09	19.31	37.4	11.00	8.80	19.8	13.69	13.44	27.13

## Level of Service Criteria

## LEVEL OF SERVICE CRITERIA

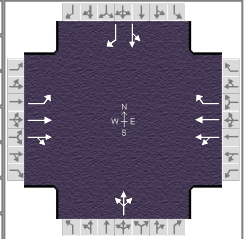
<b>Signalized Intersections</b>		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level 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.	>80.0
<b>Unsignalized Intersections</b>		
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*, 2010.

## Capacity Analysis Summary Sheets

### HCS7 Signalized Intersection Input Data

General Information				Intersection Information			
Agency	KLOA, Inc.			Duration, h	0.25		
Analyst	ANB	Analysis Date	Jun 28, 2017	Area Type	Other		
Jurisdiction	IDOT	Time Period	A.M. Peak Hour	PHF	0.97		
Urban Street	Ogden Avenue	Analysis Year	2017	Analysis Period	1 > 7:00		
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access AMEX.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	46	1297	0	0	883	64	0	0	0	55	0	59

Signal Information				Signal Phases									
Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin	Green	3.0	104.1	7.4	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0

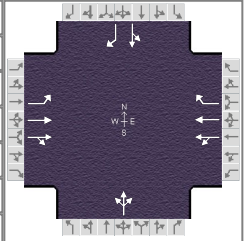
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	46	1297	0	0	883	64	0	0	0	55	0	59
Initial Queue (Q <sub>b</sub> ), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s <sub>0</sub> ), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N <sub>m</sub> ), man/h	None			None			None			None		
Heavy Vehicles (P <sub>HV</sub> ), %	4	3			3	2		0			2	0
Ped / Bike / RTOR, /h	0	0		0	0	0	0	0		0	0	0
Buses (N <sub>b</sub> ), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0			12.0	12.0		12.0			12.0	12.0
Turn Bay Length, ft	0	0			0	0		0			0	0
Grade (P <sub>g</sub> ), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	25	25	25

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G <sub>max</sub> ) or Phase Split, s	20.0	100.0		80.0		30.0		30.0
Yellow Change Interval (Y), s	3.5	4.5		4.5		4.5		4.5
Red Clearance Interval (R <sub>c</sub> ), s	0.0	1.5		1.5		1.5		1.5
Minimum Green (G <sub>min</sub> ), s	3	15	6	15	6	8	6	6
Start-Up Lost Time (lt), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	3.0	7.0	2.0	7.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

### HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	KLOA, Inc.			Duration, h	0.25		
Analyst	ANB	Analysis Date	Jun 28, 2017	Area Type	Other		
Jurisdiction	IDOT	Time Period	A.M. Peak Hour	PHF	0.97		
Urban Street	Ogden Avenue	Analysis Year	2017	Analysis Period	1 > 7:00		
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access AMEX.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	46	1297	0	0	883	64	0	0	0	55	0	59

Signal Information														
Cycle, s	130.0	Reference Phase	2											
Offset, s	0	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On	Green	3.0	104.1	7.4	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	4.5	4.5	0.0	0.0	0.0				
				Red	0.0	1.5	1.5	0.0	0.0	0.0				

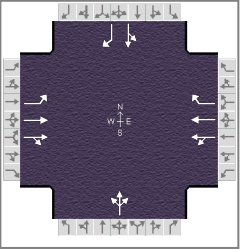
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		7.3		8.0		7.0
Phase Duration, s	6.5	116.6		110.1		13.4		13.4
Change Period, ( Y+R <sub>c</sub> ), s	3.5	6.0		6.0		6.0		6.0
Max Allow Headway ( MAH ), s	4.0	0.0		0.0		0.0		5.3
Queue Clearance Time ( g <sub>s</sub> ), s	2.6							7.1
Green Extension Time ( g <sub>e</sub> ), s	0.1	0.0		0.0		0.0		0.4
Phase Call Probability	1.00							0.99
Max Out Probability	0.00							0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	47	1337	0	0	910	66		0			57	61
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1753	1856	0	1843	1856	1585		0			1418	1610
Queue Service Time ( g <sub>s</sub> ), s	0.6	10.9	0.0	0.0	8.4	1.1		0.0			5.1	4.7
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	0.6	10.9	0.0	0.0	8.4	1.1		0.0			5.1	4.7
Green Ratio ( g/C )	0.84	0.85		0.80	0.80	0.80					0.06	0.08
Capacity ( c ), veh/h	540	3157			2971	1269					136	129
Volume-to-Capacity Ratio ( X )	0.088	0.424	0.000	0.000	0.306	0.052		0.000			0.416	0.472
Back of Queue ( Q ), ft/ln ( 95 th percentile)	6.5	118.8	0	0	119.3	14.2		0			89.6	92.9
Back of Queue ( Q ), veh/ln ( 95 th percentile)	0.3	4.6	0.0	0.0	4.7	0.6		0.0			3.5	3.7
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	2.2	2.3			3.4	2.7					60.2	57.2
Incremental Delay ( d <sub>2</sub> ), s/veh	0.1	0.4	0.0	0.0	0.3	0.1		0.0			2.9	3.8
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Control Delay ( d ), s/veh	2.3	2.7			3.7	2.8					63.1	60.9
Level of Service ( LOS )	A	A			A	A					E	E
Approach Delay, s/veh / LOS	2.7		A	3.6		A	0.0			62.0		E
Intersection Delay, s/veh / LOS	5.9						A					











Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	B	2.2	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.6	B	1.3	A	0.5	A	0.7	A

### HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	KLOA, Inc.			Duration, h	0.25		
Analyst	ANB	Analysis Date	Jun 28, 2017	Area Type	Other		
Jurisdiction	IDOT	Time Period	A.M. Peak Hour	PHF	0.97		
Urban Street	Ogden Avenue	Analysis Year	2017	Analysis Period	1 > 7:00		
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access AMEX.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	46	1297	0	0	883	64	0	0	0	55	0	59

Signal Information				Signal Phases									
Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin	Green	3.0	104.1	7.4	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0

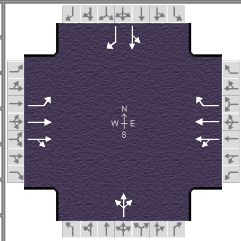
Saturation Flow / Delay	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f <sub>w</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f <sub>HVg</sub> )	0.969	0.977	1.000	1.000	0.977	0.984	1.000	1.000	1.000	0.984	0.984	1.000
Parking Activity Adjustment Factor (f <sub>p</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f <sub>bb</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f <sub>a</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f <sub>LU</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f <sub>LT</sub> )	0.952	0.000		1.000	1.000		1.000	1.000		0.758	0.758	
Right-Turn Adjustment Factor (f <sub>RT</sub> )		1.000	1.000		0.000	0.847		0.000	1.000		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f <sub>LPB</sub> )	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f <sub>RPB</sub> )			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f <sub>wz</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f <sub>DDI</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1753	3711	0	0	3711	1585	0	1900	0	1418	0	1610
Proportion of Vehicles Arriving on Green (P)	0.02	0.85	0.00	0.00	0.80	0.80	0.00	0.00	0.00	0.06	0.00	0.06
Incremental Delay Factor (k)	0.11	0.50			0.50	0.50					0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t <sub>L</sub> )	3.5	6.0		6.0		6.0		6.0
Green Ratio (g/C)	0.84	0.85		0.80		0.06		0.06
Permitted Saturation Flow Rate (s <sub>p</sub> ), veh/h/ln	603	0		416		1440		1440
Shared Saturation Flow Rate (s <sub>sh</sub> ), veh/h/ln				0		1900		0
Permitted Effective Green Time (g <sub>p</sub> ), s	106.1	0.0		0.0		0.0		7.4
Permitted Service Time (g <sub>u</sub> ), s	95.6	0.0		0.0		0.0		7.4
Permitted Queue Service Time (g <sub>ps</sub> ), s	0.9							5.1
Time to First Blockage (g <sub>t</sub> ), s	0.0	0.0		104.1		7.4		0.0
Queue Service Time Before Blockage (g <sub>ts</sub> ), s								0.0
Protected Right Saturation Flow (s <sub>R</sub> ), veh/h/ln				0				1610
Protected Right Effective Green Time (g <sub>R</sub> ), s				0.0				3.0

Multimodal	EB			WB			NB			SB		
Pedestrian F <sub>w</sub> / F <sub>v</sub>	1.389	0.00	1.557	0.00	2.107	0.00	2.107	0.00	2.107	0.00	2.107	0.00
Pedestrian F <sub>s</sub> / F <sub>delay</sub>	0.000	0.015	0.000	0.038	0.000	0.163	0.000	0.163	0.000	0.163	0.000	0.163
Pedestrian M <sub>corner</sub> / M <sub>cw</sub>												
Bicycle c <sub>b</sub> / d <sub>b</sub>	1701.34	1.45	1601.33	2.58	114.05	57.80	114.05	57.80	114.05	57.80	114.05	57.80
Bicycle F <sub>w</sub> / F <sub>v</sub>	-3.64	1.14	-3.64	0.81	-3.64	0.00	-3.64	0.00	-3.64	0.19	-3.64	0.19

## HCS7 Signalized Intersection Results Graphical Summary

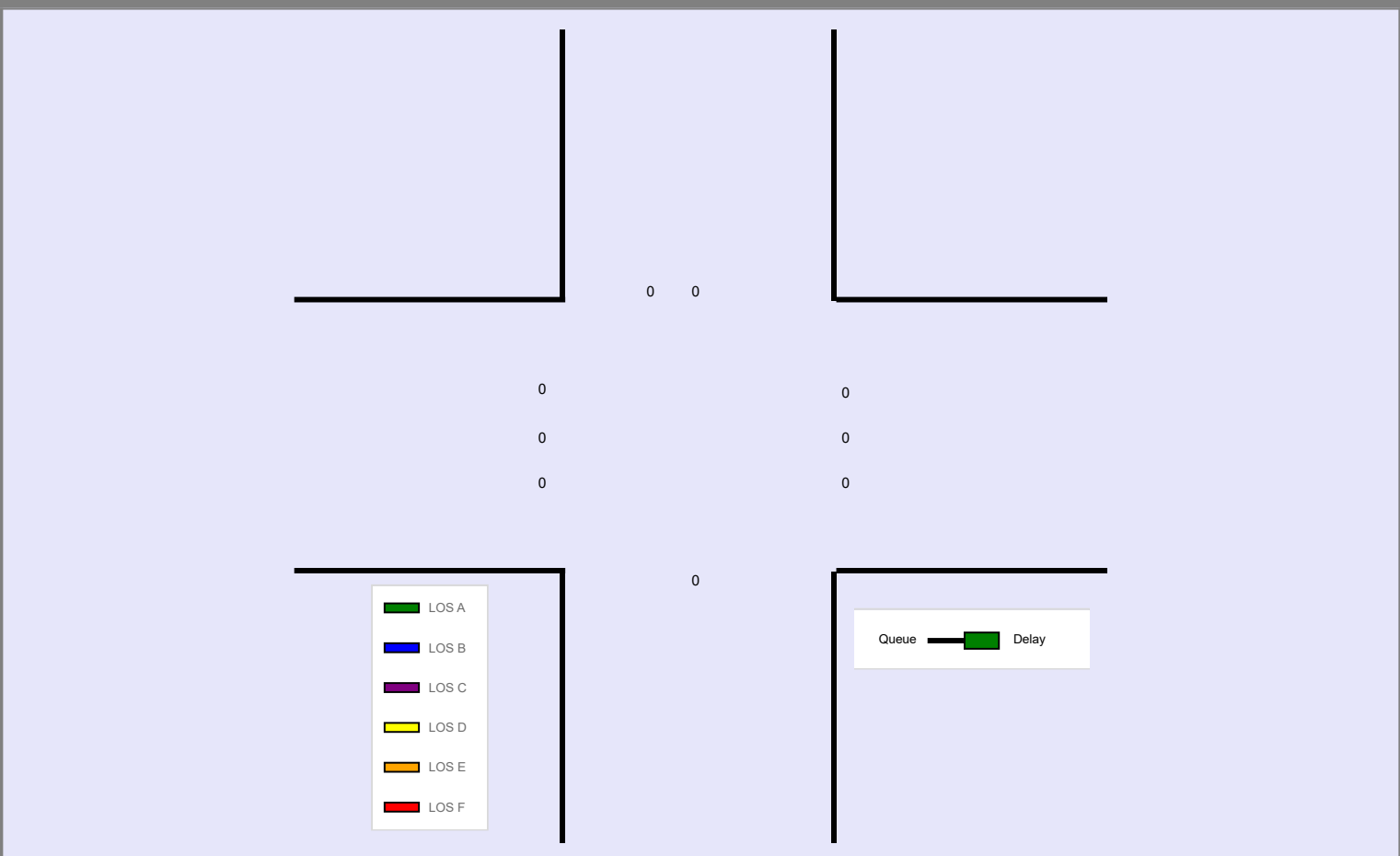
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	ANB	Analysis Date	Jun 28, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	A.M. Peak Hour	PHF	0.97
Urban Street	Ogden Avenue	Analysis Year	2017	Analysis Period	1 > 7:00
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access AMEX.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	46	1297	0	0	883	64	0	0	0	55	0	59

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	3.0	104.1	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Movement Group Results	EB			WB			NB			SB					
	L	T	R	L	T	R	L	T	R	L	T	R			
Approach Movement															
Back of Queue ( Q ), ft/ln ( 95 th percentile)	6.5	118.8	0	0	119.3	14.2		0			89.6	92.9			
Back of Queue ( Q ), veh/ln ( 95 th percentile)	0.3	4.6	0.0	0.0	4.7	0.6		0.0			3.5	3.7			
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	0.00			
Control Delay ( d ), s/veh	2.3	2.7			3.7	2.8					63.1	60.9			
Level of Service ( LOS)	A	A			A	A					E	E			
Approach Delay, s/veh / LOS	2.7		A		3.6		A		0.0			62.0		E	
Intersection Delay, s/veh / LOS	5.9						A								



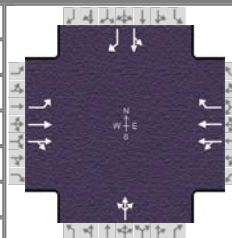
**--- Messages ---**

No errors or warnings exist.

**--- Comments ---**

### HCS7 Signalized Intersection Input Data

General Information					Intersection Information			
Agency	KLOA, Inc.				Duration, h	0.25		
Analyst	ANB	Analysis Date	Jun 28, 2017		Area Type	Other		
Jurisdiction	IDOT	Time Period	P.M. Peak Hour		PHF	0.97		
Urban Street	Ogden Avenue	Analysis Year	2017		Analysis Period	1> 7:00		
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access PMEX.xus					
Project Description								



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	140	1357	3	0	1345	153	3	0	1	137	0	171

Signal Information				Signal Timing (s)														
Cycle, s	140.0	Reference Phase	2	Green	5.1	101.9	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	Begin	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On															

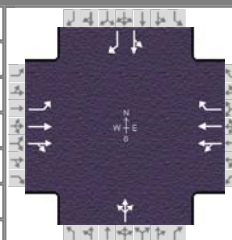
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	140	1357	3	0	1345	153	3	0	1	137	0	171
Initial Queue ( Q <sub>b</sub> ), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate ( s <sub>0</sub> ), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking ( N <sub>m</sub> ), man/h	None			None			None			None		
Heavy Vehicles ( P <sub>HV</sub> ), %	1	1			1	0		0			0	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses ( N <sub>b</sub> ), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type ( AT )	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering ( I )	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width ( W ), ft	12.0	12.0			12.0	12.0		12.0			12.0	12.0
Turn Bay Length, ft	0	0			0	0		0			0	0
Grade ( P <sub>g</sub> ), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	25	25	25

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green ( G <sub>max</sub> ) or Phase Split, s	20.0	110.0		90.0		30.0		30.0
Yellow Change Interval ( Y ), s	3.5	4.5		4.5		4.5		4.5
Red Clearance Interval ( R <sub>c</sub> ), s	0.0	1.5		1.5		1.5		1.5
Minimum Green ( G <sub>min</sub> ), s	3	15	6	15	6	8	6	6
Start-Up Lost Time ( l <sub>t</sub> ), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green ( e ), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage ( P <sub>T</sub> ), s	3.0	7.0	2.0	7.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	No	Yes	No	Yes	No	Yes
Walk ( Walk ), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time ( P <sub>C</sub> ), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

### HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	KLOA, Inc.			Duration, h	0.25		
Analyst	ANB	Analysis Date	Jun 28, 2017	Area Type	Other		
Jurisdiction	IDOT	Time Period	P.M. Peak Hour	PHF	0.97		
Urban Street	Ogden Avenue	Analysis Year	2017	Analysis Period	1> 7:00		
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access PMEX.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	140	1357	3	0	1345	153	3	0	1	137	0	171

Signal Information				Signal Timing (s)													
Cycle, s	140.0	Reference Phase	2	Green	5.1	101.9	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	Begin	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On														

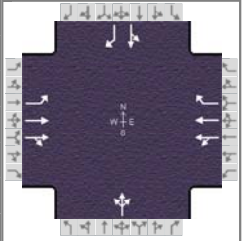
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		7.3		8.0		7.0
Phase Duration, s	8.6	116.5		107.9		23.5		23.5
Change Period, ( Y+R <sub>c</sub> ), s	3.5	6.0		6.0		6.0		6.0
Max Allow Headway ( MAH ), s	4.0	0.0		0.0		5.3		5.3
Queue Clearance Time ( g <sub>s</sub> ), s	4.7					2.3		16.4
Green Extension Time ( g <sub>e</sub> ), s	0.4	0.0		0.0		1.8		1.1
Phase Call Probability	1.00					1.00		1.00
Max Out Probability	0.00					0.00		0.43

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	144	701	701	0	1387	158		4			141	176
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1795	1885	1884	0	1885	1610		1531			1439	1610
Queue Service Time ( g <sub>s</sub> ), s	2.7	17.5	17.5	0.0	22.2	4.1		0.0			13.1	14.4
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	2.7	17.5	17.5	0.0	22.2	4.1		0.3			13.3	14.4
Green Ratio ( g/C )	0.78	0.79	0.79		0.73	0.73		0.12			0.12	0.16
Capacity ( c ), veh/h	341	1488	1487		2745	1172		236			231	260
Volume-to-Capacity Ratio ( X )	0.424	0.471	0.471	0.000	0.505	0.135		0.017			0.611	0.679
Back of Queue ( Q ), ft/ln ( 95 th percentile)	42.5	256.2	254.1	0	332.7	62.3		6			221.9	259.7
Back of Queue ( Q ), veh/ln ( 95 th percentile)	1.7	10.2	10.2	0.0	13.2	2.5		0.2			8.9	10.4
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	7.0	4.9	4.9		8.2	5.7		53.7			59.4	55.3
Incremental Delay ( d <sub>2</sub> ), s/veh	0.8	1.1	1.1	0.0	0.7	0.2		0.0			3.7	4.9
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Control Delay ( d ), s/veh	7.9	6.0	6.0		8.9	6.0		53.8			63.1	60.2
Level of Service ( LOS )	A	A	A		A	A		D			E	E
Approach Delay, s/veh / LOS	6.2		A	8.6		A	53.8		D	61.5		E
Intersection Delay, s/veh / LOS	12.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	B	2.2	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.8	B	1.8	B	0.5	A	1.0	A

### HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	KLOA, Inc.			Duration, h	0.25		
Analyst	ANB	Analysis Date	Jun 28, 2017	Area Type	Other		
Jurisdiction	IDOT	Time Period	P.M. Peak Hour	PHF	0.97		
Urban Street	Ogden Avenue	Analysis Year	2017	Analysis Period	1 > 7:00		
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access PMEX.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	140	1357	3	0	1345	153	3	0	1	137	0	171

Signal Information				Signal Timing (s)														
Cycle, s	140.0	Reference Phase	2	Green	5.1	101.9	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	Begin	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On															

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor ( $f_w$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor ( $f_{HVg}$ )	0.992	0.992	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor ( $f_p$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor ( $f_{bb}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor ( $f_a$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor ( $f_{LU}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor ( $f_{LT}$ )	0.952	0.000		1.000	1.000		0.814	0.806		0.757	0.757	
Right-Turn Adjustment Factor ( $f_{RT}$ )		0.999	0.999		0.000	0.847		0.000	0.806		0.000	0.847
Left-Turn Pedestrian Adjustment Factor ( $f_{LPB}$ )	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor ( $f_{RPB}$ )			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor ( $f_{wz}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor ( $f_{DDI}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1795	3761	8	0	3770	1610	1148	0	383	1439	0	1610
Proportion of Vehicles Arriving on Green (P)	0.04	0.79	0.79	0.00	0.73	0.73	0.12	0.00	0.12	0.12	0.00	0.12
Incremental Delay Factor (k)	0.11	0.50	0.50		0.50	0.50		0.15			0.15	0.17

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time ( $t_L$ )	3.5	6.0		6.0		6.0		6.0
Green Ratio ( $g/C$ )	0.78	0.79		0.73		0.12		0.12
Permitted Saturation Flow Rate ( $s_p$ ), veh/h/ln	393	0		391		1440		1439
Shared Saturation Flow Rate ( $s_{sh}$ ), veh/h/ln				0		1533		1439
Permitted Effective Green Time ( $g_p$ ), s	103.9	0.0		0.0		17.5		17.5
Permitted Service Time ( $g_u$ ), s	79.8	0.0		0.0		4.2		17.2
Permitted Queue Service Time ( $g_{ps}$ ), s	14.0					0.0		13.1
Time to First Blockage ( $g_t$ ), s	0.0	0.0		101.9		0.7		0.0
Queue Service Time Before Blockage ( $g_{ts}$ ), s						0.2		0.0
Protected Right Saturation Flow ( $s_R$ ), veh/h/ln				0				1610
Protected Right Effective Green Time ( $g_R$ ), s				0.0				5.1

Multimodal	EB			WB			NB			SB		
Pedestrian $F_w / F_v$	1.389	0.00	1.557	0.00	2.107	0.00	2.107	0.00	2.107	0.00	0.00	
Pedestrian $F_s / F_{delay}$	0.000	0.045	0.000	0.066	0.000	0.160	0.000	0.160	0.000	0.160	0.160	
Pedestrian $M_{corner} / M_{cw}$												
Bicycle $c_b / d_b$	1578.69	3.11	1455.92	5.18	249.88	53.60	249.88	53.60	249.88	53.60	53.60	
Bicycle $F_w / F_v$	-3.64	1.28	-3.64	1.27	-3.64	0.01	-3.64	0.01	-3.64	0.52	0.52	

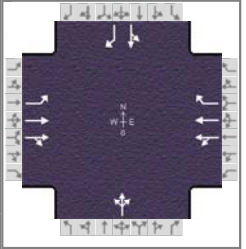
### HCS7 Signalized Intersection Results Graphical Summary

**General Information**

Agency	KLOA, Inc.			Duration, h	0.25
Analyst	ANB	Analysis Date	Jun 28, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	P.M. Peak Hour	PHF	0.97
Urban Street	Ogden Avenue	Analysis Year	2017	Analysis Period	1 > 7:00
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access PMEX.xus		
Project Description					

**Intersection Information**

Duration, h	0.25
Area Type	Other
PHF	0.97
Analysis Period	1 > 7:00
File Name	Oden+Access PMEX.xus



**Demand Information**

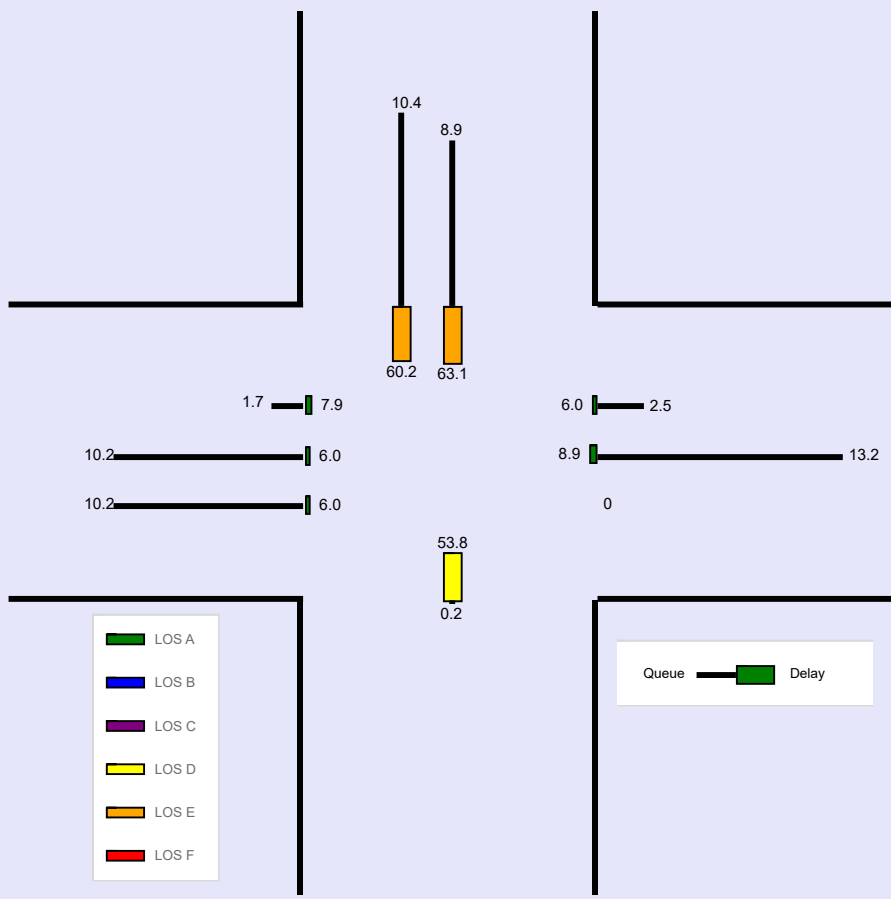
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	140	1357	3	0	1345	153	3	0	1	137	0	171

**Signal Information**

Cycle, s	140.0	Reference Phase	2														
Offset, s	0	Reference Point	Begin														
Uncoordinated	No	Simult. Gap E/W	On	Green	5.1	101.9	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
				Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Movement Group Results**

Approach Movement	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Back of Queue ( Q ), ft/ln ( 95 th percentile)	42.5	256.2	254.1	0	332.7	62.3		6			221.9	259.7	
Back of Queue ( Q ), veh/ln ( 95 th percentile)	1.7	10.2	10.2	0.0	13.2	2.5		0.2			8.9	10.4	
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	0.00	
Control Delay ( d ), s/veh	7.9	6.0	6.0		8.9	6.0		53.8			63.1	60.2	
Level of Service ( LOS)	A	A	A		A	A		D			E	E	
Approach Delay, s/veh / LOS	6.2	A		8.6	A			53.8	D		61.5	E	
Intersection Delay, s/veh / LOS	12.5						B						



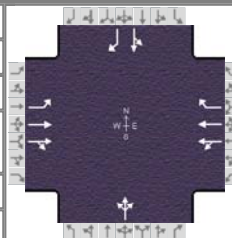
**--- Messages ---**

No errors or warnings exist.

**--- Comments ---**

### HCS7 Signalized Intersection Input Data

General Information					Intersection Information		
Agency	KLOA, Inc.				Duration, h	0.25	
Analyst	ANB	Analysis Date	Jun 28, 2017		Area Type	Other	
Jurisdiction	IDOT	Time Period	Sat. Midday Peak Hour		PHF	0.98	
Urban Street	Ogden Avenue	Analysis Year	2017		Analysis Period	1 > 7:00	
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access SATEX.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	206	1159	1	1	1037	225	1	2	2	224	0	242

Signal Information				Signal Timing (s)										
Cycle, s	130.0	Reference Phase	2	Green	7.3	84.4	22.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	Begin	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On											

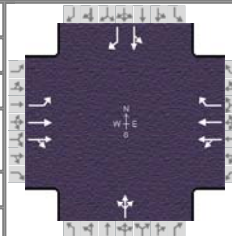
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	206	1159	1	1	1037	225	1	2	2	224	0	242
Initial Queue ( Q <sub>b</sub> ), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate ( s <sub>o</sub> ), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking ( N <sub>m</sub> ), man/h	None			None			None			None		
Heavy Vehicles ( P <sub>HV</sub> ), %	1	1			1	0		0			0	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses ( N <sub>b</sub> ), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type ( AT )	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering ( I )	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width ( W ), ft	12.0	12.0			12.0	12.0		12.0			12.0	12.0
Turn Bay Length, ft	0	0			0	0		0			0	0
Grade ( P <sub>g</sub> ), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	25	25	25

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green ( G <sub>max</sub> ) or Phase Split, s	20.0	100.0		80.0		30.0		30.0
Yellow Change Interval ( Y ), s	3.5	4.5		4.5		4.5		4.5
Red Clearance Interval ( R <sub>c</sub> ), s	0.0	1.5		1.5		1.5		1.5
Minimum Green ( G <sub>min</sub> ), s	3	15	6	15	6	8	6	6
Start-Up Lost Time ( I <sub>t</sub> ), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green ( e ), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage ( P <sub>T</sub> ), s	3.0	7.0	2.0	7.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	No	Yes	No	Yes	No	Yes
Walk ( Walk ), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time ( P <sub>C</sub> ), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

### HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	KLOA, Inc.			Duration, h	0.25		
Analyst	ANB	Analysis Date	Jun 28, 2017	Area Type	Other		
Jurisdiction	IDOT	Time Period	Sat. Midday Peak Hour	PHF	0.98		
Urban Street	Ogden Avenue	Analysis Year	2017	Analysis Period	1 > 7:00		
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access SATEX.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	206	1159	1	1	1037	225	1	2	2	224	0	242

Signal Information				Signal Timing (s)													
Cycle, s	130.0	Reference Phase	2	Green	7.3	84.4	22.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	Begin	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On														

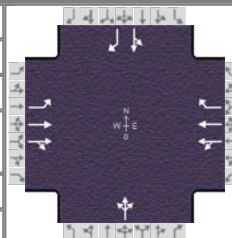
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		7.3		8.0		7.0
Phase Duration, s	10.8	101.2		90.4		28.8		28.8
Change Period, ( Y+R <sub>c</sub> ), s	3.5	6.0		6.0		6.0		6.0
Max Allow Headway ( MAH ), s	4.0	0.0		0.0		5.3		5.3
Queue Clearance Time ( g <sub>s</sub> ), s	6.8					2.3		22.3
Green Extension Time ( g <sub>e</sub> ), s	0.5	0.0		0.0		2.8		0.5
Phase Call Probability	1.00					1.00		1.00
Max Out Probability	0.01					0.01		1.00

Movement Group Results	EB			WB			NB			SB			
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14	
Adjusted Flow Rate ( v ), veh/h	210	592	592	554	505	230		5			229	247	
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1795	1885	1885	1884	1716	1610		1769			1435	1610	
Queue Service Time ( g <sub>s</sub> ), s	4.8	15.9	15.9	0.0	19.0	7.6		0.0			20.0	18.1	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	4.8	15.9	15.9	19.0	19.0	7.6		0.3			20.3	18.1	
Green Ratio ( g/C )	0.72	0.73	0.73	0.65	0.65	0.65		0.18			0.18	0.23	
Capacity ( c ), veh/h	426	1380	1380	1251	1114	1045		344			307	373	
Volume-to-Capacity Ratio ( X )	0.493	0.429	0.429	0.443	0.453	0.220		0.015			0.744	0.662	
Back of Queue ( Q ), ft/ln ( 95 th percentile)	80	254	251.9	313.1	294.1	121.7		6.3			321.6	309	
Back of Queue ( Q ), veh/ln ( 95 th percentile)	3.2	10.1	10.1	12.5	11.7	4.9		0.3			12.9	12.4	
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh	8.5	6.8	6.8	11.3	11.3	9.3		44.3			52.6	45.3	
Incremental Delay ( d <sub>2</sub> ), s/veh	0.9	1.0	1.0	1.1	1.3	0.5		0.0			9.5	4.6	
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0	
Control Delay ( d ), s/veh	9.4	7.8	7.8	12.5	12.7	9.8		44.3			62.1	49.9	
Level of Service ( LOS )	A	A	A	B	B	A		D			E	D	
Approach Delay, s/veh / LOS	8.0	A		12.1	B		44.3	D			55.8	E	
Intersection Delay, s/veh / LOS	16.9						B						

Multimodal Results	EB			WB			NB			SB			
Pedestrian LOS Score / LOS	2.1	B		2.2	B		2.9	C			2.9	C	
Bicycle LOS Score / LOS	1.6	B		1.6	B		0.5	A			1.3	A	

### HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	ANB	Analysis Date	Jun 28, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	Sat. Midday Peak Hour	PHF	0.98
Urban Street	Ogden Avenue	Analysis Year	2017	Analysis Period	1 > 7:00
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access SATEX.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	206	1159	1	1	1037	225	1	2	2	224	0	242

Signal Information				Signal Timing										
Cycle, s	130.0	Reference Phase	2	Green	7.3	84.4	22.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	Begin	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On											

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f <sub>w</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f <sub>HVG</sub> )	0.992	0.992	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f <sub>p</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f <sub>bb</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f <sub>a</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f <sub>LU</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f <sub>LT</sub> )	0.952	0.000		0.999	0.999		0.959	0.931		0.755	0.755	
Right-Turn Adjustment Factor (f <sub>RT</sub> )		1.000	1.000		0.000	0.847		0.000	0.931		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f <sub>LPB</sub> )	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f <sub>RPB</sub> )			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f <sub>wz</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f <sub>DDI</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1795	3767	3	3	3596	1610	354	708	708	1435	0	1610
Proportion of Vehicles Arriving on Green (P)	0.06	0.73	0.73	0.65	0.65	0.65	0.18	0.18	0.18	0.18	0.00	0.18
Incremental Delay Factor (k)	0.11	0.50	0.50	0.50	0.50	0.50		0.15			0.30	0.25

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t <sub>L</sub> )	3.5	6.0		6.0		6.0		6.0
Green Ratio (g/C)	0.72	0.73		0.65		0.18		0.18
Permitted Saturation Flow Rate (s <sub>p</sub> ), veh/h/ln	537	0		481		1440		1435
Shared Saturation Flow Rate (s <sub>sh</sub> ), veh/h/ln				0		1786		1435
Permitted Effective Green Time (g <sub>p</sub> ), s	86.4	0.0		84.4		22.8		22.8
Permitted Service Time (g <sub>u</sub> ), s	65.4	0.0		79.3		2.5		22.5
Permitted Queue Service Time (g <sub>ps</sub> ), s	13.5			0.0		0.0		20.0
Time to First Blockage (g <sub>i</sub> ), s	0.0	0.0		75.7		7.4		0.0
Queue Service Time Before Blockage (g <sub>ts</sub> ), s				19.0		0.2		0.0
Protected Right Saturation Flow (s <sub>R</sub> ), veh/h/ln				0				1610
Protected Right Effective Green Time (g <sub>R</sub> ), s				0.0				7.3

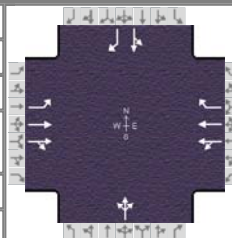
Multimodal	EB			WB			NB			SB		
Pedestrian F <sub>w</sub> / F <sub>v</sub>	1.389	0.00		1.557	0.00		2.107	0.00		2.107	0.00	
Pedestrian F <sub>s</sub> / F <sub>delay</sub>	0.000	0.062		0.000	0.083		0.000	0.152		0.000	0.152	
Pedestrian M <sub>corner</sub> / M <sub>cw</sub>												
Bicycle c <sub>b</sub> / d <sub>b</sub>	1464.46	4.66		1298.32	8.00		350.93	44.19		350.93	44.19	
Bicycle F <sub>w</sub> / F <sub>v</sub>	-3.64	1.15		-3.64	1.06		-3.64	0.01		-3.64	0.78	

### HCS7 Signalized Intersection Results Graphical Summary

**General Information**

Agency	KLOA, Inc.			Duration, h	0.25
Analyst	ANB	Analysis Date	Jun 28, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	Sat. Midday Peak Hour	PHF	0.98
Urban Street	Ogden Avenue	Analysis Year	2017	Analysis Period	1 > 7:00
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access SATEX.xus		
Project Description					

**Intersection Information**



**Demand Information**

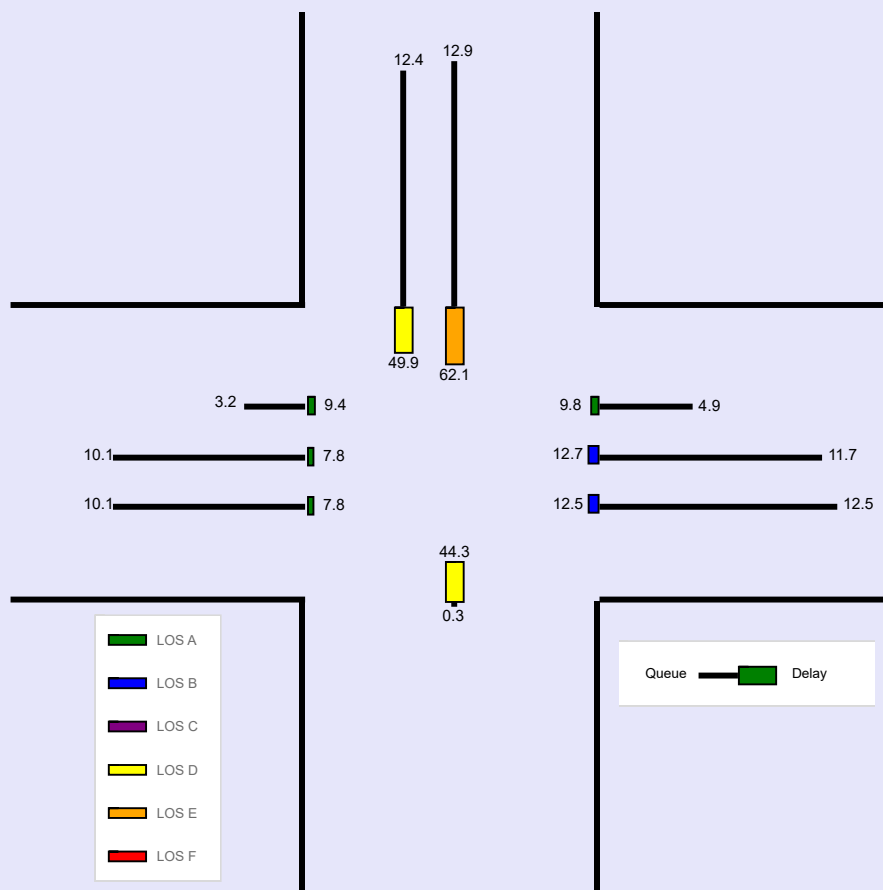
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	206	1159	1	1	1037	225	1	2	2	224	0	242

**Signal Information**

Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On	Green	7.3	84.4	22.8	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	4.5	4.5	0.0	0.0	0.0			
				Red	0.0	1.5	1.5	0.0	0.0	0.0			

**Movement Group Results**

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue ( Q ), ft/ln ( 95 th percentile)	80	254	251.9	313.1	294.1	121.7		6.3			321.6	309
Back of Queue ( Q ), veh/ln ( 95 th percentile)	3.2	10.1	10.1	12.5	11.7	4.9		0.3			12.9	12.4
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	0.00
Control Delay ( d ), s/veh	9.4	7.8	7.8	12.5	12.7	9.8		44.3			62.1	49.9
Level of Service (LOS)	A	A	A	B	B	A		D			E	D
Approach Delay, s/veh / LOS	8.0		A	12.1		B	44.3		D	55.8		E
Intersection Delay, s/veh / LOS	16.9						B					



**--- Messages ---**

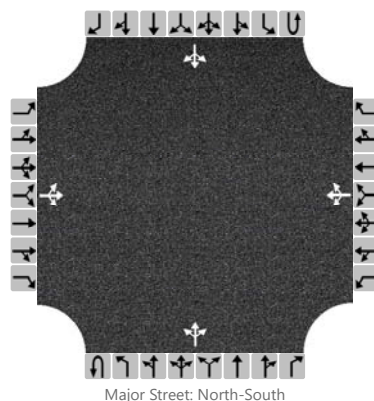
No errors or warnings exist.

**--- Comments ---**

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB	Intersection	Cumnor Rd and Foxfire Ct				
Agency/Co.	KLOA, Inc.	Jurisdiction	Downers Grove				
Date Performed	6/28/2017	East/West Street	Foxfire Court				
Analysis Year	2017	North/South Street	Cumnor Road				
Time Analyzed	7:30 A.M. to 8:30 A.M.	Peak Hour Factor	0.87				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		3	0	5		24	1	17		0	30	45		23	55	1
Percent Heavy Vehicles (%)		0	0	0		0	0	6		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

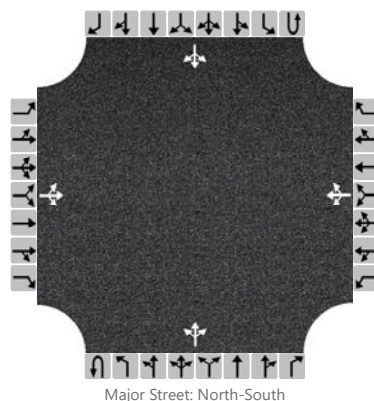
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9				49				0				26	
Capacity, c (veh/h)			904				845				1551				1518	
v/c Ratio			0.01				0.06				0.00				0.02	
95% Queue Length, Q <sub>95</sub> (veh)			0.0				0.2				0.0				0.1	
Control Delay (s/veh)			9.0				9.5				7.3				7.4	
Level of Service, LOS			A				A				A				A	
Approach Delay (s/veh)	9.0				9.5				0.0				2.2			
Approach LOS	A				A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB			Intersection	Cumnor Rd and Foxfire Ct		
Agency/Co.	KLOA, Inc.			Jurisdiction	Downers Grove		
Date Performed	6/28/2017			East/West Street	Foxfire Court		
Analysis Year	2017			North/South Street	Cumnor Road		
Time Analyzed	5:00 P.M. to 6:00 P.M.			Peak Hour Factor	0.88		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		0	1	1		79	0	38		2	48	64		43	58	2
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

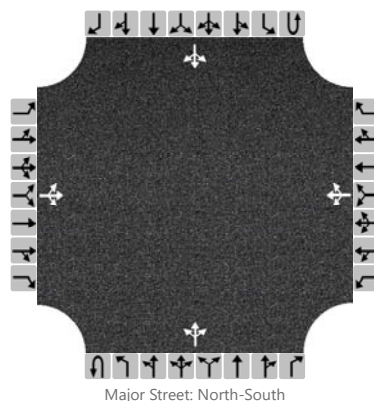
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2				133				2				49	
Capacity, c (veh/h)			746				748				1544				1471	
v/c Ratio			0.00				0.18				0.00				0.03	
95% Queue Length, Q <sub>95</sub> (veh)			0.0				0.6				0.0				0.1	
Control Delay (s/veh)			9.8				10.8				7.3				7.5	
Level of Service, LOS			A				B				A				A	
Approach Delay (s/veh)	9.8				10.8				0.1				3.3			
Approach LOS	A				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB	Intersection	Cumnor Rd and Foxfire Ct				
Agency/Co.	KLOA, Inc.	Jurisdiction	Downers Grove				
Date Performed	6/28/2017	East/West Street	Foxfire Court				
Analysis Year	2017	North/South Street	Cumnor Road				
Time Analyzed	12:00 P.M. to 1:00 P.M.	Peak Hour Factor	0.85				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		0	1	2		98	2	56		94	52	5		43	61	0
Percent Heavy Vehicles (%)		0	0	3		0	0	3		20				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

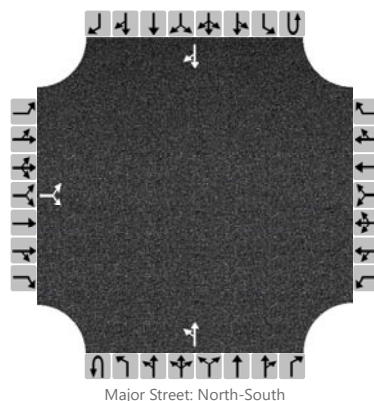
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			3				183				111				51	
Capacity, c (veh/h)			698				573				1421				1542	
v/c Ratio			0.00				0.32				0.08				0.03	
95% Queue Length, Q <sub>95</sub> (veh)			0.0				1.4				0.3				0.1	
Control Delay (s/veh)			10.2				14.2				7.7				7.4	
Level of Service, LOS			B				B				A				A	
Approach Delay (s/veh)	10.2				14.2				5.1				3.2			
Approach LOS	B				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB	Intersection	Williams St and Access Dr				
Agency/Co.	KLOA, Inc.	Jurisdiction	Downers Grove				
Date Performed	6/28/2017	East/West Street	Access Drive				
Analysis Year	2017	North/South Street	Williams Street				
Time Analyzed	7:30 A.M. to 8:30 A.M.	Peak Hour Factor	0.83				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0		0	1	0		0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		9		5						20	16				20	6
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

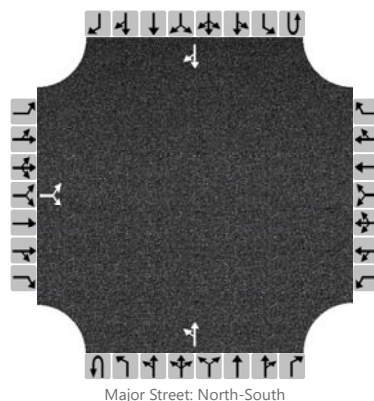
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			17								24					
Capacity, c (veh/h)			936								1573					
v/c Ratio			0.02								0.02					
95% Queue Length, Q <sub>95</sub> (veh)			0.1								0.0					
Control Delay (s/veh)			8.9								7.3					
Level of Service, LOS			A								A					
Approach Delay (s/veh)	8.9								4.1							
Approach LOS	A															

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB			Intersection	Williams St and Access Dr		
Agency/Co.	KLOA, Inc.			Jurisdiction	Downers Grove		
Date Performed	6/28/2017			East/West Street	Access Drive		
Analysis Year	2017			North/South Street	Williams Street		
Time Analyzed	5:00 P.M. to 6:00 P.M.			Peak Hour Factor	0.86		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0		0	1	0		0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		54		24						59	33				15	43
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

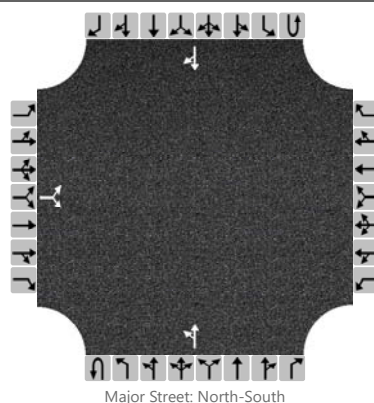
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			91								69					
Capacity, c (veh/h)			795								1515					
v/c Ratio			0.11								0.05					
95% Queue Length, Q <sub>95</sub> (veh)			0.4								0.1					
Control Delay (s/veh)			10.1								7.5					
Level of Service, LOS			B								A					
Approach Delay (s/veh)	10.1								5.0							
Approach LOS	B															

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB	Intersection	Williams St and Access Dr				
Agency/Co.	KLOA, Inc.	Jurisdiction	Downers Grove				
Date Performed	6/28/2017	East/West Street	Access Drive				
Analysis Year	2017	North/South Street	Williams Street				
Time Analyzed	12:00 P.M. to 1:00 P.M.	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound							
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R				
Movement																				
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6				
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0				
Configuration			LR								LT					TR				
Volume, V (veh/h)		43		23						53	39					19	44			
Percent Heavy Vehicles (%)		3		3						3										
Proportion Time Blocked																				
Percent Grade (%)		0																		
Right Turn Channelized		No					No					No					No			
Median Type/Storage		Undivided																		

## Critical and Follow-up Headways

Base Critical Headway (sec)																	
Critical Headway (sec)																	
Base Follow-Up Headway (sec)																	
Follow-Up Headway (sec)																	

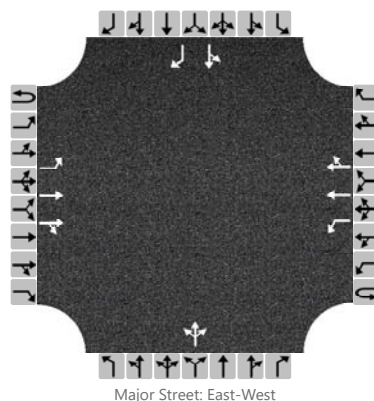
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			72							58							
Capacity, c (veh/h)			823							1518							
v/c Ratio			0.09							0.04							
95% Queue Length, Q <sub>95</sub> (veh)			0.3							0.1							
Control Delay (s/veh)			9.8							7.5							
Level of Service, LOS			A							A							
Approach Delay (s/veh)		9.8								4.5							
Approach LOS		A															

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB			Intersection	Ogden Ave and Williams St		
Agency/Co.	KLOA, Inc.			Jurisdiction	IDOT		
Date Performed	6/28/2017			East/West Street	Ogden Avenue		
Analysis Year	2017			North/South Street	Williams Street		
Time Analyzed	7:30 A.M. to 8:30 A.M.			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	1
Configuration		L	T	TR		L	T	TR			LTR			LT		R
Volume, V (veh/h)		15	1348	0		0	932	15		0	0	1		10	0	14
Percent Heavy Vehicles (%)		7				3				0	0	0		30	0	7
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

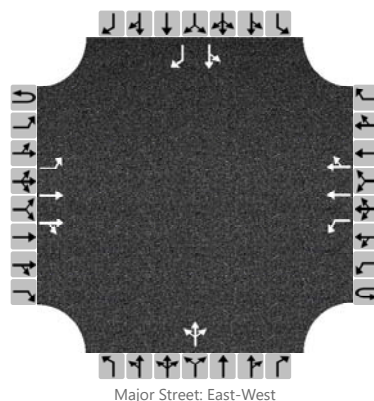
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16			0					1				11		15	
Capacity, c (veh/h)		660			471					381				134		505	
v/c Ratio		0.02			0.00					0.00				0.08		0.03	
95% Queue Length, Q <sub>95</sub> (veh)		0.1			0.0					0.0				0.3		0.1	
Control Delay (s/veh)		10.6			12.6					14.5				34.2		12.3	
Level of Service, LOS		B			B					B				D		B	
Approach Delay (s/veh)		0.1				0.0				14.5				21.6			
Approach LOS										B				C			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB			Intersection	Ogden Ave and Williams St		
Agency/Co.	KLOA, Inc.			Jurisdiction	IDOT		
Date Performed	6/28/2017			East/West Street	Ogden Avenue		
Analysis Year	2017			North/South Street	Williams Street		
Time Analyzed	5:00 P.M. to 6:00 P.M.			Peak Hour Factor	0.97		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	1
Configuration		L	T	TR		L	T	TR			LTR			LT		R
Volume, V (veh/h)		17	1434	8		1	1494	53		1	0	4		19	0	15
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

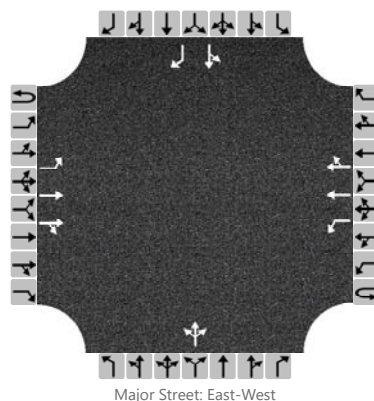
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		18				1					5			20		15
Capacity, c (veh/h)		416				459					223			86		333
v/c Ratio		0.04				0.00					0.02			0.23		0.05
95% Queue Length, Q <sub>95</sub> (veh)		0.1				0.0					0.1			0.8		0.1
Control Delay (s/veh)		14.0				12.9					21.5			59.0		16.3
Level of Service, LOS		B				B					C			F		C
Approach Delay (s/veh)		0.2				0.0				21.5				40.7		
Approach LOS										C				E		

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB			Intersection	Ogden Ave and Williams St		
Agency/Co.	KLOA, Inc.			Jurisdiction	IDOT		
Date Performed	6/28/2017			East/West Street	Ogden Avenue		
Analysis Year	2017			North/South Street	Williams Street		
Time Analyzed	12:00 P.M to 1:00 P.M.			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	1
Configuration		L	T	TR		L	T	TR			LTR			LT		R
Volume, V (veh/h)		40	1336	1		3	1240	80		4	0	6		27	0	36
Percent Heavy Vehicles (%)		8				0				0	0	0		11	0	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

## Critical and Follow-up Headways

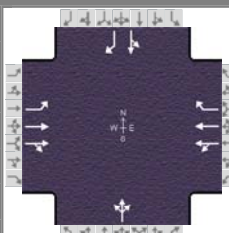
Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		42				3					10			28		38	
Capacity, c (veh/h)		459				491					165			98		383	
v/c Ratio		0.09				0.01					0.06			0.29		0.10	
95% Queue Length, Q <sub>95</sub> (veh)		0.3				0.0					0.2			1.1		0.3	
Control Delay (s/veh)		13.6				12.4					28.2			56.1		15.4	
Level of Service, LOS		B				B					D			F		C	
Approach Delay (s/veh)		0.4				0.0				28.2				32.7			
Approach LOS										D				D			

### HCS7 Signalized Intersection Input Data

General Information				Intersection Information			
Agency	KLOA, Inc.			Duration, h	0.25		
Analyst	ANB	Analysis Date	Jun 29, 2017	Area Type	Other		
Jurisdiction	IDOT	Time Period	A.M. Peak Hour	PHF	0.97		
Urban Street	Ogden Avenue	Analysis Year	2023	Analysis Period	1> 7:00		
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access AMFUT.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	77	1319	0	0	980	64	0	0	0	91	0	59

Signal Information				Signal Timing (s)													
Cycle, s	130.0	Reference Phase	2	Green	3.4	100.1	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	Begin	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On														

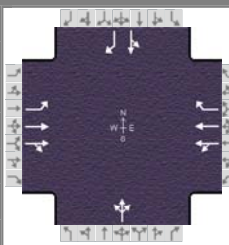
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	77	1319	0	0	980	64	0	0	0	91	0	59
Initial Queue ( Q <sub>b</sub> ), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate ( s <sub>0</sub> ), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking ( N <sub>m</sub> ), man/h	None			None			None			None		
Heavy Vehicles ( P <sub>HV</sub> ), %	4	3			3	2		0			2	0
Ped / Bike / RTOR, /h	0	0		0	0	0	0	0		0	0	0
Buses ( N <sub>b</sub> ), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type ( AT )	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering ( I )	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width ( W ), ft	12.0	12.0			12.0	12.0		12.0			12.0	12.0
Turn Bay Length, ft	0	0			0	0		0			0	0
Grade ( P <sub>g</sub> ), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	25	25	25

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green ( G <sub>max</sub> ) or Phase Split, s	20.0	100.0		80.0		30.0		30.0
Yellow Change Interval ( Y ), s	3.5	4.5		4.5		4.5		4.5
Red Clearance Interval ( R <sub>c</sub> ), s	0.0	1.5		1.5		1.5		1.5
Minimum Green ( G <sub>min</sub> ), s	3	15	6	15	6	8	6	6
Start-Up Lost Time ( l <sub>t</sub> ), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green ( e ), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage ( P <sub>T</sub> ), s	3.0	7.0	2.0	7.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	No	Yes	No	Yes	No	Yes
Walk ( Walk ), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time ( P <sub>C</sub> ), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

### HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	KLOA, Inc.			Duration, h	0.25		
Analyst	ANB	Analysis Date	Jun 29, 2017	Area Type	Other		
Jurisdiction	IDOT	Time Period	A.M. Peak Hour	PHF	0.97		
Urban Street	Ogden Avenue	Analysis Year	2023	Analysis Period	1 > 7:00		
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access AMFUT.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	77	1319	0	0	980	64	0	0	0	91	0	59

Signal Information				Signal Timing (s)											
Cycle, s	130.0	Reference Phase	2	Green	3.4	100.1	11.0	0.0	0.0	0.0	0.0	1	2	3	4
Offset, s	0	Reference Point	Begin	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0	5	6	7	
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On												

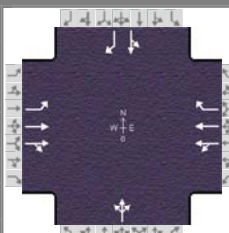
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		7.3		8.0		7.0
Phase Duration, s	6.9	113.0		106.1		17.0		17.0
Change Period, ( Y+R <sub>c</sub> ), s	3.5	6.0		6.0		6.0		6.0
Max Allow Headway ( MAH ), s	4.0	0.0		0.0		0.0		5.2
Queue Clearance Time ( g <sub>s</sub> ), s	3.2							10.4
Green Extension Time ( g <sub>e</sub> ), s	0.2	0.0		0.0		0.0		0.6
Phase Call Probability	1.00							1.00
Max Out Probability	0.00							0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	79	1360	0	0	1010	66		0			94	61
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1753	1856	0	0	1856	1585		0			1418	1610
Queue Service Time ( g <sub>s</sub> ), s	1.2	13.3	0.0	0.0	11.2	1.3		0.0			8.4	4.5
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	1.2	13.3	0.0	0.0	11.2	1.3		0.0			8.4	4.5
Green Ratio ( g/C )	0.81	0.82			0.77	0.77					0.08	0.11
Capacity ( c ), veh/h	477	3055			2859	1221					175	178
Volume-to-Capacity Ratio ( X )	0.167	0.445	0.000	0.000	0.353	0.054		0.000			0.536	0.342
Back of Queue ( Q ), ft/ln ( 95 th percentile)	15.1	171.1	0	0	171.8	17.6		0			147.5	87.3
Back of Queue ( Q ), veh/ln ( 95 th percentile)	0.6	6.7	0.0	0.0	6.7	0.7		0.0			5.8	3.5
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	3.2	3.2			4.7	3.6					58.3	53.5
Incremental Delay ( d <sub>2</sub> ), s/veh	0.2	0.5	0.0	0.0	0.3	0.1		0.0			3.6	1.6
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Control Delay ( d ), s/veh	3.4	3.7			5.1	3.7					61.9	55.1
Level of Service ( LOS )	A	A			A	A					E	E
Approach Delay, s/veh / LOS	3.7		A	5.0		A	0.0			59.2		E
Intersection Delay, s/veh / LOS	7.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	B	2.2	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.7	B	1.4	A	0.5	A	0.7	A

### HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	KLOA, Inc.			Duration, h	0.25		
Analyst	ANB	Analysis Date	Jun 29, 2017	Area Type	Other		
Jurisdiction	IDOT	Time Period	A.M. Peak Hour	PHF	0.97		
Urban Street	Ogden Avenue	Analysis Year	2023	Analysis Period	1 > 7:00		
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access AMFUT.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	77	1319	0	0	980	64	0	0	0	91	0	59

Signal Information				Signal Timing													
Cycle, s	130.0	Reference Phase	2	Green	3.4	100.1	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	Begin	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On														

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f <sub>w</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f <sub>HVg</sub> )	0.969	0.977	1.000	1.000	0.977	0.984	1.000	1.000	1.000	0.984	0.984	1.000
Parking Activity Adjustment Factor (f <sub>p</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f <sub>bb</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f <sub>a</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f <sub>LU</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f <sub>LT</sub> )	0.952	0.000		1.000	1.000		1.000	1.000		0.758	0.758	
Right-Turn Adjustment Factor (f <sub>RT</sub> )		1.000	1.000		0.000	0.847		0.000	1.000		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f <sub>LPB</sub> )	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f <sub>RPB</sub> )			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f <sub>wz</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f <sub>DDI</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1753	3711	0	0	3711	1585	0	1900	0	1418	0	1610
Proportion of Vehicles Arriving on Green (P)	0.03	0.82	0.00	0.00	0.77	0.77	0.00	0.00	0.00	0.08	0.00	0.08
Incremental Delay Factor (k)	0.11	0.50			0.50	0.50					0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t <sub>L</sub> )	3.5	6.0		6.0		6.0		6.0
Green Ratio (g/C)	0.81	0.82		0.77		0.08		0.08
Permitted Saturation Flow Rate (s <sub>p</sub> ), veh/h/ln	549	0		407		1440		1440
Shared Saturation Flow Rate (s <sub>sh</sub> ), veh/h/ln				0		1900		0
Permitted Effective Green Time (g <sub>p</sub> ), s	102.1	0.0		0.0		0.0		11.0
Permitted Service Time (g <sub>u</sub> ), s	89.0	0.0		0.0		0.0		11.0
Permitted Queue Service Time (g <sub>ps</sub> ), s	2.2							8.4
Time to First Blockage (g <sub>t</sub> ), s	0.0	0.0		100.1		11.0		0.0
Queue Service Time Before Blockage (g <sub>ts</sub> ), s								0.0
Protected Right Saturation Flow (s <sub>R</sub> ), veh/h/ln				0				1610
Protected Right Effective Green Time (g <sub>R</sub> ), s				0.0				3.4

Multimodal	EB			WB			NB			SB		
Pedestrian F <sub>w</sub> / F <sub>v</sub>	1.389	0.00	1.557	0.00	2.107	0.00	2.107	0.00	2.107	0.00	0.00	
Pedestrian F <sub>s</sub> / F <sub>delay</sub>	0.000	0.028	0.000	0.049	0.000	0.160	0.000	0.160	0.000	0.160	0.160	
Pedestrian M <sub>corner</sub> / M <sub>cw</sub>												
Bicycle c <sub>b</sub> / d <sub>b</sub>	1646.40	2.03	1540.70	3.43	168.98	54.48	168.98	54.48	168.98	54.48	54.48	
Bicycle F <sub>w</sub> / F <sub>v</sub>	-3.64	1.19	-3.64	0.89	-3.64	0.00	-3.64	0.00	-3.64	0.26	0.26	

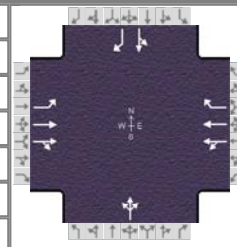
### HCS7 Signalized Intersection Results Graphical Summary

**General Information**

Agency	KLOA, Inc.			Duration, h	0.25
Analyst	ANB	Analysis Date	Jun 29, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	A.M. Peak Hour	PHF	0.97
Urban Street	Ogden Avenue	Analysis Year	2023	Analysis Period	1 > 7:00
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access AMFUT.xus		
Project Description					

**Intersection Information**

Duration, h	0.25
Area Type	Other
PHF	0.97
Analysis Period	1 > 7:00
File Name	Oden+Access AMFUT.xus



**Demand Information**

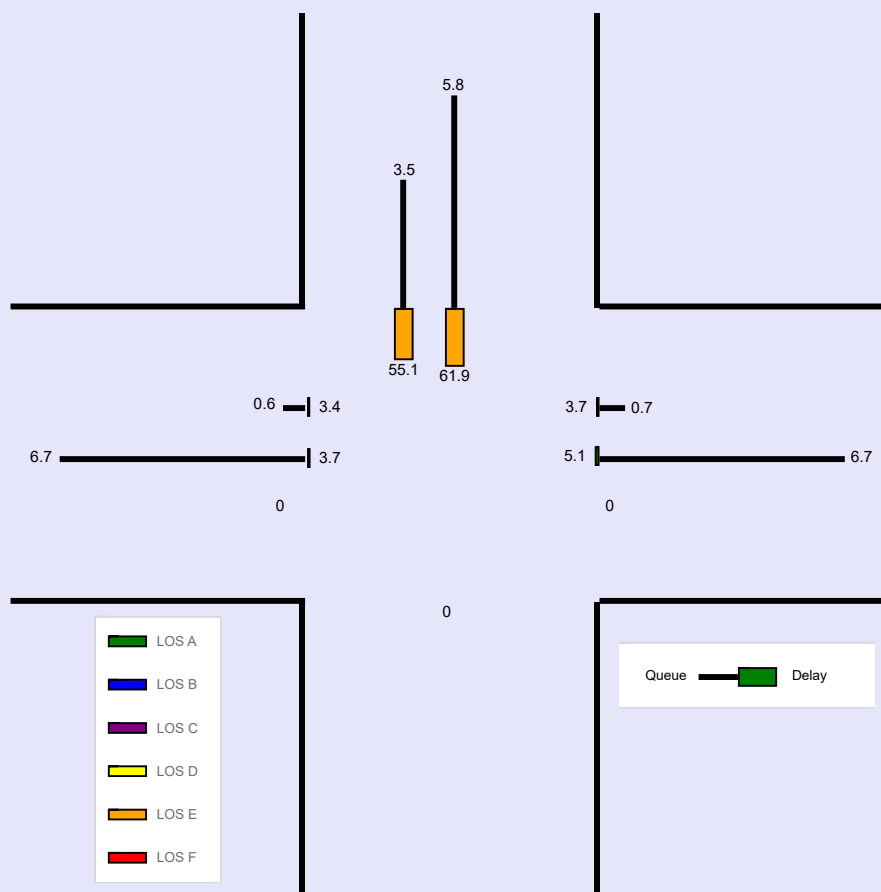
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	77	1319	0	0	980	64	0	0	0	91	0	59

**Signal Information**

Cycle, s	130.0	Reference Phase	2												
Offset, s	0	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On	Green	3.4	100.1	11.0	0.0	0.0	0.0	0.0	1	2	3	4
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0	5	6	7	
				Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0				

**Movement Group Results**

Approach Movement	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Back of Queue ( Q ), ft/ln ( 95 th percentile)	15.1	171.1	0	0	171.8	17.6			0			147.5	87.3
Back of Queue ( Q ), veh/ln ( 95 th percentile)	0.6	6.7	0.0	0.0	6.7	0.7			0.0			5.8	3.5
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00			0.00			0.00	0.00
Control Delay ( d ), s/veh	3.4	3.7			5.1	3.7						61.9	55.1
Level of Service ( LOS)	A	A			A	A						E	E
Approach Delay, s/veh / LOS	3.7		A	5.0		A	0.0			59.2			E
Intersection Delay, s/veh / LOS	7.4						A						



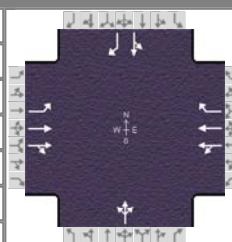
**--- Messages ---**

No errors or warnings exist.

**--- Comments ---**

### HCS7 Signalized Intersection Input Data

General Information					Intersection Information			
Agency	KLOA, Inc.				Duration, h	0.25		
Analyst	ANB	Analysis Date	Jun 28, 2017		Area Type	Other		
Jurisdiction	IDOT	Time Period	P.M. Peak Hour		PHF	0.97		
Urban Street	Ogden Avenue	Analysis Year	2023		Analysis Period	1> 7:00		
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access PMFUT.xus					
Project Description								



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	154	1396	3	0	1395	153	3	0	1	154	0	171

Signal Information				Signal Timing (s)													
Cycle, s	140.0	Reference Phase	2	Green	5.5	100.8	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	Begin	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On														

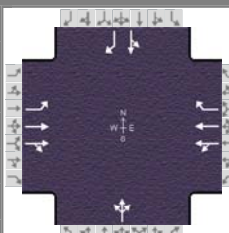
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	154	1396	3	0	1395	153	3	0	1	154	0	171
Initial Queue ( Q <sub>b</sub> ), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate ( s <sub>0</sub> ), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking ( N <sub>m</sub> ), man/h	None			None			None			None		
Heavy Vehicles ( P <sub>HV</sub> ), %	1	1			1	0		0			0	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses ( N <sub>b</sub> ), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type ( AT )	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering ( I )	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width ( W ), ft	12.0	12.0			12.0	12.0		12.0			12.0	12.0
Turn Bay Length, ft	0	0			0	0		0			0	0
Grade ( P <sub>g</sub> ), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	25	25	25

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green ( G <sub>max</sub> ) or Phase Split, s	20.0	110.0		90.0		30.0		30.0
Yellow Change Interval ( Y ), s	3.5	4.5		4.5		4.5		4.5
Red Clearance Interval ( R <sub>c</sub> ), s	0.0	1.5		1.5		1.5		1.5
Minimum Green ( G <sub>min</sub> ), s	3	15	6	15	6	8	6	6
Start-Up Lost Time ( l <sub>t</sub> ), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green ( e ), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage ( P <sub>T</sub> ), s	3.0	7.0	2.0	7.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	No	Yes	No	Yes	No	Yes
Walk ( Walk ), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time ( P <sub>C</sub> ), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

### HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	KLOA, Inc.			Duration, h	0.25		
Analyst	ANB	Analysis Date	Jun 28, 2017	Area Type	Other		
Jurisdiction	IDOT	Time Period	P.M. Peak Hour	PHF	0.97		
Urban Street	Ogden Avenue	Analysis Year	2023	Analysis Period	1> 7:00		
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access PMFUT.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	154	1396	3	0	1395	153	3	0	1	154	0	171

Signal Information				Signal Timing (s)														
Cycle, s	140.0	Reference Phase	2	Green	5.5	100.8	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	Begin	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On															

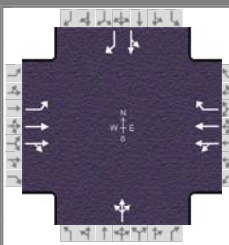
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		7.3		8.0		7.0
Phase Duration, s	9.0	115.8		106.8		24.2		24.2
Change Period, ( Y+R <sub>c</sub> ), s	3.5	6.0		6.0		6.0		6.0
Max Allow Headway ( MAH ), s	4.0	0.0		0.0		5.3		5.3
Queue Clearance Time ( g <sub>s</sub> ), s	5.1					2.3		17.1
Green Extension Time ( g <sub>e</sub> ), s	0.4	0.0		0.0		1.9		1.1
Phase Call Probability	1.00					1.00		1.00
Max Out Probability	0.00					0.00		0.56

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	159	721	721	0	1438	158		4			159	176
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1795	1885	1884	0	1885	1610		1534			1439	1610
Queue Service Time ( g <sub>s</sub> ), s	3.1	18.7	18.7	0.0	24.1	4.3		0.0			14.8	14.3
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	3.1	18.7	18.7	0.0	24.1	4.3		0.3			15.1	14.3
Green Ratio ( g/C )	0.77	0.78	0.78		0.72	0.72		0.13			0.13	0.17
Capacity ( c ), veh/h	327	1479	1478		2716	1160		244			238	272
Volume-to-Capacity Ratio ( X )	0.486	0.488	0.488	0.000	0.530	0.136		0.017			0.667	0.648
Back of Queue ( Q ), ft/ln ( 95 th percentile)	56.6	273.3	271	0	360.7	64.7		5.9			247.3	256.1
Back of Queue ( Q ), veh/ln ( 95 th percentile)	2.2	10.8	10.8	0.0	14.3	2.6		0.2			9.9	10.2
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	8.2	5.3	5.3		8.9	6.1		53.1			59.6	54.3
Incremental Delay ( d <sub>2</sub> ), s/veh	1.1	1.2	1.2	0.0	0.7	0.2		0.0			5.2	4.0
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Control Delay ( d ), s/veh	9.3	6.4	6.4		9.6	6.3		53.2			64.8	58.3
Level of Service ( LOS )	A	A	A		A	A		D			E	E
Approach Delay, s/veh / LOS	6.7		A	9.3		A	53.2		D	61.3		E
Intersection Delay, s/veh / LOS	13.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	B	2.2	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.8	B	1.8	B	0.5	A	1.0	A

### HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	KLOA, Inc.			Duration, h	0.25		
Analyst	ANB	Analysis Date	Jun 28, 2017	Area Type	Other		
Jurisdiction	IDOT	Time Period	P.M. Peak Hour	PHF	0.97		
Urban Street	Ogden Avenue	Analysis Year	2023	Analysis Period	1 > 7:00		
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access PMFUT.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	154	1396	3	0	1395	153	3	0	1	154	0	171

Signal Information				Signal Timing (s)										
Cycle, s	140.0	Reference Phase	2	Green	5.5	100.8	18.2	0.0	0.0	0.0	1	2	3	4
Offset, s	0	Reference Point	Begin	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	5	6	7	
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	1.5	1.5	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f <sub>w</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f <sub>HVg</sub> )	0.992	0.992	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f <sub>p</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f <sub>bb</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f <sub>a</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f <sub>LU</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f <sub>LT</sub> )	0.952	0.000		1.000	1.000		0.814	0.807		0.757	0.757	
Right-Turn Adjustment Factor (f <sub>RT</sub> )		0.999	0.999		0.000	0.847		0.000	0.807		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f <sub>LPB</sub> )	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f <sub>RPB</sub> )			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f <sub>wz</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f <sub>DDI</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1795	3761	8	0	3770	1610	1151	0	384	1439	0	1610
Proportion of Vehicles Arriving on Green (P)	0.04	0.78	0.78	0.00	0.72	0.72	0.13	0.00	0.13	0.13	0.00	0.13
Incremental Delay Factor (k)	0.11	0.50	0.50		0.50	0.50		0.15			0.18	0.17

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t <sub>L</sub> )	3.5	6.0		6.0		6.0		6.0
Green Ratio (g/C)	0.77	0.78		0.72		0.13		0.13
Permitted Saturation Flow Rate (s <sub>p</sub> ), veh/h/ln	374	0		376		1440		1439
Shared Saturation Flow Rate (s <sub>sh</sub> ), veh/h/ln				0		1533		1439
Permitted Effective Green Time (g <sub>p</sub> ), s	102.8	0.0		0.0		18.2		18.2
Permitted Service Time (g <sub>u</sub> ), s	76.7	0.0		0.0		3.1		17.9
Permitted Queue Service Time (g <sub>ps</sub> ), s	19.3					0.0		14.8
Time to First Blockage (g <sub>t</sub> ), s	0.0	0.0		100.8		0.7		0.0
Queue Service Time Before Blockage (g <sub>ts</sub> ), s						0.2		0.0
Protected Right Saturation Flow (s <sub>R</sub> ), veh/h/ln				0				1610
Protected Right Effective Green Time (g <sub>R</sub> ), s				0.0				5.5

Multimodal	EB			WB			NB			SB		
Pedestrian F <sub>w</sub> / F <sub>v</sub>	1.389	0.00	1.557	0.00	2.107	0.00	2.107	0.00	2.107	0.00	2.107	0.00
Pedestrian F <sub>s</sub> / F <sub>delay</sub>	0.000	0.047	0.000	0.068	0.000	0.159	0.000	0.159	0.000	0.159	0.000	0.159
Pedestrian M <sub>corner</sub> / M <sub>cw</sub>												
Bicycle c <sub>b</sub> / d <sub>b</sub>	1569.07	3.25	1440.56	5.48	259.50	53.01	259.50	53.01	259.50	53.01	259.50	53.01
Bicycle F <sub>w</sub> / F <sub>v</sub>	-3.64	1.32	-3.64	1.32	-3.64	0.01	-3.64	0.01	-3.64	0.01	-3.64	0.55

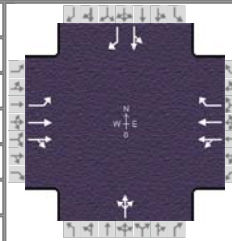
### HCS7 Signalized Intersection Results Graphical Summary

**General Information**

Agency	KLOA, Inc.		
Analyst	ANB	Analysis Date	Jun 28, 2017
Jurisdiction	IDOT	Time Period	P.M. Peak Hour
Urban Street	Ogden Avenue	Analysis Year	2023
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access PMFUT.xus
Project Description			

**Intersection Information**

Duration, h	0.25
Area Type	Other
PHF	0.97
Analysis Period	1 > 7:00



**Demand Information**

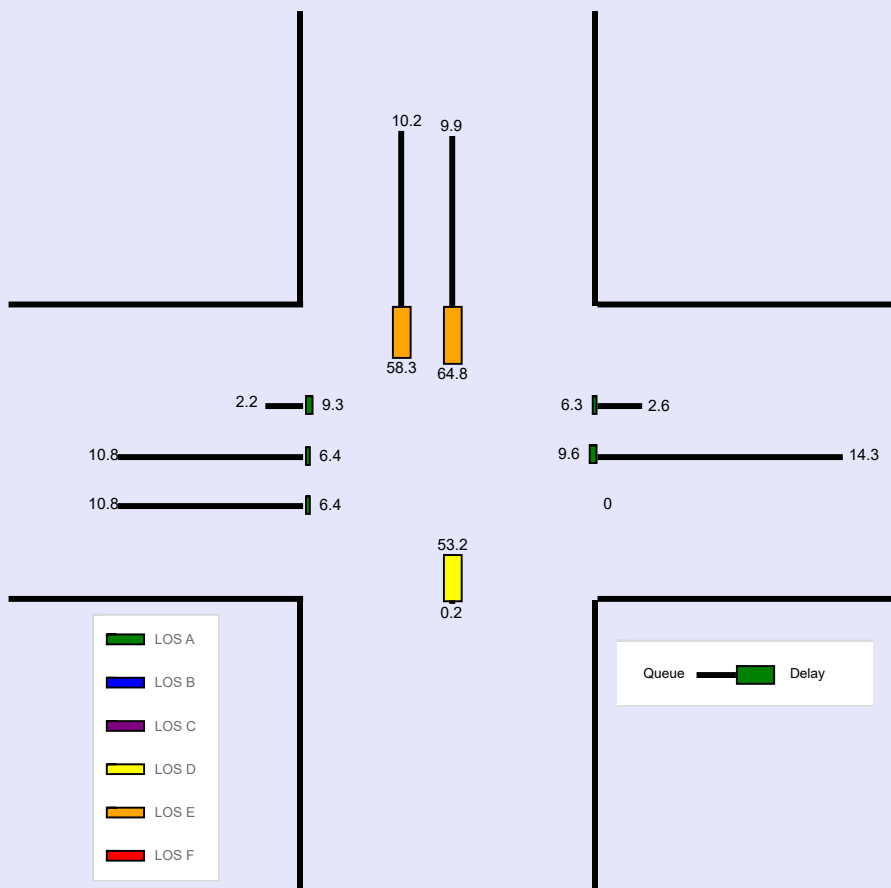
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	154	1396	3	0	1395	153	3	0	1	154	0	171

**Signal Information**

Cycle, s	140.0	Reference Phase	2												
Offset, s	0	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On	Green	5.5	100.8	18.2	0.0	0.0	0.0	0.0	1	2	3	4
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0	5	6	7	
				Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0				

**Movement Group Results**

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue ( Q ), ft/l ( 95 th percentile)	56.6	273.3	271	0	360.7	64.7		5.9			247.3	256.1
Back of Queue ( Q ), veh/l ( 95 th percentile)	2.2	10.8	10.8	0.0	14.3	2.6		0.2			9.9	10.2
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	0.00
Control Delay ( d ), s/veh	9.3	6.4	6.4		9.6	6.3		53.2			64.8	58.3
Level of Service ( LOS)	A	A	A		A	A		D			E	E
Approach Delay, s/veh / LOS	6.7	A		9.3	A			53.2	D		61.3	E
Intersection Delay, s/veh / LOS	13.1						B					



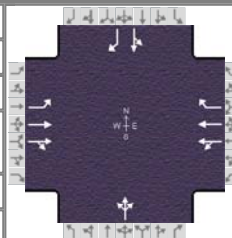
**--- Messages ---**

No errors or warnings exist.

**--- Comments ---**

### HCS7 Signalized Intersection Input Data

General Information				Intersection Information			
Agency	KLOA, Inc.			Duration, h	0.25		
Analyst	ANB	Analysis Date	Jun 29, 2017	Area Type	Other		
Jurisdiction	IDOT	Time Period	Sat. Midday Peak Hour	PHF	0.98		
Urban Street	Ogden Avenue	Analysis Year	2023	Analysis Period	1 > 7:00		
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access SATFUT.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	230	1185	1	1	1086	225	1	2	2	255	0	242

Signal Information													
Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On	Green	8.1	82.4	24.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	4.5	4.5	0.0	0.0	0.0			
				Red	0.0	1.5	1.5	0.0	0.0	0.0			

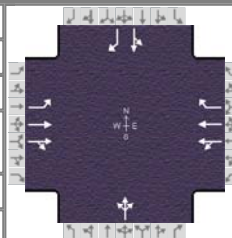
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	230	1185	1	1	1086	225	1	2	2	255	0	242
Initial Queue ( Q <sub>b</sub> ), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate ( s <sub>o</sub> ), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking ( N <sub>m</sub> ), man/h	None			None			None			None		
Heavy Vehicles ( P <sub>HV</sub> ), %	1	1			1	0		0			0	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses ( N <sub>b</sub> ), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type ( AT )	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering ( I )	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width ( W ), ft	12.0	12.0			12.0	12.0		12.0			12.0	12.0
Turn Bay Length, ft	0	0			0	0		0			0	0
Grade ( P <sub>g</sub> ), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	25	25	25

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green ( G <sub>max</sub> ) or Phase Split, s	20.0	100.0		80.0		30.0		30.0
Yellow Change Interval ( Y ), s	3.5	4.5		4.5		4.5		4.5
Red Clearance Interval ( R <sub>c</sub> ), s	0.0	1.5		1.5		1.5		1.5
Minimum Green ( G <sub>min</sub> ), s	3	15	6	15	6	8	6	6
Start-Up Lost Time ( I <sub>t</sub> ), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green ( e ), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage ( P <sub>T</sub> ), s	3.0	7.0	2.0	7.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	No	Yes	No	Yes	No	Yes
Walk ( Walk ), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time ( P <sub>C</sub> ), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

### HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	ANB	Analysis Date	Jun 29, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	Sat. Midday Peak Hour	PHF	0.98
Urban Street	Ogden Avenue	Analysis Year	2023	Analysis Period	1 > 7:00
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access SATFUT.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	230	1185	1	1	1086	225	1	2	2	255	0	242

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	8.1	82.4	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0

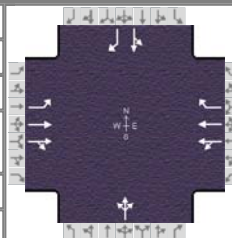
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		7.3		8.0		7.0
Phase Duration, s	11.6	100.0		88.4		30.0		30.0
Change Period, ( Y+R c ), s	3.5	6.0		6.0		6.0		6.0
Max Allow Headway ( MAH ), s	4.0	0.0		0.0		5.2		5.2
Queue Clearance Time ( g s ), s	7.6					2.3		25.5
Green Extension Time ( g e ), s	0.5	0.0		0.0		3.1		0.0
Phase Call Probability	1.00					1.00		1.00
Max Out Probability	0.04					0.02		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	235	605	605	581	529	230		5			260	247
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1795	1885	1885	1884	1716	1610		1779			1435	1610
Queue Service Time ( g s ), s	5.6	17.0	17.0	0.0	21.2	7.9		0.0			23.2	17.7
Cycle Queue Clearance Time ( g c ), s	5.6	17.0	17.0	21.2	21.2	7.9		0.3			23.5	17.7
Green Ratio ( g/C )	0.71	0.72	0.72	0.63	0.63	0.63		0.18			0.18	0.25
Capacity ( c ), veh/h	409	1363	1363	1221	1087	1020		362			320	398
Volume-to-Capacity Ratio ( X )	0.574	0.444	0.444	0.475	0.486	0.225		0.014			0.812	0.620
Back of Queue ( Q ), ft/ln ( 95 th percentile)	95.6	270.3	268.1	346.4	325.2	128.5		6.3			375.4	300.6
Back of Queue ( Q ), veh/ln ( 95 th percentile)	3.8	10.7	10.7	13.9	12.9	5.1		0.3			15.0	12.0
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	0.00
Uniform Delay ( d 1 ), s/veh	10.0	7.3	7.3	12.6	12.6	10.2		43.3			52.8	43.5
Incremental Delay ( d 2 ), s/veh	1.3	1.0	1.1	1.3	1.6	0.5		0.0			15.3	3.4
Initial Queue Delay ( d 3 ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Control Delay ( d ), s/veh	11.3	8.4	8.4	13.9	14.2	10.7		43.4			68.1	46.9
Level of Service ( LOS )	B	A	A	B	B	B		D			E	D
Approach Delay, s/veh / LOS	8.9		A	13.5		B	43.4		D	57.8		E
Intersection Delay, s/veh / LOS	18.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.1	B	2.2	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.7	B	1.6	B	0.5	A	1.3	A

### HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	ANB	Analysis Date	Jun 29, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	Sat. Midday Peak Hour	PHF	0.98
Urban Street	Ogden Avenue	Analysis Year	2023	Analysis Period	1 > 7:00
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access SATFUT.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	230	1185	1	1	1086	225	1	2	2	255	0	242

Signal Information				Signal Timing										
Cycle, s	130.0	Reference Phase	2	Green	8.1	82.4	24.0	0.0	0.0	0.0	1	2	3	4
Offset, s	0	Reference Point	Begin	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	5	6	7	
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	1.5	1.5	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

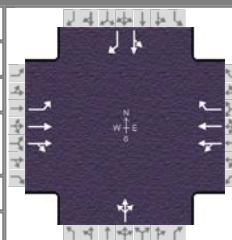
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f <sub>w</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f <sub>HVG</sub> )	0.992	0.992	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f <sub>p</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f <sub>bb</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f <sub>a</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f <sub>LU</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f <sub>LT</sub> )	0.952	0.000		0.999	0.999		0.959	0.936		0.755	0.755	
Right-Turn Adjustment Factor (f <sub>RT</sub> )		1.000	1.000		0.000	0.847		0.000	0.936		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f <sub>LPB</sub> )	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f <sub>RPB</sub> )			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f <sub>wz</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f <sub>DDI</sub> )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1795	3767	3	3	3596	1610	356	712	712	1435	0	1610
Proportion of Vehicles Arriving on Green (P)	0.06	0.72	0.72	0.63	0.63	0.63	0.18	0.18	0.18	0.18	0.00	0.18
Incremental Delay Factor (k)	0.11	0.50	0.50	0.50	0.50	0.50		0.15			0.37	0.24

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t <sub>L</sub> )	3.5	6.0		6.0		6.0		6.0
Green Ratio (g/C)	0.71	0.72		0.63		0.18		0.18
Permitted Saturation Flow Rate (s <sub>p</sub> ), veh/h/ln	513	0		469		1440		1435
Shared Saturation Flow Rate (s <sub>sh</sub> ), veh/h/ln				0		1786		1435
Permitted Effective Green Time (g <sub>p</sub> ), s	84.4	0.0		82.4		24.0		24.0
Permitted Service Time (g <sub>u</sub> ), s	61.1	0.0		77.0		0.5		23.7
Permitted Queue Service Time (g <sub>ps</sub> ), s	19.6			0.0		0.0		23.2
Time to First Blockage (g <sub>i</sub> ), s	0.0	0.0		73.8		7.5		0.0
Queue Service Time Before Blockage (g <sub>ts</sub> ), s				21.2		0.2		0.0
Protected Right Saturation Flow (s <sub>R</sub> ), veh/h/ln				0				1610
Protected Right Effective Green Time (g <sub>R</sub> ), s				0.0				8.1

Multimodal	EB	WB	NB	SB
Pedestrian F <sub>w</sub> / F <sub>v</sub>	1.389	0.00	2.107	0.00
Pedestrian F <sub>s</sub> / F <sub>delay</sub>	0.000	0.064	0.000	0.151
Pedestrian M <sub>corner</sub> / M <sub>cw</sub>				
Bicycle c <sub>b</sub> / d <sub>b</sub>	1446.15	4.98	369.23	43.22
Bicycle F <sub>w</sub> / F <sub>v</sub>	-3.64	1.19	-3.64	0.84

### HCS7 Signalized Intersection Results Graphical Summary

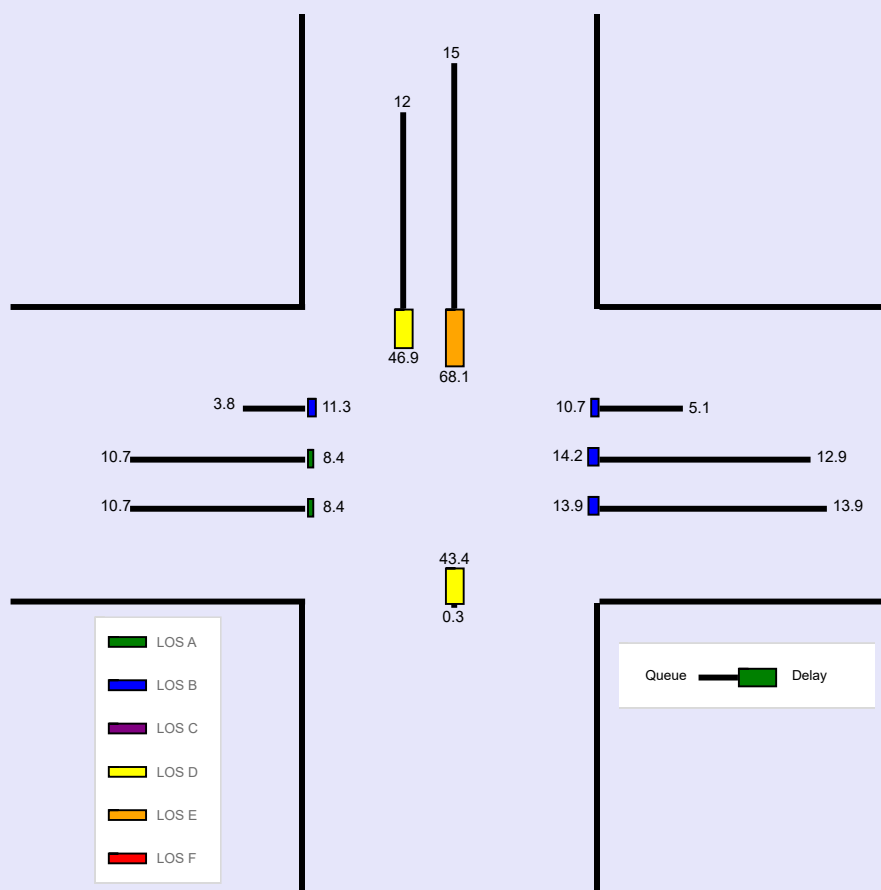
General Information				Intersection Information			
Agency	KLOA, Inc.			Duration, h	0.25		
Analyst	ANB	Analysis Date	Jun 29, 2017	Area Type	Other		
Jurisdiction	IDOT	Time Period	Sat. Midday Peak Hour	PHF	0.98		
Urban Street	Ogden Avenue	Analysis Year	2023	Analysis Period	1 > 7:00		
Intersection	Ogden Ave/Downers Ma...	File Name	Oden+Access SATFUT.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	230	1185	1	1	1086	225	1	2	2	255	0	242

Signal Information				Signal Timing									
Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On	Green	8.1	82.4	24.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	4.5	4.5	0.0	0.0	0.0			
				Red	0.0	1.5	1.5	0.0	0.0	0.0			

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Back of Queue ( Q ), ft/ln ( 95 th percentile)	95.6	270.3	268.1	346.4	325.2	128.5		6.3			375.4	300.6	
Back of Queue ( Q ), veh/ln ( 95 th percentile)	3.8	10.7	10.7	13.9	12.9	5.1		0.3			15.0	12.0	
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	0.00	
Control Delay ( d ), s/veh	11.3	8.4	8.4	13.9	14.2	10.7		43.4			68.1	46.9	
Level of Service (LOS)	B	A	A	B	B	B		D			E	D	
Approach Delay, s/veh / LOS	8.9		A	13.5		B		43.4		D	57.8		E
Intersection Delay, s/veh / LOS	18.3						B						



**--- Messages ---**

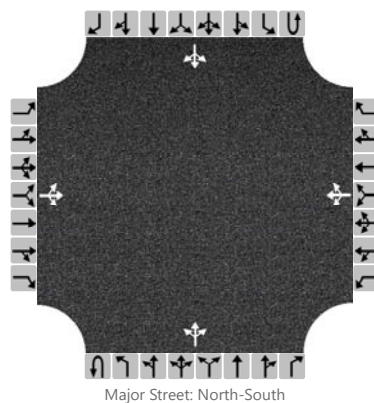
No errors or warnings exist.

**--- Comments ---**

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB			Intersection	Cumnor Rd and Foxfire Ct		
Agency/Co.	KLOA, Inc.			Jurisdiction	Downers Grove		
Date Performed	6/28/2017			East/West Street	Foxfire Court		
Analysis Year	2023			North/South Street	Cumnor Road		
Time Analyzed	7:30 A.M. to 8:30 A.M.			Peak Hour Factor	0.87		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		3	0	5		24	1	18		0	30	45		25	55	1
Percent Heavy Vehicles (%)		0	0	0		0	0	6		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

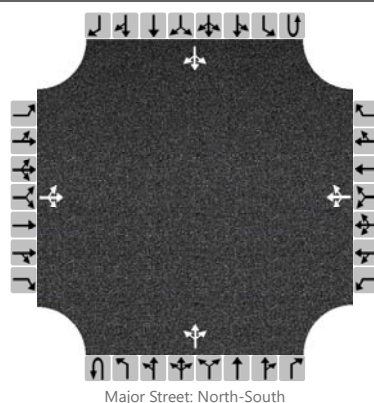
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9				50				0				29	
Capacity, c (veh/h)			900				842				1551				1518	
v/c Ratio			0.01				0.06				0.00				0.02	
95% Queue Length, Q <sub>95</sub> (veh)			0.0				0.2				0.0				0.1	
Control Delay (s/veh)			9.0				9.5				7.3				7.4	
Level of Service, LOS			A				A				A				A	
Approach Delay (s/veh)	9.0				9.5				0.0				2.4			
Approach LOS	A				A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB	Intersection	Cumnor Rd and Foxfire Ct				
Agency/Co.	KLOA, Inc.	Jurisdiction	Downers Grove				
Date Performed	6/28/2017	East/West Street	Foxfire Court				
Analysis Year	2023	North/South Street	Cumnor Road				
Time Analyzed	5:00 P.M. to 6:00 P.M.	Peak Hour Factor	0.88				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		0	1	1		79	0	40		2	48	64		45	58	2
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

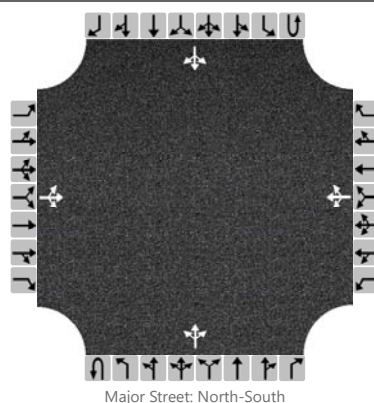
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2				135				2				51	
Capacity, c (veh/h)			743				747				1544				1471	
v/c Ratio			0.00				0.18				0.00				0.03	
95% Queue Length, Q <sub>95</sub> (veh)			0.0				0.7				0.0				0.1	
Control Delay (s/veh)			9.9				10.9				7.3				7.5	
Level of Service, LOS			A				B				A				A	
Approach Delay (s/veh)	9.9				10.9				0.1				3.4			
Approach LOS	A				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB	Intersection	Cumnor Rd and Foxfire Ct				
Agency/Co.	KLOA, Inc.	Jurisdiction	Downers Grove				
Date Performed	6/28/2017	East/West Street	Foxfire Court				
Analysis Year	2023	North/South Street	Cumnor Road				
Time Analyzed	12:00 P.M. to 1:00 P.M.	Peak Hour Factor	0.85				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		0	1	2		98	2	58		94	52	5		45	61	0
Percent Heavy Vehicles (%)		0	0	3		0	0	3		20				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

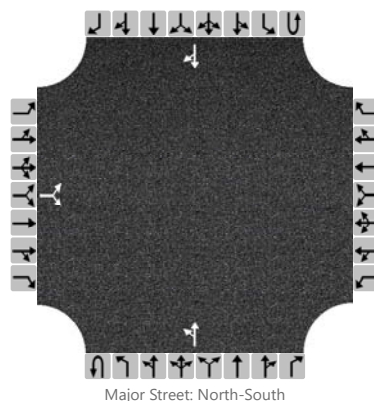
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			3				185				111				53	
Capacity, c (veh/h)			696				572				1421				1542	
v/c Ratio			0.00				0.32				0.08				0.03	
95% Queue Length, Q <sub>95</sub> (veh)			0.0				1.4				0.3				0.1	
Control Delay (s/veh)			10.2				14.3				7.7				7.4	
Level of Service, LOS			B				B				A				A	
Approach Delay (s/veh)	10.2				14.3				5.1				3.3			
Approach LOS	B				B				A				A			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB	Intersection	Williams St and Access Dr				
Agency/Co.	KLOA, Inc.	Jurisdiction	Downers Grove				
Date Performed	6/28/2017	East/West Street	Access Drive				
Analysis Year	2023	North/South Street	Williams Street				
Time Analyzed	7:30 A.M. to 8:30 A.M.	Peak Hour Factor	0.83				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0		0	1	0		0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		10		5						20	16				21	6
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

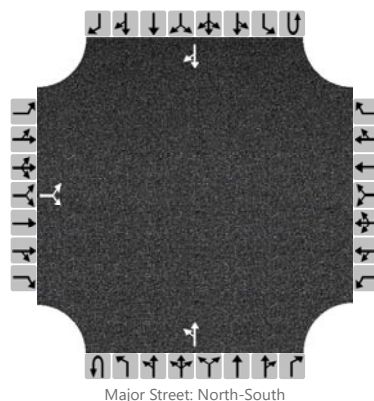
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			18							24						
Capacity, c (veh/h)			931							1572						
v/c Ratio			0.02							0.02						
95% Queue Length, Q <sub>95</sub> (veh)			0.1							0.0						
Control Delay (s/veh)			8.9							7.3						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	8.9								4.1							
Approach LOS	A															

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB	Intersection	Williams St and Access Dr				
Agency/Co.	KLOA, Inc.	Jurisdiction	Downers Grove				
Date Performed	6/28/2017	East/West Street	Access Drive				
Analysis Year	2023	North/South Street	Williams Street				
Time Analyzed	5:30 P.M. to 6:00 P.M.	Peak Hour Factor	0.86				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0		0	1	0		0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		55		24						59	33				16	43
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

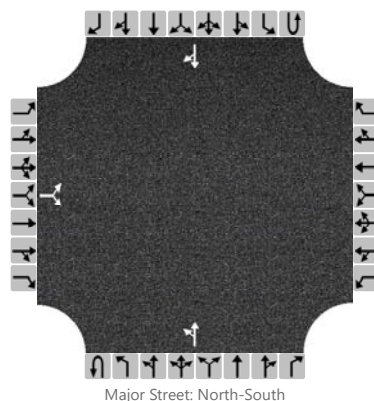
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			92								69					
Capacity, c (veh/h)			792								1513					
v/c Ratio			0.12								0.05					
95% Queue Length, Q <sub>95</sub> (veh)			0.4								0.1					
Control Delay (s/veh)			10.1								7.5					
Level of Service, LOS			B								A					
Approach Delay (s/veh)	10.1								5.0							
Approach LOS	B															

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB	Intersection	Williams St and Access Dr				
Agency/Co.	KLOA, Inc.	Jurisdiction	Downers Grove				
Date Performed	6/28/2017	East/West Street	Access Drive				
Analysis Year	2023	North/South Street	Williams Street				
Time Analyzed	12:00 P.M. to 1:00 P.M.	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0		0	1	0		0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		44		23						53	39				20	44
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

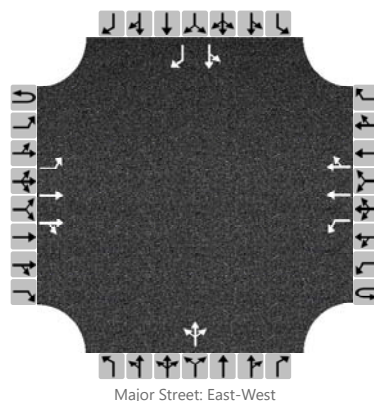
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			73							58						
Capacity, c (veh/h)			820							1517						
v/c Ratio			0.09							0.04						
95% Queue Length, Q <sub>95</sub> (veh)			0.3							0.1						
Control Delay (s/veh)			9.8							7.5						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	9.8								4.5							
Approach LOS	A															

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB	Intersection	Ogden Ave and Williams St				
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT				
Date Performed	6/28/2017	East/West Street	Ogden Avenue				
Analysis Year	2023	North/South Street	Williams Street				
Time Analyzed	7:30 A.M. to 8:30 A.M.	Peak Hour Factor	0.95				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	1	2	0	0	1	2	0	0	1	0		0	1	1	
Configuration		L	T	TR		L	T	TR			LTR			LT		R
Volume, V (veh/h)		41	1381	0		0	931	58		0	0	1		29	0	62
Percent Heavy Vehicles (%)		7				3				0	0	0		30	0	7
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

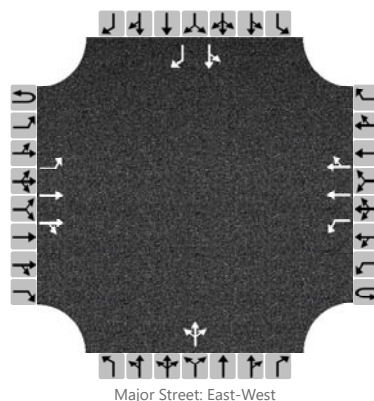
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		43				0				1				31		65
Capacity, c (veh/h)		635				456				371				122		488
v/c Ratio		0.07				0.00				0.00				0.25		0.13
95% Queue Length, Q <sub>95</sub> (veh)		0.2				0.0				0.0				0.9		0.5
Control Delay (s/veh)		11.1				12.9				14.7				44.3		13.5
Level of Service, LOS		B				B				B				E		B
Approach Delay (s/veh)	0.3				0.0				14.7				23.5			
Approach LOS									B				C			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB			Intersection	Ogden Ave and Williams St		
Agency/Co.	KLOA, Inc.			Jurisdiction	IDOT		
Date Performed	6/28/2017			East/West Street	Ogden Avenue		
Analysis Year	2023			North/South Street	Williams Street		
Time Analyzed	5:00 P.M. to 6:00 P.M.			Peak Hour Factor	0.97		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	1
Configuration		L	T	TR		L	T	TR			LTR			LT		R
Volume, V (veh/h)		30	1479	8		1	1524	80		1	0	4		27	0	40
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

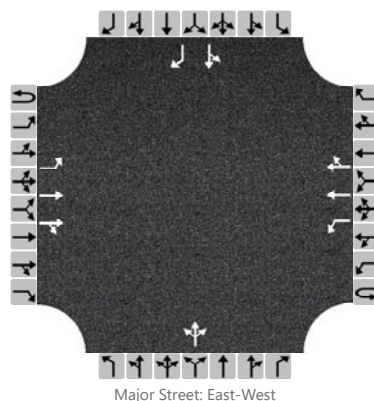
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		31			1					5				28		41
Capacity, c (veh/h)		395			440					202				79		318
v/c Ratio		0.08			0.00					0.02				0.35		0.13
95% Queue Length, Q <sub>95</sub> (veh)		0.3			0.0					0.1				1.4		0.4
Control Delay (s/veh)		14.9			13.2					23.3				73.3		18.0
Level of Service, LOS		B			B					C				F		C
Approach Delay (s/veh)		0.3			0.0					23.3				40.4		
Approach LOS										C				E		

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB			Intersection	Ogden Ave and Williams St		
Agency/Co.	KLOA, Inc.			Jurisdiction	IDOT		
Date Performed	6/28/2017			East/West Street	Ogden Avenue		
Analysis Year	2023			North/South Street	Williams Street		
Time Analyzed	12:00 P.M to 1:00 P.M.			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	1
Configuration		L	T	TR		L	T	TR			LTR			LT		R
Volume, V (veh/h)		63	1378	1		3	1248	127		4	0	6		42	0	82
Percent Heavy Vehicles (%)		8				0				0	0	0		11	0	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

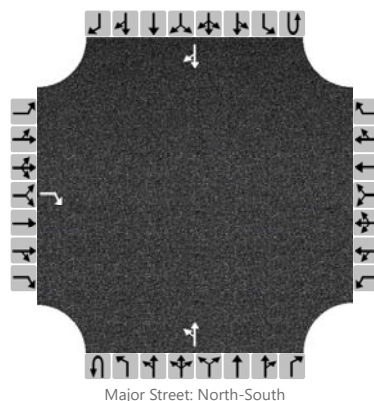
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		66				3					10			44		86	
Capacity, c (veh/h)		435				472					137			88		366	
v/c Ratio		0.15				0.01					0.07			0.50		0.24	
95% Queue Length, Q <sub>95</sub> (veh)		0.5				0.0					0.2			2.2		0.9	
Control Delay (s/veh)		14.8				12.7					33.4			81.1		17.8	
Level of Service, LOS		B				B					D			F		C	
Approach Delay (s/veh)		0.6				0.0				33.4				39.3			
Approach LOS										D				E			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB			Intersection	Williams and Access Drive		
Agency/Co.	KLOA, Inc,			Jurisdiction	IDOT		
Date Performed	6/29/2017			East/West Street	Access Drive		
Analysis Year	2023			North/South Street	Williams Street		
Time Analyzed	7:30 A.M. to 8:30 P.M.			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration				R						LT						TR
Volume, V (veh/h)				60						69	36				28	1
Percent Heavy Vehicles (%)				3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

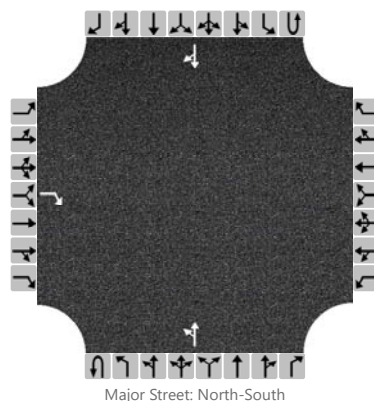
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				65									75			
Capacity, c (veh/h)				1041									1573			
v/c Ratio				0.06									0.05			
95% Queue Length, Q <sub>95</sub> (veh)				0.2									0.2			
Control Delay (s/veh)				8.7									7.4			
Level of Service, LOS				A									A			
Approach Delay (s/veh)	8.7								5.0							
Approach LOS	A															

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB			Intersection	Williams and Access Drive		
Agency/Co.	KLOA, Inc,			Jurisdiction	IDOT		
Date Performed	6/29/2017			East/West Street	Access Drive		
Analysis Year	2023			North/South Street	Williams Street		
Time Analyzed	5:00 P.M. to 6:00 P.M.			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration				R						LT						TR
Volume, V (veh/h)				33						40	92				40	1
Percent Heavy Vehicles (%)				3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				6.2						4.1						
Critical Headway (sec)				6.23						4.13						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.33						2.23						

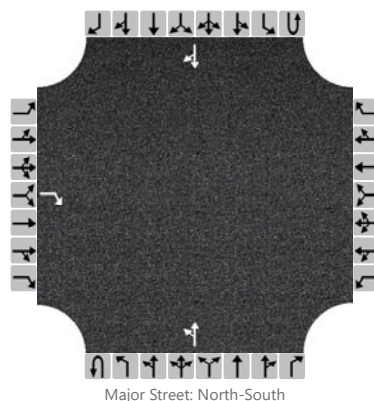
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				36						43						
Capacity, c (veh/h)				1022						1556						
v/c Ratio				0.04						0.03						
95% Queue Length, Q <sub>95</sub> (veh)				0.1						0.1						
Control Delay (s/veh)				8.6						7.4						
Level of Service, LOS				A						A						
Approach Delay (s/veh)	8.6								2.4							
Approach LOS	A															

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ANB			Intersection	Williams and Access Drive		
Agency/Co.	KLOA, Inc,			Jurisdiction	IDOT		
Date Performed	6/29/2017			East/West Street	Access Drive		
Analysis Year	2023			North/South Street	Williams Street		
Time Analyzed	12:00 P.M. to 1:00 P.M.			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Outlot Redevelopment						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0		0	1	0		0	1	0
Configuration				R						LT						TR
Volume, V (veh/h)				63						70	92				44	1
Percent Heavy Vehicles (%)				3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				68									76			
Capacity, c (veh/h)				1017									1550			
v/c Ratio				0.07									0.05			
95% Queue Length, Q <sub>95</sub> (veh)				0.2									0.2			
Control Delay (s/veh)				8.8									7.4			
Level of Service, LOS				A									A			
Approach Delay (s/veh)	8.8								3.4							
Approach LOS	A															

## Existing and Future Queues



## DRAFT

**FILE 17-PLC-0022:** A petition seeking approval of a Special Use and setback variation to allow a drive-through restaurant facility, and a Final Plat of Subdivision to create a commercial outlot. The property is zoned B-3, General Services and Highway Business. The property is located at the northwest corner of the intersection of Ogden Avenue and Williams Street, commonly known as 42-76 Ogden Avenue, Downers Grove, IL (PINs 09-04-112-034 and 09-04-112-035). Pam Sullins, agent of IRC Retail Centers, Petitioner, and IRC Downers Grove, Marketplace, Owner.

### Staff Presentation:

Mr. Scott Williams, Village Planner, said that the subject property is located at the northwest corner of Williams and Ogden; however, this evening they will consider a Final Plat of Subdivision based on the entire size of the Subdivision known as Downers Grove Market. There are currently two large buildings located on the site with a combined area of 105,000 square feet. With regard to zoning, they will be discussing a drive-through that is impacted by the adjacent zoning. He explained that the subject property and the property to the west are zoned B-3. There is R-4 single-family zoning to the east, with the Village of Westmont also to the east and the south. There is additional single-family zoning to the north.

Mr. Williams referred to the Plat of Subdivision that will result in the internal property lines being changed to accommodate the drive-through facility. He said the proposal reduces the overall parking count to 513 parking spaces, which is still well over-parked from the required 439 parking spaces. They are turning unused parking area into commercial space with a drive-through. Furthermore, there will be a new access point off of Williams Street with curb and gutter. Starbuck's is a pre-existing business on the existing property and will move to the new building with the drive-through.

Mr. Williams referred to the engineering of the site, stating that pedestrian connections leading from the proposed building will connect to the existing sidewalks. He explained that the total size of the building is about 3800 square feet, with Starbuck's occupying the western space of the building. The remainder of the building will be occupied by an as yet unknown fast-food type of restaurant facility. With regard to the stacking for the drive-through, it is 11 feet versus the required 10 feet to allow for a wider turning radius going around the building.

Elevation drawings depict the buildings being made of brick, stone and EFIS, with a cornice and parapet. The petitioner has increased the amount of brick on the building from its original plan. It will also feature metal canopies and lighting features. There is a patio proposed to the south of the Starbuck's. Regarding landscaping, the proposal includes a total of 1,404 square feet of new landscaped green space on the site, reducing the impervious area. The petitioner will remove two trees but plant an additional 14 trees on the site. No additional on-site stormwater detention is required, and the site will comply with all provisions of the Stormwater Ordinance.

Mr. Williams then addressed the proposal's compliance with the Comprehensive Plan, noting that the Comprehensive Plan speaks of reinvestment in the regional commercial areas to retain current businesses and attract new restaurants. He noted that the proposed uses and the proposed plan are consistent with the Comprehensive Plan.

## DRAFT

With regard to the setbacks, Mr. Williams reviewed the setbacks as noted in his Staff report dated August 7, 2017, with comparisons of the proposed setbacks to the required setbacks for the specific zoning district. The petitioner will include additional lighting in the form of six new light poles, three of which are back-to-back. He also noted that the proposal for the three commercial lots would meet the minimum lot dimension requirements for the Subdivision Ordinance.

The drive-through Special Use is a compatible use for the site, as Starbuck's already exists at that location, and the drive through is a permitted Special Use.

The petitioner is seeking a variation from the 25' drive-through land setback from the northern property line. Staff sees the variation requirements as having been met as stated on pages 7-8 of Staff's report dated August 7, 2017.

Mr. Williams said, based on its findings, Staff recommends that the Plan Commission make a positive recommendation to the Village Council regarding Case #17-PLC-0022 subject to the following four conditions:

1. The proposed Final Plat of Subdivision and Special Use with a Variation request for a coffee shop restaurant with a drive-through use shall substantially conform to the proposed Downers Market Multi-tenant building engineering drawings prepared by Craig R. Knoche & Associate Civil Engineers, PC dated July 4, 2017, last revised August 1, 2017, the architectural drawings prepared by JTS Architects dated January 24, 2014, last revised August 1, 2017, and the Downers Grove Market Resubdivision, prepared by Craig R. Knoche & Associate Civil Engineers, PC dated July 4, 2017, except as such plans may be modified to conform to Village codes, ordinances, and policies.
2. All signs must meet the requirements of the Sign Ordinance.
3. The building shall be equipped with an automatic suppression and an automatic and manual fire alarm system.
4. A curbed "pork-chop" shall be installed at the  $\frac{3}{4}$  access point to Williams Street. Vehicles exiting the site shall be prohibited from turning left (northbound) onto Williams Street.

### **Petitioner's Presentation**

Ms. Pam Sullins with IRC Retail Center, Owner of the subject property, stated she is the Project Manager. She said that her entire team is present to respond to any questions the Commission members might have. Ms. Sullins noted that Village Staff made a thorough presentation of their request, and she was available to answer any unaddressed issues.

Ms. Rollins said she has been in Starbuck's drive-through lines before and it looks as though they are trying to wrap the vehicles around the front of the building. It looks like they could end up blocking traffic with only a couple of extra cars.

## DRAFT

Mr. Mike Worthman of KLOA traffic engineers said that their surveys show a maximum queue of about 7-8 vehicles, which they are providing in this proposal. Eight vehicles meets the Village Code. If it does back up, the cars can come around and stack up in the parking lot if necessary. They can accommodate a number of cars before they get to Williams Street. There will be way-finding signage installed.

Mr. Steve Cullins of Starbucks Coffee Company, 564 West Randolph, Chicago, said that typically they use directional way-finding to help guide cars through the site. They also have specific striping on the pavement of double green chevrons pointing to the drive-through. Once people get used to the drive-through flow it becomes easier.

Mr. Worthman noted also that the peak period is in the morning when the rest of the shopping center is closed or operating at very little capacity.

A Commissioner asked whether the meeting requested with residential property owners across from the proposed Williams Street access point ever occurred. Ms. Sullins said that one resident did receive their letter, and she has a signed certification of receipt. However, they attempted three different times to deliver to the first house and have never been able to deliver. They used UPS certified.

There being no further questions at this time, Chairman Rickard invited the public to make their comments or ask questions. There were no speakers.

Ms. Sullins said that during or after this building is built, if the two residential owners have complaints, she would be happy to meet them and talk about relocation of some plantings in front of their homes.

Chairman Rickard then closed the Public Hearing.

### **Deliberation:**

Chairman Rickard said he believes the Standards have been met for the Special Use permit and the setback variation. He verified that the property owner for the newly created parcel and the shopping center would be the same owner.

**Mr. Kulovany moved that in case 17-PLC-0022, Final Plat of Subdivision and Special Use in conjunction with a variation for a drive-through, that the Plan Commission forwards a positive recommendation to the Village Council. Ms. Hogstrom seconded the Motion. All in favor. The Motion carried.**

/s/ Celeste K. Weilandt  
(As transcribed by MP-3 audio)